Centennial Corridor Project

City of Bakersfield and Kern County, CA

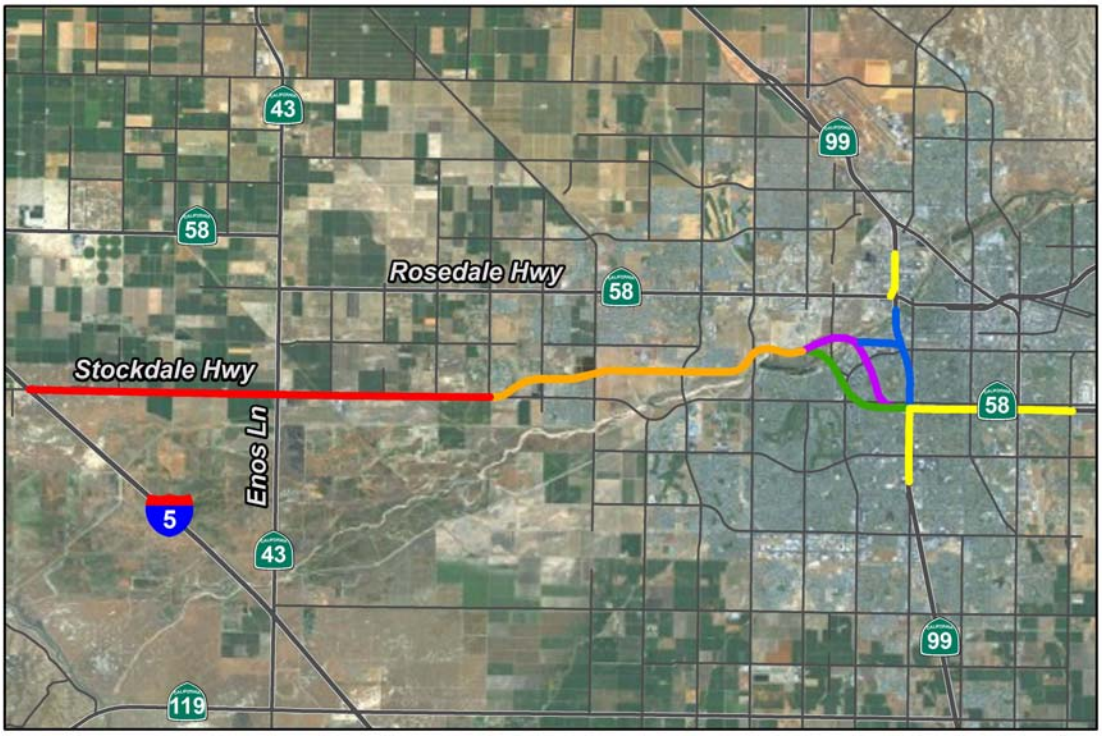
District 06 - KER – 58 - PM T31.7 to PM R55.6

District 06 - KER – 99 - PM 21.2 to PM 26.2

Project ID # 06-0000-0484

SCH #2008091102

Final Archaeological Survey Report



January 2013

(Revised March 2014)

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Final
Archaeological Survey Report

Centennial Corridor Project

State Route 99 to Interstate 5

KERN COUNTY, CALIFORNIA
District 06 - KERN – 58 - PM T31.7 to PM 55.6
District 06 - KERN – 99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
EA: 06-48460

Prepared by: _____ Date: 1/16/13

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Fresno, California 93721

January 2013

National Archaeological Database (NADB)
Information Sheet

ARCHAEOLOGICAL SURVEY REPORT FOR THE CENTENNIAL CORRIDOR PROJECT CITY OF BAKERSFIELD KERN COUNTY, CALIFORNIA

By
Patrick O. Maxon, RPA

Submitted by:

Patrick Maxon, M.A., RPA
BonTerra Consulting
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Irvine, California 92614

Submitted to:

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50 Higuera Street
San Luis Obispo, CA 93401-5415

Guidelines: CEQA, Section 106
USGS 7.5′ Topographic Quadrangles:
Gosford; Lamont; Oildale; Stevens;
Rosedale; Tupman; Rio Bravo; and
Buttonwillow, CA

Phase I Archaeological Resource Assessment Survey, City of Bakersfield, Kern County, California

Project Identification: #06-0000-0484
EA: 06-48460
D06-Ker-58 PM T31.7 to PM R55.6
D06-Ker-99 PM 21.2 to PM 26.2

November 2012

Summary of Findings

The California Department of Transportation (Caltrans) proposes to establish a new alignment for State Route 58, which would provide a continuous route along State Route 58 from Cottonwood Road (post mile R55.6) on existing State Route 58, east of State Route 99, to Interstate 5 (I-5) (post mile T31.7). Improvements to State Route 99 (post miles 21.2 to 26.2) and Westside Parkway would also be made to accommodate the connection with State Route 58. Although the overall Centennial Corridor Project consists of three segments (see Chapter 2). This archaeological study is only considering potential impacts to historic properties and historical resources as a result of construction of Segment 1, which includes the main segment within the City of Bakersfield and the Stockdale Highway/Enos Lane (State Route 43) intersection near Interstate 5.

The purpose of this Archaeological Survey Report (ASR), therefore, is to document the results of an archaeological assessment undertaken for Segment 1 of the proposed Centennial Corridor Project. Investigations included archival research with the California Historic Resources Inventory System and Bakersfield Public Library; inspection of the Native American Heritage Commission (NAHC) Sacred Lands Database; coordination with NAHC-listed Native American groups and individuals; and a field survey.

The Study Area consists of the entire project footprint. The survey area was established in consultation with Krista Kiaha, California Department of Transportation (Caltrans) Professionally Qualified Staff (PQS), Principal Investigator – Prehistoric Archaeology, and is the area to be directly affected by the proposed project. Therefore, in this case, the Survey Area is equivalent to the Study Area. Refer to Figure 2.

The project will involve federal funding and review by Caltrans as assigned by the Federal Highway Administration and therefore must comply with Section 106 of the National Historic Preservation Act. This ASR was prepared in accordance with California Department of Transportation (Caltrans) requirements applicable to Section 106 and with California Environmental Quality Act (CEQA) requirements.

Archival research was conducted through three records searches with the California Historical Resources Information System's (CHRIS') Southern San Joaquin Valley Information Center at California State University, Bakersfield in July 2007, July

2009, and November 2011. Findings indicate that no recorded cultural resources, historic properties, or historical resources have been identified in the Study Area.

This ASR also incorporates relevant background and cultural context information (prehistoric, ethnographic, and historic) developed by Robert Schiffman, Kip Harper, and Francesca Smith in 2007. These contexts are incorporated as Chapter 4.0.

Native American Consultation was undertaken for this project with initial letters being sent to tribes and individuals on July 30, 2007 or September 25, 2007. Follow up telephone calls and/or emails were done from August through November 2007. On December 21, 2011, new letters describing the Centennial Corridor Project were sent to those individuals that requested additional information as the project progressed.

Patrick Maxon, RPA, and Albert Knight of BonTerra Consulting conducted the archaeological field examination of the Study Area on April 13–15, 2009; October 26–27, 2011, and November 28–29, 2011. No archaeological sites were identified, as a vast majority of the study area is covered by streets, sidewalks, parking lots, structures, and other forms of built environment.

Due to the highly urbanized nature of the Study Area, it is not possible, short of mechanical excavations, to access the subsurface and determine if locations within of the Study Area have buried archaeological sites. To address this, a two-stage Extended Phase I (XPI) study is in progress. The goal is to identify subsurface archaeological resources within the Study Area. Stage I of the XPI was the production of an archaeological sensitivity model for the Study Area. This model identifies the relative potential of buried archaeological deposits, based on soils and geology, for areas within the Study Area. Stage 2 of the XPI is testing the model and identifying subsurface archaeological deposits. This will be done once the preferred alternative is selected and prior to construction.

Prior to commencement of construction activities, the City of Bakersfield must retain a qualified archaeologist to observe grading activities and to identify any additional archaeological resources, as necessary. The archaeologist must also do the following: be present at the pre-construction conference; use data gathered from the field survey and the XPI sensitivity study to establish areas of high archaeological potential to be monitored; and establish, in cooperation with the resident engineer and Caltrans, procedures for temporarily halting or redirecting work, if cultural materials are discovered. The redirecting of construction work will permit the sampling, identification, and evaluation of the newly found materials to determine if the resource is significant.

If archaeological resources are found to be significant, the archaeologist must determine appropriate actions, in cooperation with Caltrans, for exploration and/or salvage. Construction work may continue in other areas of the project limits, subject to the direction of the archaeologist. These actions, as well as final mitigation and disposition of the resources, is subject to approval by Caltrans.

It is Caltrans' policy to avoid cultural resources whenever possible. Further investigation may be needed if resources cannot be avoided by the project. If buried cultural materials are unexpectedly encountered during construction, Caltrans' policy dictates that work in the immediate vicinity of the find must be halted until a qualified archaeologist has the opportunity to evaluate the nature and significance of the find. Additional survey(s) will be required if the project changes to include areas not

previously surveyed. In the event that ground-disturbing components of the project change, a qualified cultural resources specialist, such as an archaeologist, architectural historian, and/or paleontologist (as appropriate) must be consulted to determine whether future investigations such as additional surveys, excavation, or monitoring are required to identify and evaluate cultural resources and to avoid adverse effects to historic properties.

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this archaeological report, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

January 2013 SIGNED: _____

Patrick O. Maxon, RPA
Principal Investigator

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Chapter 1 Introduction

The Centennial Corridor Project involves federal funding and review by the Federal Highway Administration (FHWA) and therefore must comply with Section 106 of the National Historic Preservation Act (NAHC) in addition to the requirements of the California Environmental Quality Act (CEQA). The California Department of Transportation (Caltrans) has assumed certain FHWA responsibilities in accordance with the National Environmental Policy Act (NEPA) delegation; therefore, this Archaeological Survey Report (ASR) was prepared in accordance with Caltrans cultural resources requirements. Caltrans will review the document on behalf of the FHWA.

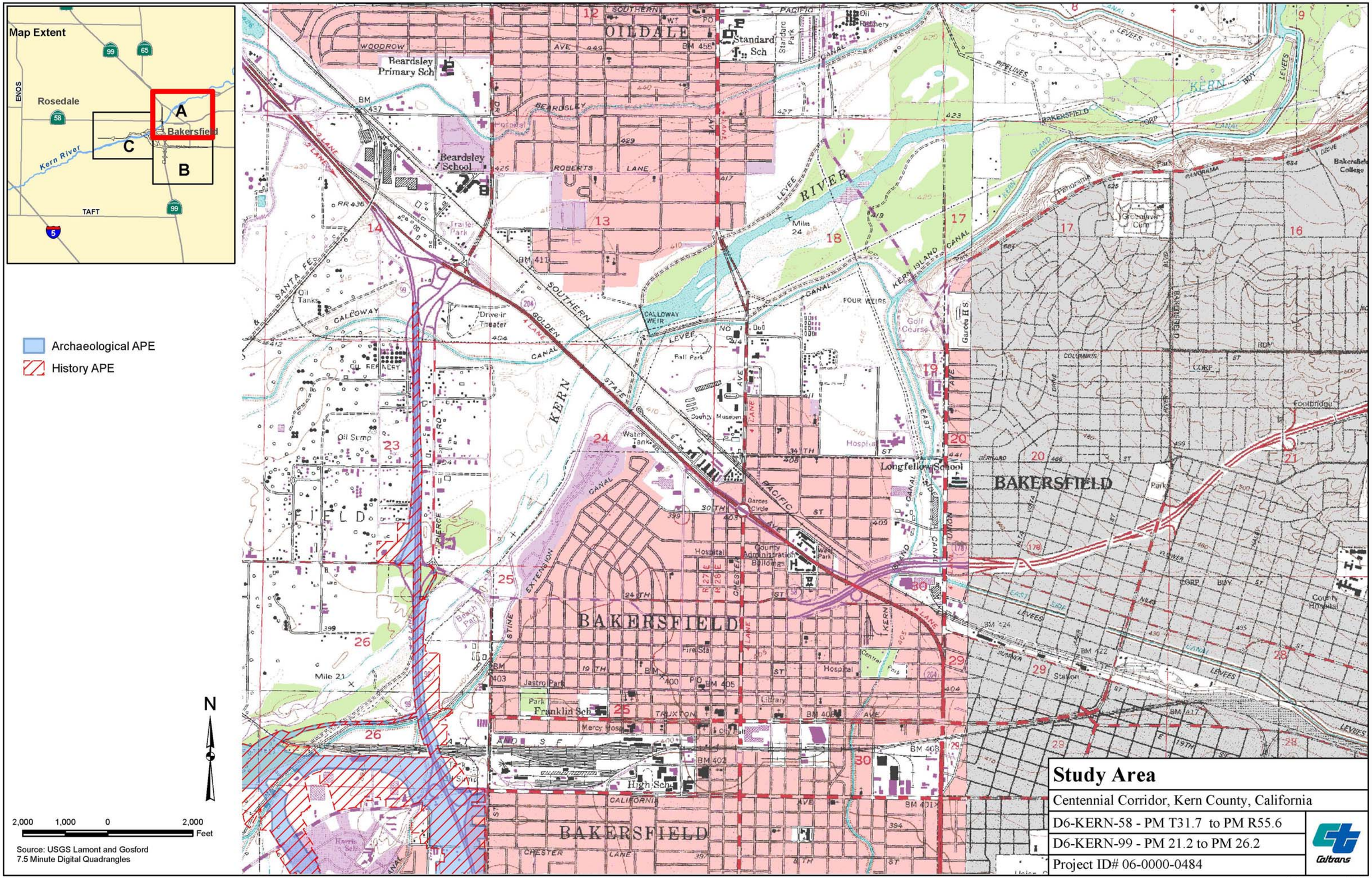
The overall Centennial Corridor Project consists of three segments (see Chapter 2). This ASR is only considering potential impacts to historic properties and historical resources as a result of construction of Segment 1, which includes the main segment within the City of Bakersfield and the Stockdale Highway/Enos Lane (State Route 43) intersection near Interstate 5. This ASR includes (1) a project description; (2) sources consulted in regard to the identification of archaeological and Native American sacred and traditional cultural properties; (3) background information regarding the environmental and historical setting of the project area; (4) field methods used to evaluate the project area; (5) the study findings; and (6) conclusions and recommended mitigation measures. Figures 1 and 2 present the Study Area Map and the Survey Coverage Map. Segment 2 is Westside Parkway; Segment 3 extends from the western end of Westside Parkway, at Heath Road, to Interstate 5. This segment will not be constructed in the near future and would only be constructed when there is sufficient funding and higher traffic demand west of downtown.

Patrick Maxon and Albert Knight of BonTerra Consulting conducted the field survey in three installments: April 13–15, 2009; October 26–27, 2011, and November 28–29, 2011. Mr. Maxon, who followed the guidelines presented in the Caltrans Standard Environmental Reference, Volume 2: Cultural, prepared this report.

Mr. Maxon is Director of Cultural Resources; M.A., Anthropology, California State University, Fullerton; B.A., Towson University, Maryland; with 18 years of cultural resources management experience. He is a Registered Professional Archaeologist (RPA) and is qualified under the Secretary of the Interior's Professional Qualifications Standards (1983; Appendix A). His contribution to the Centennial

Corridor study is the Archaeological Survey Report and the Historic Property Survey Report.

Albert Knight functioned as a Project Archaeologist; B.A., Anthropology, University of California, Santa Barbara; with 25 years of experience in archaeological research, field work, monitoring, and report writing. His contribution to the Centennial Corridor project includes assistance in the field surveys for the project.


Map Extent
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Source: USGS Lamont and Gosford
7.5 Minute Digital Quadrangles
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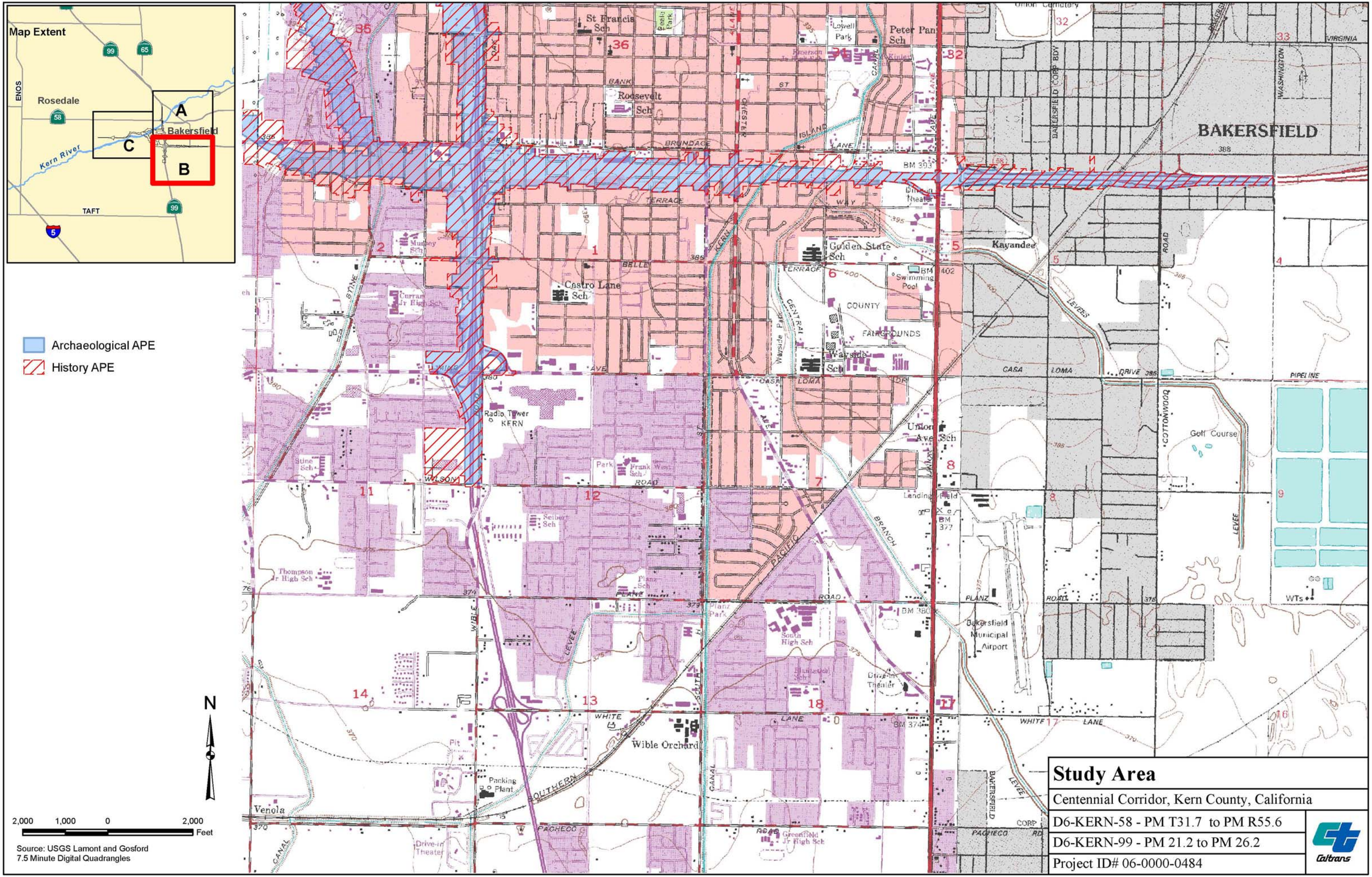
BAKERSFIELD
KERN RIVER
Beardsley Primary Sch
Beardsley School
Standard Sch
Longfellow School
Franklin Sch
High Sch
Study Area
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.7 to PM R55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
Caltrans

Figure 1A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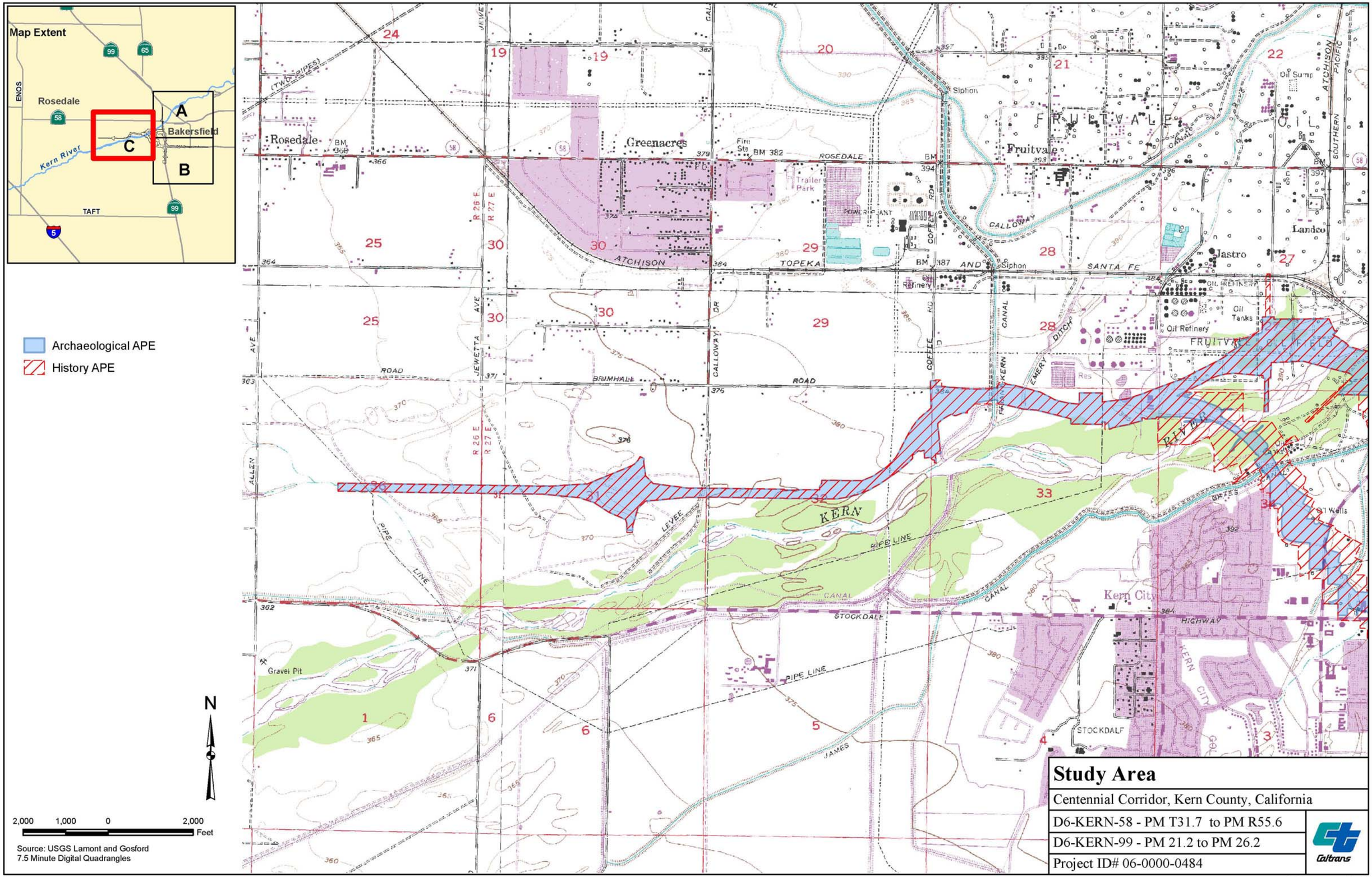
Feet
Source: USGS Lamont and Gosford
7.5 Minute Digital Quadrangles
BAKERSFIELD
Kayandee
Golden State Sch
Castro Lane Sch
Roosevelt Sch
St Francis Sch
Peter Pan Sch
Union Ave Sch
Wayside Sch
Radio Tower KERN
Wible Orchard
Venola
Bakersfield Municipal Airport
Golf Course
Packing Plant
Drive-in Theater
Landing Field
Swimming Pool
COUNTY FAIRGROUNDS
Study Area
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.7 to PM R55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
Caltrans

Figure 1B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Bakersfield
Kern River
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Archaeological APE
History APE
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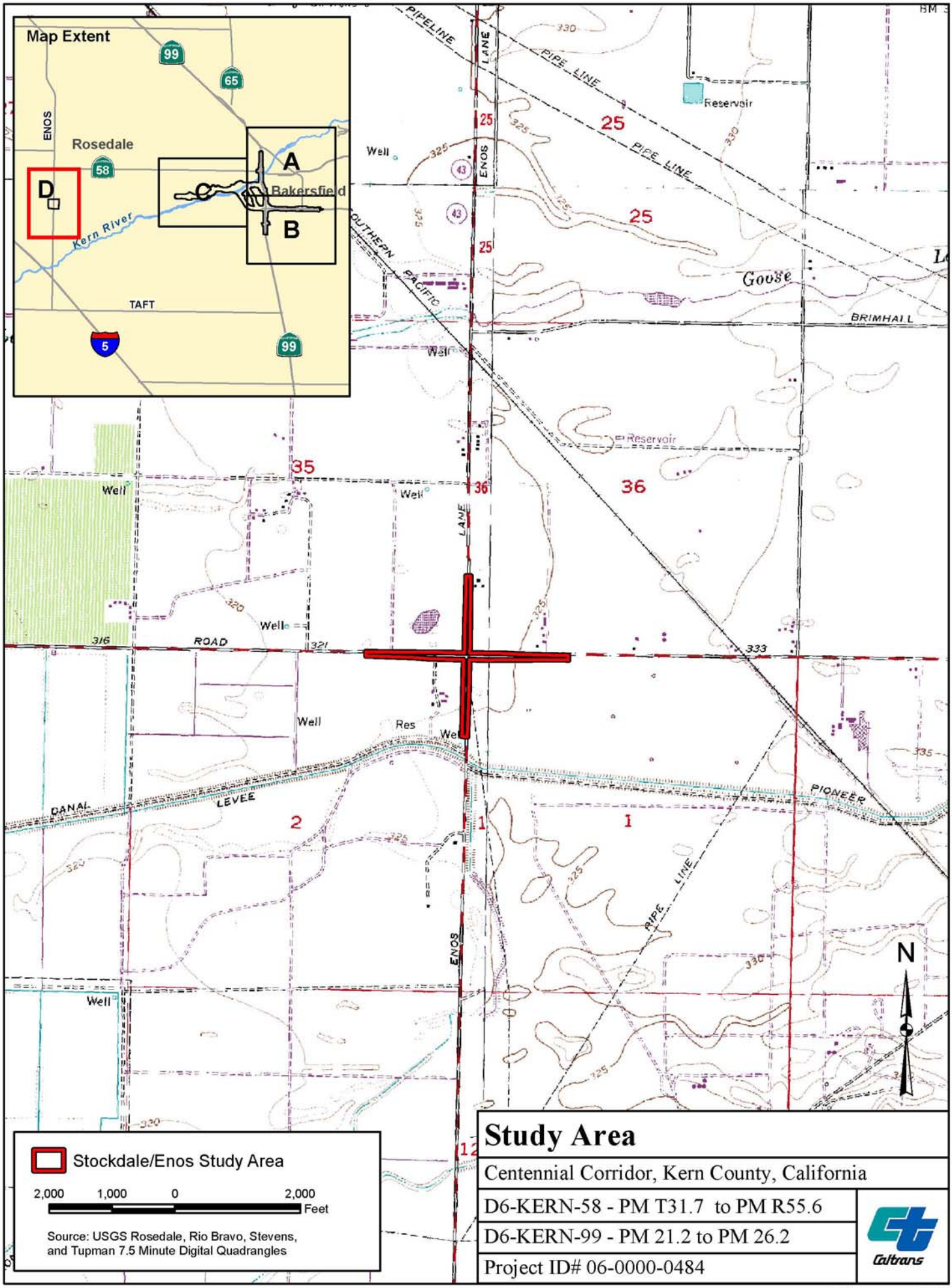
Feet
Source: USGS Lamont and Gosford
7.5 Minute Digital Quadrangles
Rosedale
Greenacres
Fruitvale
Jastro
Landco
Kern City
Siphon
Oil Refinery
Oil Tanks
Gravel Pit
Trailer Park
Oil Sump
Oil Wells
KERN
RIVER
ATCHISON
TOPEKA
AND
SANTA FE
ROSEDALE
CALLOWAY
BRIMHALL
ROAD
STOCKDALE
HIGHWAY
PIPE LINE
LEVEE
CANAL
JAMES
JEWETTA
ALLEN
COFFEE
EMERY
DITCH
FRUITVALE OIL FIELD
KERN CITY
STOCKDALE
R 26 E
R 27 E
Study Area
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.7 to PM R55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
Caltrans

Figure 1C



Study Area

Centennial Corridor, Kern County, California

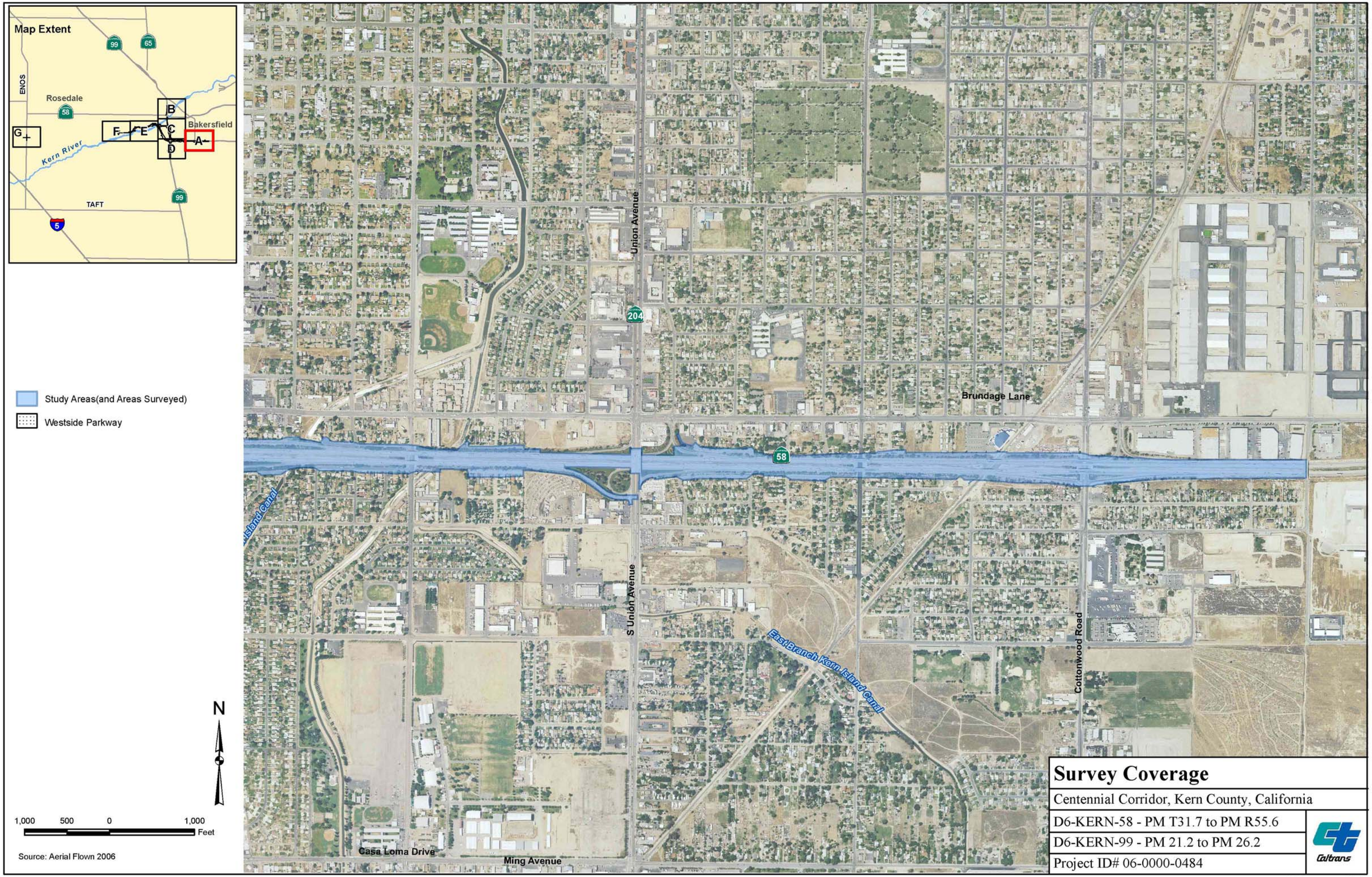
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 1D



Survey Coverage

Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.7 to PM R55.6

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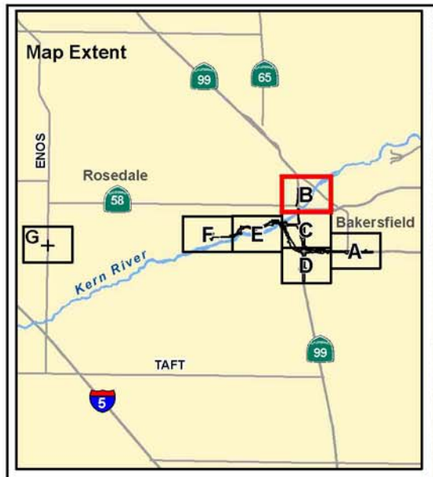
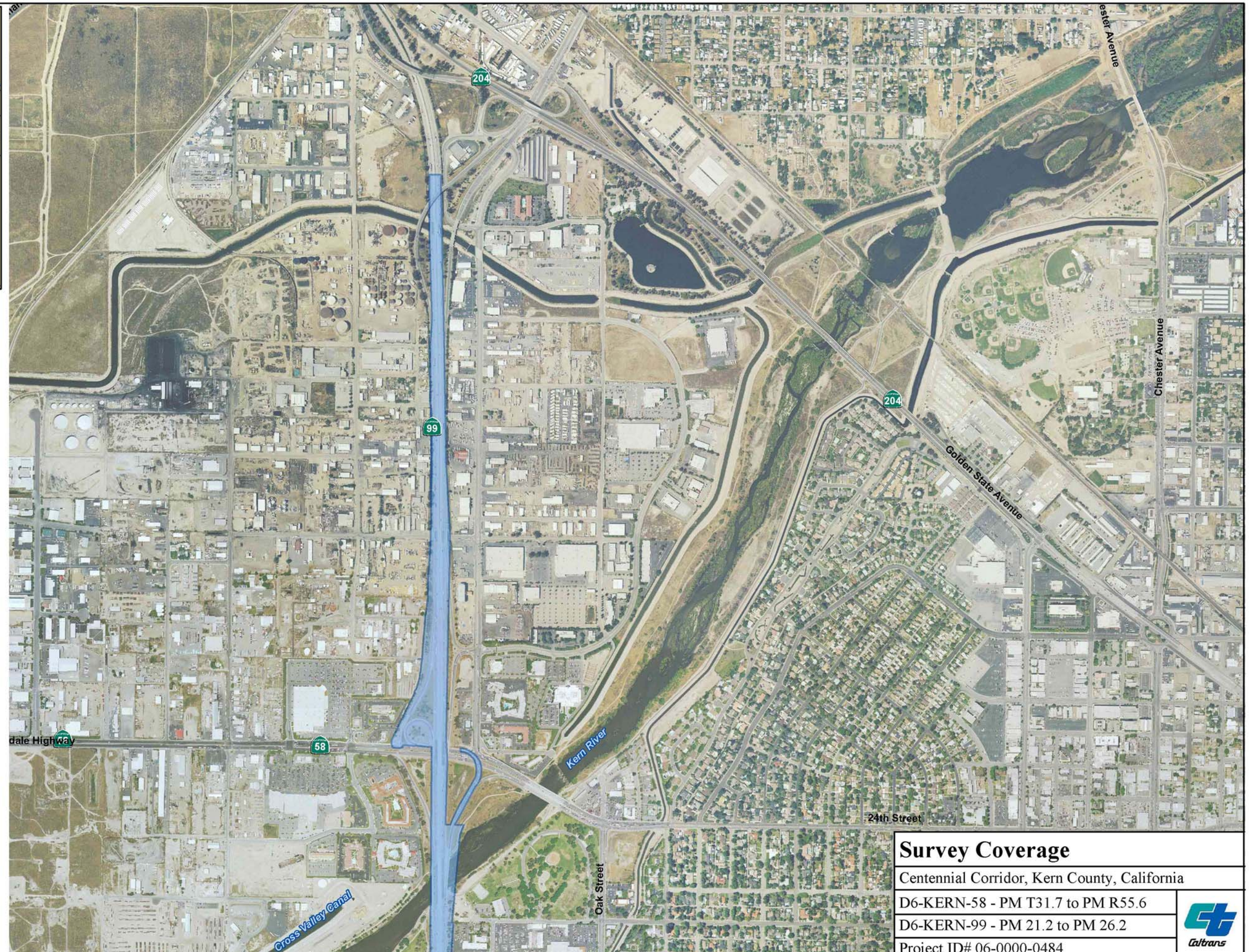
Project ID# 06-0000-0484

Caltrans

Figure 2A





Study Areas(and Areas Surveyed)

Westside Parkway

N

1,000 500 0 1,000 Feet

Source: Aerial Flown 2006

Survey Coverage

Centennial Corridor, Kern County, California

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Project ID# 06-0000-0484

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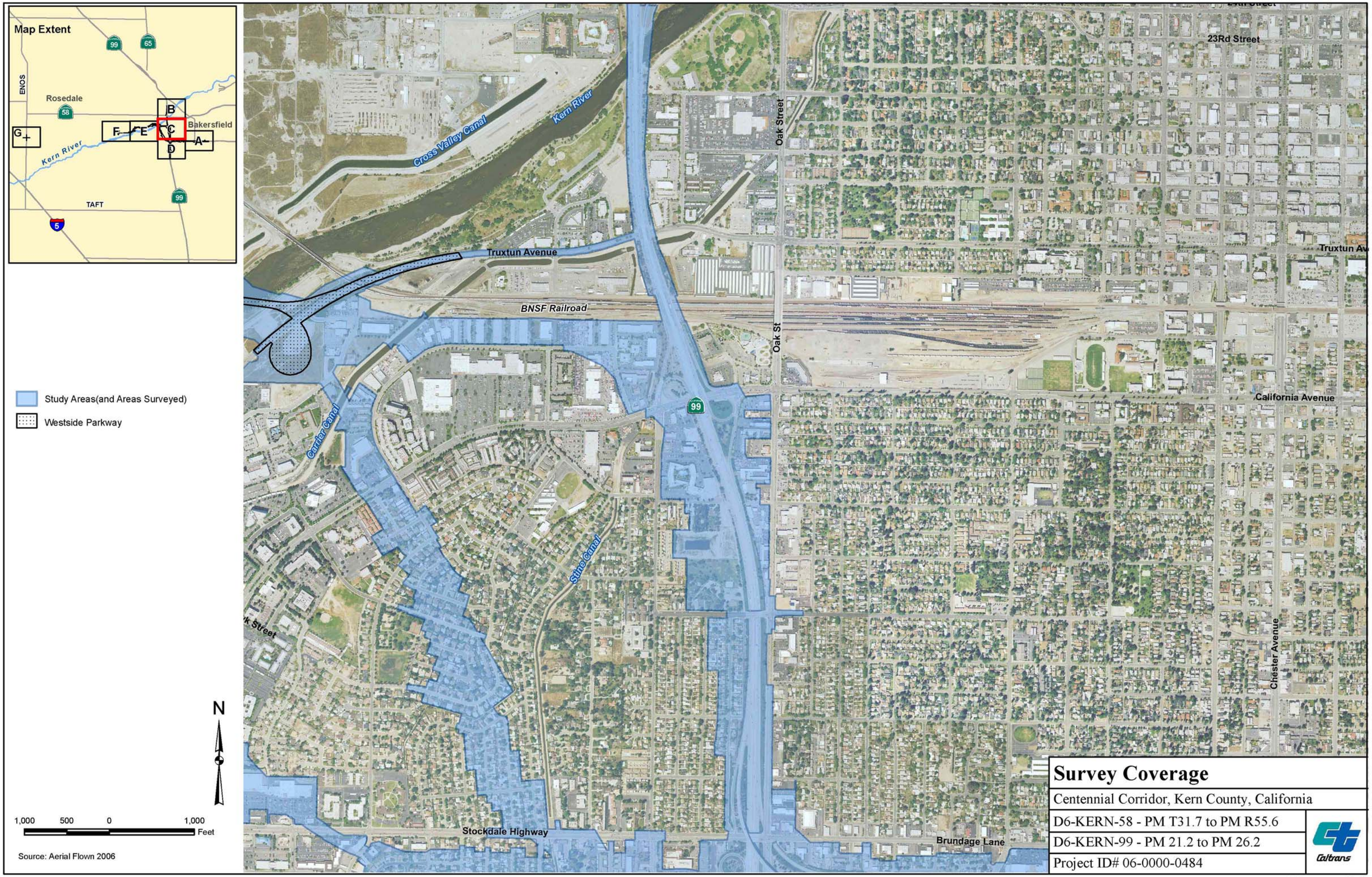
Figure 2B


Map Extent
ENOS
Rosedale
Bakersfield
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Kern River
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Study Areas(and Areas Surveyed)
Westside Parkway
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1,000 500 0 1,000
Feet
Source: Aerial Flown 2006
Cross Valley Canal
Kern River
Truxtun Avenue
BNSF Railroad
Oak Street
Oak St
23Rd Street
California Avenue
Truxtun Av
Carrier Canal
Stine Canal
Chester Avenue
Stockdale Highway
Brundage Lane
Survey Coverage
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.7 to PM R55.6
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Project ID# 06-0000-0484
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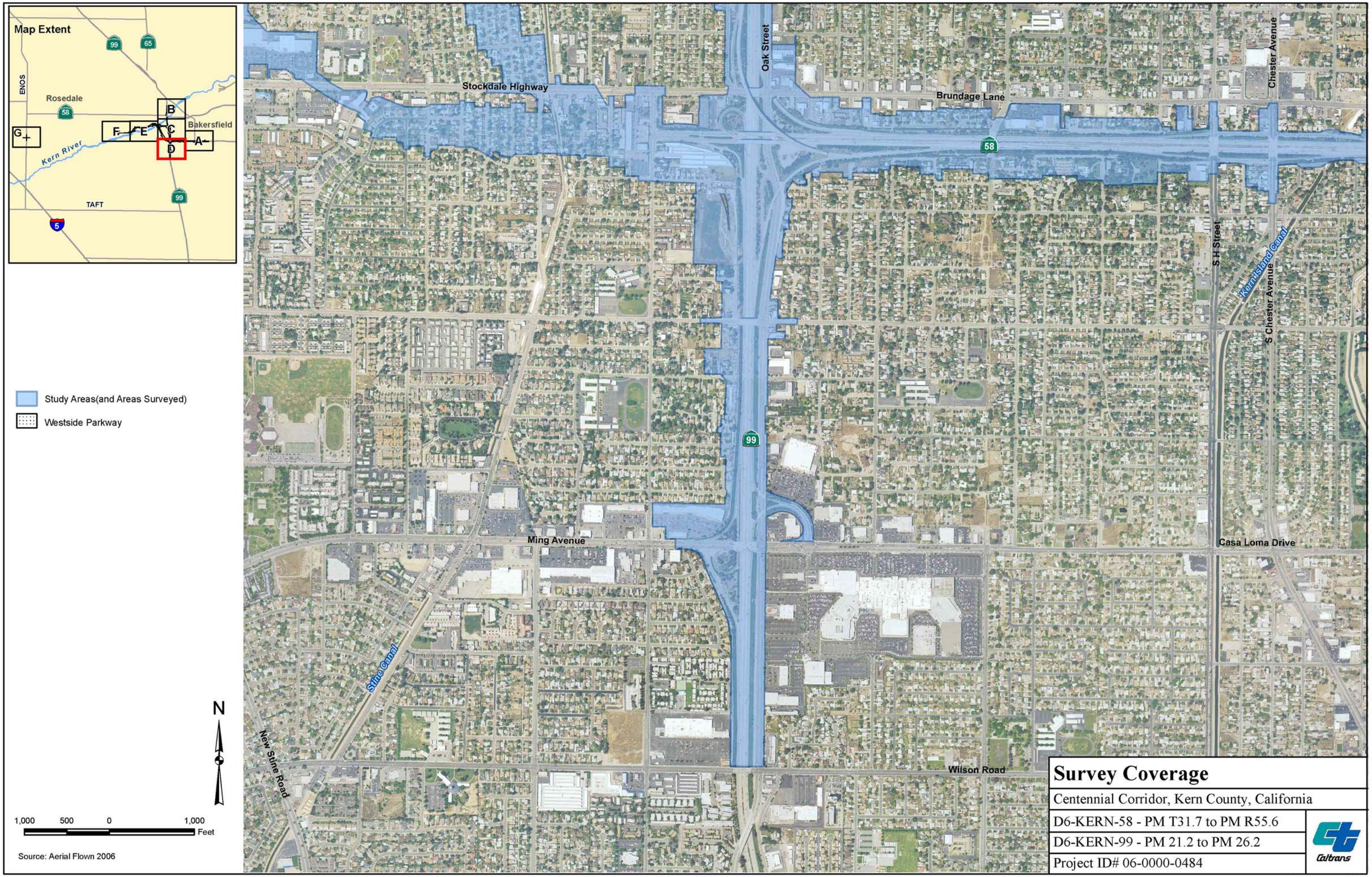
Figure 2C



Survey Coverage

Centennial Corridor, Kern County, California

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Project ID# 06-0000-0484

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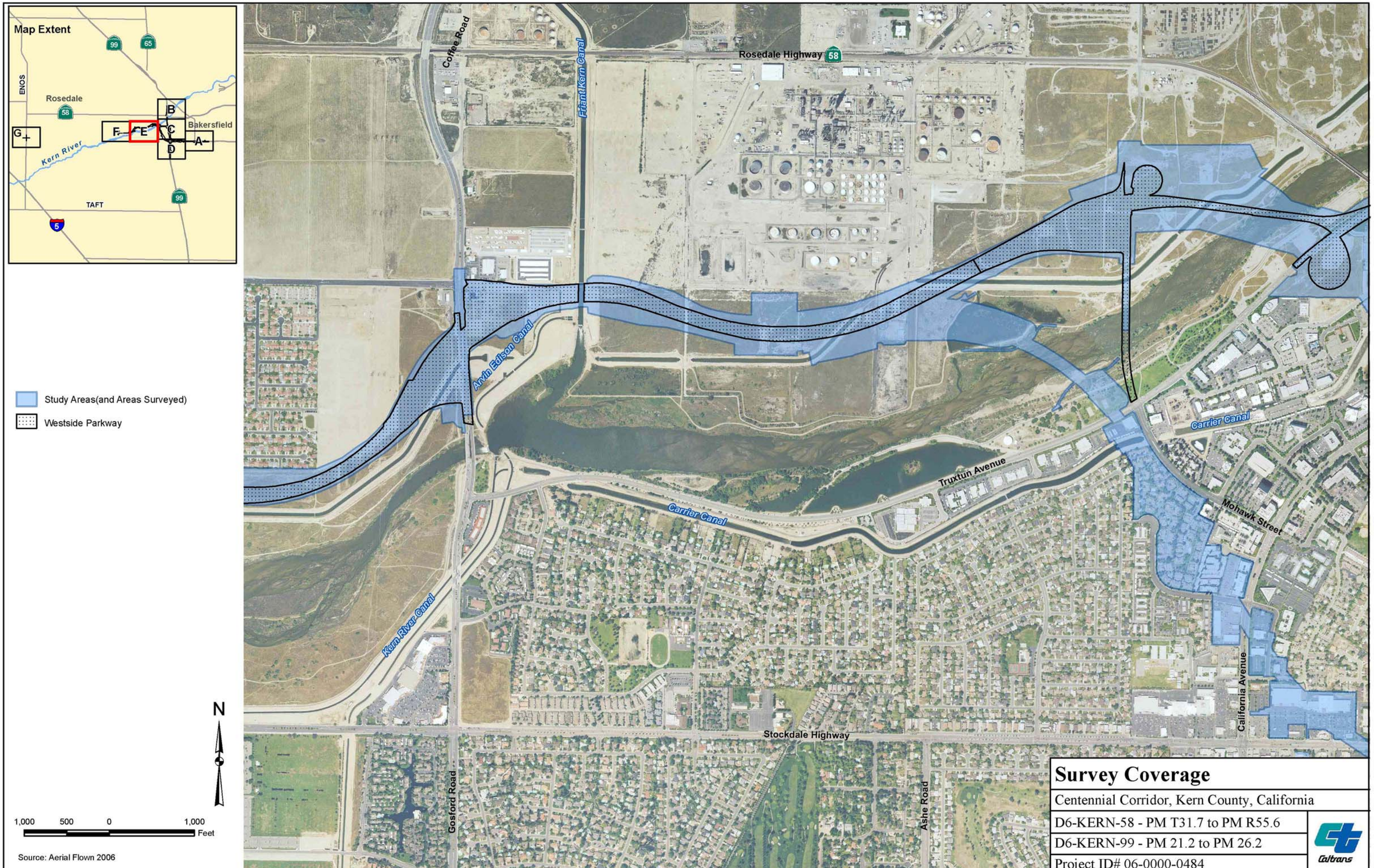
Figure 2D



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Centennial Corridor, Kern County, California

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Project ID# 06-0000-0484

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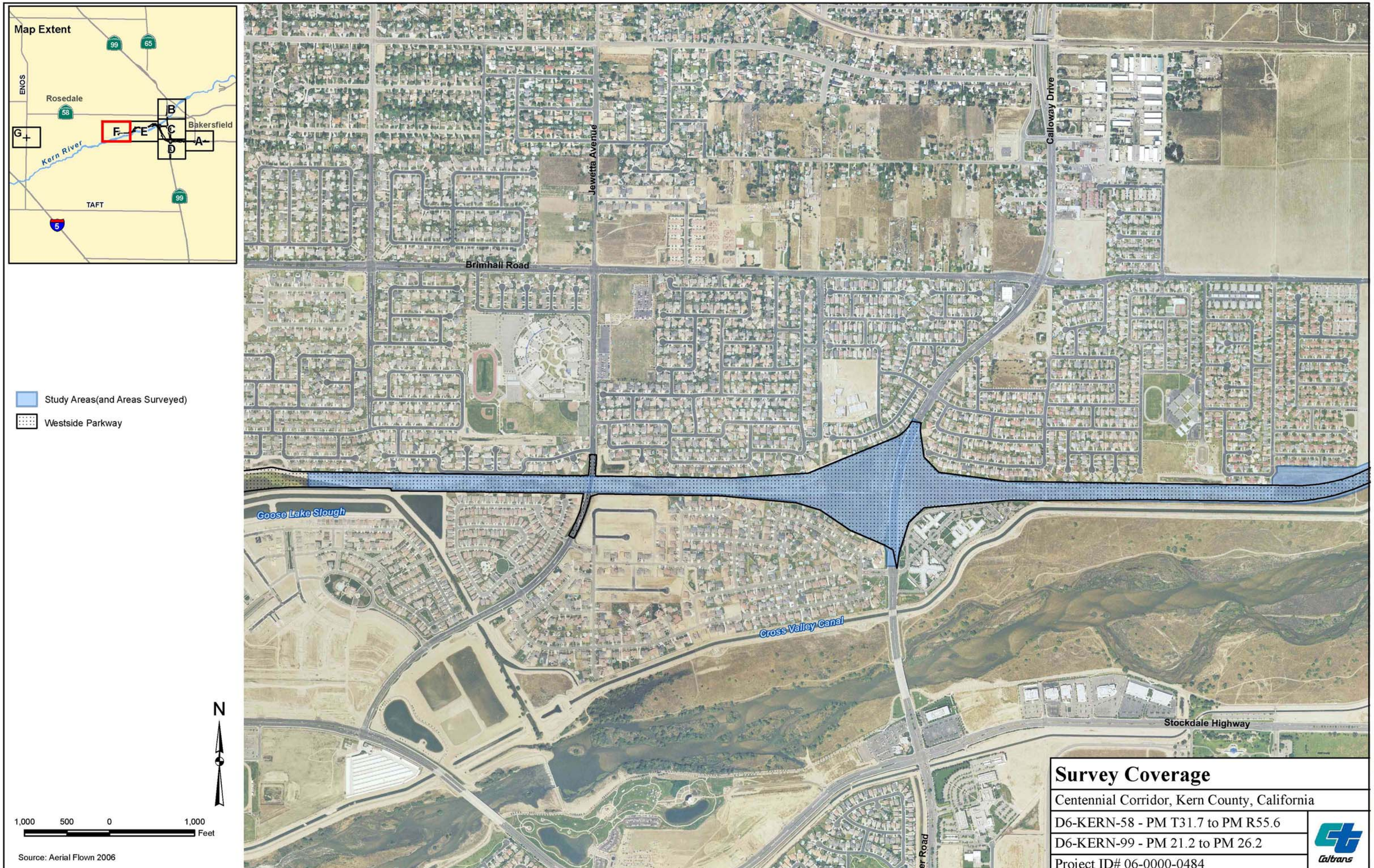
Figure 2E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Brimhall Road
Goose Lake Slough
Cross Valley Canal
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Centennial Corridor, Kern County, California
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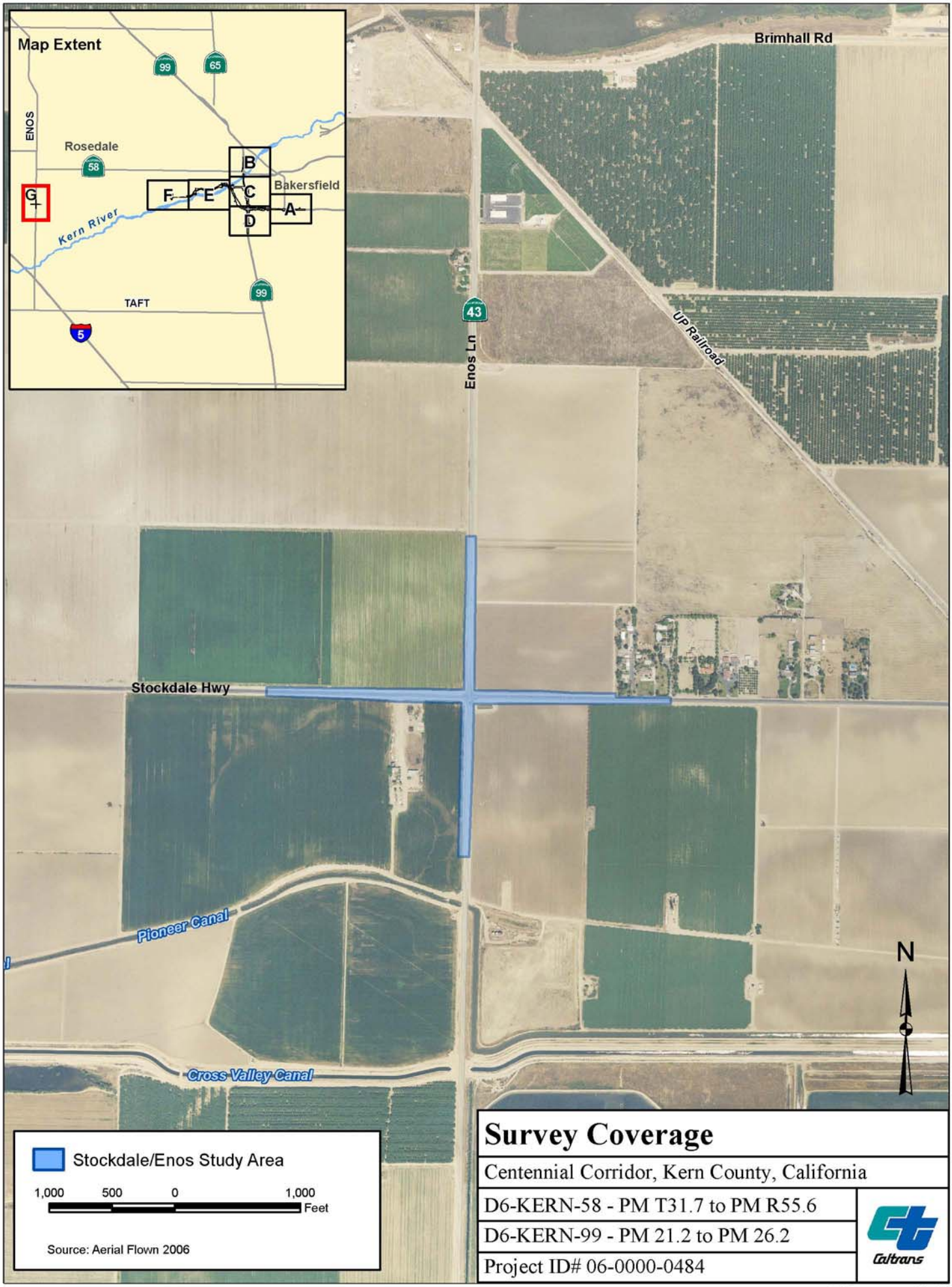
Caltrans

Figure 2F



Survey Coverage

Centennial Corridor, Kern County, California

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D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 2G

Chapter 2 Project Location and Description

2.1 Introduction

The California Department of Transportation (Caltrans) proposes to establish a new alignment for State Route 58, which would provide a continuous route along State Route 58 from Cottonwood Road on existing State Route 58, east of State Route 99 (post mile R55.6), to Interstate 5 (I-5) (post mile T31.7). Improvements to State Route 99 (post miles 21.2 to 26.2) and Westside Parkway would also be made to accommodate the connection with State Route 58.

The project is located at the southern end of the San Joaquin Valley in the city of Bakersfield in Kern County, California. The study site is bound on the east by Cottonwood Road, on the west by I-5, on the north by Gilmore Avenue, and on the south by Wilson Road. Caltrans is the lead agency for the project pursuant to the California Environmental Quality Act and the National Environmental Policy Act.

The proposed continuous route, known as the Centennial Corridor, has been divided into three segments, as shown in Figure 3.

Segment 1 is the easternmost segment, which would connect the Westside Parkway to the existing State Route 58 (East) freeway. Multiple alignment alternatives are being evaluated for this segment and are discussed below.

Segment 2 is composed of the Westside Parkway, which extends westerly from Truxtun Avenue to Heath Road. This roadway is a local facility that would be transferred into the State Highway System. The analysis evaluates potential impacts associated with improvements to the Westside Parkway from Truxtun Avenue to the Calloway Drive interchange which would be made to accommodate additional traffic from Centennial Corridor connecting to the Westside Parkway..

Segment 3 would extend from Heath Road to I-5. This segment will need a temporary route adoption for the use of Stockdale Highway between Heath Road and I-5 as an interim alignment for State Route 58. A future new alignment (ultimate) as identified in the 2002 *Route 58 Route Adoption Project Tier I Environmental Impact Statement/Environmental Impact Report* (EIS/EIR) will be constructed when there is greater traffic demand and funding is available. Since traffic would use Stockdale

Highway between Heath Road and I-5 on an interim basis, the potential impacts will also be evaluated for the interim use of Stockdale Highway.

2.1.1 Purpose and Need

The purpose of the Centennial Corridor project is to provide route continuity and associated traffic congestion relief along State Route 58 within Metropolitan Bakersfield and Kern County from State Route 58 east (at Cottonwood Road) to I-5.

State Route 58 is a critical link in the state transportation network that is used by interstate travelers, commuters, and a large number of trucks. Under existing conditions, State Route 58 does not meet the capacity needs of the area, and this is expected to get worse as the population grows. State Route 58 lacks continuity in central Bakersfield, which results in severe traffic congestion and reduced levels of service on adjoining highways and local streets. This route is offset by about 1 mile at State Route 43 and by about 2 miles at State Route 99. The merging of two major state routes (58 and 99) into one alignment between the eastern and western legs of State Route 58 degrades the traffic level of service on this segment of freeway. In addition, State Route 99's close spacing for its two interchanges with State Route 58 (East and West), in addition to an interchange at California Avenue, results in vehicles aggressively changing lanes, which adds to the congestion.

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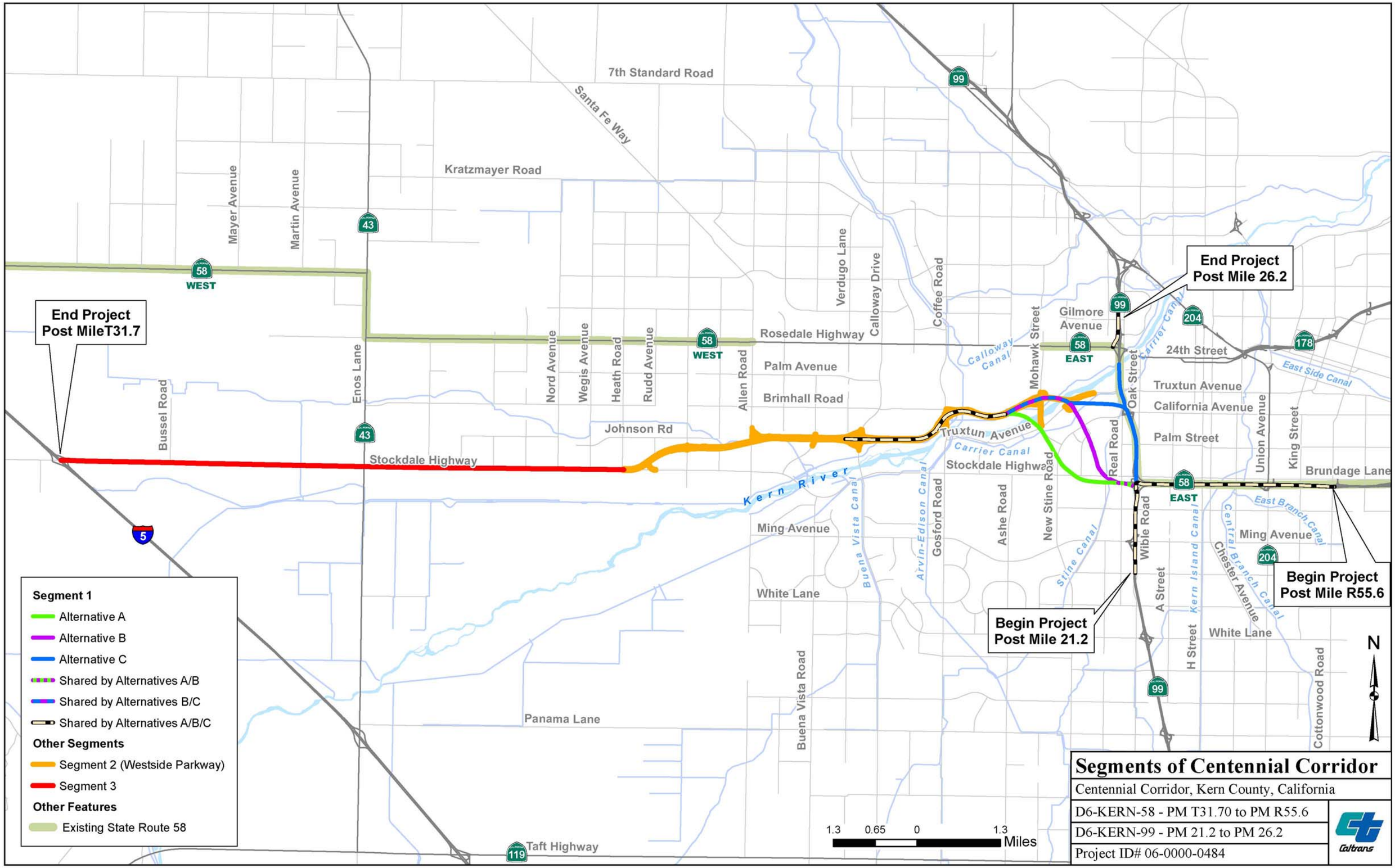

End Project
Post MileT31.7
End Project
Post Mile 26.2
Begin Project
Post Mile R55.6
Begin Project
Post Mile 21.2
7th Standard Road
Santa Fe Way
Kratzmayer Road
Mayer Avenue
Martin Avenue
Bussel Road
Enos Lane
Nord Avenue
Wegis Avenue
Heath Road
Rudd Avenue
Allen Road
Rosedale Highway
Palm Avenue
Brimhall Road
Johnson Rd
Stockdale Highway
Verdugo Lane
Calloway Drive
Coffee Road
Mohawk Street
Gilmore Avenue
Calloway Canal
Carrier Canal
24th Street
East Side Canal
Oak Street
Truxtun Avenue
California Avenue
Palm Street
Union Avenue
King Street
Brundage Lane
Real Road
Kern River
Buena Vista Canal
Arvin-Edison Canal
Gosford Road
Ashe Road
New Stine Road
Stine Canal
Wible Road
A Street
Kern Island Canal
Central Branch Canal
East Branch Canal
Chester Avenue
Ming Avenue
White Lane
H Street
Cottonwood Road
Buena Vista Road
Panama Lane
Taft Highway
Segment 1
Alternative A
Alternative B
Alternative C
Shared by Alternatives A/B
Shared by Alternatives B/C
Shared by Alternatives A/B/C
Other Segments
Segment 2 (Westside Parkway)
Segment 3
Other Features
Existing State Route 58
1.3 0.65 0 1.3 Miles
N
Segments of Centennial Corridor
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.70 to PM R55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
Caltrans

Figure 3

2.1.2 Project Description

The project alternatives include three build alternatives and a No-Build Alternative.

No-Build Alternative

No construction of Segment 1 would occur under the No-Build Alternative. In addition no improvements to the Westside Parkway from Truxtun Avenue to the Calloway Drive interchange would be required. There would also be no improvements made to the Stockdale Highway/State Route 43 intersection. The No-Build Alternative would involve the following actions: (1) the Westside Parkway would be route adopted into the State Highway System; (2) the portion of Mohawk Street from the Westside Parkway to Rosedale Highway would be designated as part of State Route 58, which would provide a connection to State Route 99; (3) Stockdale Highway between Heath Road and Interstate 5 would serve as an interim alignment for State Route 58 until ultimate improvements are constructed; and (4) the portion of State Route 58 (West) from Allen Road to Interstate 5 would be relinquished to the local jurisdictions as a local facility.

Build Alternative

As shown in Figure 4, the three build alternatives (Alternatives A, B, and C) within Segment 1 propose new alignments that would extend from Cottonwood Road on the existing State Route 58 (East) and connect I-5 via the Westside Parkway. Alternatives A and B would be west of State Route 99, and Alternative C would parallel State Route 99 to the west. Under Alternative A, the eastern end of the Westside Parkway mainline would be realigned to conform to the Alternative A alignment, and ramp connections would be provided to the Mohawk Street interchange. Under Alternatives B and C, the alignments would connect to the Westside Parkway by extending the mainline lanes built as part of the Westside Parkway project. Detailed descriptions of the alternatives are provided on the following subsections.

Common Design Features of the Build Alternatives

The build alternatives would connect State Route 58 (East) to the east end of the Westside Parkway by means of a six-lane freeway. All the build alternatives would involve a route adoption to include the selected Segment 1 alignment and the Westside Parkway into the State Highway System as State Route 58. In Segment 3, there would be a temporary route adoption of Stockdale Highway as the interim State Route 58 connection to Interstate 5 until the ultimate alignment (the Cross Valley Canal alignment addressed in the 2001 EIS/EIR) is constructed, which would occur at

a later date. Though the alignment and design characteristics vary by alternative, the three build alternatives have the following common design features:

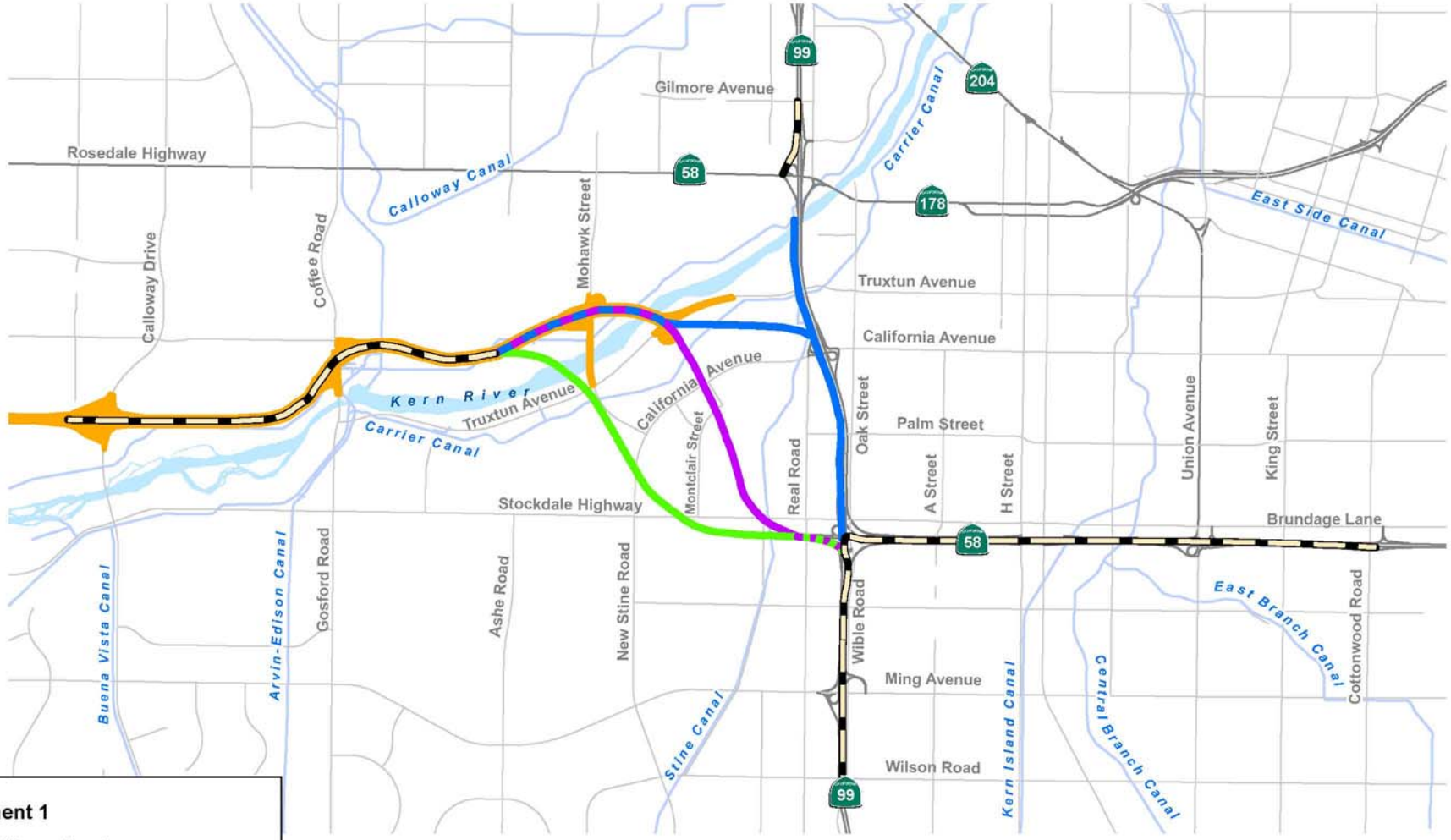
Segment 1

All the alternatives would provide the following connections between State Route 58 and State Route 99 using high speed connection ramps:

- Northbound State Route 99 to westbound Centennial Corridor
- Northbound State Route 99 to eastbound State Route 58 (East)
- Southbound State Route 99 to eastbound State Route 58 (East)
- Eastbound Centennial Corridor to southbound State Route 99
- Westbound State Route 58 (East) to southbound and northbound State Route 99.

Direct connector ramps from southbound State Route 99 to westbound State Route 58 are not being provided as part of this project. However, to accommodate this movement, the southbound State Route 99/Rosedale Highway off-ramp would have two lanes off the freeway and be widened to four lanes at the intersection with Rosedale Highway. Additionally, an auxiliary lane would be provided on State Route 99 from south of Gilmore Avenue to the State Route 58 (Rosedale Highway) off-ramp. Direct connector ramps from eastbound State Route 58 to northbound State Route 99 are not being provided as part of this project.

The project would require the widening of the South P Street Undercrossing and the westbound State Route 58 Grade Separation over State Route 99. In addition, the Stockdale Highway off-ramp from southbound State Route 99 and the Wible Road on- and off-ramps on State Route 99, located just south of the existing State Route 58/State Route 99 interchange, would be removed.



Segment 1

- Alternative A
- Alternative B
- Alternative C
- Shared by Alternatives A/B
- Shared by Alternatives B/C
- Shared by Alternatives A/B/C
- Westside Parkway

Not To Scale
Source: Information from Draft Project Report 2013

Segment 1 of Centennial Corridor

Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.70 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 4

Segment 2

The Westside Parkway would be incorporated into the State Highway System with each of the Build Alternatives. Improvements to connect Centennial Corridor to the Westside Parkway would extend from where each build alternative connects at the eastern end of the Westside Parkway towards the west, ending at the Calloway Drive interchange. The proposed improvements would widen the Westside Parkway by constructing one additional lane in the median to provide auxiliary lanes. In the westbound direction, the median widening would extend from east of the Friant-Kern Canal through the Calloway Drive interchange. The limits of the added lane in the eastbound direction would differ between each alternative, as described in the Unique Design Features of the Build Alternatives section below. With each build alternative, modifications to the westbound diamond off-ramp to Calloway Drive and the eastbound loop on-ramp from Coffee Drive would be required.

Though the improvements described above are physically located in Segment 2, construction would be undertaken as part of Segment 1 construction to facilitate traffic operations between the Westside Parkway and the Centennial Corridor.

Segment 3

With each build alternative, the Stockdale Highway/State Route 43 intersection would be widened and traffic signals would be added to control the traffic movements. State Route 43 would be widened to add a dedicated left-turn lane in both directions. Stockdale Highway would be widened to add a dedicated left-turn lane and a shared through/right-turn lane in both directions. Though physically located in Segment 3, these improvements would be built as part of Segment 1 to ensure adequate traffic operations at this intersection.

Unique Design Features of the Build Alternatives

Alternative A

Alternative A would travel westerly from the existing State Route 58/State Route 99 interchange for about 1 mile, south of Stockdale Highway, where it would turn northwesterly and go over Stockdale Highway/Montclair Street, California Avenue/Lennox Avenue, Truxtun Avenue, and the Kern River before joining the eastern end of the Westside Parkway near the Mohawk Street interchange.

A link would be provided from northbound State Route 99 to westbound State Route 58 and from eastbound State Route 58 to southbound State Route 99 via high-speed connectors. No direct connector ramps would be built from southbound State Route

99 to westbound State Route 58 or from eastbound State Route 58 to northbound State Route 99. Southbound State Route 99 would be widened to accommodate the additional traffic from eastbound State Route 58 to the southbound State Route 99 connector. The existing westbound State Route 58 to southbound State Route 99 loop-ramp connector would be realigned and would connect to the proposed eastbound State Route 58 to southbound State Route 99 connector before merging onto southbound State Route 99. The existing southbound State Route 99 to eastbound State Route 58 connector and northbound State Route 99 to eastbound State Route 58 would be preserved with some changes.

The limits of widening on State Route 99 would extend to the Wilson Road overcrossing. On northbound State Route 99, a three-lane exit would be provided just north of Wilson Road to carry the northbound State Route 99 to westbound State Route 58 traffic on two lanes and the Ming Avenue on- and off-ramp traffic on the third lane. All ramps in this area would have to be realigned to provide for the additional lanes. The Wible Road on- and off-ramps just south of the existing State Route 58/State Route 99 interchange, which is in conflict with the Caltrans standards of interchange spacing, would have to be removed to accommodate this design. The Stockdale Highway off-ramp on the southbound State Route 99 to eastbound State Route 58 connector would be removed as well. Under this concept, State Route 58 would also lose its link with Real Road. Also, Alternative A would provide an auxiliary lane on southbound State Route 99 from south of Gilmore Avenue to the Rosedale Highway off-ramp.

The median widening to provide an auxiliary lane along the Westside Parkway would extend westerly from the connection point with Centennial Corridor between Coffee Road and Mohawk Street to the Coffee Road off-ramp.

Other features with this alternative include (1) the construction of 19 soundwalls; (2) the construction of a park and ride facility off Mohawk Street, between California Avenue and Truxtun Avenue, to replace the facility that would be displaced by the project; (3) 7 infiltration basins, which would be placed throughout the study area to retain stormwater runoff for water quality improvement purposes; and (4) 48 retaining walls of varying sizes located throughout the study area.

Excavation and grading would be required as part of the project construction. The maximum depth of excavation for Alternative A would be between 25 and 40 feet. Alternative A would disturb about 1,125 acres of soil from grading activities. A total

of about 944,000 cubic yards of existing soils would be graded. In addition, about 1,700,000 cubic yards of soil would be imported as fill for the roadway.

Alternative B

Alternative B would run westerly from the existing State Route 58/State Route 99 interchange for about 1,000 feet, south of Stockdale Highway, where it would turn northwesterly and span Stockdale Highway/Stine Road, California Avenue, Commerce Drive, Truxtun Avenue, and the Kern River before joining the east end of Westside Parkway between the Mohawk Street and Coffee Road interchanges. This alignment would depress State Route 58 between California Avenue and Ford Avenue. Overcrossings are proposed at Marella Way and La Mirada Drive to ease traffic circulation.

Alternative B proposes the same connections to State Route 99 that Alternative A does and would require similar improvements on State Route 99 and existing State Route 58.

The median widening to provide an auxiliary lane along the Westside Parkway would extend westerly from the connection point with Centennial Corridor between Coffee Road and Mohawk Street to the Coffee Road off-ramp. Modifications would be required to the eastbound Mohawk Street off-ramp, westbound Truxtun Avenue on-ramp, and reconstruction of the eastbound Mohawk Street loop on-ramp. In addition, construction of the proposed westbound Mohawk Street off-ramp and realignment of the Cross Valley Canal maintenance access road from Mohawk Street would be required.

Other features with this alternative include (1) the construction of 24 soundwalls; (2) the construction of a park and ride facility north of California Avenue, next to the Centennial Corridor, to replace the facility that would be displaced by the project; (3) 8 infiltration basins that would be placed throughout the study area to retain stormwater runoff for water quality improvement purposes; and (4) 42 retaining walls of varying sizes located throughout the study area.

The maximum depth of excavation for Alternative B would be between 25 and 40 feet. Alternative B would disturb about 1,020 acres of soil from grading activities. A total of about 942,000 cubic yards of existing soils would be graded. In addition, about 1,078,000 cubic yards of soil would be imported to fill in the roadway.

Alternative C

Near the existing State Route 58/State Route 99 interchange, Alternative C would turn north and run parallel to the west of State Route 99 for about 1 mile. The freeway would turn west and span the BNSF Railway rail yard, Truxtun Avenue, and the Kern River. This alternative proposes undercrossings at Brundage Lane, Oak Street, State Route 99, Palm Avenue, and California Avenue.

Connections would be provided from eastbound State Route 58 to southbound State Route 99 and from northbound State Route 99 to westbound State Route 58. The existing westbound State Route 58 to southbound State Route 99 loop-ramp connector would connect to the proposed eastbound State Route 58 to southbound State Route 99 connector before merging onto southbound State Route 99. The southbound State Route 99 Ming Avenue off-ramp would be relocated north of the eastbound State Route 58 to southbound State Route 99 connector to facilitate weaving between the Ming Avenue off-ramp and the eastbound State Route 58 to southbound State Route 99 connector traffic. A connector would be provided east of northbound State Route 99 from Brundage Lane to south of California Avenue to facilitate weaving between westbound State Route 58 to northbound State Route 99 traffic with northbound State Route 99 to westbound State Route 58 traffic.

Improvements on State Route 99 would extend from the Wilson Road overcrossing (south of the State Route 58/State Route 99 interchange) to the Gilmore Avenue overcrossing (north of the State Route 58/State Route 99 interchange). A collector-distributor (C-D) road system would provide access from westbound State Route 58 to northbound State Route 99, as well as from northbound State Route 99 to westbound State Route 58. The Wible Road on- and off-ramps just south of the existing State Route 58/State Route 99 interchange would have to be removed to accommodate the northbound State Route 99 auxiliary lane. The Stockdale Highway off-ramp on the southbound State Route 99 to eastbound State Route 58 connector would be removed as well. Under this concept, southbound State Route 99 would also lose its link with Real Road.

The median widening to provide an auxiliary lane along Westside Parkway would extend westerly from the connection point with Centennial Corridor between Coffee Road and Mohawk Street to the Coffee Road off-ramp. Modifications would be required to the eastbound Mohawk Street off-ramp, westbound Truxtun Avenue on-ramp, and reconstruction of the eastbound Mohawk Street loop on-ramp. In addition, construction of the proposed westbound Mohawk Street off-ramp and realignment of

the Cross Valley Canal maintenance access road from Mohawk Street would be required.

Other features with this alternative include (1) the construction of 17 soundwalls; (2) the construction of a park and ride facility at Real Road and Chester Lane to replace the facility that would be displaced by the project; (3) 11 infiltration basins that would be placed throughout the study area to retain stormwater runoff for water quality improvement purposes; and (4) 42 retaining walls of varying sizes located throughout the study area.

The maximum depth of excavation for Alternative C is between 25 and 40 feet. Alternative C would disturb about 1,124 acres of soil from grading activities. A total of about 1,150,000 cubic yards of existing soils would be graded. In addition, about 750,000 cubic yards of soil would be imported to fill in the roadway.

2.2 Study Area Definition

The project is within the City of Bakersfield, Kern County. It extends from along State Route 58 from Cottonwood Road on existing State Route 58 (post mile R55.6), to Interstate 5 (I-5) (post mile T31.7) and on State Route 99 from about Wilson Road (post mile 21.2) to about Gilmore Avenue (post mile 26.2). The Caltrans Project Identification Number is 06-0000-0484 and the EA is 06-48460.

The Study Area is depicted on the following portions of United States Geological Survey California 7.5-minute topographic quadrangles (San Bernardino Baseline and Meridian): Gosford; Lamont; Oildale; Stevens; Rosedale; Tupman; Rio Bravo; and Buttonwillow (Figure 1). The Survey Area is exhibited on a 1:1000-foot aerial photograph on Figure 2.

The Study Area is the entire footprint of the Centennial Corridor Project. The Survey Area is that portion of the Study Area that was examined as part of the survey for this Archaeological Survey Report. In this case, the Study Area and Survey Area are identical. At this stage in the process, a formal Area of Potential Effects (APE) has not been determined; therefore, the term “Survey Area” can technically be described as the preliminary APE for the project, and this term will be used until a final APE is determined.

Chapter 3 Sources Consulted

3.1 Archaeological and Historical Records Search

An initial archaeological and historical resources records search of a portion of the current Study Area and a surrounding one-half-mile radius was conducted from May to July 2007 by Robert Schiffman at the Southern San Joaquin Valley Information Center (SSJVIC) at California State University, Bakersfield. SSJVIC is a component of the California Historical Resources Information System that houses records of archaeological and historic resources and associated studies in Kern County. Schiffman's study was for 11 previously proposed Thomas Road Improvement Program (TRIP) projects, two of which (Centennial Corridor Loop South and the Westside Parkway) included much of the current Study Area.

The Centennial Corridor project (Segment 1 that connects State Route 58 to Westside Parkway) was partially covered by the Schiffman (2007) records search. An updated records search to cover some of the areas of the Centennial Corridor Project not covered by Schiffman was completed at the request of BonTerra Consulting by SSJVIC staff on July 15, 2009. This search supplemented the existing records search with new information for portions of Segment 1.

A third and final records search was completed at the SSJVIC by Patrick Maxon, RPA on November 29, 2011 to cover the proposed portion of the extreme western end of Segment 1 at the intersection of Stockdale Highway and Enos Lane. Copies of appropriate records search materials collected for this project are in Appendix B.

The following sources were consulted during the records searches:

- National Register of Historic Places (NRHP)
- California Register of Historical Resources (CRHR)
- California Historic Resources Inventory
- California Historical Landmarks
- California Points of Historical Interest
- Archaeological Determinations of Eligibility
- Archaeological site records

- Maps depicting site locations
- Cultural resource studies and reports within one-half mile of the Study Area.

The Segment 2 analysis (Heath Road to Mohawk Street) relies on the Westside Parkway Environmental Assessment/Environmental Impact Report (approved in 2006) that evaluates the impacts associated with the construction of a limited access facility from Heath Road to State Route 99, assuming it would be built to City of Bakersfield standards. The entire project lies within the existing Caltrans right-of-way. The Study Area was not expanded.

A revalidation study was completed to assess and describe the differences in impacts associated with construction of the Westside Parkway to Caltrans' standards for adoption into the state highway system. The main areas of focus of this analysis include the Allen Road interchange where the footprint is larger than what was addressed in the 2006 environmental assessment/final environmental impact report. A reevaluation was also completed for Segment 3 (Interstate 5 to Heath Road) of the proposed project. For this segment, the analysis uses the record search and the Tier 1 environmental assessment/ environmental impact report (2002) prepared by Caltrans and the Federal Highway Administration. The 2002 records search was updated, as stated above, on
November 29, 2011. Field studies were not completed for this portion of the project.

3.1.1 Cultural Resources Identified within the Survey Area

Studies

Relatively little archaeological investigation has been completed in the vicinity of the Study Area. The following studies were partially within the Survey Area of the Centennial Corridor Project:

- KE125
- KE866
- KE3460
- KE1738
- KE1928
- KE2282
- KE2369
- KE2394

Of these studies, the major survey that was completed in the vicinity of the current Study Area is KE866: a survey for the proposed route adoption study on State Route 58 (Parr and Osborne 1992). This study includes a survey of five potential route alignments that State Route 58 would take to extend from the city of Bakersfield westward to Interstate 5. The route alignments included the 7th Standard, Rosedale Highway, Hageman Road, Brimhall Road, and County alignments (Parr and Osborne 1992:4). The survey resulted in the recordation of 40 archaeological sites and 15 isolates.

Sites

Due to the dearth of archaeological surveys in the Study Area vicinity and because much of the city of Bakersfield was developed without consideration of cultural resources, very few sites were recorded. It is quite possible that additional archaeological sites lie buried, either as a result of actions of the Kern River or because of modern development. The following archaeological sites were recorded within a one-half-mile radius, but outside of the core Centennial Corridor Study Area:

CA-KER-167

This site is located on a knoll at the intersection of Oak Street and 19th Street. The site record reports shell beads and mortars and also notes that burials were reported at the site (Dumble 1950). The site area is now completely developed. Any site remnants would be buried.

CA-KER-3072

This site is in an unused field on oil refinery property north of Brimhall Road and just east of the Friant-Kern Canal. The site is a small lithic scatter of chalcedony and jasper flakes.

The following historic resources are recorded within one-half mile of the project Study Area:

CA-KER-7232

This resource is a segment of the Stine Canal. It was deemed ineligible for listing on the National Register of Historic Places (NRHP).

CA-KER-7233

This site is a segment of the Calloway Canal. It was deemed ineligible for listing on the NRHP.

Refer to Figure 5 for a depiction of the four recorded resources.

An additional 35 sites are recorded within a one-half-mile radius of the Stockdale Highway and Enos Lane portion of the Study Area. The future alternatives for the Stockdale Highway and Enos Lane intersection include a northern alternative that consists of three segments:

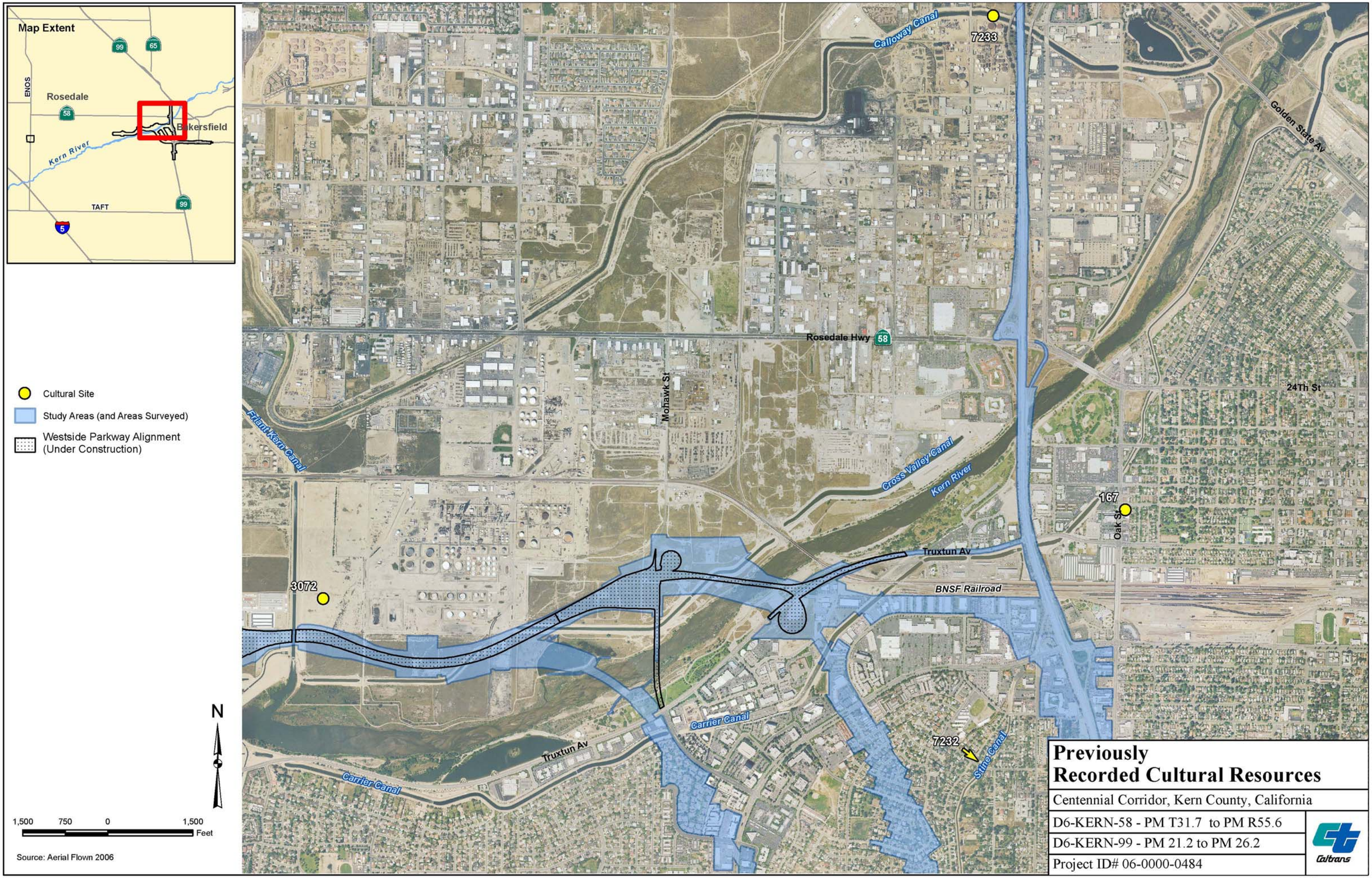
1. The western extreme of Hageman Road between Enos Lane and Interstate 5 has the following 22 sites recorded within one-half mile: CA-KER-3102; CA-KER-3103; CA-KER-3104; CA-KER-3105; CA-KER-3106; CA-KER-3107; CA-KER-3355; CA-KER-3356; CA-KER-2694; CA-KER-2707; CA-KER-3057; CA-KER-3058; CA-KER-3068; CA-KER-3069; CA-KER-3070; CA-KER-3093; CA-KER-3109; CA-KER-3114; CA-KER-3115; CA-KER-3282; CA-KER-9033; and CA-KER-9044.

2. The western end of Stockdale Highway between Enos Lane and Interstate 5, has the following 10 sites recorded within one-half mile: CA-KER-2503; CA-KER-2504; CA-KER-3088; CA-KER-3090; CA-KER-3145; CA-KER-3150; CA-KER-3152; CA-KER-3160; CA-KER-6026; and CA-KER-9316

3. The southern segment extending south along Enos Lane from Stockdale Highway to Interstate 5 has the following 3 recorded sites with a one-half-mile radius: CA-KER-9292, CA-KER-12769, and the Fire Department Site

No sites, however, are recorded within one-half mile of the actual intersection of Enos Lane and Stockdale Highway.

Appendix B provides a summary of information center research.



Previously Recorded Cultural Resources

Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 5

3.2 Summary of Native American Consultation

Robert A. Schiffman initiated Native American consultation for the Thomas Road Improvement Program when he contacted the Native American Heritage Commission in June 2007 to request a search of the Sacred Lands File and a contact list of potentially interested Native American representatives. The Native American Heritage Commission responded by letter on June 21, 2007. The letter identified the following individuals:

- Clarence Atwell, Chairperson, Santa Rosa Rancheria
- David Laughinghorse Robinson, Kawaiisu Tribe
- Ron Wermuth
- Ernie Garcia, Tejon Indian Tribe
- Delia Dominguez, Kitanemuk and Yowlumne Tejon Indians
- Kenneth Woodrow
- Kathy Morgan, Chairperson, Tejon Indian Tribe
- Kathy Van Meter, Cultural Resources Team Leader, Tejon Indian Tribe
- Robert Gomez
- James Leon, Chairperson, Chumash Council of Bakersfield
- Robert Robinson, Historic Preservation Officer, Kern Valley Indian Council
- Donna Begay, Tribal Chairwoman, Tubatulabals of Kern Valley

It was determined that additional individuals representing other tribes should also be contacted despite not appearing on the Native American Heritage Commission list. The following individuals were also sent letters:

- Eugene Albitre, Native American Heritage Preservation Council
- Julian Behill, Chumash Council of Bakersfield
- Arianne M. Chow-Garcia, Vice Chairwoman, Chumash Council of Bakersfield
- David Dominguez, Cultural Resource Manager, Chumash Council of Bakersfield
- John Elliot
- Larry Gualupe, Tule River Indian Tribe

- Neil Peyron, Chairperson, Tule River Indian Tribe
- Carol Pulido
- Mike Sisco, Santa Rosa Rancheria
- Harold Williams, Tribal Council Chairman, Kern Valley Indian Council

The Sacred Lands File search failed to indicate the presence of Native American cultural resources in the immediate project area. All parties listed on the Native American Heritage Commission contact list as well as the additional individuals were contacted via certified letter on July 30, 2007 or September 25, 2007, informing them of the general nature of the project and requesting information on known Native American cultural resources and/or sacred sites in and adjacent to the project area that are not identified by the Native American Heritage Commission.

Letters were followed by emails and/or telephone calls to each party in an effort to ensure that they received the original letter and were given an opportunity to respond in a timely manner. Several responses were received: three requested additional information be sent to them about the project as it proceeds while others suggested Native American involvement in survey and monitoring. One respondent pointed out the extreme sensitivity for cultural resources along the Kern River. None of the responses identified specific sites within the Centennial Corridor Project that would be affected (see Appendix C). The following three individuals requested information about progress of the project:

- Robert Gomez
- Robert Robinson, Historic Preservation Officer, Kern Valley Indian Council
- Donna Begay, Tribal Chairwoman, Tubatulabals of Kern Valley

On December 21, 2011, these three individuals were sent an updated informational letter describing the current Centennial Corridor Project. The letter requested comments and any additional information of which they might be aware. Responses were sent to Mandy Marine, Caltrans District 6 Native American Coordinator.

All Native American correspondence—including letters to and from the Native American Heritage Commission, letters to tribes and individuals, responses from tribes and individuals, and a summary contact matrix—are in Appendix C.

Chapter 4 Natural and Historical Background

4.1 Environment

The Centennial Corridor Study Area is wholly within the modern city of Bakersfield, Kern County. The project is dominated by the Kern River that flows along the western extension of the Study Area and turns north before it reaches the three alternative segments. The Kern River would have attracted early human populations for its opportunities to collect food resources and exploit a reliable water source. The river has meandered across this landscape since before human populations resided in the area and continued to change course during the time prehistoric populations lived along its banks. Therefore, it is quite possible that the cultural and physical remains of these populations remain buried under Kern River fluvial deposits or under modern development of the city of Bakersfield.

The following discussion is taken from the Archaeological and Ethnographic Context Statements written for the Thomas Road Improvement Program (TRIP) by Robert Schiffman in 2007, and the Historic Context Statement written for the TRIP program in 2007 by Kip Harper and Francesca Smith, with contributions by Robert Schiffman.

4.2 Archaeological Background Statement

The following is a brief historical survey and overview of the archaeological studies conducted within the southern San Joaquin Valley, also known as the Central Valley. This discussion provides an insight into those investigations within the vicinity of the various TRIP projects in and near Bakersfield, Kern County, California. As mentioned in the Records Search Summary (Appendix B), 48 of the 95 cultural resources recorded within a one-half-mile distance from the 11 individual road projects were prehistoric in nature. These resources reflect a limited diversity in the types of remains that may actually be present in the region, in part owing to the lack of subsurface excavations that have taken place in the general area. Of the 48 prehistoric resources identified, many were individual or isolated artifacts, with only a few flake scatters or potential village sites being reported. Fortunately, research in the general region as well as in-depth archaeological studies and analyses in the southern San Joaquin Valley has led to the development of a cultural sequence

pertaining to the prehistory of this area. Most of the project specific corridors are located within a well-developed urban setting and therefore have already seen significant impacts to the cultural resources, particularly to prehistoric-era cultural remains.

4.2.1 Southern San Joaquin Valley

Francis Riddell recently chronicled the status of the archaeology of the San Joaquin Valley (Riddell 2002). He suggested that up to 90 percent of all the archaeological sites—including many of the most significant and important village sites—are largely destroyed. Nevertheless, a huge body of literature covering the prehistory of the southern San Joaquin is available. Much of this recent material, encompassing hundreds of reports, has not been synthesized or formally published. This "gray literature" has predominantly been undertaken in order to comply with state and federal historic preservation laws.

It can be said that archaeological work near the city of Bakersfield has, in general, been more limited than other regions of California. Scientific investigations have been concentrated in the vicinity of the lakes on the Valley floor rather than in the surrounding foothills. Syntheses of the regional prehistory of the southern San Joaquin Valley are available in the summaries found in Hartzell (1992), Jackson *et al.* (1999), McGuire (1995), Moratto (1984), Schiffman and Garfinkel (1981), and Siefkin (1999). The most recent overview of Central Valley archaeology is a short reflection and synthesis produced by Jeff Rosenthal, Greg White, and Mark Sutton (2007) for a volume on California Prehistory edited by Terry Jones and Kathryn Klar and developed in cooperation with the Society for California Archaeology.

Published literature on the region began with the pioneering work conducted by a University of California, Berkeley expedition in 1899 that investigated the Tulare Lake and Buena Vista/Kern Lake regions (Gifford and Schenk 1926). Following this study, important research was completed at Buena Vista Lake by Waldo Wedel for the Works Progress Administration (WPA) during the Great Depression in the 1930s (Wedel 1941). Warren and McKusick's (1959) early efforts in the Tulare Lake region allowed them to develop the first mortuary pattern sequence for the region. That early research was augmented by the studies of Fredrickson and Grossman (1977) and Hartzell (1992).

Edwin Walker later revisited a Yokuts cemetery at Buena Vista Lake, providing some interesting data from a historic-era Yokuts cemetery (Walker 1947). A few years later

Riddell (1951) gleaned information from private collections and reported on his studies. More recently Peak and Associates, Inc. (PAI 1991, 1992) and Jackson *et al.* (1999) conducted research in the Elk Hills area just to the northwest of Buena Vista Lake.

In 1965 William Wallace and Francis Riddell created an informal consortium of researchers known as the Tulare Lake Archaeological Research Group that generated a newsletter and several monographs (Wallace and Riddell 1991, 1993). Excavations and systematic collection along the southwest shore of Tulare Lake revealed late Pleistocene and early Holocene projectile points, stone tools, and faunal remains. The Tulare Lake area is recognized as one of the richest Paleoindian localities in all of California (Fenenga 1991, 1993; Garfinkel *et al.* n.d.; Hopkins n.d.; Hopkins and Garfinkel n.d.; Riddell and Olsen 1969; Wallace and Riddell 1988).

Over the last few decades California State University, Bakersfield; Bakersfield Community College; and the Kern County Archaeological Society have sponsored a variety of archaeological and historical studies in the area. Notably all three organizations developed publication series that disseminate the results of their efforts (i.e. Dieckman 1977; Estep 1993; Fenenga 1994; Schiffman and Garfinkel 1981; Siefkin *et al.* 1996; and many others).

Within the immediate vicinity of the general project area few substantive archaeological studies have been conducted. However, in the Isabella Basin (near Lake Isabella Reservoir) several notable studies were completed (Fenenga 1948; Garfinkel 2007; Glassow and Moore 1978; Gold 2005; Meighan *et al.* 1984; Schiffman 1977; Sutton *et al.* 1994). Archaeological investigations were also conducted on Poso Creek (Shapiro and Jackson 1998), CA-KER-5622 (Baker 2001), and KER-4595 (Parr 1998; Ryan 2005) along State Route 178.

4.2.2 Prehistoric Cultural Sequence and Chronological Framework

The archaeological sites and materials identified over the last century in the southern San Joaquin Valley have yet to be integrated into a single cultural-historical framework (cf. Rosenthal *et al.* 2007). This is a difficult task considering that the exact temporal placement and nature of cultural succession is rather poorly defined. The local sequences that have been developed lack adequate dating as they are based largely on early studies that were completed before the advent of radiocarbon dating (Lillard *et al.* 1939).

The earliest cultural sequences were based on the seriation of burial lots, differences in burial positions, and the pattern of grave offerings (Bennyhoff and Hughes 1984). Although thorough for their time, they also relied heavily on cross-dating artifacts and changes in burial mode. With the development of more respectful and sensitive interactions with Native Californians and the enactment of new and more stringent laws protecting Native American interments (Native American Graves and Protection Act), excavation of individual graves and cemeteries no longer routinely occurs for research purposes and in general is discouraged. Today, graves and cemeteries are usually avoided and protected. When graves are inadvertently discovered, the remains are quickly re-interred, often without extensive scientific study. As a result, we have little contemporary data to compare with earlier burial studies.

Few researchers have attempted to update the early chronologies for the southern San Joaquin Valley, although the age determinations for many time-sensitive artifact styles have been considerably revised (e.g., shell beads, shell ornaments, and chronologically diagnostic projectile point types) (cf. Bennyhoff and Hughes 1987; Groza 2002). Moratto's (1984) landmark synthesis of California archaeology based this integrative work on the largely unpublished taxonomic frameworks developed by James Bennyhoff and David Fredrickson (Elsasser 1978; Fredrickson 1973, 1974). Hughes (1994) later assembled these materials and made them more widely available for scientific researchers.

Following Rosenthal *et al.* (2007) a simple classification based on Fredrickson's (1973, 1974) adaptation of the Willey and Phillips' (1958) period and stage integrative theme is presented here. This framework has been revised slightly in light of recently available radiocarbon determinations and the calibration of these radiocarbon dates into calendar ages (cf. Groza 2002; Meyer and Rosenthal 1997).

Paleo-Indian Period (11,550–8,550 cal B.C.[1])

Uranium-thorium dates obtained on human skeletal remains from the Witt Locality at Tulare Lake near Hanford, California, are some of the earliest directly dated human skeletal materials in North America and provide uncalibrated dates of 11,379, 11,380, and 15,802 years before present (b.p.) (West *et al.* 1991). Uranium dates on extinct fauna have also been reported that span the same general chronological period and date to 10,788, 15,696, and 17,745 years b.p. Hopkins (n.d.) recently attempted to characterize these early cultural materials, giving greater attention to the full expression of these important archaeological assemblages. Most of these materials are

[1] The terms "cal B.C." and "cal A.D." are used when radiocarbon dates have been calibrated.

surface finds and therefore lack the necessary contextual relationship to correlate the early human remains with extinct fauna, projectile points, or diagnostic stone tool forms.

Hartzell (1992) and others have suggested that initial occupation in the southern San Joaquin Valley is represented by these Clovis-like materials, associated stone tools, and crescents that apparently represent a subsistence pattern focused on the hunting of extinct megafauna and the procurement of lacustrine resources. Jackson *et al.* (1999) and Siefkin (1999) disagree and question many elements of Hartzell's reconstruction, but this set of working hypotheses certainly provides testable models for further evaluation and consideration.

A maximum of 50,000 feet of marine Tertiary sediments overlies the pre-Tertiary crystalline rocks covered by Quaternary alluvium. Consequently, prehistoric archaeological sites, within this area, are often buried below many meters of sediment built up from more recent deposition of alluvium. It is estimated that the valley receives from 1 to 1.5 meters of alluvium each millennium (Riddell 2002). This arid region occupies a large portion of western and central Kern County and commonly contains alluvial fan surfaces with intervening basins of the playa type.

As mentioned previously, ample evidence exists for human use of the southern San Joaquin Valley dating to the late Pleistocene era. Ancient archaeological materials are found around the shores of Tulare Lake, north of Bakersfield near the city of Hanford at the Witt Locality (CA-KIN-32) (Fenenga 1994; Moratto 1984; West *et al.* 1991). This material includes Clovis-like, fluted and unfluted basally-thinned points (cf. Great Basin Concave Base or Black Rock Concave Base), crescents, leaf-shaped knives, ovate domed and elongate keeled scrapers, and engraving implements, with only a minimal compliment of milling tools.

Recent research (Jones *et al.* 2003) suggests that during this period hunters and gatherers traversed extensive subsistence and foraging ranges.

Supporting the idea of widespread forays during this time period is the presence of obsidian from several different localities. Obsidian tracing and dating studies on Concave Base and fluted obsidian points from the Witt Locality confirm this (Garfinkel *et al.* n.d.), and indicate that native peoples traveled to distant areas (100 to 250 miles away) for trade or direct acquisition of volcanic glass in the Napa Valley and east of the Sierra Nevada at Casa Diablo, Coso, Mount Hicks, and Mono Glass Mountain.

Aboriginal foragers, at this time, appear to have operated in small groups with very low population densities. These groups had little competition for resources and made only brief residential stays. They migrated, on their annual rounds, between resource rich locales that were rapidly depleted. Aboriginal society at this time may have been a largely meat-based subsistence economy (cf. Haynes 2002). This is simply due to their preferred prey animals being available in sufficient quantities to meet or exceed caloric needs. The density of human populations and the abundance of large game animals apparently allowed early aboriginal populations to acquire ample amounts of such foods.

Lower Archaic (8,550–5,550 cal B.C.)

Climatic changes at the end of the Pleistocene created a significantly different environment from that which previously characterized the area. This new environment facilitated the production of alluvial fans and flood plains. Geomorphic processes buried many Late Pleistocene land forms that would have covered most of the ancient archaeological manifestations dating to the prior period. At the end of the Lower Archaic and the beginning of the Middle Archaic, a second cycle of widespread deposition buried many additional archaeological deposits dating to the former period.

Lower Archaic occupation sites are rarely represented in the archaeological record of the southern San Joaquin Valley and most cultural remains dating to this time are isolated finds. Stemmed Series points (cf. Lake Mojave and Silver Lake forms), flaked stone crescents, and distinctive, formalized, flaked stone implements are the key elements found in typical archaeological assemblages. Examples of such remains are represented in the deeply buried stratum (9 to 11.5 feet or 275 to 350 cm below ground level) at Buena Vista Lake (Fredrickson and Grossman 1977; Hartzell 1992) and at the Witt Locality (CA-KIN-32) along the ancient shoreline of Tulare Lake.

Radiocarbon dates on freshwater shell from CA-KER-116 at Buena Vista Lake provided ages ranging from 7175 to 6450 cal B.C. (Fredrickson and Grossman 1977). Recovered from salvage excavations at CA-KER-116 were a meager assemblage that included 3 chipped stone crescent fragments, a stemmed projectile point fragment, a carved stone atlatl spur, a few small chipped stone artifacts, and a human skull fragment. Additionally, the deposit contained a limited, yet diverse, archaeofaunal assemblage that included freshwater fish, waterfowl, freshwater mussels, and artiodactyl bones. No ground stone implements or plant remains were reported, suggesting plant use may not have been significant during this period. Obsidian was

also not reported from this basal stratum; this suggests that trade with desert areas to the east may have been rather limited at this time.

At the Witt Locality on Tulare Lake, numerous stemmed points, crescents, and formalized stone tools have been identified. Thick hydration measurements on Coso and Casa Diablo obsidian stemmed points (Lake Mojave and Silver Lake-like forms) attest to subsistence activities associated with the bountiful lacustrine resources present there. Thick Coso obsidian hydration rims, and associated radiocarbon dates of 6360 and 5650 cal B.C. on Pismo clam (*Tivela stultorum*) shell beads from CA-KER-3168 indicate that aboriginal occupation also occurred in the Elk Hills, just west of Buena Vista Lake (Jackson *et al.* 1999).

Middle Archaic (5,550–550 cal B.C.)

Hartzell (1992) asserts that there is a hiatus in cultural activity in the Buena Vista Lake region between 5000 and 2000 b.c. (uncalibrated radiocarbon years). Other studies indicate that mortar and pestle use began by 4050 B.C. The beginning of the Middle Archaic saw a substantial shift in climate with the advent of warmer and drier conditions. Tulare Lake diminished in size and this period of desiccation saw many other Central Valley lakes shrink in size and vanish. Contemporaneous with the onset of more xeric conditions, rising sea level changes created new wetland environments throughout the region.

Sites dating to this time period are routinely found on buried land surfaces. During the early part of the Middle Archaic (5550–2050 cal B.C.), burial mounds of the classic Windmiller Pattern occur. These are the deepest occupations recognized at CA-SJO-68 and date to a minimum of 3050 cal B.C. (Lillard *et al.* 1939; Ragir 1972). Windmiller settlements represent a riverine adaptation, and what were apparently permanent, year-round habitation sites, with a complex, sophisticated, material culture. Associated cemeteries featured a unique expression of westerly-oriented, extended burials. Paleo-botanical studies document the early use of acorn and pine nut crops. Archaeofaunal assemblages reflect intense exploitation of marshes, grasslands, and riverine forests, including the appearance of elk, deer, pronghorn, rabbit, hare, waterfowl, small and large fish, and small rodent species.

Bone awls, stone plummets, bone tubes, *Olivella biplicata* and abalone (*Haliotis* spp.*)* shell beads and ornaments, charmstones, gorge hooks, bone hooks, heavy-stemmed dart points, and baked clay impressions of basketry and cordage have all been identified in the archaeological assemblages dating to this time period. Trade in

volcanic glass begins in earnest and obsidian from the eastern side of the Sierra - most importantly the Coso and Casa Diablo sources are represented.

Upper Archaic (550 cal B.C.–cal A.D. 1000)

With the onset of late Holocene environmental conditions, a cooler more mesic climate is characteristic for this time period. Little is known concerning the cultures of the southern San Joaquin Valley during this period (Siefkin 1999). Hartzell (1992) reports year-round villages at Buena Vista Lake (CA-KER-116 and -39). These sites exhibit a diverse array of architectural features including house floors and significant refuse deposits representing both land and water associated subsistence activities. Cultural materials include temporally diagnostic forms of beads and ornaments manufactured from *Haliotis* and *Olivella* shell. Spindle-shaped charmstones, cobble mortars, chisel-ended pestles, and heavy dart points are also identified. Additionally, an extensive inventory of bone tools, including awls, fish spears, saws, and flakers are diagnostic to this period. Preferred burial positions shift to supine semi-flexed and mortuary artifacts are present, including bifacial obsidian blanks of Coso or Casa Diablo volcanic glass.

Emergent (cal A.D. 1000–Historic)

The archaeological record for this period is the most complete and diverse. Intensification of plant procurement and a decrease in hunting marks this cultural period. The bow and arrow is introduced, replacing the former dart and atlatl technology. Cottonwood-style arrow points, similar to those found in the Great Basin, to the east, are recognized by about 500 years ago and cultural traditions ancestral to those recorded ethnographically are readily identifiable.

Stone beads and cylinders, clamshell disks, tubular smoking pipes, arrow-shaft straighteners, flat-bottomed mortars, cylindrical pestles, and small side-notched arrow points mark the cultural inventory of typical archaeological sites from this era. Burial posture is tightly flexed on the side or supine with a moderate amount of associated mortuary related offerings. Protohistoric and historic era sites contain Euroamerican trade items, such as glass beads, brass buttons, and other introduced non-native artifacts.

Specialized sites of local shell bead manufacturing are now recognized by the presence of bead blanks and manufacturing debris (Hartzell 1992). This pattern of bead production has been interpreted as part of the introduction of monetized systems of exchange (King 1981).

4.3 Ethnographic Background Statement

4.3.1 Literature Review

Numerous published and unpublished materials contain information relevant to the Native Americans of the southern San Joaquin Valley. Many of these sources tend to provide generalized descriptions of their overall culture, rather than elements related to a specific tribe or subgroup. It is generally agreed upon by anthropologists that the particular tribal group that occupied the Bakersfield area, including the Thomas Road Improvement Project corridors, were the Yowlumne Yokuts.

One of the earliest publications on the Yokuts was the work of journalist Stephen Powers reporting on his journeys in early California during 1871 and 1872. During his travels he met with natives (not the Yowlumne specifically, but others groups of Yokuts) who lived in the areas north of Tehachapi Pass (Powers 1976:2, originally published in 1877). These descriptions were reported in articles for the *Overland Monthly,* a popular magazine of the day. Subsequently, his general observations were compiled in book form (Powers 1976:369-392).

Some of the earliest work by professionally trained scientists was the detailed ethnographic studies by Alfred Kroeber of the University of California, Berkeley. Kroeber began his work early in the 1900s and devoted several chapters in the *Handbook of the Indians of California* (Kroeber 1925:474-530) to discussions of Yokuts culture, including the presentation of village locations for the Yowlumne and their territorial boundaries. Nevertheless, Kroeber treats the Yokuts as a single unit, providing little specific material related to the Yowlumne. Following in the anthropological tradition of Kroeber, Anna Gayton, Harold Driver, and Stanley Newman continued working with the Yokuts into the 1920s and 1930s. The most complete discussion of Yokuts culture may be found in Gayton's studies. Gayton included, in her descriptive monograph, a discussion of early accounts by the Spanish, and a detailed treatment on sociopolitical organization (1930, 1936, and 1948). She also collaborated with Newman on oral narratives (Gayton and Newman 1940).

As a strategy to preserve what was viewed at the time as the disappearance of Yokuts culture, *Culture Element Distribution* studies were conducted by Harold Driver (1937). Information was garnered from three Yowlumne consultants and assembled in list form. Frank Latta, an amateur ethnographer, teacher, director of the Kern County Museum, and a first hand observer of early 20th century Yokuts culture,

compiled data on Yokuts tribal locations, village sites, and technology. This data is included in his *Handbook of Yokuts Indians* (1977, originally published in 1949).

Recently, the Smithsonian's *Handbook of North American Indians*, Volume 8, on California (Heizer 1978) provides us with a summary of Yokuts ethnography authored by William Wallace (1978). That treatment presents a summary and overview on the Yokuts people, but does not provide any new or more specific information on the Yowlumne.

The largely unpublished notes by John Peabody Harrington and Dr. C. Hart Merriam, working independently, provide valuable information on the Yowlumne, including data related to native terms for plants and animals, ethnogeography, and village locations (Harrington n.d.; Merriam n.d. a, n.d. b, 1968, 1979).

4.3.2 Yowlumne Ethnography

Name, Language, and Territory

The Yowlumne are one of about 40 related Yokuts groups that were linguistic kin, yet spoke their own distinct dialect and had a special tribal moniker. The language spoken by this group is referred to as Yauelmani. It is a dialect of the Southern Valley branch of the Yokutsan language family (Kroeber 1925; Osborne 1992). The Yowlumne were one of the most numerous and geographically widespread groups (Cook 1955). The derivation of their name is their association as the wolf people. Yowl-its (howler) was the large white wolf that lived in their territory. It was said that Yowlumne meant the "people of the place of the howlers (Latta 1977:204; McCarthy and Gordon 2001)."

The territory of the Yowlumne included the lower Kern River near Bakersfield and the plains north of the present city (Kroeber 1925:482; Latta 1977:275). Their major village was known as *Woilu,* where the Amtrak train depot is currently located. Another village of the Yowlumne was *Wawcoye.* This village was on the Rio Bravo Ranch, probably in the vicinity of the main ranch house on the south side of the Kern River about one-half mile below the mouth of Cottonwood Creek (Latta 1977:204). *Hawsu* was just downstream from Wawcoye on the north side of the Kern River. Just above *Hawsu* is the location where Padre Francisco Garces crossed the Kern in 1776 (Latta 1977:277).

The Yowlumne homeland reached as far south as Tejon and included the region between Kern Lake and the Tehachapi Range. Their territory also incorporated the

area between Wheeler Ridge, Kern Lake, and El Rincon. The canyons west of Tejon including Tecuya, Arroyo de la Pleita, and Cañada de las Uvas was also called home to the Yowlumne.

Sociopolitical Organization

The Yowlumne were organized according to a moiety and lineage system. This system directed their marriage patterns, funeral obligations, and leadership roles. Groups of kin were recognized according to one's patrilineage (the male line). Each lineage had an animal ancestor (totem) that was inherited. Each totem was associated with one of two divisions (moieties) within the tribe (Gayton 1948). Such divisions predetermined the marriage choices of an individual, as they practiced group exogamy, requiring individuals to always marry outside their moiety.

These moiety divisions helped define the reciprocal ceremonial obligations and the political structure of the tribe. The two totemic moieties were the Eagle or western division, and the Falcon or eastern segment. Both had chiefs whose main duties were to preside over feasts, decide on when these ceremonials should be held, and to compensate ritual specialists. The most significant ceremony was the annual mourning ritual, where hundreds of guests and even those outside the tribe were invited.

A ritual adept (shaman) acted as a healer and also helped chiefs to maintain social control. The Yokuts recognized that these individuals could both cure and kill. Given the recognized powers that shamans had, they were both feared and revered.

Subsistence and Settlement

The abundant resources in the southern Valley allowed the Yokuts to maintain their villages year round. These occupation sites were commonly situated on small creeks flowing into a river or at the confluence of two creeks where there was an area of level land immune from flooding. Homes were arranged in single rows with the chief's residence in the center and the *winatum* (messenger or chief's assistant) at both ends. Communal sweathouses were associated with each village and were located near the water's edge.

Animal foods included fish, shellfish, waterfowl, and large and small mammals. Large game included deer (*Odocoileus hemionus*), tule elk (*Cervus elaphus*), and pronghorn (*Antilocapra americana*). Smaller game animals included the hare (*Lepus californicus*), cottontail (*Sylvilagus audobonii*) and others such as squirrels and rodents. Waterfowl was a major dietary focus, as the lakes and sloughs provided

abundant migratory birds including mallard (*Anas platyrnchos*), wood duck (*Alix sponsa*), and Canadian goose (*Branta candensis*).

The staple aboriginal plant resource, used throughout California, was the acorn. However this was less the case for the Yokuts. The Yokuts did trade fish with groups to the east for this important resource. However their main emphasis, in the plant portion of their diet, was on the tule (*Scirpus acutus.*) – an acorn substitute. The huge roots of the tule and other related marshland plants (spike rush [*Heleocharis acicularis*], bulrush [*S. californicus*], cattail [*Typha latifolia*] and sedges [*Carex* spp.]) were harvested in great numbers, eaten raw, or dried and pounded into flour and made into a mush.

Watercrafts were also made from tules and served to navigate the local waterways. The tule "balsa" boat provided useful transportation and an added means for hunting prey animals (fish, geese, ducks, and mudhens) and gathering economic plants.

Trade

Throughout California aboriginal peoples were active in long distance trade. Extensive north-south but mainly east-west trade relations moved goods about the state. A developed monetary system existed in aboriginal California that used shell beads as the unit of exchange (Davis 1961; King 1981). The Yowlumne traded both with coastal groups and those in the desert. Trails connected them with distant neighbors with whom they traded salt and the skins of elk, deer, and antelope for obsidian, dried berries, soapstone, marine shell, shell beads, and acorns (Latta 1977:311-312).

4.4 Historical Background Statement

4.4.1 Early Exploration of the Southern San Joaquín Valley

Recorded history of Kern County began with early Spanish explorations in the San Joaquín Valley in the late 1700s.[2] As early as 1769 and 1770, Spanish Army deserters were likely the earliest European visitors to the area. The first expedition to enter the valley was led by Lieutenant Pedro Fages (1734-1794) in 1772; the second

[2] Unless otherwise noted, facts contained in this section are adapted from "Kern County Historic Chronology" published by the Kern County Historical Society, Accessed via Web site at www.kchistoricalsociety.org. April 26, 2007, and portions of the overview were adapted from the *Historic Resources Evaluation Report for the Highway 184 Mills/Breckenridge Intersection Improvements, KP 13.4/14.1 [PM 8.4/8.7]*. Prepared by Kelly Hobbs for Caltrans. 2004.

was by Franciscan Padre Francisco Garcés (1738-1781) in 1776. Buena Vista Lake is said to have been named after Fages saw the vast panorama and beautiful valley and exclaimed, "Buena Vista" or "good view" (Bolton 1931). Fages was directed to go into the valley to capture renegade soldiers who lived there among Native Americans. He crossed the southern end of the valley and visited the Yokuts village of *Tulamniu* along the shores of Buena Vista Lake.

The Garcés expedition called the local river "*Río de San Felipe,*" which was later renamed the Kern River, and stopped at the later site of Bakersfield (Bailey 1984). The purpose of the Garcés expedition was to discover a more direct overland route between Yuma, Arizona, and Monterey, California. Because the focus of the Franciscan fathers' 21 missions was along the California coast, and large numbers of Native American populations were relocated near the coastal missions, there was little interest at the time in establishing permanent settlements in the Bakersfield area.

Garcés kept a remarkably detailed diary of his activities, which was translated in 1899 by Elliott Coues (Coues 1900). According to the diary, he entered the San Joaquín Valley by way of Tejon Pass and then struck "a large river" – now the Kern "which made much noise and whose waters" were "crystalline, bountiful, and palatable." Indians from a local Rancheria, which has often been identified as *Wawcoye* on the Río Bravo Ranch (McCarthy and Gordon 2001), offered to help him ford the river. Since Father Garcés could not swim, he described them asking him to undress "down to shirt and drawers" and the Indians convoyed him

> between four of them… two taking me by the arms, and the other two by the body, whereupon I took advantage of the occasion to bathe at my pleasure. The people of the rancheria had a great feast over my arrival, and having regaled me well I reciprocated to them with tobacco and glass beads, congratulating myself on seeing the people so affable and affectionate. The young men are fine fellows and the women very comely and clean… they take great care of their hair and do it up in a topknot; they wear petticoats of antelope skin and mantas of fur…." (Robinson 1961)

Garcés also identified and visited *Woilu,* another of the main Yokuts villages. That village was near the present-day Amtrak station in Bakersfield in the proposed project vicinity (Latta 1949).

More Spaniards began migrating into the area at the beginning of the 1800s (Brewer 2001; Burmeister 1977). These journeys were focused on identifying army deserters or recovering "runaway neophytes" (Native American converts) from coastal missions. Additionally, the efforts were aimed at recruiting and converting natives into the mission system and locating suitable sites for new missions. These travels included those of Juan Martin, 1804; Jose Zalvidea, 1806; Gabriel Moraga, 1806; Juan Cabot, 1814; and Luis Martinez, 1816. The diaries of Father Jose Maria Zalvidea document travels throughout the southern San Joaquín, including an encampment on the banks of the Kern River. Father Luis Martinez's expedition stopped at Buena Vista Lake. The Spanish Period continued until Mexico won independence from Spain in 1822.

The Mexican Revolution, beginning in 1821, overthrew Spanish control, and the new government of Mexico had a very different outlook on mission activities. In 1833, Mexico greatly accelerated Spanish-planned secularization of missions and expanded on the Spanish practice of granting large tracts of ranch land to soldiers, civil servants, and pioneers (Cleland 1966). Plans to provide land, training, and living quarters for the Native American population never developed, and the mission lands were soon controlled by a few influential Mexican families. Five ranchos were established in Kern County during this period. The enormous 97,617-acre El Tejon rancho was the closest to the Bakersfield area. Most of the land in Kern County was not part of the rancho system (Beck and Haase 1974).

During the Mexican Period, several American explorers entered the southern San Joaquín Valley. In 1829, the fur-trapping expedition of Jedediah Smith (1799–c. 1831) traveled near *Woilu*, a Yowlumne Yokut Indian village and future site of Bakersfield. In 1830, Ewing Young, and in 1833, Joseph Reddeford Walker arrived in the southern San Joaquín Valley as part of fur trapping expeditions (Bailey 1984).

In 1844, John Charles Frémont (1813–1890) headed a United States Topographical Corps expedition that passed through the southern San Joaquín Valley and crossed the Kern River. The purpose of the expedition was to create detailed maps for the United States government. These maps would eventually facilitate large-scale emigration of Americans into California (Bailey 1984). Not long after, the Mexican-American War broke out, with Frémont in command of the California Battalion for the United States.

The Mexican-American war officially ended February 2, 1848 with the signing of the Treaty of Guadalupe Hidalgo that established California as a possession of the United

States (Rolle 1998). The discovery of gold in 1848 catapulted California to the forefront of American commerce and politics by 1849. Development in the area that eventually became Bakersfield was slow for the next few decades, but accelerated in the late 1860s. Kern County incorporated in 1866 from former parts of Los Angeles and Tulare counties (Beck and Haase 1974).

4.4.2 Early Enterprises in the Southern San Joaquín Valley

Gold

The California Gold Rush of 1849 did not greatly affect the southern San Joaquín Valley; however, the discovery of gold on the upper Kern River in the 1850s brought many miners into the general area (Burmeister 1977). Valley regions also grew significantly from developments directed toward supporting mining operations. When gold fever subsided in the late 1850s and the claims were "played out" or exhausted, the miners turned to other pursuits such as farming and lumber.

Sheep and Cattle

Livestock production in the region was spurred by the need for meat during the 1850s Gold Rush. In 1852, Alexander McCray imported the first 200 head of cattle from Indiana, pasturing them on Kern Island. Kern Island was later known as Bakersfield. Mutton, beef, and wool, the primary exports from the Bakersfield area, became an important complement to agriculture (see discussion on Río Bravo Ranch below). The enormous Tejon Ranch, originally a 270,000-acre Mexican land grant, was established and overseen by Edward Fitzgerald Beale (1822–1893). The ranch dominated the cattle ranching industry for many years and is still the largest contiguous land holding in California. *Tejon* is Spanish for badger.

Rio Bravo Ranch

The Rio Bravo Ranch, just outside the Thomas Roads Improvement Project area, is one of the oldest ranches in California (Littlefield 1992; Lynch 2007). Río Bravo is an old Spanish phrase for the Kern River and translates as "wild river." Solomon Jewett (b. 1808) and his two sons, Solomon Jr. (b. 1835) and Philo, known as *Don Pablo,*(b. 1838), started the ranch in 1861 with an initial 160 acres. The Jewetts cultivated barley, alfalfa, and cotton; built corrals and fences; and ran sheep. A great flood hit the Jewett Ranch in 1867 and destroyed a three-room adobe, the first of their residences.

Later, the property was homesteaded by many local settlers. After the turn of the century, Louis Olcese (c. 1863, U.S. Census 1870a) assembled an even larger ranch

by acquiring other homesteads and land grants that resulted in the consolidation of 30,000 acres for raising cattle and sheep and operating a grain facility. Olcese was among the early Basque settlers in Bakersfield. The southern part of Olcese Ranch was acquired in the 1960s by George W. Nickel Jr. and rechristened the "Río Bravo" but soon sold nearly a third of the ranch (Kern County Water Agency 2004). In 1975, Nickel built Lake Ming and opened the Río Bravo Resort, with lodging and recreation uses. The resort buildings were demolished in March 2006 (Bakersfield 2006).

The Meban family purchased the remaining portion of the large ranch and continues to operate it as a cattle ranch. The southern component currently includes an equestrian facility. Over the past 150 years, the boundaries of the immense ranch have been modified as ownership, local economics, and land uses have changed. The Kern River flows through a large area of the ranch, and the related water rights have been an important component of its value.

In the 1880s, locals Henry Pierce and John Barker fortuitously developed some of the first water conveyance systems along the Kern River. Barker also built a house and installed an impressive water wheel to carry water up and down the river. The *Kern County Gazette* of 1878 reported that John Barker ran 1,800 head of cattle and had several thousand orange and lemon trees, as well as other fruit trees, vineyards, and a considerable amount of grain under cultivation (Kern County Gazette 1878).

Tejon Ranch and Edward Beale

As a combined result of debilitating diseases, forced removal from native villages, incorporation into the Mission system, and destruction of traditional sources of food, violent Indian raids occurred with regularity against the local settlers and their animals (Cook 1955). With the influx of Euroamericans, Lieutenant Edward Beale was ordered to quell attacks by Native Americans (Brewer 2001). To accomplish this goal, Beale established the San Sebastian Indian Reservation, as well as Fort Tejon, in 1854. Indians were relocated to the reservation and to another reservation near Porterville. With order established, the general region began to experience growth and development. Fort Tejon was abandoned in 1867.

4.5 Founding of Bakersfield

In 1860, Christian Bohna (1872-1905), a German-born immigrant, built the first permanent house on the future site of Bakersfield. Two years later, in 1862, Colonel Thomas Baker (1810-1872), the man for whom Bakersfield is named, purchased

reclamation rights of state-owned swampland along the Kern River. On September 10, 1863, Colonel Baker settled his family on what was then called "Kern Island," a wetland and swampy area along the north banks of the Kern River. When drained, the family homestead proved viable for agriculture (Kyle 2002). In all, Baker managed to reclaim 87,000 acres in Kern and Fresno counties. Baker also fenced and planted a 10-acre parcel near his home. Travelers along the Los Angeles-Stockton road were his frequent guests; they were invited to relax, dine, and feed their animals at "Colonel Baker's field," the only rest stop in the area.

In 1863, Baker's second wife, Ellen Alverson Baker, founded the first school in Bakersfield. She used the Baker family home at 19th and N streets and was the school's earliest teacher. In 1866, Colonel Baker, chosen as county surveyor, began surveying the proposed townsite of Bakersfield (Burmeister 1977). Shortly thereafter, in 1867, Baker constructed "Baker Grade," a 27-mile toll road between Havilah and Bakersfield. The winter storms of 1867–1868 caused the Kern River to flood and resulted in the destruction of numerous homes in the new community. The town, however, continued to grow despite these losses, and in 1868 Colonel Baker constructed a grist mill. A brick schoolhouse replaced the Baker family home as the schoolhouse after construction of a new building at 12th and I streets in 1869.

With a population of 600, the 1870s brought more urban comforts to Bakersfield. In 1870, Livermore & Chester established a weekly stage line between Bakersfield and White River. The following year, Bakersfield had a town hall, telegraph office, two stores, a newspaper, two boarding houses, wagon and harness shops, a saloon, an attorney, a doctor, and 50 school pupils. In 1872, the Telegraph Stage Company began service between Visalia and Los Angeles; the route ran through Bakersfield, making it more accessible to other towns.

Bakersfield incorporated as a city in 1873, unincorporated in 1876 (allegedly because of an unruly city marshal), and reincorporated in 1898. The county seat was transferred from the town of Havilah to Bakersfield in 1874 (Kyle 2002). In 1910, the City of Kern, which was located in present-day east Bakersfield, was annexed to Bakersfield. In 1977, 13,400 acres along State Route 178, stretching to Kern Canyon, was annexed by the City of Bakersfield (see Section 4.6.6).

4.6 Growth of Bakersfield

The development of Bakersfield and surrounding areas is intimately tied to its history of control over land and water, agriculture, the discovery of vast oil fields in the region, the development of railroads and highways, and the Americans and immigrants who settled there.

In *Harvest Empire: a History of California Agriculture,* the history of agriculture in California was divided into three main eras: wheat (1873–1902), specialty crops (1873–1910), and industrialized agriculture (1910–1945) (Jelinek 1982). Bakersfield's active agricultural community has embraced and characterized each of these periods. Since the mid-1950s, the era of agribusiness, or large-scale business operations, which includes the production, processing, and distribution of agricultural products, as well as farm equipment, machinery, and supplies, has shaped the economy of Bakersfield.

One such local farmer was Joseph Di Giorgio (1874–1951), who assembled large farms near Bakersfield and elsewhere (Bean 1968). Through a series of calculated actions, Di Giorgio became one of the world's largest producers of plums, Bartlett pears, oranges, and grapefruit (Time 2007). By the end of his career, the "fruit king," as he was known, was unparalleled worldwide in grape production, but labor disputes caused the sale of some of his local holdings. Di Giorgio's S & W and Italian Swiss Colony wines were nationally known labels. The area's diverse crop yield currently includes "citrus, potatoes, table grapes, almonds, pistachios, tomatoes, and pomegranates" (City of Bakersfield 2007a). Because agribusiness created monopolies on large tracts of land and the propagation of crops, the cost of labor, an important component in the equation of profitable farming, could be kept uniformly low.

4.6.1 Agriculture and Irrigation

During the Spanish and Mexican periods, California's economy was primarily pastoral or low-intensity farming; however, a shift of California's economy toward agriculture occurred in the latter part of the 19th century due to various water reclamation projects in the San Joaquin Valley and the arrival of the transcontinental railroad during this period. According to Kevin Starr in *California*: *A History*, it was "[t]he creation of irrigation districts in the 1880s and 1890s… [coupled with the invention of refrigerated railroad cars to transport citrus products that] accelerated the development of California as an agricultural state" (Starr 2005). "In the early 20th century it was the land promoter and private business interest producing the

needed infrastructure allowing farmers to get their goods to market" (Caltrans 2004). Like other agriculture-based economies, farmers in the San Joaquin Valley formed water and irrigation companies to irrigate their fields.

Developers Miller & Lux were an influential force in consolidating some of the largest assemblages of western land, in part by controlling water rights. Henry Miller (1827–1916) and Charles Lux (1823–1887) were San Francisco-based butchers of German descent who in 1858 established a meat packing business and ultimately affected California, Nevada, and Oregon's land and water distribution, and thus agriculture for untold generations. Their unique approach to economics relied on consolidating large land holdings and protected their original business through catastrophic times. The Miller & Lux' empire was described as "a vertically-integrated portfolio of canal companies, slaughter houses, banks, and company stores" (Merchant 1998). The pair privatized water rights, "first gaining control of the San Joaquin and King River Canal & Irrigation Company" (Morrissey 2002) and fiercely defended their actions in court when necessary. The tremendously successful partnership eventually accounted for ownership of nearly 1.5 million acres and otherwise controlled more than 22,000 square miles.

In 1875, San Francisco-based developer James Ben Ali Haggin (1822–1914) incorporated with other entrepreneurs to form the Kern County Land Company. With his investors, Haggin aggressively backed adoption of the Desert Land Act of 1877 "to encourage and promote the economic development of the arid and semiarid public lands of the Western United States." Through that legislation, reclamation, irrigation, and cultivation of arid and semiarid public lands was possible, and it made possible the conversion of previously worthless property into valuable farmland. Kern County Land Company subsequently purchased all of the available shares in Kern County irrigation companies and acquired more than 300,000 acres of land.

Once the Calloway Canal (see Section 4.6.1]) was completed, Henry Miller, of Miller & Lux, who separately controlled more than 120,000 acres at the time, filed a lawsuit alleging that Haggin dehydrated the land and subsequently caused the death of more than 16,000 head of cattle. The land area in question specifically was Buena Vista Slough, but the larger theoretical question was the theme of nature's order or whether dry land deserved to share irrigation sources with other land whose owners had already claimed the water's use. That case was among Miller & Lux' most difficult litigation incidents and resulted in the eventual California Supreme Court ruling creating a dual system to accommodate both riparian and appropriative rights (1886),

which accommodated a public right to irrigation (Merchant 1998). After an unsuccessful and lengthy state legislature session aimed at repealing the ruling, a compromise called the "Miller-Haggin Agreement" was made (1880).

The 1860s and 1870s in the area also saw a significant boost in the production of cotton, as well as feed grains. At the same time, larger companies began acquiring land from smaller independent farmers. Cattlemen and farmers were at odds over the fencing of large tracts of land, with farmers ultimately winning the dispute. The rise in use of barbed wire in the late 1800s greatly assisted in circumscribing land and thus in keeping livestock in limited areas. Legal battles arose over water rights, and some of these arguments persisted through most of the 1880s. Throughout the 1800s, land continued to be drained, swampland reclaimed, irrigation canals built, and additional agricultural land put into production.

Large farms in the San Joaquin Valley necessitated the services of seasonal farm labor to plant, maintain, and harvest crops. Outside of these labor-intensive periods, large farms were operated using comparatively few permanent employees. The story of local migratory workers encompasses a wide variety of ethnic groups. Migratory workers emerged in the late 1870s and 1880s as an assortment of uneducated Caucasian and newly arrived Chinese men, and by the turn of the 20th century, their composition included Japanese and East Indian males.

The demand for field hands in the late 19th century, especially for the Chinese because of a shortage of whites, intensified in the southern San Joaquin Valley. This was particularly evident near Bakersfield because of the large network of dams and irrigation canals that farmers constructed to divert water from the Kern River. The delicate balance is described in *Beasts of the Field*:

> Irrigation work was very complicated and largely unsupervised because too much or too little water—or water at the wrong time—could ruin a crop or make a field a muddy mess. Farmers therefore always selected the most loyal and dependable Chinese men. (Street 2007)

Many of the fields were "watered by distribution ditches radiating off at right angles from a main canal and feeding into fields of ten to fifteen acres surrounded by levees or low ridges" (Street 2007). Water flow was regulated by removing boards placed along the main ditch to flood the fields. The boards were then replaced to stop the flow of the water.

In the 1870s, the California Cotton Growers and Manufacturers Association (Association) purchased 10,000 acres in Bakersfield and planted 300 acres of cotton (Barry 1938). To harvest the cotton, the Association imported newly emancipated African-Americans from the southern United States to "plant, cultivate, and gin the prospective crop" (Cleland 1966). The black workers, however, soon found that they could earn higher wages doing other types of work, departed in large numbers, and forced the Association to abandon the project (Barry 1938).

The Chinese Exclusion Act of 1882 was an attempt to prohibit Chinese immigrants from obtaining jobs in California. This legislation caused a labor shortage that resulted in enterprising businessmen importing workers from elsewhere in the United States. In spring 1883, influential ranchers James D. Haggin and Henry Carr planted 1,000 acres of cotton in Bakersfield, with hopes of competing with cotton growers in Georgia and Mississippi. Repeating the unsuccessful formula from a decade earlier, Haggin and Carr brought African-American workers from St. Louis, Missouri, to California with promises of high wages and paid transportation. Most of the 100 women and children black workers were probably from urban settings and did not last for more than a few weeks on the job. Eventually, the population deserted the farmers completely, and the cotton crop was plowed under (Street 2007).

In the late 1880s and early 1890s, Japanese immigrants began arriving in California. Most of those immigrants traveled directly into the agricultural valleys of the state and worked in the fields. As noted in the Federal Writer's Project:

> Many of the earliest migrants were students who found such work during the summer vacations in the vicinity of Alvarado and Mount Eden in Alameda County where they were employed in the sugar beet fields. Others worked in the salt marshes in the same district. Later they pressed east and south through the great central valley to Fresno and Newcastle. At Fresno the newcomers met with open hostility from the white workers. There was some conflict, but the Japanese remained. In 1891 they entered the district around Bakersfield, and during the next three or four years they made their way into the lower reaches of the San Joaquín and Sacramento Valleys. Almost simultaneously they appeared as field hands in and around the Santa Clara and Pajaro Valleys. (Barry 1938)

After the 1920s, farm workforce demographics included Filipinos, Mexicans, and African-Americans who were notably concentrated as a group in the southern San Joaquín Valley (Starr 2005). Their work was difficult and physical, pay was competitively low, and workers had to scramble to find jobs from season to season to support themselves and their families. From the early 20th century, paralleling labor organization elsewhere in the nation, farm workers began to loosely organize to improve their pay and working conditions.

The Depression

In the 1930s, large-scale agribusiness began to appear in Kern County, including Bakersfield, with strides in greater efficiencies in crop growth and yield. During this time, Bakersfield became a major distribution center for petroleum products, livestock, wine, and various agricultural crops (Rolle 1998).

Local cotton farmers' strategies for recruiting African-Americans from the southern United States to work in the fields continued into the 1930s. A newspaper article in the May 30, 1935 edition of *Western Worker* mentions advertisements that Bakersfield farmers placed in Alabama to encourage black and white families to work in the fields (Barry 1938).

By the 1930s, there were 24 agriculture-related labor disputes in one year; the largest in the nation was the 1933 cotton pickers' or Cotton Strike of 1933 in the San Joaquín Valley. While the strike ended with ambiguous results, it concluded in nearly a decade of collusion between farmers and various law enforcement agencies against organized agricultural and other labor groups. Until that time, part of California's attraction to big business had been the lack of labor unions and an organized labor force. Partly as a reaction to these events, former Socialist writer and muckraker Upton Sinclair (1878-1968) became a California Democratic gubernatorial candidate in 1934. Although Sinclair's pursuit of the office was unsuccessful, many of his then-radical concepts became part of the Depression New Deal Programs, such as old-age pensions for workers, which eventually translated into the Social Security program (Starr 2005).

The history of the Dust Bowl migration may have been entirely different but for the cotton production in California in the years immediately after World War I. As described in *California and the Dust Bowl Migration:*

> In 1921, only 1,500 California acres had been planted in cotton. Experimenters soon discovered that an acre of California land would

> produce 370 pounds of the crop, a three-fold increase over the national average of 116 pounds. Potentially a source of great wealth, cotton production increased fantastically: in 1926, 170,000 acres and 130,000 bales. By 1937, 600,000 acres of cotton made it the state's fourth largest crop. (Stein 1973)

The Okies knew little of farming other California crops, such as oranges and grapes; however, many were skillful in the techniques of farming cotton. The draw of California's cotton crop yields was undeniable given the environmental and economic conditions of the 1930s.

The Dust Bowl soil erosion calamity of the 1930s further worsened competitively low agricultural wages as thousands of Midwestern emigrants flooded the region in search of employment. Caused by a combination of uninformed agricultural techniques and over-planting, coupled with extreme drought and windy conditions, the Dust Bowl was an environmental catastrophe of previously unknown proportions that resulted in hundreds of thousands of otherwise destitute people coming to California to find work.

Since the 1930s, the State of California, in association with the Department of Water Resources and the federal government, under the direction of the Army Corps of Engineers and the Bureau of Reclamation, has been responsible for the development and distribution of water resources for agricultural use. For the most part, the southern San Joaquín Valley has been developed and irrigated largely through the efforts of these agencies, which resulted in the transfer of water to those areas that were deficient in this vital resource (Brewer 2001).

Kern River

The Kern River was originally a natural river that flowed freely over the geographical area known as the San Joaquín Valley. The complex subject of development, which focused on irrigation, was briefly described by Hubert Howe Bancroft in a footnote in his influential work, *History of California*:

> Colonies were formed in all parts of the state, but flourished best on the irrigated tracts of the south, where the common interests centre in a canal; which makes each small landholding all-sufficient for a family…." (Bancroft 1890)

Today, the Kern River has been channelized into a canal at the mouth of the Kern River Canyon. Just west of the northernmost reach of the canal, the river flow is measured by local water agencies. The only Sierra Nevada-fed river that flows southward, water flow "determines what water allocations are allowed to flow down canals to farms throughout the valley" (San Joaquin Genealogical Society 2002). Seven diversion weirs[3] flow north and south from this point. While the canals historically flowed into Buena Vista Lake, the Kern River "recharges" aquifers and the California Aqueduct. Some of the water flows into lakes Webb and Evans' these two lakes are in an area that was once the Buena Vista lakebed and is now the Buena Vista Aquatic Recreational Area, which was completed in 1973 (Kern County Water Agency 2004). Most of the water from the Kern River is currently used to irrigate agricultural fields (San Joaquin Genealogical Society 2002). Development of the Kern River and its water use was described:

> Up until the 1940s and 1950s, there were many shade trees along the Kern River, but diversion of water into canals for farm irrigation dried up the river banks and killed off most of the trees. For many years, the policy was to meet the irrigation needs first, and the river bed received only what was left over, which in drought years was nothing. However, as homes have grown up along the river banks, the city has found a desire to keep water in the river bed year round for recreation and to recharge the water table. Thus, water policy today is changing, and the needs of the river increasingly are being put before those of agriculture. This has led to considerable controversy, and many compromises will need to be made in future years to satisfy the needs of both farms and homeowners. (San Joaquin Genealogical Society 2002)

Various canal companies were established starting in the 1860s and were later acquired by the Kern County Land Company. In 1965, the Kern Delta Water District was formed, and within the next year, the East Side, Buena Vista, Stine, and Farmers canal companies merged with the Kern Island Company to establish Kern Island Water Company. In 1976, the Kern Delta Water District acquired Kern Island Water Company. According to the Kern Delta Water District, 5 main canals consist of 150 linear miles of canals and pipelines with few laterals remaining. The gravity system provides irrigation to nearly 130,000 acres of agricultural land. That land is

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[3] A weir is defined in Merriam-Webster (2006) as "a dam in a stream or river to raise the water level or divert its flow."

planted with field crops, including cotton, corn, and alfalfa; grapes and almonds; and vegetables, with carrots, potatoes, and cabbage, as well as dairies. Until 2005, water for a few residential properties (11 acres in 2005) was part of the system (Kern Delta Water District 2007). Several of the canals in the project areas are briefly described below.

Buena Vista Canal

Appropriated in 1870, the Buena Vista Canal is one of the principal irrigation features in the area. The Buena Vista Canal "runs southwesterly through Bellevue ranch, located about eight miles west of Bakersfield. It is thirteen and three-fourths miles long, thirty feet wide on the bottom and three feet deep. It has numerous ditches of various dimensions. Its appropriation is 14,000 inches, equivalent to 279 cubic feet per second" (Calarchives4u.com 2007). According to a recent evaluation for historic significance prepared for the Buena Vista Canal, it is:

> an open, earthen canal that follows, for the most part, the course of a natural slough of the Kern River. The natural slough was first utilized as a water conveyance system in 1870 by the Buena Vista Water Ditch Company, established… by 26 landowners of the Barnes Settlement located southwest of Bakersfield. The intent of the Buena Vista Water Ditch Company was to take water out of the existing ditches from the New Kern River, about two miles below the forks of the New and Old Kern River, and channelize the water into a main ditch which would follow the general course of a slough that originated on the New Kern River and emptied into Buena Vista Lake.
>
> By 1873, the Buena Vista Ditch Company had become the Buena Vista Irrigation Company, and in 1878, the Buena Vista Irrigation Company was officially incorporated as the Buena Vista Canal Company. It was not until 1875 and thereafter that the natural slough was subjected to major modifications, resulting in a canal measuring 100 feet wide, 2 feet deep, and approximately 20 miles in length." (McDougall 2002)

Calloway Canal

Construction of the Calloway Canal began in 1875 by landowner O. Peter Calloway. Born in Mississippi around 1826, he came to Bakersfield by way of San Diego (U.S. Census 1870b). In San Diego, he witnessed the unusual phenomenon in real estate

development and speculation where the parties who controlled water rights were most financially successful. At the turn of the 20th century, Calloway Canal was described as:

> the largest and most important in the system. It comes out of the northerly bank of the river, a short distance above the Southern Pacific Railroad Company's bridge, in the southeast quarter... It is thirty-two miles long, eighty feet wide on the bottom and 120 on the surface, with banks seven feet high and ten to sixteen feet wide on top, with inside slope of four to one, and outside two to one. On the west bank there is a delightful drive-way the full length. It has a depth of about six feet. The grade is eight-tenths of a foot per mile. In thirty miles it crosses Peso creek, by means of a weir 150 feet in length, built in the bed of the creek, and connecting at either end with the lower bank of the canal. This arrangement admits of the use of the winter waters of Peso creek, by diverting them into the canal. It has some sixty-five distributing ditches, from eight to twenty feet wide on the bottom, averaging sixteen feet and from one to nine miles long, the aggregate length being about 150 miles. These branches have banks three and one-half feet high, intended for three feet of water, with slopes three to one and a grade of one and six-tenths feet per mile, giving to each a capacity of 196 and five-tenths cubic feet per second. The importance of this canal is [evident in that] …it covers about 200,000 acres of land…
>
> A considerable portion of the lands covered by this canal has been already cultivated and irrigated, and the life-giving waters of this magnificent aqueduct have transformed the barren plains of this region into luxuriant fields of alfalfa, and enabled the rearing of many beautiful homes in the midst of lovely gardens where grow the plants of many climes. The Calloway appropriates 74,000 inches of water, equivalent to 1,476 cubic feet per second. (Calarchives4u.com 2007)

McCafferty Ditch

McCafferty Ditch, established in 1874, was illustrated in *Memorial and Biographical History of the Counties of Fresno, Tulare and Kern, California* as “Sharing The Head-Gate Of The Calloway Canal, Is Three Miles Long, Seven To Eight Feet Wide

On The Bottom And Is Two And One-Half Feet Deep. It Irrigates The Land Between The Calloway And The River."

Emery Ditch

Emery Ditch was constructed in 1876. The ditch was portrayed in the early 1890s as being "three miles long, six to eight feet wide on the bottom and two feet deep. It appropriates 2,000 inches, equivalent to forty cubic feet per second" (Calarchives4u.com 2007).

Gates Canal

In 1892, the Gates Canal was illustrated as:

> taken out of Kern river, in the southwest… and runs in a southwesterly direction two and one-half miles. It is twelve feet wide on the bottom and two and one-half feet deep. It also is used exclusively in irrigating Stockdale ranch. Its appropriation is 5,057 inches, equivalent to 101 cubic feet per second. This canal was located originally without record early in 1872, and re-located October 7, 1878. (Calarchives4u.com 2007)

Kern Island Canal

The Kern Island Canal was established in 1869 and is one of the most important irrigation features in the area. It was illustrated in 1892 as:

> the first one in order on the river, located at the highest point on the left bank of the stream, is the property of the Kern Island Irrigating Canal Company… It is taken from the Kern River near the southeast corner of southwest quarter… about two and one-half miles northeast of Bakersfield… It is eighteen miles long, with a width at the head-gate of forty-eight and a half feet on the bottom and a depth of four feet. It terminates at Kern Lake. At Bakersfield this canal makes a vertical fall of nearly twenty feet, furnishing water-power for a large flouring mill. This important canal has two main branches, - the town branch supplying Bakersfield and vicinity, having a length of two miles, and a central branch, diverging from the canal south of town, and running nearly parallel to it varying from one-half to two miles distant, for a distance of ten miles in a southerly direction. This branch has a width of twenty feet on the bottom, and a depth of three feet, with slopes of three to one. The central branch is one of the best

> irrigating canals in the valley. It has nineteen drops in the distance of ten miles, placed at intervals of half a mile. The Kern Island and its branches have thirty-one lateral ditches, besides a connecting ditch with the Stine canal, having a total length of over eighty miles. It appropriates 400 cubic feet per second.

Old South Fork Canal

According to "Kern County History," the Old South Fork Canal was:

> next below the Kern Island, derives its water from the river in the central northern part of the northeast quarter …about three-fourths of a mile below the head-gate of the Kern Island canal. It runs three miles southwesterly into the bed of the old south fork of the Kern river, in which its waters are conveyed to Kern Lake in nearly a southerly direction. The canal is twenty-six feet on the bottom, and is from two to three feet deep. It has seven miles of distributing ditches, the principal of which is the Cotton Ranch ditch, irrigating 1,100 acres of alluvial bottom lands, north of and adjoining Bakersfield. Most of the water diverted into the old south fork is turned into the Panama slough and again diverted below by the Panama ditch. This canal is also used at times as a feeder for the Kern Island canal. It appropriates seventy-five cubic feet per second. (Calarchives4u.com 2007)

Friant-Kern Canal

The Friant-Kern Canal was constructed in 1945. Approximately 50 years ago, the 153-mile-long canal was shut down for a 3.5-month period to inspect and repair its concrete-lined walls. At the time of the closure, the District Manager for the Bureau of Reclamation stated that defects in the canal walls resulted "from ground swells which… [we]re caused by beds of expansive clay" (*Los Angeles Times* 1952). In 2006, the Friant-Kern Canal was evaluated for historic significance and was determined eligible for listing in the National Register of Historic Places by consensus (through the Section 106 process); it is also listed in the California Register (OHP 2007).

Kern River Canal (West Beltway)

After an extended 2-year drought, Miller & Lux initiated construction of the Kern River Canal in 1876 (Merchant 1998). The purpose of that canal was to irrigate previously unusable land in the Buena Vista Slough area. Because of improvements

previously made by Haggins to irrigate land under his control (see above), water flow to the Kern River Canal was conspicuously intercepted. Miller entered into litigation with Haggins because of this conflict, which eventually became a landmark case for public water rights.

4.6.2 Oil

Between 1895 and 1920, the largest oil discoveries in the state were in the San Joaquín Valley (Bean 1968). These discoveries included the oil fields at Coalinga, McKittrick, Midway-Sunset, and the Kern River Oil Field. The 3.8 billion-barrel Kern River Oil Field reservoir approximately 7 miles northeast of Bakersfield was discovered by James and Jonathan Elwood in 1899 (Christie 1999). This discovery changed the history of Bakersfield and transformed it from a small trading and agricultural town into a major commercial hub. More than 200 oil companies were formed at the turn of the 20th century to capitalize on the discoveries (Rintoul 1999). By 1903, Kern River Oil Field production was about 17 million barrels a year. This greatly contributed to California's status as the country's top oil producing state that year (Rintoul 1999). Oil production declined steadily for the next 50 years (Christie 1999). The first oil refinery in the Kern River Oil Field was the Union Oil Refinery, which operated from 1903 to 1956.

Other large oil companies also built refineries in the Bakersfield area. The Standard Oil Company of California, which dominated California's oil market with products imported from the east during the late 1870s to the mid-1890s, built an oil refinery in Bakersfield in 1912/1913. The Associated Oil Company, formed in 1901, was made up of a small number of oil producers in the San Joaquín Valley. In 1909, the Southern Pacific Railroad purchased control of Associated Oil to develop its own interests in oil as a fuel source. Just a decade later in 1919, "the Southern Pacific Land Company owned more than 19 percent of all the proved oil land in California, and through its controlling interest in the Associated Oil Company the railroad produced about 18 percent of the state's oil" (Rawls and Bean 2002). Shell; Richfield; the General Petroleum Corporation, which subsequently became the Mobile Oil Corporation; the Texas Company (Texaco); and the Pan-American Petroleum Company were other major California oil companies during this period (Rawls and Bean 2002).

The effect of California oil on the economy was phenomenal. By 1910, California's oil production reached 73 million barrels. This accounted for 22 percent of the total

world production. California, in fact, produced more oil than any single foreign nation (Save Canfield-Wright.org 2007). Oil from the San Joaquín Valley accounted for approximately two-thirds of California's oil by 1919. The San Joaquín Valley oil field discoveries were overshadowed in the early 1920s when some of the world's largest oil deposits were discovered in the Los Angeles basin (Rawls and Bean 2002).

In the early years of the oil fields, workers occupied company housing near the oil fields. Places such as Oil Center had more than 150 single-family dwellings, rooming houses, general stores, and post offices to provide services for workers. This practice ended in the 1930s when the county assessor began charging oil companies for the property taxes on the dwellings (Christie 1999).

By the 1960s, oil production was only a fraction of what it had been in the boom years; however, the introduction of new steam-injection technology greatly improved the daily production volume. This new technology increased the production of crude oil, but the new oil-fired steam generators burned 25 to 40 percent of the recovered oil and pumped tons of pollutants into the air. It also flooded the Kern River with large volumes of water. Newly adopted environmental laws in the 1970s and the collapse of oil prices in the 1980s caused oil companies to research increasingly more efficient ways to collect and process oil. Today, oil operators have implemented the use of cogeneration or "cogen" plants that produce electricity and steam, thus producing cleaner burning natural gas that provides electricity and the steam needed for oil fields to reach peak production (Christie 1999).

In 2005, the top five oil producers in the Kern County/Bakersfield area were Chevron, Aera Energy, Occidental of Elk Hills, Plains Exploration and Production, and Berry Petroleum. Today, Bakersfield is home to three oil refineries: Big West of California LLC (a subsidiary of Flying J), San Joaquín Refining Co., and Kern Oil & Refining (NewtoBakersfield.com 2007). Several smaller oil fields within the project area are discussed below.

Canfield Ranch and Canfield Ranch Oil Field

The Canfield Ranch Oil Field is in Township 30 South, Range 26 East, Sections 13, 14, and 23 to 26 of the Stevens 7.5 minute Topographic Quadrangle (USGS 1954 [Photorevised 1968; Photoinspected 1973]). The 160-acre ranch was originally settled by Thomas Barnes and his family in 1867. Barnes built a log cabin and planted approximately 20 acres of peach trees on the property:

> Barnes pioneered the raising of alfalfa in this area in 1867 by planting 35 pounds of seed he purchased from San Francisco for $100.00. In addition, he owned about 40 head of cattle and hogs. The Canfield Ranch later became part of the Kern County Land Company holdings. Thomas and Jane Barnes sold their 160-acre farm in 1875 for $4,800.00. (Kern County Museum 2007)

In 1892, Charles A. Canfield (1848–1913) and partner Edward L. Doheny (1856–1935) were the first to discover oil in Los Angeles. This initiated an oil boom in Los Angeles and the rest of southern California, including Kern County. The Canfield Ranch Oil Field was discovered about 1895 when Canfield "started prospecting for oil with pick and shovel…and discovered the rich deposits near Fellows" (Gudde 1998). In 1896, Canfield and Joseph A. Chanslor formed the Coalinga Oil Company, which by 1899 had "the most prolific oil producers in all of California." Canfield also partnered with Doheny on other successful ventures in the Kern River-Bakersfield area during this time.

Canfield and Doheny were instrumental in convincing the Atchison, Topeka, and Santa Fé and Southern Pacific railroads that oil was a superior source of fuel than coal. By 1899, both railroads switched "their engines from coal- to oil-burning, beginning the era of petroleum-fueled transportation before the rise of the automobile" (Save Canfield-Wright.org 2007). Although the railroads eventually switched to diesel, by the end of the 20th century, the world thirst for fuel, in part increased by the widespread use of the private automobile, nearly outpaced domestic and foreign sources.

Rosedale Oil Field

The Rosedale Oil Field is generally in Township 29 South, Range 26 East, Sections 14, 15, 22, and 23 of the Rosedale 7.5 Minute Topographic Quadrangle (USGS 1954 [Photorevised 1968; Photoinspected 1973]):

> The Rosedale Ranch oil field…was discovered by Chevron in 1959. The main pay zone was the Miocene Lerdo sandstone at 4,400 ft depth. Sixty-four wells have been drilled to date by Chevron to develop the lower zone. Five wells were completed in the shallower Pliocene Etchegoin Formation. Nahama and Weagant Energy Company in 1985 drilled a 3,800 ft well based on a prospect by consultant Ernie Rennie to test the Etchegoin, resulting in a discovery.

> A total of 13 wells have been drilled to date producing approximately 500 BOPD from the Etchegoin with additional development potential present. The completion technique proved to be critical to good initial production. Nahama and Weagant Energy Company tried slotted lines against the formation with poor results. Subsequent recompletions with undereaming, gravelpacking, and larger slotted lines have resulted in commercial rates out of the Etchegoin. The Rosedale Ranch oil field is located on a faulted anticlinal structure. The main fault is north-trending down to the basin normal fault. Oil produced from the Etchegoin is 13{degree} gravity. (Nahama and Sterling 1991)

Several other oil fields, including the Ant Hill Oil Field, Bellevue Oil Field, Fruitvale Oil Field, Greeley Oil Field, and Río Bravo Oil Field, are in the general vicinity of the proposed Bakersfield TRIP and, in particular, the Centennial Corridor projects.

4.6.3 Railroads

The growth of the southern California region, caused and otherwise abetted by the advent of railroads in the late 19th century, was later called "the Boom of the 'Eighties.'" In his influential book bearing the same title, Glenn Dumke described the events that led to the exponential expansion of the region:

> Southern California's modern development actually began in the late [eighteen] sixties, when the drought-accelerated disintegration of the great ranchos brought about an increased devotion to small farms and a more intensive agricultural development. The extension of the Southern Pacific Railroad southward further stimulated the publicity already spread by writers and travelers about the district's charms, and by the end of the decade the first land boom was well under way. This flurry persisted into the early seventies and continued what the droughts had already started --the division of the baronial cattle estates of the southern campos. (Dumke 1944)

Southern Pacific Railroad

The Southern Pacific Railroad arrived in Bakersfield in 1874 (Orsi 2005):

> The Big Four's [Crocker, Stanford, Huntington, and Hopkins], prize acquisition was the Southern Pacific Railroad…The original owners of the San Francisco & San Jose had founded the Southern Pacific

> Railroad in 1865 and secured a state charter and a federal franchise and land grant to build the western end of such a southern transcontinental line, between San Jose and the Colorado River. When they purchased the unbuilt Southern Pacific in 1868, the Big Four gained control of a proposed western link in the southern transcontinental route, thus defeating their most threatening potential competitions.
>
> Immediately upon acquiring the Southern Pacific Railroad, the Big Four set off to forge that link and capture the strategic crossing of the Colorado River at Yuma. Starting in 1869, they extended the Central Pacific Railroad from its current transcontinental line at Lathrop south into the San Joaquin Valley through Fresno to Goshen (reached in 1872). They also opened construction on the Southern Pacific Railroad line from San Jose southeast to *Tres Pinos* (reached in 1873), where a precipitous ridge in the Coast Range blocked access to the railroad's federally approved route down the San Joaquín Valley. To make haste toward the Colorado River while they raised capital and solved engineering problems for a crossing of the Coast Range, the Big Four resumed construction of the Southern Pacific Railroad on its planned route south down the valley from the end of the Central Pacific's line at Goshen. Trains arrived in Bakersfield at the head of the valley in 1874. (Orsi 2005)

The Southern Pacific Railroad had several passenger lines that ran through the San Joaquín Valley: the Owl, the San Joaquín Flyer/San Joaquín Daylight, and the West Coast.

In 1898, Southern Pacific Railroad began operation of its *Owl Limited* route that offered service between San Francisco and Los Angeles via the Valley route on an overnight schedule. By 1920, *Limited* had been removed, and the route was known as the *Owl*.

In 1927, the Southern Pacific Railroad began daylight service from San Francisco to Los Angeles via the San Joaquín Valley route, called the *San Joaquín Flyer*. The train carried coaches and parlor cars. By January 1928, the *Flyer* portion of the name was dropped, and the route was called the *San Joaquín*. In 1941, the trains were replaced

with "all-streamlined lightweight" cars, and the route was renamed the *San Joaquín Daylight*.

During the Depression, Southern Pacific Railroad needed to economize and reorganize some of its lines; therefore, from January 31, 1932, until February 2, 1936, several trains from the *Owl* and *West Coast* lines were consolidated out of Los Angeles through the San Joaquín Valley. Separate service resumed from 1936 until 1949. Service for *West Coast* trains continued between Sacramento and Los Angeles until December 7, 1960, when service was discontinued (Beebe 1963).

Atchison, Topeka & Santa Fé Railway

Merchants, farmers, and businessmen became increasingly frustrated in the 1870s and 1880s with Southern Pacific Railroad's monopoly over rail transit in northern California and the exorbitant costs associated with transporting goods to and from the San Joaquín Valley. Northern Californians asserted that Southern Pacific Railroad's monopoly "hampered growth of business, held back development of farm lands and raised process of a thousand kinds of things the great valley of the San Joaquin and Bay cities had to have" (Marshall 1945). At one time, northern California had hoped for competition from Union Pacific Railroad, which was seeking a coast outlet over the old Central Pacific. Huntington blocked this by leasing the Central Pacific and making it part of Southern Pacific Railroad (Marshall 1945).

To break Southern Pacific Railroad's hold on the shipment of goods, businessmen in San Francisco and throughout the San Joaquín Valley contributed money to fund their own rail line. In 1895, the San Francisco & San Joaquín Valley Railway was organized, with an initial investment of $2,248,000, to build a railroad from Stockton to Bakersfield. Author James Marshall described unprecedented local anticipation, "The little valley towns celebrated. Fresno, Stockton, Santa Clara, San Jose, Bakersfield, fired cannon, listened to bands, held torchlight parades, subscribed for stock, offered land for right of ways and depots. The railroad was coming—the people's railroad." (Marshall 1945)

The new railway's chief engineer was William Benson Storey, the former assistant engineer for Southern Pacific Railroad. Mr. Storey immediately began surveying the new route to Bakersfield. The new line was dubbed "Valley Road" and eventually reached Bakersfield on May 27, 1898 (Marshall 1945).

> Although Storey had surveyed several routes across the Tehachapi Mountains, blocking the way south, all would have meant expensive

> construction—and the Espee [the Southern Pacific] had the shortest practicable line. So the Valley Road extended from Bakersfield to Kern Junction and there joined the Espee. The roads agreed to use the fifty-eight mile line between Kern and Mojave as a bridge across the pass, rejoining the separate line of the Southern Pacific and the Santa Fe at Mojave (Marshall 1945).

This 58-mile Kern Junction-Mojave allowed the Santa Fé to offer service from Chicago to Stockton. In 1900, the Valley Road was sold to the Atchison, Topeka and Santa Fé Railway for the price of the actual cost of construction and equipment (Marshall 1945). Service began the same year.

During World War II, the Atchison, Topeka and Santa Fé Railway operated several trains daily to and from Oakland-Bakersfield (Marshall 1945).

The Chanslor-Canfield Midway Oil Company conducted business with the Santa Fé Railroad within California, likely until the 1950s when the railway converted to diesel use (Duke 1995). Since Amtrak took over passenger service in 1964, the Los Angeles to Bakersfield passenger route was replaced by bus service.

4.6.4 Modern Roads and Highways

The automobile gradually replaced the horse-drawn vehicle during the early 20th century and established a demand for better roads. California took the lead in constructing a highway system when an $18 million dollar bond act was approved in 1910. A great highway running south from Sacramento to Bakersfield was approved, and in 1923 voters approved a two-cent-per-gallon tax on gasoline designed to help fund highway improvements (Brewer 2001).

In the United States, roadways are made up of streets, local and state highways, and freeways. At the top tier of the highway numbering system are the national highways, including interstates and United States routes. Interstate highways are the main routes laid out for use by the military for defense purposes (e.g., Interstate 5 or I-5). United States numbered highways are designated as “U.S. Routes” or “U.S. Highways.” The United States numbered highway system was an integrated system of roads and highways numbered in a nationwide grid. The system involved the assignment of one to three digit numbers, with east-west roads given even numbers and north-south roads odd numbers. The numbers and locations are coordinated by the American Association of State Highway and Transportation officials, in which the only federal

involvement is a non-voting seat for the United States Department of Transportation. These highways were coordinated among states and are sometimes referred to as federal highways, but they have always been maintained by state or local governments since their initial designation in 1926. State highways include highways and freeways acquired, laid out, constructed, improved, or maintained by the state.

During the first half of the 20th century, several independent and almost unrelated highway numbering systems were in California. This often led to confusion among motorists; so in 1964, a major change in the numbering of California highways occurred and resulted in the disappearance of most of the U.S. highways.

Bakersfield's location in the center of the southern San Joaquín Valley makes it an ideal transportation hub between the Bay Area/Sacramento and southern California. Some of the earliest highway improvements in Bakersfield include the highway from Bakersfield to Grapevine (paved in 1920) and Kern Canyon Highway (completed in 1926). The Bakersfield Motor Inn, later known as the Bakersfield Inn, on Union Avenue was completed in 1930. The building is no longer extant, but at the time, it was the largest motor court/motel in the world.

Bakersfield is said to be the second-largest city in the United States that is not directly connected to an interstate highway. Many of the Central Valley's main transportation corridors, however, are centered on Bakersfield and are briefly discussed below.

Rosedale Highway (State Route 58, former US Highway 46)

Rosedale Highway is a segment of State Route 58 in the western portion of Bakersfield between State Route 43 and State Route 99. The California *Streets and Highway Code* (§263.5) asserts that State Route 58 may be part of the Scenic Highway System (§263.5). Its status as a scenic highway is intended "for the protection and enhancement of California's natural scenic beauty by identifying those portions of the state highway system which, together with the adjacent scenic corridors, require special scenic conservation treatment." (*SHC* §260)

Before 1964, Rosedale Highway was known as California Legislative Route 58, and it was a Blue Star Memorial Highway. Blue Star Memorials were named after the symbolic blue star in the World War II service flag, meaning a son or daughter served in the armed forces. State Route 58 is also known as the Kern County Korean War Veterans Memorial Highway between Route 184 and the Kern/San Bernardino County line (Caltrans 2007).

In 2002, State Route 58 was also named the Rosa Parks Highway between State Route 99 and State Route 184 to honor her 89th birthday (Caltrans 2007). The Rosedale Highway was likely named for the Rosedale Colony, one of the original developments in the area (circa 1890, see Section 4.6.6).

State Route 99

In Kern County, State Route 99 is also called the Korean War Veterans Memorial Highway. The highway was completed in 1964 in its current configuration. State Route 99 was formerly known as U.S. Route 99 and is part of the United States numbered highways system. In the Central Valley, State Route 99 follows the original alignment of historical U.S. 99 through both the San Joaquin and Sacramento River valleys. Built in the 1870s, the route roughly parallels the Union Pacific Railroad, formerly the Central Pacific. The highway serves most of the large population centers in the valley: Bakersfield, Delano, Tulare, Visalia, Fresno, Madera, Merced, Turlock, Modesto, Manteca, Stockton, Lodi, Sacramento, Marysville/Yuba City, and Chico. Many of these cities also have business routes that follow the original U.S. 99 alignment (WestCoastRoads.com 2007). The existing State Route 99 corridor within Kern County is a three- to four-lane freeway in each direction and passes through agricultural, commercial, industrial, and residential uses.

Parts of Route 99 are said to be the busiest truck route in the United States. Known variously as “Golden State Highway” and “The Main Street of California,” Route 99 was an important route during the 1930s for Dust Bowl migrant farm workers to traverse the state. Until the mid-1960s, U.S. Route 99 was the key north-south highway for the west coast of the United States. Its alignment stretched between Calexico, California, near the Mexican border, to Blaine, Washington, at the Canadian border.

The main north-south highway through the central valley was developed along the route of the original wagon roads that paralleled and crossed the Southern Pacific Railroad tracks. That road, constructed from 1913 to 1933, was known as the Golden State Highway and closely approximates the modern route of State Route 99. The original highway was only 15 feet wide.

To keep pace with development, the State Highway Commission resurfaced and widened the Central Valley route in the 1920s and early 1930s to 20 feet. State Route 99 has undergone nearly continuous improvements and modifications until the

present day. In 1964/1965, a continuous four-lane expressway and many freeway sections were constructed throughout most of the Bakersfield area.

State Route 178

State Route 178 was adopted in 1960 by the California Highway Commission. In 1919, the route for Highway 178, which was then known as Legislative Route 57, was added to the State Highway system. Gradually, this roadway extended from Santa Margarita off US 101 to the community of McKittrick (this portion dates to 1934). Traveling east, State Route 178 follows the same route as present State Route 58—established in 1919—into Bakersfield. The road continues east through Bakersfield along a segment known as the Crosstown Freeway that was extended to Fairfax Avenue in the 1970s. The route originally followed 24th Street in Bakersfield. Today it runs east about 4 miles where the freeway ends at Oak Street. It continues as a surface street for a little more than one-half mile to Bay Street where it splits to follow both 23rd and 24th Streets for an additional .75 miles. The freeway begins again at M Street for a 2.2-mile road section. Because funding was halted in 1974, the freeway was never completed (Cahighways.org 2007).

State Route 178 varies from two lanes to six lanes. State Route 178 continues through Kern Canyon, over Walker's Pass, down to Freeman Junction, and eventually into Ridgecrest. Construction of the Kern Canyon portion of the road began in the 1890s as a graded dirt road (Connelly 2007).

Alfred Harrell Highway

Alfred Harrell Highway leading to Hart Memorial Park was adopted in 1960 as State Route 178. The highway was named for Alfred Harrell (1863–1946), editor and publisher of *The Bakersfield Californian* for almost 50 years. Harrell was a major influence on the development of the Kern County highway system that linked outlying communities to Bakersfield. "Harrell served on the state committee of the California Public Works Program, an appointment made by President Franklin D. Roosevelt, and he was a member of the state parks commission. He backed the development of Hart Memorial Park and other recreation areas in the city and county, and conservation of natural resources." (Harrell 2007)

4.6.5 Ethnic Groups in Bakersfield

California has always had large numbers of diverse ethnic communities, from prehistoric times throughout the present day. Bakersfield is no different. The history of Bakersfield includes several distinct cultural communities: Basques, Chinese,

Japanese, Mexican, and the "Okies." Following the discovery of gold at Sutter's Fort, a mass-scale migration into California occurred. This wave of people was primarily comprised of American settlers from the eastern United States. Several other waves of people followed in the latter half of the 19th century that included Chinese, Japanese, Mexican, and "Okies" (from the Midwestern U.S.).

African-Americans

Notably, Colonel Allen Allensworth (b.1914) established the California Colony and Home Promoting Association as a black township in 1907 with other African American investors in the San Joaquín Valley. At its zenith in the mid-1910s, more than 200 people lived and worked in the developing community that boasted Santa Fé Railway service. The group tried, unsuccessfully, to establish a state industrial school in 1914. The Allensworth concept failed within years of the death of its founder in an accident, but its failure reflected the fate of other contemporary utopian colonies (Brooks de Graaf *et al.* 2001). Eventually the community could not survive the lack of irrigation water. The property is now the Colonel Allensworth State Historic Park.

The United States census for 2010 depicts approximately 8 percent of Bakersfield's population as demographically African-American.

Basques

The City of Bakersfield has a strong Basque community, as evidenced currently by the various Basque restaurants around town. The Basque region, the *Escual-Herri* (land of the basque language) is a unique and separate area that encompasses parts of northern Spain and southwestern France. The Spanish Basque district or *Pais Vasco* is comprised of parts of Navarra, Guipuzcoa, Alva, and Vizcaya, while the French Basque region includes portions of Labourd, Soule, and Basses-Navarre. They are the oldest surviving ethnic group in Europe and may have been in the region before the arrival of the ancient Iberian tribes of Spain. The Basque population has remained relatively isolated and distinct both genetically and culturally. Their language is neither French nor Spanish. Traditionally, the Basque have worked as sheepherders, fishermen, navigators, miners, and metalworkers.

Basques, albeit in small numbers, have been in California for several hundred years. Several early Franciscan friars and the last three Spanish governors of Alta California were native Basques. Concurrently with the advent of other Basque immigrants in the United States, in 1850, Pedro Altube, known as the "Father of Basques in the West," arrived in California to make a fortune mining gold. After Altube saved enough

money to buy a herd of cattle, he took them to Nevada where he established the Spanish Ranch. Altube's ranch operations became so successful that he recruited Basque friends and relatives from Europe to assist him with his ranching.

Like other western Basque shepherds, Louis Olcese created a considerable fortune by accepting payment in the form of additional sheep, rather than currency, and an informal spirit of cooperation among other struggling shepherds from his region (Castelli 1980). By 1900, Bakersfield had four Basque hotels where assimilated Basque-Americans tutored migrant arrivals on language, customs, and economics. Most local Basques came from the village of Aldudes (Totoricagüena 2005). The Kern County Basque Club was founded in Bakersfield in 1944 and continues to be active today (Kern County Basque Club 2007).

Chinese

The first Chinese immigrants to California arrived in large numbers during the Gold Rush. These immigrants, who numbered between 18,000 and 20,000, were largely marginalized by Caucasian Americans and eventually forced out of the gold fields (Lee *et al.* 2004). The second wave of Chinese consisted of unskilled laborers who contributed significantly to the building of railroads, including the Transcontinental Railroad, and the many massive land reclamation and irrigation projects that transformed much of the San Joaquin Valley into agricultural lands. Many of the area's early Chinese workers came from Canton to build the unique Tehachapi Loop, which was a "looped" tunnel that was completed in 1876 (Sammis 2007). These two waves of Chinese immigrants came from various regions of China and were from diverse ethnic groups. It has been postulated that the first wave of Chinese immigrants may have been slightly wealthier than the second wave of immigrants who were predominantly refugees of "war, land disposition, debt peonage, or natural disasters" (HARD Work Camps Team 2007).

Bakersfield's original Chinatown, which was known as China Alley, dates to the 1870s and was centered in the alley between 21st and 22nd Streets and L and M Streets (*The Bakersfield Californian* 2007; Boyd 2002). "[A]pproximately 3,000 Chinese circulated around China Alley during the construction of the railroads." The United States Post Office delivered mail to alley businesses and residents well into the 1950s "because letters were addressed to China Alley" (City of Bakersfield 2007b). Today, China Alley is listed in the Bakersfield Register of Historic Places (*The Bakersfield Californian* 2007). New Chinatown dates to 1889 and was generally bounded by 17th and 19th Streets and L to N Streets. The area was "populated by Chinese merchants,

restaurants, residences, clothing stores, and religious temples" (*The Bakersfield Californian* 2007).

The first school for Chinese children was established in Bakersfield in 1912. In 1953, Chinese Ying Ming Hall was dedicated in Bakersfield. Ming Avenue was named after the Ming family, whose "vast farm [once occupied the] land where Valley Plaza is now located" (2701 Ming Avenue near State Route 99) (Shepard 2007). The ethnic makeup of Bakersfield's Chinatown changed after World War II when subsequent generations of Chinese-Americans were assimilated into mainstream American society. In the years following the 1948 Supreme Court decision declaring racially based restrictive covenants and their enforcement unconstitutional (*Shelley v. Kraemer,* 334 U.S. 1), and adoption of the Housing Act of 1949, Asian populations, like other minorities, moved elsewhere in the community and to outlying areas.

Japanese

In an effort to bar immigration of Chinese into the United States, in 1882 the Chinese Exclusion Act was passed. This act was the first significant restriction on free immigration in U.S. history (National Archives 2007). As a result, Japanese laborers were brought into the United States to work in agriculture, fishing, and railroad construction (HARD Work Camps Team 2007). The first group of Japanese to arrive in Bakersfield was 60 laborers hired by the Kern County Land Company in 1889. Although the laborers eventually left the area, the company subsequently hired additional Japanese workers. The bulk of Japanese immigrants in the area initially worked as agricultural laborers. The demand for laborers increased in 1896 when oil was discovered in Kern County. A small Japanese community centered near Bakersfield's Chinatown included several Japanese-owned businesses in 1911 (National Park Service 2007).

The Buddhist Church of Bakersfield at 2207 N Street was built in 1911. Among other distinctive features, it contains an altar that is said to be the oldest such fixture in the United States. The wood-joined altar is believed to have originated in Japan, where it was disassembled, shipped to its current location, and reassembled (Christian Century 1996). During the Second World War, the church was used to store the possessions of church members who were interned at various camps. Lore holds that neighbors oversaw the building to protect it against vandalism during relocation. In the 1950s, the church served as a makeshift boarding house, still holding services for a very small congregation. The church closed in 1990, following a trend in contemporary American Buddhist temples, as well as other churches, as post-war generations

married outside of their ethnicities and attended church less regularly. The building now houses the Bakersfield Judo Club.

As early as 1945, a Japanese prisoner of war camp was established in nearby Lamont (Kern County Museum 2007). Camp Bakersfield was one of 11 Japanese prisoner of war camps in the continental United States between 1942 and 1946 (Straus 2004). Surprisingly, Japanese soldiers had not been trained in behavior after capture, and many of those detained were astonished at the humane treatment they received in American camps. Allied forces intelligence quickly learned that skillful interrogation methods could extract valuable information from the prisoners, which assisted in the war effort.

Mexican-Americans

Mexican occupation has been a constant in California history even before Mexican independence from Spain in 1822. There were relatively few people, most of whom were Mexican, living in California during the period right before the Gold Rush. By the 1880s, following completion of the Transcontinental Railroad, railroad companies began expanding their networks by laying new tracks. To keep up with the construction demands, railroads began to recruit laborers from border areas of Mexico. Mexican labor also began to work California agricultural fields seasonally during the latter 19th and early 20th centuries, which is a practice that began to increase following the economic devastation and displacement caused by the Mexican Revolution (1913 to1918) and continued into the 1920s (HARD Work Camps Team 2007). “This immigration was reversed in the depression decade of the 1930s as federal and state authorities deported Mexicans” (Rawls and Bean 2002). Immigration of seasonal Mexican farm workers resumed in the years following World War II and continues in a more widespread pattern throughout the nation today.

By the late 1950s and early 1960s, agricultural laborers were increasingly dissatisfied by especially low pay and poor treatment, compared with other industries. The result of that frustration was called *La Causa* (or The Cause), and the early development of organized labor among farm workers was centered in the nearby community of Delano. Delano has been the location of many significant labor events related to agricultural workers’ rights (Rios-Bustamante 1993). The National Farm Workers Association was established in 1962; the resulting United Farm Workers Union currently works toward social and economic justice for farm workers. Mostly young Mexican-Americans began to call for civil rights and the inclusion of Mexican culture

in university curricula (Rios-Bustamante 1993). After decades of student activism, civil disobedience, debate, and negotiation, many California universities and colleges (and a few elsewhere) offer Mexican and indigenous population cultural study tracts. Bakersfield College and California State University, Bakersfield (CSUB) offer degrees in Chicano Studies. The CSUB library maintains a Chicano database within its larger multicultural studies database. In 1983, CSUB was the only campus in the system with a Latin president, Tomas Arciniega (1983–2004) (Acuña 1996). By 2008, four CSU campuses had Latino presidents (Dr. Rubin Armiñana [Sonoma State University], Dr. Mildred Garcìa [CSU Dominguez Hills], Dr. Alexander Gonzalez [CSU Sacramento], and Dr. J. Michael Ortiz, [Cal Poly Pomona]) (California State University 2012).

Descendants of these farm workers as well as recent Mexican and other South American immigrants have settled in the Bakersfield area and contribute to the current thriving economic community. As of the 2010 United States census, the Bakersfield Hispanic population accounted for approximately 45 percent of the total population.

The Okies

From 1935 to 1939, about 350,000 farmers from across the Great Plains fled the Dust Bowl area of the Midwest and migrated to California in search of employment (Rolle 1998). These migrants, mostly tenant farmers who had lost their farms "through a combination of drought, debt, and an ongoing transition by landowners from sharecropping to larger mechanized farms" and soil erosion, came from the Dakotas, Nebraska, Kansas, Arkansas, Oklahoma, Texas, and Missouri (HARD Work Camps Team 2007). Many of these "Okies," as they were called, settled in the Bakersfield area, bringing families and automobiles packed with all of their worldly possessions.

Because of the utter desperation of their situations, Okies were known to work for lower wages than Mexicans or other immigrant counterparts. This was a boon for the agricultural industry; however, because the Okies were transients who did not have permanent homes, they created shantytowns, settlements, and auto camps along irrigation ditches and rivers (HARD Work Camps Team 2007). This caused the federal government to establish relief camps such as the Arvin Federal Camp—also known as Weedpatch Camp—southeast of Bakersfield in the community of Lamont to provide housing for some of these displaced farmers (Dust Bowl Historical Foundation 2007). Those unable to find accommodations at one of the relief camps continued to live along irrigation ditches and rivers.

The establishment of informal migratory labor "Hooverville" camps, which were derisively named for President Herbert Hoover, concentrated populations of the poor, who desperately sought work. An unintentional result of Hoovervilles was that farmers organized in opposition to the new population. Although the migratory labor camps provided a measure of safety and security for their weary tenants, most had time limits on stays and certain basic human necessities, especially sanitation, were notoriously lacking.

Dustbowl migrants were described as follows:

> only about a third of the more than one million migrants from around the nation who journeyed to California during the 1930s. They came mainly from Oklahoma, Arkansas, Missouri, and Texas--and, for the most part, from outside the region… that was hardest hit by the vast and frightening dust storms of the early and mid-1930s. [T]he rate of migration to California from this Dust Bowl region was lower during the depression than it had been in earlier decades or would be in later ones, when mild weather and the promise of economic opportunities drew hundreds of thousands to the Golden State. In the popular imagination of the period, however, the dust storms came to symbolize all the overwhelming forces that were uprooting farmers and others and propelling them westward, against their will, in search of work. The dust storms were so dramatic, and the image of them so compelling, that they obscured the fact that many of the families who arrived in California during the depression were 'pushed' there by other calamities--such as crop failures, foreclosures, or the loss of blue-collar jobs--or by competition from agribusiness, in a southern agricultural economy that had begun to be transformed even before the depression. (Shindo 2000)

The Grapes of Wrath was a fictionalized account of the struggle of the Joads, an Oklahoma Dust Bowl family. The controversial book was written by noted California author John Steinbeck and published in 1939. Its controversy stemmed, in part, from the compassionate portrayal of the working poor—the author was publicly condemned, and the book became the subject of national debate. The moving story received the Pulitzer Prize for Novel (1940) and was later awarded the Nobel Prize for Literature (1962). It was also made into a film that received an Academy Award for directing.

Country Music

Bakersfield's country music tradition is related to the Okie migration and the influence of honky-tonk music in the west. The "Bakersfield Sound," as it became known, was developed in the mid-to-late 1950s as a reaction against the slickly produced country music that was coming out of Nashville at the time. Country music legend Merle Haggard (b. 1937), whose parents migrated from Oklahoma to California during the Depression (County Music Television 2007), and Alvis Edgar "Buck" Owens Jr., (County Music Television 2007) a sharecropper's son originally from Sherman, Texas, were instrumental in originating the Bakersfield Sound (Buck Owens' Crystal Palace 2007a). Owens is said to have nicknamed himself "Buck" at a young age after being kicked by a mule. His family moved west in 1937, settling in various communities vying for unrealized economic opportunities; they eventually moved to Bakersfield in 1951. After dropping out of school, Owens became a nationally recognized country singer, guitarist, and television personality, popularizing the "West Coast Country" or rockabilly music style (Buck Owens' Crystal Palace 2007b).

4.6.6 Bakersfield Communities Today

Downtown Bakersfield

Downtown Bakersfield is roughly bounded by 24th Street to the north, Union Avenue to the east, California Avenue to the south, and F Street to the west. This is the historic core of the city and contains the city's oldest remaining buildings. Most of the buildings and properties listed in the Bakersfield Register of Historic Places are located within downtown Bakersfield.

Westchester

Westchester is the area of town that is literally on the west side of Chester Avenue. The approximate boundaries are north of State Route 178/24th Street, south of State Route 204/Golden State Avenue, east of the Kern River, and west of Chester. It is the central residential district in the community and is known for its large canopy trees and residential buildings that date from the turn of the 20th century through the 1950s. Architectural styles in the area range from late Victorian era, Queen Anne, to Arts & Crafts (Craftsman), and Classical Revival types, including Colonial, Neoclassical, and Italian Renaissance revival (City of Bakersfield 1993).

Oildale

Oildale is an unincorporated suburb of Bakersfield just north of the city, the Kern River, west of the Kern River Oilfield, and east of Highway 99. Oildale consists primarily of high- to medium-density residential and low- to medium-density residential properties (City of Bakersfield 2003).

Río Bravo

Río Bravo is an area west of Bakersfield along the former Southern Pacific Railroad tracks. California history authority Erwin Gudde gives the following description:

> Río Bravo was the name given to the station when the Southern Pacific built the line from Bakersfield to the asphaltum beds in the early 1890s. It preserves the old name of the Kern River, which was called Río Bravo 'wild river' because it was difficult to cross. (Gudde 1998)

Rosedale

Rosedale is a census designated place[4] that includes the unincorporated Bakersfield suburbs of Rosedale, Greenacres, Fruitvale, and Stockdale. The area is about 10 miles west of downtown Bakersfield. The developer, Kern Island Land Company, planted more than 400 palm trees at the town site, some of which may remain.

English real estate promoter S.W. Ferguson, who had the idea to plant rose bushes in the new tract of 20-, 40-, and 60-acre farmsteads, named Rosedale Colony. The community featured allies of palm trees, and some may remain. The Kern County Land Company marketed this and other tracts as "colonies" in the late 19th century under the premise that new settlers would be more comfortable in clustered developments rather than disbursed among large farm tracts (Lynch 2006). Although Santa Fe Railway constructed the main line through Rosedale, drought conditions in 1894 and 1895, and the ensuing financial downturn, resulted in the eventual demise of the community by the turn of the 20th century.

Old Town Kern/Sumner

Because of a disagreement among the Bakersfield community and the Southern Pacific Railroad regarding right-of-way in the 1870s, the railroad built its local stop in a new community rather than in Bakersfield. The Southern Pacific Railroad created several land-holding companies to handle construction and other types of railroad

[4]A census designated place (CDP) is an area identified by the United States Census Bureau for statistical purposes. A CDP typically averages 3,400 persons.

related businesses. These holding companies were separate from the railroads in name, but they were owned by the big four[5] and were often managed with railroad interests in mind. One function of these companies was to create towns to serve the rail along newly constructed track alignments. According to *Sunset Limited: The Southern Pacific Railroad and the Development of the American West 1850-1930*:

> By planting towns, the railroad and its associated firms were organizing and shaping local settlement. The Southern Pacific usually established yards, shops, and local railroad offices, while the holding company surveyed, laid out the streets and lots, constructed buildings, and made other improvements, particularly installing a water supply. (Orsi 2005)

Sumner, established in 1874, was named for Massachusetts Senator Charles Sumner (b. 1811), and it was an example of one of these towns. Senator Sumner was a liberal Republican who served in the senate from 1851 until his death in 1874 (Donald 1970). After Southern Pacific bypassed the community, residents quickly set up a small rail system connecting Bakersfield to Sumner and Southern Pacific's national lines. Sumner, the original location of the Southern Pacific yard, was a few miles northeast of downtown Bakersfield and became the city of Kern. In 1893, Sumner incorporated as Kern City, and in 1910 it merged into the city of Bakersfield. Today, the area is known as East Bakersfield (Clark 1998) and is centered on Baker Street in east Bakersfield (City of Bakersfield 2007c).

Bakersfield today, a diverse and thriving community, is currently one of the fastest growing cities in the United States. Called the "the crown jewel of California," the population of the city is just under 350,000 as of the 2010 United States census, and the greater metropolitan area has a population of about 800,000. It is home to California State University, Bakersfield (established 1965), Bakersfield College (1913), as well as other junior colleges and technical schools. The community is served by Meadows Field/Kern County Airport #1 (William M. Thomas Air Terminal completed in 2006). As it was historically, the economy of Bakersfield is focused on agriculture and petroleum extraction and refinement.

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[5] The "Big Four" were the men who controlled the largest western railroads: Collis Huntington, Leland Stanford, Charles Crocker, and Mark Hopkins. Each was instrumental in building the Central Pacific Railroad and developing the early California railroad system.

Chapter 5 Field Methods

5.1 Survey Methodology

Patrick Maxon, RPA and Albert Knight of BonTerra Consulting conducted the archaeological field surveys of the project Survey Area on April 13–15, 2009; October 26–27, 2011, and November 28–29, 2011. The Survey Area covers approximately 1.3 square miles in the city of Bakersfield and is bound by State Route 99 and Gilmore Avenue to the north; State Route 99 and Wilson Road to the south; the Kern River and Coffee Road to the west; and State Route 58 and Cottonwood Road to the east. The Survey Area is largely covered in asphalt, concrete, buildings, and other structures. Only in a few cases, particularly in the vicinity of the Kern River, is there undeveloped land.

BonTerra Consulting was retained to consider archaeological resources only. An overview windshield survey of the entire Survey Area was initially made by both researchers in order to plan for the pedestrian survey. As part of the plan, the researchers worked individually to cover more ground during the pedestrian survey of the Survey Area. Others did identification and analysis of the historic properties within the Study Area.

As the entire Survey Area was covered, the surveyors concentrated on open undeveloped places that had potential for exposed cultural resources. The most prominent open space area is north of the Kern River near Coffee Road almost to Gibson Street near where the proposed project will cross the river. Other open areas in several places within the Survey Area included parks and open lots.

5.2 Survey Results

No cultural resources were identified during the pedestrian survey; however, visibility was near zero percent in the majority of the Survey Area due to existing development such as pavement, roads, buildings and other built environment resources. Minimal open areas were observed along the Kern River east of Coffee Road—mostly along Alternative A—where the alternative extends along and crosses the river in the vicinity of Mohawk Street. Much of this is river floodplain.

Because buried archaeological sites may be present within the Study Area, but obscured by (1) fluvial deposition by the Kern River and (2) modern development, the Extended Phase I (XPI) geoarchaeological study described in Section 5.2 developed a buried-sites model and an archaeological sensitivity map. After the preferred alternative is selected, the model will be field tested (1) to determine its accuracy and (2) to provide an initial assessment of the presence of intact buried archaeological deposits within the final archaeological APE. After this fieldwork is completed, the model will be adjusted and the improved model will be used to determine where archaeological monitoring will occur during construction.

More specifically, for Stage I of the Extended Phase I, existing geologic data, aerial and satellite imagery, topographic maps, and previous technical reports were employed to assess the local subsurface stratigraphy and to identify the potential locations of Pleistocene and Holocene deposits. As noted above, the results of Stage I were reported in the XPI geoarchaeological study report (Windingstad, Homburg, and Becker 2012). This report contains (1) information on the geologic context of the area, (2) a buried-site sensitivity model covering the proposed alternate routes, and (3) an archaeological sensitivity map.

Following the selection of a preferred route, and prior to construction, Stage II of the XPI geoarchaeological study will consist of trenching and/or extraction of subsurface cores in areas previously identified as having a high potential for buried archaeological deposits. The goal of this fieldwork is to test, check, and refine the preliminary buried-site sensitivity model and to find archaeological deposits in those areas deemed to have high archaeological sensitivity. Any archaeological resources discovered through this process will, prior to construction, be evaluated for their eligibility for listing on the National Register of Historic Places. Finally, any adverse effects to archaeological sites that are historic properties will be resolved.

Chapter 6 Study Findings and Conclusions

Archival research done through a records search with the Southern San Joaquin Valley Information Center indicates that four cultural resources were recorded within one-half mile of the Study Area. None of the archaeological sites are within the Study Area itself; however, because the vast majority of the surface of the Study Area is covered with modern development, it is possible that buried sites are still present.

Patrick Maxon, RPA, and Albert Knight of BonTerra Consulting did the archaeological field survey of the Study Area in 2009 and 2011. The entire footprint of Segment 1 (Alternatives A, B, and C) was covered either by windshield survey where the ground surface is covered by modern development, or on foot where examination of the ground surface was possible. Pedestrian survey was only possible in the vicinity of the Kern River where open areas exist along the margins of the river and in a few other places in the Survey Area such as city parks and several open, graded lots. These areas, too, have also been highly disturbed.

Although no cultural resources were discovered, the long historic use of the area increases the likelihood of finding buried archaeological resources during excavation activities for project construction. The presence of historic-era cultural resources and the close proximity of Native American cultural resources, as revealed through the Native American Heritage Commission Sacred Lands File search and the Southern San Joaquin Valley Information Center literature review, indicates that subsurface archaeological resources may be damaged during construction.

The Extended Phase I Stage 1 study described in Section 5.2 above built a buried-sites model and created an archaeological sensitivity map to guide pre-construction excavations that will test the model and identify buried archaeological sites.

Prior to the start of construction, the City of Bakersfield must retain a qualified archaeologist to observe grading activities and evaluate archaeological resources, as needed. The archaeologist must be present at the pre-construction conference and use data gathered from the field survey and the XPI geoarchaeological study to establish areas of high archaeological potential to be monitored. The archaeologist will also establish, in cooperation with the project engineer and Caltrans, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts, as appropriate. If archaeological resources are found to be

significant, the archaeologist must determine appropriate actions, in cooperation with Caltrans, for exploration and/or salvage. Work may proceed in other areas of the site, subject to the direction of the archaeologist. These actions, as well as final mitigation and disposition of the resources, will be subject to approval by Caltrans.

It is Caltrans' policy to avoid cultural resources whenever possible. If buried cultural materials are unexpectedly encountered during construction, Caltrans' policy dictates that work in the immediate vicinity of the find must be halted until a qualified archaeologist has the opportunity to evaluate the nature and significance of the find. In the event that ground-disturbing components of the project change, a qualified cultural resources specialist such as an archaeologist, architectural historian and/or paleontologist, as appropriate, should be consulted to determine whether future investigations (e.g., additional surveys, excavation, or monitoring) may be required to identify and evaluate cultural resources and to avoid adverse effects to historic properties.

If cultural resources are encountered, they will be treated as "Late Discoveries" under 36 Code of Federal Regulations 800.11(b)(2) and conditions outlined in the Caltrans Environmental Handbook (Volume 2, Chapter 2, Section 2-4.4). General recommendations with regard to the identification and evaluation of previously undiscovered cultural resources within the project Study Area suggest that, if cultural materials such as stone artifacts, dark ashy soils, burned rocks, old glass, metal, or ceramic artifacts are unearthed during construction, it is Caltrans' policy that work in that location should be halted until a qualified archaeologist can assess the nature and significance of the find. Further disturbance in the area of the discovery is to be approved by Caltrans. Additional archaeological surveys will be needed if project limits are extended beyond the present survey limits.

In accordance with 14 California Code of Regulations, Section 15064.5(e), in the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the Kern County coroner must be notified of the discovery (California Health and Safety Code, Section 7050.5), and all activities in the immediate area of the find must cease until appropriate and lawful measures have been implemented. If the coroner determines that the remains are not recent and of Native American origin, the coroner will notify the Native American Heritage Commission in Sacramento within 24 hours to determine the Most Likely Descendent (MLD) for the area. The designated MLD may make recommendations to the landowner or the person responsible for the excavation work for means of treating or

disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in Section 5097.98 of the Public Resources Code.

Chapter 7 Certification

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this archaeological report, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

DATE: January 2013 SIGNED: _____

Patrick O. Maxon, RPA
Principal Investigator

Chapter 8 Preparers

Patrick Maxon, Director of Cultural Resources; Master of Arts, Anthropology, California State University, Fullerton; 18 years of cultural resources management experience; Registered Professional Archaeologist (RPA). Contribution: Preparation of the Archaeological Survey Report, Historic Property Survey Report, and the Segments 2 and 3 memoranda.

Albert Knight, Project Archaeologist; Bachelor of Arts, Anthropology, University of California, Santa Barbara; 25 years of experience in archaeological research, field work, monitoring, and report writing. Contribution: Assisted in field surveys for the project.

Johnnie F. Garcia, Geographic Information Systems Specialist. Bachelor of Arts, Geography, University of California, Santa Barbara; 4 years of Geographic Information Systems Technician. Contribution: Prepared figures and coordinated with applicable agencies for Geographic Information Systems information used in the Archaeological Study Report.

Julia R. Black, Technical Writer. Bachelor of Arts, English, California State University, Fullerton; 11 years of writing and editing experience. Contribution: Performed technical editing of the Archaeological Study Report.

Sheryl A. Kristal, Word Processor. General Studies, Golden West College; 7 years of word processing experience. Contribution: Formatted the Archaeological Study Report.

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Appendix A Professional Qualifications

Patrick O. Maxon, RPA
Director, Cultural Resources

Education

Master of Arts, Anthropology, California State University, Fullerton, CA, 1994

Bachelor of Arts, Psychology/ Sociology, Towson State University, MD, 1987

Professional Registrations/Certifications

Registered Professional Archaeologist (National), 1999

Certified Archaeologist – Riverside County TLMA, 2008-2011

Cultural Resources Specialist – California Energy Commission, 2004

Certified Archaeologist – Orange County Environmental Management Agency, 1998

Professional Summary

Patrick Maxon, RPA is a Registered Professional Archaeologist, is certified by the County of Orange Environmental Management Agency and the Riverside County Transportation and Land Management Agency, meets the Secretary of Interior's standards for historic preservation programs for archaeology, and has been previously certified as an archaeologist by the City of San Diego and the California Energy Commission. Mr. Maxon has 17 years of experience in all aspects of cultural resources management, including prehistoric and historic archaeology, paleontology, ethnography, and tribal consultation. He has expertise in compliance with the National Environmental Policy Act (NEPA), the California Environmental Quality Act (CEQA), the National Historic Preservation Act (NHPA), the Archaeological Resources Protection Act (ARPA), and the Clean Water Act (CWA), among others. Mr. Maxon has completed hundreds of cultural resources projects that have involved (1) agency, client, Native American, and subcontractor coordination; (2) treatment plans and research design development; (3) archival research; (4) field reconnaissance; (5) site testing; (6) data recovery excavation; (7) construction monitoring; (8) site recordation; (9) site protection/preservation; (10) mapping/cartography; (11) laboratory analysis; and (12) report production. He has managed a number of projects within the jurisdiction of the U.S. Army Corps of Engineers (USACE), the Bureau of Land Management, the Bureau of Reclamation, and other federal agencies that require compliance with Section 106 of the NHPA. He has also completed projects throughout Southern California under CEQA for State and local governments and municipalities, including the California Department of Transportation (Caltrans), the Department of General Services, the California Energy Commission (CEC), the California Department of Water Resources, the Los Angeles County Department of Public Works (LADPW), the Los Angeles Department of Water and Power (LADWP), the Los Angeles Unified School District, and others.

Representative Project Experience

Centennial Specific Plan Environmental Impact Report, Cultural Resources Surveys, Los Angeles County. Mr. Maxon is managing the review, evaluation, and mitigation of cultural resources for this proposed project. To consider the current status of the project area's cultural and paleontological resources in the environmental analysis, BonTerra Consulting initially performed a Phase I cultural resources study of the entire 12,000-acre project area and small off-site areas. This included a records search at the South Central Coastal Information Center at the California State University, Fullerton; a paleontological records search at the Los Angeles County Museum; and an intensive pedestrian survey to evaluate the project area for the presence of cultural and paleontological resources. Numerous cultural resources sites were discovered, and some were evaluated for significance; those that were determined eligible and were in the development area were preserved in place. As the project evolves and expands

beyond the Phase I area, additional sites must be evaluated for significance. Some may need to undergo data recovery excavations, while at least one structure must be recorded and evaluated. Consultations with regulatory agencies, County staff, Native American tribes, the interested public, and Clients must be completed and their comments considered, and the monitoring of disturbances around the known sites will be undertaken when construction activities commence.

Newport Banning Ranch, Cultural Resources Services, Newport Beach. As project Manager of the cultural resources portion of this ongoing project, Mr. Maxon conducted archaeological, historical, and paleontological investigations as a component of the Newport Banning Ranch Environmental Impact Report (EIR) currently being prepared by BonTerra Consulting. The investigation consisted of (1) a Phase II test-level excavation of eight prehistoric and three historic archaeological sites present on the site; (2) an assessment and evaluation of the built-environment resources associated with the West Newport Oil Company development on site; and (3) a paleontological assessment of the project site's potential for the presence of sensitive rock formations and fossil resources. Three archaeological sites were deemed significant as a result of the study, and the paleontological significance of the project site was deemed "high". However, no historical resources associated with oil extraction operations were identified. Future work will include: data recovery excavations and/or site protection/preservation prior to development of the project site, and archaeological/paleontological monitoring.

Kenter-Sunset Electrode Upgrade Cultural Resources Assessment, City of Los Angeles. Mr. Maxon is the Project Manager for the Kenter-Sunset Electrode Upgrade Project, which involves biological and cultural resources assessments within the utility easement corridor that extends in two segments from the Sylmar West Converter Station, past the Kenter Canyon Terminal Tower near Brentwood, and to the coast in Malibu. Mr. Maxon performed a cultural resources assessment for the northern segment (i.e., from the Sylmar West Converter Station to the Kenter Canyon Terminal Tower) and southern segment (i.e., from the Kenter Canyon Terminal Tower to the ocean). The southern segment included three alternatives. Cultural resources work performed included a California Historical Resource Information System (CHRIS) records search and literature review for the project at the South Central Coastal Information Center (SCCIC) at the California State University, Fullerton. Native American consultation with the Native American Heritage Commission (NAHC) included a request for a Sacred Lands File Search and contact list, and informational letters were mailed to tribes requesting comment. A paleontological resources records search was completed by the Natural History Museum of Los Angeles County to compile information on known paleontological resources on the project site and in the surrounding area. The final report documents the results of the study, identifies significant resources, and provides management recommendations to reduce the project's impact on any significant cultural resources.

Atlanta Avenue Widening Project, Historic Property Survey Report/Extended Phase I Study, Huntington Beach. As Project Manager for the Atlanta Avenue widening project, Mr. Maxon conducted a Phase I cultural resources study to evaluate the potential effects of the project on cultural resources. The initial work included consultation with Caltrans cultural resources specialists regarding the Area of Potential Effects (APE); a cultural resources literature review; Native American consultation; a field survey of the project area; and submittal of an Archaeological Survey Report (ASR) and a Historic Property Survey Report (HPSR) to Caltrans. After further consultation with Caltrans, Mr. Maxon directed the historic evaluation of the Pacific Mobile Home Park south of the site and completed an Extended Phase I (XPI) study that consisted of a subsurface archaeological excavation to evaluate the presence of

archaeological resources within the APE. Additionally, an updated ASR, an XPI report, DPR 523 site forms, and an updated HPSR were submitted to Caltrans for review and comment.

Santa Paula Recycled Water Project Phases 1A, 1B, and 2 Phase I Cultural Resources Assessment, Santa Paula, Ventura County. Mr. Maxon served as the Project Manager for the Santa Paula Recycled Water Project Phases 1A, 1B, and 2. An archival review for the project was completed at the South Central Coastal Information Center (SCCIC) at the California State University, Fullerton. The records search consisted of archival review of all previous studies and all recorded historic and prehistoric archaeological sites within a ¼-mile radius of the various project alignments. Historic maps, the California Historic Resources Information System, the National Register of Historic Places, the listing of California Historical Landmarks, and the California Points of Historical Interest were reviewed for listings of sites or other features of historical significance that may have been recorded on or within one mile of the property. Additionally, a paleontological assessment was requested of Dr. Sam McLeod of the Natural History Museum of Los Angeles County. Native American consultation was initiated with a letter of request to the Native American Heritage Commission (NAHC) in Sacramento for a records search for the potential of sensitive Sacred Lands on or near the subject property. The NAHC has none recorded. BonTerra Consulting prepared and sent informational letters to all the NAHC-listed contacts in order to ensure a good-faith effort of participation. No previously unknown cultural resources were discovered; however the presence of the Native American ethnohistoric village site of *Mupu* as well as the historic Santa Paula Cemetery resulted in a recommendation of monitoring in all culturally sensitive areas. The proposed project would allow for the construction of a water recycling pipeline and associated structures. The project site's Area of Potential Effects (APE) consists of a pumping station and reservoir (approximately 0.37 acre in size) and 16 miles of pipeline located primarily along existing roads in the City of Santa Paula and its sphere of influence.

East Garden Grove-Wintersburg Channel Widening, Phase I Cultural Resources Study, Orange County. Mr. Maxon conducted a Phase I cultural resources study to determine if the proposed channel widening would have the potential to impact cultural resources. The study included a literature review at the South Central Coastal Information Center; a paleontological literature review at the Los Angeles County Museum; a pedestrian survey of the Area of Potential Effects (APE); and completion of the CEQA section describing the study results. As Cultural Resources Project Manager on this contract, Mr. Maxon also consulted with regulators at the USACE, Native American tribes and individuals, and a local Archaeologist who has extensive experience working in and around Bolsa Chica. Elements of the defunct Bolsa Chica Gun Club were identified in the wetlands, but it was determined that the channel work would have no impact on them. Channel recordation and construction monitoring were recommended.

Baker Ranch Development, Archaeological Investigations, Lake Forest. Mr. Maxon was the Project Manager for an archaeological investigation on the project site, which included background research at the South Central Coastal Information Center at California State University, Fullerton; consultation with local Native American individuals and tribes; an intensive archaeological reconnaissance survey of the project site; and closer examination of several previously recorded sites on the Baker Ranch property. The Phase I reconnaissance showed that only two sites needing evaluation (CA-ORA-1004 and CA-ORA-1150) were still extant on the project site. These two sites were subsequently evaluated for significance through archaeological test excavation. A sufficient number of units were excavated at each site to characterize the areal extent, density, diversity, and integrity of any recent deposit. Both sites were found to be not significant as a result of testing. One large site that was tested in the past

still remains on the project site. The project site will be subject to archaeological and paleontological monitoring programs during grading activities.

Professional Presentation

"The Circle of Life in Dayton Canyon: Excavations at CA-LAN-254, Los Angeles County, California." 68th Annual Meeting of the Society for American Archaeology. Milwaukee, Wisconsin, 2003

Affiliations and Committees

Pacific Coast Archaeological Society (PCAS)

Society for California Archaeology (SCA)

Society for American Archaeology (SAA)

Association of Environmental Professionals (AEP) (Board of Directors, 2005–present)

American Cultural Resources Association (ACRA)

Professional Experience

BonTerra Consulting, 2008–present

Chambers Group, 2006–2008

SWCA, 2001–2006

RMW Paleo Associates, 1994–2001

Appendix B Cultural Resources Records Search

Records Removed for Purposes of Confidentiality

Appendix C Native American Consultation

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

June 21, 2007

Robert A. Schiffman
Consulting Archaeologist
ARCHAEOLOGICAL ASSOCIATES OF KERN COUNTY
14015 Raphael Avenue
Bakersfield, CA 93306

Sent by FAX:
Number of pages: 3

Re: Proposed Thomas Roads Improvement Program, 13 Road Improvement Projects in Bakersfield and Vicinity, Kern County.

Dear Mr. Schiffman:

The Native American Heritage Commission was able to perform a record search of its Sacred Lands File (SLF) for the affected project area. The SLF failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the Sacred Lands File does not guarantee the absence of cultural resources in any 'area of potential effect (APE).'

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed are the nearest tribes that may have knowledge of cultural resources in the project area. A List of Native American contacts are attached to assist you. The Commission makes no recommendation of a single individual or group over another. It is advisable to contact the person listed; if they cannot supply you with specific information about the impact on cultural resources, they may be able to refer you to another tribe or person knowledgeable of the cultural resources in or near the affected project area (APE).

Lack of surface evidence of archeological resources does not preclude the existence of archeological resources. Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.

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

Sincerely,

Dave Singleton
Program Analyst

Attachment: Native American Contact List

Native American Contacts
Kern County
June 21, 2007

Santa Rosa Rancheria
Clarence Atwell, Chairperson
P.O. Box 8
Lemoore , CA 93245
(559) 924-1278
(559) 924-3583 Fax

Tache
Tachi
Yokut

Kawaiisu Tribe
David Laughinghorse Robinson
PO Box 20849
Bakersfield , CA 93390
(661) 664-3098 - work
(661) 664-7747 - home

Kawaiisu

Ron Wermuth
P.O. Box 168
Kernville , CA 93238
warmoose@earthlink.net
(760) 376-4240 - Home
(916) 717-1176 - Cell

Tubatulabal
Kawaiisu
Koso
Yokuts

Tejon Indian Tribe
Ernie Garcia
23437 Via Gayo
Valencia , CA 91355
661-254-4856

Yowlumne
Kitanemuk

Kitanemuk & Yowlumne Tejon Indians
Delia Dominguez
981 N. Virginia
Covina , CA 91722
(626) 339-6785

Yowlumne
Kitanemuk

Kenneth Woodrow
1179 Rock Haven Ct.
Salinas , CA 93906
831-443-9702

Foothill Yokuts
Mono

Tejon Indian Tribe
Kathy Morgan, Chairperson
2234 4th Street
Wasco , CA 93280
(661) 868-6434 (Work)

Yowlumne
Kitanemuk

Tejon Indian Tribe
Kathy Van Meter, Cultural Res. Team Leader
14035 Rosedale Hwy #112
Bakersfield , CA 93314

Yowlumne
Kitanemuk

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 Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed Thomas Roads Improvement Program (13 Road Improvement Projects); Bakersified Vicinity; Kern County, California for which Sacred Lands File searches were requested.

Native American Contacts
Kern County
June 21, 2007

Robert L. Gomez, Jr.
2619 Driller Ave.
Bakersfield , CA 93306
(661) 871-4760

Paiute
Yokuts
Tubatulabal

Chumash Council of Bakersfield
James R. Leon, Chairperson
P.O. Box 902
Bakersfield , CA 93302
chumashtribe@sbcgloba.net
(661) 836-0486
(661) 836-0487

Chumash

Kern Valley Indian Council
Robert Robinson, Historic Preservtion Officer
P.O. Box 401
Weldon , CA 93283
brobinson@mchsi.com
(760) 378-4575 (Home)
(760) 549-2131 (Work)

Tubatulabal
Kawaiisu
Koso
Yokuts

Tubatulabals of Kern Valley
Donna Begay, Tribal Chairwoman
P.O. Box 226
Lake Isabella , CA 93240
(760) 379-4590
(760) 379-4592 FAX

Tubatulabal

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 Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed Thomas Roads Improvement Program (13 Road Improvement Projects); Bakersifled Vicinity; Kern County, California for which Sacred Lands File searches were requested.

NATIVE AMERICAN CONSULTATION RECORD
Bakersfield TRIP Project

Results of NAHC inquiry: The NAHC did not identify any sacred lands in the immediate vicinity of any of the 11 Project Study Areas.

Native American Group/Individual	Date(s) of First Contact Attempt	Date(s) of Replies Rec'd	Date(s) of 2nd Contact Attempt	Date(s) of 3rd Contact Attempt	Comments
Carol Pulido, Oakview	07/30/07	None	08/14/07	09/25/07	The letter was returned to the post office stamped "forwarding order expired." On 08/10/07, Ms. Harper spoke with Dave Singleton of the NAHC. Mr. Singleton gave Ms. Pulido's new contact information and the letter was sent to the new address on 08/14/07. Ms. Harper attempted to contact Ms. Pulido on 09/25/07. Ms. Pulido's answering machine was full and it was not possible to leave a message.
Robert Gomez, Jr. Bakersfield	07/30/07	09/26/07	09/27/07	09/26/07	On 09/25/07, Mr. Gomez said that he was on his way out and would return my call tomorrow. On 09/26/07, Mr. Gomez called and requested Ms. Harper's email address and stated that he had some comments regarding the project and would send them. Mr. Gomez emailed his comments (attached). A summary of Mr. Gomez's comments follows: Rosedale Highway- Mr. Gomez recommended a walk-over survey and continued consultation throughout strategic junctures over the life of the projects. Mr. Gomez mentioned the discovery of some scattered flakes and several pieces of Chinese pottery and military ammunition circa 1870s that were found during a survey for another Caltrans project. West Beltway and South Beltway- Mr. Gomez indicated that these areas are sensitive for archaeological resources and mentioned his knowledge of unanticipated archaeological discoveries that were found related to the McAllister Ranch project in Bakersfield. Mr. Gomez made several general comments and recommendations regarding the TRIP projects, including a request for continued consultation with Native Americans, the high probability of locating other Native American sites and a request for providing Native Americans with an opportunity to participate in surveys; a request for the creation of a Native American interpretive center, and recommendations for the treatment of human burials. Mr. Gomez further stated that he " anticipates remaining on [the] mailing list for further consultation."
Julian Behill, Chumash Council of Bakersfield	07/30/07	None	09/21/07	09/25/07	On 09/21/07, a follow up e-mail was sent with the original letter and map attached; message received. On 09/25/07, attempted to contact Mr. Behill. He was not in, but the person said that I could call again tomorrow. (It was too noisy on the other end and it was not possible to leave a message.) On 09/26/07, Ms. Harper called the number and asked to speak to Mr. Behill and was told "no" by the person who answered.
Arianne Chow-Garcia, Chumash Council of Bakersfield	07/30/07	None	09/21/07	09/25/07	On 09/21/07, a follow up e-mail was sent with the original letter and map attached; message received. On 09/25/07, a message was left for Ms. Chow-Garcia, Mr. Dominquez, and Mr. Leon on the Chumash Council of Bakersfield's general answering machine.

NATIVE AMERICAN CONSULTATION RECORD
Bakersfield TRIP Project

Native American Group/Individual	Date(s) of First Contact Attempt	Date(s) of Replies Rec'd	Date(s) of 2nd Contact Attempt	Date(s) of 3rd Contact Attempt	Comments
David Dominguez, Chumash Council of Bakersfield	07/30/07	None	09/21/07	09/25/07	On 09/21/07, a follow up e-mail was sent with the original letter and map attached; the message was not received. The e-mail address must be faulty. On 09/25/07, a message was left for Ms. Chow-Garcia, Mr. Dominquez, and Mr. Leon on the Chumash Council of Bakersfield's general answering machine. No response has been received to date.
James Leon, Chumash Council of Bakersfield	07/30/07	None	09/21/07	09/25/07	On 09/21/07, a follow up e-mail was sent with the original letter and map attached; message received. On 09/25/07, a message was left for Ms. Chow-Garcia, Mr. Dominquez, and Mr. Leon on the Chumash Council of Bakersfield's general answering machine. No response has been received to date.
Robert Robinson, Kern Valley Indian Council	07/30/07	09/25/07	09/21/07	09/25/07	On 09/21/07, a follow up e-mail was sent with the original letter and map attached; message received. On 09/25/07, a message was left for Mr. Robinson at his work phone number. Mr. Robinson returned the call in the afternoon and wanted to add additional comments to Ron Wermouth's email. He said that archaeological sites have been randomly found all over the Bakersfield area. Mr. Robinson then mentioned that multiple burials have been found over time near the main train station in Bakersfield, and that the area near the train station was formerly on high ground that was the location of a village site. Mr. Robinson recommended the presence of Native American monitors in addition to any archaeological monitors that might be on site during ground disturbance for all of the TRIP projects. Mr. Robinson stated that the Tejon Indian Tribe and the Santa Rosa Rancheria had trained monitors that were familiar with Native A+F17merican cultural resources in the area.
Ron Wermuth, Kern Valley Indian Council	07/30/07	None	09/21/07	n/a	On 09/21/07, a follow up e-mail was sent with the original letter and map attached; message received. Mr. Wermuth replied via email on 09/21/07. His response is as follows: "In response to your inquiry as to cultural resources in the eleven (11) project study areas. The Kern river channel bed has Native American village sites nearly the whole reach from the Kern canyon to the Buena Vista lake shore. The kern river in the prehistoric period would meander as all wild rivers would do. As so the natives would do also. (move as the river channel would move) Historic times has changed the flow of the river and development of the low lands of south Bakersfield has been disastrous to the ancient native sites."

NATIVE AMERICAN CONSULTATION RECORD
Bakersfield TRIP Project

Native American Group/Individual	Date(s) of First Contact Attempt	Date(s) of Replies Rec'd	Date(s) of 2nd Contact Attempt	Date(s) of 3rd Contact Attempt	Comments
Harold Williams, Kern Valley Indian Council	07/30/07	None	09/26/07	n/a	On 09/26/07, Mr. Williams was contacted via telephone regarding the project. Ms. Harper's understanding of the conversation was that Mr. Williams stated that he does not respond or get involved with Bakersfield projects since it out of his tribe's area. He is concerned with the area from Lake Isabella to Tehachapi and Bear Mountain to China Lake or the desert areas.
Delia Dominguez, Kitanemuk and Yowlumne Tejon Indians	07/30/07	None	09/25/07	11/27/07	On 09/25/07, a message was left on Ms. Dominguez's answering machine. On 11/27/07, a message was left on Ms. Dominguez's answering machine. No response has been received to date.
John Elliott, Lake Isabella	07/30/07	None	09/21/07	n/a	On 09/21/07, a follow up e-mail was sent with the original letter and map attached; message received. Unable to follow up via telephone because no numbers are available. No response has been received to date.
Eugene Albitre, Native American Heritage Preservation Council	07/30/07	None	09/26/07	n/a	On 09/26/07, a message was left on Mr. Albitre's answering machine. Mr. Albitre returned the call on 09/26/07. Mr. Albitre asked if a records search had been conducted by Adele Baldwin of the Southern San Joaquin Valley Information Center. He said that he trusted that Ms. Baldwin had identified any recorded sites. He said that he did not know of anything in the Bakersfield TRIP project areas. The resources that he knew of are not in the vicinity of the Bakersfield TRIP project areas and had nothing to add.
Clarence Atwell, Santa Rosa Rancheria	07/30/07	None	09/26/07	10/30/07	On 09/26/07, a message was left for Mr. Atwell with the tribal secretary. A second telephone attempt was made on 10/30/07; a detailed message was left on the tribal secretary's voicemail. No response has been received to date.
Mike Sisco, Santa Rosa Rancheria	07/30/07	None	09/26/07	n/a	On 09/26/07, a message was left for Mr. Atwell with the tribal secretary. She said that Mr. Atwell has replaced Mr. Sisco as Chairman.
Kathy Morgan, Tejon Indian Tribe	07/30/07	None	09/26/07	n/a	On 09/26/07, an attempt to reach Ms. Morgan was made. The person who answered the telephone number provided stated that Ms. Morgan was no longer at that office, but that she used to work there some time in the past. No additional information was obtained regarding how to contact Ms. Morgan. A third attempt to contact Ms. Morgan was not made.
Ernie Garcia, Tejon Indian Tribe	07/30/07	None	09/26/07	10/19/07	On 09/26/07 and 10/19/07, attempts to reach Mr. Garcia were made. The telephone number rang and rang both times. It was not possible to leave a message.
Kathy Van Meter, Tejon Indian Tribe	07/30/07	n/a	n/a	n/a	The letter was returned to sender stating "insufficient address." On 08/10/07, Ms. Harper spoke with Dave Singleton of the NAHC. Mr. Singleton stated that Ms. Van Meter does not have a current address and the NAHC has tried numerous times to contact her to no avail. Because of this, a 2nd attempt to contact Ms. Van Meter was not made.

NATIVE AMERICAN CONSULTATION RECORD
Bakersfield TRIP Project

Native American Group/Individual	Date(s) of First Contact Attempt	Date(s) of Replies Rec'd	Date(s) of 2nd Contact Attempt	Date(s) of 3rd Contact Attempt	Comments
Larry Galupe, Tule River Indian Tribe	07/30/07	None	09/21/07	09/26/07	On 09/21/07, a follow up e-mail was sent with the original letter and map attached; message received. On 09/26/07, Mr. Galupe was reached via telephone. Mr. Galupe said that he had glanced at the email that was sent on 09/21/07, but had not had a chance to review it. He stated that he would need to review the letter before he would be able to comment on it. Ms. Harper suggested that he review the letter and then respond in writing to the email. No response has been received to date.
Neil Peyron, Tule River Indian Tribe	07/30/07	None	09/26/07	10/19/07	On 09/26/07, a message was left on Mr. Peyron's voice mail. A second attempt to reach Mr. Peyron was made on 10/19/07, a message was left for Rodney Martin's voicemail. No response has been received to date.
Donna Begay, Tubatulabals of Kern Valley	07/30/07	10/01/07	09/21/07	09/26/07; 09/27/07;	On 09/21/07, a follow up e-mail was sent with the original letter and map attached; message received. On 09/26/07, a message was left on the tribe's answering machine. On 09/27/07, Ms. Josie Peterson called on behalf of the Tribe. Ms. Petersen requested a copy of the letter. Ms. Harper sent Ms. Peterson an email with the original letter and map on 09/27/07; message received. On 10/01/07, Ms Peterson sent an email stating that she would have to go over the contents of the letter with one other person and that she would submit a reply no later than 10/12/07. No response submitted to date.
David Laughinghorse Robinson, Kawaiisu Tribe	9/25/2007	None	11/27/2007	11/28/2007	On 11/27/07, a message was left on Mr. Robinson's answering machine. A second message was left on Mr. Robinson's answering machine on 11/28/07. No response has been received to date.
Kenneth Woodrow	9/25/2007	None	10/19/2007	10/30/2007	On 10/19/07, a message was left on Mr. Woodrow's answering machine. A second message was left on Mr. Woodrow's answering machine on 10/30/07. No response has been received to date.

Thomas Roads Improvement Program

900 Truxtun Avenue, Suite 200, Bakersfield, California 93301
Telephone: (661) 326-3700 • Fax: (661) 852-2195

July 30, 2007

Kathy Morgan, Chairperson
Tejon Indian Tribe
2234 4th Street
Wasco, CA 93280

Subject: Bakersfield TRIP, City of Bakersfield, Kern County

Dear Ms. Morgan:

The City of Bakersfield is developing preliminary engineering and environmental documents for the Thomas Roads Improvement Program (TRIP). Eleven (11) road projects are currently identified under the Bakersfield TRIP. The routes, identified on the enclosed map, reflect the proposed corridors for new road alignments along with proposed improvements to existing roads.

The Native American Heritage Commission was contacted on June 11, 2007 to perform a search of the Sacred Lands file. The NAHC has no record of Native American sacred sites in the immediate vicinity of the Bakersfield TRIP project areas. The NAHC included a list of Native American individuals/ organizations that may have knowledge of cultural resources within the Bakersfield TRIP project areas.

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Please review the enclosed map, which identifies the eleven (11) road projects. The map is color coded and the name of each project is indicated. If there are specific resources in or near the project locations of which we should be aware, please contact me in writing within 45 days (September 15, 2007) at the address or e-mail below:

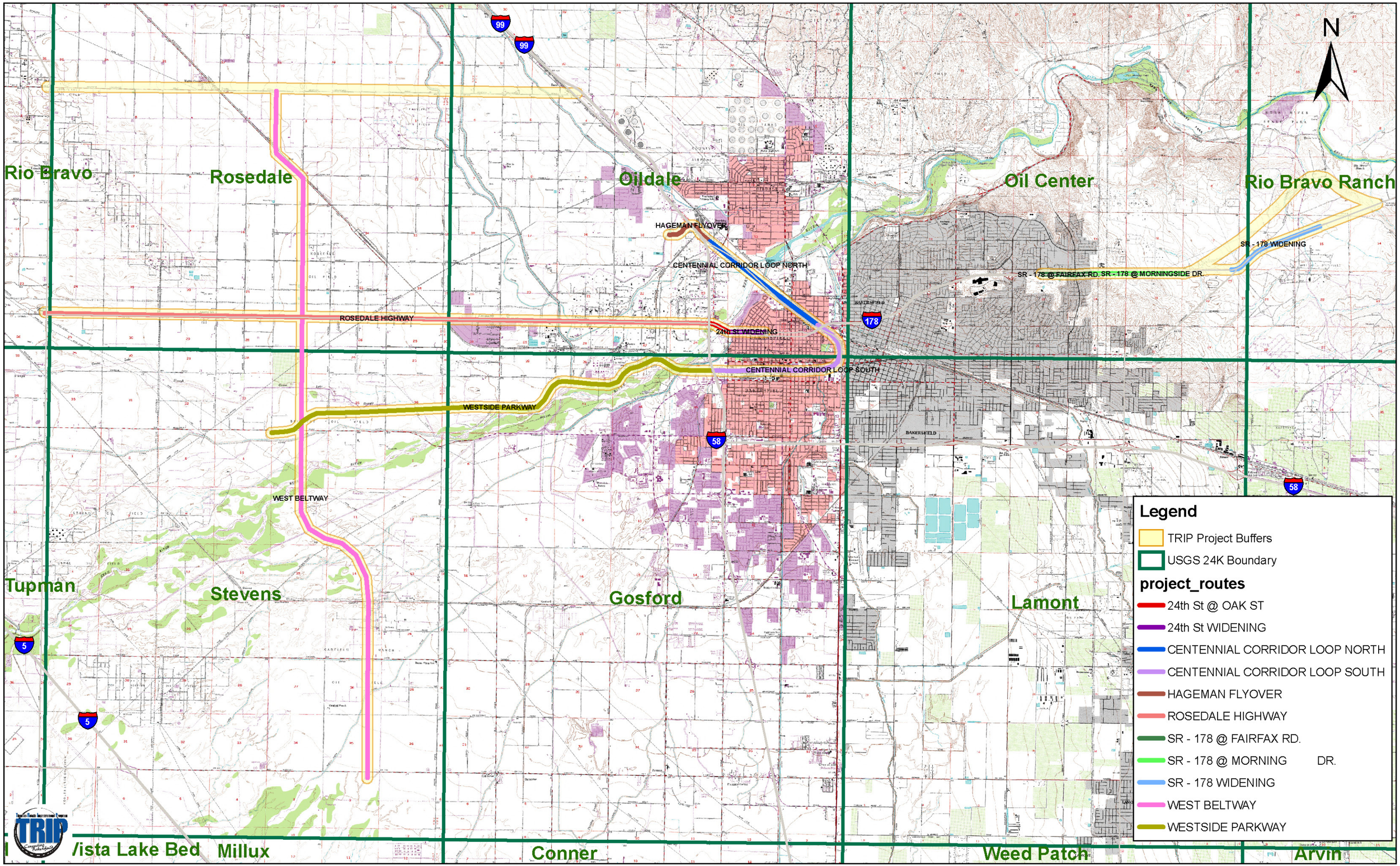
David D. Clark or Janet Wheeler
Thomas Roads Improvement Program
900 Truxtun Ave., Suite 201
Bakersfield, CA 93301
Phone: (661) 326-3490
E-mail: jwheeler@bakersfieldfreeways.us

We thank you in advance for any information you can provide.

Sincerely,

David Clark
Program Environmental Manager

enclosure



USGS 24K Quad with
Project Routes Buffered

Thomas Roads Improvement Program

900 Truxtun Avenue, Suite 200, Bakersfield, California 93301
Telephone: (661) 326-3700 • Fax: (661) 852-2195

July 30, 2007

Donna Begay, Tribal Chairwoman
Tubatulabals of Kern Valley
PO Box 226
Lake Isabella, CA 93240

Subject: Bakersfield TRIP, City of Bakersfield, Kern County

Dear Ms. Begay:

The City of Bakersfield is developing preliminary engineering and environmental documents for the Thomas Roads Improvement Program (TRIP). Eleven (11) road projects are currently identified under the Bakersfield TRIP. The routes, identified on the enclosed map, reflect the proposed corridors for new road alignments along with proposed improvements to existing roads.

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Sincerely,

David Clark
Program Environmental Manager

enclosure

Thomas Roads Improvement Program

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Telephone: (661) 326-3700 • Fax: (661) 852-2195

July 30, 2007

Ernie Garcia
Tejon Indian Tribe
22437 Via Gayo
Valencia, CA 91355

Subject: Bakersfield TRIP, City of Bakersfield, Kern County

Dear Mr. Garcia:

The City of Bakersfield is developing preliminary engineering and environmental documents for the Thomas Roads Improvement Program (TRIP). Eleven (11) road projects are currently identified under the Bakersfield TRIP. The routes, identified on the enclosed map, reflect the proposed corridors for new road alignments along with proposed improvements to existing roads.

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Sincerely,

David Clark
Program Environmental Manager

enclosure

Thomas Roads Improvement Program

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July 30, 2007

Eugene Albitre
Native American Heritage Preservation Council
3401 Aslin St.
Bakersfield, CA 93312

Subject: Bakersfield TRIP, City of Bakersfield, Kern County

Dear Mr. Albitre:

The City of Bakersfield is developing preliminary engineering and environmental documents for the Thomas Roads Improvement Program (TRIP). Eleven (11) road projects are currently identified under the Bakersfield TRIP. The routes, identified on the enclosed map, reflect the proposed corridors for new road alignments along with proposed improvements to existing roads.

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Sincerely,

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Program Environmental Manager

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Thomas Roads Improvement Program

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Telephone: (661) 326-3700 • Fax: (661) 852-2195

July 30, 2007

Harold Williams, Tribal Council Chairman
Kern Valley Indian Council
15775 Setimo Creek Road
Caliente, CA 93518

Subject: Bakersfield TRIP, City of Bakersfield, Kern County

Dear Mr. Williams:

The City of Bakersfield is developing preliminary engineering and environmental documents for the Thomas Roads Improvement Program (TRIP). Eleven (11) road projects are currently identified under the Bakersfield TRIP. The routes, identified on the enclosed map, reflect the proposed corridors for new road alignments along with proposed improvements to existing roads.

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E-mail: jwheeler@bakersfieldfreeways.us

We thank you in advance for any information you can provide.

Sincerely,

David Clark
Program Environmental Manager

enclosures

Thomas Roads Improvement Program

900 Truxtun Avenue, Suite 200, Bakersfield, California 93301
Telephone: (661) 326-3700 • Fax: (661) 852-2195

July 30, 2007

James R. Leon, Chairperson
Chumash Council of Bakersfield
P.O. Box 902
Bakersfield, CA 93302

Subject: Bakersfield TRIP, City of Bakersfield, Kern County

Dear Mr. Leon:

The City of Bakersfield is developing preliminary engineering and environmental documents for the Thomas Roads Improvement Program (TRIP). Eleven (11) road projects are currently identified under the Bakersfield TRIP. The routes, identified on the enclosed map, reflect the proposed corridors for new road alignments along with proposed improvements to existing roads.

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enclosure

Thomas Roads Improvement Program

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Telephone: (661) 326-3700 • Fax: (661) 852-2195

July 30, 2007

John B. Elliott
P.O. Box 226
Lake Isabella, CA 93240

Subject: Bakersfield TRIP, City of Bakersfield, Kern County

Dear Mr. Elliott:

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Sincerely,

David Clark
Program Environmental Manager

enclosures

Thomas Roads Improvement Program

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Telephone: (661) 326-3700 • Fax: (661) 852-2195

July 30, 2007

Julian Behill
Chumash Council of Bakersfield
2202 Arlington St.
Bakersfield, CA 93305

Subject: Bakersfield TRIP, City of Bakersfield, Kern County

Dear Julian Behill:

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Sincerely,

David Clark
Program Environmental Manager

enclosure

Thomas Roads Improvement Program

900 Truxtun Avenue, Suite 200, Bakersfield, California 93301
Telephone: (661) 326-3700 • Fax: (661) 852-2195

July 30, 2007

Kathy Van Meter, Cultural Resource Team Leader
Tejon Indian Tribe
14035 Rosedale Highway
Bakersfield, CA 93314

Subject: Bakersfield TRIP, City of Bakersfield, Kern County

Dear Ms. Van Meter:

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Sincerely,

David Clark
Program Environmental Manager

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Thomas Roads Improvement Program

900 Truxtun Avenue, Suite 200, Bakersfield, California 93301
Telephone: (661) 326-3700 • Fax: (661) 852-2195

July 30, 2007

Larry Galupe
Tule River Indian Tribe
340 N Reservation Road
Porterville, CA 93257

Subject: Bakersfield TRIP, City of Bakersfield, Kern County

Dear Mr. Galupe:

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Sincerely,

David Clark
Program Environmental Manager

enclosure

Thomas Roads Improvement Program

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Telephone: (661) 326-3700 • Fax: (661) 852-2195

July 30, 2007

Mike Sisco
Santa Rosa Rancheria
P.O. Box 8
Lemoore, CA 93245

Subject: **Bakersfield TRIP, City of Bakersfield, Kern County**

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July 30, 2007

Neil Peyron, Chairperson
Tule River Indian Tribe
Box 589
Porterville, CA 93258

Subject: Bakersfield TRIP, City of Bakersfield, Kern County

Dear Mr. Peyron:

The City of Bakersfield is developing preliminary engineering and environmental documents for the Thomas Roads Improvement Program (TRIP). Eleven (11) road projects are currently identified under the Bakersfield TRIP. The routes, identified on the enclosed map, reflect the proposed corridors for new road alignments along with proposed improvements to existing roads.

The Native American Heritage Commission was contacted on June 11, 2007 to perform a search of the Sacred Lands file. The NAHC has no record of Native American sacred sites in the immediate vicinity of the Bakersfield TRIP project areas. The NAHC included a list of Native American individuals/ organizations that may have knowledge of cultural resources within the Bakersfield TRIP project areas.

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Please review the enclosed map, which identifies the eleven (11) road projects. The map is color coded and the name of each project is indicated. If there are specific resources in or near the project locations of which we should be aware, please contact me in writing within 45 days (September 15, 2007) at the address or e-mail below:

David D. Clark or Janet Wheeler
Thomas Roads Improvement Program
900 Truxtun Ave., Suite 201
Bakersfield, CA 93301
Phone: (661) 326-3490
E-mail: jwheeler@bakersfieldfreeways.us

We thank you in advance for any information you can provide.

Sincerely,

David Clark
Program Environmental Manager

enclosure

Thomas Roads Improvement Program

900 Truxtun Avenue, Suite 200, Bakersfield, California 93301
Telephone: (661) 326-3700 • Fax: (661) 852-2195

July 30, 2007

Robert L. Gomez
2619 Driller Ave.
Bakersfield, CA 93306

Subject: Bakersfield TRIP, City of Bakersfield, Kern County

Dear Mr. Gomez:

The City of Bakersfield is developing preliminary engineering and environmental documents for the Thomas Roads Improvement Program (TRIP). Eleven (11) road projects are currently identified under the Bakersfield TRIP. The routes, identified on the enclosed map, reflect the proposed corridors for new road alignments along with proposed improvements to existing roads.

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E-mail: jwheeler@bakersfieldfreeways.us

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Sincerely,

David Clark
Program Environmental Manager

enclosure

Thomas Roads Improvement Program

900 Truxtun Avenue, Suite 200, Bakersfield, California 93301
Telephone: (661) 326-3700 • Fax: (661) 852-2195

July 30, 2007

Robert Robinson, Historic Preservation Officer
Kern Valley Indian Council
P.O. Box 401
Weldon, CA 93283

Subject: Bakersfield TRIP, City of Bakersfield, Kern County

Dear Mr. Robinson:

The City of Bakersfield is developing preliminary engineering and environmental documents for the Thomas Roads Improvement Program (TRIP). Eleven (11) road projects are currently identified under the Bakersfield TRIP. The routes, identified on the enclosed map, reflect the proposed corridors for new road alignments along with proposed improvements to existing roads.

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900 Truxtun Ave., Suite 201
Bakersfield, CA 93301
Phone: (661) 326-3490
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We thank you in advance for any information you can provide.

Sincerely,

David Clark
Program Environmental Manager

enclosure

Thomas Roads Improvement Program

900 Truxtun Avenue, Suite 200, Bakersfield, California 93301
Telephone: (661) 326-3700 • Fax: (661) 852-2195

July 30, 2007

Ron Wermuth
Kern Valley Indian Council
Box 1010
Lake Isabella, CA 93240

Subject: Bakersfield TRIP, City of Bakersfield, Kern County

Dear Mr. Wermuth:

The City of Bakersfield is developing preliminary engineering and environmental documents for the Thomas Roads Improvement Program (TRIP). Eleven (11) road projects are currently identified under the Bakersfield TRIP. The routes, identified on the enclosed map, reflect the proposed corridors for new road alignments along with proposed improvements to existing roads.

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Phone: (661) 326-3490
E-mail: jwheeler@bakersfieldfreeways.us

We thank you in advance for any information you can provide.

Sincerely,

David Clark
Program Environmental Manager

enclosure

Thomas Roads Improvement Program

900 Truxtun Avenue, Suite 200, Bakersfield, California 93301
Telephone: (661) 326-3700 • Fax: (661) 852-2195

July 30, 2007

Arianne M. Chow-Garcia, Vice Chairwoman
Chumash Council of Bakersfield
P.O. Box 902
Bakersfield, CA 93302

Subject: Bakersfield TRIP, City of Bakersfield, Kern County

Dear Ms. Chow-Garcia:

The City of Bakersfield is developing preliminary engineering and environmental documents for the Thomas Roads Improvement Program (TRIP). Eleven (11) road projects are currently identified under the Bakersfield TRIP. The routes, identified on the enclosed map, reflect the proposed corridors for new road alignments along with proposed improvements to existing roads.

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900 Truxtun Ave., Suite 201
Bakersfield, CA 93301
Phone: (661) 326-3490
E-mail: jwheeler@bakersfieldfreeways.us

We thank you in advance for any information you can provide.

Sincerely,

David Clark
Program Environmental Manager

enclosure

Thomas Roads Improvement Program

900 Truxtun Avenue, Suite 200, Bakersfield, California 93301
Telephone: (661) 326-3700 • Fax: (661) 852-2195

July 30, 2007

Clarence Atwell, Chairperson
Santa Rosa Rancheria
P.O. Box 8
Lemoore, CA 93245

Subject: Bakersfield TRIP, City of Bakersfield, Kern County

Dear Mr. Atwell:

The City of Bakersfield is developing preliminary engineering and environmental documents for the Thomas Roads Improvement Program (TRIP). Eleven (11) road projects are currently identified under the Bakersfield TRIP. The routes, identified on the enclosed map, reflect the proposed corridors for new road alignments along with proposed improvements to existing roads.

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Bakersfield, CA 93301
Phone: (661) 326-3490
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We thank you in advance for any information you can provide.

Sincerely,

David Clark
Program Environmental Manager

enclosure

Thomas Roads Improvement Program

900 Truxtun Avenue, Suite 200, Bakersfield, California 93301
Telephone: (661) 326-3700 • Fax: (661) 852-2195

July 30, 2007

David Dominquez, Cultural Resource Manager
Chumash Council of Bakersfield
P.O. Box 902
Bakersfield, CA 93302

Subject: Bakersfield TRIP, City of Bakersfield, Kern County

Dear Mr. Dominquez:

The City of Bakersfield is developing preliminary engineering and environmental documents for the Thomas Roads Improvement Program (TRIP). Eleven (11) road projects are currently identified under the Bakersfield TRIP. The routes, identified on the enclosed map, reflect the proposed corridors for new road alignments along with proposed improvements to existing roads.

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Bakersfield, CA 93301
Phone: (661) 326-3490
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We thank you in advance for any information you can provide.

Sincerely,

David Clark
Program Environmental Manager

enclosure

Thomas Roads Improvement Program

900 Truxtun Avenue, Suite 200, Bakersfield, California 93301
Telephone: (661) 326-3700 • Fax: (661) 852-2195

July 30, 2007

Delia Dominguez
Kitanemuk and Yowlumne Tejon Indians
981 N. Virginia
Covina, CA 91722

Subject: Bakersfield TRIP, City of Bakersfield, Kern County

Dear Ms. Dominguez:

The City of Bakersfield is developing preliminary engineering and environmental documents for the Thomas Roads Improvement Program (TRIP). Eleven (11) road projects are currently identified under the Bakersfield TRIP. The routes, identified on the enclosed map, reflect the proposed corridors for new road alignments along with proposed improvements to existing roads.

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Phone: (661) 326-3490
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We thank you in advance for any information you can provide.

Sincerely,

David Clark
Program Environmental Manager

enclosure

Thomas Roads Improvement Program

900 Truxtun Avenue, Suite 200, Bakersfield, California 93301
Telephone: (661) 326-3700 • Fax: (661) 852-2195

July 30, 2007

Carol A. Pulido
15011 Lockwood Valley Rd.
Frazier Park, CA 93225

Subject: Bakersfield TRIP, City of Bakersfield, Kern County

Dear Ms. Pulido:

The City of Bakersfield is developing preliminary engineering and environmental documents for the Thomas Roads Improvement Program (TRIP). Eleven (11) road projects are currently identified under the Bakersfield TRIP. The routes, identified on the enclosed map, reflect the proposed corridors for new road alignments along with proposed improvements to existing roads.

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We thank you in advance for any information you can provide.

Sincerely,

David Clark
Program Environmental Manager

enclosure

Thomas Roads Improvement Program

900 Truxtun Avenue, Suite 200, Bakersfield, California 93301
Telephone: (661) 326-3700 • Fax: (661) 852-2195

August 14, 2007

Carol A. Pulido
165 Mountain View Street
Oakview, CA 93022

Subject: Bakersfield TRIP, City of Bakersfield, Kern County

Dear Ms. Pulido:

The City of Bakersfield is developing preliminary engineering and environmental documents for the Thomas Roads Improvement Program (TRIP). Eleven (11) road projects are currently identified under the Bakersfield TRIP. The routes, identified on the enclosed map, reflect the proposed corridors for new road alignments along with proposed improvements to existing roads.

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Bakersfield, CA 93301
Phone: (661) 326-3490
E-mail: jwheeler@bakersfieldfreeways.us

We thank you in advance for any information you can provide.

Sincerely,

David Clark
Program Environmental Manager

enclosure

Thomas Roads Improvement Program

900 Truxtun Avenue, Suite 200, Bakersfield, California 93301
Telephone: (661) 326-3700 • Fax: (661) 852-2195

September 25, 2007

David Laughinghorse Robinson
P.O. Box 20849
Bakersfield, CA 93390

Subject: Bakersfield TRIP, City of Bakersfield, Kern County

Dear Mr. Robinson:

The City of Bakersfield is developing preliminary engineering and environmental documents for the Thomas Roads Improvement Program (TRIP). Eleven (11) road projects are currently identified under the Bakersfield TRIP. The routes, identified on the enclosed map, reflect the proposed corridors for new road alignments along with proposed improvements to existing roads.

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Please review the enclosed map, which identifies the eleven (11) road projects. The map is color coded and the name of each project is indicated. If there are specific resources in or near the project locations of which we should be aware, please contact me in writing within 30 days (Friday, October 26, 2007) at the address or e-mail below:

David D. Clark or Janet Wheeler
Thomas Roads Improvement Program
900 Truxtun Ave., Suite 201
Bakersfield, CA 93301
Phone: (661) 326-3490
E-mail: jwheeler@bakersfieldfreeways.us

We thank you in advance for any information you can provide.

Sincerely,

Kip Harper for

David Clark
Program Environmental Manager

enclosure

Thomas Roads Improvement Program

900 Truxtun Avenue, Suite 200, Bakersfield, California 93301
Telephone: (661) 326-3700 • Fax: (661) 852-2195

September 25, 2007

Kenneth Woodrow
1179 Rock Haven Court
Salinas, CA 93906

Subject: Bakersfield TRIP, City of Bakersfield, Kern County

Dear Mr. Woodrow:

The City of Bakersfield is developing preliminary engineering and environmental documents for the Thomas Roads Improvement Program (TRIP). Eleven (11) road projects are currently identified under the Bakersfield TRIP. The routes, identified on the enclosed map, reflect the proposed corridors for new road alignments along with proposed improvements to existing roads.

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Bakersfield, CA 93301
Phone: (661) 326-3490
E-mail: jwheeler@bakersfieldfreeways.us

We thank you in advance for any information you can provide.

Sincerely,

Kip Harper for

David Clark
Program Environmental Manager

enclosure

Harper, Kip

From: Harper, Kip
Sent: Friday, September 21, 2007 5:58 PM
To: 'dbegay@aol.com'
Subject: Bakersfield TRIP

Attachments: Begay 073007.pdf; Bakersfield TRIP_20070522_PROJECTS_USGS.jpg

On behalf of the Thomas Roads Improvement Project, also known as Bakersfield TRIP, this message is to follow-up on the letter dated July 30, 2007 sent regarding the above-referenced to your attention (see attached .pdf file and map.) The purpose of the letter was to request information on cultural resources in the eleven (11) project study areas.

Begay 073007.pdf (65 KB) Bakersfield :IP_20070522_PRO]

Kindly notify us in writing, if you have information on identified or unknown cultural resources nearby the proposed project by no later than close of business Monday, October 8, 2007. If we do not receive a response by that date, we will assume that no information will be provided by your organization or agency.

Regards,

Kip

Caprice D. (Kip) Harper, Cultural Resource Specialist
PARSONS
100 West Walnut Street, B2-02-109
Pasadena, California 91124
kip.harper@parsons.com

(626) 440-4480 *direct telephone*
(626) 440-6100 *main telephone*
(626) 440-6155 *fax*
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Harper, Kip

From: Harper, Kip
Sent: Thursday, September 27, 2007 4:39 PM
To: 'lonewolfenterprises@yahoo.com'
Subject: Bakersfield TRIP

Attachments: Begay 073007.pdf; Bakersfield TRIP_20070522_PROJECTS_USGS.jpg

Dear Josie Peterson,

On behalf of the Thomas Roads Improvement Project, also known as Bakersfield TRIP, this message is to follow-up on the letter dated July 30, 2007 sent to Donna Begay regarding the above-referenced to your attention (see attached .pdf file and map.) The purpose of the letter was to request information on cultural resources in the eleven (11) project study areas.

Begay 073007.pdf (65 KB) Bakersfield :IP_20070522_PRO:

Kindly notify us in writing, if you have information on identified or unknown cultural resources nearby the proposed project areas by no later than close of business Friday, October 12, 2007. If we do not receive a response by that date, we will assume that no information will be provided by your organization or agency.

Regards,

Kip

Caprice D. (Kip) Harper, Cultural Resource Specialist
PARSONS
100 West Walnut Street, B2-02-109
Pasadena, California 91124
kip.harper@parsons.com

(626) 440-4480 *direct telephone*
(626) 440-6100 *main telephone*
(626) 440-6155 *fax*
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Harper, Kip

From: Harper, Kip
Sent: Friday, September 21, 2007 5:49 PM
To: 'chumashtribe@sbcglobal.net'
Subject: Bakersfield TRIP

Attachments: Chow-Garcia 073007.pdf; Bakersfield TRIP_20070522_PROJECTS_USGS.jpg; Leon 073007.pdf

On behalf of the Thomas Roads Improvement Project, also known as Bakersfield TRIP, this message is to follow-up on the letter dated July 30, 2007 sent regarding the above-referenced to your attention (see attached .pdf file and map.) The purpose of the letter was to request information on cultural resources in the eleven (11) project study areas.

Chow-Garcia 073007.pdf (66 KB) | Bakersfield TRIP_20070522_PROJ | Leon 073007.pdf (64 KB)

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Regards,

Kip

Caprice D. (Kip) Harper, Cultural Resource Specialist
PARSONS
100 West Walnut Street, B2-02-109
Pasadena, California 91124
kip.harper@parsons.com

(626) 440-4480 *direct telephone*
(626) 440-6100 *main telephone*
(626) 440-6155 *fax*
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Harper, Kip

From: Harper, Kip
Sent: Friday, September 21, 2007 5:56 PM
To: 'indiangunslinger@hotmail.com'
Subject: Bakersfield TRIP

Attachments: Elliott 073007.pdf; Bakersfield TRIP_20070522_PROJECTS_USGS.jpg

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Elliott 073007.pdf (63 KB) Bakersfield :IP_20070522_PRO]

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PARSONS
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kip.harper@parsons.com

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(626) 440-6155 *fax*
www.parsons.com
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Harper, Kip

From: Harper, Kip
Sent: Friday, September 21, 2007 5:57 PM
To: 'planning@tulerivertribe-nsn.gov'
Subject: Bakersfield TRIP

Attachments: Galupe 073007.pdf; Bakersfield TRIP_20070522_PROJECTS_USGS.jpg

On behalf of the Thomas Roads Improvement Project, also known as Bakersfield TRIP, this message is to follow-up on the letter dated July 30, 2007 sent regarding the above-referenced to your attention (see attached .pdf file and map.) The purpose of the letter was to request information on cultural resources in the eleven (11) project study areas.

Galupe 073007.pdf (64 KB) Bakersfield :IP_20070522_PRO]

Kindly notify us in writing, if you have information on identified or unknown cultural resources nearby the proposed project by no later than close of business Monday, October 8, 2007. If we do not receive a response by that date, we will assume that no information will be provided by your organization or agency.

Regards,

Kip

Caprice D. (Kip) Harper, Cultural Resource Specialist
PARSONS
100 West Walnut Street, B2-02-109
Pasadena, California 91124
kip.harper@parsons.com

(626) 440-4480 *direct telephone*
(626) 440-6100 *main telephone*
(626) 440-6155 *fax*
www.parsons.com
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Harper, Kip

From: Harper, Kip
Sent: Friday, September 21, 2007 5:55 PM
To: 'warmoose@earthlink.net'
Subject: Bakersfield TRIP

Attachments: Wermuth 073007.pdf; Bakersfield TRIP_20070522_PROJECTS_USGS.jpg

On behalf of the Thomas Roads Improvement Project, also known as Bakersfield TRIP, this message is to follow-up on the letter dated July 30, 2007 sent regarding the above-referenced to your attention (see attached .pdf file and map.) The purpose of the letter was to request information on cultural resources in the eleven (11) project study areas.

Wermuth 073007.pdf (63 KB) Bakersfield IP_20070522_PROJ

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Kip

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Harper, Kip

From: Harper, Kip
Sent: Friday, September 21, 2007 5:47 PM
To: 'behills5787@yahoo.com'
Subject: Bakersfield TRIP

Attachments: Behill 073007.pdf; Bakersfield TRIP_20070522_PROJECTS_USGS.jpg

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Behill 073007.pdf (64 KB)

Bakersfield TRIP_20070522_PROJ

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Regards,

Kip

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Harper, Kip

From: Mail Delivery Subsystem [MAILER-DAEMON@dalsmtpmx01.parsons.com]
Sent: Friday, September 21, 2007 5:48 PM
To: Harper, Kip
Subject: Return receipt

Attachments: ATT121213.txt; ATT121214.txt

ATT121213.txt (640 B) ATT121214.txt (2 KB)

The original message was received at Fri, 21 Sep 2007 19:47:35 -0500 from dalimss01.parsons.com [172.21.212.38]

----- The following addresses had successful delivery notifications ----- <behills5787@yahoo.com> (relayed to non-DSN-aware mailer)

----- Transcript of session follows ----- <behills5787@yahoo.com>... relayed; expect no further notifications

Harper, Kip

From: Mail Delivery Subsystem [MAILER-DAEMON@dalsmtpmx01.parsons.com]
Sent: Friday, September 21, 2007 5:53 PM
To: Harper, Kip
Subject: Return receipt

Attachments: ATT121333.txt; ATT121334.txt

ATT121333.txt (658 B) ATT121334.txt (2 KB)

```
                    The original message was received at Fri, 21 Sep 2007 19:50:11
-0500 from dalimss01.parsons.com [172.21.212.38]

   ----- The following addresses had successful delivery notifications -----
<chumashtribe@sbcglobal.net>  (relayed to non-DSN-aware mailer)

   ----- Transcript of session follows -----
451 4.4.1 reply: read error from sbcmx4.prodigy.net.
<chumashtribe@sbcglobal.net>... relayed; expect no further notifications
```

Harper, Kip

From: System Administrator
To: tokvadave@aol.com
Sent: Friday, September 21, 2007 5:52 PM
Subject: Undeliverable: Bakersfield TRIP

Your message did not reach some or all of the intended recipients.

Subject: Bakersfield TRIP
Sent: 9/21/2007 5:52 PM

The following recipient(s) could not be reached:

tokvadave@aol.com on 9/21/2007 5:52 PM
The e-mail account does not exist at the organization this message was sent to. Check the e-mail address, or contact the recipient directly to find out the correct address.
< dalsmtpmx01.parsons.com #5.1.1 SMTP; 550 MAILBOX NOT FOUND>

Harper, Kip

From: warmoose [warmoose@earthlink.net]
Sent: Friday, September 21, 2007 6:57 PM
To: Harper, Kip
Subject: Read: Bakersfield TRIP

Attachments: ATT157419.txt

ATT157419.txt
(458 B)

This is a receipt for the mail you sent to <warmoose@earthlink.net> at 9/21/2007 5:55 PM

This receipt verifies that the message has been displayed on the recipient's computer at 9/21/2007 6:56 PM

Harper, Kip

From: Mail Delivery Subsystem [MAILER-DAEMON@dalsmtpmx01.parsons.com]
Sent: Friday, September 21, 2007 5:56 PM
To: Harper, Kip
Subject: Return receipt

Attachments: ATT121384.txt; ATT121385.txt

ATT121384.txt (643 B) ATT121385.txt (2 KB)

The original message was received at Fri, 21 Sep 2007 19:55:49 -0500 from dalimss01.parsons.com [172.21.212.38]

----- The following addresses had successful delivery notifications -----
<warmoose@earthlink.net> (relayed to non-DSN-aware mailer)

----- Transcript of session follows ----- <warmoose@earthlink.net>... relayed; expect no further notifications

Harper, Kip

From: Mail Delivery Subsystem [MAILER-DAEMON@dalsmtpmx01.parsons.com]
Sent: Friday, September 21, 2007 5:57 PM
To: Harper, Kip
Subject: Return receipt

Attachments: ATT121426.txt; ATT121427.txt

ATT121426.txt (636 B) ATT121427.txt (2 KB)

The original message was received at Fri, 21 Sep 2007 19:57:04 -0500 from dalimss01.parsons.com [172.21.212.38]

----- The following addresses had successful delivery notifications -----
<indiangunslinger@hotmail.com> (relayed to non-DSN-aware mailer)

----- Transcript of session follows ----- <indiangunslinger@hotmail.com>... relayed; expect no further notifications

Harper, Kip

From: Mail Delivery Subsystem [MAILER-DAEMON@dalsmtpmx01.parsons.com]
Sent: Friday, September 21, 2007 5:59 PM
To: Harper, Kip
Subject: Return receipt

Attachments: ATT121473.txt; ATT121474.txt

ATT121473.txt (666 B) ATT121474.txt (2 KB)

The original message was received at Fri, 21 Sep 2007 19:58:11 -0500 from dalimss01.parsons.com [172.21.212.38]

----- The following addresses had successful delivery notifications -----
<planning@tulerivertribe-nsn.gov> (relayed to non-DSN-aware mailer)

----- Transcript of session follows ----- <planning@tulerivertribe-nsn.gov>... relayed; expect no further notifications

Harper, Kip

From: Mail Delivery Subsystem [MAILER-DAEMON@dalsmtpmx01.parsons.com]
Sent: Friday, September 21, 2007 5:59 PM
To: Harper, Kip
Subject: Return receipt

Attachments: ATT121501.txt; ATT121502.txt

ATT121501.txt (600 B) ATT121502.txt (2 KB)

The original message was received at Fri, 21 Sep 2007 19:58:56 -0500 from dalimss01.parsons.com [172.21.212.38]

----- The following addresses had successful delivery notifications -----
<dbegay@aol.com> (relayed to non-DSN-aware mailer)

----- Transcript of session follows ----- <dbegay@aol.com>... relayed; expect no further notifications

Harper, Kip

From: Mail Delivery Subsystem [MAILER-DAEMON@dalsmtpmx01.parsons.com]
Sent: Thursday, September 27, 2007 4:42 PM
To: Harper, Kip
Subject: Return receipt

Attachments: ATT393845.txt; ATT393846.txt

ATT393845.txt (656 B) ATT393846.txt (2 KB)

The original message was received at Thu, 27 Sep 2007 18:40:46 -0500 from dalimss01.parsons.com [172.21.212.38]

----- The following addresses had successful delivery notifications -----
<lonewolfenterprises@yahoo.com> (relayed to non-DSN-aware mailer)

----- Transcript of session follows ----- <lonewolfenterprises@yahoo.com>... relayed; expect no further notifications

Harper, Kip

From: Mailer-Daemon@sccqmxc95.asp.att.net
Sent: Friday, September 21, 2007 5:54 PM
To: Harper, Kip
Subject: Delivery Notification

Attachments: ATT121373.txt; ATT121374.txt

ATT121373.txt (362 B) ATT121374.txt (2 KB)

Your message was successfully delivered to:

brobinson@mchsi.com

Harper, Kip

From: warmoose@earthlink.net
Sent: Friday, September 21, 2007 5:55 PM
To: Harper, Kip
Subject: Re: Bakersfield TRIP

I apologize for this automatic reply to your email.

To control spam, I now allow incoming messages only from senders I have approved beforehand.

If you would like to be added to my list of approved senders, please fill out the short request form (see link below). Once I approve you, I will receive your original message in my inbox. You do not need to resend your message. I apologize for this one-time inconvenience.

Click the link below to fill out the request:

https://webmail.pas.earthlink.net/wam/addme?a=warmoose@earthlink.net&id=1iyTgXhT3Nl36L0

Harper, Kip

From: Robert Gomez [tcaigump@att.net]
Sent: Wednesday, September 26, 2007 10:04 AM
To: Harper, Kip
Subject: TRIP
Attachments: ThomasRoads.doc

Hi Kip, here is the document I promised. Call me if you have any questions.

Thanks, Robert

Robert Gomez, Jr., MPA
Native American Consultant

September 26, 2007

Ms. Kip Harper, Archaeologist
Parson Transportation Group

After reviewing your documents and the areas to be affected by this enormous project, I am submitting the following comments.

With regards to the Rosedale Highway Plan, I would recommend a walk through survey and consultations at the onset and throughout strategic junctures of the project life. During a walk through survey with CalTrans several years ago, we discovered some scattered flakes and several pieces of Chinese pottery and military ammunition circa 1870s.

The two other areas that concern me are the West Belt Way and the South Belt Way. The West Belt Way transects areas that have recorded sites and the potential for future discovery is great. It is in the path that Bakersfield City Planning has focused for development and sites have been discovered with their development areas. The Mc Allister Ranch Project is the most recent development.

Please note the following recommendations for this project and I re-emphasize that Native American consultation should be included at all phases of the project.

- Native American consultations should be included in all phases of the project. This would be appropriate if there are long-range planning phases involved.
- Given the enormity of the project area, and previously recorded sites throughout Kern County, the probably of locating other Native American sites is high. Therefore, it is imperative that Native Americans should be provided with walk-through, drive-by surveys.
- Consideration should be made in terms of creating a Native American interpretative center within the project area; with an area set aside for Native American use as a cultural area.
- In terms of CEQA provisions as they relate to archaeological sites, Native American artifacts and burial sites, I propose the following be adhered to:

1. In terms of burial sites discovered, my position is an "In Situ" provision, wherein all burial sites will be left intact and not moved.
2. All Native American artifacts, funerary objects, and cultural resources are the property of Native Americans and should be held in repository until a suitable location for deposit can be found or created.
3. Under no circumstances, should any burial or skeletal remains found, be subjected to any type of scientific investigation that would destroy or alter it from its original form.
4. Native Americans should be consulted and be present at all phases of the project and in-particular during any sub-surface excavations.
5. Appropriate notifications in accordance with CEQA or NHPA, section 106 should be made to Native American consultants, whichever is appropriate.
6. Provisions should be made for Native American ceremonies as they relate to burial sites.

Please feel free to contact me via mail or telephone if you have any other questions or comments. I anticipate remaining on your mailing list for further consultation.

Respectfully,

Robert Gomez, Jr.
Native American Consultant

2619 Driller Ave.
Bakersfield, CA 93306

Ph: 661-871-4760
Cell: 661-321-6007
email: tcaigump@att.net

Harper, Kip

From: Harper, Kip
Sent: Tuesday, November 27, 2007 5:22 PM
To: 'Robert Gomez'
Subject: RE: TRIP

Hi Robert,

Okay, I am finally getting back to you regarding the South Beltway project. This project is not going to be built after all. It's dead. I thought that you might like to know.

Regards,

Kip

Caprice D. (Kip) Harper, Cultural Resource Specialist, M.A.
PARSONS
(626) 440-4480 direct line
(626) 440-6155 fax number
kip.harper@parsons.com

From: Robert Gomez [mailto:tcaigump@att.net]
Sent: Thursday, September 27, 2007 10:31 AM
To: Harper, Kip
Subject: Re: TRIP

Kip, then I'm confused. According to the TRIP Website, it gives the project description of South Beltway Project, extending I-5 near SR -119 to SR-58. This is a project that I'm particularly familiar with since its onset. I had made comments and attended several meetings regarding this project approximately ten years ago. I'm assuming now that it's was incorporated into the TRIP funds.

Let me know. Thanks, Robert

> ----- Original Message -----
> **From:** Harper, Kip
> **To:** Robert Gomez
> **Sent:** Wednesday, September 26, 2007 5:35 PM
> **Subject:** RE: TRIP
>
> Hi Robert,
>
> I have a question regarding your letter...you specifically mention Rosedale Parkway, West Beltway and the *South Beltway.* We don't have a project called the "South Beltway." Do you mean Westside Parkway or Centennial Corridor Loop South instead? Please let me know when you get a chance. I have attached the project map for you convenience.
>
> Regards,
>
> Kip
>
> Caprice D. (Kip) Harper, Cultural Resource Specialist, M.A.
> **PARSONS**
> *(626) 440-4480 direct line*
> *(626) 440-6155 fax number*
> *kip.harper@parsons.com*

Harper, Kip

From: Josie Petersen [lonewolfenterprises@yahoo.com]
Sent: Monday, October 01, 2007 1:14 PM
To: Harper, Kip
Subject: Re: Bakersfield TRIP

Kip Harper:
Thank you for your e-mail. I have to go over this with one other person. I will certainly have a reply for you no later than October 12, probably before.

"Harper, Kip" <Kip.Harper@parsons.com> wrote:

> Dear Josie Peterson,
> On behalf of the Thomas Roads Improvement Project, also known as Bakersfield TRIP, this message is to follow-up on the letter dated July 30, 2007 sent to Donna Begay regarding the above-referenced to your attention (see attached .pdf file and map.) The purpose of the letter was to request information on cultural resources in the eleven (11) project study areas.
> <<Begay 073007.pdf>> <<Bakersfield TRIP_20070522_PROJECTS_USGS.jpg>>
> Kindly notify us in writing, if you have information on identified or unknown cultural resources nearby the proposed project areas by no later than close of business Friday, October 12, 2007. If we do not receive a response by that date, we will assume that no information will be provided by your organization or agency.
> Regards,
> Kip
> Caprice D. (Kip) Harper, Cultural Resource Specialist
> PARSONS
> 100 West Walnut Street, B2-02-109
> Pasadena, California 91124
> kip.harper@parsons.com
> (626) 440-4480 *direct telephone*
> (626) 440-6100 *main telephone*
> (626) 440-6155 *fax*
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Building a website is a piece of cake.
Yahoo! Small Business gives you all the tools to get online.

Harper, Kip

From: Harper, Kip
Sent: Monday, September 24, 2007 8:55 AM
To: 'warmoose'
Subject: RE: Bakersfield TRIP

Ron,

Thank you for the information. Your input is greatly appreciated.

Regards,

Kip

Caprice D. (Kip) Harper, Cultural Resource Specialist, M.A.
PARSONS
(626) 440-4480 direct line
(626) 440-6155 fax number
kip.harper@parsons.com

From: warmoose [mailto:warmoose@earthlink.net]
Sent: Friday, September 21, 2007 7:23 PM
To: Harper, Kip
Cc: bill mungary
Subject: Re: Bakersfield TRIP

In response to your inquiry as to cultural resources in the eleven (11) project study areas. The Kern river channel bed has Native American village sites nearly the whole reach from the Kern canyon to the Buena Vista lake shore. The kern river in the prehistoric period would meander as all wild rivers would do. As so the natives would do also. (move as the river channel would move) Historic times has changed the flow of the river and development of the low lands of south Bakersfield has been disastrous to the ancient native sites.

Ron Wermuth
PO Box 168
Kernville,CA 93238
Ph.# 760 376 4240
Cell 916 717 1176
crwermuth@mchsi.com
ronwermuth@gmail.com

> ----- Original Message -----
> **From:** Harper, Kip
> **To:** warmoose@earthlink.net
> **Sent:** Friday, September 21, 2007 5:55 PM
> **Subject:** Bakersfield TRIP
>
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> Kindly notify us in writing, if you have information on identified or unknown cultural resources nearby the proposed project by no later than close of business Monday, October 8, 2007. If we do not receive a response by that date, we will assume that no information will be provided by your organization or agency.

Regards,
Kip

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100 West Walnut Street, B2-02-109
Pasadena, California 91124
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Harper, Kip

From: warmoose [warmoose@earthlink.net]
Sent: Friday, September 21, 2007 7:23 PM
To: Harper, Kip
Cc: bill mungary
Subject: Re: Bakersfield TRIP

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Ron Wermuth
PO Box 168
Kernville,CA 93238
Ph.# 760 376 4240
Cell 916 717 1176
crwermuth@mchsi.com
ronwermuth@gmail.com

----- Original Message -----
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To: warmoose@earthlink.net
Sent: Friday, September 21, 2007 5:55 PM
Subject: Bakersfield TRIP

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Regards,
Kip

Caprice D. (Kip) Harper, Cultural Resource Specialist
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DEPARTMENT OF TRANSPORTATION
DISTRICT 6
855 M STREET, SUITE 200
FRESNO, CA 93721-2716
PHONE (559) 445-6250
FAX (559) 445-6236
TTY (559) 488-4066

Flex your power!
Be energy efficient!

December 21, 2011

Kudzubitchwanap Palap Tribe
Mr. Robert Gomez
2619 Driller Ave.
Bakersfield, CA 93306

Dear Mr. Gomez:

In 2007 you were contacted regarding the City of Bakersfield's Thomas Roads Improvement Program (TRIP). Eleven (11) road projects were identified under the Bakersfield TRIP. The routes reflect the proposed corridors for new road alignments along with proposed improvements to existing roads. Currently, the City of Bakersfield is planning the portion of TRIP named Centennial Corridor, an extension of State Route 58 and its articulation with State Route 99. Because of the lapse of time since the initial request was sent in 2007, we are contacting those individuals who requested to be kept apprised of future developments. BonTerra Consulting is completing the Environmental Impact Report for the project and is acting as a representative of TRIP for this consultation. If you have any questions or comments regarding cultural resources concerns you can contact Patrick Maxon, RPA at the following address.

BonTerra Consulting
Irvine | Pasadena
2 Executive Circle, Suite 175
Irvine, CA 92614
T: (714) 444-9199 F: (714) 444-9599
www.BonTerraConsulting.com

Please review the enclosed maps, which depict the Centennial Corridor Project. If you have any question about the project you can also contact Caltrans Environmental Coordinator, Richard Putler at (559) 445-6268, richard_putler@dot.ca.gov. I can be reached at (559) 445-6250, or by email at mandy_marine@dot.ca.gov.

Sincerely,

MANDY MARINE
District 6 Native American Coordinator
Central California Cultural Resources Branch

Attachment: Maps

DEPARTMENT OF TRANSPORTATION
DISTRICT 6
855 M STREET, SUITE 200
FRESNO, CA 93721-2716
PHONE (559) 445-6250
FAX (559) 445-6236
TTY (559) 488-4066

Flex your power!
Be energy efficient!

December 21, 2011

Tubatulabals of Kern Valley
Ms. Donna Miranda Begay, Chairperson
P.O. Box 226
Lake Isabella, CA 93240

Dear Chairperson Begay:

In 2007 you were contacted regarding the City of Bakersfield's Thomas Roads Improvement Program (TRIP). Eleven (11) road projects were identified under the Bakersfield TRIP. The routes reflect the proposed corridors for new road alignments along with proposed improvements to existing roads. Currently, the City of Bakersfield is planning the portion of TRIP named Centennial Corridor, an extension of State Route 58 and its articulation with State Route 99. Because of the lapse of time since the initial request was sent in 2007, we are contacting those individuals who requested to be kept apprised of future developments. BonTerra Consulting is completing the Environmental Impact Report for the project and is acting as a representative of TRIP for this consultation. If you have any questions or comments regarding cultural resources concerns you can contact Patrick Maxon, RPA at the following address.

BonTerra Consulting
Irvine | Pasadena
2 Executive Circle, Suite 175
Irvine, CA 92614
T: (714) 444-9199 F: (714) 444-9599
www.BonTerraConsulting.com

Please review the enclosed maps, which depict the Centennial Corridor Project. If you have any question about the project you can also contact Caltrans Environmental Coordinator, Richard Putler at (559) 445-6268, richard_putler@dot.ca.gov. I can be reached at (559) 445-6250, or by email at mandy_marine@dot.ca.gov.

Sincerely,

MANDY MARINE
District 6 Native American Coordinator
Central California Cultural Resources Branch

Attachment: Maps

"Caltrans improves mobility across California"

DEPARTMENT OF TRANSPORTATION
DISTRICT 6
855 M STREET, SUITE 200
FRESNO, CA 93721-2716
PHONE (559) 445-6250
FAX (559) 445-6236
TTY (559) 488-4066

Flex your power!
Be energy efficient!

December 21, 2011

Kern Valley Indian Council
Mr. Bob Robinson Co-Chairperson
P.O. Box 401
Weldon, CA 93283

Dear Mr. Robinson:

In 2007 you were contacted regarding the City of Bakersfield's Thomas Roads Improvement Program (TRIP). Eleven (11) road projects were identified under the Bakersfield TRIP. The routes reflect the proposed corridors for new road alignments along with proposed improvements to existing roads. Currently, the City of Bakersfield is planning the portion of TRIP named Centennial Corridor, an extension of State Route 58 and its articulation with State Route 99. Because of the lapse of time since the initial request was sent in 2007, we are contacting those individuals who requested to be kept apprised of future developments. BonTerra Consulting is completing the Environmental Impact Report for the project and is acting as a representative of TRIP for this consultation. If you have any questions or comments regarding cultural resources concerns you can contact Patrick Maxon, RPA at the following address.

BonTerra Consulting
Irvine | Pasadena
2 Executive Circle, Suite 175
Irvine, CA 92614
T: (714) 444-9199 F: (714) 444-9599
www.BonTerraConsulting.com

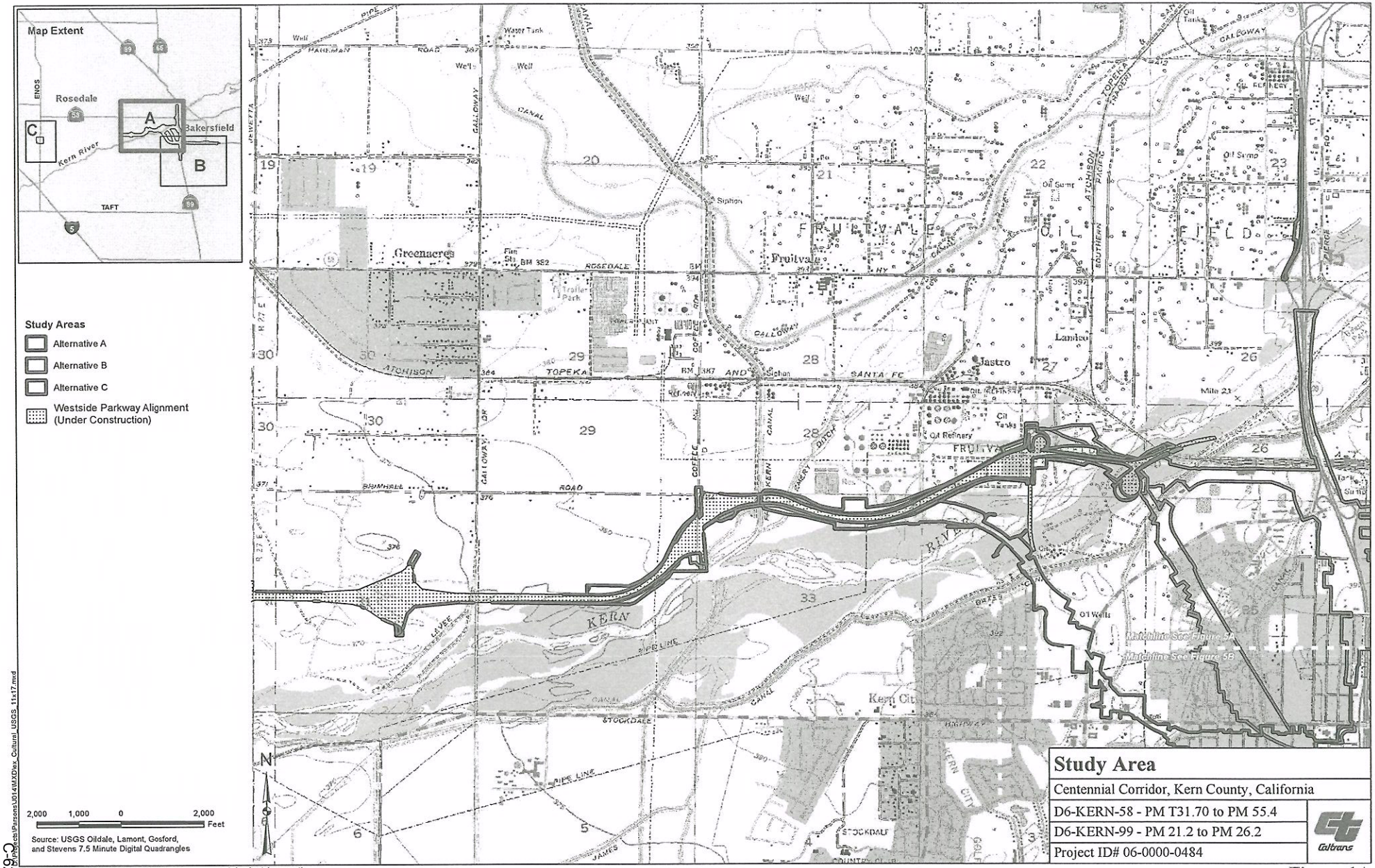
Please review the enclosed maps, which depict the Centennial Corridor Project. If you have any question about the project you can also contact Caltrans Environmental Coordinator, Richard Putler at (559) 445-6268, richard_putler@dot.ca.gov. I can be reached at (559) 445-6250, or by email at mandy_marine@dot.ca.gov.

Sincerely,

MANDY MARINE
District 6 Native American Coordinator
Central California Cultural Resources Branch

Attachment: Maps

"Caltrans improves mobility across California"



Study Area

Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.70 to PM 55.4

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 1A

(Rev 12/19/2011 JFG) Projects\Parsons\J014\Graphics\Segment1_Cultural\ex1_lv_usgs.pdf

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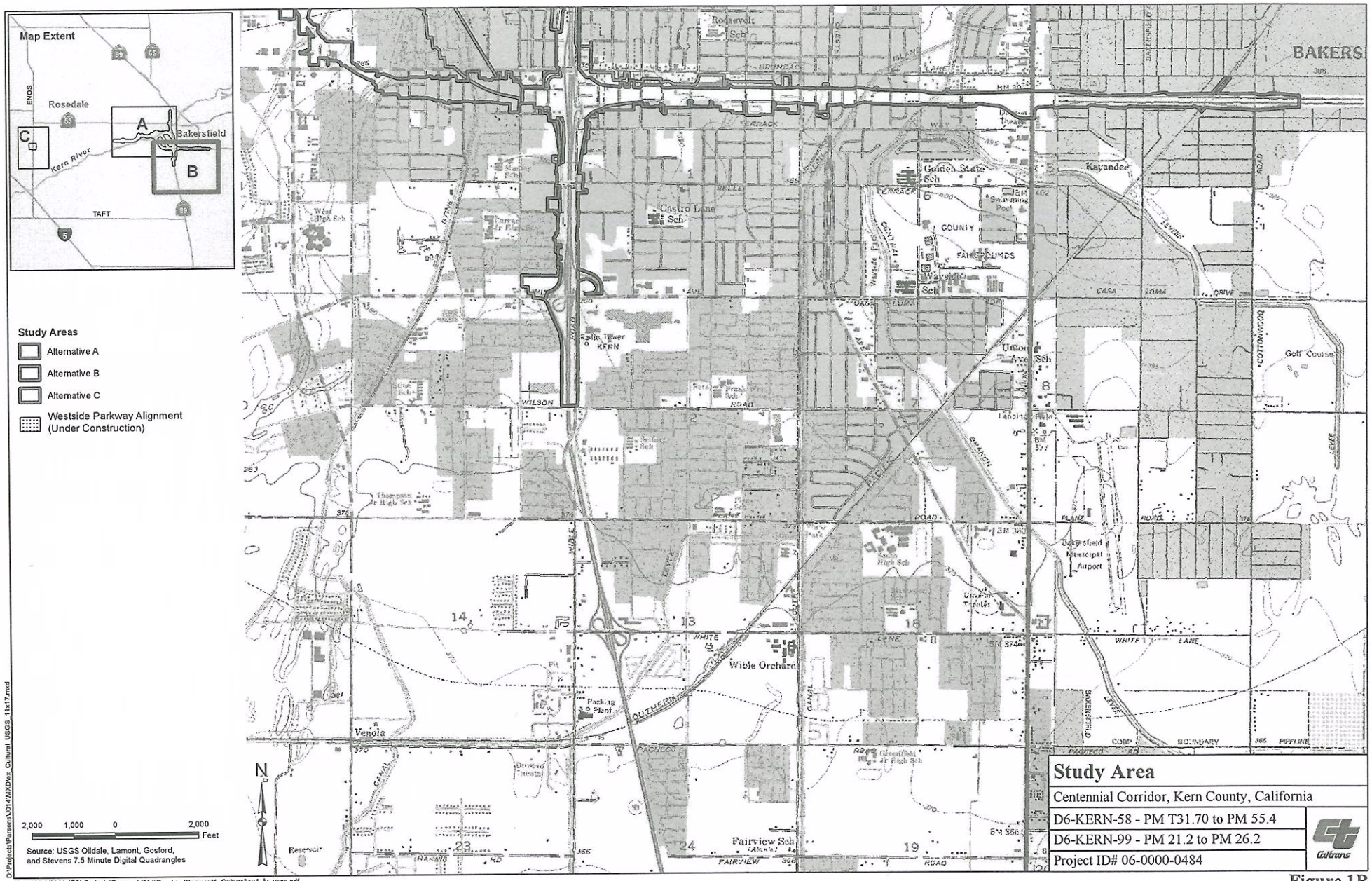

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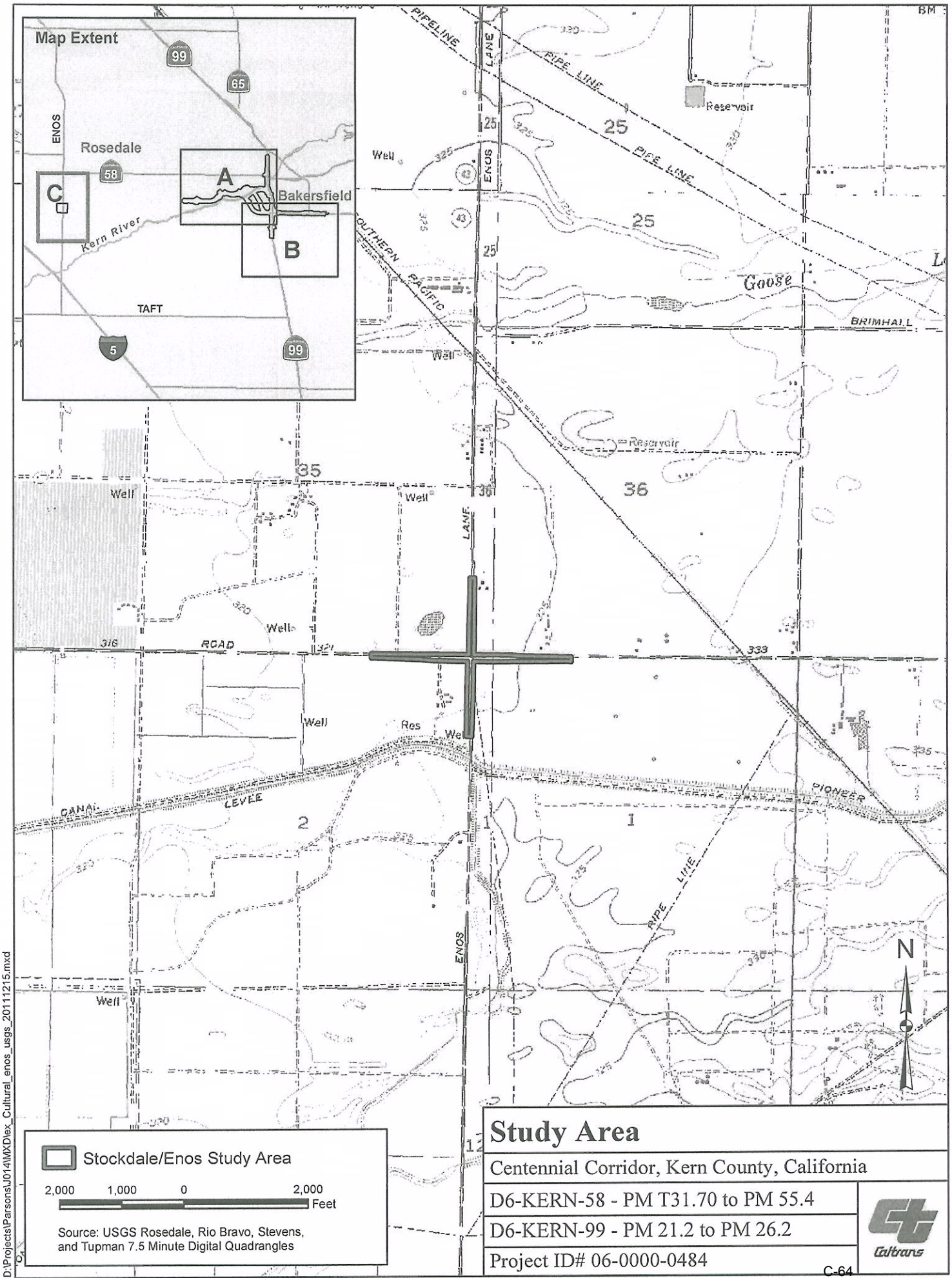
Figure 1B



Study Area

Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.70 to PM 55.4

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

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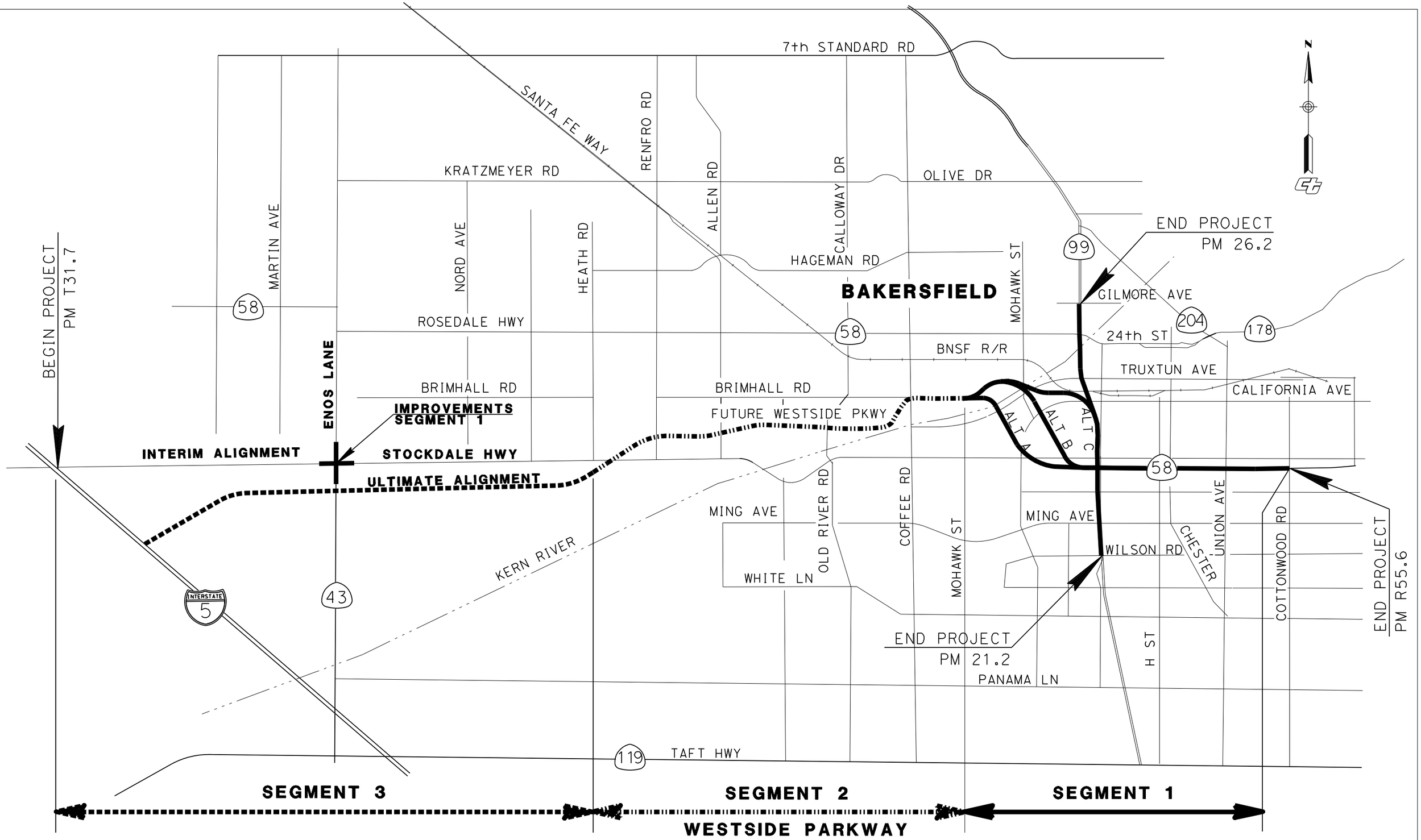
Figure 1C



CENTENNIAL VICINITY MAP

NOT TO SCALE

Appendix D Segment 2 – Revalidation Memo

Centennial Corridor Project
Segment 2—Westside Parkway
Cultural Resources Technical Memorandum

April 2012

1.0 Purpose of the Technical Memorandum

In January 2007, the Westside Parkway Final Environmental Assessment (EA) and Environmental Impact Report (EIR) was completed and approved by the Federal Highway Administration (FHWA), California Department of Transportation (Caltrans), and City of Bakersfield (City). This document evaluated environmental impacts for the proposed 8.1-mile-long east-west freeway that extends from Heath Road at Stockdale Highway to a point near State Route 99 at Truxtun Avenue in Bakersfield and an unincorporated portion of Kern County (see Attachment 1). Since approval of the EA/EIR, a number of design refinements have been necessary and revalidation reports were prepared to assess the potential environmental impacts associated with the design refinements. As part of the Centennial Corridor Project, additional design refinements to the Westside Parkway are proposed.

This Cultural Resources Technical Memorandum was prepared to assess the changes in environmental setting, circumstances, impacts, and avoidance, minimization or mitigation measures resulting from the project's design refinements as compared to the approved 2007 EA/EIR.

2.0 Project Description

Incorporation of the Westside Parkway as part of Centennial Corridor would require minor modifications to the approved design plans. This would include the addition of auxiliary lanes and changes to ramps. However, the impacts associated with these improvements are being addressed as part of Segment 1. This technical memorandum is focused on the potential impacts associated with the designation of the roadway as State Route 58 and providing the connection to the existing State Route 58 freeway, State Route 99, and ultimately to Interstate 5.

3.0 Change in Environmental Setting

A Historic Properties Survey Report (HPSR) and an Archaeological Survey Report (ASR) were prepared by FHWA (2004) in conjunction with the preparation of the Westside Parkway Final Environmental Assessment (EA) and Environmental Impact

Report (EIR). The Area of Potential Effects (APE) was set at 150 meters (500 feet) beyond the planned centerlines of the Westside Parkway and Mohawk Street extension. The study identifies four archaeological sites in the vicinity of the Westside Parkway right-of-way: CA-KER-167, CA-KER-3072, IF-KER-675, and IF-KER-676. CA-KER-167 is not located within the project's Area of Potential Effect (APE). The study determines that, based on preliminary design, construction of the Westside Parkway would not impact CA-KER-3072. For this reason, CA-KER-3072 was not tested to determine if it is potentially eligible for inclusion in the National Register of Historic Places (NRHP). Subsequently, the location of CA-KER-3072 was visited by archaeologists to evaluate its current condition. The site was no longer present at its recorded location and it was determined that it may have been accidentally removed during mitigation for an oil spill unrelated to the Westside Parkway project (Gross and Davis 2010). Sites IF-KER-675 and IF-KER-676 were determined not to be eligible for the NRHP and do not meet criteria for inclusion in the California Register of Historical Resources (CRHR). A Revalidation memo for cultural resources for Westside Parkway was completed in 2009 and revised in 2010. It included the updated information for CA-KER-3072.

The designating of the Westside Parkway as State Route 58 and creating a connection to the existing State Route 58 freeway, State Route 99, and ultimately to Interstate 5 would cause no changes in environmental setting pertaining to archaeological resources.

4.0 Change in Environmental Circumstances

There have been no new regulations that would that influence the evaluation of cultural resources since the approval of the 2007 EA/EIR. Since the certification of the environmental document, construction on the roadway has begun. There is ground disturbance occurring at the site, though the change in circumstances is consistent with the assumptions in the EIR/EA. There have been no resources identified as part of the construction activities that would require new studies associated with the designation of the Westside Parkway as State Route 58 and creating a connection to the existing State Route 58 freeway, State Route 99, and ultimately to Interstate 5.

5.0 Change in Environmental Impact

Designating the Westside Parkway as State Route 58, and creating a connection to the existing State Route 58 freeway, State Route 99, and ultimately to Interstate 5 would cause no changes in environmental impacts pertaining to archaeological resources for

Segment 2 of the Centennial Corridor. The designation as State Route 58 would not increase the roadway's footprint.

6.0 Avoidance, Minimization, and Mitigation Measures Since Last Document Was Approved

The following specific archaeological mitigation measures were adopted for the Westside Parkway project and are still applicable. No modifications to the measures are required.

1. Once the project area has been staked and prior to any excavation, the project contractor should request a qualified archaeologist to relocate CA-KER-3072 to determine whether the site would be directly impacted by construction. Should the retained archaeologist find that this site would be directly impacted by construction, Caltrans policy should be followed with the purpose of determining significance of the site. Should testing take place and should the site be found to be significant, the site shall either be avoided or excavated.

2. The evidence suggests that cultural resources would not be uncovered during construction, and it is not recommended that archaeological monitoring take place during construction. However, should cultural resources be encountered during construction, the City should contract with a qualified archaeologist to determine if the find is potentially significant. Under this condition, monitoring should then take place until the project archaeologist determines that monitoring can be discontinued.

3. If suspected human remains are encountered during excavations associated with this project, all work shall halt and the county coroner shall be notified (Section 5097.98 of the *California Public Resources Code*). The county coroner would determine whether the remains are of forensic interest. If the county coroner, with the aid of the City-approved archaeologist, determines that the remains are prehistoric, he/she would contact the NAHC. The NAHC would be responsible for designating the most likely descendant (MLD), who would be responsible for the ultimate disposition of the remains as required by Section 7050.5 of the *California Health and Safety Code.* The MLD would make his/her recommendations within 48 hours of being granted access to the site. This recommendation may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials (Section 7050.5 of the *California Health and Safety Code*).

Designating the Westside Parkway as State Route 58 and creating a connection to the existing State Route 58 freeway, State Route 99, and ultimately to Interstate 5 would cause no changes in avoidance, minimization, and mitigation measures for the project pertaining to archaeological resources.

7.0 List of Preparers

Patrick Maxon, Director – Cultural Resources, M.A., Anthropology, California State University, Fullerton; B.A., Towson University, Maryland; 18 years of cultural resources management experience; Contribution: Archaeological Survey Report, Historic Property Survey Report, and this Technical Memorandum.

8.0 References

Federal Highway Administration (FHWA)

2004 Historic Properties Survey Report Westside Parkway, Bakersfield, CA.

Gross, C. and C. Davis

2010 Survey for Archaeological Site CA-KER-3072 for the Westside Parkway Project in Bakersfield, California. On file, Thomas Roads Improvement Program.

Appendix E Segment 3 – Revalidation Memo

Centennial Corridor Project
Segment 3–Western Connection
Cultural Resources Technical Memorandum

April 2012

1.0 Purpose of the Technical Memorandum

In 2001, A Tier I Environmental Impact Statement/Environmental Impact Report (EIS/EIR) was completed for the Route 58 Route Adoption Study for State Route 58 between Interstate (I) 5 and State Route 99 in Kern County (Caltrans et al. 2001). The document was approved by the Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans). The document evaluated environmental impacts for two alternative corridors and a No Action alternative. The current study focuses on this Tier I Route Adoption Study for Segment 3. A Tier II document will be prepared at a later time when funding is available to construct the project and traffic volumes are sufficient to justify it.

This Cultural Resources Technical Memorandum was prepared to assess any changes in environmental setting, circumstances, impacts, and avoidance, minimization or mitigation measures resulting from the project's design changes as compared to the Tier I EIS/EIR completed in 2001.

2.0 Project Description

The project evaluated in the Tier I EIS/EIR is the adoption of a preferred alignment corridor for a future transportation facility from I-5 to State Route 99 in Bakersfield. The document evaluated environmental impacts for two alternative corridors—the Kern River Alignment and the Cross Valley Canal Alignment—as well as a No Action alternative. The Cross Valley Canal Alignment was selected as the "least environmentally damaging practicable alternative". The alignment follows an east-west alignment parallel to the Cross Valley Canal. In the vicinity of Heath Road the alignment turns to the southwest and extends approximately 2 miles south of Stockdale Highway. It then continues in an east-west alignment to approximately 1.2 miles west of State Route 43. The alignment continues to follow the canal, but it again assumes a southwest direction and connects to Interstate 5 north of the Cross Valley Canal.

This technical memorandum is focused on identifying any changes in the potential impacts to cultural resources compared to the findings of the Final Tier I EIS/EIR.

3.0 Change in Environmental Setting

The entire project area was subjected to several Phase I cultural resources surveys in 1992 and the results documented in an Archaeological Survey Report (ASR) by Parr and Osborne (1992); an ASR First Addendum by Parr in 1995; and an Archaeological Testing Report (ATR) by Parr and Osborne in 1992. These studies were summarized in the Tier I EIR/EIS (Caltrans et al. 2001).

One archaeological site (CA-KER-3073), located on the western side of I-5, opposite of where the alignment joins the freeway, was the only resource identified within the Area of Potential Effects (APE) as a result of the 1992 surveys. It is a campsite with an extensive scatter of lithic flakes, flaked and groundstone tools, fire-affected rock, and shell beads. According to the EIS/EIR, when the site was recorded, its original boundaries were extended to incorporate a second archaeological site (CA-KER-3089). The results of the ATR for an adjacent project revealed no subsurface artifacts in the areas tested (Caltrans et al. 2002:3-88). Because the site has an extensive and diverse artifact assemblage and because portions of the site could remain buried, it was evaluated as significant. The State Historic Preservation Officer (SHPO) at the State Office of Historic Preservation (OHP) twice reviewed and commented on the draft ASR and Supplemental ASR, with the final comments made on October 27, 1997, prior to the selection of the preferred alternative for the project. The SHPO stated that, before commenting on the eligibility of the site, additional information was necessary including testing results, identification of values present in the site, development of relevant research questions, and a conclusive argument to establish the site's eligibility (SHPO 1997). These determinations will be made in the Tier II environmental document (Caltrans et al. 2002: 3-88)

An updated record search was completed by the author on November 29, 2011, at the Southern San Joaquin Valley Information Center. No sites other than CA-KER-3073 were noted as a result of the research.

No changes in environmental setting pertaining to archaeological resources are noted.

4.0 Change in Environmental Circumstances

There have been no changes in circumstances since the EIS/EIR (2001). There have been no new regulations that would that influence the evaluation of cultural resources in the area. In addition there have been no new studies or data that would indicate archaeological sensitivity that could not have been previously known. The area surrounding Segment 3 of the Centennial Corridor project remains undeveloped, consistent with the conditions described in the EIS/EIR for this portion of the alignment.

5.0 Change in Environmental Impact

There has been no new information or changes in circumstances that would indicate there would be a change in the environmental impacts associated with designation of Segment 3 as part of State Route 58. The project footprint has not changed. The Tier I EIS/EIR identified potential impacts to site CA-KER-3073 that could result in impacts ranging from compression through fill material, to site disturbance and/or destruction and loss of archaeological data.

6.0 Change to Avoidance, Minimization, and Mitigation Measures Since Last Document Was Approved

The mitigation concept presented in the Final Tier I EIS/EIS required the development of mitigation plans as part of a project level (Tier II) environmental document. The project level environmental document would evaluate the project plans developed as part of the subsequent planning effort and conduct the necessary investigations to determine the exact nature of the site's data potential, including the distribution and depth of any cultural features or deposits. If the site is found to be eligible, mitigation measures would include archaeological data recovery excavation and surface collection, and could include fill over portions of the site. Native American consultation would be undertaken prior to development of final mitigation measures. These measures would still be applicable and would be implemented as part of a subsequent environmental process.

7.0 List of Preparers

Patrick Maxon, Director – Cultural Resources, M.A., Anthropology, California State University, Fullerton; B.A., Towson University, Maryland; 18 years of cultural

resources management experience; Contribution: Archaeological Survey Report, Historic Property Survey Report, and this Technical Memorandum.

8.0 References

California Department of Transportation (Caltrans), Federal Highway Administration, and Kern Council of Governments (Caltrans et al.).

2001 *Final Route 58 Route Adoption Project: A Tier I Environmental Impact Statement/Environmental Impact Report* (Volume I) Fresno, CA.

Parr, Robert E. and Richard Osborne

1992 *Archaeological Survey Report for the Proposed Route Adoption Study on Highway 58, Bakersfield, Kern County, California.* Bakersfield, CA.

Widell, C. (SHPO)

1997 Comment letter to FHWA entitled "06-KER-58-R 35.4/52.3, Corridor for Route 58, between Route 99 and I-5, Bakersfield. Sacramento, CA.