

**HISTORICAL RESOURCES EVALUATION REPORT
CLAY STREET REALIGNMENT
AND BRIDGE (25C-0017)
REPLACEMENT PROJECT
PLACERVILLE, EL DORADO COUNTY,
CALIFORNIA**

Federal Aid Project No. BRCMLO-5015 (011)

Prepared for

Caltrans District 03
703 B Street
Marysville, CA 95901

City of Placerville
3101 Center Street
Placerville, CA 95667

Prepared by:

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December 2017

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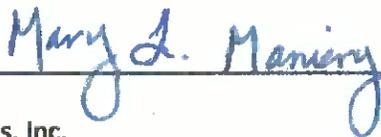
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**Caltrans District 03
703 B Street
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**City of Placerville
3101 Center Street
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Date

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1/10/18
Date

SUMMARY OF FINDINGS

The City of Placerville (City) is proposing to realign a portion of Clay Street, including replacing the bridge over Hangtown Creek (Bridge No. 25C-0117) with a new structure. PAR Environmental Services, Inc. (PAR), under contract with Drake Haglan & Associates (DHA), was asked to prepare an Historic Resources Evaluation Report (HRER) to study three resources in the project's Area of Potential Effects (APE), including the Druid Monument at the intersection of Cedar Ravine Road and Main Street, the Cedar Ravine Ditch Culvert, and the Clay Street Bridge over Hangtown Creek, all within the City of Placerville. This HRER was prepared by Mary L. Maniery, PAR Principal, and Cindy Baker, PAR Architectural Historian, to identify whether these resources appeared eligible for listing in the National Register of Historic Places (NRHP), such that they would be considered historic properties for purposes of National Historic Preservation Act (NHPA) Section 106 compliance.

The purpose of this document is to assist with project compliance with applicable sections of NHPA and the implementing regulations of the Advisory Council on Historic Preservation (ACHP) as they pertain to federally-funded undertakings and their impacts on historic properties. The studies for this undertaking were carried out in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the January 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA).

Within the APE there are four built-environment resources. These include the Druid Monument, the Cedar Ravine Mining Ditch, the Hangtown Creek Retaining Walls, and the Clay Street Bridge. The Druid Monument is listed on the City of Placerville's Historic Resources Inventory. The monument has become part of the culture and ritual of the United Ancient Order of Druids (UAOD), and the site of their annual pilgrimages, as well as being possibly the earliest automobile traffic control element in Placerville. The UAOD and members of the community have expressed an interest in the monument and its protection and preservation. As a result, the monument is recommended as individually eligible for listing on the NRHP under criteria A, C, and F on a local level with a period of significance dating to its installation in 1926, although it is not formally evaluated herein.

The Cedar Ravine Mining Ditch and Culvert does not appear to meet any NRHP criteria for listing in the NRHP, as it lacks sufficient historical significance and integrity and is

recommended as not eligible for inclusion in the NRHP. The Hangtown Creek Retaining Walls were previously evaluated as ineligible for listing in the NRHP.

The Clay Street Bridge has been previously evaluated by Caltrans and found individually ineligible for inclusion in the NRHP (Class 5). When originally evaluated, it was considered to be a 1940s-era bridge. Research during this effort determined it was constructed around 1926. The bridge was re-evaluated based on this new information and is recommended as not individually eligible for the listing on the NRHP.

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INTRODUCTION

The City of Placerville (City) is proposing to realign a portion of Clay Street, including replacing the bridge over Hangtown Creek (Bridge No. 25C-0117) with a new structure. PAR Environmental Services, Inc. (PAR), under contract with Drake Haglan & Associates (DHA), was asked to prepare an HRER for that purpose. This HRER was prepared by Cindy Baker, PAR Architectural Historian, to identify whether project-related resources appeared eligible for listing in the National Register of Historic Places (NRHP), such that they would be considered a historic property for purposes of National Historic Preservation Act (NHPA) Section 106 compliance. The Clay Street Bridge has been evaluated by Caltrans and was previously determined ineligible for individual listing in the NRHP.

The purpose of this document is to assist with project compliance with applicable sections of the NHPA and the implementing regulations of the Advisory Council on Historic Preservation (ACHP) as they pertain to federally-funded undertakings and their impacts on historic properties. The resources in the APE has also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. The studies for this undertaking were carried out in a manner consistent with Caltrans' regulator responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the January 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA).

PROJECT DESCRIPTION

The City is planning an undertaking near downtown Placerville, El Dorado County, California. The project vicinity and location are illustrated in Map 1 and Map 2 in Attachment A.

Introduction

The City of Placerville is proposing to replace the existing Clay Street Bridge over Hangtown Creek and realign Clay Street to accommodate the new bridge, creating a new 4-leg intersection with Main Street and Cedar Ravine Road. Currently, Clay Street intersects with Main Street approximately 120 ft. west from the intersection of Main Street and Cedar Ravine Road.

The general land use in the project vicinity consists of commercial, residential, and recreational. The bridge currently accommodates one-lane shared vehicular and bicycle traffic. There is a sidewalk located on the west side of the bridge which allows pedestrians to access the El Dorado Trail. The project is funded primarily by the federal-aid Highway Bridge Program (HBP) administered by the Federal Highway Administration (FHWA). The City of Placerville Traffic Impact Mitigation (TIM) program is providing the local match to the federal funds.

Project Purpose and Need

The existing bridge was last inspected by Caltrans in 2016 and has an overall Sufficiency Rating (SR) of 62.6. The bridge has been identified as Functionally Obsolete due to substandard deck width; therefore, the bridge is eligible for replacement under HBP guidelines. In order to accommodate the replacement for the existing one-lane bridge, the City of Placerville proposes to realign Clay Street to tie into the Cedar Ravine Road/Main Street intersection and reconfigure the adjacent parking lots. The new Clay Street/Cedar Ravine Road/Main Street intersection will be a 4-way stop with infrastructure for future signalization.

The purpose of the proposed project is to remove the existing functionally obsolete concrete bridge and replace it with a new concrete bridge designed to current structural and geometric standards that will provide adequate, reliable, and safe service for traffic. The new bridge and realignment will maintain access and improve safety for vehicular, pedestrian, and bicycle traffic.

Project Description

Existing Conditions

Constructed in the 1920s, the existing bridge is an earth filled concrete arch. The bridge is approximately 32 feet (ft.) long by 19 ft. wide, and is within the City's right-of-way. The bridge has been determined to be functionally obsolete due to substandard deck geometry. The Caltrans inspection noted some undermining of the slope protection at the north abutment, as well as spalling of the concrete on the bridge railing.

The proposed project is located near downtown City of Placerville, and preserving certain existing elements are of high priority. The monument to the California Druids in the intersection of Cedar Ravine and Main Street is an iconic local landmark prized by local residents and businesses alike. The mature cork oak tree located in the parking lot at the intersection of Cedar Ravine and Main Street is cherished by the tenants in Placerville. Additionally, the weekend Farmers Market which takes place in the existing Ivy House parking lot is a favorite with locals and visitors from throughout El Dorado County.

Given the close proximity of the Clay Street and Cedar Ravine Road intersections, queues from the all-way stop control at Main Street/Cedar Ravine Road routinely extend through the Clay Street intersection, inhibiting fluid traffic movement and emergency response access. In addition, eastbound Main Street left-turn vehicles at Clay Street further block traffic in the eastbound direction while waiting for an adequate gap to complete the turn. As a result, southbound Clay Street vehicles have few opportunities to turn left onto Main Street during the PM peak period. Clay Street primarily serves residential properties to the north of US 50, crossing under US 50 and terminating at Main Street.

Cedar Ravine Creek is a tributary to Hangtown Creek; it outlets at the creek by way of a drainage culvert. This drainage culvert consists of a 234 ft. long open culvert along Cedar Ravine Road, which transitions to a 66 in. corrugated metal pipe for 286 ft. from the Cedar Ravine/ Main Street intersection to the outfall at Hangtown Creek. The Cedar Ravine culvert outfall at Hangtown Creek is physically adjacent to the existing southern abutment of the Clay Street Bridge.

Proposed Conditions

The Clay Street project is an HBP bridge replacement project with realignment of the roadway necessary to accommodate the new bridge. The recommended bridge replacement type is a cast in place slab structure; this is an economically preferred structure alternative (relative to pre-cast concrete) given the curved horizontal alignment of Clay Street. The realigned Clay Street bridge and roadway approaches will accommodate a two-lane street with sidewalks on both sides of the road with pedestrian and bike connections to the El Dorado Trail and ultimately to the Locust Street parking lot. The Ivy House parking lot, located on City property, is expected to be bifurcated into two separate parking lots owned and maintained by the City. Currently, the Ivy House parking lot houses the Saturday morning Farmers Market. The ultimate design will consider long term affects to the Farmers Market. Additionally, the private parking lots on the East side of the intersection may need to be reconfigured to improve the intersection operations and safety.

The project will affect local streets inclusive of Main Street and Cedar Ravine Road, both designated as minor arterials. The historic Druid Monument located at the intersection of Cedar Ravine Road and Main Street may be shifted up to 45 ft. west of its current location to a raised concrete island between the through lane and right turn lane of eastbound Main Street. The monument will remain located within the intersection with traffic still circulating around it. Approximately 150 ft. of the Cedar Ravine drainage culvert between Main Street and the existing bridge is expected to be affected by the Clay Street bridge replacement and parking lot reconstruction. The private parking lots on the east side of the intersection may need to be reconfigured to improve the intersection operations and safety. Additionally, the Hangtown Creek viewing area just north of the Ivy House parking lot will also be affected.

No improvements are planned for the Cedar Ravine Road and Thompson Way intersection; however, the empty lot on the corner may be used as an equipment staging area.

Utility Relocation

Utilities observed at the project site include overhead electrical, overhead and underground communications, a 6" waterline, sanitary sewer, and storm drain facilities. The Cedar Ravine drainage culvert outfall is integral with the existing southern abutment and will need to be reconstructed after demolition of the existing bridge. Utility relocation or replacement will be minimized through project design. Temporary relocation of utilities may be required during construction.

Right-of-Way

The project will not require the acquisition of any permanent right-of-way. Temporary construction easements will likely be required from two parcels located adjacent to the project. The project will encroach into the State right-of-way during the construction phase, which will likely necessitate an encroachment permit from Caltrans.

Detour Route/Construction Staging

During construction, Clay Street will be closed between Main Street and just north of the existing bridge at the US 50 underpass. Traffic will be detoured at Main Street to the south of the project. Traffic can use Bedford Avenue to Coleman Street to access Clay Street north of US 50. Bedford Avenue is a one-way street north of US 50, so traffic will need to travel north on Bedford from Coleman Street and turn left onto Pleasant Street to then travel south to Spring Street to access US 50 and Main Street. The total detour length is approximately one mile. Access to residences along Clay Street will be maintained at all times during construction. Detailed signage plans will be reviewed and approved by the City and provided in the plan set. Residents will be informed of the project developments and impacts to traffic operations during construction.

Demolition

Best management practices will be implemented during construction. Demolition of Clay Street Bridge, existing retaining walls, sidewalks, asphalt, etc. will be performed in accordance with City of Placerville standards supplemented by Caltrans Specifications modified to meet environmental permit requirements. All concrete and other debris resulting from the demolition will be removed from the project site and properly disposed of by the contractor.

Construction Activities

Construction will consist of the following activities:

- General Demolition of bridge, existing retaining walls, sidewalks, asphalt, etc.
- Constructing the new sidewalk, curb, gutter, and associated improvements
- Clearing and grubbing and tree removal or trimming

Excavation in Ivy House Parking Lot

Clay Street will be realigned through the existing Ivy House parking lot. This will result in two separate parking lots on each side of the new Clay Street alignment. The portion of existing Clay Street will be part of the new parking lots. Excavation depths for the new alignment of Clay Street through the existing Ivy House parking lot will be approximately 18 in. to remove the existing surface and base material and construct the structural section of the new roadway. There will be new drainage systems installed to drain water from the parking lot; this will require a trench approximately 18 in. wide and up to 3 ft. in depth to accommodate drain pipes. There will be a total of three drainage systems installed. The construction in the remaining portion of the parking lot will involve removing the existing asphalt surfacing and repaving the area with new painted striping for parking stalls. Excavation depths for this portion is anticipated to be less than 12 in.

Portions of the existing Cedar Ravine Culvert will be affected near the intersection of Main Street and the new Clay Street. Partial replacement of the culvert may be necessary through the intersection. This will involve excavation depths up to 5 ft. to replace the existing culvert.

Relocation of Druid Monument

The Druid monument will be permanently relocated approximately 45 ft. west of its current location. It will be situated on a raised concrete island between the through lane and right turn lane of eastbound Main Street. During construction, the monument will be dismantled and stored at a location offsite for approximately two months. Prior to construction, the contractor shall submit a detailed engineering plan outlining the steps to disassemble, remove, store, and reconstruct the monument in the new location. Details of the plan shall include sketches and sequences to safely perform the operation. Plan details will include disassembly, rigging, packaging, and reassembly of the monument components. The plan will be reviewed and approved by the Resident Engineer.

Hangtown Creek

Stream flow in Hangtown Creek will be diverted into pipe(s) through the active construction zone. The diversion will be established in conformance with City and County specifications as well as California Department of Fish and Wildlife, Regional Water Quality Control Board, U.S. Army Corp of Engineers, and U.S. Fish and Wildlife Service regulatory requirements. The stream diversion will be constructed within the existing channel to protect and maintain water flow in Hangtown Creek during demolition and construction activities. Materials to construct the diversion will consist of pipe(s) as needed to convey flow rates anticipated during construction, and sandbags and plastic sheeting to construct diversion dams in the channel upstream and downstream of the site. All stream diversion work will be contained within the previously approved project area of disturbance. Equipment used could

include light truck mounted cranes above the channel, with small earthwork equipment (bobcats, etc.) and laborers within the channel between the diversion dams. Operational timeline for the stream diversion will likely be late May through October, depending on the permit restrictions imposed by the resource agencies.

Bridge and Retaining Wall Closure

The existing Clay Street Bridge will be closed and demolished at the start of construction. The existing abutments will be removed approximately 1 ft. below the channel bottom. Demolition of the existing bridge will be performed in accordance with the Caltrans Standard Specifications Section 15-4.02 (State of California, 2015) modified to meet environmental permit requirements. All concrete and other debris resulting from the demolition of the existing bridge will be removed from the project site and properly disposed of by the contractor. Prior to construction, the contractor is required to prepare a bridge demolition plan, including creek diversions/bypass details in conformance with environmental permits. All demolition and diversion plans will be reviewed and approved by the Resident Engineer.

The new bridge will be supported on shallow concrete footing foundations. Excavation for the footings of the new bridge will be approximately 10 ft. below the existing roadway.

The abutments will be formed, rebar placed, and concrete poured after footing construction is complete. Equipment used will include an excavator, dump trucks, compaction equipment, and a concrete pump truck.

The existing retaining walls that line the channel banks on the north side of Hangtown Creek will be replaced with new concrete retaining walls. Excavation depths for construction of the retaining walls will be approximately 2 ft. below the channel bottom. The viewing area between the creek and the Ivy House parking lot will be removed, filled in with soil, and paved over to extend the parking lot to the edge of the channel retaining walls.

Construction Equipment, Lay Down Areas

The general equipment likely to be used during the construction of the proposed project includes, but not limited to: backhoe, bobcat, bulldozer/loader, dump truck, haul truck, excavator, grader, roller/compactor, water truck, concrete truck, trucks with seed sprayers, and service vehicles.

Contractor site access and lay down areas will be in portions of the road closed to traffic/parking.

Construction Schedule

Construction is estimated to begin in summer of 2018 or 2019 and take approximately nine months to complete.

Area of Potential Effects

The proposed project APE is a Y-shaped area in downtown Placerville, California. It was approved by Local Agency Project Engineer Rebecca Neves on September 7, 2017, and by Caltrans District 03 Staff Lisa Machado, PI – Historical Archaeology/Co-PI Prehistoric Archaeology, and Darlene Wulf, Local Assistance Project Engineer, on January 10, 2018 (Attachment A. Figure 3). The northern portion of the project extends west to east along El Dorado Trail from where it intersects with Bedford Avenue in the west to Locust Avenue in the east. A 75 ft. wide, 113 ft. long section of the APE extends along Clay Street and crosses under US-50. The northeastern portion of the APE encompasses a small strip of Locus Avenue, north of US-50. The APE is centered on the Ivy House parking lot. From the Ivy House parking lot, the APE extends slightly southeast along Cedar Ravine Road, ending at Thompson Way. A small section of Pacific Street near Cedar Ravine Road, approximately 145 ft. northwest-northeast by 30 ft. north-to-south, is included in the APE. The APE extends approximately 1,000 ft. north-south from the intersection of Clay Street and El Dorado Trail to the intersection of Cedar Ravine Road and Thompson Way. It extends for approximately 1,590 ft. east-to-west beginning at the intersection of Locust Avenue and El Dorado Trail and stretching to the intersection of El Dorado Trail and Bedford Avenue. The APE is about 193 ft. across at its widest point in the center.

The area of direct impact (ADI) for architectural resources includes the entire APE consisting of 7.86 acres. The vertical ground disturbance will reach an estimated maximum depth of 8 ft. (2.4 m) to accommodate larger abutments and footings for the new bridge over Hangtown Creek. Realignment of Clay Street, and relocation of subsurface utility lines will require cut-and-fill sections, excavated to an estimated maximum depth of 5 ft. (1.5 m). Most of these activities will occur within the current Ivy House Parking Lot and adjacent streets.

There is one building (610) where only sidewalk frontage improvements and parking lot restriping are planned. A small portion of the boundary of a proposed District, the Cedar Ravine Historic Residential District (discussed in more detail on pg. 8), overlaps the project APE. No contributors to the proposed District are within the APE and the project is limited to striping in this area. Neither the building at 610 Main Street nor the proposed District will be affected by the project. As a result, both have been excluded from the APE.

RESEARCH AND FIELD METHODS

Cindy Baker, PAR architectural historian, conducted a field survey of the property within the APE on February 4, 2016. Ms. Baker also performed archival research at the El Dorado County Historical Society archives. She contacted the Fountain & Tallman Museum, Kris Payne, President of the El Dorado County Historical Society and El Dorado County historians Rodi Lee, Marilyn Ferguson and Carol Sexton. In addition, she contacted members of the Druid organization, including John Zeni, Grand Chief Knight; Henry Baker, Grand Historian; Leslie Lewis, Secretary; and John Rainwater, Deputy Grand Arch. She also contacted the City of Placerville's Development Services Department and the El Dorado County Department of Transportation. The City of Placerville Development Services Department, provided historical documents found during their research. Andrew Painter, City Planner with the City, provided information regarding current planning in Placerville. The information was used to prepare the historic context and findings.

Records Search Results

The original records search for the project was conducted in 2007 by Tremaine and Associates, Inc. and encompassed a half-mile radius. Due to design changes and the length of time between studies, a subsequent records search was conducted in 2016. The 2016 records search was conducted by PAR Environmental Services, Inc. and encompasses a quarter-mile radius. The results of both records searches are summarized below. A copy of the record search results is located in Attachment B.

The records searches were conducted at the North Central Information Center (NCIC) of the California Historic Resources Information System (CHRIS) and included examining the following sources:

Resources consulted by the NCIC search and PAR include:

- *National Register of Historic Places, 1979-2016;*
- *California Register of Historical Resources, 1992-2016;*
- *California Inventory of Historic Resources, obsolete, 1976;*
- *California Historical Landmarks, 1995-2016;*
- *California Points of Historical Interest, 1992-2016;*
- Archaeological Site Records on file at California Historic Resource Information System, North Central Information Center, California, 2016; and
- Caltrans Bridge Inventory (see Attachment D).

Previous Cultural Resources Studies

Nine cultural resources inventories have been previously conducted within a 1/2-mile radius of the project area. The nine inventories include aerial surveys, a linear survey, a literature review, a cell tower survey, and the cultural resources inventory for the Placerville Operational Improvements Project. One inventory (Webb and Tordoff 2000) was partly conducted within the project area. Four cultural resources studies have been conducted within a portion of the APE, including a bridge inventory (JRP 2002), a study of Highway 50 (Dames and Moore 1988), and a Caltrans study (Lortie 2000; Webb and Tordoff 2000).

Twenty-seven historical architectural resources have been recorded near the APE, including two residential historic districts, the Clay Street Bridge, retaining walls, a court house, post office, Methodist Church, and several residences and businesses (Table 1). Of these 27 resources, three are located within the APE. The Cedar Ravine Historic Residential District was originally recommended as ineligible for listing in the NRHP, although individual residential houses were recommended as eligible. According to the Office of Historic Preservation’s (OHP) Historic Properties Directory, this resource needs to be re-evaluated. A small portion of the boundary of the proposed District overlaps the project APE. Construction activities at this location are limited to striping. The District was excluded from the APE given the project will have no effect on it and no contributors to the proposed District are within it. The other two resources have been evaluated as ineligible for listing in the NRHP and CRHR (Hangtown Creek retaining walls, Clay Street Bridge).

Table 1. Previously Identified Historical Resources near the APE

Primary No. P-09-	Name	Type	Age	NRHP /CRHR Status	Location Relevant to APE
4693	EL Dorado County Court House (495 Main Street)	Building	1911-1913	Appears Eligible/Appears Eligible	215 ft. south of APE on western end
4694	United States Post Office (515 Main Street)	Building	1940	Appears Eligible/Appears Eligible	90 ft. south of APE on western end
4695	Goodrich House (2991 Bedford Avenue)	Building	1895-1940	Ineligible/Eligible (contributing element to potentially eligible Bedford Ave. – Clay St. historic residential district) – from site record; OHP directory states needs re-evaluation	180 ft. north of project on western end
4696	Hangtown Creek retaining walls	Structure	Unknown	Ineligible/ Ineligible	Within APE in western section

Table 1. Previously Identified Historical Resources near the APE (continued)

Primary No. P-09-	Name	Type	Age	NRHP /CRHR Status	Location Relevant to APE
4697	2900 Norman Street	Building	1910-1940	Ineligible/ Ineligible	185 ft. north of APE on western end
5087	Combella-Blair House (3059 Cedar Ravine Road)	Building	1895	Listed/Eligible – site record; OHP directory states resubmitted to OHP for action but not re-evaluated	Adjacent to, and just outside APE in SE section north of Thompson Way.
5089	Fountain Tallman Soda Works	Building	1853	Listed/Listed	200 ft. south of APE on western end
5090	Pearson’s Soda Works	Building	1859	Listed/Listed	68 ft. south of APE, near intersection of Main and Clay streets
5107	Cedar Ravine Historic Residential District	District	Historic	District originally recommended as ineligible for NRHP, houses within district recommended individually eligible for NRHP/Unknown CRHR status. According to OHP Historic Properties Directory, needs to be re-evaluated.	District boundary crosses APE near intersection of Main Street and Cedar Ravine Road, on southeast side. No contributing houses or features are within the APE.
5109	980 Pacific Street	Building	1886	Unevaluated/Unevaluated	130 ft. south and west of APE on southern end
5112	Blair House, Judge Thompson Building (3062 Cedar Ravine Road)	Building	1851(?)	Needs to be re-evaluated	230 ft. west of southern end of APE
5113	Sheppard House (3116 Cedar Ravine Road)	Building	1898	Needs to be re-evaluated	640 ft. southwest of APE

Table 1. Previously Identified Historical Resources near the APE (continued)

Primary No. P-09-	Name	Type	Age	NRHP /CRHR Status	Location Relevant to APE
5114	Single Family Home (3139 Cedar Ravine Road)	Building	1880	Needs to be re-evaluated	515 ft. south of APE on southern end
5149	James Blair House (2985 Clay Street)	Building	1900	Appears eligible/Appears eligible	190 ft. north of APE, north of Hwy. 50
5151	Placerville News Building/Emigrant Jane Building (489 Main Street)	Building	1861	Unevaluated/Appears eligible-site record; OHP directory says determined eligible for NRHP, listed in the NRHP	313 ft. west of APE on western end
5251	Methodist Episcopal Church (1031 Thompson Way)	Building	Historic	Unknown/California State Historic Landmark-767; OHP directory says needs to be re-evaluated	100 ft. southeast of APE on eastern end
5308	Bedford Avenue-Clay Street Historic Residential District	District	Historic	Appears eligible/Appears eligible	Adjacent to and just outside the APE on west side of Locust Avenue and north of Highway 50
5425	Bridge 25C0117, Clay Street Bridge	Structure	1926	Ineligible/Ineligible	Within APE
None given	Board of Supervisors (525 Main Street)	Building	1936	Ineligible/Not evaluated	South of and adjacent to APE on western end
None given	Bond Insurance (533 Main Street)	Building	1950	Ineligible/Not evaluated	South of and adjacent to APE on western end

Table 1. Previously Identified Historical Resources near the APE (concluded)

Primary No. P-09-	Name	Type	Age	NRHP /CRHR Status	Location Relevant to APE
None given	Certified Public Accountant (535 Main Street)	Building	2003	Ineligible/Not evaluated	South of and adjacent to APE on western end
None given	Hangtown Tattoo (537 Main Street)	Building	1940	Ineligible/Not evaluated	South of and adjacent to APE on western end
None given	Carbon Copy, Inc. (559 Main Street)	Building	1920	Ineligible/Not evaluated	South of and adjacent to APE on western end
None given	Sweetie Pie's (577 Main Street)	Building	1895	Ineligible/Not evaluated	Adjacent to Clay Street, near center of APE
None given	The Stable Building (582 Main Street)	Building	1862	Needs re-evaluation	South of an adjacent to APE, near center of APE
None given	Lofty Lou's Yarn Building (585 Main Street)	Building	1930	Determined eligible/Listed	Just outside APE, east of Clay Street
None given	Bob Darling Photography (589 Main Street)	Building	1902	Determined eligible/Listed	Just outside APE, adjacent to and east of Clay Street

Consultation

El Dorado County Historical Society President, Kris Payne, was contacted for input on the project and expressed concern with effects on the Druid Monument. He also stated his opinion that the bridge, which he understands has outlived its functional life, is still a significant and historic resource and is possibly the last remaining of its type on Hangtown Creek. He feels that it adds to the historic feeling of the area along the ravine and along the historic creek in Placerville. He suggested mitigation, such as public interpretive signage in the park adjacent to the bridge that could be used to promote local history that would otherwise be lost by the removal of the bridge and asked that there be historical elements in whatever new bridge was created.

El Dorado County historians Rodi Lee and Carol Sexton were also contacted for input on the project. Both expressed opinions that the bridge and monument were considered important local historic resources in Placerville. They did not feel the culvert had significance or integrity. The El Dorado County Historical Society Board of Directors and the Fountain & Tallman Museum staff were also contacted by email and later by phone, but had no response other than the phone call from Kris Payne.

The Druid organization headquarters was contacted and representatives were interviewed by email and phone. Six members of their leadership responded: John Zeni, Henry Baker, John Rainwater, David Jackson, Bill Koenig, and Leslie Lewis. They expressed that the Druid monument was of importance and significance to their organization both in California and in the United States, which Zeni, Baker and Rainwater expressed in letter form (Attachment C).

The City of Placerville has conducted a series of public meetings to discuss the project and inform the public of on-going plans. On January 6th, 2016 the City held a public meeting at the Town Hall. The purpose of this meeting was to update the public on the status of the project and to answer questions from the community; it was attended by approximately 40 people. This meeting was also attended by three men from the United Ancient Order of the Druids (UAOD): John Rainwater, Henry Baker, and John Zeni. The City held a second public meeting on March 2nd, 2016. This meeting included an informal site visit open to the community and a formal presentation to update the public on the geometrics of the proposed bridge and roadway design, and was attended by approximately 50 people. This meeting was again attended also by John Rainwater, Henry Baker, and John Zeni from the UAOD. On March 3rd, the City received an email from John Rainwater, Chairman of the UAOD (see attached email). In his email, Mr. Rainwater expressed the Druids desire to keep the monument centrally located and able to be seen from all directions, but also make it accessible for pedestrians and protect it (Attachment C).

On December 21, 2017, Placerville resident Jennifer Chapman contacted the City of Placerville requesting to be a consulting party under Section 106 of the NHPA and to be notified of any news related to the project.

On January 4, 2018, Sue Taylor, coordinator for the Friends of Historic Hangtown, contacted the City of Placerville stating that it is the opinion of the Friends of Historic Hangtown that the APE as currently drawn does not address impacts to historical and cultural resources in the vicinity of the APE (Attachment C). Ms. Taylor also requested that her group be a Section 106 consulting party and that the City enhance the visibility of the Project by including more information on the City website, such as the Notice of Preparation.

Individuals and other stakeholders have also contacted the City with further interest in the project. The City is committed to keeping the public informed.

HISTORICAL OVERVIEW

Development of Placerville and Its Environs

Placerville was originally known as Dry Diggins, a gold mining site occupied by July 1848 not far from the original discovery site at Coloma on the American River. A town grew at the site, which was the crossroads of what would eventually become two major transportation corridors during the California Gold Rush, eventually known as Highway 49 and Highway 50, becoming a supply hub for the region. After a civil action and hanging in 1849, the name of the town (and the creek that ran through it) was changed to Hangtown. By 1854, Hangtown had become the third largest town in California, surpassed only by San Francisco and Sacramento. As the population grew, the name became a contentious choice and a more refined “Placerville” was suggested as early as 1850. This became the official name when the City was incorporated in 1854. In 1857, it became the county seat of El Dorado County (Hoover et al 1999; Placerville, City of 2016).

The town quickly developed many services, including lodging, restaurants, banking, markets, and dry goods stores. Placerville became an entrepreneurial zone for some who would later go on to form California’s early industrial giants, most notably Phillip Armour (a meat packer), Mark Hopkins (later a famous railroad financier), Levi Strauss (a pants maker) and John Studebaker (a miner’s wheelbarrow builder who would go on to make automobiles) (Hoover et al 1999; Placerville, City of 2016).

In 1856, a series of three devastating fires destroyed much of the town’s business section. As a result, locals constructed a bell tower on Main Street to warn the local volunteer fire department members to assemble. The current bell was shipped from England and installed in 1865. Although it has been moved and even rebuilt over time, the bell tower is one of Placerville’s iconic structures and part of its historic landscape (Hoover et al 1999; Placerville, City of 2016).

Although heavily damaged by the 1856 fires, Placerville gained new life from the Comstock silver strike in Nevada in 1859 as thousands followed the dirt and mud road through town, heading east to the mines. Throughout the 1850s Placerville served as the western terminus for the Overland Trail. For a short period, it was also the western terminus of the Pony Express. From 1859 to 1866, the Placerville-Carson Road (approximating the location of current U.S. Highway 50) was heavily traveled by freight and staging wagons heading to Carson City and the Comstock lode (Placerville, City of 2016).

With the completion of the Central Pacific Railroad over Donner Summit in 1869, Placerville became a secondary route to the Comstock and all points east. The town dropped quickly in population, a result also of the decline in mining operations in the region. By 1880, Placerville’s population stabilized at around 2,000 residents and remained that way into the 1940s (Tremaine 2010).

In 1912, the stately El Dorado County Courthouse was constructed and the following year Main Street was designed as part of the Lincoln Highway. In the 1920s, it was redesignated as U. S. Highway 50. In the post-World War II expansion era, the State of California constructed the present U.S. Highway 50 freeway just north of Main Street. These changes led to an increase in automobile traffic in Placerville itself, including the business district (Tremaine 2010). It was during this period, in 1926, that the Druid monument was installed on Main Street as a means of helping to control traffic, functioning as a traffic circle (roundabout) in an irregular intersection at the east end of the business zone.

Today Placerville remains the hub of the Mother Lode. The industry has turned from mining to lumber, agriculture, light manufacturing, tourism and recreation and is famous for its vineyards and production of fine wines. Placerville remains the location of the offices of the El Dorado County government, but when the City and its rich history are recalled, it is the colorful name of Hangtown that has endured. Today numerous locations in the City of Placerville are registered as California Historical Landmarks. These include Landmark #141, the Hangman's Tree; Landmark # 142, Studebaker's Shop site; Landmark #475, Old Dry Diggins-Old Hangtown-Placerville; and Landmark #701, Pony Express Terminus.

Lincoln Highway

The following historical background information on Lincoln Highway is extracted verbatim from Simons (2010).

During the early twentieth century, as the automobile became a major means of transportation, as people wanted to travel from one part of the county to another, highway construction progressed. The first major transcontinental highway in the United States was the Lincoln Highway, commemorating the memory of Abraham Lincoln. This highway followed existing roads in the Eastern United States, and emigrant trails and wagon roads through the Western United States. The idea for the Lincoln Highway began in 1912 as a vision of Carl G. Fisher, a founder of the Indianapolis Motor Speedway. His goal was to create an improved gravel-paved highway with no toll charges joining the east coast of the United States with the west coast. Although Henry Ford refused to help fund the project, Frank Seiberling, president of Goodyear Tire and Rubber Company, and Henry Joy, president of the Packard Motor Car Company, soon joined Fisher.

Originally named the Coast-to-Coast Rock Highway, the road was renamed the Lincoln Highway in 1913 by Joy, to provide patriotic appeal for the project. Soon, the Lincoln Highway Association (LHA) was organized in Detroit, Michigan. In Summer 1913, Fisher and others made a cross-country automobile trip to California to survey existing roads and trails that could be incorporated into the highway route. The final route, from Times Square in New York City to Lincoln Park in San Francisco, was 3,389-miles (5,466 km) long (Franklin

Grove, Illinois c. 2003; Jackson and Jackson 2003:58-59; Lin 1996-98a, 1996-98b; Lincoln Highway Association 1995:21-26).

In 1914, difficulties with fund raising prompted construction of “Seedling Miles.” one-mile segments of concrete-paved road, which were built in Illinois, Iowa, Nebraska, Wyoming, Utah, and Nevada. The purpose of these segments was to demonstrate the advantages of concrete roads over dirt ones. The Portland Cement Company of Indianapolis, Indiana, provided concrete for construction of the “Seedling Miles” (Franklin Grove, Illinois c. 2003; Lin 1996-98c; The Lincoln Highway Association 1995:26, 77-79).

Following establishment of the Lincoln Highway route in 1913, due to difficulties in crossing some portions of western terrain, changes were made to the original route in various locations. In many instances, trails and routes used by the Union Pacific Railroad, the Pony Express, and the Overland Stage were followed until more direct routes, especially in Utah and Nevada, were established (Jackson and Jackson 2003:60-61).

During 1919, a military convoy, including Lt. Colonel Dwight D. Eisenhower, traveled most of the Lincoln Highway from east to west. For two months the convoy with 300 men in 81 vehicles, went 3,250-miles (5,242 km). During the trip, they repaired roads and bridges, and recommended road segments needing additional work. In addition to military personnel, members of the Lincoln Highway Association, and representatives of major automotive and related companies joined the convoy once it had begun (Earl 1977:C6; Skorupa 2002).

The trip showcased new military equipment. Testing it during the trip provided meaningful results, since many roads were unchanged from when emigrant wagons passed over them in the mid-to-late 1800s. It also announced the federal government’s new interest in building roads. The presence of Eisenhower as an observer was highly significant. During the 1950s as President, he signed a bill establishing the interstate highway system (Davies 2002; Skorupa 2002).

By 1925, a federal highway system was being developed, initialed by the American Association of Stage Highway Officials, and backed by the U. S. Secretary of Agriculture. Most of the Lincoln Highway was designated as U.S. Highway 50. The Nevada-California segment was numbered as U.S. Highway 50. In 1928, the highway’s designation as the Lincoln Highway ended (Brusca 2002: Iowa Lincoln Highway Association 1996-2003; Jackson and Jackson 2003:63; Lin 1996-98d). By 1930, the Lincoln Highway was fully completed, following construction of the Utah segment (Fey 1991:36).

Butko (2005:266) and Franzwa (2006:52-55, Map 86) note the portion of the Lincoln Highway, which went through Placerville, followed the route of Main Street. The 1915 Road Guide to the Lincoln Highway noted Placerville had 3,000 inhabitants, four hotels, an enforced speed limit of 10 miles per hour, and 85 locally-owned automobiles. Gasoline was available at \$0.25 a gallon. The arrival of the U. S. Army convoy on September 2, 1919 prompted a

community celebration. By 1920, the Lincoln Highway was concrete-paved from Oakland to several miles east of Placerville.

After its redesignation in 1925 as U.S. Highway 50, its route through Placerville continued to be along Main Street. During the late 1920s and 1930s, much of the winding, narrow roadway between Lake Tahoe and Placerville was reconstructed (Sheridan and Smith 1955; Webb and Tordoff 2000:7, 9, Figure 4, 16). Further improvements and realignments occurred during the decade after World War II. These included construction of an expressway through Placerville, bypassing the highly congested Main Street route. The one and one-half mile route generally followed the course of Hangtown Creek north of Main Street. Construction of this portion of U. S. Highway 50 included movement or destruction of a number of buildings and facilities, elimination of portions of several streets, and excavation of immense amounts of soil, and utility relocations.

Druid Monument

As Placerville developed a stable population of businessmen and merchants, community members joined together and many formed fraternal organizations for support, including financial assistance. These societies included the Masonic Order, the Odd Fellows, and others less well known today. Among the latter group was the United Ancient Order of Druids (UAOD), which was founded by Frederick Sieg as the first “California Grove No. 1” of the Order in Placerville in 1859. The UAOD recognized that the Groves were an important part in the lives of Gold Rush-era pioneers as a mutual aid and protection group, providing physical and economic assistance to fellow members and their families.

The UAOD was founded in London 1781 at the Kings Arms Tavern. In 1839, citizens in New York formed George Washington #1 Grove. Between 1840 and 1960, Druids migrating west organized groves in New Jersey, Virginia, Indiana, Ohio, Pennsylvania, Texas and Louisiana. The California Grove #1 founded in February 3, 1860 in Placerville and the Grand Grove of California was founded May 16, 1865 with Frederick Sieg as the first Noble Grand Arch. Two members from California moved to Germany in 1872 and established the first Druid lodge in Europe. Gradually Druid groves (or groups) spread throughout California, Oregon, Washington, Nevada, and British Columbia between 1860 and 1900. The Druid Order is currently active in the following countries. Denmark, England, Germany, Iceland, New Zealand, Norway, Sweden, Switzerland, Australia, and the USA (Zeni et al. 2016).

According to Henry Baker, Grand Historian of the UAOD,

Frederick Sieg was the driving force behind the establishment of the United Ancient Order of the Druids in California. He was a simple businessman who trusted in the honesty of people. This trust and compassion sometimes was misplaced leading him to near financial ruin at times and to ultimately die in poverty. Through it all he never lost his trust and sympathy for his fellow man. When he came to the gold fields in the 1850s the men who worked there were on their own. Some had left their families in the east, others who brought their

wives and children were living in the most primitive of conditions. If they were injured or killed there was no one to help them or their family. Becoming a Druid gave them family to help out if they were injured, bury them if they died, and see to their widows and orphans (Zeni et al. 2016).

In 1926, at the height of the popularity and membership of Druidism in the United States, the Druid Grove No. 1 (the Placerville order) elected to recognize Sieg and his founding of their organization in California. They brought their suggestion to the Grand Grove (the main organization arm of the group in California). The City of San Francisco offered a choice location for a monument in Golden Gate Park, but the Grand Grove thought it more fitting that it be erected in Placerville, their point of origin in the state. They voted to spend \$10,000 on the object, a large sum of money in 1926, and took the additional step of hiring John Antone Porporato, a leading architect in San Francisco, to design the monument.

Porporato was well established as an architect by 1926. Porporato was a fairly prolific Italian-American architect and lifelong resident of San Francisco. He began working as a draftsman in the office of Maxwell G. Bugbee in 1897. In 1899, he established his own practice on Pine Street. During this career, he designed public and residential buildings until his retirement in the early 1960s. Among his noted projects are the 1904 Porporato Mausoleum in the Italian cemetery in Colma (said to be the first indoor mausoleum in the United States), numerous post-earthquake flats and apartments, the Sinton House designed for the Lanza family, and the Italian Athletic Club on Stockton Street. His crowning achievement was serving as co-architect with Charles Fantoni on the Sts. Peter and Paul Church on Filbert Street in San Francisco (Gregory 2011).

The Druid Grove began discussions with the Board of Trustees in Placerville. Together, the Trustees, Porporato and representatives from various groves met and determined that the junction of Main, Broadway and Cedar Ravine would be an ideal location. On March 1, 1926, the Board of Trustees passed Resolution 56, which authorized the UAOD to erect the monument and further stated that the City would furnish free electricity to light the monument, as well as water for the water fountains (City of Placerville 1926). The local newspaper reported that, “Not only will it answer for a beautiful monument . . . it will also be a regulation of traffic.” This location was a nearly triangular intersection and the placement of the monument within its center converted it to function as a traffic circle (roundabout), similar to those in other cities around the country and, in fact, around the world.

Porporato designed the monument as a 20-foot tall Corinthian column with a stained glass torch emblematic of Druidism on top. The light, according to Druid orders, represents the light that dispels the darkness of ignorance and superstition. The same glass torch, which was lit by a red light, would “help regulate traffic at night time” (*Mountain Democrat* February 26, 1926).

The Druids were excited for the completion of the monument. One quoted in the *Mountain Democrat*, July 16, 1926, wrote,

What a wonderful monument this will be to the early pioneers and to the quaint City of Placerville, nestling in the canyon of the high Sierras, the first monument of importance to greet the eyes of tourists coming from the east and the last to greet their sight on their return journey, to tell of the wonders of California, the State of sunshine, peace and happiness. All who have cameras will snap shots of our beautiful monument to prove to the home folks that California is a lover of the beautiful in art; that Placerville is the city where the Portals of the Past is recreated as a gift from the present generation to countless thousands yet unborn, and that the Druids of California have shown proper veneration and respect for the founder of their great fraternity in California. The California Druid, the official organ of the grand grove, will receive its share of praise because one of its staff suggested the city, while the city of Placerville will be known far and near as the city wherein this historic monument is erected.

The monument's dedication on September 5, 1926 was a grand affair and highly attended by numerous Druid Groves throughout California. A special train was issued from San Francisco, carrying visiting members and Grand Officers dressed in their grand robes who marched from the railroad depot to the Odd Fellows Hall on arrival. The group formed a column and then marched to the site of the monument where a ceremony was held. After singing the "Star Spangled Banner," a series of speeches began, starting with the architect, John Porporato, turning the monument over to the Past Noble Grand Arch A. H. Williams, who was acting as master of ceremonies. After more singing and more speeches, the Druidic flame on the top of the memorial shaft was lit (Lee 2016; Payne 2016; Zeni et al. 2016).

As planned, the monument became an attraction in Placerville, with Druids from throughout California coming annually to visit the shrine. Over the following decades, Druids came from throughout the state to visit yearly, paying their respects at the monument and then again at Sieg's headstone at the nearby cemetery (erected 30 years earlier than the monument). In some years, the Druids numbered as many as 400, requiring the UOAD to hire the local police in order to close Main Street to traffic for their parade (Lee 2016; Lewis 2016; Payne 2016; Zeni et al. 2016).

In the 1960s, the City of Placerville disconnected the water service to the monument and the fountains were removed. In 1972, the monument was rededicated in honor of late Senator H. E. Dillinger, a life-long Druid member. His wife, Alice Dillinger, had the monument's stained glass flame repaired and furnished two bronze plaques to cover the pipe fittings of the drinking fountains that had been removed in the 1960s (Lee 2016; Wentworth 1987).

The Druids continue to hold annual pilgrimages to the shrine. The Union Cemetery, where Sieg lies buried, has also become an important site for the group. In June 2010, the Druids used the site as an esteemed location to initiate their new Noble Grand Arch of the California United Ancient Order of Druids for that year (Zeni et al. 2016).

Clay Street Bridge

Clay Street is part of Placerville’s early network of streets. The town stretched along the course of Hangtown Creek, extending north and south of the waterway. Numerous small bridges were required to span the creek. Birds-Eye sketches of Placerville engraved in the 1800s all indicate these bridges were wooden with cross-timber side railings. By 1928, the City of Placerville replaced the structure’s original timber deck with a concrete arch bridge (Figure 1). According to Kris Payne, other bridges were constructed in Placerville during this same early twentieth century period. He believes that most, if not all, have been replaced with modern girder and concrete deck bridges, primarily as a result of the construction of Highway 50. Others have been gradually replaced to allow for two-lane roads, as opposed to the original narrow bridges (Payne 2016).

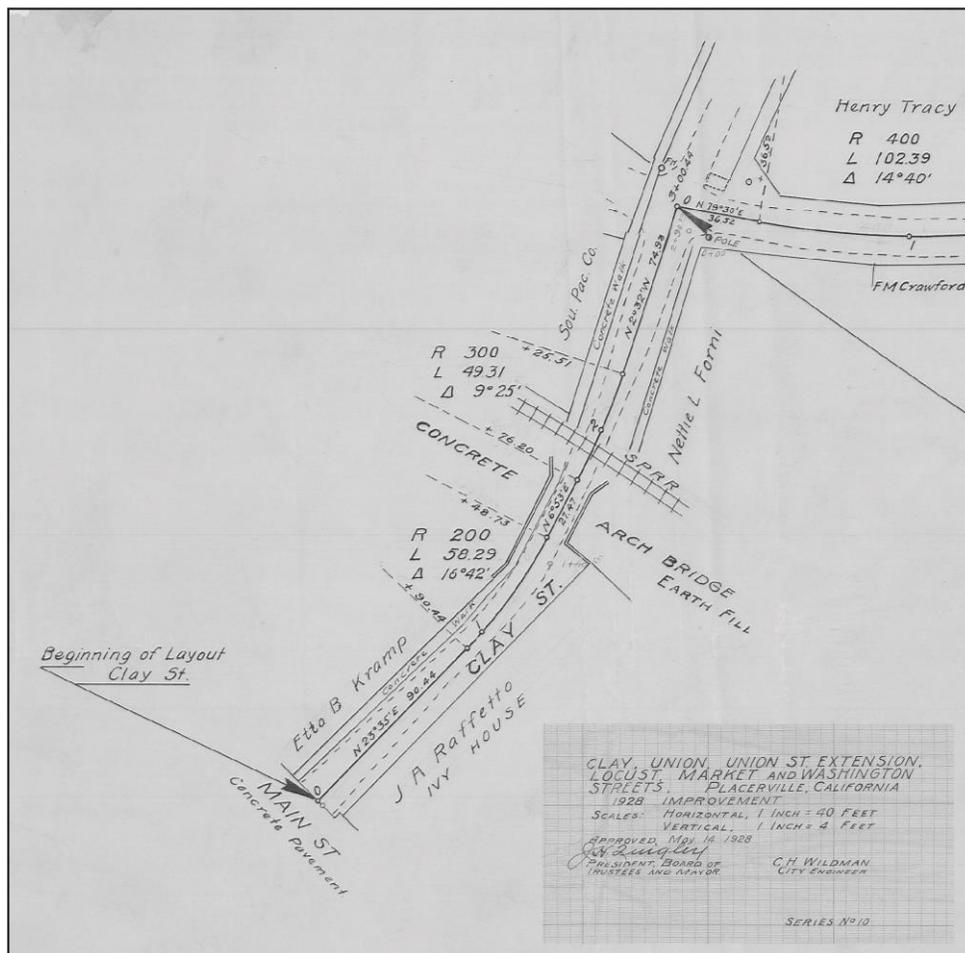


Figure 1. 1928 Map Showing Clay Street Bridge (City of Placerville 1928)

Cedar Ravine Mining Ditch and Culvert

There is drainage along the west side of Cedar Ravine Road that is the remnant of a combination of a natural drainage and one of the numerous mining ditches that drained to Hangtown Creek. Known as Old Dry Diggins, Placerville was filled with small claims and

mines, as well as ditches. Cedar Ravine, one mile south of Placerville, was active in the 1860s and as late as the 1890s as a mining area (Tremaine 2010) (Figure 2). While originally above ground, nearly all of the ditch today is underground and conveyed through a combination of corrugated metal pipe and concrete box culvert (Figure 2). This process of undergrounding the drainage began early, as early as the 1880s, and continued into the modern era (Figure 3).

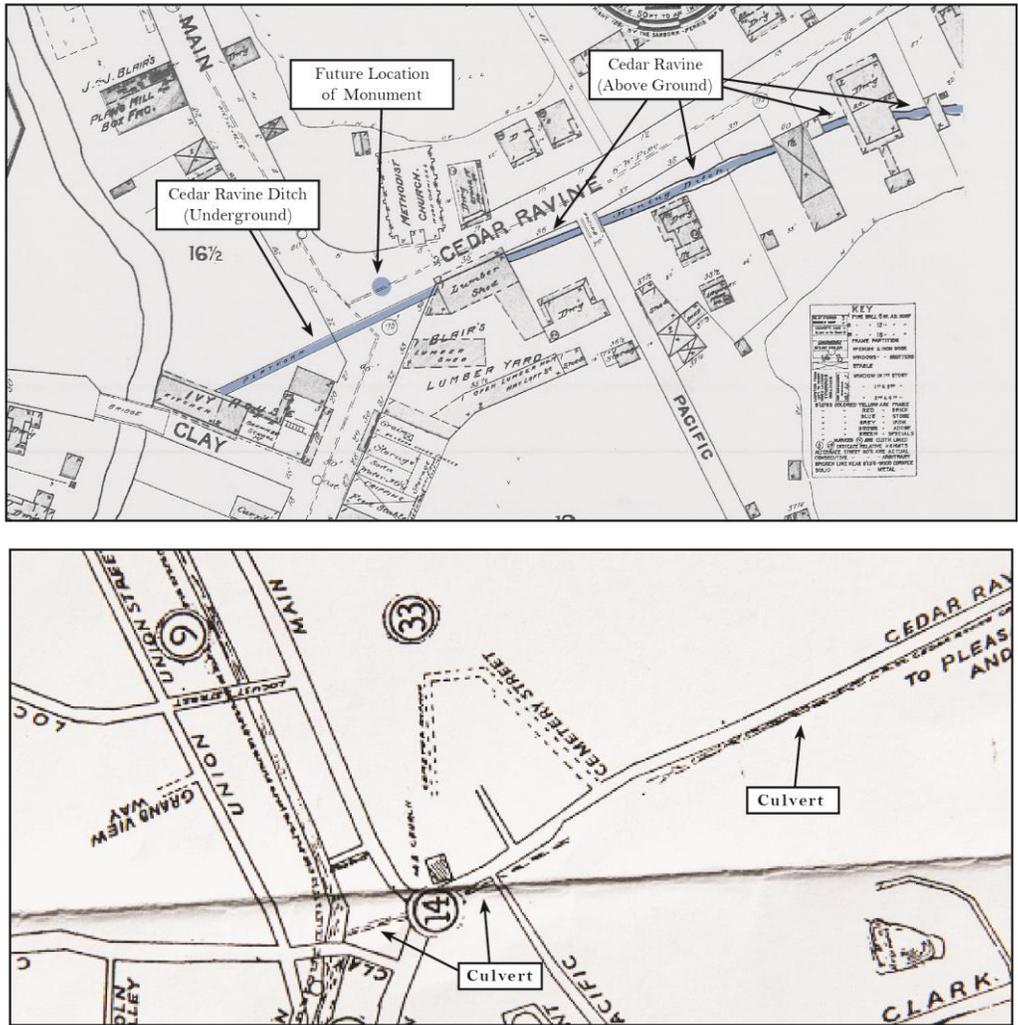


Figure 2. Project Area in 1891 and 1952

Top: Sanborn Fire Insurance Map, 1891. Note the triangular shape of the intersection that would become the location for the Druid Monument. This map also shows portions of the Cedar Ravine Ditch above ground.

Bottom: City of Placerville Map, 1952, Showing Cedar Ravine Drainage Undergrounded along West side of Cedar Ravine Road just south of Main Street. The circled "14" indicates the location of the Druid Monument (Courtesy City of Placerville Planning Department).

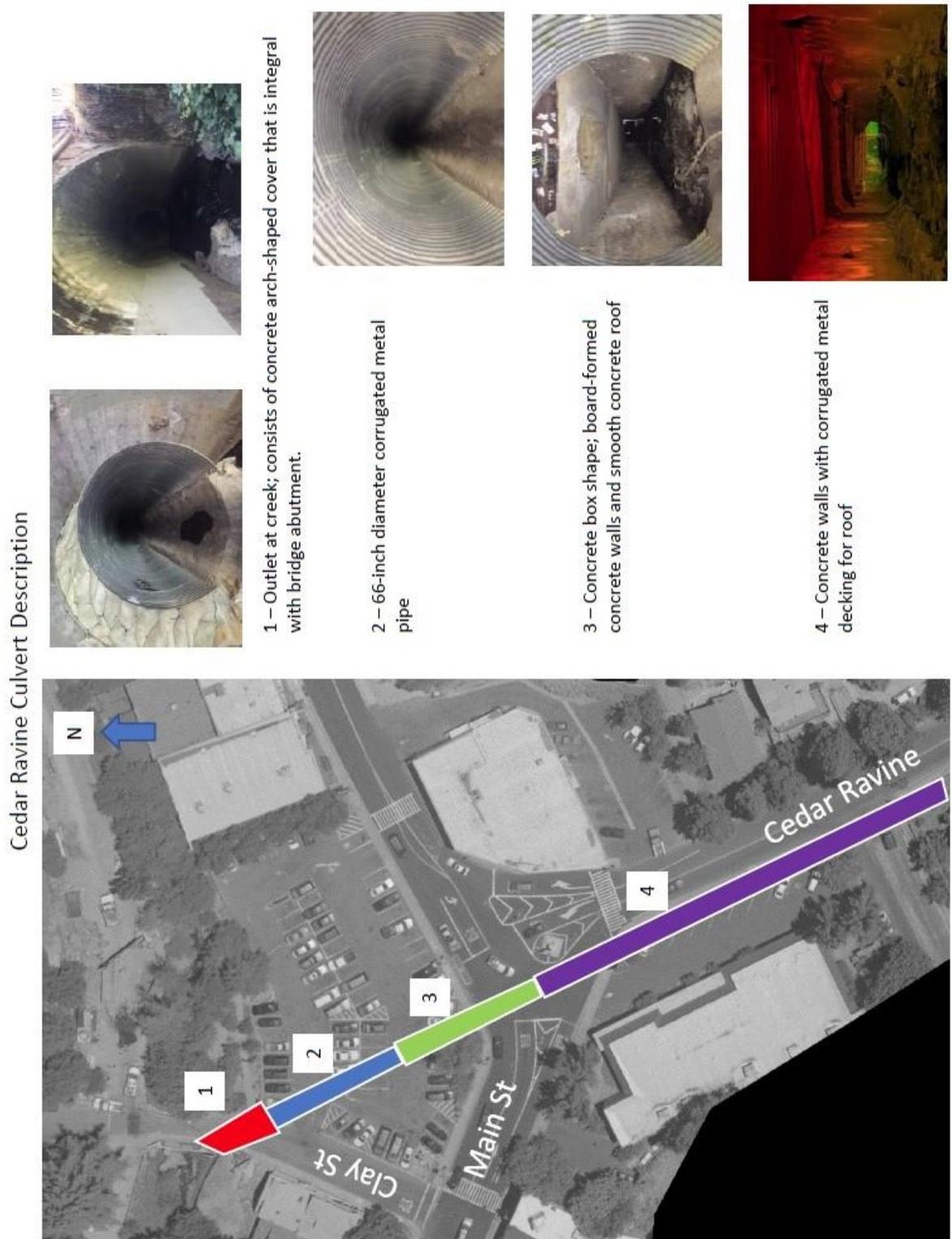


Figure 3. Overview of the underground sections of Cedar Ravine Culvert (provided by the City of Placerville Planning Department)

DESCRIPTION OF CULTURAL RESOURCES

The APE contains four resources all located in Placerville, El Dorado County. These include the Druid Monument, the Clay Street Bridge, the Cedar Ravine Ditch culvert, and the Hangtown Creek Retaining Walls. The Hangtown Creek Retaining Walls have been determined ineligible for listing in the NRHP.

Druid Monument

The Druid Monument is a 20-foot-tall stone monument set in the intersection of Main Street and Cedar Ravine Road and erected in 1926 (Figure 4). It consists of a circular stone pillar mounted upon a square base set on a concrete platform of three ascending steps (Figure 5). A variegated orange and red stained glass flame atop a metal torch is set on the top of the pillar (Figure 6).



Figure 4. 1950s Postcard Showing Druid Monument, looking northwest
(Courtesy of El Dorado County Historical Society and Frashers Fotos, Pomona Public Library)



Figure 5. Historic and modern photographs of the Druid Monument

Top: 1930s views (Courtesy of El Dorado County Historical Society and Frasher's Fotos, Pomona Public Library).

Bottom: Current view, facing northeast Note monument's front elevation (engraved section) facing west toward Main Street.

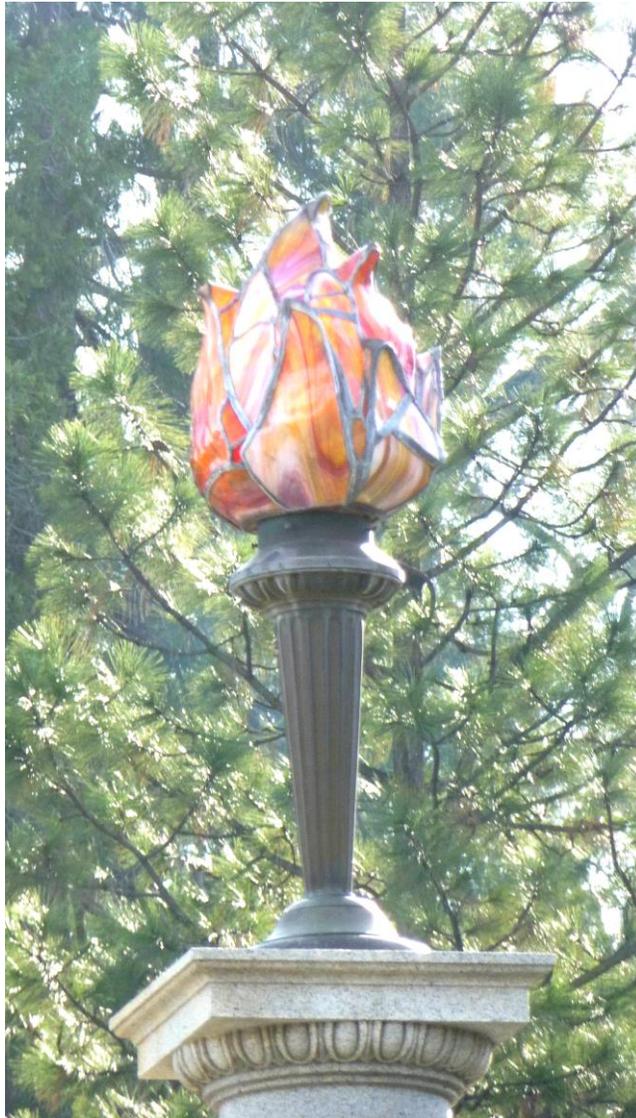


Figure 6. Stained glass red torch on top of Druid Monument, view east

The west facing façade of the square base has a plaque (Figure 7) affixed that reads, “THE DRUIDS OF CALIFORNIA ERECTED THIS MEMORIAL TO FREDERICK SIEG WHO INSTITUTED THE ORDER IN THIS STATE A.C. 1859. PRESENTED TO THE CITY OF PLACERVILLE SEPT. 5, 1926.” At the bottom right of this elevation, the stand is inscribed with the name of the designer and reads, “J.A. PORPORATO ARCHITECT.” Originally there were small porcelain drinking fountains affixed to the north and south elevations. These were removed sometime in the late 1960s. In their place, two bronze plaques were added in 1972 that depict symbols from the Druid organization, including a triangular emblem depicting a flaming pyre, topped with a crossed spear and long-handled sick, oaks, mistletoe, a daffodil and an all-seeing eye. See attached DPR 523 form in Attachment B for additional details.

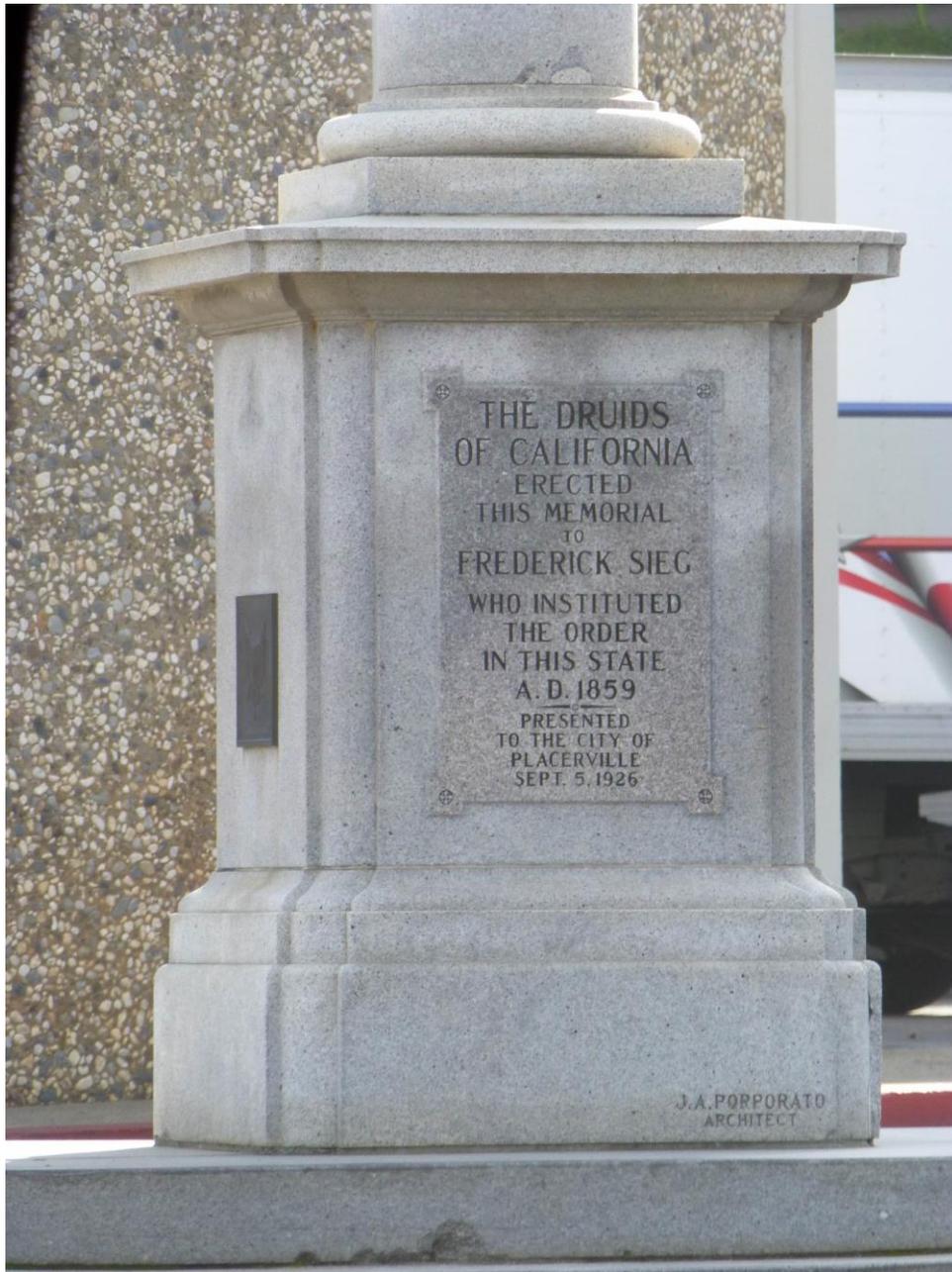


Figure 7. Dedication Inscription on Front Elevation, Druid Monument, view east

Clay Street Bridge

The Clay Street Bridge is a one-lane concrete arch bridge constructed circa 1926 over Hangtown Creek in Placerville (Figure 8). The reinforced concrete spandrel arch bridge has spread footings and is skewed 99 degrees to the creek. It was previously recorded by Caltrans in 2004. Caltrans assigned a construction date of 1940, which is in conflict with a 1928 profile

of Clay Street recently discovered by the City of Placerville Planning Department that showed a concrete arch bridge in place at that time. Caltrans evaluated the bridge as not eligible for listing on the NRHP (California 2004). Due to the new information regarding date of construction, the bridge was re-evaluated for this project.

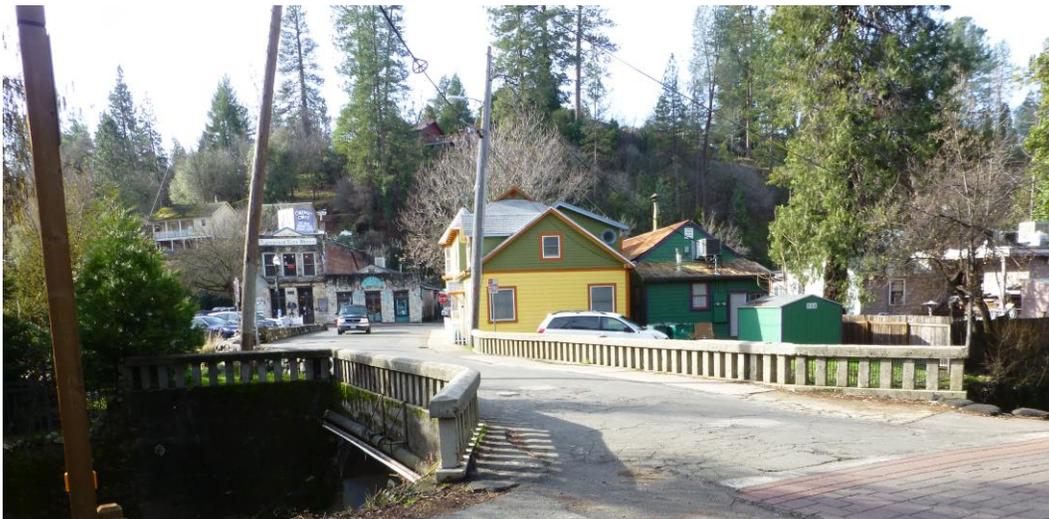


Figure 8. Clay Street Bridge Overviews

Top: View South

Bottom: View Northeast

Cedar Ravine Drainage Culvert

A portion of the Cedar Ravine Ditch is located within the APE. Based on the information presented in historical maps and by the City of Placerville Planning Department, the drainage was heavily altered starting in the 1880s, primarily by converting it from an open

earthen drainage to an underground conduit (Figure 3). The process of undergrounding continued at different periods into the twentieth century and as recently as 2003 and 2004, during which time the City added a concrete bottom to the corrugated metal pipe portion of the culvert as it had rusted out (Stacey Alliguie, personal communication July 26, 2017). As the culvert drains north down Cedar Ravine Road, it is undergrounded in a concrete box culvert with corrugated metal sheeting serving as a roof. Midway through the intersection of main Street and Cedar Ravine, the box culvert transitions to a concrete roof. This segment continues into the Ivy House parking lot. At that point, the concrete box shape joins to a modern 66-inch-diameter corrugated metal pipe that extends toward the Clay Street Bridge. As it nears the creek and outfall to Hangtown Creek, the pipe transitions to a concrete arch-shaped cover that is part of the south abutment of the Clay Street Bridge. Today portions of the ditch within the APE are underground and not visible.

The outlet is integral to the bridge construction. About 150 feet of culvert, including the outlet, may be modified or replaced as a result of construction.

FINDINGS AND CONCLUSIONS

Findings

PAR prepared this HRER as part of the *Clay Street Realignment and Bridge Replacement Project*. The APE includes three historic-era resources that required evaluation: the Druid Monument, the Clay Street Bridge and the Cedar Ravine Culvert. The evaluation did not include assessment of the APE as a historic landscape or district.

According to the Secretary of the Interior, an historic property is any property that is included in, or eligible for inclusion in, the National Register of Historic Places. National Register-listed or -eligible properties fall into broad categories including, but not limited to the following that are pertinent to the APE:

- *Structures*: functional constructions not principally designed for human shelter, including bridges, canals, lighthouses, dams, boats, aircrafts, etc.
- *Sites*: Locations of significant events, or prehistoric or historic occupation or activity, including ceremonial sites, battlefields, shipwrecks, trails, designed landscapes, archaeological remains of habitation sites, natural features having cultural significance, etc.
- *Objects*: Constructions that are relatively small in scale, frequently artistic in nature, and associated with a specific setting or environment. They are not museum objects, but include sculptures, monuments, fountains, boundary markers, etc.

Druid Monument

The Druid Monument was constructed by the Druids of California in 1926 to memorialize and honor the foundation location of the organization in the West.

The Druid Monument is well known to the residents of Placerville, even if they are unaware of its origins. The monument has become a familiar part of the landscape and its addition in 1926 converted the triangular intersection into a more formal traffic circulation/roundabout path. Its dedication plaque faces west, so it is visible down Main Street toward the historic downtown area. For nearly a century, it has marked the eastern edge of the original commercial zone. Additionally, the regular pilgrimages by the Druids have been noted in local newspapers throughout this time, bringing to its importance to mind to local residents (Zeni et al. 2016). Today, it is part of the visual fabric of the oldest section of Placerville.

Fraternal organizations in the late nineteenth and early twentieth century often pooled member contributions to erect monuments important to their groups. These were often headstones, since many of these benevolent groups established burial grounds for their members within larger cemeteries. This was especially true for the Druids, whose stated goal was to provide care during life and in death. In 1899, for instance, the Druids placed a substantial headstone at the grave of Frederick Sieg at the cemetery in Placerville, fitting for the founder of their order in the state (Zeni et al. 2016).

The Druid Monument was erected to commemorate Frederick Sieg and the establishment of the Druid order in California. It has become an important icon for the Druid organization in California whose members make pilgrimages to the monument on an annual basis and is considered an important reminder of the establishment and principles of their organization (Zeni et al 2016). The monument's character defining elements include its original materials, its stained glass torch that emphasizes its traffic safety intention, its location in the middle of the street and intersection, and its original height and mass, as well as all original architectural elements (i.e. engraving and decorative features).

The monument on Main Street in Placerville was placed by the Druids not so much to honor Seig, as to commemorate the birthplace of the Druid order in California. Druids throughout the state chose Placerville for this monument as an honor over other cities (including San Francisco) that were considered because Placerville is the site of the founding of the first "grove" in California and represents the origin of the Druids in the state. The Druids invested considerable resources of time and money into its erection.

While the Druids also erected headstones at the graves of Sieg in Placerville and at that of John M. Graves in Colma, this is the only known public monument located outside a cemetery. According to local newspaper articles that chronicled the construction of the monument, the Druids searched statewide for an architect for the monument, settling on Mr. Porporato, Architect and Builder, because they wanted a work of art that would be "viewed by thousands of people each year"(Mountain Democrat 1926). They opted to hire a recognized San Francisco architect to design the monument, a noteworthy step in itself.

Porporato designed the Frederick Sieg Monument with a fountain reached by three steps. The base contained inscription plates and supported a Corinthian column about 20 feet high. The top of the column was finished with a “blazing torch emblematic of Druidism, this torch at night will be lit up by a red light” (Mountain Democrat 1926). Porporato traveled to Placerville on July 17, 1926, with plans and specifications and oversaw the construction of the monument. It is the only known work by Porporato outside of San Francisco. This architect’s work is noted in San Francisco’s architectural history and has been deemed significant (Zeni et al. 2016).

The location for the setting of the monument was a local creative response and made with great consideration. It was placed in the center of Main Street at the intersection at what was then the eastern extent of the commercial area of Placerville. The monument’s location was also close to Sieg’s historic business location and therefore to the birthplace of the Druid organization in California. This was an important location to the organization and the reason it was erected in Placerville, as opposed to San Francisco or elsewhere in the state.

Being placed in the center of a triangular intersection gave it added prominence, as it was surrounded by open area that enhanced its scale and visibility. The monument is located at the end of Main Street closest to the cemetery. While the prominent façade of the Federated Church was located between the monument and the cemetery, the church was separated by the roadway, leaving the monument to stand alone in the street (Figure 9, Figure 10).

According to contemporary newspaper articles, the Sieg monument was

the first monument of importance to greet the eyes of tourists coming from the east and the last to greet their sight on their return journey . . . all who have cameras will take snap shots of our beautiful monument to prove to the home folks that California is a lover of the beautiful in art; that Placerville is the city where the Portals of the Past is recreated as a gift from the present generations to countless thousands of yet unborn, and that the Druids of California have shown proper veneration and respect for the founder of their great fraternity in California [Mountain Democrat 1926]

The architect designed it with a sturdy base and a tall narrow obelisk mounted by the flame to minimize its footprint while maximizing its height. By adding the red flame light at the top of the light, it also served a second and unique purpose as an aid to navigation for vehicles, a very creative response or idea that likely originated with the local board of supervisors (Lee 2016; Payne 2016).



Figure 9. Druid Monument and Federated Church
Top: Circa 1938
Bottom: Circa 2016 (Google 2017)



Figure 10. Druid Monument and Ivy House
Top: Circa 1915
Bottom: Circa 2016 (Google 2017)

Porporato is known for being heavily influenced by European architecture. He was also likely influenced by the works of other monument builders. The placement of monuments in traffic circles, roundabouts, or at crossroads is found in numerous locations around the world. One of the most noted in the United States is Columbus Circle in New York City constructed in 1905. Others include the monument to the War of Independence in the Paseo of Mexico City erected in 1910. The location of the Druid Monument in Placerville sits centered in Main Street at what, at the time, was a triangular intersection at the end of the business area. Creating what in effect operated as a traffic circle (roundabout) by installing a monument would have seemed like a highly decorative and symbolic solution, which also enhanced the scenic beauty and character of downtown Placerville. Its stained glass torch, and its location in the middle of the street and intersection, emphasize its traffic safety function.

The monument is the work of master architect John A. Porporato. Porporato was a noted designer in San Francisco with a career span from 1899 to the early 1960s. According to architectural historian Tim Gregory, “Porporato’s distinctive architectural stylings engaged a classical vocabulary, borrowing on the traditions of European architecture, particularly Italian Renaissance Revival. These distinctive characteristics are found among his surviving work in residential, commercial, as well as institutional commissions. Each building type he produced notably displayed a highly resolved period revival rationale” (Gregory 2011). His peak building period occurred in the 1920s, just as he was designing the Druid Monument. He designed the first building on the grounds of San Francisco’s Italian Cemetery, completed in 1904, that was originally used as a chapel for committal services and was a receiving vault for temporary entombment of caskets until private mausoleums were constructed. It was one of the first indoor mausoleums in Colma and the U.S. and remains a central and important building in the Italian Cemetery today. Mr. Porporato's other notable projects included the San Francisco Italian Athletic Club and serving as co-architect on Sts. Peter & Paul's Church in North Beach. In 1926, Porporato also designed the Italian Renaissance-style residence on Russian Hill in San Francisco for Anthony N. Lanza, later owned by the Sinton family. Known today as Sinton House, this restrained Italianate residence is a NRHP-listed property (NRHP#1100094) significant under Criterion C for its association with the original designer John (Giovanni) A. Porporato), a lifelong resident of San Francisco and a premier Italian-American designer. The Druid monument in Placerville may be the only known existing example of his work outside of San Francisco (Gregory 2011; City of San Francisco 2011).

The Druid Monument was erected to commemorate Frederick Sieg and the establishment of the Druid order in California. Upon its completion 15,000 Druids from all over California were invited to Placerville to witness the dedication. The initial Druidic Pilgrimage was considered an historical event that was hoped to continue through the years (Mountain Democrat 1926). Today, the monument has become an important icon for the Druid organization in California and members continue to make pilgrimages to the monument on an annual basis. It is considered an important reminder of the establishment and principles of their organization (Zeni et al. 2016). The monument’s character-defining

elements include its original materials, its stained glass torch that emphasizes its traffic safety intention, its location in the middle of the street and intersection, and its original height and mass, as well as all original architectural elements (i.e. engraving and decorative features).

The Druid Monument appears eligible for listing on the NRHP as a commemorative object for its historic significance under Criterion A for its association with the Druid organization as their point of reference and acknowledged pilgrimage site for the origin of their organization in California. A recent article published in the California Druid Magazine by several of its members noted that they considered the memorial to Frederick Sieg as part of their history. The article noted that “In the early part of the last century the Grand Grove of California Druids decided to lace this monument in Placerville, the birthplace of Druids in California, as a reminder of the sacrifices and work of Frederick Sieg. It is a hard and fast rule that every year in May, we Druids have a pilgrimage to Placerville to his gravesite and monument lest we forget his legacy” (Zeni et al. 2016). It is also associated with the development of traffic control in Placerville’s business zone.

The monument also qualifies under Criterion C as the work of a master architect, J. A. Porporato. While Porporato is recognized primarily for his designs in San Francisco, he was chosen specifically by the Druids after a state-wide search because they believed he would design a work of art worthy of their tribute to Sieg. The monument design reflects the choice of the Druids and the work of a recognized master architect.

The Druid Monument was erected to commemorate Frederick Sieg, for establishing the Druid order in California. The monument is significant as a commemorative property for its traditional association and its symbolic value to the Druid community. It has become an icon for the Druid organization in California (whose members make annual pilgrimages to the monument every May from throughout the state). Eligible properties under Criteria Consideration F include those erected by a cultural group that believed the place was the site of its origins or if subsequent generations of the group regard the marker as the focus of traditional association with the group’s historic identity. The Druids recently reflected on its importance to their group and prepared the following statement:

Frederick Sieg was the driving force behind the establishment of the United Ancient Order of the Druids in California. He was a simple businessman who trusted in the honesty of people. This trust and compassion sometimes was misplaced leading him to near financial ruin at times and to ultimately die in poverty. Through it all he never lost his trust and sympathy for his fellow man. When he came to the gold fields in the 1850’s the men who worked there were on their own. Some had left their families in the east, others who brought their wives and children were living in the most primitive of conditions. If they were injured or killed there was no one to help them or their family. Becoming a Druid gave them family to help out if they were injured, bury them if they died, and see to their widows and orphans.

In the early part of the last century the Grand Grove of California Druids decided to place this monument in Placerville, the birthplace of Druids in California, as a reminder of the sacrifices and work of Frederick Sieg. It is a hard and fast rule that every year in May, we Druids have a pilgrimage to Placerville to his gravesite and monument lest we forget his legacy.

While we are not a formal committee of the Grand Grove of California, the three of us feel a certain pride in that history, and in taking time to attend several of the public meetings concerning the realigning of the streets around the monument, we have felt a renewed pride after discovering that many locals who may not know much about our order, recognize who we are because of that monument. During those trips we have spent some time in the local museums researching and have found that the Druids and its members played a great part in the history of Placerville.

What does the monument mean to us? It is a connection to our past. A tribute to our founder, orphaned at an early age, an immigrant to our country, who worked hard, and never refused to help his fellow man. He believed in the precepts of the Druids, and practiced them, knowing as we do, “It doesn’t matter what men’s opinions may be, but it is of the utmost importance to be just and kind to one another”, and he expected no less of his fellow man. He set an example that we as Druids and as men would do well to follow (Zeni et al 2016).

Furthermore, eligible properties include those associated with an important historical figure or that over the passage of time have come to symbolize the value placed upon the individual and are widely recognized as a reminder of enduring principles or contributions valued by the generation that erected the monument. Finally, a commemorative marker will qualify if it has become a part of the historic identity of the area. The Druid monument in Placerville qualifies under all three of these aspects of eligibility, as a pilgrimage site for the Druids, as a recognition of the values developed by the Druids, and as a highly recognizable landmark in Placerville’s historic business zone for the past 90 years. As such, it is considered significant under Criteria Consideration F at a statewide level of significance

Clay Street Bridge

Clay Street is part of Placerville’s early network of streets. The town stretched along the course of Hangtown Creek, extending north and south of the waterway, and as a result, numerous small bridges were required to span the creek. Birds-Eye sketches of Placerville engraved in the 1800s all indicate these bridges were wooden with cross-timber side railings. By 1926, the City of Placerville replaced the structure’s original timber deck with a concrete arch bridge. According to City planning staff, other bridges were constructed in Placerville during this same early twentieth century period. Most, if not all, have been replaced with modern girder and concrete deck bridges, primarily as a result of the construction of Highway 50. Others have been gradually replaced to allow for two-lane roads, as opposed to the original narrow bridges (Payne 2016).

The Clay Street Bridge has been previously evaluated by Caltrans and found individually ineligible for inclusion in the NRHP. However, research by the City of Placerville in 2016 uncovered a street map drawn in 1928 showing the concrete arch bridge in place at that time, 12 years earlier than the 1940 date used during the evaluation by Caltrans. Because of community interest and the new information regarding its age, the bridge was reevaluated for its eligibility for listing on the National Register of Historic Places (NRHP).

When constructed by the City of Placerville sometime before 1928, the Clay Street Bridge replaced an earlier wooden crossing at this same location. No information on the architect or contractor could be located in City records or at local historical archives. While other concrete bridges from this period have been noted for their historic significance, such as the Orangevale Bridge and the Rainbow Bridge, both located in Folsom in Sacramento County, this bridge is a simple arch bridge and lacks significant architectural elements. The bridge lacks association with any significant event, movement, era or person noted in state or local history, and is not eligible under criteria A or B. While it does represent a type of bridge construction that was a style commonly found in the Motherlode and elsewhere in the early twentieth century; i.e., a sturdy, low and narrow concrete arch bridge representative of this period of transportation architecture, the bridge does not rise to the level of being individually eligible for listing on the NRHP under Criterion C. The bridge has not yielded, nor is it likely to yield, any information important in our history or prehistory, rendering it ineligible under Criterion D.

The bridge has some minor damage to concrete on the northern approach, including the loss of a section of wall cap and also the addition of concrete-filled sandbags shoring up the abutment against erosion in the streambed. These modifications undermine its integrity of materials and design. In summary, lacking significance under any criteria and exhibiting compromised integrity, the Clay Street Bridge is recommended as not eligible for listing on the NRHP.

Cedar Ravine Culvert

The Cedar Ravine Culvert is not individually eligible as an historic property. It is a remnant of a mining drainage likely following a natural drainage and enhanced in the 1870s. It carried drainage water from mines one mile south of Placerville to Hangtown Creek. The ditch was modified repeatedly with the addition of crossings and underground sections so that today the entire ditch is confined to a culvert in the APE. The culvert is one of numerous drainages dating from the mining era in Placerville and, lacking association with any significant event, movement era or person noted in state or local history, does not appear eligible under criteria A or B. As a ditch later undergrounded in piping, it does not represent a particular type construction found in the Motherlode and elsewhere in the early twentieth century. Similar culverts are present throughout Placerville and the county. As a result, it is recommended as not significant under Criterion C. Criterion D relates to resources that have yielded or may yield information important to our understanding of history or prehistory. The

culvert is of common design and has been modified greatly over time. It can be traced on historic maps, so its route is well understood. As a result, the culvert is not significant under Criterion D.

The integrity of the culvert has been significantly impacted in the past. The formerly stone-lined open culvert was likely in place as early as the 1870s and used into the later nineteenth century. Over time, the City of Placerville has made numerous alterations to the culvert for purposes of safety and transportation. At one point, a wooden platform was constructed over the culvert at its intersection with Main Street to allow wagons and horses to pass over the drainage. Over time, other sections of the culvert were also placed in conduits and then covered with earth and road asphalt. This has included a variety of materials including modern corrugated metal pipe, and concrete box culverts.

The City of Placerville implemented these improvements, but did not keep records of when changes were being made. As is common with most public works projects, no record was noted in the local newspapers. As a result, determining when these changes were made is unlikely. According to the City, these modifications were made in the twentieth century and as recently as 2004, long after the period when the culvert was still associated with mining. Recent photographs taken of the interior of the culvert have documented the current condition and materials used within the project (see Figure 3). These photographs support the information provided by the City as to the age of the improvements. The corrugated pipe seems fairly recent, while the concrete box culvert sections likely date to the mid to late twentieth century. Concrete and corrugated metal sections likely replaced original wood culvert sections during episodes of road improvement. In 2003 and 2004, the City added a concrete bottom to the corrugated metal pipe portion of the culvert as it had rusted out (Stacey Alligie, personal communication July 26, 2017).

While this resource was at one time associated with the historic mining era in Placerville, it has been so significantly altered that it no longer conveys its historical-era appearance and is, as a result, has lost integrity of materials, design, workmanship, setting, feeling and association. It is, as a result, not eligible for listing on the NRHP.

Conclusions

The Druid Monument has been previously listed on the City of Placerville's Historic Resources Inventory. In addition, because of public interest in the monument that has come forth during public meetings and through consultation, the Druid Monument is recommended eligible. The bridge and culvert have been evaluated for purposes of National Historic Preservation Act (NHPA) Section 106 compliance. The Clay Street Bridge and Cedar Ravine Culvert are recommended as not eligible for listing on the NRHP. The Hangtown Creek Retaining Walls have been determined ineligible for listing in the NRHP.

The evaluations of the bridge, ravine, and culvert are provided on the DPR 523 forms in Attachment B.

- Historic properties listed in the NRHP: **None**
- Historic properties previously determined eligible for the NRHP: **None**
- Historic properties previously recommended as eligible for the NRHP: **None**
- Resources previously determined *not* eligible for the NRHP:

Name	Address / Location	Community	OHP Status Code	Map Reference
Clay Street Bridge C25-0117	Clay Street Over Hangtown Creek	Placerville, El Dorado County	6Y	1
Hangtown Creek Retaining Walls	Western portion of APE.	Placerville, El Dorado County	6Y	4

- Historic properties considered eligible for the NRHP as a result of the current study:

Name	Address / Location	Community	OHP Status Code	Map Reference
Druid Monument	Intersection of Cedar Ravine and Main Streets, Placerville	Placerville, El Dorado County	3S	2

- Resources considered *not* eligible for the NRHP:

Name	Address / Location	Community	OHP Status Code	Map Reference
Cedar Ravine Culvert	Cedar Ravine to Hangtown Creek	Placerville, El Dorado County	6Z	3

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PREPARERS' QUALIFICATIONS

This HRER was prepared by Cindy Baker (M.A., Public History, California State University, Sacramento), a senior architectural historian at PAR with 24 years of experience conducting these types of studies, and Mary L. Maniery (MA, Anthropology, BS History and Anthropology, California State University Chico), principal at PAR with 40 years of experience. Based on their level of experience and education, Baker and Maniery both qualify as architectural historians and historians under the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

ATTACHMENT A

Maps

Map 1 - Project Vicinity Map

Map 2 - Project Location Map

Map 3 - APE Map

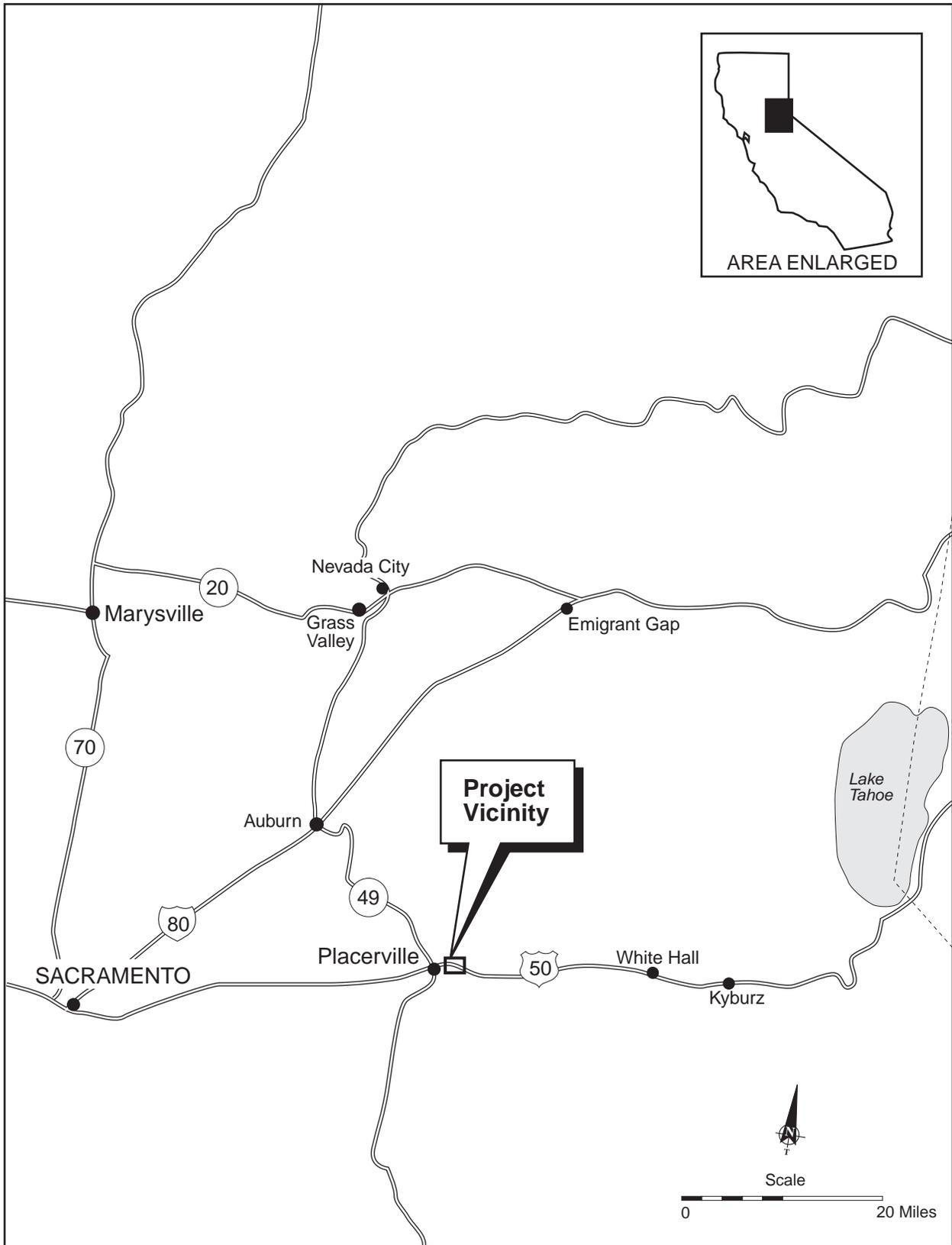


Figure 1. Project Vicinity Map

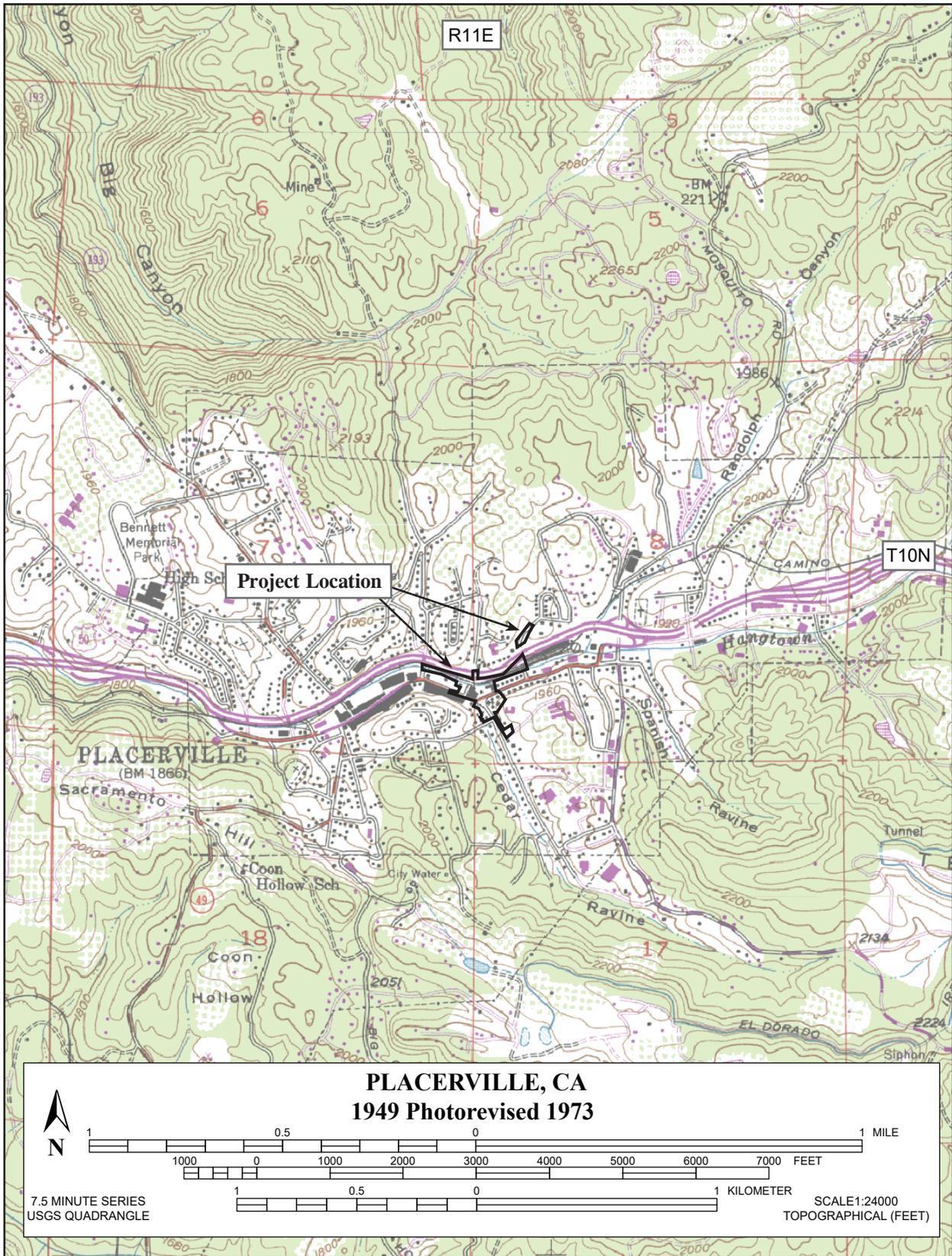


Figure 2. Project Location Map

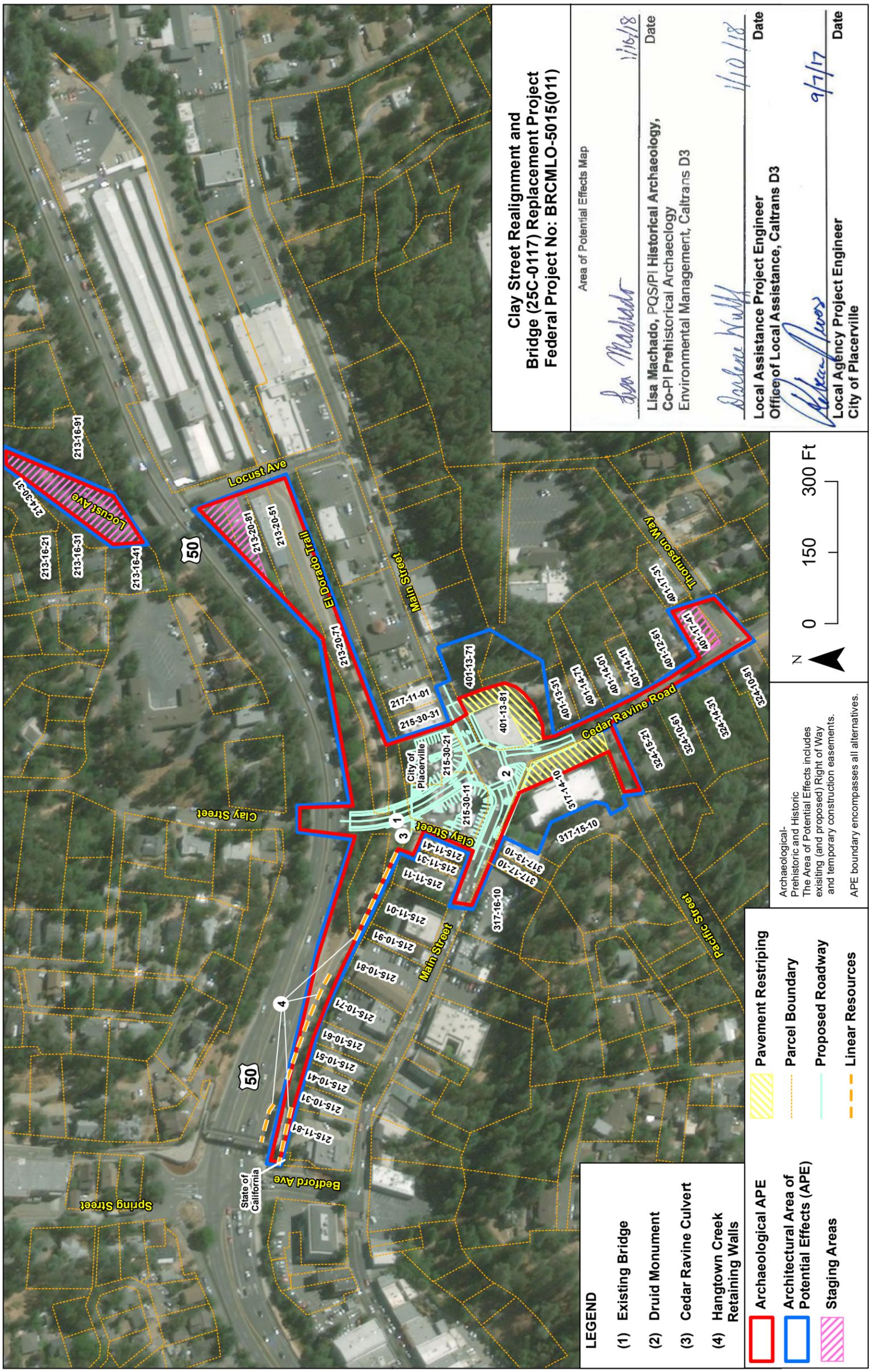


Figure 3. Area of Potential Effects (APE) Map

ATTACHMENT B

DPR 523 Forms

State of California - The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD	Primary #	P -
	HRI#	
	Trinomial	CA -
	NRHP Status Code	3S
Other Listings		
Review Code	Reviewer	Date

Page 1 of 9 *Resource Name or #: (Assigned by recorder) Druid Monument

P1. Other Identifier: Frederick Sieg Monument

*P2. Location: Not for Publication Unrestricted *a. County El Dorado
 and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Placerville Date 1949, P.R. 1973 T10N R11E; NW¼ of SW¼ of Sec. 8; MDM

c. Address Main Street and Cedar Ravine Road City Placerville Zip 95667

d. UTM: (Give more than one for large and/or linear resources) Zone 10S ; 691577 mE/ 4288980 mN NAD 83

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

The monument is located in the middle of the intersection of Cedar Ravine Road south and Main Street in Placerville.

*P3a. Description: (Describe resource and its major elements. Include design, materials condition, alterations, size, setting and boundaries)
 The Druid Monument is 20-foot-tall stone monument set in the intersection of Main Street and Cedar Ravine Road in Placerville, California (see continuation sheet).

*P3b. Resource Attributes: (List attributes and codes) HP26. Monument, HP28. Street Furniture (traffic control light), HP29. Landscape architecture

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

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

P5b. Description of Photo:(View date,, accession #) Druid Monument
View north, 2-9-2016



*P6. Date Constructed/Age and

Sources: Historic
 Prehistoric Both
1926

*P7. Owner and Address:
City of Placerville
1303 Center Street
Placerville, CA 95667

*P8. Recorded by: (Name, affiliation and address)

Cindy Baker
PAR Environmental Services, Inc.
1906 21st St
Sacramento, CA 95811

*P9. Date Recorded: 2-9-2016

*P10. Survey Type: (Describe)
Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter "None")
Baker, Cindy 2017 Historical Resources Evaluation Report – Clay Street Realignment and Bridge (25C-0117) Replacement Project, Placerville, El Dorado County, California. Prepared by PAR Environmental Services, Inc., Sacramento.

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

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

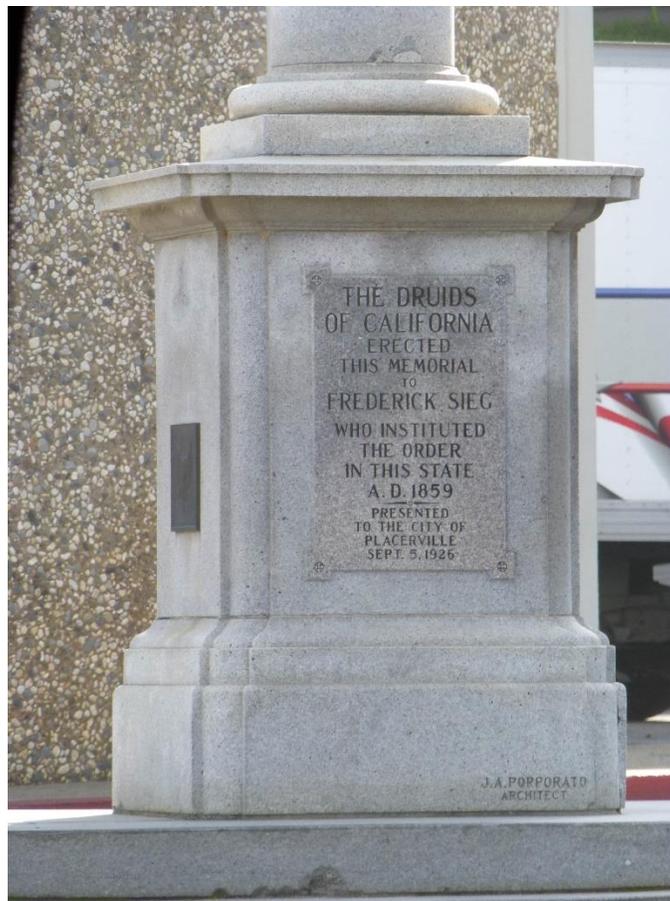
Primary # P-
HRI#
Trinomial CA-

Page 2 of 9 *Resource Name or #: (Assigned by recorder) Druid Monument
*Recorded by: PAR Environmental Services, Inc. *Date 2-9-2016 Continuation Update

P3a. Description (Cont).

It is a 20-foot-tall granite monument that includes a Corinthian column with a stained glass torch at the top, all set on a three-tier foundation. It consists of a circular stone pillar mounted upon a square base set on a concrete platform of three ascending steps. A variegated orange and red stained glass flame atop a metal torch is set on the top of the pillar. The west facing façade of the square base has a plaque affixed that reads, "THE DRUIDS OF CALIFORNIA ERECTED THIS MEMORIAL TO FREDERICK SIEG WHO INSTITUTED THE ORDER IN THIS STATE A.C. 1859. PRESENTED TO THE CITY OF PLACERVILLE SEPT. 5, 1926." At the bottom right of this elevation, the stand is inscribed with the name of the designer and reads, "J.A. PORPORATO ARCHITECT." Originally there were small porcelain drinking fountains affixed to the north and south elevations. These were removed sometime in the late 1960s during City of Placerville road improvements. In their place, two bronze plaques were added in 1972 that depict symbols from the Druid organization, including a triangular emblem depicting a flaming pyre, topped with a crossed spear and long-handled sick, oaks, mistletoe, a daffodil and an all-seeing eye. This restoration work was conducted by Alice Dillinger to honor her husband H. E. Dillinger, a deceased State Senator and life-long Druid.

P5a. Photos (Continued)



Druid Monument, Front Façade with Dedication Inscription, Engraved Plaque on Side Elevation, View East, 2-9-2016.

Page 3 of 9 *Resource Name or #: (Assigned by recorder) Druid Monument
*Recorded by: PAR Environmental Services, Inc. *Date 2-9-2016 Continuation Update

P5a. Photos (Continued)



Detail of Stained Glass Flame and Metal Torch, View East, 2-9-2016.

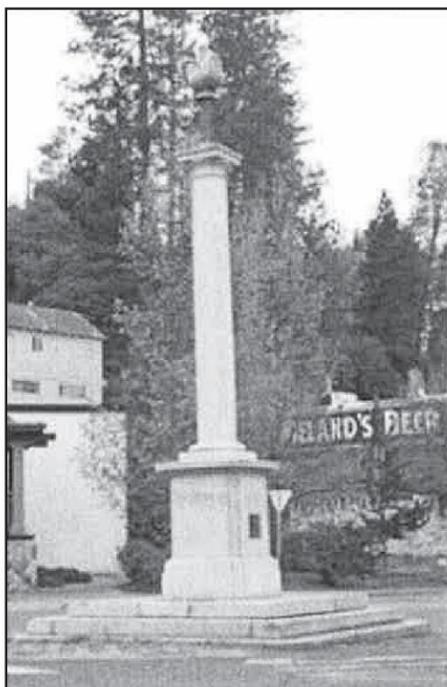
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-
HRI#
Trinomial CA-

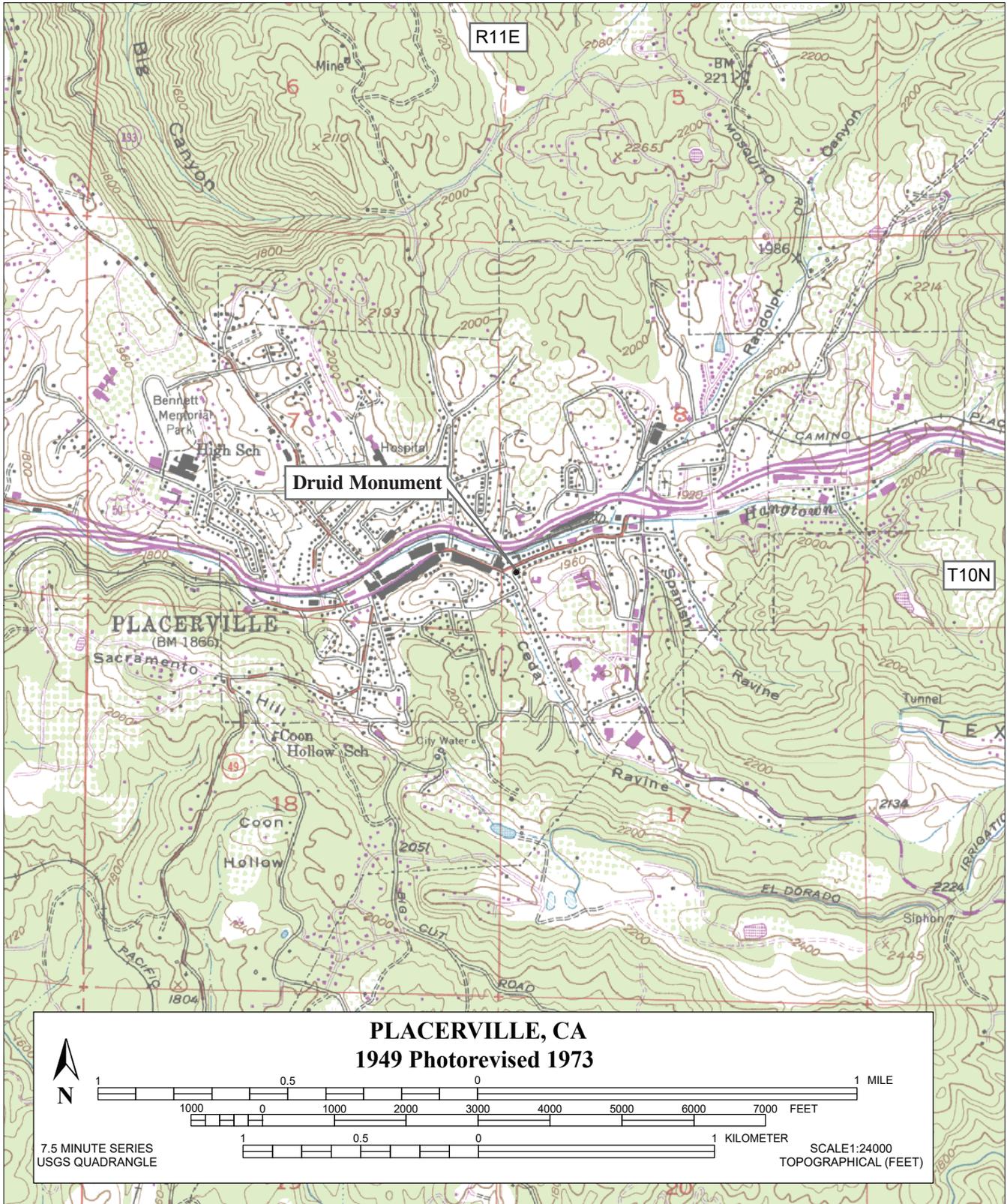
Page 4 of 9 *Resource Name or #: (Assigned by recorder)

Druid Monument

*Recorded by: PAR Environmental Services, Inc. *Date 2-9-2016 Continuation Update



Historical 1930s and 1950s Photographs of the Druid Monument
(Courtesy of El Dorado County Historical Society and Frashers Fotos, Pomona Public Library).



*NRHP Status Code 3S

Page 6 of 9 *Resource Name or #: (Assigned by recorder) Druid Monument

B1. Historic Name: Frederick Sieg Monument

B2. Common Name: Druid Monument

B3. Original Use: Monument B4. Present Use: Monument

*B5. Architectural Style: Classical

*B6. Construction History: (Construction date, alterations, and date of alterations)
 This monument was constructed in 1926. The original small porcelain drinking fountains affixed to the north and south sides of the base were removed in the late 1960s to 1980s and were replaced with brass plaques in 1986.

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

*B8. Related Features: None

B9a. Architect: John A. Porporato b. Builder Druid Society

*B10. Significance: Theme Commemorative Area El Dorado County
 Period of Significance 1926 to 1967 Property Type Monument Applicable Criteria A, C

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity).

Introduction

The Druid Monument was constructed in 1926 by the United Ancient Order of Druids (UAOD) to commemorate Frederick Sieg, founder of the California Druids in 1860 (Tremaine & Associates 2010). It was designed by J. A. Porporato, a noted and established architect in San Francisco, who was commissioned by the Druids for this purpose. The Druid Grove began discussions with the Board of Trustees in Placerville. Together, the Trustees, Porporato and representatives from various groves met and determined that the junction of Main, Broadway and Cedar Ravine would be an ideal location. On March 1, 1926, the Board of Trustees passed Resolution 56, which authorized the UAOD to erect the monument and further stated that the City would furnish free electricity to light the monument, as well as water for the water fountains (City of Placerville 1926). The local newspaper reported that, "Not only will it answer for a beautiful monument . . . it will also be a regulation of traffic." This location was a nearly triangular intersection and the placement of the monument within its center converted it to function as a traffic circle (roundabout), similar to those in other cities around the country and, in fact, around the world.

Porporato designed the monument as a 20-foot tall Corinthian column with a stained glass torch emblematic of Druidism on top. The light, according to Druid orders, represents the light that dispels the darkness of ignorance and superstition. The same glass torch, which was lit by a red light, would "help regulate traffic at night time" (Mountain Democrat February 26, 1926). Porporato combined the form and significance with function by creating a traffic element, warning vehicles of the intersection by means of a lighted red stained-glass flame at its top. The monument became a fixture not only to the citizens of Placerville, but also the UAOD who began making annual pilgrimages to the site, a practice they continue to the present.

Background

The Druid Monument was constructed by the Druids of California in 1926 to memorialize and honor the founding location of the organization in the West. Fraternal organizations in the late nineteenth and early twentieth century often pooled member contributions to erect monuments important to their groups. These were often headstones, since many of these benevolent groups established burial grounds for their members within larger cemeteries. This was especially true for the Druids, whose stated goal was to provide care during life and in death. In 1899, for instance, the Druids placed a substantial headstone at the grave of Frederick Sieg at the cemetery in Placerville, fitting for the founder of their order in the state (Zeni et al. 2016).

The monument on Main Street in Placerville was placed by the Druids not so much to honor Sieg, as to commemorate the birthplace of the Druid order in California. Druids throughout the state chose Placerville for this monument as an honor over other cities (including San Francisco) that were considered because Placerville is the site of the founding of the first "grove" in California and represents the origin of the Druids in the state. The Druids invested considerable resources of time and money into its erection. They opted to hire a recognized San Francisco architect to design the monument, J.A. Porporato, a noteworthy step in itself. While the Druids also erected headstones at the graves of Sieg in Placerville and at that of John M. Graves in Colma, this is the only known public monument located outside a cemetery. It is the only known work by Porporato outside of San

*NRHP Status Code 3S

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*Resource Name or #: (Assigned by recorder)

Druid Monument

Francisco. This architect’s work is noted in San Francisco’s architectural history and has been deemed significant (Zeni et al. 2016).

The location for the setting of the monument was a local creative response and made with great consideration. It was placed in the center of Main Street at the intersection at what was then the eastern extent of the commercial area of Placerville. The monument’s location was also close to Sieg’s historic business location and therefore to the birthplace of the Druid organization in California. This was an important location to the organization and the reason it was erected in Placerville, as opposed to San Francisco or elsewhere in the state.

Its highly visible placement in the middle of the street makes a strong statement in the historic Main Street landscape and stands almost as an exclamation point at the eastern end of Placerville’s historic business zone. The monument is significant as a rare example of early traffic control in Placerville and in El Dorado County. Being placed in the center of a triangular intersection gave it added prominence, as it was surrounded by open area that enhanced its scale and visibility. The monument is located at the end of Main Street closest to the cemetery. While the prominent façade of the Federated Church was located between the monument and the cemetery, the church was set back, leaving the monument to stand alone in the street. Furthermore, its placement in the center of the street enhances its stature as the street surrounding it becomes a part of the monument by expanding the open space and increasing its visual dominance. It becomes central to the intersection.

The architect designed it with a sturdy base and a tall narrow obelisk mounted by the flame to minimize its footprint while maximizing its height. By adding the red flame light at the top of the light, it also served a second and unique purpose as an aid to navigation for vehicles, a very creative response or idea that likely originated with the local board of supervisors (Lee 2016; Payne 2016).

The monument is the work of master architect John A. Porporato was a noted designer in San Francisco with a career span from 1899 to the early 1960s. According to architectural historian Tim Gregory, “Porporato’s distinctive architectural stylings engaged a classical vocabulary, borrowing on the traditions of European architecture, particularly Italian Renaissance Revival. These distinctive characteristics are found among his surviving work in residential, commercial, as well as institutional commissions. Each building type he produced notably displayed a highly resolved period revival rationale” (Gregory 2011). His peak building period occurred in the 1920s, just as he was designing the Druid Monument. He designed the first building on the grounds of San Francisco’s Italian Cemetery, completed in 1904, that was originally used as a chapel for committal services and was a receiving vault for temporary entombment of caskets until private mausoleums were constructed. It was one of the first indoor mausoleums in Colma and the U.S. and remains a central and important building in the Italian Cemetery today. Mr. Porporato’s other notable projects included the San Francisco Italian Athletic Club and serving as co-architect on Sts. Peter & Paul’s Church in North Beach. In 1926, Porporato also designed the Italian Renaissance-style residence on Russian Hill in San Francisco for Anthony N. Lanza, later owned by the Sinton family. Known today as Sinton House, this restrained Italianate residence is a NRHP-listed property (NRHP#1100094) significant under Criterion C for its association with the original designer John (Giovanni) A. Porporato), a lifelong resident of San Francisco and a premier Italian-American designer. The Druid monument in Placerville may be the only known existing example of his work outside of San Francisco (Gregory 2011; City of San Francisco 2011).

Porporato is known for being heavily influenced by European architecture. He was also likely influenced by the works of other monument builders. The placement of monuments in traffic circles, roundabouts, or at crossroads is found in numerous locations around the world. One of the most noted in the United States is Columbus Circle in New York City constructed in 1905. Others include the monument to the War of Independence in the Paseo of Mexico City erected in 1910. The location of the Druid Monument in Placerville sits centered in Main Street at what, at the time, was a triangular intersection at the end of the business area. Creating what in effect operated as a traffic circle (roundabout) by installing a monument would have seemed like a highly decorative and symbolic solution, which also enhanced the scenic beauty and character of downtown Placerville. Its stained glass torch, and its location in the middle of the street and intersection, emphasize its traffic safety function.

The monument is well known to the residents of Placerville, even if they are unaware of its origins. The monument has become a familiar part of the landscape and its addition in 1926 converted the triangular intersection into a more formal traffic

*NRHP Status Code 3S

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*Resource Name or #: (Assigned by recorder)

Druid Monument

circulation/roundabout path. Its dedication plaque faces west, so it is visible down Main Street toward the historic downtown area. For nearly a century, it has marked the eastern edge of the original commercial zone. Additionally, the regular pilgrimages by the Druids have been noted in local newspapers throughout this time, bringing to its importance to mind to local residents (Zeni et al. 2016). Today, it is part of the visual fabric of the oldest section of Placerville.

Evaluation

The Druid Monument appears eligible for listing on the NRHP as a commemorative object for its historic significance under Criterion A for its association with the Druid organization as their point of reference and acknowledged pilgrimage site for the origin of their organization in California. It is also associated with the development of traffic control in Placerville’s business zone. It also qualifies under Criterion C as the work of a master architect, J. A. Porporato. The Druid Monument was erected to commemorate Frederick Sieg, for establishing the Druid order in California. The monument is significant as a commemorative property for its traditional association and its symbolic value. It has become an icon for the Druid organization in California (whose members make annual pilgrimages to the monument from throughout the state). Eligible properties under Criteria Consideration F include those erected by a cultural group that believed the place was the site of its origins or if subsequent generations of the group regard the marker as the focus of traditional association with the group’s historic identity. Furthermore, eligible properties include those associated with an important historical figure or that over the passage of time have come to symbolize the value placed upon the individual and are widely recognized as a reminder of enduring principles or contributions valued by the generation that erected the monument. Finally, a commemorative marker will qualify if it has become a part of the historic identity of the area. The Druid monument in Placerville qualifies under all three of these aspects of eligibility, as a pilgrimage site for the Druids, as a recognition of the values developed by the Druids, and as a highly recognizable landmark in Placerville’s historic business zone for the past 90 years. As such, it is considered significant under Criteria Consideration F.

Its highly visible placement in the middle of the street makes a strong statement in the historic Main Street landscape and stands almost as an exclamation point at the eastern end of Placerville’s historic business zone. Its period of significance dates from 1926, when the monument was erected, to 50 years ago since it became a site of annual pilgrimage for the Druid organization. It has strong integrity of location, design, materials, workmanship, setting, feeling, and association. The removal of the small porcelain drinking fountains and replacement with small plaques on two sides of the monument is a minor change and does not diminish its integrity of design, workmanship or materials sufficiently to render it ineligible for listing.

In summation, the Druid monument is recommended as eligible for listing on the NRHP under Criterion A, Criterion C and Criterion F on a state level. The monument’s period of significance is 1926, when it was constructed, to 50 years ago, 1967, since it is still a pilgrimage site visited annually by the Druids.

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

***B12. References:**

City of Placerville

1926 Minutes of the Board of Trustees for the City of Placerville. On file, City of Placerville Planning Department.

Gregory, Tim

2011 National Register of Historic Places Nomination, Sinton House, San Francisco, San Francisco County, California.
 Accessed electronically April 2016 at
http://ohp.parks.ca.gov/pages/1067/files/ca_san%20francisco%20county_sinton%20house_nomination.pdf

Lee, Rodi

2016 Rodi Lee, Historian, Personal Communication with Cindy Baker, PAR Environmental Services, Inc.

*NRHP Status Code 3S

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*Resource Name or #: (Assigned by recorder)

Druid Monument

Mountain Democrat

1926 "Site Selected for Druid Monument." Article on file, El Dorado County Historical Society Archives, Placerville.

PAR Environmental Services, Inc.

2016 *Draft Historical Resources Evaluation Report: Clay Street Realignment and Bridge (25C-0117) Replacement Project, Placerville, El Dorado County, California.*

Payne, Kris

2016 Kris Payne, Historical Society President, Personal Communication with Cindy Baker, PAR Environmental Services, Inc.

San Francisco, City and County

2011 National Register Nomination Case Report Packet. Historic Preservation Committee, San Francisco Planning Department. Accessed electronically April 2016 at <http://commissions.sfplanning.org/hpcpackets/2011.1048U.pdf>

Tremaine & Associates, Inc.

2010 *Draft Historical Resources Evaluation Report: Clay Street Realignment and Bridge (25C-0117) Replacement Project, Placerville, El Dorado County, California.*

Zeni, John, Henry Baker and John Rainwater

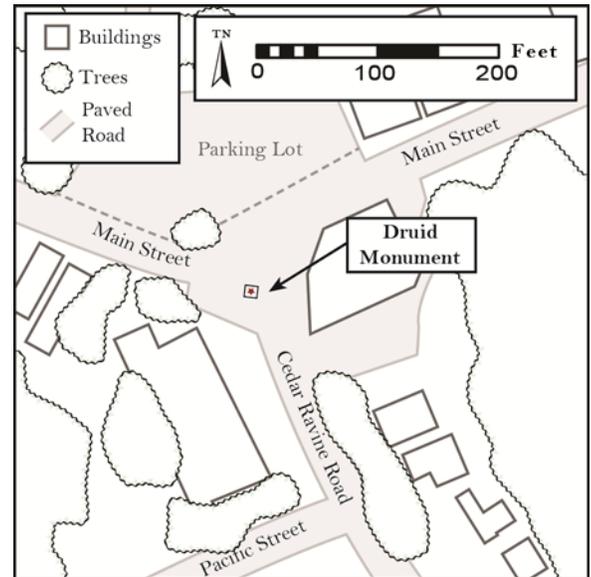
2016 "Letter to the California Druid Magazine." Email communication transmitted electronically on October 13, 2016.

B13. Remarks: None

*B14. Evaluator: Cindy Baker, PAR Environmental Services, Inc.
1906 21st Street, Sacramento, California
 Date of Evaluation: 10-14-2016

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



State of California - The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD	Primary #	P -
	HRI#	
	Trinomial	CA -
	NRHP Status Code	6Z
Other Listings Review Code	Reviewer	Date

Page 1 of 5 *Resource Name or #: (Assigned by recorder) Clay Street Bridge

P1. Other Identifier: Clay Street Bridge, Hangtown Creek Bridge CA25-0117

*P2. Location: Not for Publication Unrestricted *a. County El Dorado
 and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Placerville Date 1949 Photorevised 1973 **T10N R11E; SE¼ of SE¼ of Sec. 7 ; SW¼ of SW¼ of Sec. 8; MDM**

c. Address Clay Street at Hangtown Creek City Placerville Zip

d. UTM: (Give more than one for large and/or linear resources) Zone 10 ; 691542 mE/ 4289055 mN NAD 83

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
 The bridge is located on Hangtown Creek north of Main Street in the City of Placerville. UTM provided above is for north end of bridge. See continuation sheet for additional locational information.

*P3a. Description: (Describe resource and its major elements. Include design, materials condition, alterations, size, setting and boundaries)
 The Clay Street Bridge is a one-lane concrete arch bridge constructed circa 1926 over Hangtown Creek in Placerville. The reinforced concrete spandrel arch bridge has spread footings and is skewed 99 degrees to the creek. (continued)

*P3b. Resource Attributes: (List attributes and codes) HP11. Engineering Structure

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

P5a. Photo or Drawing (Photo required for buildings, structures and objects.) **P5b. Description of Photo:(View date,, accession #)** View South, 2/9/2016



*P6. Date Constructed/Age and Sources: Historic Prehistoric Both

In place by 1928.
 *P7. Owner and Address:
City of Placerville
1303 Center Street
Placerville, CA 95667

*P8. Recorded by: (Name, affiliation and address)

PAR Environmental Services, Inc.
1906 21st St
Sacramento, CA 95811

*P9. Date Recorded: 2-9-2016

*P10. Survey Type: (Describe)
Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter "None")
Baker, Cindy 2017 Historical Resources Evaluation Report – Clay Street Realignment and Bridge (25C-0117) Replacement Project, Placerville, El Dorado County, California. Prepared by PAR Environmental Services, Inc., Sacramento.

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

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

Primary # P -
HRI#
Trinomial CA -

Page 2 of 5 *Resource Name or #: (Assigned by recorder) Clay Street Bridge
*Recorded by: PAR Environmental Services, Inc. *Date 10-2-2016 Continuation Update

P2d. Location (UTM) (continued): south end of bridge – 691542 mE/4289039 mN

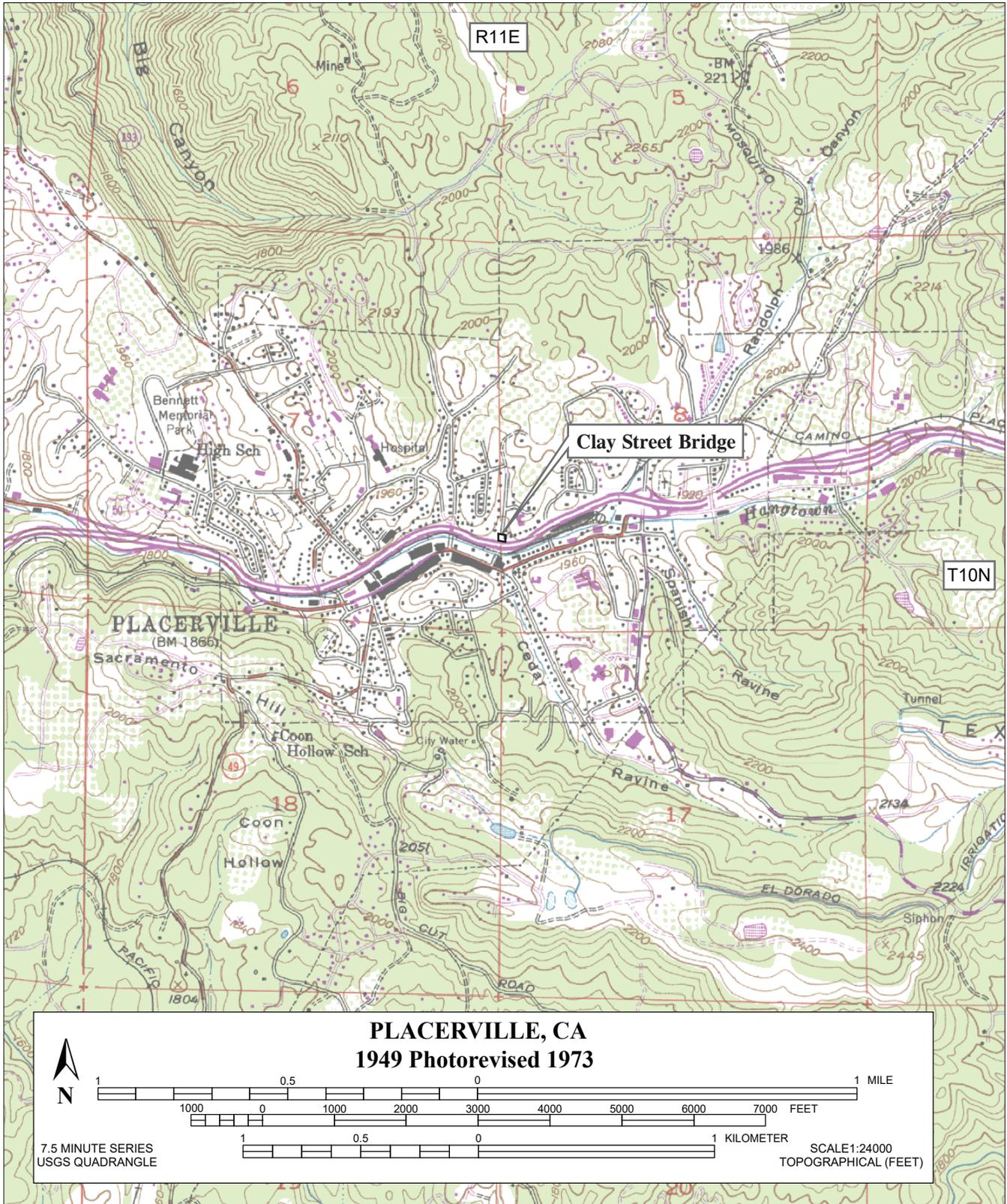
P3a. Description (continued)

The concrete deck has low guard walls with a rounded concrete cap. The southeast wall wraps east above the drop-off into the creek below. It also connects south on Clay Street with a mortared rock wall of similar height. Various utilities are carried across the creek through conduits attached to the bridge. The north abutment has been re-enforced with the addition of concrete-filled sandbags to prevent erosion. The concrete arch outfall for the Cedar Ravine Culvert is integrated into the south abutment of the bridge.

P5a. Photos (continued)



Clay Street Bridge, West Elevation, View Northeast, 2-1-2016.



BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

6Z

Page 4 of 5 *Resource Name or #: (Assigned by recorder)

Clay Street Bridge

B1. Historic Name: Clay Street Bridge

B2. Common Name: Clay Street Bridge/Hangtown Creek Bridge, CA25-0117

B3. Original Use: Drainage

B4. Present Use: Drainage

*B5. Architectural Style: Industrial

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

Clay Street Bridge was constructed sometime circa 1926, replacing an earlier wooden crossing at this same location. At some point in time, concrete-filled sandbags were added to protect the abutment from streambed erosion.

*B7. Moved? No Yes Unknown

Date: _____

Original Location: _____

*B8. Related Features: None

B9a. Architect: Unknown

b. Builder

City of Placerville

*B10. Significance: Theme Infrastructure

Area El Dorado County

Period of Significance N/A

Property Type Culvert

Applicable Criteria

N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity).

Clay Street is part of Placerville's early network of streets. The town stretched along the course of Hangtown Creek, extending north and south of the waterway, and as a result, numerous small bridges were required to span the creek. Birds-Eye sketches of Placerville engraved in the 1800s all indicate these bridges were wooden with cross-timber side railings. By 1926, the City of Placerville replaced the structure's original timber deck with a concrete arch bridge. According to City planning staff, other bridges were constructed in Placerville during this same early twentieth century period. Most, if not all, have been replaced with modern girder and concrete deck bridges, primarily as a result of the construction of Highway 50. Others have been gradually replaced to allow for two-lane roads, as opposed to the original narrow bridges (Payne 2016).

The Clay Street Bridge has been previously evaluated by Caltrans and found individually ineligible for inclusion in the NRHP. Research by the City of Placerville in 2016 uncovered a street map drawn in 1926 showing the concrete arch bridge in place at that time, 13 years earlier than the 1940 date used during the evaluation by Caltrans. Because of community interest and the new information regarding its age, the bridge was reevaluated for its eligibility for listing on the National Register of Historic Places (NRHP).

When constructed by the City of Placerville sometime around 1926, the Clay Street Bridge replaced an earlier wooden crossing at this same location. No information on the architect or contractor could be located in City records or at local historical archives. While other concrete bridges from this period have been noted for their historic significance, such as the Orangevale Bridge and the Rainbow Bridge, both located in Folsom in Sacramento County, this bridge is a simple arch bridge and lacks significant architectural elements. The bridge lacks association with any significant event, movement, era or person noted in state or local history, and is not eligible under criteria A or B. While it does represent a type of bridge construction that was a style commonly found in the Motherlode and elsewhere in the early twentieth century; i.e., a sturdy, low and narrow concrete arch bridge representative of this period of transportation architecture, the bridge does not rise to the level of being individually eligible for listing on the NRHP under Criterion C. The bridge has not yielded, nor is it likely to yield, any information important in our history or prehistory, rendering it ineligible under Criterion D.

The bridge has some minor damage to concrete on the northern approach, including the loss of a section of wall cap and also the addition of concrete-filled sandbags shoring up the abutment against erosion in the streambed. These modifications undermine its integrity of materials and design. In summary, lacking significance under any criteria and exhibiting compromised integrity, the Clay Street Bridge is not eligible for listing on the NRHP.

*NRHP Status Code

6Z

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*Resource Name or #: (Assigned by recorder)

Clay Street Bridge

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

B13. Remarks: None

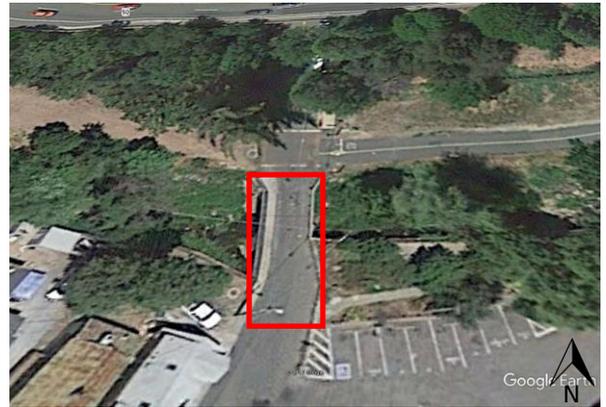
(Sketch Map with north arrow required.)

*B14. Evaluator: Cindy Baker, PAR Environmental Services, Inc.

1906 21st Street, Sacramento, California

Date of Evaluation: 10-9-2016

(This space reserved for official comments.)



State of California - The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD	Primary #	P -
	HRI#	
	Trinomial	CA -
	NRHP Status Code	6Z
Other Listings		
Review Code	Reviewer	Date

Page 1 of 5 *Resource Name or #: (Assigned by recorder) Cedar Ravine Culvert, segment

P1. Other Identifier: Cedar Ravine Ditch

*P2. Location: Not for Publication Unrestricted *a. County El Dorado
 and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Placerville Date 1949 Photorevised 1973 T10N R11E; SW¼ of SW¼ of Sec. 8 ; MDM

c. Address Cedar Ravine Road City Placerville Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone 10 ; 691580 mE/ 4288969 mN NAD 83
 UTM is for NW end of resource, see continuation sheet for SW end

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

The culvert is located underground in the western right of way of Cedar Ravine Road south from its intersection with Main Street in the City of Placerville.

*P3a. Description: (Describe resource and its major elements. Include design, materials condition, alterations, size, setting and boundaries)

The culvert is a combination of corrugated metal piping and reinforced concrete box culvert. Cedar Ravine Creek is a tributary to Hangtown Creek and outlets at Hangtown Creek by way of a drainage culvert. This drainage culvert consists of a 234-foot-long open culvert along Cedar Ravine Road, which transitions to a combination of 66-inch-diameter corrugated metal pipe and concrete box culvert for 286 feet from the Cedar Ravine/ Main Street intersection to the outfall at Hangtown Creek. The culvert outfall is a concrete arch-shape incorporated into the existing southern abutment of the Clay Street Bridge. See continuation sheet.

*P3b. Resource Attributes: (List attributes and codes) HP11. Engineering Structure

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

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

P5b. Description of Photo:(View date,, accession #) N/A

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

Circa 1870, modified 1880, 1890s, 1950s, others unknown.

*P7. Owner and Address:

City of Placerville

1303 Center Street

Placerville, CA 95667

*P8. Recorded by: (Name, affiliation and address)

Cindy Baker

PAR Environmental Services, Inc.

1906 21st St

Sacramento, CA 95811

*P9. Date Recorded: 2-9-2016

*P10. Survey Type: (Describe)

Reconnaissance

SEE CONTINUATION SHEET.

*P11. Report Citation: (Cite survey report and other sources, or enter "None")

Baker, Cindy 2017 Historical Resources Evaluation Report – Clay Street Realignment and Bridge (25C-0117) Replacement Project, Placerville, El Dorado County, California. Prepared by PAR Environmental Services, Inc., Sacramento.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List)

DPR 523A (1/95)

*Required Information

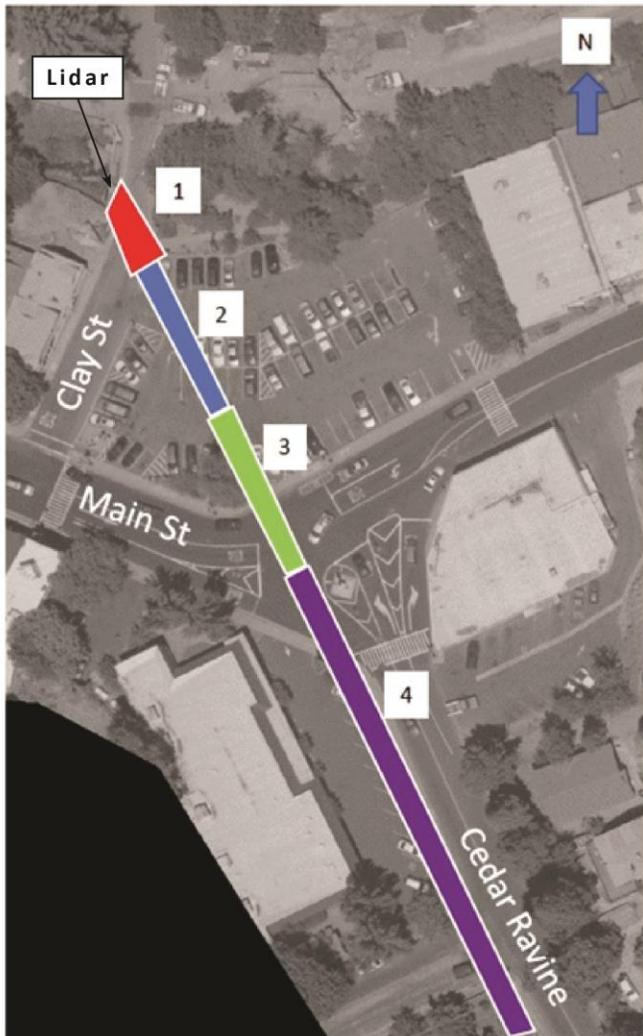
Page 2 of 5 *Resource Name or #: (Assigned by recorder) Cedar Ravine Culvert
 *Recorded by: PAR Environmental Services, Inc. *Date 2/9/2016 Continuation Update

P2d. Location (continued): UTM – 691600 mE/4288927 mN (southwestern end)

*P3a. Description (continued): In 2003 and 2004, the City of Placerville added a concrete base to the corrugated metal portion of the culvert as it had rusted out.

P5a. Photographs (continued):

Cedar Ravine Culvert Description



1 – Outlet at creek; consists of concrete arch-shaped cover that is integral with bridge abutment.



2 – 66-inch diameter corrugated metal pipe



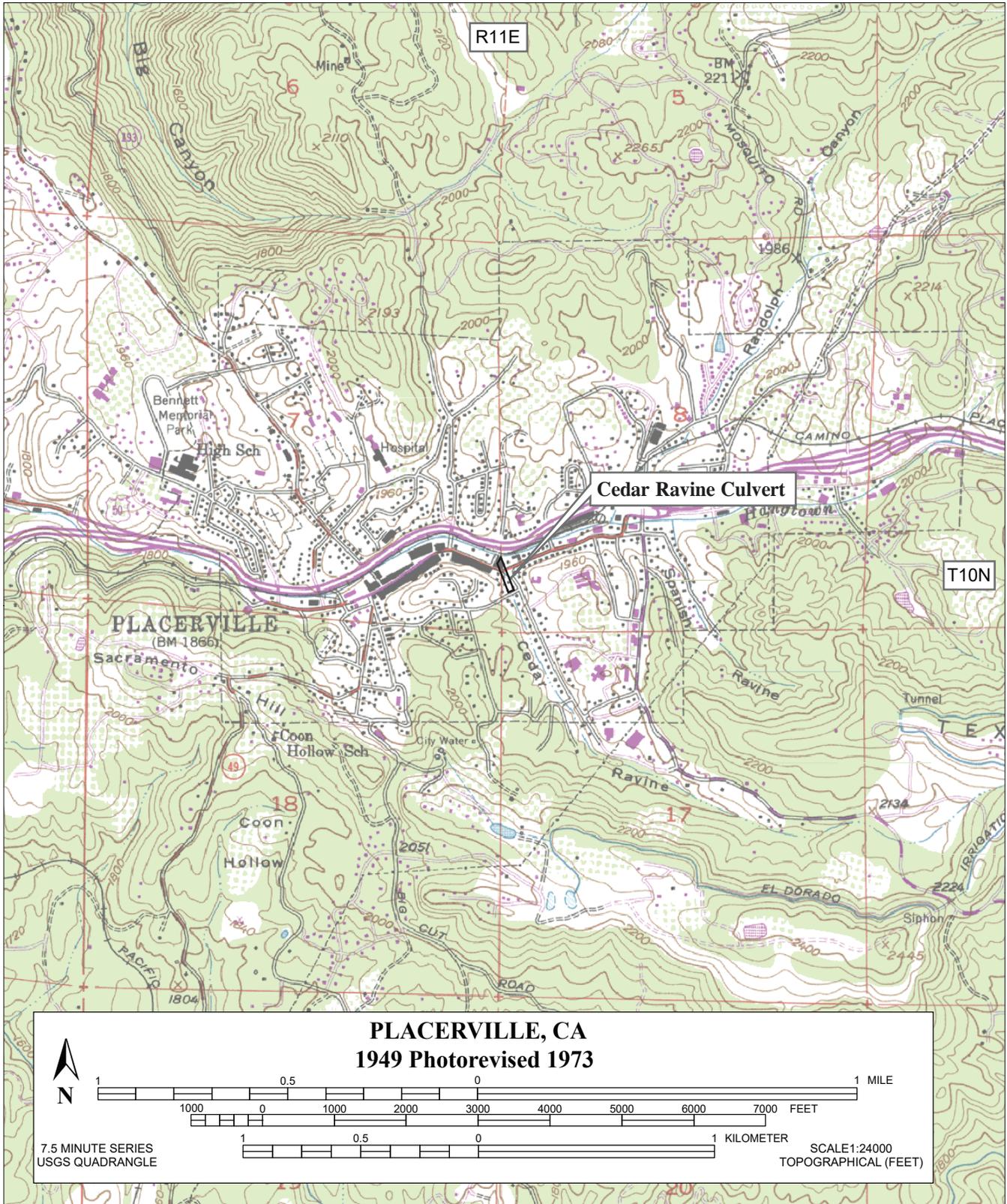
3 – Concrete box shape; board-formed concrete walls and smooth concrete roof



4 – Concrete walls with corrugated metal decking for roof



Underground portions of Cedar Ravine Culvert



*NRHP Status Code 6Z

Page 4 of 5 *Resource Name or #: (Assigned by recorder) Cedar Ravine Culvert

B1. Historic Name: Cedar Ravine Mining Ditch

B2. Common Name: Cedar Ravine Ditch

B3. Original Use: Drainage B4. Present Use: Drainage

*B5. Architectural Style: Industrial

*B6. Construction History: (Construction date, alterations, and date of alterations)
 This culvert is the undergrounded remnant of a mining drainage ditch, likely established in the 1870s. Undergrounding had begun by the 1880s and continued in the 1890s, and long into the twentieth century. Today it consists of a combination of corrugated metal pipe and reinforced concrete box culvert.

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

*B8. Related Features: None

B9a. Architect: Unknown b. Builder Unknown

*B10. Significance: Theme Infrastructure Area El Dorado County

Period of Significance N/A Property Type Culvert Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity).

There is a drainage along the west side of Cedar Ravine Road in the City of Placerville that is the remnant of a combination of a natural drainage and one of the numerous mining ditches that drained to Hangtown Creek. Known as Old Dry Diggins, Placerville was filled with small claims and mines, as well as ditches. A town grew at the site, which was the crossroads of what would eventually become two major transportation corridors during the California Gold Rush, eventually known as Highway 49 and Highway 50, becoming a supply hub for the region. After a civil action and hanging in 1849, the name of the town (and the creek that ran through it) was changed to Hangtown. By 1854, Hangtown had become the third largest town in California, surpassed only by San Francisco and Sacramento. As the population grew, the name became a contentious choice and a more refined "Placerville" was suggested as early as 1850. This became the official name when the City was incorporated in 1854. In 1857, it became the county seat of El Dorado County (Hoover et al 1999; Placerville, City of 2016). Cedar Ravine, one mile south of Placerville, was active in the 1860s and as late as the 1890s as a mining area (Tremaine and Associates 2010). While originally above ground, today nearly all of the ditch today is underground and conveyed through a combination of corrugated metal pipe and concrete box culvert.

This process of undergrounding the drainage began early, as early as the 1880s, and continued into the modern era. The City of Placerville also made changes in 2003 and 2004 when they added a concrete bottom to the corrugated metal pipe section because it had rusted through. Today the outlet at Hangtown Creek consists of a concrete arch-shaped cover that is part of the Clay Street Bridge abutment. Another section under the Ivy House parking lot consists of 66-inch-diameter corrugated metal pipe that appears to be modern. Midway in the parking lot, the corrugated pipe section is joined to a board-formed concrete box culvert section. This section continues under Main Street to the middle of the Main Street and Cedar Ravine intersection. At that point, the culvert consists of a concrete box form with corrugated metal decking for its roof. This continues a significant distance southeast on Cedar Ravine. All of these segments were City improvements made after the historic mining period. In addition, there are numerous utilities crossing the culvert contained within smaller conduits and pipes punched through the walls of the culvert (City of Placerville 2017).

The Cedar Ravine Culvert is not individually eligible as an historical resource or property. It is a remnant of a mining drainage likely following a natural drainage and enhanced in the 1870s. It carried drainage water away from mines one mile south of Placerville to Hangtown Creek. The ditch was modified repeatedly with the addition of crossings and underground sections so that today all of the ditch is confined to a culvert in the APE. The culvert is one of numerous drainages dating from the mining era in Placerville and, lacking association with any significant event, movement, era or person noted in state or local history, is not eligible under criteria A or B. As a ditch later undergrounded in piping and concrete box culvert, it does not represent a particular type construction found in the Motherlode and elsewhere in the early twentieth century. Similar culverts are present throughout Placerville and the county. The culvert was modified in 2003 and 2004 with the addition of concrete placed in the bottom of the corrugated metal pipe sections. As a result, it is not significant under Criterion C. Criterion D relates to resources that have yielded or may yield information important to our understanding of history or prehistory. The culvert is of common design and has been modified greatly over time. It can be traced on historic maps, so its route is well understood. As a result, the culvert is not significant under Criterion D.

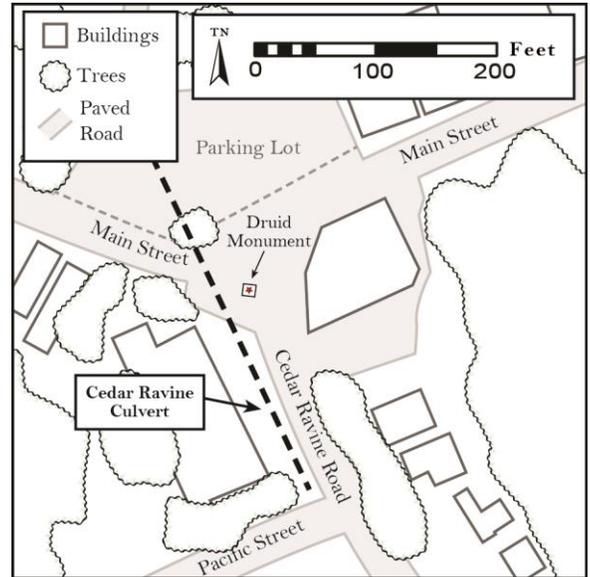
B11. Additional Resource Attributes: (List attributes and codes) N/A
***NRHP Status Code** 6Z

Page 5 of 5 ***Resource Name or #:** (Assigned by recorder) Cedar Ravine Culvert

B13. Remarks: None

***B14. Evaluator:** Cindy Baker, PAR Environmental Services, Inc.
1906 21st Street, Sacramento, California
Date of Evaluation: 2-9-2016

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

ATTACHMENT C

Correspondence



PAR Environmental Services, Inc.

Cultural ♦ Environmental Planning

Street Address: 1906 21st Street, Sacramento, CA 95811

Mailing Address: P.O. Box 160756, Sacramento, CA 95816-0756

Phone: 916-739-8356

RECORD OF CONVERSATION

Date: January 8, 2016

With: Rodi Lee, El Dorado County Historian

Phone:

CC:

By: Cindy Baker, PAR Environmental Services, Inc.

Subject: *Clay Street/Druid Monument*

I called Rodi Lee and asked her about the project. She said she would check with other historians and historical society members to find out if they had information or concerns with regard to the project to move the Druid monument and modify or remove the bridge.

Rodi suggested I come in to visit their archives as she said the monument was very well known in town and a regular subject of research. The bridge is less well known. And she knew nothing off-hand about the ditch, but said she would look for materials related to all three when I could come in for research at the county archives.

Cindy Baker



PAR Environmental Services, Inc.

Cultural ♦ Environmental Planning

Street Address: 1906 21st Street, Sacramento, CA 95811

Mailing Address: P.O. Box 160756, Sacramento, CA 95816-0756

Phone: 916-739-8356

RECORD OF CONVERSATION

Date: January 8, 2016

With: Rodi Lee, El Dorado County Historian and Carol Sexton

Phone: N/A email

CC:

By: Cindy Baker, PAR Environmental Services, Inc.

Subject: *Clay Street/Druid Monument*

Rodi Lee forwarded an email she received from Carol Sexton regarding the Druid Monument in Placerville. Text is provided below:

From: carol sexton [<mailto:ecskelsey@yahoo.com>] **Sent:** Friday, January 8, 2016 10:08 AM

To: Rodi Lee <rodi1918@gmail.com> **Subject:** Re: Druid monument in Placerville

From A Glimpse of El Dorado:

..."pioneer Frederick Sieg. He had been lucky at mining on Cedar Ravine... Through his efforts the first Druid Lodge in California was instituted on May 6, 1859.... On September 5, 1926, the monument at Cedar Ravine and Main Street was erected as a memorial to Sieg and presented to the city by the Druids of California, the Grand Circle and Grand Grove of Druids celebrated their California Centennial here in Placerville." (Note: at one time there was a water fountain at its base)

In 2009, the Druids held a 150th celebration here and placed a plaque on Sieg's grave in Union Cemetery. They are members of the Heritage Association.

By coincidence, three current officials of the California Druids visited the Fountain Tallman yesterday -- one being the Grove historian. They were examining the certificate that is on display upstairs at the F.T.

The Clay Street bridge

:

I have a clipping somewhere about when the bridge was being built, but don't remember the date -- 1930s, I think. Clay Street did not extend past Coleman and would probably have been mostly to connect with Union Street (pre-highway) which ran on the north side of Hangtown Creek.

Early on, Cedar Creek running down Cedar Ravine, fed directly into Hangtown Creek. On the 1872 city map, it shows a sort of bridge across Main Street where it ran from the ravine into Hangtown Creek. The culverts were probably installed to transport water under Main Street, but I don't know when. A portion of the Ivy House parking lot collapsed -- I think in the 1980s, so they probably did some work at that time.



PAR Environmental Services, Inc.

Cultural ♦ Environmental Planning

Street Address: 1906 21st Street, Sacramento, CA 95811
Mailing Address: P.O. Box 160756, Sacramento, CA 95816-0756
Phone: 916-739-8356

RECORD OF CONVERSATION

Date: February, 4 2016
With: Rodi Lee, El Dorado County Historian
Phone: N/A (Personal visit)
CC:
By: Cindy Baker, PAR Environmental Services, Inc.

Subject: *Clay Street/Druid Monument*

I talked to Rodi Lee while doing research on the resources along Clay Street, specifically the bridge, monument and ditch. She said that the monument is well known and considered an important historic resource in Placerville and removing or moving it would change the feeling of that area. She also said that the bridge is one, if not the only, remaining original bridge in that area and that bridges are historic cultural resources. The ditch was one she was only slightly familiar and she said had been changed repeatedly by placing sections underground. She had that, while it was rooted in gold mining, it had little significance as an historic resource. She mentioned there were many historic buildings in that area as well.

She said the Druids had a long history in Placerville and still come today.

Cindy Baker

From: folsomite <folsomite@aol.com>

To: edchistoryalsociety <edchistoryalsociety@gmail.com>; fountainandtallmanmuseum
<fountainandtallmanmuseum@gmail.com>

Subject: Clay Street Bridge question

Date: Mon, Apr 25, 2016 12:04 pm

Dear El Dorado County Historical Society and Fountain & Tallman Museum personnel,

We are currently conducting historical research in preparation for the Clay Street Realignment and Bridge Replacement project for the City of Placerville. We previously contacted the staff and historian Rodi Lee at the El Dorado County Museum adjacent to the El Dorado County Fair Grounds requesting input on any historical resources that might be effected by this project. We have identified a number of resources within the Area of Potential Effects for the proposed work.

These include the following:

the Druid Monument in the intersection of Cedar Ravine and Main Street,
the Clay Street Bridge,
3022 Clay Street (Melter's Sandwich Shop) and
585 Main Street (next door to the sandwich shop),
601 Main Street (Blue Ribbon Personnel Service) and 610 Main Street (C & H Motor Parts).

Additionally, we are uncertain of the age of 596 Main Street (Inter-County Title Company building), but believe it to be less than 50 years of age.

We have prepared an historic context on the monument and the bridge, but would appreciate any information or concerns you may have about these resources. Also, if you have any additional information about the date of construction or other historical information for the other buildings, that would be appreciated.

Thank you,

Cindy Baker

Cindy Baker

PAR Environmental Services, Inc.

1906 21st Street

Sacramento, CA

916-739-8356



PAR Environmental Services, Inc.

Cultural ♦ Environmental Planning

Street Address: 1906 21st Street, Sacramento, CA 95811

Mailing Address: P.O. Box 160756, Sacramento, CA 95816-0756

Phone: 916-739-8356

RECORD OF CONVERSATION

Date: May 2, 2016 (responding to earlier voice mail)

With: Kris Payne, El Dorado County Historical Society, President

Phone: 530-626-6474

CC:

By: Cindy Baker, PAR Environmental Services, Inc.

Subject: Clay Street Project

Kris returned my previous call. He said they were confused because they had already responded with data collection requests from the round-about project. I told him that was a different firm and that I had previously spoken staff and historians with the El Dorado County Museum and their group, as well as some members of the historical society, but wanted to do formal consultation with him as president. He told me that they had established Doug Walker as the Committee Chair who deals with similar requests from groups like ours.

Kris said he believes the bridge is significant and a cultural historic resource in Placerville, although not enough to be considered eligible for the NRHP. He said it adds to the historic feeling in that area along the ravine and is important as one of the last (if not THE last) example of that kind of bridge along the historic creek in Placerville.

He asked about mitigations that are common for the loss of a bridge like that, saying that he understands from an engineering point of view why the bridge has outlived its life as a functioning bridge. I told him my task was to identify historic resources and that the next phase, the FOE, would discuss possible mitigations and I did not know who would be writing the FOE.

He said he would like to see a mitigation that combined the park adjacent to the bridge as a way to promote local history that would be lost by the removal of the bridge and also to see historic elements in whatever new bridge was created.



PAR Environmental Services, Inc.

Cultural ♦ Environmental Planning

Street Address: 1906 21st Street, Sacramento, CA 95811

Mailing Address: P.O. Box 160756, Sacramento, CA 95816-0756

Phone: 916-739-8356

RECORD OF CONVERSATION

Date: November 5, 2016

With: Leslie Lewis, Operations Manager, Grand Grove of Druids

Phone: 510-724-6445

CC:

By: Cindy Baker, PAR Environmental Services, Inc.

Subject: *Clay Street/Druid Monument*

I returned a call from Leslie Lewis concerning someone in Placerville who wanted to contact PAR about the project. I asked Ms. Lewis to refer her to the City of Placerville and that the City would be contacting her soon.

Ms. Lewis and I discussed the history of the monument. She said that in the past, the Druids had very large pilgrimages to Placerville for the purposes of visiting the monument and Sieg's headstone. She stated that in the past when she would attending with her mother, there would be as many as 400 Druids in attendance and that they would need to hire the local police in order to close traffic so they could march in the street.

Cindy Baker

From: Katy Webster <kwebster@cityofplacerville.org>
To: Katy Webster <kwebster@cityofplacerville.org>
Cc: Rebecca Neves <rneves@cityofplacerville.org>
Subject: City of Placerville - Clay Street Realignment and Bridge Replacement Project
Date: Tue, Nov 15, 2016 5:01 pm
Attachments: Location Map - Area of Potential Effect.pdf (2988K)

Dear Interested Party,

The City of Placerville is currently consulting with interested parties under Section 106 of the National Historic Preservation Act for the Clay Street Realignment and Bridge Replacement Project in Placerville, El Dorado County, CA. The project area is mostly paved and the previous survey recorded one historic resource and no prehistoric resources (please see attached location map). This undertaking will replace the existing Clay Street Bridge originally constructed in the 1920's over Hangtown Creek. The new bridge structure will realign Clay Street to allow for bridge conform at existing adjacent grades and structures, construction of intersection improvements, and relocation of various utility lines. Most of these activities will occur within or near the immediate vicinity of the current Ivy House Parking Lot and adjacent streets.

We are currently conducting cultural resources investigations in preparation for the Clay Street Realignment and Bridge Replacement Project in the City of Placerville and are requesting input on any historical resources that might be affected by this project and focusing on resources within the Area of Potential Effects for the proposed work (please see attached location map, this request is also located on the City's website at: <https://www.cityofplacerville.org/clay-street-realignment>). Items under consideration and investigation include the Druid Monument, the existing Clay Street Bridge and the Cedar Ravine Culvert.

Your response is requested by Thursday, December 15th, 2016. Please include your name, mailing address and phone number in your response. Responses can be sent to me via email at kwebster@cityofplacerville.org or by mail to:

Attn: Katy Webster
City of Placerville
Engineering Division
3101 Center Street
Placerville, CA 95667

Thank you for your interest in this project, we look forward to your input.

Regards,

Katy Webster, PE
Associate Civil Engineer
City of Placerville
Phone: (530) 642-5557
kwebster@cityofplacerville.org

the monument is still located within the intersection of Main Street and Cedar Ravine Road, which was the original intent.

Thanks,

Stacey Alliguie, PE | Senior Bridge Engineer | Drake Haglan & Associates
11060 White Rock Road, Suite 200 | Rancho Cordova, CA 95670 | Main Office: 916.363.4210
Direct Dial: 916.822.3952 | Fax: 916.363.4230 | Email: salliguie@drakehaglan.com

The Druids...

Katy Webster

Associate Civil Engineer
City of Placerville
Phone: (530) 642-5557
kreieron@cityofplacerville.org

----- Forwarded message -----

From: **John Rainwater** <rainwaterengineering@gmail.com>
Date: Thu, Mar 3, 2016 at 11:20 AM
Subject: Re: City of Placerville - Druid monument approval email
To: Rebecca Neves <rneves@cityofplacerville.org>, Henry Baker <henry.baker@outlook.com>, John Clerici <jlfclerici@gmail.com>, John Zeni <zenijohn@yahoo.com>, William Koenig <uaodgrandgroveca@sbcglobal.net>
Cc: Katy Reieron <kreieron@cityofplacerville.org>, "John Rainwater, Sr." <john@rainwaterengineering.com>

Hi Katy & Rebecca,

I have included others that we have spoke regarding your project.

It was very nice seeing all of you last night. We are happy that you have included us in the process. I wanted to also send this response to your consulting project manager. We had a long talk with him last night. We also spent some time talking with others that attended and at the museum in Placerville. On the way home Henry, John Zeni and myself discussed all of the options. Obviously, we want the monument to remain centrally located. We also would like it to be accessible to the Druids and the citizens of Placerville. Or to visitors to your wonderful town. We were brainstorming ideas with your consultant, I cannot remember his name sorry, about keeping the monument in the intersection so that it can be seen from all directions. This seemed to be the biggest concern for the folks that are worried about the history of the monument in the town. If it were moved minimally to accommodate moving traffic all to one side of the monument and redo the steps to the monument to protect it and have steps that coincide with pedestrian traffic from sidewalk to crosswalk and back to sidewalk, walking through the monument pedestal, it would be a most useful solution to the major problems with the intersection design. I also suggested to him that the water fountains could be brought back if a valve assembly were used that kept the water below ground, like they do in the Midwest. This would eliminate the job of shutting off the water in the cold weather. The valve is below ground and it drains down in between

uses. I think you could help sell the improvements if you could bring back this element of the original design.

I do not wish to stick my nose into your other problems, but I would like to help. 🙏 The traffic issue in the historic residential area across the creek is what I am referring. Bear in mind, I have never been there so you can dismiss anything that I tell you and will not hurt my feelings. The attorney that spoke was, I think, very informed and he lived in the area in question. I do not think that your traffic in these areas will increase appreciably. I think, like he said, it is the locals shooting through the residential area and they will continue to do so. But, I think you can address this problem simply and give the residents an answer that shows them that you are considering their problems in your solutions. We have used these solutions in Sonoma County and it will not even cost very much. Place barriers to the through traffic on the streets in question and as the attorney said enforce the traffic laws. You can place stop signs or speed signs to slow down the through traffic and make it less useful to through traffic (and enforce the laws). I am against speed bumps, or humps, but I will mention them just to be complete. You can limit through traffic with signage or even block a through-way except for EVA. I think the residents would feel heard, if you included design element(s) that could directly affect their issues. I did not feel it was my place to speak last night about design elements not affecting the monument. I thought it would be more useful to you to do it privately and allow you to bring whatever elements you wish in a more constructive manner. Thanks again for letting us participate.

John Rainwater, PE
Rainwater Engineering
CPESC, CPSWQ
QSD, QSP
707-217-3773

On Thu, Mar 3, 2016 at 9:16 AM, Rebecca Neves <rneves@cityofplacerville.org> wrote:

Good Morning John,

Just to clarify, when the roundabout was planned for the project, it entailed relocating the Druid monument from its current location in the intersection to the center of the traffic circle. Our intent then, as it is now, is to relocate the monument out of harms way. The intersection configuration has obviously changed with the removal of the roundabout, however, at that time, Mr. Koenig wrote the email that Katy attached in support of the project.

Please feel free to contact either Katy or myself if you have any questions or concerns.

Thank you again for attending and participating in the public meeting last night. We loved having you there.

Best Regards,

Rebecca Neves, P.E., QSD/P
City Engineer

City of Placerville
3101 Center Street
Placerville, CA 95667
Ph: 530.642.5250
Fax: 530.642.5568
Email: rneves@cityofplacerville.org

On Thu, Mar 3, 2016 at 9:03 AM, Katy Reiersen <kreiersen@cityofplacerville.org> wrote:

Good Morning John,

I just wanted to thank you for attending the Clay Street Bridge Replacement Project last night. We appreciate your interest and input.

You had asked for a copy of the letter the City received from Mr. Koenig. I have attached the email we received to this email.

Thanks again, and please let me know if there is anything else I can help with.

Katy Webster
Associate Civil Engineer
City of Placerville
Phone: (530) 642-5557
kreiersen@cityofplacerville.org

--

From: Hupp, Jill L@DOT
Sent: Friday, January 05, 2018 8:00 AM
To: Machado, Lisa@DOT <Lisa.Machado@dot.ca.gov>
Cc: Kuzak, Christopher J@DOT <chris.kuzak@dot.ca.gov>
Subject: RE: Assumption of Eligibility for Clay Street Bridge (BRLOCM 5015(011))

Hi Lisa,

CSO approves the assumption of eligibility for [the property or properties] for purposes of the project, pursuant to Stipulation VIII.C.4 of the 2014 PA.

Jill Hupp
Built Environment Preservation Services Branch Chief
Cultural Studies Office MS 27
Caltrans Division of Environmental Analysis
ph: [916-653-1029](tel:916-653-1029)
How did we do? Help us serve you better! Caltrans Environmental Analysis Customer Service Survey Link:
<https://www.surveymonkey.com/r/CTEnvironmentalAnalysisSurvey>

From: Machado, Lisa@DOT
Sent: Thursday, January 04, 2018 4:04 PM
To: Hupp, Jill L@DOT <jill.hupp@dot.ca.gov>
Cc: Kuzak, Christopher J@DOT <chris.kuzak@dot.ca.gov>
Subject: Assumption of Eligibility for Clay Street Bridge (BRLOCM 5015(011))

Good afternoon Jill,

This is a follow-up email to your recent phone call with Chris Kuzak regarding the Clay Street Bridge Project, BRLOCM 5015(011). I would like to request a formal assumption of eligibility from CSO under PA Stipulation VIII.C.4 for the Ivy House site under Criterion D. Although the building is no longer extant, an Extended Phase I test excavation in 2010 identified historic materials at this site dating to the early twentieth century. Because the site is currently under a paved parking lot, access is difficult to assess the site's eligibility for the National Register. We intend to address the adverse effects to this assumed eligible resource by performing data recovery as part of a Memorandum of Agreement that is already being prepared for this project to address affects to the Druid Monument. Please let me know if you need any additional information to approve this assumption of eligibility.

Thank you for your time,

Lisa Machado, M.A.
Associate Environmental Planner (Archaeology)
California Department of Transportation, District 3
703 B Street, Marysville, CA 95901
[\(530\) 741-4450](tel:530-741-4450)
Fax: [\(530\) 741-4457](tel:530-741-4457)

FAX TO: 530-741-4111

ATTN: Darlene Wulff & Martin Villanueva

December 21, 2017

Pierre Rivas
Development Services Director
City of Placerville
3101 Center Street
Placerville, CA 95667

Tammy Massengale
Office Chief, GNEIS
California Department of Transportation
Division of Environmental Analysis
1120 N Street, MS 27
Sacramento, CA 95814

Subject: Request for Section 106 Consulting Party Status for Clay Street Bridge Replacement and Realignment Project

Dear Mr. Rivas and Ms. Massengale,

I am writing to request Section 106 Consulting Party Status for Clay Street Bridge Replacement and Realignment Project that was initiated in 2014. Under Section 106 of the National Historic Preservation Act (NHPA), citizens have a voice when actions will affect properties that are nationally significant. I am making this request as an individual and also on behalf of two groups that are in the process of forming – *Friends of Clay Street* – and *Citizens for California Gold Rush National Historic Park*. I am also making this request as an applicant for the currently defunct City of Placerville Historic Preservation Committee. I was made aware of the need for applicants to serve on this committee during visits to the City's administrative offices when I was purchasing a home in 2014-2015.

My background includes over 20 years of employment with the National Park Service, including work in cultural resources management at Mount Rushmore National Memorial as the Museum and Archives Manager. Through this experience, I am familiar with many approaches to historic preservation, many kinds of historic sites, and the process of forming new parks.

I have been a homeowner on Clay Street since March 2015. One of the reasons I purchased this property was its close proximity to the historic resources of downtown Placerville. I am continuing to learn about the history of Placerville, but it is clear that the Druids Monument, the building that houses Cosmic Café, Hangtown Creek, the Clay Street Bridge, the Ivy House site, nearby mines, canals and many other sites on Main Street and vicinity are part of a story that stem from the California Gold Rush, an event that is nationally and perhaps even internationally significant. Given the magnitude of the event, there is great potential for partnerships to establish a National Historic Park which I think the City of Placerville and the State of California will find compelling.

Thank you for considering my request for consulting party status under NHPA Section 106. Please also consider me as a regular interested party for the duration of the planning process on this project. I would like to be notified of any planning or funding updates, any opportunities for public involvement or public comment, and also to be notified when public information is released, including environmental documents or other reports.

Sincerely,



Jennifer Chapman /s/ -- original signed copies provided by first class mail and in person delivery

Jennifer Chapman
2701 Clay Street
Placerville CA 95667
jenchapman415@gmail.com
415-419-4846

cc: (via email)

Rebecca Neves - rneves@cityofplacerville.org
Darlene Wulff - darlene.wulff@dot.ca.gov
Martin Villanueva - martin.villanueva@dot.ca.gov

RECEIVED

JAN 05 2018

CITY OF PLACERVILLE
FINANCE DEPARTMENT

January 4, 2018

TO: Pierre Rivas
Development Services Director
City of Placerville

Tammy Massengale
Office Chief, GNEIS
California Department of Transportation
Division of Environmental Analysis

RE: Area of Potential Effects - Clay Street Bridge Replacement and Realignment Project /
CIP 40617 / Federal Project No. BRCML O-5015 (011)

We, the Friends of Historic Hangtown, have reviewed the Area of Potential Effects (APE) Map on the City's website which is attached to the Section 106 Solicitation letter on the City's website, and are concerned that the impacts to our historic and cultural resources will not be fully addressed given the current APE boundary.

Examples of negative impacts that would not be addressed include but are not limited to:

- Several historic masonry structures in the vicinity of the currently defined APE could be damaged by vibrations associated with construction activities such as the John Pearson Soda Works building which is on the National Register of Historic Places.
- The extent of the streambank of Hangtown Creek that will be affected is not entirely within the APE as it is currently defined. It is well known that historic privies lined the banks of Hangtown Creek and are a frequent source of artifacts.
- A much larger area of historic character and cultural landscape will be impacted by the incompatible aesthetics of a modern, capacity-increasing project with a busy 4-way intersection, increased traffic, and a bridge of much larger proportion than is suitable for a historic district.
- The routing of bicycles from the El Dorado Trail down Main Street will add to congestion and the need for bike racks which will impact the historic character of Main Street. This impact will extend all the way to the Buttercup Pantry. *(Note: This trail element of the project was bifurcated from the original project in conflict with the standing court order.)*

Therefore, we request that the APE boundaries be expanded at a minimum to a circle encompassing the intersections of Bedford & Hwy 50; Lincoln & Clay; Locust & Main; Cedar Ravine & Thompson.

We are also formally requesting to be a Section 106 Consulting Party under the National Historic Preservation Act. Please be sure to notify us of all releases of information, documents, meeting dates, public comment opportunities, etc. as the project goes forward.

Please direct all correspondence to: Friends of Historic Hangtown
Attn: Sue Taylor, Coordinator
P.O. Box 1924
Placerville CA 95667
sue-taylor@comcast.net

Also, in the name of transparency, we are requesting the City enhance the visibility of this high interest project on the City's website and expand the information available to include the Notice of Preparation and all other public documents.

Finally, please ensure this letter is entered into the official public record for the Clay Street Bridge Replacement and Realignment Project / CIP 40617 / Federal Project No. BRCML O-5015 (011) .

Best regards,

A handwritten signature in cursive script that reads "Sue Taylor".

SUE TAYLOR / for
Friends of Historic Hangtown

ATTACHMENT D

California Historic Bridge Inventory Sheet – Bridge 25C-0117

Historical Significance - Local Agency Bridges

El Dorado County

Bridge Number	District	Structure Name	Location	Historical Significance	Year Built	Year Wid/Ext
25C0072	03	DUTCH CREEK	0.46 MI S OF MT MURPHY RD	5 Not eligible for NRHP	1927	
25C0073	03	TRAVERSE CREEK	1.1 MI S/E GEORGETOWN RD	5 Not eligible for NRHP	1925	
25C0074	03	BEAR CREEK	0.9 MI SE/O TRAVERS CR RD	5 Not eligible for NRHP	1958	
25C0075	03	RINGOLD CREEK	AT QUARRY RD	5 Not eligible for NRHP	1950	
25C0076	03	WEBER CREEK	1.2 MI N/O PLEASANT V RD	5 Not eligible for NRHP	1922	
25C0077	03	E.I.D. CANAL	0.7 MI N/O PONY EXP TRAIL	5 Not eligible for NRHP	1935	
25C0078	03	CANYON CREEK	1.0 MI N/O WENTWORTH S RD	5 Not eligible for NRHP	1940	1994
25C0079	03	CLEAR CREEK	0.25 MI E OF SLY PARK RD	5 Not eligible for NRHP	1957	
25C0080	03	CLEAR CREEK	1.82 MI E OF SLY PARK RD	5 Not eligible for NRHP	1940	1987
25C0081	03	E.I.D. CANAL	CARSON ROAD	5 Not eligible for NRHP	1945	
25C0082	03	GLEN ALPINE CREEK	100' N OF GLEN ALPINE RD	5 Not eligible for NRHP	1966	
25C0083	03	FRENCH CREEK	6 MI S OF MOTHER LODE D	5 Not eligible for NRHP	1930	
25C0084	03	IRISH CREEK	1.5 mi NW of S.R. 193.	5 Not eligible for NRHP	1997	
25C0085	03	JOHNTOWN CREEK	3.5 MI NE OF S.R. 193	5 Not eligible for NRHP	1928	
25C0087	03	SLATE CREEK	0.5 MI N OF MOTHER LODE R	5 Not eligible for NRHP	1925	
25C0088	03	WEBER CREEK	0.7 MI W PLACERVILLE DR	5 Not eligible for NRHP	1926	
25C0089	03	GEORGETOWN CREEK	0.9 MI S OF S.R. 193	5 Not eligible for NRHP	1931	
25C0090	03	STEELY FORK COSUMNES RIV	7.0 MI E OF MT AUKUM RD	5 Not eligible for NRHP	1936	
25C0091	03	NORTH FORK COSUMNES RIV	1.3 MI E MT AUKUM RD	5 Not eligible for NRHP	1936	
25C0092	03	PG&E CANAL	0.8 MI SE OF SR50	5 Not eligible for NRHP	1940	
25C0093	03	SOUTH FORK RUBICON RIVER	23.6 MI FROM SR 50	5 Not eligible for NRHP	1964	
25C0095	03	NEW YORK CREEK	0.2 MI E SALMON FALLS RD	5 Not eligible for NRHP	1932	
25C0096	03	SQUAW HOLLOW CREEK	0.6 MI S PLEASANT VALY RD	5 Not eligible for NRHP	1945	
25C0097	03	PERRY CREEK	0.2 MI E/O MT AUKUM RD	5 Not eligible for NRHP	1930	
25C0099	03	ROCK CREEK	5.5 MI NE OF S.R. 193	2 Br eligible for NRHP	1936	
25C0100	03	NORTH FORK COSUMNES RIV	0.1 MI E/O SR 49	5 Not eligible for NRHP	1985	
25C0101	03	SOUTH FORK AMERICAN RIV	0.1 MI S/O U.S. 50	5 Not eligible for NRHP	1988	
25C0102	03	N FK COSUMNES RIV	4.0 MI N/O GRIZZILY FT RD	5 Not eligible for NRHP	1965	
25C0103	03	N FK COSUMNES RIVER	0.1 MI S OF HAPPY VALLEY	5 Not eligible for NRHP	1957	
25C0104	03	S FORK AMERICAN RIVER	0.1 MI SE/O SR 50	5 Not eligible for NRHP	1962	
25C0106	03	DRY CREEK	2 MI N/E SR 193	5 Not eligible for NRHP	1930	
25C0107	03	LOWER TRANSVERSE CREEK	2.54 MI E OF S.R. 193	5 Not eligible for NRHP	1930	
25C0108	03	S FK RUBICON RIV	1.1 MI W&N OF ICE HOUSE R	5 Not eligible for NRHP	1941	
25C0109	03	SMUD CANAL	1.5 MI W&N OF ICE HOUSE R	5 Not eligible for NRHP	1960	
25C0111	03	CARSON CREEK TRIBUTARY	0.8 MI W OF LATROBE RD	5 Not eligible for NRHP	1950	
25C0112	03	CARSON CREEK	1.1 MI E OF LATROBE RD	5 Not eligible for NRHP	1918	
25C0113	03	SOUTH FORK AMERICAN RIV	0.1 MI SE OF SR 50	5 Not eligible for NRHP	1953	
25C0115	03	MID FORK COSUMNES RIVER	2.0 MI S/O SOMERSET	5 Not eligible for NRHP	1924	
25C0116	03	WEBER CREEK	1.1 MI N/E MISSOURI FLAT	2 Br eligible for NRHP	1935	
25C0117	03	HANGTOWN CREEK	150' NORTH OF MAIN ST	5 Not eligible for NRHP	1940	
25C0118	03	HANGTOWN CREEK	0.1 MI E PLACERVILLE DR	5 Not eligible for NRHP	1950	
25C0119	03	JENKINSON LAKE SPILLWAY	0.9 MI E SLY PARK RD	5 Not eligible for NRHP	1954	
25C0120	03	VENICE BRIDGE (WIER)	LUCERN WAY & CHRISTIE DR	5 Not eligible for NRHP	1967	
25C0122	03	DEER CREEK	0.3 M EAST OF CAMBRIDGE	5 Not eligible for NRHP	1918	
25C0123	03	ALLEGHENY CREEK	east of ED Hills Blvd.	5 Not eligible for NRHP	1998	



DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 25C0117
Facility Carried: CLAY ST
Location : 150 FEET NORTH OF MAIN S
City : PLACERVILLE
Inspection Date : 07/15/2014

Bridge Inspection Report

Inspection Type
Routine FC Underwater Special Other

STRUCTURE NAME: HANGTOWN CREEK

CONSTRUCTION INFORMATION

Year Built : 1940 Skew (degrees): 99
Year Widened: N/A No. of Joints : 0
Length (m) : 9.8 No. of Hinges : 0

Structure Description: RC filled spandrel arch on spread footings.

Span Configuration : 6.7m, 4.6m

SAFE LOAD CAPACITY AND RATINGS

Design Live Load: UNKNOWN
Inventory Rating: RF=0.53 =>17.2 metric tons Calculation Method: FIELD EVAL/ENG JUDGMENT
Operating Rating: RF=0.88 =>28.5 metric tons Calculation Method: FIELD EVAL/ENG JUDGMENT
Permit Rating : OOOOO
Posting Load : Type 3: Legal Type 3S2: Legal Type 3-3: Legal

DESCRIPTION ON STRUCTURE

Deck X-Section: 0.24m r, 5.2m, 0.24m r

Total Width: 5.8 m Net Width: 5.2 m No. of Lanes: 1 Speed: 25 mph

Min. Vertical Clearance: Unimpaired

Rail Code: ONNN

Rail Type	Location	Length (ft)	Rail Modifications
Misc.	Right/Left	72	
Concrete			

DESCRIPTION UNDER STRUCTURE

Channel Description: Rocky.

NOTICE

The bridge inspection condition assessment used for this inspection is based on the American Association of State Highway and Transportation Officials (AASHTO) Bridge Element Inspection Manual 2013 as defined in Moving Ahead for Progress in the 21st Century (MAP-21) federal law. The new element inspection methodology may result in changes to related condition and appraisal ratings on the bridge without significant physical changes at the bridge.

INSPECTION COMMENTARY

SCOPE AND ACCESS

The maximum water depth was about 8 inches under Span 2. All elements were inspected.

SAFE LOAD CAPACITY

A Load Rating Summary Sheet dated 12/07/2012 is on file for this structure. While this report does not include a check of that analysis, it does verify that the structural conditions assumed in that rating have not changed significantly. The current rating has been assigned in accordance with SM&I procedures.

OPERATIONAL SIGNS

There are NARROW BRIDGE signs posted at both approaches.

ELEMENT INSPECTION RATINGS AND COMMENTARY										
Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State			
							St. 1	St. 2	St. 3	St. 4
144			Arch-RC	2	16	m	16	0	0	0
<hr/>										
Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State			
							St. 1	St. 2	St. 3	St. 4
210			Pier Wall-RC	2	7	m	7	0	0	0
(210)										
No significant defects were noted for the substructure elements.										
Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State			
							St. 1	St. 2	St. 3	St. 4
215			Abutment-RC	2	14	m	14	0	0	0
(215)										
No significant defects were noted for both abutments.										
Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State			
							St. 1	St. 2	St. 3	St. 4
256			Slope Protection	2	1	ea.	1	0	0	0
(256)										
The slope protection at the left side of Abutment 3 is undermined for 0.35 feet high, 1.5 feet inward. Based on a field comparison to the 01/2011 bridge inspection photos, this condition has not changed.										
Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State			
							St. 1	St. 2	St. 3	St. 4
331			Railing-RC	2	20	m	15	5	0	0
1080			Delamination/Spall/Patched Area	2	5		0	5	0	0
(331-1080)										
There is a spall on the right rail post near Abutment 1 with exposed rebar. Based on a field comparison to the 01/2011 bridge inspection photos, this condition has not changed.										
There is minor delamination on the top of the right rail at Abutment 3. Based on a field comparison to the 01/2011 bridge inspection photos, this condition has not changed.										
The top of the left concrete rail has spalled along 25% of the length. Based on a field comparison to the 07/2008 bridge inspection photos, this condition has not changed.										

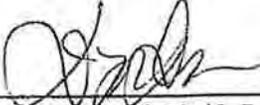
WORK RECOMMENDATIONS

RecDate: 01/13/2011
 Action : Railing-Repair
 Work By: LOCAL AGENCY
 Status : PROPOSED

EstCost:
 StrTarget: 2 YEARS
 DistTarget:
 EA:

Remove unsound concrete from the bridge rails, clean rebar, and patch the spalls.

Team Leader : Diana M. Delk
Report Author : Diana M. Delk
Inspected By : DM.Delk/RA.Snyder

 8/28/14
Diana M. Delk (Registered Civil Engineer) (Date)



STRUCTURE INVENTORY AND APPRAISAL REPORT

***** IDENTIFICATION *****

(1) STATE NAME- CALIFORNIA 069
 (8) STRUCTURE NUMBER 25C0117
 (5) INVENTORY ROUTE(ON/UNDER)- ON 15000000
 (2) HIGHWAY AGENCY DISTRICT 03
 (3) COUNTY CODE 017 (4) PLACE CODE 57540
 (6) FEATURE INTERSECTED- HANGTOWN CREEK
 (7) FACILITY CARRIED- CLAY ST
 (9) LOCATION- 150 FEET NORTH OF MAIN ST
 (11) MILEPOINT/KILOMETERSPOINT 0
 (12) BASE HIGHWAY NETWORK- NOT ON NET 0
 (13) LRS INVENTORY ROUTE & SUBROUTE
 (16) LATITUDE 38 DEG 43 MIN 45 SEC
 (17) LONGITUDE 120 DEG 47 MIN 47 SEC
 (98) BORDER BRIDGE STATE CODE % SHARE %
 (99) BORDER BRIDGE STRUCTURE NUMBER

***** STRUCTURE TYPE AND MATERIAL *****

(43) STRUCTURE TYPE MAIN:MATERIAL- CONCRETE
 TYPE- ARCH - DECK CODE 111
 (44) STRUCTURE TYPE APPR:MATERIAL- OTHER/NA
 TYPE- OTHER/NA CODE 000
 (45) NUMBER OF SPANS IN MAIN UNIT 2
 (46) NUMBER OF APPROACH SPANS 0
 (107) DECK STRUCTURE TYPE- NOT APPLICABLE CODE N
 (108) WEARING SURFACE / PROTECTIVE SYSTEM:
 A) TYPE OF WEARING SURFACE- NOT APPLICABLE CODE N
 B) TYPE OF MEMBRANE- NOT APPLICABLE CODE N
 C) TYPE OF DECK PROTECTION- NOT APPLICABLE CODE N

***** AGE AND SERVICE *****

(27) YEAR BUILT 1940
 (106) YEAR RECONSTRUCTED 0000
 (42) TYPE OF SERVICE: ON- HIGHWAY 1
 UNDER- WATERWAY 5
 (28) LANES:ON STRUCTURE 01 UNDER STRUCTURE 00
 (29) AVERAGE DAILY TRAFFIC 2100
 (30) YEAR OF ADT 2008 (109) TRUCK ADT 10 %
 (19) BYPASS, DETOUR LENGTH 2 KM

***** GEOMETRIC DATA *****

(48) LENGTH OF MAXIMUM SPAN 6.7 M
 (49) STRUCTURE LENGTH 9.8 M
 (50) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 0.0 M
 (51) BRIDGE ROADWAY WIDTH CURB TO CURB 5.2 M
 (52) DECK WIDTH OUT TO OUT 5.8 M
 (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 7.3 M
 (33) BRIDGE MEDIAN- NO MEDIAN 0
 (34) SKEW 99 DEG (35) STRUCTURE FLARED NO
 (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
 (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 5.2 M
 (53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M
 (54) MIN VERT UNDERCLEAR REF- NOT H/RR 0.00 M
 (55) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.0 M
 (56) MIN LAT UNDERCLEAR LT 0.0 M

***** NAVIGATION DATA *****

(38) NAVIGATION CONTROL- NO CONTROL CODE 0
 (111) PIER PROTECTION- CODE
 (39) NAVIGATION VERTICAL CLEARANCE 0.0 M
 (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR M
 (40) NAVIGATION HORIZONTAL CLEARANCE 0.0 M

SUFFICIENCY RATING = 65.6
 STATUS FUNCTIONALLY OBSOLETE
 HEALTH INDEX 98.9
 PAINT CONDITION INDEX = N/A
 ***** CLASSIFICATION ***** CODE
 (112) NBIS BRIDGE LENGTH- YES Y
 (104) HIGHWAY SYSTEM- NOT ON NHS 0
 (26) FUNCTIONAL CLASS- MINOR ARTERIAL URBAN 16
 (100) DEFENSE HIGHWAY- NOT STRAIGHT 0
 (101) PARALLEL STRUCTURE- NONE EXISTS N
 (102) DIRECTION OF TRAFFIC- 1 LANE, 2 WAY 3
 (103) TEMPORARY STRUCTURE-
 (105) FED.LANDS HWY- NOT APPLICABLE 0
 (110) DESIGNATED NATIONAL NETWORK - NOT ON NET 0
 (20) TOLL- ON FREE ROAD 3
 (21) MAINTAIN- CITY OR MUNICIPAL HIGHWAY AGENCY 04
 (22) OWNER- CITY OR MUNICIPAL HIGHWAY AGENCY 04
 (37) HISTORICAL SIGNIFICANCE- NOT ELIGIBLE 5

***** CONDITION ***** CODE

(58) DECK N
 (59) SUPERSTRUCTURE 8
 (60) SUBSTRUCTURE 8
 (61) CHANNEL & CHANNEL PROTECTION 6
 (62) CULVERTS N

***** LOAD RATING AND POSTING ***** CODE

(31) DESIGN LOAD- UNKNOWN 0
 (63) OPERATING RATING METHOD- FIELD EVAL/ENG JUD 0
 (64) OPERATING RATING- 28.5
 (65) INVENTORY RATING METHOD- FIELD EVAL/ENG JUD 0
 (66) INVENTORY RATING- 17.2
 (70) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5
 (41) STRUCTURE OPEN, POSTED OR CLOSED- A
 DESCRIPTION- OPEN, NO RESTRICTION

***** APPRAISAL ***** CODE

(67) STRUCTURAL EVALUATION 4
 (68) DECK GEOMETRY 2
 (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
 (71) WATER ADEQUACY 8
 (72) APPROACH ROADWAY ALIGNMENT 6
 (36) TRAFFIC SAFETY FEATURES 0NNN
 (113) SCOUR CRITICAL BRIDGES 0

***** PROPOSED IMPROVEMENTS *****

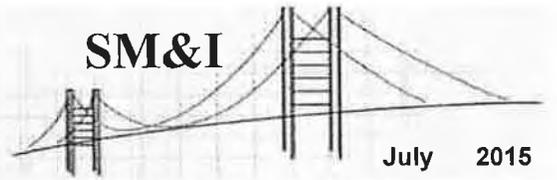
(75) TYPE OF WORK- MISC STRUCTURAL WORK CODE 38
 (76) LENGTH OF STRUCTURE IMPROVEMENT 9.8 M
 (94) BRIDGE IMPROVEMENT COST \$52,000
 (95) ROADWAY IMPROVEMENT COST \$10,400
 (96) TOTAL PROJECT COST \$87,360
 (97) YEAR OF IMPROVEMENT COST ESTIMATE 2010
 (114) FUTURE ADT 3692
 (115) YEAR OF FUTURE ADT 2034

***** INSPECTIONS *****

(90) INSPECTION DATE 07/14 (91) FREQUENCY 24 MO
 (92) CRITICAL FEATURE INSPECTION: (93) CFI DATE
 A) FRACTURE CRIT DETAIL- NO MO A)
 B) UNDERWATER INSP- NO MO B)
 C) OTHER SPECIAL INSP- NO MO C)



Structure Maintenance & Investigations



July 2015

Historical Significance - Local Agency Bridges

District 03

El Dorado County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
25C0075	RINGOLD CREEK	AT QUARRY RD	5. Bridge not eligible for NRHP	1950	1960
25C0076	WEBER CREEK	1.2 MI N/O PLEASANT V RD	5. Bridge not eligible for NRHP	1922	
25C0077	E.I.D. CANAL	0.7 MI N/O PONY EXP TRAIL	5. Bridge not eligible for NRHP	1935	
25C0078	CANYON CREEK	1.0 MI N/O WENTWORTH S RD	5. Bridge not eligible for NRHP	1940	1994
25C0079	CLEAR CREEK	0.25 MI E OF SLY PARK RD	5. Bridge not eligible for NRHP	1957	
25C0080	CLEAR CREEK	1.82 MI E OF SLY PARK RD	5. Bridge not eligible for NRHP	1940	1987
25C0081	E.I.D. CANAL	CARSON ROAD	5. Bridge not eligible for NRHP	1945	
25C0082	GLEN ALPINE CREEK	100' N OF GLEN ALPINE RD	5. Bridge not eligible for NRHP	1966	
25C0083	FRENCH CREEK	6 MI S OF MOTHER LODE D	5. Bridge not eligible for NRHP	1930	
25C0084	IRISH CREEK	1.5 mi NW of S.R. 193.	5. Bridge not eligible for NRHP	1997	
25C0085	JOHNTOWN CREEK	3.5 MI NE OF S.R. 193	5. Bridge not eligible for NRHP	1928	
25C0087	SLATE CREEK	0.5 MI N OF MOTHER LODE R	5. Bridge not eligible for NRHP	1925	
25C0088	WEBER CREEK	0.7 MI W PLACERVILLE DR	5. Bridge not eligible for NRHP	1926	
25C0089	GEORGETOWN CREEK	0.9 MI S OF S.R. 193	5. Bridge not eligible for NRHP	1931	
25C0090	STEELY FORK COSUMNES RIVER	7.0 MI E OF MT AUKUM RD	5. Bridge not eligible for NRHP	1936	
25C0091	NORTH FORK COSUMNES RIVER	1.3 MI E MT AUKUM RD	5. Bridge not eligible for NRHP	1936	
25C0092	EID CANAL	0.8 MI SE OF SR50	4. Historical Significance not determined	1940	
25C0093	SOUTH FORK RUBICON RIVER	23.6 MI FROM SR 50	5. Bridge not eligible for NRHP	1964	
25C0095	NEW YORK CREEK	0.2 MI E SALMON FALLS RD	5. Bridge not eligible for NRHP	1932	
25C0096	SQUAW HOLLOW CREEK	0.6 MI S PLEASANT VALY RD	5. Bridge not eligible for NRHP	1945	
25C0097	PERRY CREEK	0.2 MI E/O MT AUKUM RD	5. Bridge not eligible for NRHP	1930	
25C0099	ROCK CREEK	5.5 MI NE OF S.R. 193	2. Bridge is eligible for NRHP	1936	
25C0100	NORTH FORK COSUMNES RIVER	0.1 MI E/O SR 49	5. Bridge not eligible for NRHP	1985	
25C0101	SOUTH FORK AMERICAN RIVER	0.1 MI S/O U.S. 50	5. Bridge not eligible for NRHP	1988	
25C0102	NORTH FORK COSUMNES RIVER	4.0 MI N/O GRIZZILY FT RD	5. Bridge not eligible for NRHP	1958	
25C0103	NORTH FORK COSUMNES RIVER	0.1 MI S OF HAPPY VALLEY	5. Bridge not eligible for NRHP	1957	
25C0104	SOUTH FORK AMERICAN RIVER	0.1 MI SE/O SR 50	5. Bridge not eligible for NRHP	1962	
25C0106	DRY CREEK	2 MI N/E SR 193	5. Bridge not eligible for NRHP	1930	
25C0107	LOWER TRANSVERSE CREEK	2.54 MI E OF S.R. 193	5. Bridge not eligible for NRHP	1930	
25C0111	CARSON CREEK TRIBUTARY	0.8 MI W OF LATROBE ROAD	5. Bridge not eligible for NRHP	2005	
25C0112	CARSON CREEK	1.1 MI E OF LATROBE RD	5. Bridge not eligible for NRHP	1918	
25C0113	SOUTH FORK AMERICAN RIVER	0.1 MI SE OF SR 50	5. Bridge not eligible for NRHP	1953	
25C0116	WEBER CREEK	1.1 MI N/E MISSOURI FLAT	2. Bridge is eligible for NRHP	1935	
25C0117	HANGTOWN CREEK	150 FEET NORTH OF MAIN ST	5. Bridge not eligible for NRHP	1940	
25C0118	HANGTOWN CREEK	0.1 MI E PLACERVILLE DR	5. Bridge not eligible for NRHP	1950	
25C0119	JENKINSON LAKE SPILLWAY	0.9 MI E SLY PARK RD	5. Bridge not eligible for NRHP	1954	
25C0120	VENICE BRIDGE (WIER)	0.1 MI EST OF CHRISTIE DR	5. Bridge not eligible for NRHP	1967	
25C0122	DEER CREEK	0.3 M EAST OF CAMBRIDGE	5. Bridge not eligible for NRHP	1918	1968
25C0123	ALLEGHENY CREEK	east of ED Hills Blvd.	5. Bridge not eligible for NRHP	1998	
25C0124	ALLEGHENY CREEK	East of ED Hills Blvd.	5. Bridge not eligible for NRHP	1998	
25C0125	TROUT CREEK	0.1 MI WEST OF BLACK BART	5. Bridge not eligible for NRHP	1998	
25C0126	HANGTOWN CREEK	20 M SOUTH OF HWY50	5. Bridge not eligible for NRHP	2007	
25C0127	CARSON CREEK	W OF CARSON CRK RESERVOIR	5. Bridge not eligible for NRHP	2009	