

***Historic Property Survey Report
Olancho/Cartago Four-Lane Project, US Route 395
Inyo County, California***

09-INY-395-KP 49.6/66.9 (PM 30.8/41.8)
E.A. 09-213400

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Chapter 1. Summary

The California Department of Transportation (Caltrans)—in conjunction with a coalition of Regional Transportation Planning Agencies and the Federal Highway Administration (FHWA)—proposes improvements to a segment of US Route 395 (US 395) in Inyo County, California (Figure 1, Figure 2). The proposed Olancha/Cartago Four-Lane Project (the Project) will convert approximately 11 miles of two-lane conventional highway to four-lane expressway in Owens Valley near the southern end of Owens Lake. Due to funding from the FHWA, the undertaking is subject to compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations [Title 36 CFR, Part 800].

Cultural resources studies supporting the Project were conducted in accordance with the January 1, 2004, *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (the Programmatic Agreement). This report is intended to fulfill three of the FHWA's Section 106 responsibilities under the Programmatic Agreement: to delineate the Project's Area of Potential Effects (APE); to summarize the results of the effort to identify cultural resources within the APE; and to evaluate those resources for their eligibility for inclusion on the National Register of Historic Places (NRHP).

Regarding the first two Section 106 responsibilities, pursuant to Stipulation VI.B of the Programmatic Agreement, Caltrans has documented the Project's APE and conducted a reasonable and good faith effort to identify historic properties within that APE. Caltrans is not requesting concurrence on the adequacy of the APE and the identification efforts from the California State Historic Preservation Officer (SHPO). Regarding the third Section 106 responsibility, this report only partly fulfills the evaluation of historic significance. In accordance with FHWA policy and the *Environmental Handbook, Volume II, Cultural Resources* (Caltrans 2001a), §2-4.1, the evaluation of some sites was postponed until a recommended alternative is selected in order to avoid unnecessary damage to those resources. Thus, Caltrans is requesting SHPO concurrence only on those properties for which Caltrans has made an eligibility determination. Consultation with the SHPO will continue when other resources are evaluated.

Appendices for this *Historic Property Survey Report* include an *Archaeological Survey Report* (Appendix A), a report on excavations at 15 prehistoric archaeological sites (Appendix B), a *Historical Architectural Survey Report* (Appendix C), a *Historic Study Report* (Appendix D), and a report on Native American historical information (Appendix E). Correspondence appears in Appendix F and additional information appears in Appendix G. Appendix H is a confidential appendix that includes information about sacred lands within the APE.

The *Archaeological Survey Report* (Parr et al. 2001) documents an intensive pedestrian archaeological survey of a 3,400-acre study area that encompassed all proposed project alternatives and a buffer zone that would accommodate a wide range of possible design modifications. Performed by the Center for Archaeological Research (CAR) at the California State University, Bakersfield, the survey recorded 31 prehistoric sites, 20 historical sites, and four sites with both a prehistoric and historical component.

The archaeological excavation report, *Lacustrine Lifestyles Along Owens Lake: NRHP Evaluation of 15 Prehistoric Sites* (Byrd et al. 2003), documents investigations within portions of the APE that would be impacted by project-related ground disturbing construction activities, regardless of which build alternative is selected as the recommended alternative. This portion of the APE, essentially a 228-m-wide (750-ft) corridor centered on the existing highway, is referred to as the Phase-2 Study Area. The Phase-2 Study Area differs from the APE in several ways, which are discussed in detail in Chapter 2 of this report.

The Phase-2 Study Area contains 17 prehistoric archaeological sites, three of which are dual component sites. Of these, two sites were determined to be ineligible for the NRHP prior to this investigation: CA-INY-291/H and -371. No further studies were conducted at these sites during this investigation. ASM Affiliates, Inc., of Encinitas, California, conducted excavations at the other 15 prehistoric sites. Of these 15 sites, two had been found eligible for the NRHP prior to this Project: CA-INY-43 and -1317. Portions of those two sites extend into the undertaking's Phase-2 Study Area and, because no excavations had ever been performed within those portions, effects testing was conducted at each overlap location to determine whether archaeological deposits contributing to each site's eligibility were present. Results of the investigation at these two sites are summarized in Table 1-1.

Table 1-1: Previously Identified Historic Properties within the Phase-2 Study Area

Historic Property	Area of Overlap Contains Deposits that Contribute to the Resource's NRHP Eligibility?
CA-INY-43	No
CA-INY-1317	Yes

Of the remaining 13 prehistoric archaeological sites, five were determined eligible for the NRHP and eight were determined ineligible (Table 1-2).

Table 1-2: NRHP Eligibility for Prehistoric Archaeological Sites

Eligibility Determination	Site
Eligible	CA-INY-1991/H (prehistoric component)
	CA-INY-5967
	CA-INY-5984
	CA-INY-6021
	CA-INY-6263
Ineligible	CA-INY-290
	CA-INY-4837
	CA-INY-5956
	CA-INY-5958/H (prehistoric component)
	CA-INY-5964
	CA-INY-5966
	CA-INY-5981
	CA-INY-5990

The *Historical Architectural Survey Report* (Dodd 2003) documents built-environment resources within the APE (direct and indirect). Performed by the California State University, Bakersfield, the survey examined 87 buildings and structures. Study findings are summarized in Table 1-3.

Table 1-3: NRHP Eligibility for Built-Environment Resources

Eligibility Determination	Site
Previously Determined Ineligible	CA-INY-4607H Bridge No. 48-0010
Eligible	The Old Olancha Schoolhouse
Ineligible	35 Built Environment Resources (see § 5.4 and Table 5-6)
Exempt from Evaluation	49 Built Environment Resources

The *Historic Study Report* (Baxter and Allen 2003) evaluates ten historical archaeological sites within the Phase-2 Study Area. For two homestead sites, CA-

INY-5953/H and -5958/H, Baxter and Allen concluded that the sites appear eligible for the NRHP. However, Caltrans disagrees with that conclusion and is requesting concurrence from the SHPO that the sites are not eligible. The two perspectives on the eligibility of these two sites are discussed in detail in Chapter 5 of this report. Caltrans' determinations of eligibility are summarized in Table 1-4.

Table 1-4: NRHP Eligibility for Historical Archaeological Sites

Eligibility Determination	Site
Eligible	CA-INY-5350H
	CA-INY-1991/H (historical component)
	CA-INY-5953H
	CA-INY-5957H
	CA-INY-5958/H (historical component)
Ineligible	CA-INY-6394H
	CA-INY-6395H
	CA-INY-6396H
	CA-INY-6397H
	CA-INY-6398H

Additionally, one long, linear historical resource is reviewed within this report: the historic transportation route that runs north-south through the Owens Valley, CA-INY-4590H (P-14-004590), known commonly as the Inyo County Wagon Road. Previous investigations on other portions of the historic route found that it is not eligible for the NRHP (Hupp 2000, Hobbs 2003). Research on the portion of the route running through the Project's APE was conducted using historical maps, articles, and monographs. As the route evolved over 170 years it acquired various common names and legislative, official, and commemorative designations. Though periods of significance with clear historical associations exist for the route in general, no historical archaeological features or remains were identified during any aspect of this investigation that can be positively linked to these periods of significance. The resource is discussed in greater detail in Chapter 5 of this report.

Participants and Observers: Perspectives on Historic Native American Information from Independence to Haiwee Reservoir in Owens Valley (Davis-King and Johnson 2003) (Appendix E) was completed to provide a comprehensive Native American historical context—including voices and perspectives from the Native American community—against which late-period and historic period archaeological sites might more comprehensively and effectively be evaluated. The report also sought to identify resources in the Olancho-Cartago area that might not be identified using standard field

survey methods and served as part of Caltrans' consultation with the Native American community. One sacred area was identified within the APE by this study.

Finally, Appendix F includes a copy of the results of the records search conducted by the Eastern Information Center (RS# 2090) of the California Historic Resources Information System, housed at the University of California, Riverside. It also contains a collection of correspondence sent to individuals and organizations discussing the proposed Project and the cultural resources investigation. Appendix G includes supporting documentation from the Historic Bridge Inventory (Caltrans 2001), Archaeological Determinations of Eligibility (OHP 2000), and site records. Appendix H is a confidential appendix that includes information about sacred lands within the APE.



Chapter 2. Project Description

Caltrans, in conjunction with the FHWA and a coalition of Regional Transportation Planning Agencies, proposes improvements to US 395 as it runs through the Owens Valley of Inyo County, California. The coalition of Regional Transportation Planning Agencies includes the Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, and the Kern Council of Governments, and was formed with the intent of jointly funding this and other projects along the US 395 corridor.

The southern terminus of the Project at KP 49.6 (PM 30.8) coincides with the northern terminus of the existing Sage Flat Four-Lane facility (Figure 3, Index Page and Sheets a through g). From there, the Project runs northward across the Los Angeles Aqueduct and then passes through the town of Olancho where it intersects State Route 190 (SR 190), which runs eastward. As US 395 continues north it passes through the town of Cartago, crosses the Braley Creek alluvial fan, and crosses the willow dip (a small “cove” between two alluvial fans where a short segment of the existing highway is built on the lake bed). It terminates at the north end by connecting with the existing Ash Creek Four-Lane facility at KP 67.3 (PM 41.8).

Four project alternatives are considered, three build alternatives with two design options (Alternatives 1, 2 and 3 with Design Options 2a and 3a), plus the no-build alternative. All of the build alternatives will have two 3.6-m-wide (12-ft) travel lanes and a 3-m-wide (10-ft) outside shoulder in each direction. In the all-paved section of Alternative 1 there will be a 4.2-m-wide paved center median. Along divided highway portions of the alternatives there will be 1.5-m-wide (5-ft) inside shoulders with a minimum 30.5 m (100 ft) center median. All build alternatives also will improve the intersection of US 395 and SR 190 and construct a new two-lane bridge over the Los Angeles Aqueduct 30.5 m (100 ft) west of the existing bridge. Where necessary all of the build alternatives also will improve drainage, provide cattle under-crossings, rehabilitate the existing traveled way, construct right- and left-turn lanes, and build access or frontage roads for any parcels that become land-locked as a result of the Project. The Project will run across public lands administered by the Bureau of Land Management (BLM), lands owned by the Los Angeles Department of Water and Power (LADWP) and various agencies of the State of California, and privately owned land. All of the build alternatives entail acquiring new rights-of-way

(ROW). Some of the build alternatives impact existing residences and businesses. Each alternative is discussed below from south to north.

2.1. Alternative 1

Alternative 1 proposes to construct segments of conventional all-paved four-lane highway, conventional divided four-lane highway, and controlled-access divided four-lane highway. This alternative would provide route continuity by connecting the Sage Flat Four-Lane facility at the south end of the Project with the Ash Creek Four-Lane facility at the north end.

Starting at the south end of the Project and extending north to 1.0 km (0.6 miles) south of Cactus Flat Road, a controlled-access divided four-lane highway is proposed. The existing lanes would be utilized for northbound traffic, and new southbound lanes would be constructed to the west separated by a 30.5-m-wide (100 ft) median.

From 1.0 km (0.6 miles) south of Cactus Flat Road to the junction of SR 190, a conventional all-paved four-lane highway is proposed. The existing highway would be widened to the east; northbound and southbound lanes would be separated by a 4.2-m-wide (14 ft) paved median.

Continuing north from the junction of SR 190 to 1.0 km (0.6 miles) north of Whitney Street, a conventional all-paved four-lane highway is proposed. The existing highway would be widened to the west; northbound and southbound lanes would be separated by a 4.2-m-wide (14 ft) paved median.

From 1.0 km (0.6 miles) north of Whitney Street to 3.6 km (2.2 miles) north of Whitney Street, a conventional divided four-lane highway is proposed. The existing lanes would be utilized for northbound traffic, and new southbound lanes would be constructed to the west separated by at least a 30.5-m-wide (100 ft) median.

For the last segment, from 3.6 km (2.2 miles) north of Whitney Street to the north end of the Project, a controlled-access divided four-lane highway is proposed. The existing lanes would be utilized for southbound traffic, and new northbound lanes would be constructed to the east separated by at least a 30.5-m-wide (100 ft) median.

2.2. Alternative 2

Alternative 2 proposes to construct a controlled-access divided four-lane highway with northbound and southbound lanes separated by at least a 30.5-m-wide (100 ft) median throughout. This alternative would provide route continuity by connecting the Sage Flat Four-Lane facility at the south end of the Project with the Ash Creek Four-Lane facility at the north end.

Starting at the south end of the Project and extending north to 1.7 km (1.1 miles) south of Cactus Flat Road, the existing lanes would be utilized for northbound traffic, and new southbound lanes would be constructed to the west.

From 1.7 km (1.1 miles) south of Cactus Flat Road to 0.3 km (0.2 miles) south of the junction of SR 190, new northbound and southbound lanes would be constructed to the east of the existing highway, and the existing highway would be utilized as a frontage road.

Continuing north from 0.3 km (0.2 miles) south of the junction of SR 190 to 0.4 km (0.3 miles) south of Ranch Road, new northbound and southbound lanes would be constructed to the west of the existing highway, and the existing highway would be utilized as a frontage road.

From 0.4 km (0.3 miles) south of Ranch Road to 3.6 km (2.2 miles) north of Whitney Street, the existing highway would be converted to northbound lanes and new southbound lanes would be constructed to the west.

For the last segment, from 3.6 km (2.2 miles) north of Whitney Street to the north end of the Project, the existing highway would be converted to southbound lanes and new northbound lanes would be constructed to the east.

2.3. Design Option 2A

Design Option 2A is a variation of Alternative 2 that proposes to construct a controlled-access divided four-lane highway to the west of the community of Cartago. Northbound and southbound lanes would be separated by at least a 30.5-m-wide (100 ft) median.

From the south end of the Project to 1.3 km (0.8 miles) north of the junction of SR 190, this design option is similar to Alternative 2.

Continuing north from 1.3 km (0.8 miles) north of the junction of SR 190 to 1.3 km (0.8 miles) north of Whitney Street, new northbound and southbound lanes would be constructed to the west of the community of Cartago.

From 1.3 km (0.8 miles) north of Whitney Street to the north end of the Project, this design option is similar to Alternative 2.

2.4. Alternative 3

Alternative 3 proposes to construct a controlled-access divided four-lane highway to the west of the community of Olancha with northbound and southbound lanes separated by at least a 30.5-m-wide (100 ft) median throughout. This alternative would provide route continuity by connecting the Sage Flat Four-Lane facility at the south end of the Project with the Ash Creek Four-Lane facility at the north end.

Starting at the south end of the Project and extending north to 0.8 km (0.5 miles) south of Cactus Flat Road, the existing lanes will be utilized for northbound traffic and new southbound lanes will be constructed to the west.

From 0.8 km (0.5 miles) south of Cactus Flat Road to 0.4 km (0.3 miles) south of Ranch Road, new northbound and southbound lanes would be constructed to the west of the community of Olancha. The junction with SR 190 will be extended west to connect with the new lanes.

Continuing north from 0.4 km (0.3 miles) south of Ranch Road to 3.6 km (2.2 miles) north of Whitney Street, the existing lanes will be utilized for northbound traffic and new southbound lanes will be constructed to the west.

The last segment, from 3.6 km (2.2 miles) north of Whitney Street to the north end of the Project, would convert the existing lanes to southbound lanes and new northbound lanes would be constructed to the east.

2.5. Design Option 3A

Design Option 3A is a variation of Alternative 3 that proposes to construct a controlled-access divided four-lane highway to the west of the community of Cartago. Northbound and southbound lanes would be separated by at least a 30.5-m-wide (100 ft) median throughout.

From the south end of the Project to 0.8 km (0.5 miles) south of Cactus Flat Road, this design option is similar to Alternative 3.

From 0.8 km (0.5 miles) south of Cactus Flat Road to 1.3 km (0.8 miles) north of Whitney Street, new northbound and southbound lanes would be constructed to the west of the communities of Olancha and Cartago. The junction with SR 190 would be extended to the west to connect with the new lanes.

From 1.3 km (0.8 miles) north of Whitney Street to the north end of the Project, this design option is similar to Alternative 3.

2.6. Alternative 4

Alternative 4 is the no-build alternative.

2.7. The Cultural Resources Survey Area

The cultural resources survey area was delineated to encompass the widest possible range of project alternatives (see Figure 2). The areal extent of the study area is approximately 1380 hectares (3,400 acres).

2.8. The Area of Potential Direct Effects

The Area of Potential Direct Effects (Direct APE) was delineated to encompass all foreseeable project-related, ground-disturbing construction activities for all proposed alternatives (Figure 3). In some places the Direct APE is required to be very wide—multiple alternatives and design options criss-cross these areas. The Direct APE was delineated in accordance with Attachment 3 of the Programmatic Agreement and considers areas required for the construction of the new highway; stream culverts, storm water treatments, and other drainage treatments; the installation and relocation of utilities; staging and storage areas, access and haul roads, and temporary construction easements; areas to be relinquished; and mitigation areas. Additionally, where the Direct APE encroached upon an archaeological site only partially it was adjusted to include that archaeological site in its entirety.

2.9. The Phase-2 Study Area

The Phase-2 Study Area was delineated to encompass those portions of the Direct APE where project-related, ground-disturbing construction activities could be reasonably anticipated regardless of which alternative is selected as the recommended alternative. Delineating a Phase-2 Study Area helped Caltrans avoid unnecessary damage to numerous archaeological sites within the Direct APE.

The Phase-2 Study Area was defined as a corridor running parallel with the existing highway and extending 107 m (350 ft) from each side of it, except where constrained by wetlands. The 107-m-width (350 ft) was determined by assuming that in all places the existing highway would get converted to frontage road, and, to either side, the Project would require a 30.5-m-wide (100 ft) ROW, two lanes of travel plus shoulders totaling 11.9 m (39 ft), a 30.5-m-wide (100 ft) center median, two more lanes of travel plus shoulders, and, at the far edge, 22 m (72 ft) of ROW.

As defined, this Phase-2 Study Area encompasses areas at the southern and northern portions of the Project where all alternatives are essentially the same. The Phase-2 Study Area also encompasses the entire existing alignment because it either will be disturbed by the selection of an alternative along the existing highway or, if an alternative away from the existing alignment of US 395 is selected, the existing facility will be relinquished. The State cannot relinquish facilities that do not meet current design standards to another party, and thus roadway improvements to the existing highway can be reasonably expected, even if Alternative 1 or Alternative 2 are not selected as the recommended alternative. Also, relinquishment of land as a result of a federal undertaking requires compliance with Section 106.

Regarding Alternative 3 and Design Options 2A and 3A, the Caltrans Project Development Team decided to postpone test excavations at archaeological sites along those alignments pending selection of a recommended alternative in accordance with FHWA policy and guidance set forth in the *Environmental Handbook, Volume II, Cultural Resources* (Caltrans 2001a), §2-4.1. If Alternative 3, 2A, or 3A are selected to be part of the recommended alternative, the Phase-2 Study Area will change, and evaluation studies will be undertaken at resources along the selected alignment and a supplemental HPSR will be prepared and submitted to the SHPO.

2.10. The Area of Potential Indirect Effects

The Area of Potential Indirect Effects (Indirect APE) includes the Direct APE and all buildings and structures that are adjacent to the Direct APE due to indirect effects posed by increased noise levels and alterations to the viewshed.



Chapter 3. Summary of Identification Efforts

3.1. Records Search

A cultural resources records search (RS #2090) was conducted in July 1999 at the Eastern Information Center of the California Historical Resources Information System, housed at the University of California, Riverside (Appendix F). In addition to Eastern Information Center cultural resource files, the records search consulted the National Register of Historic Places, the California Register of Historic Resources, California Points of Historical Interest, and California Historical Landmarks.

The search revealed that 11 surveys had been conducted within or on a portion of the study area. Twenty previously recorded cultural resource sites were known to exist within the survey area, 16 additional archaeological sites were known to be within a half-mile radius of the study area, and 10 additional sites had been recorded within a one-mile radius. Also, a survey of the southwest quarter of Section 18, Township 19 South, Range 37 East, San Bernardino Base Meridian, recorded 22 isolated artifacts. A listing of previously recorded sites and isolated artifacts appears on pages 11 and 12 of the *Archaeological Survey Report* (Appendix A).

3.2. Archival Research

Numerous sources were consulted to gather information on historic-era land use and development, with particular focus on transportation, settlement, commerce, and industry. These included:

- as-built maps from previous highway construction projects on file at Caltrans' District 6 and District 9 offices;
- USGS 15' and 7.5' topographic quadrangles from 1947, 1956, and 1973 on file at the Henry Madden Library, California State University, Fresno;
- files containing newspaper clippings, brochures, booklets, pamphlets, and various other types of articles about local news and history on file at the Eastern California Museum in Independence.

The *Archaeological Survey Report* presents detailed background research on the Owens Valley region on topics including the paleoenvironment, the present-day

natural environment, Koso Shoshone ethnography, Owens Valley Paiute ethnography, Holocene archaeology, and various aspects of Owens Valley History. Many of these topics were further developed in the research design for excavations at prehistoric sites, including the areas of regional chronologies, subsistence strategies, and reviews of various models of settlement organization. The archaeological excavation report also devotes entire chapters to reviewing the Owens Valley paleoenvironment (Chapter 21 by R.S. Anderson) and the environmental history of Owens Lake during the Late Holocene (Chapter 19 by S. Stine).

Archival research for the development of a historic Native American context and the report *Participants and Observers: Perspectives on Historic Native American Information from Independence to Haiwee Reservoir in Owens Valley* was conducted at numerous facilities, including the Bancroft Library, the Phoebe Hearst Museum, the Eastern California Museum, the Laws Railroad Museum, Death Valley National Park, the Bureau of Land Management office in Ridgecrest, the Natural History Museum of Los Angeles County, the Yosemite Research Library, the personal library of Yosemite National Park Historian C.D. Bates, the California State Archives, the California Room of the California State Library, the National Archives Center in San Bruno, the Tulare County Library, Sequoia National Park, the Tuolumne County Library, and various facilities at the University of California at Davis. Additionally, Davis-King interviewed numerous representatives of the Native American community in the southern Owens Valley and listened to 11 tapes from the oral history tape collection housed at the Eastern California Museum.

For the *Historical Architectural Survey Report*, research was conducted at the Water Resources Center Archives and the Kresge Engineering Library at the University of California at Berkeley; the Geology, Mining, and Petroleum Room at the Beale Memorial Kern County Library; the Walter W. Stiern Memorial Library at the California State University at Bakersfield; the Eastern California Museum; and the Inyo County Assessor's Office in Independence.

For the *Historical Studies Report* research was conducted at the Bureau of Land Management offices in Ridgecrest and Sacramento, the California State Library, the Eastern California Museum, the Inyo County Assessor's Office, the Inyo County Recorder's Office, the Inyo-Mono Title Company, the Los Angeles Department of Water and Power Offices in Bishop, and the Southern San Joaquin Valley Information Center at the California State University at Bakersfield.

Chapter 4. Public Participation

4.1. Local Government/Planning Department

The Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, the Kern Council of Governments, and the County of Inyo Board of Supervisors are part of the Project Development Team and are active participants in the planning, development, and funding of the Project. Personnel from the Los Angeles Department of Water and Power also are members of the Project Development Team.

4.2. Native American Heritage Commission

On October 6, 1999, Caltrans sent a letter to the Native American Heritage Commission requesting a search of their files to determine if any sacred sites, plant gathering locations, or traditional cultural properties were known to exist in the vicinity of the proposed Project. Ms. Debbie Pilas-Treadway of the Native American Heritage Commission returned a letter to Caltrans on October 27, 1999, stating their files failed to indicate the presence of Native American cultural resources in the immediate project area (Appendix G). The letter also included a list of six Native American individuals who may have concerns about the proposed Project or have special knowledge of cultural resources in the project vicinity.

4.3. Native American Groups

Caltrans archaeologists Christopher Ryan and Tom Mills met with and corresponded with numerous representatives of the Owens Valley Native American community on several occasions, including:

- A presentation to the Tribal Council of the Lone Pine Paiute-Shoshone Reservation;
- A presentation during a special session tribal meeting;
- A presentation to Tribal Elders;
- Communications during the course of organizing and carrying out Native American monitoring of the archaeological excavations;

- Progress reports to the Tribal Council members, Tribal Elders, and other interested tribal members (Appendix F);
- Special invitations to public information meetings;
- And, with Shelly Davis-King, communications during interviews and research inquiries with various members of the greater Owens Valley Paiute-Shoshone community in the course of producing the report *Participants and Observers: Perspectives on Historic Native American Information from Independence to Haiwee Reservoir in Owens Valley*.

Comments received from the Native American community focused on three main issues: Native American monitoring of archaeological excavations, avoiding disturbance to archaeological deposits that include Native American human remains, and curation of artifacts recovered during the course of the Project. Caltrans agreed to provide compensation to Native American monitors selected by the tribe. Regarding Native American human remains in archaeological deposits, Caltrans communicated to the Tribe that as soon as Native American human remains were encountered excavations would halt and the Native American monitor and Tribal Chair Rachel Joseph would immediately be notified for guidance on how to treat the encountered remains. Caltrans also communicated to the Tribe that Caltrans would comply with State Health and Safety Code 7050.5 and California Public Resources Code 5097.98. Additionally, Caltrans consulted BLM Archaeologist Kirk Halford on this issue with regard to federal lands and the Native American Graves Protection and Repatriation Act (NAGPRA). Halford also instructed Caltrans to avoid disturbance to archaeological deposits that included Native American human remains.

Regarding curation of artifacts recovered during the course of the Project, the Tribal Council of the Lone Pine Paiute-Shoshone Reservation strongly objected to permanent curation of the artifacts in a facility outside of the Owens Valley. Caltrans learned that the General Management Plan for the Manzanar National Historic Site calls for the establishment of a curation facility to house materials relating to Manzanar as well as materials from other cultural resource sites throughout Owens Valley. The facility will be constructed by the National Park Service on lands administered by the Eastern California Museum in Independence. Once built, the facility will be managed by museum personnel. Although meetings discussing the curation facility have occurred, no construction timeline has been established. Regardless, Caltrans has agreed to curate the artifacts from the Olancho/Cartago

Four-Lane Project at the Owens Valley curation facility. In the interim, the artifacts are curated at the facility located at the California State University, Bakersfield.

Lastly, Native American consultation resulted in the identification of one sacred area along the western edge of the town of Cartago, which was recorded on a sacred lands form and incorporated into the sacred lands files maintained by the Native American Heritage Commission. A Tribal Elder from the Lone Pine Paiute-Shoshone Reservation escorted Shelly Davis-King to the sacred area in August 2002. The area, situated on land administered by the California State Lands Commission, is partly within the undertaking's APE, and if Alternative 2A or 3A are selected to be part of the recommended alternative, potential project effects upon the sacred area will need to be considered. Other details about this sacred area and two other sacred areas encountered during archaeological excavations are presented in a confidential appendix that will be included with copies of this report that are submitted to the FHWA, SHPO, and other Federal and State agencies as appropriate, but excluded from publicly circulated copies.

4.4. Local Historical Society

The Eastern California Museum in Independence was consulted frequently throughout the effort to identify historic properties within the Project's APE. Museum Historian and Curator Beth Porter provided valuable assistance to numerous researchers wishing to examine museum resources including historic photographs and maps, rare books and local publications, and the museum's oral history recordings. Ms. Porter also reviewed drafts of the Archaeological Survey Report, the research designs for the evaluation of prehistoric and historical archaeological sites, the archaeological excavation report, the Historical Study Report, and the report on historic Native American information.

Ms. Porter revealed that a local publication entitled *The Cemeteries of Inyo County* includes an interview with an elderly man who grew up in Cartago and recalls that there once was a cemetery for the victims of the 1918 influenza pandemic in the vicinity of Cartago. In the publication, the elderly man states that the grave markers were all made of wood and had long since deteriorated and that he did not remember the location of the cemetery. Even though cemeteries are ordinarily not considered eligible for the NRHP, several attempts were made to find the cemetery. The cemetery was not found during surface surveys and not encountered during any of the archaeological excavations. The cemetery and cautionary measures will be described

in a document entitled *Special Provisions*, a construction contract management document that supplements the *Standard Specifications* manual and is distributed to all construction management personnel. These measures will include compliance with State Health and Safety Code 7050.5 and California Public Resources Code 5097.98.

4.5. Public Information Meetings

Two public information meetings were held to present Project alternatives and other information to interested citizens. Both were held at the Olancho School in Olancho. The first occurred on April 10, 2000, the second on July 25, 2002. No cultural resources concerns were raised during either of the meetings.

Chapter 5. Resources Identified

There are 175 cultural resources within the APE for the proposed Olancha/Cartago Four-Lane Project (two archaeological sites, CA-INY-1991/H and -5958/H, are dual component sites that required a determination of eligibility for each component, thus counting as four individual resources). Seventy-one of these resources meet the criteria for Attachment 4 of the Programmatic Agreement, Properties Exempt from Evaluation. The evaluation of 38 other resources was postponed until the selection of a recommended alternative in order to avoid unnecessary damage to these resources. Of the remaining 66 resources, seven had already been evaluated for the NRHP and 59 were formally evaluated for this Project (Table 5-1). Of the seven previously evaluated resources, archaeological excavations took place at two NRHP eligible sites to determine whether deposits contributing to their eligibility existed within the Phase-2 Study Area. A segment of one historic road that runs through the APE also was evaluated; other segments of this road have been found ineligible for the NRHP. In sum, this report requests SHPO concurrence with 62 determinations.

The 71 exempt resources include 22 isolated artifacts and 49 built environment resources. Caltrans Architectural Historian Chris Brewer (PQS, Principal Architectural Historian) reviewed the Project's APE and confirmed that the 49 architectural resources and all other built-environment resources within the APE meet the criteria for Attachment 4 of the Programmatic Agreement.

Table 5-1: Number of Evaluated Resources by Type and Eligibility

Resource Type	Eligible		Ineligible		Total
	Determined Previously	Determined Herein	Determined Previously	Determined Herein	
Prehistoric Archaeological	2	5	2	8	17
Historical Archaeological	---	1	---	9	10
Built Environment	---	1	3	35	39
Subtotal	2	7	5	52	66
Total	9		57		

5.1. Resources Previously Determined Eligible

Two prehistoric archaeological sites within the undertaking's APE were determined eligible for the NRHP prior to the current study (Table 5-2).

Table 5-2: Resources Previously Determined Eligible for the NRHP

Name	Location	Community	Map Reference
CA-INY-0043			43
CA-INY-1317			1317

CA-INY-43 (Map Reference #43)

CA-INY-43 is a prehistoric site found eligible for the NRHP under Criterion D by consensus determination between the BLM and SHPO on November 13, 1992 (Appendix G). The western edge of the Phase-2 Study Area overlaps the eastern edge of the site. Because no excavations had ever been conducted in this portion of the site, excavations were conducted within the overlap area to determine whether it contains archaeological deposits that contribute to the site's eligibility. For details of the investigation, please refer to Appendix B, Chapter 10, beginning on page 253.

This report requests concurrence that the portion of CA-INY-43 that overlaps the Phase-2 Study Area does not contain deposits that contribute to the site's eligibility under Criterion D or meet any of the other criteria of significance. Similarly, the portion of CA-INY-43 that overlaps the Phase-2 Study Area does not contain deposits that constitute a historic resource for the purposes of CEQA.

CA-INY-1317 (#1317)

CA-INY-1317 is a prehistoric site originally recorded as six separate sites scattered across a dissected alluvial fan: CA-INY-1317, -1318, -3807, -3808, -3809, and -3810 (Burton 1990). Three of these were found eligible by consensus determination between the BLM and the SHPO on April 16, 1991: CA-INY-3807, -3809, and -3810 (see Delacorte and McGuire 1993) (Appendix G). During a 1992 survey archaeologists decided there was no clear break in the distribution of artifacts across the alluvial fan and the six sites were combined under a single trinomial, CA-INY-1317 (Berg 1992). The request to de-list the five remaining trinomials, including those for the three eligible sites, was approved by the Eastern Information Center and the records for those five sites were stamped CA-INY-1317. Thus, CA-INY-1317 contains archaeological deposits that were determined eligible for the NRHP.

The Phase-2 Study Area bisects CA-INY-1317. Because no excavations had ever been conducted where CA-INY-1317 and the Phase-2 Study Area overlap, excavations were conducted in that area to determine whether it contains deposits that contribute to the site's eligibility. Excavations also were conducted throughout Locus 3 to obtain an understanding of the unique remains visible on the ground surface, and thus a more complete understanding of the site as a whole. For details of the investigation, please refer to Appendix B, Chapter 5, beginning on page 71.

This report requests concurrence from the SHPO that the portion of CA-INY-1317 that overlaps the Phase-2 Study Area appears to contain deposits that contribute to the site's NRHP eligibility under Criterion D. Similarly, the portion of CA-INY-1317 that overlaps the Phase-2 Study Area does contain deposits that constitute a historic resource for the purposes of CEQA.

5.2. Resources Determined Eligible

Seven resources within the undertaking's APE were determined eligible for the NRHP as a result of this historic property survey: five prehistoric sites, one historical archaeological site, and one building (Table 5-3).

Table 5-3: Resources Determined Eligible for the NRHP

Name	Location	Community	Map Reference
CA-INY-1991/H ^{1/3}			1991/H
CA-INY-5967			5967
CA-INY-5984			5984
CA-INY-6021			6021
CA-INY-6263			6263
CA-INY-5350H			5350H
Olancho Schoolhouse	APN 33-080-07		19

¹ Prehistoric component

³ Portion of site not excavated due to denied access

This report requests concurrence that the following five prehistoric archaeological sites are eligible for the NRHP under Criterion D due to their potential to contribute to a greater understanding of prehistory in the southern Owens Valley. These resources also constitute historic resources for the purposes of CEQA:

CA-INY-1991/H, Prehistoric Component (#1991/H)

CA-INY-1991 is a large prehistoric site with surface and near-surface remains that date to the Marana period: two radiocarbon dates from a hearth feature calibrate to AD 1500 to 1645 and AD 1425 to 1615. A deeply buried deposit measuring approximately 20 x 20 m also was encountered, yielding flaked stone tools and debitage, faunal remains, charcoal, and a radiocarbon date that calibrates to 4730 to 4685 BC, placing the occupation in the Pinto period. The northernmost 200 meters of the site is on a private parcel for which Caltrans did not receive permission to conduct excavations. Also, the western site boundary was not delineated because it extended well beyond the Phase-2 Study Area. For details of the investigation, please refer to Appendix B, Chapter 12, beginning on page 285.

CA-INY-5967 (#5967)

CA-INY-5967 is a prehistoric site with preserved subsurface midden deposits in a 60-x-20-meter area in the southern portion of the site. Artifacts recovered include projectile points and other bifaces, retouched flakes, debitage, ground stone, and a bone awl. A buried hearth dates to the middle of the Newberry period (AD 245 to 520, calibrated). Three Rose Spring points recovered from the surface indicate a Haiwee period occupation also exists. Despite a variety of modern impacts the midden area appears to be well preserved. Data from the site will yield information about Newberry and Haiwee period occupations. For details of the investigation, please refer to Appendix B, Chapter 8, beginning on page 207.

CA-INY-5984 (#5984)

CA-INY-5984 is a prehistoric site with bedrock milling features and two spatially distinct subsurface deposits. The northern deposit extends 110 x 30 meters and has a house floor and associated hearth. Two radiocarbon samples dating (calibrated) to AD 1250 and Rose Spring projectile points on the surface indicate a Haiwee Period occupation. The deposit in the central portion of the site covers a 30-meter-diameter area and is a dark gray midden with high quantities of artifacts and faunal remains. Elko projectile points indicate a Newberry period occupation. A surface scatter of pottery and glass beads in the southern portion of the site indicates a Marana or Historic period occupation. The two midden deposits are well preserved. For details of the investigation, please refer to Appendix B, Chapter 9, beginning on page 229.

CA-INY-6021 (#6021)

CA-INY-6021 is a prehistoric site with a well-preserved Newberry Period midden within the western half of the site with a house floor that was radiocarbon dated

(calibrated) to between 55 B.C. and A.D. 120. A hearth was radiocarbon dated (calibrated) to A.D. 530 to 600. Associated subsurface artifacts include a Humboldt Basal-notched point and other bifaces, retouched flakes, debitage, a bone awl, a shell bead, and a relatively large amount of faunal remains. A smaller midden lies east of the Phase-2 Study Area near the power line and was not tested during this Project. That midden was tested previously by Jim Nelson of Jones and Stokes, Inc., Sacramento. Native American representatives from the Lone Pine Paiute-Shoshone Tribe requested no further disturbances to the eastern midden area. The site has been impacted by a variety of modern disturbances, particularly near the highway, but extensive portions of the subsurface deposit are well preserved. For details of the investigation, please refer to Appendix B, Chapter 7, beginning on page 183.

CA-INY-6263 (#6263)

CA-INY-6263 is a prehistoric site with milling features and two spatially distinct components. One midden in the southwestern portion of the site includes three rock rings on the surface and a substantial subsurface deposit. This midden, although undated, contained a Humboldt basal-notched point in a subsurface context suggesting a Newberry Period occupation. Bioturbation is moderate and modern disturbance is limited. The second cultural deposit is a dark gray midden extending for 120 x 50 meters. Although testing was limited because most of this area is outside the Phase-2 Study Area, a radiocarbon date (calibrated) of A.D. 390 to A.D. 435 from the center of this midden places occupation in the late Newberry Period. Four Rose Spring points from buried contexts within the south-central portion suggest a Haiwee period occupation as well. This eastern midden has been impacted by more extensive modern disturbance but appears to have portions that retain integrity. For details of the investigation, please refer to Appendix B, Chapter 6, beginning on page 151.

This report requests concurrence that the following historical archaeological site is eligible for the NRHP under Criterion D due to its potential to contribute to a greater understanding of early settlement and the history of soda ash mining in the southern Owens Valley. Specifically, Features 1 and 6 meet the NRHP criteria of eligibility, and they constitute historic resources for the purposes of CEQA. Other areas within the boundary of CA-INY-5350H (Features 2, 3, 4, 5, 7, and 8) do not contribute to the

site's eligibility under Criterion D, and they do not constitute historic resources for the purposes of CEQA.

CA-INY-5350H (#5350H)

CA-INY-5350H is a dumping ground used by the residents of the town associated with the mining operations at Cartago and more recently by Cartago residents. The earliest remains observed come from the 1890s, a time when ranching was the principal occupation in the area. In 1917 the California Alkali Company opened a soda ash plant at Cartago, which operated until 1921. In 1924, the Inyo Chemical Company acquired and reopened the plant, operating it until 1932. The dump site measures approximately 680 ft. north-south by 260 ft. east-west and contains eight distinct clusters of dumping refuse (features) from different time periods. Feature 1 is composed of food storage vessels and table wares from the 1910s to 1920s. There are also large sanitary cans. Feature 6 is composed of food-storage containers and tablewares dating from the 1890s to 1950s. The other six features date to the 1960s and later, and are not historic.

Feature 1 and Feature 6 have a sufficient quantity and variety of historical archaeological remains that retain integrity (i.e., they represent distinct episodes of dumping that can be associated with a specific group of people). As such, Features 1 and 6 have the potential to address research questions regarding domestic life in the organized mining company town and the early years of the town of Cartago. Research domains include consumer patterns, dietary patterns, and other daily life and social issues. For details of the investigation, please refer to Appendix D, sections 6.3 and 7.2, beginning on pages 31 and 51, respectively.

This report requests concurrence that the following architectural resource is eligible for the NRHP at the local level of significance under Criterion A because it was the first formal schoolhouse in the community and played an important role in the social and educational history of the town. Similarly, the schoolhouse constitutes a historic resource for the purposes of CEQA. None of the other structures are contributing elements, nor do they constitute historic resources for the purposes of CEQA.

The Olancho Schoolhouse (#19)

The Olancho Schoolhouse is a rectangular-plan wood frame building with a gable roof. A small belfry housing the original school bell is located on the roof just above the gable on the façade. A shed roof porch projects from the façade to cover the main

entrance. The Olancha Elementary School District was formed in 1910. School operated out of a private residence until George Brown donated land for the construction of this schoolhouse. Completed in 1914, it was a typical one-room country school with one teacher responsible for instructing several children in grades ranging from kindergarten to eighth grade. The school also served as the public meeting place for social events. In 1945 the Olancha Unified School District consolidated the Olancha and Cartago Elementary School Districts. The Cartago School closed and the students attended the Olancha School. In 1949 a new, multiple-room elementary school was completed at the corner of Shop Street and School Road, and the old schoolhouse passed into private ownership. It currently serves as a woodworking shop. It has undergone some minor alteration such as the decorative shutters applied to the windows on the façade, and the replacement of some windows. A pump house, storage shed, and carport were added to the property between 1965 and 1970. For details of the investigation, please refer to Appendix C, Inventory Forms, Map Reference No. 19.

5.3. Resources Previously Determined Ineligible

Five resources within the undertaking's APE were found ineligible for the NRHP prior to this historic property survey (Table 5-4.). These resources also do not constitute historic resources for the purposes of CEQA.

Table 5-4: Resources Previously Determined Ineligible for the NRHP

Name	Location	Community	Map Reference Number
CA-INY-0291/H			291/H
CA-INY-0371			371
CA-INY-4607H	Inyo County	Inyo County	38
CA-INY-4590H	Inyo County	Inyo County	4590H
Bridge 48-0010 (P-14-4870)			1

CA-INY-0291/H (#291/H)

CA-INY-291/H was tested by Delacorte and McGuire (1993) and found ineligible by consensus determination between the BLM and the SHPO on April 16, 1991.

CA-INY-0371 (#371)

CA-INY-0371 was tested by Delacorte and McGuire (1993) and found ineligible by consensus determination between the BLM and the SHPO on April 16, 1991.

CA-INY-4607H (#38)

CA-INY-4607H, the grade for the former Mojave-Owenyo Branch of the Southern Pacific Railroad, was found ineligible by the SHPO on March 8, 1995.

CA-INY-4590H (#4590H)

CA-INY-4590H is the remains of a historic transportation route that runs north-south through Owens Valley. Research on the segment of the route running through the project area was conducted using historical maps, articles, and monographs. As the route evolved over 170 years it acquired various historical associations, as well as common names and legislative, official, and commemorative designations.

The route was first found ineligible by consensus determination between the FHWA and the SHPO on January 25, 1995. Subsequent investigations on other segments of the historic route also found that it is not eligible for the NRHP. On behalf of the FHWA, Caltrans found the segment of the Inyo County Wagon Road in the vicinity of Fish Springs, Aberdeen-Blackrock, Independence, Manzanar, and the Alabama Gates to be ineligible (Hupp 2000). The SHPO concurred with this finding in December 2002 (Appendix F). Also on behalf of the FHWA, Caltrans found segments of Legislative Route Number 23 and the Midland Trail in the vicinity of Little Lake to be ineligible (Hobbs 2003). On January 21, 2004, the SHPO concurred with this finding (Appendix F).

Research conducted for this Project revealed that CA-INY-4590H possesses a historical association not considered during previous evaluations. In the vicinity of the project area the historic transportation route was used by Remi Nadeau's 14-mule-team wagon trains for the transport of silver bullion between the mines of Cerro Gordo and the ports at El Pueblo de Los Angeles, and general merchandise upon return. This commerce was directly responsible for the first economic boom of El Pueblo de Los Angeles (Faull and Hangan 2001, Likes and Day 1975, Nadeau 1948). Although previously unrecorded segments of CA-INY-4590H were identified in the field, no maps were located demonstrating conclusively that these segments were used by the famous wagon trains. Sources consulted include the Eastern California Museum in Independence; the Map Library at the Henry Madden Library, California State University, Fresno; the David Rumsey historic map collection on the internet; Historian Mark Faull of Redrocks Canyon State Park; Avocational Historian Lou Pracchia of the Historical Society of the Upper Mojave Desert; and Historian Remi Nadeau III, great great grandson of the famous teamster. In the course of their research, Shelley Davis-King and Scott Baxter also did not find maps showing the

route used by Remi Nadeau's wagon trains. A site record update for this resource is included in Appendix H.

Though a period of significance with clear historical associations exists for the route as it passes through the Project's APE, no historical archaeological features or remains were identified during any aspect of this investigation that can be positively linked to this period of significance.

Bridge 48-0010 (#1)

Bridge #48-0010 spanning the Los Angeles Aqueduct was evaluated as a Category 5 bridge in the 1986 Caltrans Historic Highway Bridge Inventory and determined ineligible for the NRHP (Caltrans 2001b).

5.4. Resources Determined Ineligible

Seventeen prehistoric and historical archaeological sites within the Project's APE were determined ineligible for the NRHP by this historic property survey (Table 5-5).

Table 5-5: Archaeological Resources Determined Ineligible for the NRHP

Name	Location	Community	Map Reference
CA-INY-290			290
CA-INY-1991/H			1991/H
CA-INY-4837			4837
CA-INY-5953H			5953H
CA-INY-5956			5956
CA-INY-5957H			5957H
CA-INY-5958 ¹			5958/H
CA-INY-5958/H ²			5958/H
CA-INY-5964			5964
CA-INY-5966			5966
CA-INY-5981			5981
CA-INY-5990 ³			5990
CA-INY-6394H			6394H
CA-INY-6395H			6395H
CA-INY-6396H			6396H
CA-INY-6397H			6397H
CA-INY-6398H			6398H

¹ Prehistoric component

² Historical component

³ Portion of site not excavated due to denied access: evaluation incomplete

This HPSR requests concurrence that the following 17 archaeological sites do not meet any of the NRHP criteria of significance and thus are ineligible for the NRHP, nor do they constitute historic resources for the purposes of CEQA:

CA-INY-290 (#290)

CA-INY-290 is a low-density artifact scatter with eight milling features amidst a boulder-covered portion [REDACTED] alluvial fan. Artifacts recovered include projectile points and other bifaces, retouched flakes, and debitage. No anthropogenic sediments, charcoal, or features were identified. Most of the artifacts recovered during excavations derived from the upper 20 cm. No temporally sensitive artifacts were recovered from subsurface contexts, but projectile points collected from the surface indicate that the site was occupied during the Haiwee and Marana periods. Additional excavations at the site are unlikely to provide substantive data. For details of the investigation, please refer to Appendix B, Chapter 4, beginning on page 49.

CA-INY-1991/H, Historical Component (#1991/H)

CA-INY-1991/H is a dual component site. The historical component is limited to a sparse can and glass scatter that appears to be the result of random discard by travelers on US 395. The materials generally are not older than 50 years and cannot be associated with a specific context or group of people. For details of the investigation, please refer to Appendix D, sections 6.1 and 7.1, beginning on pages 27 and 51, respectively.

CA-INY-4837 (#4837)

CA-INY-4837 is a very low-density artifact scatter. Fieldwork at the site recovered only 32 artifacts, including 3 bifaces, 2 retouched flakes, 1 milling slab, and 26 pieces of debitage. The site lacks a subsurface deposit. Additional fieldwork would not yield substantive data. For details of the investigation, please refer to Appendix B, Chapter 17, beginning on page 407.

CA-INY-5953H (#5953H)

CA-INY-5953H is the Barney Sears homestead site. Sears patented the land in 1917 under the Homestead Act and lived there until 1927. He raised goats and later ran pack trains for tourists up the eastern side of the Sierra Nevada, helping to introduce the tourist economy that now supports the Owens Valley. Sears was well known locally during the first half of the 20th century, and is mentioned in two historical texts (Pipkin 1974:35-36; Olsen 1997:96-97,108) and the *Los Angeles Times*

(Shepard 1964). After 1927 the property was bought and sold by several other owners.

Three features comprise the site: a rectangular rock alignment, a depression in the sand, and a scatter of domestic refuse dating to between the late 1910s to the 1940s. A test excavation unit in the depression area (Feature 2) encountered domestic refuse, wood, metal cable, and a layer of tar and of ash. Few temporally diagnostic artifacts were recovered from the excavation unit, and the origin and function of the deposit is unclear. The Historic Study Report states that the relevant research domains for homestead sites include settlement patterns, land use, domestic patterns, and ranching technology. Following analysis, Baxter and Allen (2003) concluded that CA-INY-5953H appears to be eligible for the NRHP under Criterion D for its potential to yield information to address research questions regarding the lifeways of homesteaders in the southern Owens Valley. For details of the investigation, please refer to Appendix D, sections 6.4 and 7.3, beginning on pages 33 and 52, respectively.

After reviewing the draft Historic Study Report, Caltrans Archaeologist Christopher Ryan provided Past Forward with comments regarding the eligibility recommendation for CA-INY-5953H. Comments regarding significance centered on whether artifacts were present in sufficient quantity, variety, and good condition, and whether those artifacts could provide information to answer important research questions about homesteading in Owens Valley. Surface observations and excavations did not appear to demonstrate conclusively that significant deposits were present, and the analysis did not appear to demonstrate that the artifacts recovered could be linked to important research questions. Regarding integrity of association, the remains appeared to lack clear, direct connections with one historic period, or one occupant, or one type of occupation (e.g., homesteading versus simple habitation by subsequent owners).

The final Historic Study Report was sent to Caltrans Headquarters for review. Historical Archaeologist Judy Tordoff commented that the artifact collection from CA-INY-5953H is limited in its potential to address important questions within the stated research domains. Additionally, the excavations failed to generate hypotheses about homesteading that could be tested or expanded upon in a data recovery investigation. Tordoff observed that the eligibility recommendation appeared to be based on the test excavation unit in Feature 2. Although the report stated that the feature was stratified with a charcoal layer and an ash layer in pit fill, it was unclear as to what, if any, artifacts were recovered from those layers and what, if any,

artifacts in the deposit were burned. Tordoff noted that the Parker's Quink bottle in the 0-4" level dates to post-1931 and the pull-tab in the 12-16" level dates to post-1960. Also, the artifact collection does not seem to form a particularly informative collection, including only one personal item, a plastic comb. Out of the 77 catalog entries for Feature 2, 92 percent of the entries are items in poor condition. This, combined with multiple site occupants, suggests that the collection has limited interpretive value.

In sum, the artifact collection from CA-INY-5953H is limited in its potential to address important questions within the stated research domains. Additionally, excavations failed to generate hypotheses about homesteading that could be tested or expanded upon in a data recovery investigation.

CA-INY-5956 (#5956)

CA-INY-5956 is a boulder hosting one milling slick. One flake was observed on the surface and one flake was recovered from the STP excavations. The milling surface was carefully examined for use-wear patterning, and none could be conclusively identified. For details of the investigation, please refer to Appendix B, Chapter 18, beginning on page 415.

CA-INY-5957H (#5957H)

CA-INY-5957H is a small scatter of modern household and automotive refuse that dates to the 1960s at the earliest. For details of the investigation, please refer to Appendix D, sections 6.5 and 7.4, beginning on pages 39 and 54, respectively.

CA-INY-5958/H, Prehistoric and Historical Components (#5958/H)

CA-INY-5958/H is a dual component site. The prehistoric component is a low-density lithic scatter. Two temporally diagnostic artifacts were collected from the surface—a Paleoindian concave base point and a Humboldt basal-notched point—but excavations indicated a very low quantity of subsurface material. Few formed artifacts and ecofacts were recovered from the excavation units and no intact subsurface cultural deposits were encountered. The subsurface sediments were dominated by unconsolidated sands hosting a few artifacts transported downward by post-depositional processes. For details of the prehistoric component investigation, please refer to Appendix B, Chapter 16, beginning on page 389.

The historical component, the [REDACTED] homestead site, is located within the western portion of the prehistoric component. Haden patented 160 acres in 1916 under the Homestead Act and lived there until 1947. After 1947 the property was

bought and sold by several other owners, and eventually broken into several smaller parcels. Three features comprise the site. Feature 1 is a large depression 15 ft wide and 2 ft deep, and Features 3 and 4 are rectangular rock alignments of dry-laid native stone, one course high (excavations at Feature 2 indicated it was a fire ring of recent origin). A 6-ft-deep test unit at Feature 1 recovered nails, bolts, milled wood, ceramics, cans, textile fragments, and coal. At Feature 3, a test unit revealed the foundation extended only a few inches below the ground surface, and no artifacts were recovered. Three shovel test pits were excavated in artifact concentrations at various locations at the site; no artifacts were recovered from subsurface contexts. Artifacts on the surface include ceramics, bottle glass, automobile parts, wire nails, and milled wood. Diagnostic artifacts date from the 1890s to the 1930s. The Historic Study Report states that the relevant research domains for homestead sites include settlement patterns, land use, domestic patterns, and ranching technology. Following analysis, Baxter and Allen (2003) concluded that the historical component of CA-INY-5958/H appears to be eligible for the NRHP under Criterion D for its potential to yield information to address research questions regarding the lifeways of homesteaders in the southern Owens Valley. For details of the historical component investigation, please refer to Appendix D, sections 6.6 and 7.5, beginning on pages 39 and 54, respectively.

After reviewing the draft Historic Study Report, Caltrans Archaeologist Christopher Ryan provided Past Forward with comments regarding the eligibility recommendation for CA-INY-5958/H. Comments regarding significance centered on whether artifacts were present in sufficient quantity, variety, and good condition, and whether those artifacts could provide information to answer important research questions about homesteading in Owens Valley. Surface observations and excavations did not appear to demonstrate conclusively that significant deposits were present, and the analysis did not appear to demonstrate that the artifacts recovered could be linked to important research questions.

The final Historic Study Report was sent to Caltrans Headquarters for review. Historical Archaeologist Judy Tordoff raised questions about the eligibility of the Haden homestead site that were similar to those raised about the Sears homestead site. Tordoff observed that although the test unit excavated at Feature 1 encountered several charcoal layers it was not clear whether materials associated with the charcoal strata were burned. Additionally, the report lacked a thorough discussion of the specific artifacts and the details of those artifacts that date the deposit to Haden's occupation of the site rather than from all site occupants. The report was unclear as

to whether the materials from CA-INY-5958/H were in good enough condition to be used for analytical purposes, and whether they were present in sufficient quantity and variety. Research themes as presented in the Historic Study Report include settlement patterns, land use, domestic patterns, and ranching technology, but the report lacks a discussion on how these materials might contribute to addressing questions within those identified themes. Also, the issue of whether the site layout is a good example of an eastern Sierra Nevada homestead goes unaddressed, thus averting the issues of ranching technology and land use.

Tordoff stated that the analysis of artifacts from the site should have generated hypotheses regarding how information from the site could help with stated research questions, hypotheses which could be tested or expanded upon during data recovery. One of the most likely questions would be “How did domestic patterns such as dietary or consumer patterns change over time?” Tordoff also was interested in whether the artifacts in the collection lend themselves to comparison with collections from other homesteads in the area. And in comparing those collections, whether the site has the potential to expand upon existing knowledge. If so, then that should be clearly demonstrated and presented as part of the eligibility argument. Tordoff did not believe that the collection permitted these types of analyses and comparisons.

In sum, the artifact collection from CA-INY-5958/H is limited in its potential to address important questions within the stated research domains. Additionally, excavations failed to generate hypotheses about homesteading that could be tested or expanded upon in a data recovery investigation.

CA-INY-5964 (#5964)

CA-INY-5964 is a low-density lithic scatter that includes one formed tool. The site lies within a former agricultural field, and the effects of plowing are visible to approximately 30 cm below surface. For details of the investigation, please refer to Appendix B, Chapter 15, beginning on page 377.

CA-INY-5966 (#5966)

CA-INY-5966 is a low-density scatter with one hearth feature on the surface. Only 58 artifacts were recovered, including one projectile point, bifaces, retouched flakes, debitage, ground stone, and pottery sherds. The Rose Spring point fragment and the ceramics suggest a late Haiwee period or possibly a Marana period occupation. This site lacks subsurface remains and the southern portion has been extensively disturbed by excavation of a massive shallow pit that is presently used as a dumping area. For

details of the investigation, please refer to Appendix B, Chapter 14, beginning on page 365.

CA-INY-5981 (#5981)

CA-INY-5981 is a low-density surface scatter lacking diagnostic artifacts, and subsurface testing produced only 42 artifacts (41 debitage and 1 retouched flake), no cultural deposit, and no features. The site also has been greatly impacted by modern activities. For details of the investigation, please refer to Appendix B, Chapter 13, beginning on page 355.

CA-INY-5990 (#5990)

CA-INY-5990 is an artifact scatter with bedrock milling features. Testing at CA-INY-5990 was limited to the northern three-quarters of the site; permission to enter the private property hosting the remainder of the site was not granted. Approximately 75 percent of the modest assemblage came from the surface, and anthropogenic sediments were lacking. Temporally sensitive artifacts include one ceramic sherd and 11 glass bead fragments recovered from the surface indicating Historic period occupation. Cultural material was concentrated in the central portion of the site, while bedrock milling features (primarily slicks) were clustered in the southwest portion. Additional fieldwork within the tested portion would not yield substantive data. For details of the investigation, please refer to Appendix B, Chapter 11, beginning on page 267. Testing the southern portion of the site will be conducted as necessary upon selection of a recommended alternative. Findings will be presented in a separate and supplemental HPSR.

CA-INY-6394H (#6394H)

This resource is a ditch, the exact function and date of construction of which is unknown, although it was probably built prior to 1913. The ditch lacks any clear association with events that have made a significant contribution to the broad patterns of history, or association with the lives of persons significant to our past, and it is not a unique or distinctive system. For details of the investigation, please refer to Appendix D, sections 6.7 and 7.6, beginning on pages 44 and 54, respectively.

CA-INY-6395H (#6395H)

This resource is a rock wall, the exact function and date of construction of which is unknown, although it was likely built prior to 1913. The resource lacks any clear association with events that have made a significant contribution to the broad patterns of history, or association with the lives of persons significant to our past, and it is not

a unique or distinctive system. For details of the investigation, please refer to Appendix D, sections 6.8 and 7.6, beginning on pages 46 and 54, respectively.

CA-INY-6396H (#6396H)

This resource is the remains of a railroad spur constructed to connect the California Alkali Company to the Mojave-Owenyo Branch of the Southern Pacific Railroad. The rails, ties, and bridge beams have all been removed. The Mojave-Owenyo Branch Line of the SPRR has already been evaluated as ineligible for the National Register (Mikesell 1992), and the California Alkali Company facility was found ineligible for the California Register of Historic Places (Fernandez 2002). For details of the investigation, please refer to Appendix D, sections 6.9 and 7.7, beginning on pages 46 and 55, respectively.

CA-INY-6397H (#6397H)

CA-INY-6397H is an extensive ditch running north [REDACTED]. Exactly when this ditch was built, by whom, and for what purpose, is unknown at this time. The ditch cannot be found on historic maps of the area, and lacks any clear association with events that have made a significant contribution to the broad patterns of history, or the lives of persons significant in our past, and there is nothing distinctive about its construction or design. For details of the investigation, please refer to Appendix D, sections 6.10 and 7.8, beginning on pages 46 and 55, respectively.

CA-INY-6398H (#6398H)

This resource is a multi-branched ditch system running west [REDACTED]. Based on land ownership information and construction methodology, it is assumed that the [REDACTED] family built the ditch sometime in the late 19th century. The [REDACTED] bought land in Olancho as early as 1878, and have been in the area since that time. Although currently owned by the Los Angeles Department of Water and Power, the ditch is still in use by the [REDACTED] family. The ditch has been updated and improved with modern materials and thus has the appearance of a modern facility. The ditch lacks any obvious association with events that have made a significant contribution to the broad patterns of history, is not associated with significant persons in the past, and it is of ordinary construction. For details of the investigation, please refer to Appendix D, sections 6.11 and 7.9, beginning on pages 46 and 55, respectively.

35 built environment resources within the undertaking's APE were determined ineligible for the NRHP as a result of this historic property survey (Table 5-6).

Table 5-6: Built Environment Resources Determined Ineligible

Name	Location	Community	Map Reference
Segment of CA-INY-4591H	Inyo County		2
Rustic Motel	APN 33-120-04		3
Olancha RV Park	APN 33-410-00A		4
Ed Roman House	APN 33-110-25		5
Olancha BLM Fire Sta.	APN 33-480-05A		6
Ranch Motel	APN 33-480-01,02,03, 04		7
Grant Service Station	APN 33-490-01		8
Grant Garage & Store	APN 33-110-41		9
Mobil Station	APN 33-100-08		10
Castner Service Station	APN 33-460-18		11
Still Life Café	APN 33-460-18		12
Raper House	Fall Road, APN 33-100-19		13
Braun House	Shop Street, APN33-100-07		14
Inyo County Road Dept.	Shop Street, APN 33-090-02A		15
Cantlay House	Fall Road, APN 33-090-20		16
Ness/Bellamak House	Fall Road, APN 33-090-29		17
Olancha School	School Street		18
Calloway Motel & Store	APN 33-080-03		20
Olancha Post Office	APN 33-080-15		21
Food Mart	APN 33-080-14		22
Spainhower Anchor Ranch	APN 33-080-34		23
Lone Pine School District House	APN 33-080-32		24
Rancho Olancha	APN 33-080-33		25
Ranch House Café	APN 33-080-27F		26
Jot-em Down Store	APN 33-080-27B		27
Associate Oil Station	APN 33-080-27E		28
Lacey Ranch	APN 33-080-27B		29
Mayfield House	Lacey Lane, APN 33-080-22		30
Cabin Bar Café	APN 33-020-02		31
Cabin Bar Ranch	APN 33-020-11		32
House 1 S of Lake St.	APN 29-200-26		33
House 2 S of Lake St.	APN 29-200-23		34
House 3 S of Lake St.	APN 29-200-24		35
Sportsman's Lodge	APN 29-231-10, -11		36
Cartago Townsite (district)	Cartago		37

This HPSR requests concurrence that the following 35 built-environment resources do not meet the NRHP criteria of eligibility, nor do they constitute a historic resource for the purposes of CEQA:

Segment of CA-INY-4591H (#2)

The Los Angeles Aqueduct (CA-INY-4591H) intersects US 395 [REDACTED]. Though never formally evaluated in its entirety, the aqueduct is demonstrably significant for its association with historic events, such as the development of the City of Los Angeles; the transformation of the Owens Valley's landscape, economy, and community; and significant advances in hydraulic engineering. However, the segment that runs through the APE does not retain sufficient integrity to convey a sense of the aqueduct's historical associations for the period of significance, 1913-1957. Numerous changes have been made to expand, improve, and maintain the facility. Modifications include re-lining the aqueduct with new concrete and constructing 2-foot-high concrete parapet walls to add capacity during the 1960s and again in 1983-84, recent construction of two concrete control structures, replacing the bottom in 2001, and enclosing it with a barbed wire-topped chain-link fence. In short, the segment of the aqueduct that runs through the Project's APE has the appearance of a recently built system rather than one dating from the early 1900s. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 2.

Rustic Motel (#3)

The Rustic Motel consists of an office building, a 6-unit motel building, and a large shed. The office building was constructed by Chris Carstensen, a local merchant, in 1951. The 6-unit motel building was constructed in 1955. The enterprise was part of the tourism-associated developments in the community of Grant during the post-WWII period. Recent alterations to the motel have diminished the motel's integrity. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 3.

Olancho RV Park (#4)

The Olancho RV and Mobile Home Park consists of one main building, a residence, and approximately 60 trailer spaces. The residence, which predates the establishment of the trailer park, serves as the office for the business, as well as a dwelling for the manager/owner. The residence was built around 1953, and the trailer park was constructed beginning in 1965, with a large expansion in 1973. William Langan was one of the early proprietors, but the place was later sold to Ronald Fay, of Chino, California. The minimal-traditional style house is modest and is a very common type. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 4.

Edwin Roman House (#5)

This house was constructed in 1949 for use as a residence by Edwin Roman of Olancho, a pilot who flew sportsmen into the Sierra Nevada. The frame of the house was constructed of lumber salvaged from the internment camp at Manzanar. The property has been abandoned for several years and has suffered greatly from vandalism and deterioration. The result has been the house's considerable loss of integrity, including the removal of windows and doors. The house is a common property type, without architectural distinction, or significant historical associations. The house no longer has economic value as an improvement, and the property is classified as "vacant land" by the Inyo County Assessor. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 5.

Olancho BLM Fire Station (#6)

The former Caltrans Olancho Maintenance Station is a 1.17-acre site located on Route 395. Originally constructed in 1931, that station consisted of seven buildings. Today, only two remain, a truck shed and a gas house. The station was established by the Division of Highways to maintain US 395 between Lone Pine and Inyokern. Around 1997 Caltrans abandoned the maintenance station. Soon thereafter, the Bureau of Land Management began using it as fire station. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 6.

Ranch Motel (#7)

The Ranch Motel consists of a residence, a main lodge and office, two cabin motel units, and a laundry (converted to a motel unit). A dirt airstrip, constructed around 1948, is located to the west of the motel complex. John Grant purchased this property in 1947 and built the J.G. Motel as part of a broader plan to build a community of tourism-related businesses which he called "Grant." Although the designation appeared on maps and Caltrans had at one time identified the community with a highway sign, Grant was never incorporated as a city and it never had a post office. The motel served highway travelers and functioned as a "base camp" for sportsmen bound for the Kern Plateau in the Sequoia and Inyo National Forests. Using the services of the John Grant's "Airlift Pack Station," hunters and fishermen could stay overnight at the motel, then be flown from the nearby airstrip to the high country. The Ranch Motel represents a phase in the development of tourism in the Owens Valley fostered by the post-WWII outdoor recreation boom. Since its construction, one of the original buildings was moved to an adjacent parcel in 1985, another was moved off-site entirely in 1985, and the laundry building was remodeled and

converted to a motel unit in 1986. Additionally, the complex no longer serves its original function as an air-packing station for the backcountry. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 7.

Grant Service Station (#8)

This property is a former service station constructed in 1948 to accompany the garage and store across the highway, part of John Grant's tourism and highway services development plan. By 1957 the service station was operating as "Bill Wright's Union Oil Service Station." The building is a typical, unremarkable service station of the period, with a veneer of stone applied to the lower 1/3 of the façade. Additionally, windows, portions of the roof, and the original garage doors are missing, and a stone veneer and gas pump canopy were added to the station. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 8.

Grant Garage & Store (#9)

The property is a large, single-story commercial building constructed in 1948 as part of John Grant's tourism and highway service developments. Gene Christensen later acquired the building and operated the Southern Inyo Garage and Store. The building is fairly plain, but the curvature of the false front and the pylon evoke a reference to the art moderne style. By 1957, the building was remodeled and converted to the Airflight Café, and eventually became the Stagecoach Inn. The restaurant closed in 1975, after which it was remodeled to serve as a market. The building is currently vacant, and appears to have been vacant for several years. The front windows are boarded up and part of the roof is missing. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 9.

Mobil Station (#10)

This property is a single-story commercial building constructed in 1960. A large canopy supported by metal poles covers the gasoline pumps, which are not original. The station was first a Hancock Oil Company station, and later became a BP station. The property is a common and unremarkable building type. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 10.

Castner Service Station (#11)

This single-story commercial building originally served as a gas station, but has been converted to a shop. It was constructed in 1948 and was associated with the Castner Garage, located to the north on the same parcel. The gas pumps have been removed, and the pump canopy is of recent construction. The service station is a common type. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 11.

Still Life Café (#12)

This property is a large, single-story commercial building that was originally constructed as an automotive repair garage in 1948. In 1985 it was converted to a restaurant and has also been home to a craft shop that operates on a seasonal basis. The original garage door has been removed and replaced with a 6-lite wood door in a recessed porch entry, which has been lined with decorative boards. None of the original windows remain. Those on the southern elevation have been bricked in. Those on the façade have been replaced with aluminum and vinyl sliding windows. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 12.

Raper House (#13)

This property consists of two buildings: a house constructed around 1950, and a smaller wood cottage moved to the site in 1960. The house is Minimal Traditional style. The cottage is a modest wood frame structure clad in clapboards and cornerboards. Betty Jo Raper and her husband moved into the house in 1951, soon after it was constructed. The house stands on land formerly owned by Charles Williams, and is part of the Williams Subdivision. The house is not an outstanding example of its type, and has undergone substantial alterations. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 13.

Braun House (#14)

This small, one-story residence was constructed in 1951 for William Braun. It is a common house type and has no distinguishing architectural characteristics. In 1979, the property owner constructed a larger, modified A-frame house on the property to serve as a residence. Afterward, the small house became a shop and storage building. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 14.

Inyo County Road Department Maintenance Shop (#15)

The shop is a large wood frame building on a concrete foundation, constructed in 1955. It is a standard, unremarkable corrugated sheet-metal industrial building. A large, recently constructed water tank is located north of the building. Also north of the building, on the same lot, is the Olancho Community Service District's Fire Station #2, a metal building constructed in 1985. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 15.

Cantlay House (#16)

William Cantlay built this property in 1946 as a residence for himself and his wife, Ollie. Currently, the house is abandoned and in a state of deterioration. It is a single story house made of concrete block construction made to resemble stone. The house is unusual looking and, under the county assessor, of "substandard" construction and materials. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 16.

Ness/Bellamak House (#17)

This house was constructed for Silas and Frances Ness in 1947, who moved to Olancho from Darwin when Silas took a job with the Inyo County Road Department. The house was later purchased by Robert Bellamak, and is currently owned by Barbara Bellamak, who resides there. It is a common house type with no distinguishing architectural characteristics. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 17.

Olancho School (#18)

The Olancho School property consists of the main school building and a gymnasium/multi-purpose building. The school building was constructed in 1949 by the Olancho Union Elementary School District, which had formed in 1945. The district combined the Olancho district with the neighboring Cartago Elementary School district and outlying areas such as Darwin and Haiwee. With the merger of the two districts, the Cartago School was abandoned and the original, one-room Olancho School became instantly overcrowded. Changing ideas about public education, rural schools, and the larger student population made possible by the school district merger resulted in a new school that was designed to have multiple teachers and separate classrooms for separate grades. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 18.

Calloway Motel & Store (#20)

This property contains four structures. The former Calloway motel has a long rectangular plan with a concrete foundation, adobe masonry walls, and a flat roof. Most of the windows, doors, and roof are missing. The adobe masonry is melting, and the southwest corner of the building has collapsed. The former store/motel, just north of the adobe motel, also has a long rectangular plan and a flat roof, but is of wood frame construction. It too is missing its doors and windows. The former residence is in a state of total collapse and is no more than a pile of stone and lumber rubble. The cinderblock building was added in 1970.

John Calloway purchased the property in 1924. He established a service station and boarding house (no longer extant) on the east side of US 395. In 1929, he added to his business enterprises by constructing a store and motel (the property under evaluation here) on the west side of the highway directly across from his service station. In 1938, Roy and Mary Adamson purchased the property and operated it for several years. The enterprise represented an impressive and vigorous attempt to capture several aspects of the tourist trade, while also providing locally needed services. The service station and boarding house that once stood on the east side of the highway are long gone. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 20.

Olancho Post Office (#21)

The U.S. Post Office in Olancho is housed in a former automobile repair garage of concrete block construction, which was substantially altered in 1970 in the conversion process. George and Helen DuFault built the garage after moving to Olancho from Los Angeles in 1944. Operating it themselves as a garage and service station, they eventually leased the building to the U.S. Postal Service. The building is utilitarian in style, is not an outstanding example of a type, and has been substantially altered. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 21.

Food Mart (#22)

The Food Mart, a former service station, is a single-story commercial building with a rectangular plan and a concrete foundation. It is of brick masonry construction and has a flat parapet roof. Now vacant, the windows and service bay have been boarded over. The sign atop the tall metal signpost is missing. A canopy covering the pumps is a later addition. The property was substantially remodeled in 1995, which

destroyed the building's integrity of original plan. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 22.

Spainhower Anchor Ranch (#23)

This ranch no longer possesses its original structures. The remaining structures are a mobile home with a wooden shed-roof porch and a cabana, erected in 1977, and several small ancillary outbuildings of recent construction, including a metal shed, a chicken coop, and a horse shed. The ranch was originally settled by William Walker, a native of Missouri, in 1871. Walker also built an adobe building that served the community as a post office, store, and freight and stage station. That building no longer exists. George Brown, a Walker descendant, inherited the ranch in the twentieth century. In the 1960s the Browns sold the ranch and its water rights to the City of Los Angeles. The ranch is operated today by Spainhower Anchor Ranch, Inc., of Lone Pine, which leases the land from LADWP. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 23.

Lone Pine School District House (#24)

The property is a single-story residence built in 1946 to serve as a residence for teachers at the Olancho School. The house, a modest structure in the minimal traditional style, is a common house type. The house is currently owned by the Lone Pine Unified School District. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 24.

Rancho Olancho (#25)

Rancho Olancho is a former motel/tourist court, now abandoned. Three of the original tourist cabin/motel units remain. Two of these are two-unit motel buildings, one is a three-unit motel building. All have concrete foundations, wood frame construction, stucco, and flat parapet roofs. Three other units are also located on the site. They have wooden foundations, wood frame construction, board-and-batten siding, and gable roofs covered with corrugated sheet metal. A mobile home was moved onto the site in 1970s.

William Butler purchased the property from William Walker in 1914 and built a residence and hostelry around 1918. The Rancho Olancho motel was built in 1938 following Jay Saner's purchase of the property. After Saner, Mary Voight owned it. The motel ceased operations in 1955. The property is in an advanced state of deterioration and five buildings that once stood on the property have been

demolished, including the main residence. The property is deteriorated to the point that the structures have no economic value in the opinion of the county assessor. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 25.

Ranch House Café (#26)

The Ranch House Café (originally the Farm House Café) is a single-story wood-frame building on a concrete foundation. To the rear of the property stand two additional buildings. One is a rectangular-plan, wood frame house with clapboard siding; the other is a log cabin storage building with a corrugated sheet metal-covered gable roof.

The Ranch House Café, originally named the Farm House Café, was built around 1934 by Whit Barber on land leased from the Lacey Ranch. In 1938 Barber sold the café to Jacob Bibbey, the owner of the service station immediately adjacent to the café. Bibbey turned the Café (and eventually the service station) over to his son-in-law, Dick Hiter. Hiter renamed the café “Dick’s Farm House Café,” and operated the associated service station as “Dick’s Service.” For many years, the café and adjoining service station served as a restaurant and stopping place for travelers on U.S. Highway 395. The service station has been removed and all that remains of it is a concrete floor slab that is now part of the café’s parking area.

The café itself was a good example of a highway café of the 1930s. Subsequent alterations, however, have undermined its integrity. Additions were made to the south elevation in 1946 and 1979. The additions to the south elevation have destroyed the bilateral symmetry of the original plan. Several undated, non-historic-additions have been made to the rear of the property. The stone parapet wall at the front of the property, built by local stone mason James McKenna, has been altered by the addition of a wooden fence. The original large roof sign, an integral feature of the highway café type, has been removed, as has the neon “CAFÉ” sign that once stood in front of the property. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 26.

Jot-em Down Store (#27)

The Jot-Em-Down Store consists of a metal Quonset hut with a wooden false-front façade that was built in 1982. Random-coursed stone has been applied as a wall surface treatment on the façade from ground level to a height of approximately 2 feet.

The gas pumps and shelters are of recent construction (1996), and bear the name and logo of the Texaco chain.

The Jot-Em-Down Store---which takes its name from a fictional store in the old radio comedy series *Lum and Abner*---was moved to its present location in 1947. It originally served as a garage. It was later operated as a store by merchant Gene Menesini, who also owned a store in Darwin. It is currently owned by Parveen Shoukat. The land on which it stands, however, is leased from the Los Angeles Department of Water and Power. The Quonset hut is a common structure type, and the store is not an outstanding example. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 27.

Associate Oil Station (#28)

This property is a former service station rendered in the Art Moderne style. The building sits on a concrete foundation, is of wood-frame construction, and has a flat roof. The exterior surfaces were originally covered with stucco. Although the stucco remains, sometime during the 1960s or 1970s, the owners added a veneer of random-coursed stone to the façade and side elevations. The most striking feature is the art moderne pylon to the top of the building. The building also has curved corners and cornices. The large original garage doors have been removed and replaced with wood siding.

This property was originally an Associated Oil Company service station, built in 1936. Although the building was originally constructed in the Art Moderne style, and retains its large roof pylon, most of the building's original character has been lost. The gas pumps, pump island, and the canopy covering them are gone. The signs have been removed. Doors and windows have been replaced, removed, or boarded up. The random-coursed stone veneer further detracts from the building's integrity. The process of alteration, changing use, and neglect have materially diminished the building's integrity. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 28.

Lacey Ranch (#29)

The Lacey Ranch is located on both sides of US 395. Corrals on the eastern side were built in 1940, but have been substantially altered in recent years, including recently installed metal gates and new fencing constructed with railroad ties and steel bridge rails. On the western side are the ranch buildings. The two original ranch houses—one dating from 1916, the other from 1933—were demolished in 1998 and

1995, respectively. The only original structures remaining that are more than 45 years old are two small, one-car garages. The southernmost of these two is of wood frame construction, with a gable roof, and dates from 1916. The other garage is of masonry construction, with a gable roof. The other buildings on the ranch are either post-1956 or were moved to the site after 1956. These include a modern mobile home (c. 1990), a pole barn (1976), a shop building (1977), and a 1940 Quonset hut that was moved to the ranch in 1970 for use as a tack room. Thus the ranch no longer possesses adequate integrity of its original plan. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 29.

Mayfield House (#30)

This property consists of a 1949 residence, sheds and storage buildings, and two mobile homes. The residence is a concrete block building on a concrete foundation. The sheds and storage buildings on the property, as well as the mobile homes, were erected in the 1970s. The property is surrounded by a barbed wire fence. The house was constructed and owned by Roy Hunter, a local rancher, whose ranch is located south of Olancha. The property is currently owned by James Mayfield, of Olancha, who uses it as a residence and a place of business. The house is a very common type. The other buildings on the property were placed there in the 1970s. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 30.

Cabin Bar Café (#31)

The Cabin Bar Café, now abandoned and in an advanced state of deterioration, is a one-story wood-frame structure, with a rectangular plan and a concrete foundation. The original cladding material of the exterior walls is impossible to determine, as they have since been covered over with asbestos novelty siding. The façade has a veneer of random-coursed river rock. Most windows have been broken out or boarded over. The doors are metal. On the south elevation a neon sign reading “CAFÉ” is located in the gable end. To the north of the café is a house, which was formerly the residence of the café’s proprietor. It is a single-story wood frame building on a concrete foundation. It has a rectangular plan and a gable roof, which is clad with wood shakes. The siding of the house is weatherboard, but there is also a stone veneer on the porch wall, which matches the café. Most of the windows and the door are boarded up, and a cinder-block fence surrounds the house. A small cinder-block restroom building lies between the café and residence. A rectangular, cinder-block building at the rear of the property once housed a garage, shop, and apartment.

The Cabin Bar Café served highway travelers, sportsmen, and locals in the Olancha-Cartago area. Although the original owner is unknown, Stephen Goldfield, and later Frank Waitkus, operated the café for a number of years. The restaurant finally closed in 1979. Abandonment and vandalism have taken a toll on the building's integrity. The 1934, 1953, and 1970s remodelings, as well as the addition of two additional buildings to the site in 1953, have diminished the property's integrity as a 1920s roadside café. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 31.

Cabin Bar Ranch (#32)

Seven structures are located on the Cabin Bar Ranch property: a 1910 ranch house, a 1924 ranch house, a corral/pen/feedlot complex, a mobile home, a 1983 dwelling, a 1983 ranch gate/monument, and a stone ruin of unknown date and origin. The ranch houses and corrals are the only structures related to the historic operation of the ranch, although none date to the period of the ranch's original settlement. The 1910 ranch house has a wooden foundation and construction, board-and-batten siding, aluminum sliding windows, 1/1 double-hung sash windows, a gable roof, composition shingles, and asbestos siding (on a portion of the exterior). The house also has a large addition dating from 1976. The 1924 ranch house has a concrete foundation, and a gable roof covered in corrugated sheet metal. The original 1924 section of the building is of railroad tie construction. The remainder of the building ($\frac{2}{3}$ of its area) are additions made in 1956 and 1977. The other structures on the ranch are part of the Cabin Bar Ranch subdivision. They include a 1983 contemporary style house, a 1983 ranch gate with stone piers and rustic log uprights and crosspiece, and a stone building ruin made of river rock and concrete. The Cabin Bar Ranch was the site of the Cartago Wharf, which operated during the Owens Lake steamboat days of the late nineteenth century. The wharf is no longer extant: the timbers were salvaged, but the remains of the dry-laid rock base can still be seen. A Registered Point of Historic Interest plaque on Highway 395 at the ranch commemorates the wharf.

The ranch was originally the northern part of a larger ranch established in 1864 by Augustus Walker, an immigrant from Switzerland and one of the first settlers in the Olancha area. The ranch was then obtained by Artie Lubken, who later sold it to William Thornburgh in the early 1950s. Richard Stevens and other investors in the Cabin Bar Ranch Partnership acquired the ranch and planned to subdivide and develop a part of it for new homes. One home was erected in 1983. He also planned to drill wells to fully develop the ranch's water resources, and then sell that water to

users in the Los Angeles region. Unable to make the plan succeed, he and his partners sold the ranch in 1987 to the Anheuser-Busch Brewing Co., which planned to pump ranch water into the L.A. Aqueduct for use in the company's Los Angeles brewery. The plan failed in the early 1990s, but Anheuser-Busch still owns the ranch.

All the buildings on the ranch property have been substantially altered. Some of the original ranch structures have been demolished, and mobile homes of recent construction have been added. Moreover, approximately $\frac{1}{4}$ of the ranch's area has been subdivided and there is a 1983 house on the property, as well as a 1983 stone and log ranch gate entry that was not part of the original ranch. The ruin of a stone building is located at the entrance to the subdivision. There is no indication of the ruin's date of construction, but the use of concrete in its construction points to the 20th century. The ruin consists of three river rock and concrete walls. There is no floor, roof, windows, or architectural detail remaining.

The Cabin Bar Ranch might have held some significance for its association with early pioneer Augustus Walker, its status as one of the earliest ranches in the area, and its association with the Owens Lake steamboat period. However, no structures remain from that early period. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 32.

First House Immediately South of Lake Street (#33)

This property is a single-story, single-family residence with a concrete foundation and wood frame construction. Its exterior is covered with a veneer of river rock (on the façade of the 1930s section of the house) and a combination of asbestos siding and stucco on the remainder of the house. The roof is covered with corrugated sheet metal. A hay barn, stable, and corral are located at the rear of the property. The property is fenced with railroad-tie posts, 2-by-4 crosspieces, and wire mesh.

The original portion of the house was erected in 1930. In 1962 an addition was made to the north elevation. In 1963 a further addition was made to the north elevation, as well as a shed-roof addition to the south elevation. The original portion of the house comprises only about $\frac{1}{4}$ of its total area. The hay barn, stable, and corral were built on the property in 1970. The house is currently owned by Leon Bills of Cartago. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 33.

Second House South of Lake Street (#34)

The property is a single-story, single-family residence, rectangular in plan with a concrete foundation and wood frame construction. The original stucco siding has been clad in modern vinyl siding. The gable roof is covered with composition shingles. A shed-roof addition is located on the south elevation of the house. The house was constructed in 1920. An addition was added to the south elevation in 1958. It is a very modest example of a common house type, and the addition and the vinyl siding diminish its original integrity. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 34.

Third House South of Lake Street (#35)

The property is a single story residence with a concrete foundation, wood frame construction, and redwood weatherboard siding. Half the gable roof is covered by composition shingles, the other half by corrugated sheet metal. A covered porch was added to the rear of the building in 1979. The house was originally constructed in Haiwee in 1929. In 1968, it was moved to its present location at Cartago. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 35.

Sportsman's Lodge (#36)

The Sportsman's Lodge is a former motel complex that consists of six single-story buildings. The office building is of pumice block construction on a concrete foundation. A low stone wall is located in the front of the building. The northernmost building is identical in form to the office and has been converted to a residence, substantially altered as a result. It has an added concrete block chimney and an addition built onto the rear elevation, as well as a recently built garage. The main motel building is located to the rear of the property. It is rectangular in plan, of concrete block construction, and has a shed roof with composition sheeting. A single cabin is the southernmost building on the property. It is of pumice brick construction with a shed roof clad in composition sheeting. There are two small sheds located to the rear of the property.

Around 1948 Lester Border built the Sportsman's Lodge to serve tourists and recreationists drawn to the Owens Valley and Eastern Sierra. In 1952 Harry and Nan Hatfield bought the property and expanded it with four additional motel units. When the motel ceased operation in the 1970s one of the buildings was sold and converted to a private residence. The other buildings of the motel have suffered from deterioration. As a result of deterioration and the conversion of the store/post office

building to a modern residence, the motel no longer possesses integrity of its original plan. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 36.

Cartago Townsite (#37)

The town of Cartago includes 33 buildings and was evaluated for the NRHP under Criterion C as a historic district with a period of significance extending from 1917 to 1932. It originated as the company town for the California Alkali Company (1917-1924), which refined soda ash (sodium carbonate), sodium bicarbonate, and other saline minerals from the brines and salt deposits of Owens Lake. The town was laid out on a grid, and residences were built to house the employees and managers. These buildings were either modestly Craftsman or represented the transitional style between Queen Anne cottages and Craftsman bungalows. The town also included the company's soda works, now in ruins. From 1924 to 1932 the mine was operated by the Inyo Chemical Company. After mining operations ceased several of the buildings were abandoned and eventually demolished. Currently, Cartago is a residential area of modest single-family homes on small lots. All of the houses appear to be of wood frame construction. On some of the vacant lots new homes were built or mobile homes were installed, sometimes across parcel lines, and businesses such as the Sportsman's Lodge, a gas station, and the peach orchard and processing plant have come and gone. The remaining original company residences and buildings have all been substantially altered, and the streets of the community remain graveled and unpaved.

Currently, Cartago contains 33 buildings. Original 1917 buildings and structures which have the potential to contribute to the historic district consist of the schoolhouse (on Lake Street), four small employee houses, nine large employee (or managerial) houses, the remains of a brick oven, and a brick vault from the plant office. The potential historic district also includes the soda works, which today consists of little more than the soda evaporating ponds on the lake bed, the concrete foundations and substructures of the old factory, other ruins (including a walk-in safe vault and a brick bakery oven), and the bed of the railroad spur that once served the plant.

The boundary of the district extends between Sierra Street on the west, Inyo Street on the north, Owens Street on the South, and the soda evaporators on the bed of Owens Lake to the east. This boundary includes all the remaining houses and community

buildings from the original town, as well as the ruins of the soda processing plant, and the levees of the soda evaporators on the lakebed.

In 1885 the Inyo Development Company built the first soda ash plant on the northeast shore of the lake between Swansea and Keeler. The Natural Soda Products Company built a plant south of Keeler around 1912. California Alkali Company's plant was the third on the lake. From 1900 to the 1930s soda products from Owens Lake led the county's mineral production in terms of value, and thus Owens Lake was a major center of the United States soda industry. In 1924 the Inyo Chemical Company took over the Cartago plant, planning to continue refining bicarbonate of soda and soda ash at Cartago. It also hoped to develop potash as well, but this plan never came to fruition, as the post-war slump in the price of potash made it unprofitable. The onset of the Great Depression resulted in the plant closing in 1932, but the townsite remained a viable residential area in the southern Owens Valley. Since the plant's closing, a number of new houses were constructed, mobile homes were brought in, and original houses were extensively remodeled. Typical alterations include replacement of double-hung wood sash windows with sliding aluminum or vinyl sash windows; replacement of original siding with asbestos novelty siding, T-111 textured plywood siding or other non-historic material; covering of roofs with corrugated sheet metal; addition of cinder block chimneys; replacement of original doors with non-historic wood slab or metal doors; and room additions.

The Owens Lake soda industry is significant as one of the nation's leading sources of soda ash and bicarbonate of soda in the late 19th and early 20th century. Natural soda products were Inyo County's most profitable mineral product during the early twentieth century. The California Alkali Company plant at Cartago was part of the development of this industry as well as its association with the national industrial mobilization associated with the United States' entry into World War I.

Despite its potential for significance under Criterion A, the Cartago historic district has lost the historical integrity necessary to convey this significance. In its original state, Cartago consisted of some forty residences (worker cabins, managerial houses, and bunkhouses), a school house, a mess hall, store/ice plant/post office building, and offices for the company, as well as the processing plant. The plant consisted of evaporating ponds, lime kilns, carbonating towers, and rotary soda dryers, in addition to the storage and handling facilities needed to ship the finished soda products to market by rail. Today, however, the soda refining plant has been removed and all that remains are the concrete foundations and substructures, some miscellaneous small

ruins, the lakebed evaporating ponds, and the grade for the railroad spur. Many of the other principal buildings of the facility, such as the office and mess hall, were destroyed by fire. The schoolhouse and a handful of residential buildings remain, but 4 of them (the smaller employee houses) have been altered to the extent that they now appear to be post-1956 buildings. Furthermore, development of the townsite since the plant closure in 1932 has led to the construction and placement of modern houses, mobile homes, and businesses such as the Sportsman's Lodge, a gas station, and the peach orchard and processing plant. As such, Cartago has lost the integrity of its original plan and appearance. For details of the investigation, please refer to Appendix C, Inventory Forms, Identifier: Map Reference No. 37.



Chapter 6. Findings

Caltrans requests concurrence from the SHPO that:

1. The portion of CA-INY-43 that overlaps the Phase-2 Study Area does not contain deposits that contribute to the site's NRHP eligibility under Criterion D, nor does it contain deposits that would qualify the site as a historic resource under CEQA;
2. The portion of CA-INY-1317 that overlaps the Phase-2 Study Area contains deposits that contribute to the site's NRHP eligibility under Criterion D and its qualification as a historic resource under CEQA under Criterion 4;
3. The segment of CA-INY-4590H that overlaps the APE does not possess features or deposits that meet any of the NRHP criteria of significance, and thus is not eligible for the NRHP and does not constitute a historic resource under CEQA;
4. The following six archaeological sites within the undertaking's APE are eligible for the NRHP under Criterion D, and they constitute historic resources for the purposes of CEQA under Criterion 4;

Table 6-1: Resources Eligible for the NRHP (Criterion D) and the CRHR (Criterion 4)

Name	Location	Community	Map Reference
CA-INY-1991/H ^{1,3}			1991/H
CA-INY-5967			5967
CA-INY-5984			5984
CA-INY-6021			6021
CA-INY-6263			6263
CA-INY-5350H			5350H

¹ Prehistoric component

³ Portion of site not excavated due to denied access

5. The following resource is eligible for the NRHP under Criterion A, and it constitutes a historic resource for the purposes of CEQA under Criterion 1;

Table 6-2: Resource Eligible for the NRHP (Criterion A) and CRHR (Criterion 1)

Name	Location	Community	Map Reference
Olancho Schoolhouse	APN 33-080-07		19

6. The following 16 prehistoric and historical archaeological sites within the undertaking's APE are ineligible for the NRHP, and they do not constitute historic resources for the purposes of CEQA:

Table 6-3: Archaeological Resources Determined Ineligible for the NRHP and CRHR

Name	Location	Community	Map Reference
CA-INY-290			290
CA-INY-1991/H			1991/H
CA-INY-4837			4837
CA-INY-5953H			5953H
CA-INY-5956			5956
CA-INY-5957H			5957H
CA-INY-5958 ¹			5958/H
CA-INY-5958/H ²			5958/H
CA-INY-5964			5964
CA-INY-5966			5966
CA-INY-5981			5981
CA-INY-6394H			6394H
CA-INY-6395H			6395H
CA-INY-6396H			6396H
CA-INY-6397H			6397H
CA-INY-6398H			6398H

¹ Prehistoric component

² Historical component

7. The following prehistoric archaeological site was not fully evaluated due to denied property access, but the portion of the site that was excavated is not eligible for the NRHP and does not contribute to any potential eligibility of the larger resource, and it does not constitute a historic resource for the purposes of CEQA (the unevaluated portions will be addressed during future evaluation efforts and future SHPO consultation):

Name	Location	Community	Map Reference
CA-INY-5990			5990

8. The following 35 built environment resources within the undertaking's APE are ineligible for the NRHP, and they do not constitute historic resources for the purposes of CEQA:

Table 6-4: Built Environment Resources Determined Ineligible for the NRHP and CRHR

Name	Location	Community	Map Reference
Segment of CA-INY-4591H	Inyo County	Olancha	2
Rustic Motel	APN 33-120-04	Olancha	3
Olancha RV Park	APN33-410-00A	Olancha	4
Ed Roman House	APN 33-110-25	Olancha	5
Olancha BLM Fire Sta.	APN 33-480-05A	Olancha	6
Ranch Motel	APN 33-480-01,02,03, 04	Olancha	7
Grant Service Station	APN 33-490-01	Olancha	8
Grant Garage & Store	APN 33-110-41	Olancha	9
Mobil Station	APN 33-100-08	Olancha	10
Castner Service Station	APN 33-460-18	Olancha	11
Still Life Café	APN 33-460-18	Olancha	12
Raper House	Fall Road, APN 33-100-19	Olancha	13
Braun House	Shop Street, APN33-100-07	Olancha	14
Inyo County Road Dept.	Shop Street, APN 33-090-02A	Olancha	15
Cantlay House	Fall Road, APN 33-090-20	Olancha	16
Ness/Bellamak House	Fall Road, APN 33-090-29	Olancha	17
Olancha School	School Street	Olancha	18
Calloway Motel & Store	APN 33-080-03	Olancha	20
Olancha Post Office	APN 33-080-15	Olancha	21
Food Mart	APN 33-080-14	Olancha	22
Spainhower Anchor Ranch	APN 33-080-34	Olancha	23
Lone Pine School District House	APN 33-080-32	Olancha	24
Rancho Olancha	APN 33-080-33	Olancha	25
Ranch House Café	APN 33-080-27F	Olancha	26
Jot-em Down Store	APN 33-080-27B	Olancha	27
Associate Oil Station	APN 33-080-27E	Olancha	28
Lacey Ranch	APN 33-080-27B	Olancha	29
Mayfield House	Lacey Lane, APN 33-080-22	Olancha	30
Cabin Bar Café	APN 33-020-02	Cartago	31
Cabin Bar Ranch	APN 33-020-11	Cartago	32
House 1 S of Lake St.	APN 29-200-26	Cartago	33
House 2 S of Lake St.	APN 29-200-23	Cartago	34
House 3 S of Lake St.	APN 29-200-24	Cartago	35
Sportsman's Lodge	APN 29-231-10, -11	Cartago	36
Cartago Townsite (district)	Cartago	Cartago	37

Submittal of this report to the SHPO will take place concurrently with distribution to the FHWA (pursuant to Stipulation VIII.C.5 of the Programmatic Agreement) and accession into Caltrans' files (pursuant to Stipulation XVI). In the event that the SHPO does not concur with the determinations presented above further consultation with the SHPO will be carried out in accordance with Stipulation VIII.C.5.b.

Pending selection of a recommended alternative, the project design will be examined to determine whether the Project has the potential to effect any unevaluated cultural resources. If so, a supplemental Historic Property Survey Report will be prepared and submitted to the SHPO.

A Finding of Effect for this undertaking, pursuant to Stipulation IX of the Programmatic Agreement, is not addressed at this time but will be pursued in future consultation with the SHPO upon selection of a recommended alternative.

Chapter 7. References

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Chapter 8. Figures

Figure 1: Project Location

Figure 2: Project Vicinity

Figure 3: Area of Potential Effects



Appendix A Archaeological Survey Report



Appendix B Lacustrine Lifestyles Along Owens Lake



Appendix C Historical Architectural Survey Report



Appendix D Historic Study Report



Appendix E Participants and Observers: Perspectives on Historic Native American Information



Appendix F Correspondence

Eastern Information Center (EIC) Correspondence

- Caltrans to EIC, Records search request, July 7, 1999
- EIC to Caltrans, results of records search, July 19, 1999

Native American Heritage Commission (NAHC) Correspondence

- Caltrans to NAHC, sacred files search request, October 6, 1999
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Appendix G Additional Information

Excerpt from the Historic Bridge Inventory (Caltrans 2001)

- Page 53: see Bridge No. 48-0010

Excerpt from Archaeological Determinations of Eligibility (OHP 2000)

- Page 55: see INY-43, INY-291, and INY-371
- Page 59: see INY-3807, INY-3809, and INY-3810
- Page 61: see INY-4590H and 4607H

Site Records

- CA-INY-1317 (Berg 1992)
- CA-INY-4590H, update (Ryan 2004)



Appendix H Confidential
