Chapter 6
Cultural Resources

6.1 Introduction

This chapter describes the existing conditions of the environmental setting for the project area. This chapter also describes the federal, state, and local regulations that determine mitigation requirements, identifies impacts on cultural resources that may result from implementation of the proposed project, and identifies mitigation measures to reduce impacts where necessary. In addition to sources listed in Section 6.3.2.1, the following sources of information were reviewed to prepare this chapter:

- Sacramento County General Plan (Sacramento County 1993)
- El Dorado County General Plan (El Dorado County 2004)
- Elk Grove General Plan (City of Elk Grove 2009)
- Folsom General Plan (City of Folsom 1993)
- Rancho Cordova General Plan (City of Rancho Cordova 2006a)

6.1.1 Concepts and Terminology for Evaluation of Cultural Resources

The following definitions are common terms used to discuss the regulatory requirements and treatment of cultural resources:

Cultural resources is a term used to describe several different types of properties: prehistoric and historical archaeological sites; architectural properties such as buildings, bridges, and other infrastructure; and resources of importance to Native Americans.

Historical resource is a CEQA term that includes buildings, sites, structures, objects, or districts, each of which may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance and is eligible for listing or is listed in the California Register of Historical Resources (CRHR).

6.2 Environmental Setting

This section provides a regional overview of existing cultural resources in the project vicinity. For the purposes of this analysis, the study area for cultural resources consisted of the project corridor and 0.25-mile-wide buffer area on both sides.

6.2.1 Existing Conditions

6.2.1.1 Prehistory

Much of the current understanding of the project area prehistory stems from work that was done in the region in the 1930s by Sacramento Junior College (Moratto 2004).

Although the region may have been inhabited by humans as early as 10,000 years ago, the evidence for early human use is likely buried by deep alluvial sediments that accumulated during the late Holocene epoch. The economy of this early period is generally thought to be based on the exploitation of large game. Although rare, archaeological remains of this early period have been identified in and around the Central Valley and the Sierra Nevada foothills (Treganza and Heizer 1953; Johnson 1967; Peak and Associates 1981). Johnson (1967:283–284) presents evidence for some use of the Mokelumne River area, under what is now Camanche Reservoir, during the late Pleistocene. Archaeologists found a number of lithic cores and a flake that are associated with Pleistocene gravels. These archaeological remains have been grouped into what is called the Farmington Complex, which is characterized by core tools and large, reworked percussion flakes (Treganza and Heizer 1953:28). Later periods are better understood because of more abundant representation in the archaeological record.

The taxonomic framework of the Central Valley and surrounding area, including the proposed project area, has been described in terms of archaeological patterns (Moratto 2004). A pattern is a general mode of life archaeologically characterized by technology, particular artifacts, economic systems, trade, burial practices, and other aspects of culture. Fredrickson (1973) identified three general patterns of resource use for the time period between 2500 BC and AD 1500, specifically the Windmiller, Berkeley, and Augustine Patterns.

The Windmiller Pattern (2500 BC to 1000 BC) shows evidence of a mixed economy of game procurement and use of wild plant foods. The archaeological record contains numerous projectile points with a wide range of faunal remains. Hunting was not limited to terrestrial animals, as is evidenced by the Windmiller toolkit, which included fishing hooks and spears. The remains of sturgeon, salmon, and other fish are frequently recovered from Windmiller Pattern sites (Moratto 2004). Plant resources also were used, as indicated by ground stone artifacts and clay balls that were used for boiling acorn mush. Settlement strategies during the Windmiller period reflect a seasonal adaptation. Habitation sites in the valley were occupied during winter, but populations moved into the foothills during summer (Moratto 2004).

The Windmiller Pattern was superseded by a more specialized adaptation labeled the Berkeley Pattern (1500 BC to AD 500). A reduction in the number of manos and metates and an increase in mortars and pestles indicate a greater dependence on acorns. Although gathered resources grew in importance during this period, the continued presence of projectile points and atlatls in the archaeological record indicates that hunting was still an important activity (Fredrickson 1973).

The Berkeley Pattern is superseded by the Augustine Pattern around AD 500. The Augustine Pattern reflects a change in subsistence and land-use patterns to those of the ethnographically known people (Nisenan) of the historic era. This pattern exhibits a great elaboration of ceremonial and social organization, including the development of social stratification. Exchange became well-developed, and an even more intensive emphasis was placed on the use of the acorn, as evidenced by the presence of shaped mortars and pestles and numerous hopper mortars in the archaeological record. Other notable elements of the artifact assemblage associated with the Augustine Pattern

include flanged tubular smoking pipes, harpoons, clamshell disc beads, and an especially elaborate baked clay industry, which included figurines and pottery vessels (Cosumnes Brownware). The presence of small projectile point types, referred to as Gunther Barbed series, suggests the use of the bow and arrow. Other traits associated with the Augustine Pattern include the introduction of preinterment burning of offerings in a grave pit during mortuary ritual, increased village sedentism, population growth, and an incipient monetary economy in which beads were used as a standard of exchange (Moratto 2004).

6.2.1.2 Ethnography

Two aboriginal populations lived in the project area—the Nisenan (also referred to as the Southern Maidu) and the Eastern Miwok. Native American populations grew in numbers sporadically between 5,000 years ago and the arrival of the Spanish in the late eighteenth century. By the beginning of the first millennium AD, the Indians were living in the more favorable environmental niches of the project area, thanks to the discovery of acorns that could be used as a food staple throughout the year.

The Nisenan/Southern Maidu territory was the drainage of the Yuba, Bear, and American Rivers and the lower drainage of the Feather River (Kroeber 1925:392). Three different groups of the Nisenan were the Northern Hill Nisenan, Southern Hill Nisenan, and the Valley Nisenan. During the warmer months, people moved to mountainous areas to hunt and collect food resources, such as pine nuts. Nisenan settlement patterns were oriented to major river drainages and tributaries. In the foothills and lower Sierra Nevada, Nisenan located their villages in large flats or ridges near major streams. These villages tended to be smaller than the villages in the valley (Kroeber 1925). Several archaeological sites of significance have been found along the river terraces in Sacramento County.

Of the five different groups that composed the Eastern Miwok, the Plains Miwok lived in the project area. These people inhabited the lower reaches of the Mokelumne and Cosumnes Rivers and both banks of the Sacramento River from Rio Vista to Freeport. Most of the known settlements of the Plains Miwok were located on natural levees and knolls along major rivers (Levy 1978). Many archaeological sites of this group have been discovered in Sacramento County.

After 1770, Indian populations declined and settlement patterns were disrupted in the Central Valley from Spanish colonial expeditions and mission recruitment. In addition, epidemics of malaria in the early to mid-1800s and early American settlements after 1848 contributed significantly to the rapid decline in Native American populations.

6.2.1.3 Historic Context

Early American Settlements

The pace of physical change to the landscape and the construction of adobes and other structures widened as the missions were disbanded in the 1830s and Mexican settlers took title to the land. Agriculture, grazing, and mining activities led to the establishment of permanent settlements and urban centers. The natural environment began to change rapidly as cattle and other domesticated animals grazed the land, as woodlands were cut for fuel and lumber, and as native vegetation gave way to imported grasses and plants spread by the settlers and their livestock.

Gold Rush

In January 1848, gold was discovered by James Marshall on the South Fork of the American River near present-day Coloma. The onset of the gold rush brought large numbers of people into California; miners poured into the Sierra Nevada foothills in search of placer deposits along the rivers and creeks of Sacramento, Sutter, Yolo, Yuba, El Dorado, and Placer Counties. When the placer deposits were depleted, the miners turned to other methods to reach gold-bearing strata. One of the most common methods of mining, hydraulic mining, introduced huge quantities of rock, sand, and mud into and adjacent to the mountain waterways. Later, mining companies deployed dredges to reach gold deposits along the rivers. Dredging eventually supplanted other forms of mining because it was more efficient, more cost-effective, and not subjected to regulation as was hydraulic mining. Consequently, dredging became the preferred method of gold mining in California in the early 1900s and dramatically altered the landscape. Some of the tailings associated with this type of gold mining—particularly in and around the city of Folsom—have contributed to the city's historic significance. The gold rush dramatically altered the landscape of California, particularly the Sacramento Valley and the counties and regions that surround it (Hoover et al. 2002:75, 80, 540).

Sacramento County

Sacramento County is one of the original 27 counties established by the California State Legislature in 1850, and the city of Sacramento has been the county seat since it was created. Spanish explorers first visited the Sacramento County region as early as the 1700s in their search for suitable inland mission sites. In 1772, Pedro Fages passed through San Francisco Bay and reached the San Joaquin and Sacramento Rivers, while in 1793, Francisco Eliza sailed into the as-yet-unexplored Sacramento River. The first European American to travel through the Sacramento area was explorer and trapper Jedediah Strong Smith, who established the Sacramento Trail during the 1820s. Other explorers followed Smith's general path in the 1830s (Holden 1988:130; Hoover et al. 2002:301–303).

European American settlement of the Sacramento area did not begin until the late 1830s and early 1840s, when individuals such as John Sutter obtained land grants from the Mexican government. Mexican citizens generally received these grants in exchange for an agreement to protect Mexican interests in these remote interior regions. Sutter's settlement at New Helvetia (Sutter's Fort) is probably the best known of these early operations. In addition to Sutter, numerous other European Americans pursued land grants in the mid-nineteenth century in what would become Sacramento and Yolo Counties (Beck and Haase c. 1974; Thompson and West 1880; Hoover et al. 2002:301, 303).

At its inception, Sacramento County was largely supported by commerce related to the gold rush and river shipping. The county and particularly the city of Sacramento continued to grow, however, after the conclusion of the gold rush, when agriculture in the Sacramento Valley became an important part of the economy. Wheat was a staple product early on, but by the twentieth century, a variety of fruits, including citrus fruits, and nuts displaced it in importance. The county also experienced tremendous growth as a result of the construction railroads in the Sacramento area. In 1856, the Sacramento Valley Railroad constructed an alignment from Sacramento to Folsom; in 1869, the transcontinental railroad was completed, linking the Sacramento region directly with markets in the east. By the mid-twentieth century, two military bases had been constructed in the county, and a major freeway, Interstate 5, ran through the heart of the old city of Sacramento. The military bases closed in the late twentieth century, but the county continued to grow in economic

wealth and population. As of 2009, Sacramento County boasted a population of 1,400,949 (Phillips and Miller 1915:17, 23, 83; Holden 1988:288; U.S. Census Bureau 2010).

El Dorado County

El Dorado County is one of the original 27 counties created by the California State Legislature in 1850. Originally, the county's boundaries included parts of present-day Amador, Alpine, and Placer Counties. By 1919, the state adopted the current boundary lines that are marked to the east by the state of Nevada and to the west by Sacramento County. The American and Consumes Rivers form the county's northern and southern boundaries. The original county seat was the town of Coloma, but in 1857 it was moved to Placerville (Coy 1973:97–99; Hoover et al. 2002:81).

On January 24, 1848, James W. Marshall, an employee of John A. Sutter, discovered gold near the area of present-day Coloma. The first mining town in California sprouted soon after his discovery, and the gold region of El Dorado County experienced rapid growth. It was likely Marshall's discovery, as well as the gold discovered by others, from which the county derives its name, El Dorado, meaning "the gilded man" in Spanish (Hoover et al. 2002:81–82).

Both during and after the gold rush, gold mining was the predominant industry in El Dorado County for many years. The county lies on a rich ore vein that extends through several counties on the western slope of the Sierra Nevada. By the turn of the twentieth century, timber production, raising livestock, and farming had joined mining as the principal industries of the county. Crops included pears, plums, apples, peaches, cherries, oranges, olives, walnuts, wheat, rye, corn, and acres of vineyards. Another industry that gained popularity in El Dorado County was tourism. In the 1910s and 1920s, with the advent of the automobile, visitors increasingly traveled to the Sierra Nevada and Lake Tahoe. US 50 (which was the primary route to the gold fields in 1849) was California's first state-sanctioned wagon road. It was incorporated into the state (and later the national) highway network during the twentieth century, when it became part of the Interstate Highway System, which linked the east coast of the United States to the west. At present, the county's economy is based mainly on lumber, mining, agriculture, livestock, manufacturing, and tourism (Phillips and Miller 1915:47; Supernowicz 1993).

Transportation

As mining in the area increased, roads were built to facilitate the traffic of the numerous miners heading east to the gold fields in the Sierra foothills, and later to the silver mines in Nevada. Roads also were needed for westbound traffic transporting agricultural products and timber from the Sierra Nevada to Sacramento and eventually San Francisco.

Folsom Boulevard was once a major route between Sacramento and Placerville. It parallels modern US 50 and appears to have been a dirt road in 1850. Folsom Boulevard facilitated the movement of people and goods between Sacramento and Folsom, which was a hub for other segments of the road that led to Clarksville, Placerville, and Nevada. Two other roads crossed Folsom Boulevard, one heading to White Rock and Placerville and the other to Ione and Jackson. Subsequently, the Lincoln Highway followed the alignment of some of these roads, and following World War II Caltrans began acquiring right-of-way for the construction of a new highway that would connect Sacramento with Placerville. This new highway is US 50, which was constructed during the 1950s and 1960s.

American River Gold Mining District

A portion of the project area is located in the American River Gold Mining District, an area that is approximately 10 miles long and 7 miles wide. The gold-mining district extends from Folsom to the east border of Mather Airport. It is a conceptualized area defined by historical records and includes a variety of mining sites and features. It encompasses the general region that was mined using the water taken from the South Fork of the American River by the Natoma Company. An estimated 1 billion cubic yards of earth were dredged from the area between 1890 and 1960 for mining purposes (Clark 1963:47). A primitive grab-dredger was in operation in the area in 1894, and 4 years later a bucket-line dredge was operating in the area. Subsequently, a number of small dredge mining operations were established, but by 1908 most merged into Natomas Consolidated of California, later known as the Natomas Company. The Natomas Company designed and built their own dredges at Natoma (currently the area around the Nimbus Winery), and in 1916 they had 11 active dredges in the district that recovered more than $2 million in gold (Clark 1963:47–48). However, dredge mining began to decline in the 1950s as mining costs increased and land suitable for dredging became scarce. Most dredge mining in the area was completed by 1954, and by 1960 only one active dredge was operational in the American River Gold Mining District (Clark 1963:48).

The town of Prairie City, located approximately 2 miles south of Folsom and in the center of the aforementioned American River Gold Mining District, became a supply center serving various mining areas associated with the Natomas Company (Tordoff and Noble 1994). Although the population grew to 1,000, the settlement was in decline by 1855 and abandoned in the 1860s (Tordoff and Noble 1994). The town's exact location today is unknown; however, many associated mining features and activities are defined by the Prairie Diggings Placer Mining District, which consists of approximately 17 mining loci and habitation sites in 302 acres. Mining techniques used in the Folsom region between 1853 and 1949 represented in this site include placer mining, ground sluicing, low-pressure hydraulicking, drifting, and dredging (Lindstom 1994).

The Natomas Company began to sell lands exhausted by dredge mining in 1950 to Aerojet-General Corporation. The dredge fields eventually were occupied by companies such as Aerojet-General Corporation and Douglas Aircraft Company, which produced and tested rockets and munitions for the Department of Defense (Clark 1963:48). The area continued to be used for these activities until relatively recently because the tailings shielded developed areas from the testing facilities.

6.2.2 Regulatory Setting

The regulatory setting discussion for cultural resources includes federal, state, and local regulations that may apply if a roadway is constructed as a result of adoption of the Capital SouthEast Connector. Although this is a CEQA-only analysis, possible future roadway construction could require federal permitting (e.g., USACE) or federal funding (e.g., Federal Highway Administration); therefore, a discussion of the applicable federal regulations is warranted.

Cultural resource is the term used to describe several different types of properties: prehistoric and historical archaeological sites; architectural properties, such as buildings, bridges, and infrastructure; and locations important to Native Americans. Federal regulations (36 CFR 800) define a *historic property* as any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP).

Historical resource is a term from CEQA that includes buildings, sites, structures, objects, or districts—each of which may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance, and is eligible for listing or is listed in the CRHR.

6.2.2.1 Federal

National Historic Preservation Act Section 106

The National Historic Preservation Act (NHPA) of 1966, as amended, is the primary mandate governing projects under federal jurisdiction that may affect cultural resources. Specific regulations regarding compliance with Section 106 of the NHPA state that, although the tasks necessary to comply with Section 106 may be delegated to others, the federal agency is ultimately responsible for ensuring that the Section 106 process is completed according to statute. The Section 106 process is a consultation process that involves the State Historic Preservation Officer (SHPO) throughout; the process also calls for including Native American tribes and interested members of the public, as appropriate.

National Register of Historic Places

The NRHP is the official list of the nation's recognized cultural resources. Authorized under the NHPA (1966), the NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archaeological resources. The National Park Service, under the Secretary of the Interior, administers the NRHP. Properties listed in the NRHP include districts, sites, buildings, structures, and objects that are significant to American history, architecture, archaeology, engineering, and culture. These resources contribute to an understanding of the historical and cultural foundations of the nation.

The NRHP includes:

- all historic areas in the National Park System;
- National Historic Landmarks, which have been designated by the Secretary of the Interior for their significance to all Americans; and
- properties significant to the nation, state, or community that have been nominated by the states, federal agencies, and others and have been approved by the National Park Service.

6.2.2.2 State

Cultural resources are buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, or scientific importance. Under the CEQA statutes, an impact on a cultural resource is considered significant if a project would result in an effect that may change the significance of the resource (Public Resources Code [PRC] 21084.1). Demolition, replacement, substantial alteration, and relocation of historical properties are actions that would change the significance of a historical resource (14 CCR 15064.5). Before the level of significance of impacts can be determined and appropriate mitigation measures developed, the significance of cultural resources must be determined. The following steps are normally taken in a cultural resources investigation to comply with CEQA.

1. Prepare a cultural resources inventory that present the results of identification efforts conducted for a project. The inventory documents both positive and negative archaeological survey results; it does not necessarily evaluate sites.
2. Evaluate the significance of the cultural resources based on established thresholds of significance.
3. Evaluate the effects of a project on all cultural resources.
4. Develop and implement measures to mitigate the effects of the project on significant cultural resources.

Because the project is located on non-federal land in California, it is also necessary to comply with state and local laws and policies pertaining to the inadvertent discovery of human remains. The California Health and Safety Code (HSC) 7050.5 and 7052 and PRC 5097 present the treatment and protection of interred human remains. The procedures that must be followed if burials of Native American origin are discovered on non-federal land in California are summarized below in Section 6.3.5, "Mitigation Measures."

California Register of Historical Resources

The CRHR was created by the California state legislature in 1992 and is intended to serve as an authoritative listing of historical and archaeological resources in California. Additionally, the eligibility criteria for the CRHR are intended to serve as the definitive criteria for assessing the significance of historical resources for purposes of CEQA compliance, establishing a consistent set of criteria for use by all public agencies statewide.

For a historical resource to be eligible for listing in the CRHR, it must be significant at the local, state, or national level under one or more of the following criteria from State CEQA Guidelines Section 15064.5(a)(3)(A–D).

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. It is associated with the lives of persons important in our past.
3. It embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of an important creative individual or possesses high artistic values.
4. It has yielded, or may be likely to yield, information important in prehistory or history.
5. Historical resources automatically listed in the CRHR include those historical properties listed in, or formally determined to be eligible for listing in, the NRHP (PRC 5024.1).

6.2.2.3 Local

Cities and counties have stated goals, objectives, and policies in their respective general plan documents related to cultural resources. The proposed project must comply with the goals, objectives, and policies stated in the respective city or county general plan. Table 6-1 lists the specific general plan elements/sections that apply to archaeological and historical resources.

Table 6-1. Applicable Local General Plans

Jurisdiction	Document	Section
El Dorado County	General Plan (2004)	Conservation and Open Space Element
Sacramento County	General Plan (1993)	Conservation Element
City of Elk Grove	General Plan (2009)	Historic Resources Element
City of Folsom	General Plan (1993)	Open Space and Conservation Element
City of Rancho Cordova	General Plan (2006a)	Cultural and Historic Resources Element
Sources: City and county general plans as noted.		

Some of the jurisdictions include cultural resources preservation elements in their general plans. In general, these sections pertaining to archaeological and historical properties are put into place to afford cultural resources a measure of protection. The policies outlined in the individual general plans should be consulted prior to any undertaking or project.

6.2.2.4 Local Historical Societies

Local historical, heritage, and landmark societies throughout the project area also work in conjunction with their city or county toward the identification and protection of cultural resources. These organizations are largely nonprofit societies that achieve their purpose through educating the public and creating awareness of the historical heritage of their community. They also are involved in protecting the history of the area through the documentation, publication, or preservation of historical materials and artifacts pertaining to the community. Historical organizations in the project area include:

- El Dorado County Historical Museum,
- Elk Grove Historical Society,
- Rancho Cordova Historical Society,
- Sacramento Archives Museum and Collection Center, and
- Sacramento County Historical Society.

6.3 Impact and Mitigation Discussion

6.3.1 Thresholds of Significance

Appendix G of the State CEQA Guidelines (14 CCR 15064.5[b]) provides guidance for evaluation of project effects on cultural resources. A project with an effect that may cause a substantial adverse change in the significance of a historical resource or a unique archaeological resource is a project that may have a significant effect on the environment. CEQA further states that a substantial adverse change in the significance of a resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource or unique archaeological resources would be materially impaired. Actions that would materially impair the significance of a historical resource or a unique archaeological resource are any actions that would demolish or adversely alter those physical characteristics of a historical

resource or unique archaeological resource that convey its historic significance and qualify it for inclusion in the CRHR or in a local register or survey that meets the requirements of PRC 5020.1(k) and 5024.1(g). Therefore, an impact pertaining to cultural resources would be considered significant under CEQA if it would:

- cause a substantial adverse change in the significance of a historical or unique archaeological resource, or
- disturb human remains.

6.3.2 Approach and Methodology

The potential for the proposed project to affect cultural resources in the cultural resources study area was determined through literature review, a records search, a reconnaissance-level survey of the proposed project corridor, and consultation with interested parties. No field surveys were conducted for this program-level analysis.

6.3.2.1 Known Cultural Resources in the Project Area

Archaeology

For the project area, records identifying the locations of archaeological sites and studies are contained in technical reports stored at the North Central Information Center (NCIC) at California State University, Sacramento. The NCIC covers both Sacramento and El Dorado Counties, among others. These reports contain information regarding known archaeological sites and other cultural resources in the project area.

Records and reports contained at the NCIC reveal an abundance of archaeological sites and other cultural resources in the project area. The types of resources generally present are prehistoric Native American habitation and burial sites and a variety of historic sites relating to the gold rush era. Sites are commonly concentrated along natural waterways, such as the Cosumnes, American, and Sacramento Rivers. Excavations throughout the years repeatedly have uncovered prehistoric sites buried in deep sediments. For example, an archaeological deposit located near Arcade Creek, north of Sacramento, was discovered under 9 feet of natural soil.

It should be noted, however, that development is often what drives cultural resources surveys. In other words, some areas rich in cultural resources may not appear to be simply because the resources have not been officially recorded.

Architecture

Numerous historic architectural (built-environment) resources also are located throughout the project area. Historic architectural resources generally include buildings, roads, trails, bridges, canals, and railroads usually associated with the time period beginning with the first Euroamerican contact. In general, concentrations of historic resources in the project area are expected to occur:

- adjacent to transportation corridors (historic highways, railroads);
- on historic ranches;
- in areas of historic rock, soil, and mineral extraction; and
- in residential neighborhoods and business districts.

In the project area, known resources are commonly associated with key historic events that occurred in the region, including the gold rush, mining, agriculture, irrigation, military testing, and transportation. Additional historic architectural resources in the project area have been designated as State Historical Landmarks, Points of Historical Interest, or as local historic landmarks important to a region or community. In addition to the programs maintained at the national and state levels, local governments in the project area have established listings or passed ordinances in recognition of the importance of such resources to their community.

Records Search

ICF cultural resources staff conducted the records search on April 14, 15, 21, 28, and 29, 2010. The records search was conducted for the project corridor and a 0.25-mile buffer area on both sides. Sources consulted included base maps marked with the locations of previous cultural resources studies and known cultural resources. In addition, the following sources were consulted:

- California Inventory of Historic Resources (California Department of Parks and Recreation 1976 and updates);
- California Points of Historical Interest (California Department of Parks and Recreation 1992 and updates);
- California Historical Landmarks (California Department of Parks and Recreation 1996 and updates);
- California Place Names (Gudde 1996);
- Historic Spots in California (Hoover et al. 2002);
- Directory of Properties for Sacramento County (Office of Historic Preservation 2008:33–56);
- Determinations of Eligibility (North Central Information Center August 2008);
- the NRHP (National Park Service 2008); and
- the CRHR (California Department of Parks and Recreation2008).

The records search included studies that indicate areas previously surveyed for cultural resources. Table 6-2 below summarizes an approximate percentage of coverage for the proposed project as well as each design alternative by itself.

Table 6-2. Approximate Percentage of Study Area Previously Surveyed for Cultural Resources

Proposed Project Corridor	58%
Off-Corridor Multi-Use Path Alternative	46%
Kammerer Road Bypass Option	Less than 5%
Deer Creek Causeway Option	Less than 5%
Sheldon Reduced Access Roadway Option	Less than 5%
Sheldon High Access Roadway Option	40%

The records search revealed an abundance of archaeological and historical sites and cultural and architectural resources in the study area. Table 6.3 identifies the number of known cultural resources located within 0.25 mile of the proposed project as well as each design alternative by itself.

Table 6-3. Known Cultural Resources in the Study Area

		Design Alternative or Option				
Site Type	Proposed Project	Off-Corridor Multi-Use Path Alternative	Kammerer Road Bypass	Deer Creek Causeway	Sheldon Reduced Access Roadway	Sheldon High Access Roadway
Historic	43	110	1	0	1	42
Prehistoric	6	3	1	0	0	6
Total	**49**	**113**	**2**	**0**	**1**	**48**

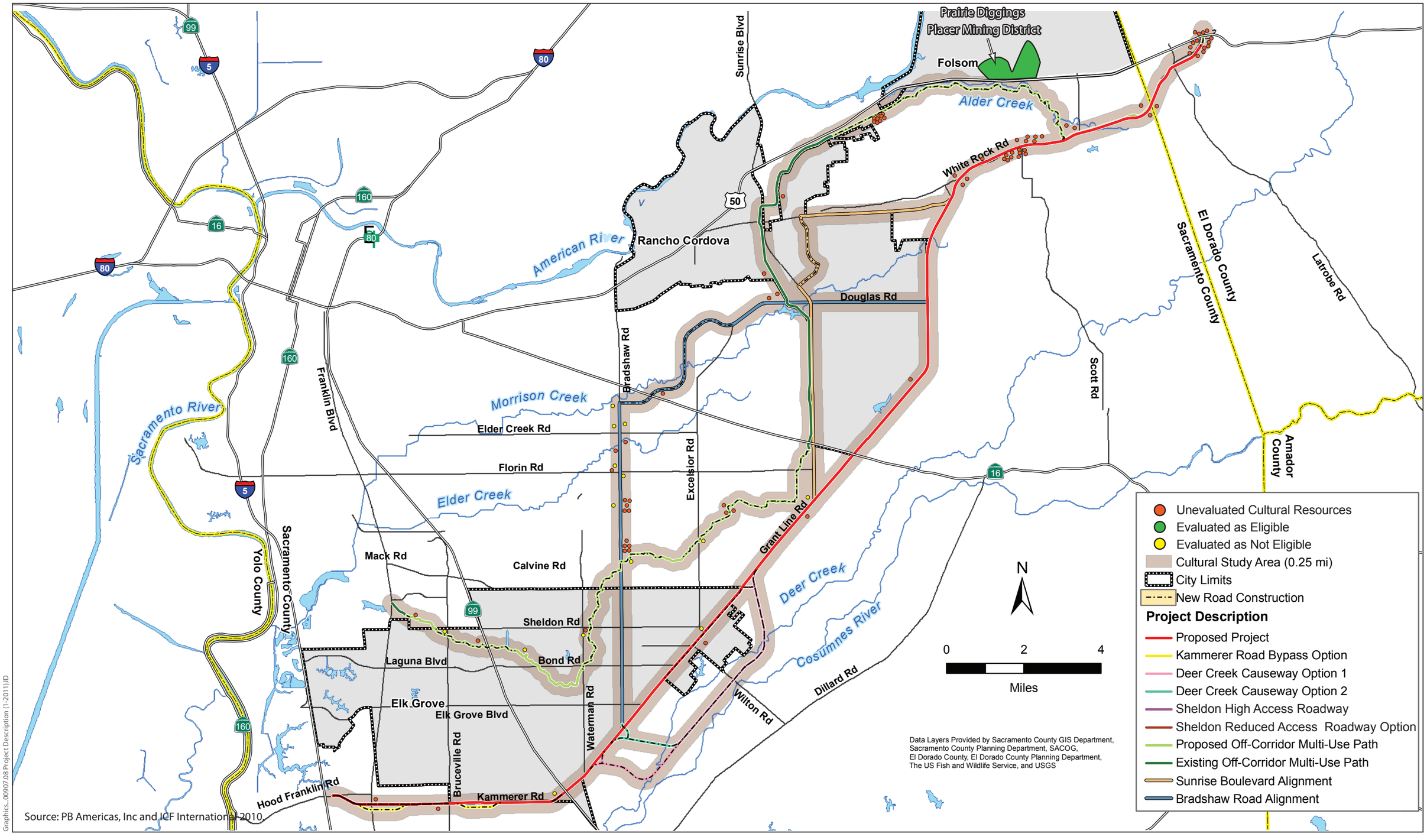
The approximate locations of recorded cultural resources in the project area and their NRHP/CRHR eligibility status are shown on Figure 6-1. Appendix C-1—Recorded Cultural Resources details the known cultural resources by design option and alternative. There are no cultural resources in the study area that are listed on the CRHR or the NRHP. One site, Prairie Diggings Placer Mining District (P-34-2806-H), has been evaluated as eligible for the NRHP and is therefore a historical resource for the purposes of CEQA. This site is located in the study area for the Off-Corridor Multi-Use Path. It consists of approximately 17 mining loci and habitation sites in 302 acres. Most of the cultural resources listed have only been documented, not evaluated using criteria for listing in the CRHR or the NRHP.

Although the records search identified 49 recorded sites in the proposed project study area, there are likely more that have not yet been formally recorded. These known resources, however, provide information as to the types of resources that could be located in the proposed corridor and its design options (Appendix C-1—Recorded Cultural Resources). For example, the proposed project and alternatives all pass through the Mormon Tavern site and the American River Mining District. The Mormon Tavern is located at the eastern terminus of the proposed project on what was the old Clarksville–White Rock Emigrant Road. It was constructed in 1849 and a stop for teams and stages. It became a remount station of the Pony Express and is a registered California Historical Landmark, No. 699 (California Department of Parks and Recreation 1976).

6.3.2.2 Consultation with Interested Parties

The Native American Heritage Commission (NAHC) was contacted on June 7, 2010, with a request to search their sacred lands database and to provide a list of Native American representatives from each county in the project area. The NAHC responded on July 7, 2010, with a list of interested Native American representatives (Appendix C-2—Consultation). On July 9, 2010, letters with project area location maps were sent to each group/individual listed by the NAHC with a brief explanation of the proposed project and a request for information on cultural resources in the project area.

Billie Blue Ellison, of the Ione Band of Miwok Indians, and the Shingle Springs Rancheria responded on July 13, 2010. Both requested additional information regarding the project. Ms. Ellison expressed concern about the size of the project area and the proximity to the Cosumnes River and its tributaries. Cultural resources staff of ICF returned Ms. Ellison's message on July 16, 2010, and left a message explaining the programmatic nature of the project, indicating that if any of the local jurisdictions decide to move forward with the proposed project, they will be required to conduct project-specific studies, including Native American consultation. To date, there has been no further communication with Ms. Ellison.



Source: PB Americas, Inc and ICF International, 2010

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Figure 6-1
Recorded Cultural Resources

On July 20, 2010, cultural resources staff of ICF spoke to Angela of the Shingle Springs Rancheria, who explained her concerns regarding the extensive area covered by the proposed project and requested a more detailed map. The programmatic nature of the project was explained and assurance given that should any of the local jurisdictions decide to move forward with the proposed project, they will be required to conduct project-specific studies, including Native American consultation.

In addition, letters were sent to the city and county historical organizations describing the proposed project and requesting any information on potential cultural resources in the cultural resources study area (Appendix C-2—Consultation). To date, no responses have been received. Letters were sent to the following organizations:

- El Dorado County Historical Museum,
- Elk Grove Historical Society,
- Rancho Cordova Historical Society,
- Sacramento Archives Museum and Collection Center, and
- Sacramento County Historical Society.

6.3.3 Impacts of the Proposed Project

This section describes potential impacts on cultural resources that could result from projects implemented as a result of the Capital SouthEast Connector. Some of these projects could significantly affect cultural resources. Impacts could occur from construction activities (including road widening, construction of interchanges, and new stream crossings) or new road alignments.

Impact CUL-1: Potential for Damage to or Destruction of Cultural Resources during Project Construction

Ground disturbance and excavation associated with construction of project components could result in the physical demolition, destruction, relocation, or alteration of an archaeological resource. The records search indicated 49 cultural resources in the study area that have been recorded. No known cultural resources listed in the NRHP or the CRHR are located in the study area. Because only 58% of the project area has been surveyed and the precise location of the project construction within the study area has not been designed, it is possible that archaeological resources could be present within the project corridor and affected by project-level construction activities.

Disturbance of such features would compromise the physical integrity and information potential of any archaeological deposits and would result in a significant impact if the physical characteristics of a historical resource that convey its significance and qualify it for inclusion in the CRHR or in a local register or survey that meets the requirements of PRC 5020.1(k) and 5024.1(g) are demolished or substantially altered. The impact could be significant where cultural resources exist in areas affected by project implementation. Mitigation measures CUL-1, CUL-2 and CUL-4 would reduce this impact, in most cases, to a less-than-significant level. Where avoidance of significant cultural resources is not found to be feasible, impacts would remain significant and unavoidable.

Mitigation Measure CUL-1: Conduct Site-Specific Cultural Resource Investigations and Implement the Recommendations

Prior to construction, the JPA or local jurisdictions will update the consultation completed for this Program EIR with the NAHC to determine whether any sacred sites since have been identified in the specific project area, as well as update the list of Native American groups/individuals to contact. In addition, a qualified archaeologist will update the records search at the NCIC to determine whether additional surveys of the specific project area have been conducted or any new sites have been identified.

The NCIC will recommend whether a cultural resources survey is warranted based on the specific details of the project design and the sensitivity of the specific project area for archaeological resources. If recommended, the JPA or local jurisdiction will retain a qualified archaeologist to conduct a site-specific cultural resource survey before any construction activities.

If the cultural resource survey indicates that archaeological resources are located in the specific project area, the JPA or local jurisdiction will retain a qualified archaeologist to assess the significance of the resource(s) according to the applicable local, state, and federal significance criteria. Measures to reduce substantial adverse changes in the significance of significant archaeological resources will be developed in consultation with qualified archaeologists and other concerned parties. Avoidance will ensure that the impact is reduced to a less than significant level.

If avoidance is not feasible, other measures will be implemented to reduce the impact, including data recovery excavation, and public interpretation of the resource. For some resources, these measures will not reduce the impact to a less than significant level.

If this process indicates that the specific project area has the potential to yield cultural materials, the JPA or local jurisdiction will retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, and removal of existing features of the subject property.

If archeological materials are uncovered during construction, they should be avoided. As described above, if avoidance is not feasible, other measures will be implemented to reduce the impact, including data recovery excavation, and public interpretation of the resource. For some resources, these measures will not reduce the impact to a less than significant level.

Mitigation Measure CUL-2: Stop Work If Archaeological Materials Are Discovered during Construction

If archaeological materials (e.g., chipped or ground stone, historic debris, or building foundations) are inadvertently discovered during ground-disturbing activities, the JPA or local jurisdiction will ensure that the contractor notify the agencies responsible for project implementation and will stop work in that area and within 100 feet of the find until a qualified archaeologist retained by the JPA or local jurisdiction can assess the significance of the find and implement Mitigation Measure CUL-1.

Mitigation Measure CUL-4: Conduct Historic Inventory and Evaluation for Architectural Resources

For implementation of specific project activities, before construction activities begin, the JPA or local jurisdiction will ensure that a qualified architectural historian conducts a project-level inventory and evaluation for architectural resources, including an intensive field survey, background research on the history of the site-specific project area, and property-specific research.

Should any historic architectural resources be identified in the area affected by the specific project activity, the architectural historian will evaluate the significance of architectural resources located using criteria for listing in the NRHP and CRHR. The resources will be recorded on appropriate California Department of Parks and Recreation (DPR) 523 forms, photographed, and mapped. The DPR forms will be produced and forwarded by the architectural historian to the appropriate Information Center.

Significant historic resources should be avoided if feasible.

Impact CUL-2: Potential for Damage to or Destruction of Previously Undiscovered Human Remains

Currently, only approximately 58% of the proposed project corridor has been formally surveyed for cultural resources, and therefore it is not known whether buried human remains are located in the study area. Indications are that humans have occupied portions of the project vicinity for at least 10,000 years and burial sites or individual remains may exist in the project corridor. Previous archaeological investigations in the study area have identified resources such as midden, lithic scatters, and milling features (Johnson 1974). Archaeological features and finds such as these would indicate a habitation site and likely would be considered substantial as well as have a high sensitivity for the presence of buried human remains. Therefore, the potential for buried human remains to be unearthed and disturbed during ground-disturbing activities that would be associated with future roadway construction, such as grading and excavation, in the study area is high. Damage to or destruction of a burial site and disturbance of human remains would be a significant impact. Mitigation measure CUL-3 would reduce this impact to a less-than-significant level.

Mitigation Measure CUL-3: Stop Work If Human Remains Are Discovered during Construction

If human remains are uncovered, the JPA or local jurisdiction will ensure that the contractor contacts the county coroner and NAHC immediately. If human remains are discovered in any location other than a dedicated cemetery, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- the county coroner has been informed and has determined that no investigation of the cause of death is required; and
- if the remains are of Native American origin,
    - the descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work regarding the means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC 5097.98, or

- the NAHC was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the NAHC.

According to the HSC, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052).

Impact CUL-3: Damage to Historical Architectural (Built Environment) Resources

The project corridor is located near architectural resources (buildings/structures or linear features) that are 50 years old or older. Thirty-three built environment (architectural resources) resources over 50 years old were identified along the proposed project corridor. Only two of these resources have been evaluated and found not eligible for listing in the NRHP or the CRHR. The remaining 31 have not been formally evaluated for significance under CEQA guidelines. Given the age of these resources, it is possible they are historically significant and eligible for listing in the CRHR or the NRHP. Proposed improvements may lead to physical demolition, destruction, relocation, or alteration of potential historical resources. The impact could be significant where cultural resources exist in areas affected by project implementation. As described above, Mitigation Measure CUL-4 would reduce this impact, in most cases, to a less-than-significant level. Where avoidance of significant historic resources is not found to be feasible, impacts would remain significant and unavoidable.

6.3.4 Impacts of the Off-Corridor Multi-Use Path Alternative

Impact CUL-1: Potential for Damage to or Destruction of Cultural Resources during Project Construction

This alternative alignment and buffer contain the largest number of known cultural resources—a total of 113 resources, six of which have been evaluated as not eligible for the NRHP and one that has been evaluated as eligible for the NRHP. Most of these resources are historic sites, including the Prairie Diggings Placer Mining District (evaluated as eligible for the NRHP) located within the American River Mining District. Implementation of this alternative could increase impacts of the proposed project if its construction and operation affected significant resources. As described above, Mitigation Measures CUL-1, CUL-2, and CUL-3 would reduce impacts to a less-than significant level.

Impact CUL-2: Potential for Damage to or Destruction of Previously Undiscovered Human Remains

The proposed improvements associated with this alternative involve excavations through areas with high sensitivity for cultural resources. Therefore, the potential for buried human remains to be unearthed and disturbed during ground-disturbing activities that would be associated with future roadway construction, such as grading and excavation, in the study area is high. Damage to or destruction of a burial site and disturbance of human remains would be a significant impact. Mitigation measure CUL-3 would reduce this impact to a less-than-significant level.

Impact CUL-3: Damage to Historical Architectural (Built Environment) Resources

Given the age of these resources, it is possible they are historically significant and eligible for listing in the CRHR or the NRHP. Proposed improvements may lead to physical demolition, destruction, relocation, or alteration of potential historical resources. The impact could be significant where cultural resources exist in areas affected by project implementation. As described above, Mitigation

Measure CUL-4 would reduce this impact, in most cases, to a less-than-significant level. Where avoidance of significant historic resources is not found to be feasible, impacts would remain significant and unavoidable.

6.3.5 Impacts of the Project Options

6.3.5.1 Kammerer Road Bypass Option

Impact CUL-1: Potential for Damage to or Destruction of Cultural Resources during Project Construction

The records search identified two unevaluated cultural resources in the study area of this design option, one of which is an archaeological site that could contain buried archaeological resources. This option could potentially have significant impacts on archaeological resources. As described above, Mitigation Measures CUL-1, CUL-2, and CUL-3 would reduce this impact to a less-than-significant level.

Impact CUL-2: Potential for Damage to or Destruction of Previously Undiscovered Human Remains

The potential for buried human remains to be unearthed and disturbed during ground-disturbing activities that would be associated with future roadway construction, such as grading and excavation, in the study area is high. Damage to or destruction of a burial site and disturbance of human remains would be a significant impact. Mitigation measure CUL-3 would reduce this impact to a less-than-significant level.

Impact CUL-3: Damage to Historical Architectural (Built Environment) Resources

The Kammerer Road Bypass design option was developed, in part, to avoid existing structures. These structures have not been evaluated as historic resources. It is possible they are historically significant and eligible for listing in the CRHR or the NRHP. Proposed improvements may lead to physical demolition, destruction, relocation, or alteration of potential historical resources. The impact could be significant where cultural resources exist in areas affected by project implementation. As described above, Mitigation Measure CUL-4 would reduce this impact, in most cases, to a less-than-significant level. Where avoidance of significant historic resources is not found to be feasible, impacts would remain significant and unavoidable.

6.3.5.2 Deer Creek Causeway Options

Impact CUL-1: Potential for Damage to or Destruction of Cultural Resources during Project Construction

There are two design options for the Deer Creek causeway; however, impacts to cultural resources are the same under either alternative and are analyzed as such. Neither Deer Creek Causeway option alignment has been surveyed previously and therefore contains no known cultural resources. The reason for this is probably that cultural resources surveys are driven primarily by development, and the location of this option is in the Cosumnes River floodplain. There is a high probability that this area was inhabited by Native Americans because it is close to the river. However, archaeological sites could be buried by deep alluvial sediments and it remains unknown whether or not cultural

resources exist in this area. Construction of this design option could impact previously unknown buried archaeological resources and/or human remains. As described above, Mitigation Measures CUL-1 and CUL-2 would reduce potential impacts to a less than significant level.

Impact CUL-2: Potential for Damage to or Destruction of Previously Undiscovered Human Remains

The potential for buried human remains to be unearthed and disturbed during ground-disturbing activities that would be associated with future roadway construction, such as grading and excavation, in the proposed option alignment is high due to the location in a floodplain. Damage to or destruction of a burial site and disturbance of human remains would be a significant impact. Mitigation Measure CUL-3 would reduce this impact to a less-than-significant level.

Impact CUL-3: Damage to Historical Architectural (Built Environment) Resources

The location of this design option in the floodplain of the Cosumnes River makes it less likely to encounter a substantial amount of built environment resources. Currently, the majority of the area is used for row crop agriculture and grazing. However, the proposed alignment could lead to physical demolition, destruction, relocation, or alteration of potential historical resources. The impact could be significant where historical cultural resources exist in areas affected by project implementation. As described above, Mitigation Measure CUL-4 would reduce this impact, in most cases, to a less-than-significant level. Where avoidance of significant historic resources is not found to be feasible, impacts would remain significant and unavoidable.

6.3.5.3 Sheldon Reduced Access Roadway Option

Impact CUL-1: Potential for Damage to or Destruction of Cultural Resources during Project Construction

Although only one unevaluated cultural resource is known to occur within this option alignment, much of the area has not been surveyed, and additional resources could exist that have not been recorded. Construction of this design option could impact previously unknown cultural resources. As described above, Mitigation Measures CUL-1, CUL-2, and CUL-3 would reduce impacts of this design option to a less-than-significant level.

Impact CUL-2: Potential for Damage to or Destruction of Previously Undiscovered Human Remains

The potential for buried human remains to be unearthed and disturbed during ground-disturbing activities that would be associated with future roadway construction, such as grading and excavation exists. Damage to or destruction of a burial site and disturbance of human remains would be a significant impact. Mitigation measure CUL-3 would reduce this impact to a less-than-significant level.

Impact CUL-3: Damage to Historical Architectural (Built Environment) Resources

Sheldon and Grant Line Roads contain structures over 50 years old that have the potential to be considered significant historic resources. The impact could be significant where historical cultural resources exist in areas affected by project implementation. As described above, Mitigation Measure CUL-4 would reduce this impact, in most cases, to a less-than-significant level. Where avoidance of

significant historic resources is not found to be feasible, impacts would remain significant and unavoidable.

6.3.5.4 Sheldon High Access Roadway Option

Impact CUL-1: Potential for Damage to or Destruction of Cultural Resources during Project Construction

Cultural resources are located within the Sheldon High Access Roadway Option location and construction of this design option could impact previously unknown cultural resources. As described above, Mitigation Measures CUL-1, CUL-2, and CUL-3 would reduce impacts of this design option to a less-than-significant level.

Impact CUL-2: Potential for Damage to or Destruction of Previously Undiscovered Human Remains

The potential for buried human remains to be unearthed and disturbed during ground-disturbing activities that would be associated with future roadway construction, such as grading and excavation exists. Damage to or destruction of a burial site and disturbance of human remains would be a significant impact. Mitigation measure CUL-3 would reduce this impact to a less-than-significant level.

Impact CUL-3: Damage to Historical Architectural (Built Environment) Resources

Sheldon and Grant Line Roads contain structures over 50 years old that have the potential to be considered significant historic resources. The impact could be significant where historical cultural resources exist in areas affected by project implementation. As described above, Mitigation Measure CUL-4 would reduce this impact, in most cases, to a less-than-significant level. Where avoidance of significant historic resources is not found to be feasible, impacts would remain significant and unavoidable.