

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

District	County	Route	Post Miles	Unit	E-FIS Project Number	Phase
12	ORA	I-5	29.1 to 34.0		EA 0C8900/1200000085	0
<i>District</i>	<i>County</i>	<i>Funding Source</i>	<i>Federal-Aid Proj. No.</i>	<i>Location</i>	<i>E-FIS Proj. No</i>	<i>Phase</i>

For Local Assistance projects off the highway system, use headers in italics)

Project Description:

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation – District 12 (Caltrans), is proposing improvements to Interstate 5 (I-5) between State Route 55 (SR-55) and State Route 57 (SR-57), within the cities of Tustin, Santa Ana, and Orange in Orange County (see Attachment A, Figures 1 and 2).

The proposed I-5 (SR-55 to SR-57) HOV Lanes Improvement Project (project) is primarily funded by OCTA with Measure M2 local sales tax and is proposed to start construction in 2016 and be completed in 2018. The limits of the proposed project extend for a total of approximately 3.9 miles through the urban core of Orange County. I-5 is the primary freeway route connecting Los Angeles, Orange, and San Diego counties. In Orange County, I-5 continues to experience significant traffic and interregional travel, making the proposed project integral to the local community as well as the region.

ALTERNATIVES

The proposed improvements include the addition of one HOV lane in each direction on I-5 to provide additional HOV capacity and reduce congestion. The majority of proposed improvements would be constructed within Caltrans' existing right-of-way (ROW) limits, and the addition of HOV lanes would primarily be achieved through restriping lanes in the I-5 corridor. Improvements to the First Street entrance ramp to SB I-5 are proposed to improve operations in the general purpose lanes. Temporary construction-related activities would all be located within Caltrans' ROW limits. Alternative options propose restriping that extends beyond the limits of Caltrans' ROW.

The following are proposed project-related improvements that would be consistent across both of the proposed build alternatives (Alternatives 2A/2B and Alternatives 5A/5B), which are discussed in greater detail below.

- Slightly adjust the following entrance/exit ramp areas to accommodate the HOV widening:
 - SB I-5 Grand Avenue HOV entrance ramp
 - SB I-5 to Santa Ana Boulevard exit ramp
 - 17th Street to SB I-5 entrance ramp
 - SB I-5 to 17th Street exit ramp
 - Northbound (NB) I-5 to 17th Street exit ramp
 - SB I-5 to Main Street/Broadway exit ramp
 - Santa Clara Avenue to NB I-5 entrance ramp
 - Westbound (WB) State Route 22 (SR-22) to NB I-5 entrance ramp
 - Eastbound (EB) SR-22 to SB I-5 connector
 - SB I-5 to EB SR-22 connector
 - NB I-5 to NB SR-57 connector
 - Main Street to SB I-5 entrance ramp.

For the federal undertaking described in Part 1: To minimize redundancy and paperwork for the California Department of Transportation and the State Historic Preservation Officer, and in the spirit intended under the federal Paperwork Reduction Act (U.S.C. 44 Chapter 35), this document also satisfies consideration under California Environmental Quality Act Guidelines Section §15064.5(a) and, as appropriate, Public Resources Code §5024 (a)(b) and (d).

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- Reconstruct existing or construct new retaining walls, within the Caltrans ROW limits and along the proposed edge of shoulder at select locations to accommodate freeway widening and ramp reconstruction.
- Close the HOV barrier gap (between Lincoln Avenue and north of 17th Street) and relocate the existing HOV concrete barriers on the NB side of I-5 between Lincoln Avenue and the Santa Clara Avenue over-crossing entrance ramp.
- Relocate the existing center median concrete barrier at various locations to facilitate the HOV lane additions.
- Relocate the existing drainage inlets along the existing concrete barriers. These inlets would need to be removed and reconstructed in new locations accordingly.
- Apply design options to each of the two build alternatives under evaluation. These design options involve existing structures that may be removed, including the Main Street HOV drop exit and entrance ramps, and the SB I-5 First Street “horseshoe” exit ramp. These SB I-5 First Street ramp design options are independent of the HOV alternative selected. Additional detail is provided below following the Alternatives 2A/2B and Alternatives 5A/5B descriptions.
- Relocate overhead sign structures to allow freeway widening and install new overhead sign structures
- Construct storm water treatment best management practices (BMPs) where feasible within the existing ROW.

Alternative 2A

This alternative is a combination of both Alternatives 2 and 4 originally from the previously prepared Project Study Report (PSR) (Caltrans District 12; November 2010), that would eliminate or minimize some of the design exceptions from the two separate alternatives. Alternative 2A proposes the following design features:

- Remove existing concrete barriers located between the HOV-1 lane and General Purpose (GP) lanes and construct new concrete barriers approximately 2 feet to 6 feet toward the existing freeway centerline.
- Add new concrete barriers to continuously separate the two HOV lanes.
- Reconstruct drainage inlets along relocated and new concrete barriers, as required.
- Add new HOV-2 lane in the GP area with continuous ingress/egress striping throughout the project limits.
- Have modified HOV-1 facility feature a modified left shoulder, the HOV-1 lane, and a modified right shoulder.
- Have HOV-2 and adjacent GP lanes consist of a modified left shoulder, the HOV-2 lane, four GP lanes, and a modified right shoulder.
- Reduce three GP lanes (in each direction) between the 17th Street to SB I-5 entrance ramp and

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Broadway Bridge to 11 feet to avoid widening the 17th Street undercrossing, avoid reconstructing 900 feet of sound wall on retaining wall, avoid reconstruction of the Main Street to SB I-5 entrance ramp, and to clear existing bridge columns.

- Construct California Highway Patrol (CHP) enforcement areas between 17th Street and Main Street in the SB direction and between Broadway overcrossing and SR-22 EB connector overcrossing in the NB direction and only used for the HOV-1 lane.
- Construct tie-back retaining walls on the NB and SB sides of I-5 at the Lincoln Avenue overcrossing and NB I-5 at SR-22 freeway abutment to accommodate the widening.
- Relocate five overhead cantilevered sign structures and installation of overhead sign structures for the new HOV-1 and HOV-2 lane configurations would be required.
- Reconstruct pump station inlet and stairway on SB I-5 side near Lincoln Avenue Bridge.

All improvements would be within the existing freeway/roadway ROW boundaries.

Alternative 2B

Alternative 2B includes the same improvements as Alternative 2A. However, this alternative would remove the Main Street HOV drop entrance and exit ramps.

All improvements would be within the existing freeway/roadway ROW boundaries.

Alternative 5A

This alternative is a combination of the previously prepared PSR Alternatives 2, 3, and 4 features. This combination of the features would require the least amount of design exceptions. Alternative 5A proposes to add the new HOV-2 lane adjacent to the existing HOV-1 lane and has the following design features:

- Remove the existing concrete barriers located between the HOV-1 lane and the GP lanes providing a continuous ingress/egress striping throughout the project limits, except at bridge columns.
- Construct new SB/NB separated concrete barriers closer to the freeway centerline from the existing barrier location to make room and eliminate design exceptions.
- In each direction on the I-5, have the HOV facility feature a modified left shoulder, the two HOV-1 and HOV-2 lanes, and a modified right shoulder that exists between the HOV lanes and the GP lanes at bridge columns.
- In each direction on the I-5, provide five GP lanes, with a modified right shoulder and a modified left shoulder that exists between the GP lanes and the HOV lanes at the bridge columns.
- Construct CHP enforcement areas between 17th Street and Main Street in the SB direction and between the Broadway overcrossing and SR-22 EB connector overcrossing in the NB direction.
- Construct a tie-back retaining wall on the SB side of I-5 at the Lincoln Avenue overcrossing.

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- Relocate two overhead sign structures and installation of overhead sign structures for the new HOV-1 and HOV-2 lane configurations would be required.
- Reconstruct pump station inlet and stairway on SB I-5 side near Lincoln Avenue Bridge.

All improvements would be within the existing freeway/roadway ROW boundaries.

Alternative 5B

Alternative 5B includes the same improvements as Alternative 5A. However, this alternative would remove the Main Street HOV drop entrance and exit ramps.

All improvements would be within the existing freeway/roadway ROW boundaries.

DESIGN OPTIONS

The following design options (Options A and B) may be combined with any of the above Alternatives (2A, 2B, 5A, and/or 5B). Portions of Options A and B would extend beyond Caltrans' ROW and into the City ROW.

- Alternative 2A with Design Option A
- Alternative 2A with Design Option B
- Alternative 2B with Design Option A
- Alternative 2B with Design Option B
- Alternative 5A with Design Option A
- Alternative 5A with Design Option B
- Alternative 5B with Design Option A
- Alternative 5B with Design Option B

Option A

This design option would close the existing I-5 SB entrance ramp at First Street and construct an entrance ramp at the Fourth Street interchange. This will result in approximately a 825-foot increase of weaving length (1,550 feet to 2,375 feet) along SB I-5 between the Fourth Street entrance ramp and SR-55.

Proposed Engineering Features:

- Remove the existing First Street to SB I-5 entrance ramp and construct a new entrance ramp at Fourth Street to create a full diamond interchange. Remove the traffic signal at First Street and SB I-5 entrance ramp and restripe the entrance ramp to the I-5 mainline and reconstruct the gore area.
- Close NB I-5 "horseshoe" exit ramp to Mabury Street/First Street, add a second left-turn lane on the NB I-5 exit ramp to WB Fourth Street and restripe portions of the NB exit ramp at this location.
- Convert the EB Fourth Street inside through lane to a second left-turn lane to the NB I-5 entrance ramp.
- Reconfigure Mabury Street into a two-way street from Palm Street to First Street, and modify the Mabury Street/First Street intersection accordingly. Add a left-turn lane at EB First Street to NB Mabury Street. Close existing access to Mabury Street from Fourth Street.

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- Restripe portions of First Street, Fourth Street, and Mabury Street to ensure operational continuity. Remove a portion of the existing slope and construct retaining (tie-back) wall in front of the existing west abutment of the First Street overcrossing and the adjacent storm water pump station.
- For the existing storm water pump station, relocate maintenance access and reconstruct stair access to the ramp shoulder.
- Install new lighting, ramp metering system, and CHP enforcement area at the new Fourth Street entrance ramp.

Option B

This design option would close the existing SB I-5 entrance ramp at First Street and construct an entrance loop ramp on the vacant parcel between First Street and Fourth Street and between Mabury Street and the SB I-5 mainline within City and Caltrans' ROW. This would result in a 725-foot increase of the weaving length (1,550 feet to 2,275 feet) along SB I-5 between the proposed First Street entrance loop ramp and the SB I-5 to SB SR-55 connector.

Proposed Engineering Features:

- Remove First Street entrance ramp and construct the new entrance loop ramp within the vacant parcel between First Street, Fourth Street, and SB I-5 mainline. Remove traffic signal at First Street and SB I-5 entrance ramp. Restripe entrance ramp to mainline and reconstruct the gore area.
- Construct two retaining walls to support exterior curve of new entrance loop ramp.
- Modify NB I-5 exit ramp to Mabury Street/First Street to remove the second ramp lane prior to the interface with Mabury Street.
- Remove a portion of the existing slope and construct retaining (tie-back) wall in front of the existing west abutment of the First Street overcrossing and the adjacent storm water pump station.
- For the existing storm water pump station, relocate maintenance access and reconstruct stair access to the ramp shoulder.
- Reconfigure Mabury Street as a two-way street and modify Mabury Street/First Street intersection accordingly. Add dual left-turn lanes at EB First Street and an exclusive right-turn lane for WB First Street to NB Mabury Street/SB I-5 entrance ramp.
- Restripe portions of First Street, South Elk Lane, and Mabury Street to ensure operational continuity.
- Install new lighting, ramp metering system, and CHP enforcement area at the new entrance loop ramp.

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HISTORIC PROPERTY SURVEY REPORT**ALTERNATIVES CONSIDERED BUT REJECTED****Alternative 3A (Rejected Alternative)**

This alternative proposes to add a second HOV lane inside the existing separated HOV facilities. The two contiguous HOV lanes would be 11 feet wide with approximately 2-foot to 4-foot shoulders on both sides throughout the limits. All features in the GP area would remain unchanged. This alternative proposes to close the Main Street direct HOV exit ramp and maintain the existing Main Street direct HOV entrance ramp. This alternative also includes two proposed options discussed under Alternative 2. This alternative was rejected by the PDT because it utilizes nonstandard HOV lanes (11 feet wide) and locks in the two HOV lanes side by side between concrete barriers with no access from the GP lanes within the segment between Grand Avenue and SR-57. Caltrans is moving toward continuous access HOV lanes, and this alternative works against this idea.

Alternative 3B (Rejected Alternative)

This alternative proposes to add a second HOV lane inside the existing separated HOV facilities. The two contiguous HOV lanes would be 11 feet wide with approximately 2-foot to 4-foot shoulders on both sides throughout the limits. All features in the GP area would remain unchanged. This alternative proposes to demolish both Main Street direct HOV drop-ramps. This alternative was rejected by the PDT because it utilizes nonstandard HOV lanes (11 feet wide) and locks in the two HOV lanes side by side between concrete barriers with no access from the GP lanes within the segment between Grand Avenue and SR-57. Caltrans is moving toward continuous access HOV lanes, and this alternative works against this idea.

No Build Alternative

Under the No Build Alternative, the proposed project improvements would not be incorporated. The addition of HOV lanes, removal of the Main Street HOV drop ramps, modifications to the 1st Street and 4th Street on- and off-ramps would not be implemented, and the project objective of reducing congestion would not be achieved under this alternative.

Although the No Build Alternative would avoid temporary operational impacts associated with construction of the proposed project, the No Build Alternative would not achieve any of the defined objectives. The No Build Alternative would not improve the traffic operations on I-5 between SR-55 and SR-57. The existing congestion within the project limits would not be reduced to improve the safe and efficient local and regional movement of people and goods, while minimizing environmental and community impacts. Future environmental conditions would be unchanged from those that currently exist. In addition, the existing congestion and travel delay in the HOV lanes would remain and continue to degrade. The existing congestion in the SB general purpose lanes between Fourth Street and SR-55 would also remain and continue to degrade.

2. AREA OF POTENTIAL EFFECTS

The Area of Potential Effects (APE) for the project was established in consultation with Cheryl Sinopoli, Caltrans PQS, and Mike Varipapa, Caltrans Project Manager, on 12-11-12 [date]. The APE is defined as the limits of both direct impacts and potential indirect impacts resulting from project

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activities. The Direct APE encompasses the construction footprint to identify potential direct impacts to archaeological and built environment resources, and the Indirect APE encompasses those adjacent parcels where potential indirect effects may occur. The APE maps are located in Attachment A in this HPSR.

The project primarily involves restriping the current roadways for additional HOV lanes along the center of the I-5 corridor. Other direct impacts include minor widening, the construction of tie-back or retaining walls, and the modification of on- and off-ramps. The majority of proposed improvements would be constructed within Caltrans' ROW. Temporary construction-related activities would all be located within Caltrans' ROW limits. Improvements to the First Street entrance ramp to SB I-5 are proposed to improve operations in the general purpose lanes. Alternative options propose restriping that extends beyond the limits of the Caltrans' ROW.

Potential impacts to archaeological resources are limited to areas that will be directly impacted by construction activities. Therefore, the archaeological APE incorporates the project footprint. This study was conducted concurrently with the design of the project footprint. Because permanent and temporary construction activities would be primarily confined to the Caltrans ROW, the archaeological study area for the APE was defined as the limits of the Caltrans ROW for this study.

The vertical APE varies according to construction activity. For pavement and barrier work, excavation will be no more than 5 ft. in depth. For utility relocations and most of the drainage work, excavation will be no more than 10 ft. in depth. For the ramp options at First Street and Fourth Street that require grade separation, excavation will be no more than 20 ft. in depth.

The APE for built environment resources addresses the potential for direct impacts within the construction footprint, and in addition, addresses the potential for indirect impacts to adjacent resources. Based on the location of proposed construction activities that would redefine the setting of adjacent resources, including changes to on- and off-ramps and widening where there are no existing sound walls or buffers, the Indirect APE includes the additional first tier of parcels or resources along the outer limits of the construction footprint in these areas. In areas where construction activities were limited to restriping, adjacent parcels were not included in the Indirect APE because of the minimal potential for indirect impacts to built environment resources. In addition, adjacent resources that were separated from the project area by existing roadways or other buffers were excluded because sufficient distance minimized the potential for indirect impacts. Adjacent resources that were separated from the project area by extensive and substantial sound walls along the corridor were also excluded because of the minimal potential for indirect impacts. The Indirect APE was established based on the assumption that existing sound walls will remain in situ, and that the existing sound walls are sufficient to buffer any indirect impacts that would result from this project.

This APE encompasses the project footprint for all alternatives. If project alternatives should change in the future to introduce substantial changes along the edges of the Caltrans ROW, then this APE may require modification to include resources outside of the Caltrans ROW to ensure that indirect impacts to resources outside of this boundary are addressed.

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HISTORIC PROPERTY SURVEY REPORT**3. CONSULTING PARTIES / PUBLIC PARTICIPATION****X** Native American Tribes, Groups and Individuals

- Letters were mailed on October 13, 2011, to each group or individual provided on the NAHC contact list. Maps depicting the study area and response forms were attached to each letter. A total of 16 parties were indicated on the contact list. Follow-up phone calls were made to each party on November 10, 2011. As a result of the follow-up phone calls, two responses were received (see Attachment 2 in the ASR).
- David Belardes, Chairperson of the Juaneno Band of Mission Indians Acjachemen Nation, was contacted by phone on November 10, 2011. The Cultural Resources Director for the tribal group, Joyce, spoke on behalf of Mr. Belardes. Joyce indicated that there are ancestral sites along I-5 and that there are specific areas along I-5 that should be monitored. However, she could not provide any specific information pertaining to the whereabouts of sacred lands or other known sites.
- Anthony Morales, Chairperson of the Gabrielino/Tongva San Gabriel Band of Mission Indians, was also contacted by phone on November 10, 2011; however, he was unavailable. A response was received from Mr. Morales via phone on November 15, 2011. Mr. Morales indicated that all the areas along I-5 are culturally sensitive, especially in the vicinity of the Santa Ana River and Angel Stadium. Mr. Morales stated that there were previous archaeological investigations conducted that contain information about the areas in question, and suggested that AECOM review these investigations. Also, Mr. Morales recommended archaeological and Native American monitoring during ground disturbance activities, and asked to be informed about the project start date and findings. Although Mr. Morales provided general areas of possible culturally sensitive areas, they are not within the project APE.

X Native American Heritage Commission

- A letter was prepared and mailed to the NAHC on September 21, 2011. The letter requested that a Sacred Lands File (SLF) check be conducted for the project, and that contact information be provided for Native American groups or individuals who may have concerns about cultural resources in the project APE. The NAHC responded to the request in a letter dated September 26, 2011. The letter indicated that "Native American cultural resources were identified" within the project APE. The letter also included an attached list of Native American contacts.

4. SUMMARY OF IDENTIFICATION EFFORTS

<u>X</u> National Register of Historic Places	Month & Year: 1979-2002 & supplements
<u>X</u> California Register of Historical Resources	Year: 1992 & supplemental information to date
<u>X</u> California Inventory of Historic Resources	Year: 1976
<u>X</u> California Historical Landmarks	Year: 1995 & supplemental information to date
<u>X</u> California Points of Historical Interest	Year: 1992 & supplemental information to date
<u>X</u> State Historic Resources Commission	Year: 1980-present, minutes from quarterly meetings
<u>X</u> Caltrans Historic Highway Bridge Inventory	Year: 2006 & supplemental information to date

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X Archaeological Site Records [*List names of Institutions & date below*]

- South Central Coast Information Center, 26-27 September 2011

X Results: (*provide a brief summary of records search and research results, as well as inventory findings*)

- The SCCIC records search identified 47 cultural resource investigations that were previously conducted within a 0.5-mile radius of the project area. These cultural resource investigations included 12 surveys, 11 cultural resource assessments, nine records search results with site visit or field survey, one phase II testing, three historic property evaluations, four historic property surveys, one historical resource survey update, three monitoring reports, two environmental impact reports (EIRs), and one adverse effects assessment. Approximately 75% of the APE had been previously surveyed, including a linear survey that extended along the portion of the I-5 included in the APE.
- The SCCIC records search identified 57 previously recorded cultural resources within a 0.5-mile radius of the project area. Of the 57 resources, there were no prehistoric archaeological resources. One historic archaeological resource, P-30-001598, consisting of two historic trash deposits associated with the Atchison, Topeka, and Santa Fe (ATSF) Railway, was identified. Two historic railroad segments, one historic railroad maintenance yard, three historic multi-property resources, and 50 historic buildings were identified. Of the 57 historic resources, only one resource, P-30-176663, a 14.7-mile segment of the Burlington Northern and Santa Fe (BNSF) (formerly ATSF) Railway, intersects the APE.
- The Historic Resources Inventory (HRI) identified 790 historic resources within the study area. The majority of these resources were historic single-family and multi-family properties. None of these resources were identified within the APE.
- In addition, the Caltrans Historic Bridge Inventory identified 24 bridges within the APE. Of these bridges, 23 were listed as Category 5, not eligible for the NRHP. Bridge # 55 0674 was listed as Category 4, Historical Significance not determined. However, this bridge is exempt due to the 1995 construction date.

5. PROPERTIES IDENTIFIED

X M.K. Meiser, consultant, who meets the Professionally Qualified Staff Standards in Section 106 Programmatic Agreement Attachment 1 as PQS Architectural Historian, has determined that the only/only other properties present within the APE meet the criteria for Section 106 PA Attachment 4 (**Properties Exempt from Evaluation**).

X **Bridges listed as Category 5** in the Caltrans Historic Highway Bridge Inventory are present within the APE. Appropriate pages from the Caltrans Historic Bridge Inventory are attached.

X As assigned by FHWA, **Caltrans** has **determined** the following properties within the Project APE are **not eligible** for inclusion in the National Register of Historic Places (see Attachment D):

- P-30-176663 (Map Reference 1 [MR #1]), a 14.7-mile segment of the BNSF Railway, was recorded in 2002. The railroad segment was originally part of the ATSF Railway, dating to the 1880s. The segment has been in continuous use since its original construction between 1885 and 1888, and has had significant alterations over the course of its operation. Existing tracks and associated railroad features were recorded as being modern, without specific historical characteristics. Although this segment was found significant under Criterion A based on its association with the establishment of the second transcontinental railroad, the resulting land

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boom in California in the 1880s, and turn-of-the-20th-century tourism in California, the historic resource was evaluated as not eligible for the NRHP because it did not retain significant integrity to convey its historical significance. The 2002 evaluation of the site was not submitted to the OHP and therefore, this evaluation has not received SHPO concurrence. This resource is not eligible for the NRHP due its lack of integrity, and is not considered a historic property. As currently designed, the project would have no direct impacts on this resource.

6. LIST OF ATTACHED DOCUMENTATION

- Project Vicinity, Location, and APE Maps (Attachment A)
- Archaeological Survey Report (ASR) (Attachment B)
 - Wallace and Dietler, 2012. Archaeological Survey Report for the I-5 (SR-55 to SR-57) HOV Lanes Improvement Project, Orange County, California. Prepared by AECOM.
- Other (*Specify below*) (Attachment C)
 - DPR 523 Form, P-30-176663
- California Historic Bridge Inventory sheet (Attachment D)

7. HPSR to File

- Not applicable.

8. HPSR to SHPO

- As assigned by FHWA, Caltrans has determined that there are properties evaluated as a result of the project that are **not eligible** for inclusion in the National Register of Historic Places within the project APE. Under Section 106 PA "Stipulation VIII.C, Caltrans requests SHPO's concurrence in the determination.
 - P-30-176663 (a 14.7-mile segment of the BNSF Railway) intersects the APE, but does not appear eligible for the NRHP or the CRHR.
- As assigned by FHWA, Caltrans has determined a **Finding of No Historic Properties Affected** is appropriate for this undertaking, according to Section 106 PA Stipulation IX.A and 36 CFR 800.4(d)(1), Caltrans requests SHPO's concurrence in this determination.

9. Findings for State-Owned Properties

- Caltrans has determined that **all the State-owned resources** (built environment and archaeological resources) within the Project APE **are exempt from evaluation** because they meet the criteria set forth in the Section 106 Programmatic Agreement (Section 106 PA) Attachment 4 (Properties Exempt from Evaluation) **or were previously determined not eligible** for inclusion in the National Register of Historic Places and/or registration as a California Historical Landmark and that determination is still valid.

10. CEQA IMPACT FINDINGS

- Caltrans has determined a **finding of no impact** is appropriate because there are no historical resources within the Project Area limits, or there are no impacts to historical resource(s), pursuant to CEQA Guidelines §15064.5(b)(3).

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11. HPSR PREPARATION AND DEPARTMENT APPROVAL

Prepared by:

Consultant / discipline:
Affiliation

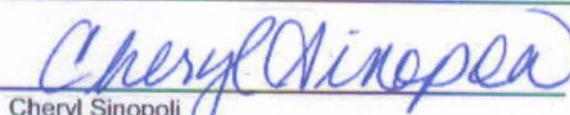


M.K. Meiser, Architectural Historian
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10/17/2012
Date

Reviewed for approval by:

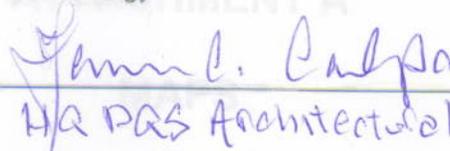
District 12 Caltrans PQS
discipline/level:



Cheryl Sinopoli
PQS, Archaeologist, Co-PI Prehistoric
Archaeology

12/12/12
Date

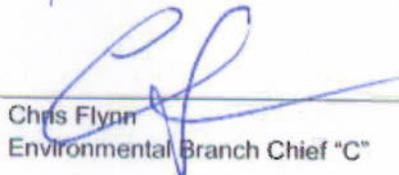
HQ Caltrans PQS
discipline/level:



James C. Calpa
HQ PQS Architectural Historian

12/21/12
Date

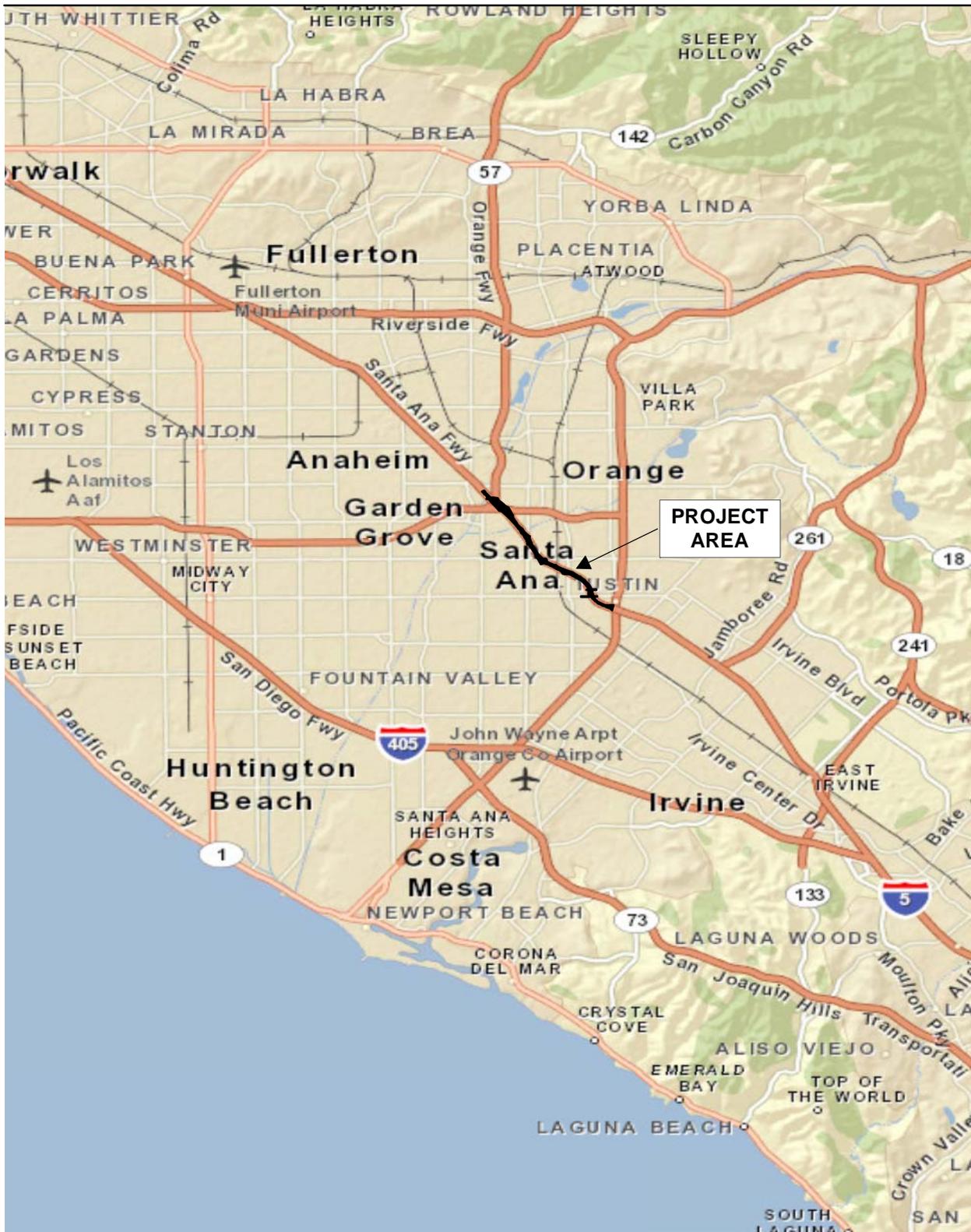
District 12 EBC:



Chris Flynn
Environmental Branch Chief "C"

12/13/12
Date

ATTACHMENT A
MAPS



Source: ESRI 2011

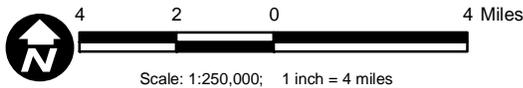
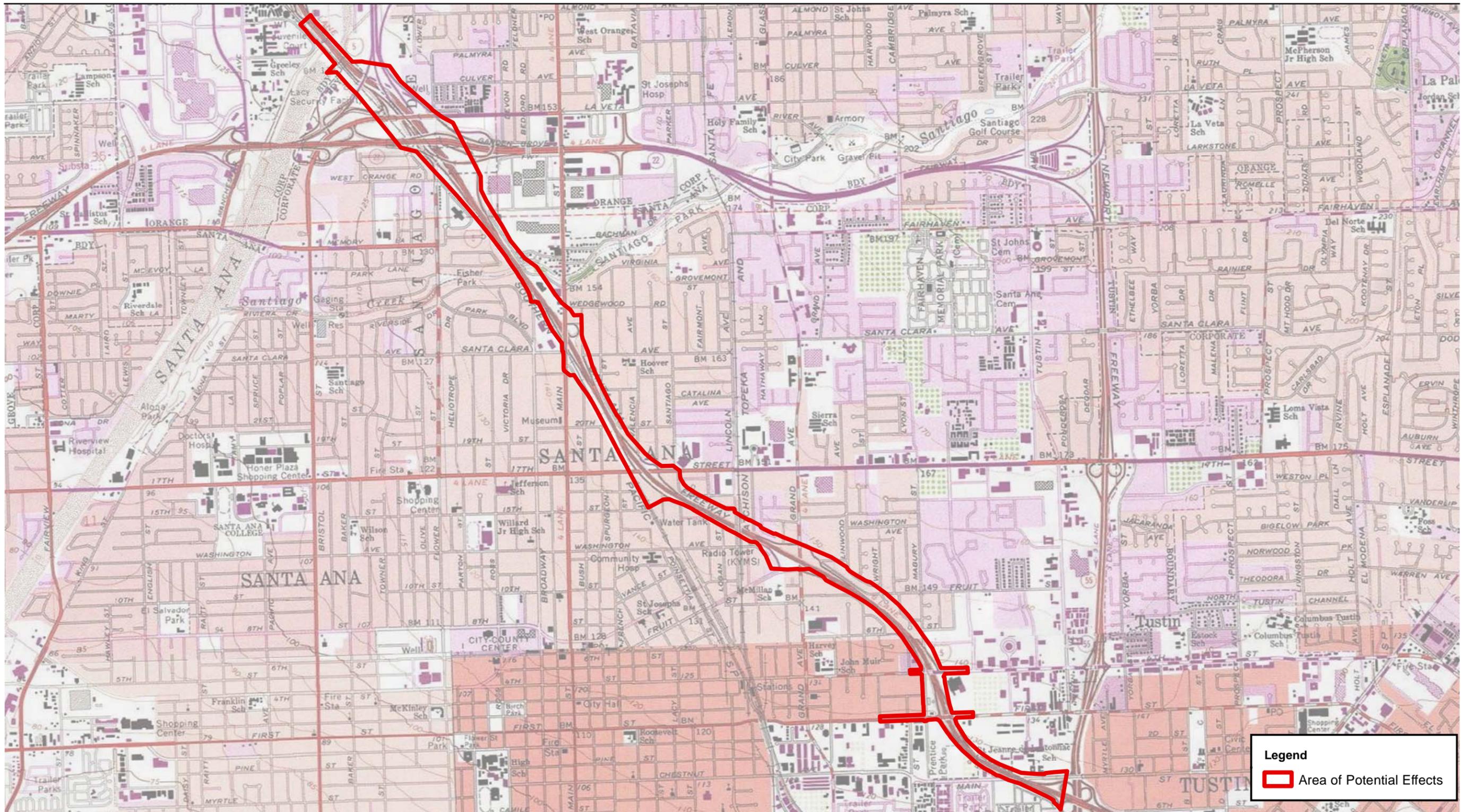
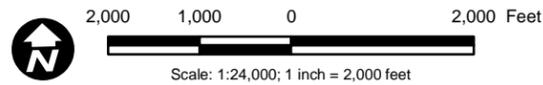


Figure 1
Regional Map

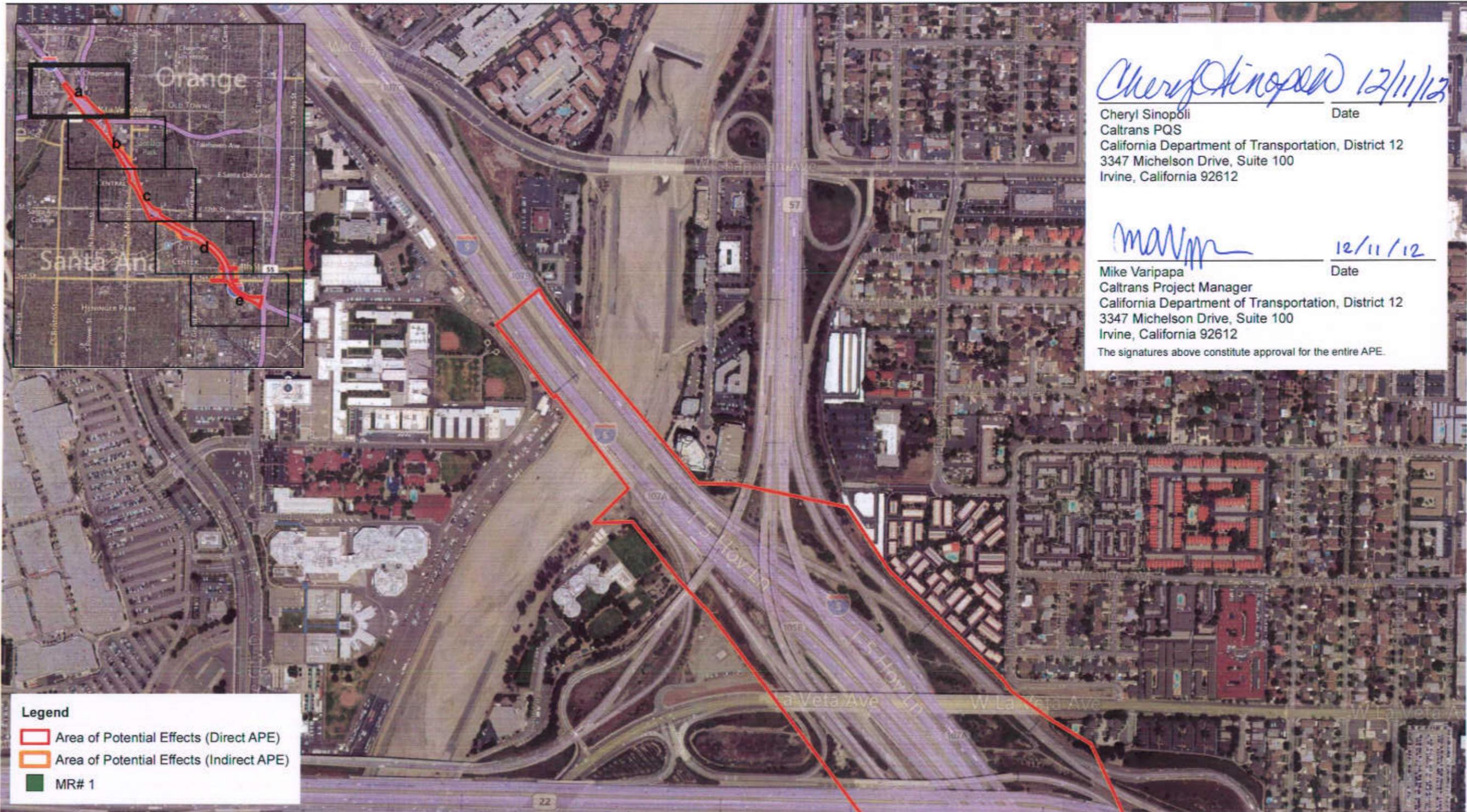


Source: Anaheim 1981; Orange 1981; Newport Beach 1981; Tustin 1981



Legend
 Area of Potential Effects

Figure 2
Location Map



Legend

- Area of Potential Effects (Direct APE)
- Area of Potential Effects (Indirect APE)
- MR# 1

Source: ESRI 2012; AECOM Transportation 2012

500 250 0 500 Feet

Scale: 1:8,000, 1 inch = 500 feet

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 The signatures above constitute approval for the entire APE.

Figure 3a
 Area of Potential Effects (EA 0C8900; PM 29.1/34.0)



Figure 3b
Area of Potential Effects (EA 0C8900; PM 29.1/34.0)

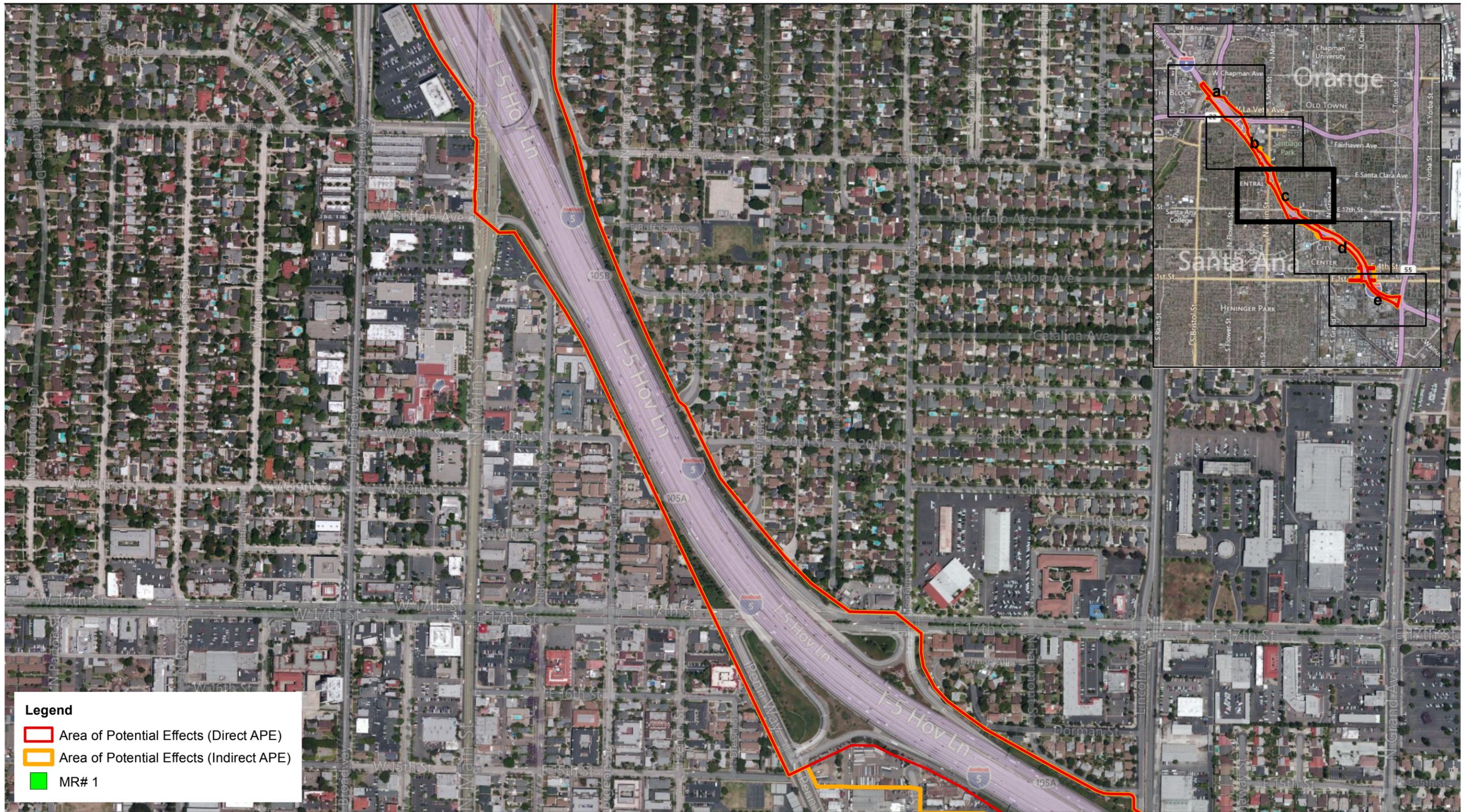
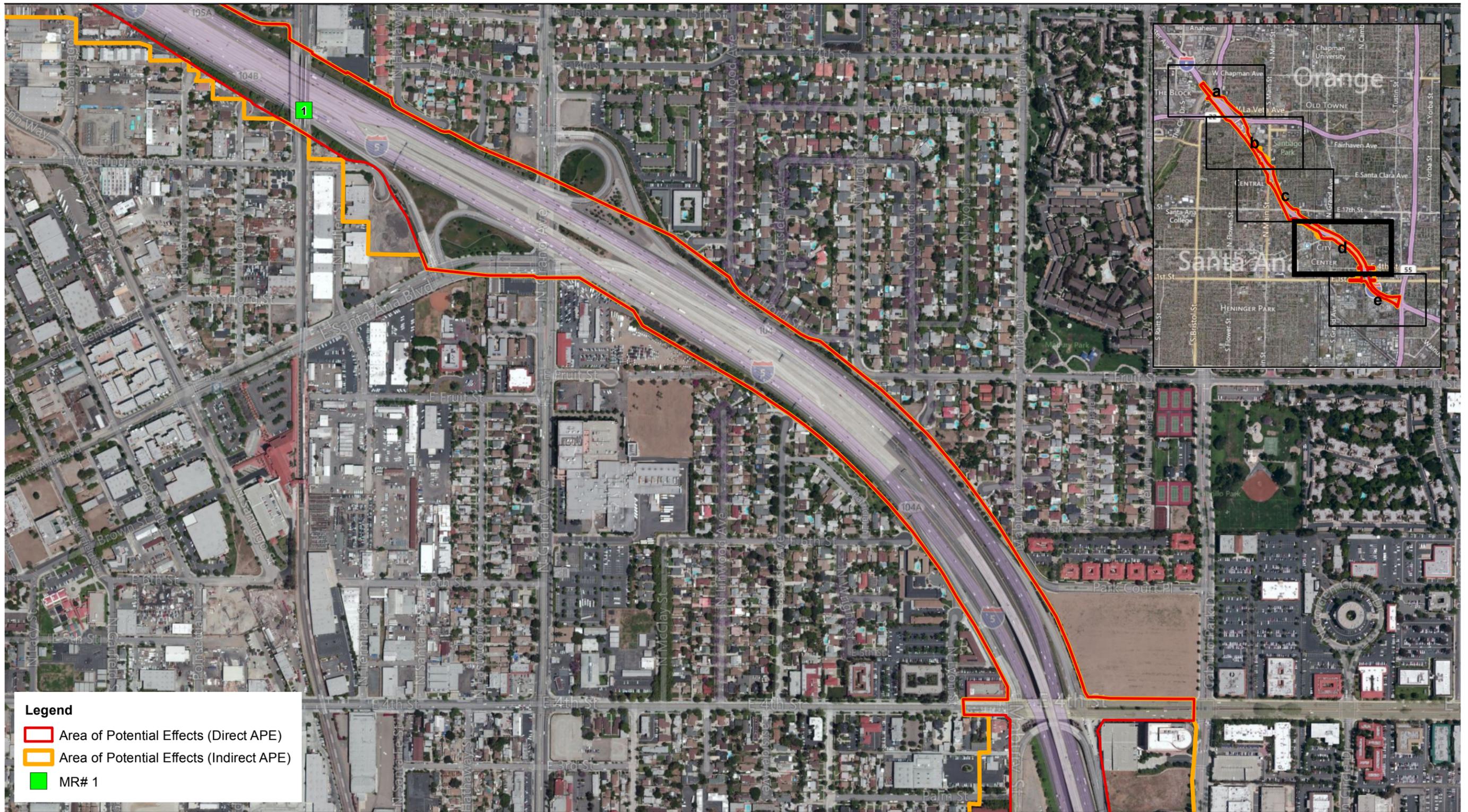


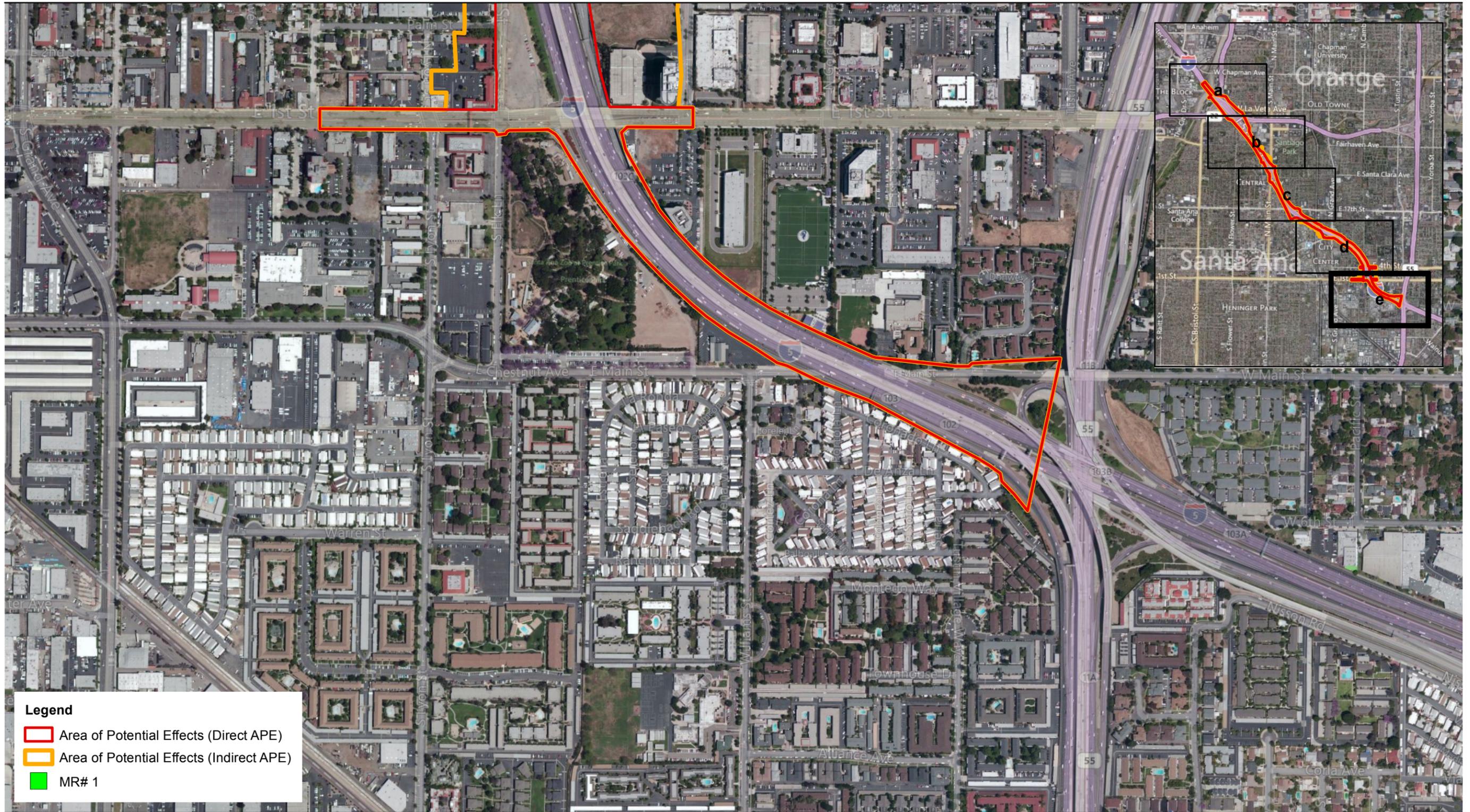
Figure 3c
Area of Potential Effects (EA 0C8900; PM 29.1/34.0)



Source: ESRI 2012; AECOM Transportation 2012



Figure 3d
Area of Potential Effects (EA 0C8900; PM 29.1/34.0)



Source: ESRI 2012; AECOM Transportation 2012



Figure 3e
Area of Potential Effects (EA 0C8900; PM 29.1/34.0)

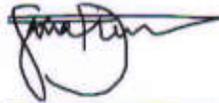
ATTACHMENT B
ARCHAEOLOGICAL SURVEY REPORT

**ARCHAEOLOGICAL SURVEY REPORT
THE I-5 (SR-55 TO SR-57) HOV LANES IMPROVEMENT PROJECT
COUNTY OF ORANGE, CALIFORNIA**

**Interstate 5 Freeway (I-5) from State Route 55 (SR-55) (post mile 29.1) to State Route 57
(SR-57) (post mile 34.0) in the cities of Tustin, Santa Ana and Orange, California**

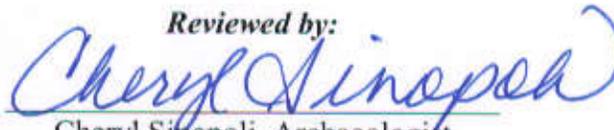
**EA 0C8900/1200000085
Caltrans District 12**

Prepared by:



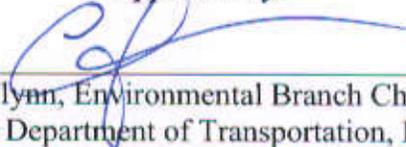
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October 2012

Approximately 3.9 linear miles

U.S.G.S. Orange, Santa Ana, Tustin CA

Keywords: Gabrielino, Juaneño, Metrolink, Orange Santa Ana, Santa Ana River, Tustin

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SUMMARY OF FINDINGS

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), is planning improvements to Interstate 5 (I-5) from State Route 55 (SR-55) (post mile 29.1) to State Route 57 (SR-57) (post mile 34.0) in the cities of Tustin, Santa Ana and Orange. The proposed I-5 (SR-55 to SR-57) HOV Lanes Improvement Project (project) is primarily funded by OCTA with Renewed Measure M2 local sales tax and is proposed to start construction in 2016 and be completed in 2018. The limits of the proposed project extend for approximately 3.9 miles through the urban core of Orange County. I-5 is the primary freeway route connecting Los Angeles, Orange, and San Diego counties. In Orange County, I-5 continues to experience significant traffic and interregional travel, making the proposed project integral to the local community as well as the region.

AECOM was retained to conduct a cultural resources study for the proposed project area. The southern terminus of the project area is within the city of Tustin at the I-5/SR-55 interchange. The project area crosses into the city of Santa Ana and terminates in the city of Orange at the I-5/SR-57 interchange.

This Archaeological Survey Report has been prepared in support of the proposed project's environmental compliance with the California Environmental Quality Act and the National Environmental Policy Act, as well as Section 106 of the National Historic Preservation Act and the implementing regulations of the Advisory Council on Historic Preservation. This document has been prepared to Caltrans guidelines, including Caltrans' Section 106 Programmatic Agreement, executed January 1, 2004. The document details the methods and results of the records search and literature review, the delineation of the Direct Area of Potential Effects (Direct APE) and the Indirect APE, the archaeological survey, and efforts to coordinate with Native American representatives.

A records search was conducted at the South Central Coastal Information Center for a records search area that encompassed a 0.5-mile radius around the project area. The results of the records search indicated that 47 cultural resource investigations have been previously conducted within the records search area, including nine investigations that cover approximately 75 percent of the Direct APE (one linear survey extended along a portion of I-5 within the Direct APE). These previous investigations did not identify any cultural resources within the Direct APE. The records search included 57 previously recorded cultural resources within the records search area, all of which are historic resources. The Historic Resources Inventory indicated that 790 historic resources are located within the records search area. Based on archival research, one historic resource, P-30-176663, has been identified within the Direct APE and is discussed in the Historic Property Survey Report (HPSR) (see HPSR, Attachment C).

An archaeological field survey was conducted for the purposes of identifying and recording archaeological resources within the Direct APE. The field survey did not identify any surface evidence of prehistoric archaeological sites within the Direct APE. Extensive development

related to I-5 has likely eradicated any surficial evidence of archaeological resources within the Direct APE.

No other cultural resource studies or evaluation should be necessary as long as the project limits and Direct APE remain as currently defined.

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

INTRODUCTION

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), District 12, is proposing improvements to Interstate 5 (I-5) between State Route 55 (SR-55) and State Route 57 (SR-57), within the cities of Tustin, Santa Ana and Orange in Orange County (see Figures 1 and 2 in Historic Property Survey Report [HPSR], Attachment A).

PURPOSE AND NEED

The primary purpose of the proposed I-5 (SR-55 to SR-57) HOV Lanes Improvement Project (project) is to improve traffic operations and reduce congestion on I-5 from north of SR-55 to south of SR-57 in order to help accommodate the safe and efficient local and regional movement of people and goods, while minimizing environmental and community impacts. The project is intended to address the following issues:

- Congestion and travel delay in the high occupancy vehicle (HOV) lanes within the project limits.
- Congestion in the southbound (SB) general purpose lanes between Fourth Street and SR-55.

This document reports efforts to identify potential archaeological resources within the project's Area of Potential Effects (APE). This assessment was conducted in compliance with Section 106 of the National Historic Preservation Act (NHPA) and in accordance with the Section 106 Programmatic Agreement (PA), executed January 1, 2004.

The project is located in an urbanized area within the cities of Tustin, Santa Ana, and Orange in Orange County (see Figure 1 in HPSR, Attachment A). As shown on the U.S. Geological Survey (USGS) 7.5' Anaheim, Santa Ana, and Tustin Quadrangles (1981), the project area lies within the Santiago de Santa Ana and San Juan de Cajon Civil Land Grants of present-day Orange County (see Figure 2 in HPSR, Attachment A). The APE encompasses I-5 between SR-55 and SR-57 in the cities of Tustin, Santa Ana, and Orange, and was delineated as the extent of ground disturbance required by the project in coordination with Caltrans (see Figure 3 in HPSR, Attachment A).

An archaeological field survey of the Direct APE, including the construction footprint within the limits of ground disturbance, was conducted by James Wallace, M.A., R.P.A., and Nara Cox, B.A., on October 25, 2011. Mr. Wallace has worked as a professional archaeologist for 4 years. His expertise has developed through work on numerous projects in southern California, Baja California, and the Channel Islands. Mr. Wallace is trained in Section 106 compliance and geographic information system (or GIS) data management, and he has successfully assisted in the completion of both federally funded and state-funded projects.

PROJECT LOCATION AND DESCRIPTION

The proposed project is primarily funded by OCTA with Measure M2 local sales tax and is proposed to start construction in 2016 and be completed in 2018. The limits of the proposed project extend for a total of approximately 3.9 miles through the urban core of Orange County. I-5 is the primary freeway route connecting Los Angeles, Orange, and San Diego counties. In Orange County, I-5 continues to experience significant traffic and interregional travel, making the proposed project integral to the local community as well as the region. The land uses adjacent to the 3.9 mile improvement area consist of the following:

City of Tustin	City of Santa Ana	City of Orange
<ul style="list-style-type: none"> • High Density Residential • Medium Density Residential • Mobile Home Park • Professional Office • Public/Institutional 	<ul style="list-style-type: none"> • Medium Density Residential • Low Density Residential • Urban Neighborhood • Professional & Admin. Office • District Center • Open Space • General Commercial • Industrial 	<ul style="list-style-type: none"> • Medium Density Residential • Low Density Residential • Low Medium Residential • General Commercial Max.

It should be noted that these land uses are within a 300-foot buffer from the Caltrans' right-of-way (ROW).

The proposed improvements include the addition of one HOV lane in each direction on I-5 to provide additional HOV capacity and reduce congestion. The majority of proposed improvements would be constructed within Caltrans' existing right-of-way (ROW) limits, and the addition of HOV lanes would primarily be achieved through restriping lanes in the I-5 corridor. Other direct impacts include minor widening, the construction of tie-back or retaining walls, and the modification of on- and off-ramps. Improvements to the First Street entrance ramp to SB I-5 are proposed to improve operations in the general purpose lanes. Temporary construction-related activities would all be located within Caltrans' ROW limits. Alternative options propose restriping that extends beyond the limits of Caltrans' ROW.

Potential impacts to archaeological resources are limited to areas that will be directly impacted by construction activities. Therefore, the APE for archaeological resources is generally defined as the construction footprint, or Direct APE. This study was conducted concurrently with the design of the project footprint. Because permanent and temporary construction activities would be primarily confined to the Caltrans ROW, the archaeological study area for the APE was defined as the limits of the Caltrans ROW for this study.

An Indirect APE was also established for potential impacts to built environment resources located on parcels adjacent to the construction footprint. Based on the location of proposed construction activities that would redefine the setting of adjacent resources, including changes to on- and off-ramps and widening where there are no existing sound walls or buffers, the Indirect

APE includes the additional first tier of parcels or resources along the outer limits of the construction footprint in these areas. The Indirect APE was not surveyed for archaeological resources.

The vertical APE varies according to construction activity. For pavement and barrier work, excavation will be no more than 5 ft. in depth. For utility relocations and most of the drainage work, excavation will be no more than 10 ft. in depth. For the ramp options at First Street and Fourth Street that require grade separation, excavation will be no more than 20 ft. in depth.

ALTERNATIVES

The proposed improvements include the addition of one HOV lane in each direction on I-5 to provide additional HOV capacity and reduce congestion. The majority of proposed improvements would be constructed within Caltrans' existing right-of-way (ROW) limits, and the addition of HOV lanes would primarily be achieved through restriping lanes in the I-5 corridor. Improvements to the First Street entrance ramp to SB I-5 are proposed to improve operations in the general purpose lanes. Temporary construction-related activities would all be located within Caltrans' ROW limits. Alternative options propose restriping that extends beyond the limits of Caltrans' ROW.

The following are proposed project-related improvements that would be consistent across both of the proposed build alternatives (Alternatives 2A/2B and Alternatives 5A/5B), which are discussed in greater detail below.

- Slightly adjust the following entrance/exit ramp areas to accommodate the HOV widening:
 - SB I-5 Grand Avenue HOV entrance ramp
 - SB I-5 to Santa Ana Boulevard exit ramp
 - 17th Street to SB I-5 entrance ramp
 - SB I-5 to 17th Street exit ramp
 - Northbound (NB) I-5 to 17th Street exit ramp
 - SB I-5 to Main Street/Broadway exit ramp
 - Santa Clara Avenue to NB I-5 entrance ramp
 - Westbound (WB) State Route 22 (SR-22) to NB I-5 entrance ramp
 - Eastbound (EB) SR-22 to SB I-5 connector
 - SB I-5 to EB SR-22 connector
 - NB I-5 to NB SR-57 connector
 - Main Street to SB I-5 entrance ramp.
- Reconstruct existing or construct new retaining walls, within the Caltrans ROW limits and along the proposed edge of shoulder at select locations to accommodate freeway widening and ramp reconstruction.

- Close the HOV barrier gap (between Lincoln Avenue and north of 17th Street) and relocate the existing HOV concrete barriers on the NB side of I-5 between Lincoln Avenue and the Santa Clara Avenue over-crossing entrance ramp.
- Relocate the existing center median concrete barrier at various locations to facilitate the HOV lane additions.
- Relocate the existing drainage inlets along the existing concrete barriers. These inlets would need to be removed and reconstructed in new locations accordingly.
- Apply design options to each of the two build alternatives under evaluation. These design options involve existing structures that may be removed, including the Main Street HOV drop exit and entrance ramps, and the SB I-5 First Street “horseshoe” exit ramp. These SB I-5 First Street ramp design options are independent of the HOV alternative selected. Additional detail is provided below following the Alternatives 2A/2B and Alternatives 5A/5B descriptions.
- Relocate overhead sign structures to allow freeway widening and install new overhead sign structures

Construct storm water treatment best management practices (BMPs) where feasible within the existing ROW.

Alternative 2A

This alternative is a combination of both Alternatives 2 and 4 originally from the previously prepared Project Study Report (PSR) (Caltrans District 12; November 2010), that would eliminate or minimize some of the design exceptions from the two separate alternatives. Alternative 2A proposes the following design features:

- Remove existing concrete barriers located between the HOV-1 lane and General Purpose (GP) lanes and construct new concrete barriers approximately 2 feet to 6 feet toward the existing freeway centerline
- Add new concrete barriers to continuously separate the two HOV lanes.
- Reconstruct drainage inlets along relocated and new concrete barriers, as required.
- Add new HOV-2 lane in the GP area with continuous ingress/egress striping throughout the project limits.
- Have modified HOV-1 facility feature a modified left shoulder, the HOV-1 lane, and a modified right shoulder.
- Have HOV-2 and adjacent GP lanes consist of a modified left shoulder, the HOV-2 lane, four GP lanes, and a modified right shoulder.

- Reduce three GP lanes (in each direction) between the 17th Street to SB I-5 entrance ramp and Broadway Bridge to 11 feet to avoid widening the 17th Street undercrossing, avoid reconstructing 900 feet of sound wall on retaining wall, avoid reconstruction of the Main Street to SB I-5 entrance ramp, and to clear existing bridge columns.
- Construct California Highway Patrol (CHP) enforcement areas between 17th Street and Main Street in the SB direction and between Broadway overcrossing and SR-22 EB connector overcrossing in the NB direction and only used for the HOV-1 lane.
- Construct tie-back retaining walls on the NB and SB sides of I-5 at the Lincoln Avenue overcrossing and NB I-5 at SR-22 freeway abutment to accommodate the widening.
- Relocate five overhead cantilevered sign structures and installation of overhead sign structures for the new HOV-1 and HOV-2 lane configurations would be required.
- Reconstruct pump station inlet and stairway on SB I-5 side near Lincoln Avenue Bridge.

All improvements would be within the existing freeway/roadway ROW boundaries.

Alternative 2B

Alternative 2B includes the same improvements as Alternative 2A. However, this alternative would remove the Main Street HOV drop entrance and exit ramps.

All improvements would be within the existing freeway/roadway ROW boundaries

Alternative 5A

This alternative is a combination of the previously prepared PSR Alternatives 2, 3, and 4 features. This combination of the features would require the least amount of design exceptions. Alternative 5A proposes to add the new HOV-2 lane adjacent to the existing HOV-1 lane and has the following design features:

- Remove the existing concrete barriers located between the HOV-1 lane and the GP lanes providing a continuous ingress/egress striping throughout the project limits, except at bridge columns.
- Construct new SB/NB separated concrete barriers closer to the freeway centerline from the existing barrier location to make room and eliminate design exceptions.
- In each direction on the I-5, have the HOV facility feature a modified left shoulder, the two HOV-1 and HOV-2 lanes, and a modified right shoulder that exists between the HOV lanes and the GP lanes at bridge columns.

- In each direction on the I-5, provide five GP lanes, with a modified right shoulder and a modified left shoulder that exists between the GP lanes and the HOV lanes at the bridge columns.
- Construct CHP enforcement areas between 17th Street and Main Street in the SB direction and between the Broadway overcrossing and SR-22 EB connector overcrossing in the NB direction.
- Construct a tie-back retaining wall on the SB side of I-5 at the Lincoln Avenue overcrossing.
- Relocate of two overhead sign structures and installation of overhead sign structures for the new HOV-1 and HOV-2 lane configurations would be required.
- Reconstruct pump station inlet and stairway on SB I-5 side near Lincoln Avenue Bridge.

All improvements would be within the existing freeway/roadway ROW boundaries.

Alternative 5B

Alternative 5B includes the same improvements as Alternative 5A. However, this alternative would remove the Main Street HOV drop entrance and exit ramps.

All improvements would be within the existing freeway/roadway ROW boundaries.

DESIGN OPTIONS

The following design options (Options A and B) may be combined with any of the above Alternatives (2A, 2B, 5A, and/or 5B).

- | | |
|---------------------------------------|---------------------------------------|
| • Alternative 2A with Design Option A | • Alternative 5A with Design Option A |
| • Alternative 2A with Design Option B | • Alternative 5A with Design Option B |
| • Alternative 2B with Design Option A | • Alternative 5B with Design Option A |
| • Alternative 2B with Design Option B | • Alternative 5B with Design Option B |

Option A

This design option would close the existing I-5 SB entrance ramp at First Street and construct an entrance ramp at the Fourth Street interchange. This will result in approximately a 825-foot increase of weaving length (1,550 feet to 2,375 feet) along SB I-5 between the Fourth Street entrance ramp and SR-55.

Proposed Engineering Features:

- Remove the existing First Street to SB I-5 entrance ramp and construct a new entrance ramp at Fourth Street to create a full diamond interchange. Remove the traffic signal at First Street and SB I-5 entrance ramp and restripe the entrance ramp to the I-5 mainline and reconstruct the gore area.
- Close NB I-5 “horseshoe” exit ramp to Mabury Street/First Street, add a second left-turn lane on the NB I-5 exit ramp to WB Fourth Street and restripe portions of the NB exit ramp at this location.
- Convert the EB Fourth Street inside through lane to a second left-turn lane to the NB I-5 entrance ramp.
- Reconfigure Mabury Street into a two-way street from Palm Street to First Street, and modify the Mabury Street/First Street intersection accordingly. Add a left-turn lane at EB First Street to NB Mabury Street. Close existing access to Mabury Street from Fourth Street.
- Restripe portions of First Street, Fourth Street, and Mabury Street to ensure operational continuity. Remove a portion of the existing slope and construct retaining (tie-back) wall in front of the existing west abutment of the First Street overcrossing and the adjacent storm water pump station.
- For the existing storm water pump station, relocate maintenance access and reconstruct stair access to the ramp shoulder.
- Install new lighting, ramp metering system, and CHP enforcement area at the new Fourth Street entrance ramp.

Option B

This design option would close the existing SB I-5 entrance ramp at First Street and construct an entrance loop ramp on the vacant parcel between First Street and Fourth Street and between Mabury Street and the SB I-5 mainline within city and Caltrans’ ROW. This would result in a 725-foot increase of the weaving length (1,550 feet to 2,275 feet) along SB I-5 between the proposed First Street entrance loop ramp and the SB I-5 to SB SR-55 connector.

Proposed Engineering Features:

- Remove First Street entrance ramp and construct the new entrance loop ramp within the vacant parcel between First Street, Fourth Street, and SB I-5 mainline. Remove traffic signal at First Street and SB I-5 entrance ramp. Restripe entrance ramp to mainline and reconstruct the gore area.
- Construct two retaining walls to support exterior curve of new entrance loop ramp.

- Modify NB I-5 exit ramp to Mabury Street/First Street to remove the second ramp lane prior to the interface with Mabury Street.
- Remove a portion of the existing slope and construct retaining (tie-back) wall in front of the existing west abutment of the First Street overcrossing and the adjacent storm water pump station.
- For the existing storm water pump station, relocate maintenance access and reconstruct stair access to the ramp shoulder.
- Reconfigure Mabury Street as a two-way street and modify Mabury Street/First Street intersection accordingly. Add dual left-turn lanes at EB First Street and an exclusive right-turn lane for WB First Street to NB Mabury Street/SB I-5 entrance ramp.
- Restripe portions of First Street, South Elk Lane, and Mabury Street to ensure operational continuity.
- Install new lighting, ramp metering system, and CHP enforcement area at the new entrance loop ramp.

ALTERNATIVES CONSIDERED BUT REJECTED

Alternative 3A (Rejected Alternative)

This alternative proposes to add a second HOV lane inside the existing separated HOV facilities. The two contiguous HOV lanes would be 11 feet wide with approximately 2-foot to 4-foot shoulders on both sides throughout the limits. All features in the GP area would remain unchanged. This alternative proposes to close the Main Street direct HOV exit ramp and maintain the existing Main Street direct HOV entrance ramp. This alternative also includes two proposed options discussed under Alternative 2. This alternative was rejected by the PDT because it utilizes nonstandard HOV lanes (11 feet wide) and locks in the two HOV lanes side by side between concrete barriers with no access from the GP lanes within the segment between Grand Avenue and SR-57. Caltrans is moving toward continuous access HOV lanes, and this alternative works against this idea.

Alternative 3B (Rejected Alternative)

This alternative proposes to add a second HOV lane inside the existing separated HOV facilities. The two contiguous HOV lanes would be 11 feet wide with approximately 2-foot to 4-foot shoulders on both sides throughout the limits. All features in the GP area would remain unchanged. This alternative proposes to demolish both Main Street direct HOV drop-ramps. This alternative was rejected by the PDT because it utilizes nonstandard HOV lanes (11 feet wide) and locks in the two HOV lanes side by side between concrete barriers with no access from the GP lanes within the segment between Grand Avenue and SR-57. Caltrans is moving toward continuous access HOV lanes, and this alternative works against this idea.

No Build Alternative

Under the No Build Alternative, the proposed project improvements would not be incorporated. The addition of HOV lanes, removal of the Main Street HOV drop ramps, modifications to the 1st Street and 4th Street on- and off-ramps would not be implemented, and the project objective of reducing congestion would not be achieved under this alternative.

Although the No Build Alternative would avoid temporary operational impacts associated with construction of the proposed project, the No Build Alternative would not achieve any of the defined objectives. The No Build Alternative would not improve the traffic operations on I-5 between SR-55 and SR-57. The existing congestion within the project limits would not be reduced to improve the safe and efficient local and regional movement of people and goods, while minimizing environmental and community impacts. Future environmental conditions would be unchanged from those that currently exist. In addition, the existing congestion and travel delay in the HOV lanes would remain and continue to degrade. The existing congestion in the SB general purpose lanes between Fourth Street and SR-55 would also remain and continue to degrade.

SOURCES CONSULTED

Investigations for the cultural resources assessment included a records search, archival research, and a field survey. The records search provided information on previous cultural resource investigations and identified resources in the area. Archival research was conducted to develop the cultural context for the region and gain more specific information on the project area. The field survey was conducted to identify, record, and photograph cultural resources within the proposed project area. The present archaeological investigation involved archival and other background research, including Native American consultation. The following section describes the research methods used in the investigation.

ARCHIVAL RESEARCH

Archival research for this project was conducted by James Wallace on September 26 and 27, 2011, at the South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton. The research focused on the identification of previously recorded cultural resources within a records search area that encompasses a 0.5-mile radius around the project area. Archival research included review of previous cultural resource investigation reports; cultural resource records, historic maps, and historic property inventories. Historic maps included historic USGS topographic maps. Inventories of the National Register of Historic Places (NRHP), the California Register of Historical Resources, the California State Historic Resources Inventory (HRI), and California Historical Landmarks and Points of Interest were also reviewed to identify cultural resources within the records search area.

Previous Cultural Resources Investigation Reports

The records search revealed that 47 cultural resource investigations were previously conducted within the records search area (Table 1). These cultural resource investigations include 12 surveys, 11 cultural resource assessments, nine records search results with site visit or field survey, one phase II testing, three historic property evaluations, four historic property surveys, one historical resource survey update, three monitoring reports, two environmental impact reports (EIRs), and one adverse effects assessment. Nine investigations overlap the APE, accounting for approximately 75 percent of the APE. Six archaeological surveys were conducted with no sites found. One historic property survey found two buildings eligible for the NRHP; however, the buildings are not in the current project APE.

Table 1. Previous Surveys Conducted within 0.5 Mile of the Project

Author	Report # (OR-)	Title	Date
Anonymous	03981	Broadway Overcrossing, North Broadway Park District	1979
Anonymous	01895*	Main Street Bridge Widening Project	1980

Author	Report # (OR-)	Title	Date
Anonymous	01898*	Finding of Effect Widening of Interstate 5 and Reconstruction of Interchanges between State Routes 22/57 and 91 in the Cities of Santa Ana, Orange, Anaheim, Fullerton and Buena Park	1990
Anonymous	01902	Historic Property Survey 07ORA-133	1985
Arrington, Cindy, and Nancy Sikes	03373	Cultural Resources Final Report of Monitoring and Findings for the Quest Network Construction Project State of California; Volumes I and II	2006
Billat, Lorna	03905	Collocation Submission Packet- OG03X049 OC Register, CA) RC5859C	2010
Billat, Lorna	03952	McFadden CA2306 – New Tower Submission Packet	2010
Bissell, Ronald M., and Rodney E. Raschke	00879	Cultural Resources and Paleontological Reconnaissance of the Bircher Xerox Centre Property, Santa Ana, Orange County, California	1987
Bonner, Wayne H.	02917	Cultural Resource Records Search and Site Visit Results for Cingular Telecommunications Facility Candidate Cm-023-01 (oc-003-01) O.C. Medical, 200 South Flower Street Orange, Orange County, California	2005
Bonner, Wayne H.	03655	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA030061 (Main Place Dr.), 300 Main Place Drive, Santa Ana, Orange County , California	2007
Bonner, Wayne H.	03678	Cultural Resources Records Search and Site Visit Results for Royal Street Communications, LLC Candidate LA2526D (Presbyterian Church), 225 West Main Street, Tustin, Orange County, California	2007
Bonner, Wayne	03926	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate LA33824-D (St. Joseph School), 730 North Garfield Street, Santa Ana, Orange County, California	2010
Casen, George A., John Romani, and Lois Webb	03277*	The Proposed Project Is the Widening and General Improvement of Interstate Route 5 Between Route 405 and Route 55 in Orange County, California	1985
Demcak, Carol R.	02256	Cultural Resources Assessments for Orange County Sanitation Districts	1999
Dice, Michael H.	03081	An Archaeological Resource Evaluation of the Patricia Lane Park Project, near 6th and Patricia Lane, City of Santa Ana, California	2004
Dice, Michael H.	03082	An Archaeological Resource Survey of the Patricia Lane Park Project, with Caltrans' HPSR (negative) Form. Located at 6th and Patricia Lane, City of Santa Ana, California	2004
Drover, Christopher E.	00778	Archaeological Reconnaissance of the Santiago Creek Specific Plan Property	1976
Duke, Curt	02466	Cultural Resource Assessment Cingular Wireless Facility No. Sc 055-02 Orange County, California	2002
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Taniguchi, Christeen, and Dice, Michael	03837	A Historic Resource Evaluation Report for the Santa Ana Art Wall Project Located in an Unsectioned Portion of T. 5S R. 9W City of Santa Ana, California	2004
Van Horn, David M.	00332	Surveyed the Logan Area of Santa Ana, California	1978
Webb, Lois M., and Huey, Gene	01940	Historic Property Survey 07-ORA 5/55 P.M. 29.0/31.0; R8.8/r10.6 Tustin and Santa Ana Orange County California 07209 479401	1979
Wlodarski, Robert	03896	AT&T Wireless Telecommunications Site OC 0159 (Crown Castle Colo), 595 The City Drive, Orange, California	2010

*Located within the APE

Previously Recorded Cultural Resources

The records search identified 57 previously recorded resources within the records search area (Table 2). Of the 57 resources, there were no prehistoric archaeological resources. One historic archaeological resource, P-30-001598, consisting of two historic trash deposits associated with the Atchison, Topeka, and Santa Fe (ATSF) Railway, was identified. Two historic railroad segments, one historic railroad maintenance yard, three historic multi-property resources, and 50 historic buildings were identified.

Table 2. Previously Recorded Cultural Resources within 0.5 Mile of the Project

Primary No. (P-30-)	Resource Name /Address	Year Built	OHP Status Code
001598	Two historic trash deposits associated with the ATSF Railway	Circa 1860	7R
160811	Sutton House, 1019 North Spurgeon St., Santa Ana	Circa 1900	1D
160814	Claycomb House, 1106 North Spurgeon St., Santa Ana	Circa 1907	1D
160816	Axelson House, 1120 North Spurgeon St., Santa Ana	1890	1D
160817	Tubbs House, 1207 North Spurgeon St., Santa Ana	1904	1D
160818	Hervey House, 1209 North Spurgeon St., Santa Ana	1903	1D
160819	Cochems House, 720 North French St., Santa Ana	1906	1D
160824	Young Home, 815 North French St., Santa Ana	Circa 1893	1D
160830	Gleason-Carden House, 918 North French St., Santa Ana	Circa 1903	1D
160836	Beals House, 1016 North French St., Santa Ana	1925	1D
160838	Kittle-Perkins House, 1102 North French St., Santa Ana	1909	1D
160842	Van Wyck Home, 1109 North French St., Santa Ana	1911	1D
160843	James Alexander House, 1112 North French St., Santa Ana	Circa 1887	1D
160845	The House, 1216 North French St., Santa Ana	1914	1D
160847	Sprague Home, 1224 North French St., Santa Ana	1906	1D
160851	Smith W. Home, 1230 North French St., Santa Ana	1909	1D
160852	Smith H. Home, 1235 North French St., Santa Ana	1919	1D
160916	Wanzlaff Home, 904 North Garfield St., Santa Ana	1922	1D

Primary No. (P-30-)	Resource Name /Address	Year Built	OHP Status Code
160930	Banks/Fuller House, 1402 North Bush St., Santa Ana	1913	5S1
160931	Tubbs House, 1406 North Bush St., Santa Ana	1914	5S1
160934	Killey House, 1410 North Bush St., Santa Ana	1895	5S1
160943	Pickering House, 1502 North Bush St., Santa Ana	1917	5S1
160949	Liggitt-Hayes House, 1516 North Bush St., Santa Ana	1921	5S1
161037	611 and 613 E. Santa Ana Blvd., Santa Ana	Circa 1910	6Z
161827	Smiley House, 2900 North Flower Street, Santa Ana	1911	1S
176576	424 N. Grand Ave, Santa Ana	1948	6Z
176577	502-504 N. Grand Ave, Santa Ana	1945	6Z
176578	508 N. Grand Ave, Santa Ana	1946	6Z
176579	510 N. Grand Ave, Santa Ana	1946	6Z
176580	516 N. Grand Ave, Santa Ana	1939	6Z
176581	620 N. Grand Ave, Santa Ana	1944	6Z
176582	624 N. Grand Ave, Santa Ana	1944	6Z
176583	626 N. Grand Ave, Santa Ana	1947	6Z
176584	702 N. Grand Ave, Santa Ana	1925	5S3
176585	714 N. Grand Ave, Santa Ana	1927	5S3
176587	734 N. Grand Ave, Santa Ana	1937	6Z
176588	738 N. Grand Ave, Santa Ana	1948	6Z
176589	742 N. Grand Ave, Santa Ana	1910	6Z
176663/ 186804*	Burlington Northern Santa Fe Railway (14.7-mile segment)	Circa 1882	6Y
176664	Metrolink Railroad Burlington Northern Santa Fe (2.5-mile segment)	Circa 1882	6Y
176801	SAAW #2, 1111 East Fruit Street, Santa Ana	Circa 1946	6Z
176802	SAAW #1, 1100, 1102 East Fruit Street, Santa Ana	1920	6Z
176809	Santa Ana Bottling Company, 625 North Poinsettia, Santa Ana	1947	5S3
177013	616 N. Grand Ave, Santa Ana	1984	6Z
177014	401 N. Grand Ave, Santa Ana	1954	6Z
177015	415 N. Grand Ave, Santa Ana	1955	6Z
177016	501 N. Grand Ave, Santa Ana	1953	6Z
177017	706-710 N. Grand Ave, Santa Ana	1953	6Z
177018	1263 E. 14th Street, Santa Ana	1955	6Z
177019	1301 E. 14th Street, Santa Ana	1952	6Z
177020	1301 E. 15th Street	1952	6Z
177036	Orange County Register Building, 625 N. Grand Ave, Santa Ana	1956	3S
179882	601 E. Santa Ana Boulevard, Santa Ana	Circa 1910	6Z

*located within the APE

Of the 57 historic resources, only one resource, P-30-176663, a 14.7-mile segment of the Burlington Northern and Santa Fe (BNSF) (formerly ATSF) Railway, intersects the APE (see HPSR, Attachment C).

The HRI identified 790 historic resources within the records search area. The majority of these resources were historic single-family and multi-family properties. None of these resources are located within the APE.

In addition, the Caltrans Historic Bridge Inventory identified 24 bridges within the APE. Of these bridges, 23 were listed as Category 5, not eligible for the NRHP. Bridge # 55 0674 was listed as Category 4, Historical Significance not determined. However, this bridge is exempt due to the 1995 construction date. The appropriate pages of the Historic Bridge Inventory are included in the HPSR, Attachment D.

Archival research identified that one resource within the APE, P-30-176663, a 14.7-mile segment of the BNSF Railway, was recorded in 2002. The railroad segment was originally part of the ATSF Railway, dating to the 1880s. The segment has been in continuous use since its original construction between 1885 and 1888, and has had significant alterations over the course of its operation. Existing tracks and associated railroad features were recorded as being modern, without specific historical characteristics. Although this segment was found important historically, based on its association with the establishment of the second transcontinental railroad, the resulting land boom in California in the 1880s, and turn-of-the-20th-century tourism in California, the historic resource was evaluated as not eligible for the NRHP because it did not retain significant integrity to convey its historical significance. This historic resource is further evaluated in the record update located in the HPSR, Attachment C.

NATIVE AMERICAN CONSULTATION

As part of this investigation, AECOM conducted a Native American contact program to inform interested parties of the proposed project and to request information and concerns regarding Traditional Cultural Properties or other resources that might be affected by this project as required by the California Environmental Quality Act (CEQA – Public Resources Code §§ 21000-21177, amendments effective 3/18/2010) and 36 CFR 800.2(A) of Section 106 of the NHPA. The program involved contacting Native American representatives provided by the Native American Heritage Commission (NAHC) to solicit comments and concerns regarding the project.

A letter was prepared and mailed to the NAHC on September 21, 2011. The letter requested that a Sacred Lands File check be conducted for the project and that contact information be provided for Native American groups or individuals that may have concerns about cultural resources in the project APE. The NAHC responded to the request in a letter dated September 26, 2011. The letter indicated that “Native American cultural resources were identified” within the project APE. The letter also included an attached list of Native American contacts.

Letters were mailed on October 13, 2011, to each group or individual provided on the contact list. Maps depicting the study area and response forms were attached to each letter. A total of 16 parties were indicated on the contact list. Follow-up phone calls were made to each party on November 10, 2011. As a result of the follow-up phone calls, two responses were received.

Mr. David Belardes, Chairperson of the Juaneno Band of Mission Indians Acjachemen Nation, was contacted by phone on November 10, 2011. The Cultural Resources Director for the tribal group, Joyce, spoke on behalf of Mr. Belardes. Joyce indicated that ancestral sites are located

along I-5 and that specific areas along I-5 should be monitored. However, she could not provide any specific information pertaining to the whereabouts of sacred lands or other known sites.

Mr. Anthony Morales, Chairperson of the Gabrielino/Tongva San Gabriel Band of Mission [Indians], was also contacted by phone on November 10, 2011; however, he was unavailable. A response was received from Mr. Morales via phone call on November 15, 2011. Mr. Morales indicated that all the areas along the I-5 are culturally sensitive, especially in the vicinity of the Santa Ana River and Angel Stadium areas. Mr. Morales stated that previous archaeological investigations were conducted that contain information regarding the areas in question and suggested that AECOM review these investigations. Also, Mr. Morales recommended archaeological and Native American monitoring during ground disturbance activities and requested to be informed of the project start date and findings. Although Mr. Morales provided general locations of possible culturally sensitive areas, the locations are not within the project APE.

No additional responses have been received. See Attachment 2 for further detail.

BACKGROUND

The following provides an environmental and cultural context for the project area.

ENVIRONMENT

The project area is located in central Orange County in the present-day cities of Orange, Santa Ana, and Tustin. The project APE is within the Tustin floodplain; the northern terminus is less than 1,000 feet from the current course of the Santa Ana River. Adjacent to the project area are the Santa Ana Mountains located 12 miles directly east, Newport Bay 10 miles southwest, Pacific Ocean 11 miles west, Santa Ana Canyon 10 miles northeast, and Chino Hills 10 miles north of the project area. The Orange County, nestled within these diverse ecological zones, has drawn humans for at least 9,000 years. Much of central Orange County is extensively developed and much of the vegetation is not native to the area. Scattered native plant communities of California sage scrub can still be found in the Santa Ana Mountains, in the San Joaquin Hills, and along the southern coast.

PREHISTORY

Coastal southern California and Channel Islands may have had human occupation beginning at least 13,000 years before present (B.P.) (Arnold et al. 2004). The earliest groups that came to the coastal southern California area were most likely small bands of marine mammal hunters and shellfish collectors that migrated from northern territories seeking new resources to exploit (Erlandson 1994; Rick et al. 2005; Vellanoweth and Altschul 2002: 97–98). The first evidence of human occupation of Orange County dates to 8,000 or 9,000 years B.P. Several sites have been studied within the county that have been dated to this period; some of these sites include ORA-246, ORA-339, ORA-1403, and ORA-1406 (Arrington and Sikes 2006:Chapter 32-11). These early archaeological sites represent small temporary camps that demonstrate evidence of a marine-based foraging economy.

The “Millingstone Cultural Horizon” or “Millingstone Period” between 8,000 and 3,500 years B.P. marked several important economic and settlement changes (Wallace 1955; Warren 1968). Departing from the subsistence strategies of their nomadic predecessors, Millingstone populations established semipermanent settlements. These settlements were located primarily on the coast and close to estuaries, lagoons, lakes, streams, and marshes. A variety of resources, including seeds, fish, shellfish, small mammals, and birds, were exploited. Millingstone occupations are typically identified by the presence of handstones (manos) and millingstones (metates). These abundant millingstone implements were used to process plant materials suggesting that subsistence was largely based upon terrestrial plant and seed gathering strategies. Lack of evidence of marine subsistence along coastal sites during this time period suggests that coastal occupants also became more focused upon terrestrial foraging (McCawley 1996:2). During the Millingstone period, there were small stable populations along the Orange County

coast, in particular Newport Bay where the inhabitants had a variety of ecosystems to exploit including the bays, estuaries, marshes, and the Santa Ana and San Gabriel River systems (Koerper et al. 2002). These groups most likely moved seasonally between the coast and interior foothills. Some sites along the coast of Orange County (most notably ORA-1405 Component B and ORA-64) have produced fired-clay artifacts such as figurines, effigies, and small vessels. This suggests that a small, localized pottery industry may have existed during this early time period (Arrington and Sikes 2006:Chapter 32-13).

Although many aspects of Millingstone culture persisted, by 3,500 B.P. a number of socioeconomic changes had occurred (Erlandson 1994; Wallace 1955; Warren 1968). These changes are associated with the period known as the Intermediate Horizon (Wallace 1955). Increasing population size necessitated the intensification of existing terrestrial and marine resources (Erlandson 1994). This was accomplished in part through use of new technological innovations including the mortar and pestle for processing acorns, the dart and atlatl, and the circular shell fishhook. These new technologies resulted in a more diverse and reliable diet. Evidence for shifts in settlement patterns has been noted as well at a variety of locations and is interpreted by many researchers as reflecting increasingly territorial and sedentary populations. During this period, approximately 4,000 to 3,000 years B.P., settlements in Orange County decreased in number, in particular in Newport Bay. However, in the Bolsa Chica Bay area, settlements increased indicating a possible shift in available resources (Koerper et al. 2002:67-68; Mason et al. 1997). The Intermediate Horizon marks a period in which specialization in labor emerged, trading networks became an increasingly important means by which both utilitarian and nonutilitarian materials were acquired, and travel routes were extended.

The Late Prehistoric period, spanning from approximately 1500 years B.P. to the Spanish mission era, is the period associated with the florescence of contemporary Native American groups. During this period in southern California, large-scale cultural, economic, and demographic changes occurred. Large groups of people emigrated from the Shoshonean territories in the Mojave Desert, to coastal southern California. These migrants eventually displaced the local Cupan speaking groups in Los Angeles, Orange, and northern San Diego counties, as well as, the southern Channel Islands. This event was known as the “Shoshonean Wedge” (Kroeber 1976; McCawley 1996; Vellanoweth and Altschul 2002:102–103). It was these late arrivals to the region that the first European explorers encountered when they ventured for the first time into present-day Orange County.

Population levels in coastal southern California were higher in the Late Prehistoric period than in any other period until European contact. Native American villages were reported by early explorers to have been most abundant near the Los Angeles River, in the area north of downtown Los Angeles known as the Glendale Narrows, and along the river’s various outlets into the sea (Gumprecht 1999). The Santa Ana River too, was lined by villages and other settlements up to the river outlet in Huntington Beach. The Santa Ana River became a vital asset for trade and communication as populations grew during the Late Prehistoric period (Koerper et al 2002; Leonard and Hall 1975:9).

During the Late Prehistoric period, trade flourished in southern California. Shell beads and soapstone from the Channel Islands and raw materials and projectiles from the deserts were exchanged in intricate trade networks bringing goods throughout the region (Arnold 1992; McCawley 2002:58). Several important technological advancements were made at this time, notably the emergence of the bow and arrow, plank canoe, and the widespread use of the circular shell fish hook (Arnold 1995; Koerper et al. 2002: 69; Rick et al. 2005; Vellanoweth, Martz, and Schwartz 2002:98–99). These technologies provided opportunities to expand settlements, exploit new resources, and build larger trading networks.

ETHNOHISTORY

By the end of the 18th century, the native occupants of Orange County had been displaced by the missionary system. The natives that had occupied northern county were missionized at San Gabriel Mission and became known as the “*Gabrielino*.” Mission San Gabriel Arcàngel was established along the Rio Hondo River in what is now Whittier Narrows in Los Angeles County. The original location considered for the mission was near the Santa Ana River (McCawley 1996:189). The native occupants of southern county were missionized at Mission San Juan Capistrano and became known as the “*Juaneño*” (Koerper et al. 2002:64). The present-day location of Mission San Juan Capistrano is east of present-day Laguna Niguel and north of Dana Point in southern Orange County.

ARCHAEOLOGICAL SURVEY

FIELD METHODS

The project APE consists of the construction footprint for direct impacts and adjacent areas for indirect impacts. The construction footprint extends from the I-5/SR-57/SR-22 interchange, known as the “Orange Crush” at the northern terminus to the I-5/SR-55 interchange at the southern terminus. A pedestrian survey of the Direct APE was conducted on October 25, 2011, by AECOM staff archaeologist James Wallace, M.A., and field technician Nara Cox in areas within the Direct APE that appeared to have undeveloped spaces with the possibility of exposed ground surface. Seven locales were investigated within the Direct APE, all of which were located by the side of freeway shoulders, dividers, and on-/off-ramps along I-5. Photographs were taken of these locations and investigated. Access was limited due to fences, retaining walls, and traffic. The previously recorded cultural resource, P30-176663, was relocated and examined.

All of the areas investigated appeared to be artificial islands of dense vegetation including grasses, ice plant, and palms. Ground visibility was less than 1 percent due to vegetation and built environment. The following paragraphs discuss each investigated locale, in turn.

La Veta Avenue Bridge

The reconnaissance began at the northern terminus of the Direct APE adjacent to the La Veta Avenue Bridge (Plate 1), which passes over the I-5/SR-57 interchange. Access was limited due to a retaining wall and fence on the east and west sides of I-5. Open spaces appeared to be fully landscaped and artificially constructed vegetative islands with poor ground visibility, due to the heavy vegetation. Some of the bigger islands toward the I-5 divider just south and north of the La Veta Avenue Bridge had some ground visibility, which was heavily affected by vehicular tire tracks.

Main Place Drive and I-5/SR-22 Interchange

The survey continued to Main Place Drive near the I-5/SR-22 interchange. A chain-link fence indicating a private property was between Main Place Drive and I-5. This was an undeveloped area that bordered along the west side of the APE. Access was restricted by retaining walls and the private fenced property, and constructed islands southeast of the I-5/SR-22 interchange. The islands appeared to be completely artificial and landscaped.

North Main Street and West Santa Clara Avenue

There was limited access to grassy areas near the on-/off-ramps of I-5 on the east and west sides of the North Main Street and West Santa Clara Avenue. At this location, I-5 travels under North Main Street in a southeast-northwest direction. Visibility was less than 5 percent due to landscaping, which included mulch, ice plant, and grasses. Much modern debris occurred along the on-/off-ramps.



Plate 1. I-5 at La Veta exit 107A, near the Orange Crush. View to south.

East 17th Street and I-5 Overpass

A windshield survey was conducted from the vehicle from the Santa Clara on-ramp to the 17th Street off-ramp heading south on I-5. The locale near East 17th Street and the I-5 overpass was explored on foot. There were several flat grassy areas near the I-5 on-/off-ramps on the north and south sides of East 17th Street. Some of these areas were easily accessible from East 17th Street. The locations were heavily landscaped and artificial, covered in grass and ice plant.

Lincoln Bridge and Metrolink Railway Tracks

The previously recorded site P-30-176663, BNSF (formerly ATSF) railway was observed on the Lincoln overpass of the I-5. This portion of the railway is currently an active Metrolink route (Plate 2), which runs parallel to the Lincoln Avenue overpass of I-5 in a north-south direction. The vicinity of the railway was completely developed with residential and commercial buildings, and features associated with the train and I-5.



Plate 2. BNSF railway segment located on bridge adjacent to Lincoln Avenue view toward southeast.

Santa Ana Zoo

The pedestrian survey continued toward Prentice Park and the Santa Ana Zoo near the intersection of East 1st Street and South Elk Lane, where I-5 crosses under East 1st Street just east of the intersection. The Santa Ana Zoo is directly to the west of I-5 at the southeast corner of the intersection. Separating I-5 and the zoo is a tall retaining wall. This area is completely developed except within the confines of Prentice Park and the zoo, which are located outside the APE. There was one sloped area located along the west side of I-5 just north of East First Street. Access was limited due to the fenced overpass on East First Street. However the area is heavily landscaped and covered in grass resulting in little ground visibility.

South Main Street Bridge

The last area investigated was at the southern terminus of the Direct APE near the I-5/SR-55 interchange on the South Main Street Bridge. There was one large densely vegetated locale in the middle of the interchange network. Access was limited due to traffic. This location is densely covered in vegetation such as grass and palm trees. It is heavily landscaped (Plate 3).



Plate 3. I-5/SR 55 interchange near South Main Street. View to south.

SURVEY RESULTS

The archaeological survey did not identify any prehistoric archaeological resources within the Direct APE. The Direct APE has been extensively disturbed by the development of I-5, SR-55, and SR-57, and nearby industrial and residential development. Development, paved roadway, elevated roadway, and landscaping have obscured any surface evidence of cultural resources. Modern construction and heavy excavation within the Direct APE have likely eradicated any potential cultural resources within the Direct APE. It is unlikely that any subsurface deposits exist within the Direct APE. Access to the survey area was limited due to retaining walls, fences, and high-speed traffic. All islands appear to be landscaped fill with nonnative vegetation.

STUDY FINDINGS AND CONCLUSIONS

AECOM was retained to conduct a cultural resources study for the proposed project area. This ASR has been prepared in support of the proposed project's environmental compliance with the CEQA, the National Environmental Policy Act, and Section 106 of NHPA. This document has been prepared in keeping with Caltrans guidelines, including Caltrans' 2004 Section 106 PA.

The SCCIC records search encompassed a 0.5-mile radius around the project area and indicated that 47 cultural resource investigations have been previously conducted within the records search area, including nine investigations that cover approximately 75 percent of the APE (one linear survey extended along a portion of I-5 within the current APE). The records search included 57 previously recorded cultural resources, all of which are historic resources. The HRI indicated that 790 historic resources are located within the records search area. Based on archival research, one historic resource, P-30-176663, has been identified within the APE. This resource is a 14.7-mile segment of the BNSF Railway and does not appear eligible for the NRHR or the CRHR. It is further discussed in the HPSR (Attachment C).

The archaeological field survey did not identify any prehistoric archaeological resources within the APE. The field survey did not identify any surface evidence of prehistoric archaeological sites within the APE. Extensive development related to the I-5 has likely eradicated any surficial evidence of archaeological resources within the APE.

No other cultural resource studies or evaluation should be necessary as long as the project limits and APE remain as currently defined.

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

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ATTACHMENT 1
RESUMES

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Education

M.A., Anthropology, California State University, Fullerton, 2007

B.A., Anthropology, California State University, Fullerton, 2005

A.A., Coastline Community College, Fountain Valley, CA
2002

(In progress) M.A., Geography (GIS emphasis), California State University,
Fullerton,

Certifications

Certificate of Achievement and Completion -GIS, California Polytechnical
University, Pomona

Professional Affiliations

Member, Register of Professional Archaeologists

Member, Society of California Archaeology

Awards

2007, 2006, 2005, 2004. Professional Enhancement Award

Anthropology Department, California State University, Fullerton

2005. Douglass-Jenkins-Gardner Memorial Award

Anthropology Department, California State University, Fullerton

Papers and Presentations

2007. Southern California Academy of Sciences

*Prehistoric Marine Adaptation and Possible Trends of Overexploitation on San
Nicolas Island, California*

2007. Society for California Archaeology

Prehistoric Fishery of San Nicolas Island during the Late Holocene

Poster Presentation

2006. Society for California Archaeology

*Analysis of Fish Remains from Three Prehistoric Sites on San Nicolas Island
and their Potential to Yield Information on Fish Procurement*

2005. Southern California Academy of Sciences

*Archaeofaunal Research at a Late Holocene Prehistoric Sites on San Nicolas
Island: Recent Excavations and Experimental Studies*

James Wallace is an archaeologist and GIS specialist with nearly eight years of archaeological experience with six years experience within southern California and Arizona cultural resource management and four years experience with GIS and database management. In his current role, James has expertise with all phases of cultural resources investigations, including archaeological monitoring, survey, excavation, and curation. In addition, James is proficient in historic and prehistoric record searches and has extensive experience in marine faunal analysis. James is also extensively trained in GIS methods, analyses, modeling, and data management. His GIS experience includes spatial analyses, 3D analyses, spatial statistics, and field mapping techniques for both cultural and ecological resources.

Project Experience

AECOM

OCTA I-5 Highway Improvements EIR

Orange County, CA

Date: 2011

Conducted archival research, pedestrian survey and authored archaeological survey report and assessment for road improvements proposed along Interstate 5 in the cities of Anaheim, Orange, and Tustin.

AECOM**Long Beach Courthouse Archaeological/Paleontological Monitoring****Long Beach, CA****Date: 2011**

Conducted monitoring investigations as well as participated as crew chief for testing excavations of early twentieth century privies. Project in progress.

AECOM**Pahnamid Archaeological Survey****Tehachapi, CA****Date: 2011**

GPS operator and field mapper of archaeological sites that included prehistoric millings as well as historic mining sites. Conducted crew chief duties such as site recordation and evaluation.

AECOM**I5/SR56 Interchange EIR****San Diego County, CA****Date: 2011**

Created figures and maps of project alternatives for the general environmental impact report.

AECOM**Van Norman Chloramination Tanks Archaeological Monitoring****Los Angeles, CA****Date: 2011**

Catalogued and analyzed isolated and site artifacts found during monitoring activities. Managed GIS/GPS data and created mapping figures for report. Authored monitoring report and evaluated archaeological sites.

AECOM**Port of Los Angeles EIR****Los Angeles, CA****Date: 2011**

Managed GIS/GPS data for cultural resources, created figures for report and provided project area and cultural resource quantification information for report writers.

AECOM**McCoy Solar Survey****Blythe, CA****Date: 2011**

GIS/GPS mapper for field survey. Managed crew GPS data. Archaeological field technician. Tasks included survey navigation, site mapping, data QA/QC, identifying artifacts, and assisted in site description and field evaluation.

AECOM**Rosamond-Gaskell Survey****Lancaster, CA****Date: 2011**

GIS/GPS mapper for field survey. Managed crew GPS data. Archaeological field technician. Tasks included survey navigation, site mapping, data QA/QC, identifying artifacts, and assisted in site description and field evaluation.

AECOM**High Speed Train Project****Chowchilla and Fresno, CA****Date: 2011**

GIS/GPS mapper for field survey. Managed crew GPS data. Archaeological field technician. Tasks included survey navigation, site mapping, data QA/QC, identifying artifacts, and assisted in site description and field evaluation.

AECOM

Alcazar Yard
Los Angeles, CA
DATE: 2010

Conducted cultural resource record search for Alcazar St. historic building evaluation. Also, managed GIS data and created figures and maps for assessment.

AECOM

San Nicolas Island SNI-41 Testing
IDIQ DO 40 Seal Beach , CA
Date: 2010

Crew chief for testing excavation. Analyzed and authored report section for faunal remains recovered during site testing. In addition to managed mapping efforts and GIS/GPS data. Tasks included documenting excavation units and findings, sorting of artifacts, survey navigation, unit mapping, artifact mapping, GPS QA/QC, identifying and analyzing faunal remains, and writing analytical results.

AECOM

San Nicolas Island SNI-41 Testing
San Nicolas Island, CA
Date: 2010

Crew chief for testing excavation. Analyzed and authored report section for faunal remains recovered during site testing. In addition to managed mapping efforts and GIS/GPS data. Tasks included documenting excavation units and findings, sorting of artifacts, survey navigation, unit mapping, artifact mapping, GPS QA/QC, identifying and analyzing faunal remains, and writing analytical results.

AECOM

San Nicolas Island SNI-316,SNI-361, and SNI-550 Faunal Report
San Nicolas Island, CA
Date: 2010

Analyzed and authored report section for faunal remains recovered during site testing.

AECOM

SCE Calico
Calico, CA
Date: 2010

Project manager of cultural GIS/GPS data for 90-mile transmission line phase I survey. The duties entailed designing data collection procedures and quality assurance standards for GPS data collection and mapping.

AECOM

Los Angeles Unified School District
Central Los Angeles High School #9
Los Angeles, CA
Date:2010

GIS and laboratory database manager for 19th century cemetery data recovery project. Duties entailed designing databases, managing data workflow, creating quality assurance standards, provide datasets for research analyses, conduct GIS spatial analyses, manage report graphic standards, prepare artifacts and catalogues for curation process.

AECOM

Greenline Right of Way Survey
Los Angeles County, CA
Date:2010

Participated in archaeological field survey of the Greenline right of way from Torrance to LAX in Los Angeles. Tasks included recording and mapping of historical and archaeological resources. In addition, co-authored of archaeological survey report.

AECOM

City of West Hollywood
West Hollywood General Plan EIR
West Hollywood, CA
DATE: 2010

Participated in the West Hollywood General Plan Environmental Impact Report by having conducted the archaeological record search for the city of West Hollywood general plan, authored the cultural assessment section,

managed cultural resources GIS data, and created the maps and figures for the cultural resource assessment section of report.

AECOM

Aiso Street Monitoring and Testing

Los Angeles, CA

DATE:2010

Historic archaeological monitoring project. Participated as a monitor for historic archaeological resources, performed excavation of archaeological resources, managed GIS data, and created figures and maps for archaeological assessment.

AECOM

Topanga Library Monitoring and Testing

Topanga Canyon, CA

DATE: 2010-2011

Phase I test excavation of a prehistoric archaeological site. Participated in the test excavation of archaeological resources, managed GIS data, sorted cultural material, and catalogued findings.

AECOM

Solar Millenium Phase I Survey

Blythe, CA

DATE:2010

Field data manager for phase I cultural survey near Blythe, CA. Prepared data collection equipment, design data collection database, assist with information recall, and developed quality assurance standards for GIS data.

AECOM

Main Street Archaeological/Paleontological Monitoring and Assessment

Los Angeles, CA

Date: 2009-2010

Managed GIS monitoring data for cultural and paleontological resources and created figures and maps for assessment.

AECOM

St. Jude Hospital Record Search

Fullerton, CA

DATE: 2010

Conducted cultural resource record search for St. Jude Hospital. Also, managed GIS data and created figures and maps for assessment.

AECOM

Temple Street Monitoring and Testing

Los Angeles, CA

DATE: 2009

Managed GIS data and created maps and figures for assessment. Co-authored report for cultural resource evaluation.

AECOM

Woodland Duck Farm Project

El Monte, CA

DATE: 2010

Managed GIS data and created maps and figures for assessment.

Statistical Research Inc.

Playa Vista

Playa Vista Phase III

Marina Del Rey, CA

DATE:2007-2009

Assist in managing GIS data, performed spatial analyses. Created maps and figures for archaeological assessment. Participated in quality assurance for curation. Participated in sorting and laboratory analyses. Participated in reburial process.

Statistical Research Inc.

Luke Airforce Base

Barry M. Goldwater Tactical Range Phase I,

Gila Bend, AZ

DATE: 2007-2009

Conducted survey and managed GIS/GPS data. Tasks included: creating maps and figures for assessment,

performed spatial analytical techniques, conducted GIS quality assurance, navigated survey crew, Site mapping, and assisted with site and artifact descriptions and evaluations.

Statistical Research Inc.

Otay Mesa Phase II

San Diego County, CA

DATE: 2009

Participated in excavation. Managed GIS/GPS data and created maps and figures for assessment.

Statistical Research Inc.

Mid-County Parkway Phase I

Riverside County, CA

DATE: 2009

Participated in survey. Managed GIS/GPS data and created figures and maps for assessment.

Coconino National Forest Service and California State University, Fullerton

Honanki Pueblo Mapping Survey

Sedona, CA

DATE: 2008-2010

Archaeological and GIS investigator for a GIS mapping project that incorporated spatial, 3D, and statistical GIS techniques.

Coconino National Forest Service and California State University, Fullerton

Honanki Pueblo Agricultural Field Survey

Sedona, CA

DATE: 2008

Field director for prehistoric agricultural field survey. Managed GIS/GPS data. Tasks included crew navigation, site mapping, site documentation, and field technique training for field crew.

Statistical Research Inc.

Loyola Marymount University

Loyola Marymount University Library Phase I

Marina Del Rey, CA

DATE: 2008-2009

Participated in monitoring and excavation. Managed GIS/GPS data. Created maps and figures for assessment.

Cogstone

Pismo Beach Fish Faunal Analysis

Pismo Beach, CA

DATE: 2007

Identified, quantified and analyzed fish remains from historic archaeological site from pismo beach. Author of marine faunal analytical report.

LSA and Associates

Mid-County Parkway Phase II

Riverside County, CA

DATE: 2007

Excavation crew chief and laboratory manager. Tasks included excavation, dry screening, field sorting, laboratory sorting, cataloguing, and terrestrial faunal identification and analysis.

LSA and Associates

Desert Center General Patton Training Camp Phase I

Desert Center, CA

DATE: 2007

Field technician for survey. Tasks included crew navigation, field mapping, artifact identification, and site documentation.

Stantec

Tomato Springs Phase III

Irvine, CA

DATE: 2006

Field technician for data recovery excavation. Tasks included unit excavation, field documentation, field sorting, dry and wet screening, and laboratory sorting.

Cogstone Inc.

Evergreen Cemetery Phase III

Los Angeles, CA

DATE: 2005

Field technician for data recovery excavation. Tasks included excavation and documentation of cultural resources.

Biola University and Golden West Community College

Biola University Mammoth Data Recovery,

La Mirada, CA

DATE: 2003

Field technician for paleontological data recovery. Tasks included excavation, dry and wet screening, document excavation, and sorting of paleontological material.

Coconino National Forest Service and California State

University, Fullerton

Honanki Pueblo Testing

Sedona, CA

DATE: 2004-2006

Participated in field excavation at prehistoric pueblo for the Coconino National Forest service stabilization efforts. Tasks included excavation, excavation documentation, mapping, and artifact sorting.

Point Mugu Naval Airforce Base and California State

University, Fullerton

San Nicolas Island Index Unit Sampling

San Nicolas Naval Base, CA

DATE: 2004-2007

Archaeological field and laboratory assistant for Naval contract through California State University, Fullerton. Tasks included field excavation, excavation documentation, field sorting, laboratory sorting, and marine faunal identification.

Point Mugu Naval Airforce Base

California State University, Fullerton Faunal Analysis, San

Nicolas Island Collection

Fullerton, CA

DATE: 2005-2007

California State University, Fullerton archaeological Marine Faunal Analyst for Naval project on San Nicolas Island. Tasks included identification, analyses, quantification of marine faunal remains.

Sara Dietler

Project Archaeologist

Education

BA, Anthropology, San Diego State University, 1998
Minor, American Indian Studies, San Diego State University, 1998

Affiliations

Society for American Archaeology
Society for California Archaeology

Publications and Professional Papers

Dietler, S. 2000. Protohistoric Burial Practices of the Gabrielino as Evidenced by the Comparison of Funerary Objects from Three Southern California Sites. In Proceedings of the Society for California Archaeology, Volume 13. Judyth Reed, Greg Greenway, and Kevin McCormick eds. Society for California Archaeology. Fresno.

Strauss, M. and S. Dietler 2006. Bones, Beads and Bowls: Variation In Habitation And Ritual Contexts At Landing Hill. Oral Presentation at the Society for California Archaeology Meeting, Ventura, California, April.
Dietler, S. 2008. Digging Deep: Archival Research into the History of Los Angeles' City Cemetery. Oral Presentation at the Society for American Archaeology (SAA) Meeting, Vancouver, B.C., Canada, March.

Dietler, S. 2008. Digging Deep: Archival Research into the History of Los Angeles' City Cemetery. Oral Presentation at the Society for California Archaeology Meeting, Burbank, California, April.

Strauss, M., S. Dietler, and C. Ehringer. 2008. Death Lends a Hand: Archaeological Excavations of Los Angeles's City Cemetery. Oral paper presentation at the Society for Historical Archaeology Annual Meeting, Albuquerque, NM.

Ehringer, C., L. Kry, S. Dietler, and M. Strauss, 2008. After the Bones Have Gone: The Role of Personal Effects in Identifying Unmarked Historic Burials. Poster presentation at the Society for Historical Archaeology Annual Meeting, Albuquerque, NM.

Presentations and Lectures

2005. Guest lecturer at Santa Monica Community College regarding career opportunities in cultural resources management, Santa Monica, CA.

2006. Guest lecturer at Santa Monica Community College regarding early Los Angeles history and cemetery research and excavation, Santa Monica, CA.

Name: Sara Dietler
BL/Dept: PDD/DPE-LA

Sara Dietler is a project archaeologist with fourteen years of experience in cultural resource management and is also a cross-trained paleontological monitor. She has worked for more than nine years in the Los Angeles area and participated in both historic and prehistoric research throughout the county. Since joining AECOM's Los Angeles office, she has specialized in the development history of downtown Los Angeles and co-authored technical reports on numerous projects relating to this subject.

As lead archaeologist for the Los Angeles office, Sara directs prehistoric and historic field and research projects for many clients in the Los Angeles area including public agencies and private developers. She manages a staff of cultural resources specialists who conduct various types of cultural resources compliance including phase I surveys, construction monitoring, Native American consultation, archaeological testing and treatment, historic resource significance evaluations, and large-scale data recovery programs. Sara prepares technical documents in support of CEQA and Section 106 compliance as well as cultural resources components for General and Specific Plans.

Project Experience

LAUSD, Central Los Angeles High School #9, Los Angeles, CA

Conducted on-site monitoring and investigation of archaeological sites exposed as a result of construction activities. During data recovery phase in connection with a 19th century cemetery located on-site, participated in locating of features, feature excavation, mapping and client coordination. Organized background research on cemetery

including; genealogical, local libraries, city and county archives, other local cemetery records, internet and local fraternal organizations. Advised in lab methodology and set up, and served as project manager, contributing author and editor for the in-progress technical report.

**City of Los Angeles BOE, Main Street
Archaeological/Paleontological Monitoring and
Assessment, Los Angeles, CA**

Directed the archaeological and paleontological monitoring of a police parking facility in downtown Los Angeles. Coordinated with the client and construction personnel throughout the project. Archaeological monitoring resulted in the identification of nineteen archaeological features. Completed the analysis of artifacts recovered and is currently producing a technical report.

LADWP, Lakeside Recreational Complex, Sylmar, CA

AECOM conducted a Phase I cultural resources evaluation of the historic-era Lakeside Debris Basin property including a California Register eligibility assessment for the facility itself and archaeological features identified as a result of the survey, and prepared a Cultural Resources Technical Report with findings and recommendations for further work, pursuant to CEQA requirements. Project Archaeologist.

**City of Los Angeles BOE, Temple Street Widening Project,
Los Angeles, CA**

AECOM conducted archaeological monitoring during the widening of Temple Street in downtown Los Angeles. Extensive coordination with general contractors was involved, as well as response to discoveries including and segment of the zanja irrigation ditch and a large historic refuse deposit to determine appropriate treatment and develop recommendations. At the completion of the monitoring phase, AECOM archaeologists analyzed the artifacts and features documented during excavation and prepared an archaeological resource assessment.

LACDPW, Topanga Library Project, Topanga Canyon, CA

AECOM conducted archaeological monitoring during

construction of the Topanga Library. Construction included the installation of waterlines along the roadway outside of the main project area. Monitoring resulted in the discovery of materials associated with the recorded archaeological site CA-LAN-8. Directed cultural resource specialists in conducting archaeological testing of this site and worked closely with the LADPW to assist them in mitigating the effects of the project as well as coordinating with several agencies with oversight on the project. Resources were identified and evaluated for eligibility to the National Register of Historic Places. Assistant Project Archaeologist.

Thomas Properties, Metro Universal, North Hollywood, CA

Assisted in compiling a compendium of over seventy years of archaeological excavation and construction monitoring in and around the Campo historic site. Drafted appropriate mitigation for the archaeological resources within the scope of the proposed development. At the request of the client a Vision Plan for the Universal City property to the east of the project area was peer reviewed for consistency and appropriate mitigation to historical resources on that property and affects to the historical resources on the Metro Universal Project location.

**LAUSD, Glassell Park Early Education Center and Affordable
Housing Project, Los Angeles, CA**

Conducted a Phase I study for the Glassell Park Early Education Center (EEC) and Affordable Housing Project adjacent to the existing Glassell Park Elementary School. Prepared a cultural resources study with findings and recommendations for further work, pursuant to CEQA requirements.

LAUSD, Belmont Primary Care #11, Los Angeles, CA

Conducted on-site monitoring and investigation of a historic trash deposit exposed during grading. Assisted in completing and presenting background research on the property in order to contextualize the artifact findings. Conducted historic map research, as well as visiting local libraries, and city and county archives.

LACDPW, Olive View Medical Center Emergency Services Expansion, Los Angeles, CA

Participated in a Phase I cultural resources evaluation of a portion of the Olive View Medical Center campus in Sylmar. Assisted in research to support a California Register eligibility assessment of the MacClay Highline, an underground spur of the Los Angeles Aqueduct.

LACDPW, Olive View Medical Center Building 403 Cultural Evaluation, Los Angeles, CA

Completed the historic architectural survey and assisted the architectural historian in evaluating a historic ward building on the property of the Olive View Medical Center campus in Sylmar that was slated for demolition.

ExxonMobile, Chevron Station 31 Connection Project, Fellows, CA

Directed a Phase I cultural resources evaluation of an undeveloped property in Kern County. Conducted an assessment of resources discovered during survey and prepared a Cultural Resources Technical Report with findings and recommendations for further work, pursuant to CEQA requirements.

Conejo Recreation and Park District, Lang Ranch, El Monte, CA

Participated in the Phase I archaeological survey of the 46-acre project area. Project work involved the archaeological testing at two artifact isolate locations to determine presence of sub-surface deposits. Assisted in the preparation of an Archaeological Resources Technical Report and EIR section with findings and recommendations for further work, pursuant to CEQA requirements.

San Gabriel & Lower Los Angeles Rivers and Mountains Conservancy, Woodland Duck Farm Project, El Monte, CA

Completed the Phase I investigation, including a historic structure and archaeological survey of the site of the former historic Woodland Duck Farm. Researched the history and background of the farm itself, assisted the Architectural Historian in the analysis of structures related to the duck farm and co-authored the technical report.

LACDPW, Santa Anita Reservoir, Los Angeles County, CA

Completed the Phase I investigation, including a historic structure and archaeological survey of the site of the Santa Anita Dam, Reservoir and Complex. Researched the history and background of the farm itself, assisted the Architectural Historian in the analysis of structures related to the dam complex and co-authored the technical report.

Western Bypass Bridge, Temecula, CA

Oversaw Phase I investigation including a record search and survey of the project area. Completed all documentation required for MND document.

John Laing Homes, Hellman Ranch Monitoring, Orange County, CA

Served as Lab Director for the final monitoring phase of the project, cataloging and analyzing artifacts recovered from salvage monitoring and test units placed in relation to recovered intact burials. Conducted microscopic analysis of small items such as bone tools and shell and stone beads. Directed lab assistants and oversaw special studies including the photo-documentation of the entire collection. Completed a section reporting on the results of the bead and ornament analysis in the final report, which was published as part of the AECOM technical series.

Twining Laboratories, Inc., Home Depot Monitoring – Lake Elsinore, Riverside County, CA

Participated in archaeological monitoring of Caltrans road-widening in vicinity of historic cemetery. Assisted in preparing negative report of findings. Coordinated with Caltrans.

Public Safety Facilities Master Plan, Los Angeles County, CA

Assisted in research and survey of a Phase I archaeological resources evaluation of an approximately five-square block area in downtown Los Angeles. Completed a record search at the South Central Coastal Information Center in addition to research on specific historic attributes present on the properties and general site history within the APE.

The Grove at Farmers Market Monitoring Project, Los Angeles, CA

Served as Lab Director for the analysis of a historic collection recovered from the area surrounding the historic Farmers Market and the nearby Gilmore Adobe. The project included cataloging and analysis of all recovered artifacts, reconstruction of items, photo-documentation and preparation for display and curation of the entire collection. Co-authored the resulting technical report for the project, which detailed the results of monitoring. The report included an analysis of features and artifacts recovered and a detailed history of the property.

San Diego Ballpark Project

Served as archaeological monitor for the construction of underground utility line installation for San Diego, California's downtown ballpark. Recovered historic artifacts and kept detailed records. Handled public relations and dealt with a variety of public officials and construction crews effectively, despite the controversial and complicated nature of this multimillion dollar project.

SANDAG Regional Beach Restoration Project

Acted as lead archaeological monitor in the inspection and analysis of offshore sediments along a large portion of coastal of San Diego County. The monitoring represented an effort to identify inundated archaeological sites in sediments representing former coastline. Collected samples of sediment, shellfish, and marine mammal remains from dredging spoils, and identified and described samples. Served as a vital member of a multidisciplinary team in materials evaluation. Job required familiarity with construction methods, and an ability to deal with a high level of media and public interest.

Barona Cultural Center and Museum, Barona Reservation Cultural Center Project San Diego County, CA

Completed an inventory of the recently purchased core collection for a new archaeological museum. Identified, inventoried, cleaned, and restored the artifacts, including extensive lithic and ceramic assemblages. Transformed the

old and poorly packaged collection into one professionally sorted, documented, and labeled, and curated to Federal standards.

All American Pipeline Conversion Survey

Led a field crew as a part of a 170-mile long archaeological survey for the conversion of a high-pressure gas pipeline in the Mojave Desert between the towns of Daggett and Blythe, California. The survey located and updated previously unrecorded resources, including 93 archaeological sites and 22 isolated artifacts.

Level Three, Level Three Long Haul Construction Monitoring.

Coauthored a technical report concerning the salvage excavation of a Chumash multiple human burial exposed during the project, researching and analyzing the unique assemblage of stone beads associated with the human remains. Monitored the directional drilling, trenching, and clean-up relating to the installation of fiber optic cable along the coast of Santa Barbara and Ventura Counties, California. Worked closely with Chumash monitors in the identification, boundary and significance testing, and protection of prehistoric archaeological sites.

Model Marsh Data Recovery.

Excavated and water screened as part of a archaeological data recovery project for a buried Late Prehistoric period shell midden site (CA-SDI-15,598) in southern coastal San Diego, California. Following the excavation of 41 archaeological test units and 23 shovel test pits, sorted, catalogued, and speciated over 77,000 grams of shellfish and other cultural materials. Wrote the Invertebrate Faunal Analysis chapter of the resulting technical report.

MILCON Monitoring and Data Recovery.

Served as field crew for the emergency salvage treatment of eleven flexed human burials on northern MCAS Camp Pendleton, San Diego County, California. Data recovery included the identification of burial features during monitoring, exposing, documenting, and identifying visible remains, and then pedestalling and removing them in blocks.

ARCO, ARCO Burial Ground Salvage Excavation.

Assisted in cataloguing and analyzing artifacts following the salvage excavation of site CA-LAN-2682, a Protohistoric period Gabrielino habitation site and burial ground. Identified, sorted, and catalogued archaeological material including artifacts, large numbers of invertebrate and vertebrate faunal remains, as well as human remains. Conducted extensive research on several similar sites, culminating in an analytical paper presented at the 1999 Society for California Archaeology Meetings and published the following year in the group's proceedings.

Selected Reports

Central Los Angeles High School #9 Archaeological Excavation Report (in progress) (contributing author). Prepared for Los Angeles Unified School District. AECOM. (anticipated 2011).

Piecing Together the Prehistory of Landing Hill: A Place Remembered (contributing author). EDAW Cultural Publications. No. 3. (2007).

Archaeological Resources Assessment for the Alameda Street Improvement Project (in progress). Prepared for City of Los Angeles, Department of Public Works. AECOM. (2010)

Archaeological Resources Assessment for the MTA Universal Project. Prepared for Thomas Properties Group. EDAW, Inc. (2008).

Archaeological Evaluation Proposal (Phase II) of the Admiralty Site (CA-LAN047) for the State Route 90 Connector Road and the Admiralty Way Widening Projects, Marina del Rey, County of Los Angeles, CA. Prepared for Caltrans District 7. EDAW, Inc. (2007).

Cultural Resources Assessment for the Woodland Duck Farm Project, Avocado Heights, Los Angeles County, CA (with A. Tomes). Prepared for San Gabriel River & Lower Los Angeles Rivers and Mountains Conservancy (2007).

Trina Meiser

Architectural Historian

Education

MA, Historic Preservation Planning, Cornell University, 2003
BA, History, Kenyon College, 1998

Affiliations

Member, National Trust for Historic Preservation
Member, Society of Architectural Historians
Member, California Preservation Foundation

Trina Meiser is a historic preservation planner and a Secretary of Interior-qualified architectural historian and historian (36 CFR Part 61) with 8 years of experience in surveying, documenting, evaluating, and planning for historic structures, districts, sites, and cultural resources. Ms. Meiser maintains a solid knowledge of architectural history and building materials conservation and has led seminars on architectural styles, workshops in materials conservation, and preservation design charrettes. She has completed a multitude of cultural resource technical reports and archival documents, including California Department of Transportation Historic Property Survey Report (HPSR) and Historical Resources Evaluation Report (HRER) studies, National Register of Historic Places nominations, Historic Structure Reports, and HABS/HAER. She has consulted on a variety of projects with clients, architects, engineers, and agency representatives for regulatory review, including Section 106 consultation. Her experience in historic preservation planning provides a strong understanding of federal, state, and local historic preservation laws. She has a thorough knowledge of the *Secretary of the Interior's Standards for the Treatment of Historic Properties* and their functions in historic preservation planning.

Project Experience

Abengoa Mojave Solar Project, Lockhart, CA

Acted as project manager for cultural resources studies in support of an EA. Conducted archival research, contact programs, and fieldwork, and prepared technical report for the evaluation of historical resources and mitigation measures.

NextEra McCoy Solar Energy Project, Riverside County, CA

Conducted archival research, contact programs, and fieldwork, and authored technical text for the evaluation of

historical resources and mitigation measures. Coordinated process with BLM.

Solar Millennium Blythe Solar Power Project, Riverside County, CA

Conducted archival research, contact programs, and fieldwork, and prepared technical report for the evaluation of historical resources and mitigation measures. Coordinated process with BLM.

Orangethorpe Avenue Grade Separation Project, Orange County, CA

Conducted cultural resources studies for the project located in an urbanized area in the cities of Placentia and Anaheim in north-eastern Orange County. Evaluated resources within an Area of Potential Effects (APE) to recommend eligibility to the National Register and the California Register and completed the HRER per Caltrans standards.

Raymond Avenue Grade Separation Project, Orange County, CA

Conducted fieldwork to record and evaluate historic resources within the project APE located along a primary arterial highway in Fullerton. Completed the Cultural Resources Survey Report with recommendations on eligibility to the National Register and the California Register.

Caltrans SR-94 Widening and HOV Lanes Project, San Diego, CA

As Project Manager for cultural resources studies, currently planning for historic and archaeological surveys and evaluations of resources within the APE for a segment of State Route 94 widening in a highly urbanized area of San Diego. Preparing HPSR and HRER to Caltrans standards.

County of San Diego, Department of Public Works (DPW), South Santa Fe Avenue Reconstruction Project - South Segment, San Diego County, CA

Completed the HPSR and HRER per Caltrans standards to analyze resources and recommend eligibility to the National Register and the California Register. Results were recorded on Department of Parks and Recreation 523 forms.

County of San Diego, DPW Rancho Santa Fe Roundabouts Project, Rancho Santa Fe, CA

Assessed significant impacts to the significant resource, the community of Rancho Santa Fe, in an HRER Addendum and HPSR. Established the historic character-defining features

to be preserved in compliance with the *Secretary of Interior Standards*.

Caltrans SR-76 Mission to I-15 Historical Resources Evaluation Report, San Diego County, CA

Conducted fieldwork to record and evaluate ranching buildings and residences. Prepared the HRER per Caltrans standards for the evaluation of historical resources for eligibility to the National Register and the California Register.

City of Del Mar North Torrey Pines Bridge "Sorrento Overpass" Restoration, Del Mar, CA

Consulted with engineers for the restoration of the 1933 North Torrey Pines Bridge to resolve significant impacts to the National Register-eligible resource. Assessed the deterioration of the bridge and established the historic character-defining features to be preserved. Evaluated restoration plans to suggest mitigation measures for its treatment in compliance with the *Secretary of Interior Standards*.

City of Temecula Main Street Bridge Replacement Project, Temecula, CA

Conducted a survey and historical research of historic resources in Old Town Temecula adjacent to the Main Street Bridge. Results were recorded on DPR forms and in the HPSR per Caltrans guidelines.

Caltrans Interstate 5/SR-56 Project, San Diego, CA

Conducted supplemental cultural resources studies for the project located in San Diego County. Surveyed resources within the APE to analyze potential impacts to historical resources. Summarized findings in the HRER and HPSR per Caltrans standards.

County of San Diego, DPW West Mission Bay Drive Bridge Project, San Diego, CA

Conducted supplemental cultural resources studies for the bridge improvement project located in San Diego County. Surveyed resources within the APE to analyze potential impacts to historical resources. Summarized findings in the HRER and HPSR per Caltrans standards.

Exposition Corridor Transit Project Phase 2, Los Angeles County, CA

Prepared technical report for the evaluation of historical resources and the cultural resources portion of EIS/EIR. Elements for Section 106 consultation included the

requesting determination of cultural resources and proposing mitigation measures for the treatment of historic properties.

**South Bay Metro Green Line Extension Project,
Los Angeles County, CA**

Created survey and evaluation strategy for transportation project through metropolitan Los Angeles County in consultation with SHPO to meet Section 106 requirements. Prepared technical report for the evaluation of historical resources and the cultural resources portion of EIS/EIR, including mitigation measures for the treatment of evaluated historical resources.

**Los Angeles Harbor Light Station Rehabilitation Project,
San Pedro, CA**

Evaluated potential adverse effects to National Register-listed "Angel's Gate" lighthouse. Conducted historical research to determine historically significant and character-defining features. As consultant to U.S. Coast Guard, prepared Finding of No Adverse Effect for Section 106 consultation.

**San Ysidro Land Port of Entry Historic Customs House
Rehabilitation Project, San Diego, CA**

Consulted with architects to ensure environmental compliance with the Secretary of Interior Standards in rehabilitation project design of National Register-listed Historic Customs House. Prepared documentation for Section 106 consultation as consultant to GSA.

**San Francisco Veterans Affairs Medical Center Seismic
Upgrade Project, San Francisco, CA**

Consulted with architects and designers for the rehabilitation and seismic retrofit of the 1930s-era Art Deco SFVAMC buildings. Evaluated design of new additions and alterations to contributing buildings to a National Register-listed historic district. Engaged in Section 106 consultation with the State Historic Preservation Office as consultant to VA.

**NAVFAC Southwest Cultural Resource Studies for Grow the
Force Actions, Camp Pendleton, CA**

Evaluated multiple buildings located on Camp Pendleton for eligibility to the National Register. Completed DPR forms and incorporated findings in an inventory to support the project EIS.

**NAVFAC Southwest Basewide Utilities Infrastructure,
Camp Pendleton, CA**

Evaluated multiple buildings located on Camp Pendleton for eligibility to the National Register. Completed DPR forms and incorporated findings in an inventory to support the project EIS.

**NAVFAC Southwest National Register Eligibility Assessment
for Naval Base Ventura County, Port Hueneme, CA**

As consultant to U.S. Navy, Southwest Division, recorded and evaluated 18 buildings at the Naval Construction Training Center at Port Hueneme for eligibility to the National Register. Completed DPR forms and incorporated findings in a technical report.

ATTACHMENT 2
NATIVE AMERICAN CONSULTATION

**Consulting Parties and Public Participation Contacts by
Affiliation, Date of Contact, and Responses**

Name/Title	Affiliation	Dates of Contact	Discussion
	Native American Heritage Commission	September 21, 2011	Indicated that "Native American cultural resources were identified" within the Project APE.
Bernie Acuna	Gabrielino-Tongva Tribe	October 13, 2011 & November 10, 2011	Requested that we resend contact letter via email. Information was sent 11.10.11. No response.
Cindi M. Alvitre, Chairwoman-Manisar	Ti'At Society/Inter-Tribal Council of Pimu	October 13, 2011 & November 10, 2011	Left message regarding project. No response.
David Belardes, Chairperson	Juaneno Band of Mission Indians Acjachemen Nation	October 13, 2011 & November 10, 2011	Joyce, the Cultural Resources Director for the tribe, spoke on behalf of Mr. Belardes and the tribe. She indicated that there are ancestral sites along Interstate 5 and that there are specific areas that should be monitored. However, she could not provide any specific information pertaining to the whereabouts of sacred lands or other known sites.
Linda Candelaria, Chairwoman	Gabrielino-Tongva Tribe	October 13, 2011 & November 10, 2011	Ms. Candelaria indicated that she had handed over the responsibility of responding to this project to Charles Alvarez who, was supposed to call. It was relayed to Ms. Candelaria that Mr. Alvarez did not call nor leave a message. Ms. Candelaria stated that if Mr. Alvarez did not call then he did not have a question or concern and she was fine with that.
Alfred Cruz, Cultural Resources Coordinator	Juaneno Band of Mission Indians	October 13, 2011 & November 10, 2011	Left message regarding project. No response.
Robert F. Dorame, Tribal Chair/Cultural Resources	Gabrielino Tongva Indians of California Tribal Council	October 13, 2011 & November 10, 2011	Requested that we resend contact letter via email. Information was sent 11.10.11. No response.
Sam Dunlap, Chairperson	Gabrielino Tongva Nation	October 13, 2011 & November 10, 2011	Left message regarding project. No response.
Anita Espinoza	Juaneno Band of Mission Indians	October 13, 2011 & November 10, 2011	Left message regarding project with family member at Ms. Espinoza's residence. No response.
Sonia Johnston, Tribal Chairperson	Juaneno Band of Mission Indians	October 13, 2011 & November 10, 2011	Left message regarding project. No response.
Anthony Morales, Chairperson	Gabrielino/Tongva San Gabriel Band of Mission [Indians]	October 13, 2011 & November 10, 2011	Left message regarding project on 11.10.11. Response received 11.15.11 via phone call. Mr. Morales indicated that all areas along Interstate 5 are culturally sensitive more specifically in the vicinity of the Santa Ana River and Angeles Stadium. He also recommends archaeological and Native American monitoring and requested to be kept

Name/Title	Affiliation	Dates of Contact	Discussion
			updated on progress of project.
Joyce Perry, Representing Tribal Chairperson	Juaneno Band of Mission Indians Acjachemen Nation	October 13, 2011 & November 10, 2011	Left message regarding project. No response. However, Ms. Perry did respond on Mr. Belardes behalf on November 10, 2012. She indicated on that day that there are ancestral sites along Interstate 5 and that there are specific areas that should be monitored. However, she could not provide any specific information pertaining to the whereabouts of sacred lands or other known sites.
Anthony Rivera, Chairman	Juaneno Band of Mission Indians Acjachemen Nation	October 13, 2011 & November 10, 2011	Left message regarding project. No response.
Rebecca Robles	United Coalition to Protect Panhe (UCPP)	October 13, 2011 & November 10, 2011	Left message regarding project. No response.
John Tommy Rosas, Tribal Admin.	Tongva Ancestral Territorial Tribal Nation	October 13, 2011 & November 10, 2011	Left message regarding project. No response.
Andrew Salas, Chairperson	Gabrielino Band of Mission Indians	October 13, 2011 & November 10, 2011	Left message regarding project. No response.
Adolph 'Bud' Sepulveda, Vice Chairperson	Juaneno Band of Mission Indians	October 13, 2011 & November 10, 2011	Initial contact letter was sent back. Attempts were made to contact Mr. Sepulveda to determine whether information on file with NAHC is current. No response.

STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net



September 26, 2011

Ms. Sara Dietler, RPA

AECOM

515 S. Flower Street, 9th Floor
Los Angeles, CA 90071

Sent by FAX to: 213-593-7715

No. of Pages: 4

Re: Sacred Lands File Search and Native American Contacts list for the
"Interstate 5 Improvements between State Route 55 and State Route 57 Project,"
located in central Orange County, California

Dear Ms. Dietler:

The Native American Heritage Commission (NAHC) conducted a Sacred Lands File search of the 'area of potential effect,' (APE) based on the USGS coordinates provided and **Native American cultural resources were identified** in the USGS coordinates you specified. Also, please note; the NAHC Sacred Lands Inventory is not exhaustive and do not preclude the discovery of cultural resources during ground braking activity.

The California Environmental Quality Act (CEQA – CA Public Resources Code §§ 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. CA Government Code §65040.12(e) defines "environmental justice" provisions and is applicable to the environmental review processes.

Early consultation, even during Initial Study or First Phase surveys with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Local Native Americans may have knowledge of the religious and cultural significance of the historic properties of the proposed project for the area (e.g. APE). Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). We urge consultation with those tribes and interested Native Americans on the list of Native American Contacts we attach to this letter in order to see if your proposed project might impact Native American cultural resources. Lead agencies should consider avoidance as defined in §15370 of the CEQA Guidelines when significant cultural resources as defined by the CEQA Guidelines §15064.5 (b)(c)(f) may be affected by a proposed project. If so, Section 15382 of the CEQA Guidelines defines a

significant impact on the environment as "substantial," and Section 2183.2 which requires documentation, data recovery of cultural resources. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Partnering with local tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C 4321-43351) and Section 106 4(f), Section 110 (f)(k) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation.

Also, California Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery', another important reason to have Native American Monitors on board with the project.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. An excellent way to reinforce the relationship between a project and local tribes is to employ Native American Monitors in all phases of proposed projects including the planning phases.

Confidentiality of "historic properties of religious and cultural significance" may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibility threatened by proposed project activity.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,

Dave Singleton

Attachment: Native American Contact List

Native American Contacts
Orange County
September 26, 2011

Ti'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
3098 Mace Avenue, Aapt. D Gabrielino
Costa Mesa, CA 92626
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino Tongva Nation
Sam Dunlap, Chairperson
P.O. Box 86908 Gabrielino Tongva
Los Angeles, CA 90086
samdunlap@earthlink.net

(909) 262-9351 - cell

Juaneno Band of Mission Indians Acjachemen Nation
David Belardes, Chairperson
32161 Avenida Los Amigos Juaneno
San Juan Capistrano CA 92675
(949) 493-4933 - home
chiefdavidbelardes@yahoo.
com
(949) 293-8522

Juaneno Band of Mission Indians Acjachemen Nation
Anthony Rivera, Chairman
31411-A La Matanza Street Juaneno
San Juan Capistrano CA 92675-2674
arivera@juaneno.com
(949) 488-3484
(949) 488-3294 - FAX
(530) 354-5876 - cell

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address Gabrielino Tongva

tattnlaw@gmail.com
310-570-6567

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower, CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel, CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX

Juaneno Band of Mission Indians
Alfred Cruz, Cultural Resources Coordinator
P.O. Box 25628 Juaneno
Santa Ana, CA 92799
alfredgcruz@sbcglobal.net
714-998-0721
714-998-0721 - FAX
714-321-1944 - cell

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed Interstate 5 Improvements between State Route 55 and State Route 57 Project; located in central Orange County, California for which a Sacred Lands File search and Native American Contacts list were requested.

Native American Contacts
Orange County
September 26, 2011

Juaneno Band of Mission Indians
 Adolph 'Bud' Sepulveda, Vice Chairperson
 P.O. Box 25828 Juaneno
 Santa Ana , CA 92799
bssepul@yahoo.net
 714-838-3270
 714-914-1812 - CELL
 bsepul@yahoo.net

Juaneno Band of Mission Indians
 Sonia Johnston, Tribal Chairperson
 P.O. Box 25628 Juaneno
 Santa Ana , CA 92799
 sonia.johnston@sbcglobal.
 net
 (714) 323-8312

Juaneno Band of Mission Indians
 Anita Espinoza
 1740 Concerto Drive Juaneno
 Anaheim , CA 92807
 neta777@sbcglobal.net
 (714) 779-8832

United Coalition to Protect Panhe (UCPP)
 Rebecca Robles
 119 Avenida San Fernando Juaneno
 San Clemente CA 92672
 rebrobles1@gmail.com
 (949) 573-3138

Gabrielino-Tongva Tribe
 Bernie Acuna
 1875 Century Pk East #1500 Gabrielino
 Los Angeles , CA 90067
 (619) 294-6660-work
 (310) 428-5690 - cell
 (310) 587-0170 - FAX
 bacuna1@gabrieinotribe.org

Juaneno Band of Mission Indians Acjachemen Nation
 Joyce Perry; Representing Tribal Chairperson
 4955 Paseo Segovia Juaneno
 Irvine , CA 92612
 949-293-8522

Gabrielino-Tongva Tribe
 Linda Candelaria, Chairwoman
 1875 Century Park East, Suite 1500
 Los Angeles , CA 90067 Gabrielino
 lcandelaria1@gabrielinoTribe.org
 626-676-1184- cell
 (310) 587-0170 - FAX
 760-904-6533-home

Gabrieleno Band of Mission Indians
 Andrew Salas, Chairperson
 P.O. Box 393 Gabirelino Tongva
 Covina , CA 91723
 (626) 926-4131
 gabrielenoindians@yahoo.
 com

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AECOM Inc
515 South Flower Street, 9th Floor, Los Angeles, CA 90071
T 213.593.7700 F 213.593.7715 www.AECOM.com

October 13, 2011

Juaneno Band of Mission Indians
Alfred Cruz, Cultural Resources Coordinator
P.O. Box 25628
Santa Ana, CA 92799

Subject: Interstate 5 Improvements between State Route 55 and State Route 57 Project

Dear Mr. Cruz:

The Orange County Transportation Authority is proposing to widen westbound State Route (SR)-91 between SR-57 and Interstate (I)-5. The purpose of the proposed improvement is to provide efficient and effective transportation operations along I-5, improve access across I-5 between the western and eastern portions of the city of Anaheim and provide westerly access to the I-5 High Occupancy Vehicle (HOV) lanes. The proposed project is located on the Anaheim, Orange and Tustin 1981, 7.5 minute Topographic Series, USGS Quadrangles. The project site is within the Santiago de Santa Ana and San Juan de Cajon Civil Land Grants of present day Orange County and is indicated on the enclosed maps, Enclosures 1 and 2.

The response form (Enclosure 3) is provided to help us identify and address your concerns with this project. Return of this form does not imply that you approve or disapprove of the project nor does it limit your opportunity to comment at a later time. Any information you can provide regarding cultural resources located within the project APE would be appreciated. Please return the response form to the address shown below no later than November 13, 2011.

Please contact Project Archaeologist Sara Dietler with any questions:

Sara Dietler
AECOM
Project Archaeologist
D 213.593.8693 F 213.593.7715
515 S Flower Street, 9th Floor
Los Angeles, CA 90071 USA
sara.dietler@aecom.com

Yours Sincerely,



Enclosure:

- 1) Project Area Map (North Half)
- 2) Project Area Map (South Half)
- 3) Response Form
- 4) Self- Addressed Stamped Envelope

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T 213.593.7700 F 213.593.7715 www.AECOM.com

October 13, 2011

Juaneno Band of Mission Indians
Anita Espinoza
1740 Concerto Drive
Anaheim, CA 92807

Subject: Interstate 5 Improvements between State Route 55 and State Route 57 Project

Dear Ms. Espinoza:

The Orange County Transportation Authority is proposing to widen westbound State Route (SR)-91 between SR-57 and Interstate (I)-5. The purpose of the proposed improvement is to provide efficient and effective transportation operations along I-5, improve access across I-5 between the western and eastern portions of the city of Anaheim and provide westerly access to the I-5 High Occupancy Vehicle (HOV) lanes. The proposed project is located on the Anaheim, Orange and Tustin 1981, 7.5 minute Topographic Series, USGS Quadrangles. The project site is within the Santiago de Santa Ana and San Juan de Cajon Civil Land Grants of present day Orange County and is indicated on the enclosed maps, Enclosures 1 and 2.

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AECOM
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D 213.593.8693 F 213.593.7715
515 S Flower Street, 9th Floor
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sara.dietler@aecom.com

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October 13, 2011

Gabrielino/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA 91778

Subject: Interstate 5 Improvements between State Route 55 and State Route 57 Project

Dear Mr. Morales:

The Orange County Transportation Authority is proposing to widen westbound State Route (SR)-91 between SR-57 and Interstate (I)-5. The purpose of the proposed improvement is to provide efficient and effective transportation operations along I-5, improve access across I-5 between the western and eastern portions of the city of Anaheim and provide westerly access to the I-5 High Occupancy Vehicle (HOV) lanes. The proposed project is located on the Anaheim, Orange and Tustin 1981, 7.5 minute Topographic Series, USGS Quadrangles. The project site is within the Santiago de Santa Ana and San Juan de Cajon Civil Land Grants of present day Orange County and is indicated on the enclosed maps, Enclosures 1 and 2.

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October 13, 2011

Juaneno Band of Mission Indians Acjachemen Nation
Anthony Rivera, Chairman
31411-A La Matanza Street
San Juan Capistrano, CA 92675-2674

Subject: Interstate 5 Improvements between State Route 55 and State Route 57 Project

Dear Mr. Rivera:

The Orange County Transportation Authority is proposing to widen westbound State Route (SR)-91 between SR-57 and Interstate (I)-5. The purpose of the proposed improvement is to provide efficient and effective transportation operations along I-5, improve access across I-5 between the western and eastern portions of the city of Anaheim and provide westerly access to the I-5 High Occupancy Vehicle (HOV) lanes. The proposed project is located on the Anaheim, Orange and Tustin 1981, 7.5 minute Topographic Series, USGS Quadrangles. The project site is within the Santiago de Santa Ana and San Juan de Cajon Civil Land Grants of present day Orange County and is indicated on the enclosed maps, Enclosures 1 and 2.

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October 13, 2011

Gabrielino Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393
Covina, CA 91723

Subject: Interstate 5 Improvements between State Route 55 and State Route 57 Project

Dear Mr. Salas:

The Orange County Transportation Authority is proposing to widen westbound State Route (SR)-91 between SR-57 and Interstate (I)-5. The purpose of the proposed improvement is to provide efficient and effective transportation operations along I-5, improve access across I-5 between the western and eastern portions of the city of Anaheim and provide westerly access to the I-5 High Occupancy Vehicle (HOV) lanes. The proposed project is located on the Anaheim, Orange and Tustin 1981, 7.5 minute Topographic Series, USGS Quadrangles. The project site is within the Santiago de Santa Ana and San Juan de Cajon Civil Land Grants of present day Orange County and is indicated on the enclosed maps, Enclosures 1 and 2.

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October 13, 2011

Juaneno Band of Mission Indians
Adolph 'Bud' Sepulveda, Vice Chairperson
P.O. Box 25828
Santa Ana, CA 92799

Subject: Interstate 5 Improvements between State Route 55 and State Route 57 Project

Dear Mr. Sepulveda:

The Orange County Transportation Authority is proposing to widen westbound State Route (SR)-91 between SR-57 and Interstate (I)-5. The purpose of the proposed improvement is to provide efficient and effective transportation operations along I-5, improve access across I-5 between the western and eastern portions of the city of Anaheim and provide westerly access to the I-5 High Occupancy Vehicle (HOV) lanes. The proposed project is located on the Anaheim, Orange and Tustin 1981, 7.5 minute Topographic Series, USGS Quadrangles. The project site is within the Santiago de Santa Ana and San Juan de Cajon Civil Land Grants of present day Orange County and is indicated on the enclosed maps, Enclosures 1 and 2.

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October 13, 2011

Gabrielino-Tongva Tribe
Bernie Acuna
1875 Century Park East, Suite 1500
Los Angeles, CA 90067

Subject: Interstate 5 Improvements between State Route 55 and State Route 57 Project

Dear Mr. Acuna:

The Orange County Transportation Authority is proposing to widen westbound State Route (SR)-91 between SR-57 and Interstate (I)-5. The purpose of the proposed improvement is to provide efficient and effective transportation operations along I-5, improve access across I-5 between the western and eastern portions of the city of Anaheim and provide westerly access to the I-5 High Occupancy Vehicle (HOV) lanes. The proposed project is located on the Anaheim, Orange and Tustin 1981, 7.5 minute Topographic Series, USGS Quadrangles. The project site is within the Santiago de Santa Ana and San Juan de Cajon Civil Land Grants of present day Orange County and is indicated on the enclosed maps, Enclosures 1 and 2.

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October 13, 2011

Ti'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
3098 Mace Avenue, Apt. D
Costa Mesa, CA 92626

Subject: Interstate 5 Improvements between State Route 55 and State Route 57 Project

Dear Ms. Alvitre:

The Orange County Transportation Authority is proposing to widen westbound State Route (SR)-91 between SR-57 and Interstate (I)-5. The purpose of the proposed improvement is to provide efficient and effective transportation operations along I-5, improve access across I-5 between the western and eastern portions of the city of Anaheim and provide westerly access to the I-5 High Occupancy Vehicle (HOV) lanes. The proposed project is located on the Anaheim, Orange and Tustin 1981, 7.5 minute Topographic Series, USGS Quadrangles. The project site is within the Santiago de Santa Ana and San Juan de Cajon Civil Land Grants of present day Orange County and is indicated on the enclosed maps, Enclosures 1 and 2.

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- 4) Self- Addressed Stamped Envelope

AECOM Inc
515 South Flower Street, 9th Floor, Los Angeles, CA 90071
T 213.593.7700 F 213.593.7715 www.AECOM.com

October 13, 2011

Juaneno Band of Mission Indians Acjachemen Nation
David Belardes, Chairperson
32161 Avenida Los Amigos
San Juan Capistrano, CA 92675

Subject: Interstate 5 Improvements between State Route 55 and State Route 57 Project

Dear Mr. Belardes:

The Orange County Transportation Authority is proposing to widen westbound State Route (SR)-91 between SR-57 and Interstate (I)-5. The purpose of the proposed improvement is to provide efficient and effective transportation operations along I-5, improve access across I-5 between the western and eastern portions of the city of Anaheim and provide westerly access to the I-5 High Occupancy Vehicle (HOV) lanes. The proposed project is located on the Anaheim, Orange and Tustin 1981, 7.5 minute Topographic Series, USGS Quadrangles. The project site is within the Santiago de Santa Ana and San Juan de Cajon Civil Land Grants of present day Orange County and is indicated on the enclosed maps, Enclosures 1 and 2.

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Please contact Project Archaeologist Sara Dietler with any questions:

Sara Dietler
AECOM
Project Archaeologist
D 213.593.8693 F 213.593.7715
515 S Flower Street, 9th Floor
Los Angeles, CA 90071 USA
sara.dietler@aecom.com

Yours Sincerely,



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October 13, 2011

Juaneno Band of Mission Indians Acjachermen Nation
Joyce Perry, Representing Tribal Chairperson
4955 Paseo Segovia
Irvine, CA 92612

Subject: Interstate 5 Improvements between State Route 55 and State Route 57 Project

Dear Ms. Perry:

The Orange County Transportation Authority is proposing to widen westbound State Route (SR)-91 between SR-57 and Interstate (I)-5. The purpose of the proposed improvement is to provide efficient and effective transportation operations along I-5, improve access across I-5 between the western and eastern portions of the city of Anaheim and provide westerly access to the I-5 High Occupancy Vehicle (HOV) lanes. The proposed project is located on the Anaheim, Orange and Tustin 1981, 7.5 minute Topographic Series, USGS Quadrangles. The project site is within the Santiago de Santa Ana and San Juan de Cajon Civil Land Grants of present day Orange County and is indicated on the enclosed maps, Enclosures 1 and 2.

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515 S Flower Street, 9th Floor
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sara.dietler@aecom.com

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T 213.593.7700 F 213.593.7715 www.AECOM.com

October 13, 2011

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
tattnlaw@gmail.com

Subject: Interstate 5 Improvements between State Route 55 and State Route 57 Project

Dear Mr. Rosas:

The Orange County Transportation Authority is proposing to widen westbound State Route (SR)-91 between SR-57 and Interstate (I)-5. The purpose of the proposed improvement is to provide efficient and effective transportation operations along I-5, improve access across I-5 between the western and eastern portions of the city of Anaheim and provide westerly access to the I-5 High Occupancy Vehicle (HOV) lanes. The proposed project is located on the Anaheim, Orange and Tustin 1981, 7.5 minute Topographic Series, USGS Quadrangles. The project site is within the Santiago de Santa Ana and San Juan de Cajon Civil Land Grants of present day Orange County and is indicated on the enclosed maps, Enclosures 1 and 2.

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Sara Dietler
AECOM
Project Archaeologist
D 213.593.8693 F 213.593.7715
515 S Flower Street, 9th Floor
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sara.dietler@aecom.com

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- 3) Response Form

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T 213.593.7700 F 213.593.7715 www.AECOM.com

October 13, 2011

Gabrielino-Tongva Tribe
Linda Candelaria, Chairwoman
1875 Century Park East, Suite 1500
Los Angeles, CA 90067

Subject: Interstate 5 Improvements between State Route 55 and State Route 57 Project

Dear Ms. Candelaria:

The Orange County Transportation Authority is proposing to widen westbound State Route (SR)-91 between SR-57 and Interstate (I)-5. The purpose of the proposed improvement is to provide efficient and effective transportation operations along I-5, improve access across I-5 between the western and eastern portions of the city of Anaheim and provide westerly access to the I-5 High Occupancy Vehicle (HOV) lanes. The proposed project is located on the Anaheim, Orange and Tustin 1981, 7.5 minute Topographic Series, USGS Quadrangles. The project site is within the Santiago de Santa Ana and San Juan de Cajon Civil Land Grants of present day Orange County and is indicated on the enclosed maps, Enclosures 1 and 2.

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AECOM
Project Archaeologist
D 213.593.8693 F 213.593.7715
515 S Flower Street, 9th Floor
Los Angeles, CA 90071 USA
sara.dietler@aecom.com

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515 South Flower Street, 9th Floor, Los Angeles, CA 90071
T 213.593.7700 F 213.593.7715 www.AECOM.com

October 13, 2011

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490
Bellflower, CA 90707

Subject: Interstate 5 Improvements between State Route 55 and State Route 57 Project

Dear Mr. Dorame:

The Orange County Transportation Authority is proposing to widen westbound State Route (SR)-91 between SR-57 and Interstate (I)-5. The purpose of the proposed improvement is to provide efficient and effective transportation operations along I-5, improve access across I-5 between the western and eastern portions of the city of Anaheim and provide westerly access to the I-5 High Occupancy Vehicle (HOV) lanes. The proposed project is located on the Anaheim, Orange and Tustin 1981, 7.5 minute Topographic Series, USGS Quadrangles. The project site is within the Santiago de Santa Ana and San Juan de Cajon Civil Land Grants of present day Orange County and is indicated on the enclosed maps, Enclosures 1 and 2.

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AECOM
Project Archaeologist
D 213.593.8693 F 213.593.7715
515 S Flower Street, 9th Floor
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sara.dietler@aecom.com

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October 13, 2011

United Coalition to Protect Panhe (UCPP)
Rebecca Robles
119 Avenida San Fernando
San Clemente, CA 92672

Subject: Interstate 5 Improvements between State Route 55 and State Route 57 Project

Dear Ms. Robles:

The Orange County Transportation Authority is proposing to widen westbound State Route (SR)-91 between SR-57 and Interstate (I)-5. The purpose of the proposed improvement is to provide efficient and effective transportation operations along I-5, improve access across I-5 between the western and eastern portions of the city of Anaheim and provide westerly access to the I-5 High Occupancy Vehicle (HOV) lanes. The proposed project is located on the Anaheim, Orange and Tustin 1981, 7.5 minute Topographic Series, USGS Quadrangles. The project site is within the Santiago de Santa Ana and San Juan de Cajon Civil Land Grants of present day Orange County and is indicated on the enclosed maps, Enclosures 1 and 2.

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AECOM
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sara.dietler@aecom.com

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AECOM Inc
515 South Flower Street, 9th Floor, Los Angeles, CA 90071
T 213.593.7700 F 213.593.7715 www.AECOM.com

October 13, 2011

Gabrielino Tongva Nation
Sam Dunlap, Chairperson
P.O. Box 86908
Los Angeles, CA 90086

Subject: Interstate 5 Improvements between State Route 55 and State Route 57 Project

Dear Mr. Dunlap:

The Orange County Transportation Authority is proposing to widen westbound State Route (SR)-91 between SR-57 and Interstate (I)-5. The purpose of the proposed improvement is to provide efficient and effective transportation operations along I-5, improve access across I-5 between the western and eastern portions of the city of Anaheim and provide westerly access to the I-5 High Occupancy Vehicle (HOV) lanes. The proposed project is located on the Anaheim, Orange and Tustin 1981, 7.5 minute Topographic Series, USGS Quadrangles. The project site is within the Santiago de Santa Ana and San Juan de Cajon Civil Land Grants of present day Orange County and is indicated on the enclosed maps, Enclosures 1 and 2.

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October 13, 2011

Juaneno Band of Mission Indians
Sonia Johnston, Tribal Chairperson
P.O. Box 25628
Santa Ana, CA 92799

Subject: Interstate 5 Improvements between State Route 55 and State Route 57 Project

Dear Ms. Johnston:

The Orange County Transportation Authority is proposing to widen westbound State Route (SR)-91 between SR-57 and Interstate (I)-5. The purpose of the proposed improvement is to provide efficient and effective transportation operations along I-5, improve access across I-5 between the western and eastern portions of the city of Anaheim and provide westerly access to the I-5 High Occupancy Vehicle (HOV) lanes. The proposed project is located on the Anaheim, Orange and Tustin 1981, 7.5 minute Topographic Series, USGS Quadrangles. The project site is within the Santiago de Santa Ana and San Juan de Cajon Civil Land Grants of present day Orange County and is indicated on the enclosed maps, Enclosures 1 and 2.

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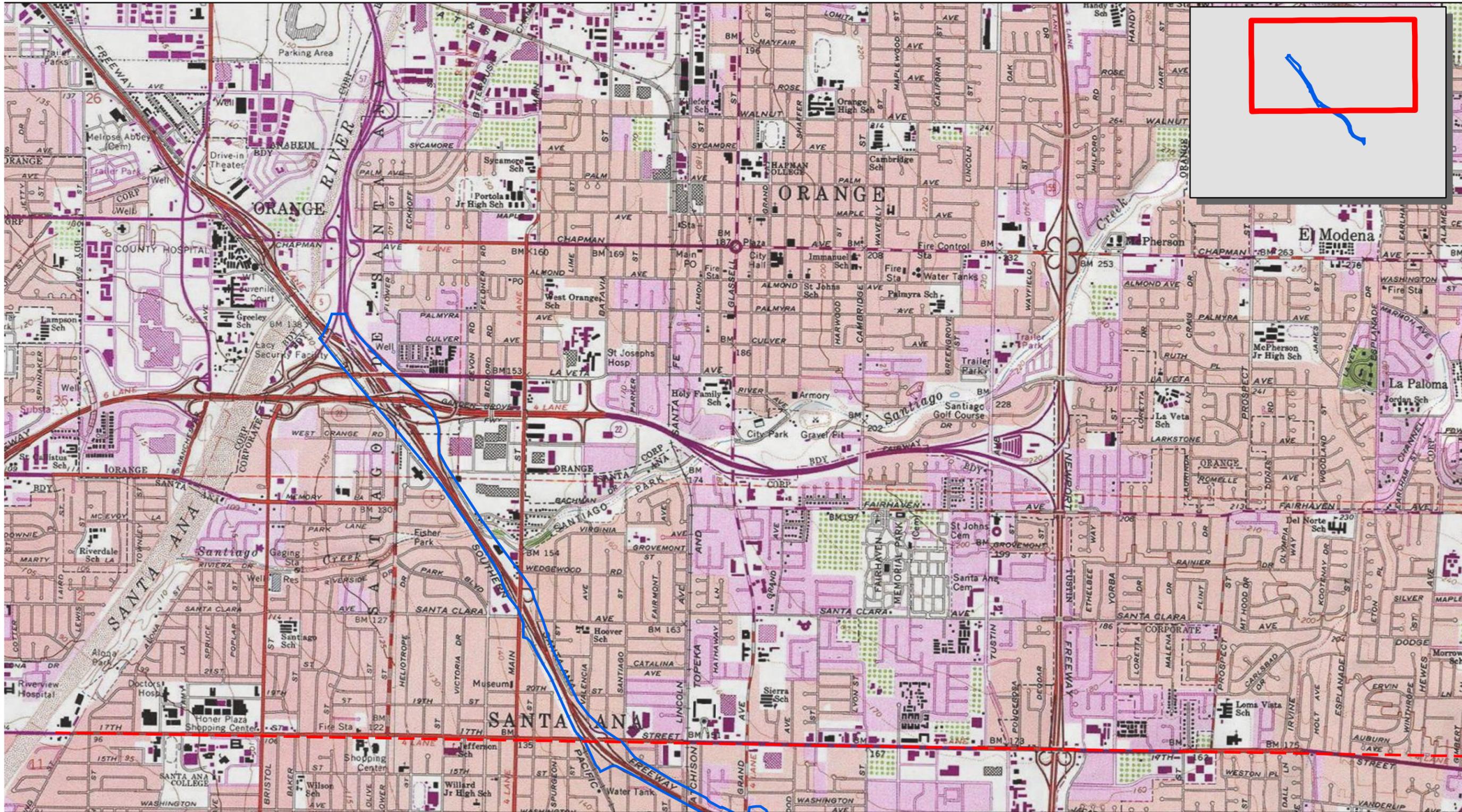
Sara Dietler
AECOM
Project Archaeologist
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515 S Flower Street, 9th Floor
Los Angeles, CA 90071 USA
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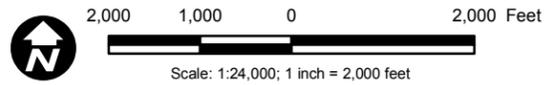


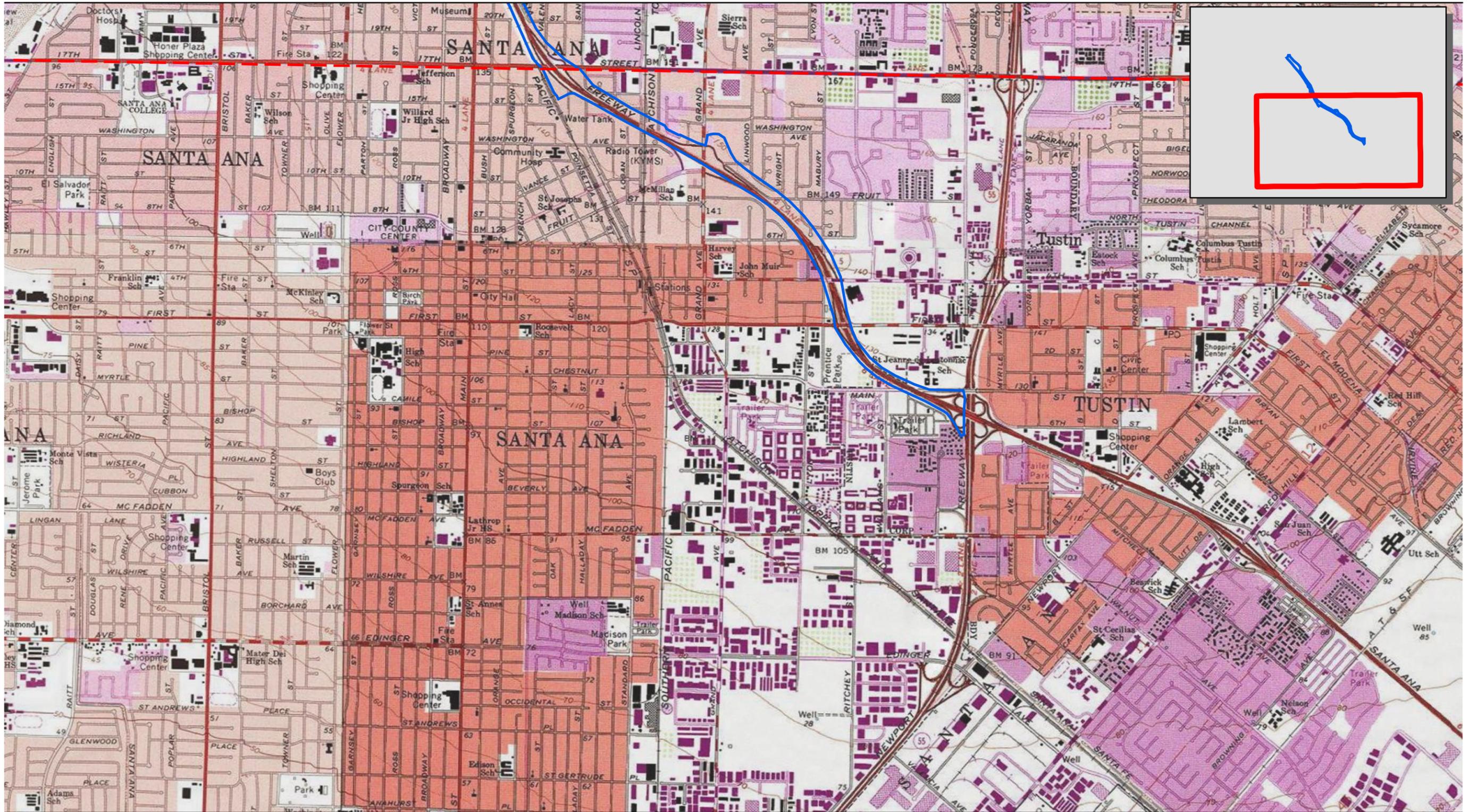
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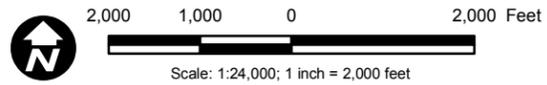


Source: Orange 1981; Tustin 1981





Source: Orange 1981; Tustin 1981



ATTACHMENT C

DPR FORMS

*Recorded by: AECOM

*Date: 05/11/2012

Continuation Update

Map Reference #1

Description:

A segment of the previously recorded site, P-30-176663, the Burlington Northern Santa Fe (BNSF) (formerly Atchison, Topeka and Santa Fe) Railway, was observed from the Lincoln Avenue overpass of Interstate 5. The railway is currently an active Metrolink route which runs parallel to the Lincoln Avenue. This segment of the resource is approximately 0.08-miles long and includes a railroad overpass. Two tracks are elevated above Interstate 5 on a concrete and steel girder bridge.



Description of Photo:

BNSF Railway segment at the Interstate 5 overpass adjacent to Lincoln Avenue, view towards east.

Recorded by: AECOM, S. Flower Street, 9th Avenue, Los Angeles, CA 90071

Significance:

This segment is part of a previously recorded 14.7-mile segment of the BNSF Railway. The railroad segment was originally part of the ATSF Railway, dating to the 1880s. The segment has been in continuous use since its original construction between 1885 and 1888, and has had significant alterations over the course of its operation. Existing tracks and associated railroad features were recorded as being modern, without specific historical characteristics. Although this segment was found significant based on its association with the establishment of the second transcontinental railroad, the resulting land boom in California in the 1880s, and turn-of-the-20th-century tourism in California, the historic resource was evaluated as not eligible for the National Register of Historic Places because it did not retain significant integrity to convey its historical significance.

*Recorded by: AECOM

*Date: 05/11/2012

Continuation Update

This segment of the resource was revisited on 11 May 2012. The physical components of the historic railroad have been replaced over the years, including the girder bridge overpass parallel to Lincoln Avenue. The girder and concrete bridge appears to date from the mid- to late 20th century, and is a typical form. No major changes appear to have occurred since the original recording. Although the ATSF Railway is an important historic resource, with historic associations that qualify it to be eligible for listing the National Register of Historic Places under Criterion A or the California Register of Historical Resources under Criterion 1, this segment does not retain sufficient integrity to convey its significance. Therefore, it does not appear to be eligible for listing in the National Register of Historic Places or the California Register of Historical Resources.

References:

Gust, Sherri, Steven McCormick, and Kim Scott.

2007 Paleontological and Archaeological Assessment Report For the Alton- Bake Layover Facility and El Toro Siding Extension, City of Irvine, CA.

Wallace, James and Sara Dietler

2012 Archaeological Survey Report for the OCTA I-5 Highway Improvements, County Of Orange, California.
Report on file at AECOM, Los Angeles, CA.

*B14. Evaluator: M.K. Meiser, M.A.

*Date of Evaluation: 05/11/2012

See also 30-176664

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

Primary # 19-186804/30-176663
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____

Review Code _____ Reviewer _____ Date _____

Page 1 of 10

*Resource Name or # (Assigned by recorder) CRM TECH 789-50H

P1. Other Identifier: Burlington Northern Santa Fe (BNSF, formerly Atchison, Topeka and Santa Fe) Railway

*P2. Location: Not for Publication _____ Unrestricted _____ *a. County Los Angeles/Orange
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quads Los Angeles, Calif. Date 1966, photorevised 1981
South Gate, Calif. Date 1964, photorevised 1981
Whittier, Calif. Date 1965, photorevised 1981
La Habra, Calif. Date 1964, photorevised 1981
Anaheim, Calif. Date 1965, photorevised 1981

T2-3S R10-13W, S.B. B.M. Within the boundaries of the San Juan Caion de Santa Ana, Los Coyotes, Santa Gertrudes (McFarland and Downey), Santa Gertrudes (Colima), Paso de Bartolo (Sepulveda), Paso de Bartolo (Guirado), and San Antonio (Lugo) land grants

Elevation: Ca. 80-190 feet above mean sea level

c. Address N/A City Fullerton, Buena Park, La Mirada, Santa Fe Springs, Norwalk, Pico Rivera, Montebello, City of Commerce, and Vernon
Zip Code N/A

d. UTM: Zone 11; NW end: 388830 mE/ 3763880 mN; SE end: 417800 mE/ 3747600 mN
UTM Derivation: USGS Quad _____ GPS _____

e. Other Locational Data: (e.g., parcel #, directions to resource, etc., as appropriate) The recorded segment of the railroad extends from Basta (BNSF Mile Post 163.3) in the City of Fullerton to Hobart (M.P. 148.9) in the City of Vernon

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The site consists of an approximately 14.7-mile segment of the Burlington Northern Santa Fe (formerly Atchison, Topeka and Santa Fe) Railway. Most of the rail line dates originally to the 1880s. However, as a working railroad after more than 100 years of continuous operation, its current physical characteristics reflect very little of the historic origin. The existing tracks and other associated railroad features are mostly modern in origin, and show no particular historical characteristics today.

*P3b. Resource Attributes: (List attributes and codes) HP37: Railroad

*P4. Resources Present: Building Structure Object Site District Element of District
 Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

(See p. 10)

P5b. Description of Photo: (view, date, accession #)
Photos taken on June 21, 2002

*P6. Date Constructed/Age of Sources:
 Historic Prehistoric Both 1885-1888 (see Items B6 and B12 for detail)

*P7. Owner and Address:
Burlington Northern Santa Fe Railway Company, 2650 Lou Menk Drive, Fort Worth, TX 76131

*P8. Recorded by: (Name, affiliation, and address)
Daniel Ballester/Bai "Tom" Tang, CRM TECH, 4472 Orange Street, Riverside, CA 92501

*P9. Date Recorded: June-July 2002

*P10. Survey Type: CEOA-compliance survey

(Continued on p. 2)

*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.") Bai Tang, Michael Hogan, and Mariam Dahdul (2002); Historical Resources Compliance Report: Third Main Track and Grade Separation Project, Hobart (MP 148.9) to Basta (MP 163.3), BNSF/Metrolink East-West Main Line Railroad Track, Vernon to Fullerton, Los Angeles and Orange Counties, California. On file, South Central Coastal Information Center, California State University, Fullerton.

*Attachments: None Location Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Resource Record Milling Station Record
 Rock Art Record Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 10

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) CRM TECH 789-50H

B1. Historic Name: Atchison, Topeka and Santa Fe Railway

B2. Common Name: Burlington Northern Santa Fe Railway

B3. Original Use: Railroad

B4. Present Use: Railroad

*B5. Architectural Style: N/A

*B6. Construction History: (Construction date, alterations, and date of alterations) Most of the railroad line within this site was constructed in 1885-1888 by the Riverside, Santa Ana and Los Angeles Railway Company, an ATSF subsidiary, as a part of the ATSF main line from Los Angeles to Orange and San Diego. The easternmost segment, measuring approximately 1.5 miles in length, was built in 1910 as a part of the "Fullerton Cutoff," which straightened and shortened the ATSF line between Los Angeles and Riverside. During the heyday of the railroad age, the line was a part of the ATSF's famed "Kite-Shaped Track," one of the most popular tourist attractions in southern California in the 1890s-1910s. Almost all of the physical components of the railroad, however, have been replaced over the years.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: Bridges, culverts, and other common railroad features (see p. 10)

B9a. Architect: N/A b. Builder: Riverside, Santa Ana and Los Angeles Railway Company

*B10. Significance: Theme Railroad transportation Area California

Period of Significance 1880s Property Type Railroad Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The railroad line at this site is closely associated with an important event in 19th-century California history, namely the coming of a second transcontinental railroad, which marked the beginning of the end of the Southern Pacific Railway Company's transportation monopoly and contributed directly to the southern California land boom of the 1880s. It is also associated with the emergence of southern California as a favored tourist destiny in the late 19th and early 20th centuries. However, the existing railroad line and its associated features that constitute the site, as working components of the modern transportation infrastructure, do not retain sufficient historic integrity to relate to the site's period of significance. Therefore, the site does not appear eligible for listing in the National Register of Historic Places.

B11. Additional Resource Attributes: (List attributes and codes) HP19: Bridges/culverts

*B12. References: Donald Duke (1991): Kite-Shaped Track Excursion, in The Branding Iron (Los Angeles) Summer 1991:8-12; Lee Gustafson and Philip Serpico (1992): Santa Fe Coast Lines Depots, Los Angeles Division, Omni Publications, Palmdale, California.

B13. Remarks: _____

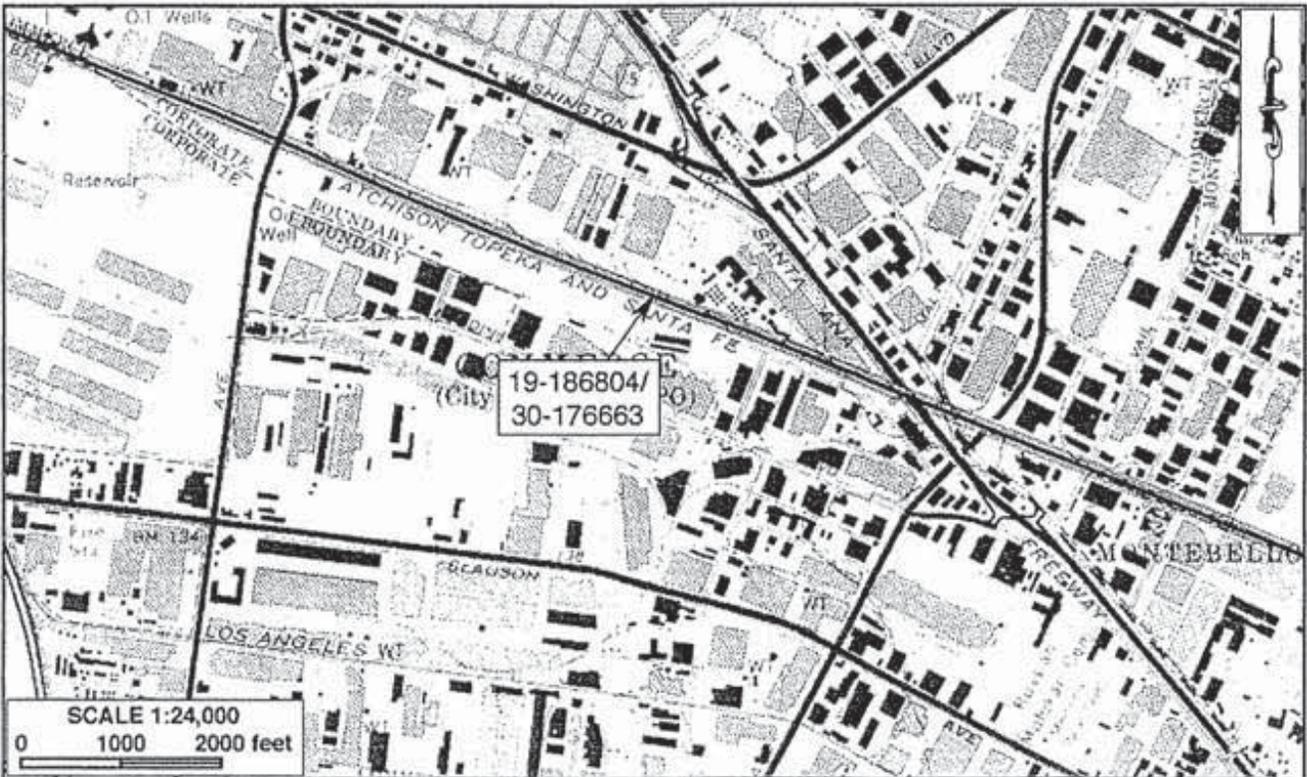
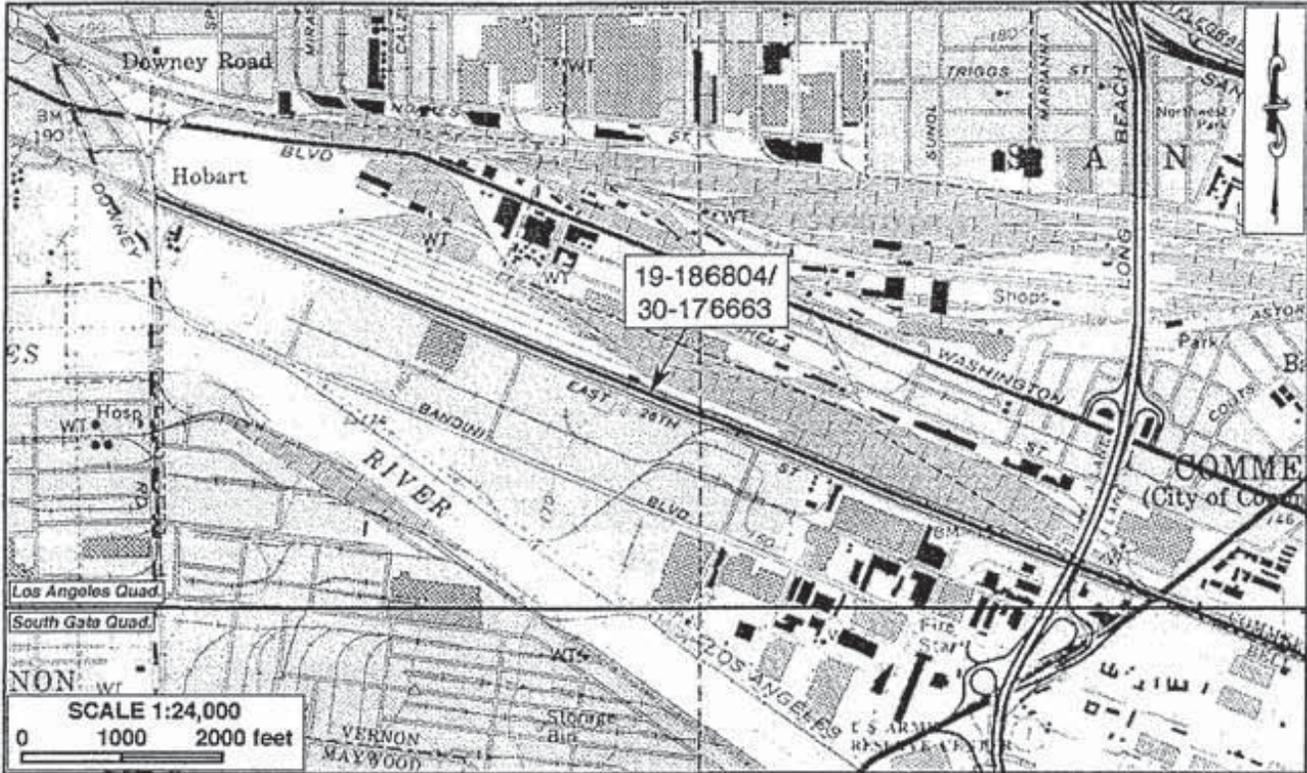
*B14. Evaluator: Bai "Tom" Tang

*Date of Evaluation: November 2002

(Sketch Map with north arrow required.)

(See pp. 4-9)

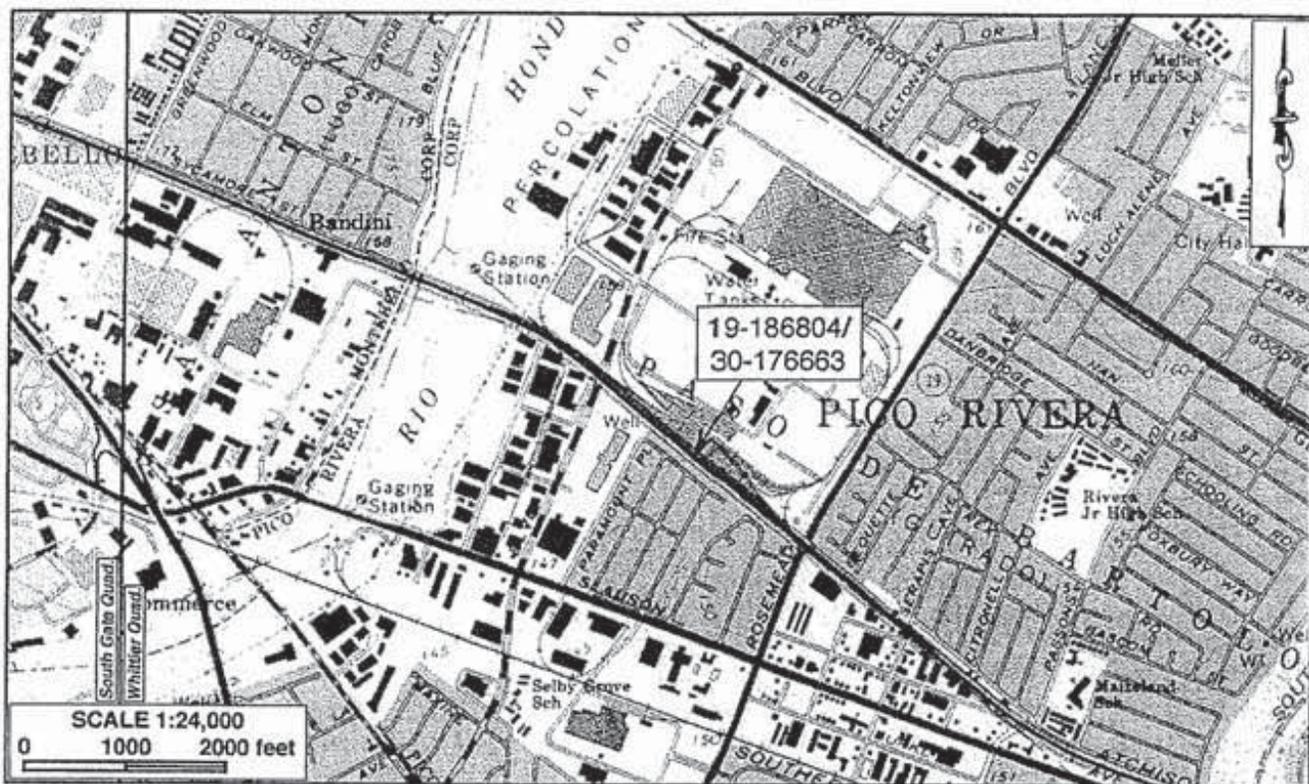
(This space reserved for official comments.)



*Map Name: South Gate and Whittier, Calif.

*Scale: 1:24,000

*Date of Map: 1964/1965, photorevised 1981





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

Primary # 19-186804/30-176663

HRI # _____

Trinomial _____

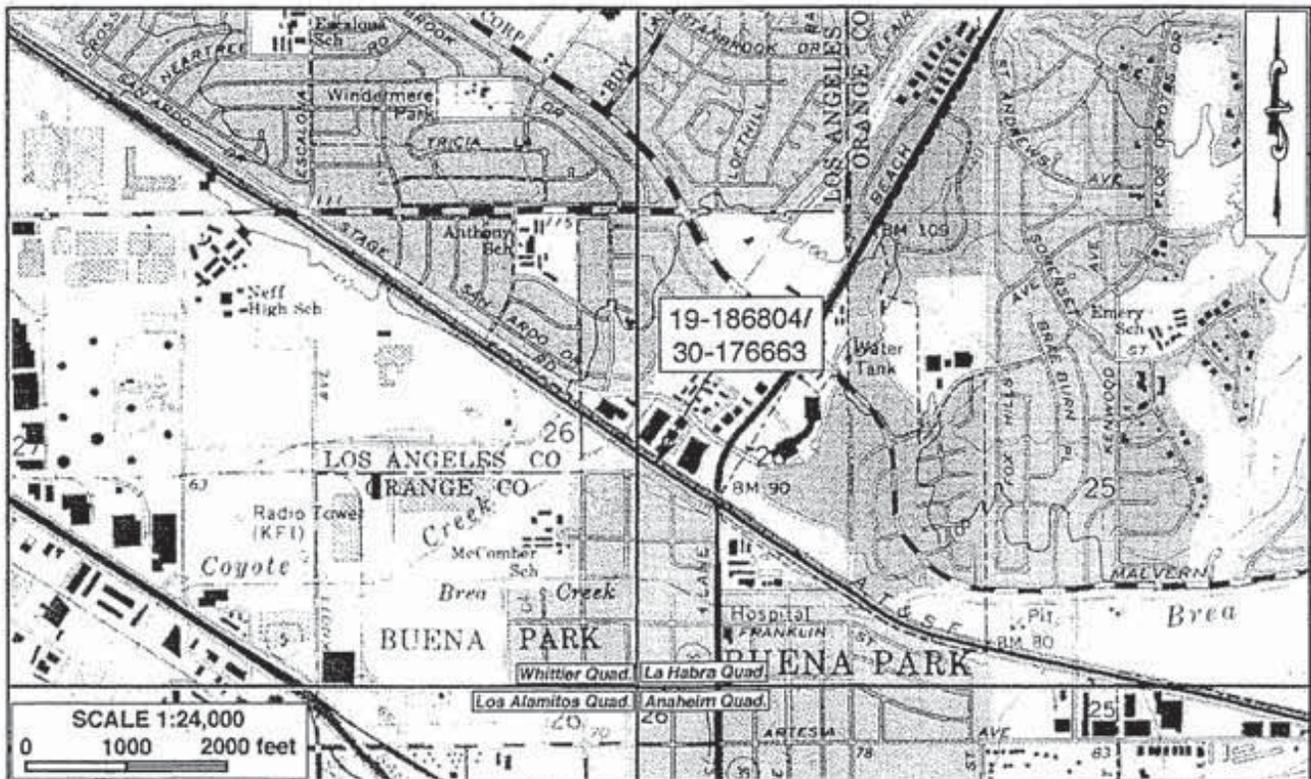
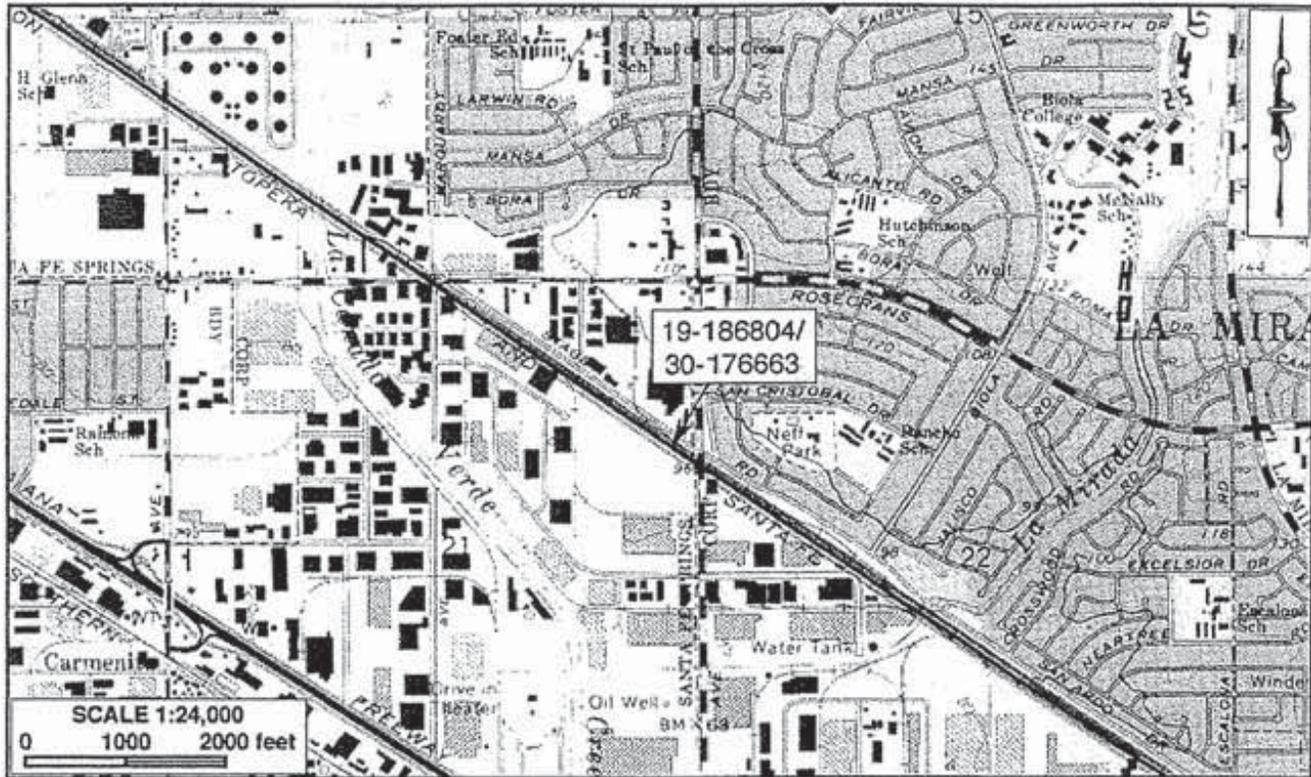
Page 7 of 10

*Resource Name or # (Assigned by recorder) CRM TECH 789-50H

*Map Name: Whittier, La Habra, Los Alamitos, and Anaheim, Calif.

*Scale: 1:24,000

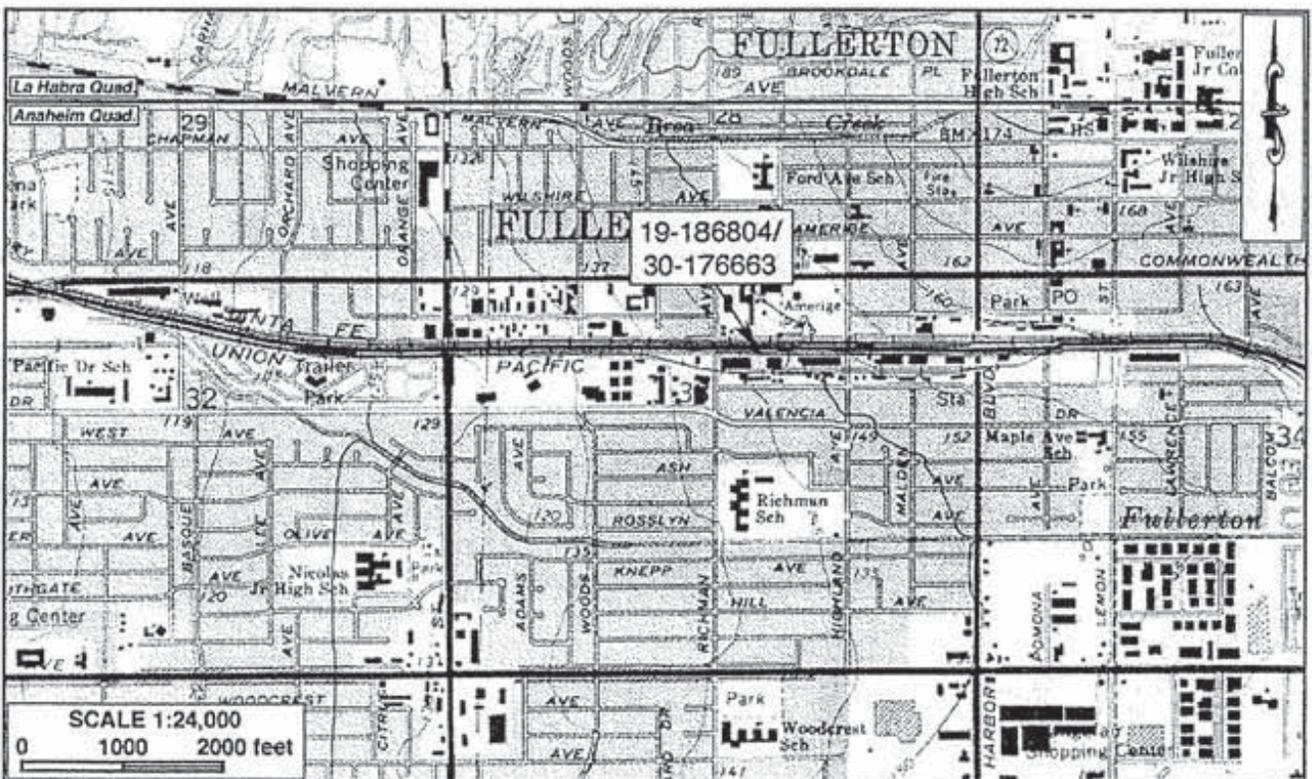
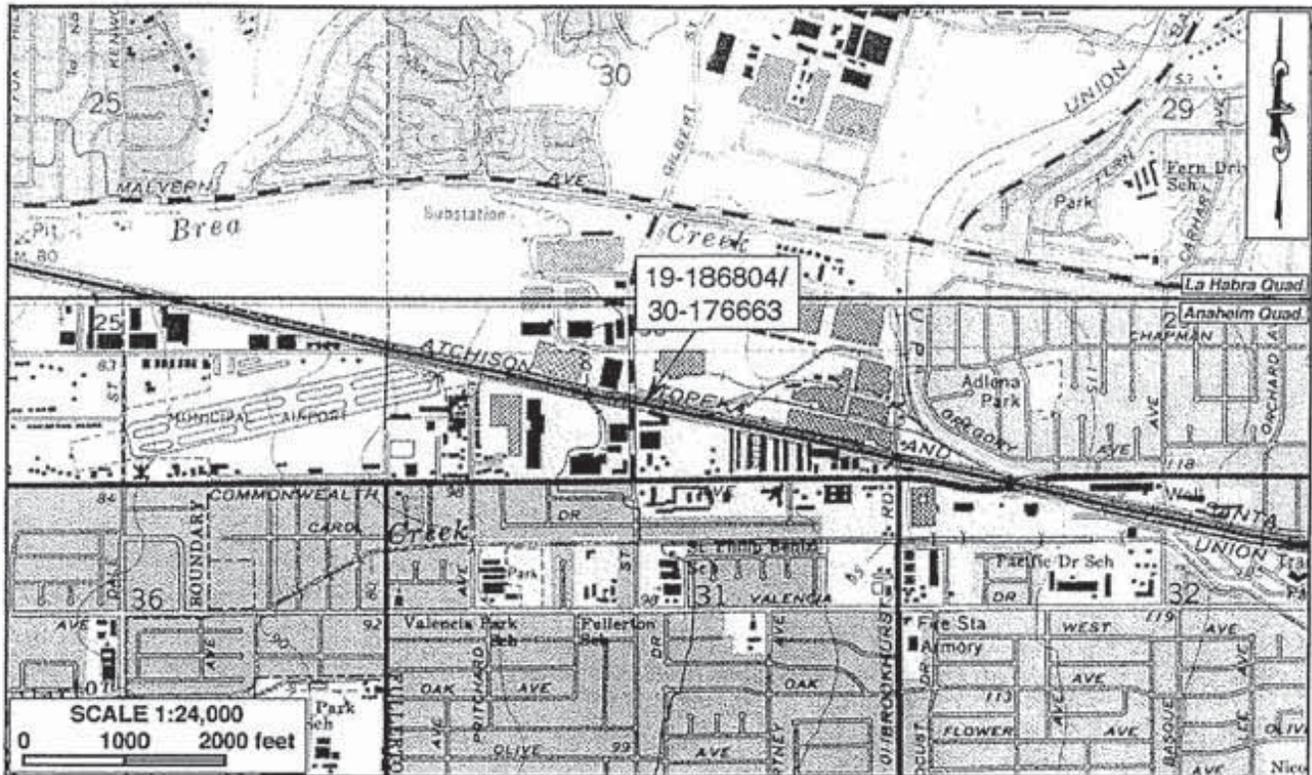
*Date of Map: 1964/1965, photorevised 1981



*Map Name: La Habra and Anaheim, Calif.

*Scale: 1:24,000

*Date of Map: 1964/1965, photorevised 1981



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

Primary # 19-186804/30-176663

HRI # _____

Trinomial _____

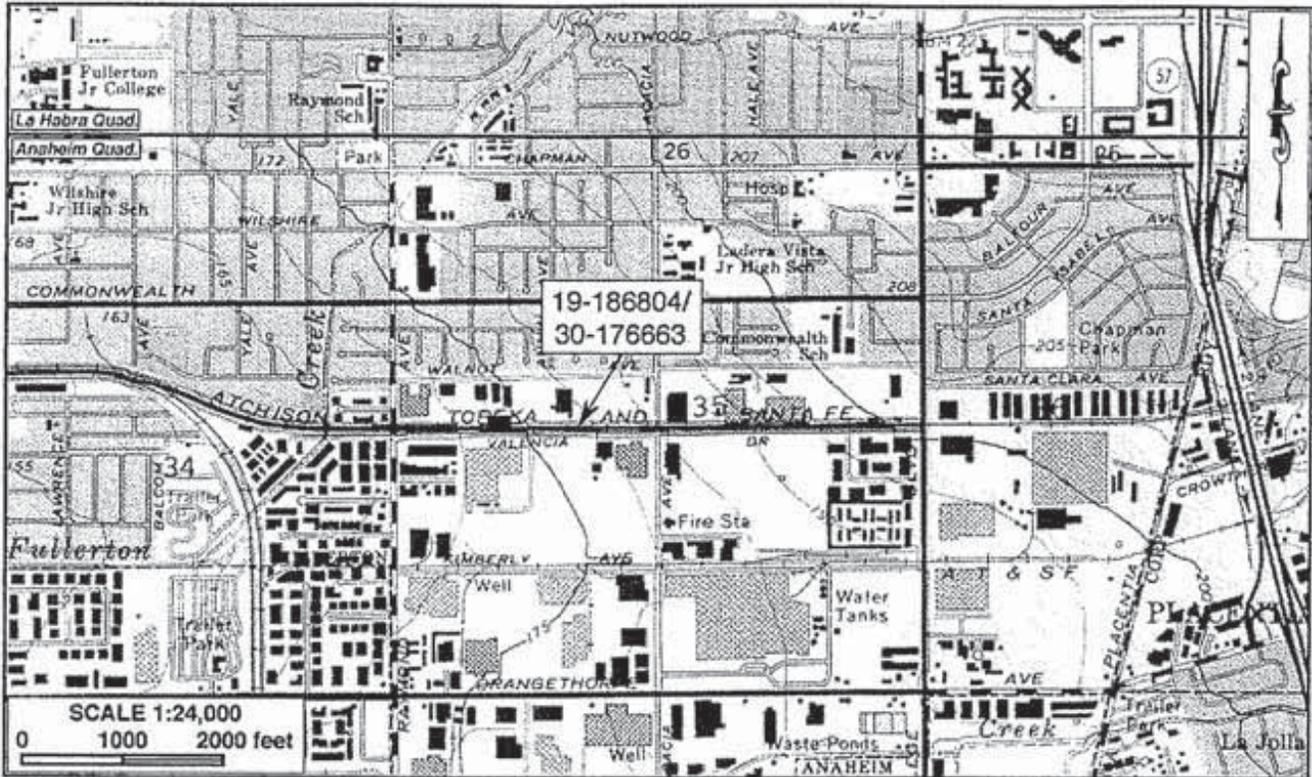
Page 9 of 10

*Resource Name or # (Assigned by recorder) CRM TECH 789-50H

*Map Name: La Habra and Anaheim, Calif.

*Scale: 1:24,000

*Date of Map: 1964/1965, photorevised 1981





Typical view of the existing railroad line



Old concrete culvert across the railroad bed

BUILDING, STRUCTURE, AND OBJECT RECORD UPDATE

Page 1 of 27

*NRHP Status Code

*RESOURCE NAME OR # Burlington Northern Santa Fe Railway

B1. Historic Name: Atchison, Topeka and Santa Fe Railway

B2. Common Name: Burlington Northern Santa Fe Railway

B3. Original Use: Railroad **B4. Present Use:** Railroad

***B5. Architectural Style:** NA

***B6. Construction History: (Construction date, alterations, and date of alterations)**

Most of the railroad within this site was constructed in 1885-1888 by the Riverside, Santa Ana and Los Angeles Railway Company, an ATSF Subsidiary, as part of the ATSF main line from Los Angeles to Orange and San Diego.

***B7. Moved?** No Yes Unknown **Date:** **Original Location:**

***B8. Related Features:** Bridge,s culverts and other common railroad features

B9a. Architect: NA. **Builder:** Santa Fe

***B10. Significance: Theme:** Rairoad transportaion

Period of Significance: 1880

Property Type: Railroad

Applicable Criteria: NA

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This railroad line at this site is closely associated with the coming of a second transcontinental railroad. This railway helped to contribute to the souther California land boomof the 1880's. This is a operational railway and as such the railway and its associated features do not retain sufficient historic integrity to relate to the sites period of significance and therefor does not apper to be eligible for listing in the National Register of Historic Places. 1889 Santa Fe built the segment of the railway thru Irvine Ranch.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References: Orange County Rialroads.**

<http://www.anaheimcolony.com/train.htm>

2007 Paleontological and Archaeological Assessment Report For The Alton – Bake Layover Facility and El Toro Siding Extension, City of Irvine, California by Sherri Gust, Steven McCormick and Kim Scott.

B13. Remarks: This is an update to extend the site from Fullerton Station all the way down to the Orange County/ San Diego Border. This segment of the railway is approximately 43 miles

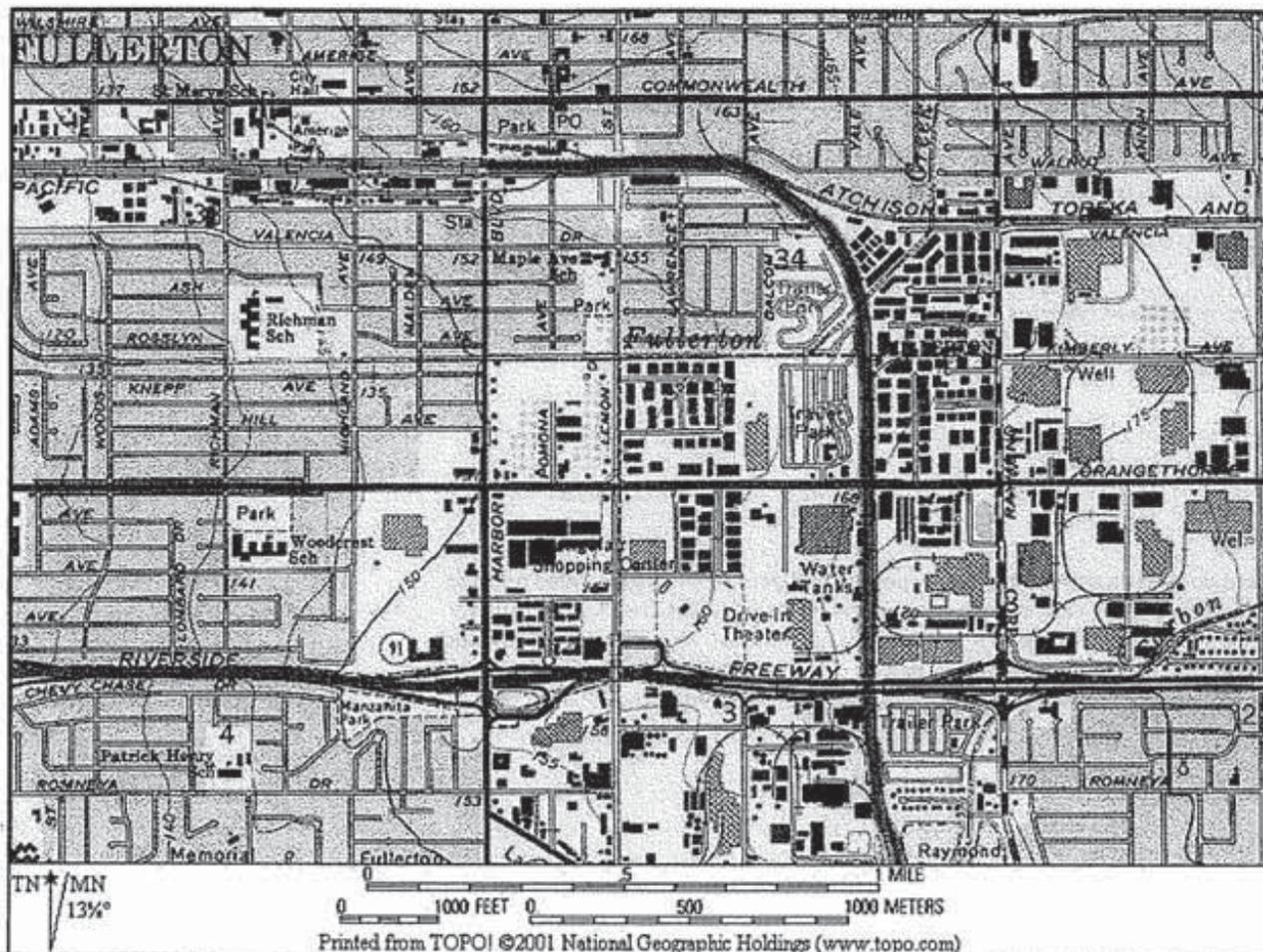
***B14. Evaluator:** Steven McCormick

Sketch map

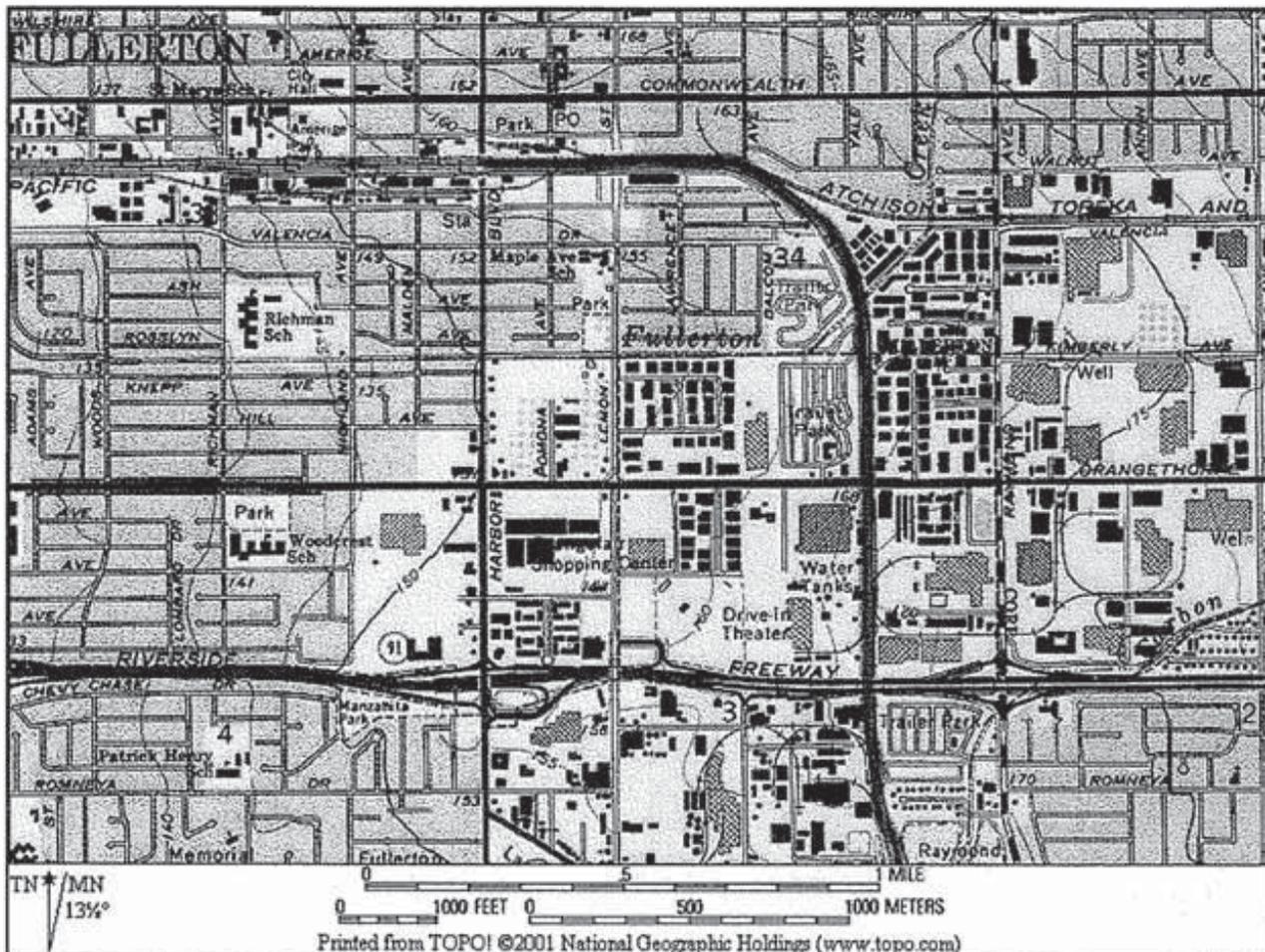
See series of map sheets attached.

***Date of Evaluation:** June 2007

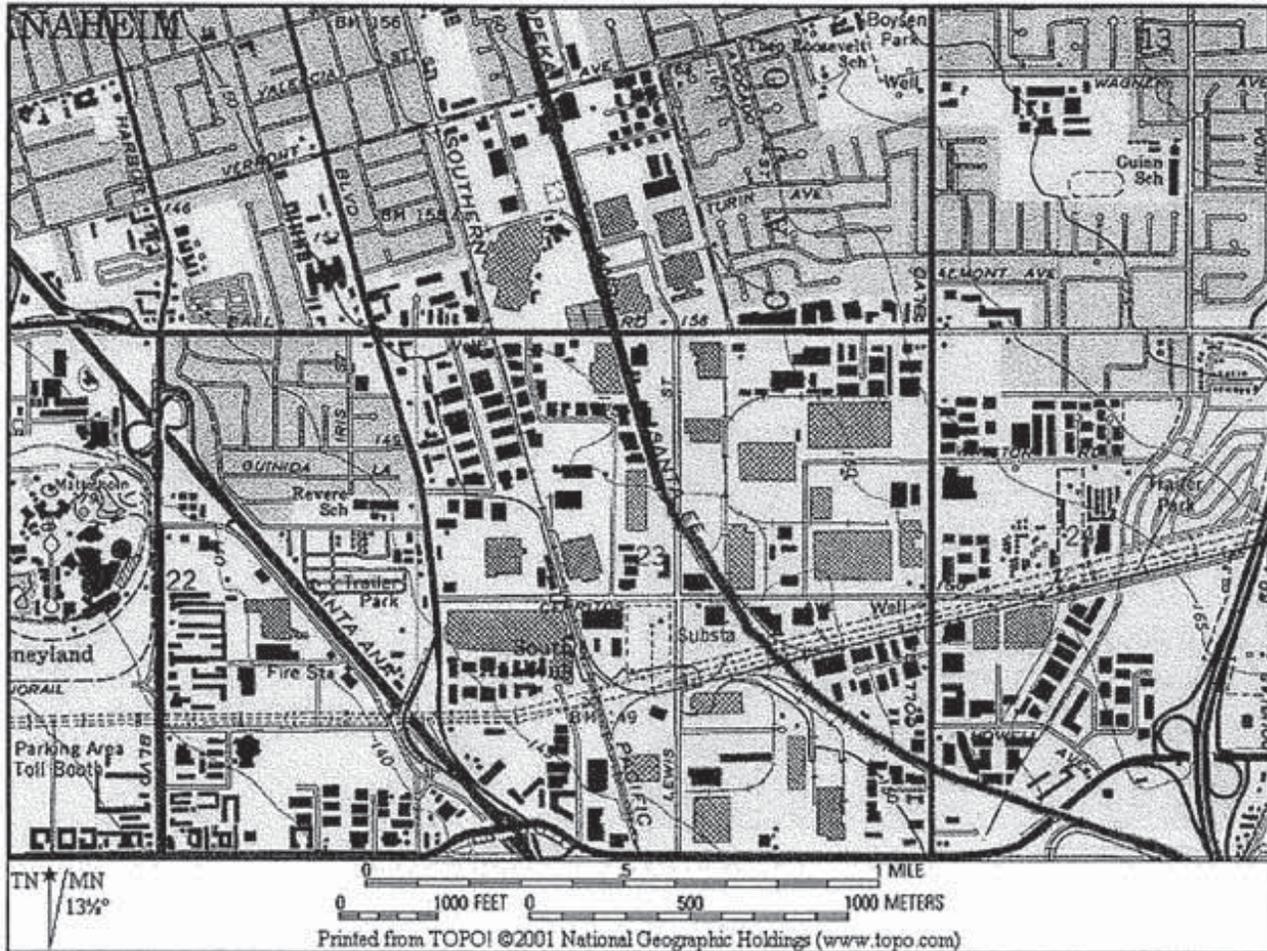
(This space reserved for official comments.)

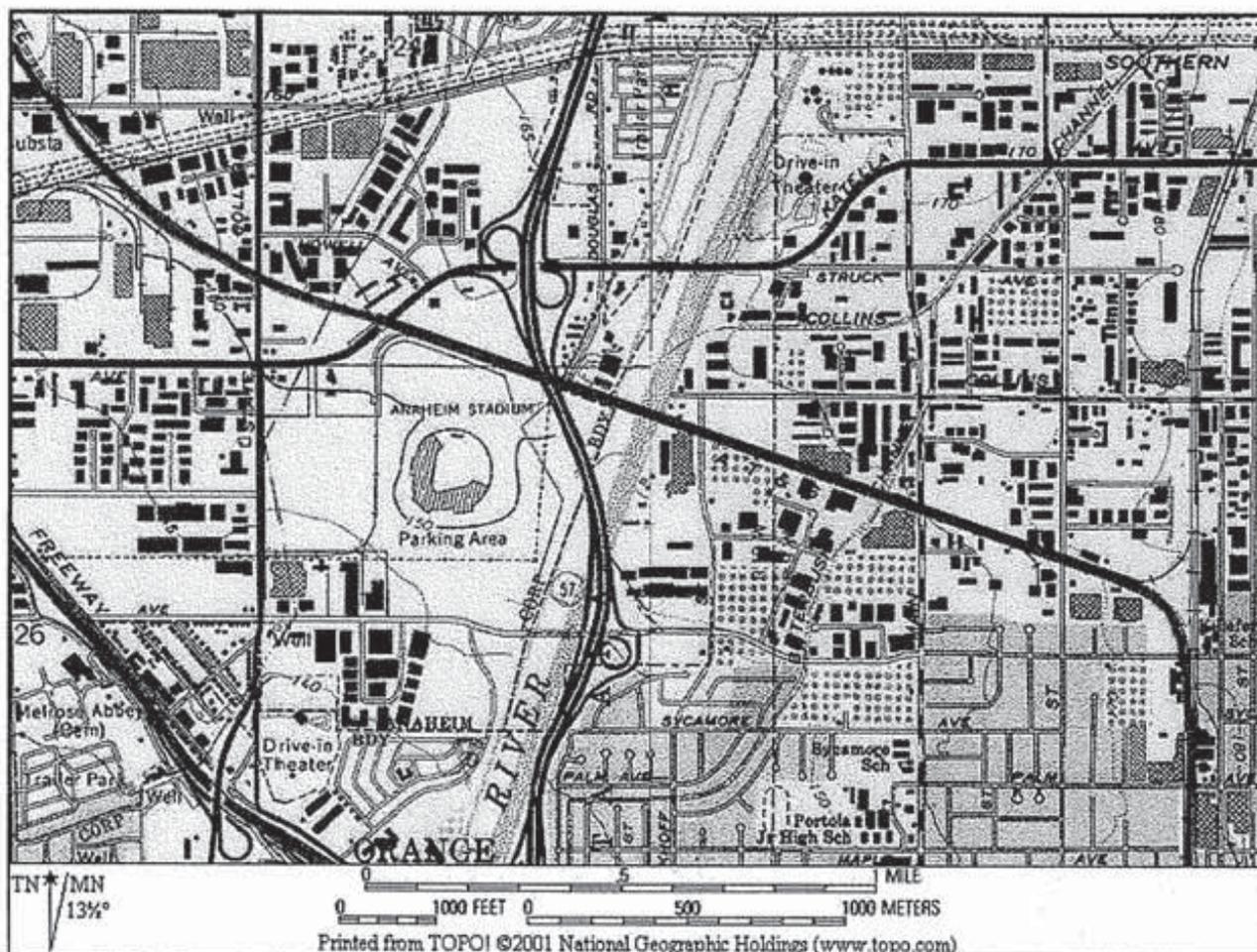


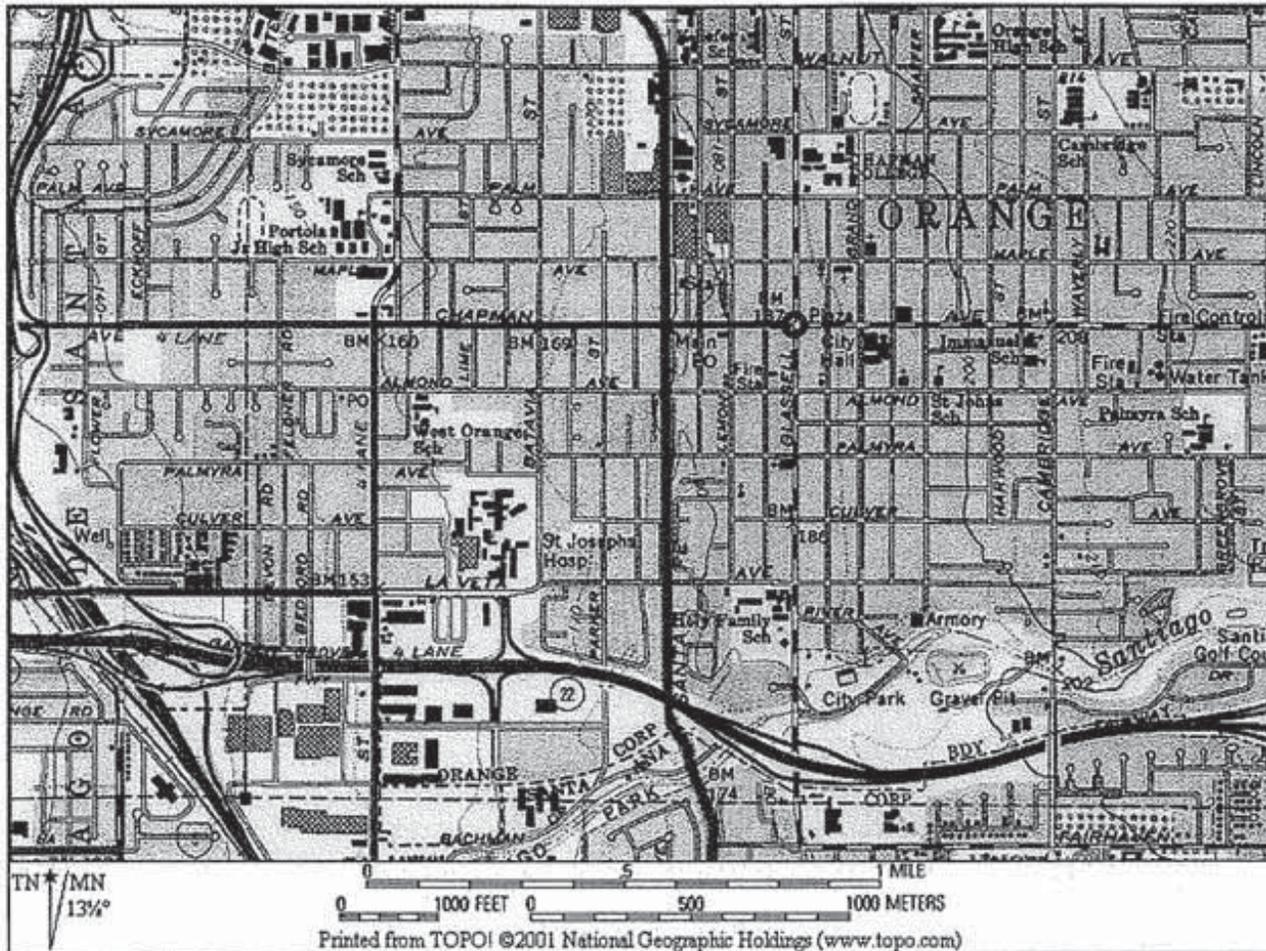
LOCATION MAP

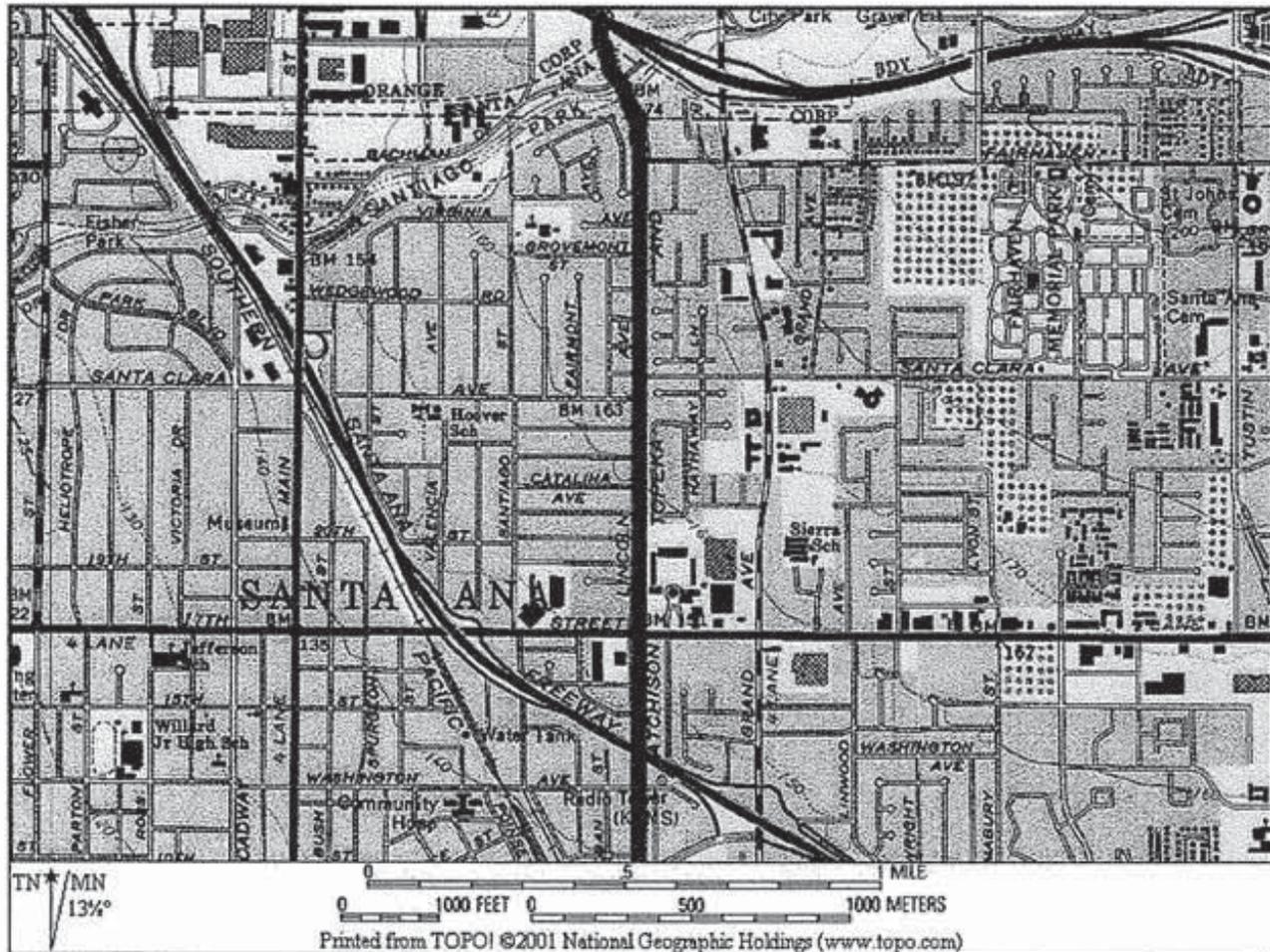


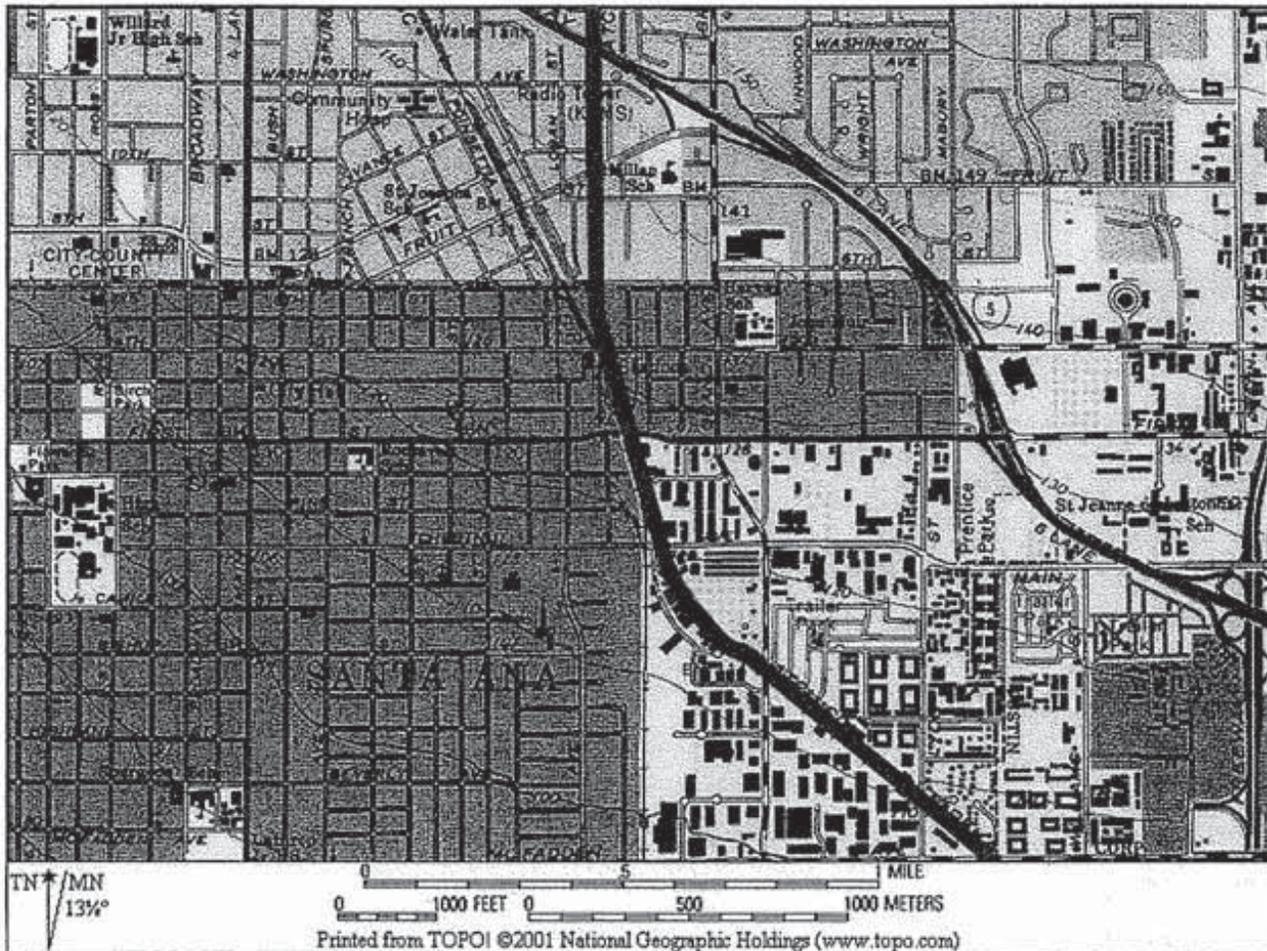
Printed from TOPO! ©2001 National Geographic Holdings (www.topo.com)

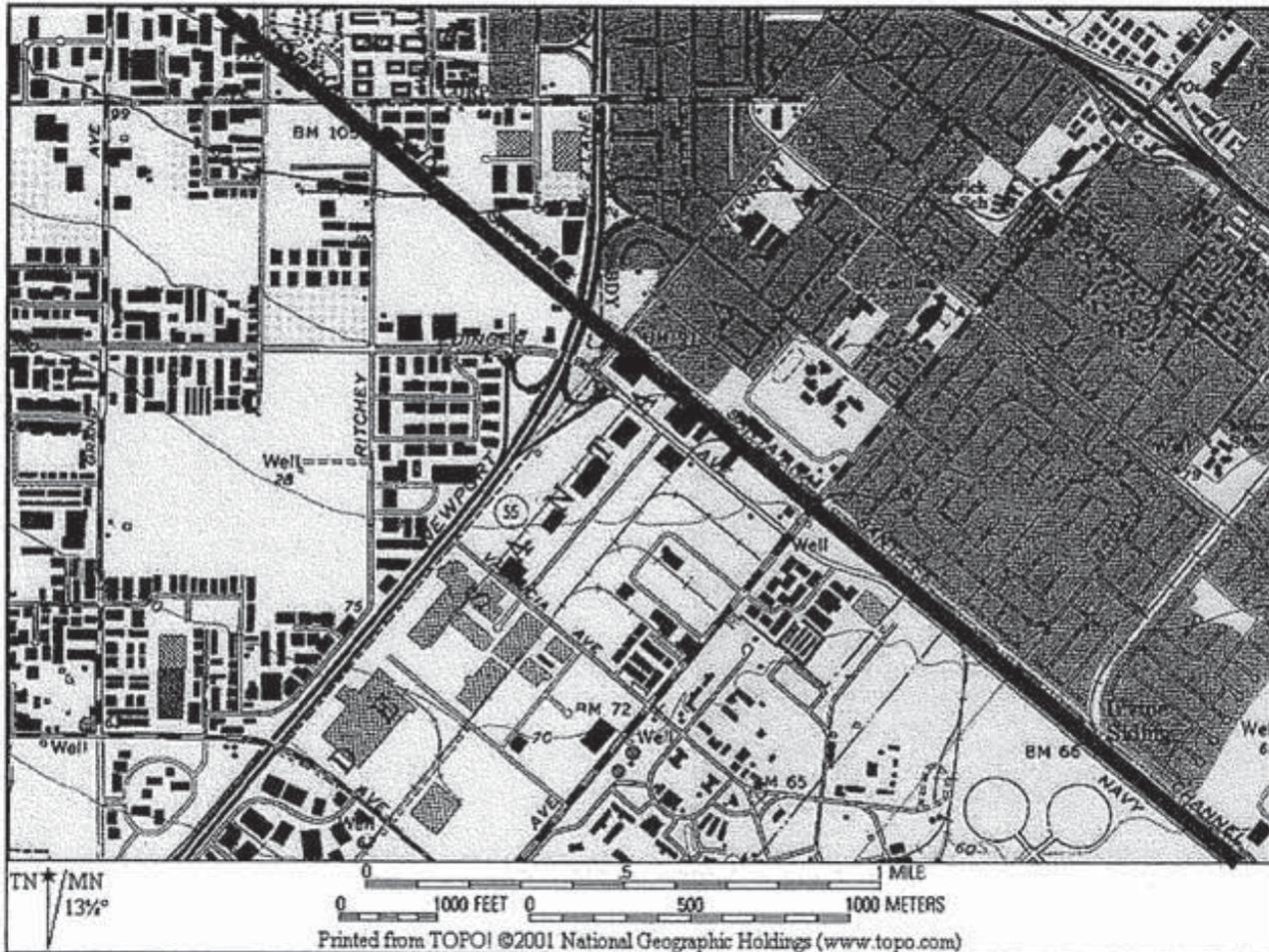


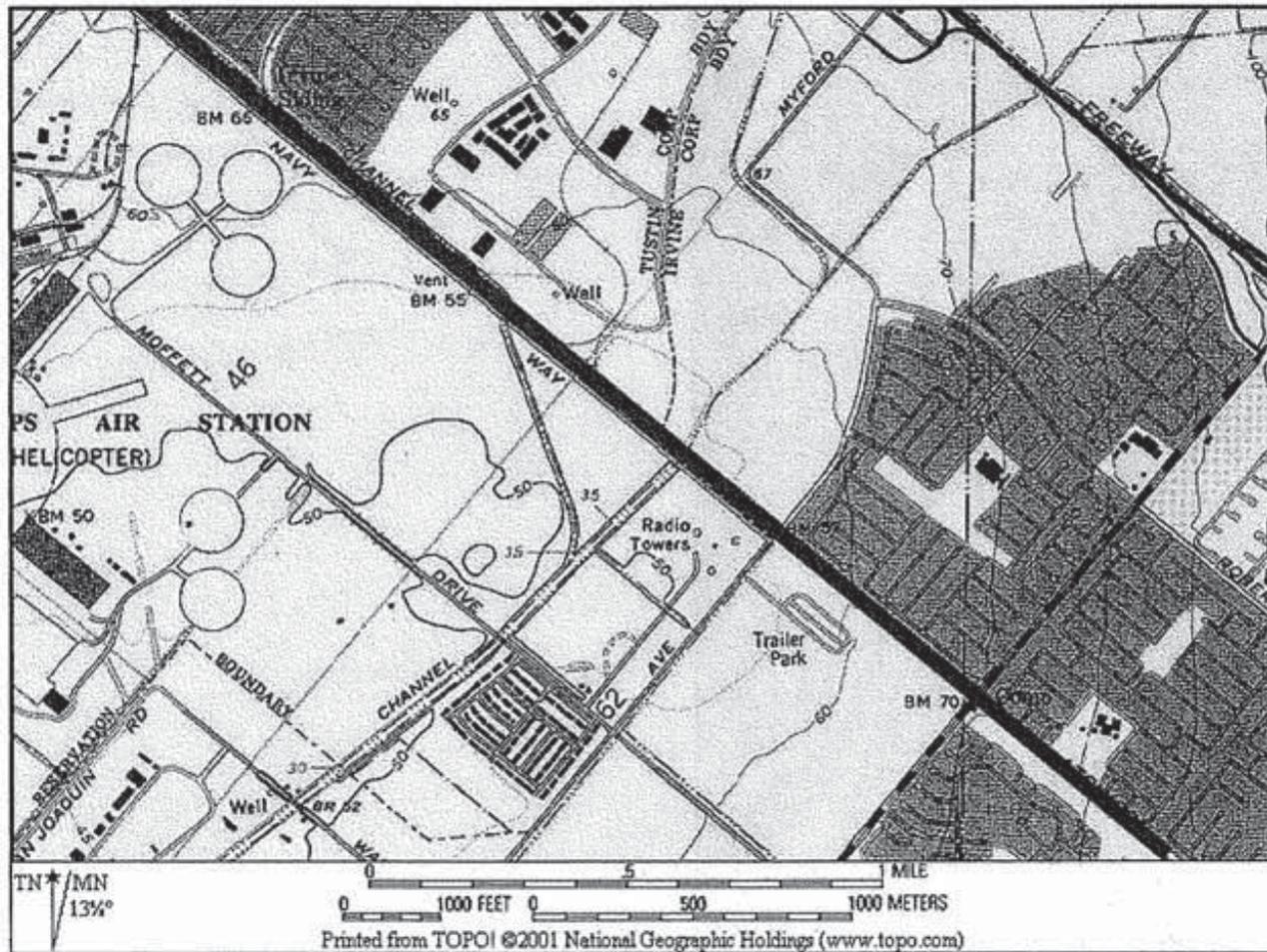


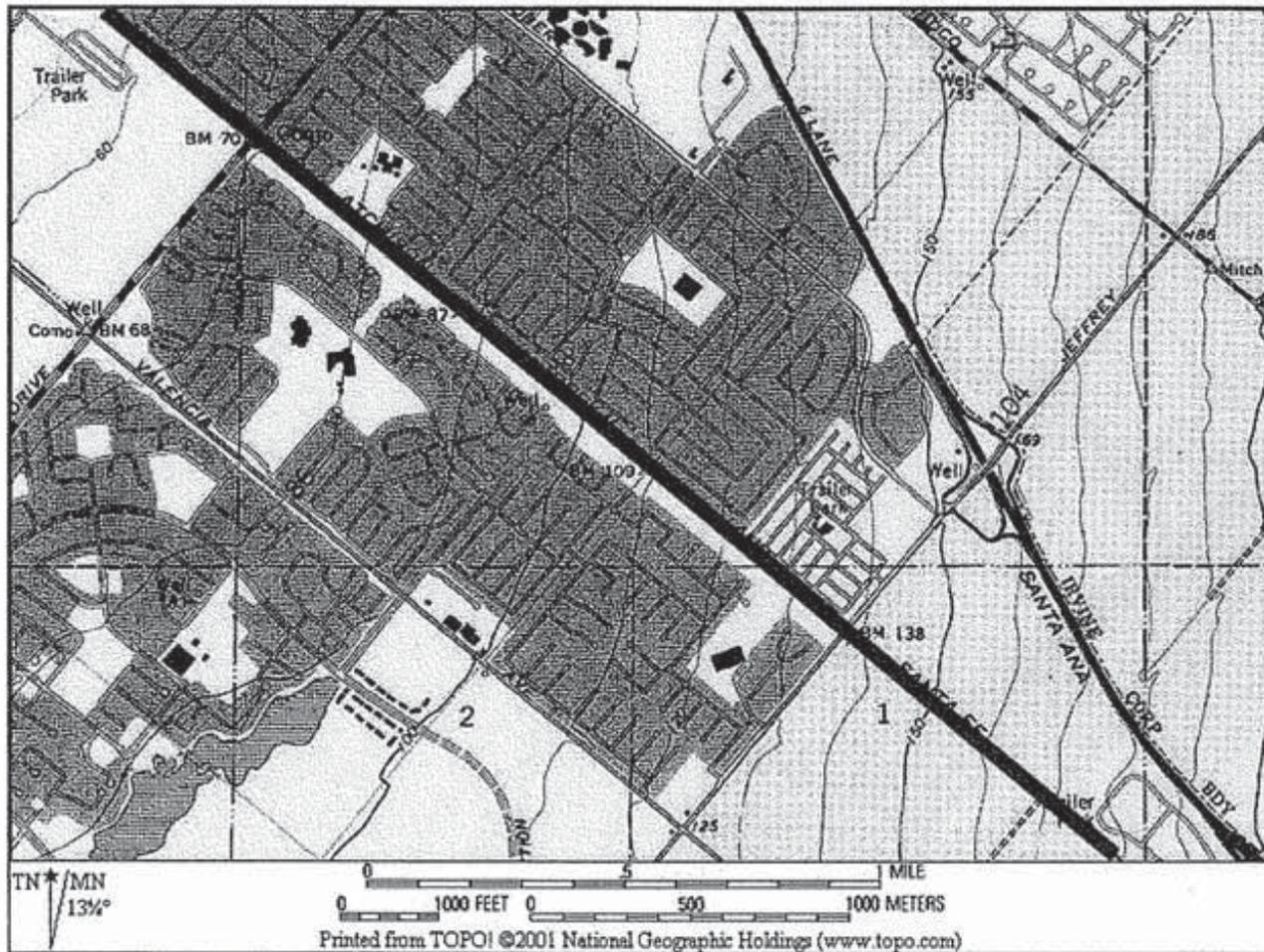


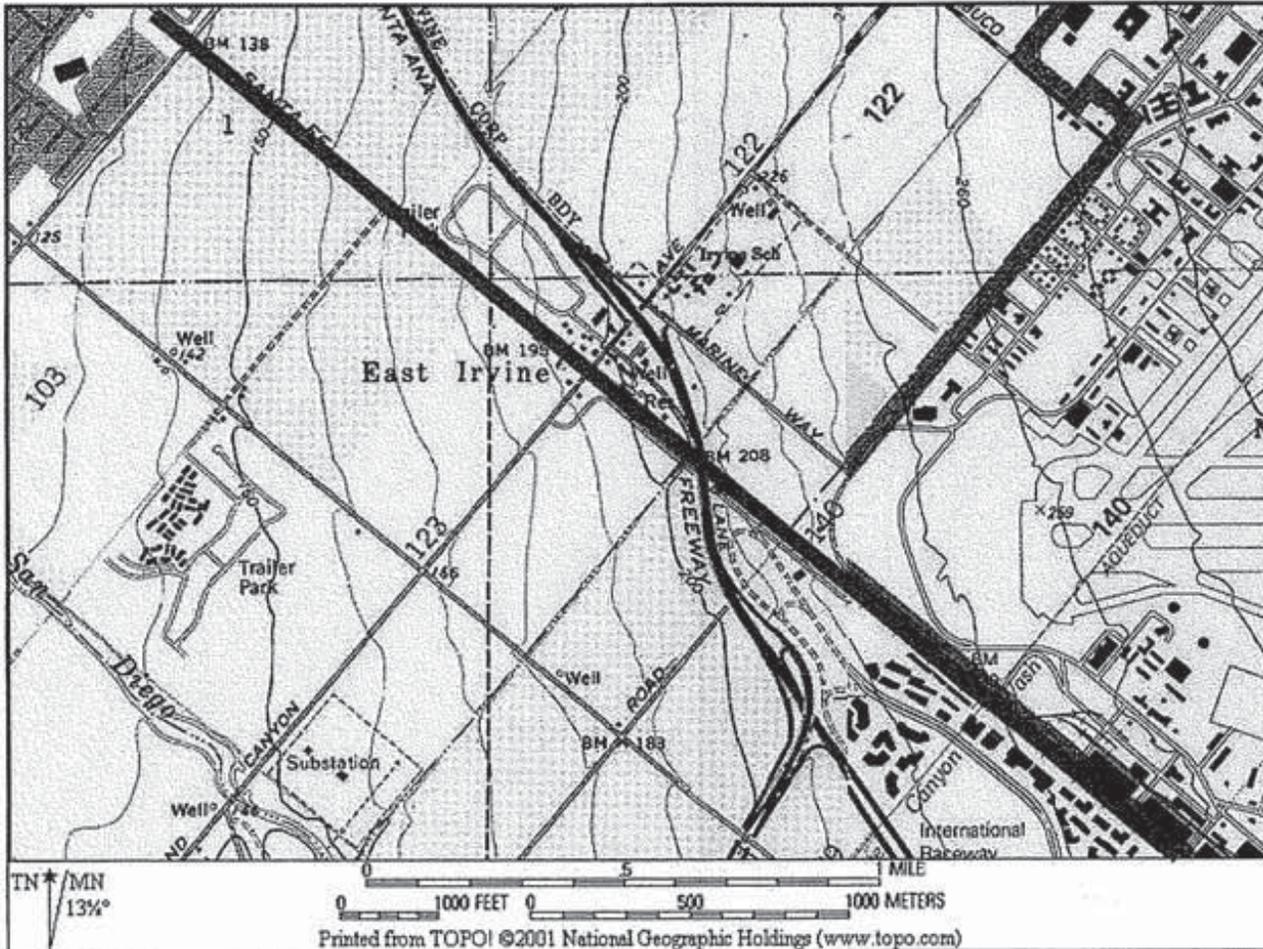


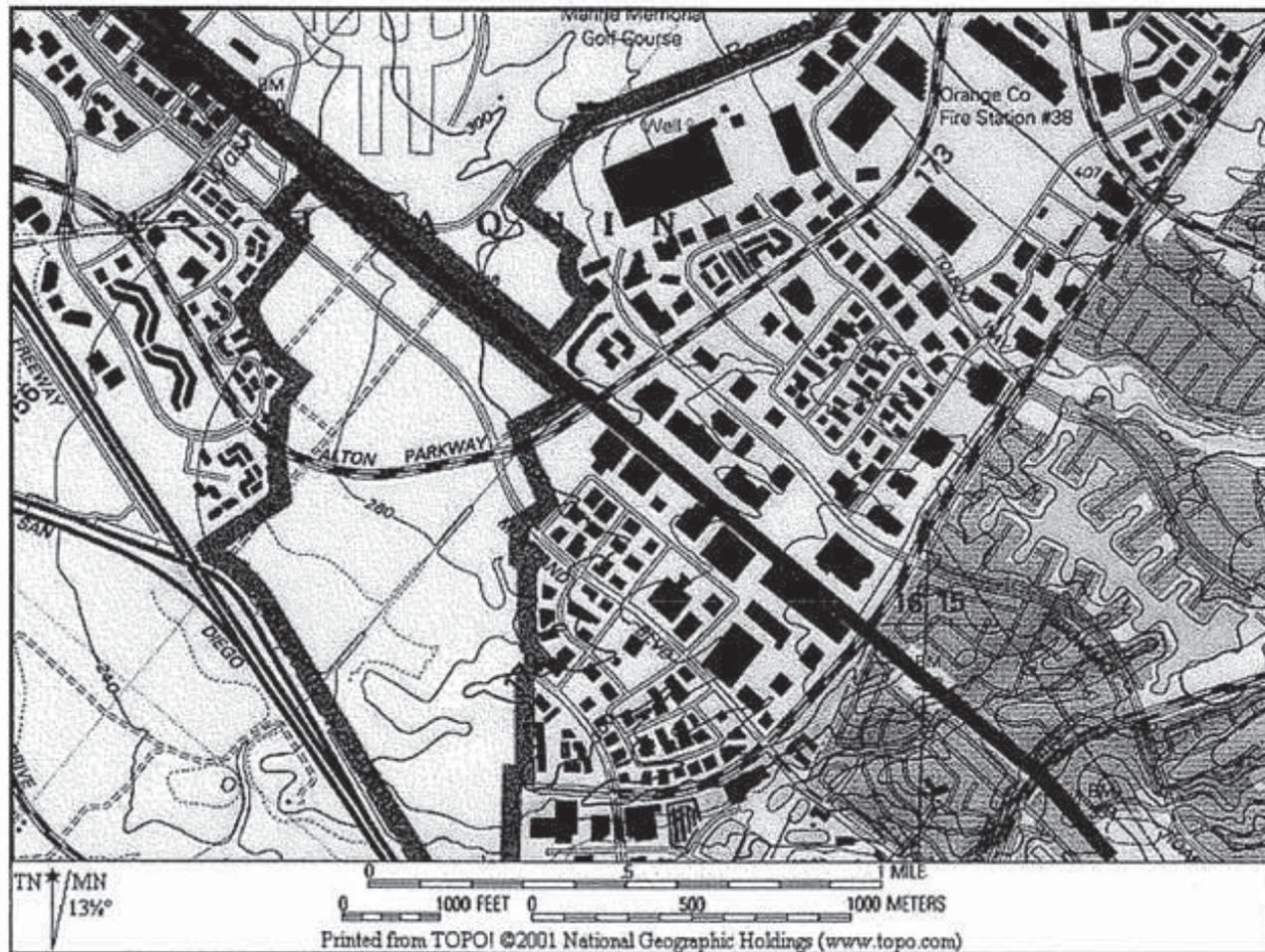


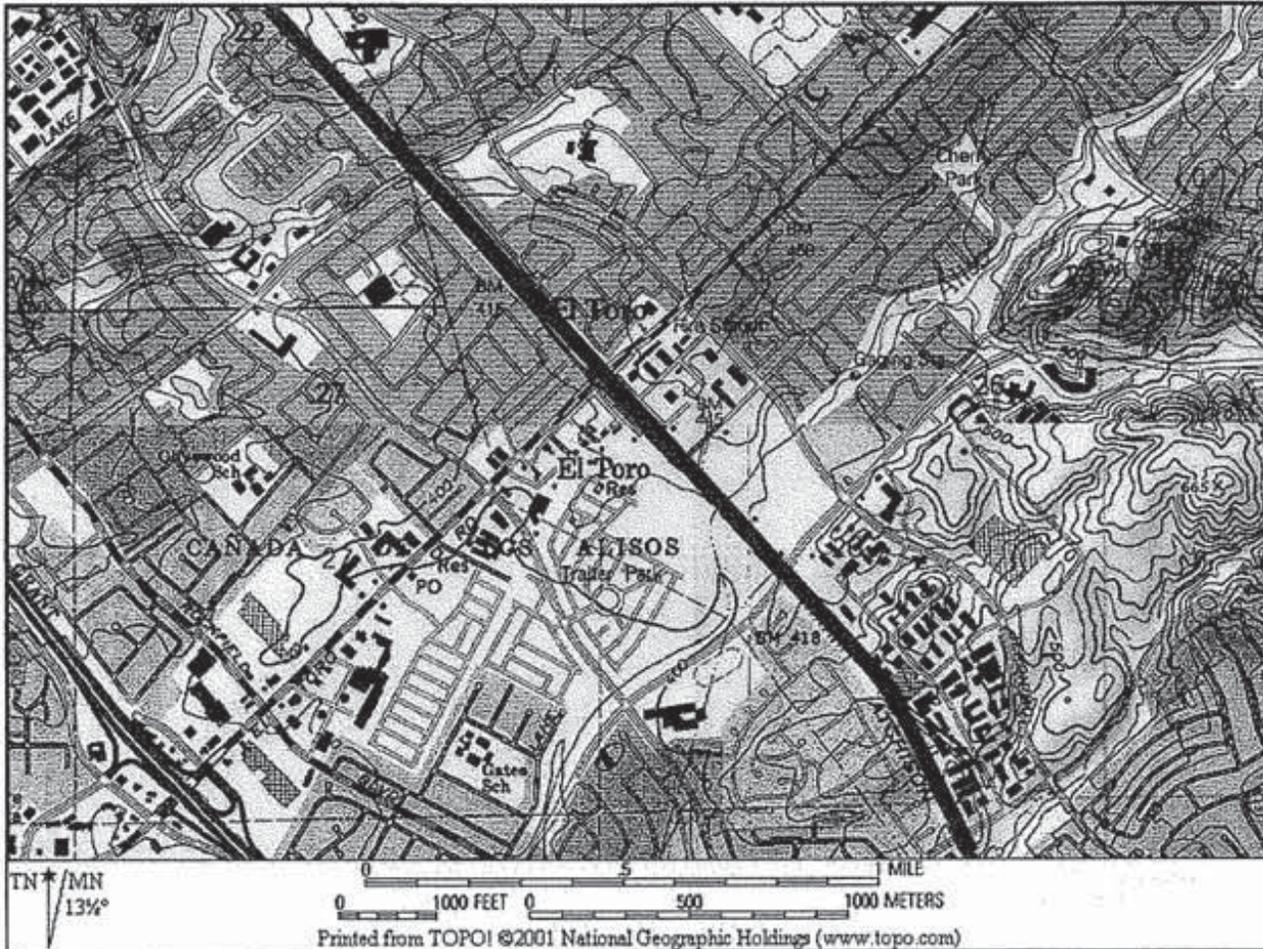




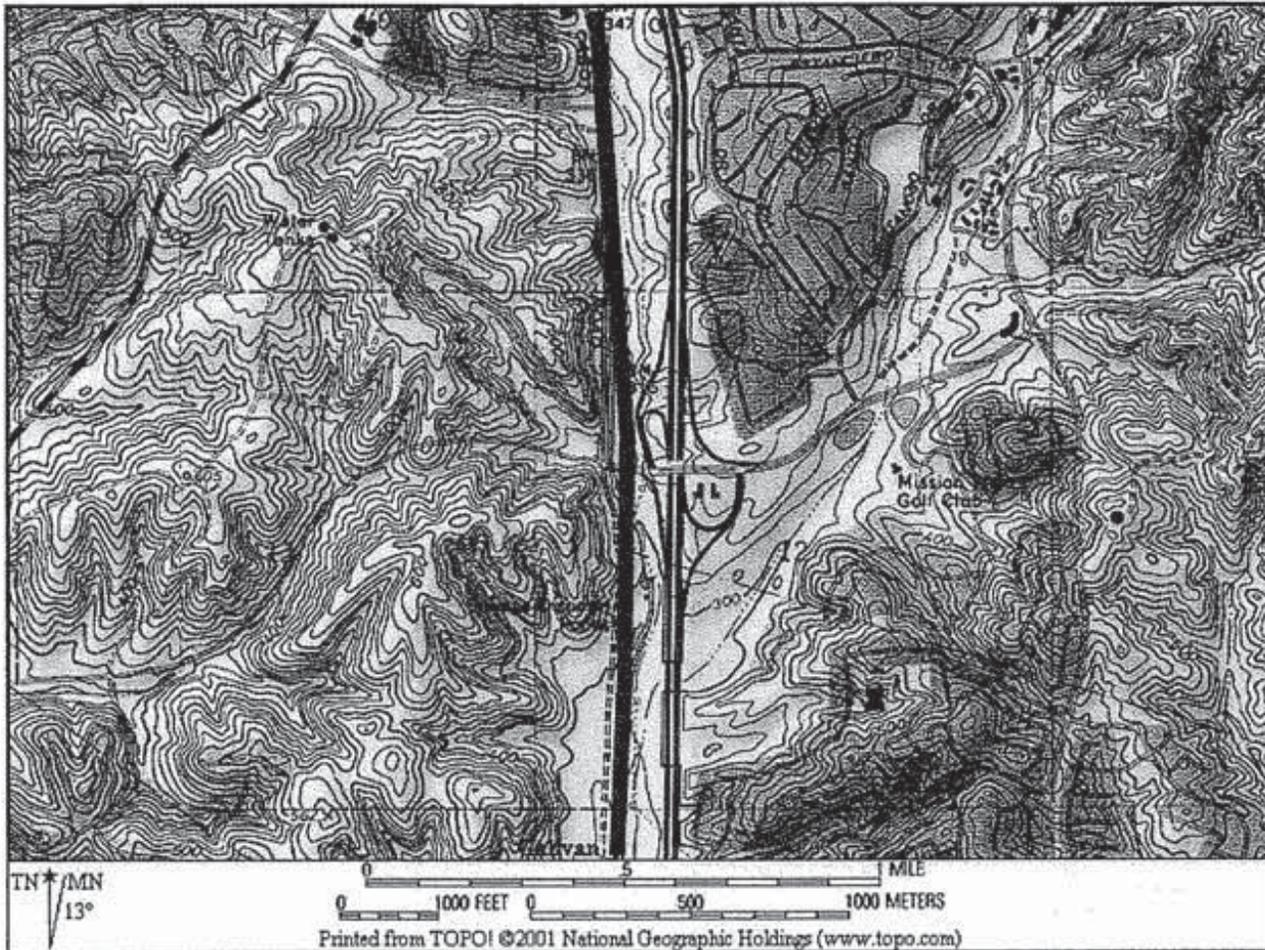


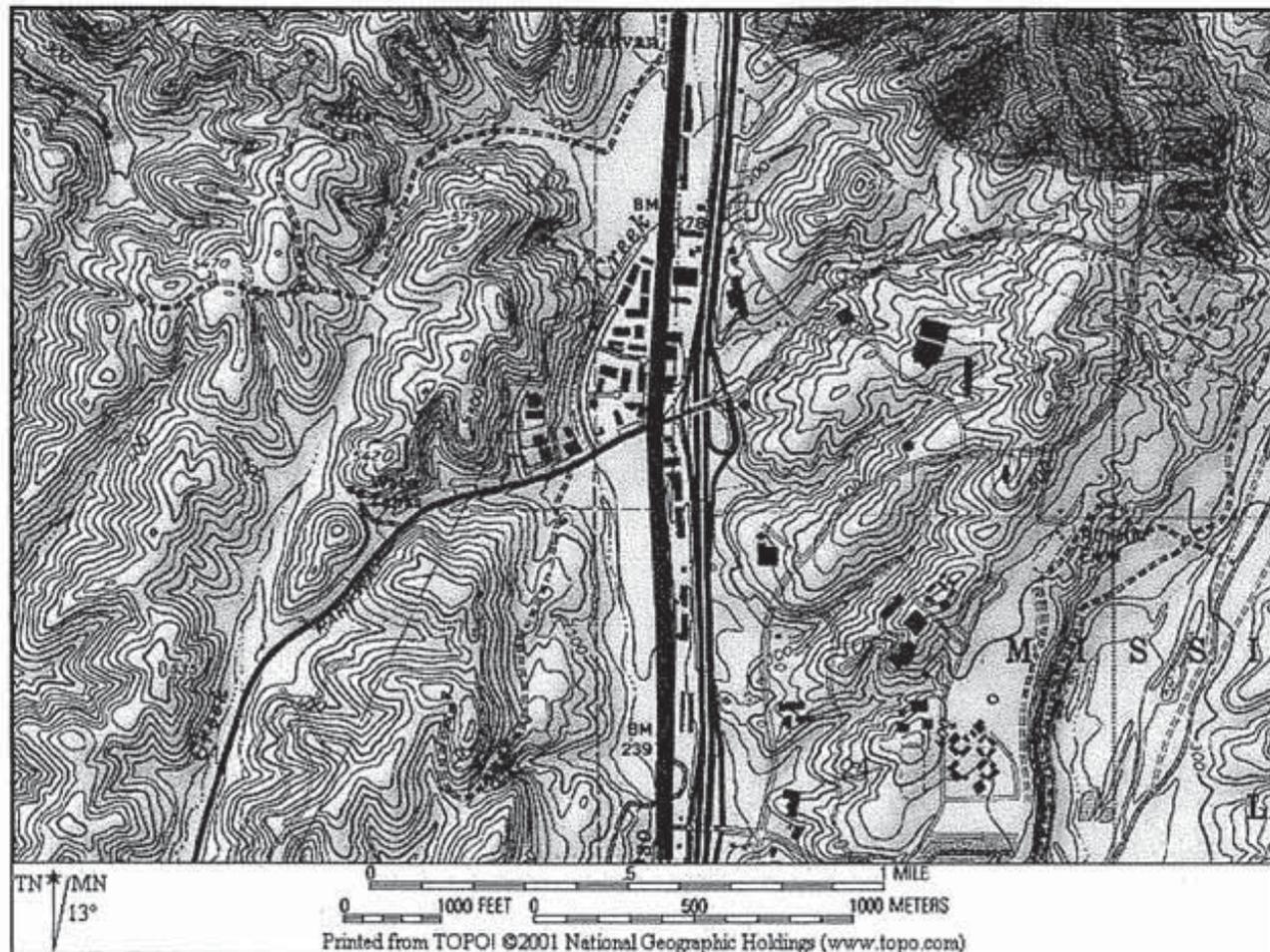


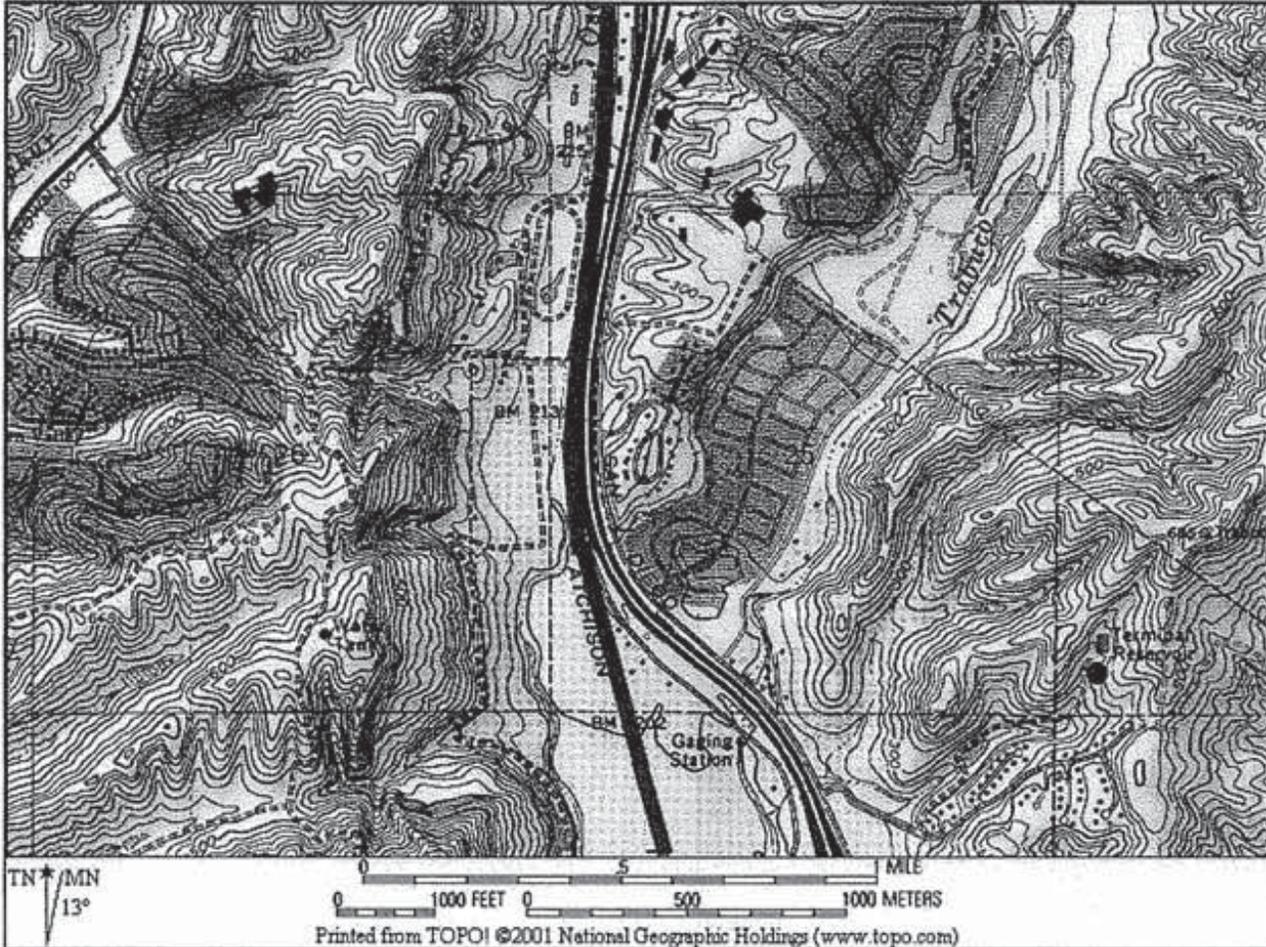


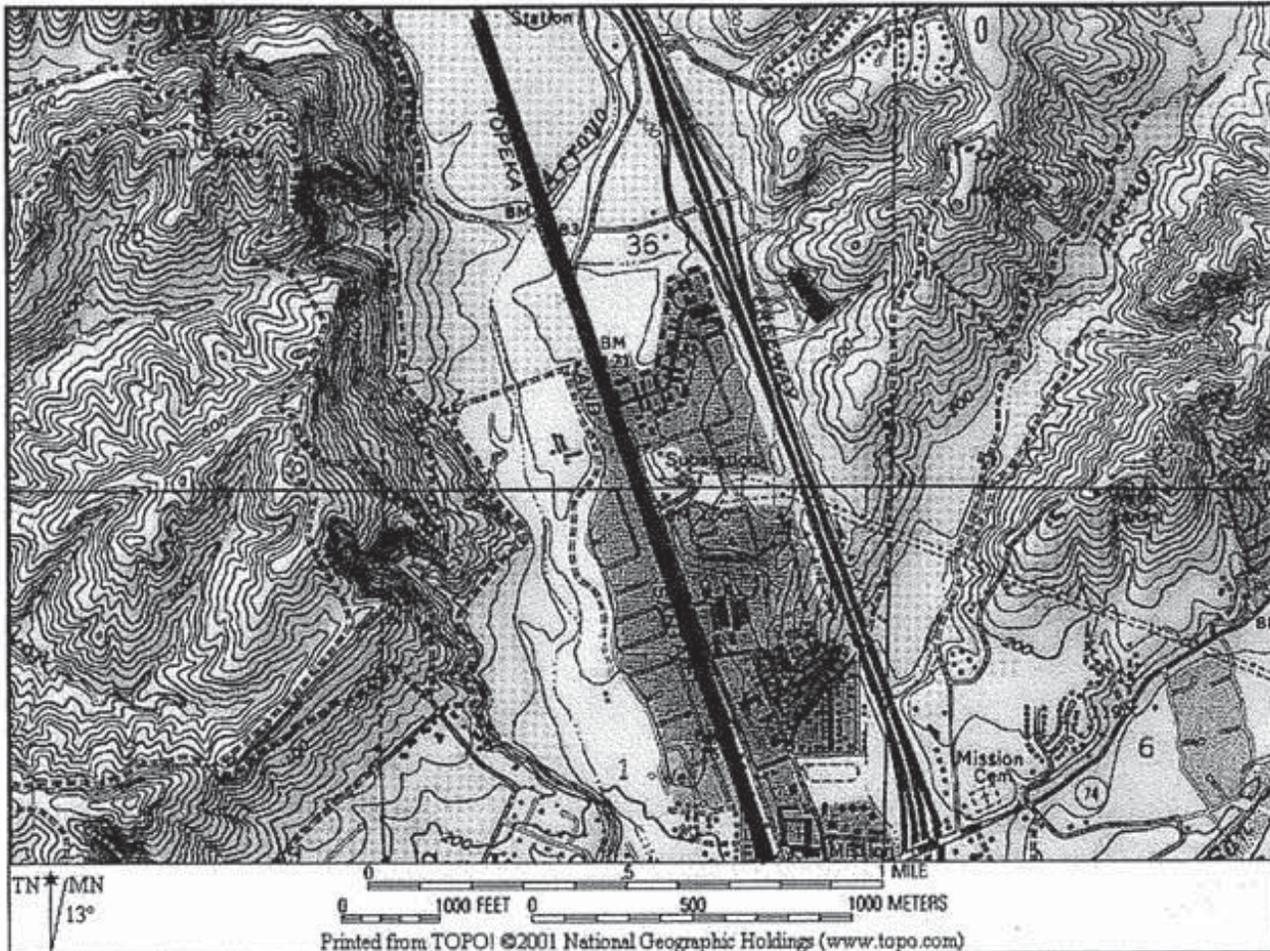


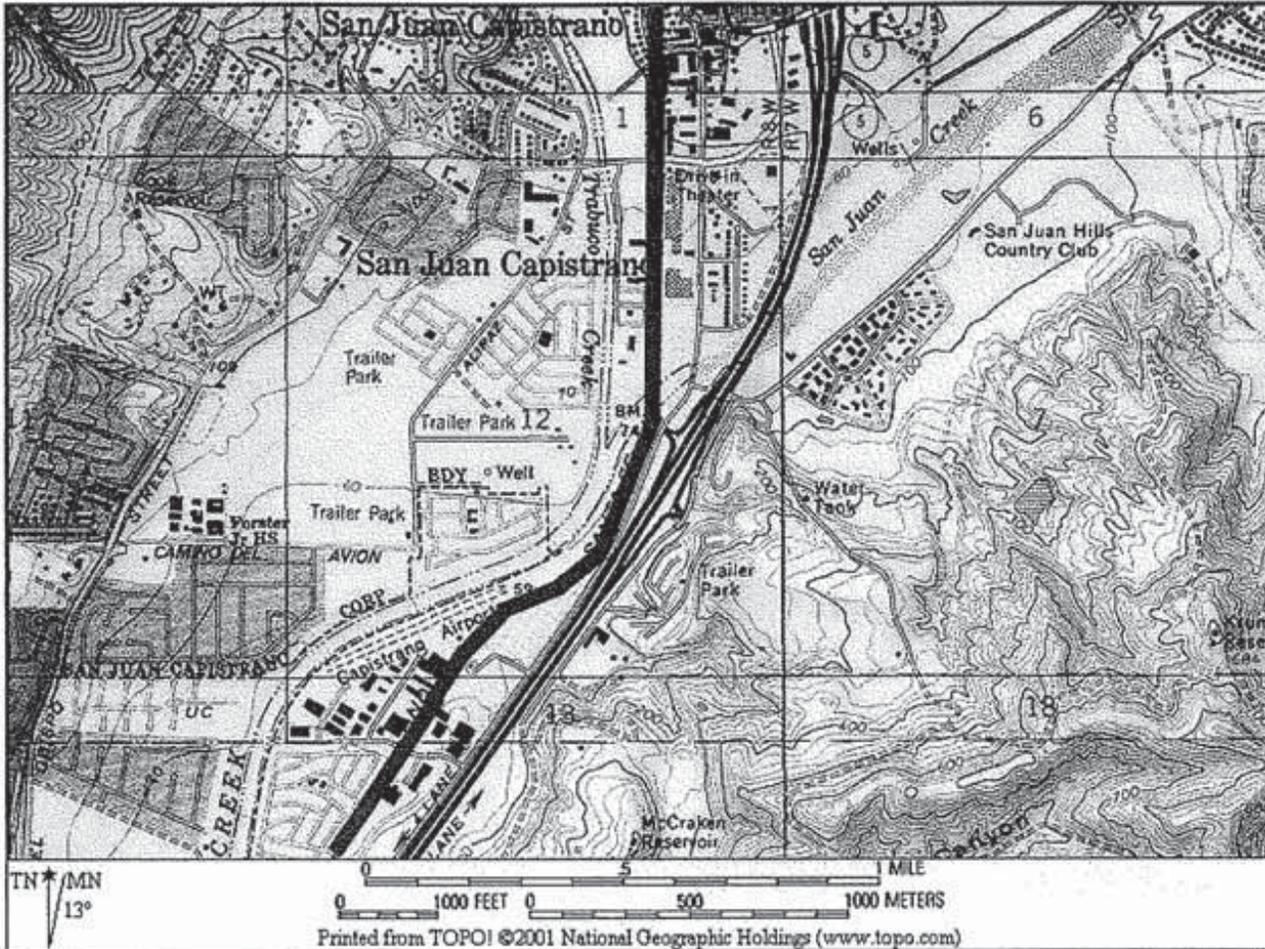


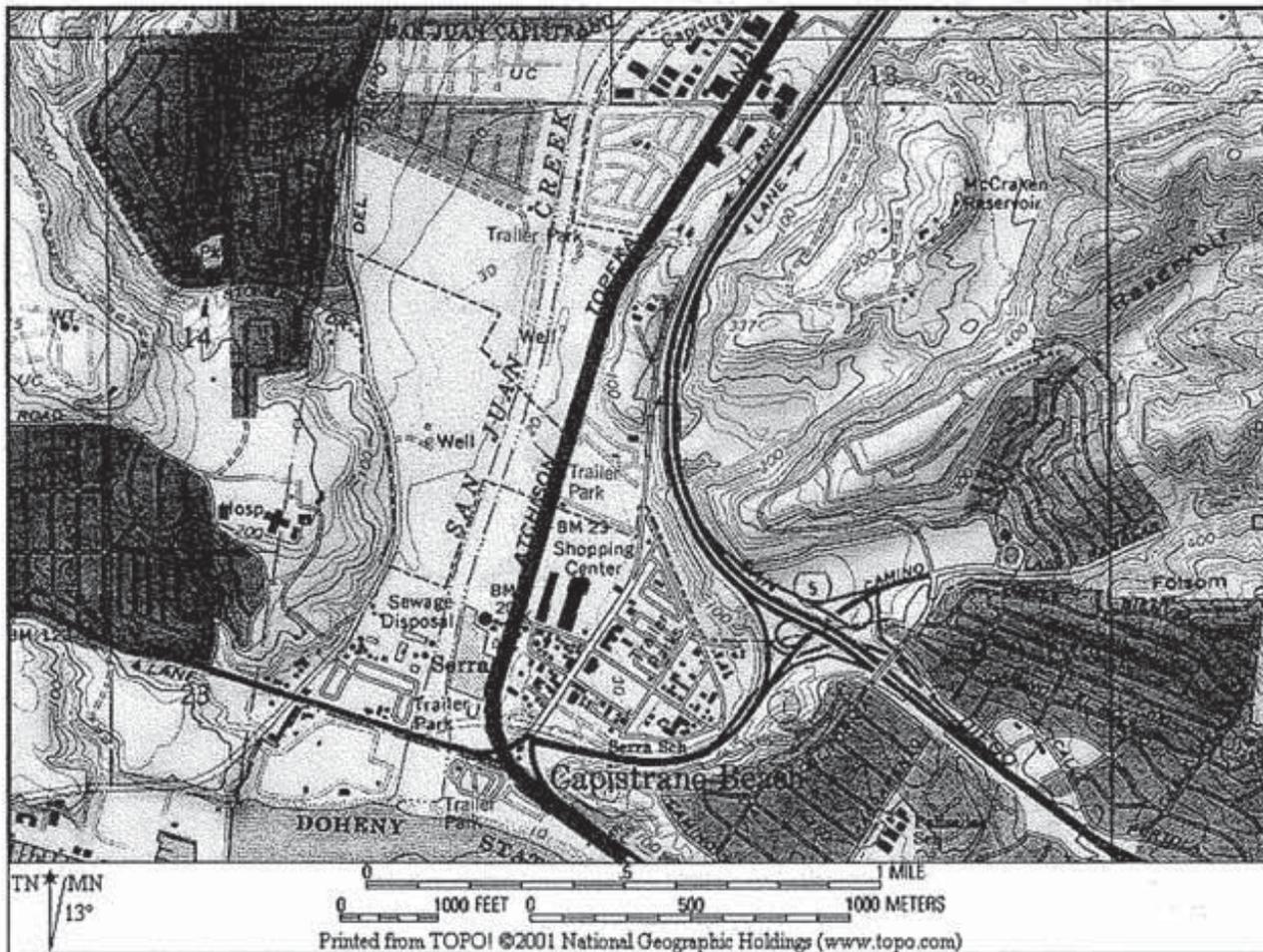


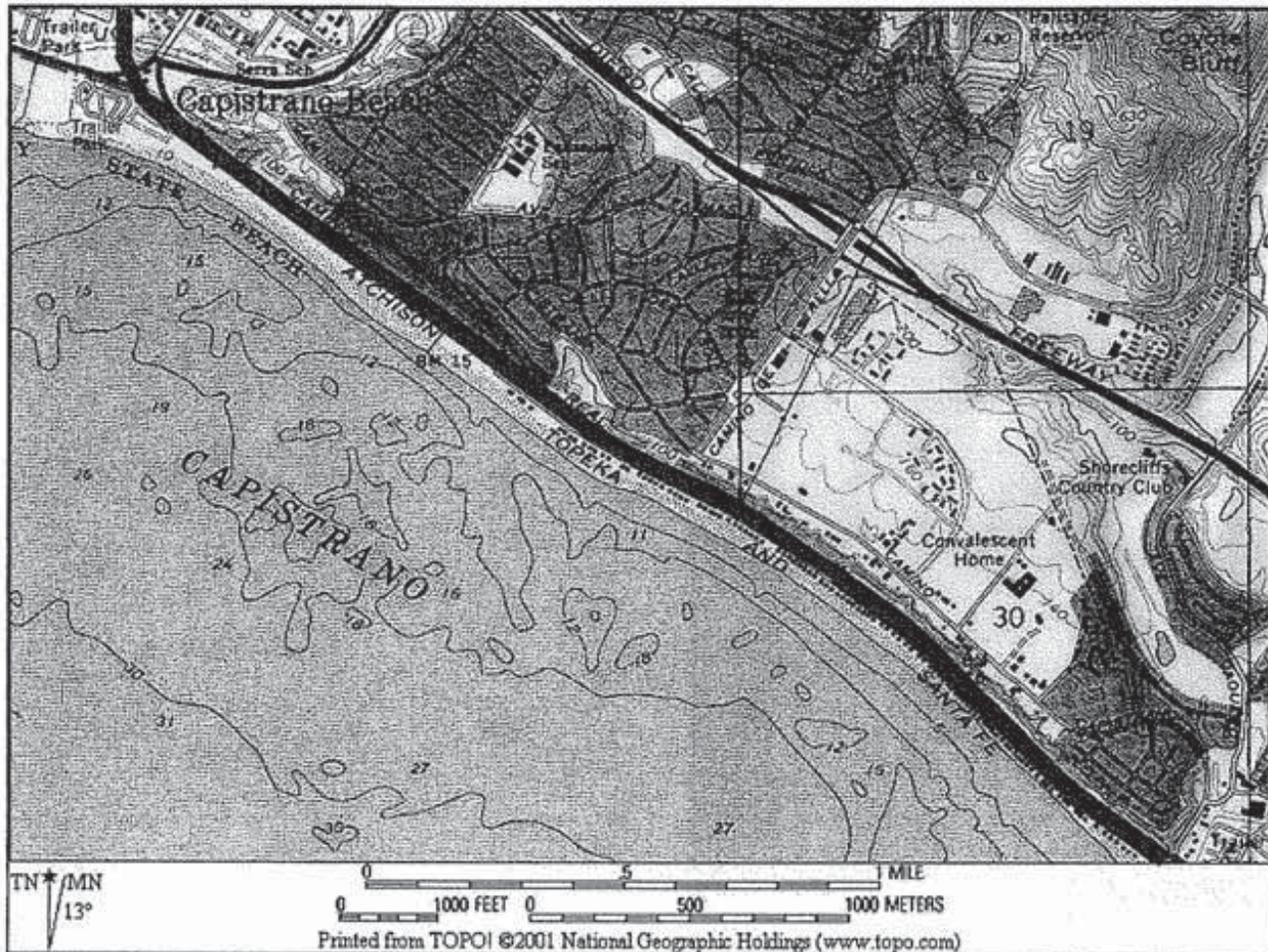










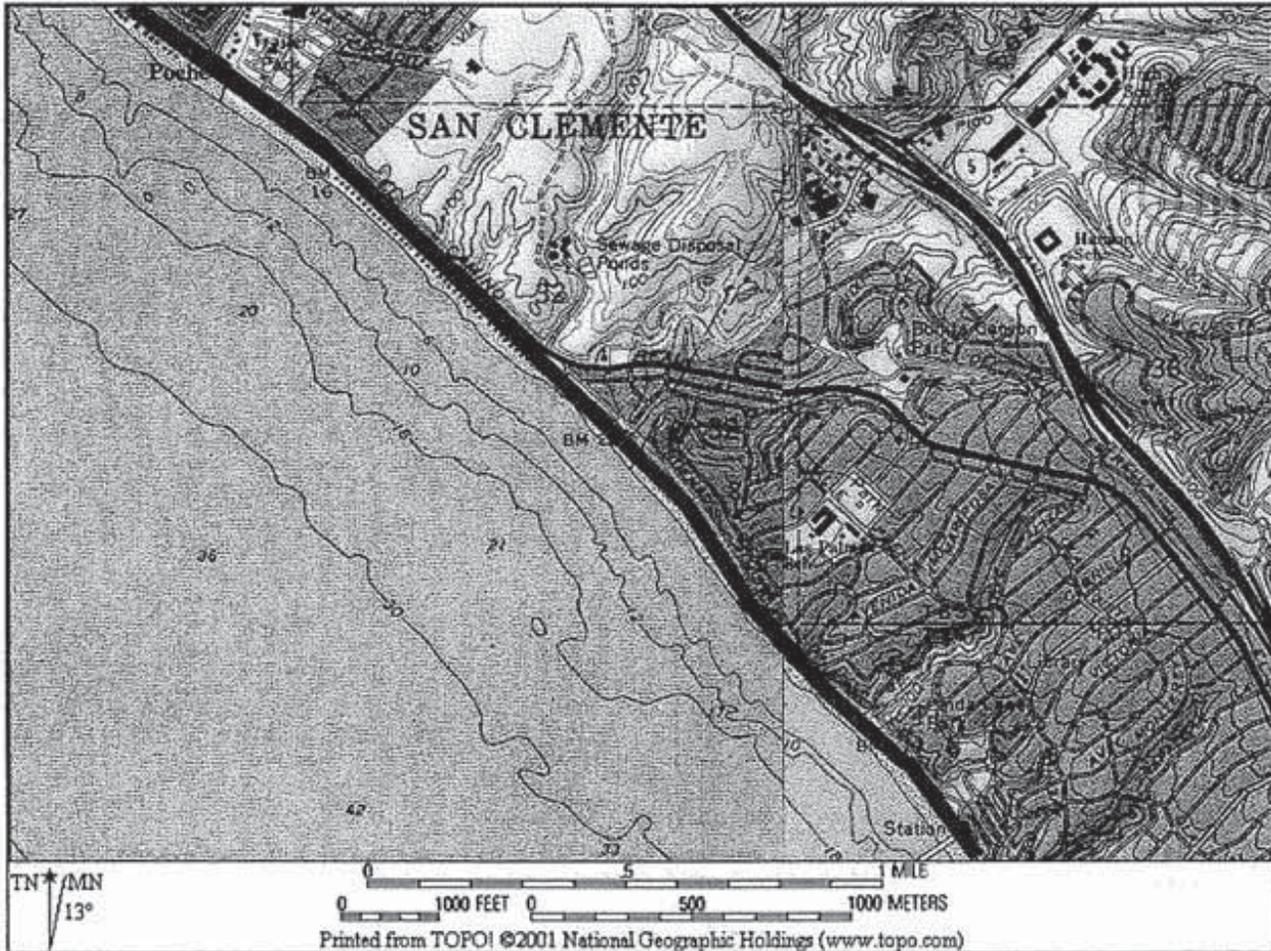


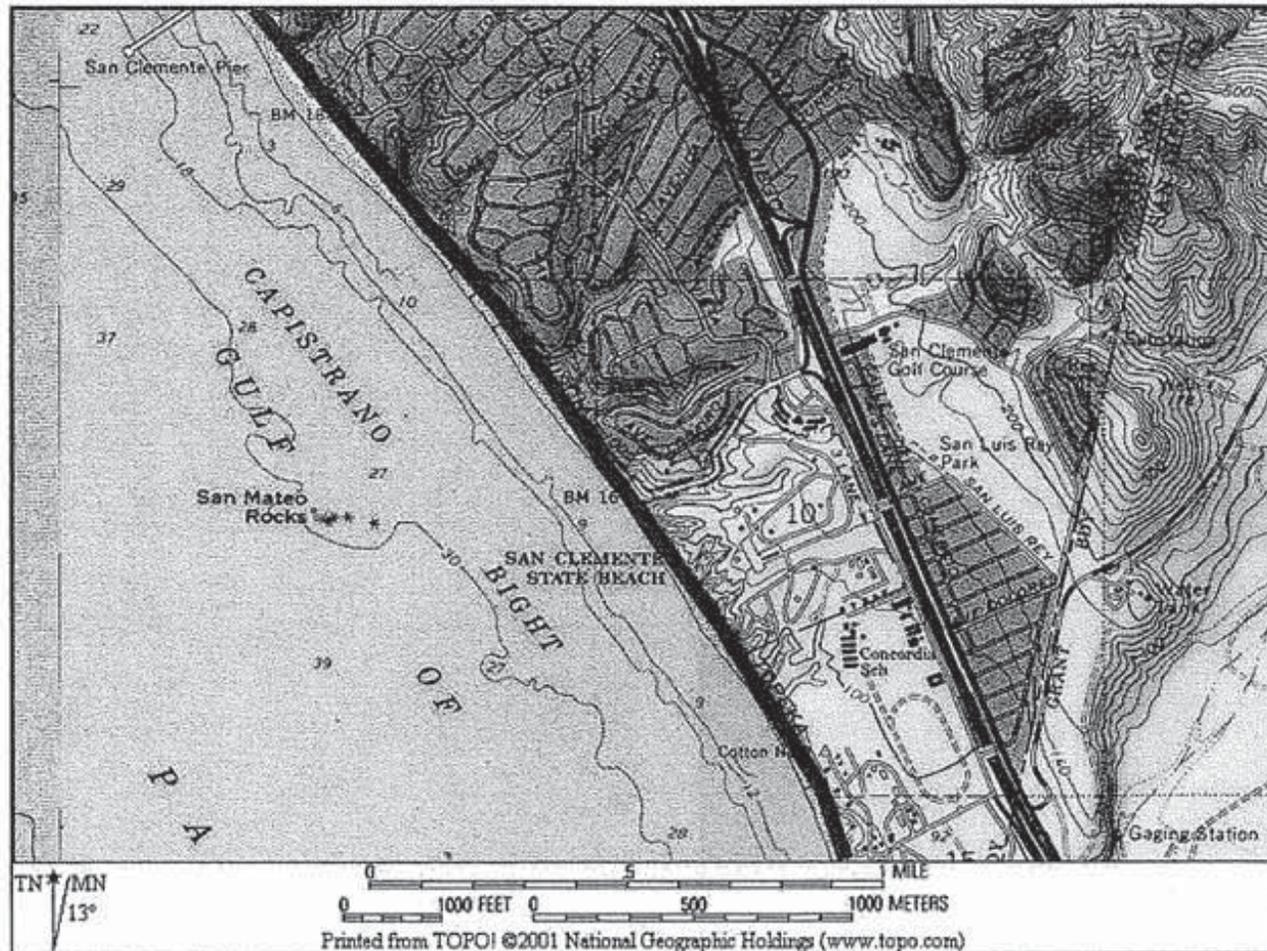
LOCATION MAP

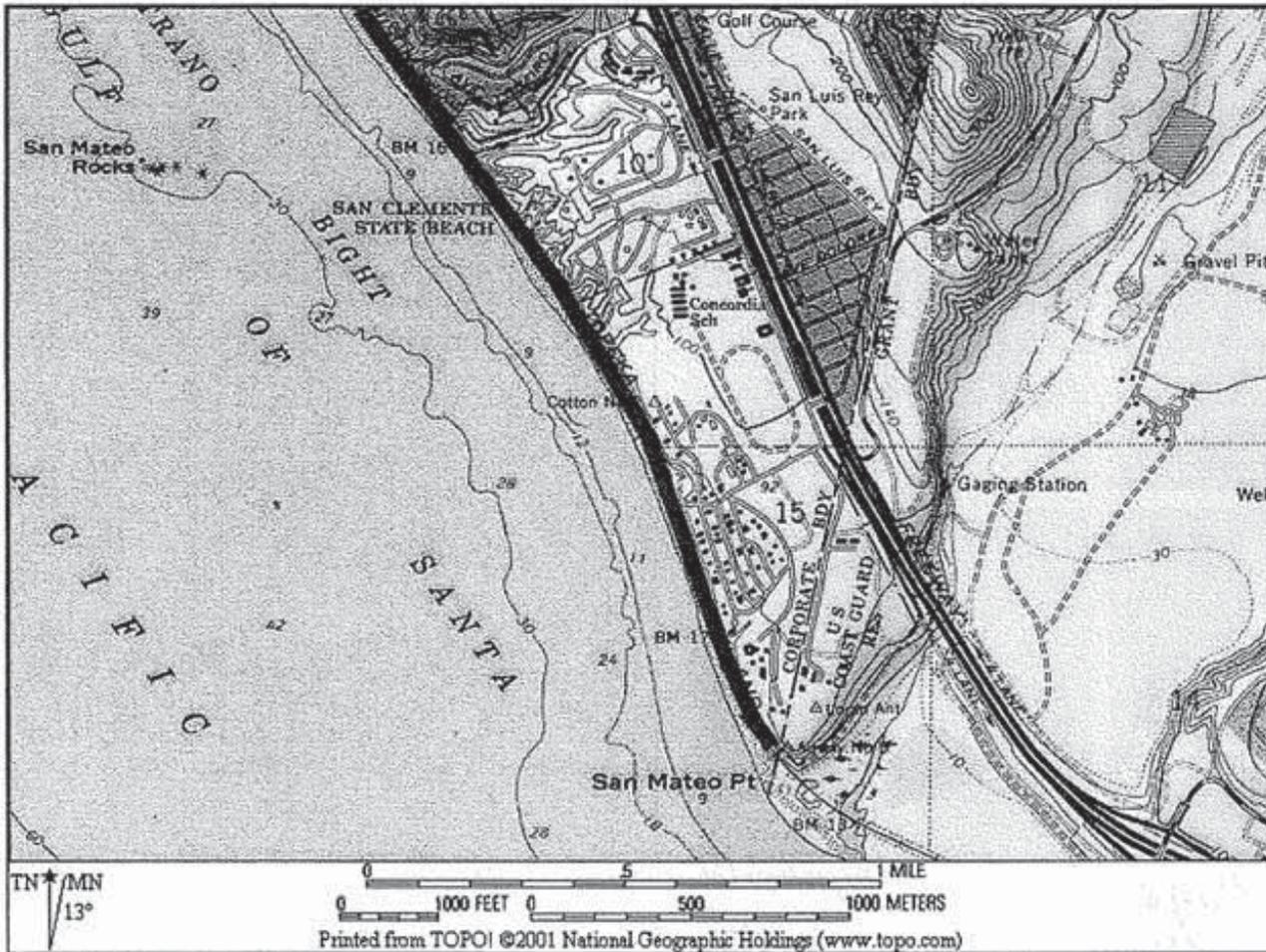
Trinomial

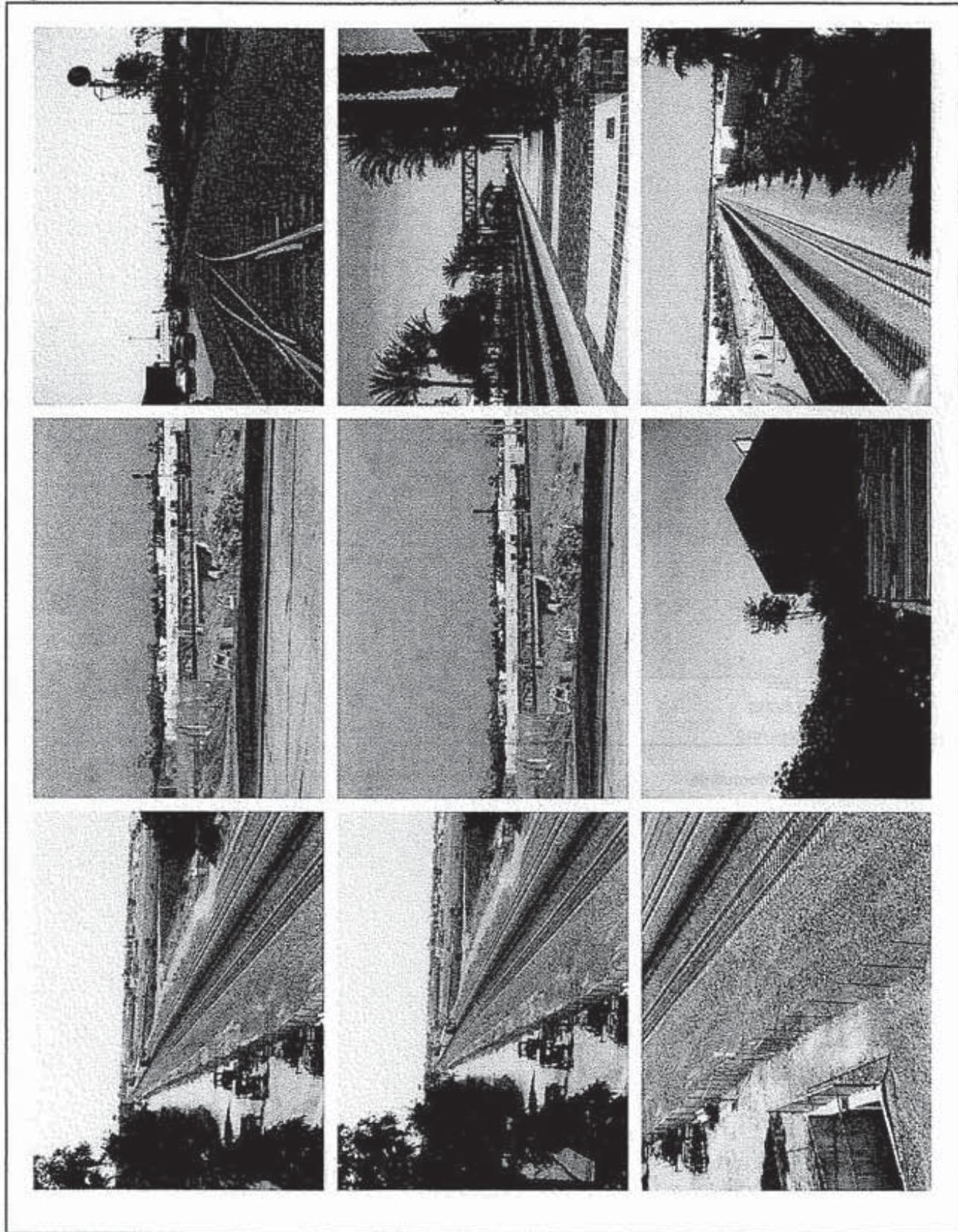
*Resource Name or #: Burlington Northern Santa Fe Railway

*Map Name: Dana Point/ San Clemente: 1 : 24,000 *Date of Map: 1968 photorevised 1975









ATTACHMENT D

CALTRANS HISTORIC BRIDGE INVENTORY



Structure Maintenance & Investigations



April 2012

Historical Significance - State Agency Bridges

District 12

Orange County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
55 0310	LOS ALAMITOS CHANNEL	12-ORA-022-.15-SLB	5. Bridge not eligible for NRHP	1958	1959
55 0318	MAIN STREET OC	12-ORA-005-30-TUS	5. Bridge not eligible for NRHP	1962	
55 0319	ANAHEIM FLOOD CONTROL CHANNEL	12-ORA-039-9.37-STT	5. Bridge not eligible for NRHP	1958	
55 0320K	HOUSTON AVENUE DRAIN (WB ON)	12-ORA-091-2.15-ANA	5. Bridge not eligible for NRHP	1958	
55 0321G	N55-W91/55 CONNECTOR SEPARATION	12-ORA-055-R17.67-ANA	5. Bridge not eligible for NRHP	1961	
55 0324	KATELLA AVENUE UC	12-ORA-055-15.24-ORA	5. Bridge not eligible for NRHP	1961	2002
55 0325	NORTH ORANGE UC	12-ORA-055-15.5-ORA	5. Bridge not eligible for NRHP	1961	2002
55 0326	TAFT AVENUE UC	12-ORA-055-15.75-ORA	5. Bridge not eligible for NRHP	1961	2002
55 0328	LINCOLN AVENUE UC	12-ORA-055-16.98-ORA	5. Bridge not eligible for NRHP	1961	2002
55 0329G	N55-W91/91 CONNECTOR SEPARATION	12-ORA-055-R17.76-ANA	5. Bridge not eligible for NRHP	1962	
55 0330	EL HORNO CREEK	12-ORA-005-9.51-SJCP	5. Bridge not eligible for NRHP	1958	1969
55 0331F	S405-E22 CONNECTOR OC	12-ORA-405-20.75-SLB	5. Bridge not eligible for NRHP	1965	
55 0332	BOLSA CHICA ROAD OC	12-ORA-022-R.92-GGR	5. Bridge not eligible for NRHP	1965	
55 0334	BOLSA CHICA DITCH	12-ORA-405-20.77-SLB	5. Bridge not eligible for NRHP	1959	1965
55 0336	N55-W22 CONNECTOR UC	12-ORA-055-12.93-TUS	5. Bridge not eligible for NRHP	1962	2002
55 0337	DOUGLAS OH	12-ORA-057-12.98-ANA	5. Bridge not eligible for NRHP	1974	
55 0338	HOOVER STREET OH	12-ORA-022-R3.2-WTM	5. Bridge not eligible for NRHP	1964	2007
55 0339	KELLOGG DRIVE UC	12-ORA-090-11.15-YBLN	5. Bridge not eligible for NRHP	1962	
55 0340	THE CITY DRIVE UC	12-ORA-022-R9.73-ORA	5. Bridge not eligible for NRHP	1963	2007
55 0342	SANTA ANA RIVER	12-ORA-022-R9.85-ORA	5. Bridge not eligible for NRHP	1963	2007
55 0343	BRISTOL STREET UC	12-ORA-022-R10.01-SA	5. Bridge not eligible for NRHP	1963	2007
55 0344H	S5&S57-W22/S57 CONNECTOR	12-ORA-005-34.38-SA	5. Bridge not eligible for NRHP	1963	1995
55 0345	LAKEVIEW AVENUE OC	12-ORA-090-10.07-YBLN	5. Bridge not eligible for NRHP	1962	1994
55 0346	BUENA VISTA AVENUE UC	12-ORA-090-10.56-YBLN	5. Bridge not eligible for NRHP	1962	2005
55 0347H	N&S605-N405 CONNECTOR OC (SERVICE ROAD UC)	12-ORA-605-R.18-LALM	5. Bridge not eligible for NRHP	1966	
55 0348	NEWLAND STREET UC	12-ORA-022-R4.22-GGR	5. Bridge not eligible for NRHP	1964	2007
55 0350G	N5-N57/22-N5 CONNECTOR SEPARATION	12-ORA-005-34.4-ORA	5. Bridge not eligible for NRHP	1976	
55 0357	BEDFORD ROAD OC	12-ORA-022-R10.87-SA	5. Bridge not eligible for NRHP	1963	
55 0359	22/N5-W22 CONNECTOR SEPARATION	12-ORA-022-R10.59-ORA	5. Bridge not eligible for NRHP	1963	2007
55 0363	MAIN STREET OC	12-ORA-022-R10.99-SA	5. Bridge not eligible for NRHP	1963	1992
55 0365	SEAL BEACH BLVD OC	12-ORA-405-22.64-SLB	5. Bridge not eligible for NRHP	1965	1972
55 0366	KNOTT AVENUE UC	12-ORA-022-R2.69-GGR	5. Bridge not eligible for NRHP	1966	2007
55 0367	GARDEN GROVE BLVD UC	12-ORA-022-R2.74-GGR	5. Bridge not eligible for NRHP	1966	2007
55 0368	ROUTE 22/39 SEPARATION	12-ORA-022-R3.57-WTM	5. Bridge not eligible for NRHP	1964	2007
55 0369	YOCKEY STREET UC	12-ORA-022-R4.53-GGR	5. Bridge not eligible for NRHP	1965	2007
55 0370	TRASK AVENUE UC	12-ORA-022-R4.62-GGR	5. Bridge not eligible for NRHP	1965	2007
55 0372	TAFT STREET UC	12-ORA-022-R6.57-GGR	5. Bridge not eligible for NRHP	1965	2007
55 0374	NEWHOPE STREET UC	12-ORA-022-R7.31-GGR	5. Bridge not eligible for NRHP	1965	2007
55 0375	TRASK AVENUE UC	12-ORA-022-R7.68-GGR	5. Bridge not eligible for NRHP	1965	2007
55 0378	GARDEN GROVE BLVD UC	12-ORA-022-R8.82-GGR	5. Bridge not eligible for NRHP	1965	2007
55 0379	PARKER STREET UC	12-ORA-022-R11.42-ORA	5. Bridge not eligible for NRHP	1967	2007
55 0380	SOUTH ORANGE OH	12-ORA-022-R11.56-	5. Bridge not eligible for NRHP	1967	2007



Structure Maintenance & Investigations



Historical Significance - State Agency Bridges

April 2012

District 12

Orange County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
55 0547	SAN JUAN CREEK	12-ORA-001-R.97-DAPT	5. Bridge not eligible for NRHP	1976	
55 0548	LAKE FOREST DRIVE OC	12-ORA-005-19.89-LKFR	5. Bridge not eligible for NRHP	1974	
55 0591	ALICIA PARKWAY OC	12-ORA-005-17.47-LGNH	5. Bridge not eligible for NRHP	1974	
55 0593	BAY STREET OC	12-ORA-055-T2.4-CMS	5. Bridge not eligible for NRHP	1992	
55 0594	22ND STREET OC	12-ORA-055-R2.77-CMS	5. Bridge not eligible for NRHP	1992	
55 0595	FAIRVIEW ROAD OC	12-ORA-055-R2.83-CMS	5. Bridge not eligible for NRHP	1992	
55 0596	WILSON STREET OC	12-ORA-055-R3.2-CMS	5. Bridge not eligible for NRHP	1990	
55 0597	DEL MAR AVENUE OC	12-ORA-055-R3.78-CMS	5. Bridge not eligible for NRHP	1990	
55 0598	MESA DRIVE OC	12-ORA-055-R4.02-CMS	5. Bridge not eligible for NRHP	1990	
55 0602K	BREA CANYON CHANNEL	12-ORA-057-22.3	5. Bridge not eligible for NRHP	1971	
55 0604	ROADSIDE DITCH DRAIN 'A'	12-ORA-091-R10.5-ANA	5. Bridge not eligible for NRHP	1970	
55 0605	ROADSIDE DITCH DRAIN 'B'	12-ORA-091-R11.79-ANA	5. Bridge not eligible for NRHP	1970	
55 0606	ROADSIDE DITCH DRAIN 'C'	12-ORA-091-R12.2-ANA	5. Bridge not eligible for NRHP	1970	
55 0607	GYP SUM CANYON CREEK	12-ORA-091-R16.46-ANA	5. Bridge not eligible for NRHP	1971	
55 0608	COAL CANYON CREEK	12-ORA-091-R17.92-ANA	5. Bridge not eligible for NRHP	1971	
55 0609S	GOLF CART UC	12-ORA-005-15.23-MSNV	5. Bridge not eligible for NRHP	1971	
55 0610L	AVENIDA VISTA HERMOSA OC	12-ORA-005-4.08-SCLE	5. Bridge not eligible for NRHP	1981	
55 0610R	AVENIDA VISTA HERMOSA OC (EB)	12-ORA-005-4.1-SCLE	5. Bridge not eligible for NRHP	2004	
55 0612	VON KARMAN AVENUE OC	12-ORA-405-7.4-IRVN	5. Bridge not eligible for NRHP	1979	
55 0614	NORTH ARM NEWPORT BAY	12-ORA-001-R18.22-NPTB	5. Bridge not eligible for NRHP	1981	
55 0615	BROADWAY OC	12-ORA-005-33.31-SA	5. Bridge not eligible for NRHP	1985	
55 0618	BITTERBUSH CHANNEL	12-ORA-057-11.2-ORA	5. Bridge not eligible for NRHP	1976	
55 0620F	S1-N5 CONNECTOR OC	12-ORA-001-R.13-SJCP	5. Bridge not eligible for NRHP	1973	
55 0621M	NORTH ARM NEWPORT BAY BIKE BRIDGE	12-ORA-001-18.38-NPTB	5. Bridge not eligible for NRHP	1982	
55 0629	ALTON PARKWAY OC	12-ORA-005-22.21-IRVN	5. Bridge not eligible for NRHP	1984	
55 0630	HARVARD AVENUE OC	12-ORA-405-6.2-IRVN	5. Bridge not eligible for NRHP	1983	
55 0631	LOS ALISOS BLVD OC	12-ORA-005-17.94-LGNH	5. Bridge not eligible for NRHP	1984	
55 0632	BEACH BLVD UP	12-ORA-039-16.04-BPK	5. Bridge not eligible for NRHP	1984	
55 0636	BIRCH STREET OC	12-ORA-073-R25.45-NPTB	5. Bridge not eligible for NRHP	1985	1998
55 0637S	MACARTHUR BLVD UC	12-ORA-073-24.67-IRVN	5. Bridge not eligible for NRHP	1985	
55 0638	YALE AVENUE OC	12-ORA-005-R25.8-IRVN	5. Bridge not eligible for NRHP	1984	1991
55 0639	YALE AVENUE POC	12-ORA-405-4.67-IRVN	4. Historical Significance not determined	1986	
55 0640	SALT CREEK PUC	12-ORA-001-3.8-DAPT	5. Bridge not eligible for NRHP	1983	
55 0641	MCFADDEN STREET OC	12-ORA-055-R10.06-TUS	5. Bridge not eligible for NRHP	1988	
55 0642K	S5-NWPORT/N55-S5 CONNECTOR SEP	12-ORA-005-30.17-TUS	5. Bridge not eligible for NRHP	1995	
55 0643G	N55-N5 CONNECTOR OC	12-ORA-055-10.37-TUS	5. Bridge not eligible for NRHP	1995	
55 0644F	S55-S5 CONNECTOR OC	12-ORA-055-10.67-TUS	5. Bridge not eligible for NRHP	1995	
55 0645G	N5-N55/N55-4TH STREET CONNECTOR	12-ORA-005-30.32-TUS	5. Bridge not eligible for NRHP	1995	
55 0646	1ST STREET OC	12-ORA-005-30.9-SA	5. Bridge not eligible for NRHP	1995	
55 0647	1ST STREET OC	12-ORA-055-10.8-TUS	5. Bridge not eligible for NRHP	1995	



Historical Significance - State Agency Bridges

District 12

Orange County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
55 0648K	4TH ST-S55 ON RAMP OC	12-ORA-055-10.9-SA	5. Bridge not eligible for NRHP	1992	
55 0649	4TH STREET OC	12-ORA-005-31.09-SA	5. Bridge not eligible for NRHP	1995	
55 0650	FOURTH STREET OC	12-ORA-055-10.98-SA	5. Bridge not eligible for NRHP	1992	
55 0652	CRYSTAL COVE PUC	12-ORA-001-13.44-LGNB	5. Bridge not eligible for NRHP	1932	1992
55 0653L	ALTON PARKWAY OC	12-ORA-133-8.75-IRVN	5. Bridge not eligible for NRHP	1987	
55 0653R	ALTON PARKWAY OC	12-ORA-133-8.74-IRVN	5. Bridge not eligible for NRHP	1987	
55 0654	BARRANCA PARKWAY OC	12-ORA-133-9-IRVN	5. Bridge not eligible for NRHP	1990	
55 0655	EL MODENA IRVN CHANNEL	12-ORA-005-27.82-TUS	5. Bridge not eligible for NRHP	1992	
55 0656	JAMBOREE ROAD UC	12-ORA-005-27.59-IRVN	5. Bridge not eligible for NRHP	1991	
55 0657	TUSTIN RANCH OC	12-ORA-005-28.25-TUS	5. Bridge not eligible for NRHP	1992	
55 0658	TALBERT CHANNEL	12-ORA-001-21.82-HNTB	5. Bridge not eligible for NRHP	1991	
55 0659G	N133-N5/5 CONNECTOR SEPARATION	12-ORA-133-M9.48-IRVN	5. Bridge not eligible for NRHP	1991	
55 0660K	S5-4TH ST VIADUCT	12-ORA-005-31.1-TUS	5. Bridge not eligible for NRHP	1995	
55 0661S	N5-1ST ST OFF-RAMP OC	12-ORA-005-31.08-SA	5. Bridge not eligible for NRHP	1996	
55 0662	SANTA ISABEL AVENUE OC	12-ORA-055-R3.27-CMS	5. Bridge not eligible for NRHP	1990	
55 0663	PETERS CANYON	12-ORA-005-R27.25-IRVN	5. Bridge not eligible for NRHP	1992	
55 0665	BARRANCA PARKWAY OC	12-ORA-005-22.8-IRVN	5. Bridge not eligible for NRHP	1990	
55 0667	BARRANCA PARKWAY OC	12-ORA-005-22.81-IRVN	5. Bridge not eligible for NRHP	1991	
55 0669S	AIRPORT- N55 OC	12-ORA-405-7.84-IRVN	5. Bridge not eligible for NRHP	1990	
55 0670	BALL ROAD OC	12-ORA-005-37.64-ANA	5. Bridge not eligible for NRHP	1990	2001
55 0671L	GRAND AVENUE UC	12-ORA-005-31.65-SA	5. Bridge not eligible for NRHP	1995	
55 0671R	GRAND AVENUE UC	12-ORA-005-31.76-SA	5. Bridge not eligible for NRHP	1995	
55 0672	LINCOLN AVENUE UP	12-ORA-005-32.04-SA	5. Bridge not eligible for NRHP	1995	
55 0673L	17TH STREET UC	12-ORA-005-32.46-SA	5. Bridge not eligible for NRHP	1995	
55 0673R	17TH STREET UC	12-ORA-005-32.46-SA	5. Bridge not eligible for NRHP	1995	
55 0673S	17TH STREET UC	12-ORA-005-32.46-SA	5. Bridge not eligible for NRHP	1995	
55 0674	MAIN STREET OC	12-ORA-005-33.09-SA	4. Historical Significance not determined	1996	
55 0675	LINCOLN AVENUE OC	12-ORA-005-32.05-SA	5. Bridge not eligible for NRHP	1995	
55 0677	BRISTOL-LA VETA AVENUE OC	12-ORA-005-34.14-SA	5. Bridge not eligible for NRHP	1992	
55 0678	22/5 SEPARATION	12-ORA-022-R10.38-SA	5. Bridge not eligible for NRHP	1995	2007
55 0680F	S57-W22 CONNECTOR OC	12-ORA-057-10.82-SA	5. Bridge not eligible for NRHP	1995	
55 0681H	S5&S57-E22/5 CONNECTOR SEPARATION	12-ORA-005-33.88-SA	5. Bridge not eligible for NRHP	1995	
55 0682F	S57-S5 CONNECTOR OC	12-ORA-057-10.78-SA	5. Bridge not eligible for NRHP	1995	
55 0683F	S57-E22 CONNECTOR OC	12-ORA-057-10.8-SA	5. Bridge not eligible for NRHP	1995	
55 0684K	S5-MAIN STREET OFF-RAMP	12-ORA-005-33.09-SA	4. Historical Significance not determined	1996	
55 0685Y	EDGEWOOD DRIVE HOV RAMP	12-ORA-005-33.1-SA	5. Bridge not eligible for NRHP	1996	
55 0686	SANTA CLARA-N5 ON-RAMP	12-ORA-005-33-SA	5. Bridge not eligible for NRHP	1996	
55 0687S	BROADWAY NB OFF-RAMP	12-ORA-005-33.29-SA	5. Bridge not eligible for NRHP	1996	
55 0688	ROUTE 5/261 SEPARATION	12-ORA-005-27.53-IRVN	5. Bridge not eligible for NRHP	1992	
55 0689E	55-5 HOV CONNECTOR VIADUCT	12-ORA-055-R10.06-SA	5. Bridge not eligible for NRHP	1994	
55 0691H	S5&S57-E22/N5-W22 SEPARATION	12-ORA-005-33.85-ORA	5. Bridge not eligible for NRHP	1994	
55 0692E	57-5 HOV CONNECTOR OC	12-ORA-057-10.79-SA	5. Bridge not eligible for NRHP	1995	

