

MINUTE ITEM:  
This Calendar Item No. C9  
was approved as Minute Item  
No. 9 by the State Lands  
Commission by a vote of 2  
to 0 at its 4-12-88  
meeting.

CALENDAR ITEM

A 1  
S 4

009

04/12/88  
W 22719 PRC 7186  
J. Ludlow

GENERAL PERMIT - PUBLIC AGENCY USE

APPLICANT: Tehama County Road Department  
9380 San Benito Avenue  
Gerber, California 96035

AREA, TYPE LAND AND LOCATION:  
A 0.478-acre parcel of submerged land in  
the Sacramento River at Bend Ferry Road,  
approximately six (6) miles northeast of  
Red Bluff, Tehama County.

LAND USE: Construction and maintenance of a bridge.

TERMS OF PROPOSED PERMIT:  
Initial period: 49 years beginning  
October 27, 1987.

CONSIDERATION: The public use and benefit; with the State  
reserving the right at any time to set a  
monetary rental if the Commission finds such  
action to be in the State's best interest.

BASIS FOR CONSIDERATION:  
Pursuant to 2 Cal. Adm. Code 2003.

APPLICANT STATUS:  
Applicant is currently negotiating upland use  
rights with upland property owners.

PREREQUISITE CONDITIONS, FEES AND EXPENSES:  
Filing fee and processing costs have been  
received.

STATUTORY AND OTHER REFERENCES:

- A. P.R.C.: Div. 6, Parts 1 and 2; Div. 13.
- B. Cal. Adm. Code: Title 2, Div. 3; Title 14, Div. 6.

AB 884: 05/10/88.

OTHER PERTINENT INFORMATION:

1. Pursuant to the Commission's delegation of authority and the State CEQA Guidelines (14 Cal. Adm. Code 15025), the staff has prepared a Proposed Negative Declaration identified as EIR ND 430, State Clearinghouse No. 87120823. Such Proposed Negative Declaration was prepared and circulated for public review pursuant to the provisions of CEQA.

Based upon the Initial Study, the Proposed Negative Declaration, and the comments received in response thereto, there is no substantial evidence that the project will have a significant effect on the environment. (14 Cal. Adm. Code 15074(b))

2. The proposed bridge will be located on Bend Ferry Road at the Sacramento River, approximately six miles northwest of the city of Red Bluff. The new bridge will replace the existing bridge which is both structurally and functionally deficient and will be located immediately north of the existing structure. The old bridge is scheduled to be removed after the new structure is put into service.
3. Construction of the bridge will not commence until all property acquisitions, easements, and/or permits have been acquired from the adjacent property owners.
4. The annual rental value of the site is estimated to be \$45.

5. This activity involves lands identified as possessing significant environmental values pursuant to P.R.C. 6370, et seq. Based upon the staff's consultation with the persons nominating such lands and through the CEQA review process, it is the staff's opinion that the project, as proposed, is consistent with its use classification.

WAIVERS OBTAINED:

Water Quality Control Board and United States Army Corps of Engineers.

FURTHER APPROVALS REQUIRED:

State Reclamation Board and Department of Fish and Game.

EXHIBITS:

- A. Land Description
- B. Location Map.
- C. Negative Declaration

IT IS RECOMMENDED THAT THE COMMISSION:

1. CERTIFY THAT A NEGATIVE DECLARATION, EIR ND 430, STATE CLEARINGHOUSE NO. 87120823, WAS PREPARED FOR THIS PROJECT PURSUANT TO THE PROVISIONS OF THE CEQA AND THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED THEREIN.
2. DETERMINE THAT THE PROJECT, AS APPROVED, WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.
3. AUTHORIZE ISSUANCE TO TEHAMA COUNTY ROAD DEPARTMENT OF A 49-YEAR GENERAL PERMIT - PUBLIC AGENCY USE BEGINNING OCTOBER 27, 1987; IN CONSIDERATION OF THE PUBLIC USE AND BENEFIT, WITH THE STATE RESERVING THE RIGHT AT ANY TIME TO SET A MONETARY RENTAL IF THE COMMISSION FINDS SUCH ACTION TO BE IN THE STATE'S BEST INTEREST; FOR THE CONSTRUCTION OF A BRIDGE ON THE LAND DESCRIBED ON EXHIBIT "A" ATTACHED AND BY REFERENCE MADE A PART HEREOF.

SEARCHED	67
INDEXED	866

EXHIBIT "A"

LAND DESCRIPTION

W 22719

A strip of submerged land 60 feet wide at the Bend Ferry Road Bridge on the Sacramento River, Tehama County, California, the centerline of said strip being described as follows:

BEGINNING at a point from which the southeast corner of Section 20, T28N, R3W, MDM, bears S 37°44'15" E, 2,317.56 feet; thence N 58°38'29" W, 346.69 feet to the end of the herein described line.

EXCEPTING THEREFROM any portion lying landward of the ordinary low water marks of the Sacramento River.

END OF DESCRIPTION

PREPARED DECEMBER 10, 1987, BY BIU 1.

0661b

REVENUE PAGE	62
LIQUOR PAGE	867

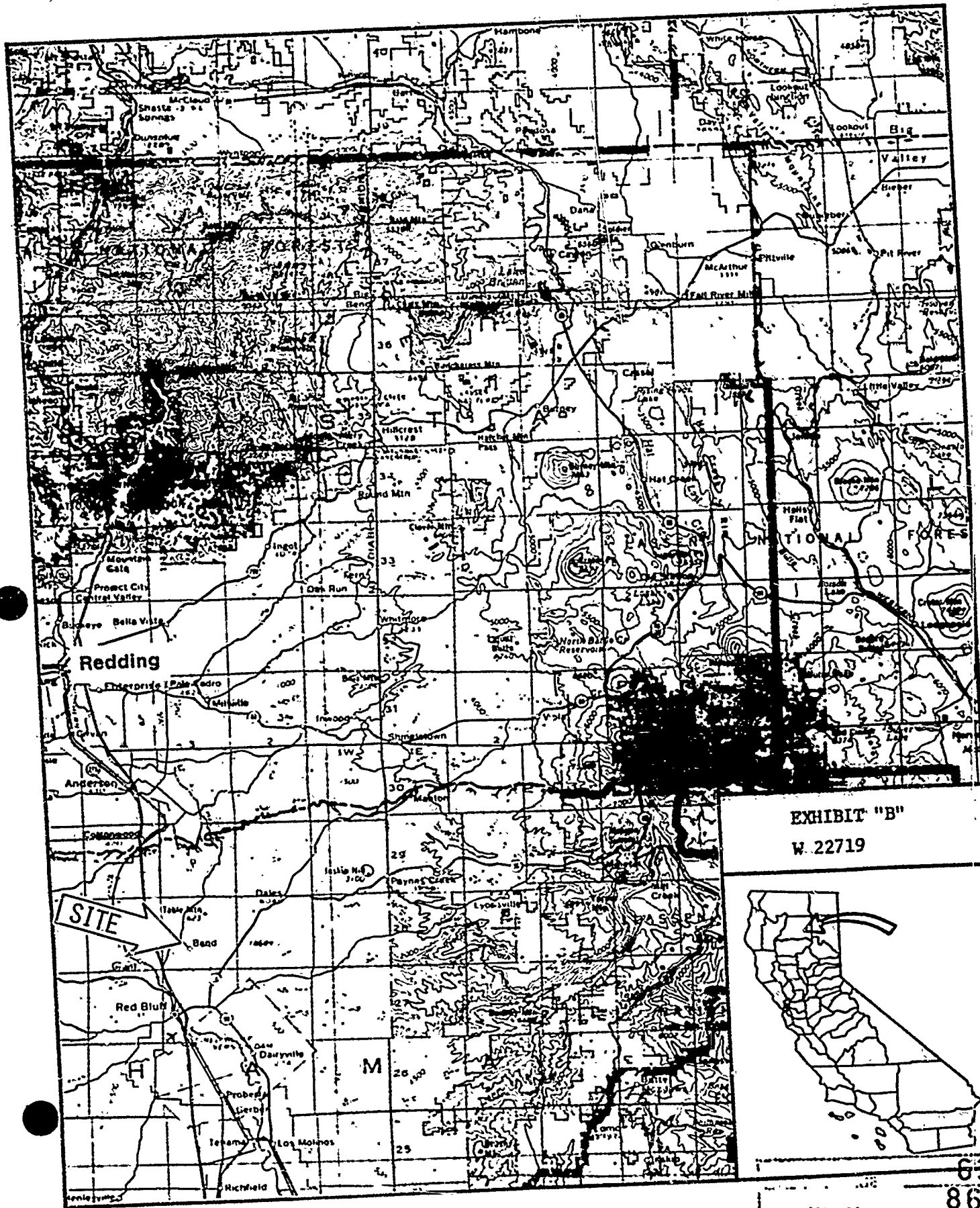


EXHIBIT "B"

W 22719



63

868

UNIVERSITY

STATE LANDS COMMISSION  
1807 13TH STREET  
SACRAMENTO, CALIFORNIA 95814

PROPOSED NEGATIVE DECLARATION

EIR ND 430

File Ref.: W 22719

SCR#: 8712 0823

**Project Title:** BEND BRIDGE/Bend Ferry Road

**Project Proponent:** Tehama County Road Department

**Project Location:** Bend Ferry Road across the Sacramento River, approximately 6 miles northeast of Red Bluff, Tehama County.

**Project Description:** New bridge construction to replace the existing structure. The new structure will be located immediately north of the existing structure.

**Contact Person:**

TED T. FUKUSHIMA

**Telephone:**

(916)322-7813

This document is prepared pursuant to the requirements of the California Environmental Quality Act (Section 21000 et seq., Public Resources Code), the State CEQA Guidelines (Section 15000 et seq., Title 14, California Administrative Code), and the State Lands Commission regulations (Section 2901 et seq., Title 2, California Administrative Code).

Based upon the attached Initial Study, it has been found that:

the project will not have a significant effect on the environment.

mitigation measures included in the project will avoid potentially significant effects.

EXHIBIT "C"

PAGE

64

PAGES

869

## MITIGATION MEASURES

1. Construction of bridge piers and abutments in the active river channel shall not result in the deposition of material bearing fine sediment (solids smaller than coarse sand) into the flowing portion of the river. Alternative measures to access in-river construction sites can include barge or temporary platforms utilizing pilings.
2. Prior to the onset of the wet season, or any anticipated increased river flow releases from Keswick Dam, preparation shall be made to prevent the erosion of fine material from the project area into the river.
3. Deposition of asphalt and paint chips from the old bridge into the river shall be prohibited.

DATE \_\_\_\_\_ 65  
PAGE \_\_\_\_\_ 870

COMMENT

Office of California

The Resources Agency

Memorandum

RESPONSE

- 1. Projects Coordinator  
Resources Agency
- 2. Ted Fukushima  
Division of Research and Planning  
State Lands Commission  
1807 13th Street  
Sacramento, CA 95814

Date January 20, 1988

- 1. See mitigation measures. Additionally, the mitigation measures will be incorporated in the permit.
- 2. Comment noted.
- 3. Comment noted.

Subject: SCH 87120823 - New Semi Bridge Construction on the Sacramento River near Red Bluff, Tehama County

The Department of Fish and Game (DFG) has evaluated the Negative Declaration for construction of a new bridge on the upper Sacramento River at Bend at a site adjacent to the existing bridge. The river channel will be modified during construction of the new bridge and removal of the old bridge. We have inspected the site and discussed alternative construction methods with the project sponsor.

There are potential significant impacts associated with some alternative construction techniques and schedules that could be applied to this project. In order to avoid these significant effects, we recommend the following mitigation measures be incorporated in the State Lands Permit for the project:

- 1. Construction of bridge piers and abutments in the active river channel shall not result in the deposition of material bearing fine sediment (silt) smaller than coarse sand) into the flowing portion of the river. Alternative measures to access in-river construction sites can include barge or temporary platforms utilizing pilings.
- 2. No blasting within areas of the Sacramento River channel where fish could be adversely impacted.
- 3. Prior to the onset of the wet season, or any anticipated increased river flow releases from Keswick Dam, preparation shall be made to prevent the erosion of fine material from the project area into the river.
- 4. Deposition of asphalt and paint chips from the old bridge into the river shall be prohibited.

The new bridge project and the demolition of the old bridge will each require a Streambed Alteration Agreement with the DFG (Fish and Game Code Section 1603). After review of the proposed plan for the projects, the DFG will recommend appropriate measures to protect fish and wildlife. If any blasting is proposed either

871  
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STATE



below the water line, or near the water line in a manner that could adversely impact fish. A permit must first be obtained from the DFC (Fish and Game Code Section 5500).

The Sacramento River within the project area has been designated by the State Legislature as an important salmon spawning area (Fish and Game Code Section 1505). There are salmon spawning sites located immediately above and below the project site. Four different races of chinook salmon use these spawning areas in different ways. This makes the upper Sacramento River unique in that there are always some chinook salmon present in the river. The winter-run race of chinook salmon is of special concern to the DFC at the present time because the population has declined to alarmingly low levels. Steelhead and resident rainbow trout are also present in the river throughout the year.

If there are any questions regarding our comments, please contact Mr. A. E. Naylor, Regional Manager, Region I, 601 Locust Street, Redding, CA. 96001. His telephone number is (916) 225-2364.

*Pete Fontadelli*  
Pete Fontadelli  
Director

cc: Bob Lewis - Central Valley Regional  
Water Quality Control Board

SEARCHED	INDEXED
SERIALIZED	FILED
APR 1 1972	
FBI - SAC, REDDING	

DEPT  
of California

**Memorandum**

The Resources Agency of California

(1) Dr. Gordon F. Snow  
The Resources Agency

(2) State Lands Commission  
1807 - 11th Street  
Sacramento, CA 95814

Attention: Ted Fukushina  
Department of Boating and Watersports

Date: JAU 12 1988

Subject: **[REDACTED]** Bend Bridge  
Sacramento River

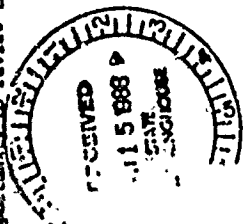
RESPONSE

Comments noted.

The Department of Boating and Watersports has reviewed subject Negative Declaration to replace Bend Bridge located on Bend Ferry Road on the Sacramento River and would like to offer the following comments:

1. If the applicant determines that during construction waterway markers, e.g., signs, buoys, etc., are necessary to warn or advise boaters, the markers must be placed in accordance with the requirements as specified in Title 14, Article 6, Section 7000-7007 of the California Administrative Code (copy enclosed).
2. The boat launching ramp and fishing access area located along the southeast side of the existing bridge should be protected, and public access to the area should be maintained during and after construction.
3. The new bridge should be designed in such a way as to not interfere with navigation of the Sacramento River by recreational watercraft.

Thank you for the opportunity to review this document.



*William H. IVINS*  
WILLIAM H. IVINS  
Director

Enclosure

68
873

TEHAMA COUNTY ROAD DEPARTMENT  
ENVIRONMENTAL STUDY  
FOR THE  
BEND FERRY ROAD BRIDGE NO. 8C-17 AT  
SACRAMENTO RIVER  
IN TEHAMA COUNTY, CALIFORNIA

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AUGUST 1987

BY  
TEHAMA COUNTY ROAD DEPARTMENT

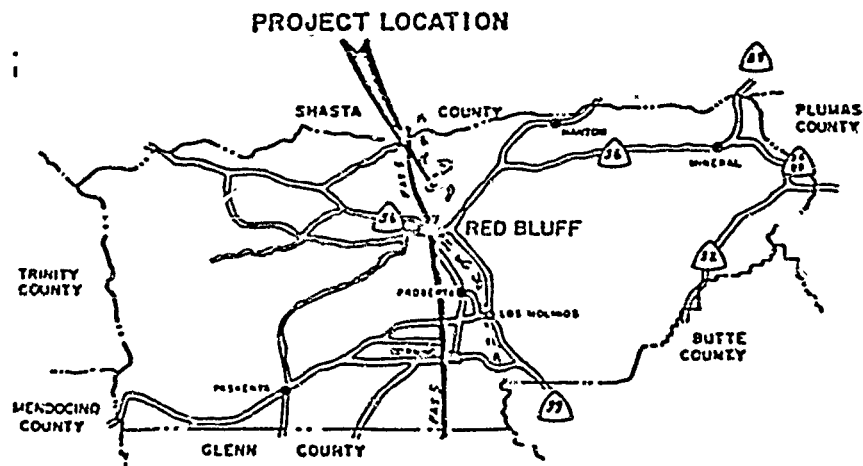
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PAGES	874

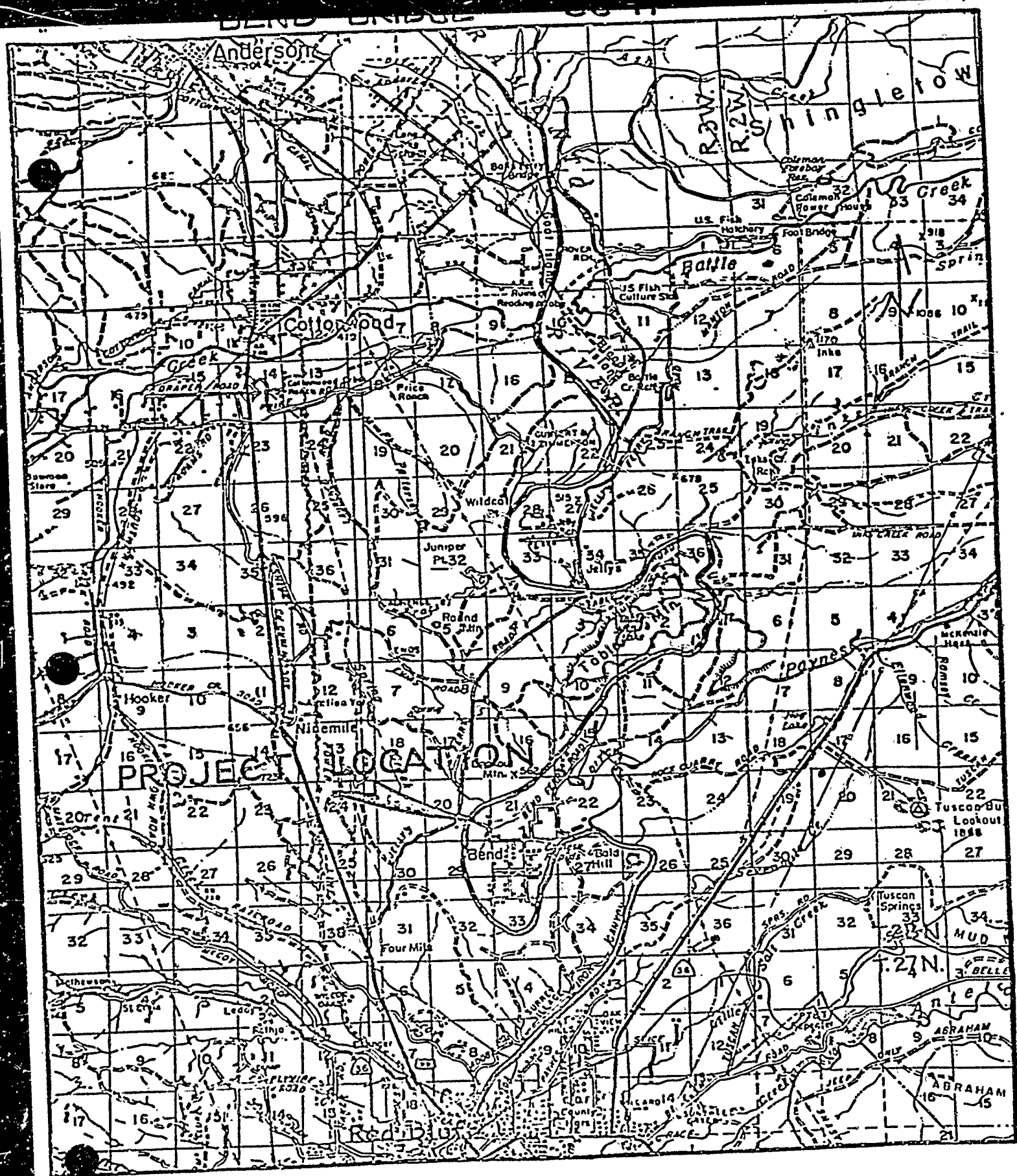
# LOCATION MAP



## BEND BRIDGE BEND FERRY ROAD AT THE SACRAMENTO RIVER BRIDGE NO. 8C-17



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# VICINITY MAP

NO-SCALE

71  
876

**BEND FERRY ROAD BRIDGE  
OVER SACRAMENTO RIVER**

**PROJECT DESCRIPTION:** Replace the "Bend Bridge" and reconstruct the approaches. The bridge is located on Bend Ferry Road at the Sacramento River.

**EXISTING BRIDGE:** The Sacramento River bridge is located on Bend Ferry Road about 0.1 mile east of Jellys Ferry Road and 5 miles northwest of the City of Red Bluff. The existing bridge is 366-foot long and 18-foot wide, consisting of four 150-foot long Pratt trusses and fourteen spans of open trestle. The bridge horizontal alignment is on tangent. There is a 500 +/- foot radius curve at the westerly approach and a 2+ degree angle on the easterly approach at the end of the bridge. The vertical alignment is level on the truss spans. The grade changes at the easterly trestle spans to about minus 2 percent, making the easterly abutment 5 +/- feet below the truss road grade.

The existing bridge is both structurally and functionally deficient.

**PROPOSED BRIDGE:** Several alignments were studied and the most feasible is the proposed bridge alignment just north of the existing bridge. The actual alignment will depend on several considerations including the use of the existing bridge during construction, fit of alignment at each end of the project, required length of approaches, constructibility of driveway approaches at each end of the bridge, and the right of way costs.

The required bridge length and girder soffit clearance will be determined during the bridge design hydraulic study. Bridge width is expected to be 32-feet between Type 116 metal tube bridge railings.

**PROJECT NEED:** The project is needed for the following reasons:

- a) The existing structure is load limited to 10 tons and it is the only access into the Bend area;
- b) Reconstruction of the bridge is necessary to sustain the local economy;
- c) The bridge is critically needed for emergency use;
- d) Development in the area makes the bridge essential for school transportation;
- e) The bridge is needed for very significant local needs.

**THE PHYSICAL ENVIRONMENT:** The following are responses to the questions marked "To Be Determined and Yes" on the Preliminary Environmental Studies Form:

- 1) Since the design year ADT is estimated to be only 1600 with 10% truck traffic it is not estimated to increase the noise level above what is acceptable by Federal criteria (FHPII 773). (See the attached study.)

2) The project is not expected to adversely affect water quality. Construction will be scheduled to alleviate possible adverse affects on water quality. (See letter from California Regional Water Quality Control Board)

5) The project is in a flood plain, of the Sacramento River a "SUMMARY OF FLOODPLAIN ENCROACHMENT" has been prepared and is enclosed for approval.

10) The property to the east of the project is zoned E-A which is the zoning for exclusive agriculture. The property to the west of the project is zoned C-4 commercial on the south side of the road, and UAAP agricultural on the north side of the road. With the revised A.P.E.I., the project will involve a minor conversion of prime farmland, although when the project has been completed, a portion of that prime land may be reclaimed. (See the enclosed Department of Agriculture comments.)

11) The project will not encroach on any hazardous waste sites or underground tanks. (See attached report)

12) The Department of Fish and Game has indicated that the project will not affect any of the State listed endangered, threatened and rare species. In addition a Fish and Game "Alteration of Streambed" Agreement will be obtained and become a part of the contract documents.

**THE SOCIAL AND ECONOMIC ENVIRONMENT:**

27) No significant archaeological, Native American or historical resource has been encountered within the APEI. The APEI has been revised slightly and the Anthropology Department, California State University, Chico, has inspected the revised area and an addendum is hereby attached. (See the enclosed historical property survey report and the revised A.P.E.I. and addendum.

**REQUIRED STUDIES:** See the attached--

- A. Hazardous Waste Study
- B. Noise Study
- C. Flood Plain Risk Assessment
- D. Historical Property Survey Report
- E. A.P.E.I. Map
- F. Archeological Records Search  
Archeological Field Survey  
National Register Record Search

**COORDINATION REQUIRED:** See the attached

- 1. State Historical Preservation Officer (letter sent)
- 2. Soil Conservation Service
- 3. Reclamation Board

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PERMITS OR APPROVALS REQUIRED BY AGENCIES WITH JURISDICTION BY  
L&W: See the attached correspondence

1. Fish and Game (1601/3 Agreement)
2. Corps of Engineers (404 Permit)
3. California Regional Water Quality Control Board
4. State Lands Commission

74  
879



APPENDIX

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PRELIMINARY ENVIRONMENTAL STUDIES FORM

(Attachment to Field Review Form, LPM Vol 1-05)

Agency (Dist-Co-Route-Agency): 02 TEH C.R. 210

Project Number (Fed:Prog.abrev.-Route): BR. NO. 8C-17

Project Location: BEND BRIDGE ON BEND FERRY RD.

Project Description: REPLACE BEND BRIDGE OVER THE SACRAMENTO RIVER AND RECONSTRUCT APPROACHES.

EXAMINE FOR POTENTIAL EFFECTS ON THE ENVIRONMENT, DIRECT OR INDIRECT, AND ANSWER THE FOLLOWING QUESTIONS

A. The Physical Environment:	YES	TO BE DETERMINED	
		NO	NO
1. Will the project increase noise levels in the design year to approach or exceed federal criteria (FHFM 773) or move traffic closer to sensitive receptors?	<input type="checkbox"/>	1600 ADT (PROJ.) 10%T <input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Will it adversely affect water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Is it within a designated sole source aquifer?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Is it within or involve a coastal zone?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Will the project encroach on the base (100 yr) flood plain?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Will the project affect the Wild and Scenic River System?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Will the project affect federally listed threatened or endangered species including candidate species or modify critical or sensitive habitat?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Will the project involve the destruction or modification of wetlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Is the project inconsistent with the State implementation Plan regarding air quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

76  
881

Agency TEH CO. Project Number EC-17

- |   | <u>YES</u>                          | <u>TO BE DETERMINED</u>             | <u>NO</u>                           |
|---|-------------------------------------|-------------------------------------|-------------------------------------|
| 10. Will the project involve conversion of farmland?  | _____                               | <input checked="" type="checkbox"/> | _____                               |
| 11. Will the project involve hazardous waste sites including underground tanks?   | _____                               | <input checked="" type="checkbox"/> | _____                               |
| 12. Will the project modify or alter the channel of a river, stream, bay, inlet or lake?  | <input checked="" type="checkbox"/> | _____                               | _____                               |
| 13. Will the project "use" land from a publically owned parkland, recreation area, wildlife or waterfowl refuge [Section 4(f)]? | _____                               | _____                               | <input checked="" type="checkbox"/> |

O.K. BASED UPON FISH & GAME'S LETTER

(NO TAKE FROM FISH. ACCESS AREA)

Were federal Land and Water Conservation funds used in the development of the local park [Section 6(f)(3)]?

- |  |       |                                     |
|--|-------|-------------------------------------|
| _____  | _____ | <input checked="" type="checkbox"/> |
| 14. Will the project affect aesthetic features of an area producing light, glare or shadows? | _____ | <input checked="" type="checkbox"/> |

3. The Social and Economic Environment:

- |   |       |       |                                     |
|---|-------|-------|-------------------------------------|
| 15. Will the project take more than a minor amount of right of way?   | _____ | _____ | <input checked="" type="checkbox"/> |
| 16. Will the project displace business and residences?  | _____ | _____ | <input checked="" type="checkbox"/> |
| 17. Will the project divide or disrupt an established community?  | _____ | _____ | <input checked="" type="checkbox"/> |
| 18. Will the project induce unplanned growth?   | _____ | _____ | <input checked="" type="checkbox"/> |
| 19. Is the project inconsistent with plans and goals adopted by the community?  | _____ | _____ | <input checked="" type="checkbox"/> |
| 20. Will the project result in the need for public services, including utilities, beyond those presently available or proposed? | _____ | _____ | <input checked="" type="checkbox"/> |
| 21. Will the project involve changes in access control?   | _____ | _____ | <input checked="" type="checkbox"/> |
| 22. Will the project change local traffic patterns?   | _____ | _____ | <input checked="" type="checkbox"/> |

DATE: \_\_\_\_\_  
 TIME: \_\_\_\_\_  
 882

Agency TEH. CO. Project Number FC-17

	<u>YES</u>	<u>TO BE DETERMINED</u>	<u>NO</u>
23. Will the projects significantly reduce available parking?	_____	_____	<input checked="" type="checkbox"/>
24. Will the project require future construction to fully utilize the design capabilities included in the proposed project?	_____	_____	<input checked="" type="checkbox"/>
25. Will the project generate public controversy based on environmental effects?	_____	_____	<input checked="" type="checkbox"/>
26. Will the project result in significant construction impacts?	_____	_____	<input checked="" type="checkbox"/>
27. Will the project involve National Register listed or potentially eligible historic properties? [Section 106, Section 4(f)].	_____	<input checked="" type="checkbox"/>	_____

DATA, AS REQUIRED, TO SUPPORT THE CONCLUSIONS OF THIS CHECKLIST SHOULD BE ATTACHED OR AVAILABLE FROM THE LOCAL AGENCY UPON REQUEST.

## C. Required Studies

Water Quality	_____	Historical Property Survey Report	<input checked="" type="checkbox"/>
Relocation Impacts Study	_____	APE Map	<input checked="" type="checkbox"/>
Hazardous Waste Study	<input checked="" type="checkbox"/>	Archeological Records Search	<input checked="" type="checkbox"/>
Noise Study	<input checked="" type="checkbox"/>	Archeological Field Survey	<input checked="" type="checkbox"/>
Biological Survey	_____	National Register Record Search	<input checked="" type="checkbox"/>
Air Quality Study	_____	Historic Architectural Evaluation (Including bridges)	<input checked="" type="checkbox"/> <u>NO - BR. IS CAT 5</u>
Wetlands Study	_____		
Flood Plain Risk Assessment	<input checked="" type="checkbox"/>		
Socio-Economic Evaluation	_____	Others (list):	
Aesthetic Impacts	_____	_____	
Section 4(f) Evaluation	_____	_____	
Programmatic Section 4(f) Evaluation	_____	_____	

78  
883

Agency TEH CO

Project Number PC-17

Coordination Required (as of the date of signature)

- State Historic Preservation Officer  Regional Water Quality Board \*
- Soil Conservation Service (AD-1006) per Farmland Protection Policy Act  Department of Health Services\*
- DOI-Section 4(f), Section 6(f)(3)  EPA\*
- EPA-Sole Source Aquifer
- Reclamation Boards (State or Federal)  STATE Other (list): \_\_\_\_\_
- U.S. Fish and Wildlife Service (Wetlands, Section 7 or Coordination)  \_\_\_\_\_
- Port Coordination  \_\_\_\_\_
- California Fish and Game Resource Protection  \_\_\_\_\_

\*Hazardous Waste

Permits or Approvals required by Agencies with jurisdiction by Law (as of the date of signature)

- Fish and Game (1601/3 Agreement)  Caltrans (Encroachment Permit)
- Corps of Engineers (404 Permit)  Right of Entry on private lands
- Costal Zone Consistency  State Lands Commission
- U. S. Coast Guard  Other (list): \_\_\_\_\_
- CALIFORNIA REGIONAL
- WATER QUALITY CONTROL Bd.
- REDDING

List all Federal Cooperating Agencies: (per CEQ Guidelines)

CALIF. REG.	79
884	

Agency TEH CO.

Project Number PC-17

F. Public Hearing and Public Availability

*BASED ON ROAD REMAINING OPEN DURING CONSTRUCTION*

Not Required  Opportunity for a Public Hearing

Notices of Availability of Environmental Document (ONLY)  Public Hearing Required

G. Preliminary Environmental Document Classification (NEPA)

Based on the evaluation of the project, the environmental document to be developed should be:

Environmental Impact Statement  Categorical Exclusion

Environmental Assessment  With special studies noted in C

[Signature] 6/11/87  
Signature Local Agency Date

[Signature] 6/11/87  
Signature Caltrans District 2 Local Streets and Roads Date

[Signature] 6/11/87  
Signature Caltrans District 2 Environmental Branch Date

[Signature] \_\_\_\_\_  
Signature FHWA Date

## CATEGORICAL EXCLUSION DETERMINATION

Local Agency (Dist-Co-Route-Agency): 02 TEHAMA CO.Project Number (Fed.Prog.abrev.-Route): BR. NO. 8C-17Project Location: BEND BRIDGE ON BEND FERRY ROADProject Description: REPLACE BEND BRIDGE OVER THE  
SACRAMENTO RIVER AND CONSTRUCT APPROACHES

1. Based on the Preliminary Environmental Study, this project meets the criteria for a Categorical Exclusion.

Signature-Local Agency:

Date

9/27/87Signature-Caltrans-District 2  
Local Streets and Roads

Date

9/29/87Signature-Caltrans-District 2  
Environmental Branch

Date

9/29/87

2. Based on evaluation of this project, it is determined that the project is a "Categorical Exclusion," Class II action as described in 23 CFR 771.117

Signature FHWA\*:

Date

9-29-87

\*If wetlands are involved, the FHWA District Engineer must endorse Categorical Exclusions.

CHECKED BY	<u>81</u>
DATE	<u>886</u>



DEPARTMENT OF TRANSPORTATION

P.O. BOX 2197  
SACRAMENTO, CA 95833  
DD (916) 225-3000

Phone (916) 225-3308

OCT 5 - 1987

TEHAMA COUNTY  
ROAD DEPARTMENT &  
BEND BRIDGE

02 Local Streets & Roads  
Tehama County  
Bend Bridge No. 8C-17  
02204-962053

October 5, 1987

Mr. Larry Coleman, Director  
Tehama County Road Department  
1380 San Benito Avenue  
Gerber, CA 96035

Dear Mr. Coleman:

As an outcome of our telephone conversation of October 2, 1987, this letter lists the measures which Tehama County will implement to protect archaeological site CA TEH 1482.

1. As much as possible of the boundary of archaeological site CA TEH 1482 will be delineated on the plans and shown as an Environmentally Sensitive Area "ESA". No trespass upon the ESA by construction activities to be permitted.
2. The right of way adjacent to the ESA will be fenced to prevent trespass during construction.
3. Notice in the special provisions to prospective bidders will be placed stating that there is an Environmentally Sensitive Area in the vicinity of the project and that all construction work is restricted to the area within the proposed right of way for the project.
4. During grading operations a qualified archaeologist will be on site in the event that subsurface archaeological resources are discovered.

Please call me if you have any questions.

*Larry French*  
LARRY FRENCH  
Chief, Environmental Services  
and Transportation Planning  
Branch, District 2

82  
88-7





# Tehama County Road Department

OFFICE OF THE  
COUNTY ENGINEER  
ROAD COMMISSIONER  
AND  
COUNTY SURVEYOR

9380 San Benito Avenue  
Garber, California 96035

AREA CODE 916  
PHONE 385-1462

October 2, 1987

Re: Bend Bdg. over  
Sacramento River  
on Bend Ferry Rd.  
ES-8-87

Department of Transportation  
P.O. Box 2107  
Redding, CA., 96099

ATTN: LARRY FRENCH - CHIEF, ENVIRONMENTAL  
SERVICES AND TRANSPORTATION PLANNING

Dear Mr. French:

This is to confirm our telephone discussion of October 2, 1987 concerning the conditions in your letter which refer to the Categorical Exclusion Determination for Bend Bridge on Bend Ferry Road.

The "ESA" as delineated by the archaeologist lies outside the Right of Way and construction easements which we propose to acquire for the project. The concern that the "ESA" may intrude into our construction area beyond the line delineated by the archaeologist warrants extra care to protect the site from any construction activities.

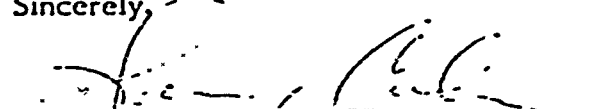
In reference to Conditions 1 and 2, we will be happy to delineate the "ESA" as shown by the archaeologist on the plans and include fencing along the right of way and construction easement line to prevent trespass by construction activities.

As we discussed, fencing of private property outside of our area of ownership or jurisdiction is prohibited by law. We will, however, place an item in the Specification Specials calling the contractor's attention to the location of the "ESA" adjacent to the construction site but not within the site and directing the contractor to not make any arrangement for use of the "ESA" for any purpose relative to the contract.

We certainly agree that a qualified archaeologist be on site during grading operations in the vicinity of the "ESA" as requested in Condition #3.

I believe this reflects our agreement as to the appropriate interpretation of your conditions for providing the protection to the "ESA" during this project.

Sincerely,

  
Lawrence A. Coleman  
Director of Public Works

LAC/ss

83

888



STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

## DEPARTMENT OF TRANSPORTATION

P.O. BOX 2107  
REDDING, CA 96079  
DD (924) 225-3000

Phone (916) 225-3308

JCT 1 - 1987

DEPARTMENT OF TRANSPORTATION

02-Local Streets & Roads  
Tehama County  
Bend Bridge No. 8C-17  
02204-962053

September 30, 1987

Mr. Larry Coleman, Director  
Tehama County Road Department  
1380 San Benito Avenue  
Gerber, CA 96035

Dear Mr. Coleman:

The environmental clearance for the above-referenced project has been granted by the FHWA with the following conditions imposed:

1. The boundaries of Archaeological site CA TEH 1482 must be delineated on the plans and shown as an Environmentally Sensitive Area "ESA". No trespass upon the ESA by construction activities is to be allowed.
2. The ESA is to be protected from trespass by constructing a temporary fence around it. A special contract item for constructing temporary fencing will be necessary. The placement of the fence must be supervised by a qualified archaeologist.
3. During grading operations a qualified archaeologist must be on site in the event that subsurface archaeological resources are discovered.

The FHWA area engineer was also concerned about the noise level at the residence northwest of the bridge. I convinced him that the berm of material north of the roadway will effectively protect the residence from excessive noise levels. You should leave as much of this material in place as you can.

84

883

Mr. Larry Coleman  
Page 2  
September 30, 1987

Enclosed is your copy of the Categorical Exclusion for the project.

Very truly yours,

*Larry French*

LARRY FRENCH  
Chief, Environmental Services  
and Transportation Planning  
Branch, District 2

Enclosure

SEARCHED	INDEXED	85
SERIALIZED	FILED	890

REQUIRED STUDIES

86  
891

B. NOISE



DEPARTMENT OF TRANSPORTATION

P.O. BOX 2177

REDDING, CA 96099

JD (916) 2-3000

one (916) 225-3308

JUL 21 1987

TEHAMA COUNTY  
ROAD DEPARTMENT

02-Environmental Services  
02-Local Streets and  
Roads - Tehama County  
Bend Br. - No. 8C-17  
02204 - 962053

July 20, 1987

Mr. Ken Burton  
Tehama County Road Department  
9380 San Benito Avenue  
Gerber, CA 96035-9702

Dear Mr. Burton:

Noise levels from traffic use after construction of the proposed bridge will not be significant in terms of Noise Abatement Criteria established by the FHWA.  $LEQ_h$  noise levels for the year 2005 will be 67 dBA which is permissible under the FHWA criteria.

There is a strong possibility that construction noise will exceed these levels and I suggest that the noisier construction operations be limited to the less sensitive times of the day.

Very truly yours,

*Larry French*

LARRY FRENCH  
Chief, Environmental Services  
and Transportation Planning  
Branch, District 2

87

892

A. HAZARDOUS WASTE

HAZARDOUS WASTE STUDY

County staff made a field reconnaissance of the area within the A.P.E.I. and checked local records and find that the project does not involve hazardous waste sites including underground tanks.

88

893

Attachment 2  
1983-1

## SUMMARY OF FLOODPLAIN ENCROACHMENT

File 02 Tehama 210  
 Dist. Co. Rte. Etc.

Fed. Proj. No. \_\_\_\_\_

Bridge Number 8C-17 (Bend Bridge)

Road Bend Ferry Road

Limits at the Sacramento River

This form will be utilized to document consideration of base floodplain encroachment when it is agreed that the level of risk is low and the proposed action is expected to be processed with a Categorical Exclusion.

Note: The FHWA Area Engineer, in consultation with the FHWA Bridge Engineer and Caltrans, will request that further documentation be prepared to determine the risks associated with implementation of the proposed action when it is not obvious that the risk of flooding associated with implementation of the proposed action is low.

Floodplain Description Sacramento River floodplain  
Zone A per NFIP maps.

	Yes	Not Deter- mined	No
1. Is the proposed action a longitudinal encroachment of the base floodplain?	_____	_____	<u>X</u>
2. Are the risks associated with the implementation of the proposed action significant?	_____	_____	<u>X</u>
3. Will the proposed action support probable incompatible floodplain development?	_____	_____	<u>X</u>
4. Are there any significant impacts on natural and beneficial floodplain values?	_____	_____	<u>X</u>

89

894

- |   | <u>Yes</u> | <u>Not<br/>Deter-<br/>mined</u> | <u>No</u> |
|---|------------|---------------------------------|-----------|
| 5. Routine construction procedures are required to minimize impacts on the floodplain. Are there any special mitigation measures necessary to minimize impacts or restore and preserve natural and beneficial floodplain values? If yes, explain. | _____      | _____                           | <u>X</u>  |
| 6. Does the proposed action constitute a significant floodplain encroachment as defined in FHPM 6-7-3-2, paragraph 4q.  | _____      | _____                           | <u>X</u>  |
| 7. Are Location Hydraulic Studies that document the above answers on file in agency's office? If not explain.   | <u>X</u>   | _____                           | _____     |

Prepared by:

Michael D. Rose  
 Signature - Local Agency  
 Michael D. Rose  
 Constr. Engr.

7/7/87  
 Date

I CONCUR:

\_\_\_\_\_  
 Signature - Caltrans

\_\_\_\_\_  
 Date

I CONCUR:

\_\_\_\_\_  
 Signature - FHWA

\_\_\_\_\_  
 Date



**BEND BRIDGE @ SACRAMENTO RIVER  
LOCATION HYDRAULIC STUDY**

**I. PROJECT AND FLOODPLAIN DESCRIPTION:**

This project proposes to replace the existing Bend Bridge with a new concrete structure. The existing structure has a soffit elevation of 319.5 with a deck top elevation of 324.0. Prior to Shasta Dam in February of 1940, flood waters reached 2.5 feet above the deck. Highest water since then has been around 315.0. The current NFIP maps of February, 1987, indicate a 100 year flood elevation of 317.5. Our proposed structure would have a soffit above that elevation and not be a restriction on the 100 year storm.

The floodplain setting consists of a high vertical river bank (above the 100 flood) on the west side and a densely brushed, mildly sloped plain on the east side. About 1000 feet east of the structure is a slough area that acts an overflow to the river in high water. Although no construction is planned for the slough crossing at this time, this design includes ample waterway opening and elevation to pass the 100 year storm at the main river crossing and at the slough crossing.

**II. TRAFFIC DESCRIPTION:**

This crossing provides the only vehicular access into the Bend community. Bend is a rural community of approximately 200 residences that are mainly agriculturally oriented. There is a small elementary school and a rural fire department in the community.

The crossing has an ADT of 831. Of course, because it is the only access to the community, passing the 100 year storm is essential. During construction the existing bridge will be utilized as the detour.

**III. CONSTRAINTS:**

The project will be designed in accordance to FHWA and Caltrans design standards which impose typical constraints. Keeping the approach roadway construction costs to a minimum will also be a constraint as well as a minimum disruption to traffic.

As always, topography, existing improvements such as homes and a trailer park, influence design alignment. Maximum benefit for dollar naturally imposes constraints.

**IV. PROPERTY AT RISK AND POTENTIAL DAMAGE:**

Upstream property consists mainly of riverbank brushland with a small amount of strawberry field. There are no buildings in the floodway. Potential damage to this property is virtually nil; however, this is not the controlling constraint. Because this is the only access to the Bend community it will be designed floodproof above the 100 year storm.

Potential damage is not sufficient to warrant further evaluation and will not be increased by proposed construction. The structure and roadway will be of a floodproof design passing the 100 year storm.

91  
896

17

16

SACRAMENTO RIVER

ZONE A

ZONE C

ZONE A18

ZONE A18

ZONE B

ZONE B

ZONE B

LIMIT OF DETAILED STUDY

LIMIT OF DETAILED STUDY

BEND FERRY ROAD

RM11

BEND FERRY RD

BEND FERRY ROAD

RM12

WEST WALLEN RD

EAST WALLEN RD

Bend Bridge

317

317

29

316

316

JOINS PANEL 0290

92

8 2

8

ROAD

D. HISTORICAL PROPERTY SURVEY REPORT

HISTORICAL PROPERTY SURVEY REPORT  
FOR THE  
BEND FERRY ROAD BRIDGE, NO. 8C-17 AT  
SACRAMENTO RIVER  
IN TEHAMA COUNTY, CALIFORNIA  
-----

AUGUST 1987

PREPARED BY:

TEHAMA COUNTY ROAD DEPARTMENT

93  
898-

HISTORICAL PROPERTY SURVEY REPORT  
FOR BEND FERRY ROAD BRIDGE NO. 8C-17  
-----

**INTRODUCTION:**

This historical property survey report has been prepared to comply with the requirements of Section 106 of the National Historic Preservation Act of 1966 and with appropriate portions of Executive Order 11593. In addition, this report is submitted in order to meet the requirements of the Federal Highway Administration under the Highway Bridge Replacement and Rehabilitation Program.

**THE PROJECT:**

Tehama County proposes to replace the bridge on Bend Ferry Road, northeast of Red Bluff, California. The area is rural and had an average daily traffic count of 831 in 1987. Bridge No. 8C-17 has four spans at 150-feet and a trestle with 14 spans at 19-feet with a clear width of 18-feet. The design was by Tehama County and the date of construction was around 1931. A bridge using the same truss design was constructed in 1949, on Jelly's Ferry Road across the Sacramento River, which is located approximately 5 miles upstream from the Bend Bridge.

The proposed project will replace the bridge with a reinforced concrete structure with an approximate total length of 900-feet and 32-foot width. The horizontal alignment will be shifted to the north and the vertical alignment will be raised. The area of potential environmental impact is shown on the attached map, along with current photographs. Right of Way acquisitions will be necessary for this project. All necessary Right of Way, construction easements and rights of entry will be within the areas shown on the A.P.E.I. map.

**CULTURAL RESOURCES:**

**Archaeological Resources -**

California State University at Chico, Anthropology Department, was engaged to ascertain archaeological resources for the bridge site. Their report is included with this report. They conducted an on-site inspection of the area in June, 1987. They checked local, National and California Historic landmark registers and the California inventory of Historic Resources yielding no affected areas. Their on site inspection did yield some isolated finds which they felt were non-significant. As a result of these finds Tehama County has revised the A.P.E.I. and the Anthropology Department had furnished an addendum to their report. The addendum report covers the additional area in the revised A.P.E.I. and shows that there are no significant findings.

94  
899

It is recommended in the report that a qualified archaeologist be retained to monitor all ground disturbing activities on the west side of the bridge since a site was found just outside of the A.P.E.I. This archaeologist would be able to determine if any mitigating measures need to be taken to protect cultural resources should the site extend into our construction area.

#### Native American Resources -

Mr. Ed Grant, Executive Director Wintu Education & Cultural Council, was recommended by CALTRANS as an expert for native American resources. Tehama County wrote a letter to his last known address and it was returned by the Post Office with no forwarding address.

#### Historical Resources -

There are no historical structures within the area of potential environmental impact. CALTRANS has the structure, 8C-17, placed in "Category 5" of history significance, which means that the structure is not eligible for inclusion in the National Register of Historic Places.

The Tehama County Heritage and Historical Records Commission was consulted regarding the project. The Commission reviewed the project and found no historical significance and recommended a historical resources clearance be given to the project.

#### CONCLUSION:

This Historical Property Survey Report has found that no significant archaeological, or historical resource is affected by this project.

CALENDAR PAGE	95
MINUTE PAGE	900

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SEP 28 1987

California State University, Chico  
Chico, California 95929-0400

Department of Anthropology  
(916) 895-6192

TEHAMA COUNTY  
ROAD DEPARTMENT 2  
1000 CENTER ST



September 25, 1987

Larry French  
Chief, Environmental Planning  
District 2  
California Department of Transportation  
P.O. Box 2107  
Redding, CA 96099

re: Bend Bridge Replacement Project

Dear Mr. French,

I am writing this letter in response to our recent telephone conversation of September 22, 1987, concerning the archaeological mitigation measures for the Bend Bridge Replacement Project.

Based on the additional information you provided me regarding the revised APEI boundaries, the archaeological site designated as CA-TEH-1482 does not extend into the revised project area.

Additionally, it is in my opinion that the isolated basalt flake encountered during the original survey, within the road bed fill on the western approach was not found in situ. Since the immediate area surrounding the flake failed to reveal any additional cultural materials it is for these reasons that I feel the flake in question represents an import and was not associated with the site designated as CA-TEH-1482.

With the utilization of the revised APEI boundaries I feel that CA-TEH-1482 can be adequately protected by avoidance.

If you have any further questions or concerns please feel free to contact our office.

Sincerely,

*Blossom Hamusek*

Blossom Hamusek, Project Archaeologist  
Archaeological Research Program, Chico

*Frank Bayham  
895-4300*

cc: Ken Burton, Tehama County Road Department

The California State University

96

901

California State University, Chico  
Chico, California 95929-0400

Department of Anthropology  
(916) 895-6192

RECEIVED

AUG 10 1987

TEHAMA COUNTY  
ROAD DEPARTMENT &  
FLOOD CONTROL DIST

F. ARCHEOLOGICAL RECORDS  
SEARCH  
ARCHEOLOGICAL FIELD  
SURVEY  
NATIONAL REGISTER  
RECORD SEARCH



August 5, 1987

Ken Burton  
Tehama County Road Department  
9380 San Benito Avenue  
Gerber, California 96035

re: Bend Bridge Replacement Project

Dear Mr. Burton,

As a result of our telephone conversation on August 5, 1987, we would like to suggest the following mitigation measures to ensure protection of the cultural resources encountered during the archaeological reconnaissance:

- 1) On the east side of the bridge, along Bend Ferry Road, the revised area of potential impact (API) should be implemented for this project. This would result in the avoidance of those isolated artifacts which were encountered in the original API.
- 2) On the west side of the bridge, the original API should be utilized since CA-TEH-1482 was found to extend only into the revised API boundary.
- 3) Based on the absence of surface artifacts, it was impossible to determine if CA-TEH-1482 extended farther south, so it is further recommended that a qualified archaeologist be retained to monitor all ground disturbing activities on the west side of the bridge along Bend Ferry Road, and especially in the immediate vicinity of CA-TEH-1482. This archaeologist would be able to determine if a subsurface cultural deposit does extend into the API, and they would be able to suggest appropriate mitigation measures for cultural resource protection.

If you have any additional concerns or questions regarding this project, please feel free to contact our office.

Sincerely,

*Blossom Hamusek*

Blossom Hamusek, Project Archaeologist  
Archaeological Research Program, Chico

CONDENSED PAGE	97
The California State University	902

RECEIVED

JUN 17 1987

TEHAMA COUNTY  
ROAD DEPARTMENT &  
TODD CONTROL DIST

ARCHAEOLOGICAL RECONNAISSANCE OF  
BEND BRIDGE REPLACEMENT PROJECT, 8C-17,  
TEHAMA COUNTY, CALIFORNIA

By:

Blossom Hamusek  
Project Archaeologist

Frank E. Bayham, Ph.D.  
Principal Investigator  
Archaeological Research Program  
Department of Anthropology  
California State University, Chico  
Chico, California 95929

Prepared For:  
Tehama County Road Department  
9380 San Benito Avenue  
Gerber, California 96035

June 1987

98
903



## INTRODUCTION

The Tehama County Road Department contracted with the Archaeological Research Program at California State University, Chico to conduct an archaeological reconnaissance of the proposed bridge replacement at the Bend Bridge, 8C-17, which crosses the Sacramento River (T28N, R3W, NW¼ SE¼ Section 20- USGS Bend, California-7.5' Series Quad). The purposes of this investigation were to identify all cultural resources that might lie within the area of potential environmental impact (APEI), evaluate their significance in relation to eligibility criteria for inclusion in the National Register of Historic Places (NRHP), anticipate potential impacts to these resources, and make recommendations for the mitigation of potential impacts. The following report details the results of the reconnaissance. On June 1, 1987, the author completed an on-foot survey of the area of potential environmental impact. No archaeological sites or features were encountered within the project area.

## PROJECT DESCRIPTION

The Bend bridge is a two lane structure set in an east-west direction which spans the Sacramento River in Tehama County (see Map 1: Project location). Vegetation along the Sacramento River was typically riparian with willows, cottonwoods, English Walnut and annual grasses and forbs being prevalent. Extremely dense areas of California blackberry bushes and grapevines were evident on both sides of the river underneath the existing bridge structure. The surrounding vegetation consists of scattered blue oak and a variety of annual grasses typical of the Sacramento Valley floor environs (Storer and Usinger, 1963). To the east of the bridge, the natural vegetation has been cleared for agricultural purposes. The surrounding area in general has been greatly altered by human activity. The Bend Bridge lies at an elevation of 281 feet (85 meters) above mean sea level. The topography can generally be described as flat, except where the banks slope down to the river channel.

## PREFIELD RESEARCH

An archaeological records search was conducted prior to fieldwork at the Northeast Information Center of the California Archaeological Inventory, California State University, Chico. A search of the permanent sites records revealed the presence of three previously recorded archaeological sites within a one and one half mile radius of the project area. CA-TEH-848, CA-TEH-1461, and CA-TEH-111 were all recorded as prehistoric occupation sites. The records also showed there had been no prior archaeological reconnaissance and no previously recorded sites within the project area, however archaeological sensitivity within the project area was considered to be extremely high due to the proximity of the Sacramento River. A review of the National Register of Historic Places (USDI 1976) and Historic Spots in California (1966) mentioned no relevant historic sites in the immediate area.

CALENDAR PAGE	99
MINUTE PAGE	904

## ETHNOGRAPHIC BACKGROUND

The project area is located within the territory documented in ethnographic and historic literature as occupied by the River Nomlaki (Goldschmidt 1978, Kroeber 1925). The Nomlaki spoke a Wintuan language which was closely related to Wintu and Patwin in the Penutian language stock. The River Nomlaki occupied large villages on the valley floor along the banks of the Sacramento River or along major drainages in present day Tehama County.

Very little is known about the prehistory of the River Nomlaki since good stratigraphical archaeological data is lacking for the present Nomlaki territory. It appears that the Nomlaki were outside the main sphere of Spanish Missionary influence (Goldschmidt 1978). Although there is no direct evidence of contact between EuroAmericans and Native Americans until mid-century, the malaria epidemic of 1833 produced a disastrous effect on the Nomlaki population, with the worst toll being felt in the villages along the river (Cook, 1955).

The Nomlaki subsistence was based primarily on acorn gathering and a hunting and fishing economy. Hunting was done in groups or by lone individuals. Along the Sacramento River, where salmon was an important staple in their diet, fish were taken by weirs and with harpoons, as well as by hands, nets, and traps. Seeds and tubers were gathered by women who usually worked in groups. At least eight varieties of acorns were gathered and utilized.

## HISTORIC BACKGROUND

Historic activities in the area are reflective of pan-regional influences of agricultural practices common to the northern Sacramento Valley after the late 1840's. Scattered ranches and homesteads developed along with centralized settlements such as Tehama, throughout the mid- and late 1800's. In the late 1840's a brickmason named Andrew Jelly came to California and gained title to 160 acres of frontier land northeast of Red Bluff by buying script from the soldiers of the Mexican War. Jelly built the old "Brick House" also known as Jelly House in 1856 from bricks made and burned from the clay soil on the ranch. Since Jelly made the house large enough to accommodate travelers, as well as his family, a post office was established and maintained there. The house is located in the community named after Jelly northeast of Red Bluff and was reported to be in excellent condition in the late 1960's (Hoover 1966). Present land use in the area is primarily agricultural and residential.

## FIELD METHODS

On on-foot survey was conducted of the entire area of potential environmental impact with complete coverage except for those areas underneath and on the east side of the bridge, where extremely dense blackberry thickets and annual grasses and forbs impaired ground visibility. Ground visibility along Bend Ferry Road to the east was excellent and permission

DATE	100
NO.	905

was obtained by the private land owners to inspect the property immediately adjacent to the road. The survey consisted of traversing the APEI, designated as an area 2050 feet long from either end of the bridge, and 60-110 feet wide, by transects spaced at 25 feet (7.6 meters) intervals. By walking random zig-zag transects underneath the bridge the ground surface coverage was increased. Wherever possible, subsurface exposures caused by river bank erosion, road cuts, tree-falls, rodent burrows and agricultural practices were closely inspected for evidence of buried cultural deposits. Soils consisted of light brown sands along the Sacramento River to light brown sandy loam above the cut banks.

#### SUMMARY AND RECOMMENDATIONS

The cultural resource survey of the Bend Bridge replacement project did not result in the location or recordation of any archaeological sites or features. However three isolated artifacts were located and are described below (see Map 2: Area of Potential Environmental Impact).

A single basalt flake was noted along the northwest portion of Bend Ferry Road near the bridge mixed within the road bed fill. Since the area immediately surrounding the flake did not reveal any additional cultural materials, it was felt that the presence of this isolated flake was not indicative of cultural significance.

The remaining two isolates were located along the southeast portion of Bend Ferry Road on private property. A single end battered basalt pestle fragment and a single portable basalt hopper mortar base were noted along the fenceline which separates the county road from private property. Both artifacts exhibited signs of recent disturbance as exhibited by the presence of tractor caused scars across their surfaces. In view of the fact that both artifacts were located in an area which has undergone considerable disturbance as a result of previous agricultural practices and close inspection of the surrounding area failed to reveal any other indications of human occupation (such as additional artifacts, midden, thermally altered rock or features), it was felt that these isolated groundstone fragments were not found in situ and did not constitute the presence of a significant cultural resource.

In addition to these isolates, one milled timber and a small section of barbed wire fenceline were noted northeast of the bridge within the vegetation growth. Further inspection failed to reveal any additional artifacts. Since the nails used in construction were not indicative of historic age (common round head), and the general appearance of the timbers were still good, it was felt that the fenceline and timbers were not older than 40 years and most probably represented the remains from recent agricultural practices. Neoteric trash was also noted as part of the general road garbage (aluminum cans, paper, etc.) but no significant historic age artifacts were present.

In lieu of the fact that groundstone isolates were located within the area of potential impact it is being recommended that those areas in which the isolates occur be protected by avoidance from the area of direct impact (ADI) if at all possible. However if this is not possible, it is advisable

CONTRACT NO.	101
PROJECT NO.	906

that the isolated groundstone artifacts be collected and curated at a local museum or university as a documentation of the subsistence technology of the River Nomlaki.

If these recommendations are acceptable then archaeological clearance is granted for the Bend Bridge replacement project. It is further recommended that if any indications of cultural resources (artifacts, human remains, concentrations of thermally-altered rock or bone, structural features) are encountered during project construction activities, all work should cease within a 50 meter radius of the discovery and a qualified archaeologist be retained to determine the nature of the find and recommend appropriate mitigation measures if necessary.

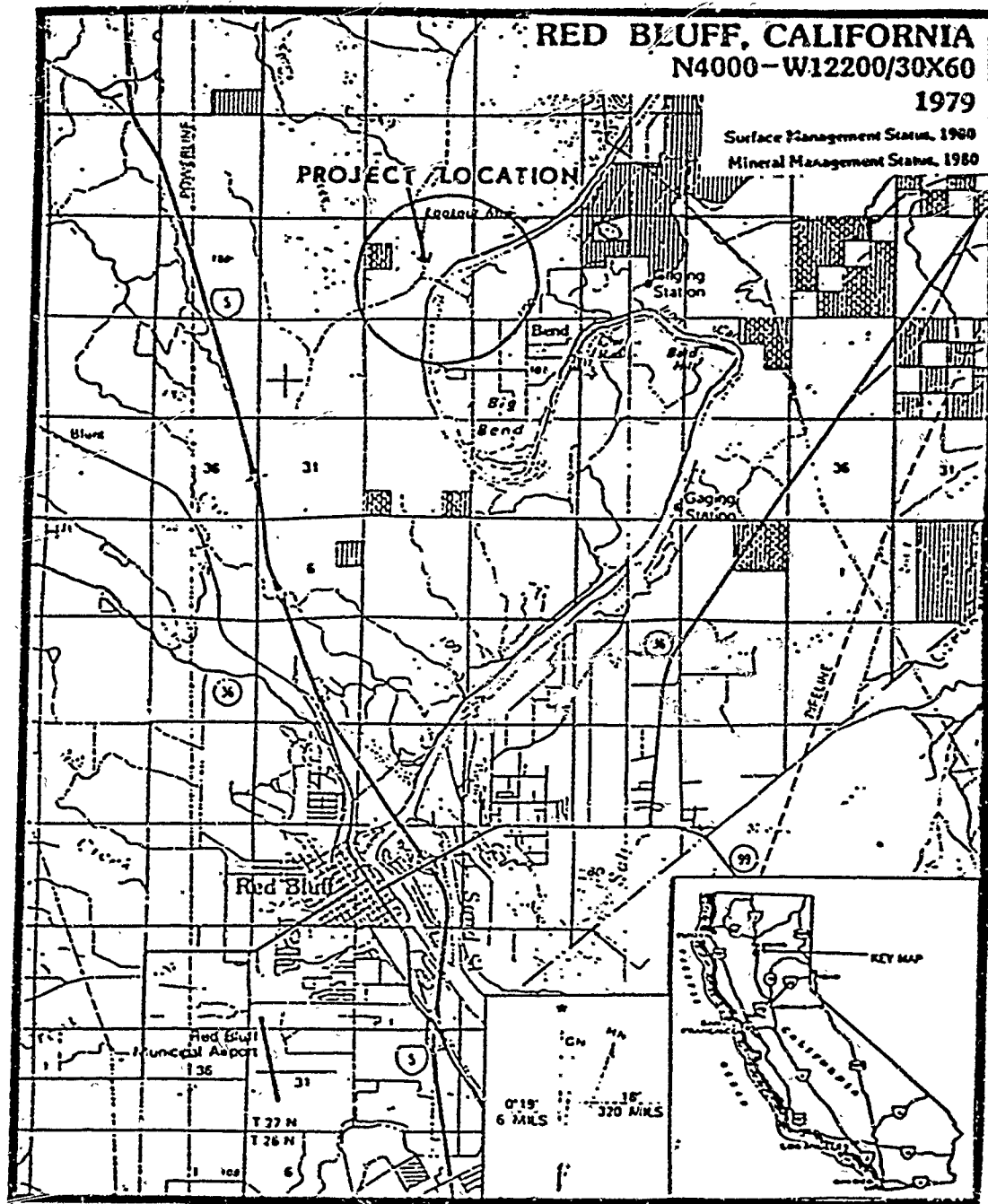
CALENDAR PAGE	102
DATE	907

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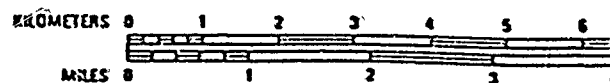
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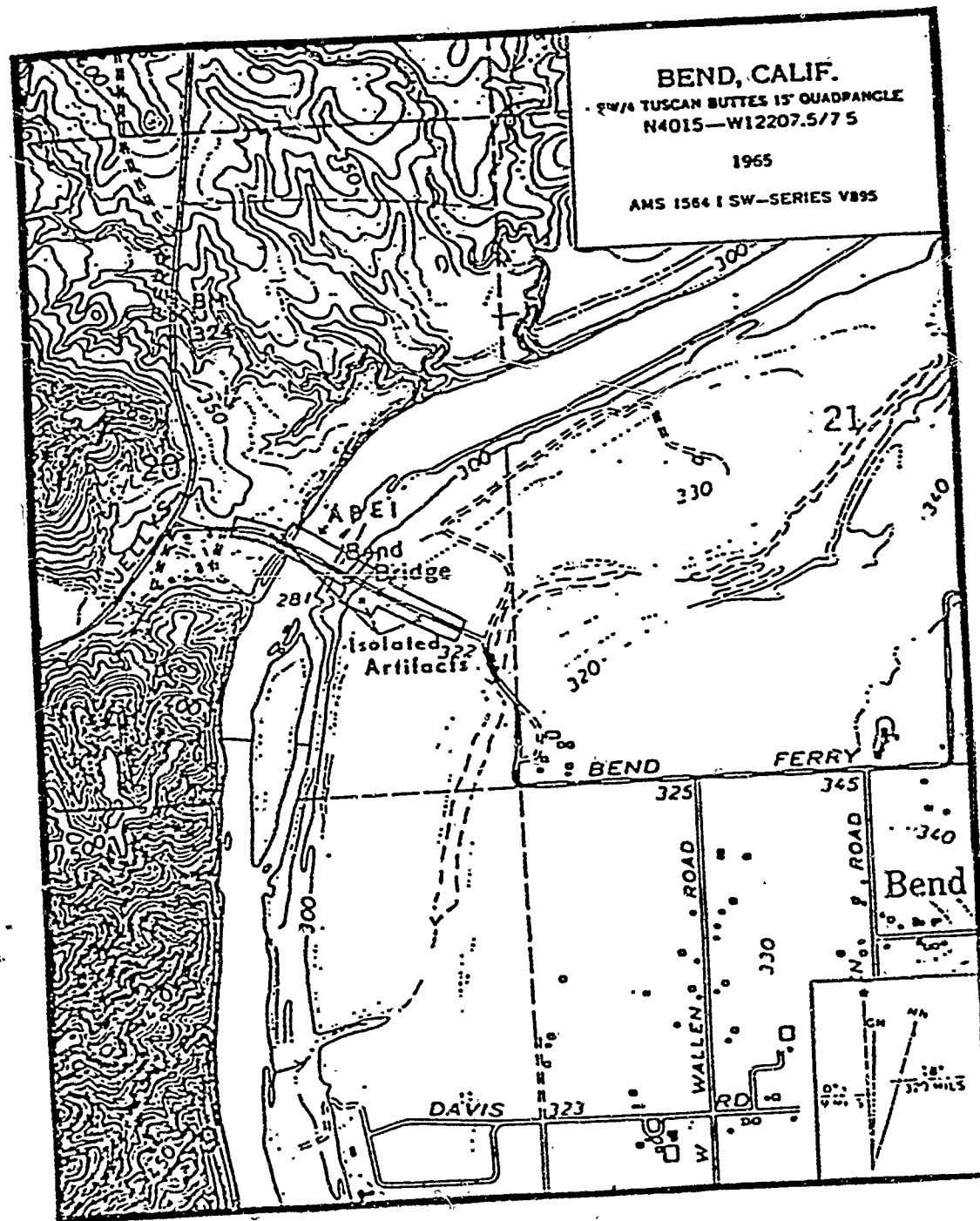
MAP 1: PROJECT LOCATION

SCALE 1:100 000



DATE

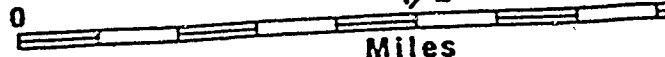
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MAP 2: AREA OF POTENTIAL ENVIRONMENTAL IMPACT

SCALE 1:24 000

1/2



Miles

MINUTE RANGE	105
QUARTER RANGE	910

JUL 30 1987

TEHAMA COUNTY  
ROAD DEPARTMENT

ADDENDUM:

ARCHAEOLOGICAL RECONNAISSANCE OF  
BEND BRIDGE REPLACEMENT PROJECT, 8C-17,  
TEHAMA COUNTY, CALIFORNIA

BY:

Blossom Hamusek  
Project Archaeologist

Keith L. Johnson  
Principal Investigator  
Archaeological Research Program  
Department of Anthropology  
California State University, Chico  
Chico, California 95929

Prepared For:  
Tehama County Road Department  
9380 San Benito Avenue  
Gerber, California 96035

July 1987

NO. OF PAGES	106
NO. OF REVISIONS	911



## INTRODUCTION

In June 1987, the author prepared and submitted an archaeological report for the proposed Bend Bridge Replacement Project in Tehama County, California. At that time, isolated groundstone artifacts were encountered within the original area of potential impact (API). On the basis of a recommendation contained in the original report (Hamusek, 1987), the Tehama County Road Department decided to revise the original API by removing the area in which the isolated artifacts were noted and widen the API to the north. The Tehama County Road Department then contacted the Archaeological Research Program at California State University, Chico to conduct an archaeological reconnaissance of the revised API. The purposes of this investigation were to identify all cultural resources that might lie within the area of potential impact, evaluate their significance in relation to eligibility criteria for inclusion in the National Register of Historic Places (NRHP), anticipate potential impacts to these resources, and make recommendations for the mitigation of potential impacts. The following Addendum report details the results of the reconnaissance.

## PROJECT LOCATION

The Bend Bridge Replacement Project 8C-17, is a two lane structure set in an east-west direction which spans the Sacramento River in Tehama County near the town of Bend (T28N R3W NW $\frac{1}{4}$  SE $\frac{1}{4}$  Section 20-USGS Bend, California-7.5' Series Quad). The revised API excludes that area on the south side of Bend Ferry Rd. where isolated artifacts were noted. Additionally, this revision includes a widening of the original alignment to the north of the bridge, along both the west and east portions of Bend Ferry Rd. (See Map 2).

## RECORDS SEARCH

Those records cited in the original survey (Hamusek, 1987) were again examined for any existing recorded sites within the project API, as described above. No sites are currently recorded within or immediately adjacent to the project area.

## FIELDWORK

A pedestrian survey was undertaken on July 2, 1987, by the author in the revised API. Coverage was complete in all areas and ground visibility was excellent. Permission was obtained by both land owners to inspect the property in the expanded API north of Bend Ferry Rd. The survey consisted of traversing the API, designated as an area 2010 feet long from either end of the bridge, and 60-110 feet wide, by transects spaced at 20 feet (6-meter) intervals.

PROJECT PAGE	107
PROJECT NO.	912

Wherever possible, subsurface exposures caused by river bank erosion, road cuts, rodent burrows and agricultural practices were closely inspected for evidence of buried cultural deposits. Soils consisted of light brown sandy loam and greyish brown sandy midden.

One archaeological site, CA-TEH-1482, a prehistoric occupation site containing lithic debitage, groundstone and shell midden was discovered within the revised API. The site encompasses an area measuring 70 m X 30 m. It is located on property belonging to Mr. Fredrickson, on the western terrace above the Sacramento River.

The surface distribution of lithics occupies roughly the entire site. The flake stone assemblage included a moderate-heavy scatter of obsidian and basalt debitage. Formed artifacts were not observed on the surface, although numerous projectile points and groundstone artifacts have been collected from the site by the present owners over the years. Several complete freshwater mussel shell halves (*Margaritifera* sp.) were observed on the site's surface. The maximum depth of the midden deposit was difficult to determine, however through examination of the river bank's edge a layer of midden, 10-30 cm. in depth, was observed covering the original sandstone layer of the river terrace.

#### SUMMARY AND RECOMMENDATIONS

The cultural resource survey of the Bend Bridge Replacement Project resulted in the identification of one archaeological site CA-TEH-1482. As described above, the site is a prehistoric occupation mound containing lithic debitage, groundstone and freshwater shell remains in a greyish-brown midden deposit. The site is located on private property along the western terrace above the Sacramento River.

Based on the presence of a sub-surface component being associated with datable artifacts, CA-TEH-1482 may have the potential to yield information important in prehistory [36 CFR Part 60.3 (d)] by contributing data useful in addressing a variety of regional and local research issues and questions.

The potential significance is increased by the fact that the site occurs within an area whose prehistory is poorly understood, and by the possibility that previously recorded site CA-TEH-111 known to exist to the south of the site, may represent concurrent occupation.

CALENDAR PAGE	108
DISPOSITION	913

Since it is probable that the site contains additional significant cultural material in the sub-surface midden deposit, it is recommended that direct impacts to the site be avoided.

If project impacts can not be mitigated through avoidance of the site, an archaeological data recovery program should precede proposed construction activities. The purpose of the data recovery program would be to secure data sufficient to evaluate the scientific/research potential of the site in relation to a number of questions, including the following:

- a) Are lithic materials, including either unmodified waste flakes and formed artifact types, associated with the subsurface component at CA-TEH-1482 ? Do any of these represent temporally diagnostic forms, and are other datable materials present ?
- b) How much of the original sub-surface deposit remains intact? How does this material relate to prehistoric economic or other activities undertaken at the site?
- c) How closely does this site correlate with other nearby sites for which excavation has produced useful quantities of data?

Depending on its potential to yield information relevant to these and other research questions, the site could represent a National Register of Historic Places eligible resource. This determination must be made prior to subjecting the site to construction impacts whose effects would be irreversible.

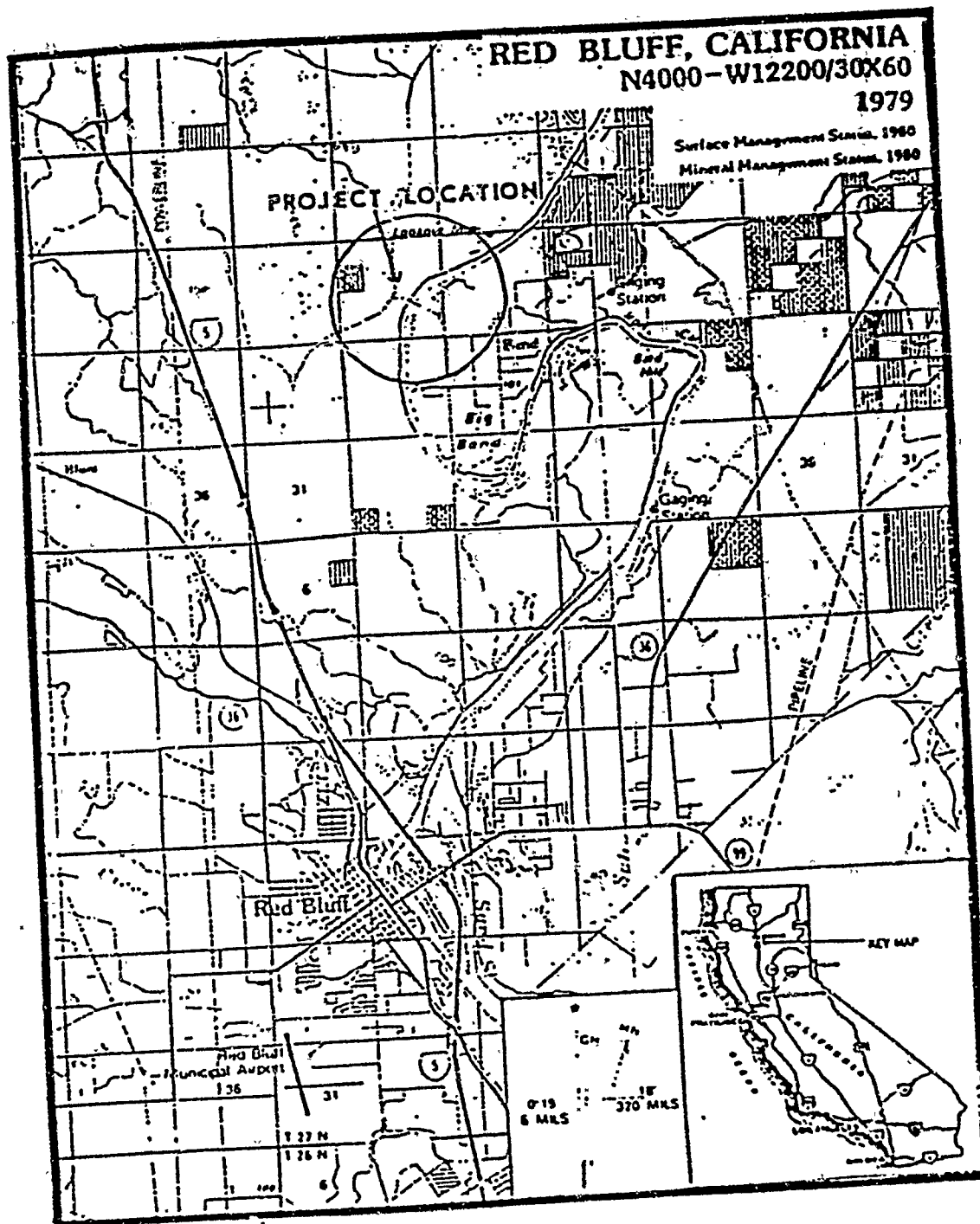
Aside from the site area, archaeological clearance is recommended for the remainder of the project area not found to contain cultural resources. However, should subsequent construction activities reveal any indications of cultural materials, all work should cease within a 50 meter radius of the find, and a qualified archaeologist should be retained immediately in order to assess the potential adverse impacts of the project to the cultural resources involved.

CRITICAL MASS	109
MAJOR USE	914

REFERENCES CITED

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- Hoover, Mildred B., Herb E. Rensch and Ethel G. Rensch  
1966 Historic Spots in California. Stanford: Stanford University Press.
- Kroeber, Alfred L.  
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915

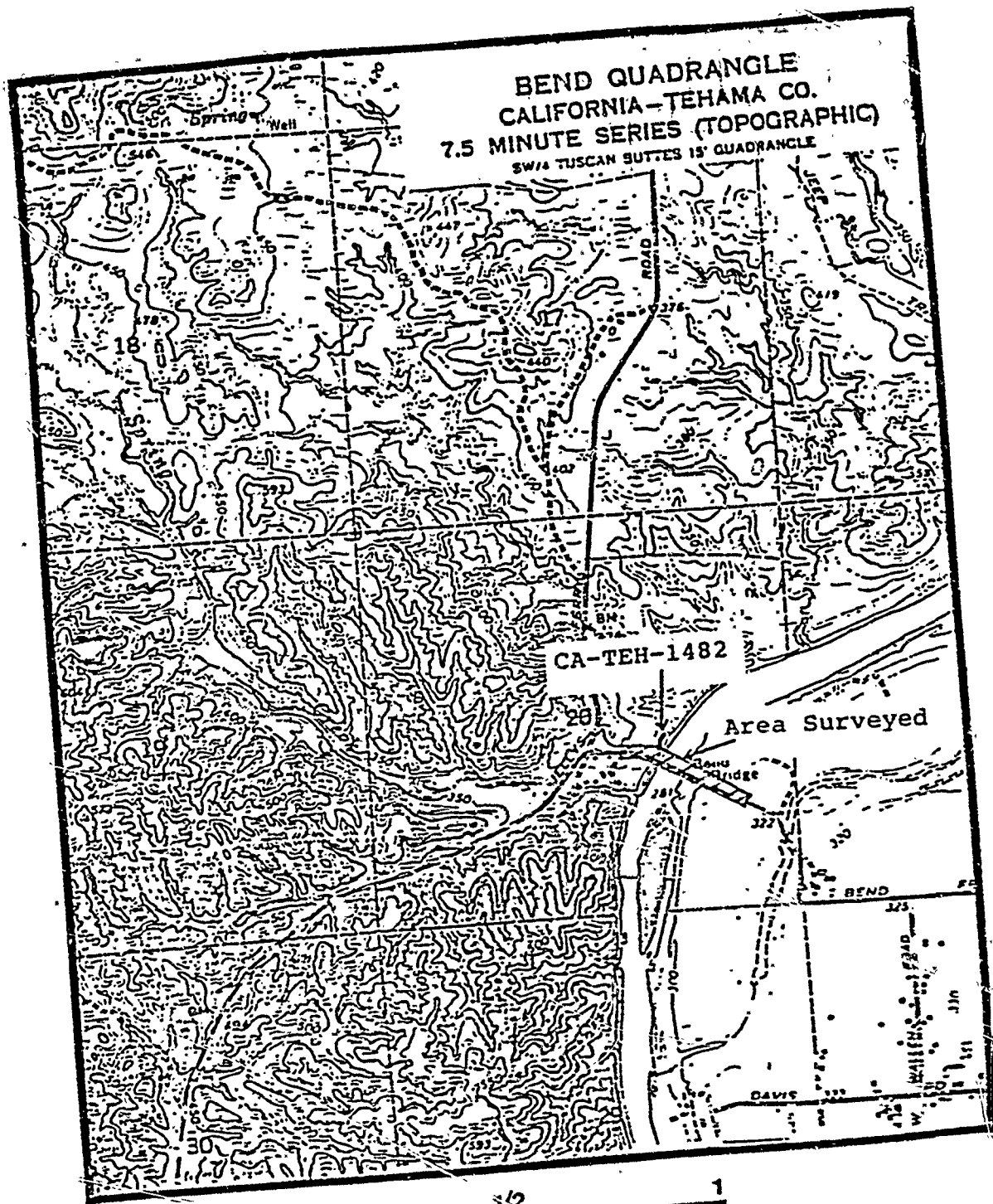


MAP 1: PROJECT LOCATION

SCALE 1:100 000



111  
916



Map 2: Area Of Impact

PLANNED RANGE	112
ACTUAL RANGE	917

**COORDINATION REQUIRED**

TO: DIRECTOR, FBI  
FROM: SAC, NEW YORK  
SUBJECT: [Illegible]

RE: [Illegible]

DATE: [Illegible]

BY: [Illegible]

APPROVED: [Illegible]

COPIES: [Illegible]

REMARKS: [Illegible]

CLASSIFICATION	113
DATE	918



# Tehama County Road Department

OFFICE OF THE  
COUNTY ENGINEER  
ROAD COMMISSIONER  
AND  
COUNTY SURVEYOR

9380 San Benito Avenue  
Garber, California 96035

AREA CODE 916  
PHONE 385-1432

August 12, 1987

Re: X-69  
Bend Bridge  
B-14-86

Office of Historic Preservation  
P.O. Box 2390  
Sacramento, CA., 95811

RE: BEND BRIDGE AT THE SACRAMENTO RIVER  
BRIDGE NO. 8C-17

Gentlemen:

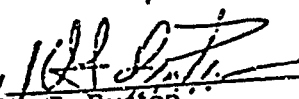
The County is proposing to replace the above bridge next Spring (1988). The bridge has been load limited to 10 Tons and is presently the only access to the Bend Area. The structure will be replaced with a concrete box girder bridge adjacent to and immediately north of the present structure.

The present bridge has been designated as a Category 5 bridge which means that it is not eligible for inclusion in the National Register of Historic Places. The APEI has been reviewed by the Department of Anthropology at California State University, Chico. They made an Archeological records search and field survey along with a National Register records search. Their comments are outlined in the enclosed "Historical Property Survey Report". We have also included a copy of pictures showing the present structure. The funding for the project will be 80% Federal participation and 20% local. The preliminary Environmental Studies Form prepared by the State shows the project to be a "Categorical Exclusion", if the checked items are appropriately addressed.

We hereby request your review and comments.

Sincerely,

Lawrence A. Coleman  
Director of Public Works

By   
K. G. Burton  
Deputy Director of Public Works

LAC:KGB/ss

Enclosure

REC'D	114
FILE	919



UNITED STATES  
DEPARTMENT OF  
AGRICULTURE

SOIL  
CONSERVATION  
SERVICE

2 Sutter St., Suite D  
Red Bluff, CA 96080  
916-527-4231

-----  
July 17, 1987

K.G. Burton, Deputy Director  
Tehama County Public Works  
9380 San Benito Avenue  
Gerber, California 96035

RE: X-21 Bend Bridge Replacement


Dear Mr. Burton,

I have reviewed the revised APEI map for the above mentioned project which I originally responded to on June 8, 1987. As reported to you verbally on July 15, 1987, the potential area of farmland to actually be impacted by this project is less than one acre in size. I find this size of area not to be significant enough to justify a finding of significant impact upon Important Farmlands.

I hereby reaffirm my original finding that the project site does not contain any Important Farmland and is not subject to provisions of the U.S. Farmland Protection Act.

If we can be of further assistance, please call.

Sincerely,



MARK PARSON  
DISTRICT CONSERVATIONIST

d

JUL 21 1987

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 21 1987	
FBI - RED BLUFF	

115  
920

DEPARTMENT OF WATER RESOURCES  
THE RECLAMATION BOARD416 — 9th Street, Room 455-B  
Sacramento, CA 95814  
(916) 445-9454

JUN 1 1987

TEHAMA COUNTY  
ROAD DEPARTMENT

June 9, 1987

File No. 3001.70.500

Mr. Lawrence A. Coleman  
Tehama County Road Department  
9380 San Benito Avenue  
Gerber, CA 96035

Dear Mr. Coleman:

Your May 20, 1987 letter indicated that in 1988 Tehama County plans to replace the Bend Bridge across the Sacramento River.

Since this project is within the Sacramento River Designated Floodway, it will be necessary for you to file an application for a Reclamation Board permit. For your convenience we are enclosing an application packet which includes necessary forms and preparation instructions.

If you have any questions, please contact me at the above address or telephone 916-324-3889.

Sincerely,

Edward C. Greiner, Chief  
Encroachment Control Section

Enclosure

CALIFORNIA

176

MINUTE

921

PERMITS OR APPROVALS  
REQUIRED BY AGENCIES  
WITH JURISDICTION BY LAW

117  
922

## DEPARTMENT OF FISH AND GAME

601 LOCUST STREET  
SACRAMENTO, CA 95801  
(916) 225-1500

RECEIVED

JUN 1 - 1987

TEHAMA COUNTY  
ROAD DEPARTMENT &  
FLOOD CONTROL DIST

May 28, 1987

Mr. Lawrence A. Coleman  
Director of Public Works  
9380 San Benito Ave.  
Gerber, CA 96035

Dear Mr. Coleman:

We have reviewed our files concerning endangered, threatened and rare species for the proposed Bend Bridge Replacement Project at the Sacramento River No. 8C-17 and found the project will not affect any of the state-listed species.

If you have any questions regarding our comments, please contact Tom Stone of our Redding office at (916) 225-2368.

Very truly yours,

*A. E. Naylor*  
for A. E. Naylor  
Regional Manager  
Region 1

CALLING PAGE	118
MINUTE PAGE	923



DEPARTMENT OF THE ARMY  
SACRAMENTO DISTRICT CORPS OF ENGINEERS  
650 CAPITOL MALL  
SACRAMENTO, CALIFORNIA 95814-4794

June 22, 1987

REPLY TO  
ATTENTION OF

Regulatory Section (Suspense 647)

RECEIVED

JUN 29 1987

TEHAMA COUNTY  
ROAD DEPARTMENT  
ROAD CONTROL DIST

Mr. K. G. Burton  
Tehama County Road Department  
9380 San Benito Avenue  
Gerber, California 96035

Dear Mr. Burton:

This concerns the Bend bridge replacement project at the Sacramento River, Tehama County, California.

The Sacramento River is a navigable waterway of the United States. You will need to obtain a Department of the Army permit prior to placing any fill below the ordinary high waterline of the Sacramento River or in any adjacent wetlands.

The Chief of Engineers has issued a Nationwide General Permit N14 that allows for the placement of dredged or fill material for minor road crossings, provided less than 200 cubic yards of material is placed below the ordinary high water elevation including cofferdams or other temporary fills, and the work meets certain standard conditions (Copy Enclosed).

A Nationwide General Permit N23 has also been issued for discharges that are funded, or are financed in whole or in part, by the Federal Highways Administration where that agency has determined the work is categorically excluded from environmental documentation because individually or cumulatively the work has no significant effect on the human environment, evidence of exclusion must be submitted to our office (See Enclosed Copy).

Before working under either of these general permits you must provide evidence of water quality certification or waiver of certification from the Regional Water Quality Control Board, 100 E. Cypress Avenue, Redding, California 96002. A sample application letter is enclosed.

119  
924

If your project does not qualify for the above general permits, an individual Department of the Army permit will be required prior to construction of any activity. An application form and permit pamphlet are enclosed for your use.

If you have any questions, please contact Jim Holt of our Regulatory Section, Room 6526, at the above address, or telephone (916) 551-2267.

Sincerely,



Robert W. Junell  
Chief, Regulatory Unit 2

Enclosures

CALENDAR PAGE	120
MINUTE PAGE	925

STATE OF CALIFORNIA

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD—  
CENTRAL VALLEY REGION



SHASTA CASCADE WATERSHED BRANCH OFFICE:  
E. CYPRESS AVENUE  
WOODING, CALIFORNIA 96002  
PHONE: (916) 225-2045

RECEIVED

JUL 27 1987

TEHAMA COUNTY  
ROAD DEPARTMENT

23 July 1987

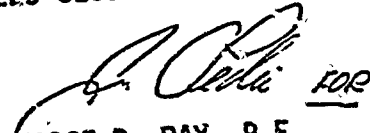
Mr. Kenneth G. Burton  
Tehama County Road Department  
9380 San Benito Avenue  
Gerber, CA 96035

BRIDGE REPLACEMENT PROJECT (8C-17) BEND BRIDGE, TEHAMA COUNTY

We have reviewed your proposal to replace the Bend Bridge and have determined there will be no significant impact on water quality.

The Regional Board does not intend to take any further action on the project, providing the Department of Fish and Game's requirements are satisfied.

If you have any questions regarding this matter, please contact me at (916) 225-02654 or the address above.

  
GEORGE D. DAY, P.E.  
Staff Engineer  
Shasta Cascade Watershed

GDD:jdg

cc: Corps of Engineers, Regulatory Section (NW26-102), Sacramento

121  
926

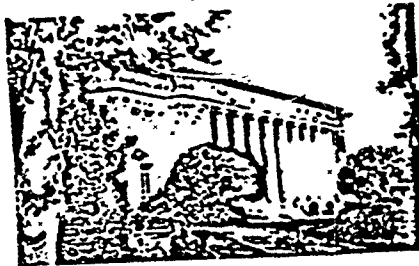
**COUNTY OF TEHAMA**

Office of

**MARY ALICE GEORGE**

**COUNTY CLERK AND RECORDER**

P. O. Box 250  
Courthouse  
633 Washington Street  
Red Bluff, California 96080



TELEPHONE (Area Code 916)

Clerk & Recorder	527-3350
Superior Court Clerk	527-6441
Elections	527-3350
Purchasing	527-3365
Clerk of the Board of Supervisors	527-3287

May 19, 1987

Lawrence A. Coleman  
Director of Public Works  
Tehama County Road Department  
9380 San Benito Avenue  
Gerber, California 96035

In re: Historical Review

Dear Mr. Coleman:

Please be informed that the Tehama County Heritage and Historical Records Commission, at their meeting of May 13, 1987, had no objection nor found any historical significance to the replacement of the Bend Bridge on Bend Ferry Road at the Sacramento River.

If you should have any questions, please do not hesitate to contact me.

Very truly yours,

*Carl L. Blomquist*

CARL L. BLOMQUIST, Chairman  
Tehama County Heritage and  
Historical Records Commission

CLB:mag

MAY 2 1987

CALENDAR PAGE	182
MINUTE PAGE	987



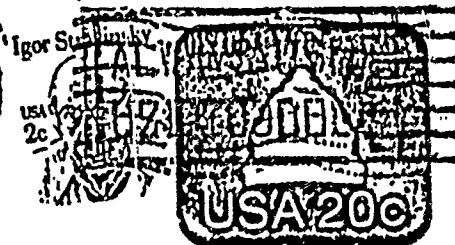
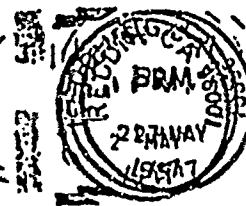
Tehama County Road Dept.  
9380 San Benito Avenue  
Garbar, CA 96035

RECEIVED

JUN 1 - 1987

TEHAMA COUNTY  
ROAD DEPARTMENT &  
FLOOD CONTROL DIST

*Handwritten signature*



Insufficient address  Forward Empired  
 No Mail recipient  No sent  
 Address unknown  Refused  
 No such number  Correct  
Initials *ES*

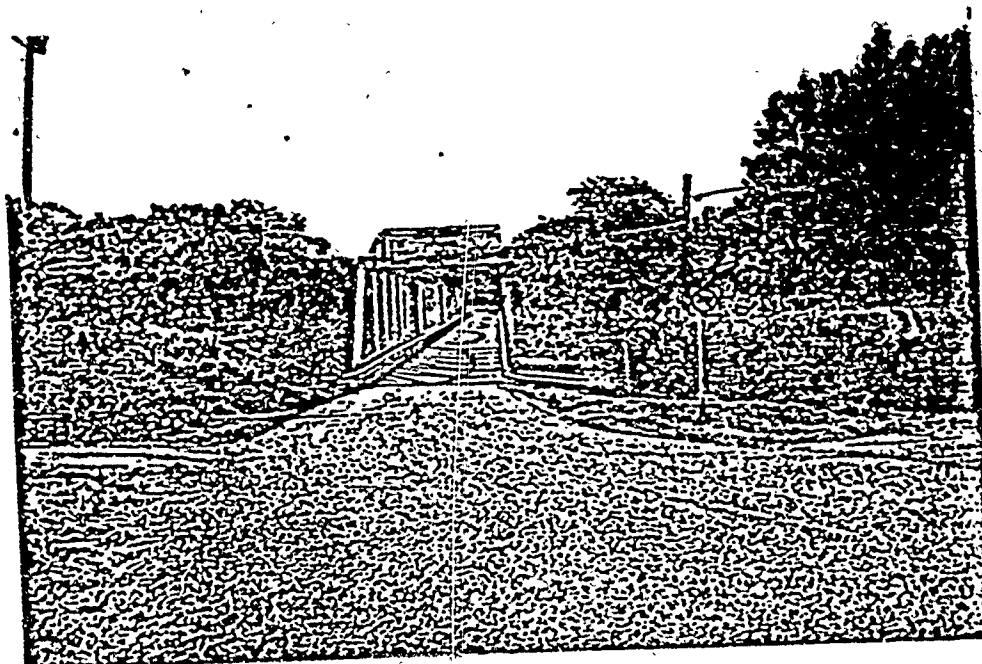
Wintu Education & Cultural Council  
8450 Riverland Drive, #42  
Redding, CA., 96002

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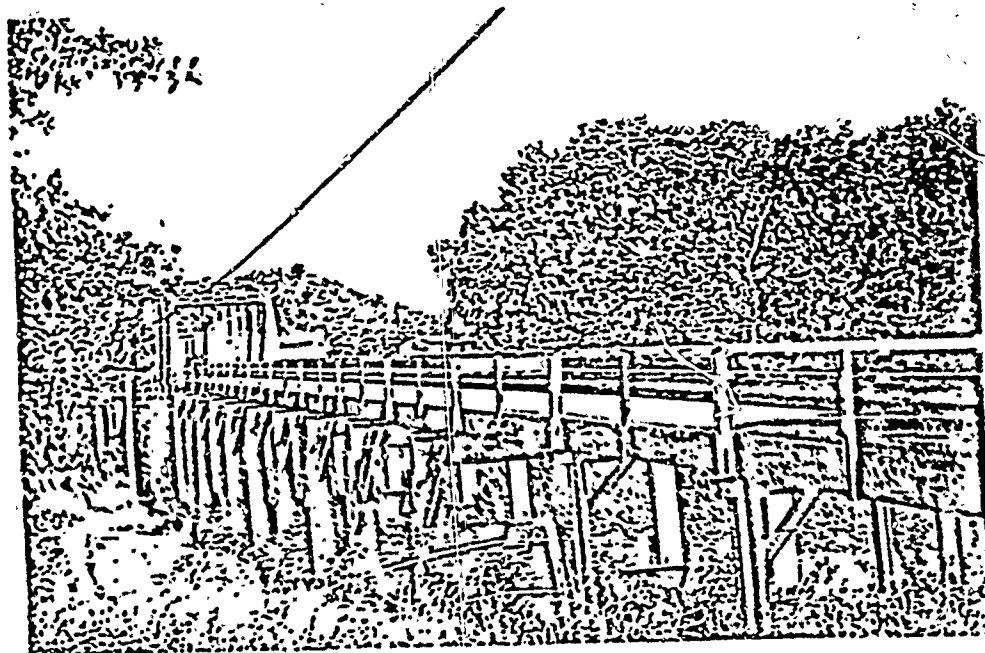
PICTURES

CALENDAR PAGE	124
MINUTE PAGE	929

BEND BRIDGE  
5-11-87



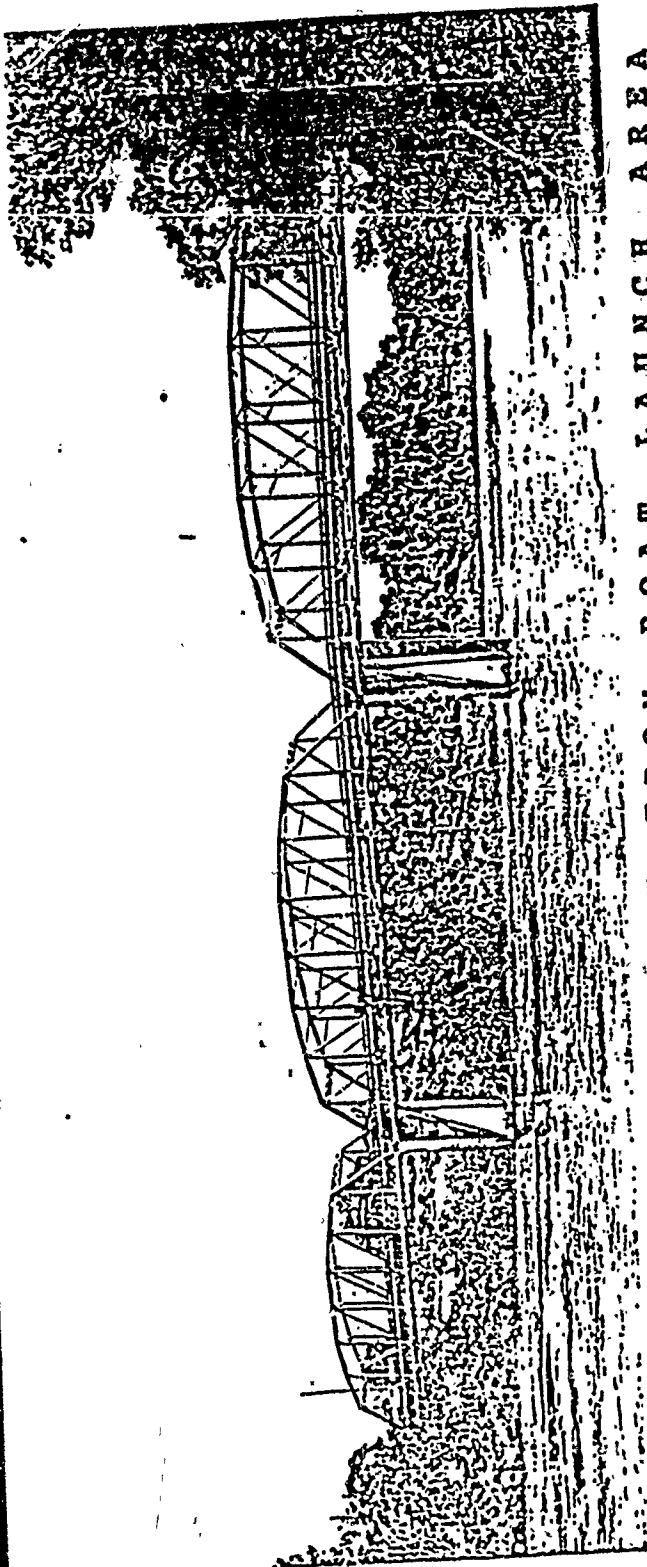
APPROACH  
LOOKING EAST



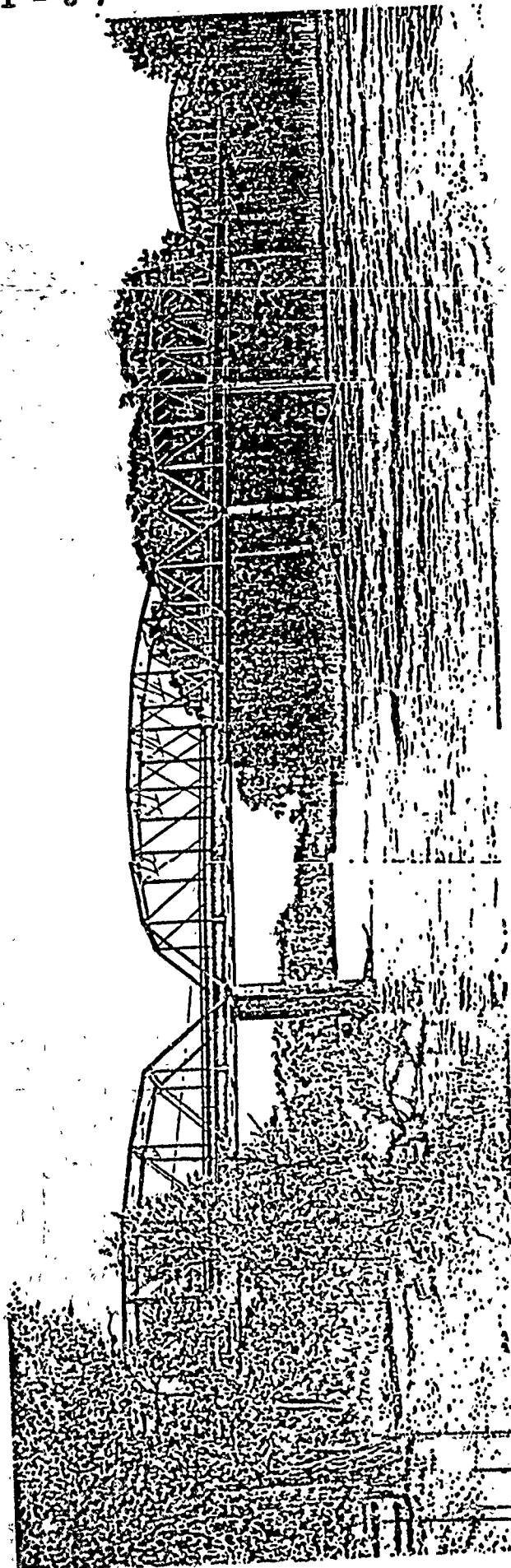
TRESTLE  
PORTION  
LOOKING  
NORTHWEST

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BEND BRIDGE  
5-11-87



LOOKING NORTHWEST FROM BOAT LAUNCH AREA

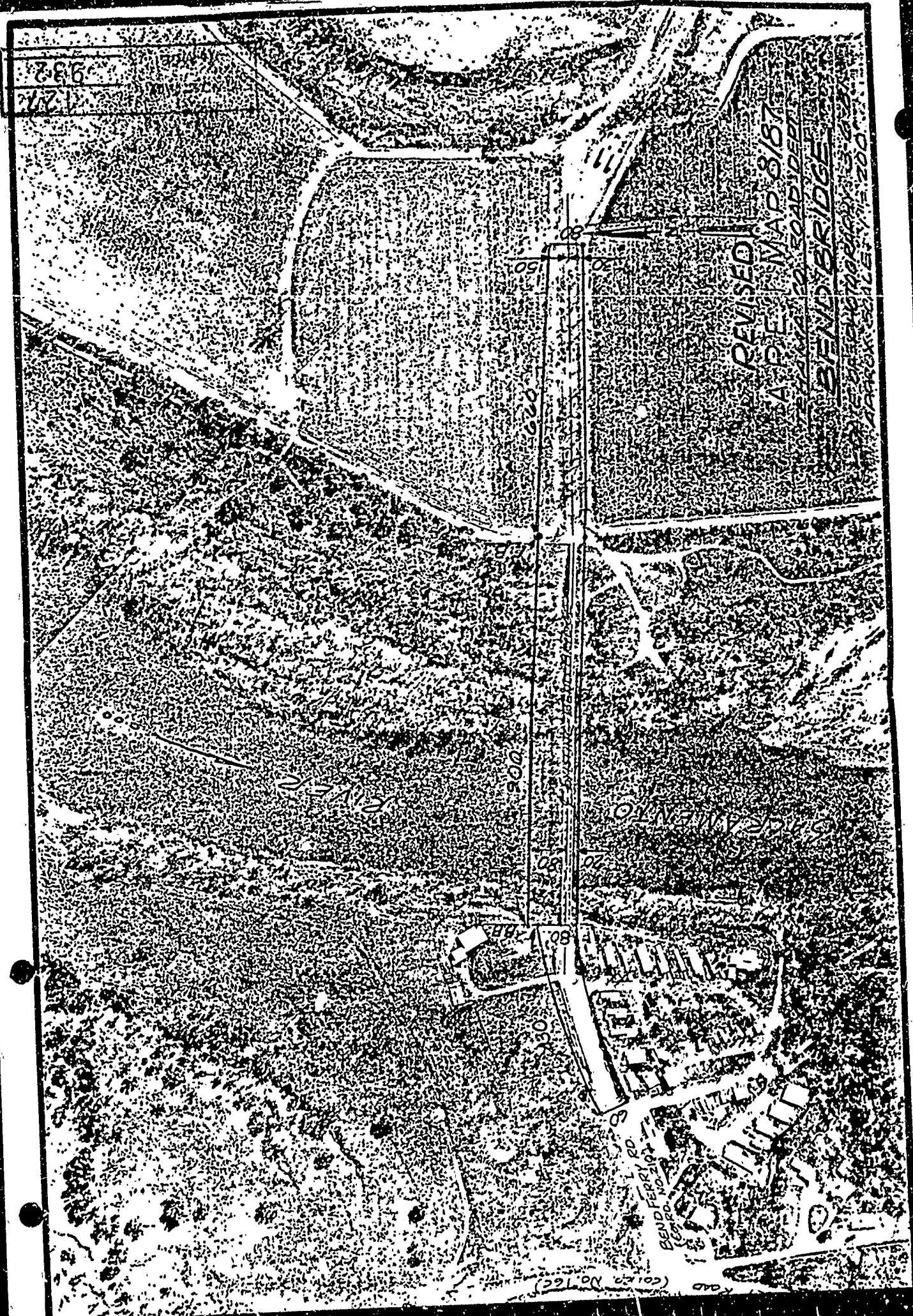


LOOKING NORTHEAST FROM TRAILER PARK (PREVIOUS PHOTO)  
THE 4TH TRUSS SPAN - EX

128  
931

932  
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REVISED  
MAP 8/87  
A.P.E. ROAD DEPT  
BEND BRIDGE



(CORR. NO. 16C)  
440

BEND BRIDGE RD  
BEND BRIDGE RD  
BEND BRIDGE RD

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BEND BRIDGE  
BEND BRIDGE

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WILSON

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