Appendix E

Archaeological Survey Report / Historic Property Survey Report

HISTORIC PROPERTY SURVEY REPORT

1. UNDERTAKING DESCRIPTION AND LOCATION

District	*County*	*Federal Project. Number. (Prefix, Agency Code, Project No.)*	*Location*
03	YOL	5922(104)	County Road 96 over Dry Slough

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans.

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), as well as under Public Resources Code 5024 and pursuant to the January 2015 *Memorandum of Understanding Between the California Department of Transportation and the California State Historic Preservation Office Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92, addended 2019* (5024 MOU) as applicable.

Project Description:

Yolo County (County) proposes to replace the existing bridge on County Road (CR) 96 over Dry Slough with funding made available through the Federal Highway Administration (FHWA) Highway Bridge Program and administered by the California Department of Transportation (Caltrans). The bridge was determined to be functionally obsolete by Caltrans as recently as 2013 and currently has a sufficiency rating of 53.6. The existing bridge (Bridge No. 22C0127) was constructed in 1929 and is approximately 44 feet long and 20 feet wide. The new structure will accommodate two 11-foot travel lanes and two-foot shoulders. The new bridge is anticipated to be a single-span structure, approximately 60 feet long. See full project description in the attached Archaeological Survey Report (ASR), attachment 1.

2. AREA OF POTENTIAL EFFECTS

In accordance with Section 106 PA Stipulation VIII.A, the Area of Potential Effects (APE) for the project was established in consultation with William Larson, Caltrans Associate Environmental Planner – Archaeology, Vlad Popko, the District 3 Local Assistance Engineer, and Mark Christison, Senior Civil Engineer, on September 9, 2021. The APE map is located in in the attached ASR, Figure 3.

The APE was established as approximately 1.56 acres and includes a portion of CR 96, including 422 feet of road north of the bridge and 472 feet of roadway south of the bridge. The APE includes 129 linear feet of Dry Slough, running southwest to northeast through the project. Construction of the bridge will involve excavation for and construction of concrete abutments, founded on either spread footings or deep foundations. The new abutments will be constructed behind the existing abutments and most of this work will occur outside of the waterway. Construction of the roadway approaches will involve the removal of existing pavement and placement of new roadway fill material, aggregate base, hot mix asphalt pavement, and installation of guard rail. Relocation of overhead electrical and communication lines, including four utility poles, along the west side of CR 96 is anticipated as part of the project. Although the traveled way and shoulders will remain

within the County's right of way, permanent acquisitions may be needed for the approach grading from three to four parcels. Temporary construction easements will be needed from four parcels adjacent to the bridge to facilitate driveway conforms, utility relocations, and allow construction access. The APE has been designed to encompass all project related activity.

3. CONSULTING PARTIES / PUBLIC PARTICIPATION

☒ Local Government

Mark Christison, Senior Civil Engineer Yolo County Department of Community Services

☒ Native American Heritage Commission

The Native American Heritage Commission (NAHC) was contacted on October 20, 2020 to request a sacred lands file search and contact list. A result was received on October 27, 2020. The sacred lands file search was negative. See appendix b in attachment 1 for consultation record.

☒ Native American Tribes, Groups and Individuals

Contact letters were sent to all parties listed on the contact list received from the NAHC on October 30, 2020. One response was received by the Yocha Dehe Wintun Nation. The project boundary lies within the aboriginal territories of the Yocha Dehe Wintun Nation and claimed authority over the proposed project area. The tribe is not aware of any cultural sites within the project APE and expressed there are no concerns with the current project. Should cultural material or new information be discovered during the course of the project, the Yocha Dehe requests notification. Additionally, the tribe recommended cultural sensitivity training prior to construction related activities. Native American consultation efforts can be found in appendix b of the attached ASR (attachment 1).

☒ Local Historical Society / Historical Preservation Groups

In support of the ASR and HPSR completed for this project, Gallaway Enterprises contacted the Archives and Records Center of the Yolo County Library, Historical Resources Management Commission, Davis Historical Society, Friends of Davis Historical Resources, Yolo County Historical Society, Davis Branch Library, and the Davis Friends of Hattie Webber Museum on July 29, 2021 for input, comments and information regarding potential historic resources that may be affected by the project. (See Appendix B of Attachment 2)

4. SUMMARY OF IDENTIFICATION EFFORTS

- ☒ National Register of Historic Places (NRHP)
- ☒ California Register of Historical Resources (CRHR)
- ☒ National Historic Landmark (NHL)
- ☒ California Historical Landmarks (CHL)
- ☒ California Points of Historical Interest
- ☒ California Historical Resources Information System (CHRIS)
- ☒ Caltrans Historic Bridge Inventory
- ☒ Other Sources consulted:

  BLM GLO Records

- ☒ Results: A record search of the Northwest Information Center (NWIC) at Sonoma State University was performed by NWIC staff on November 20, 2020 (Record Search No. 20-0779). The search included all previously recorded cultural resources and reports within a half mile radius of the APE. Results of the record search indicated no previous cultural resources within the APE and no cultural resources recorded within a half mile of the project boundary. No cultural resource reports are recorded within the project boundary and no reports have been recorded within a half mile of the project boundary. Archival research indicates the bridge was previously assessed as part of the Caltrans statewide historic bridge inventory program. As a result of the Caltrans historic bridge inventory program, the bridge at CR 96 over Dry Slough Bridge # 22C0127, was determined not eligible for the national register as a category 5 bridge. No properties listed within the NRHP and CRHR fall within the project boundary.

5. PROPERTIES IDENTIFIED

☒ Caltrans, in accordance with Section 106 PA Stipulation VIII.C.5 has determined there are cultural resources within the APE that were **previously determined not eligible** for inclusion in the NRHP with SHPO concurrence and those determinations remain valid. Copy of SHPO/Keeper correspondence is attached.

☒ Bridges listed as **Category 5** (previously determined not eligible for listing in the NRHP) in the Caltrans Historic Bridge Inventory are present within the APE and those determinations remain valid. Appropriate pages from the Caltrans Historic Bridge Inventory are attached.

County Road 96 over Dry Slough bridge, Bridge No. 22C0127 (see appendix C of the ASR for the Caltrans Historic Bridge Inventory Sheet)

6. FINDING FOR THE UNDERTAKING

☒ Caltrans, pursuant to Section 106 PA Stipulation IX.A, has determined a Finding of **No Historic Properties Affected** is appropriate for this undertaking because there are no historic properties within the APE.

7. CEQA CONSIDERATIONS

☒ Not applicable; **Caltrans is not the lead agency under CEQA**.

8. LIST OF ATTACHED DOCUMENTATION

☒ Project Regional, Location, and APE Maps: Figures 1, 2 and 3, respectively, within the attached ASR – Attachment 1

☒ Caltrans Historic Bridge Inventory Sheet:
Appendix C of the ASR

☒ Archaeological Survey Report (ASR): Catherine Davis, February 2021. Archaeological Survey Report for County Road 96 Over Dry Slough Bridge Replacement Project, Yolo County, California - Attachment 1

9. HPSR PREPARATION AND CALTRANS APPROVAL

Prepared by: _____ 9/27/2021

Catherine Davis, Archaeology/Anthropology Date
PQS Archaeology, Gallaway Enterprises, Chico, CA

Reviewed for
Approval by: William E. Larson 9/28/21
William Larson, District 3 Caltrans PQS PI – Prehistoric Archaeology Date

Approval by: Laura Loeffler 10/0821
Laura Loeffler, District 3 Environmental Branch Chief Date

Attachment 1

ARCHAEOLOGICAL SURVEY REPORT
FOR
County Road 96 Over Dry Slough Bridge Replacement Project,
Yolo County, California

California Department of Transportation District 3
Yolo County, California

Prepared by: _____ Date 9/27/2021

Catherine Davis, M.A., RPA
Gallaway Enterprises
Chico, California 95928

Reviewed by: William E. Larson Date 9/28/21

William Larson, PQS: PI - Prehistoric Archaeology
Environmental Planner – Archaeology,
California Department of Transportation
District 3, Marysville

Approved by: Laura Loeffler Date 10/08/21

Laura Loeffler, Environmental Branch Chief
California Department of Transportation
District 3, Marysville

USGS Merritt 7.5'
Circa 1.56 acres
February 2021

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Summary of Findings

Yolo County proposes to replace the existing bridge on County Road (CR) 96 crossing over Dry Slough with funding made available through the Federal Highway Administration Highway Bridge Program and administered by the California Department of Transportation. The bridge was determined to be functionally obsolete by California Department of Transportation as recently as 2013 and currently has a sufficiency rating of 53.6.

The CR 96 over Dry Slough Bridge Replacement Project (Project) is located within the Merritt 7.5' USGS Quadrangle, Sections 2 & 3, T08N; R01E, in Yolo County, California. The Project site is located within the southern region of Yolo County, between Interstate 505 and State Route (SR) 113. County Road 96 is a rural local roadway that extends between Russell Boulevard to the south and CR 27 to the north. The purpose of the Project is to improve public safety while traveling on the county road. Construction of this Project is anticipated to begin spring of 2023 and to be completed within a single construction season.

The proposed Project will construct a new bridge along the same roadway alignment. The new bridge is anticipated to be a single-span structure, approximately 60 feet long. Construction of the bridge will involve excavation to a depth of 14 feet for the construction of concrete abutments, founded on driven piles. The new abutments will be constructed behind the existing abutments and most of this work will occur outside of the waterway. Construction of the roadway approaches will involve the removal of existing pavement and placement of new roadway fill material, aggregate base, hot mix asphalt pavement, and installation of guard rail. Tree removal and removal of other vegetation along the slough will be necessary for the Project. Temporary work within Dry Slough includes removal of the existing structure, falsework erection and removal, and installation of scour countermeasures at the abutments. Temporary slough diversion is anticipated in order to complete activities within the waterway. Relocation of overhead electrical and communication lines, including four utility poles, along the west side of CR 96 is anticipated as part of the Project.

Cultural resources identification efforts for this report included survey of the entire APE, a records search at the Northwest Information Center (NWIC), and archival research. As a result of the record search at the NWIC, no cultural resources were recorded within the Project area of potential effects (APE). The pedestrian survey resulted in a finding of no cultural resources identified within the APE.

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

Archaeological Survey Report

Project Location:

Yolo County, California

Sections 2 & 3, T08N; R01E,

7.5 USGS Quadrangle Merritt

1 INTRODUCTION

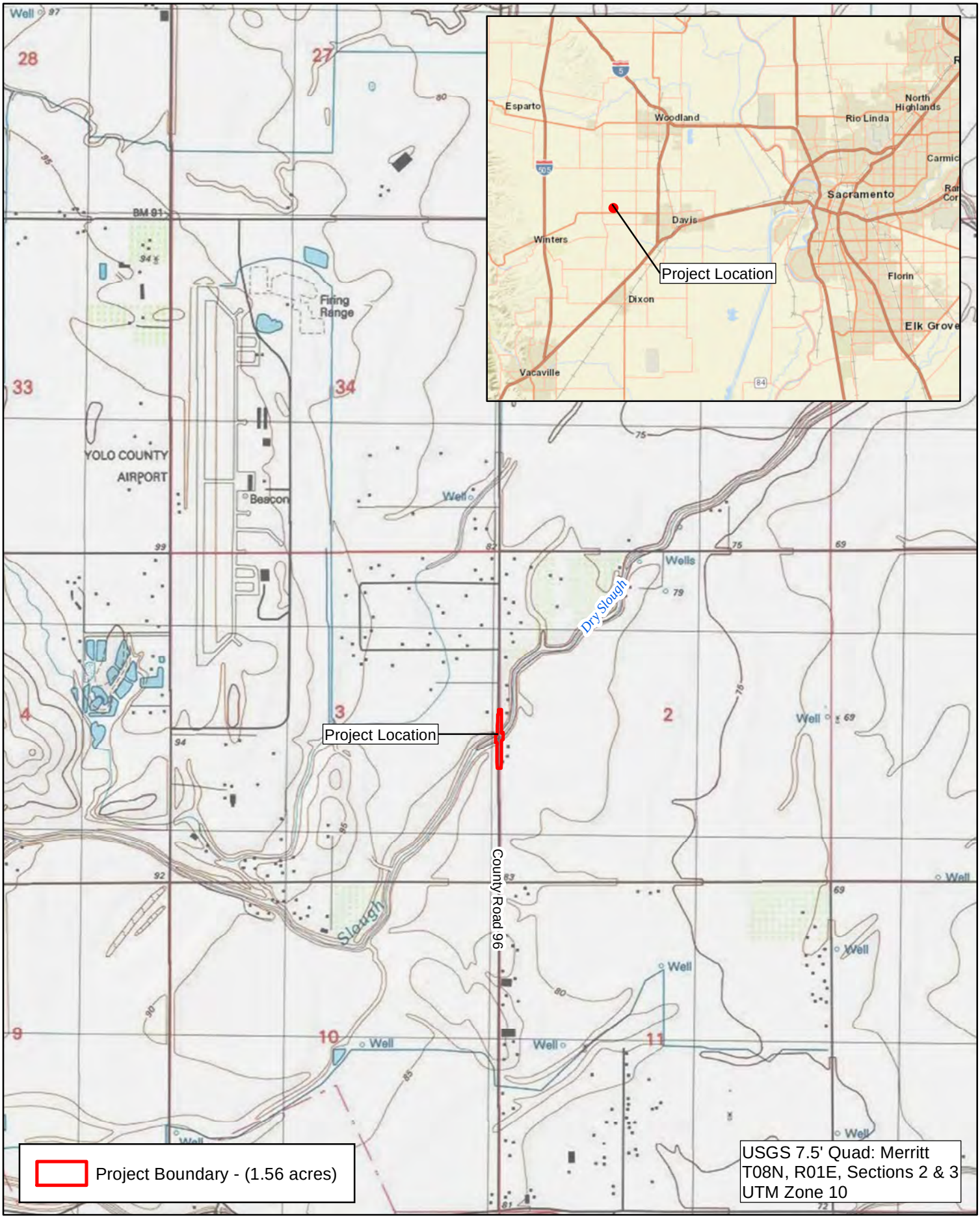
Yolo County (County) and the California Department of Transportation (Caltrans) are proposing to replace the bridge over County Road (CR) 96 Over Dry Slough. The purpose of the CR 96 Over Dry Slough Bridge Replacement Project (Project) is to improve public safety by replacing the current bridge on CR 96 over Dry Slough which was determined to be structurally deficient in 2013. The Project is located in unincorporated Yolo County, California within the Merritt 7.5' USGS Quadrangle, Sections 2 & 3 of T08N; R01E, latitude 38.567909 and longitude -121.840340 (**Figure 1: Regional Location Map, Figure 2: Project Location Map**). The Project currently proposed on the site is the construction of a new bridge along a similar alignment as the existing structurally deficient bridge being replaced.

To access the site from the Sacramento area, take I-80 W toward San Francisco. From I-80 W, take exit 70 for CA-113 N. From CA-113 N take exit 29 for Covell Blvd and turn left onto W Covell Blvd. Continue W Covell Blvd/E6/County Road 31 for approximately 4 miles and turn right onto CR 96. Continue on CR 96 for approximately 0.4 miles and you will arrive at the CR 96 Bridge. The survey area encompasses the entire existing CR 96 over Dry Slough Bridge and approaches on both sides on the bridge.

1.1 Project Description

Yolo County proposes to replace the existing bridge on CR 96 over Dry Slough with funding made available through the Federal Highway Administration (FHWA) Highway Bridge Program and administered by Caltrans. The bridge was determined to be functionally obsolete by Caltrans as recently as 2013 and currently has a sufficiency rating of 53.6.

The Project site is located within the southern region of Yolo County, east of the Yolo County Airport. CR 96 is a rural local roadway that extends between Russell Boulevard to the south and CR 27 to the north. County Road 96 is paved and has an approximate width of 20 feet. The bridge, with an Average Daily Traffic count of 216 vehicles, is bordered by agricultural and residential parcels.



NORTH

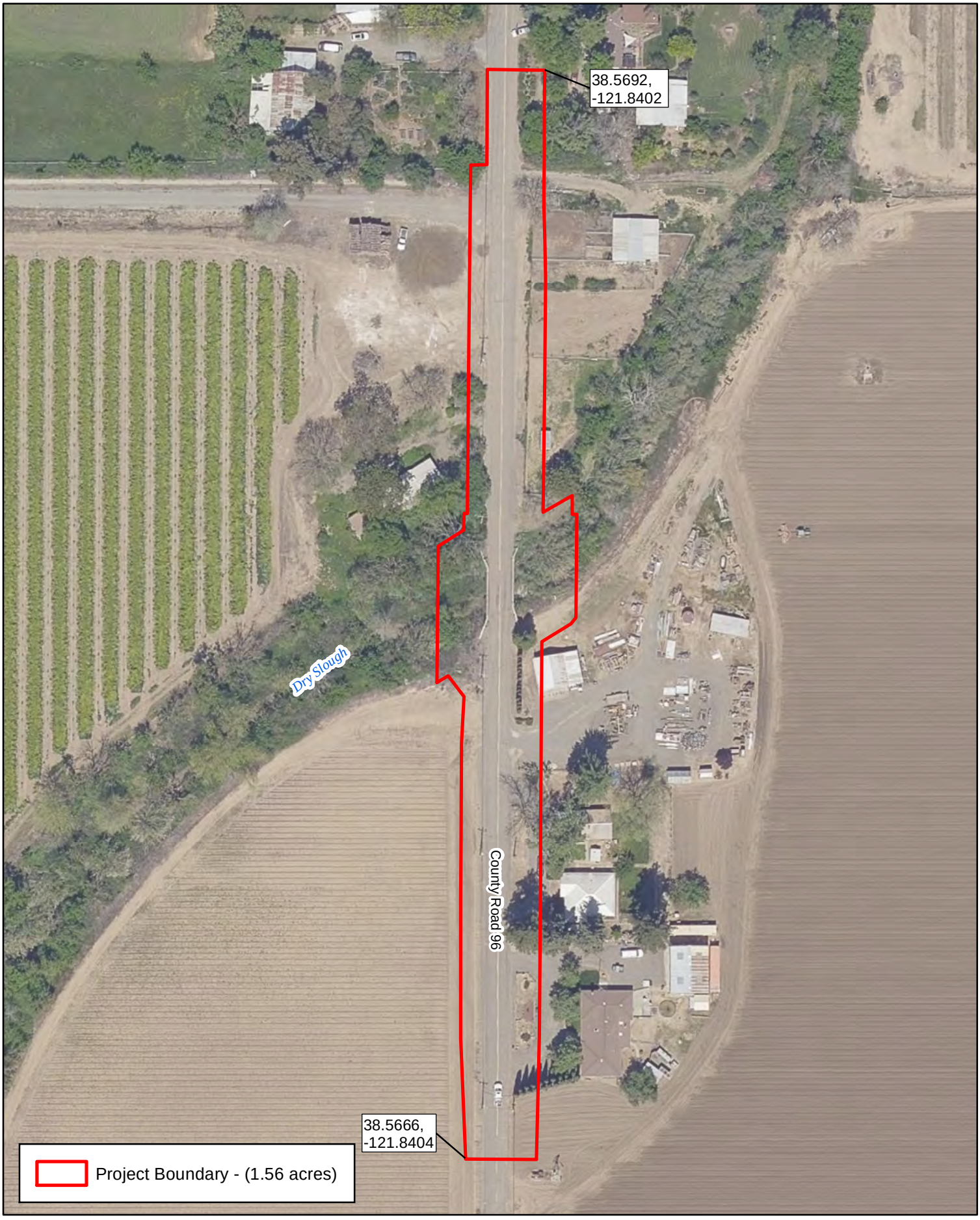
1:24,000
0 1,000 2,000 Feet

Data Sources: ESRI, Yolo County, USGS, Mark Thomas

County Road 96 Over Dry Slough
Regional Location Map
Figure 1

gallaway ENTERPRISES

GE: #17-013A Map Date: 12/15/20



NORTH

1:1,300
0 50 100 Feet

Data Sources: ESRI, Yolo County
04/13/2018, Mark Thomas

County Road 96 Over Dry Slough
Project Location Map
Figure 2

gallaway ENTERPRISES

GE: #17-013A Map Date: 12/15/20

There is a residential structure approximately 100 feet northwest of the bridge and an agricultural building approximately 60 feet southeast of the bridge. The posted speed limit along CR 96 within the project vicinity is 45 mph. The existing bridge (Bridge No. 22C0127) was constructed in 1929 and is approximately 44 feet long and 20 feet wide. The structure consists of single-span, reinforced concrete T-girders. The bridge has longitudinal and shear cracking along the girders and evidence of water penetration through the deck. Additionally, the bridge railing is in poor condition, with spalling and exposed rebar. The proposed Project will construct a new bridge along the same roadway alignment. The new structure will accommodate two 11-foot travel lanes and two-foot shoulders. The new bridge is anticipated to be a single-span structure, approximately 60 feet long. The structure type is a cast-in-place, post-tensioned concrete slab. The roadway and bridge profile will be raised slightly to clear the 100-year storm event.

1.2 Area of Potential Effects

The APE for the Project was established in consultation with and signed by William Larson, PQS: PI - Prehistoric Archaeology, Mark Christison, Senior Civil Engineer, and Local Assistance Engineer, Vlad Popko; approved on September 8, 2021. The APE is approximately 1.56 acres and includes a portion of CR 96, including 422 feet of road north of the bridge and 472 feet of roadway south of the bridge. The APE includes 129 linear feet of Dry Slough, running southwest to northeast through the Project.

Construction of the bridge will involve excavation to a depth of 14 feet for the construction of concrete abutments, founded on driven piles. The new abutments will be constructed behind the existing abutments and most of this work will occur outside of the waterway. Construction of the roadway approaches will involve the removal of existing pavement and placement of new roadway fill material, aggregate base, hot mix asphalt pavement, and installation of guard rail. Tree removal and removal of other vegetation along the slough will be necessary for the Project. Temporary work within Dry Slough includes removal of the existing structure, falsework erection and removal, and installation of scour countermeasures at the abutments. Temporary slough diversion is anticipated in order to complete activities within the waterway.

Relocation of overhead electrical and communication lines, including four utility poles, along the west side of CR 96 is anticipated as part of the Project. Although the traveled way and shoulders will remain within the County's right of way, permanent acquisitions may be needed for the approach grading from three to four parcels. Temporary construction easements will be needed from four parcels adjacent to the bridge to facilitate driveway conforms, utility relocations, and allow construction access. The APE has been designed to encompass all Project related activity, in additional to the APE the Area of Direct Impact (ADI) has been identified to show all areas of direct impact (**Figure 3**).

1.3 Regulatory Context

The proposed Project is considered a federal undertaking subject to 36 CFR Part 800, implementing regulations for Section 106 of the National Historic Preservation Act (NHPA) and conducted under the guidelines of the January 1, 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 (January 1, 2014) (PA). In addition, the Project is subject to state historic preservation laws and regulations set forth in the California Environmental Quality Act (PRC§21000 et seq.).

1.4 Personnel

Archaeological background research and fieldwork for the Project and preparation of this ASR was completed by:

- Catherine Davis; M.A. in Anthropology from California State University Chico, Chico; RPA certified; 6+ years archaeological experience in California; 4 years in cultural resource management.

2 SOURCES CONSULTED

2.1 Summary of Methods and Results

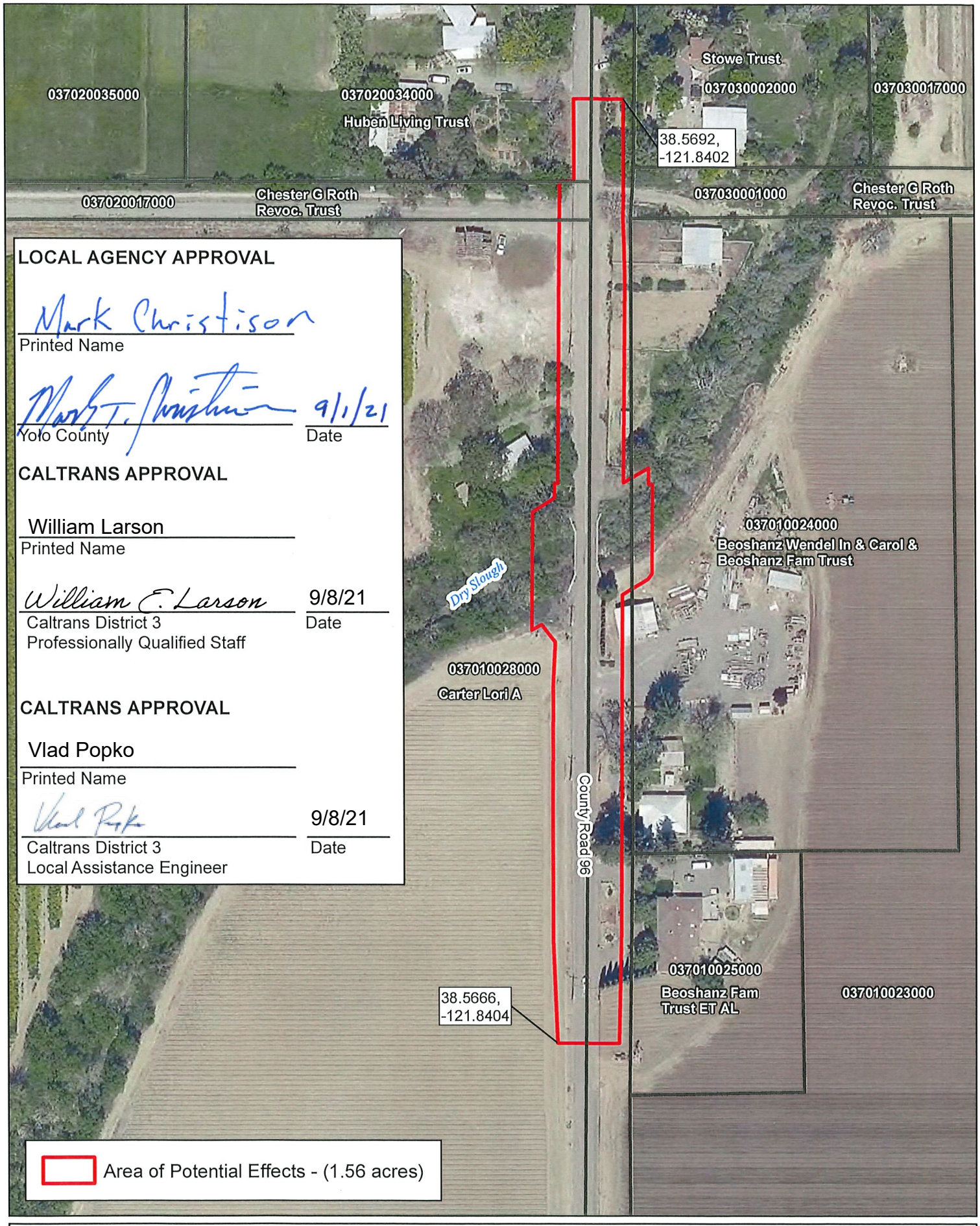
Archaeological survey report efforts included a pedestrian survey, a records search, Native American outreach, and archival research. No cultural resources were identified as a result of the pedestrian survey, Native American outreach, or archival research efforts and record search results. No information about any historical resources resulted from consultation with historical groups; at the time of writing this document, no responses from the historical society have been received in regard to this Project.

2.1.1 Records Search and Results

A record search of the Northwest Information Center (NWIC) at Sonoma State University was performed by NWIC staff on November 20, 2020 (Record Search No. 20-0779). The search included all previously recorded cultural resources and reports within a half mile radius of the APE (see Appendix A). The record search was conducted to determine if any portion of the Project has been previously surveyed and if any cultural resources have been previously recorded within the Project APE.

Results of the record search indicated no previous cultural resources within the APE and no cultural resources recorded within a half mile of the Project boundary. No cultural resource reports are recorded within the Project boundary and no reports have been recorded within a half mile of the Project boundary. Five reports classified as “other” reports have been conducted on geographical boundaries that include the Project boundary. These reports are general research reports or thesis research that generally include large portions of land and do not include pedestrian survey.

Archival research indicates the bridge was previously assessed as part of the Caltrans statewide historic bridge inventory. The bridge at CR 96 over Dry Slough, bridge #22C0127, was determined not eligible for the National Register of Historic Places (NRHP) as a category 5 bridge (see Appendix C). Archrival research also indicates several structures present surrounding the bridge were built between the 1940s and 1960s. One structure is indicated existing to the northwest of the bridge just outside of the Project boundary that is present on the 1907 Woodland USGS topographic map. Several additional structures to the south and southwest next appear on the 1941 USGS Woodland topographic map. None of the structures fall within the Project APE or ADI.



LOCAL AGENCY APPROVAL

Mark Christison
Printed Name

Mark T. Christison — 9/1/21
Yolo County — Date

CALTRANS APPROVAL

William Larson
Printed Name

William E. Larson — 9/8/21
Caltrans District 3 — Date
Professionally Qualified Staff

CALTRANS APPROVAL

Vlad Popko
Printed Name

Vlad Popko — 9/8/21
Caltrans District 3 — Date
Local Assistance Engineer

NORTH

1:1,500
0 50 100 Feet

Data Sources: ESRI, Yolo County
04/13/2018, Mark Thomas

County Road 96 Over Dry Slough
Area of Potential Effects
Figure 3

gallaway ENTERPRISES

GE: #17-013A Map Date: 2/16/21

2.1.2 Summary of Native American Consultation

Native American outreach was initiated on October 20, 2020 with a record search and sacred land files request sent to the Native American heritage Commission. A result of the sacred lands file returned a negative result. All parties listed on the contact list were sent notification letters on October 30, 2020.

One response was received by the Yocha Dehe Wintun Nation Tribal Historic Preservation Officer (THPO). The letter indicated the Yocha Dehe Wintun Nation have cultural interest in the Project location and assigned the Tribe as the authority in the proposed Project area. The response also indicated no known cultural resources within the Project boundary and stated no monitor would be required. Should any new information or items be discovered as result of Project related activity, the Yocha Dehe Wintun Nation requests notification. Additionally the tribe recommended sensitivity training prior to construction related activity. The assigned contact information is also provided and available in Appendix B.

2.1.3 Summary of Historical Group Consultation

Gallaway Enterprises contacted local historical groups consisting of the Archives and Records Center of the Yolo County Library, Historical Resources Management Commission, Davis Historical Society, Friends of Davis Historical Resources, Yolo County Historical Society, Davis Branch Library, and the Davis Friends of Hattie Webber Museum on July 29, 2021 for input, comments and information regarding potential historic resources that may be affected by the project. No responses to the initial outreach were received by August 12, 2021. Gallaway Enterprises made additional attempts to contact the historical groups by phone and email on August 13 and 16, 2021. At the time of writing this document, no responses from the historical groups have been received in regard to this Project.

3 BACKGROUND

3.1 Environment

The Project site is located within the Central Valley in unincorporated Yolo County, California. The Project site is composed of the barren paved roadway, a perennial drainage, Dry Slough, with a narrow band of valley foothill riparian vegetation along the steep banks, urban habitats, and active agricultural land. The site is the location of an existing structurally deficient bridge, the County Road 96 Bridge over Dry Slough. The land surrounding the Project site is primarily rural residential and commercial buildings and active agricultural land. The stretch of Dry Slough within the Project site is highly channelized.

The average annual precipitation is 17.55 inches and the average annual temperature is 60.35° F (WRCC 2020) in the region where the Project site is located. The Project site occurs at an average elevation of 85 feet above sea level. The overall area is sloped between 0 and 2 percent; however, the channel banks were highly channelized and had slopes of 70 percent or greater. Soils within the site were loams with a restrictive layer occurring more than 80 inches deep.

3.2 Ethnography

The APE is located in the traditional territory of the Patwin. The Patwin belong to the Wintuan family of Penutian speakers, a linguistic language family whose members are found throughout California (Moratto

1984). Wintuan language subgroups consist of Wintu (Northern Wintuan), Nomlaki (Central Wintuan) and Patwin (Southern Wintuan) (Kroeber 1925). The Patwin are traditionally subdivided into two groups, the Hill Patwin and the River Patwin. The APE lies in the traditional territory of the River Patwin who inhabited areas of high ground along the Sacramento River. Patwin were said to have had one of the largest nations of the state, consisting of the triblets (Powers 1877).

The Patwin subsistence patterns consisted of hunting, fishing, and gathering. Acorns are considered to have been a staple of the Patwin and were used for gruel, soup, and bread. Other good gathered included berries, roots, nuts, seeds, wild honey, and greens. Hunting sources included aquatic birds, quail, tule elk, rabbits, beaver, deer, fishing, and shellfish collecting. Deer were an important resource and typically caught using snares, or by community drives. Fish were another important resource to the River Patwin and salmon runs and fishing rights were regulated by the River Patwin. Fish were consumed fresh and dried to be consumed during winter months (Johnson 1978).

Villages contained several structures including houses, the menstrual hut, dance houses, granaries, and sweat houses (Kroeber 1925). Villages typically contained anywhere from four to five, to several dozen houses. Patwin technology included ground and flaked stone tools, mortars and sinew backed bows, basketry, nets, and leather working. Trade was conducted with surrounding tribes and included obsidian, marine shells, acorns, and chert tools.

At the time of contact, Native Americans in the Sacramento Valley suffered devastating consequences. Euro-American presence in the region including fur trapping expeditions through the region in 1832-33 resulted in the introduction of devastating diseases. As a result, large population and territory losses were suffered by the Patwin and neighboring Native American groups.

3.3 Prehistory

Archaeological data has shown human occupation in California, including the Sacramento Valley, for at least the past 10,000–12,000 years. Due to the varied environmental conditions throughout California, technological adaptations are greatly varied both geographically and temporally. The following cultural chronology has been synthesized from work by Moratto (1984), and Rosenthal, White, and Sutton (2007). The prehistory of this region is defined in five major periods, the Paleo-Indian, Lower Archaic, Middle Archaic, Upper Archaic, and Emergent.

The Paleo-Indian Period (11,500 BC–8550 BC) – Represented by relatively few known sites. Sites are located along the shores of large lakes. Traditionally, Paleo-Indian subsistence and land use has been tied to the hunting. Fluted projectile points and concave base points.

The Lower Archaic Period (8550 BC–5550 BC) - Generally, drier conditions prevailed bringing about a reduction in the size and number of large pluvial lakes. Subsistence focus shifted to the consumption of plant foods. Assemblages represented by stemmed points, chipped stone crescents, and other flaked stone. Valley floor assemblages also seem to vary from the Coast Range foothills where unlike the absence

of milling implements in valley floor assemblages, the Coast Range Foothills sites often contain accumulations of milling slabs, handstones, and other milling implements.

The Middle Archaic Period (5550 BC– 550 BC) – this period is represented by a marked change in environmental temperature to a warmer drier climate resulting in the declines of lakes throughout the region. Along with the shrinking of lakes came the birth of the Sacramento- San Joaquin Delta. Research done on this period has led to the identification of two settlement-subsistence adaptations, those being the foothills and valley floor adaptations. Foothill Traditions are marked by expedient cobble-based pounding, chopping, scraping, and mulling tools. Assemblages are composed of flaked and ground stone tools. Valley Traditions assemblages are rare in number especially compared to those associated with the foothill tradition. The assemblages of this tradition are marked by increasing year round settlement along the river corridors of the Sacramento and San Joaquin Rivers marked by an archaeological assemblage of specialized tools and trade objects.

Upper Archaic Period (550 BC–1100 AD) - Upper Archaic environmental conditions are marked by cooler, wetter weather, and a more stable climate. Archaeological assemblages represent more cultural diversity evidenced by differences in burials and material cultures. Bone tools, beads, ceremonial blades, polished ground stone plummets are all common in this period. Substantial village settlements evidenced by mound sites in the region.

Emergent Period (1000 AD– Historic) – The emergent period is marked by the Sweetwater and Shasta Complexes in the northern Sacramento Valley. This period is also representative of the most substantial artifact assemblage. Several technological and social changes distinguish this period. The bow and arrow were introduced. Territorial boundaries between groups became well established and settlement patterns were highly sedentary. Exchange of goods between groups is more regular with more resources, including raw materials, entering into the exchange networks. During the latter years of this period, large-scale European settlement began to greatly impact traditional Native American lifeways.

3.4 History

The Project boundary lies within the County of Yolo, one of the original 27 counties of California. Yolo is bounded by Colusa County to the north, Solano County to the south Napa County and Lake County to the west and Sutter County and Sacramento County to the East. The Sacramento River comprises of the eastern boundary of the County and a majority of the western boundary is comprised of ridgeline. Yolo County, within the Sacramento Valley, contained land with rich soil and many came to area to take advantage of the fertile soil. Settlement of Yolo County began with towns concentrated near the Sacramento River. The first County seat, Fremont, was founded in 1849 at the confluence of the Sacramento and Feather Rivers.

Originally, Yolo County was divided into several Mexican Land Grants. Settlement patterns in the County continued to grow through the 1800s as farmers and ranchers flocked to the county in pursuit of the rich soil and land. John Wolfskill acquired a grant of four leagues along Putah Creek approximately 4 miles

southwest of the APE in 1842. Wolfskill introduced vines and orchards to his rancho and provided cuttings to new immigrants. In 1845 the Mexican government granted Rancho Laguna de Santos Calle east of Wolfskill's grant, to Marcos Vaca and Victor Prudon. Immigrant Joseph B. Chiles purchased a portion of the grant, upon which Davis sits, in 1849 (Larkey and Walters, 1987).

During the next several decades factors that increased stability for the residents along Putah Creek in southern Yolo County included a growing concern over transportation. Prior to 1862, Washington (later known as Broderick), a town on the western bank of the Sacramento River, had served as the County seat. On the eastern bank of the Sacramento River, just east of Washington, laid the City of Sacramento. The first bridge crossing the Sacramento River was built in 1857 and connected Washington and Sacramento. In 1869, the bridge was rebuilt to accommodate the transcontinental railroad (Kyle 1990). With the introduction of the rail line growth in the region was largely influenced by the railroad and as the route diverted traffic away from Washington and through the greater Sacramento area, Washington was incorporated into West Sacramento.

The introduction of the railroad is also credited with the establishment of the City of Davis. The Project lies just west of the City of Davis. The City of Davis is located at the junction of the Vallejo-Sacramento line, and the north bound line. The City of Davis was originally called Davisville and was named after a ranching family who owned a ranch that covered 12,000 acres of land, a portion of which the City would later be built on. The California Pacific Railroad purchased 7,000 acres of the ranch in the 1868 to establish a stop on the railroad line. This route was an important transport route connecting the agricultural lands with the Bay Area and was later joined by a rail line running north-south. The original stop, called the Town of Davisville became an important hub of transportation. After a bid to be the location of a university farm was won, the town newspaper renamed itself the Davis Enterprise and in 1907 the town post office officially adopted the name change. In 1908, Berkley's College of Agriculture opened a university state farm near Davis increasing the population and infrastructure to the area. After a fire in the town in 1916, the town expanded its civic services and infrastructure, and the City of Davis was incorporated in 1917. The University would continue to play a large role in the development of the City with the inclusion of a four year college degree program (Larkey 1980).

Just northwest of the Project lies the Yolo County Airport. The airport is a general aviation airport 4 miles west of the City of Davis. Originally termed the Winters-Davis Flight Strip, the airport was built in 1941 with construction completing in 1942. The facility was a military training ground on land acquired from a local farming family. The airport is also famously associated with assisting in the training of the Tokyo Raiders attack in 1942 known as the Doolittle Raid. Additional facilities included an operation tower, five bomb fuze storage magazines, thirteen bomb storage revetments, temporary troop quarters and various associated structures. The flight strip was assigned inactive status on December 30, 1945 (USACE 1995). In 1949 the airstrip was placed into the administrative control of Yolo County and renamed the Yolo County International Airport. While the airport was named the Yolo County airport, the site did not function as a traditional airport. In 1974, Yolo Aviation Inc. leased 14.9 acres of the airport and began small scale flight operations for activities such as crop dusting, and for instructional use (USACE 1995; Gallaudet, 2021).

The Project area appears to have a long history of agricultural use. As evidenced from topographic maps dating back to 1907, structures are present on the properties surrounding the APE prior to 1907. The land on which the Project falls is included in two land grants in the late 1800s, both sale cash entries. One entry was made by Maurice Reardon, who was granted 160 acres outside of Davis. A portion of this land would later be claimed to form a portion of the Winters-Davis Flight strip. The land continues to be used for agricultural purposes.

4 FIELD METHODS

4.1 Survey Methods and Coverage

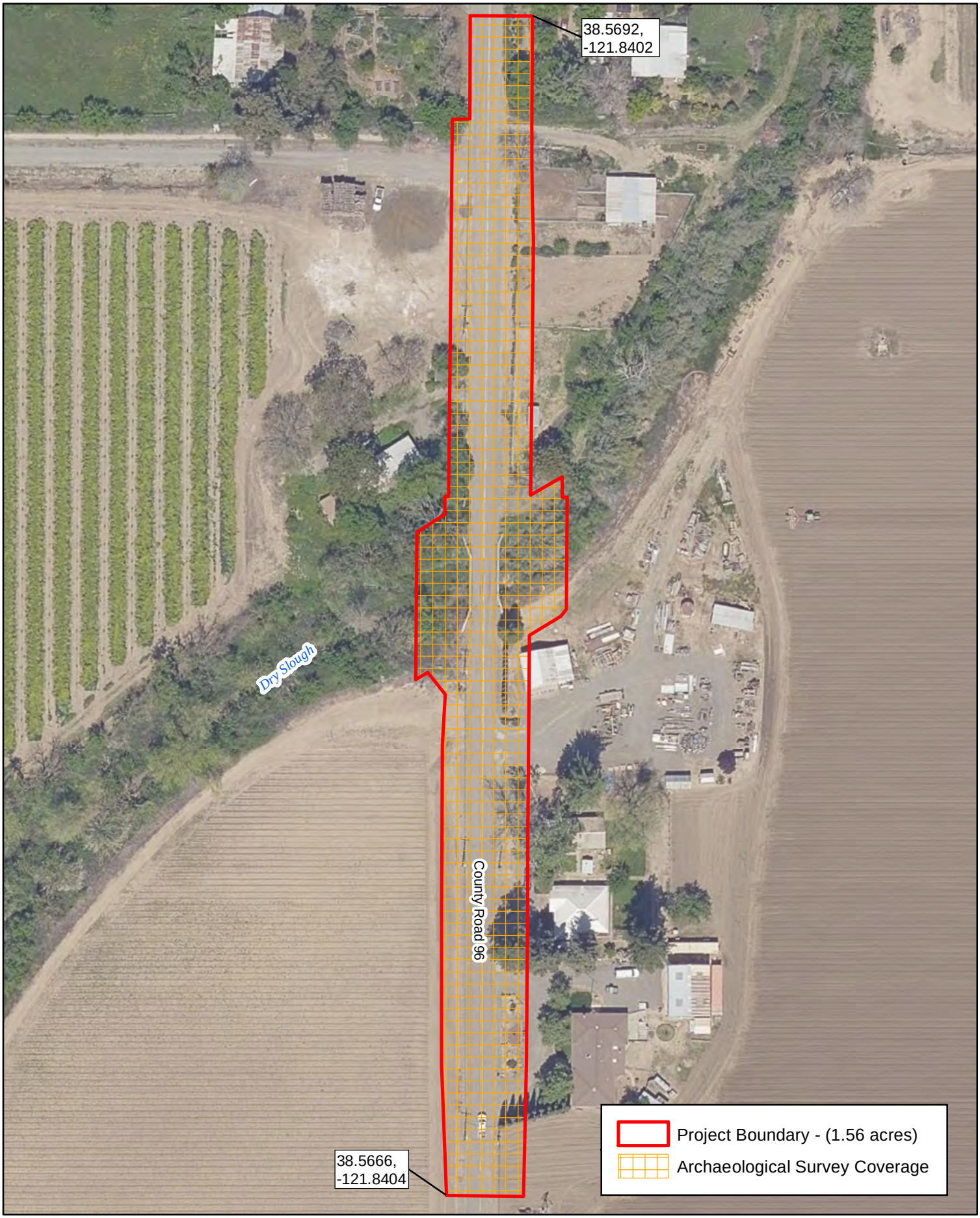
A pedestrian survey was completed on December 10, 2020 by Gallaway Enterprises Archaeologist, Catherine Davis. Due to the narrow Project boundary, the pedestrian survey covered the entire APE (**Figure 4**). The weather was sunny with no cloud cover. The entire APE is comprised of paved road, agricultural land, or private residence approaches. The roadway within the APE is very narrow and abuts private property throughout the APE. A row of ornamental non-native trees line the roadway to the southeast of the bridge and historic farming equipment and miscellaneous material are stored on the property beyond the ornamental trees (**Figure 5**). USGS topographic maps indication the oldest structure near the APE lay just northwest of the bridge. Currently the property is home to a new structure with a wooden shed just west of this. Both structures fall outside of the APE and the ADI is limited to the roadway in this portion of the Project. No archaeological sites or artifacts were identified during the pedestrian survey. The bridge approaches were clean and free of debris; likewise the ground below the bridge contained very little debris (**Figure 6**). A plaque on the bridge reads '1929 W.O. Russell – SUP..; A. G. Proctor – Eng.'

5 STUDY FINDINGS AND CONCLUSIONS

A record search returned a finding of no previously recorded archaeological sites within the Project boundary and no resources previously identified within a half mile of the Project location. Archival research indicates the bridge at CR 96 over Dry Slough, bridge #22C0127, was previously determined not eligible for the National Register of Historic Places (NRHP) as a category 5 bridge (see Appendix C). As a result of the pedestrian survey no previously unidentified archaeological sites were identified. Native American outreach likewise returned a negative result for culturally sensitive material or known archaeological sites.

5.1 Unidentified Cultural Materials

If previously unidentified cultural materials are unearthed during construction, it is Caltrans' policy that work be halted in that area until a qualified archaeologist can assess the significance of the find. Additional archaeological survey will be needed if Project limits are extended beyond the present survey limits.



NORTH

1:1,200
0 50 100 Feet

Data Sources: ESRI, Yolo County
04/13/2018, Mark Thomas

County Road 96 Over Dry Slough
Archaeological Survey Coverage
Figure 4

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GE: #17-013A Map Date: 2/16/21

5.2 Site Photos Taken on December 10, 2020

Figure 5. Southeast of the bridge viewing ornamental trees and historic farming equipment

Figure 6. Viewing east

6 REFERENCES

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Appendix A

Northwest Information Center Record Search

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM

ALAMEDA, COLUSA, CONTRA COSTA, DEL NORTE, HUMBOLDT, LAKE, MARIN, MENDOCINO, MONTEREY, NAPA, SAN BENITO, SAN FRANCISCO, SAN MATEO, SANTA CLATA, SANTA CRUZ, SOLANO, SONOMA, YOLO

Northwest Information Center
Sonoma State University
150 Professional Center Drive, Suite E
Rohnert Park, California 94928-3609
Tel: 707.588.8455
nwic@sonoma.edu
http://www.sonoma.edu/nwic

11/20/2020 NWIC File No.: 20-0779

Catherine Davis
Gallaway Enterprises
117Meyers Street, Suite 120
Chico, CA 95928

Re: County Road 96 Over Dry Slough

The Northwest Information Center received your record search request for the project area referenced above, located on the Merritt USGS 7.5' quad(s). The following reflects the results of the records search for the project area and a 0.5 mi. radius:

Resources within project area:	None listed
Resources within 0.5 mi. radius:	None listed
Reports within project area:	S-595*, 9795*, 17835*, 30204*, 32596*, 51085*
Reports within 0.5 mi. radius:	None listed

Resource Database Printout (list):		☐ enclosed	☐ not requested	☒ nothing listed
Resource Database Printout (details):		☐ enclosed	☐ not requested	☒ nothing listed
Resource Digital Database Records:		☐ enclosed	☐ not requested	☒ nothing listed
Report Database Printout (list):		☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (details):		☒ enclosed	☐ not requested	☐ nothing listed
Report Digital Database Records:		☒ enclosed	☐ not requested	☐ nothing listed
Resource Record Copies:		☐ enclosed	☐ not requested	☒ nothing listed
Report Copies:	*	☐ enclosed	☐ not requested	☒ nothing listed
OHP Built Environment Resources Directory:		☒ enclosed	☐ not requested	☐ nothing listed
Archaeological Determinations of Eligibility:		☐ enclosed	☐ not requested	☒ nothing listed
CA Inventory of Historic Resources (1976):	**	☐ enclosed	☐ not requested	☐ nothing listed
Caltrans Bridge Survey:		☐ enclosed	☒ not requested	☐ nothing listed
Ethnographic Information:	**	☐ enclosed	☐ not requested	☐ nothing listed

Historical Literature:	☐ enclosed	☐ not requested	☒ nothing listed
Historical Maps:	☒ enclosed	☐ not requested	☐ nothing listed
Local Inventories:	☒ enclosed	☐ not requested	☐ nothing listed
GLO and/or Rancho Plat Maps:	☒ enclosed	☐ not requested	☐ nothing listed

Notes:
*These are in our "Other Reports' category, no PDFs requested.
** Sent with 20-0777: County Rd 49 ovr Hamilton Crk.

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System (CHRIS).

Sincerely,
Annette Neal
Researcher

Appendix B

Native American and Historical Society Outreach

NATIVE AMERICAN HERITAGE COMMISSION

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

October 27, 2020

Catherine Davis, MA, RPA
Gallaway Enterprises

Via Email to: cate@gallawayenterprises.com

Re: County Road 96 Over Dry Slough Project, Yolo County

Dear Ms. Davis:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Sarah.Fonseca@nahc.ca.gov.

Sincerely,

Sarah Fonseca
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
Yolo County
10/27/2020

Cachil Dehe Band of Wintun Indians of the Colusa Indian Community
Clifford Mota, Tribal Preservation Liaison
3730 Highway 45 Wintun
Colusa, CA, 95932
Phone: (530) 458 - 8231
cmota@colusa-nsn.gov

Cachil Dehe Band of Wintun Indians of the Colusa Indian Community
Daniel Gomez, Chairman
3730 Highway 45 Wintun
Colusa, CA, 95932
Phone: (530) 458 - 8231
dgomez@colusa-nsn.gov

Cortina Rancheria - Kletsel Dehe Band of Wintun Indians
Charlie Wright, Chairperson
P.O. Box 1630 Wintun
Williams, CA, 95987
Phone: (530) 473 - 3274
Fax: (530) 473-3301

Yocha Dehe Wintun Nation
Laverne Bill, Site Protection Manager
P.O. Box 18 Patwin
Brooks, CA, 95606
Phone: (530) 796 - 3400
lbill@yochadehe-nsn.gov

Yocha Dehe Wintun Nation
Leland Kinter, THPO
P.O. Box 18 Patwin
Brooks, CA, 95606
Phone: (530) 796 - 3400
thpo@yochadehe-nsn.gov

Yocha Dehe Wintun Nation
Isaac Bojorquez, Director of Cultural Resources
PO Box 18 Brooks, CA 95606 Patwin
Phone: (530) 796 - 0103
ibojorquez@yochadehe-nsn.gov

Yocha Dehe Wintun Nation
Anthony Roberts, Chairperson
P.O. Box 18 Patwin
Brooks, CA, 95606
Phone: (530) 796 - 3400
aroberts@yochadehe-nsn.gov

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed County Road 96 Over Dry Slough Project, Yolo County.

Communication Log	
	Initial Outreach Letter
Daniel Gomez, Chairperson, Cachil Dehe Band of Wintun Indians of the Calusa Indian Community	30-Oct-20
Clifford Mota, Tribal preservation Liasion, Cachil Dehe Band of Wintun Indians of the Colusa Indian Community	30-Oct-20
Charlie Wright, Chairperson, Cortina Rancheria - Kletsel Dehe Band of Wintun Indians	30-Oct-20
Anthony Roberts, Chairperson, Yocha Dehe Wintun Nation	30-Oct-20
Leland Kinter, THPO, Yocha Dehe Wintun Nation	30-Oct-20
Laverne Bill, Site Protection Manager, Yocha Dehe Wintun Nation	30-Oct-20
Isaac Bojorquez, Director of Cultural Resources, Yocha Dehe Wintun Nation	30-Oct-20

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117 Meyers Street • Suite 120 • Chico CA 95928 • 530-332-9909

October 30, 2020

Laverne Bill, Site Protection Manager
Yocha Dehe Wintun Nation
P.O. Box 18
Brooks, CA, 95606

RE: County Road 96 over Dry Slough Bridge Replacement Project

Dear Mr. Bill;

Gallaway Enterprises has been requested to conduct an archaeological survey of the County Road 96 over Dry Slough Bridge Replacement Project (Project) consisting of approximately 1.54 acres. The project site is located within the southern region of Yolo County, between Interstate 505 and State Route 113. County Road 96 is a rural local roadway that extends between Russell Boulevard on the south and County Road 27 on the north. Yolo County proposes to replace the existing bridge on County Road 96 crossing over Dry Slough with funding made available through the Federal Highway Administration Highway Bridge Program and administered by the California Department of Transportation. The bridge was determined to be functionally obsolete by California Department of Transportation as recently as 2013. The proposed project will construct a new bridge along the same roadway alignment. The new bridge is anticipated to be a single-span structure, approximately 60 to 70 feet long.

Gallaway Enterprises is contacting the Yocha Dehe Wintun Nation to aid in the identification of any cultural resources within the project boundary or any initial concerns with the proposed project. Please notify us within 14 days with any pertinent information you may have regarding the project location. We value your assistance and look forward to your response. Please contact Catherine Davis at Gallaway Enterprises with any questions or concerns you may have. Thank you for your attention to this matter.

Sincerely,

Catherine Davis, M. A., RPA
Gallaway Enterprises, Inc.
530.332.9909 ext. 206
Cate@gallawayenterprises.com
117 Meyers St. Suite 120
Chico, Ca. 95928

Encl. *County Road 96 over Dry Slough Bridge Replacement Project Project Location Map.*

YOCHA DEHE
CULTURAL RESOURCES

November 16, 2020

Gallaway Enterprises
Attn: Catherine Davis, M. A., RPA
117 Meyers Street, Suite 120
Chico, CA 95928

RE: CR 96 Dry Slough Bridge Project YD-02042020-01

Dear Ms. Davis:

Thank you for your project notification letter dated, October 30, 2020, regarding cultural information on or near the proposed CR 96 Dry Slough Bridge Project, Yolo County. We appreciate your effort to contact us and wish to respond.

The Cultural Resources Department has reviewed the project and concluded that it is within the aboriginal territories of the Yocha Dehe Wintun Nation. Therefore, we have a cultural interest and authority in the proposed project area.

Based on the information provided, Yocha Dehe Wintun Nation is not aware of any known cultural resources near this project site and a cultural monitor is not needed. However, if any new information is available or cultural items are found, please contact the Cultural Resources Department. In addition, we recommend cultural sensitivity training for any pre-project personnel. Please contact the individual listed below to schedule the cultural sensitivity training, prior to the start of the project.

Laverne Bill, Cultural Resources Manager
Yocha Dehe Wintun Nation
Phone: (530) 723-3891
Email: lbill@yochadehe-nsn.gov

Please refer to identification number YD-02042020-01 in correspondence concerning this project.

Thank you for providing us the opportunity to comment.

Sincerely,

DocuSigned by:
5C39F9463F58429...
Tribal Historic Preservation Officer

Organizations/ Individuals Receiving Letter Soliciting Input Regarding Historic Resources

Ike Nijoku, Staff Planner
Historical Resources Management Commission
City of Davis
23 Russell Blvd Suite 2
Davis, CA 95616

Mark Fink
Yolo County Archives
226 Buckeye Street
Woodland, CA 95695

John Lofland,
Davis Historical Society
jlofland@dcn.org

Tim Allis
Friends of Davis Historical Resources
timallis@ucdavis.edu

Kathy Harryman, President
Yolo County Historical Society
PO Box 1447
Woodland, CA 95776

Mary L. Stephens - Davis Branch Library
315 E 14th Street
Davis, CA 95616

Jim Becket
Davis Friends of Hattie Webber Museum
jimbecket@sbcglobal.net

Communication Log	**Mail/Email**	
CR 96 Bridge -Dry Slough	**Initial Outreach Letter**	Follow Up
Ike Nijoku, Staff Planner, Historical Resources Management Commission, City of Davis	Mailed 7/29/2021	Ike Nijoku called on 8/16/21 and no comments
Mark Fink- Yolo County Archives	Mailed 7/29/2021	Mark called on 8/16/21 and No Comments
John Lofland, Davis Historical Society	Emailed 7/29/2021	John emailed on 8/16/21 and no comments
Tim Allis, Friends of Davis Historical Resources	Emailed 7/29/2021	Email Undeliverable see project for receipt
Kathy Harryman, President,Yolo County Historical Society	Mailed 7/29/2021	Left Msg 8/13/21 and 8/16/2021
Mary L. Stephens - Davis Branch Library	Mailed 7/29/2021	Left Msg 8/13/21 and 8/16/2021
Jim Becket, Davis Friends of Hattie Webber Museum	Emailed7/29/2021	Left Msg 8/13/21 and 8/16/2021

Appendix C

Caltrans Historic Bridge Inventory Sheet

Structure Maintenance & Investigations

Historical Significance - Local Agency Bridges

District 03

Yolo County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	
22C0075	COTTONWOOD SLOUGH	1.78 MI W OF CO RD 86A	5. Bridge not eligible for NRHP	1932	1956
22C0076	WILLOW SLOUGH BYPASS	Just North of CR #29	5. Bridge not eligible for NRHP	1997	
22C0078	CHICKAHOMINY SLOUGH	0.7 MI W OF C.R. #95	5. Bridge not eligible for NRHP	1983	
22C0079	DRY SLOUGH	JUST EAST OF C.R. #95	5. Bridge not eligible for NRHP	1959	
22C0080	DRY SLOUGH	0.2 MI WEST OF C.R. #96	5. Bridge not eligible for NRHP	1959	
22C0081	WEST ADAMS CANAL	1 MILE NORTH OF CAPAY	5. Bridge not eligible for NRHP	1930	
22C0082	GOODNOW SLOUGH	3.0 MI NORTH OF CAPAY	5. Bridge not eligible for NRHP	1925	
22C0083	SOUTH FORK OAT CREEK	0.4 MI N OF CR # 13	5. Bridge not eligible for NRHP	2006	
22C0084	SYCAMORE SLOUGH	0.10 Mi S of Route 45	5. Bridge not eligible for NRHP	1961	
22C0085	BRANCH PUTAH CREEK	0.1 MI E OF C.R. #103	5. Bridge not eligible for NRHP	1921	
22C0086	UNION SCHOOL SLOUGH	0.2 MI N OF C.R. #29	5. Bridge not eligible for NRHP	1980	
22C0087	SOUTH FORK WILLOW SLOUGH	0.71 MI N OF C.R. 27	5. Bridge not eligible for NRHP	1980	
22C0088	WILLOW SLOUGH	1.5 MI W OF CO RD 98	5. Bridge not eligible for NRHP	1987	
22C0091	CACHE CREEK	0.12 MI FR S.H. 16	5. Bridge not eligible for NRHP	1930	
22C0094	PINE CREEK	0.14 MI N/O SH 16	5. Bridge not eligible for NRHP	1960	
22C0095	HAMILTON CREEK	0.11 MI N/O C. R. 50	5. Bridge not eligible for NRHP	1911	
22C0096	SALT CREEK	0.60 MI N/O SH 16	5. Bridge not eligible for NRHP	1940	
22C0098	WINTERS CANAL	0.32 MI E OF C.R. 85B	5. Bridge not eligible for NRHP	1939	
22C0100	WINTERS CANAL	0.64 MI S C.R. #23	5. Bridge not eligible for NRHP	1950	
22C0102	COTTONWOOD SLOUGH	0.14 MI W OF C.R. #86A	5. Bridge not eligible for NRHP	1917	
22C0103	WINTERS CANAL	0.24 MI E/O CR #87	5. Bridge not eligible for NRHP	1955	
22C0105	CHICKAHOMINY SLOUGH	2.53 MI W OF C. R. 88	5. Bridge not eligible for NRHP	1917	
22C0106	CREEK S14	0.01 MI S OF S.H. 128	5. Bridge not eligible for NRHP	1930	
22C0107	COTTONWOOD SLOUGH	0.55 MI S OF C. R. 23	5. Bridge not eligible for NRHP	1930	
22C0108	UNION SCHOOL SLOUGH	0.57 MI W/O CR #88	5. Bridge not eligible for NRHP	1955	
22C0109	UNION SCHOOL SLOUGH	0.96 MI S OF C.R. #27	5. Bridge not eligible for NRHP	1916	
22C0110	WINTERS CANAL	0.15 MI N OF C.R. #29	5. Bridge not eligible for NRHP	1930	
22C0111	UNION SCHOOL SLOUGH	0.67 MI W OF C.R. #91B	5. Bridge not eligible for NRHP	1940	
22C0112	WINTERS CANAL	0.13 MI E OF C.R. #88	5. Bridge not eligible for NRHP	1920	
22C0113	CHICKAHOMINY SLOUGH	0.51 MI N OF C.R. #31	5. Bridge not eligible for NRHP	1957	
22C0115	SOUTH FORK WILLOW SLOUGH	0.29 E OF C.R.93	5. Bridge not eligible for NRHP	1930	
22C0116	NORTH FORK WILLOW SLOUGH	0.22 MI E OF C.R. #95	5. Bridge not eligible for NRHP	1930	
22C0117	DRY SLOUGH	0.77 MI W OF C.R. #98	5. Bridge not eligible for NRHP	1930	
22C0118	CHICKAHOMINY SLOUGH	0.27 MI W OF C.R. 91A	5. Bridge not eligible for NRHP	1976	
22C0119	DRY SLOUGH	0.77 MI N OF I 505 RAMP	5. Bridge not eligible for NRHP	1970	
22C0120	DRY SLOUGH	0.83 MI N OF SR 128	5. Bridge not eligible for NRHP	1947	
22C0121	DRY SLOUGH	0.06 MI N OF C.R. #32	5. Bridge not eligible for NRHP	1913	
22C0125	DRY SLOUGH	0.06 MI N OF C.R. #31	5. Bridge not eligible for NRHP	1930	
22C0126	UNION SCHOOL SLOUGH	1.38 MI S OF C.R. #27	5. Bridge not eligible for NRHP	1930	
22C0127	DRY SLOUGH	0.45 MI N OF C.R. #31	5. Bridge not eligible for NRHP	1929	
22C0128	DRY SLOUGH	0.34 MI N OF C.R.29	5. Bridge not eligible for NRHP	1975	
22C0129	BRETONA CREEK	0.50 MI E OF C.R. #91B	5. Bridge not eligible for NRHP	1940	
22C0131	WILLOW SPRING CREEK	0.04 Mi West of CR #94	5. Bridge not eligible for NRHP	1940	