

**Appendix D:
Archaeological Survey Report, Historical Property Survey Report, Historical Resource
Evaluation Report and Finding of No Adverse Effect without Standard Conditions
for the County Road 66B Bridge Replacement Project**

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

<i>District</i>	<i>County</i>	<i>Federal Project Number. (Prefix, Agency Code, Project No.)</i>	<i>Location</i>
03	Glenn	BRLO 5911 (063)	Gle-CR66B/Colusa Drain

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans.

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).

Project Description:

Glenn County with assistance from the California Department of Transportation (Caltrans), proposes to replace the existing 1-lane, wooden-decked bridge (Bridge No. 11C0068) on County Road 66B over the Colusa Drain canal with a cast-in-place post-tensioned concrete slab bridge. The existing bridge is approximately 54 feet in length and 20 feet in width and consists of a three-span timber structure supported by reinforced concrete abutments and piers founded on driven Cast-In-Steel-Shell piles. The outside spans are 16 feet long and the middle span is 18 feet long. The bridge was originally constructed in 1940, and the wooden deck was replaced in 1974.

The project would involve replacement of the existing structure with a cast-in-place, post-tensioned, concrete slab bridge founded on driven piles situated at the abutment supports, thus eliminating structural supports within the stream channel. The existing bridge and intermediate support foundations would be removed from the project site. Additionally, the project would include road widening, road cut/fill, detours, grinding, establishment of clear recovery zones, utility relocation, ground disturbance, vegetation removal, and pile driving.

The roadway width would include two 12-foot wide lanes with two four-foot wide paved shoulders for a total width of 32 feet.

The general project vicinity is depicted on Figure 1: Vicinity Map and the project location is depicted on the map labeled Figure 2: Project Location, which are in the Archaeological Survey Report (ASR) in **Attachment A** of this Historic Property Survey Report (HPSR).

2. AREA OF POTENTIAL EFFECTS

In accordance with Section 106 PA Stipulation VIII.A, the Area of Potential Effects (APE) for the project was established in consultation with Cole Grube, Glenn County Public Works Department, William Larson, Caltrans Associate Environmental Planner – Archaeology and Darlene Wulff, Caltrans District 3 Local Assistance Engineer, and was approved on May 21, 2019. The APE maps are located in Figure 3 in the ASR (**Attachment A** of this HPSR).

The APE was established so as to incorporate all ground disturbing impacts associated with construction and improvements proposed in conjunction with the Project.

The APE generally consists of a linear corridor extending approximately 1,600 feet in length (east-west) and ranging from between 100 feet and 260 feet in width, and generally centered on the

HISTORIC PROPERTY SURVEY REPORT

Colusa Drain. The APE is located approximately 2 miles west of State Route 45, and approximately 3 miles northwest of the community of Princeton, in Glenn County, California.

The maximum depth of construction activity (i.e., the vertical APE) is estimated to not exceed 16 feet below the existing ground surface for the deficient footing and 20 feet for the driven piles. The depth of road excavation will vary between 6" and 28", and will occur primarily within existing fill material. All work will take place within the existing right-of-way, the Temporary Construction Easement (TCE), and/or within permanently acquired right-of-way. Relocation of utilities is not expected to be a requirement of this project, and temporary traffic control will be necessary during construction activities.

The APE as delineated on Figure 3 is the boundary within and adjacent to which cultural studies have been conducted. No construction activities will occur outside the area that has been surveyed or evaluated by Mr. Jensen for this report. A limited amount of equipment and materials will be stored directly on the roadway, within the APE, during daily construction operations. Both temporary construction easements and permanent acquisition of right-of-way will be required for portions of the project. Relocation of utilities is not expected to be a requirement of this project.

The APE (described in detail below) was subjected to intensive archaeological survey on June 5, 2018.

3. CONSULTING PARTIES / PUBLIC PARTICIPATION☒ Local Government:

Letter soliciting input from the Glenn County Planning Commission was sent May 13, 2020. Upon follow up on May 28, 2020 the Planning Department replied that they had no comment. Correspondence with interest parties is included in **Attachment B** of this HPSR.

☒ Native American Heritage Commission (NAHC)

Letter to NAHC, May 31, 2018 (included in **Attachment A** of this HPSR).

Response from the NAHC dated July 9, 2018 (included in **Attachment A** of this HPSR).

☒ Native American Tribes, Groups and Individuals

Letters describing and a map depicting the project area were sent to Ronald Kirk of the Grindstone Rancheria of Wintun-Wailaki, Glenda Nelson of the Enterprise Rancheria, Andrew Freeman of the Paskenta Band of Nomlaki Indians, and Dennis Ramirez of the Mechoopda Indian Tribe of Chico Rancheria, the parties listed by the Native American Heritage Commission, on July 9, 2018. One written response was received on July 10, 2018. Mr. Creig Marcus of the Enterprise Rancheria responded, via email, indicating that "This project is not in our aboriginal territory."

In an effort to communicate the results of the pedestrian survey efforts to potentially interested Native American groups, tribes and individuals, telephone calls were made to the above-listed parties (sans the Enterprise Rancheria) on August 13, 2018. In all three cases, detailed voicemails were left with the parties, requesting any information, questions, or

HISTORIC PROPERTY SURVEY REPORT

concerns that they may have regarding the project. To date, no responses have been received (Letters and Communications Log included in **Attachment A** of this HPSR).

☒ Local Historical Society / Historic Preservation Group

- Orland Historical and Cultural Society
PO Box 183
Orland, CA 95963
May 13, 2020 letter sent to historical society.
May 28, 2020 sent message via Facebook. Society responded that they did not have concerns about the significance of the bridge, but thought it would be nice to recreate the wood texture of the deck on the new bridge.
- Jody Meza
Willows Free Library
201 N. Lassen St.
Willows, CA 95988
May 13, 2020 letter sent to library.
May 28, 2020 follow up e-mail sent. No response was received.
- Glenn Genealogy Group
1121 Marin Street
Orland, CA 95963
May 13, 2020 letter sent to organization.
No additional means of contact available.
- Bayliss Branch Library
7830 Road 39
Glenn, CA 95943
May 13, 2020 letter sent to library.
Additional contact information is same as Willows Free Library. No response was received.

Correspondence with interest parties is included in **Attachment B** of this HPSR.

4. SUMMARY OF 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) |
| <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) |

HISTORIC PROPERTY SURVEY REPORT

- ☒ Other Sources consulted: Northeast Information Center, CSU-Chico. Records Search dated 6/5/2018.
- ☒ Results: According to the records maintained by the NEIC, none of the APE has been subjected to previous investigation by a qualified professional archaeologist. Likewise, no investigations have been conducted within ¼-mile of the APE. The records search results are in the ASR in **Attachment A** of this HPSR.

No prehistoric or historic-era sites have been recorded or otherwise identified within the APE boundary, nor within ¼-mile of the APE. Additionally, no prehistoric sites, traditional use areas or other cultural issues of concern have been identified by the Native American groups and individuals contacted. The Native American Heritage Commission (NAHC) has no record of Sacred Land listings within, adjacent or close to the project area. The data file and determinations of effect for the Office of Historic Preservation also failed to document resources in the APE. Lastly, the California Inventory failed to identify potential historic resources within the APE.

Of note, however, is P-11-604, the Colusa Basin Drainage Canal (i.e., Colusa Drain Canal), portions of which was originally recorded in 1986 as part of the Yolo County Historic Resources Inventory, and other portions recorded in 1992, 1998, 2002, 2007 and 2015. In 1998, the Army Corps of Engineers found the Colusa Basin Drainage Canal to have several construction periods and some features of the canal had not reached 50 years of age when the Corps proposed a project at that time. In its planning, the Corps noted possible integrity issues, tacitly accepting historic significance for the Colusa Basin Drainage Canal. During consultation for that project the Corps and SHPO concurred that the project posed no effect on the canal. No formal determination of eligibility of the Colusa Basin Canal was made at that time. The entirety of the Colusa Drain Canal has not been fully inventoried and evaluated. The Office of Historic Preservation's Built Environment Resource Directory (BERD) for Glenn County lists the "RD 2047 Colusa Basin Drainage Canal" at Sidds Road with a status code of 6Y (Determined ineligible for NR by consensus through Section 106 process) as of 9/30/2015 (Ref. # FHWA_2015_0813_001).

The Caltrans Historic Bridge Inventory was reviewed. The subject structure, Bridge No. 11C0068, is listed as a Category 5 structure, i.e. not eligible for the NRHP. The Caltrans Historic Bridge Inventory Sheet is in **Attachment C** of this HPSR.

5. PROPERTIES IDENTIFIED

- ☒ 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 cultural resources within the 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.
 - ☒ Bridges listed as **Category 5** (previously determined not eligible for listing in the NRHP) in the Caltrans Historic Bridge Inventory are present within the APE

HISTORIC PROPERTY SURVEY REPORT

and those determinations remain valid. Appropriate pages from the Caltrans Historic Bridge Inventory are in **Attachment C** of this HPSR. Bridge 11C0068.

- ☒ The following properties within the APE are **considered eligible** for inclusion in the NRHP for the purposes of this project only because evaluation was not possible, in accordance with Section 106 PA Stipulation VIII.C.4.

Colusa Drain Canal, Glenn County, CA (Not State Owned)

Cultural Studies Office (CSO) approval regarding the assumption of eligibility is in **Attachment D** of this HPSR.

6. FINDING FOR THE UNDERTAKING

- ☒ Caltrans, pursuant to Section 106 PA Stipulation X.B.2, has determined a **Finding of No Adverse Effect (without Standard Conditions)** is appropriate for this undertaking, and requests SHPO's concurrence in this determination.

The Finding of No Adverse Effect Without Standard Conditions is in **Attachment E** of this HPSR.

7. CEQA CONSIDERATIONS

- ☒ Not applicable; **Caltrans is not the lead agency under CEQA.**

8. LIST OF ATTACHED DOCUMENTATION

- ☒ Archaeological Survey Report (ASR): Sean Michael Jensen, August 2018. **Attachment A.**
Peer Reviewer: William Larson, August 2018.
- ☒ Correspondence: Local government, local historical societies/ historic preservation group. **Attachment B.**
- ☒ Caltrans Historic Bridge Inventory Sheet: **Attachment C.**
- ☒ CSO Approval of Assumption of Eligibility. **Attachment D.**
- ☒ Finding of No Adverse Effect Without Standard Conditions: JRP Historical Consulting, LLC, 2021. **Attachment E.**
- ☒ Other:
Attachment 1 of the ASR (**Attachment A** of this HPSR): Correspondence: Native American Heritage Commission (NAHC). Native American Representatives on the NAHC contact list, Communications log.
Attachment 2 of the ASR (**Attachment A** of this HPSR): Copy of Records Search, Northeast Information Center, dated 6/5/2018.

HISTORIC PROPERTY SURVEY REPORT**9. HPSR PREPARATION AND CALTRANS APPROVAL**

Prepared by: _____

Sean Michael Jensen, Principal Investigator
Prehistoric Archaeology, Historical Archaeology

Date

Genesis Society
127 Estates Drive
Chico, CA 95928

Prepared by: _____

Cheryl Brookshear, JRP Historical Consulting, LLC
PQS-equivalent Architectural Historian

April 2, 2021

Date

Reviewed for

Approval by: _____

District 3 Caltrans PQS
William Larson, PQS-PI: Prehistoric Archaeology

Date

Approved by: _____

District 3 EBC
Laura Loeffler

Date

Attachment A

Archaeological Survey Report (ASR): Sean Michael Jensen, August 2018.

Peer Reviewer: William Larson, Caltrans District 3, August 2018

ARCHAEOLOGICAL SURVEY REPORT
FOR
COUNTY ROAD 66B BRIDGE REPLACEMENT over the
COLUSA DRAIN PROJECT
Glenn County, California
BRLO 5911 (063)

Prepared by  5-30-19
Name Sean Michael Jensen Date
Chico, California

Reviewed by _____
Name William Larson, PQS-PI: Prehistoric Date
Archaeology

Prepared for _____
Name Laura Loeffler Date
EBC

USGS Princeton 7.5'

Circa 4.6 Acres

August 2018

Table of Contents

Summary of Findings	3
Introduction	3
Sources Consulted	5
Background	6
Field Methods	9
Study Findings and Conclusions	9
Other Resources	10
References Cited	10

Figures

Figure 1: Vicinity Map

Figure 2: Location Map

Figure 3: APE Map

Attachment 1: Native American Correspondences

Consultation letter, Native American Heritage Commission (NAHC).

Response from, NAHC, dated July 9, 2018.

Consultation letters sent to Native American individuals/groups on NAHC contact list.

Response from the Enterprise Rancheria

Communications log documenting supplemental consultation communications.

Attachment 2: Records Search

Records Search from the Northeast Information Center dated 6/5/18.

Caltrans Bridge Inventory.

Summary of Findings

Glenn County (County) in conjunction with the California Department of Transportation (Caltrans) as assigned by the Federal Highway Administration (FHWA) proposes to replace the bridge (Bridge No. 11C0068) along County Road 66B crossing the Colusa Drain in Glenn County, California.

This document reports efforts to identify potential archaeological resources within the Area of Potential Effects (APE) in support of the County Road 66B Bridge Replacement over the Colusa Drain Project (Project), and involves a records search undertaken at the Northeast Information Center of the California Historical Resources Information System, at CSU-Chico, consultation with the Native American Heritage Commission (NAHC), consultation with interested Native American Individuals/Groups/Tribes, and an intensive pedestrian survey of the APE.

All survey objectives were met for this project.

No archaeological resources were identified within the APE.

It is Caltrans' policy to avoid cultural resources whenever possible. If a known site or sites couldn't be avoided by the project, further investigation(s) would be needed. 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. If the project was to change and include areas not previously surveyed, additional survey work will be required.

Introduction

The APE (described in detail below) was subjected to intensive archaeological survey on June 5, 2018. The APE generally consists of a linear corridor extending approximately 1,600 feet in length (east-west) and ranging from between 100 feet and 260 feet in width, and generally centered on the Colusa Drain. The APE is located approximately 2 miles west of State Route 45, and approximately 3 miles northwest of the community of Princeton, in Glenn County, California. The proposed project includes replacing the existing, structurally deficient bridge. The general project vicinity is depicted on Figure 1: Vicinity Map. The project's location is depicted on Figure 2: Project Location, and the specific APE is depicted on Figure 3: APE Map.

The pedestrian survey was conducted by Mr. Sean Michael Jensen, M.A., administrator for Genesis Society, Chico, California. Mr. Jensen is a professional archaeologist, with 32 years of experience in archaeology and history of the western United States, who meets the Secretary of Interior's Standards for Professional Qualification, as demonstrated in his inclusion on the California Historical Resources Information System's list of qualified consultants. Mr. Jensen has undertaken over 2,000 separate federal, State and local agency projects distributed throughout California, Oregon, Washington, Arizona, Montana, Nevada, and Hawaii.

Highway Project Location and Description

Glenn County (County) in conjunction with the California Department of Transportation (Caltrans) as assigned by the Federal Highway Administration (FHWA) proposes to replace the bridge (Bridge No. 11C0068) along County Road 66B crossing the Colusa Drain in Glenn County, California.

The present project is located within Caltrans District 3, Glenn County, County Road 66B Bridge Replacement over the Colusa Drain Project (Project), and further identified as BRLO 5911 (063).

The APE generally consists of a linear corridor extending approximately 1,600 feet in length (east-west) and ranging from between 100 feet and 300 feet in width, and generally centered on the Colusa Drain. The APE is located approximately 2 miles west of State Route 45, and approximately 3 miles northwest of the community of Princeton, in Glenn County, California. The proposed project involves replacing the existing 1-lane, wooden-decked bridge with a cast-in-place post-tensioned concrete slab bridge. The existing bridge is approximately 54 feet in length and 20 feet in width, and consists of a three-span timber structure supported by reinforced concrete abutments and piers founded on driven Cast-In-Steel-Shell piles. The outside spans are 16 feet long and the middle span is 18 feet long. The bridge was originally constructed in 1940, and the wooden deck was replaced in 1974.

The present project would involve replacement of the existing structure with a cast-in-place post-tensioned concrete slab bridge founded on driven piles situated at the abutment supports, thus eliminating structural supports within the stream channel. Additionally, the project will include road widening, bridge work, road cut/fill, detours, grinding, establishment of clear recovery zones, utility relocation, ground disturbance, vegetation removal, and pile driving.

The roadway width would include 2-12' wide lanes with 2-4' paved shoulders for a total width of 32'.

The maximum depth of construction activity (i.e., the vertical APE) is estimated to not exceed 16 feet below the existing ground surface for the efficient footing and 20 feet for the driven piles. The depth of road excavation will vary between 6" and 28", and will occur primarily within existing fill material. All work will take place within the existing right-of-way and/or within permanently acquired right-of-way. Relocation of utilities is not expected to be a requirement of this project, and temporary traffic control will be necessary during construction activities.

See Vicinity Map (Figure 1) for the general project location, and Project Location Map (Figure 2) that depicts the project location on a topographic-based USGS quadrangle.

The project will rely on federal funding and meets the definition of an "undertaking" according to 36 CFR §800.16(y). Caltrans, acting as the lead agency under the delegated authority of the Federal Highway Administration, is providing oversight of this undertaking in accordance with the *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* (Caltrans PA) (January 1, 2014)

Area of Potential Effects (APE)

The Area of Potential Effects (APE) (Figure 3) for the project was established in consultation with and signed by Cole Grube, Glenn County Public Works Department, William Larson, Caltrans Associate Environmental Planner – Archaeology and Darlene Wulff, Caltrans District 3 Local Assistance Engineer, and was approved on May 21, 2019. The APE Map is identified as Figure 3 in both the Historic Property Survey Report, and this Archaeological Survey Report.

The APE was established so as to incorporate all ground disturbing impacts associated with bridge replacement proposed in conjunction with the Project.

The APE generally consists of a linear corridor extending approximately 1,600 feet in length (east-west) and ranging from between 100 feet and 260 feet in width, and generally centered on the Colusa Drain.

The APE as delineated on Figure 3 is the boundary within and adjacent to which cultural studies have been conducted. No construction activities will occur outside the area that has been surveyed or

evaluated by Mr. Jensen for this report. A limited amount of equipment and materials will be stored directly on the roadway, within the APE, during daily construction operations. Both temporary construction easements and permanent acquisition of right-of-way will be required for portions of the project. Relocation of utilities is not expected to be a requirement of this project.

Sources Consulted

Summary of Methods and Results

Prior to conducting the pedestrian field survey, the official Glenn County archaeological records maintained by the Northeast Information Center were examined for any existing recorded prehistoric or historic sites (NEIC File No.: 18-102, dated June 5, 2018).

In addition to examining the official records of Glenn County as maintained by the Northeast Information Center, the following were also reviewed by the Information Center, or separately:

- The National Register of Historic Places (1988, Supplements through 7-00).
- The California Register of Historical Resources (2012).
- Directory of Properties in the Historic Property Data File for Glenn County (2012).
- Office of Historic Preservation Determination of Eligibility (2012).
- The California Inventory of Historic Resources (2014).
- California Points of Historical Interest (1992).
- California Historical Landmarks (2012).
- Historic Spots in California (1990).
- Gold Districts of California (1980).
- Handbook of North American Indians, Vol. 8, California (1978).
- The Caltrans State and Local Bridge Survey (2016).
- USGS Princeton, CA quadrangle (1906, 1913, 1918, 1936, 1953, 1958, 1970, 1974, 2012, 2015).
- NETR Aerial Photographs (1947, 1998, 2005, 2009, 2010, 2012, 2014).

The records search area was established at 1/4-mile radius of the APE.

According to the records maintained by the NEIC, none of the APE has been subjected to previous investigation by a qualified professional archaeologist. Likewise, no investigations have been conducted within 1/4-mile of the APE.

No prehistoric or historic-era sites have been recorded or otherwise identified within the APE boundary, nor within 1/4-mile of the APE. Additionally, no prehistoric sites, traditional use areas or other cultural issues of concern have been identified by the Native American groups and individuals contacted. The Native American Heritage Commission (NAHC) has no record of Sacred Land listings within, adjacent or close to the project area. The data file and determinations of effect for the Office of Historic Preservation also failed to document resources in the APE. Lastly, the California Inventory failed to identify potential historic resources within the APE.

Of note, however, is that site P-11-604, the Colusa Basin Drainage Canal (i.e., Colusa Drain Canal), was originally recorded in 1986 as part of the Yolo County Historic Resources Inventory, and later updated in 1992, 1998, 2002, 2007 and 2015. The Colusa Basin Drainage Canal was recommended not eligible for NRHP listing by the Army Corps of Engineers, and in 1998 they received a consensus determination of ineligibility by the Office of Historic Preservation (Widell 1998).

Summary of Native American Consultation

The NAHC was requested to supply any information they had concerning Sacred Land listings for the project area. The NAHC indicated that there are no Sacred Land listings for the project area or adjacent lands (response dated July 9, 2018, included in Attachment 1). The contact list from the Native American Heritage Commission included the following individuals and groups, all of whom were contacted and requested to supply any information they might have concerning prehistoric sites or traditional use areas within the project area (request letters dated July 9, 2018):

1. Ronald Kirk, Grindstone Rancheria of Wintun-Wailaki.
2. Glenda Nelson, Enterprise Rancheria.
3. Andrew Freeman, Paskenta Band of Nomlaki Indians.
4. Dennis Ramirez, Mechoopda Indian Tribe of Chico Rancheria.

One written response was received on July 10, 2018. Mr. Creig Marcus of the Enterprise Rancheria responded, via email, indicating that “This project is not in our aboriginal territory.”

In an effort to communicate the results of the pedestrian survey efforts to potentially interested Native American groups, tribes and individuals, telephone calls were made to the above-listed parties (sans the Enterprise Rancheria) on August 13, 2018. In all three cases, detailed voicemails were left with the parties, requesting any information, questions, or concerns that they may have regarding the project. To date, no responses have been received.

Consultation will continue for the life of the project.

Background

Environment

The project area consists of northern Sacramento Valley lands located east of the Coast Range foothills, approximately one mile west of State Route 45 and the Sacramento River, and approximately 6 miles southeast of the community of Willows. Rice fields and other agricultural crops dominate the terrain surrounding the APE.

With the exception of the Sacramento River, situated approximately two miles east of the project area, there are no natural sources of surface water within close proximity to the APE.

Based on previous cultural resources studies undertaken within the general APE vicinity, coupled with the absence of prehistoric cultural materials being documented within most of these previous investigation areas, the APE appeared to be situated within lands of low to moderate archaeological sensitivity with respect to prehistoric sites. With the exception of built environment features, the APE appeared to represent low sensitivity with respect to historic-period sites. While historic-period built environment components had been identified within the APE (i.e., the Colusa Drain), the postulate of low sensitivity, for non-built environment features, was based on the considerable disturbance to both the surface and subsurface setting, resulting from decades of historic agricultural, contemporary road construction, and contemporary placement of buried and overhead utilities.

Prehistory

The earliest residents in the Great Central Valley are represented by the Fluted Point and Western Pluvial Lakes Traditions, which date from about 11,500 to 7,500 years ago (Moratto 2004). Within portions of

the Central Valley of California, fluted projectile points have been found at Tracy Lake (Heizer 1938) and around the margins of Buena Vista Lake in Kern County. Similar materials have been found to the north, at Samwel Cave near Shasta Lake and near McCloud and Big Springs in Siskiyou County. These early peoples are thought to have subsisted using a combination of generalized hunting and lacustrine exploitation (Moratto 2004).

These early cultural assemblages were followed by an increase in Native population density after about 7,500 years ago. One of the most securely dated of these assemblages in north-central California is from the Squaw Creek Site located north of Redding. Here, a charcoal-based C-14 date suggests extensive Native American presence around 6,500 years ago, or 4,500 B.C. Most of the artifactual material dating to this time period has counterparts further south, around Borax (Clear) Lake to the west, and the Farmington Area in a Valley setting east of Stockton. Important artifact types from this time period include large wide-stemmed projectile points and manos and metates.

In the Northern Sacramento Valley, in the general vicinity of the project area, aboriginal populations continued to expand between 6,500 and 4,500 years ago. Early Penutian-speaking arrivals in this area may be represented by the archaeological complex known in the literature as the “Windmill” or “Early Horizon.” These sites date to about 4,000-5,000 years ago, with the connection to Penutian-speaking peoples suggested on the basis of extended burials, large leaf-shaped and stemmed projectile points similar to points of the Stemmed Point Tradition in the Plateau and portions of the Great Basin, large villages established along major waterways, and elaborate material culture with a wide range of ornamental and other non-utilitarian artifact types being present (Ragir 1972). The continuation of this pattern through the “Middle Horizon”, or from about 1,000 B.C. to A.D. 300, has also been documented at riverine sites within the Sacramento Valley, including several sites along both the Sacramento River, located approximately two miles east of the APE.

Sometime around AD 200-300, the Valley may have experienced another wave of Penutian immigration. Arriving ultimately from southern Oregon and the Columbia and Modoc Plateau region and proceeding down the major drainage systems (including the Feather, Yuba and American Rivers and of course the Sacramento River), these Penutian-speaking arrivals may have displaced the earlier populations, including remnant Hoka-speaking peoples still resident within the Valley. Presumably introduced by these last Penutian-speaking peoples to arrive were more extensive use of bulbs and other plant foods, animal and fishing products more intensively processed with mortars and pestles, and perhaps the bow and arrow and associated small stemmed- and corner-notched projectile points.

Ethnography

The project area is located within territory which, at the time of Contact with European/American culture (*circa* AD 1850), was claimed by the Nomlaki (Goldschmidt 1978) who claimed lands west of the Sacramento River south to around Princeton, although close to the border shared with the Patwin to the south (Johnson 1978). The Patwin claimed lands from this point southward to below Knights Landing.

Both the Patwin and the Nomlaki were Penutian speakers, (Shipley 1978) for whom the basic social unit was the family, although the village may also have functioned as a social, political and economic unit. Villages were usually located near water sources, with major villages inhabited mainly in the winter as it was necessary to go out into the hills and higher elevation zones to establish temporary camps during food gathering seasons (i.e., spring, summer and fall). Villages typically consisted of a scattering of bark houses, numbering from four or five to several dozen in larger villages, each house containing a single family of from three to seven people.

As with all northern California Indian groups, economic life for these Penutian speaking groups revolved around hunting, fishing and the collecting of plant foods. Deer were an important meat source and were

hunted by individuals by stalking or snaring, or by groups in community drives. Salmon runs, and other food resources available along the Sacramento River and some of its major tributaries, also contributed significantly to local economies. While much of the fish protein was consumed immediately, a significant percentage, particularly during the fall salmon run, was prepared for storage and consumed during winter months. Acorns represented one of the most important vegetal foods and were particularly abundant within the Oak Park Woodland which flanked both sides of the Sacramento River.

Relations between Euro-Americans and Native Americans in the northern Sacramento Valley followed the course of interaction documented in most other parts of North America, but with particularly devastating consequences for the Sacramento Valley Indians. John Work's fur trapping expedition through the region in 1832-33 resulted in the introduction of several communicable diseases, the results of which were devastating to Native culture and society (Work 1945; Cook 1955, 1976).

History

The first Euroamerican arrivals into the area include participants in Spanish and Mexican expeditions and early fur trapping ventures, several of which came through and made brief stays within this portion of the Northern Sacramento Valley. However, history in this area of the Valley really begins with the appearance of Euroamerican emigrants such as Granville Swift who accompanied the Kelsey Party in 1843 on their journey to California. Swift served in John Sutter's campaign for California independence (the Bear Flag Revolt) and later served as a militia Captain in Fremont's California Battalion. Swift later settled immediately north of Orland, between the core of the City and Stony Creek, and established cattle ranching operations that at one time extended south through the present project vicinity, down to Woodland and westerly into the foothill regions west of Willows.

Small, independent companies and individual steamboat operators established shipping routes on the upper Sacramento River during the early historic period; at its peak, river navigation on the Sacramento reached Red Bluff. The 1871 completion of the railroad to Red Bluff eliminated the need for many of the riverboat operations, although River steam boats like The Dover and Weitchepc continued service through 1911, with some reports claiming that operations continued to service Red Bluff as late as 1918 and the town of Tehama as late as 1936 (McGowan 1961:395-306).

Glenn County was organized in 1891 from portions of northern Colusa County, which was one of the original 27 counties in the State; the boundaries of which have changed overtime. The first Americans settled in southern Colusa County in 1846 and the small settlement grew into the town of Colusa in 1850 along the Sacramento River, becoming the county seat in 1854.

The nearby communities of Princeton and Colusa emerged in the 1860's to service the historic transportation industry along the Sacramento River, and local farms which had begun to drain large tracts of land along and west of the Sacramento River during this same period.

The area that would become Glenn County was the most abundant grain growing region in the Sacramento valley into the early 1870s. To increase yields, some farmers in Princeton, located a short distance east of the project area, dug gravity fed ditches from the Sacramento River to irrigate their low-lying lands during periods of high water. Shipping points with large grain warehouses along the Sacramento River at Jacinto, Princeton, and Sidds Landing, sprung up as millions of sacks of grain and barley were sent to market.

Of considerable importance to the theme of 19th and 20th century agriculture is the Glenn-Colusa Irrigation District and the Colusa Drain Canal; this latter feature proceeds through the present APE.

The Colusa Drain Canal begins in Glenn County at a point approximately eight miles

southeast of the head of the 65-mile long Glenn-Colusa Irrigation District (GCID) Main Canal, the primary water conveyance source for the largest irrigation district in the Sacramento Valley. The Colusa Drain Canal travels south-southeasterly from Glen County through Colusa County terminating in Yolo County west of Knights Landing. Initially built from 1921-1922 by the then newly organized RD No. 2047, the Colusa Drain Canal traversed six irrigation districts including the Glenn-Colusa, Provident, Princeton-Codora-Glenn, Jacinto, Maxwell, and the Compton-Delevan irrigation districts.

The Sacramento River Flood Control Project was created through an act of Congress in 1917, and authorized construction of levees, weirs and bypasses in the Sacramento Valley (James and Singer 2008:131). Initially operating under multiple agencies, in 1957 the Army Corps of Engineers (USACOE) turned over control of the system to the state of California, who in turn accepted responsibility for, and maintenance of, the completed system. Over the next six decades, the USACOE conducted numerous (nearly annually) maintenance, repair and construction projects along segments of the Colusa Drain Canal, including the segment located within the present APE. These actions resulted in substantial changes to the design, materials, workmanship and feeling of this canal segment.

Field Methods

The entire APE was subjected to pedestrian survey, accomplished by walking parallel transects, spaced at 5-meter intervals along the entire APE. In searching for cultural resources, the surveyor took into account the results of background research and was alert for any unusual contours, soil changes, distinctive vegetation patterns, exotic materials, artifacts, feature or feature remnants and other possible markers of cultural sites.

Study Findings and Conclusions

This document reports efforts to identify potential archaeological resources within the APE in support of the County Road 66B Bridge Replacement over the Colusa Drain Project. Tasks undertaken to this end included conducting a records search undertaken at the Northeast Information Center of the California Historical Resources Information System, at CSU-Chico, consultation with the NAHC, consultation with interested Native American Individuals/Groups/Tribes, and an intensive pedestrian survey of the APE.

The records search indicated that no prehistoric or historic-era sites have been recorded or otherwise identified within the APE boundary, nor within 1/4-mile of the APE boundary. Additionally, no prehistoric sites, traditional use areas or other cultural issues of concern have been identified by the Native American groups and individuals contacted. The Native American Heritage Commission (NAHC) has no record of Sacred Land listings within, adjacent or close to the project area. The data file and determinations of effect for the Office of Historic Preservation also failed to document resources in the APE. Lastly, the California Inventory failed to identify potential historic resources within the APE.

No archaeological resources were identified within or immediately adjacent to the APE during the background investigation, the present pedestrian survey, or the consultation efforts.

It seems unlikely that buried cultural materials related to prehistoric occupation are present within the APE. Although the presence of buried cultural material is always a possibility, in the present case the foregoing conclusion is based on the results of previous archaeological survey on lands in the vicinity and containing similar geomorphological characteristics. No prehistoric sites have been documented within the records search radius, and the closest prehistoric sites are located over one mile from the project APE. Further, while the APE is situated within/upon Late Holocene alluvial deposits, the closest sources of surface water, which typically increase a land area's sensitivity for archaeological resources, are situated

approximately two miles easterly. Additionally, road and canal construction and maintenance, which have been ongoing for nearly a century, have not identified archaeological resources within or near the APE. Geotechnical boring was not undertaken as a component of this project, and none is foreseen. Consequently, the likelihood of encountering intact, buried, prehistoric deposits at this locale appears to be unlikely.

Other Resources

No other resources were identified during the present project.

Unidentified Cultural Materials

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.

References Cited

ACHP (Advisory Council on Historic Preservation)

1980 Treatment of Archaeological Properties: A Handbook. *Advisory Council on Historic Preservation*. Washington, D.C.

California, Department of Transportation (Caltrans)

1987 *Caltrans State and Local Bridge Survey*. Sacramento, California.

1989 *Caltrans State and Local Bridge Survey*. Sacramento, California.

California, State of

1970 *Public Resources Code, Section 21000, et seq. (CEQA), and The California Environmental Quality Act Guidelines, California Administrative Code, Section 15000 et seq. (Guidelines, as amended October 1998)*. State of California, Sacramento.

1976 *The California Inventory of Historic Resources*. State of California, Sacramento.

1990 *The California Historical Landmarks*. State of California, Sacramento (Updates through 1996).

Clark, William B.

1980 Gold Districts of California. *California Division of Mines and Geology, Bulletin 193*. San Francisco.

Code of Federal Regulations (CFR)

36 CFR Part 60: *National Register of Historic Places*. Washington, D.C.: Department of the Interior, National Park Service.

36 CFR Part 66: *Proposed Guidelines – Recovery of Scientific, Prehistoric, Historic, and Archaeological Data: Methods, Standards, and Reporting Requirements*. Washington, D.C.: Dept. of the Interior, NPS.

- Cook, S. F.
 1955 The Aboriginal Population of the San Joaquin Valley, California. *University of California Publications, Anthropological Records*, Vol. 16:31-80. Berkeley and Los Angeles.
- 1976 *The Conflict Between the California Indian and White Civilization*. Berkeley: University of California Press.
- Goldschmidt, Walter A.
 1978 "Nomlaki", IN, *Handbook of North American Indians, Volume 8: California*, Robert F. Heizer, Editor, pp. 341-349. Smithsonian Institution, Washington, D.C.
- Heizer, Robert F.
 1938 "A Folsom-Type Point from the Sacramento Valley." *The Masterkey* 12(5):180-182. Los Angeles.
- Hoover, Rensch & Rensch
 1990 *Historic Spots in California*. 3rd ed. Stanford University Press, Stanford.
- James, L. Allan and Michael B. Singer
 2008 "Development of the Lower Sacramento Valley Flood-Control System: Historical Perspective." *Natural Hazards Review*, Vol. 9, No. 3, August 1, 2008.
- Johnson, Patti J.
 1978 "Patwin", In *Handbook of North American Indians, Volume 8: California*, Robert F. Heizer, Editor, pp. 350-360. Smithsonian Institution, Washington, D.C.
- Maloney, Alice Bay
 1943 Fur Brigade to the Bonaventura: John Work's California Expedition of 1832-33 for the Hudson's Bay Company. *California Historical Society Quarterly*, Vol. 22, No. 3. San Francisco.
- McGowan, J.
 1961 *History of the Sacramento Valley*. New York: Lewis Historical Publication Company.
- Moratto, Michael J.
 2004 *California Archaeology, 2nd Edition*. New York: Academic Press, Inc.
- Ragir, Sonia
 1972 The Early Horizon in Central California Prehistory. *Contributions of the University of California Archaeological Research Facility*. Berkeley.
- Shipley, W.F.
 1978 "Native Languages of California," In, *Handbook of North American Indians, Volume 8: California*, Robert F. Heizer, Editor, pp. 80-90. Smithsonian Institution, Washington, D.C.

United States Department of Agriculture

1968 *Soil Survey Glenn County, California*. Soil Conservation Service and Forest Service.
Washington, D.C.

United States Department of the Interior

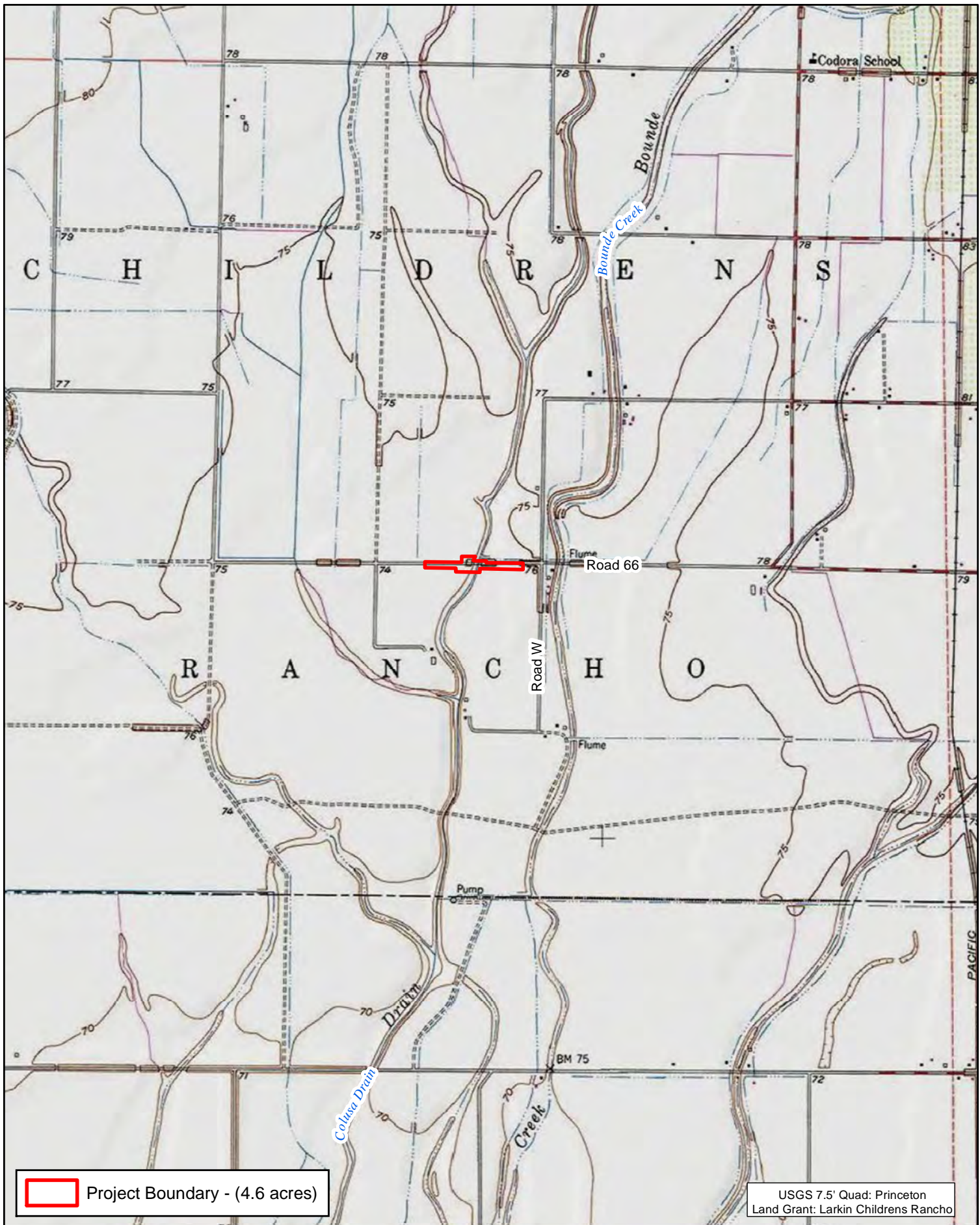
1986 National Register of Historic Places. *Federal Register* 1986, Supplements through
December 2003. Washington, D.C.

Widell, Cherilyn

1998 *Reply to: COE970827C. Project: Levee Rehabilitation, RD 108, 787, & Maintenance
Area 12, Yolo and Colusa Counties, California*. Letter on File, Northwest Information
Center, CSU-Sonoma.

FIGURE 1

FIGURE 2



1:24,000

0 680 1,360 Feet

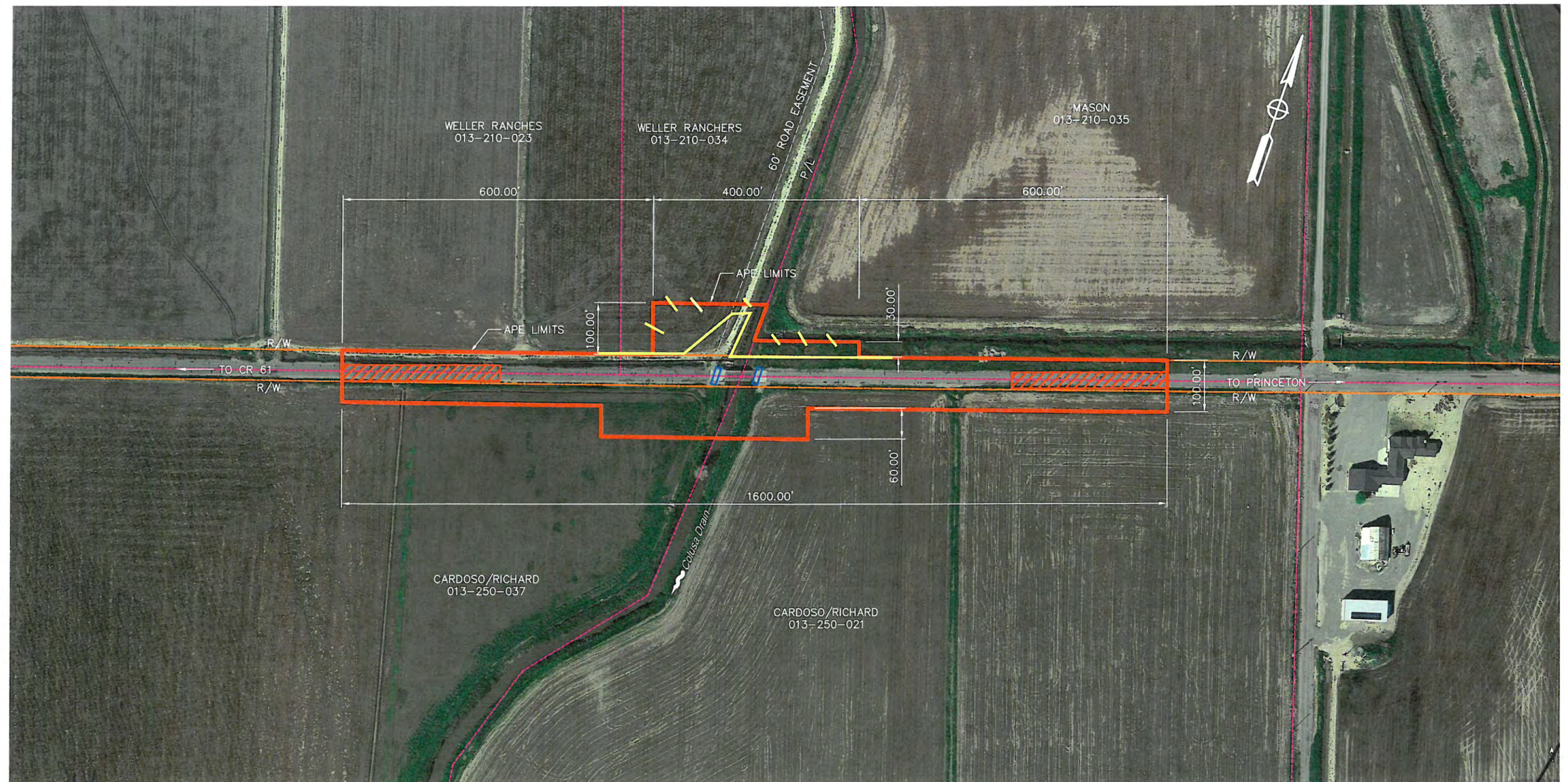
Data Sources: ESRI, USGS
Glenn County, Quincy Engineering


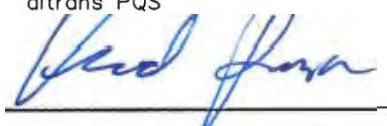
County of Glenn CR 66B Bridge 11C-0068 Project Location Figure 2

gallaway
ENTERPRISES

GE: #16-078 Map Date: 05/31/18






FIGURE 3



 **5/21/19**
 Local Agency Representative
 Glenn County
 William Larson 5/21/19
 altrans PQS
 5/21/19
 Local Assistance Project Engineer
 altrans District 3

AREA OF POTENTIAL EFFECTS MAP
COUNTY ROAD 66B BRIDGE REPLACEMENT
BRIDGE No. 11C-0068

Federal Aid Project BRLO-5911(063)
 Glenn County, Planning and Public Works
 Caltrans District 3

-  RIGHT OF WAY
-  PROPERTY LINE
-  Estimated Footing Excavation Limits
Approx. Dimensions
45' long x 12' wide x 12' deep
-  APE
-  Potential Staging Area

SCALE 1"=200'
 0 1 2 3
 ORIGINAL SCALE IN INCHES

ATTACHMENT 1

GENESIS SOCIETY

a Corporation Sole

127 ESTATES DRIVE
CHICO, CALIFORNIA 95928
(530) 680-6170
seanjensen@comcast.net

May 31, 2018

Native American Heritage Commission

1550 Harbor Boulevard,
West Sacramento, California 95691

Subject: County Road 66B Bridge Replacement Project, circa 4.6-acres, Glenn County, California.

Dear Commission:

We have been requested to conduct the archaeological survey, for the above-cited project, and are requesting any information you may have concerning archaeological sites or traditional use areas for this area. Any information you might supply will be used to supplement the archaeological and historical study being prepared for this project.

<u><i>Project Name:</i></u>	CR66B Bridge Replacement Project
<u><i>County:</i></u>	Glenn
<u><i>Map:</i></u>	USGS Princeton 7.5'
<u><i>Location:</i></u>	Portion of Larkin Childrens Rancho Land Grant

Thanks in advance for your assistance.

Regards,

Sean Michael Jensen

Sean Michael Jensen, Administrator

*Genesis Society
a Corporation Sole*

NATIVE AMERICAN HERITAGE COMMISSION

Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710



July 9, 2018

Sean Michael Jensen
Genesis Society

Sent by E-mail: seanjensen@comcast.net

RE: Proposed County Road 66B Bridge Replacement Project, near the Community of
Princeton; Princeton USGS Quadrangle, Glenn County, California

Dear Mr. Jensen:

A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above with negative results. Please note that the absence of specific site information in the *Sacred Lands File* does not indicate the absence of Native American cultural resources in any APE.

Attached is a list of tribes culturally affiliated to the project area. I suggest you contact all of the listed Tribes. If they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult. If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact via email: gayle.totton@nahc.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Gayle Totton".

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst
(916) 373-3714

CONFIDENTIALITY NOTICE: This communication with its contents may contain confidential and/or legally privileged information. It is solely for the use of the intended recipient(s). Unauthorized interception, review, use or disclosure is prohibited and may violate applicable laws including the Electronic Communications Privacy Act. If you are not the intended recipient, please contact the sender and destroy all copies of the communication.

**Native American Heritage Commission
Native American Contact List
Glenn County
7/9/2018**

***Enterprise Rancheria - Estom
Yumeka Maidu Tribe***

Glenda Nelson, Chairperson
2133 Monte Vista Avenue Maidu
Oroville, CA, 95966
Phone: (530) 532 - 9214
Fax: (530) 532-1768
info@enterpriserancheria.org

***Grindstone Rancheria of
Wintun-Wailaki***

Ronald Kirk, Chairperson
P.O. Box 63 Nomlaki
Elk Creek, CA, 95939 Patwin
Phone: (530) 968 - 5365 Wailaki
Fax: (530) 968-5366

***Mechoopda Indian Tribe of
Chico Rancheria***

Dennis Ramirez, Chairperson
125 Mission Ranch Blvd KonKow
Chico, CA, 95926 Maidu
Phone: (530) 899 - 8922
Fax: (530) 899-8517
dramirez@mechoopda-nsn.gov

***Paskenta Band of Nomlaki
Indians***

Andrew Alejandro, Chairperson
P.O. Box 709 Nomlaki
Corning, CA, 96021 Wintu
Phone: (530) 528 - 3538
Fax: (530) 528-3595
office@paskenta.org

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed County Road 66B Bridge Replacement Project, Glenn County.

GENESIS SOCIETY

a Corporation Sole

127 ESTATES DRIVE
CHICO, CALIFORNIA 95928
(530) 680-6170
seanjensen@comcast.net

July 9, 2018

Native American Individuals, Groups and Tribes

Subject: County Road 66B Bridge Replacement Project, circa 4.6-acres, Glenn County, California.

Dear Interested Native Americans:

Enclosed is a USGS topo-based map showing the location for a bridge replacement project within Glenn County, California.

We have been requested to conduct the archaeological survey, and are requesting any information you may have concerning archaeological sites or traditional use areas for this area. Any information you might supply will be used to supplement the archaeological and historical study being prepared for this project.

Project Name: County Road 66B Bridge Replacement Project
County: Glenn
Map: USGS Princeton 7.5'
Location: Portion of Larkin Childrens Rancho Land Grant

Due to federal funding, Caltrans will provide oversight to ensure compliance with Section 106 of the National Historic Preservation Act as well as other federal laws and regulations.

Thanks for your help. Please call with any questions.

Regards,

Sean Michael Jensen

Sean Michael Jensen, Administrator

*Genesis Society
a Corporation Sole*

Consultation, CR66N

To seanjensen@comcast.net

Good morning Sean,

This project is not in our aboriginal territory.

Thank you for the notification.

Sincerely,

Creig Marcus

Subject: [CatchallEmail -] Consultation, CR66B

Glenda Nelson,

I have attached a formal consultation request letter and USGS-based map for a bridge replacement project in Glenn County. Please contact me with any questions.

Regards,

Sean Michael Jensen, Administrator
Genesis Society
127 Estates Drive
Chico, CA 95928
530-680-6170

**COMMUNICATIONS LOG, COUNTY ROAD 66B BRIDGE REPLACEMENT
PROJECT**

Contacted Party	Date	Medium	Comments
Enterprise Rancheria, Glenda Nelson and Creig Marcus	July 9, 2018 July 10, 2018	Email Email	Delivered email containing consultation letter and project map. Received email from Creig Marcus indicating that the project is not located within the Tribe's aboriginal territory.
Grindstone Rancheria of the Wintun-Wailaki, Ronald Kirk	July 9, 2018 August 13, 2018	USPS Mail Telephone	Delivered, via regular mail, consultation letter and project map. Detailed telephone voicemail left. No response.
Mechoopda Indian Tribe of Chico Rancheria, Dennis Ramirez	July 9, 2018 August 13, 2018	Email Telephone	Delivered email containing consultation letter and project map. Detailed telephone voicemail left. No response.
Paskenta Band of Nomlaki Indians, Andrew Alejandre	July 9, 2018 August 13, 2018	Email Telephone	Delivered email containing consultation letter and project map. Detailed telephone voicemail left. No response.

ATTACHMENT 2

Northeast Center of the
California Historical Resources
Information System

BUTTE
GLENN
LASSEN
MODOC
PLUMAS
SHASTA

SIERRA
SISKIYOU
SUTTER
TEHAMA
TRINITY

123 West 6th Street, Suite 100
Chico CA 95928
Phone (530) 898-6256
neinfoctr@csuchico.edu

ACCESS AGREEMENT

I.C. File #: W18-102

I, the undersigned, have been granted access to historical resources information on file at the Northeast Information Center of the California Historical Resources Information System.

SJ I understand that any CHRIS Confidential Information I receive shall not be disclosed to individuals who do not qualify for access to such information, as specified in Section III (A-E) of the CHRIS Information Center Rules of Operation Manual, or in publicly distributed documents without written consent of the Information Center Coordinator.

SJ I agree to submit historical Resource Records and Reports based in part on the CHRIS information released under this Access Agreement to the Information Center within sixty (60) calendar days of completion.

SJ I agree to pay for CHRIS services provided under this Access Agreement within sixty (60) calendar days of receipt of billing.

SJ I understand that failure to comply with this Access Agreement shall be grounds for denial of access to CHRIS Information.

Print Name: Sean Jensen Date: 6/5/18 Signature: [Signature]

Affiliation: GENESIS SOCIETY

Address: 127 ESTATES DRIVE City/State/Zip: CHICO, CA 95928

Billing Address (if different): _____

Office#: _____ Cell#: 530-680-6170 Email: seanjensen@comcast.net

Project Name: CR66B / MORSEMAN ESTATES

Purpose of Access: PROJECT PLANNING

County: BUTTE/GLENN Township/Range/Section: T18N, R2W / T22N, R1E

USGS 7.5' Quad: PRINLETON / CHICO RICHARDSON SPRINGS

STAFF USE ONLY

Time:

IN: 10:00

OUT: 10:34

[Signature]
Information Center Staff

In-House Fees: 1 hours @ \$100.00/hour

\$ 100.00

Staff Charges: _____ hours @ \$40.00/hour

\$ _____

Photocopy Charges: 28 copies @ \$0.15/page

\$ 4.20

Other: _____ \$ _____

Backlog () _____

TOTAL: \$ 104.20

*** THIS IS NOT AN INVOICE ***



District 03

Glenn County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
11C0001	GLENN-COLUSA CANAL	0.2 MI W RD D	5. Bridge not eligible for NRHP	1964	
11C0002	GLENN-COLUSA CANAL	0.6 MI N/O ROAD 68	5. Bridge not eligible for NRHP	1962	
11C0003	GLENN-COLUSA CANAL	0.5 MI S/O ROAD 62	5. Bridge not eligible for NRHP	1948	
11C0004	GLENN-COLUSA CANAL	0.3 MI E/O ROAD 'F'	5. Bridge not eligible for NRHP	1946	
11C0006	GLENN-COLUSA CANAL	1.2 MI W/O SH 99	5. Bridge not eligible for NRHP	1948	1980
11C0009	GLENN-COLUSA CANAL	2.1 MI N OF S.H. 162	5. Bridge not eligible for NRHP	1961	
11C0010	GLENN-COLUSA CANAL	4.82 MI EAST OF I-5	5. Bridge not eligible for NRHP	1948	1980
11C0011	GLENN-COLUSA CANAL	0.3 MI N CO RD #39	5. Bridge not eligible for NRHP	1950	2002
11C0012	CENTRAL IRRIGATION CANAL	0.6 MI N RD 34	5. Bridge not eligible for NRHP	1950	
11C0013	CENTRAL IRRIGATION CANAL	0.5 MI W ROAD XX	5. Bridge not eligible for NRHP	1948	
11C0014	PACKARD DRAW	0.5 MI WEST OF ROAD Z	5. Bridge not eligible for NRHP	1930	
11C0015	BRANCH HOWARD SLOUGH	1.3 MI EAST OF ROAD Z	5. Bridge not eligible for NRHP	1937	
11C0016	HOWARD SLOUGH	1.7 MI EAST OF CR Z	5. Bridge not eligible for NRHP	1950	
11C0017	HOWARD SLOUGH	1.8 MI EAST OF CR Z	5. Bridge not eligible for NRHP	1920	
11C0018	STONY CREEK	0.2 MI E OF RD 306	5. Bridge not eligible for NRHP	1900	
11C0019	BUTTE CREEK	2.0 MI EAST OF CR Z	5. Bridge not eligible for NRHP	1930	1942
11C0020	BUTTE CREEK	2.7 MI E RD Z	5. Bridge not eligible for NRHP	1940	
11C0025	PROVIDENT CANAL	6.04 MI EAST OF RD 99W	5. Bridge not eligible for NRHP	1948	
11C0026	COLUSA DRAIN	0.6 MI W RD WW	5. Bridge not eligible for NRHP	1941	
11C0031	DRY CREEK	1.58 MI N COLUSA CO LINE	5. Bridge not eligible for NRHP	1951	1983
11C0033	ELK CREEK	17.2 MI N COLUSA CO LINE	5. Bridge not eligible for NRHP	1951	
11C0035	GRINDSTONE CREEK	23 MI N COLUSA CO LINE	5. Bridge not eligible for NRHP	1950	
11C0037	CENTRAL IRRIGATION CANAL	WEST OF S.H. 45	5. Bridge not eligible for NRHP	1936	
11C0038	CENTRAL IRRIGATION CANAL	0.3 MI WEST OF SH 45	5. Bridge not eligible for NRHP	1948	
11C0040	S FORK WILLOW CREEK	2.2 MI N S.H. 162	5. Bridge not eligible for NRHP	1967	
11C0041	NORTH FORK WILLOW CREEK	3.6 MI N OF S.H. 162	5. Bridge not eligible for NRHP	1966	
11C0042	WHITE CABIN CREEK	5.8 MI N OF S.H. 162	5. Bridge not eligible for NRHP	1919	1950
11C0043	WILSON CREEK	0.5 MI SOUTH OF RD #33	5. Bridge not eligible for NRHP	1982	
11C0046	HAMBRIGHT CREEK	5.25 MI W OF I-5	5. Bridge not eligible for NRHP	1967	
11C0048	WILLOW CREEK	0.4 MI S OF S.H. 162	5. Bridge not eligible for NRHP	1940	
11C0053	WILLOW CREEK	0.2 MI S/O SH 162	5. Bridge not eligible for NRHP	1965	
11C0055	GLENN-COLUSA CANAL	JUST E OF SACRAMENTO ST	5. Bridge not eligible for NRHP	1948	
11C0056	SALT CREEK	2.5 MI E of Co. Rd. 306	5. Bridge not eligible for NRHP	1997	
11C0057	SALT CREEK	0.3 MI S OF RD #200	5. Bridge not eligible for NRHP	1948	
11C0058	BRANCH SALT CREEK	0.6 MI W OF RD #306	5. Bridge not eligible for NRHP	1997	
11C0059	WILLOW CREEK	0.65 MI E HWY 99W	5. Bridge not eligible for NRHP	1945	1960
11C0060	WALKER CREEK	0.9 MI E HWY 99W	5. Bridge not eligible for NRHP	1974	
11C0063	WILLOW CREEK	6 MI E OF 99W	5. Bridge not eligible for NRHP	1949	1950
11C0064	COLUSA DRAIN	0.1 MI E OF RD W	5. Bridge not eligible for NRHP	1977	
11C0065	PRINCETON CODORA CANAL	0.05 MI W OF S.H. 45	5. Bridge not eligible for NRHP	1930	1983
11C0066	COLUSA DRAIN	0.1 MI E RD W	5. Bridge not eligible for NRHP	1960	
11C0068	COLUSA DRAIN	2 MI W OF SH 45	5. Bridge not eligible for NRHP	1940	1974
11C0070	MCKEE OVERFLOW	1.1 MI N HWY 162	5. Bridge not eligible for NRHP	1935	

METADATA SHEET

voided P-06-000203/CA-COL-219H
voided P-57-000140/CA-YOL-183H
voided P-57-000143/CA-YOL-186H

The original resource record by Kathleen Les, dated June 1986, recorded both the Colusa Drainage Canal and the Knights Landing Ridge Cut together. The subsequent supplements have been for one or the other resource separately. Because these resources are shown and named as different structures on the USGS maps, the recordings were separated out and the two structures were given individual Primary and Trinomials.

Additionally, the Colusa Drainage Canal crosses into two counties: Colusa and Yolo and according to IC policy, was issued Primary and Trinomial Numbers for both counties.

All previous Primary Numbers /Trinomials have been voided and new ones issued to prevent any further confusion.

Please see the following Primary Numbers:

Colusa Drainage Canal: P-06-000703/CA-COL-302H
Colusa Drainage Canal: P-57-000705/CA-YOL-240H

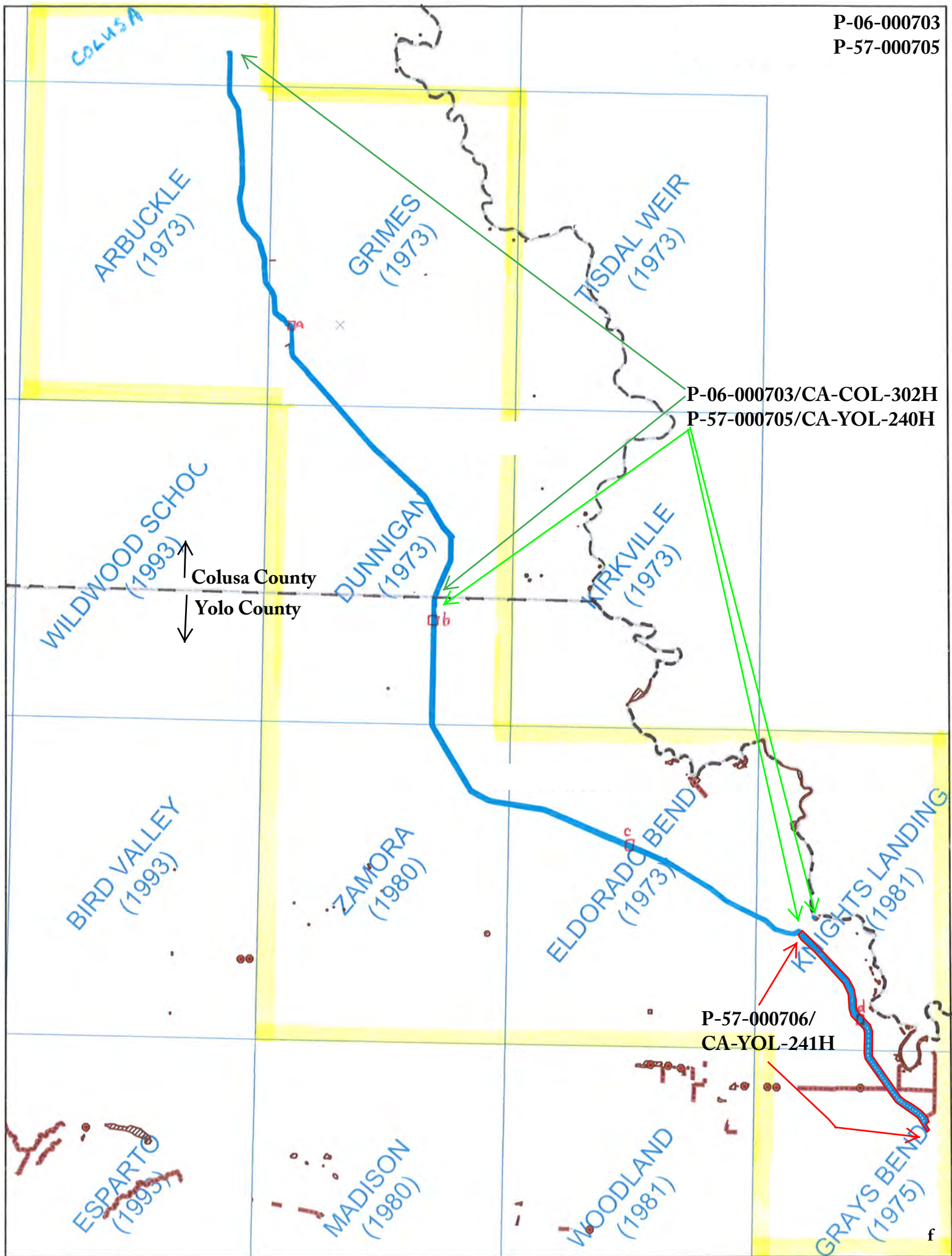
Knights Landing Ridge Cut: P-57-000706/CA-YOL-241H

Date: May 14, 2014

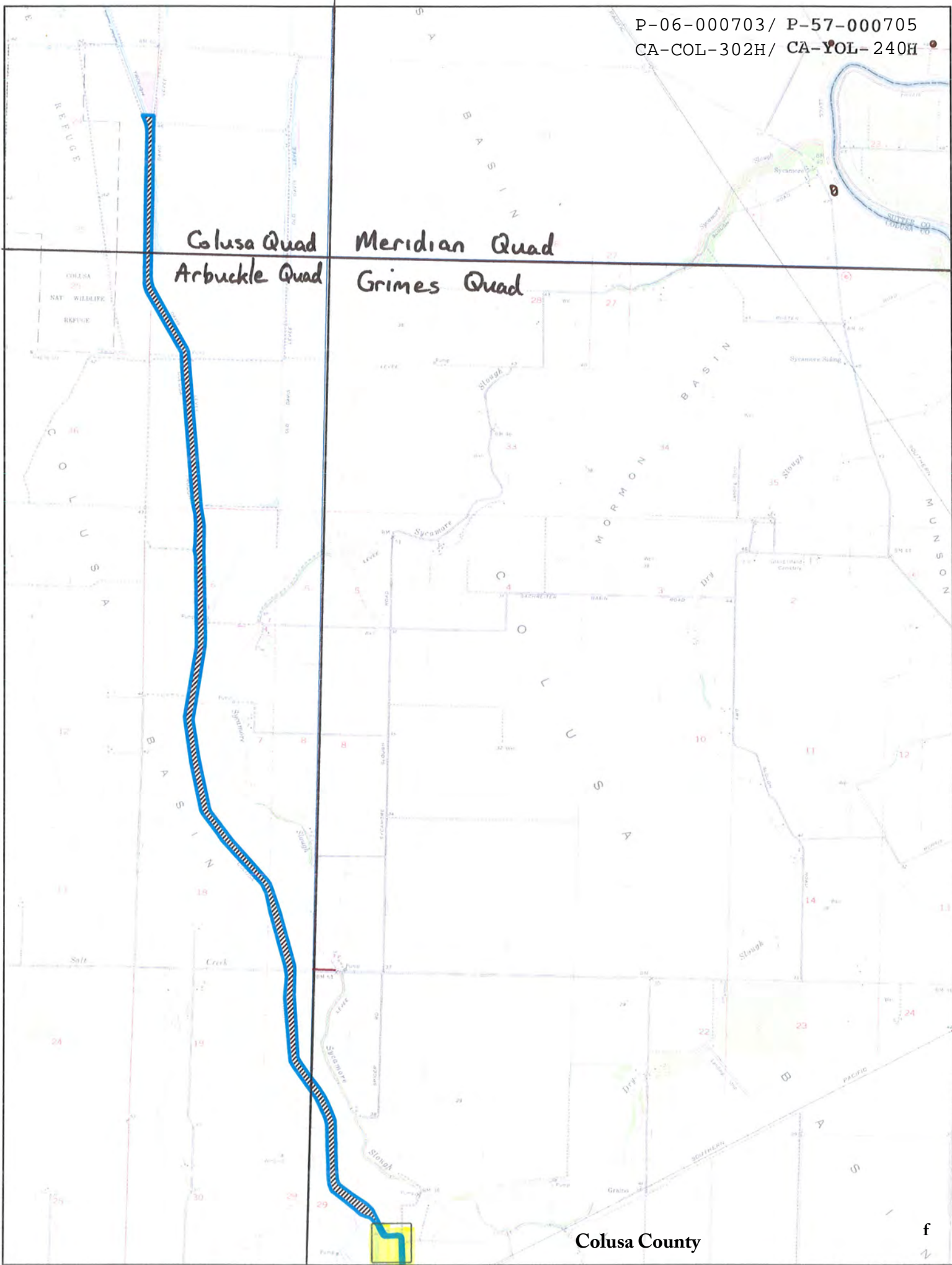
NWIC Staff: *Annette Neal*

P-06-000703

P-57-000705



Colusa Quad Meridian Quad
Arbuckle Quad Grimes Quad



P-06-000703/ P-57-000705
CA-COL-302H/ CA-YOL-240H

Grimes Quad

Dunnigan Quad

P-06-000703/CA-COL-302H

↑ Colusa County
↓ Yolo County

P-57-000705/CA-YOL-240H

Dunnigan Quad
Zamora Quad

Kirkville Quad
Eldorado Bend Quad

Yolo County

P-06-000703/ P-57-000705
CA-COL-302H/ CA-YOL-240H

Southeastern end points of
P-06-000703 / P-57-000705

Eldorado Bend Quad Knights Landing Quad

d

f

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

Primary # ~~P-06-203~~ P-06-000703
HRI#
Trinomial

Page 1 of 2

*Resource Name or # Colusa Basin Drainage Canal

*Recorded by: J. Coleman

*Date: December 2012

☐ Continuation

☒ Update

(1986)

This site consists of the Colusa Basin Drainage Canal (CBDC). It was originally recorded in 1886 by Kathleen Les, and has been thoroughly recorded and updated in 1992 (Shapiro et. al.), 1998 (Deitz), 2002 (Blosser and Walters), and 2007 (Melvin et. al.). The CBDC consists of a series of levees around Colusa Trough that were initially completed in 1911 and later incorporated into Reclamation Districts. The purpose of the CBDC was to provide relief from periodic inundation in the upper Colusa Basin by draining overflowing waters into the Yolo Basin to the south (Les 1986). The CBDC comprises as a whole comprises 35 miles worth of levee systems that had a major impact on the local farming economy (Les 1986). The canal averages 175 feet wide and was constructed with a series of side irrigation ditches, pumphouses, iron orchard valves, headgates, and culverts. The portion of the CBDC around the eastern side of the project area covers approximately two miles.

This site was relocated during survey for the Carl Jacobson Wetland Reserve Program Project for the Natural Resources Conservation Service. This resource was relocated and found to have undergone no changes since its last update in 2008. The levee appears to be in good condition and has no apparent impact from either erosion, fatigue, or recreational activities. No artifacts were discovered in association with this resource. Though the entire length of the CBDC is 35 miles long, the segment being updated is only two miles long and consists of a twelve-foot high earthen levee with a gravel road on top. The embankment has ground surface visibility and contains light gravel base eroding downward from the road. Although as a whole the CBDC represents an incredible construction feat that greatly impacted local agriculture, P-06-203 as a minor two-mile segment by itself does not retain historic integrity and true meaning as a resource as a whole. As such P-06-203 does not satisfy National Register of Historic Places (NRHP) criteria for listing eligibility. SAS therefore recommends this segment of P-06-203 as ineligible for NRHP listing.

Crew: J. Coleman and G. Hutson

Date: December 2012

Affiliation: Solano Archaeological Services, 131 Sunset Ave., Ste E 120, Suisun, CA 94585



P-06-203 levee road, facing north.

LOCATION MAP

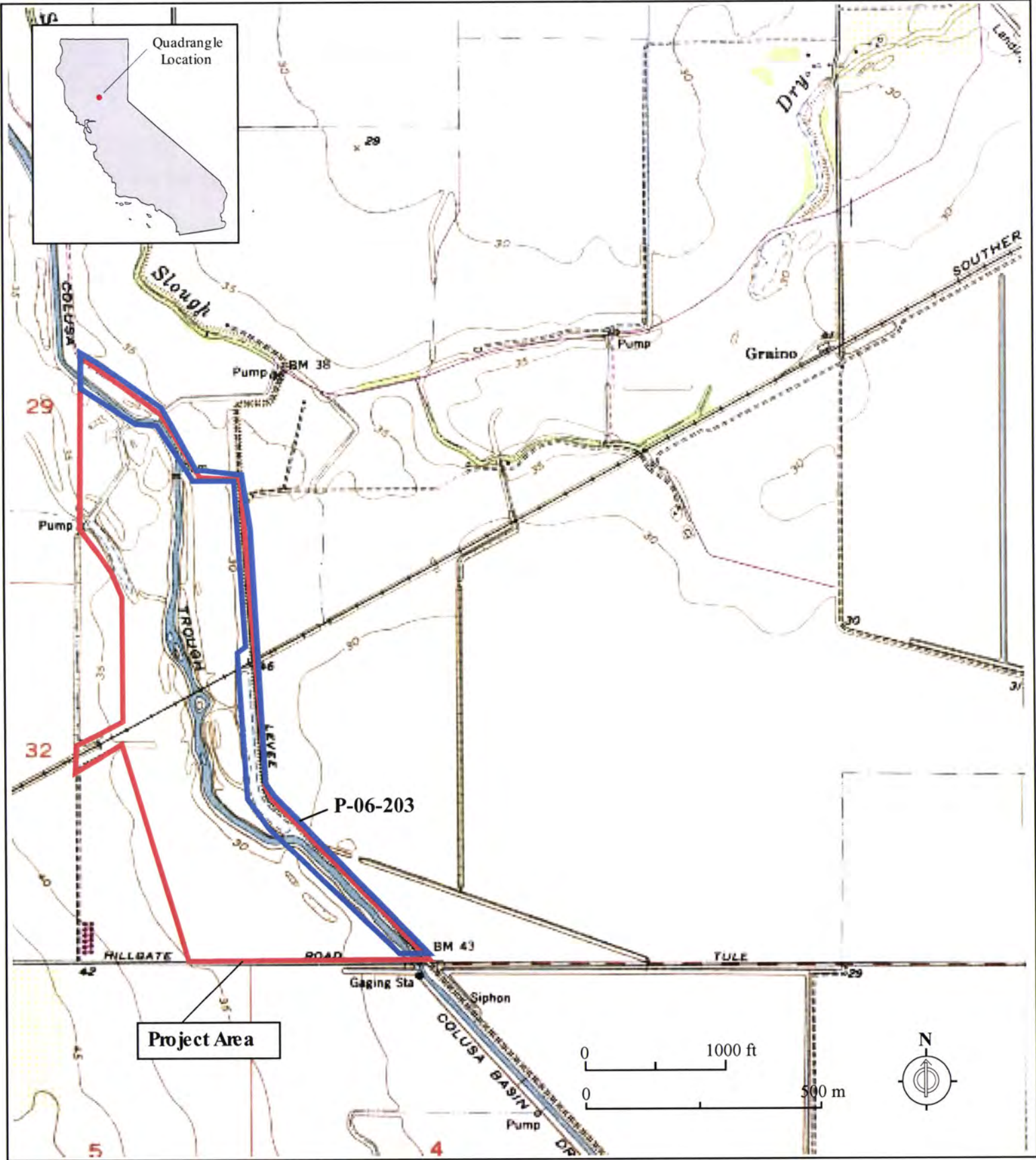
Trinomial

*Resource Name or #: Colusa Basin Drainage Canal

*Map Name: Grimes

*Scale: 1:24,000

*Date of Map: 1954, PR 1973



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

Primary # ~~P-57-000143/P-06-000203~~
Trinomial ~~CA-YOL-186H/~~
~~CA-COL-219H~~

*Resource Name or #CA-YOL-186H/CA-COL-219H (Assigned by Recorder) Colusa Basin Drainage Canal

*A1. Dimensions: a. Length ~22 miles () H b. Width 175 feet ()

Method of Measurement: ☐ Paced ☐ Taped ☐ Visual estimate ☐ Other: Map measurements

Method of Determination (Check any that apply.): ☐ Artifacts ☐ Features ☐ Soil ☐ Vegetation ☐ Topography

☐ Cut bank ☐ Animal burrow ☐ Excavation ☐ Property boundary ☐ Other (Explain): x

Historical files of Army Corps of Engineers, topo maps

Reliability of Determination: ☐ High X ☐ Low Explain: Design memorandum on file Limitations (Check any that apply): ☐ Restricted access ☐ Paved/built over ☐ Site limits incompletely defined

☐ Disturbances ☐ Vegetation ☐ Other (Explain):

A2. Depth: ☐ None ☐ Unknown Method of Determination:

*A3. Human Remains: ☐ Present ☐ Absent x ☐ Possible ☐ Unknown (Explain):

*A4. Features: (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map.) None
The features, including the levee, discussed in the 1992 site record, Section 12, were integral aspects of the levee construction in 1956-1958, as documented in Design Memorandum No.3, 1957.

*A5. Cultural Constituents: (Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with features.)

*A6. Were Specimens Collected? ☐ No x ☐ Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.)

*A7. Site Condition: ☐ Good ☐ Fair ☐ Poor (Describe disturbances.):

*A8. Nearest Water: (Type, distance, and direction.)

*A9. Elevation:

A10. Environmental Setting: (Describe culturally relevant variables such as vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc.)

A11. Historical Information: The reason for the updated site record is that archival research has revealed that the Canal and the levee on the east side or left bank (as looking downstream) are resources constructed in separate eras for different purposes. The levee does not meet the age criterion of 50 years and should not be recorded as such. Levee construction by the Army Corps of Engineers occurred between 1956-1958. The associated pump houses, iron orchard valves, head gates, culverts and side irrigation ditches were constructed with the levee. As a matter of record, the original site record for the Colusa Basin Drainage Canal, as recorded by PAR Environmental Services, Inc. In 1992 and subsequently receiving the above trinomials, states in Sections 9 and 30 that the canal is constructed of concrete. The attached photos show that is not the case.

*A12. Age: ☐ Prehistoric ☐ Protohistoric ☐ 1542-1769 ☐ 1769-1848 ☐ 1848-1880 ☐ 1880-1914 ☐ 1914-1945 ☒ Post 1945 X 9

Undetermined Describe position in regional prehistoric chronology or factual historic dates if known:

The levee was constructed between 1956-1958 by the Army Corps of Engineers, as documented in Design Memorandum No. 3, 1957.

A13. Interpretations: (Discuss data potential, function[s], ethnic affiliation, and other interpretations)

P-06-000703/P-57-000705
CA-COL-302H/CA-YOL-240H

A14. Remarks: This information was sent to SHPO for a concurrence with a determination of "No Effect" on 6-16-98. OHP ref.-COE970827C

A15. References: (Documents, informants, maps, and other references)

Design Memorandum No. 3 1957 US Army Corps of Engineers, Sacramento District.

A16. Photographs (List subjects, direction of view, and accession numbers or attach a Photograph Record.): As noted on photos

Original Media/Negatives Kept at: US Army Corps of Engineers, 1325 J St. Sacramento, CA

*A17. Form Prepared by: Frank Deitz

Date: 6-29-98

Affiliation and Address: US Army Corps of Engineers, 1325 J St. Sacramento, CA



Figure 1. RD 108
View to north-LM 0.14-waterside



Figure 2. RD 108
View north along canal



Figure 3. RD 787
View to ~~south~~ LM 4.10-waterside
~~north~~ FD



Figure 4. RD 787
View ~~north~~ along canal
~~South~~ FD

OFFICE OF HISTORIC PRESERVATION

DEPARTMENT OF PARKS AND RECREATION

P.O. BOX 942896
SACRAMENTO 94296-0001
(916) 653-6624
FAX: (916) 653-9824

P-06-000703/P-57-000705
CA-COL-302H/CA-YOL-240H



June 25, 1998

REPLY TO: COE970827C

Mr. Brian Doyle, Chief, Engineering Division
U.S. Army Corps of Engineers
Sacramento District
1325 J Street
Sacramento, CA 95814-2922

Project: Levee Rehabilitation, RD 108, 787, & Maintenance Area 12, Yolo and
Colusa Counties, California

Dear Mr. Doyle:

In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended and its implementing regulations at 36 CFR 800, the U.S. Army Corps of Engineers (Corps), Sacramento District, is continuing consultation with me concerning repairs to approximately 19 miles of the levee along the Colusa Basin Drainage Canal (CA-YOL-186H/CA-COL-219H).

The Corps has undertaken extensive archival research of the canal in an effort to evaluate its eligibility for inclusion in the National Register of Historic Places (NRHP). Based on its discovery that the Colusa Basin Drainage Canal and the levee on the east side (left bank) are resources constructed in separate eras for different purposes, the Corps has determined that the levee does not meet the age criterion of 50 years which is specified at 36 CFR 60 as a minimum requirement for consideration for the NRHP.

I commend the quality of research conducted by Corps archaeologist Frank Deitz in documenting the several potentially serious errors in the 1992 site record for the canal. I strongly encourage the Corps to submit documentation of these errors to the Northwest Information Center of the California Historical Resources Information System as a supplement to the 1992 site records.

Based on staff review of the documentation provided by the Corps, I have no objection to your determination that this undertaking will not affect historic properties as it is currently designed. I understand from your consultation letter of June 16, 1998 that the canal itself has experienced no damages and is not part of the proposed levee repair and rehabilitation.

Mr. Brian Doyle
June 25, 1998
Page Two

COE970827C

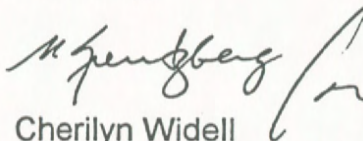
~~P-57-000143/CA-YOL-186H~~

~~P-06-000203/CA-COL-219H~~

P-06-000703/P-57-000705
CA-COL-302H/CA-YOL-240H

Your consideration of historic properties in the project planning process is appreciated. If you have any questions regarding this review, please contact Chuck Whatford of my staff at (916) 653-2716 or calshpo.chuck@quiknet.com.

Sincerely,



Cherilyn Widell
State Historic Preservation Officer



REPLY TO
ATTENTION OF

~~P-57-000143/CA-YOL-186H~~
~~P-06-000203/CA-COL-219H~~
DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO, CALIFORNIA 95814-2922

P-06-000703/P-57-000705
CA-COL-302H/CA-YOL-240H

June 16, 1998

Phase III Final Restoration Branch

Ms. Cherilyn Widell
State Historic Preservation Officer
California State Department of Parks and Recreation
Post Office Box 942896
Sacramento, California 94296-0001

Dear Ms. Widell:

The U.S. Army Corps of Engineers (Corps), Sacramento District, is in the process of repairing and rehabilitating the levee systems on the Feather, Bear, Sacramento, and San Joaquin Rivers. In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations at 36 CFR 800, the Corps is consulting with you regarding proposed repairs to a previously recorded resource of historic age. The Corps also consulted in 1997 (OHP reference: COE970827C) for the Colusa Basin Drainage Canal (CA-YOL-186H/CA-COL-219H), at which time you concurred with our determination that the undertaking would not affect any historic property. The California Department of Water Resources has requested our assistance in repairing approximately 19 miles of the levee.

The Corps has undertaken extensive archival research of the canal to make a determination of eligibility for the National Register of Historic Places. The discovery that the Colusa Basin Drainage Canal and the levee on the east side or left bank are resources constructed in separate eras for different purposes, has enabled the Corps to determine that the levee does not meet the age criterion of 50 years. When it does become 50 years of age, it will not meet the integrity criteria because of the continual modifications, maintenance and repairs over the fifty-year period. The upper 11.9 miles of the levee was constructed in 1958 and the lower portion to Knight's Landing was completed in 1956, as shown on Plate I and page 2, paragraph 4.a. of the 1957 Design Memorandum.

The site record for the canal, as recorded by PAR Environmental Services, Inc. in 1992 and subsequently receiving trinomial designations, is in error on several points. The 1992 site record states in Sections 9 and 30 that the canal is constructed of concrete. 1998 photos (Figures 1-4) show that is not the case. The record also states in Section 9 that the site consists of the canal, possibly constructed in 1919-1920, "... associated levees, side irrigation ditches, and features (pump houses, iron orchard valves, head gates, culverts)." As also discussed on page 3 of the Design Memorandum, the pump houses, valves, head gates and culverts were integral aspects of the levee construction, leading to the conclusion that only the canal is the requisite age.

The canal has experienced no damages and will not have any repairs or modifications under a federal project. It must be recognized, however, that the canal is dredged as needed by ranchers or the District with the spoils being deposited on the banks, thereby affecting the integrity. The project will have "No Effect" on an historic property because the levee is not the necessary age for consideration.

Your concurrence with our determination of "No Effect" for the proposed project is requested. Please contact Frank Deitz at (916) 557-6864 if you have any questions or need additional information.

Sincerely,

P-06-000703/P-57-000705
CA-COL-302H/CA-YOL-240H

Brian Doyle
Chief, Engineering Division

Enclosures

cc:
CESPK-PD-R (Johnson)
CESPK-ED-L

CESPK-ED

DEITZ
CESPK-ED-L

WELSH
CESPK-ED-L

WILLIAMS
CESPK-ED-L

DOYLE
CESPK-ED

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

Permanent Trinomial: ~~CA-YOL-186H~~

ARCHAEOLOGICAL SITE RECORD

Supplement:

Other Designations: AC-S-5

Page 1 of 19

1. **Counties:** Colusa and Yolo

2. **USGS Quads:** Colusa, California 7.5 minute series 1952 (photorevised 1973);
Arbuckle, California 7.5 minute series 1952 (photorevised 1973);
Grimes, California 7.5 minute series 1954 (photorevised 1973);
Dunnigan, California 7.5 minute series 1953 (photorevised 1973);
Zamora, California 7.5 minute series 1953 (photorevised 1980);
El Dorado Bend, California 7.5 minute series 1953 (photorevised 1980);
Knights Landing, California 7.5 minute series 1953 (photorevised 1980).

3. **UTM Coordinates:** Zone 10 The following UTM coordinates depict the linear alignment of the site. The UTMs are located one mile apart or at the site's deviation of 100 meters or more from a straight line (see attached site location map).

m Easting	m Northing	m Easting	m Northing	m Easting	m Northing
1. 584520	4332260	15. 587710	4319040	29. 596780	4300040
2. 584560	4330540	16. 589010	4317750	30. 599190	4299690
3. 584960	4329860	17. 590840	4315750	31. 600660	4299070 (600760)
4. 585160	4328200	18. 592110	4314560	32. 602350	4298480
5. 585230	4326770	19. 593590	4313260	33. 603780	4297870 (603850)
6. 585140	4325960	20. 594810	4311500	34. 605360	4297160 (4297240)
7. 585320	4324980	21. 594810	4310460	35. 606520	4296440
8. 586040	4324180	22. 594160	4308840	36. 607240	4295940
9. 586280	4323340	23. 594180	4307160	37. 609000	4295120
10. 586340	4322380	24. 594200	4305460	38. 609380	4294820
11. 586780	4321720	25. 594200	4303790	39. 610180	4294630
12. 586840	4321070	26. 594210	4303220	40. 610450	4294750
13. 587220	4320800	27. 595100	4301800		
14. 587460	4205600	28. 595960	4300460		

4. **Townships** 11, 12, 13, 14, and 15 N **Ranges** 1W, 2 W, 1E and 2 E; Sections 6, 7, and unsectioned land (T15N, R1W); Section 25 (T15N, R2W); Sections 6, 7, 18, 29, 32, and unsectioned land (T14N, R1W); Sections 4, 10, 14, and 24 (T13N, R1W); Sections 19, 30, and 31 (T13N, R1E); Sections 1, 12, 13, and 24 (T12N, R1W); Sections 19, 30, 31, 32, 33, and 34 (T12N, R1E); Sections 2, 3, and 12 (T11N, R1E); Sections 15, 16, and unsectioned lands (T11N, R2E). Base M.D.M.

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

~~CA-YOL-186H~~

ARCHAEOLOGICAL SITE RECORD

Permanent Trinomial:

Supplement:

Other Designations: AC-S-5

Page 2 of 19

5. **Map Coordinates:** The following map coordinates depict the linear alignment of the site and correspond with the UTM coordinates described above. All are taken from the NW corner of the respective map.

mmE	mmS	mmE	mmS	mmE	mmS
Colusa Quad.					
1. 369	517	14. 37	430	28. 381	117
Arbuckle Quad.					
2. 368	14	15. 46	494	29. 411	135
3. 385	43	16. 111	547	30. 65	150
Dunnigan Quad.					
4. 392	112	17. 176	56	31. 130	177
5. 395	171	18. 228	106	32. 194	202
6. 390	205	19. 288	160	33. 257	228
7. 398	245	20. 337	233	34. 320	259
8. 427	278	21. 337	276	35. 367	289
9. 438	313	22. 310	343	36. 396	310
Knights Landing Quad.					
10. 441	353	23. 310	412	37. 29	346
Grimes Quad.					
11. 10	382	24. 310	483	38. 34	359
12. 11	409	25. 309	552	39. 68	367
Zamora Quad.					
13. 27	420	26. 311	2	40. 79	363
14. 37	430	27. 347	60		

6. **Elevation:** 25 to 35 feet above mean sea level.
7. **Location:** U.S. Army Corps of Engineers./ The site is situated along a canal that passes through flat agricultural fields./ From the intersection of Highway 45 and County Road 102 in the city of Knights Landing, proceed northwest on Highway 45 for approximately 0.2 miles to the site (i.e., the Colusa Basin Drainage Canal). The site extends in a northeast direction for approximately 33 miles from this point.
8. **Prehistoric** **Historic** XX **Protohistoric**
9. **Site Description:** The site consists of the Colusa Basin Drainage Canal (Canal) and its associated levees, side irrigation ditches, and features (pumphouses, iron orchard valves, headgates, culverts). The Canal is constructed from concrete, averages 175 feet wide, and was built between 1919 and 1920 (Fuentes 1992).

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

ARCHAEOLOGICAL SITE RECORD

Permanent Trinomial:

Supplement:

Other Designations: AC-S-5

Page 3 of 19

10. **Area:** ca. 53,108 m (length) x ca. 90 m (width) ca. 3,752,080 m²

Method of Determination: Scaled topographic maps, surface distribution of cultural features, and project boundaries.

11. **Depth:** Unknown

Method of Determination: Surface examination only.

12. **Features:** Six types of features are associated with the Canal: levees, side irrigation ditches, pumphouses, culverts, concrete remnants, and iron orchard valves. The levees parallel the entire length of the Canal, averaging 20 feet wide and sloping about 45 degrees. Dirt roads provide access along the levee crown. Nearly 90 percent of the Canal is characterized by earthen side irrigation ditches that parallel the land-side of the levees. The ditches average 40 feet wide and six feet deep. Pumphouses are constructed in the side ditches to transport water through various types of culverts (i.e., concrete or iron) from the Canal into the side ditches. The pumphouses are wood frame constructions with corrugated sheet metal roofs and siding. Iron orchard valves (12-inch diameter, 24-inch diameter, and 36-inch diameter) situated in the ditches release water into the agricultural fields. Various types of manufacturing labels on the valves read "Fresno Irrigation Appliances," "Armco," and "Waterman." Unidentified concrete remnants (i.e., storage containers) occur along the toe of the levees.

Feature A refers to the concrete headgates located on the west side of County Road 98A at its junction with County Road 108 (the levee crown access road). The headgates are manufactured from concrete reinforced with iron rebar. Six concrete pillars measuring 4.7 feet wide by 13 inches thick support five crank-shaft iron valves. A manufacturing stamp on the valves reads "H721." The total length of the headgates on the north side of County Road 108 measure about 50 feet long by 20 feet tall. The matching set of gates located on the opposite side of the road are positioned on the water-side of the levee.

13. **Artifacts:** None noted.

14. **Non-Artifactual Constituents and Faunal Remains:** None noted.

15. **Date Recorded:** April 10, 1992

16. **Recorded By:** Lisa Shapiro, Will Shapiro, Deanna Kiser and James Gary Maniery.

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

~~CA-YOL-186H--~~

ARCHAEOLOGICAL SITE RECORD

Permanent Trinomial:

Supplement:

Other Designations: AC-S-5

Page 4 of 19

-
17. **Affiliation and Address:** PAR ENVIRONMENTAL SERVICES, INC., P.O. Box 160756, Sacramento, CA 95816-0756. The record is on file at the U. S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA. 95814.
 18. **Human Remains:** None noted.
 19. **Site Disturbances:** Numerous levee stabilization projects have obliterated the original levees constructed between 1919 and 1920 (Fuentes 1992; McCollam 1957). On-going maintenance programs have probably affected the associated features. Levee stabilization work is proposed during 1992.
 20. **Nearest Water (type, distance and direction):** The Canal meets the Sacramento River (the closest permanent source of fresh water) in the city of Knights Landing.
 21. **Vegetation Community (site vicinity):** Valley Foothill Riparian (Grenfell 1988:86-87); Cropland (Zeiner 1988:138-139).
 22. **Vegetation (on site):** A continuous ground cover of annual grasses dominates the sides of the levees. Various types of riparian vegetation (e.g., willows) grow along the water-side of the Canal.
 23. **Site Soil:** Light-brown and medium-brown silty loam.
 24. **Surrounding Soil:** Same.
 25. **Geology:** Cenozoic alluvium, lake, playa, and terrace deposits, consisting of marine and non-marine sedimentary rocks (Jennings 1977).
 26. **Landform:** Agricultural fields.
 27. **Slope:** 0 degrees
 28. **Exposure:** Open
 29. **Landowner(s) (and/or tenants) and Address:** U. S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA. 95814.
 30. **Remarks:** This record documents approximately 33 miles of the Colusa Basin Drainage Canal, from the city of Colusa in Colusa County and extending in a southeast direction toward the city of Knights Landing in Yolo County. The north and south endpoints of the site are based on project boundaries; the Canal extends further northwest than the endpoint depicted in this record, and also continues an estimated

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

~~CA-YOL-186H~~

ARCHAEOLOGICAL SITE RECORD

Permanent Trinomial:

Supplement:

Other Designations: AC-S-5

Page 5 of 19

- 30. Remarks (Cont.):** half-mile beyond the south endpoint (near Knights Landing). Features associated with the Canal as documented in this site record are those noted inside the project boundaries. The study area involves discontinuous segments of 10-foot-wide and 100-foot-wide corridors on the north and east sides of the Canal levees. Features of the site occurring outside the project (e.g., on the south and west sides of the Canal) are not included.

Initial construction of the Canal was begun in 1903 as a result of linear borrow trenches created by the building of levees in the area (Fuentes 1992). Between 1919 and 1920 the borrow trench was widened and improved to construct the concrete Canal. The earliest depiction of the Canal on historic Colusa and Yolo County maps is 1915 (Kearth and Beckwith 1915). County maps from 1928 and 1939 identify the Canal as the "Main Canal" (Felknor 1928; Metsker 1939).

31. References:

Shapiro, Lisa A.

1992 Cultural Resources Inventory for the Colusa Basin/Knights Landing Ridge Cut Levees Project, Colusa and Yolo Counties, California. On file, U. S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA. 95814.

Felknor, J. M.

1928 Official Map of Colusa County, California. Schmidt Lithograph Company, San Francisco. Map on file, California Room, California State Library, Sacramento.

Fuentes, Jerry

1992 Social Scientist, U. S. Army Corps of Engineers, Sacramento District. Personal communication with Lisa Shapiro, April 7, 1992, PAR ENVIRONMENTAL SERVICES, INC., P.O. Box 160756, Sacramento, CA 95816-0756.

Grenfell, William E., Jr.

1988 Valley Foothill Riparian. Pp. 86-87 in A Guide to Wildlife Habitats of California. Kenneth E. Mayer and William F. Laudenslayer, Jr., editors. California Department of Forestry and Fire Protection, Sacramento.

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

~~CA-YOL-186H~~

ARCHAEOLOGICAL SITE RECORD

Permanent Trinomial:

Supplement:

Other Designations: AC-S-5

Page 6 of 19

31. References (Cont.):

Jennings, Charles W.

1977 Geologic Map of California. California Geologic Data Map Series, Map No. 2. State of California, The Resources Agency, Department of Conservation, Sacramento.

Kearth, J. W., and Byron D. Beckwith

1915 Official Map of Colusa County, California. Schmidt Lithograph Company, San Francisco. Map on file, California Room, California State Library, San Francisco.

McCollam, A. E.

1957 General Design Memorandum No. 3, Sacramento River Flood Control Project, Back Levees of Reclamation District No. 108 Levee Construction. A. E. McCollam, District Engineer. Document on file, U. S. Army Corps of Engineers, Sacramento District.

Metsker, C.W.

1939 Metsker's Map of Colusa County, California. Compiled by Metsker the Map Man, San Francisco. Map on file, California Room, California State Library, Sacramento.

Zeiner, David C.

1988 Cropland. PP. 138-139 in A Guide to Wildlife Habitats of California. Kenneth E. Mayer and William F. Laudenslayer, Jr., editors. California Department of Forestry and Fire Protection, Sacramento.

32. Name of Project: Cultural Resources Inventory for the Colusa Basin/Knights Landing Ridge Cut Levees Project, Colusa and Yolo Counties, California.

33. Type of Investigation: Surface survey.

34. Site Accession Number: No collections. **Curated at:** N/A

35. Photos: PAR 91-53 B/W Roll No. 1, Frame 6; PAR 91-53 B/W Roll No. 2, Frames 13-20 (see attached photographic record).

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

~~CA-YOL-186H~~

Permanent Trinomial: _____

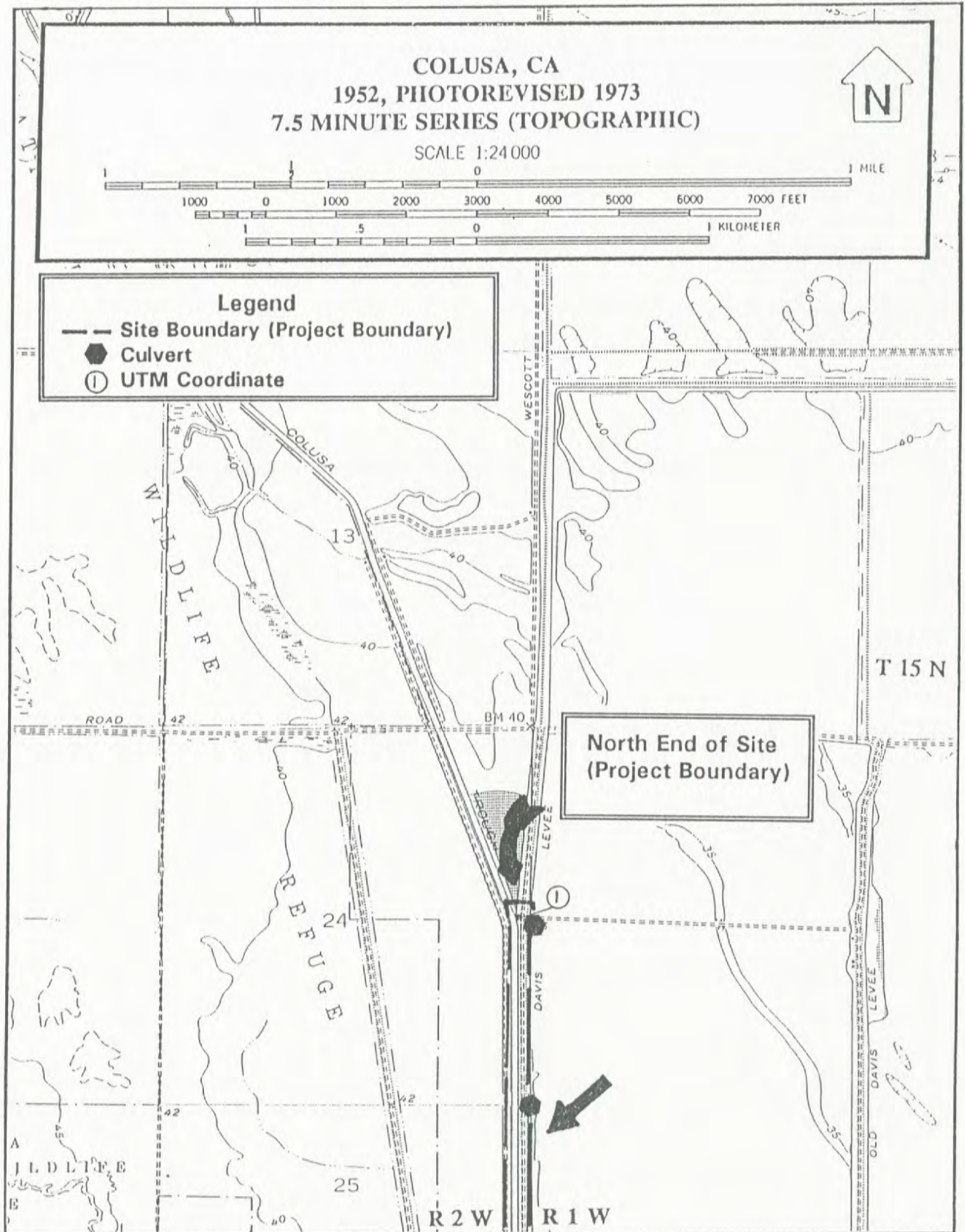
ARCHAEOLOGICAL PHOTOGRAPHIC
RECORD

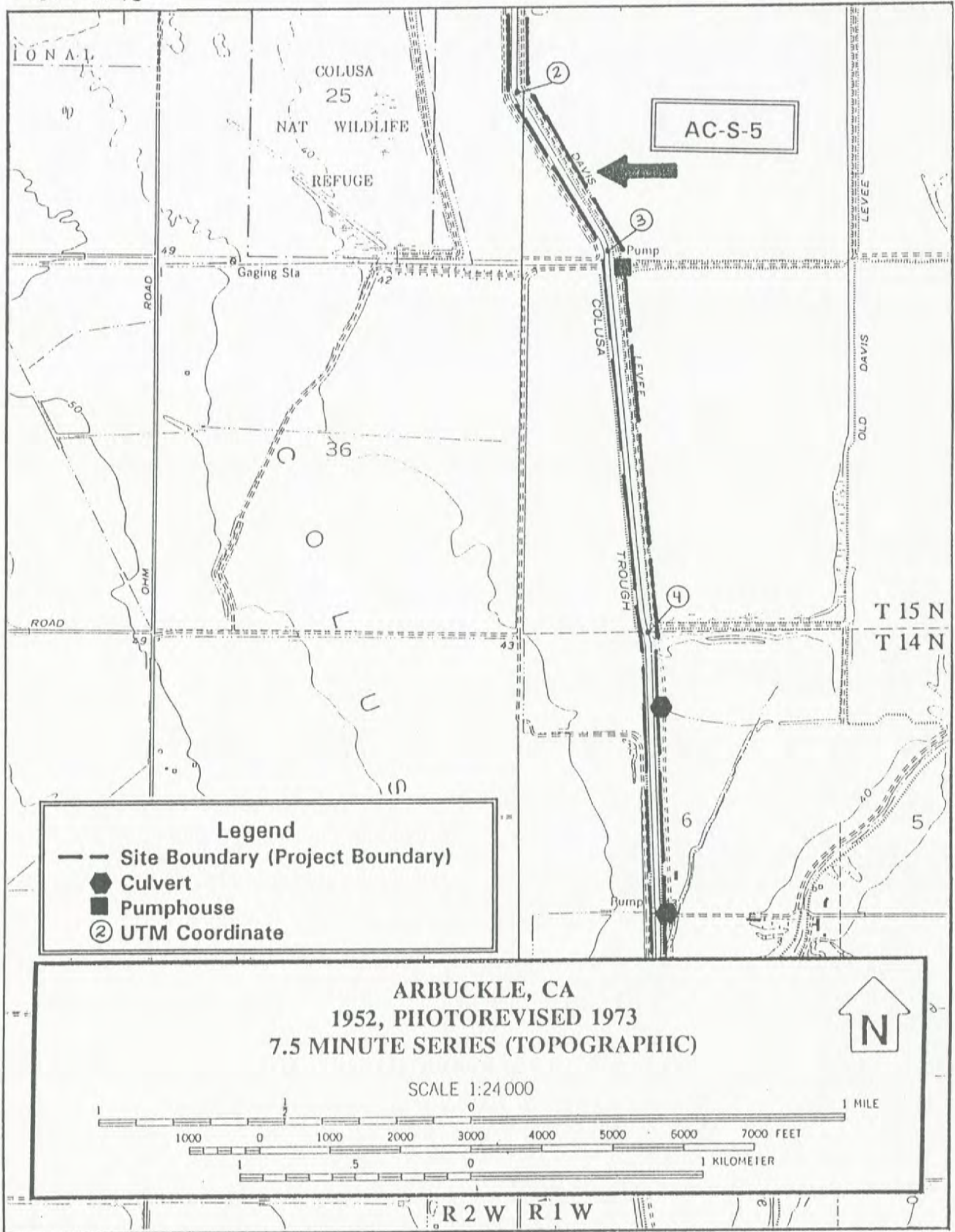
Temporary Number: AC-S-5

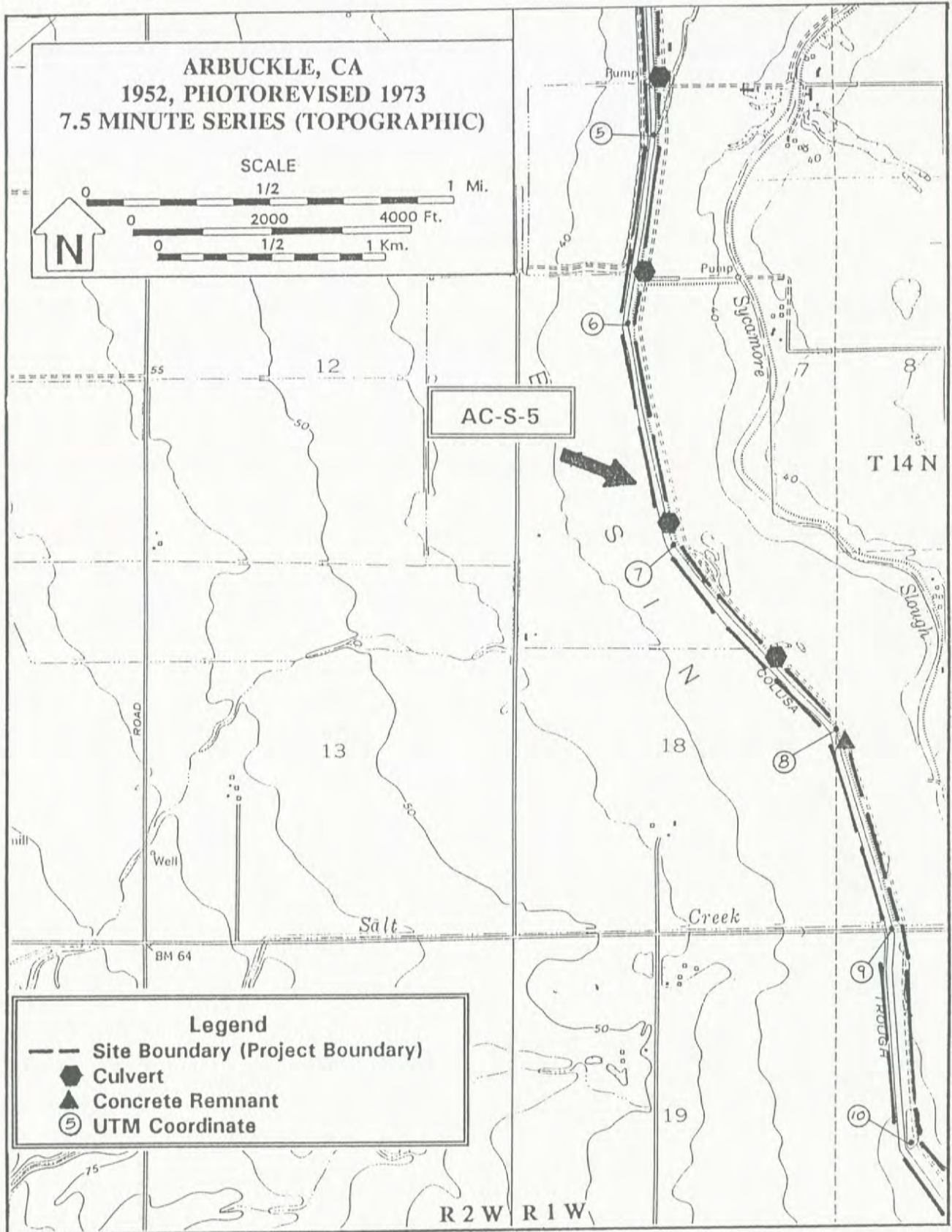
Agency Designation: _____

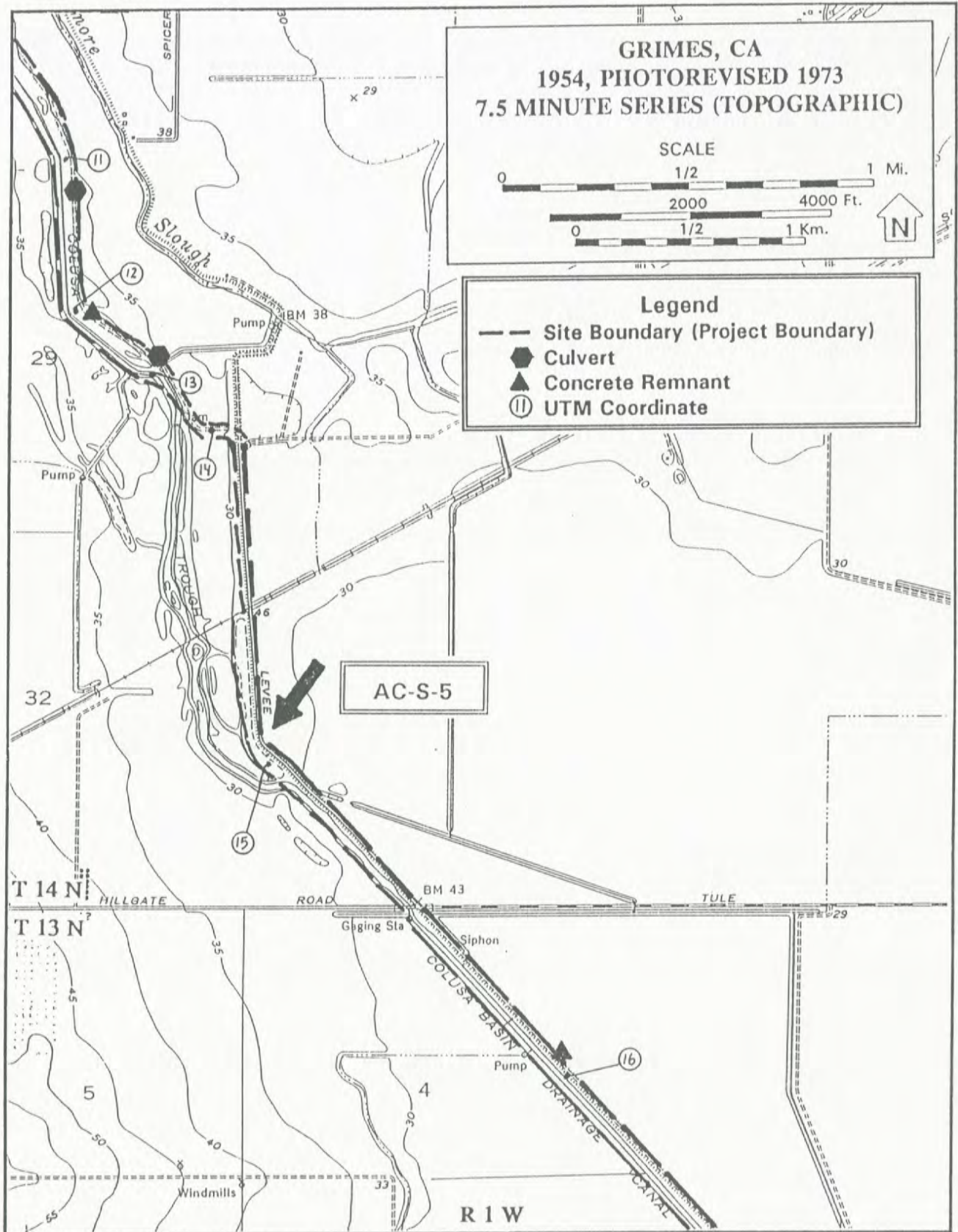
Page 7 of 19.

Camera and Lens Type			Film Type and Speed			Year	
Olympus OM-1/28mm Lens			Plus X ASA 125			1992	
Mo/ Day	Time	Exp/ Frame	Subject Description			View	Access. Number
4 1	11:30	1 6	View of concrete storage container in the north project study area.			NW	PAR B/W Roll 1
4 2	11:30	1 13	View of headgates in project study area at intersection of County Road 108 and Road 98A.			E	PAR B/W Roll 2
4 2	11:30	2 14	Close-up view of the headgates on the Colusa Basin Drainage Canal.			S	PAR B/W Roll 2
4 2	11:30	3 15	View of pumphouse and side irrigation ditch in project study area on the Colusa Basin Drainage Canal.			W	PAR B/W Roll 2
4 2	11:30	4 16	View of project study area in right frame and the Colusa Basin Drainage Canal in left frame.			W	PAR B/W Roll 2
4 2	11:40	5 17	View of typical iron orchard valve on an irrigation ditch in the north project area.			N	PAR B/W Roll 2
4 2	11:40	6 18	View of project study area with orchard valve in center frame.			N	PAR B/W Roll 2
4 2	11:40	7 19	View showing project study corridor on left side of levee road and the Colusa Basin Drainage Canal in right frame.			E	PAR B/W Roll 2
4 2	11:50	8 20	View showing the headgates and levee road near the intersection of County Road 102 and Road 98A.			E	PAR B/W Roll 2

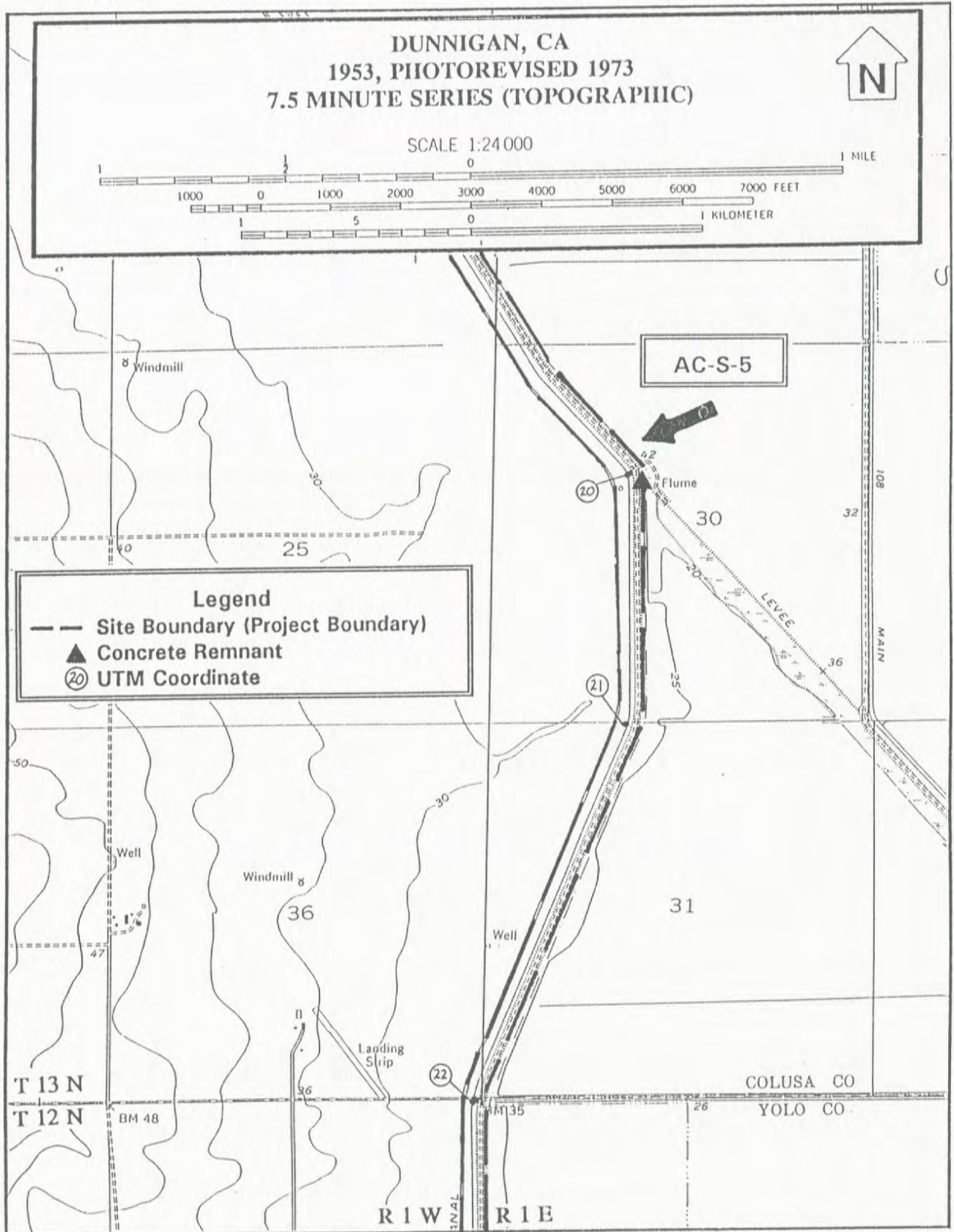


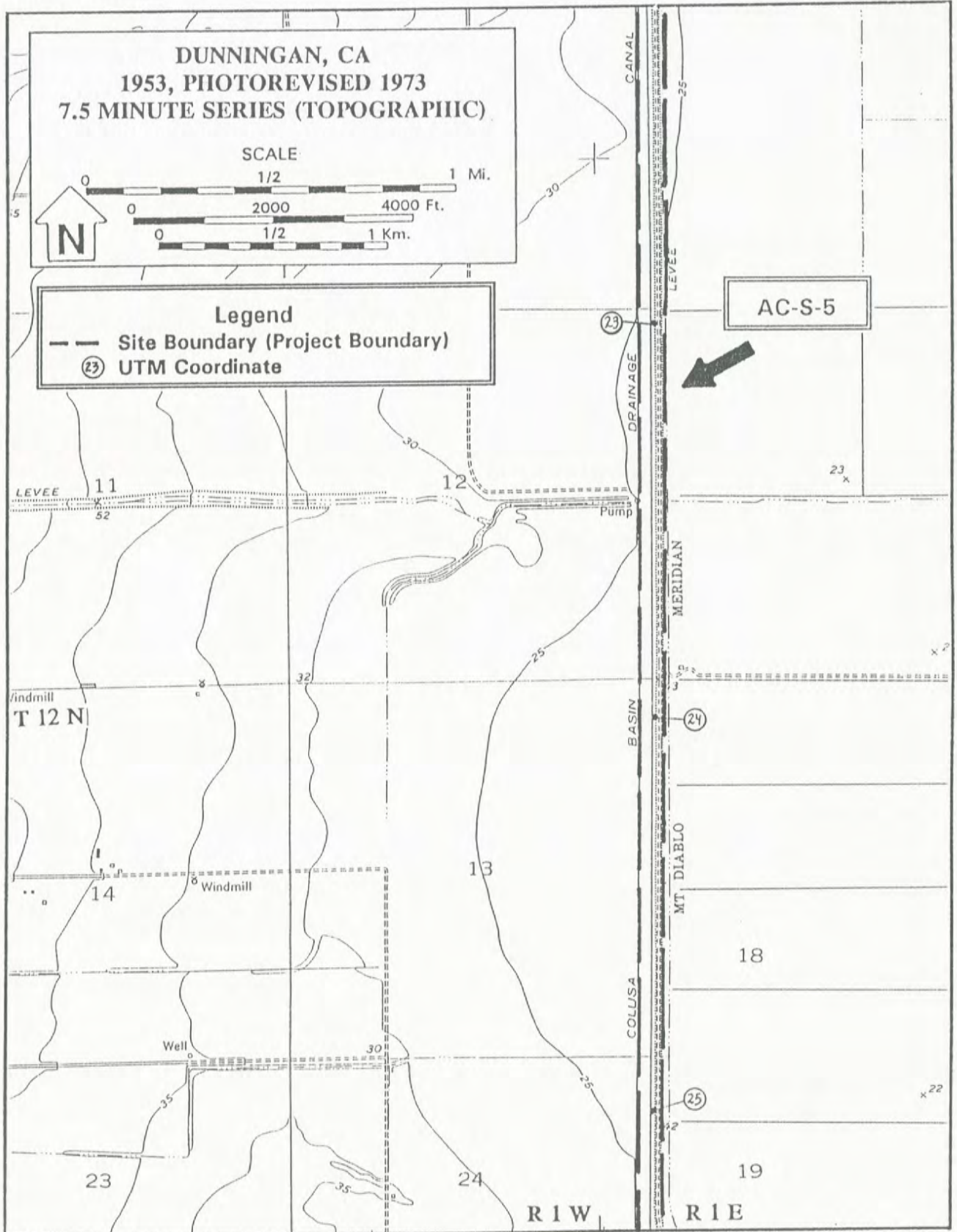


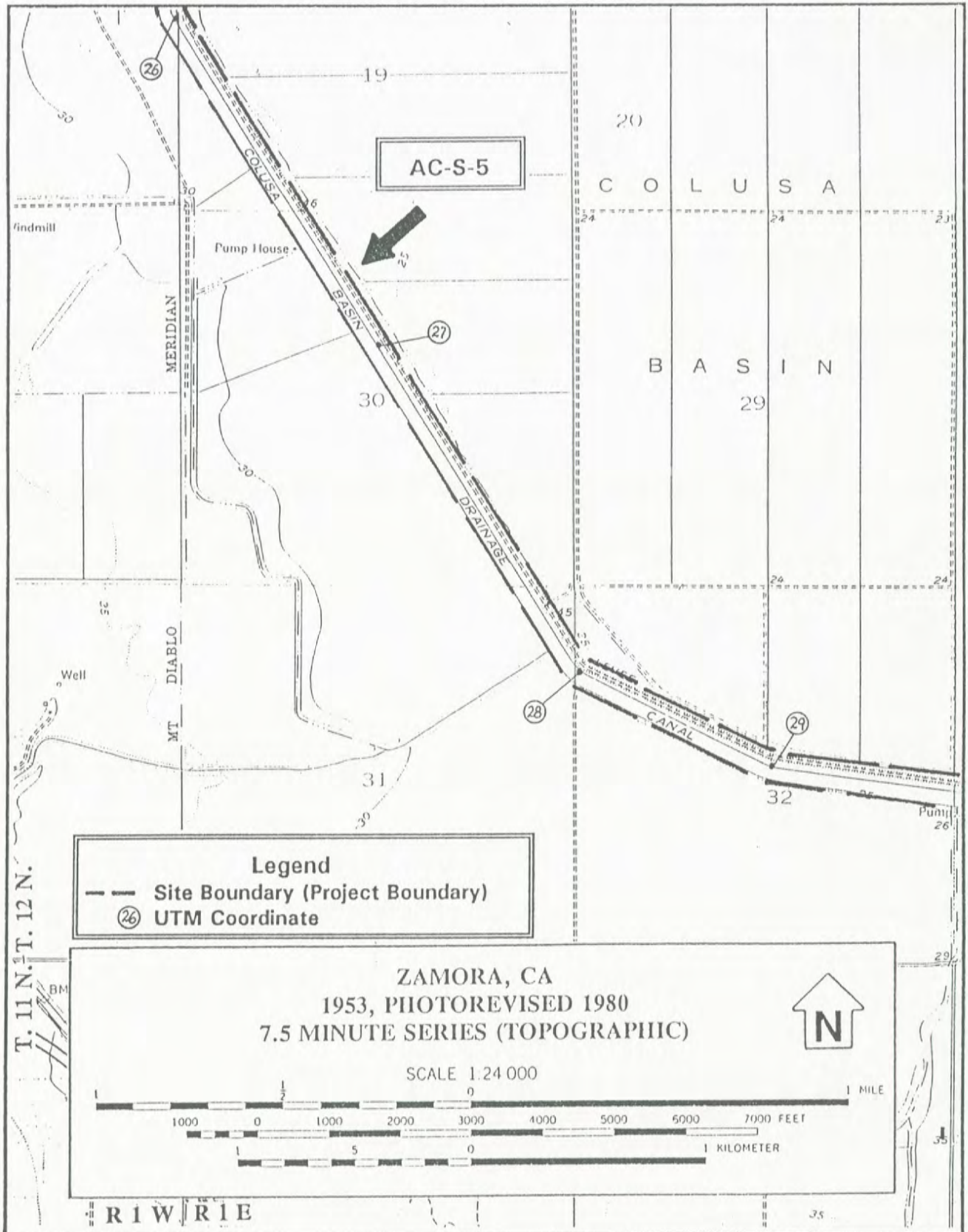


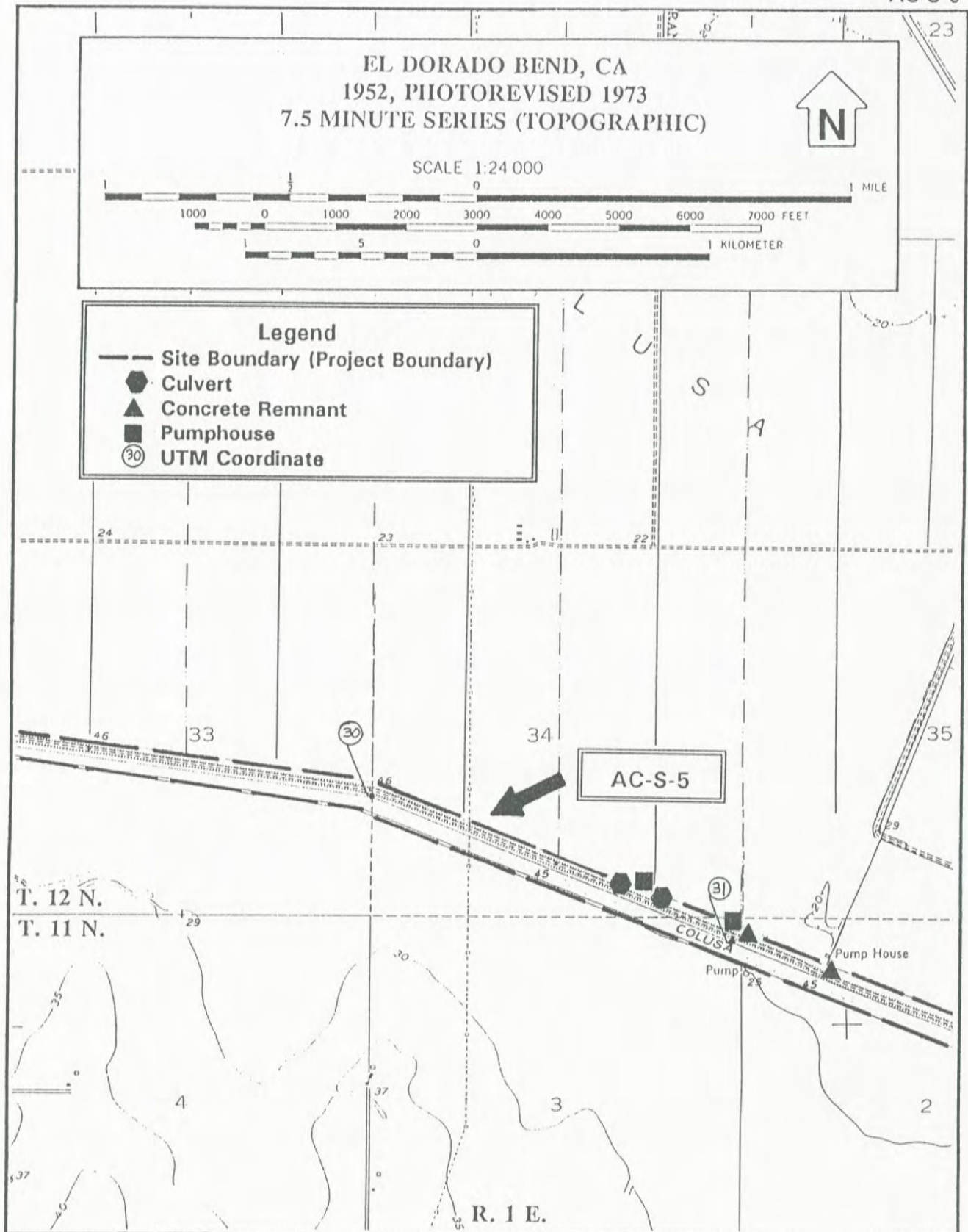


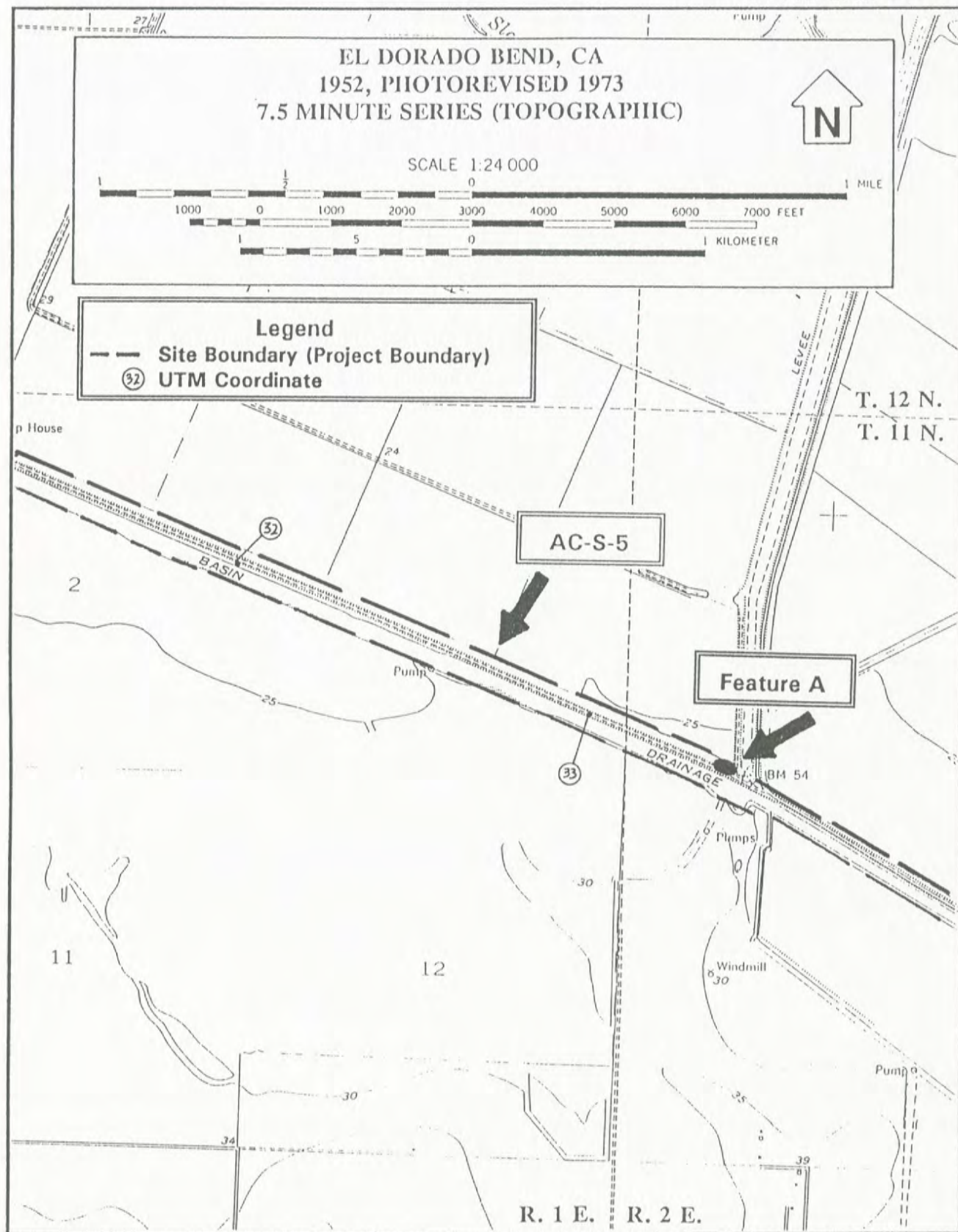


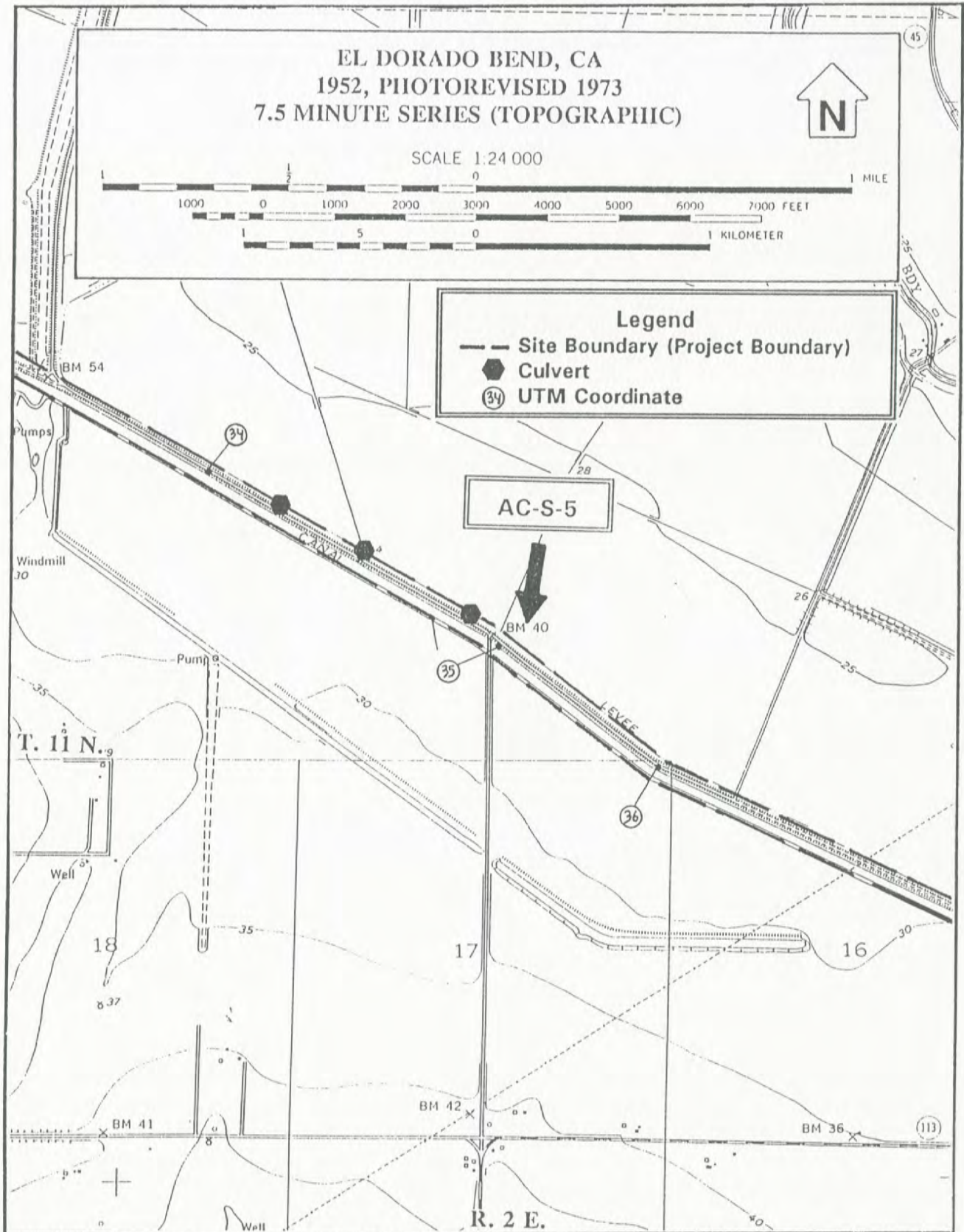


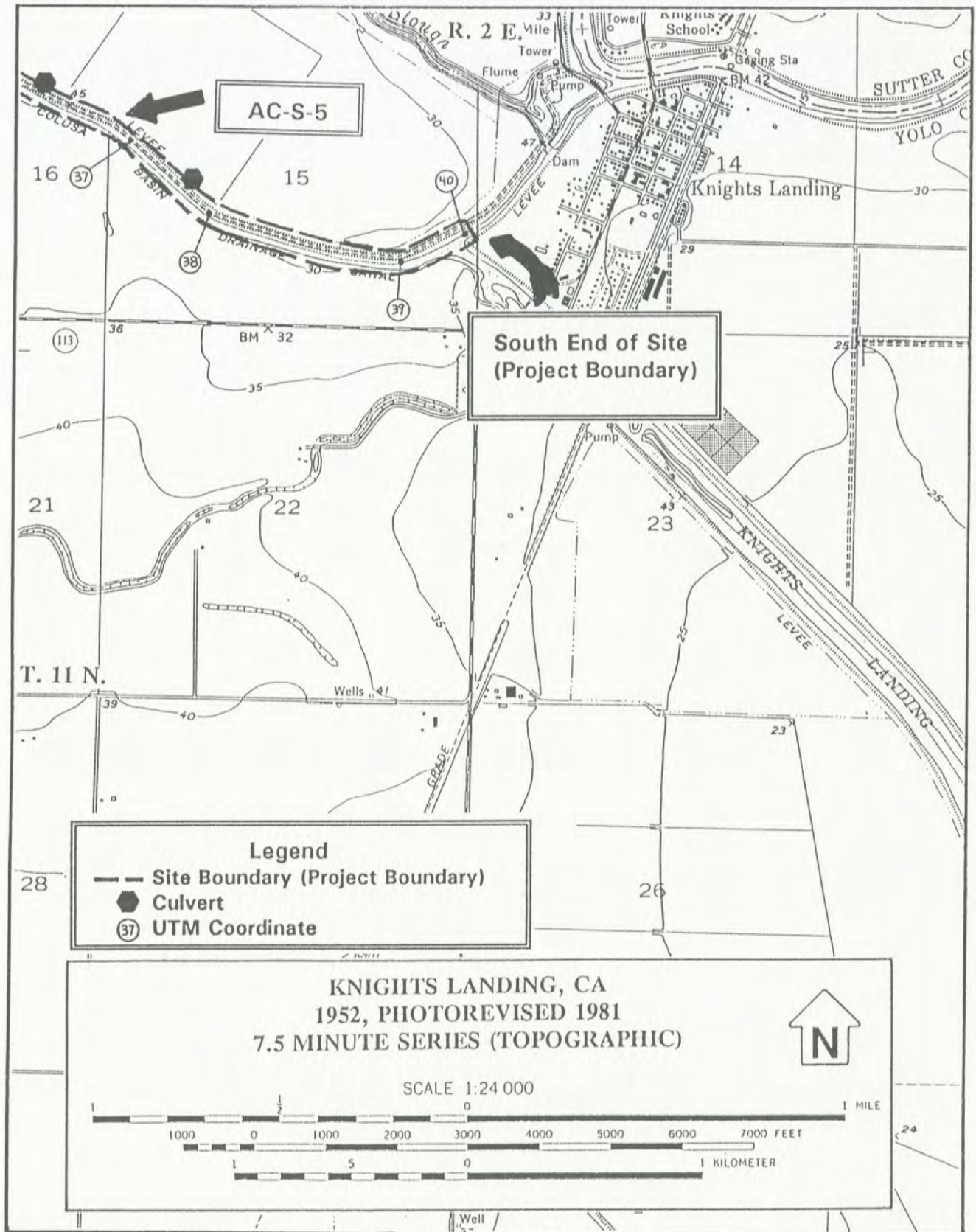












HISTORIC RESOURCES INVENTORY

YOL-HRI-77216 MAP # 513B, 530D, 529C
Ser. No. 5645 - 2
HABS HAER Loc SHL No. NR Status
UTM: A 10/610818/4295075 C
B (5293) D

P-06-000703/P-57-000705
CA-COL-302H/CA-YOL-240H

IDENTIFICATION

1. Common name: Colusa Drainage Canal and Knights Landing Ridge Cut
2. Historic name: same
3. Street or rural address: CR 108 W of SH 45 (canal structure) (Knights Landing-Area)
City Knights Landing Zip 95645 County Yolo (/ Colusa)
4. Parcel number: 56-150-16
5. Present Owner: Knights Landing, Colusa Drainage Dist. Address:
City Zip Ownership is: Public X Private
6. Present Use: drainage canal Original use: drainage canal

DESCRIPTION

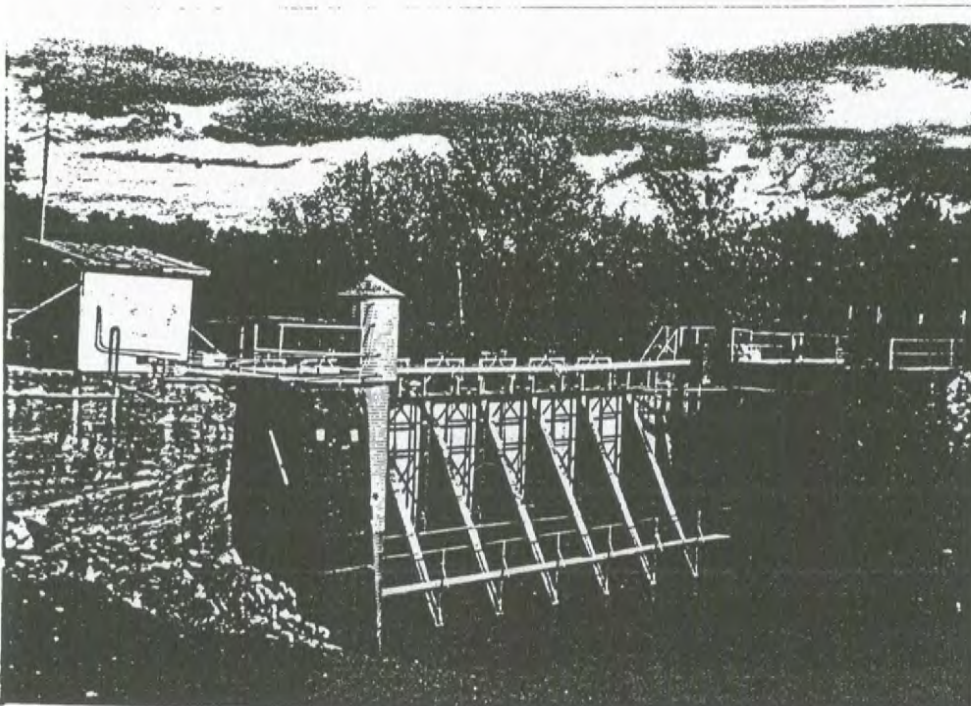
- 7a. Architectural style: NA
- 7b. Briefly describe the present *physical appearance* of the site or structure and describe any major alterations from its original condition:

The Colusa Drainage Canal is a ten-mile canal whose construction began in 1903. The canal roughly parallels CR 95B and then cuts in to meet CR 108 where it travels until it meets the Sacramento River. This is a open drainage canal assisted by a set of concrete flood gates at CR 108.

The Knights Landing Ridge Cut begins near the intersection of CR 13 and CR 116 and continues due south until it intersects the Tule Canal.

grays Bend to Knights Landing to Eldorado Bend

THIS CANAL/RIDGE CUT EXTENDS FROM GRAYS BEND QUAD THROUGH KNIGHTS LANDING AND INTO ELDORADO BEND



8. Construction date:
Estimated Factual 1914-
9. Architect unknown
10. Builder unknown
11. Approx. property size (in feet)
Frontage Depth
or approx. acreage NA
12. Date(s) of enclosed photograph(s)
Winter 1985-86

a.

13. Condition: Excellent ☒ Good ☐ Fair ☐ Deteriorated ☐ No longer in existence ☐
14. Alterations: ☐
15. Surroundings: (Check more than one if necessary) Open land ☒ Scattered buildings ☐ Densely built-up ☐
Residential ☒ Industrial ☐ Commercial ☐ Other: ☒ Ag
16. Threats to site: None known ☒ Private development ☐ Zoning ☐ Vandalism ☐
Public Works project ☐ Other: ☐
17. Is the structure: On its original site? ☒ Moved? ☐ Unknown? ☐
18. Related features: ☐

SIGNIFICANCE

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

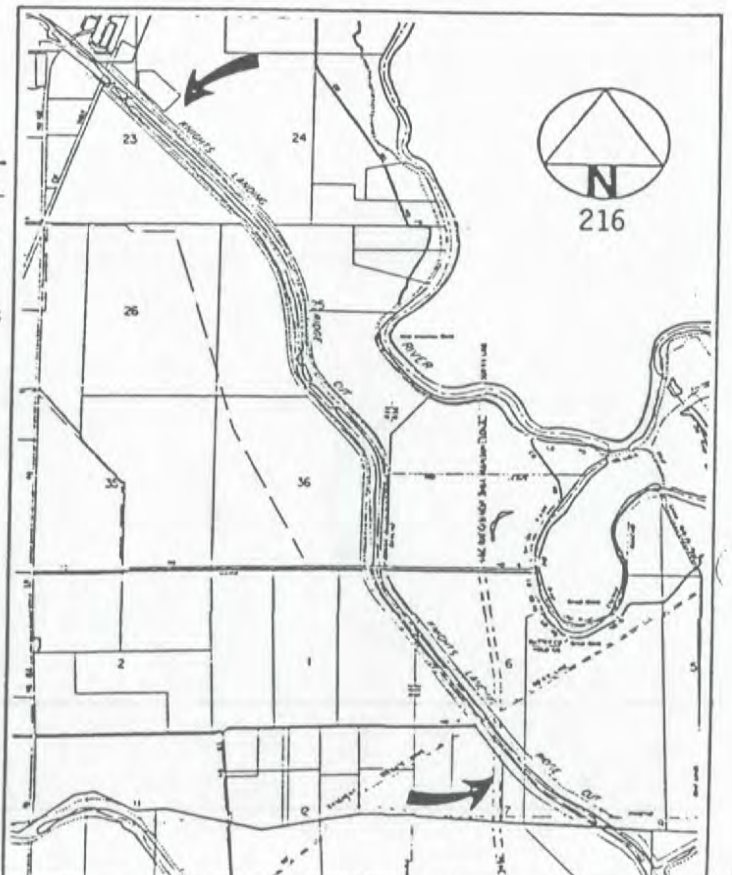
The construction of the Colusa Drainage Canal was completed in 1911 and later incorporated into Reclamation District #2047 in 1919. The canal was developed to alleviate flooding in the upper Colusa Basin by draining the water into the Yolo Basin. Drainage flow rights were acquired which allowed water to pass into the Knights Landing Ridge Cut (1915) and then into the Yolo By-Pass. Together the two projects greatly reduced the flooding hazard to prime agricultural land and greatly enhanced farming opportunities in the effected area. The dredging activities that resulted in the two canal systems produced over 35 miles of levees along this portion of the Sacramento River. This was a significant engineering accomplishment which had a major impact on the farm economy in the county.

20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)
Architecture ☐ Arts & Leisure ☐
Economic/Industrial ☒ Exploration/Settlement ☐
Government ☐ Military ☐
Religion ☐ Social/Education ☐

21. Sources (List books, documents, surveys, personal interviews and their dates).

ACWA's 75-Year History, 1985
Peter Faye, local farmer/landowner

22. Date form prepared June 1986
By (name) Kathleen Les
Organization Les-Thomas Assoc.
Address: 2773 25th Street
City Sacramento Zip 95818
Phone: (916) 443-7083



Page 2 of 2 (Knights Landing Area)

P-06-000703/P-57-000705
CA-COL-302H/CA-YOL-240H

Colusa Drainage Canal and Knights Landing Ridge Cut
UTM: A10/610818/4295075



STATE HISTORIC RESOURCES INVENTORY

PROPERTIES IN UNINCORPORATED YOLO COUNTY AND WEST SACRAMENTO

4/18/88

(see next page)

Serial No.	APN/Area Map No.	Name	City	N R*
5606 1	0 48-230-04 A1M014	CANON SCHOOL	BROOKS	1 2
5606 2	0 60-011-01 A1M011	ALEX KELLY HOUSE	BROOKS	4 2
5606 3	0 48-230-02 A1M015	JOHN WINTER RANCH	BROOKS	4 2
5606 4	0 48-010-12 A1M013	CONRAD ECKHARDT FAMILY FARM	BROOKS	3 2
5606 5	0 47-010-05 A1M012	CACHE CREEK CANYON ROAD	BROOKS	3 2
5606 6	0 60-020-21 A1M010	CHARLES CURTIS HOUSE	BROOKS	5 2
5607 1	0 SR 18 MP 25.34	CAPAY CANAL BRIDGE	CAPAY	6 3
5607 2	0 49-437-08 A1M021	JOHN T. LEWIS HOUSE	CAPAY	3 2
5607 3	0 49-437-02 A1M019	ANDY SUMM'S SMOKE HOUSE	CAPAY	3 2
5607 4	0 49-431-01 A1M018	JOHN LANE RENTAL	CAPAY	3 2
5607 5	0 49-420-03 A1M023	HENRY MEFFORD HOUSE	CAPAY	3 2
5607 6	0 49-410-11 A1M024	JAMES N.B. WYATT HOUSE	CAPAY	4 2
5607 7	0 49-410-02 A1M022	JESSE ALDRICH RENTAL	CAPAY	3 2
5607 8	0 49-400-02 A1M026	CAPAY DEPOT	CAPAY	5 2
5607 9	0 49-370-06 A1M027	LUCRETIA SMITH-LUCY COBURN HOUSE	CAPAY	5 2
5607 10	0 49-433-02 A1M020	GEORGE TANDY STORE	CAPAY	3 2
5607 11	0 48-030-03 A1M016	FREEMAN BROS. HOUSE	CAPAY	3 2
5607 12	0 49-190-24 A1M028	ODDFELLOWS CEMETERY	CAPAY	5 2
5607 13	0 48-140-07 A1M025	DOC & BILL DUNCAN HOUSE	CAPAY	3 2
5607 14	0 A1M029	MOUNTAIN SCHOOL	CAPAY	5 2
5607 15	0 A1M017	CAPAY DAM	CAPAY	3 2
5607 16	0	HUNGRY HOLLOW BRIDGE	CAPAY	5 2
5612 1	0 43-090-13 A9M278	EDWARD BUNNELL HOUSE	CLARKSBURG	3 2
5612 2	0 43-070-09 A9M277	GEORGE CORNISH HOUSE	CLARKSBURG	3 2
5612 3	0 43-070-08 A9M281	AMOS PYLMAN HOUSE	CLARKSBURG	3 2
5612 4	0 43-070-13 A9M279	RECLAMATION DISTRICT #150 HOUSE	CLARKSBURG	4 2
5612 5	1 44-070-03 A9M274	ST JOSEPH'S CHURCH	CLARKSBURG	3 1
5612 5	2 44-070-03 A9M274	ST. JOSEPH'S RECTORY	CLARKSBURG	3 1
5612	59999 44-070-03 A9M274	ST JOSEPH'S CHURCH & RECTORY	CLARKSBURG	3 1
5612 6	0 44-120-06 A9M275	LISBON PUMPHOUSE	CLARKSBURG	5 2
5612 7	0 43-040-11 A9M280	NELSON BUMP HOUSE	CLARKSBURG	3 2
5612 8	0 43-285-12 A9M271	HUSICK HARDWARE	CLARKSBURG	3 2
5612 9	0 43-291-09 A9M272	HUGABOOM HOUSE	CLARKSBURG	3 2
5612 10	0 43-285-01 A9M270	LAWLOR & COSBY GENERAL MERCHANDISE	CLARKSBURG	3 2

*National Register Status.

- 1 2 = Listed individually
- 2 2 = Determined eligible individually
- 3 1 = Appears eligible as part of district
- 3 2 = Appears eligible individually
- 3 3 = Appears eligible both individually and as part of district
- 4 1 = May become eligible as part of district
- 4 2 = May become eligible individually
- 5 1 = Okay for local list individually
- 5 2 = Okay for local list as part of district
- 6 3 = Not appropriate for any list
- 7 3 = Undetermined

	0		ANIMAL SCIENCE BLDG.	DAVIS	1 0
5627	1	0 49-293-05 A2M032	ESPARTO COMMUNITY CHURCH	ESPARTO	5 2
5627	2	0 49-305-1 A2M030	ESPARTO HIGH SCHOOL	ESPARTO	4 1
5627	3	1	DIAMOND NATIONAL	ESPARTO	2 1
5627	3	2	JOHNSON'S BARBER SHOP	ESPARTO	3 1
5627	3	3	ODD FELLOWS BLDG IOOF 230	ESPARTO	3 1
5627	3	4	LEITHOLD DRUG STORE	ESPARTO	3 1
5627	3	5	C.F. DERBY BLDG	ESPARTO	3 1
5627	3	6	ADAMS BLOCK	ESPARTO	3 1
5627	3	7	BANK OF ESPARTO	ESPARTO	3 3
5627	3	8	CENTRAL GARAGE	ESPARTO	3 1
5627	3	9	LEVY & SCHWAB BLDG.	ESPARTO	3 3
5627	3	10	VACA VALLEY & CLEAR LAKE RAILROAD DEPOT	ESPARTO	3 3
5627	3	11	W.F. SMITH WAREHOUSE	ESPARTO	3 1
5627	3	12	TABER STORE	ESPARTO	3 1
5627	3	13	CAPAY VALLEY ALMOND GROWERS WAREHOUSE	ESPARTO	3 3
5627	39999	COMMERCIAL DIST.	ESPARTO	ESPARTO	3 1
5627	4	0 49-296-02 A2M031	FRED WYATT HOUSE	ESPARTO	3 2
5627	5	0 49-296-01 A2M031	ROY WYATT HOUSE	ESPARTO	3 2
5637	1	0 SR 16 MP 13.69	DIGGER PINE CREEK BRIDGE	GUINDA	6 3
5637	2	0 SR 16 MP 10.00	POPPY CREEK BRIDGE	GUINDA	6 3
5637	3	0 SR 16 MP 16.38	WINTER CREEK BRIDGE	GUINDA	6 3
5637	4	0 59-150-03	OWL ROCK	GUINDA	7 3
5637	5	0 60-100-02 A1M009	JAMES CLARK HOUSE	GUINDA	5 2
5637	6	0 60-131-04 A1M008	GUINDA HOTEL	GUINDA	3 2
5637	7	0 60-141-01 A1M006	THE CORNER STORE/STEELE HALL	GUINDA	3 2
5637	8	0 60-171-02 A1M007	MATTHEW HAYEDEN STITT HOUSE	GUINDA	3 2
5637	9	0	GUINDA BRIDGE	GUINDA	5 2
5645	1	0 A7M218	RECLAMATION DISTRICT #1600 PUMPHOUSE	KNIGHTS LANDING	5 2
5645	2	0 56-150-16 A7M216	COLUSA DRAINAGE CANAL	KNIGHTS LANDING	4 2
5645	3	0 A7M210	2047 PUMP HOUSE	KNIGHTS LANDING	3 2
5645	4	0 56-010-03 A7M209	ROUGH AND READY PUMPING PLANT	KNIGHTS LANDING	3 2
5645	5	0 56-010-09 A7M211	EL DORADO RANCH	KNIGHTS LANDING	3 2
5645	6	0 56-050-03 A7M217	FAIR RANCH	KNIGHTS LANDING	5 2
5645	7	0 56-160-15 A7M201	JOHN SNOWBALL RESIDENCE	KNIGHTS LANDING	3 2
5645	8	0 56-180-01 A7M214	KNIGHTS LANDING CEMETERY	KNIGHTS LANDING	5 2
5645	9	0 56-190-08 A7M212	BACCHINI'S CORNER	KNIGHTS LANDING	5 2
5645	10	0 56-190-10 A7M213	SIDNEY LEATHERS HOUSE	KNIGHTS LANDING	5 2
5645	11	0 56-210-05 A7M215	BARKLEY G. PEART HOUSE	KNIGHTS LANDING	5 2
5645	12	0 56-284-01 A7M202	HOLY ROSARY PARISH CATHOLIC CHURCH	KNIGHTS LANDING	5 2
5645	13	0 56-284-06 A7M199	CHARLES HOOPER HOUSE	KNIGHTS LANDING	5 2
5645	14	0 56-295-09 A7M200	(604 FRONT STREET)	KNIGHTS LANDING	5 2
5645	15	0 56-294-04 A7M196	SILAS-EDSON HOUSE	KNIGHTS LANDING	3 2
5645	16	0 56-298-02 A7M203	HOOPER'S HARDWARE	KNIGHTS LANDING	3 2
5645	17	0 A7M204	POOL HALL/BARBER SHOP	KNIGHTS LANDING	4 2
5645	18	0 56-298-04 A7M205	LEITHOLD DRUG STORE	KNIGHTS LANDING	4 2
5645	19	0 56-298-05 A7M206	FIRST NATIONAL BANK OF WOODLAND	KNIGHTS LANDING	3 2
5645	20	0 56-298-06 A7M194	KNIGHTS LANDING POST OFFICE	KNIGHTS LANDING	4 2
5645	21	0 56-303-08 A7M195	MASONIC LODGE	KNIGHTS LANDING	3 2
5645	22	0 56-303-04 A7M197	CHRISTIAN CHURCH OF KNIGHTS LANDING	KNIGHTS LANDING	4 2
5645	23	0 56-305-05 A7M207	JOHN F. ANDERSON HOUSE	KNIGHTS LANDING	3 2
5645	24	0 56-315-01 A7M208	MARY LADUE HOUSE	KNIGHTS LANDING	5 2
5645	25	0 56-305-04 A7M198	FRANK HOOPER HOUSE	KNIGHTS LANDING	5 2
5645	26	0 SR 113 MP 21.54	KNIGHTS LANDING RIDGE CUT BRIDGE	KNIGHTS LANDING	4 2

Attachment B

Correspondence: Local government, local historical societies/ historic preservation group.

Project County Road 66B Bridge over Colusa Drain Canal Replacement

Subject Contacting interested parties re: historic resources

Client Glenn County, Public Works Department

Notes Prepared By Cheryl Brookshear, Staff Historian, JRP Historical Consulting, LLC

Participants	Notes
Orland Historical and Cultural Society PO Box 183 Orland, CA 95963	May 13, 2020 letter sent to historical society. May 28, 2020 sent message via Facebook. Society responded that they did not have concerns about the significance of the bridge, but thought it would be nice to recreate the wood texture of the deck on the new bridge.
Jody Meza Willows Free Library 201 N. Lassen St. Willows, CA 95988	May 13, 2020 letter sent to library. May 28, 2020 follow up e-mail sent.
Glenn County Planning Commission 225 N. Tehama St. Willows, CA 95988	May 13, 2020 letter sent to commission. May 28, 2020 follow up e-mail sent. Planning Department responded that they had no comment. Further correspondence may be sent to the Planning and Development Agency as a whole.
Glenn Genealogy Group 1121 Marin Street Orland, CA 95963	May 13, 2020 letter sent to organization. No additional means of contact available
Bayliss Branch Library 7830 Road 39 Glenn, CA 95943	May 13, 2020 letter sent to library. Additional contact information is same as Willows Free Library

Cheryl

+

Orland Historical & Cultural Society

8:56 AM

Hello, your organization should have recieved information about a proposed bridge replacement on County Road 66B over the Colusa Drain. I'm checking to see if you had any questions or concerns about the project. Thank you.

11:59 AM

Cheryl-- I do have the letter in front of me from Cole Grube of Glenn County Public Works. This "unique" bridge is far-afield from the Orland Historical & Cultural Society's area of "influence." I was able to find it on Google Maps and I was not aware that there were still any wooden bridges in Glenn County. I don't expect the wooden planking would be retained on the replacement. While the OHCS is concerned with the preservation of local history, I don

(Sorry) I don't think our say in this matter would carry much weight. For safety reasons, it undoubtedly needs to be improved. Retaining the appearance of the wooden planking would be a bonus. Thanks for contacting us. --Gene Russell, VP OHCS.

Thank you for your response. I will let the Glenn County Public Works know

Type a message...

OPTIONS

Search in Conversation

MESSENGER LINK

m.me/566441600156280

PRIVACY & SUPPORT

12:04 PM

5/28/2020

CR 66B Bridge over Colusa Drain

Cheryl Brookshear

Thu 5/28/2020 9:54 AM

To: willowslibrary@yahoo.com <willowslibrary@yahoo.com>; planning@countyofglenn.net <planning@countyofglenn.net>;

Hello,

You should have recently received a letter about the replacement of the bridge over Colusa Drain on County Road 66B in the southern portion of the county. Please contact me if you have any concerns or questions about historic resources in the vicinity of the project.

Thank you,
Cheryl



Cheryl Brookshear | Architectural Historian
(530) 757-2521x113 office | jrphistorical.com

I am currently working remotely. The best way to reach me is via e-mail or leave a message at the extension listed above.

FW: CR 66B Bridge over Colusa Drain

Andy Popper <APopper@countyofglenn.net>

Thu 5/28/2020 11:03 AM

To: Cheryl Brookshear <CBrookshear@jrphistorical.com>;

Cc: willowslibrary@yahoo.com <willowslibrary@yahoo.com>; PPWA Planning Email Group <Planning@countyofglenn.net>;

Cheryl Brookshear | Architectural Historian,

It has come to my attention that the below noted letter was addressed to the Glenn County Planning Commission, from Glenn County Public Works.

The April 13, 2020 letter is soliciting comments regarding historical resources and was received by the PDCSA on May 19.

Staff has no comments in response to the letter and the next Planning Commission meeting is scheduled beyond the reply period (which ended May 13).

Unless the review comments are intended be to replied to by the Planning Commission itself, future requests may be directed to:

*Glenn County Planning &
Community Development Services Agency
225 North Tehama Street
Willows, CA 95988*

Sincerely,

Andy Popper, Senior Planner

<http://www.countyofglenn.net>

Glenn County Planning &

Community Development Services Agency

225 North Tehama Street

Willows, CA 95988

530-934-6540

From: Andy Popper <APopper@countyofglenn.net>

Sent: Thursday, May 28, 2020 10:19 AM

To: Cheryl Brookshear <CBrookshear@jrphistorical.com>

Cc: willowslibrary@yahoo.com; PPWA Planning Email Group <Planning@countyofglenn.net>

Subject: RE: CR 66B Bridge over Colusa Drain

Cheryl Brookshear | Architectural Historian,

The below noted letter (which PCDSA did not receive) is likely intended to be directed to the below email.

Please forward to:

publicworks@countyofglenn.net

Thank you.

Sincerely,

Andy Popper, Senior Planner

<http://www.countyofglenn.net>

Glenn County Planning &

Community Development Services Agency

225 North Tehama Street

Willows, CA 95988

530-934-6540

From: Cheryl Brookshear <CBrookshear@jrphistorical.com>

Sent: Thursday, May 28, 2020 9:54 AM

To: willowslibrary@yahoo.com; PPWA Planning Email Group <Planning@countyofglenn.net>

Subject: CR 66B Bridge over Colusa Drain

Hello,

You should have recently received a letter about the replacement of the bridge over Colusa Drain on County Road 66B in the southern portion of the county. Please contact me if you have any concerns or questions about historic resources in the vicinity of the project.

Thank you,
Cheryl

<https://mail.jrphistorical.com>

/owa/service.svc

/s/GetFileAttachment?id=AAMkAD

UjMihZiA1LWZiNDc0NDExOS0

4M2E2LWM0ZTUwMWY3YzFiZ

ABGAAAAAABboiZ5frYEQl9W

S7GRjonxBwD5p7FhF7uxTbA7ey

KOpFhkAAKrO8vDAAD5p7FhF7u

xTbA7eyKOpFhkAAKrO%2BfgAA

ABEgAQALIXFdVPmTpFj9bVaax

HFrA%3D&X-OWA-

CANARY=wMP7Khqsd0qa4iyHR

QytCAxZzCK769cIPVIvCF4Vqjpe

qUDrBpQi4nGY-

DuflQReDMXs_NZOq1Y.

Cheryl Brookshear | Architectural Historian

(530) 757-2521x113 office | jrphistorical.com

I am currently working remotely. The best way to reach me is via e-mail or leave a message at the extension listed above.

Attachment C

Caltrans Historic Bridge Inventory Sheet – Bridge 11C0068



Structure Maintenance & Investigations



Historical Significance - Local Agency Bridges

District 05

Glenn County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
11C0001	GLENN-COLUSA CANAL	0.2 MI W RD D	5. Bridge not eligible for NRHP	1964	
11C0002	GLENN-COLUSA CANAL	0.6 MI N/O ROAD 68	5. Bridge not eligible for NRHP	1962	
11C0003	GLENN-COLUSA CANAL	0.5 MI S/O ROAD 62	5. Bridge not eligible for NRHP	1948	
11C0004	GLENN-COLUSA CANAL	0.3 MI E/O ROAD 'F'	5. Bridge not eligible for NRHP	1946	
11C0006	GLENN-COLUSA CANAL	1.2 MI W/O SH 99	5. Bridge not eligible for NRHP	1948	1980
11C0009	GLENN-COLUSA CANAL	2.1 MI N OF S.H. 162	5. Bridge not eligible for NRHP	1940	1961
11C0010	GLENN-COLUSA CANAL	4.82 MI EAST OF I-5	5. Bridge not eligible for NRHP	1948	1975
11C0011	GLENN-COLUSA CANAL	0.3 MI N CO RD #39	5. Bridge not eligible for NRHP	1950	2002
11C0012	CENTRAL IRRIGATION CANAL	0.6 MI N RD 34	5. Bridge not eligible for NRHP	1950	
11C0013	CENTRAL IRRIGATION CANAL	0.5 MI W ROAD XX	5. Bridge not eligible for NRHP	1948	
11C0014	PACKARD DRAW	0.5 MI WEST OF ROAD Z	5. Bridge not eligible for NRHP	1930	
11C0015	BRANCH HOWARD SLOUGH	1.3 MI EAST OF ROAD Z	5. Bridge not eligible for NRHP	1937	
11C0016	HOWARD SLOUGH	1.7 MI EAST OF CR Z	5. Bridge not eligible for NRHP	1950	
11C0017	HOWARD SLOUGH	1.8 MI EAST OF CR Z	5. Bridge not eligible for NRHP	1920	
11C0018	STONY CREEK	0.2 MI E OF RD 306	5. Bridge not eligible for NRHP	1900	
11C0019	BUTTE CREEK	2.0 MI EAST OF CR Z	5. Bridge not eligible for NRHP	1930	1942
11C0020	BUTTE CREEK	2.7 MI E RD Z	5. Bridge not eligible for NRHP	1940	
11C0025	PROVIDENT CANAL	6.04 MI EAST OF RD 99W	5. Bridge not eligible for NRHP	1948	
11C0026	COLUSA DRAIN	0.6 MI W RD VWV	5. Bridge not eligible for NRHP	1941	
11C0031	DRY CREEK	1.58 MI N COLUSA CO LINE	5. Bridge not eligible for NRHP	1951	1983
11C0033	ELK CREEK	17.2 MI N COLUSA CO LINE	5. Bridge not eligible for NRHP	1951	
11C0035	GRINDSTONE CREEK	23 MI N COLUSA CO LINE	5. Bridge not eligible for NRHP	1950	
11C0037	CENTRAL IRRIGATION CANAL	WEST OF S.H. 45	5. Bridge not eligible for NRHP	1936	
11C0038	CENTRAL IRRIGATION CANAL	0.3 MI WEST OF SH 45	5. Bridge not eligible for NRHP	1948	
11C0040	S FORK WILLOW CREEK	2.2 MI N S.H. 162	5. Bridge not eligible for NRHP	1967	
11C0041	NORTH FORK WILLOW CREEK	3.6 MI N OF S.H. 162	5. Bridge not eligible for NRHP	1966	
11C0042	WHITE CABIN CREEK	6.8 MI N OF S.H. 162	5. Bridge not eligible for NRHP	1919	1950
11C0043	WILSON CREEK	0.5 MI SOUTH OF RD #33	5. Bridge not eligible for NRHP	1982	
11C0046	HAMBRIGHT CREEK	5.25 MI W OF I-5	5. Bridge not eligible for NRHP	1967	
11C0048	WILLOW CREEK	0.4 MI S OF S.H. 162	5. Bridge not eligible for NRHP	1940	
11C0053	WILLOW CREEK	0.2 MI S/O SH 162	5. Bridge not eligible for NRHP	1965	
11C0055	GLENN-COLUSA CANAL	WEST OF NEWMARK AVE	5. Bridge not eligible for NRHP	1948	
11C0056	SALT CREEK	2.5 MI E OF CO RD 306	5. Bridge not eligible for NRHP	1997	
11C0057	SALT CREEK	0.3 MI S OF RD #200	5. Bridge not eligible for NRHP	1948	
11C0058	BRANCH SALT CREEK	0.6 MI W OF RD #306	5. Bridge not eligible for NRHP	1997	
11C0059	WILLOW CREEK	0.65 MI E HWY 99W	5. Bridge not eligible for NRHP	1945	1980
11C0060	WALKER CREEK	0.9 MI E HWY 99W	5. Bridge not eligible for NRHP	1974	
11C0063	WILLOW CREEK	6 MI E OF 99W	5. Bridge not eligible for NRHP	1949	1950
11C0064	COLUSA DRAIN	0.1 MI E OF RD W	5. Bridge not eligible for NRHP	1977	
11C0065	PRINCETON CODY CANAL	0.05 MI W OF S.H. 45	5. Bridge not eligible for NRHP	1930	1983
11C0066	COLUSA DRAIN	0.1 MI E RD W	5. Bridge not eligible for NRHP	1960	
11C0068	COLUSA DRAIN	2 MI W OF SH 45	5. Bridge not eligible for NRHP	1940	1974
11C0070	MCKEE OVERFLOW	1.1 MI N HWY 162	5. Bridge not eligible for NRHP	1935	

Attachment D

CSO Approval of Assumption of Eligibility – Colusa Drain Canal

Attachment E

Finding of No Adverse Effect Without Standard Conditions
JRP Historical Consulting, LLC, 2021. **Attachment E.**

**FINDING OF NO ADVERSE EFFECT
WITHOUT STANDARD CONDITIONS**

for

**COUNTY ROAD 66B BRIDGE OVER THE COLUSA DRAIN
REPLACEMENT PROJECT**

Glenn County, California

Federal Aid Project No. BRLO 5911 (063)

Prepared for:

Glenn County, Public Works Department
777 N Colusa St.
Willows, CA 95988

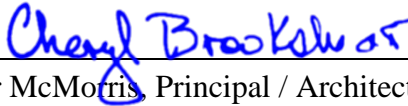
Reviewed by:

Gail St. John, PQS Principal Architectural Historian
Caltrans District 3
703 B Street, Marysville, CA 95901

Approved by:

Laura Loeffler, Environmental Branch Chief (EBC)
Caltrans District 3
703 B Street, Marysville, CA 95901

Prepared by:



Christopher McMorris, Principal / Architectural Historian
Cheryl Brookshear, Staff Architectural Historian
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

April 2021

TABLE OF CONTENTS

1. Introduction	1
2. Project Description	3
2.1 Summary	3
3. Public Participation	4
4. Historic Property Description.....	5
4.1 Identification Efforts	5
4.2 Physical Description of Historic Property.....	6
4.3 National Register of Historic Places Significance	8
5. Application of Criteria of Adverse Effect	9
5.1 Criteria of Adverse Effect	9
5.2 Application of Criteria of Adverse Effect.....	9
6. Conclusion.....	11

APPENDICES

Appendix A – Figures

Figure 1	Project Vicinity
Figure 2	Project Location
Figure 3	Area of Potential Effects (APE)

Appendix B – Caltrans CSO Permission to Assume Eligibility of Colusa Drain Canal

Appendix C – Public Participation

1. INTRODUCTION

The County of Glenn (County), with assistance from the California Department of Transportation (Caltrans), is proposing to replace the County Road (CR) 66B Bridge at the Colusa Drain Canal, Bridge 11C0068, in southern Glenn County northwest of Princeton utilizing funds from the Federal Highway Administration through the Caltrans Local Assistance Program. The CR 66B bridge was constructed in 1940 and is a single lane, three- span, bridge with a wooden deck. The project includes demolishing and removing the existing bridge and replacing it with a cast-in place, post-tensioned, concrete slab bridge. Maps depicting the project vicinity, project location, and Area of Potential Effect (APE) are **Figures 1, 2, and 3** in **Appendix A**.

JRP Historical Consulting, LLC (JRP) prepared this Finding of Effect (FOE) to assist with project compliance under Section 106 of the National Historic Preservation Act (NHPA) by applying the Criteria of Adverse Effect set forth in Title 36 Code of Federal Regulations (CFR) Part 800.5 (36 CFR 800), and the 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).

The project Section 106 compliance activities to date include the preparation of a Historic Property Survey Report (HPSR), Archaeological Survey Report (ASR) by Genesis Society, and communication with parties interested in local historic resources. The APE contains two historic resources: the CR 66B bridge (Bridge 11C0068), which was previously determined ineligible for listing in the National Register of Historic Places (NRHP), and the Colusa Drain Canal. Per stipulation VIII.C.4 of the Section 106 PA, Caltrans District 3 received approval from the Caltrans Cultural Studies Office (CSO) to assume the Colusa Drain Canal eligible for listing in the NRHP for the purposes of this undertaking only. See **Appendix B** for Caltrans correspondence on assumed eligibility. The Colusa Drain Canal is assumed eligible as a contributor to the Sacramento River Flood Control Project and the six irrigation districts that it serves. Assumed eligibility is under NRHP Criterion A for contributions to regional history of northern California flood control and the development of agriculture in the region. The Colusa Drain Canal may also have regional significance under Criterion C as a contributor to the design and engineering of the Sacramento River Flood Control Project. The assumed period of significance for the Colusa Drain Canal, for purposes of this undertaking, is 1921 to 1950. It is assumed eligible at the local level of significance. The assumed character-defining features of the canal are those materials and design features that either date to the original construction or have been replaced in kind. An examination of the Colusa Drain Canal for the present study indicates that the canal alignment, shape/width, earth lining, and rural setting are consistent with the original characteristics of the Colusa Drain Canal. Control structures and irrigation gates, not found within the APE, are also assumed to be character defining of the broader canal system. In addition, JRP corresponded with local interested parties regarding this project. **Appendix C** includes correspondence and records of communications from interested parties.

This study concludes that the project will have no adverse effect on the Colusa Drain Canal. Thus, Caltrans, in applying the Criteria of Adverse Effects, proposes that a **Finding of No Adverse Effect without Standard Conditions** is appropriate for this undertaking and is seeking State Historic Preservation Officer (SHPO) concurrence with this finding pursuant to Stipulation X.B.2.a of the Section 106 PA.

2. PROJECT DESCRIPTION

2.1 Summary¹

The County with assistance from Caltrans proposes to replace the existing 1-lane, wooden-decked bridge on County Road 66 over Colusa Drain Canal with cast-in-place post-tensioned concrete slab bridge. The existing bridge is approximately 54 feet in length and 20 feet in width and consists of a three-span timber structure supported by reinforced concrete abutments and piers founded on driven cast-in-steel shell piles. The outside spans are 16 feet long and the middle span is 18 feet long. The bridge was originally constructed in 1940, and the wooden deck was replaced in 1974.

The project would involve replacement of the existing structure with a cast-in-place, post-tensioned, concrete slab bridge founded on driven piles situated at the abutment supports, thus eliminating structural supports within the stream channel. The existing bridge and intermediate support foundations would be removed from the project site. Additionally, the project would include road widening, road cut/fill, detours, grinding, establishment of clear recovery zones, utility relocation, ground disturbance, vegetation removal, and pile driving.

The roadway width would include two 12-foot wide lanes with two four-foot wide paved shoulders for a total width of 32 feet.

The general project vicinity is depicted on Figure 1, the project location is shown on map labeled Figure 2, and the specific APE is on Figure 3 in **Appendix A**.

2.2 Area of Potential Effects

The APE encompasses all project-related impacts including bridge construction, road widening, and easements (**Appendix A, Figure 3**). The APE generally consists of a linear corridor extending approximately 1,600 feet in length (east-west) and ranging from between 100 feet and 260 feet in width, and generally centered on the Colusa Drain. The APE is located approximately 2 miles west of State Route 45, and approximately 3 miles northwest of the community of Princeton, in Glenn County, California.

¹ This project description is excerpted from the *Historic Property Survey Report*, prepared by Genesis Society for Caltrans District 3, May 2019.

3. PUBLIC PARTICIPATION

JRP identified potential local interested parties and drafted notification letters for this project, which were sent by the County on May 13, 2020. The recipients of the letters were the Orland Historical and Cultural Society, Glenn County Planning Commission, Willows Free Library, Bayliss Branch Library, and Glenn Genealogy Group. No responses were received.

JRP attempted to follow up through alternate means of contact. E-mails were sent to the Glenn County Planning Commission and Willows Free Library on May 28, 2020. The Planning Commission replied that they had no comment. The Orland Historical and Cultural Society was contacted via their Facebook page on May 28, 2020. They responded that they did not have any concerns about the bridge, but thought it would be nice to recreate the wood texture of the deck on the new bridge. The Bayliss Branch Library uses the same contact information as the Willows Free Library; therefore, additional contact was not possible. Similarly, the Glenn Genealogy Group does not have any additional contact information.

See **Appendix C** for a copy of the letter to interested parties, subsequent communications, and a summary communications log.

4. HISTORIC PROPERTY DESCRIPTION

4.1 Identification Efforts

On June 5, 2018, the Northeast Information Center (NEIC) at California State University, Chico conducted a search of the California Historical Records Information System (CHRIS) records for the quarter mile area around the APE. Results of the NEIC search indicate that no built-environment cultural resources have been previously recorded in the APE.

Of note, however, is the Colusa Basin Drainage Canal (P-11-604) (a.k.a., Colusa Drain Canal), portions of which were originally recorded in 1986 as part of the Yolo County Historic Resources Inventory, and other portions recorded in 1992, 1998, 2002, 2007, and 2015. The recorded segments have been consolidated under a single Primary Number. In 1998, the Army Corps of Engineers found the Colusa Basin Drainage Canal to have several construction periods and some features of the canal had not reached 50 years of age when the Corps proposed a project at that time. In its planning, the Corps noted possible integrity issues, tacitly accepting historic significance for the Colusa Basin Drainage Canal. During consultation for that project the Corps and SHPO concurred that the project posed no effect on the canal. No formal determination of eligibility of the Colusa Basin Canal was made at that time. The Office of Historic Preservation's Built Environment Resource Directory (BERD) for Glenn County lists the "RD 2047 Colusa Basin Drainage Canal" at Sidds Road with a status code of 6Y (Determined ineligible for NR by consensus through Section 106 process) as of 9/30/2015 (Ref. # FHWA_2015_0813_001).²

Evaluating the full extent of the Colusa Drain Canal, the Sacramento River Flood Control Project, and the irrigation systems extending from the Colusa Basin Drainage Canal is beyond the scope of this small bridge replacement project. Previous recordations of the canal have noted the 35-mile length of the canal, identified it as a component of the Sacramento River Flood Control Project, and identified six irrigation systems originating from the canal. Based on its possible historic significance and because the whole of the resources is not fully inventoried and evaluated, Caltrans

² Kathleen Les and Yolo County Community Development Agency, "Yolo County Historic Resources Survey," Yolo County Community Development Agency, 1986; PAR Environmental Services. "Cultural Resources Inventory for the Colusa Basin/Knights Landing Ridge Cut Levees Project, Colusa and Yolo Counties, California." April 1992; Frank Deitz, Department of Parks and Recreation (DPR) 523 form for the Colusa Basin Drainage Canal, June 1998; California Office of Historic Preservation, "Directory of Properties in the Historic Properties Data File for Yolo County," April 5, 2012; Leach-Palm et al, "Cultural Resources Inventory of Caltrans District 3 Rural Conventional Highways in Butte, Colusa, Glenn, Nevada, Placer Sacramento, Sierra, Sutter, Yolo and Yuba counties," 2008; Cherilyn Widell, State Historic Preservation Officer, to Brain Doyle, Army Corps of Engineers, Project Levee Rehabilitation, RD 108, 787, & Maintenance Area 12, Yolo and Colusa Counties, California, Reply to COE970827 C., June 25, 1998, Records for P-06-000703/ CA-COL-302H and P-57-000705/CA-Yol0241H, Northeast Information Center, CSU Chico. The OHP BERD is available at ohp.parks.ca.gov/?page_id=30338. This 2015 listing appears to be the result of the report: JRP Historical Consulting, LLC, "Historical Resources Evaluation Report, County Road 44 Hazard Elimination and Safety Project over the Colusa Drain Canal, Glenn County, California," prepared for Glenn County and Caltrans District 3, June 2015.

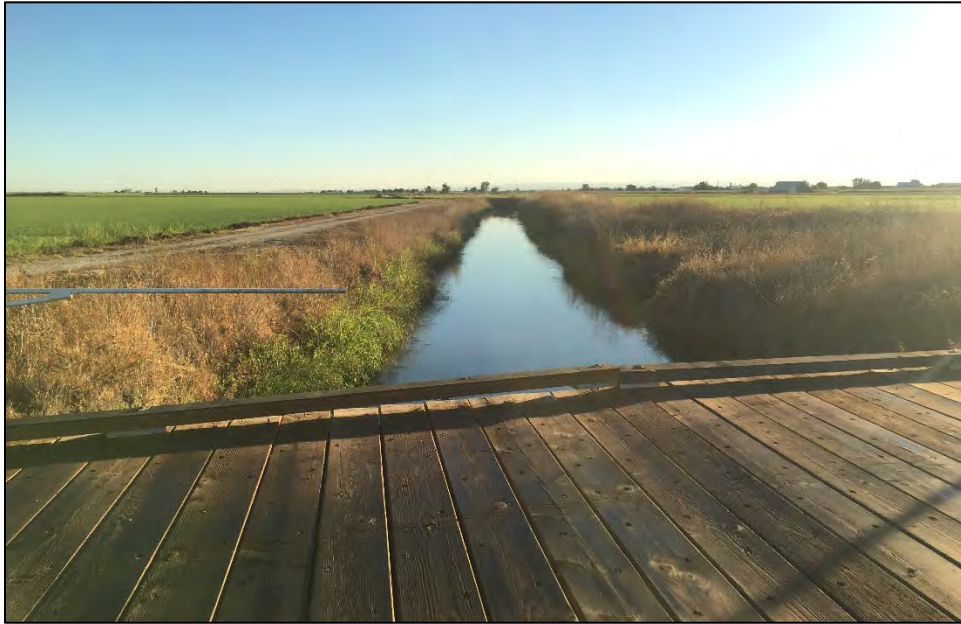
is assuming the canal eligible for the NRHP for the purposes of this project in accordance with Section 106 PA Stipulation VIII.C.4. (See **Appendix B**.)

4.2 Physical Description of Historic Property

The Colusa Drain Canal, constructed in 1921 and 1922 by Reclamation District 2047, is a 35-mile long water conveyance structure. The canal begins approximately eight miles north of the proposed project in Glenn County near the end of the Colusa Basin. The canal then continues southeast draining the Colusa Basin into the Yolo Basin, traversing portions of Colusa and Yolo counties. The canal has variable widths, while it consists of an unlined ditch below grade in the APE, in other areas it is at grade and contained by levees. The canal also includes ancillary features including levees, side irrigation ditches, pump houses, culverts, orchard gates, and concrete rip rap.

The Colusa Drain Canal also serves as a part of the much larger Sacramento River Flood Control Project, which involves a complex array of levees, drainage channels, and basins for holding flood waters. The Colusa Drain Canal connects two of the retaining basins, the Colusa Basin and the Yolo Basin, allowing controlled flooding and subsequent drainage following flood events. It also serves as a supply canal for six irrigation districts in three counties. These systems are the Glenn-Colusa, Provident, Princeton-Codora-Glenn, Jacinto, Maxwell, and Compton-Delevan irrigation districts.

Within the APE, the Colusa Drain Canal is an unlined, trapezoidal earthen trench without any surrounding levees. The canal is 54 feet wide at this location, and its depth was not determined because it was filled with water when recorded for this report (**Photograph 1**). The side walls have been packed hard and support a dirt road on either side (**Photograph 2**). Directly north of the bridge on the west side is a small irrigation ditch that runs along the road and enters the Colusa Drain Canal via a corrugated culvert (**Photograph 3**). Approximately 50 feet north of the bridge is a second, perpendicular canal heading east. The juncture is controlled via a structure on the second canal.



Photograph 1. Colusa Drain Canal, camera facing north, photograph by Galloway Enterprises, June 30, 2020.



Photograph 2. Bank of the Colusa Drain Canal, camera facing east, photograph by Galloway Enterprises, June 30, 2020.



Photograph 3. Colusa Drain at the culvert on the northwest side of the bridge, camera facing east, photograph by Galloway Enterprises, June 30, 2020.

4.3 National Register of Historic Places Significance

The CR 66B over the Colusa Drain Canal Bridge (11C0068) was constructed in 1940 and its wooden deck was replaced in 1974. It is listed in the Caltrans Historic Bridge Inventory as a Category 5 structure (i.e., not eligible for the NRHP).

The Colusa Drain Canal is the only other identified cultural resource within the APE. Per stipulation VIII.C.4 of the Section 106 PA, Caltrans District 3 received approval to assume the Colusa Drain Canal as a whole eligible for listing in the NRHP for the purposes of this undertaking (**Appendix B**). The Colusa Drain Canal is also assumed eligible as a contributor to the Sacramento River Flood Control Project and six irrigation districts that it serves. The Colusa Drain Canal is assumed eligible under NRHP Criterion A for contributions to regional history of flood control in northern California and the development of agriculture in the region. The Colusa Drain may also have regional significance under Criterion C as a contributor to the design and engineering of the Sacramento River Flood Control Project. The assumed period of significance for the Colusa Drain Canal, for purposes of this undertaking, is 1921 to 1950. It is assumed eligible at the local level of significance.

The assumed character-defining features of the Colusa Drain Canal within the APE are those materials and design features that either date to the original construction or have been replaced in kind. An examination of the Colusa Drain Canal for the present study indicates that the canal alignment, shape/width, earth lining, and rural setting are consistent with the original characteristics of the Colusa Drain Canal. Control structures and irrigation gates, not found within the APE, are also assumed character-defining features of the broader canal system.

5. APPLICATION OF CRITERIA OF ADVERSE EFFECT

5.1 Criteria of Adverse Effect

The NHPA Section 106 regulations state that if there are historic properties in the APE which may be affected by a federal undertaking, the agency official shall assess adverse effects, if any, in accordance with the Criteria of Adverse Effect defined in 36 CFR 800.5. These regulations state an “adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association.” Application of the criteria of adverse effect assesses how an undertaking will affect those features of a historic property that contribute to its eligibility for listing in the NRHP, specifically examining an undertaking’s impacts on a historic property’s historic integrity, i.e., location, design, setting, materials, workmanship, feeling, and association. Effects can be direct, indirect, and cumulative.

5.2 Application of Criteria of Adverse Effect

The project has potential to damage part of the Colusa Drain Canal, possibly altering it in a manner that may not be consistent with the Secretary of Interior’s Standards for the Treatment of Historic Properties. It also may introduce visual elements that could diminish the canal’s integrity. This project will not result in the removal of the canal from its location, nor change the use of the canal or the physical features within the canal’s setting that contribute to its historic significance. The project will also not cause the neglect of the canal or its deterioration; and the canal is not transferring out of federal ownership or control as it is not owned by the federal government.

The physical effect of the bridge replacement project upon the Colusa Drain Canal is minimal. The CR 66B project encompasses a very small portion of the overall 35-mile long, linear canal. The existing bridge occupies only 20-linear feet of the canal, and the proposed bridge replacement only adds 12-linear feet to the area the structure will occupy. Following completion of the project, the Colusa Drain Canal will retain its historic integrity, including integrity of location, setting, design, materials, workmanship, feeling, and association.

Within that negligible linear space, replacement of the CR 66B over the Colusa Drain Bridge will not destroy or damage the canal. The existing bridge is not a part of the canal system and is not a character-defining feature of that system. Removal and construction of the new bridge will not alter the characteristic canal profile or change the materials that compose the canal walls. The piers supporting the new bridge will be placed at the top outer edge of the canal walls, and the bridge will span the canal with no additional supports within the canal profile. The existing piers between spans are not a part of the canal design and their removal will not damage the canal or alter it in a manner inconsistent with the Secretary of the Interior’s Standards. Any disturbance of the canal walls or profile will be repaired in kind with materials matching the original earthen construction.

The bridge replacement will not introduce new visual, atmospheric, or audible elements that would diminish the integrity of the Colusa Drain Canal. This bridge is one of many that crosses the canal along its length, many of which have been constructed or replaced and widened since the initial construction of the canal. The roads themselves are not considered a part of the Colusa Drain Canal or the larger systems to which the canal contributes. These county roads are a part of the rural landscape that the canal traverses.

6. CONCLUSION

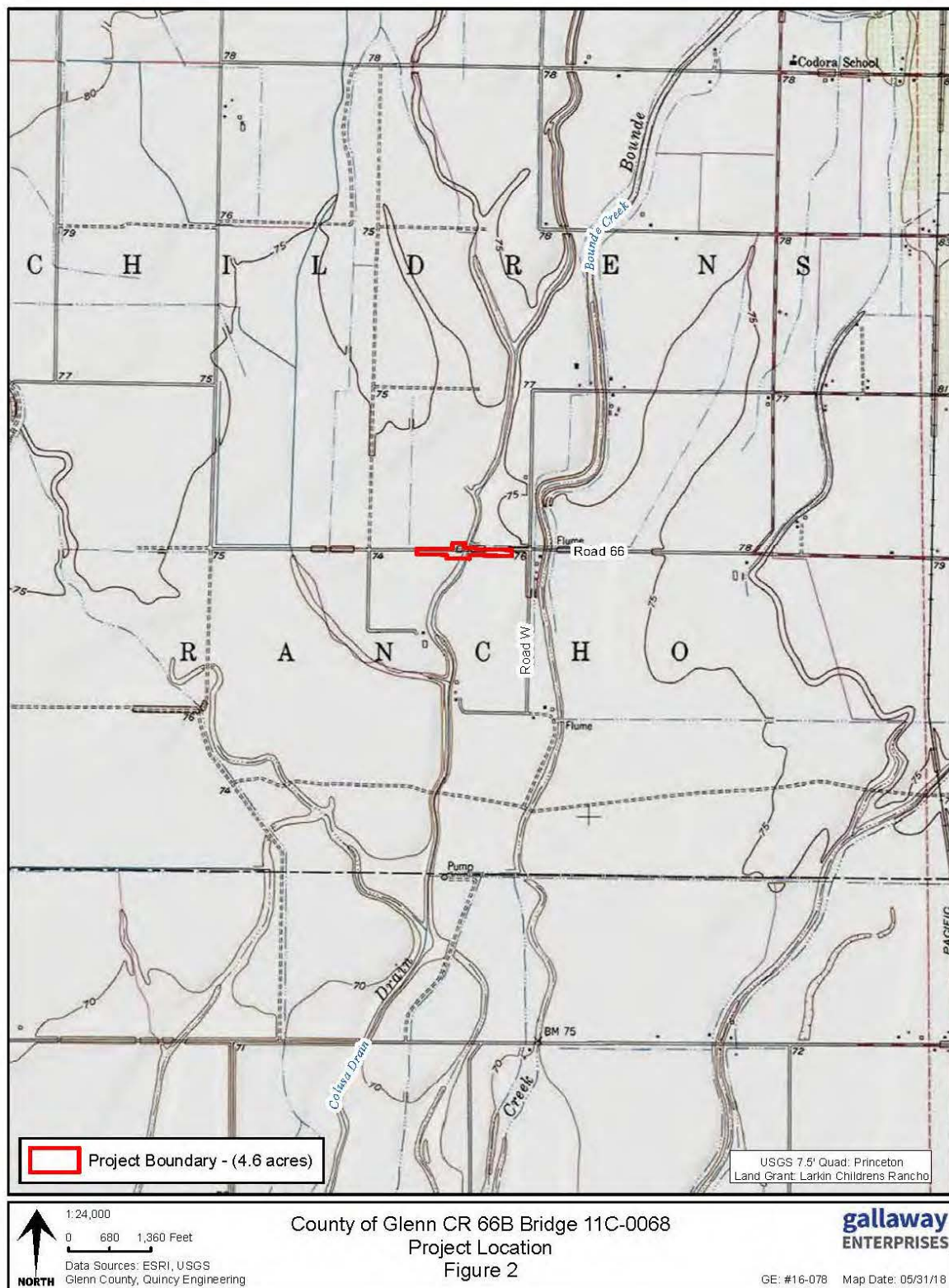
During identification efforts, the Colusa Drain Canal was identified as a long linear feature with possible historical significance. The scale of the bridge replacement project did not accommodate a full evaluation of the canal, so Caltrans has made an assumption of eligibility for the Colusa Drain Canal for the purposes of this project in accordance with Section 106 PA Stipulation VIII.C.4 (Attachment B). Potential interested parties have been contacted about the project. Previous recordations of the canal were reviewed to determine assumed character-defining features and period of significance. Caltrans has applied the Criteria of Adverse Effects and determined that a finding of **No Adverse Effect (without Standard Conditions)** appears appropriate for this project. Caltrans requests SHPO's concurrence with this finding pursuant to Stipulation X.B.2 of the Section 106 PA.

ATTACHMENTS

ATTACHMENT A

Figures

Figure 2. Project Location Map



WELLER RANCHES 013-210-023
WELLER RANCHES 013-210-034
MASON 013-210-035
CARDOSO/RICHARD 013-250-037
CARDOSO/RICHARD 013-250-021

66B ROAD EASTWAY
66B ROAD WESTWAY

APRIL 2019

TO CR 61
TO PRINCETON

RIGHT OF WAY
PROPERTY LINE
Estimated Footing Excavation Limits
Approx. Dimensions
45' long x 12' wide x 12' deep
APE
Potential Staging Area

SCALE 1"=200'
ORIGINAL SCALE IN INCHES

LOCAL AGENCY REPRESENTATIVE
Glenn County
William Larson
5/21/19
DATE

ALTRANS PQS
5/21/19
DATE

LOCAL ASSISTANCE PROJECT ENGINEER
Glenn County
5/21/19
DATE

AREA OF POTENTIAL EFFECTS MAP
COUNTY ROAD 66B BRIDGE REPLACEMENT
BRIDGE No. 11C-0068
Federal Aid Project BRLO-5911(063)
Glenn County, Planning and Public Works
Caltrans District 3

ATTACHMENT B

Caltrans CSO Permission to Assume Eligibility of Colusa Drain Canal

ATTACHMENT C

Public Participation

Project County Road 66B Bridge over Colusa Drain Canal Replacement
Subject Contacting interested parties re: historic resources
Client Glenn County, Public Works Department
Notes Prepared By Cheryl Brookshear, Staff Historian, JRP Historical Consulting, LLC

Participants	Notes
Orland Historical and Cultural Society PO Box 183 Orland, CA 95963	May 13, 2020 letter sent to historical society. May 28, 2020 sent message via Facebook. Society responded that they did not have concerns about the significance of the bridge, but thought it would be nice to recreate the wood texture of the deck on the new bridge.
Jody Meza Willows Free Library 201 N. Lassen St. Willows, CA 95988	May 13, 2020 letter sent to library. May 28, 2020 follow up e-mail sent.
Glenn County Planning Commission 225 N. Tehama St. Willows, CA 95988	May 13, 2020 letter sent to commission. May 28, 2020 follow up e-mail sent. Planning Department responded that they had no comment. Further correspondence may be sent to the Planning and Development Agency as a whole.
Glenn Genealogy Group 1121 Marin Street Orland, CA 95963	May 13, 2020 letter sent to organization. No additional means of contact available
Bayliss Branch Library 7830 Road 39 Glenn, CA 95943	May 13, 2020 letter sent to library. Additional contact information is same as Willows Free Library

Cheryl

+

Orland Historical & Cultural Society

8:56 AM

Hello, your organization should have recieved information about a proposed bridge replacement on County Road 66B over the Colusa Drain. I'm checking to see if you had any questions or concerns about the project. Thank you.

11:59 AM

Cheryl-- I do have the letter in front of me from Cole Grube of Glenn County Public Works. This "unique" bridge is far-afield from the Orland Historical & Cultural Society's area of "influence." I was able to find it on Google Maps and I was not aware that there were still any wooden bridges in Glenn County. I don't expect the wooden planking would be retained on the replacement. While the OHCS is concerned with the preservation of local history, I don

(Sorry) I don't think our say in this matter would carry much weight. For safety reasons, it undoubtedly needs to be improved. Retaining the appearance of the wooden planking would be a bonus. Thanks for contacting us. --Gene Russell, VP OHCS.

Thank you for your response. I will let the Glenn County Public Works know

Type a message...

OPTIONS

Search in Conversation

MESSANGER LINK

m.me/566441600156280

PRIVACY & SUPPORT

12:04 PM

5/28/2020

CR 66B Bridge over Colusa Drain

Cheryl Brookshear

Thu 5/28/2020 9:54 AM

To: willowslibrary@yahoo.com <willowslibrary@yahoo.com>; planning@countyofglenn.net <planning@countyofglenn.net>;

Hello,

You should have recently received a letter about the replacement of the bridge over Colusa Drain on County Road 66B in the southern portion of the county. Please contact me if you have any concerns or questions about historic resources in the vicinity of the project.

Thank you,
Cheryl



Cheryl Brookshear | Architectural Historian
(530) 757-2521x113 office | jrphistorical.com

I am currently working remotely. The best way to reach me is via e-mail or leave a message at the extension listed above.

FW: CR 66B Bridge over Colusa Drain

Andy Popper <APopper@countyofglenn.net>

Thu 5/28/2020 11:03 AM

To: Cheryl Brookshear <CBrookshear@jrphistorical.com>;

Cc: willowslibrary@yahoo.com <willowslibrary@yahoo.com>; PPWA Planning Email Group <Planning@countyofglenn.net>;

Cheryl Brookshear | Architectural Historian,

It has come to my attention that the below noted letter was addressed to the Glenn County Planning Commission, from Glenn County Public Works.

The April 13, 2020 letter is soliciting comments regarding historical resources and was received by the PDCSA on May 19.

Staff has no comments in response to the letter and the next Planning Commission meeting is scheduled beyond the reply period (which ended May 13).

Unless the review comments are intended be to replied to by the Planning Commission itself, future requests may be directed to:

*Glenn County Planning &
Community Development Services Agency
225 North Tehama Street
Willows, CA 95988*

Sincerely,

Andy Popper, Senior Planner

<http://www.countyofglenn.net>

Glenn County Planning &

Community Development Services Agency

225 North Tehama Street

Willows, CA 95988

530-934-6540

From: Andy Popper <APopper@countyofglenn.net>

Sent: Thursday, May 28, 2020 10:19 AM

To: Cheryl Brookshear <CBrookshear@jrphistorical.com>

Cc: willowslibrary@yahoo.com; PPWA Planning Email Group <Planning@countyofglenn.net>

Subject: RE: CR 66B Bridge over Colusa Drain

Cheryl Brookshear | Architectural Historian,

The below noted letter (which PCDSA did not receive) is likely intended to be directed to the below email.

Please forward to:

publicworks@countyofglenn.net

Thank you.

Sincerely,

Andy Popper, Senior Planner

<http://www.countyofglenn.net>

Glenn County Planning &

Community Development Services Agency

225 North Tehama Street

Willows, CA 95988

530-934-6540

From: Cheryl Brookshear <CBrookshear@jrphistorical.com>

Sent: Thursday, May 28, 2020 9:54 AM

To: willowslibrary@yahoo.com; PPWA Planning Email Group <Planning@countyofglenn.net>

Subject: CR 66B Bridge over Colusa Drain

Hello,

You should have recently received a letter about the replacement of the bridge over Colusa Drain on County Road 66B in the southern portion of the county. Please contact me if you have any concerns or questions about historic resources in the vicinity of the project.

Thank you,
Cheryl

<https://mail.jrphistorical.com>

/owa/service.svc

/s/GetFileAttachment?id=AAMkAD

UjMihZiA1LWZiNDc0NDExOS0

4M2E2LWM0ZTUwMWY3YzFiZ

ABGAAAAAABboiZ5frYEQl9W

S7GRjonxBwD5p7FhF7uxTbA7ey

KOpFhkAAKrO8vDAAD5p7FhF7u

xTbA7eyKOpFhkAAKrO%2BfgAA

ABEgAQALIXFdVPmTpFj9bVaax

HFrA%3D&X-OWA-

CANARY=wMP7Khqsd0qa4iyHR

QytCAxZzCK769cIPVIvCF4Vqjpe

qUDrBpQi4nGY-

DuflQReDMXs_NZOq1Y.

Cheryl Brookshear | Architectural Historian

(530) 757-2521x113 office | jrphistorical.com

I am currently working remotely. The best way to reach me is via e-mail or leave a message at the extension listed above.