

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

District	County	Route	Post Miles	Unit	E-FIS Project Number	Phase
8	SBD	210	R25.0 to R33.2		08-1200-0164	
<i>District</i>	<i>County</i>	<i>Funding Source</i>	<i>Federal-Aid Proj. No.</i>	<i>Location</i>	<i>E-FIS Proj. No.</i>	<i>Phase</i>

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

Project Description:

State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue
EA: 0C700, PN:08-1200-0164

The San Bernardino Associated Governments (SANBAG), in coordination with California Department of Transportation (Caltrans) and the City of Highland, proposes to widen State Route 210 (SR-210) from Sterling Avenue to San Bernardino Avenue in the cities of Highland, San Bernardino and Redlands and the County of San Bernardino, California. For the proposed project, the existing highway would be widened from two to three lanes in both the eastbound and westbound directions by adding a third mixed flow lane within the median. In addition, the project would include the creation of an auxiliary lane in each direction between the Base Line and 5th Street interchanges and an acceleration lane at the 5th Street southbound on-ramp.

This segment of SR-210 currently has two mixed flow lanes in each direction with three mixed flow lanes in each direction to the west and four mixed flow lanes in each direction to the east. The reduction in lanes within this segment of the freeway restricts capacity and creates poor operating conditions. The total length of the proposed project is approximately 7.2 miles, which includes transition striping and construction signage. The widening would occur between post miles (PM) Revised (R) R 26.3 and R32.4, for a distance of 6.1 miles. The total length of the proposed project limits is approximately 8.2 miles, from PM R25.0 to R33.2, which includes transition striping and signage. All work would occur within the existing Caltrans right-of-way. The proposed project would not require the acquisition of new permanent right-of-way. Temporary Construction Easements (TCEs) would likely be needed during the construction period for construction of sound walls and construction access. The horizontal extent of ground disturbing activities would be limited to the current Caltrans right-of-way and would include digging, grading, and drilling. Vertical extent of excavation is expected to reach a depth of five feet, with piles being 30 to 80 feet in depth where they are installed at structures and/or bridges.

Project vicinity and regional location maps are located in Attachment A, Figures 1 and 2 of this Historic Property Survey Report (HPSR).

2. AREA OF POTENTIAL EFFECTS

The Area of Potential Effects (APE) for the project was established in consultation with Andrew Walters, Principal Architectural Historian, and Raghuram Radhakrishnan, Project Manager, in January 2014. The APE was updated in May 2014 to include two new potential temporary flow diversion areas in City Creek and the Santa Ana River. The APE was approved on June 2, 2014. The APE map is located in Attachment A, Figure 3 of the HPSR.

The APE was established from the project footprint to include all planned construction activity, potential staging and storage areas, temporary construction easements, and utility relocations, plus a buffer to include potential indirect effects that may develop as a result of this undertaking.

3. CONSULTING PARTIES / PUBLIC PARTICIPATION

*(For the following, check the appropriate line, list names, dates, and locations and results of contacts, as appropriate. List organizations/persons contacted and attach correspondence and summarize verbal comments received as appropriate. **Delete this instruction line and statements below that are not applicable.**)*

Native American Tribes, Groups and Individuals

- The Native American Heritage Commission (NAHC) provided a list of nine Native American contacts in Riverside and San Bernardino County on November 5, 2012.

HISTORIC PROPERTY SURVEY REPORT

- Letters describing the project area and maps indicating the project location were sent to eight Native American representatives on November 30, 2012. The following individuals were sent letters:
 - Joseph Hamilton, Chairman, Ramona Band of Cahuilla Mission Indians
 - Carla Rodriguez, Chairman, San Manuel Band of Mission Indians
 - Anthony Morales, Chairperson, Gabrieleno/Tongva San Gabriel Band of Mission Indians
 - Sam Dunlap, Cultural Resources Director Gabrielino Tongva Nation
 - Michael Contreras, Cultural Heritage Program, Morongo Band of Mission Indians
 - Ann Brierty, Policy/Cultural Resources Department, San Manuel Band of Mission Indians
 - Goldie Walker, Chairwoman, Serrano Nation of Mission Indians
 - Ernest H. Siva, Tribal Elder, Morongo Band of Mission Indians
 - Follow-up calls were made to the eight Tribes/individuals listed above on May 9 and 23, 2013.
 - A summary of the contacts that took place with the eight Tribes/individuals listed above can be found in Attachment D. Contact was made with Ms. Walker, Serrano Nation of Mission Indians.
- X** Native American Heritage Commission
- A letter was sent to the NAHC on November 2, 2012.
 - The NAHC responded on November 5, 2012, stating that a search of its Sacred Lands Database did not yield any sacred lands or traditional cultural properties within the project area. The NAHC provided a list of nine Native American contacts in Riverside and San Bernardino County. Copies of NAHC correspondence letters can be found in Attachment D.

4. SUMMARY OF IDENTIFICATION EFFORTS

Delete this instruction line and statements below that are not applicable.

- | | |
|--|---|
| X National Register of Historic Places | Month & Year: 1979–2002 & supplements |
| X California Register of Historical Resources | Year: 1992 & supplemental information to date |
| X California Inventory of Historic Resources | Year: 1976 |
| X California Historical Landmarks | Year: 1995 & supplemental information to date |
| X California Points of Historical Interest | Year: 1992 & supplemental information to date |
| X Caltrans Historic Highway Bridge Inventory | Year: 2006 & supplemental information to date |
| X Archaeological Site Records | |
- San Bernardino Archaeological Information Center, located at the San Bernardino County Museum in Redlands, California; accessed on January 8, 2013.

X **Results:** *(Provide a brief summary and research results, as well as inventory findings.)*

The records search included a review of all available cultural resources surveys and excavation reports as well as site records within a one-mile radius of the project APE. The following were also consulted: the National Register of Historic Places; and documents and inventories from the California Office of Historic Preservation; including the lists of California Historical Landmarks; California Points of Historical Interest; Listing of National Register Properties; and the Inventory of Historic Structures. Results of the records search indicate that 48 resources are located within one mile of the project APE. Of these, two are recorded within the APE and eight are located adjacent to SR-210. Two linear resources are recorded as crossing the APE. These are:

- CA-SBR-6847H/36-006847 The Old Kite Route
- CPHI SBr-012 (36-015497) Base Line Road

Of the 48 previously recorded cultural resources identified within a one-mile radius of the APE, eight are located within 1,500 feet of the project APE. These resources are:

HISTORIC PROPERTY SURVEY REPORT

- CA-SBR-6095H/36-006095: diffuse scatter of historical materials
- CA-SBR-7765H/36-007765: stand pipe irrigation system, and open irrigation flume
- CA-SBR-7766H/36-007766: driveway and slab, remains of demolished home site
- CA-SBR-7767H/36-007767: driveway, asphalt, low wall, remains of demolished home site
- CA-SBR-8135H/36-008135: five masonry irrigation flumes
- CA-SBR-12386H/36-012852: irrigation flumes and standpipe irrigation systems
- CA-SBR-12699H/36-013783: remnants of a stand pipe water control system
- 36-013622: Two-course granite cement and cobble curb

The portions of the two linear resources recorded as crossing the APE were demolished prior to construction of SR-210 in 1992. None of the eight resources located within 1,500 feet of the project APE will be impacted by the proposed project. Portions of two of these sites are located within 100 feet of the project APE boundary, but at a sufficient distance that project construction will have no effect on these resources.

5. PROPERTIES IDENTIFIED

- Elizabeth Hilton**, Architectural Historian, and Shelly Long, Archaeologist, who meet the Professionally Qualified Staff Standards in Section 106 Programmatic Agreement Attachment 1 as a Principal Architectural Historian and Principal Investigator, Prehistoric Archaeology, have determined that the only/only other properties present within the APE meet the criteria for Section 106 Programmatic Agreement Attachment 4 (**Properties Exempt from Evaluation**)
- Bridges listed as Category 5** in the Caltrans Historic Highway Bridge Inventory are present within the APE. Appropriate pages from the Caltrans Historic Bridge Inventory are attached. Bridges listed as a Category 4 and Category 5 are located in Attachment B of this HPSR. Bridges listed as Category 5 in the Caltrans Historic Highway Bridge Inventory are present within the APE (see the Bridge Inventory data sheets located in Attachment B of the HPSR). Several of the bridges are listed as Category 4 (historical significance not determined) in the Caltrans Structure Maintenance & Investigation online Bridge Inventory. However, these bridges are modern, constructed in 1992 as part of the construction of the SR-210 and are actually listed as Category 5 (ineligible for the National Register of Historic Places) bridges in the Caltrans Historic Bridge Inventory maintained by the Caltrans Cultural Studies Office.

6. HPSR to District File

- Caltrans has determined a Finding of **No Historic Properties Affected**, according to Section 106 Programmatic Agreement Stipulation IX.A, is appropriate for this undertaking. *(If there are historic properties within the APE, explain why they would not be affected.)*

7. HPSR to SHPO

- Not applicable.

8. HPSR to CSO

- Not applicable.

9. Findings for State-Owned Properties

- Caltrans has determined that **all the State-owned resources** (built environment and archaeological resources) within the APE **are exempt from evaluation** because they meet the criteria set forth in the Section 106 Programmatic Agreement Attachment 4 (Properties Exempt from Evaluation) **or were previously determined not eligible** for inclusion in the National Register of Historic Places

HISTORIC PROPERTY SURVEY REPORT

and/or registration as a California Historical Landmark and that determination is still valid.

10. CEQA Considerations

- Caltrans PQS staff has determined there are no historical resources within the Project Area limits, as outlined in CEQA Guidelines 15064.5(a).

11. List of Attached Documentation

- Regional Location, Project Vicinity, and APE Maps (Attachment A)
- California Historic Bridge Inventory sheet (Attachment B)
- Archaeological Survey Report (ASR) (Attachment C)
Archaeological Survey Report, State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue, May 2014
- Other (Specify below)
- Native American Correspondence (Attachment D)

12. HPSR Preparation and Caltrans Approval

Prepared by: (sign on line)

Consultant / discipline:

Affiliation

Shelley Long
 For: Elizabeth Hilton, Principal Architectural Historian
 ICF International, 601 W 5th Street Suite 900, Los Angeles, California 90071

5/27/14

Date

Reviewed for approval by:

District 8 Caltrans PQS discipline/level:

Approved by:

District 8 EBC:

Dicken Everson
 Dicken Everson, PQS --Principal Investigator, Prehistoric and Historical Archaeology

Gabrielle Duff
 Gabrielle Duff, Branch Chief, District 8 Cultural Studies.

02/5/14

Date

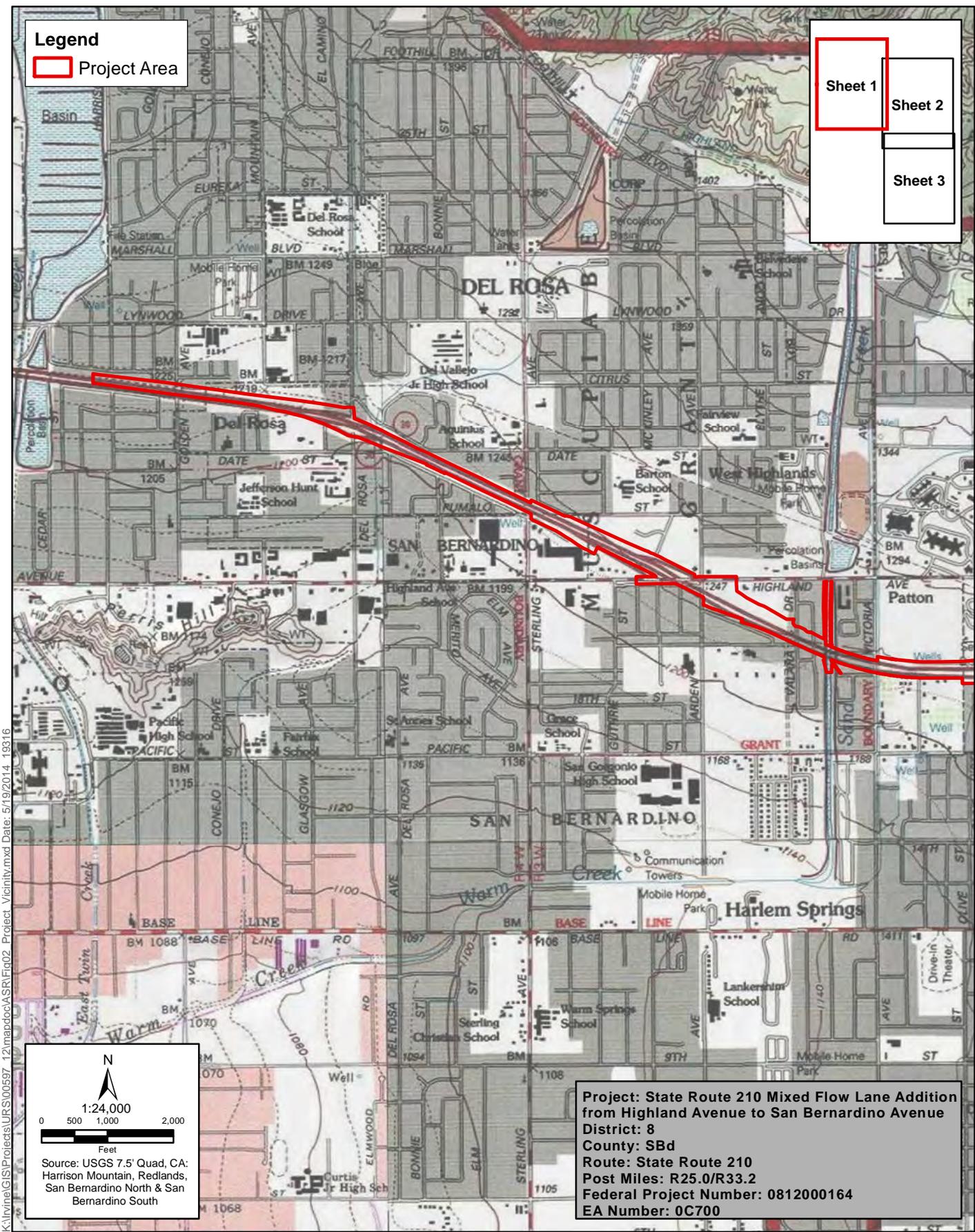
6/2/14

Date

Attachment A
Regional Location Map
Project Vicinity Map
APE Maps



Figure 1.
Regional Location Map
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue



Legend
 Project Area

Sheet 1
 Sheet 2
 Sheet 3

N
 1:24,000
 0 500 1,000 2,000
 Feet
 Source: USGS 7.5' Quad, CA:
 Harrison Mountain, Redlands,
 San Bernardino North & San
 Bernardino South

Project: State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue District: 8
County: SBd
Route: State Route 210
Post Miles: R25.0/R33.2
Federal Project Number: 0812000164
EA Number: 0C700

Figure 2 - Sheet 1
Project Vicinity Map
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue

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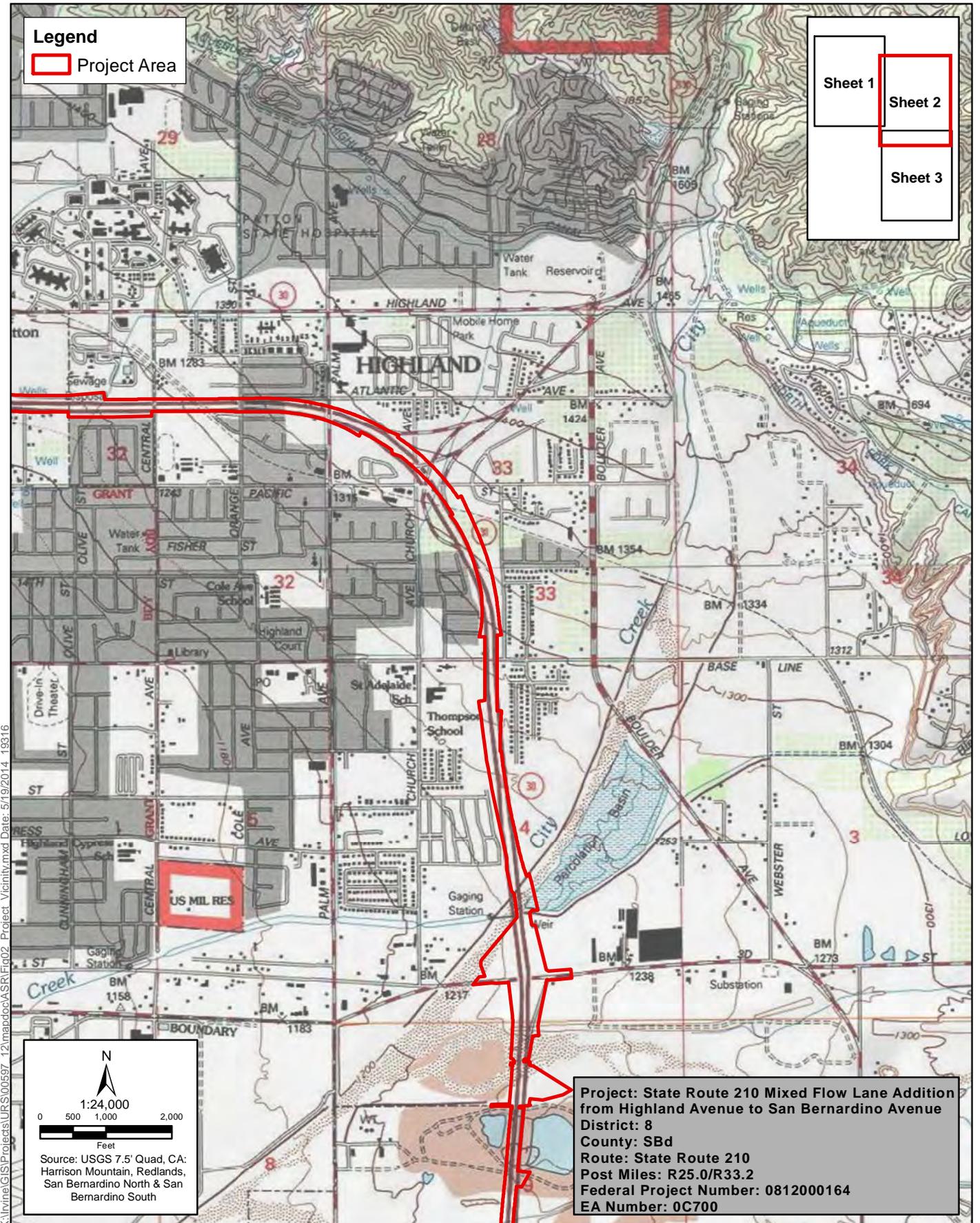


Figure 2 - Sheet 2
Project Vicinity Map
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue

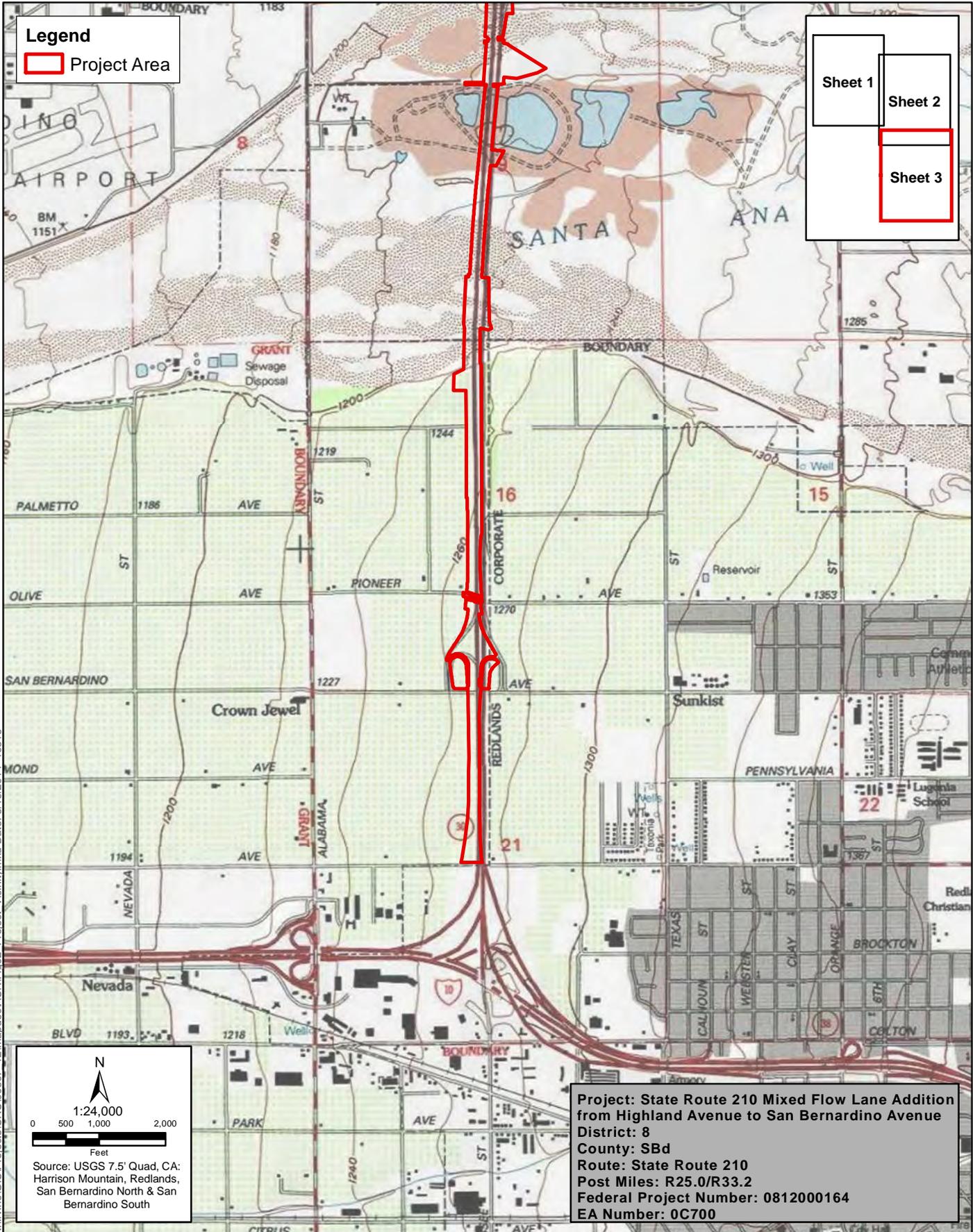


Figure 2 - Sheet 3
Project Vicinity Map
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue

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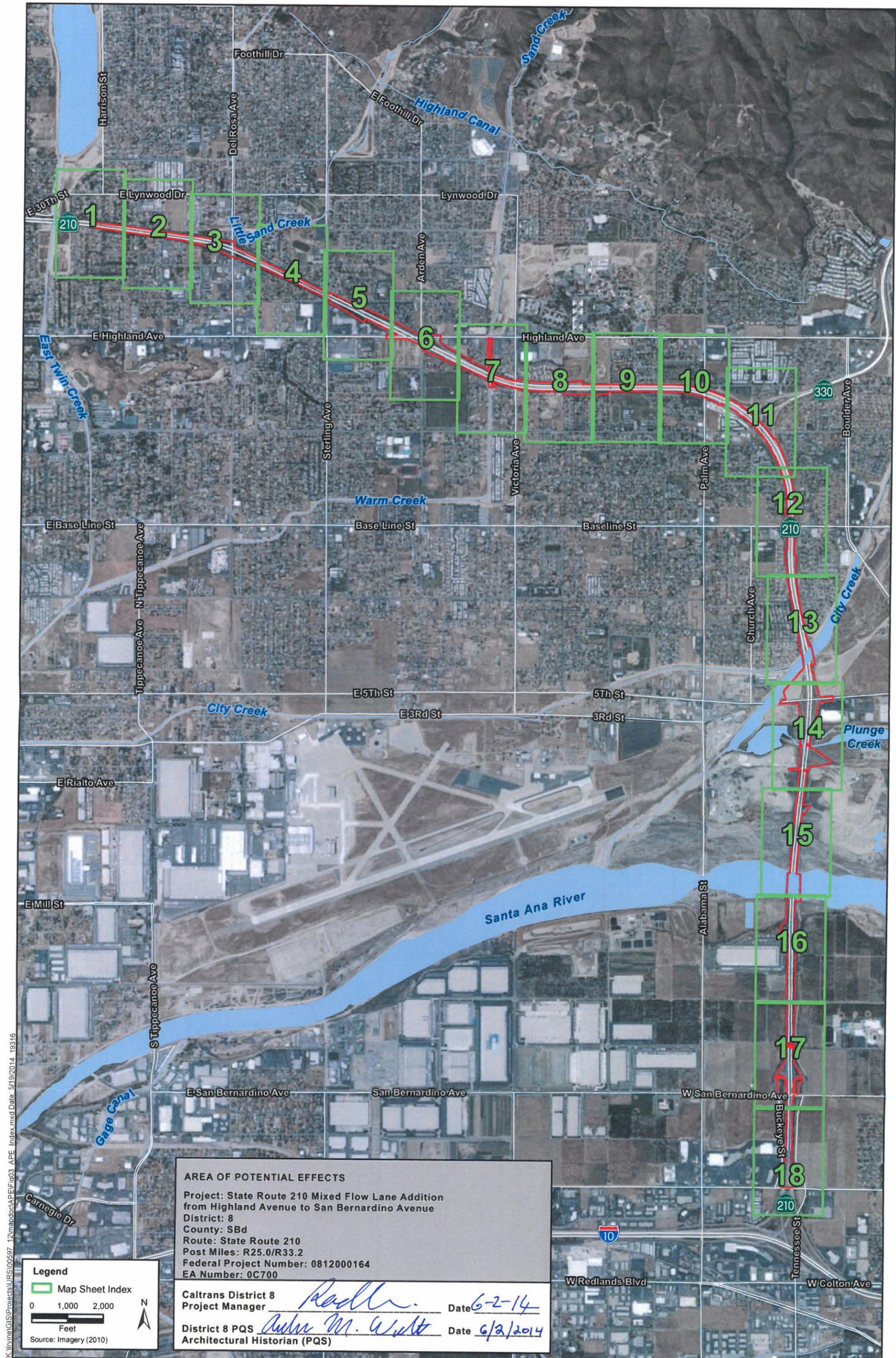


Figure 3
 Area of Potential Effects - Index Map
 State Route 210 Mixed Flow Lane Addition from
 Highland Avenue to San Bernardino Avenue

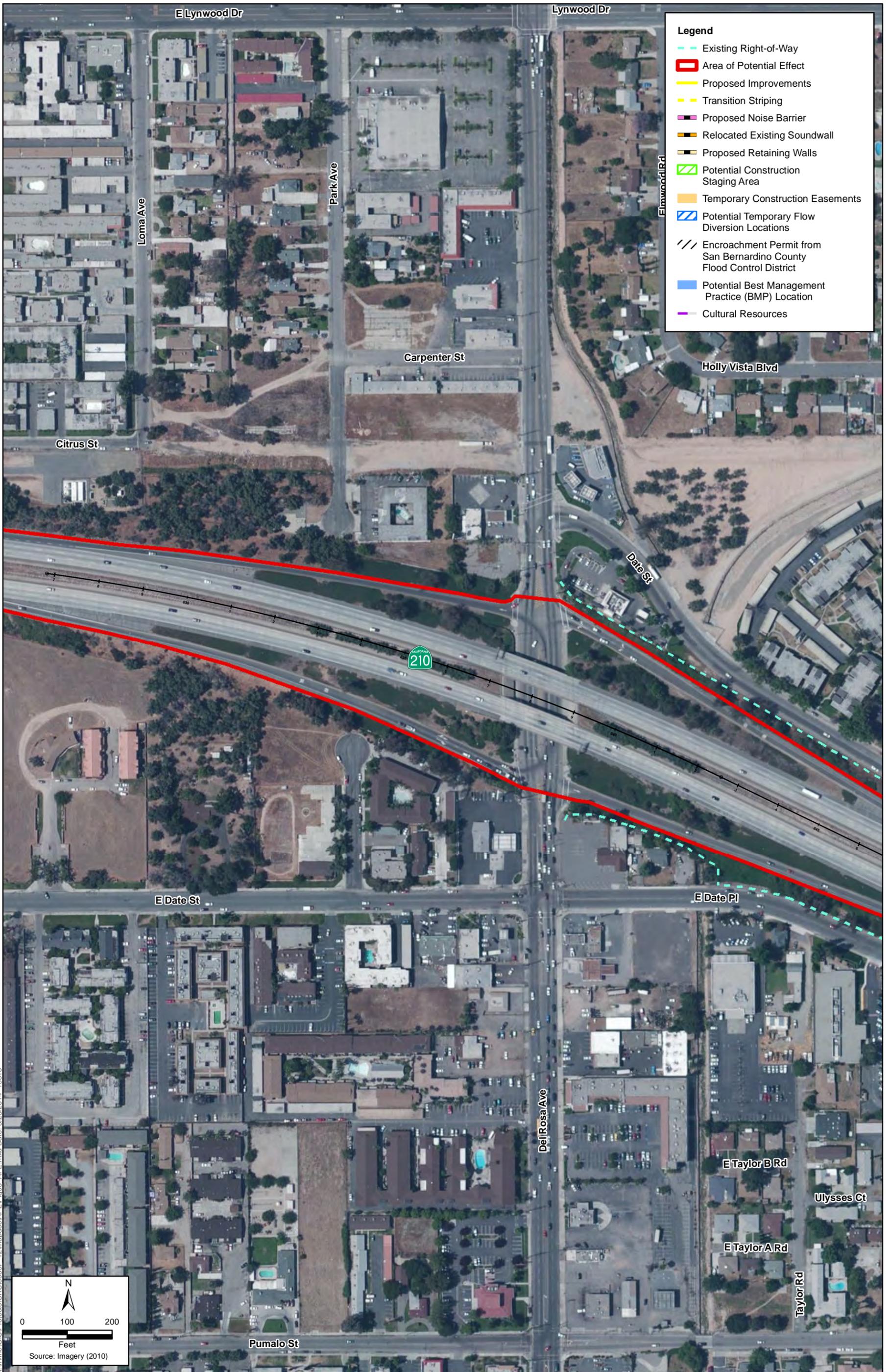


Figure 3
Area of Potential Effects - Sheet 1
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue



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Figure 3
Area of Potential Effects - Sheet 2
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue



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Figure 3
Area of Potential Effects - Sheet 3
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue

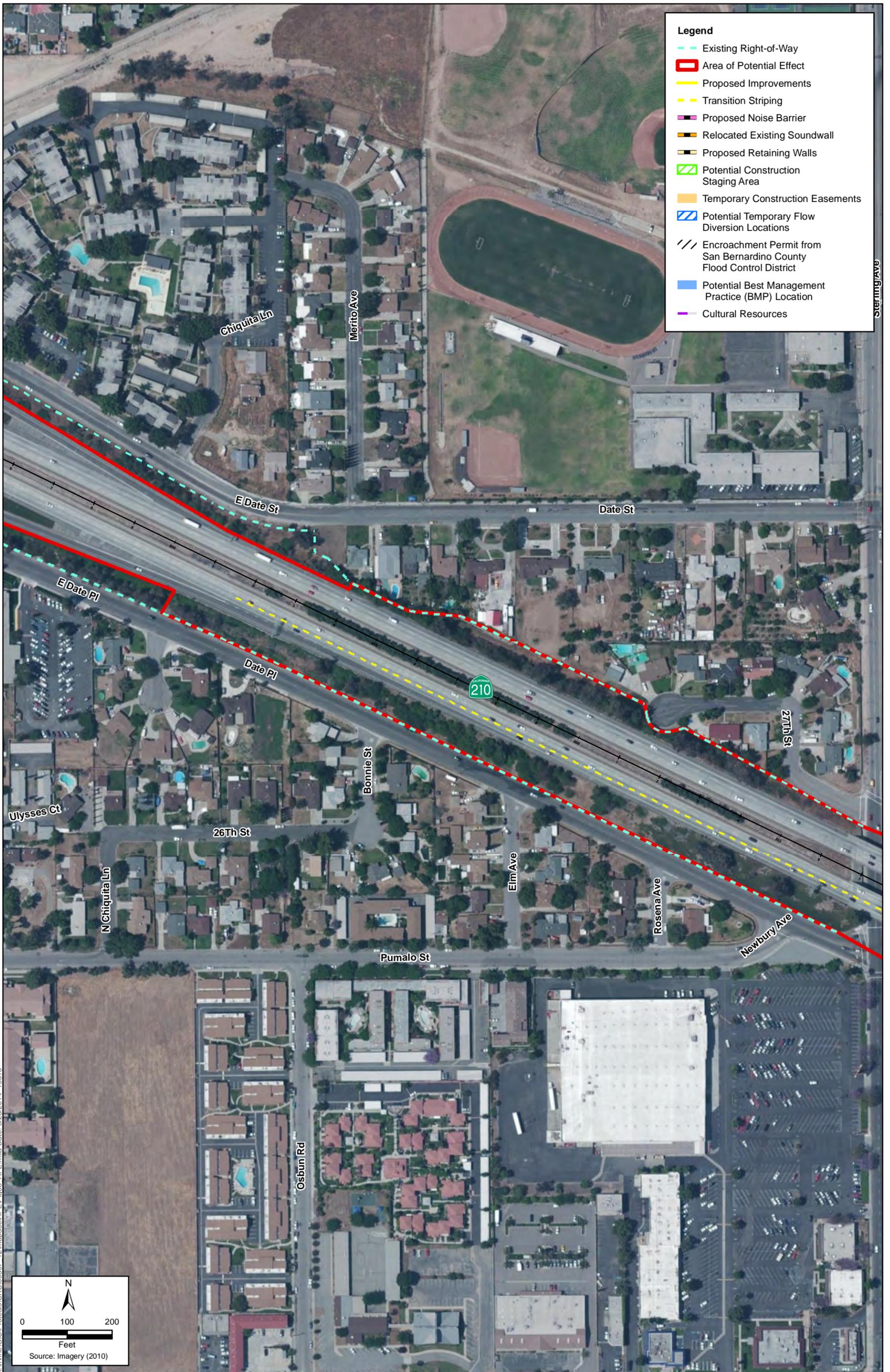


Figure 3
Area of Potential Effects - Sheet 4
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue

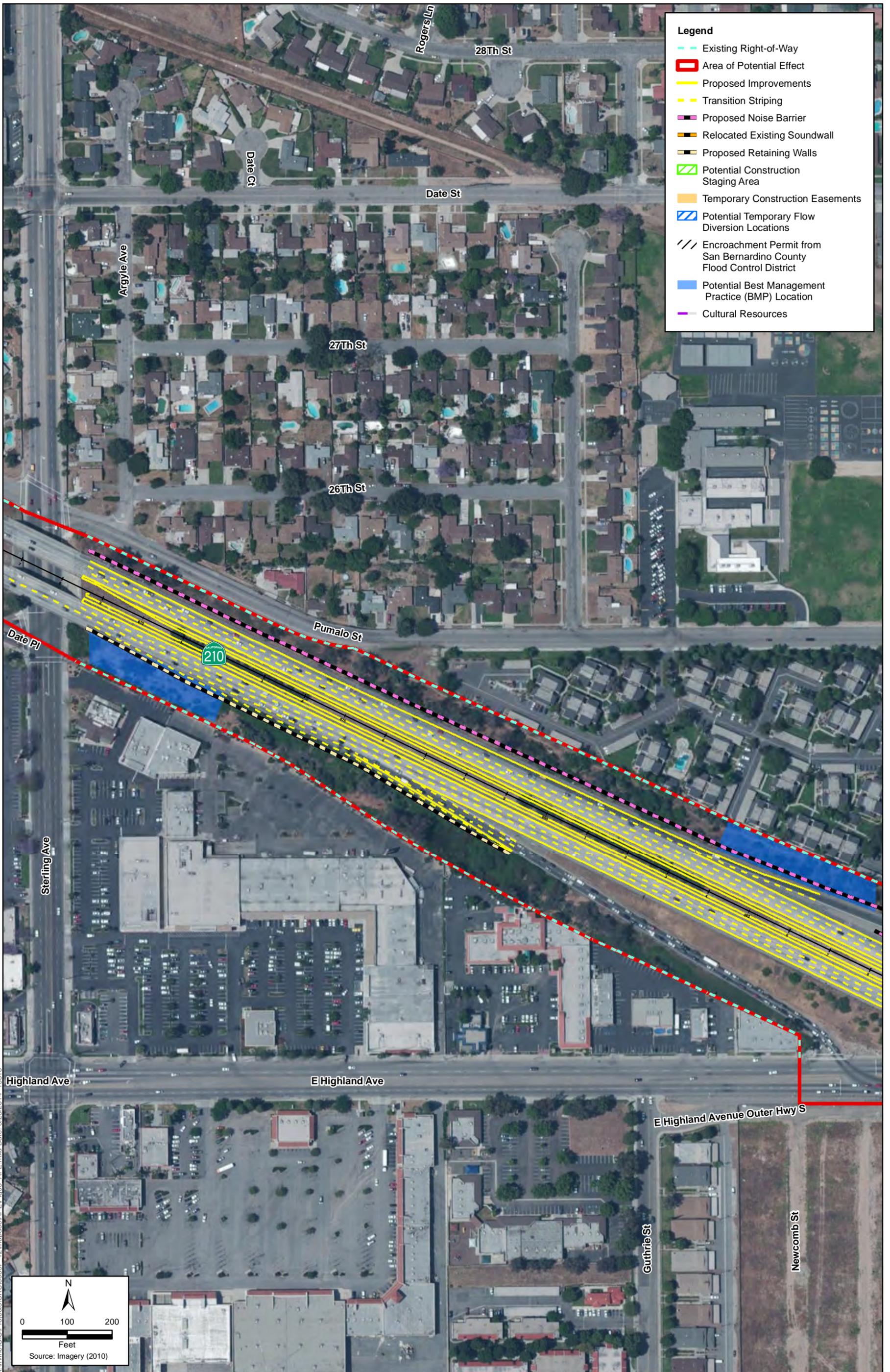


Figure 3
Area of Potential Effects - Sheet 5
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue

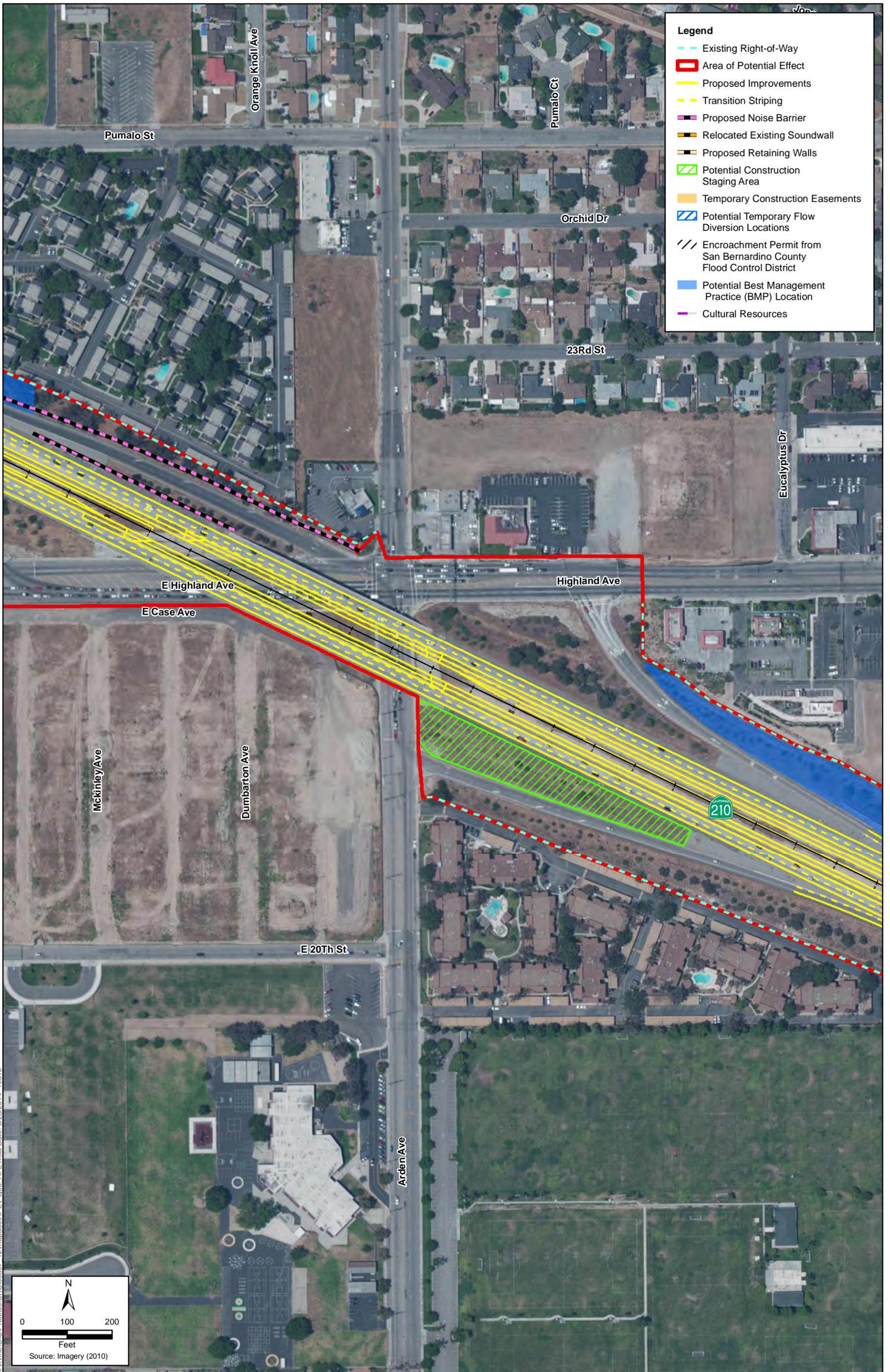
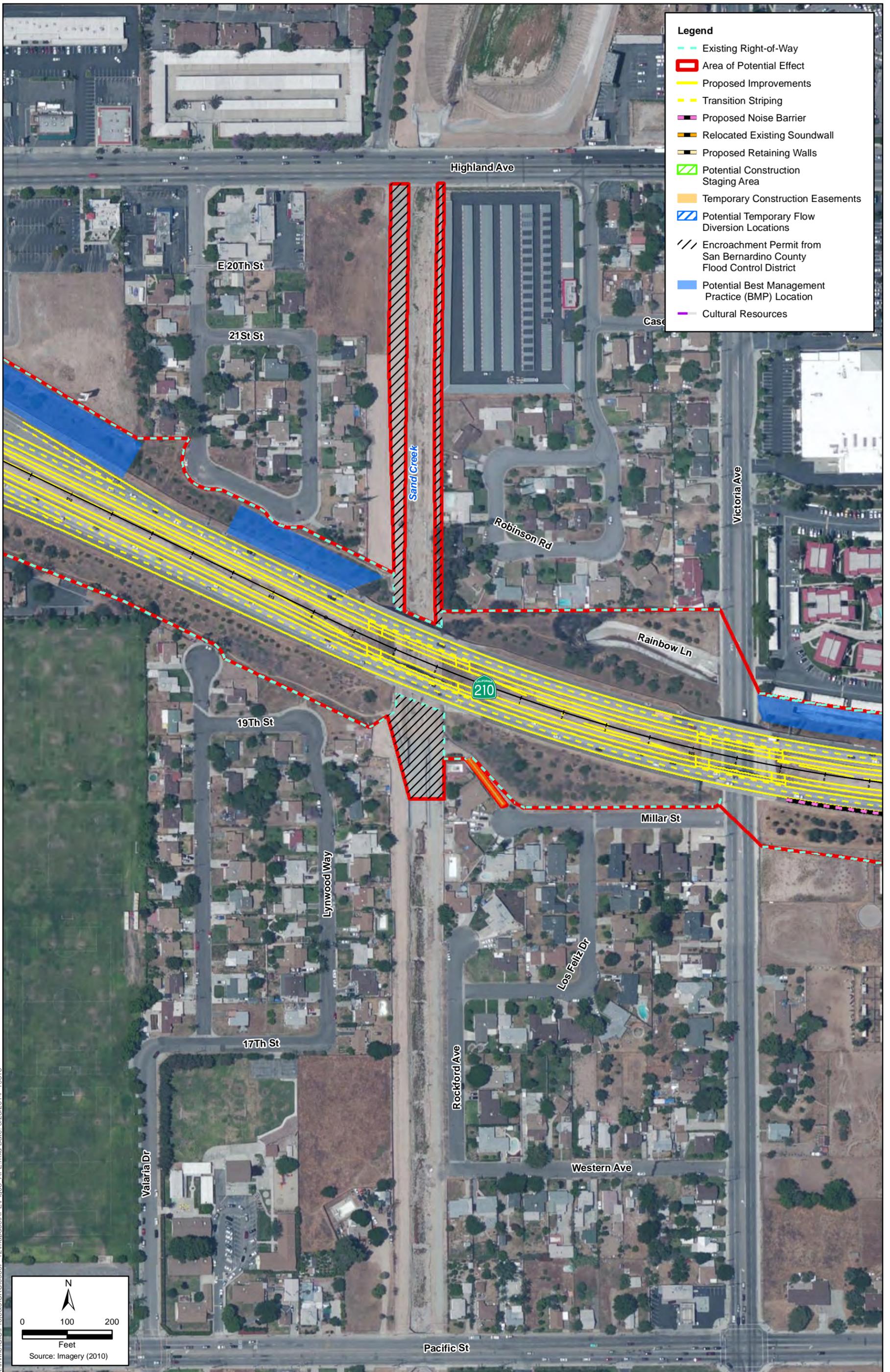


Figure 3
Area of Potential Effects - Sheet 6
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue



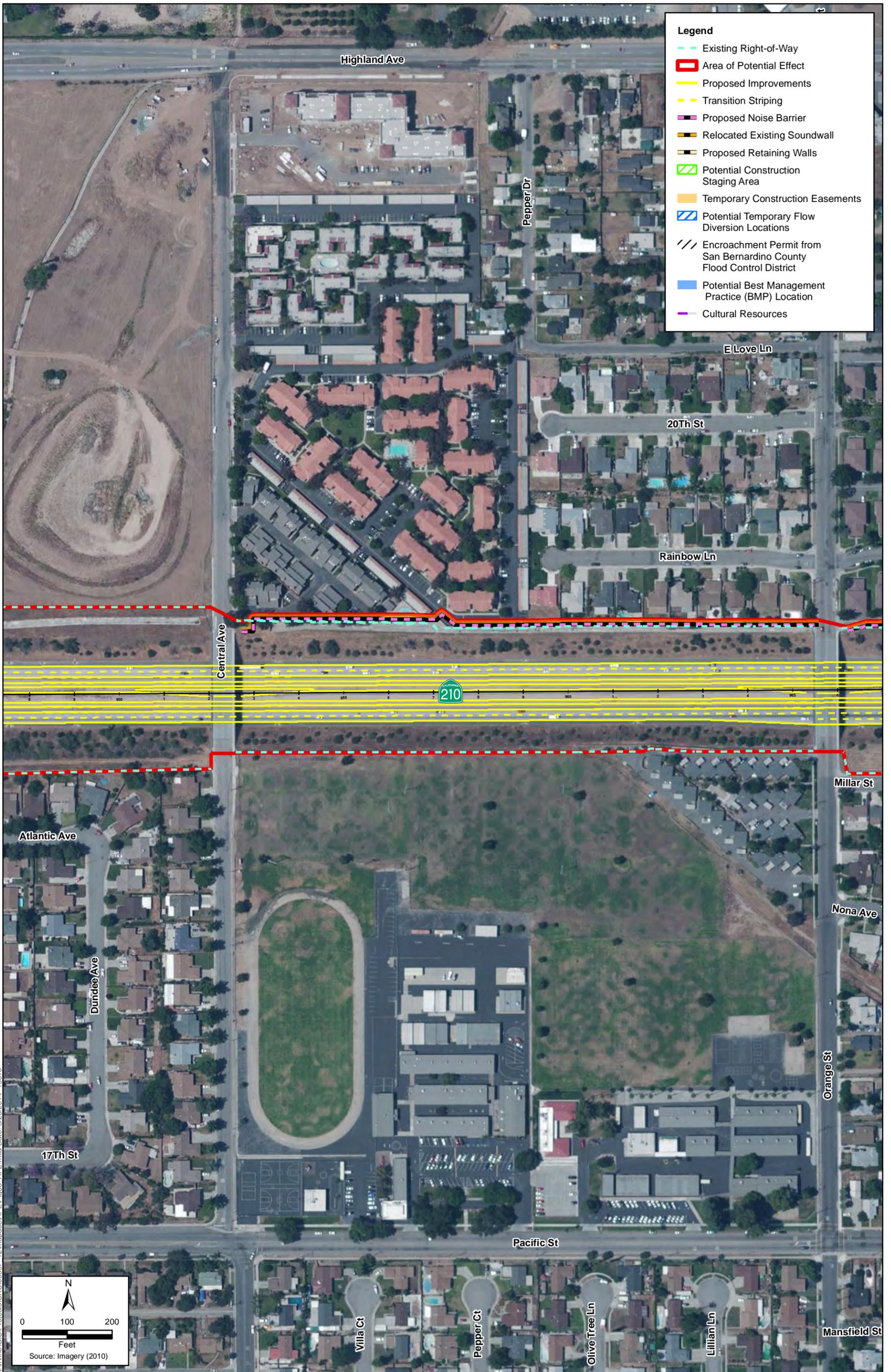
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Figure 3
Area of Potential Effects - Sheet 7
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue



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Figure 3
Area of Potential Effects - Sheet 8
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue



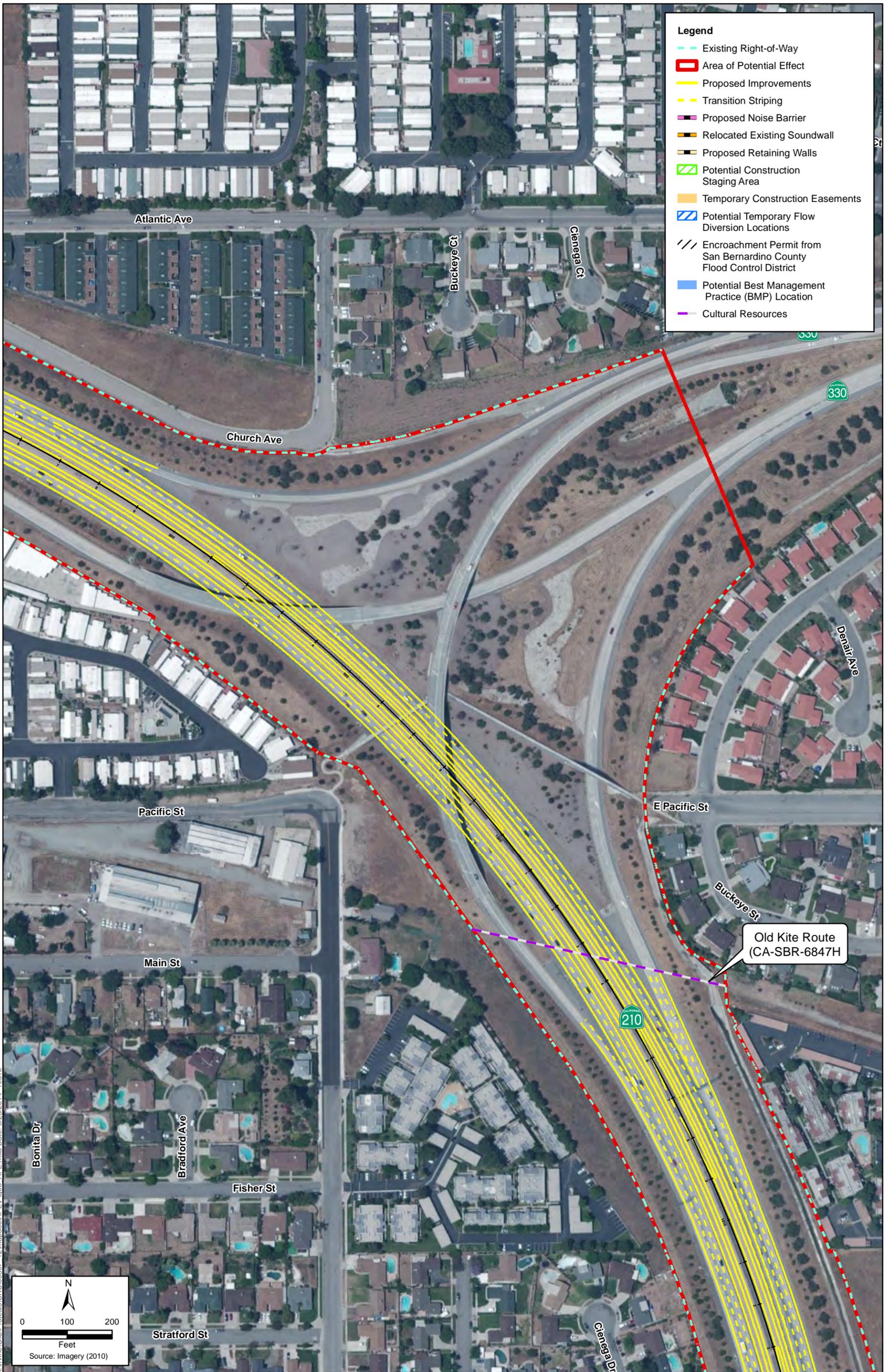
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Figure 3
Area of Potential Effects - Sheet 9
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue



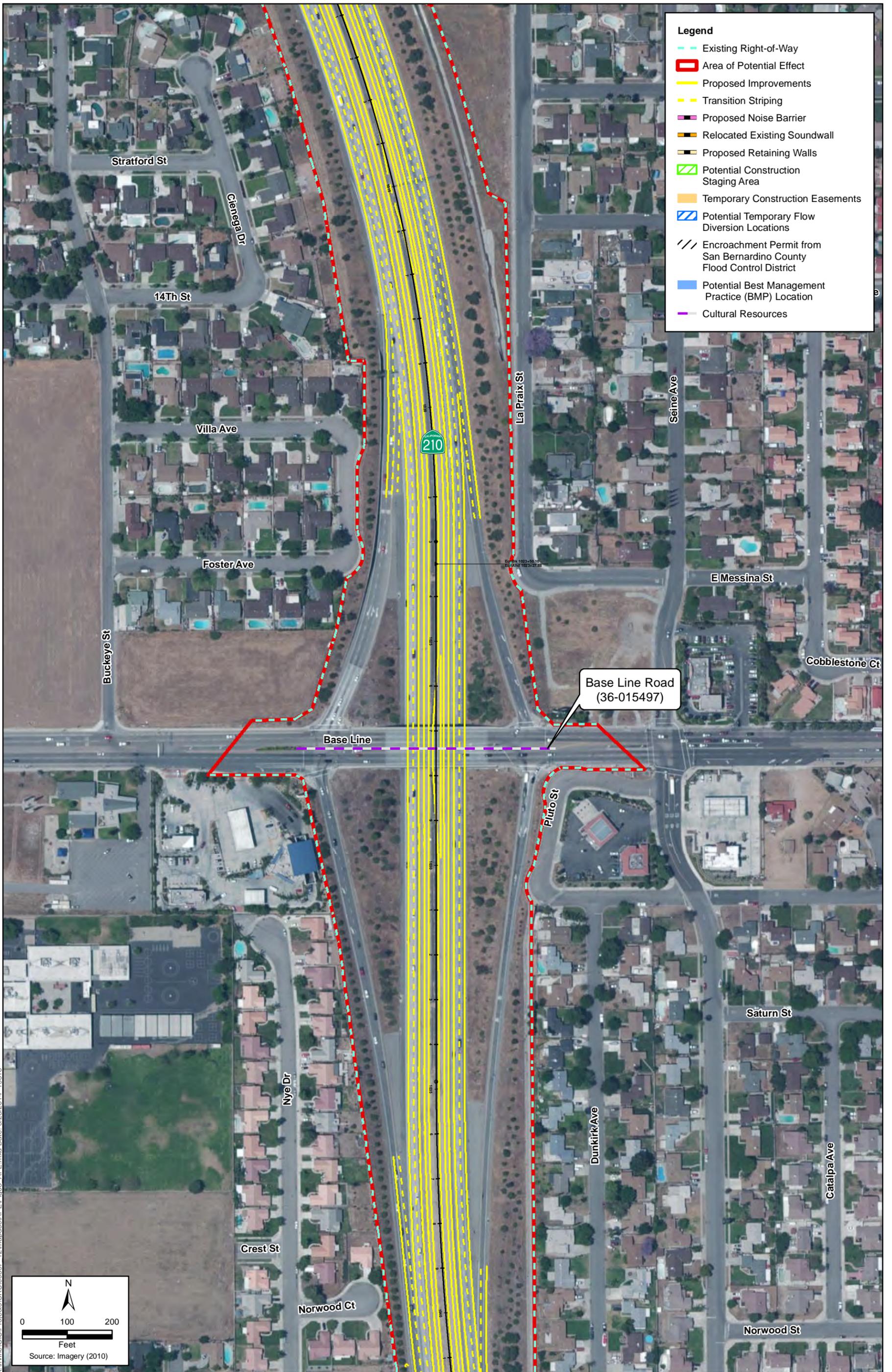
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Figure 3
Area of Potential Effects - Sheet 10
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue



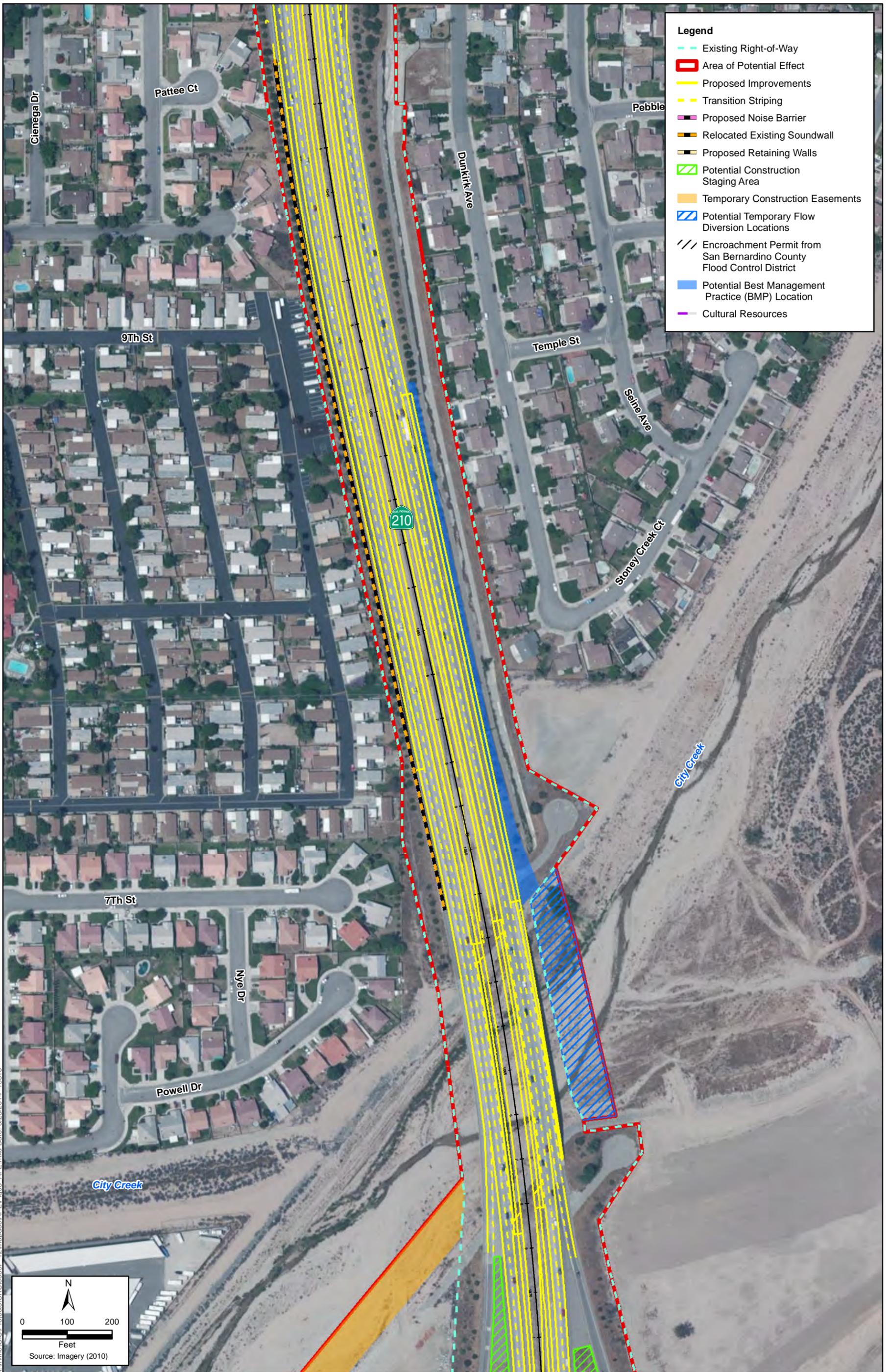
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Figure 3
Area of Potential Effects - Sheet 11
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue



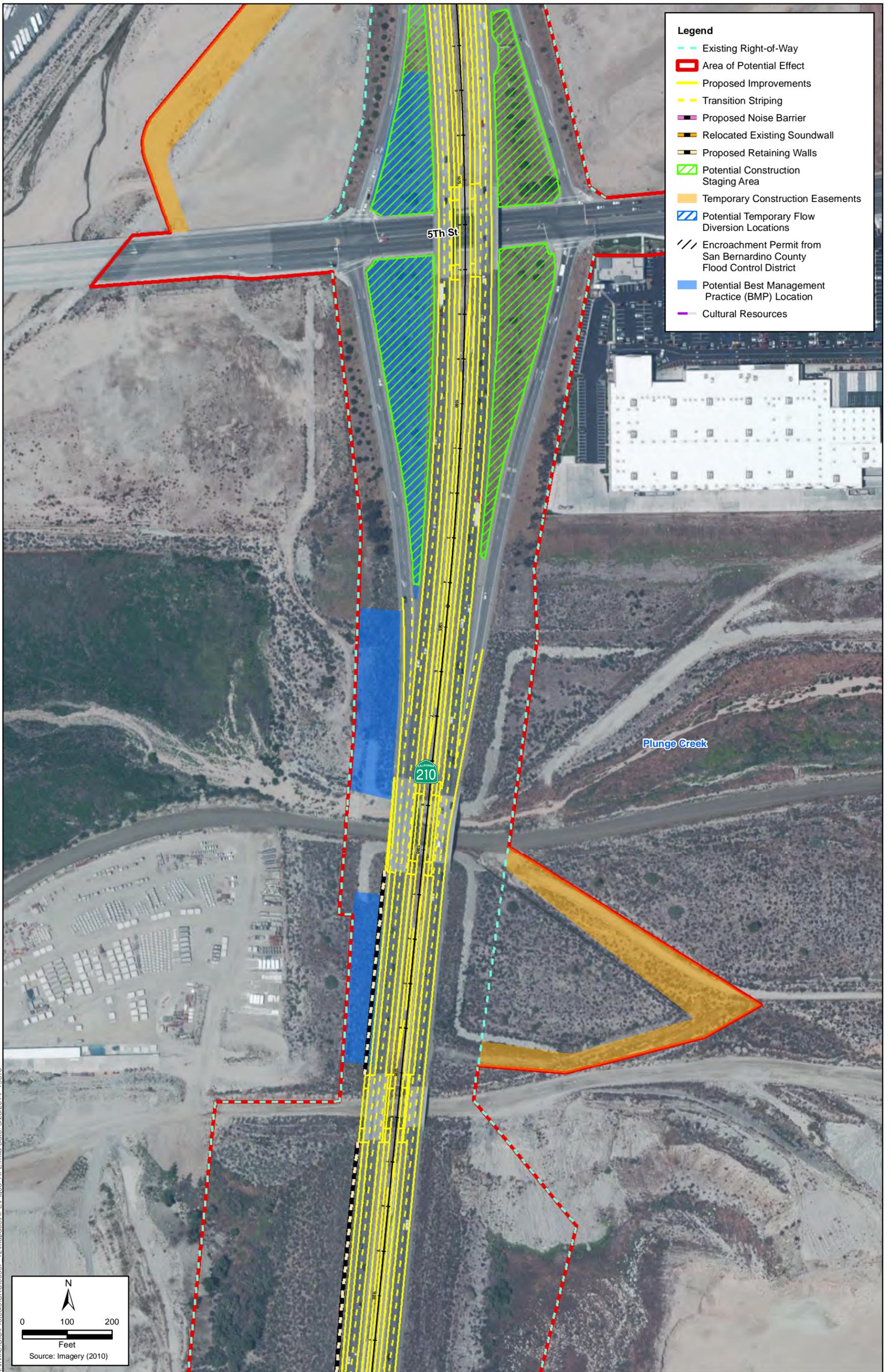
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Figure 3
Area of Potential Effects - Sheet 12
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue



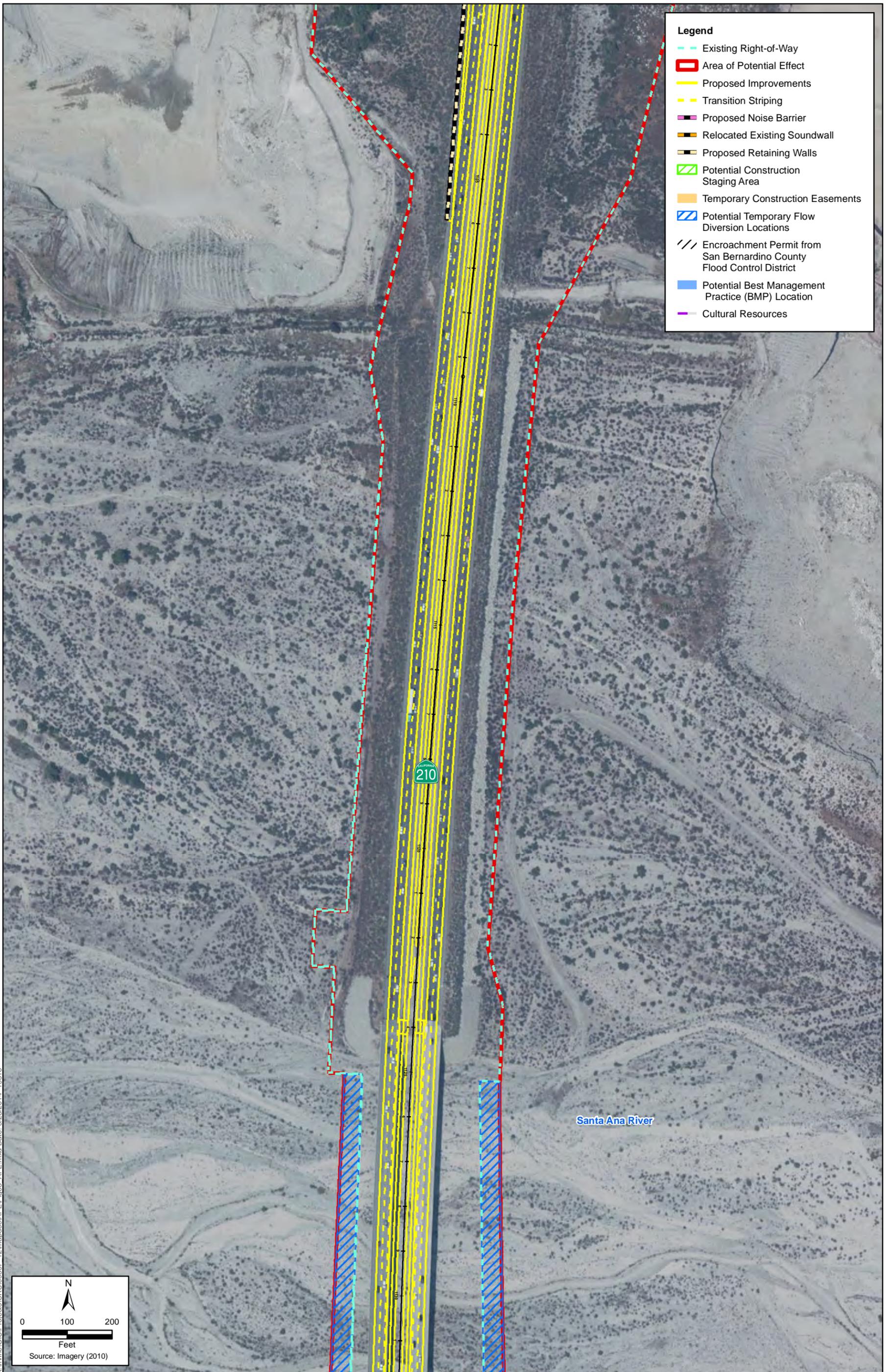
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Figure 3
Area of Potential Effects - Sheet 13
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue



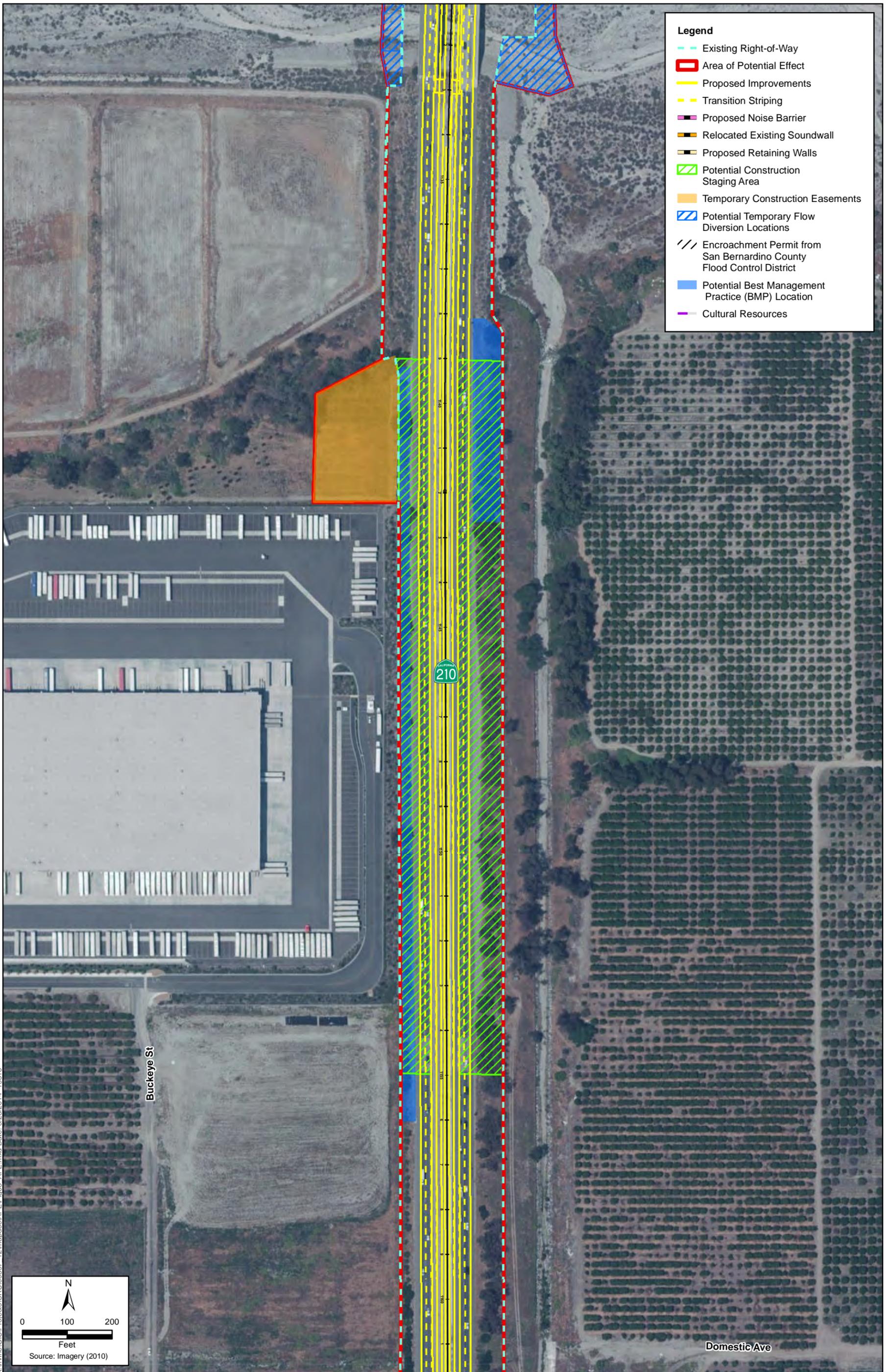
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Figure 3
Area of Potential Effects - Sheet 14
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue



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Figure 3
Area of Potential Effects - Sheet 15
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue



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Figure 3
Area of Potential Effects - Sheet 16
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue

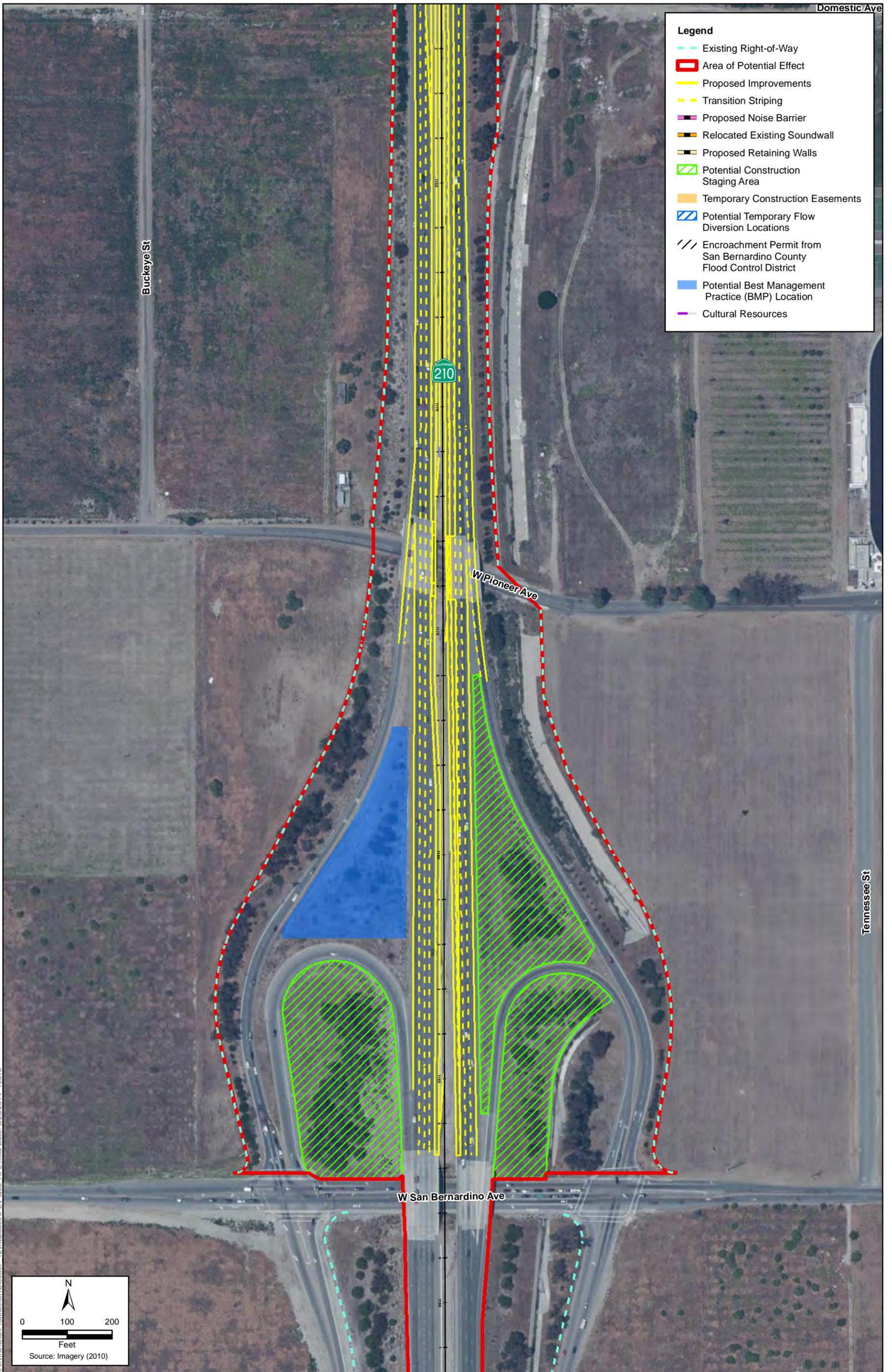


Figure 3
Area of Potential Effects - Sheet 17
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue



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Figure 3
Area of Potential Effects - Sheet 18
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue

Attachment B
California Historic Bridge Inventory Sheet



Structure Maintenance & Investigations



Historical Significance - State Agency Bridges

District 08

San Bernardino County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
54 0759R	BISMARCK WASH	08-SBD-040-R57.63	5. Bridge not eligible for NRHP	1970	
54 0760L	BRISTOL MOUNTAIN WASH	08-SBD-040-R58.97	5. Bridge not eligible for NRHP	1970	
54 0760R	BRISTOL MOUNTAIN WASH	08-SBD-040-R58.98	5. Bridge not eligible for NRHP	1970	
54 0761L	HIGHLAND AVENUE UC	08-SBD-259-R.49-SBD	5. Bridge not eligible for NRHP	1968	
54 0761R	HIGHLAND AVENUE UC	08-SBD-259-R.49-SBD	5. Bridge not eligible for NRHP	1968	
54 0762L	27TH STREET UC	08-SBD-259-.81-SBD	5. Bridge not eligible for NRHP	1968	
54 0762R	27TH STREET UC	08-SBD-259-.81-SBD	5. Bridge not eligible for NRHP	1968	
54 0763L	H STREET UC	08-SBD-259-1.01-SBD	5. Bridge not eligible for NRHP	1968	
54 0763R	H STREET UC	08-SBD-259-1.01-SBD	5. Bridge not eligible for NRHP	1968	
54 0764F	W210-S259 CONNECTOR OC	08-SBD-210-R23.1-SBD	5. Bridge not eligible for NRHP	1968	
54 0765	E STREET OC	08-SBD-210-R23.33-SBD	5. Bridge not eligible for NRHP	1968	
54 0766	ARROWHEAD AVENUE OC	08-SBD-210-R23.59-SBD	5. Bridge not eligible for NRHP	1968	
54 0767L	MOUNTAIN VIEW AVENUE OC	08-SBD-210-R23.72-SBD	5. Bridge not eligible for NRHP	1968	
54 0767R	MOUNTAIN VIEW AVENUE OC	08-SBD-210-R23.73-SBD	5. Bridge not eligible for NRHP	1968	
54 0768	SIERRA WAY OC	08-SBD-210-R23.85-SBD	5. Bridge not eligible for NRHP	1968	
54 0769L	EAST TWIN CREEK CHANNEL	08-SBD-210-R24.76-SBD	5. Bridge not eligible for NRHP	1968	
54 0769R	EAST TWIN CREEK CHANNEL	08-SBD-210-R24.76-SBD	5. Bridge not eligible for NRHP	1968	
54 0770	ROUTE 18/210 SEPARATION	08-SBD-018-T6.16-SBD	5. Bridge not eligible for NRHP	1968	
54 0771E	INTERSTATE 15 & 215 CONNECTOR	08-SBD-015-R13.79	5. Bridge not eligible for NRHP	1969	
54 0772L	KENWOOD AVENUE UC	08-SBD-015-R14.96	5. Bridge not eligible for NRHP	1969	
54 0772R	KENWOOD AVENUE UC	08-SBD-015-R14.96	5. Bridge not eligible for NRHP	1969	2007
54 0773L	CLEGHORN CREEK	08-SBD-015-R18.48	5. Bridge not eligible for NRHP	1969	
54 0773R	CLEGHORN CREEK	08-SBD-015-R18.48	5. Bridge not eligible for NRHP	1969	
54 0774L	DEBRIS CONE CREEK	08-SBD-015-R19.29	5. Bridge not eligible for NRHP	1969	
54 0774R	DEBRIS CONE CREEK	08-SBD-015-R19.29	5. Bridge not eligible for NRHP	1969	
54 0775K	BRUSH CREEK (SB ON-RAMP)	08-SBD-015-R19.89	5. Bridge not eligible for NRHP	1969	
54 0775L	BRUSH CREEK	08-SBD-015-R19.89	5. Bridge not eligible for NRHP	1969	
54 0775R	BRUSH CREEK	08-SBD-015-R19.89	5. Bridge not eligible for NRHP	1969	
54 0775S	BRUSH CREEK (NB OFF-RAMP)	08-SBD-015-R19.89	5. Bridge not eligible for NRHP	1969	
54 0776L	CLEGHORN CANYON ROAD UC	08-SBD-015-R20.02	5. Bridge not eligible for NRHP	1969	
54 0776R	CLEGHORN CANYON ROAD UC	08-SBD-015-R20.02	5. Bridge not eligible for NRHP	1969	
54 0777	EAST FORK CAJON CREEK	08-SBD-015-R20.67	5. Bridge not eligible for NRHP	1969	
54 0778	SR-138 / I-15 SEPARATION	08-SBD-138-R15.17	5. Bridge not eligible for NRHP	1969	
54 0779L	GLEN HELEN PARKWAY UC	08-SBD-015-14.77	5. Bridge not eligible for NRHP	1969	
54 0779R	GLEN HELEN PARKWAY UC	08-SBD-015-14.77	5. Bridge not eligible for NRHP	1969	
54 0780L	GLEN HELEN ROAD UC	08-SBD-015-15.66	5. Bridge not eligible for NRHP	1969	
54 0780R	GLEN HELEN ROAD UC	08-SBD-015-15.65	5. Bridge not eligible for NRHP	1969	
54 0781L	CAJON CREEK	08-SBD-015-16.07	5. Bridge not eligible for NRHP	1969	
54 0781R	CAJON CREEK	08-SBD-015-16.07	5. Bridge not eligible for NRHP	1969	
54 0782L	N215-S15 CONNECTOR UC	08-SBD-015-16.32	5. Bridge not eligible for NRHP	1969	
54 0783R	ROUTE 15/215 SEPARATION	08-SBD-015-16.35	5. Bridge not eligible for NRHP	1969	



Structure Maintenance & Investigations



Historical Significance - State Agency Bridges

District 08

San Bernardino County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
54 0784	BLAIR DITCH	08-SBD-040-.46-BSW	5. Bridge not eligible for NRHP	1961	
54 0785L	ROCK DITCH	08-SBD-040-R7.4	5. Bridge not eligible for NRHP	1964	
54 0785R	ROCK DITCH	08-SBD-040-R7.4	5. Bridge not eligible for NRHP	1964	
54 0789	GRANITE SIDEHILL VIADUCT	08-SBD-018-R11.45	5. Bridge not eligible for NRHP	1967	
54 0790	FIR SIDEHILL VIADUCT	08-SBD-018-R11.54	5. Bridge not eligible for NRHP	1967	
54 0791	VALENCIA AVENUE OC	08-SBD-210-R24.57-SBD	5. Bridge not eligible for NRHP	1971	
54 0792L	GOLDEN AVENUE UC	08-SBD-210-R25.21-SBD	5. Bridge not eligible for NRHP	1971	
54 0792R	GOLDEN AVENUE UC	08-SBD-210-R25.21-SBD	5. Bridge not eligible for NRHP	1971	
54 0793L	DEL ROSA AVENUE UC	08-SBD-210-R25.72	5. Bridge not eligible for NRHP	1971	
54 0793R	DEL ROSA AVENUE UC	08-SBD-210-R25.72	5. Bridge not eligible for NRHP	1971	
54 0795L	STERLING AVENUE UC	08-SBD-210-R26.28	5. Bridge not eligible for NRHP	1971	
54 0795R	STERLING AVENUE UC	08-SBD-210-R26.28	5. Bridge not eligible for NRHP	1971	
54 0796	GISH OVERHEAD	08-SBD-015-R22.04	5. Bridge not eligible for NRHP	1969	
54 0797	ALRAY OVERHEAD	08-SBD-015-R22.67	5. Bridge not eligible for NRHP	1969	
54 0798L	BLIND HILLS WASH	08-SBD-040-R100.45	5. Bridge not eligible for NRHP	1970	
54 0798R	BLIND HILLS WASH	08-SBD-040-R100.48	5. Bridge not eligible for NRHP	1970	
54 0799L	HALFWAY HILLS WASH	08-SBD-040-R101.33	5. Bridge not eligible for NRHP	1970	
54 0799R	HALFWAY HILLS WASH	08-SBD-040-R101.33	5. Bridge not eligible for NRHP	1970	
54 0801L	BLACK CANYON WASH	08-SBD-040-R102.18	5. Bridge not eligible for NRHP	1970	
54 0801R	BLACK CANYON WASH	08-SBD-040-R102.18	5. Bridge not eligible for NRHP	1970	
54 0802L	NEWTON WASH	08-SBD-040-R103.39	5. Bridge not eligible for NRHP	1970	
54 0802R	NEWTON WASH	08-SBD-040-R103.39	5. Bridge not eligible for NRHP	1970	
54 0803L	MCGINLEY WASH	08-SBD-040-R104.22	5. Bridge not eligible for NRHP	1970	
54 0803R	MCGINLEY WASH	08-SBD-040-R104.22	5. Bridge not eligible for NRHP	1970	
54 0804L	WOODS WASH	08-SBD-040-R104.9	5. Bridge not eligible for NRHP	1970	
54 0804R	WOODS WASH	08-SBD-040-R104.89	5. Bridge not eligible for NRHP	1970	
54 0805L	WATSON WASH	08-SBD-040-R105.9	5. Bridge not eligible for NRHP	1970	
54 0807L	GOFFS ROAD UC	08-SBD-040-R107.17	5. Bridge not eligible for NRHP	1970	
54 0807R	GOFFS ROAD UC	08-SBD-040-R107.17	5. Bridge not eligible for NRHP	1970	
54 0808	RIVER ROAD OC	08-SBD-040-R141.02-NED	5. Bridge not eligible for NRHP	1973	
54 0810	SHEEP CREEK	08-SBD-138-3.62	5. Bridge not eligible for NRHP	1967	
54 0811L	"S" STREET CHANNEL	08-SBD-040-R141.47-NED	5. Bridge not eligible for NRHP	1973	
54 0811R	"S" STREET CHANNEL	08-SBD-040-R141.47-NED	5. Bridge not eligible for NRHP	1973	
54 0812L	NEEDLES HIGHWAY UC	08-SBD-040-R141.62-NED	5. Bridge not eligible for NRHP	1973	
54 0812R	NEEDLES HIGHWAY UC	08-SBD-040-R141.62-NED	5. Bridge not eligible for NRHP	1973	
54 0813L	NEEDLES OH	08-SBD-040-R141.97-NED	5. Bridge not eligible for NRHP	1973	
54 0813R	NEEDLES OH	08-SBD-040-R141.97-NED	5. Bridge not eligible for NRHP	1973	
54 0814L	"J" STREET UC	08-SBD-040-R142.37-NED	5. Bridge not eligible for NRHP	1973	
54 0814R	"J" STREET UC	08-SBD-040-R142.37-NED	5. Bridge not eligible for NRHP	1973	



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Historical Significance - State Agency Bridges

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Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
54 0895R	CLIPPER VALLEY WASH	08-SBD-040-R99.14	5. Bridge not eligible for NRHP	1973	
54 0896	ESSEX ROAD OC	08-SBD-040-R99.73	5. Bridge not eligible for NRHP	1973	
54 0898	CEDAR STREET ACCESS UC	08-SBD-210-R24.86-SBD	5. Bridge not eligible for NRHP	1968	
54 0903L	VAN WINKLE WASH	08-SBD-040-R85.19	5. Bridge not eligible for NRHP	1973	
54 0903R	VAN WINKLE WASH	08-SBD-040-R85.21	5. Bridge not eligible for NRHP	1973	
54 0906	AIRPORT DRIVE UC	08-SBD-015-2.05-ONT	5. Bridge not eligible for NRHP	1978	2011
54 0906G	AIRPORT DRIVE UC (N15-E&W10 CONNECTOR)	08-SBD-015-2.05-ONT	5. Bridge not eligible for NRHP	1978	
54 0907	VINA VISTA OH	08-SBD-015-2.15-ONT	5. Bridge not eligible for NRHP	1978	2011
54 0907G	N15-W10 CONNECTOR OH	08-SBD-015-2.15-ONT	5. Bridge not eligible for NRHP	1978	
54 0908G	N15-W10 CONNECTOR OC	08-SBD-015-2.37-ONT	5. Bridge not eligible for NRHP	1975	
54 0909L	ROUTE 15/10 SEPARATION	08-SBD-015-2.37-ONT	5. Bridge not eligible for NRHP	1975	
54 0909R	ROUTE 15/10 SEPARATION	08-SBD-015-2.37-ONT	5. Bridge not eligible for NRHP	1975	
54 0910F	S15-E10 CONNECTOR OC	08-SBD-015-2.41-ONT	5. Bridge not eligible for NRHP	1975	
54 0911	ONTARIO MILLS PARKWAY UC	08-SBD-015-2.56-ONT	5. Bridge not eligible for NRHP	1975	2011
54 0912	FOURTH STREET UC	08-SBD-015-3.05-RCUC	5. Bridge not eligible for NRHP	1974	2011
54 0913G	E10-N15 CONNECTOR OC	08-SBD-010-9.87-ONT	5. Bridge not eligible for NRHP	1975	
54 0914F	W10-S15 CONNECTOR OC	08-SBD-010-9.98-ONT	5. Bridge not eligible for NRHP	1975	
54 0915	MATHEWS RANCH ROAD UC	08-SBD-015-R15.92	5. Bridge not eligible for NRHP	1969	
54 0916	OAKIE FLATS ROAD UC	08-SBD-015-R17.47	5. Bridge not eligible for NRHP	1969	
54 0918	SEVENTH STREET UC	08-SBD-015-3.81-RCUC	5. Bridge not eligible for NRHP	1975	2011
54 0919L	ROCHESTER OH	08-SBD-015-4.1-RCUC	5. Bridge not eligible for NRHP	1975	
54 0919R	ROCHESTER OH	08-SBD-015-4.1-RCUC	5. Bridge not eligible for NRHP	1975	
54 0920L	DAY CANYON CHANNEL	08-SBD-015-4.47-RCUC	5. Bridge not eligible for NRHP	1975	
54 0920R	DAY CANYON CHANNEL	08-SBD-015-4.47-RCUC	5. Bridge not eligible for NRHP	1975	
54 0921L	ARROW ROUTE UC	08-SBD-015-4.61-RCUC	5. Bridge not eligible for NRHP	1975	
54 0921R	ARROW ROUTE UC	08-SBD-015-4.61-RCUC	5. Bridge not eligible for NRHP	1975	
54 0922L	ROUTE 15/66 SEPARATION	08-SBD-015-5.28-RCUC	5. Bridge not eligible for NRHP	1975	
54 0922R	ROUTE 15/66 SEPARATION	08-SBD-015-5.28-RCUC	5. Bridge not eligible for NRHP	1975	1997
54 0923	LOWER BONNIE CANYON	08-SBD-018-R14.78	5. Bridge not eligible for NRHP	1969	
54 0927F	W10-N15 CONNECTOR	08-SBD-010-10.13-ONT	5. Bridge not eligible for NRHP	1975	
54 0928G	N15-E10 CONNECTOR OH	08-SBD-015-2.15-ONT	5. Bridge not eligible for NRHP	1978	
54 0929G	E210-E10 CONNECTOR OC	08-SBD-210-R33.04-RDL	5. Bridge not eligible for NRHP	1992	
54 0930F	TENNESSEE STREET UC (W10-W210)	08-SBD-010-29.83-RDL	5. Bridge not eligible for NRHP	1992	
54 0931H	LUGONIA AVENUE UC (I10-W210)	08-SBD-010-29.81-RDL	5. Bridge not eligible for NRHP	1984	1992
54 0931R	LUGONIA AVENUE UC	08-SBD-210-R32.84-RDL	4. Historical Significance not determined	1992	
54 0932L	SAN BERNARDINO AVENUE UC	08-SBD-210-R32.34-RDL	5. Bridge not eligible for NRHP	1984	
54 0932R	SAN BERNARDINO AVENUE UC	08-SBD-210-R32.34-RDL	4. Historical Significance not determined	1992	
54 0933L	PIONEER AVENUE UC	08-SBD-210-R32.08-RDL	5. Bridge not eligible for NRHP	1984	
54 0933R	PIONEER AVENUE UC	08-SBD-210-R32.08-RDL	4. Historical Significance not determined	1992	
54 0934L	SANTA ANA RIVER	08-SBD-210-R31.16-RDL	5. Bridge not eligible for NRHP	1984	
54 0934R	SANTA ANA RIVER	08-SBD-210-R31.16-RDL	4. Historical Significance not determined	1992	
54 0935L	PLUNGE CREEK	08-SBD-210-R30.48-HIGH	5. Bridge not eligible for NRHP	1984	



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Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
54 0935R	PLUNGE CREEK	08-SBD-210-R30.48-HIGH	4. Historical Significance not determined	1992	
54 0937G	W10-ALABAMA UC (E210-W10 CONNECTOR)	08-SBD-210-R33.2-RDL	4. Historical Significance not determined	1992	
54 0938G	E10-W210 CONNECTOR OC	08-SBD-010-29.7-RDL	4. Historical Significance not determined	1992	
54 0940R	SOUTH FOREST ROAD UC	08-SBD-015-R23.47	5. Bridge not eligible for NRHP	1969	
54 0941L	NORTH FOREST ROAD UC	08-SBD-015-R24.04	5. Bridge not eligible for NRHP	1969	
54 0943L	CALIFORNIA STREET UC	08-SBD-210-20.96-SBD	5. Bridge not eligible for NRHP	2007	
54 0943R	CALIFORNIA STREET UC	08-SBD-210-20.96-SBD	5. Bridge not eligible for NRHP	2007	
54 0944L	HIGHLAND AVENUE UC	08-SBD-210-21.1-SBD	5. Bridge not eligible for NRHP	2007	
54 0944R	HIGHLAND AVENUE UC	08-SBD-210-21.1-SBD	5. Bridge not eligible for NRHP	2007	
54 0946G	CAJON BOULEVARD OH	08-SBD-210-R21.72-SBD	5. Bridge not eligible for NRHP	2012	
54 0946L	CAJON BLVD OH	08-SBD-210-R21.72-SBD	5. Bridge not eligible for NRHP	1989	2007
54 0946R	CAJON BLVD OH	08-SBD-210-R21.72-SBD	5. Bridge not eligible for NRHP	1989	2007
54 0947L	SR 210 / I-215 SEPARATION	08-SBD-210-R21.84-SBD	5. Bridge not eligible for NRHP	1989	
54 0947R	SR 210 / I-215 SEPARATION	08-SBD-210-R21.84-SBD	5. Bridge not eligible for NRHP	1989	2007
54 0948F	W210-N215 CONNECTOR OC	08-SBD-210-R21.97-SBD	5. Bridge not eligible for NRHP	1989	
54 0948L	LITTLE MOUNTAIN DRIVE UC	08-SBD-210-R21.97-SBD	5. Bridge not eligible for NRHP	1989	
54 0948R	LITTLE MOUNTAIN DRIVE UC	08-SBD-210-R21.97-SBD	5. Bridge not eligible for NRHP	1989	2007
54 0949L	MIRAMONTE DRIVE UC	08-SBD-210-R22.19-SBD	5. Bridge not eligible for NRHP	1989	
54 0949R	MIRAMONTE DRIVE UC	08-SBD-210-R22.19-SBD	5. Bridge not eligible for NRHP	1989	
54 0950L	MUSCUIABE DRIVE OC	08-SBD-210-R22.55-SBD	5. Bridge not eligible for NRHP	1989	
54 0950R	MUSCUIABE DRIVE OC	08-SBD-210-R22.55-SBD	5. Bridge not eligible for NRHP	1989	
54 0952	H STREET OC	08-SBD-210-R22.94-SBD	5. Bridge not eligible for NRHP	1989	
54 0958G	E210-N15 / W210-S15 SEPARATION	08-SBD-210-11.31-RCUC	5. Bridge not eligible for NRHP	1976	
54 0959F	W210-S15 / E210-N15 SEPARATION	08-SBD-210-11.75-FNA	5. Bridge not eligible for NRHP	2001	
54 0960L	W210-S15 CONNECTOR UC	08-SBD-210-11.34-RCUC	5. Bridge not eligible for NRHP	2000	
54 0960R	W210-S15 CONNECTOR UC	08-SBD-210-11.34-RCUC	5. Bridge not eligible for NRHP	2000	
54 0961	SR 210 / I-15 SEPARATION	08-SBD-210-11.46-RCUC	5. Bridge not eligible for NRHP	2001	
54 0961F	W210-S15 CONNECTOR / I-15 SEPARATION	08-SBD-210-11.55-RCUC	5. Bridge not eligible for NRHP	1999	
54 0962L	E210-N15 CONNECTOR UC	08-SBD-210-11.63-FNA	5. Bridge not eligible for NRHP	1999	
54 0962R	E210-N15 CONNECTOR UC	08-SBD-210-11.63-FNA	5. Bridge not eligible for NRHP	1999	
54 0963L	ETIWANDA OH (ABANDON RR)	08-SBD-015-7.08-FNA	5. Bridge not eligible for NRHP	1976	
54 0963R	ETIWANDA OH (ABANDON RR)	08-SBD-015-7.08-FNA	5. Bridge not eligible for NRHP	1976	
54 0964L	EAST ETIWANDA CREEK	08-SBD-015-7.56-RCUC	5. Bridge not eligible for NRHP	1976	
54 0964R	EAST ETIWANDA CREEK	08-SBD-015-7.56-RCUC	5. Bridge not eligible for NRHP	1976	2000
54 0965L	VICTORIA STREET UC	08-SBD-015-7.44-RCUC	5. Bridge not eligible for NRHP	1976	
54 0965R	VICTORIA STREET UC	08-SBD-015-7.44-RCUC	5. Bridge not eligible for NRHP	1976	2000
54 0966G	E210-N15 CONNECTOR / I-15 SEPARATION	08-SBD-210-11.42-	5. Bridge not eligible for NRHP	1976	



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Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
		RCUC			
54 0967F	S15-E210 CONNECTOR SEPARATION	08-SBD-015-8.3-RCUC	5. Bridge not eligible for NRHP	2001	
54 0970L	CHERRY AVENUE UC	08-SBD-015-8.83-RCUC	5. Bridge not eligible for NRHP	1976	2001
54 0970R	CHERRY AVENUE UC	08-SBD-015-8.83-RCUC	5. Bridge not eligible for NRHP	1976	2001
54 0971	JURUPA STREET OC	08-SBD-015-1.01-ONT	5. Bridge not eligible for NRHP	1977	1994
54 0973L	ETIWANDA AVENUE UC	08-SBD-015-5.97-RCUC	5. Bridge not eligible for NRHP	1976	
54 0973R	ETIWANDA AVENUE UC	08-SBD-015-5.97-RCUC	5. Bridge not eligible for NRHP	1976	
54 0974L	BASELINE ROAD UC	08-SBD-015-6.71-RCUC	5. Bridge not eligible for NRHP	1976	
54 0974R	BASELINE ROAD UC	08-SBD-015-6.71-RCUC	5. Bridge not eligible for NRHP	1976	
54 0975S	EAST AVENUE UC (N-15 OFF-RAMP)	08-SBD-015-6.7-RCUC	5. Bridge not eligible for NRHP	1976	
54 0976K	EAST AVENUE UC (S-15 OFF-RAMP)	08-SBD-015-6.8-RCUC	5. Bridge not eligible for NRHP	1976	
54 0977M	DEL ROSA - LITTLE SAND CHANNEL	08-SBD-210-R25.81	5. Bridge not eligible for NRHP	1971	
54 0978	SUMMIT AVENUE OC	08-SBD-015-9.6-RCUC	5. Bridge not eligible for NRHP	1999	
54 0980	DUNCAN CANYON ROAD OC	08-SBD-015-11.03	5. Bridge not eligible for NRHP	1976	
54 0981L	SIERRA AVENUE UC	08-SBD-015-12.84-FNA	5. Bridge not eligible for NRHP	1976	
54 0981R	SIERRA AVENUE UC	08-SBD-015-12.84-FNA	5. Bridge not eligible for NRHP	1976	
54 0982L	LYTLE CREEK	08-SBD-015-13.08	5. Bridge not eligible for NRHP	1975	
54 0982R	LYTLE CREEK	08-SBD-015-13.08	5. Bridge not eligible for NRHP	1975	
54 0984	WHISPERING LAKES PUC	08-SBD-060-R7.15-ONT	5. Bridge not eligible for NRHP	1972	
54 0986L	MWD PIPELINE UC	08-SBD-015-3.94-RCUC	5. Bridge not eligible for NRHP	1975	
54 0986R	MWD PIPELINE UC	08-SBD-015-3.94-RCUC	5. Bridge not eligible for NRHP	1975	
54 0988	MWD AQUEDUCT (SIPHON)	08-SBD-062-91.75	5. Bridge not eligible for NRHP	1935	
54 0991	MWD SPILLWAY	08-SBD-062-108.03	5. Bridge not eligible for NRHP	1935	1976
54 0994	SAVAHIA PEAK WASH #1	08-SBD-062-127.29	5. Bridge not eligible for NRHP	1969	
54 0995	SAVAHIA PEAK WASH #2	08-SBD-062-128.47	5. Bridge not eligible for NRHP	1969	
54 0996	SAVAHIA PEAK WASH #3	08-SBD-062-129.8	5. Bridge not eligible for NRHP	1969	
54 0998	WHIPPLE MOUNTAIN WASH	08-SBD-062-132.42	5. Bridge not eligible for NRHP	1969	
54 0999	COLORADO RIVER UP	08-SBD-062-142.46	4. Historical Significance not determined	1907	
54 1000	COLORADO RIVER	08-SBD-062-142.6	5. Bridge not eligible for NRHP	1937	
54 1006L	EDELWEISS DITCH	08-SBD-040-R60.8	5. Bridge not eligible for NRHP	1970	
54 1006R	EDELWEISS DITCH	08-SBD-040-R60.8	5. Bridge not eligible for NRHP	1970	
54 1013L	LEEK DITCH	08-SBD-040-R65.8	5. Bridge not eligible for NRHP	1972	
54 1017L	PARSLEY DITCH	08-SBD-040-R71.1	5. Bridge not eligible for NRHP	1972	
54 1020	SAGE DITCH	08-SBD-040-R73.1	5. Bridge not eligible for NRHP	1972	
54 1033	NEEDLES FLOOD CONTROL CHANNEL	08-SBD-040-R143.11-NED	5. Bridge not eligible for NRHP	1973	
54 1043	EAST BRANCH LYTLE CREEK	08-SBD-066-21.51-SBD	5. Bridge not eligible for NRHP	1976	
54 1046	MOUNTAIN HOME CREEK	08-SBD-038-R12.28	5. Bridge not eligible for NRHP	1978	
54 1047	LUCERNE VALLEY STORM DRAIN	08-SBD-018-73.9	5. Bridge not eligible for NRHP	1973	
54 1051	LONG CANYON CHANNEL	08-SBD-062-11.76	5. Bridge not eligible for NRHP	1977	1994
54 1054	QUAIL WASH	08-SBD-062-18.96	5. Bridge not eligible for NRHP	1980	
54 1055	BURNT MOUNTAIN WASH	08-SBD-062-12.8	5. Bridge not eligible for NRHP	1980	1994
54 1056	PINE LODGE WEST OH	08-SBD-138-14.28	5. Bridge not eligible for NRHP	1983	
54 1057	PINE LODGE EAST OH	08-SBD-138-14.77	5. Bridge not eligible for NRHP	1983	



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Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
54 1058L	ACCESS ROAD UC	08-SBD-210-R30.61-HIGH	5. Bridge not eligible for NRHP	1984	
54 1058R	ACCESS ROAD UC	08-SBD-210-R30.61-HIGH	4. Historical Significance not determined	1992	
54 1060	RATHBONE CREEK	08-SBD-018-50.88	5. Bridge not eligible for NRHP	1978	1991
54 1061	STATE STREET OC	08-SBD-083-9.23-ONT	5. Bridge not eligible for NRHP	1984	
54 1064F	W10-N215 CONNECTOR OC	08-SBD-010-R24.27-COL	5. Bridge not eligible for NRHP	1958	1972
54 1065F	W10-S15 CONNECTOR OC	08-SBD-010-9.92-ONT	5. Bridge not eligible for NRHP	1978	
54 1070	MILLIKEN AVENUE UC	08-SBD-060-R9.94-ONT	5. Bridge not eligible for NRHP	1972	1997
54 1074L	HIGHLAND AVENUE UC	08-SBD-210-R26.76-SBD	4. Historical Significance not determined	1992	
54 1074R	HIGHLAND AVENUE UC	08-SBD-210-R26.73-SBD	4. Historical Significance not determined	1992	
54 1075L	SAND CREEK	08-SBD-210-R27.24-HIGH	5. Bridge not eligible for NRHP	1992	
54 1075R	SAND CREEK	08-SBD-210-R27.24-HIGH	5. Bridge not eligible for NRHP	1992	
54 1076L	VICTORIA AVENUE UC	08-SBD-210-R27.39-HIGH	4. Historical Significance not determined	1992	
54 1076R	VICTORIA AVENUE UC	08-SBD-210-R27.39-HIGH	4. Historical Significance not determined	1992	
54 1077	CENTRAL AVENUE OC	08-SBD-210-R27.9-SBD	4. Historical Significance not determined	1992	
54 1078	PALM AVENUE OC	08-SBD-210-R28.4-SBD	4. Historical Significance not determined	1992	
54 1080	BASELINE ROAD OC	08-SBD-210-R29.32-HIGH	5. Bridge not eligible for NRHP	1992	
54 1081L	CITY CREEK	08-SBD-210-R29.98-HIGH	4. Historical Significance not determined	1992	
54 1081R	CITY CREEK	08-SBD-210-R29.98-HIGH	4. Historical Significance not determined	1992	
54 1082L	FIFTH STREET UC	08-SBD-210-R30.23-HIGH	4. Historical Significance not determined	1992	
54 1082R	FIFTH STREET UC	08-SBD-210-R30.23-HIGH	4. Historical Significance not determined	1992	
54 1083	LITTLE MORONGO CREEK	08-SBD-062-5.55	5. Bridge not eligible for NRHP	1987	
54 1085	BOULDER AVENUE UC	08-SBD-330-R29.28-HIGH	5. Bridge not eligible for NRHP	1993	
54 1086	HIGHLAND AVENUE OC	08-SBD-330-R29.6-HIGH	5. Bridge not eligible for NRHP	1993	
54 1087G	27TH STREET UC (E210-S215 CONNECTOR)	08-SBD-210-21.49-SBD	5. Bridge not eligible for NRHP	2007	
54 1087L	27TH STREET UC	08-SBD-210-21.49-SBD	5. Bridge not eligible for NRHP	2007	
54 1087R	27TH STREET UC	08-SBD-210-21.49-SBD	5. Bridge not eligible for NRHP	1989	
54 1088	ORANGE STREET OC	08-SBD-210-R28.15-SBD	4. Historical Significance not determined	1992	
54 1089L	TURTLE WASH	08-SBD-058-R14.23	5. Bridge not eligible for NRHP	1992	
54 1089R	TURTLE WASH	08-SBD-058-R14.38	5. Bridge not eligible for NRHP	1992	
54 1090L	HAWES WASH	08-SBD-058-R15.83	5. Bridge not eligible for NRHP	1992	
54 1090R	HAWES WASH	08-SBD-058-R15.83	5. Bridge not eligible for NRHP	1992	
54 1091L	IRON WASH	08-SBD-058-R20.64	5. Bridge not eligible for NRHP	1992	
54 1091R	IRON WASH	08-SBD-058-R20.64	5. Bridge not eligible for NRHP	1992	
54 1092	PACIFIC STREET POC	08-SBD-210-R28.73-HIGH	4. Historical Significance not determined	1992	
54 1096	LOWER LOS SERRANOS CHANNEL	08-SBD-071-R5.66-CHNH	5. Bridge not eligible for NRHP	1987	
54 1097F	S330-E210 CONNECTOR RAMP	08-SBD-330-R28.78-SBD	5. Bridge not eligible for NRHP	1993	
54 1098F	S330-E210 CONNECTOR	08-SBD-330-R28.7-SBD	5. Bridge not eligible for NRHP	1992	



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Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
54 1099	STATE ROUTE 210 POC	08-SBD-210-R28.7-HIGH	4. Historical Significance not determined	1992	
54 1100G	E210-N330 CONNECTOR RAMP OC	08-SBD-210-R28.66-SBD	4. Historical Significance not determined	1992	
54 1102F	PEYTON DR UC (N71-W60)	08-SBD-071-R.3-CHNH	5. Bridge not eligible for NRHP	1997	
54 1103L	PEYTON DRIVE UC	08-SBD-071-R.3-CHNH	5. Bridge not eligible for NRHP	1997	
54 1103R	PEYTON DRIVE UC	08-SBD-071-R.3-CHNH	5. Bridge not eligible for NRHP	1996	
54 1105K	SAN TIMOTEO CREEK (W10 ON-RAMP)	08-SBD-010-25.46-SBD	4. Historical Significance not determined	1993	
54 1107	E10-ARCHIBALD AVENUE / E HOLT BLVD-E10	08-SBD-010-6.9-ONT	5. Bridge not eligible for NRHP	1996	
54 1108F	N71-W60/N71 ON-RAMP SEPARATION	08-SBD-071-R.22-CHNH	5. Bridge not eligible for NRHP	1997	
54 1109L	COMMUNITY BLVD UC	08-SBD-058-R31.95-BSW	5. Bridge not eligible for NRHP	1997	
54 1109R	COMMUNITY BLVD UC	08-SBD-058-R31.95-BSW	5. Bridge not eligible for NRHP	2000	
54 1110L	MOJAVE RIVER	08-SBD-058-R32.3	5. Bridge not eligible for NRHP	1997	
54 1110R	MOJAVE RIVER	08-SBD-058-R32.3	5. Bridge not eligible for NRHP	2000	
54 1111L	AGATE ROAD UC	08-SBD-058-R33.1-BSW	5. Bridge not eligible for NRHP	1997	
54 1111R	AGATE ROAD UC	08-SBD-058-R33.1-BSW	5. Bridge not eligible for NRHP	1997	
54 1112L	LENWOOD OVERHEAD	08-SBD-058-R33.54-BSW	5. Bridge not eligible for NRHP	1997	
54 1112R	LENWOOD OVERHEAD	08-SBD-058-R33.54-BSW	5. Bridge not eligible for NRHP	1997	
54 1112S	LENWOOD OVERHEAD	08-SBD-058-R33.54-BSW	5. Bridge not eligible for NRHP	1997	
54 1113L	WEST MAIN STREET UC	08-SBD-058-R33.8-BSW	5. Bridge not eligible for NRHP	1997	
54 1113R	WEST MAIN STREET UC	08-SBD-058-R33.8-BSW	5. Bridge not eligible for NRHP	1997	
54 1114L	I-15 / SR-58 SEPARATION	08-SBD-015-70.1-BSW	5. Bridge not eligible for NRHP	1996	
54 1114R	I-15 / SR-58 SEPARATION	08-SBD-015-70.1-BSW	5. Bridge not eligible for NRHP	1996	2005
54 1115L	L STREET UNDERCROSSING	08-SBD-015-71.6-BSW	5. Bridge not eligible for NRHP	1998	
54 1115R	L STREET UNDERCROSSING	08-SBD-015-71.6-BSW	5. Bridge not eligible for NRHP	1998	
54 1116	RIALTO CHANNEL	08-SBD-010-19.9-RIA	4. Historical Significance not determined	1994	
54 1117	WEST CUCAMONGA CHANNEL	08-SBD-010-4.7-ONT	5. Bridge not eligible for NRHP	1993	
54 1118	ROY ROGERS DRIVE OC	08-SBD-015-41.43-VCTV	5. Bridge not eligible for NRHP	1993	
54 1119	AMBOS WASH	08-SBD-058-R11.89	5. Bridge not eligible for NRHP	1992	
54 1120	ASTRID WASH	08-SBD-058-R16.44	5. Bridge not eligible for NRHP	1992	
54 1121	CHAU WASH	08-SBD-058-R17.81	5. Bridge not eligible for NRHP	1992	
54 1122	LAMOTTE WASH	08-SBD-058-R18.01	5. Bridge not eligible for NRHP	1992	
54 1123	MARIVICK WASH	08-SBD-058-R18.61	5. Bridge not eligible for NRHP	1992	
54 1124	OGATA WASH	08-SBD-058-R20.42	5. Bridge not eligible for NRHP	1992	
54 1125	RASMUSSEN WASH	08-SBD-058-R21.26	5. Bridge not eligible for NRHP	1992	
54 1126	CHINO AVENUE UNDERCROSSING	08-SBD-071-R.91-CHNH	5. Bridge not eligible for NRHP	1997	
54 1126K	CHINO AVENUE UC	08-SBD-071-R.9-CHNH	5. Bridge not eligible for NRHP	1997	
54 1127L	CHINO CREEK CHANNEL	08-SBD-071-R1.4-CHNH	5. Bridge not eligible for NRHP	1997	
54 1127R	CHINO CREEK CHANNEL	08-SBD-071-R1.4-CHNH	5. Bridge not eligible for NRHP	1997	
54 1128	GRAND AVENUE UC	08-SBD-071-R1.82-CHNH	5. Bridge not eligible for NRHP	1997	
54 1129	PIPELINE AVENUE UC	08-SBD-071-R2.67-CHNH	5. Bridge not eligible for NRHP	1997	
54 1130	RAMONA AVENUE UC	08-SBD-071-R3.55-CHNH	5. Bridge not eligible for NRHP	1997	

Attachment C
Archaeological Survey Report

ARCHAEOLOGICAL SURVEY REPORT
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue

Cities of Highland, San Bernardino, Redlands and portions of
San Bernardino County, California

08-SBd-210 PM R25.0/R33.2
Federal Project No. 0812000164
EA: 0C700, PN:08-1200-0164

REVIEWED BY:



Date: 02/JUN/14

Dicken Everson, Principal Investigator, Prehistoric and Historical
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San Bernardino, CA 92401-1400

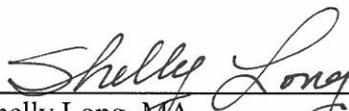
APPROVED BY:



Date: 6/2/14

Gabrielle Duff, Branch Chief
Environmental Support/Cultural Studies Department, District 8
464 West Fourth Street, 6th Floor, MS 825
San Bernardino, California 92401-1400

PREPARED BY:



Date: 5/27/14

Shelly Long, MA
Principal Investigator, Prehistoric Archaeology
ICF International
601 W 5th Street, Suite 900
Los Angeles, California 90071

NADB Data: Redlands and Harrison Mountain Quads, T 1N, R3W, in sections 30, 31, 23, and 33, and in
T1S, R3W, in sections 14, 16, and 19.

Resources: CA-SBR-6847H/36-006847 and 36-015497 Acres: 278.71 acres

May 2014

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APPENDIX 1

Study Area Map

APPENDIX 2

Site Records

ADDITIONAL MAPS LOCATED IN ATTACHMENT A OF THE HISTORIC PROPERTY SURVEY REPORT

Regional Location Map

Project Vicinity Map

Area of Potential of Effects (APE) Map

LIST OF ABBREVIATED TERMS

AIC	Archaeological Information Center
APE	area of potential of effects
ASR	Archaeological Survey Report
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
County	County of San Bernardino
DNAC	District 8 Native American Coordinator
FTIP	Federal Transportation Improvement Program
HPSR	Historic Property Survey Report
ICF	ICF International
MA	Master of Arts
MS	Master of Science
MLD	Most Likely Descendent
NAHC	Native American Heritage Commission
NHPA	National Historic Preservation Act
PE	Pacific Electric
PM	Post Mile
PQS	Professionally Qualified Staff
PRC	Public Resources Code
R	Revised
SANBAG	San Bernardino Associated Governments
SCAG	Southern California Association of Government's
SR	State Route
TCE	Temporary construction easement
USGS	U.S. Geological Survey

SUMMARY OF FINDINGS

This Archaeological Survey Report (ASR) was prepared for the California Department of Transportation, District 8 (Caltrans). The San Bernardino Associated Governments (SANBAG), in coordination with the Caltrans and the City of Highland, proposes to widen State Route 210 (SR-210) from Sterling Avenue to just north of San Bernardino Avenue in the cities of Highland, San Bernardino, and Redlands, in San Bernardino County (County), California. For the proposed project, the existing highway would be widened from two to three lanes in both the eastbound and westbound directions by adding a third mixed flow lane within the median. In addition, the project would include the creation of an auxiliary lane in each direction between the Base Line and 5th Street interchanges and an acceleration lane at the 5th Street southbound on-ramp. Regional location, project vicinity, and area of potential effects (APE) maps are located in Attachment A of the Historic Property Survey Report (HPSR).

ICF International (ICF) archaeologist Shelly Long conducted a cultural resource records search on January 8, 2013, at the San Bernardino Archaeological Information Center (AIC), located at the San Bernardino County Museum in Redlands, California. The records search included a review of all available cultural resources surveys and excavation reports as well as site records within a one-mile radius of the APE. In addition, the National Register of Historic Places, and documents and inventories from the California Office of Historic Preservation including the lists of California Historical Landmarks, California Points of Historical Interest, Listing of National Register Properties, and the Inventory of Historic Structures were consulted. Results of the records search indicate that 48 resources are located within one mile of the APE. Of these, two cross the project APE and eight are located adjacent to the project APE.

In addition to the literature and records search, the Native American Heritage Commission (NAHC) was contacted regarding the project in November 2, 2012. The NAHC stated that a search of its Sacred Lands Database did not yield any sacred lands or traditional cultural properties within the project area. The NAHC also provided a list of nine Native American contacts in Riverside and San Bernardino County. In coordination with Caltrans, ICF archaeologist Shelly Long initiated tribal consultations by letter on November 30, 2012 with eight of the Native American groups. Follow-up calls were made to these eight Tribes and representatives on May 9, 2013. Archaeologist Shelly Long surveyed the APE on December 11, 2012, and February 12, 2013. No previously unidentified cultural resources were found during field investigations. The entire APE has been previously disturbed by earthmoving activities conducted during construction and maintenance of roadways, agriculture, and surrounding industrial and residential developments.

Bridges listed as Category 5 in the Caltrans Historic Highway Bridge Inventory are present within the APE (see the Bridge Inventory data sheets located in Attachment B of the HPSR).

Several of the bridges are listed as Category 4 (historical significance not determined) in the Caltrans Structure Maintenance & Investigation online Bridge Inventory. However, these bridges are modern, constructed in 1992 as part of the construction of SR-210 and are listed as Category 5 (ineligible for the National Register of Historic Places) bridges in the Caltrans Historic Bridge Inventory maintained by the Caltrans Cultural Studies Office.

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

If human remains are encountered during construction excavations, procedures shall be followed as specified in California State Health and Safety Code Section 8010 et seq., California State Health and Safety Code Section 7050.5 (b) and (c), California Public Resources Code (PRC) Section 5097 et seq., and 25 U.S.C. Section 3001 et seq. The County Coroner shall be notified promptly upon discovery, and all work will stop in the vicinity of the remains until the Coroner has made a determination. If the Coroner determines that the remains are of Native American origin, the Native American Heritage Commission (NAHC) shall determine the Most Likely Descendent (MLD). As prescribed by law, the wishes of the MLD shall be heard and all reasonable efforts will be made to comply.

INTRODUCTION

Caltrans, in coordination with SANBAG and the City of Highland, proposes to widen SR-210 from Sterling Avenue to San Bernardino Avenue in the cities of Highland, San Bernardino and Redlands and as well as a portion of unincorporated San Bernardino County, California. The widening would occur between post miles (PM) Revised (R) 26.3 and R32.4, for a distance of 6.1 miles. The total length of the proposed project limits is approximately 8.2 miles, from PM R25.0 to R33.2, which includes transition striping and signage. This segment of SR-210 currently has two mixed flow lanes in each direction, with three mixed flow lanes in each direction existing to the west and four mixed flow lanes in each direction existing to the east. The reduction in lanes within this segment of the freeway restricts capacity and creates poor operating conditions. All work would occur within the existing Caltrans right-of-way. Regional location, project vicinity, and APE map are located in Attachment A of the HPSR and the Survey Coverage Map is located in Appendix 1 of this ASR .

The APE includes both planned impacts (the Area of Direct Impact [ADI] as shown in project plans), plus a buffer zone to include potential indirect impacts. The APE is located on the *Redlands* and *Harrison Mountain* United States Geological Survey (USGS) 7.5-minute topographic maps (see Appendix A), in Township 1 North, Range 3 West, in Sections 30, 31, 32, 33 and 34, and in Township 1 South, Range 3 West, in Sections 4, 9, and 16.

This ASR is based on a cultural resources study conducted to meet standards outlined in Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (United States 1992), and the California Environmental Quality Act (CEQA) (State of California 2012). This ASR is used to document identification and recordation efforts for prehistoric and historical archaeological resources. It implements the revised regulations (amendments effective August 5, 2004) of the Advisory Council on Historic Preservation for the Protection of Historic Properties (Code of Federal Regulations [CFR], title 36, section 800).

Archaeologist Shelly Long conducted a cultural resources survey of the APE in compliance with Section 106 of the NHPA. The APE was surveyed on December 11, 2012, and February 12, 2013. In addition to field investigations, Ms. Long conducted a cultural resources records search. The records search was conducted on January 8, 2013, at the San Bernardino AIC, located at the San Bernardino County Museum in the City of Redlands, California. It included a review of all available cultural resources surveys and excavation reports as well as site records within the current APE and within a one-mile radius of the APE. In addition to the literature and records search, the NAHC and tribal representatives were consulted.

Professional Qualifications

Shelly Long has a Master of Arts (MA) degree in Public Archaeology and over 10 years' experience working on archaeological field projects in southern California. Ms. Long meets the

Professionally Qualified Staff (PQS) standards for Principal Investigator, Prehistoric Archaeology.

Mark Robinson has a Master of Science (MS) degree in Anthropology and over 30 years' experience working in the field of archaeology. Mr. Robinson meets the PQS standards for Principal Investigator, Prehistoric Archaeology.

HIGHWAY PROJECT LOCATION AND DESCRIPTION

Caltrans, in coordination with SANBAG and the City of Highland, proposes to widen SR-210 from Sterling Avenue to San Bernardino Avenue in the cities of Highland, San Bernardino and Redlands as well as a portion of unincorporated San Bernardino County, California (EA: 0C700, PN:08-1200-0164). The proposed project would widen SR-210 from four mixed flow lanes (two lanes in each direction) to six mixed flow lanes (three lanes in each direction) just west of Highland Avenue to San Bernardino Avenue by adding a mixed flow lane in each direction within the existing median.

This segment of SR-210 is within an urban setting and currently has two mixed flow lanes in each direction with three mixed flow lanes in each direction existing to the west and four mixed flow lanes in each direction existing to the east. The reduction in lanes within this segment of the freeway restricts capacity and creates poor operating conditions. The purpose of the project is to reduce congestion and improve operational efficiency by providing lane continuity with the existing segments of freeway to the west and east of the project limits. The widening would occur between PM R26.3 and R32.4, for a distance of 6.1 miles. The total length of the proposed project limits is approximately 8.2 miles, from PM R25.0 to R33.2, which includes transition striping and signage. The proposed project would not require the acquisition of new permanent right-of-way. Temporary Construction Easements (TCEs) would likely be needed during the construction period for construction of sound walls and construction access. Figures 1 and 2 in Attachment A of the HPSR show the regional location and the project vicinity, respectively.

The APE was established as the limits of proposed construction activity, potential staging and storage areas, temporary construction easements, and utility relocations, plus a buffer to include potential indirect effects. The APE map is located in Attachment A of the HPSR. The proposed project does not include any permanent partial or full acquisitions. The proposed project would not require the relocation of residences and/or businesses. The horizontal extent of ground disturbing activities will be limited to the existing Caltrans right-of-way, which has been previously disturbed by construction of the highway. The entire surface of the Caltrans right of way for the full 8.2 miles has been previously disturbed and the majority of improvements would occur within areas of existing fill. The depth of disturbance was not tested as part of this study; therefore, the depth of disturbance is unknown and native soils may be encountered below the previously disturbed surface soils and existing fill. Native soils have the potential to contain buried archaeological deposits. Vertical extent of excavation is expected to reach a depth of five feet with piles being 30 to 80 feet in depth where they are installed at structures and/or bridges.

SOURCES CONSULTED

Summary of Methods and Results

A records search, a review of the Sacred Lands files maintained by the NAHC, and Native American consultation were conducted for the proposed project. Caltrans' Historic Highway Bridge Inventory was also consulted. These efforts are described below.

Cultural Resources Literature and Records Search

Archaeologist Shelly Long conducted a cultural resources records search on January 8, 2013, at the San Bernardino AIC, located at the San Bernardino County Museum in Redlands, California. The records search included a review of all available cultural resources surveys and excavation reports and site records within the current APE and within a one-mile radius of the APE. In addition, the National Register of Historic Places (National Park Service 2010) and documents and inventories from the California Office of Historic Preservation (COHP) including the lists of California Historical Landmarks (COHP 2010a), California Points of Historical Interest, (COHP 2010b) Listing of National Register Properties (COHPc), and the Inventory of Historic Structures (COHP 2010d) were consulted. Results of the records search indicate that 48 resources are located within one mile of the APE. Of these, two are recorded as crossing the APE and eight are recorded adjacent to the APE.

Twenty-five cultural resource studies have been conducted within a one-mile radius of the APE. Two of these previous surveys encompassed approximately 60 percent of the current APE. In 1977, Stephen Hammond and Lois Webb surveyed Route 30 (Hammond and Webb 1977). Their survey overlapped the current project area for a length of approximately 4.25 miles between Pacific Street and Interstate 10. The survey did not identify significant cultural or paleontological resources within the current Project APE. In 2005, LSA Associates surveyed the Upper Santa Ana River Wash (Brunzell and Duke 2005). The LSA survey overlapped the current project APE for a length of about one mile, between Greenspot Road (a.k.a. East 5th Street) and West Domestic Avenue. The LSA survey did not identify any cultural resources within the current project APE.

The following two linear resources are recorded as crossing the project APE:

- CA-SBR-6847H/36-006847 - The Old Kite Route
- CPHI SBR-012 (36-015497) - Base Line

Of the 48 previously recorded cultural resources identified within a one-mile radius of the APE, the following eight resources are located within 1,500 feet of the project APE:

- **CA-SBR-6095H/36-006095:** diffuse scatter of historical materials
- **CA-SBR-7765H/36-007765:** stand pipe irrigation system, and open irrigation flume
- **CA-SBR-7766H/36-007766:** driveway and slab, remains of demolished home site
- **CA-SBR-7767H/36-007767:** driveway, asphalt, low wall, remains of demolished home site
- **CA-SBR-8135H/36-008135:** five masonry irrigation flumes
- **CA-SBR-12386H/36-012852:** irrigation flumes and standpipe irrigation systems
- **CA-SBR-12699H/36-013783:** remnants of a stand pipe water control system
- **36-013622:** Two-course granite cement and cobble curb

The portions of the two linear resources recorded as crossing the APE were demolished prior to construction of SR-210 in 1992. The Old Kite Route (CA-SBR-6847H/36-006847) was a 252-kilometer, figure-eight patterned rail line that traversed the greater Los Angeles countryside starting in 1892. One trip around the route took approximately ten hours to complete. It was designed specifically for the citrus packing industry. The route operated across four counties for nearly 50 years, ending regular service in 1938. The route is recorded as crossing the project APE just south of the SR-210/SR-330 junction. However, the portion of the Old Kite Route that once crossed the project area was demolished prior to construction of the SR-210. No trace of resources 36-36-006847/CA-RIV-6847 is located within the project APE.

Base Line (36-015497), a California Point of Historical Interest, crosses the project APE approximately 0.6 mile south of the SR-210/SR-330 junction. Base Line was constructed and named after the Southern California Baseline, surveyed by Colonel Henry Washington in 1852. A monument was erected on the summit of Mount San Bernardino, and the line was laid out east and west from it. Base Line became the basis for land titles then being established by the California Courts. For many years, Base Line served as a through route joining the San Bernardino Area with other communities along the foothills of the San Gabriel Mountains. The segment of this road that once crossed the project APE was demolished during construction of SR-210 and was replaced with the Base Line Bridge. Base Line Bridge, constructed in 1992, is listed as Category 5 on the Caltrans Bridge Inventory. Category 5 indicates that the bridge was evaluated and determined to not be a significant cultural resource under CEQA. While Base Line remains a Point of Historical Interest, the segment of the road that currently crosses the project APE is not an original feature, is not significant under CEQA, and is not a contributing element to Base Line's significance; therefore, impacting the Base Line Bridge would not affect a significant cultural resource.

None of the eight resources located within 1,500 feet of the project APE will be impacted by the proposed project. Portions of two of these sites are located within 100 feet of the project APE boundary, but at a sufficient distance that project construction will have no effect on these

resources. A portion of CA-SBR-12386H/36-012852 is recorded as directly adjacent to the project APE, outside of the Caltrans right-of-way fence, between Pioneer Avenue and West San Bernardino Avenue. The site is located closest to the southbound traffic lanes and the southbound off-ramp that leads from Pioneer Avenue south and enters onto West San Bernardino Avenue. The closest distance between the site and the project APE is 37 feet, west of the right-of-way fence at the widest western curve of the southbound off-ramp. A portion of CA-SBR-8135H/36-008135 is located 95 feet southwest of the APE, west of the SR-210 southbound lanes, and is separated from the project APE by West San Bernardino Avenue.

Summary of Others Who Were Consulted

A letter was sent to the NAHC on November 2, 2012 requesting a Sacred Lands File Search and list of potentially interested Native American Groups and Individuals. The NAHC responded on November 5, 2012, stating that a search of the sacred lands records files revealed no Sacred Lands or traditional cultural properties were identified in proximity to the APE. The NAHC also provided a list of nine Native American contacts in Riverside and San Bernardino County who might have knowledge of cultural resources in the project area.

Native American Consultation

Letters were sent describing the project area and maps indicating the project location to eight individuals or groups on November 30, 2012. The Native American groups or individuals who did not provide a written response were contacted by telephone on May 9 and May 23, 2013 to confirm that they received the initial contact letter and to determine if they had any knowledge of cultural resources within the project vicinity. A summary of consultation conducted is listed in Table 1. The complete Native American consultation correspondence is included in Appendix D of the HPSR.

Table 1.1 Native American Contacts

Native American Group/Individual	Date of First Contact: Letter	Date of Second Contact: Phone call	Date of Third Contact: Phone call	Summary of Conversations
Joseph Hamilton Chairman, <i>Ramona Band of Cahuilla Mission Indians</i>	11/30/12	5/9/2013	5/23/13	Ms. Long called Mr. Hamilton on 5/9/13 and was referred to John Gomez, the Tribe's Cultural Resources Director. Mr. Gomez was unavailable by phone both times that he was called, so Ms. Long left him voicemails.
Carla Rodriguez Chairman, <i>San Manuel Band of Mission Indians</i>	11/30/12	5/9/2013	5/23/13	Ms. Long called Ms. Rodriguez on 5/9/13 and was referred to her secretary, Kate Larsen. Ms. Long left a voicemail for Ms. Larsen. Ms. Long called back on 5/23 and spoke with Ms. Larsen who referred her to Ann Brierty. Ms. Brierty was not in the office, so Ms. Long left her a voice message.
Anthony Morales Chairperson, <i>Gabrielino/Tongva San Gabriel Band of Mission Indians</i>	11/30/12	5/9/2013	5/23/13	Ms. Long called Mr. Morales twice (5/9/13 and 5/23/13) and left messages requesting that Mr. Morales call her back regarding the proposed project.
Sam Dunlap Cultural Resources Director <i>Gabrielino Tongva Nation</i>	11/30/12	5/9/2013	5/23/13	Ms. Long called Mr. Dunlap twice (5/9/13 and 5/23/13) and left voicemails.
Michael Contreras Cultural Heritage Program, <i>Morongo Band of Mission Indians</i>	11/30/12	5/9/2013	5/23/13	Ms. Long called Mr. Contreras twice (5/9/13 and 5/23/13) and left voicemails.
Ann Brierty Policy/Cultural Resources Department, <i>San Manuel Band of Mission Indians</i>	11/30/12	5/9/2013	5/23/13	Ms. Long called Ms. Brierty twice (5/9/13 and 5/23/13) and left voicemails.
Goldie Walker Chairwoman, <i>Serrano Nation of Mission Indians</i>	11/30/12	5/9/2013	None Required.	Ms. Long called Ms. Walker on 5/9/13 and left a message requesting that Ms. Walker return her call regarding the proposed project. Ms. Walker called back and requested that

				she or her son (Mark Cochran) be contacted immediately in the event that any Native American resources or burial items are identified during project activities.
Ernest H. Siva Tribal Elder, <i>Morongo Band of Mission Indians</i>	11/30/12	5/9/2013	5/23/13	Ms. Long called Mr. Siva twice (5/9/13 and 5/23/13) and left voicemails.

BACKGROUND

Environment

The proposed project is located on the gently sloping surface of the extensive alluvial floodplain of the Santa Ana River and its tributaries, extending southwest from San Bernardino Mountains. The APE is crossed by Sandy Creek, City Creek, Plunge Creek and the Santa Ana River. The active channels of these streams, especially the Santa Ana River, are inset into extensive older alluvial terrace and fan deposits. Because of this geological setting, the APE is underlain by deep alluvial sediment composed of gravel, sand and silt. Elevation ranges from approximately 1,260 feet to 1,400 feet above mean sea level (USGS 1975a, 1975b).

The climate is arid, with local rainfall ranging from six to twelve inches a year. Natural vegetation in the project area was arid valley grasslands, sometimes referred to as the alluvial scrub zone, a mix of desert and riparian vegetation (Clarke et al 2007). This included many plants that could be exploited by Native American inhabitants, such as prickly-pear cactus with fruit and fleshy leaves (*Opuntia littoralis* and *O. basilaris*); chia (*Salvia columbariae*); and yucca with blossoms and flower stalks (*Yucca whipplei* and *Y. schidigera*, and *Agave deserti*). Several hard- seed plants were gathered as well, such as manzanita (*Arctostaphylos glauca* and *A. pringlei*), sunflowers (*Helianthus annuus*), and other sages (*Salvia spp.*), lemonade berry (*Rhus trilobata*), wild rose (*Rosa californica*), California buckwheat (*Eriogonum fasciculatum*), and coyote gourd or calabazilla (*Cucurbita foetidissima*), as well as berries, tubers, and greens (Bean and Smith 1978: 538-539). Several native California berry-producing plants exist, such as toyon, the desert wild grape (*Vitis girdiana*), and California blackberry (*Rubus ursinus*). Grasses were also common, such as *Stipa* (needle-grass), *Poa* (bunchgrass) or *Aristida* (three-awn).

Animals available for exploitation included mule deer (*Odocoileus hemionus*), desert cottontail (*Sylvilagus audubonii*), black-tailed jackrabbit (*Lepus californicus*), pocket mice (*Perognathus spp.*), wood rats (*Dipodomys spp.*), California quail (*Callipepla californica*), mourning dove (*Zenaida macroura*), and birds that inhabited marshes. Various types of reptiles, amphibians, and insects were other subsistence resources. Though antelope (*Antilocapra Americana*) were rarely noted by Anglo settlers, they were common in 1769 throughout the plains and valleys when the Portola Expedition came through the region (Costanso 1911). Mule deer were less common. Predators included mountain lion (*Felis concolor*), coyote (*Canis latrans*), bobcat (*Lynx rufus*), and gray fox (*Urocyon cinereoargenteus*).

Ethnography

The APE is located within the traditional cultural territory of the Serrano Indians. The Serrano occupied the San Bernardino and San Gabriel Mountains and their southern foothills, the Mojave

Desert near Apple Valley and out to Barstow, and areas as far east as Twentynine Palms and Yucaipa Valley. Serrano lands ranged in elevation from 1,500 feet in the desert areas to over 11,000 feet. Villages were located near permanent water sources, making water a determining factor in the location of their settlements (Bean and Smith 1978).

The Serrano language is part of the Serrano language group, which includes both Serrano groups (Serrano proper and Vanyume), Kitanemuk and possibly Tataviam (Bean and Smith 1978), a branch of the Takic language family, and part of the Uto-Aztecan linguistic stock. This places the Serrano among the larger “Shoshonean” migration into southern California that occurred 2,000 to 3,000 years ago. The Serrano were organized in autonomous localized lineages that maintained favored, generalized usage areas. These lineages were organized into exogamous clans. Each clan had a hereditary leader, called the kiika’, who conducted ceremonies and religious activities (Bean and Smith 1978).

The Serrano’s first contact with the Spanish occurred in 1771 with the founding of Mission San Gabriel. An uprising against the Spanish in 1811 resulted in military expeditions to forcibly bring many Serrano, Cahuilla, and interior Luiseño into the missions as part of a plan to pacify the region. By 1834, most of the Serrano had died of European-introduced diseases, been moved to the Franciscan missions, or worked on private ranchos.

Prehistory

The project area is located in an area traditionally associated with the Serrano. As such, a discussion of Moratto’s desert region prehistoric sequence is described below.

Paleo-Indian Period (ca. 12,000–7,000 B.P.) The earliest humans to occupy North America are believed to have been highly mobile hunters and gatherers. Paleo-Indian sites within the Colorado Desert were assigned by Rogers (1966) to the San Dieguito Culture. Moratto (1984:92) notes that San Dieguito artifact assemblages are similar to those of Lake Mojave and other Paleo-Indian cultures in southern California. Moratto goes on to suggest that assemblages of this early era be divided into a Fluted Point Tradition (12,000–10,000 B.P.) and, following Bedwell (1970), a Western Pluvial Lakes Tradition (10,000–7,000 B.P.).

Pinto Period (ca. 7,000–4,000 B.P.) The Pinto Period is marked by the gradual transition from pluvial to arid conditions during the terminal Pleistocene-Early Holocene. Pinto Period sites are associated with the margins of pluvial lakes and with now extinct springs. Pinto-series projectile points, crudely made stemmed or basally notched dart points, are the most distinctive artifact type of the Pinto Period. Other artifacts found at Pinto Period sites include large leaf-shaped knives, thick split-cobble choppers and scrapers, scraper-planes, and small milling slabs and manos.

Throughout most of the California desert region, sites containing elements of the Pinto Basin Complex are small and are usually limited to surface deposits, suggestive of temporary and perhaps seasonal occupation by small groups of people. Environmental conditions during the Pinto Period of the Early Holocene were characterized by increasing aridity. However, at least

one period of increased moisture, from approximately 6,500 to 5,500 years ago, resulted in the return of pluvial lake conditions. Warren (1984:414) postulates that human occupation of the southern California deserts during the periods from approximately 7,000 to 6,500 years ago and from 5,500 to 4,000 years ago may have been limited because of the arid conditions. It is also suggested that the Pinto Period populations withdrew to the desert margins and oases during these arid periods, leaving large portions of the California deserts unoccupied for many centuries.

Gypsum Period (ca. 4,000–1,500 B.P.) The Gypsum Period is one of cultural intensification in the deserts of southern California. The beginning of the Gypsum Period coincides with the Little Pluvial, a period of increased effective moisture in the region, wherein the ameliorated climate allowed for more extensive occupation of the desert regions. In addition, periods of drought within this era seem to have resulted in human adaptations to more arid conditions, rather than a retreat from the deserts. Diagnostic projectile points of this period include Humbolt, Gypsum, and Elko-series dart points (Warren 1984). Late in the Gypsum Period, Rose Spring arrow points appear in the archaeological record, reflecting the spread of the bow and arrow technology from the Great Basin and Colorado River region. Other artifact types characteristic of this period include leaf-shaped arrow points, rectangular-based knives, flake scrapers, T-shaped drills, milling slabs and manos, as well as core/cobble tools assemblages such as scraper planes, large choppers, and hammerstones (Warren 1984). In addition to the introduction of the bow and arrow, another technological innovation introduced during this period was the mortar and pestle for processing hard seeds, such as those derived from the mesquite pod. Trade relationships with the Pacific Coast are indicated by the presence of shell ornaments at several Gypsum Period sites.

In addition to diagnostic projectile points, Gypsum Period sites include leaf-shaped points, rectangular-based knives, flake scrapers, T-shaped drills, and occasionally, large scraper planes, choppers, and hammerstones (Moratto 1984:416). Manos and milling stones are common; the mortar and pestle also were introduced during this period. Other artifacts include shaft smoothers, incised slate and sandstone tablets and pendants, bone awls, Olivella shell beads, and Haliotis beads and ornaments. Technologically, the artifact assemblage of this period is similar to that of the preceding Pinto Basin Period; new tools also were added either as innovations or as “borrowed” cultural items, such as the mortar and pestle and the bow and arrow.

Saratoga Springs Period (ca. A.D. 500–1200). This period is, in large part, a continuation of the developments begun during the Gypsum Period, such as an increasing adaptation to the desert environment and an increase in trade relations (Warren 1984). Regional environmental conditions became much wetter, a development known as the Little Pluvial. Variations in regional cultural adaptations during the Saratoga Springs Period also become apparent.

The Saratoga Springs Period is characterized by cultural diversification with strong regional developments. Turquoise mining and long distance trade networks appear to have attracted both the Anasazi and Hakataya peoples into the California deserts from the east and southeast, respectively. Trade with the California coastal populations also appears to have been important

in the Antelope Valley region and stimulated the development of large, complex villages. In the northwestern Mojave Desert, however, the basic pattern established during the Gypsum Period changed little during the Saratoga Springs Period. Toward the end of the Saratoga Springs Period, the Hakataya apparently moved far enough north to gain control of the turquoise mines in the central Mojave Desert, thus replacing the Anasazi occupation of the eastern California desert.

Developments during the Saratoga Springs Period in the southern cultural sphere include the gradual introduction of pottery, Cottonwood-series arrow points, and Desert Side-notched arrow points late in the period. Trade with the Pacific and Gulf coastal populations appears to have been extensive, and was likely the driving force that led to the gradual expansion of Hatakaya cultural traits further west into the deserts, and later into the mountains of the Peninsular Range as well as into the inland valleys and coastal regions of southern California. Lake Cahuilla is believed to have formed around A.D. 500, and was the focus of cultural activities such as exploitation of fish, water fowl, and wetland resources during this period.

Shoshonean Period (ca. A.D. 1200 to the 1800s) During the Shoshonean Period, sometimes referred to as the Proto-historic Period, there appears to have been a continuation of the technological developments from the earlier Saratoga Springs Period. However, regional developments that indicate the formation of distinct ethnographic groups become clearer during the Shoshonean Period. Two major events affect the archaeological record of this period. The final desiccation of Lake Cahuilla, which had occurred by approximately A.D. 1640, resulted in a population shift away from the lakebed into the Peninsular Ranges to the west and the Colorado River regions to the east. Subsequently, Spanish exploration and establishment of the Mission system during the late 1700s mark the end of prehistoric lifeways.

In the Southern Desert region, Brown and Buff Ware pottery, first appearing on the lower Colorado River at about A.D. 800, started to diffuse across the California deserts by about A.D. 900 (Moratto 1984). Associated with the diffusion of this pottery were Desert Side-notched and Cottonwood Triangular projectile points dating to about A.D. 1150–1200, suggesting a continued spread of Hakataya influences. Trade along the Mojave River also expanded resulting in middlemen between coastal and Colorado River populations. Large, complex housepit village sites were established along the headwaters of the Mojave River and were somewhat similar to those reported in Antelope Valley. Although both of these areas appear to have participated in extensive trade between the desert and the coast, the lack of Buff and Brown Ware pottery at the Antelope Valley sites suggest that these people were minimally influenced by the Hakataya developments along the Mojave River (Moratto 1984). During this period, Lake Cahuilla began to recede and the extensive Hakataya populations occupying its shores began moving westward into areas such as Anza-Borrego, Coyote Canyon, the Upper Coachella Valley, the Little San Bernardino Mountains, the San Jacinto Valley, and Perris Plain.

History

European settlement of California began with the founding of Mission San Diego de Alcalá in 1769. The first known European exploration in the project vicinity was in 1772 by a party led by

Captain Pedro Fages of Spain. Spanish missionaries settled the San Bernardino Valley in the early 19th century and colonized local native populations (City of San Bernardino 2012). Father Francisco Dumetz of Mission San Gabriel arrived in 1810 and named the area after the Italian San Bernardino of Siena (City of San Bernardino 2010; Paul et al 2011). The missionaries ran Rancho San Bernardino, which functioned as a cattle ranch and adjunct to Mission San Gabriel. Mexico won independence from Spain in 1821 and secularized mission property. Rancho San Bernardino was sold to Jose de Carmen Lugo in 1842.

The acquisition of California by the United States at the end of the Mexican-American War in 1848, and the discovery of gold in 1849, brought many Euro-Americans into California and promoted further cultural changes. The state developed rapidly, being admitted to statehood in 1850 (Starr: 2005: 97). Mormon pioneers, under the aegis of Brigham Young, arrived in the San Bernardino Valley in 1851 and purchased 35,000 acres of Rancho San Bernardino. The process of surveying and mapping the area began in 1852, when Henry Washington and a small party of surveyors ascended the San Bernardino Mountains and established the San Bernardino Base and Meridian (City of San Bernardino 2012, Paul et al 2011). However, the Mormon missionaries were recalled to Salt Lake City by Brigham Young in 1857, leaving behind schools, roads, and a local government (City of San Bernardino 2012, Paul et al 2011).

After the departure of the Mormon missionaries, Dr. Benjamin Barton bought Rancho San Bernardino, which became the property of San Bernardino County in 1925. San Bernardino County is an important regional economic center and the “gateway” to the County’s mountain resorts (Stone 1966, Paul et al 2011).

While the southwestern part of the County remained primarily an agricultural and logging area throughout the 19th century, some commercial interest was sparked by the Holcomb Valley Gold Rush from 1861 to 1862. Commercial interests were also served by the Southern Pacific Railroad, which arrived in Colton in 1875, and the California Southern Railroad, which arrived in San Bernardino in 1883 (Myra Frank and Associates 1993).

The City of Redlands was established by Frank E. Brown, a civil engineer, and E. G. Judson, a New York stock broker and incorporated in 1888. It was named “Redlands” after the color of the red soil (McWilliams 1973). Highland was founded in 1891, and like Redlands, became an important center of the citrus industry in the early and mid-Twentieth Century (City of Highland 2013). The Pacific Electric (PE) Railway completed an interurban connection between Los Angeles and San Bernardino in 1914. Redlands was also the eastern terminus of the "Big Red Car" system. At its peak, PE operated five local routes in Redlands, with streetcars running to Smiley Heights, and on Orange, Olive, and Citrus Avenues. PE interurban service to Redlands was abandoned on July 20, 1936.

In addition to PE, the Old Kite Route (CA-SBR-6847H/36-006847) rail of the Burlington Northern Santa Fe Railroad once crossed the APE. The Kite-shaped track was a 252-kilometer, figure-eight patterned rail line that traversed the greater Los Angeles countryside starting in 1892 (Duke and Kistler 1963). One trip around the route took approximately ten hours to complete. It

was designed specifically for the citrus packing industry and was critical to the development of the citrus industry for Redlands, Mentone, and Highland. The route operated across four counties for nearly 50 years, ending regular service in 1938. During the most prosperous days of the steel rails, the Old Kite Route was an important element not only in the economic development but also in the social and cultural life of Los Angeles. It brought a secondary tourist industry to the valley. The route is recorded as crossing the project APE just south of the SR-210/SR-330 junction. However, the portion of the Old Kite Route that once crossed the project area was demolished prior to construction of the SR-210. No trace of resources 36- 36-006847/CA-RIV-6847 is located within the project APE. For more information on the Old Kite Route, please refer to the 36-006847 Site Record in Appendix 2 of this report.

In the mid-late 20th Century, Redlands was home to various light manufacturing firms, and a community of military personnel and contractor employees of the aerospace industry that supported missions at Norton Air Force Base as well as the Lockheed Propulsion Company plant in Mentone.

FIELD METHODS

A cultural resources survey of the APE was conducted in compliance with NHPA on December 11, 2012, and February 12, 2013 (Appendix 1 of this report). No NRHP-eligible cultural resources were identified within the APE during the field surveys.

On December 11, 2012, the archaeologist drove along the proposed APE, examining the condition of the roadway and adjacent parcels (Photo 1). Unpaved areas within the APE are located adjacent to SR-210 within the Caltrans right-of-way. Approximately 90 percent of these unpaved areas adjacent to SR-210 have been cut, or elevated, sloped and landscaped (Photos 2 and 3). It was also noted that center medians have been graded (Photo 4) and in some cases, landscaped. These areas of heavy disturbance were not surveyed on foot as the natural ground surface has been removed and/or heavily disturbed. The field survey confirmed that the ground surface within the entire project area has been heavily disturbed through construction of the highway and associated structures, agriculture, and construction of industrial properties adjacent to the right-of-way. The vertical extent of disturbance was not determined as the pedestrian survey only reviewed the surface.

Two resources are recorded as crossing the APE. The field visit, conducted on December 11, 2012, confirmed no trace of the resources exist within the APE. Base Line (36-015497), a California Point of Historical Interest, is recorded as crossing the APE approximately 0.6 miles south of the SR-210/SR-330 junction. Field survey confirmed that the segment of this road that once crossed the APE was demolished during construction of SR-210 and was replaced with the Base Line Bridge (Photo 5).

The second resource recorded as crossing the APE is the Old Kite Route (36-006847) of the Burlington Northern Santa Fe Railroad. It is recorded as crossing the APE just south of the SR-210/SR-330 junction. Survey confirmed that the portion of the Old Kite Route that once crossed the APE was demolished. No trace of the Old Kite Route remains within the limits of the APE.

On February 12, 2013, areas within the ROW that had not been cut, sloped, and/or landscaped were surveyed on foot. Cut slopes were not surveyed because landscaping reduced surface visibility to zero in these areas. These surveyed areas account for approximately 10 percent of the APE and are located on the south side of SR-210, between East Harlen Avenue and Highland Avenue, and on both sides of the SR-210, where it crosses City Creek and the Santa Ana River. The area between East Harlen Avenue and Highland Avenue consists of a fallow field and a gravel road (Photo 6). The field has been graded in the recent past and extensive modern dumping activity was noted. The areas crossing City Creek and the Santa Ana River have been disturbed by heavy alluvial activity (Photos 7 and 8). No previously unrecorded cultural resources were identified during the field survey.

The eight resources identified during the records search as being located adjacent to the APE were not found within the APE during the field visit. As these resources are not located within the APE, they will not be impacted by proposed Project Activities.



Photo 1: This photo, taken just north of San Bernardino Avenue shows a typical view of SR-210.

On November 2, 2013, small areas that had been added to the APE as TCEs were surveyed. TCEs are needed for the construction of sound walls or for construction access. Areas within the channels of the Santa Ana River, City Creek and Sand Creek were observed to be previously disturbed by grading and placement of riprap for levees, as well as heavy fluvial activity. A small TCE parcel examined on the southwest side of the Santa Ana River was covered in deep weeds with no surface visibility. No previously unrecorded cultural resources were identified during this portion of the field survey.

In May 2014, the APE limits were adjusted to include two new potential temporary flow diversions areas that may be needed in City Creek and the Santa Ana River. The first area encompasses approximately 1.02 acres, and is located approximately 950 feet north of 5th Avenue, immediately east of the SR-210 right of way within City Creek. The second area encompasses approximately 1.82 acres and is located east and west of the SR-210 right of way within the Santa Ana River. Both areas have been heavily disturbed by alluvial action and grading and maintenance activities as evidenced in Google Earth aerial photography. An archaeological pedestrian survey was not conducted in these areas because the surface has been completely disturbed resulting in little to no chance of finding intact archaeological deposits.



Photo 2: Facing West on the SR-210. This Photo, taken near the Base Line off-ramp, shows the paved highway, the cut, sloped, and landscaped areas adjacent to the road, and the graded median.



Photo 3: This Photo was taken south of the Highland Avenue exit. It shows the cut, sloped, and graded areas adjacent to the SR-210, within the Caltrans right-of-way.



Photo 4: This photo was taken from the Base Line Bridge and shows the graded median between Highland Avenue and Base Line.



Photo 5: This photo shows Base Line Bridge, built during the 1990s.



Photo 6: This Photo shows the gravel road and fallow field located within the Caltrans right-of-way between East Harlen Avenue and Highland Avenue.



Photo 7: Overview of the Santa Ana River, Facing South from the SR-210



Photo 8: Overview of City Creek, Facing north with the SR-210 in the background.

STUDY FINDINGS AND CONCLUSIONS

Two linear resources, CA-SBR-6847 (The Old Santa Fe Kite Road) and CA-SBR-012 (Historical Baseline Road) were found to have been obliterated within the limits of the APE. With a total loss of integrity, the segments of these two resources no longer contribute to the over-all NRHP eligibility of the resources. As a result of the records search and field survey, it was determined that there are no cultural resources within the APE that required evaluations for NRHP eligibility.

Two resources are recorded as crossing the APE. Both were demolished prior to construction of SR-210 Freeway in 1992. Base Line (36-015497), a California Point of Historical Interest, is recorded as crossing the APE approximately 0.6 miles south of the SR-210/SR-330 junction. Field survey confirmed that the segment of this road that once crossed the APE was demolished during construction of SR-210 and was replaced with the Base Line Bridge. The Bridge is listed as Category 5 on the Caltrans Bridge Inventory, meaning that it was previously evaluated and found not eligible as a Historic Property under NHPA. The Base Line Bridge, constructed in 1992, does not contribute Base Line's significance as a California Point of Historical Interest because the bridge is a modern road segment.

The second resource recorded as crossing the APE is the Old Kite Route (36-006847/CA-RIV-6847) of the Burlington Northern Santa Fe Railroad. It is recorded as crossing the APE just south of the SR-210/SR-330 junction. Survey confirmed that the portion of the Old Kite Route that once crossed the APE was demolished prior to construction of SR-210. No trace of this resource is located within the APE.

Eight additional cultural resources are recorded adjacent to the APE. The field visit confirmed that no portions of these resources are located within the APE and therefore, these resources will not be impacted during project activities.

Ground disturbances from previous developments, especially construction of the existing SR-210 highway likely would have inadvertently destroyed any unknown archaeological resources present. There is always a possibility that buried cultural deposits could be preserved in the APE beneath the limits of disturbance. However, highway construction likely has destroyed all cultural materials in the existing highway footprint due to depth and intensity of past disturbance. Some of the TCEs outside the existing highway right-of-way are located with the Santa Ana River, City Creek or Sand Creek, in channelized areas, or in high energy environments in which natural erosion has most likely destroyed any intact cultural deposits that may have been present. The construction staging areas are all located within the existing highway right-of-way, immediately adjacent to the highway edge of pavement. As mentioned previously, approximately 90% of the unpaved areas adjacent to SR-210 have been cut, or elevated, sloped and landscaped

(Photos 2 and 3). Only one small TCE, located southwest of the Santa Ana River occupies land which is both outside of the existing highway footprint and beyond the active channels of streams present in the APE. This is a small area, about one acre in size, and it seems unlikely to encompass buried cultural resources; therefore, it is highly unlikely the proposed project would disturb any unknown or buried archaeological resources. No cultural resource impacts are anticipated as a result of proposed project activities.

It is Caltrans policy to avoid cultural resources whenever possible. Further investigations may be needed if unanticipated cultural sites are encountered that cannot be avoided by the project. If previously unidentified archaeological materials are found during the course of construction, it is Caltrans' policy that all work be halted within 60 feet of the discovery until a qualified archaeologist can assess the nature and significance of the find. Additional survey may be required if project plans change to include areas not previously surveyed for cultural resources.

If human remains are encountered during construction excavations, procedures shall be followed as specified in California State Health and Safety Code Section 8010 et seq., California State Health and Safety Code Section 7050.5 (b) and (c), California Public Resources Code Section 5097 et seq., and 25 U.S.C. Section 3001 et seq. The County Coroner shall be notified promptly upon discovery, and all work will stop in the vicinity of the remains until the Coroner has made a determination. If the Coroner determines that the remains are of Native American origin, the NAHC shall determine the MLD. As prescribed by law, the wishes of the MLD shall be heard and all reasonable efforts will be made to comply.

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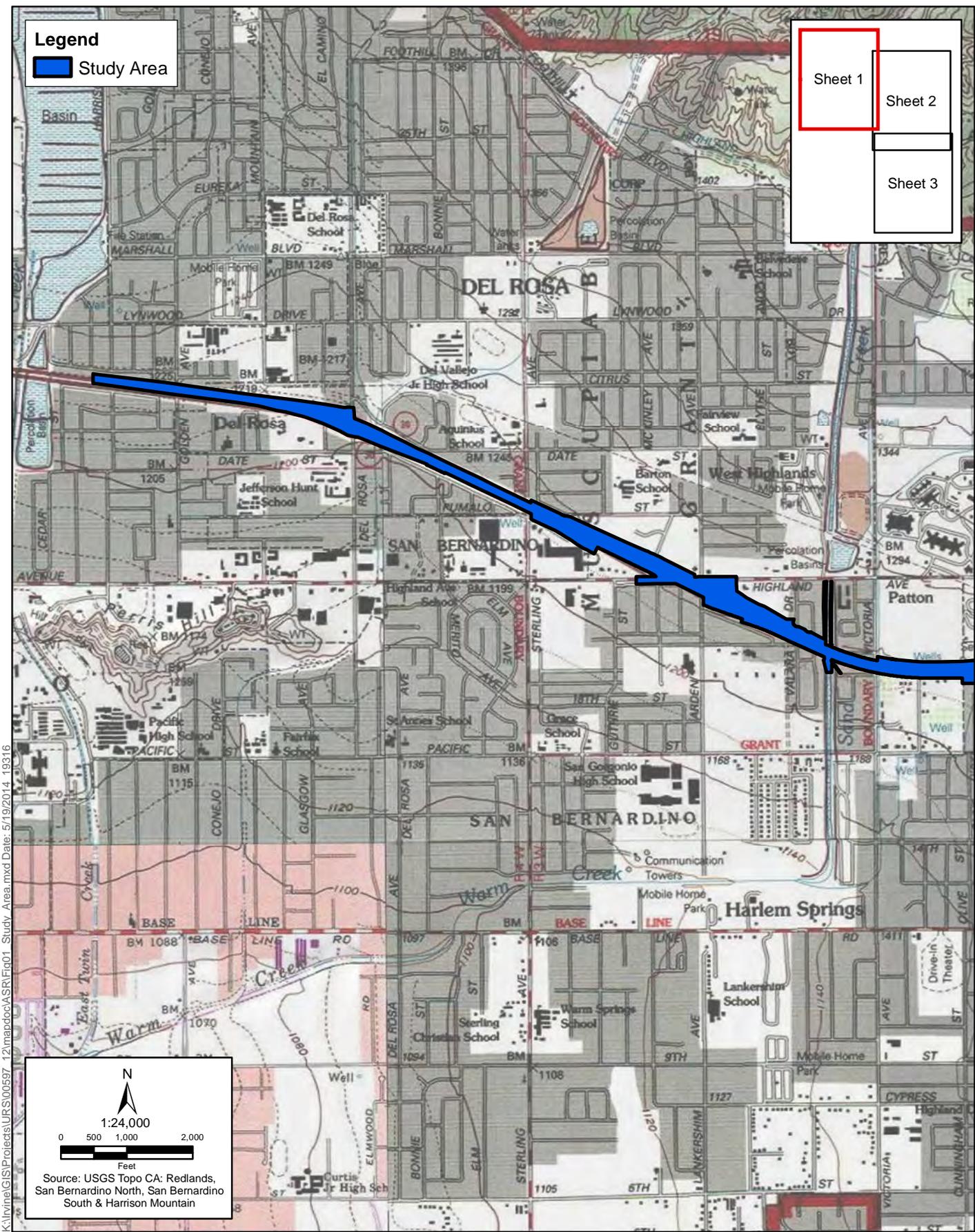
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1975a. Redlands 7.5 Minute Quadrangle 1:24,000 Scale. United States Geological Survey, Washington D.C.

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APPENDIX 1: Study Area Map



**Figure 1 - Sheet 1
 Study Area Map
 State Route 210 Mixed Flow Lane Addition from
 Highland Avenue to San Bernardino Avenue**

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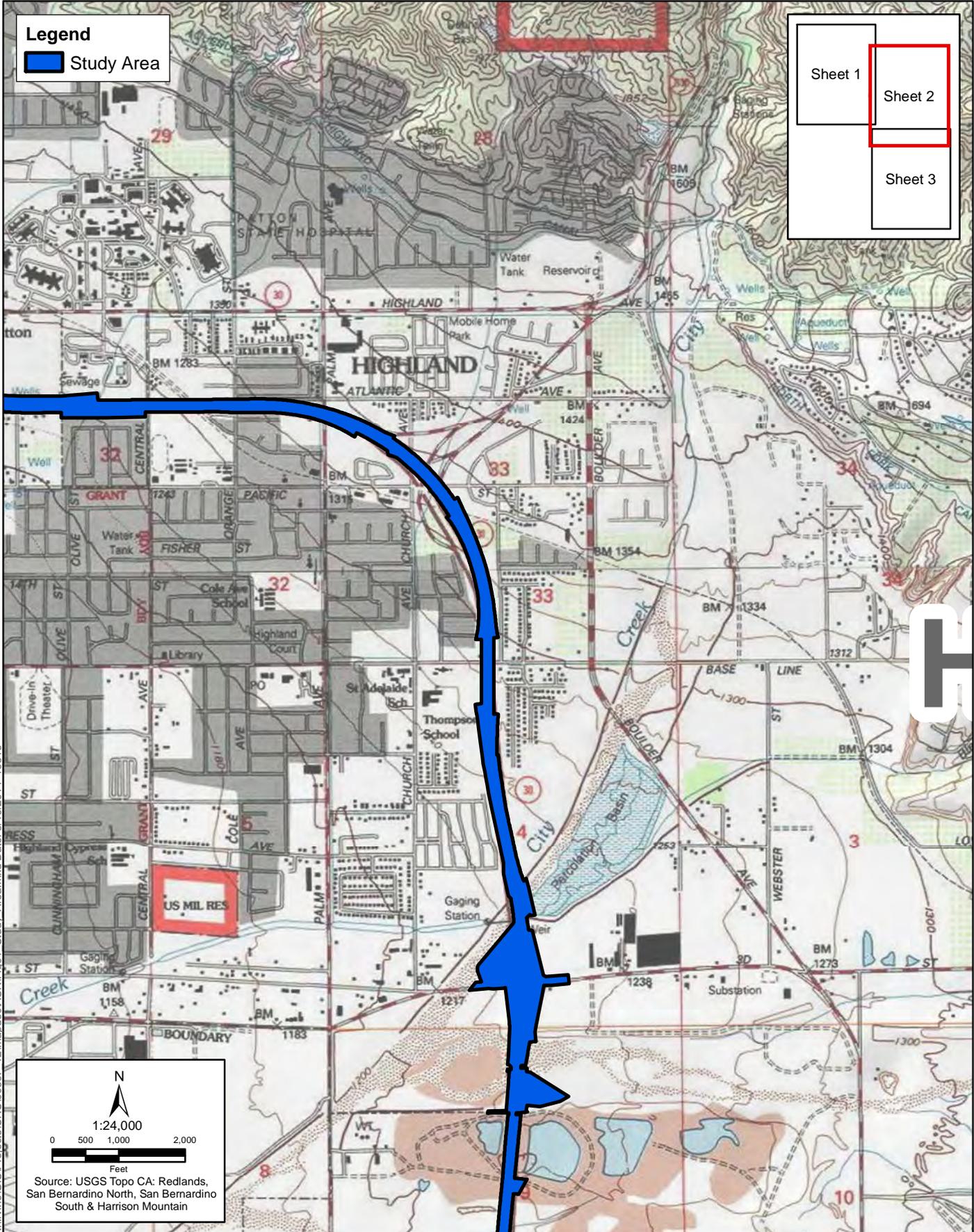
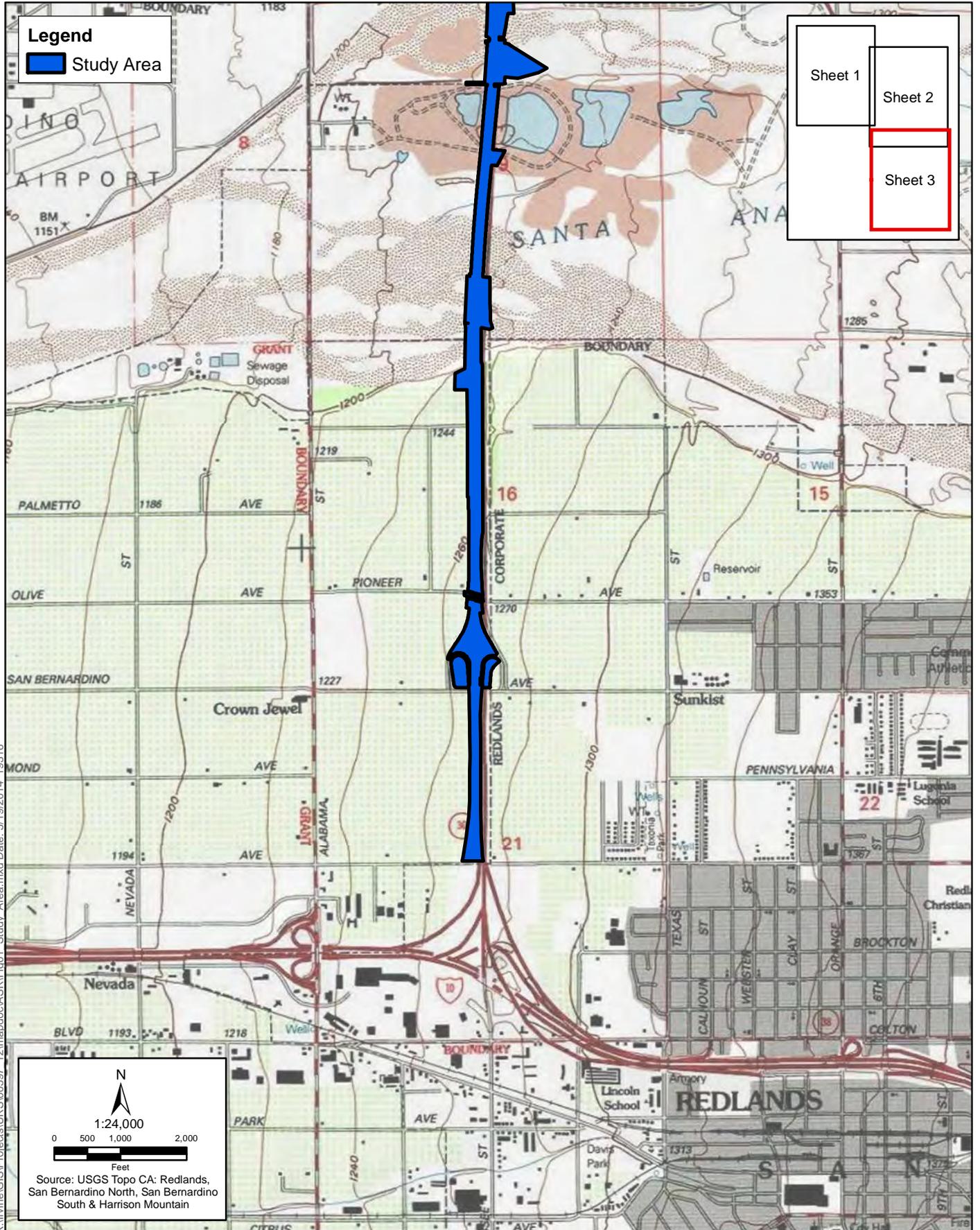


Figure 1 - Sheet 2
Study Area Map
 State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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Figure 1 - Sheet 3
Study Area Map
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue

APPENDIX 2: Site Records

Confidential - Information Removed from Report

Attachment D
Native American Correspondence



- [California Native Americans](#)
- [Cultural Resources](#)
- [Strategic Plan](#)
- [Commissioners](#)
- [Federal Laws and Codes](#)
- [State Laws and Codes](#)
- [Local Ordinances and Codes](#)
- [Additional Information](#)
- [Return to CNAHC Home Page](#)

Sacred Lands File & Native American Contacts List Request

NATIVE AMERICAN HERITAGE COMMISSION

915 Capitol Mall, RM 364
 Sacramento, CA 95814
 (916) 653-4082
 (916) 657-5390 – Fax
 nahc@pacbell.net

Information Below is Required for a Sacred Lands File Search

Project: SR-210 Widening Project

County San Bernardino

USGS Quadrangle

Name Redlands

Township 1 S Range 3 W Section(s) 4, 9, 16, 32, 33

Company/Firm/Agency: ICF International

Contact Person: Shelly Long

Street Address: 811 West 7th Street, Suite 800

City: Los Angeles Zip: 90017

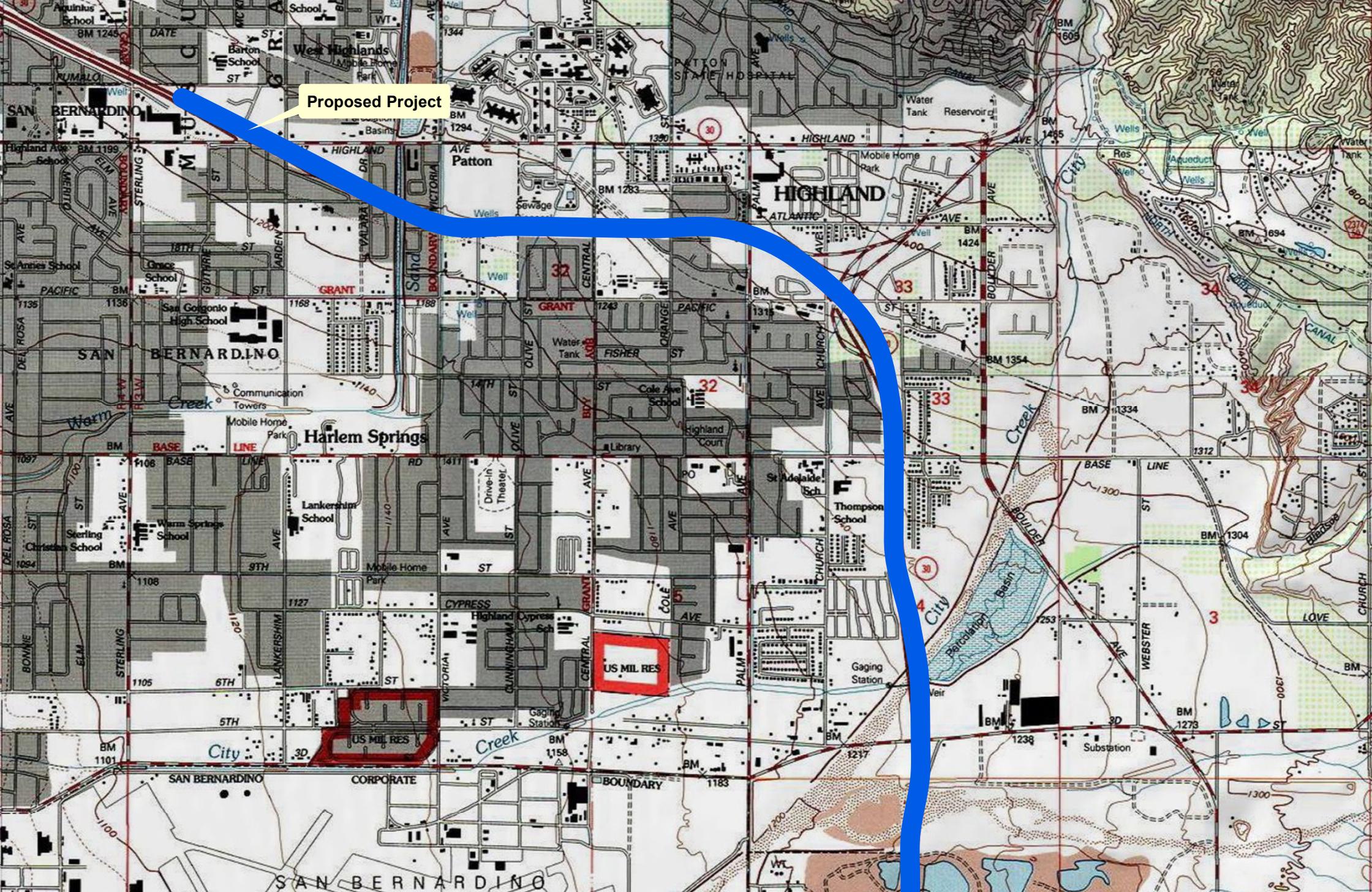
Phone: 818-326-6149 (cell)

Fax: 213-627-6853

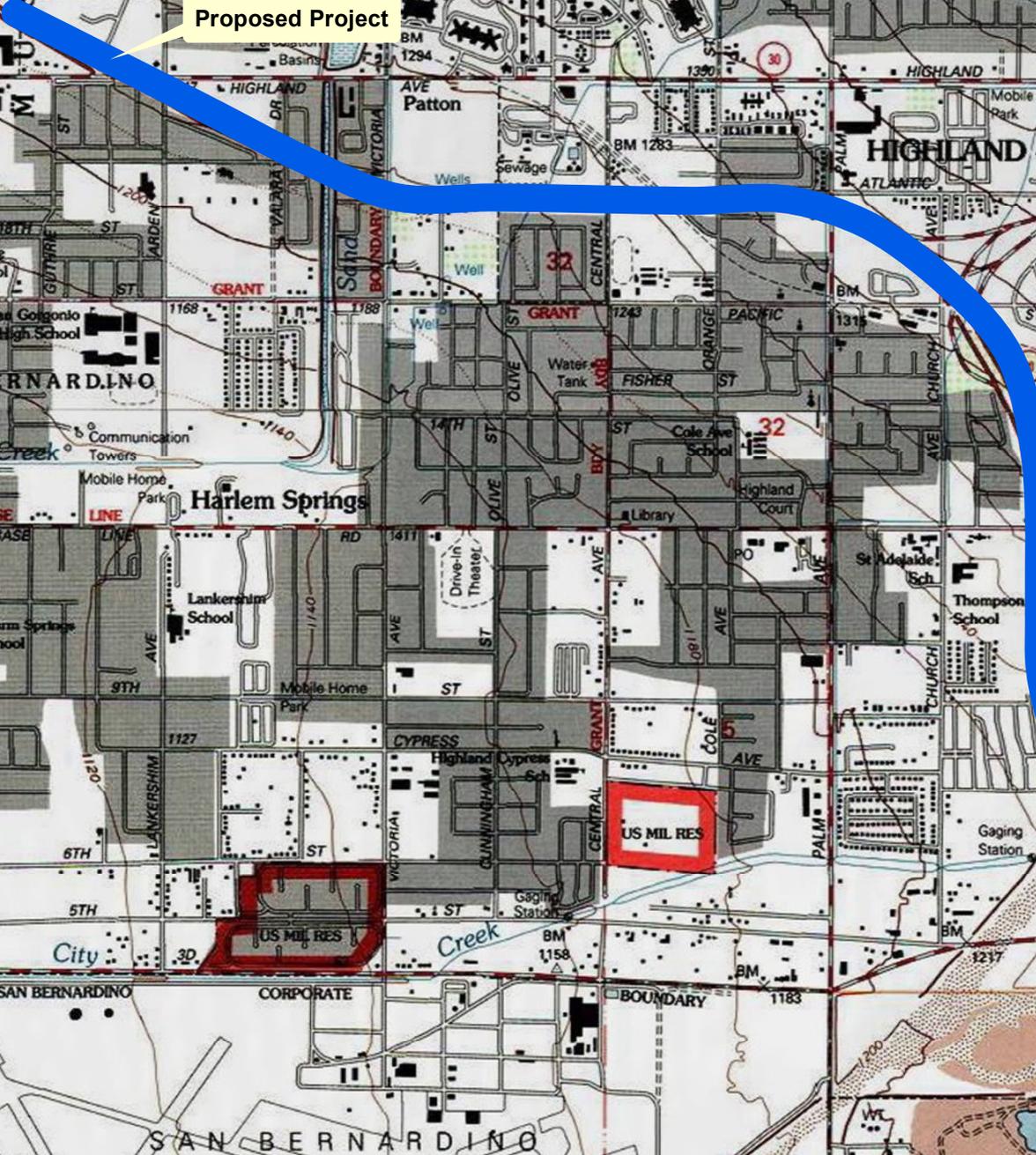
Email: MLong@ICFI.com

Project Description:

The California Department of Transportation (Caltrans), in coordination with the San Bernardino Associated Governments (SANBAG), proposes to widen State Route 210 (SR-210) from just west of Highland Avenue to just north of San Bernardino Avenue in the cities of Highland and Redlands, and the county of San Bernardino, California.



Proposed Project



STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 853-6251
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Web Site www.nahc.ca.gov
ds_nahc@pacbell.net



November 5, 2012

Ms. Michelle Long, RPA

ICF INTERNATIONAL

811 West 7th Street, Suite 800
Los Angeles, CA 90017

Sent by FAX to: 213- 627-6853

No. of Pages: 5

Re: Sacred Lands File Search and Native American Contacts list for the proposed Sacred Lands File Search and Native American Contacts list for the proposed **"State Route 210 Widening Project; in association with the San Bernardino Associated Governments (SANBAG);"** located in San Bernardino County, California

Dear Ms. Long:

The Native American Heritage Commission (NAHC) conducted a Sacred Lands search based on the data provided and **Native American cultural resource sites were not identified** within one-half mile of the project site, the 'other area of potential effect' (e.g. APEs): you specified. Also the absence of archaeological fixtures and other cultural resource items does not preclude their existence at the subsurface level. In addition, please note; the NAHC Sacred Lands Inventory is not exhaustive and does not preclude the discovery of cultural resources during any project groundbreaking activity.

California Public Resources Code §§5097.94 (a) and 5097.96 authorize the NAHC to establish a Sacred Land Inventory to record Native American sacred sites and burial sites. These records are exempt from the provisions of the California Public Records Act pursuant to California Government Code §6254 (r). The purpose of this code is to protect such sites from vandalism, theft and destruction.

In the 1985 Appellate Court decision (170 Cal App 3rd 604), the court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources, impacted by proposed projects including archaeological, places of religious significance to Native Americans and burial sites

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

whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. CA Government Code §65040.12(e) defines "environmental justice" provisions and is applicable to the environmental review processes. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and California Public Resources Code Section 21083.2 (Archaeological Resources) that requires documentation, data recovery of cultural resources, construction to avoid sites and the possible use of covenant easements to protect sites.

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Local Native Americans may have knowledge of the religious and cultural significance of the historic properties of the proposed project for the area (e.g. APE). Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). We urge consultation with those tribes and interested Native Americans on the list that the NAHC has provided in order to see if your proposed project might impact Native American cultural resources. Lead agencies should consider *avoidance* as defined in §15370 of the CEQA Guidelines when significant cultural resources as defined by the CEQA Guidelines §15064.5 (b)(c)(f) may be affected by a proposed project. If so, Section 15382 of the CEQA Guidelines defines a significant impact on the environment as "substantial," and Section 21083.2 which requires documentation, data recovery of cultural resources.

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

Partnering with local tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C 4321-43351) and Section 106 4(f), Section 110 and (k) of the federal NHPA (16 U.S.C. 470 *et seq*), Section 4(f) of the Department of Transportation Act of 1966 (23 CFR 774); 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The NAHC remains concerned about the limitations and methods employed for NHPA Section 106 Consultation.

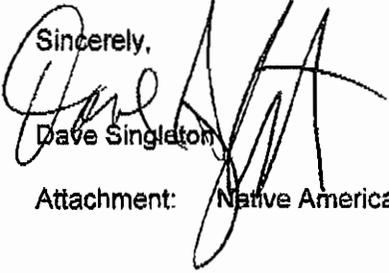
Also, California Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery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

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

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

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

Sincerely,



Dave Singleton

Attachment: Native American Contact List

**Native American Contacts
San Bernardino County
November 5, 2012**

Ramona Band of Cahuilla Mission Indians
Joseph Hamilton, Chairman
P.O. Box 391670 Cahuilla
Anza, CA 92539
admin@ramonatribe.com
(951) 763-4105
(951) 763-4325 Fax

Morongo Band of Mission Indians
Michael Contreras, Cultural Heritage Prog.
12700 Pumarra Road Cahuilla
Banning, CA 92220 Serrano
(951) 201-1866 - cell
mcontreras@morongo-nsn.
gov
(951) 922-0105 Fax

San Manuel Band of Mission Indians
Carla Rodriguez, Chairwoman
26569 Community Center Drive Serrano
Highland, CA 92346
(909) 864-8933
(909) 864-3724 - FAX
(909) 864-3370 Fax

San Manuel Band of Mission Indians
Ann Brierty, Policy/Cultural Resources Departmen
26569 Community Center Drive Serrano
Highland, CA 92346
(909) 864-8933, Ext 3250
abrierty@sanmanuel-nsn.
gov
(909) 862-5152 Fax

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

Serrano Nation of Mission Indians
Goldie Walker, Chairwoman
P.O. Box 343 Serrano
Patton, CA 92369
(909) 528-9027 or
(909) 528-9032

Gabrielino Tongva Nation
Sam Dunlap, Cultural Resources Director
P.O. Box 86908 Gabrielino Tongva
Los Angeles, CA 90086
samdunlap@earthlink.net
(909) 262-9351 - cell

Ernest H. Siva
Morongo Band of Mission Indians Tribal Elder
9570 Mias Canyon Road Serrano
Banning, CA 92220 Cahuilla
siva@dlshmall.net
(951) 849-4676

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

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

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed S.R. - 210 Widening Project; located near the cities of Highland, and Redlands; San Bernardino County, California for which a Sacred Lands File search and Native American Contacts list were requested.

**Native American Contacts
San Bernardino County
November 5, 2012**

SOBOBA BAND OF LUISENO INDIANS
Joseph Ontiveros, Cultural Resource Department
P.O. BOX 487 Luiseno
San Jacinto , CA 92581
jontiveros@soboba-nsn.gov
(951) 663-5279
(951) 654-5544, ext 4137

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

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

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed S.R. - 210 Widening Project; located near the cities of Highland, and Redlands; San Bernardino County, California for which a Sacred Lands File search and Native American Contacts list were requested.



November 30, 2012

Ann Brierty
San Manuel Band of Mission Indians
26569 Community Center Drive
Highland, California 92346

Subject: SR-210 Widening Project, Located in the Cities of Redlands and Highland in Riverside County, California

Ms. Brierty,

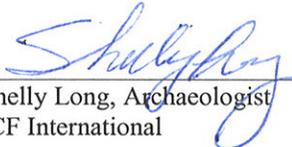
On behalf of the San Bernardino Associated Governments (SANBAG) and the California Department of Transportation (Caltrans), ICF is conducting prehistoric archaeological research for the proposed SR-210 Widening Project located in the Cities of Redlands and Highland in San Bernardino County, California. The proposed project is depicted on the Redlands 7.5-minute USGS Quadrangle map in Township 1 South, Range 3 West, Sections 4, 9, 16, 32, and 33. A map depicting the Project Area is enclosed for your reference.

The proposed Project would widen The California widen State Route 210 (SR-210) from just west of Highland Avenue to just north of San Bernardino Avenue in the cities of Highland and Redlands, and the county of San Bernardino, California. For the proposed project the existing facility would be widened from two to three lanes in both the eastbound and westbound directions by adding a third mixed flow lane within the median. In addition, the project would include the creation of an auxiliary lane in each direction between the Base Line and 5th Street interchanges and an acceleration lane at the 5th Street southbound on-ramp. The total length of the proposed project is approximately 7.2 miles, which includes transition striping and construction signage. All work would occur within the existing Caltrans right-of-way (ROW).

As part of our research, ICF is contacting interested parties, including Native American groups and individuals, to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. ICF has contacted the Native American Heritage Commission (NAHC) for a review of the Sacred Lands Files and the NAHC recommended that we contact you. Please inform us of any areas of cultural significance we should take into account for the purposes of the project. A copy of the Project Location Map is enclosed for your reference.

If you have any information that would be relevant to this Project, please contact me. If you have any questions or need additional information, feel free to call or email me at (818) 326-6149/ MLong@icfi.com. If you are not the designated representative for such consultation, please forward this information to the appropriate person. Additionally, for the purposes of future consultation, please inform me who should be contacted. We request to receive your comments by January 1, 2013. Please refer to the SR-210 Widening Project in your correspondence.

Thank you for your time and assistance.


Shelly Long, Archaeologist
ICF International



November 30, 2012

Michael Contreras
Morongo Band of Mission Indians
12700 Pumarra Road
Banning, California 92220

Subject: SR-210 Widening Project, Located in the Cities of Redlands and Highland in Riverside County, California

Mr. Contreras,

On behalf of the San Bernardino Associated Governments (SANBAG) and the California Department of Transportation (Caltrans), ICF is conducting prehistoric archaeological research for the proposed SR-210 Widening Project located in the Cities of Redlands and Highland in San Bernardino County, California. The proposed project is depicted on the Redlands 7.5-minute USGS Quadrangle map in Township 1 South, Range 3 West, Sections 4, 9, 16, 32, and 33. A map depicting the Project Area is enclosed for your reference.

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Thank you for your time and assistance.


Shelly Long, Archaeologist
ICF International



November 30, 2012

Director Sam Dunlap
Gabrieleno Tongva Nation
PO Box 86908
Los Angeles, California 90086

Subject: SR-210 Widening Project, Located in the Cities of Redlands and Highland in Riverside County, California

Director Dunlap,

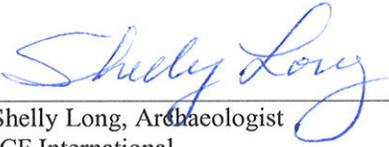
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Thank you for your time and assistance.


Shelly Long, Archaeologist
ICF International



November 30, 2012

Chairman Joseph Hamilton
Ramona Band of Cahuilla Mission Indians
PO Box 391670
Anza, California 92539

Subject: SR-210 Widening Project, Located in the Cities of Redlands and Highland in Riverside County, California

Chairman Hamilton,

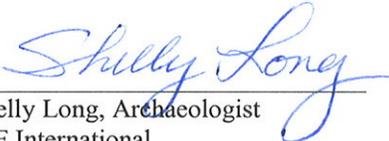
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As part of our research, ICF is contacting interested parties, including Native American groups and individuals, to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. ICF has contacted the Native American Heritage Commission (NAHC) for a review of the Sacred Lands Files and the NAHC recommended that we contact you. Please inform us of any areas of cultural significance we should take into account for the purposes of the project. A copy of the Project Location Map is enclosed for your reference.

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Thank you for your time and assistance.


Shelly Long, Archaeologist
ICF International



November 30, 2012

Chairman Anthony Morales
Gabrieleno/Tongva San Gabriel Band of Mission Indians
PO Box 693
San Gabriel, California 91778

Subject: SR-210 Widening Project, Located in the Cities of Redlands and Highland in Riverside County, California

Chairman Morales,

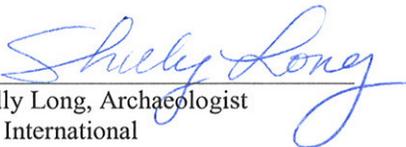
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As part of our research, ICF is contacting interested parties, including Native American groups and individuals, to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. ICF has contacted the Native American Heritage Commission (NAHC) for a review of the Sacred Lands Files and the NAHC recommended that we contact you. Please inform us of any areas of cultural significance we should take into account for the purposes of the project. A copy of the Project Location Map is enclosed for your reference.

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Thank you for your time and assistance.


Shelly Long, Archaeologist
ICF International



November 30, 2012

Chairwoman Carla Rodriguez
San Manuel Band of Mission Indians
26569 Community Center Drive
Highland, California 92346

Subject: SR-210 Widening Project, Located in the Cities of Redlands and Highland in Riverside County, California

Chairwoman Rodriguez,

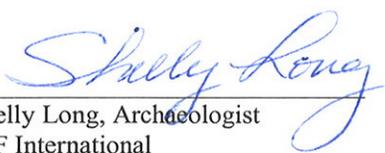
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As part of our research, ICF is contacting interested parties, including Native American groups and individuals, to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. ICF has contacted the Native American Heritage Commission (NAHC) for a review of the Sacred Lands Files and the NAHC recommended that we contact you. Please inform us of any areas of cultural significance we should take into account for the purposes of the project. A copy of the Project Location Map is enclosed for your reference.

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Thank you for your time and assistance.


Shelly Long, Archaeologist
ICF International



November 30, 2012

Ernest H. Siva
Morongo Band of Mission Indians
9570 Mias Canyon Road
Banning, California 92220

Subject: SR-210 Widening Project, Located in the Cities of Redlands and Highland in Riverside County, California

Mr. Siva,

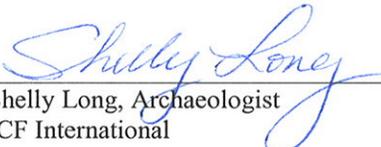
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Thank you for your time and assistance.


Shelly Long, Archaeologist
ICF International



November 30, 2012

Chairwoman Goldie Walker
Serrano Nation of Mission Indians
PO Box 343
Patton, California 92369

Subject: SR-210 Widening Project, Located in the Cities of Redlands and Highland in Riverside County, California

Ms. Walker,

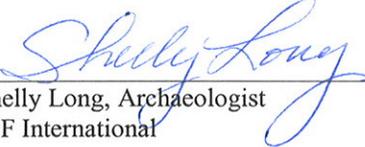
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Thank you for your time and assistance.


Shelly Long, Archaeologist
ICF International



Date / Time: 5/9/2013

Report of Conversation

Project: I-210 Widening Project

Telephone Meeting

Person spoken to: Goldie Walker

I He She

Title: Chairwoman

called back returned call

Affiliation: Serrano Nation of Mission Indians

Phone #: 909-528-9027

Report Prepared by: Mark Robinson

Primary Subject: Follow up call to contact letter

Discussion:

Ms. Long called Ms. Walker, who called back. The project was discussed. Ms. Walker requested that she or her son (Mark Cochran) be contacted immediately in the event that any Native American resources or burial items are identified during project activities.

Summary of Native American Contacts

Native American Group/Individual	Date of First Contact: Letter	Date of Second Contact: Phone call	Date of Third Contact: Phone call	Summary of Conversations
Consultant Contacts				
Joseph Hamilton Chairman, <i>Ramona Band of Cahuilla Mission Indians</i>	11/30/12	5/9/2013	5/23/13	Ms. Long called Mr. Hamilton on 5/9/13 and was referred to John Gomez, the Tribe's Cultural Resources Director. Mr. Gomez was unavailable by phone both times that he was called, so Ms. Long left him voicemails.
Carla Rodriguez Chairman, <i>San Manuel Band of Mission Indians</i>	11/30/12	5/9/2013	5/23/13	Ms. Long called Ms. Rodriguez on 5/9/13 and was referred to her secretary, Kate Larsen. Ms. Long left a voicemail for Ms. Larsen. Ms. Long called back on 5/23 and spoke with Ms. Larsen who referred her to Ann Brierty. Ms. Brierty was not in the office, so Ms. Long left her a voice message.
Anthony Morales Chairperson, <i>Gabrieleno/Tongva San Gabriel Band of Mission Indians</i>	11/30/12	5/9/2013	5/23/13	Ms. Long called Mr. Morales twice (5/9/13 and 5/23/13) and left messages requesting that Mr. Morales call her back regarding the proposed project.
Sam Dunlap Cultural Resources Director <i>Gabrielino Tongva Nation</i>	11/30/12	5/9/2013	5/23/13	Ms. Long called Mr. Dunlap twice (5/9/13 and 5/23/13) and left voicemails.
Michael Contreras Cultural Heritage Program, <i>Morongo Band of Mission Indians</i>	11/30/12	5/9/2013	5/23/13	Ms. Long called Mr. Contreras twice (5/9/13 and 5/23/13) and left voicemails.
Ann Brierty Policy/Cultural Resources Department, <i>San Manuel Band of Mission Indians</i>	11/30/12	5/9/2013	5/23/13	Ms. Long called Ms. Brierty twice (5/9/13 and 5/23/13) and left voicemails.
Goldie Walker Chairwoman, <i>Serrano Nation of Mission Indians</i>	11/30/12	5/9/2013	None Required.	Ms. Long called Ms. Walker on 5/9/13 and left a message requesting that Ms. Walker return her call regarding the proposed project. Ms. Walker called back and requested that she or her son (Mark Cochran) be contacted immediately in the event that any Native American resources or burial items are identified during project activities.
Ernest H. Siva Tribal Elder, <i>Morongo Band of Mission Indians</i>	11/30/12	5/9/2013	5/23/13	Ms. Long called Mr. Siva twice (5/9/13 and 5/23/13) and left voicemails.

