

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

District	County	Route	Post Miles	Unit	E-FIS Project Number	Phase
<i>District</i>	<i>County</i>	<i>Funding Source</i>	<i>Federal-Aid Proj. No.</i>	<i>Location</i>	<i>E-FIS Proj. No.</i>	<i>Phase</i>
1	HUM	HPB	STPLZ-5904 (024)	Honeydew Bridge - Mattole Road over Mattole River		

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

Project Description:

(Insert project description here; refer reader to location and vicinity maps in HPSR)

The County of Humboldt has determined that the Honeydew Bridge (Bridge No. 04C0055) over the Mattole River is structurally deficient and functionally obsolete based on its age, condition, and lack of current geometric and seismic standards. The county has proposed to replace the bridge with a structure that is up to modern highway design standards. The proposed project will replace the existing single-lane, two-span Camelback steel truss bridge with a two-lane, three span reinforced concrete box girder bridge. In addition, the roadway approaches on both ends of the new bridge will be widened to accommodate two 12-foot wide lanes, 4-foot wide shoulders and 3-foot wide unpaved shoulders. The project location and vicinity are illustrated in **Figure 1** and **Figure 2** in Attachment A of the Historic Property Survey Report (HPSR).

In the first phase of construction, a detour road will be built over a low water crossing on the Mattole River, approximately 450 meters downstream from the bridge. The existing bridge will be dismantled using a crane to remove the steel truss sections and excavators with demolition tips to break apart the piers and abutments. The existing bridge pier in the river channel and both abutments will be completely removed and pile supports will be excavated and cut off at a minimum of 5-feet below the surface. All bridge, abutment, and pier debris will be removed from the streambed using heavy equipment.

When the old bridge has been dismantled and removed from the site, the new bridge will be constructed. The stream banks will be excavated for the new abutments. A crane with a pile driver will drive up to eight piles into the bank for each new abutment. Pile driving will take place above ordinary high water, however the piles will be driven to a depth of up to 40 feet. Once the piles are set, the wood falsework for the new poured-in-place concrete bridge abutments will be constructed. Wood falsework for the new bridge will also be constructed across the stream from abutment to abutment. The falsework will include vertical supports anchored to the streambed with pads to distribute the weight and minimize damage to the streambed.

Once the falsework is constructed and the cast in place piles finished, the abutments and bridge concrete will be poured. The concrete truck and equipment will be stationed at the top of bank. A containment system will be in place to keep concrete from falling onto the streambed. It will take approximately four days to pour the concrete, and two weeks for the concrete to

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completely cure. When the concrete is fully cured, the falsework will be removed.

The expected depth of disturbances below the top of existing grade will be greatest for the removal and replacement of the two concrete abutments and concrete pier wall in the river channel. The roadway approaches and abutments are set at natural grade, except immediately on either side of the bridge, where fills are likely behind abutment. According to the geotechnical report prepared by Taber Consulting (2012), the location is suitable for cast in drill hole pilings of at least 24 inch diameter to form the new abutment foundation support. These piers will be drilled by means of penetrating into the highly weathered rock and compact older alluvium underlying the area at an estimated depth of 18-28 feet. It is expected that the drill holes will cave and require substantial casing and backfilling. The single bent of pilings will capped with a concrete abutment foundation set on grade with the new bridge elevation.

It is likely that the project will be conducted during two construction seasons, or two phases. The first phase of construction will include the work necessary to construct the new pier footings. This will involve water diversion activities, excavation of stream gravel, pile driving, and pier footing formation for the one proposed new pier. The second phase will include all other activities (dismantling and demolition of old bridge and construction of new bridge).

A temporary detour route currently exists along Burrell Road on the north side of the Mattole River. Access to the riverbar from Burrell Road consists of a dirt road approximately half a mile west of the Honeydew Bridge. This detour route has been used numerous times in the past during times of bridge maintenance. A flatcar bridge is placed over a narrow portion the Mattole River by using heavy equipment. Temporary abutments, consisting of riverbar gravel, are formed by using a front-end loader. The flatcar bridge is pushed across the wetted portion of the river and onto the gravel abutments. Approaches to the flatcar are formed and smoothed out using heavy equipment. The access route from the flatcar bridge to the south side of the river meanders along the riverbar and to Mattole Road through an existing county staging area. This access point is approximately 0.25 mile west of the Honeydew Bridge. The detour route and low water crossing will remain in place while the new bridge is being constructed.

Various types of heavy equipment will be used during construction activities including an excavator, front end loader, bulldozer, crane, dump trucks, grader, asphalt paver, roller, etc. Equipment and materials staging, and equipment fueling and maintenance will be located in upland areas north and south of the project area.

Construction equipment will be used in the dewatered stream channel to remove old bridge debris, construct the falsework, and place the rock slope protection for the abutments. Dust control measures will consist of watering the construction area as needed with a water truck. It will be necessary to remove several alder trees larger than 12 inches in diameter for construction of the detour. Other vegetation to be removed consists of grasses, Himalayan blackberries, and other shrubs. Construction will be restricted to daylight hours, primarily

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during weekdays.

Ground disturbed by construction work will be revegetated with fast-growing native grasses and mulched for immediate erosion control as soon as work is complete. The project will take 16 months to complete.

The construction scenario which will likely be used to construct the abutments and pier is described below.

Abutment 3- South Bank

Abutment 3 is located on the south bank of the Mattole River. The existing abutment will likely be removed by an excavator placed on the south bridge approach. The excavation will extend five feet beyond each edge of the existing abutment and to the base of the abutment footing at a depth of 11 feet.

The new Abutment 3 will be located approximately 18 feet south of the existing abutment. Abutment 3 will require an excavation size of approximately 40 feet in width, 10 feet in length, and 12 feet deep. Retaining walls will be used along each side of the south approach. The retaining wall excavations will be 5 to 7 feet wide and will vary in depth from 4 to 6 feet.

Pier 2- Center of Channel

Pier 2 is located 11 feet south of the existing pier. The Pier 2 excavation will be approximately 45 feet in width, 10 feet in length, and extend to elevation 282.44 feet. The existing pier will be removed to 10 feet below the ground surface. This excavation will approximately be 41 feet in width, 20 feet in length, and 10 feet deep, to provide 5 feet of clear distance on each side of the existing pier. Portions of the excavations for Pier 2 and the existing pier will overlap.

Abutment 1- North Bank

Abutment 1 is located on the north bank of the Mattole River. The existing abutment will likely be removed by an excavator placed on the north bridge approach. The excavation will likely extend 5 feet beyond each edge of the existing abutment and to the base of the abutment footing at a depth of 6.5 feet.

The new Abutment 1 will be located 5 feet north of the existing abutment. Abutment 1 will require an excavation size of approximately 40 feet in width, 14 feet in length, and 19 feet deep. A portion of this excavation will overlap the excavation required for the existing abutment removal. Retaining walls will be used along each side of the north approach. The retaining wall excavations will be 5 to 7 feet wide and will vary in depth from 4 to 6 feet.

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HISTORIC PROPERTY SURVEY REPORT**2. AREA OF POTENTIAL EFFECTS**

The Area of Potential Effects (APE) for the project was established by Morrison Structures, Inc. in consultation with Andrew Bundschuh, Humboldt County Department of Public Works and Tim Keefe, Caltrans District 1, PQS Prehistoric Archaeology, in September 2013. The APE map is **Figure 3** in Attachment A of this HPSR.

The horizontal APE for archaeological resources is polygonal shape measuring approximately 420 meters (1378 feet) in length along the river channel with varying widths. The APE encompasses 12 acres. This includes the entire project area at the Honeydew Bridge, equipment access and public bypass roads, and equipment/material staging areas. The vertical limit of the APE is expected to remain surficial except where new abutments will be constructed and portions of the access road west of the Mattole River. At these locations it is expected that subsurface excavation for the cast in drill hole piles will exceed more than two meters (6.56 feet) depth. The abutment will be placed atop these pillars at an elevation level with the roadway approaches.

The architectural APE includes the area of direct impact, including the Honeydew Bridge, along with portions of the property on the south side of the bridge that has buildings on it that could be directly or indirectly affected by the project.

3. CONSULTING PARTIES / PUBLIC PARTICIPATION**X** Native American Tribes, Groups and Individuals

James Roscoe of Roscoe and Associates sent consultation letters to Native American groups who may have interests and/or concerns with the project. See Attachment D (ASR, Appendix B) of this HPSR for a copy of the letter to interested parties and responses.

Letters requesting information and help identifying and protecting cultural resources were sent on June 27, 2013 to the Bear River Band of the Rohnerville Rancheria and the InterTribal Sinkyone Wilderness Council. The InterTribal Sinkyone Wilderness Council did not respond to written letter or email. Follow-up phone calls were also made. Erika Collins, the Tribal Historic Preservation Officer (THPO) for the Bear River Band of the Rohnerville Rancheria requested to accompany the field crew to the project area and subsequently participated in the field survey on June 27, 2013. The names and addresses of the Native American groups contacted are as follows:

Bear River Band of Rohnerville Rancheria
Edwin Smith Environmental Coordinator
Erika Collins, THPO
266 Keisner Road
Loleta, CA 95551

InterTribal Sinkyone Wilderness Council
Hawk Rosales, Executive Director
PO Box 1523
Ukiah, CA 95482

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HISTORIC PROPERTY SURVEY REPORT**X** Native American Heritage Commission

James Roscoe sent a letter to the Native American Heritage Commission (NAHC) on June 18, 2013 requesting a search of the Sacred Lands Inventory File and a current list of local Native American groups and individuals who may have interests and/or concerns with the project (Attachment D [ASR, Appendix B]). NAHC responded on June 18, 2013 that the search of the Sacred Lands file did not indicate the presence of Native American cultural resources in the vicinity of the project areas. NAHC provided a list of Native American contacts that may have knowledge of cultural resources in the project areas. Letters requesting information and help identifying and protecting cultural resources were sent to those identified by the NAHC (see above).

X Local Historical Society / Historic Preservation Group (*also if applicable, city archives, etc.*)

JRP Historical Consulting, LLC (JRP) sent letters to potential interested parties on May 24, 2013. See Attachment C (HRER, Appendix D) of this HPSR for a copy of the letter to interested parties and responses. Organizations that received the letter are as follows:

Humboldt County Historical Society
703 8th Street
Eureka, CA 95501

Mattole Valley Historical Society
P.O. Box 144
Petroliia, CA 95558

Clarke Historical Museum
240 E. Street
Eureka, CA 95501

Eureka Heritage Society
517 3rd St.
Eureka, CA 95501

JRP did not receive any responses from these letters. JRP did receive a response to a January 28, 2013 letter to interested parties regarding a preventative maintenance project for the Honeydew Bridge from Laura Walker Cooskey of the Mattole Valley Historical Society. Ms. Cooskey contacted JRP via email on February 5, 2013 noting support for preservation of the Honeydew Bridge and asking about the bridge's potential replacement. This led to an exchange of emails on February 7 to February 8, 2013 between Ms. Cooskey and Mr. McMorris that included clarification that the project for which she was contacted was for preventative maintenance with replacement of deteriorated components of the structure's timber deck and railings. These communications were provided to Humboldt County Public Works Department. As noted, the Mattole Valley Historical Society was contacted again for the current project to replace Honeydew Bridge.

X Public Information Meetings

The Humboldt County Department of Public Works held a public meeting regarding the Honeydew Bridge project on January 23, 2013 at the Honeydew Elementary School. The meeting was conducted by Chris Whitworth, Deputy Directory, Department of Public Works. Approximately twenty people attended the meeting. In response to the meeting, the Department of Public Works received one correspondence from Scott and Tina Davies

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of Honeydew who expressed their preference for design Alternative 1, the steel truss bridge, because it is similar in appearance to the current bridge and for its “earthquake and flood stability.”

Also in response to the meeting, the Department of Public Works received four telephone calls in January 2013. Dennis Smith of Honeydew endorsed construction of a new bridge and did not express preference for any particular design or alternative. Pete Marshal and Lois Juodika, both of Honeydew, expressed concerns that the bridge crossing would be relocated, but were mollified once informed that the county intends to construct the new bridge in the same location as the old bridge. Juodika also voiced concern that the new two-lane bridge would encourage speeding. Jessica Wygal expressed concern about an old oak tree at the bridge abutment (Attachment E).

4. SUMMARY OF IDENTIFICATION EFFORTS

- | | |
|---|---|
| <p><input checked="" type="checkbox"/> National Register of Historic Places</p> <p><input checked="" type="checkbox"/> California Register of Historical Resources</p> <p><input checked="" type="checkbox"/> California Inventory of Historic Resources</p> <p><input checked="" type="checkbox"/> California Historical Landmarks</p> <p><input checked="" type="checkbox"/> California Points of Historical Interest</p> <p><input type="checkbox"/> State Historic Resources Commission</p> <p><input checked="" type="checkbox"/> Caltrans Historic Highway Bridge Inventory</p> <p><input checked="" type="checkbox"/> Other sources consulted [e.g., <i>historical societies, city archives, etc. List names and dates below</i>]</p> <ul style="list-style-type: none"> • U.S. Geological Survey. <i>Point Delgada, Calif.</i> 15 minute quadrangle map. 1949. • U.S. Geological Survey. <i>Honeydew, Calif.</i> 7.5 minute quadrangle map. 1970. • U.S. Geological Survey. <i>Shubrick Peak, Calif.</i> 7.5 minute quadrangle map. 1997. • Belcher Abstract & Title Company, <i>Atlas of Humboldt County, California</i>, 1921 • Humboldt County Historical Society • Humboldt State University Library Special Collections <p><input checked="" type="checkbox"/> Archaeological Site Records [<i>List names of Institutions & date below</i>]</p> <p>James Roscoe conducted a records search at the California Historical Resources Information System Northwest Information Center (NWIC) at Sonoma State University on June 21, 2013 for this project (NWIC File No.: 12-1608).</p> <p><input checked="" type="checkbox"/> Results: [<i>provide a brief summary of records search and research results, as well as inventory findings</i>]</p> <p>The record search results identified the Honeydew Bridge (Bridge 04C0055) as having been determined eligible for listing in the National Register of Historic Places. The California Historic Bridge Inventory Sheet for the Honeydew Bridge is provided in Attachment B of this HPSR. The Honeydew Bridge was the only known and recorded cultural resource within a 500 meter buffer of the project area identified by the records</p> | <p>Month & Year: 1979-2002 & supplements</p> <p>Year: 1992 & supplemental information to date</p> <p>Year: 1976</p> <p>Year: 1995 & supplemental information to date</p> <p>Year: 1992 & supplemental information to date</p> <p>Year: 1980-present, minutes from quarterly meetings</p> <p>Year: 2006 & supplemental information to date</p> |
|---|---|

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search. One previous report in this area was identified:

Roscoe, James.

2006. *A Cultural Resource Investigation of the Reported Location of a Mattole Indian Village Site at the Confluence of the Upper North Fork and Main Mattole River within the Etter-Schmidt Ranch on the Mattole Valley, Humboldt County, California.* Roscoe & Associates. Northwest Information Center Report Record No. S-25032.

5. PROPERTIES IDENTIFIED

- ☒ Steven J. Melvin, consultant architectural historian (JRP Historical Consulting, LLC), who meets the Professionally Qualified Staff Standards in Section 106 Programmatic Agreement Attachment 1 as an Architectural Historian, has determined that the only other properties present within the APE meet the criteria for Section 106 PA Attachment 4 (**Properties Exempt from Evaluation**).
- ☒ Properties **previously listed or determined eligible** for inclusion in the National Register of Historic Places are present within the Project APE. (Include date of listing or determination):
 - Honeydew Bridge, Mattole Road over Mattole River (04C0055) – determined eligible for the National Register during the Caltrans Historic Bridge Inventory Update (2005)
- ☒ As assigned by FHWA, **Caltrans** has **determined** the following properties within the Project APE are **not eligible** for inclusion in the National Register of Historic Places:

Name	Address	Location	OHP Status Code	Map Reference Number
Honeydew Store	44670 Mattole Road	Honeydew, CA	6Z	MR 1

6. LIST OF ATTACHED DOCUMENTATION

- ☒ Project Vicinity, Location, and APE Maps – Attachment A
- ☒ California Historic Bridge Inventory Sheet – Attachment B
- ☒ Historical Resources Evaluation Report (HRER) – JRP Historical Consulting, LLC, “Historical Resources Evaluation Report, Honeydew Bridge Replacement Project, Humboldt County, California,” 2013 – Attachment C
- ☒ Archaeological Survey Report (ASR) – James Roscoe and William Rich (Roscoe and Associates), “An Archaeological Survey Report for the Honeydew Bridge Replacement Project (Bridge No. 04C0055) Mattole Rd. P.M. 0.02, Located in Humboldt County, California” 2013 – Attachment D
- ☒ Other: Public Meeting Documentation – Attachment E

7. HPSR to File

- ☒ Not applicable.

8. HPSR to SHPO

- ☒ As assigned by FHWA, Caltrans has determined that there are properties evaluated as a result of the project that are **not eligible** for inclusion in the National Register of Historic Places within the Project APE. Under Section 106 PA Stipulation VIII.C, Caltrans requests SHPO’s concurrence in this determination.
 - 44670 Mattole Road, Honeydew, CA

HISTORIC PROPERTY SURVEY REPORT**9. Findings for State-Owned Properties**

☒ Not applicable; project does not involve Caltrans right-of-way or Caltrans-owned property.

10. CEQA IMPACT FINDINGS

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

11. HPSR PREPARATION AND DEPARTMENT APPROVAL

Prepared by (sign on line):

District _____ Caltrans PQS: _____

Date _____

Prepared by: (sign on line)

Consultant / discipline:

Affiliation

Steven J. Melvin, Architectural Historian

JRP Historical Consulting, LLC – Davis, CA

11-21-13

Date

Reviewed for approval by: (sign on line)

District 1 Caltrans PQS
discipline/level:

[PQS certification level]

Date

Approved by: (sign on line)

District _____ EBC:

[Environmental Branch name]

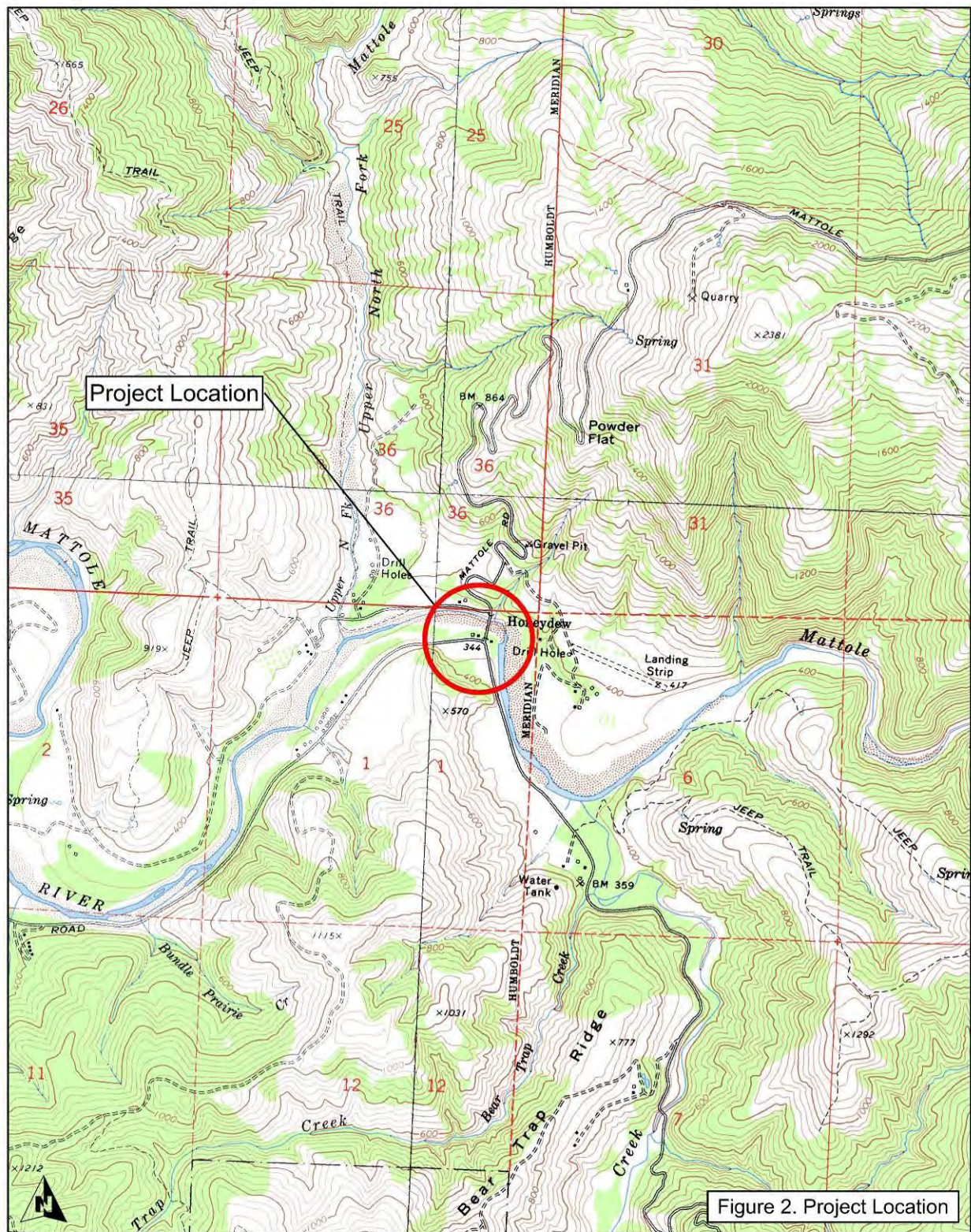
Date

Attachment A

Maps



Figure 1. Project Vicinity



Source: U.S. Geological Survey, 7.5 minute series, Buckeye Mtn., CA (1970), Bull Creek, CA (1969), Honeydew, CA (1970), and Shubrick Peak, CA (1969).

Attachment B

Caltrans Historic Bridge Inventory Sheet



Structure Maintenance & Investigations



January 2013

Historical Significance - Local Agency Bridges

District 01

Humboldt County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
04C0001	REDWOOD CREEK	3.3 MI W JCT S.R. 101	5. Bridge not eligible for NRHP	1938	1959
04C0002	REDWOOD CREEK	2.3 MI W/O REDWOOD DR	5. Bridge not eligible for NRHP	1959	
04C0003	REDWOOD CREEK	10 MI E SHELTER COVE RD	5. Bridge not eligible for NRHP	1935	
04C0005	PRAIRIE CREEK	0.01 MI E/O SR 101	5. Bridge not eligible for NRHP	1957	2000
04C0006	JACOBY CREEK	0.05 MI S JACOBY CREEK RD	5. Bridge not eligible for NRHP	1971	
04C0007	KLAMATH RIVER (MARTINS FERRY)	AT INTERSECTION RTE 169	5. Bridge not eligible for NRHP	1959	1965
04C0012	SALT RIVER	JUST N OF PORT KENYON RD	4. Historical Significance not determined	1994	
04C0015	BULL CREEK	6.4 MI W/O JCT W/ SR 101	5. Bridge not eligible for NRHP	1966	
04C0016	MATTOLE RIVER	0.7 MI W/O BRICELAND RD	5. Bridge not eligible for NRHP	1981	
04C0018	CUNEO CREEK	7 MI W/O 101	5. Bridge not eligible for NRHP	1966	
04C0019	CHINA CREEK	5.2 MI NE SHELTER COVE	5. Bridge not eligible for NRHP	1959	
04C0023	MAD RIVER SLOUGH	2.5 MI WEST OF SR 101	5. Bridge not eligible for NRHP	1988	
04C0025	EEL RIVER BOH	0.5 MI SE OF ALDERPOINT	5. Bridge not eligible for NRHP	1972	
04C0026	NORTH FORK MAD RIVER	IN KORBEL	2. Bridge is eligible for NRHP	1928	
04C0028	SOUTH FORK EEL RIVER	1.4 MI SW OF INTER W/101	5. Bridge not eligible for NRHP	1982	
04C0029	SALT RIVER	NORTH OF KENYON ROAD	5. Bridge not eligible for NRHP	1950	1979
04C0030	SPROWEL CREEK	3 MI SW/O KIMTU RD	5. Bridge not eligible for NRHP	1959	
04C0032	TRINITY RIVER	IN WILLOW CREEK	5. Bridge not eligible for NRHP	1957	
04C0033	SOUTH FORK EEL RIVER (REDWAY)	1.1 MI W JCT OLD RTE 101	5. Bridge not eligible for NRHP	1966	
04C0038	MOSLEY SLOUGH	3.7 MI W OF EEL RIVER DR.	5. Bridge not eligible for NRHP	1959	1965
04C0039	CANYON CREEK	7.25 MI S INTX RTE 299	5. Bridge not eligible for NRHP	1951	2000
04C0040	EEL RIVER	6 MI E DYERVILLE LOOP RD	5. Bridge not eligible for NRHP	1958	
04C0041	LAWRENCE CREEK	26.1 MI NE/O BRIDGEVILLE	5. Bridge not eligible for NRHP	1949	
04C0042	NORTH FORK YAGER CREEK	14.3 MI N OF BRIDGEVILLE	5. Bridge not eligible for NRHP	1964	
04C0044	SALMON CREEK	2 MI W/OF HWY 101	5. Bridge not eligible for NRHP	1959	
04C0045	PRICE CREEK	3.9 MI NW OF HIGHWAY 101	5. Bridge not eligible for NRHP	1959	
04C0046	HOWE CREEK	JCT HOWE CREEK ROAD	5. Bridge not eligible for NRHP	1978	
04C0047	ELK RIVER	0.14 MI W ELK RIVER RD	5. Bridge not eligible for NRHP	1936	1972
04C0048	ELK RIVER	0.1 MI W ELK RIVER RD	5. Bridge not eligible for NRHP	1936	
04C0049	FRESHWATER CREEK	0.01 MI SW FRESHWATER RD	5. Bridge not eligible for NRHP	1949	
04C0050	BEAR RIVER	6.2 MI S OF MATTOLE ROAD	5. Bridge not eligible for NRHP	1960	
04C0052	MAD RIVER	0.1 MI E/O BLACK CRK LN	5. Bridge not eligible for NRHP	1937	1965
04C0055	MATTOLE RIVER (HONEYDEW)	E OF JCT WILDER RIDGE RD	2. Bridge is eligible for NRHP	1920	
04C0056	SALMON CREEK	2.65 MI AVE OF THE GIANTS	5. Bridge not eligible for NRHP	1959	1966
04C0057	NORTH FORK ELK RIVER	JUST S/O WRIGLEY RD	5. Bridge not eligible for NRHP	1923	1969
04C0060	MAD RIVER	JUST S/O BLUE LAKE	5. Bridge not eligible for NRHP	1983	
04C0061	MAPLE CREEK	12.5 MI SE OF KORBEL	5. Bridge not eligible for NRHP	1955	
04C0062	BOULDER CREEK	1/4 MI E BUTLER VLY RD	5. Bridge not eligible for NRHP	1923	
04C0064	SOUTH DOBBYN CREEK	2 MI E/O ALDERPOINT RD	5. Bridge not eligible for NRHP	1949	
04C0066	BEARTRAP CREEK	1.5 MI S MATTOLE RD	5. Bridge not eligible for NRHP	1960	
04C0067	HONEYDEW CREEK	2 MI S MATTOLE RD	5. Bridge not eligible for NRHP	1990	
04C0069	MCNUTT CREEK	0.49 MI N OF MATTOLE RD	5. Bridge not eligible for NRHP	1926	
04C0071	MATTOLE RIVER	SHIELD'S FORD	5. Bridge not eligible for NRHP	1973	

Attachment C

Historic Resources Evaluation Report

HISTORICAL RESOURCES EVALUATION REPORT

Honeydew Bridge Replacement Project

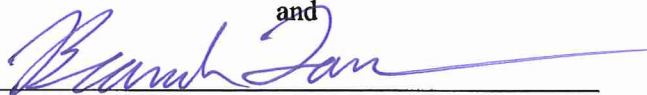
Humboldt County, California

Federal Aid Project No. STPLZ-5904 (024)
EA 01-279414L

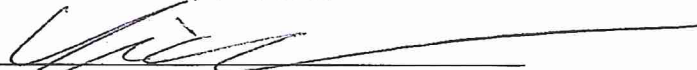
Prepared For:

Humboldt County
1106 Second Street
Eureka, CA 95501

and

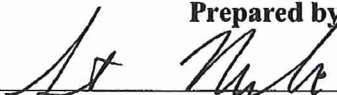


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Steven J. Melvin, Staff Architectural Historian
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

October 2013

SUMMARY OF FINDINGS

The County of Humboldt, in coordination with the California Department of Transportation (Caltrans), is proposing to replace the Honeydew Bridge on Mattole Road over Mattole River (Bridge No. 04C0055). This Camelback through steel truss bridge, built in 1920, is eligible for listing in the National Register of Historic Places (NRHP) and is a historic property for compliance with Section 106 of the National Historic Preservation Act. The project will encompass areas adjacent to the bridge and include a temporary bridge downstream from the extant structure. The project vicinity and location are illustrated in **Figures 1 and 2** in **Appendix A**. The County prepared an Area of Potential Effects (APE) map for this project in September 2013, which includes the bridge, a portion of the river bed, adjacent roads, and Assessor Parcel Number (APN) 107-102-013. See **Appendix A, Figure 3** for the APE map, which includes Map Reference numbers for resources examined in this report.

JRP Historical Consulting, LLC (JRP) prepared this Historical Resources Evaluation Report (HRER). In addition to the NRHP-eligible bridge (Map Reference #2), there is one property that required evaluation. This property is at 44670 Mattole Road (APN 107-102-013; Map Reference #1), and it contains the Honeydew Store and a single family residence. This property does not appear to meet the criteria for listing in the NRHP. These conclusions are pursuant with Stipulation VIII.C of the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (Section 106 PA). Additionally, pursuant to Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA), using criteria outlined in Section 5024.1 of the California Public Resources Code, the Honeydew Bridge (Bridge No. 04C0055) is a historical resource for the purposes of CEQA. The property at 44670 Mattole Road does not appear to be a historical resource for the purposes of CEQA compliance. DPR 523 forms for the property at 44670 Mattole Road is in **Appendix B**.

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ATTACHMENTS

Appendix A

Figure 1	Project Vicinity
Figure 2	Project Location
Figure 3	Area of Potential Effects (APE)

Appendix B

State of California Department of Parks and Recreation (DPR) 523 Forms

Appendix C

Caltrans Historic Bridge Inventory Sheet

Appendix D

Correspondence

1. PROJECT DESCRIPTION¹

The County of Humboldt has determined that the Honeydew Bridge (Bridge No. 04C0055) over the Mattole River is structurally deficient and functionally obsolete and has proposed to replace the bridge with a structure that is up to modern highway design standards. The proposed project will replace the existing single-lane, two-span Camelback steel truss bridge with a two-lane, three span reinforced concrete box girder bridge. In addition, the roadway approaches on both ends of the new bridge will be widened to accommodate two 12-foot wide lanes, 4-foot wide shoulders and 3-foot wide unpaved shoulders.

The first phase of the proposed project is to construct a temporary bridge about one-half mile west of the Honeydew Bridge. The temporary structure will be a flatcar bridge placed over a narrow portion of the river using heavy equipment. Temporary riverbar gravel abutments will be built on each end. Approaches from Mattole Road on the south and Burrell Road on the north will be graded using heavy equipment. This temporary bridge will be removed following completion of the new bridge.

Following installation of the temporary bridge, the existing Honeydew Bridge will be dismantled using a crane and excavators. New bridge construction will consist of building new abutments, pier footings and the bridge roadway.

¹ County of Humboldt provided this project description.

2. RESEARCH AND FIELD METHODS

Survey and evaluation for this project included research for developing a general historic context relative to the project location, as well as resource-specific research for the subject property within the APE to confirm dates of construction, review its land use history, establish the property's physical history, and to place the property into appropriate historic context. JRP conducted research at the Humboldt County Historical Society, Humboldt State University Library Special Collections, Humboldt County Planning Department, Humboldt County Recorder, University of California Davis Shields Library, JRP's in-house library, and online sources. In addition, JRP examined standard sources of information that identify known and potential historic resources to determine whether any buildings, structures, objects, districts, or sites had been previously recorded or evaluated in or near the APE. This included review of the California Historical Resources database (includes State Landmarks, California Register, and Points of Interest), National Register of Historic Places database as well as the results of a California Historical Resources Information System records search (Northwest California Information Center File No. 12-1608 (June 21, 2013) prepared by Jamie Roscoe, who prepared the Archaeological Survey Report (ASR) for this project. JRP also reviewed the Caltrans Historic Bridge Inventory (see **Appendix C** for the Caltrans Historic Bridge Inventory Sheet for Bridge 04C0055). The records center search did not identify any previously recorded or potential built environment historic resources in or near the APE.²

JRP staff conducted a field survey of the APE on June 25, 2013, and recorded the property at 44670 Mattole Road (APN 107-102-013) on a DPR 523 form provided in **Appendix B**. JRP staff did not identify any other buildings, structures, or objects in the APE that required recordation. The APE is illustrated in **Appendix A, Figure 3**.

JRP identified potential local interested parties for this project and sent notification letters on May 24, 2013. Recipients of the letter were the Humboldt County Historical Society, Clarke Historical Museum, Mattole Valley Historical Society, and the Eureka Heritage Society. JRP received no responses. JRP did receive a response to a January 28, 2013 letter to interested parties regarding a preventative maintenance project for the Honeydew Bridge from Laura Walker Cooskey of the Mattole Valley Historical Society. Ms. Cooskey contacted JRP via email on February 5, 2013 noting support for preservation of the Honeydew Bridge and asking about the bridge's potential replacement. This led to an exchange of emails on February 7 to February

² National Park Service, National Register Information System, online database: <http://nrhp.focus.nps.gov/natreg/docs/Download.html> (accessed April 2013); Office of Historic Preservation, *California Historical Resources*, Available at <http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=17>, Accessed April 2012; Northwest Information Center, Sonoma State University to Jamie Roscoe, Information Center Response File No. 12-1608, June 21, 2013; Caltrans Historic Bridge Inventory is online at: <http://www.dot.ca.gov/hq/structur/strmaint/historic.htm>.

8, 2013 between Ms. Cooskey and JRP Partner / Architectural Historian Christopher McMorris that included clarification that the preventative maintenance project was for replacement of deteriorated components of the structure's timber deck and railings. These communications were provided to Humboldt County Public Works Department. See **Appendix D** for copies of the correspondence.

3. HISTORICAL OVERVIEW

The Honeydew Bridge is in the community of Honeydew in the Mattole Valley of southern Humboldt County. It is a remote and isolated area of the county about 70 miles south of Eureka, 16 miles inland from the coast and 25 miles over a mountain road from US 101. The primary occupation in the area has been livestock ranching and farming with brief periods of oil extraction, logging, fruit culture, and other minor industries. This section provides a historic context for the Honeydew area and a history of the property at 44670 Mattole Road, a parcel long used for grazing and containing a circa 1910 residence and a 1920s country store.

3.1 Development of the Mattole Valley

The first settlers arrived in the Mattole Valley in the 1850s and engaged in farming and ranching. These pioneers raised wheat, as well as cattle and dairy cows, and their products were largely consumed locally with very little exported out of the region. Wheat remained an important agriculture pursuit until the 1890s. Around this time fruit culture had gained the interest of some farmers in the Mattole Valley, and apples, pears, peaches, and plums were among the crops planted. Albert Etter and his brothers George, Fred, August were at the forefront of this movement in the valley and were pioneers in the development of apple orchards and strawberries. The brothers settled about 10 miles southeast of Honeydew around 1890 and eventually accumulated about 800 acres in the area. The Etter's operation gave employment to a number of people and soon the place became known as Ettersburg. Another entrepreneur orchardist of the upper Mattole Valley, Joseph Bagley, organized the Mattole Valley Orchard Tract Company in 1913 and bought about 2,000 acres above Petrolia, northwest of Honeydew. The company's purpose was to subdivide small tracts of five, ten and twenty acres for walnut, apple, and pear orchards. While this plan was never realized, it speaks to the belief some had of the potential of fruit and nut orchards in this valley.³

In the 1860s, an oil discovery in the Mattole Valley led to a small oil rush and the establishment of the town of Petrolia. This strike was the first discovery of oil in California, but never produced much commercial oil. Of the 14 wells drilled in the Petrolia in the 1860s and 1870s, only two wells ever produced oil and the boom slowly dissipated. Interest in oil speculation and well drilling ebbed and waned in the ensuing decades throughout the Mattole Valley region, but, as with earlier periods of speculative well drilling, very little oil was ever produced. One of the

³ Jamie Roscoe, "The Mattole Valley: Economic Survival in a Rural Community," 1977, Humboldt Room, Special Collections, Main Library, Humboldt State University, 1-22; Leigh H. Irvine, *History of Humboldt County, California* (Los Angeles: Historic Record Co, 1915), 252, 253, 370, 371, 627-632; Belcher Abstract & Title Company, *Atlas of Humboldt County, California: Compiled from Official Records and Private Sources and Surveys* (Eureka: Belcher Abstract & Title Co., 1921); Ken Roscoe, Viola Russ McBride, and Stanley Nelson Roscoe, *Heydays in Humboldt: The True History of the Mattole Valley and the Lost Coast of Humboldt County* (Arcata: Illiana Ltd, 1991), 120, 121.

main companies was the Upper Mattole Oil Company, which drilled several wells including in the vicinity of Honeydew. The Hoagland well was drilled on Emil J. Etter's ranch in Honeydew and produced a small amount of oil.⁴

Another industry with a brief history in the Mattole Valley was lumber milling. Unlike other parts of Humboldt County, the Mattole Valley did not have the large stands of redwood trees, but did have some harvestable timber. Lumber mills began operating in the valley by the late nineteenth century, principally to supply local needs. A lumber boom occurred in the 1940s, stimulated by the innovation of new machinery able to work on steep terrain and a tax on standing timber. During this era, a few mills were located in the greater Honeydew area, one on the river flats west of the Honeydew Store called the Honeydew Lumber Company and another was called the North Fir Lumber Company, both of which operated in the 1950s. By the 1960s, most of the harvestable timber had been taken from the Mattole Valley. Related to the logging industry was the harvesting of tanbark beginning around 1900. Tanbark was stripped from tanoak trees and shipped out from the wharf to tanneries in San Francisco. One company specializing in the tanbark industry was the Mattole Lumber Company, which operated from 1908 to 1913. The tanbark resources of the Mattole Valley were limited, however, and this resource was exhausted by 1920.⁵

Industries that sprouted in the Mattole Valley all had to face the transportation challenges of this isolated and sparsely populated area. All roads into the area at the time were of poor quality and over rugged terrain. The roads could become impassable during rainy periods or high tide. The terrain also prohibited the construction of a long distance railroad through the area. A similar problem existed for sea transportation. The coast in this part of Humboldt County is also very rugged and lacks natural ports. The sole attempt to establish a viable means to transport good by ship was undertaken by the Mattole Lumber Company, which built a wharf in 1908 near the mouth of the Mattole River along with a short narrow-gauge railroad leading inland. The wharf had to be frequently repaired from storm damage and following particularly severe damage after a storm in 1914, was not rebuilt.⁶

⁴ Leigh H. Irvine, *History of Humboldt County, California*, 160, 374, 375; Stanley Nelson Roscoe, *Heydays in Mattole: More Wild Tales of the Mattole Valley and the Lost Coast of Humboldt County* (McKinleyville, CA: Illiana Ltd, 1996), 53-57.

⁵ Laura Walker Cooskey, "Honeydew Milltown Swept Away Like Sawdust," *Now and Then: The Journal of the Mattole Valley Historical Society*, 5, no. 4 (Winter 2004), 1-4; "Honeydew Residents Like the Rain," *Eureka Times Standard*, 27 December 1988; Jamie Roscoe, "The Mattole Valley: Economic Survival in a Rural Community," 1-22; "Honeydew Flood Loses High," *Humboldt Standard*, 31 December 1955; Laura Walker Cooskey, "Basic Timeline of Mattole History," Mattole Valley Historical Society, Available at <http://mattolehistory.wordpress.com/2010/12/21/basic-timeline-of-mattole-history/>.

⁶ Jamie Roscoe, "The Mattole Valley: Economic Survival in a Rural Community," 1-22; Stanley Nelson Roscoe, *Heydays in Mattole*, 39, 40, 104.

While other industries had brief growth periods, but were impaired by poor transportation networks, raising livestock was the one occupation that has withstood challenges and persisted in the Mattole Valley. The hills and valleys in this area offered excellent grazing, and cattle and dairy cows were raised in the valley since the first settlers arrived. While the number of cattle in the Mattole Valley during the early settlement period is unknown, by 1860, there were over 19,000 cattle in Humboldt County. Early after arrival of settlers in the county and the Mattole Valley, ranchers began switching to sheep and by 1870 sheep outnumbered cattle. Sheep ranching continued its rise in popularity and became the preferred livestock of ranchers, including those in the Mattole Valley. From 1860 to 1880, the number of sheep in Humboldt County increased from 523 to 186,038, while during this same period the number of cattle had decreased to 17,631. The number of sheep remained high until around 1900 when an increase in predatory animals, especially coyotes, and loss of open federal land for grazing contributed to the number of sheep in the county to drop to 56,153 in 1920. In response to this problem, Humboldt County implemented predatory animal control programs. This effort helped the sheep industry rebound and by 1940 over 140,000 sheep were counted. Sheep ranching continued to thrive following World War II and Humboldt County consistently ranked high in sheep production in the country. Sheep ranching persisted in the Mattole Valley as well, being regarded in the 1960s as the valley's "foremost industry." Sheep ranching began to decline in the 1970s with another increase in the coyote population and a downturn in the wool and mutton market.⁷

3.2 Property History of 44670 Mattole Road

The property at 44670 Mattole Road is the sole property in the APE that requires evaluation. This property is in the NE ¼ of the NE ¼ of Section 1, T3S/R1W, HBM, on the south bank of the Mattole River about 16 miles from the coast. Early residents were J. Cathey and D. Wilder who were in the area by 1865. During this early period, the number of settlers decreased moving up the Mattole Valley from the coast and the area in the vicinity of Section 1 seems to have been the limit of the frontier.⁸

By 1898, Minnie J. Etter owned the north half of Section 1, inclusive of the study parcel, as well as several hundred additional acres in the vicinity (**Illustration 1**). Minnie Etter was married to

⁷ Jamie Roscoe, "The Mattole Valley: Economic Survival in a Rural Community," 1-22; Robert V. Shinn, owner, Honeydew Store, Interviewed by Steven J. Melvin, JRP Historical Consulting, LLC, June 25, 2013; W.W. Elliott & Company, *History of Humboldt County, California* (San Francisco: W.W. Elliott & Co., 1881), 160; Rand F. Herbert, Alan M. Peterson, Stephen R. Wee, "The Historical Development of Interior Sections of Humboldt and Mendocino Counties: A Documentary Report Prepared for United States Department of the Interior, Bureau of Land Management, Ukiah District," California-Pacific Research Associates, [1979], 76-82; "Portable Unit Makes Work a Little Easier for Busy Valley Ranchers," *Humboldt Standard*, 28 June 1966; "County High on Sheep Production," *Humboldt Standard*, 9 August 1956; Laura Walker Cooskey, "Basic Timeline of Mattole History."

⁸ A. J. Doolittle and Grafton Tyler Brown, *The Official Township Map of Humboldt County, California* (San Francisco: A.J. Doolittle, 1865); General Land Office, Survey Plat, T3S/R1E, HM, (Washington: GLO, 1875); General Land Office, Survey Plat, T2S/R1E, HM, (Washington: GLO, 1875).

Emil Etter – one of the Etter brothers mentioned above – and the two settled in the Honeydew area in 1896 and began a cattle ranch that eventually totaled about 4,000 acres. The homesite for Emil and Minnie’s ranch was on the north side of the Mattole River near Honeydew. The couple had six children: Mary, Joseph, Getrude, Charles, Benjamin, and Raymond. Other landowners in Section 1 were John H. Hunter and George W. Hunter. John H. Hunter owned a real estate business in Eureka as well as acreage in the Mattole Valley and George W. Hunter owned operated a large stock ranch in this area. At this time the road through this part of the Mattole Valley was along the north bank of the river from the community of Upper Mattole (about four miles northwest of Honeydew) and crossed the river in the SW ¼ of Section 1, downstream from the current location of the Honeydew Bridge, which had not yet been built. The road continued southwest roughly along the alignment of the current Wilder Ridge Road.⁹

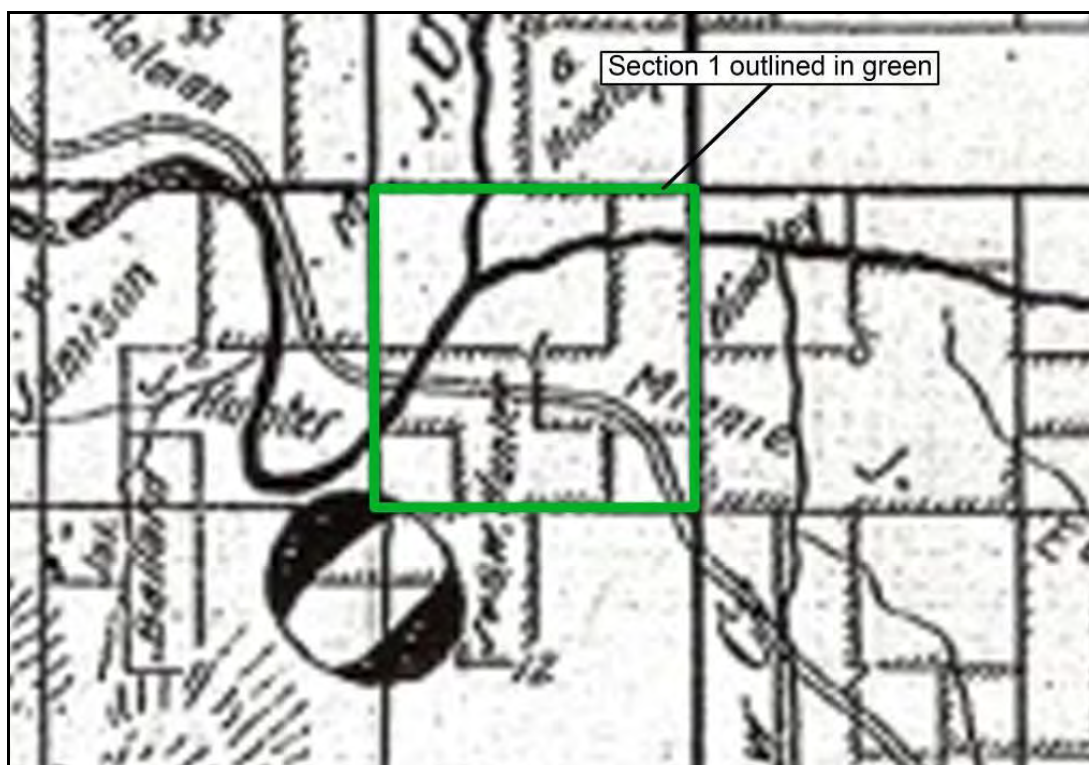


Illustration 1. Lentell’s 1898 Humboldt County Map showing Section 1.

⁹ J.N. Lentell, *Official Map of Humboldt County, California* ([San Francisco]: J.N. Lentell, 1898); Edward Denny & Company, *Denny's Pocket Map of Humboldt County, California* (San Francisco: Denny & Co., 1911); US Census Bureau, 1920 Population Schedule, Humboldt County, Mattole Township, Enumeration District 60, Sheet 4B; US Census Bureau, 1930 Population Schedule, Humboldt County, Mattole Township, Enumeration District 12-31, Sheet 3A; Ancestry.com, *U.S. Public Records Index, Volume 2* (Provo, UT: Ancestry.com Operations, Inc., 2010); Laura Walker Cooskey, “Albert Etter & Bros.,” *Now and Then: The Journal of the Mattole Valley Historical Society*, 7, no. 1 (Autumn 2005), 1, 2; Leigh H. Irvine, *History of Humboldt County, California*, 254, 814, 815, 627-632.

Land ownership and road alignment in Section 1 remained unchanged until 1920 when the county built the Honeydew Bridge. By this time a new road had been built along the south bank of the Mattole River from Upper Mattole to the Honeydew Bridge where it crossed the river and continued north. Another bridge had also been built in the SW ¼ of Section 1. (**Illustration 2**) This also appears to have been present when this place acquired the name Honeydew, as the “Honey Dew School” is depicted on a map in Section 6, T3S/R1E, just east of the current school. In 1920, land owned by Minnie Etter in Section 1 was the same as in 1898, although the Etters had built a small residence on the study parcel near the Honeydew Bridge and east of Mattole Road. It is not known who occupied this house at this time.¹⁰ Construction of the Honeydew Bridge in 1920 also seems to have triggered the construction of the Honeydew Store in 1923 on Etter’s land and on the current study parcel. Local rancher Levi Thrap built the store and William West and his wife, Idella (Thrap’s daughter) were the store’s first proprietors (**Illustration 3** and **Illustration 4**). A post office opened in the store in 1926. Residents of the greater Honeydew region were predominately ranchers and the land surrounding the store continued to be used for grazing.¹¹

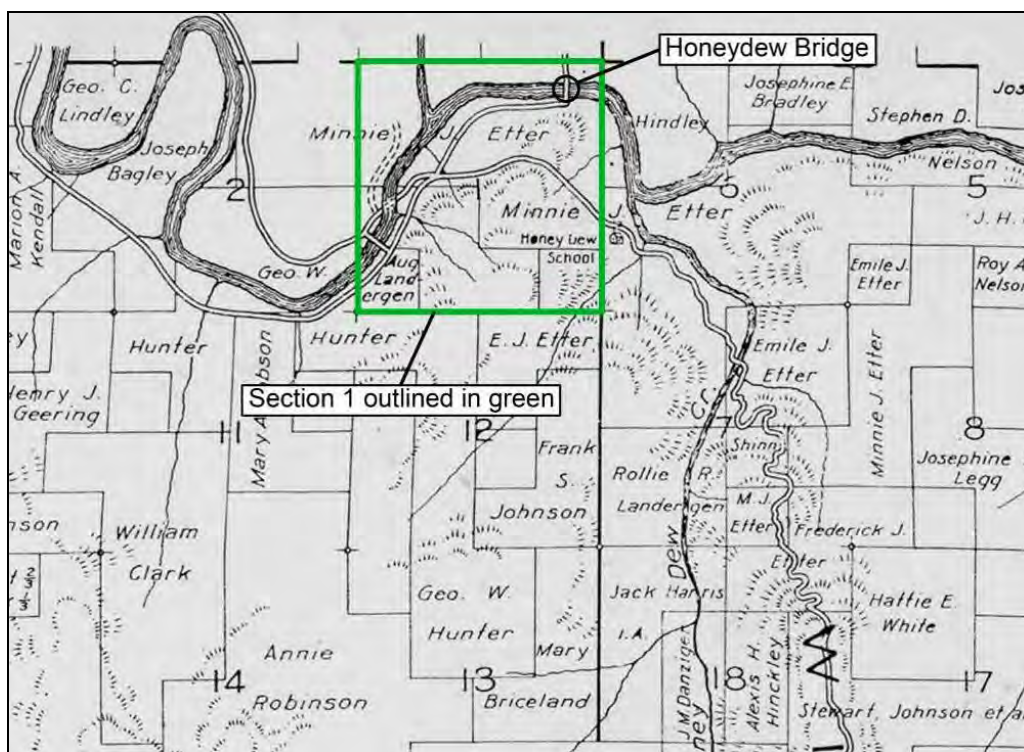


Illustration 2. Belcher’s 1921 Humboldt County Atlas showing Section 1.

¹⁰ Belcher Abstract & Title Company, *Atlas of Humboldt County, California*, 1921; Robert V. Shinn, June 25, 2013.

¹¹ Robert V. Shinn, June 25, 2013; Laura Walker Cooskey, “Honeydew This and Honeydew That,” *Now and Then: The Journal of the Mattole Valley Historical Society*, 5, no. 3 (Winter 2004), 1; R.L. Polk and Company, *Polk’s Eureka and Humboldt County Directory*, 1925 (San Francisco: R.L. Polk and Company, 1925), 332; R.L. Polk and Company, *Polk’s Eureka and Humboldt County Directory*, 1927 (San Francisco: R.L. Polk and Company, 1927), 540-541.



Illustration 3. Honeydew Store ca. 1925.¹²



Illustration 4. Honeydew Store ca. 1925.¹³

¹² Photograph courtesy of Robert V. Shinn, owner of Honeydew Store.

¹³ Photograph courtesy of the Humboldt County Historical Society.

The roads in Section 1 were reconfigured sometime between the 1920s and the late 1940s (**Illustration 5**). Wilder Ridge Road no longer crossed east/west through the middle of Section 1, but was re-routed to a north/south alignment through the section to connect with the Honeydew Bridge. The bridge in the SW ¼ of Section 1 was removed during this period, and about a dozen buildings were built north of the river that were apparently related to the 10 oil wells drilled in that area by the late 1940s.¹⁴



Illustration 5. USGS Point Delgada Quadrangle showing Honeydew in the 1940s.¹⁵

During the 1940s, change associated with the study parcel also occurred. Emil and Minnie were both in their 70s and Emil died in 1943. About a year later, Minnie gave a large tract of land inclusive of the study parcel to her daughter, Mary Shinn.¹⁶ Mary had married Vernile Shinn and the couple had six children: Evelyn, Mary, Margaret, Alice, Vernon E. and Ann. The Shinns had been longtime residents of the Mattole Valley, Vernile's father, Dallas Shinn, had settled in the Petrolia area in the 1870s and began farming. By 1920, Vernile and Mary had established their own sheep ranch in the Honeydew area. Vernile Shinn died in 1930 and Mary Shinn continued to operate the ranch. After she acquired this land from her mother, it was incorporated into her

¹⁴ USGS, *Point Delgada Quadrangle*, 15 minute, 1:62,500 (Washington: USGS, 1949).

¹⁵ USGS, *Point Delgada Quadrangle*, 1949.

¹⁶ US Census Bureau, 1940 Population Schedule, Humboldt County, Mattole Township, Enumeration District 12-38, Sheet 4B; "Pioneer Honeydew Resident Dies," *Humboldt Standard*, 11 May 1943; Humboldt County Recorder, Minnie Etter to Mary Shinn, Deed, dated May 27, 1944, recorded May 29, 1944, Deeds:267:140.

ranch and the store continued to be operated by William West until 1949 when Leonard Meland took over the store.¹⁷

Title to this land has subsequently remained in the Shinn family. In 1957, Mary Shinn conveyed the property to her son, Vernon E. Shinn, who continued to operate a sheep ranch. At this time the residence on the property was leased to tenants.¹⁸ Following the death of Vernon E. Shinn in 1967, the land went to his wife, Joy I. Shinn. By this time, sheep ranching was no longer a profitable business and in the early 1970s, Joy Shinn and her son, current property owner Robert V. Shinn, took over operations of the store from Leonard Meland.¹⁹ Following Joy Shinn's death in 1981, the land inclusive of the study parcel was distributed to her two daughters, Kathryn Shinn and Sharon Allen, while Robert V. Shinn continued to operate the store. In 1988, a subdivision of the family's land created a parcel of land consisting of the study parcel (APN 107-102-13) and the land currently occupied by the Honeydew School (APN 107-102-14). Following transference of the property among family members, Robert V. Shinn eventually acquired full title to the study parcel in 1997.²⁰

¹⁷ Ancestry.com, *U.S. Public Records Index, Volume 2*; US Census Bureau, 1930 Population Schedule, Humboldt County, Mattole Township, Enumeration District 12-31, Sheet 3A; US Census Bureau, 1920 Population Schedule, Humboldt County, Mattole Township, Enumeration District 60, Sheet 4B; Laura Walker Cooskey, "Albert Etter & Bros.," 1, 2; Leigh H. Irvine, *History of Humboldt County, California*, 632; Robert V. Shinn, June 25, 2013; R.L. Polk and Company, *Polk's Eureka and Humboldt County Directory, 1941* (San Francisco: R.L. Polk and Company, 1941), 462-463; Pacific Bell and Telegraph Company, *Humboldt and Del Norte Counties Telephone Directory*, (San Francisco: Pacific Bell and Telegraph Company, 1949), 34-35; "Vernile Shinn is Laid to Rest," *Ferndale Enterprise*, 11 April 1930; Laura Walker Cooskey, "Honeydew Milltown Swept Away Like Sawdust," 1-4; "Honeydew Flood Loses High," *Humboldt Standard*, 31 December 1955.

¹⁸ Humboldt County Recorder, Mary Shinn to Vernon E. Shinn, Deed, dated July 11, 1957, recorded February 9, 1960, OR:573:276.

¹⁹ Humboldt County Recorder, Vernon E. Shinn, Decree of Distribution, dated May 11, 1968, recorded July 15, 1968, OR:967:575; Robert V. Shinn, owner, Honeydew Store, Interviewed by Steven J. Melvin, JRP Historical Consulting, LLC, June 25, 2013.

²⁰ Humboldt County Recorder, Joy I. Brandstetter Shinn, Decree of Distribution, dated June 26, 1984, recorded August 20, 1984. OR:1744:794; Humboldt County Recorder, Sharon J. Allen to Robert V. Shinn, Deed, dated September 12, 1997, recorded January 23, 1998. OR:1998:1792; Humboldt County Recorder, Parcel Map No. 2618 for the Brandstetter Estates, August 1988, Book 23, Page 108.

4. FINDINGS AND CONCLUSIONS

The APE includes two built environment properties. The property at 44670 Mattole Road (APN 107-102-013) (Map Reference #1) required evaluation for this project. This property does not appear to meet the criteria for listing in the NRHP and is also not a historical resource for the purposes of CEQA. The other property in the APE is the Honeydew Bridge (04C0055) (Map Reference #2), which is eligible for listing in the NRHP and is a historical resource for the purposes of CEQA. A full evaluation of the property at 44670 Mattole Road under NRHP / CRHR criteria is provided on the DPR 523 forms in **Appendix B**. The tables below summarize the conclusions of this report. The tables are followed by a summary evaluation of the historic property and description of its character-defining features.

- Properties listed in the NRHP: **None**
- Properties previously determined eligible for the National Register:

Name	Address / Location	County	OHP Status Code	Map Reference
Honeydew Bridge (04C0055)	Mattole Road, Honeydew	Humboldt	2S	2

- Properties previously determined ineligible for the NRHP: **None**
- Properties determined eligible for the NRHP as a result of current study: **None**
- Properties determined not eligible for the NRHP as a result of current study:

Name	Address	County	OHP Status Code	Map Reference
none	44670 Mattole Road	Humboldt	6Z	1

- Resources that are historical resources for the purposes of CEQA:

Name	Address / Location	County	OHP Status Code	Map Reference
Honeydew Bridge (04C0055)	Mattole Road, Honeydew	Humboldt	2S	2

- Resources that are not historical resources under CEQA, per CEQA guidelines §15064.5, because they do not meet the CRHR criteria outlined in PRC §5024.1:

Name	Address	County	OHP Status Code	Map Reference
none	44670 Mattole Road	Humboldt	6Z	1

Steven J. Melvin, who meets the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as an Architectural Historian or above, has determined that the only other properties present within the APE, meet the criteria for Section 106 PA Attachment 4 (Properties Exempt from Evaluation).

4.1 Property Descriptions

The Property at 44670 Mattole Road (APN 107-102-013) (Map Reference #1)

At the north end of this parcel near the bridge are the Honeydew Store with a nearby outbuilding, and a residence with two outbuildings. The Honeydew Store building has a roughly rectangular plan with a cross gable addition on the west side and a small gable addition on the east side. The roof is covered in raised ridge metal panels and composition shingles on the west end. The exterior is sheathed in a combination of wide wood siding and vertical groove composition wood panels on the west end. A shed roof porch shelters much of the façade and covers the three-panel entry door and the flanking multi-light windows. The recessed east addition houses the local post office and is accessed by a concrete ramp with metal railing leading to a nine-light wood entry door. Next to the door is a 15-light wood framed window and a nine-light wood framed window is located on the east side. On the end of the building are two overhead doors and a recessed personnel entry with two doors, flanked by two large single pane windows. A top-hung wood door is also on the façade. Additional windows consists of two sliding vinyl replacement windows on the façade below the roof line, a three-over-two aluminum replacement window in the east gable, and a filled in window with an air conditioning unit on the east side.

On the east side of the property is a residence with two outbuildings. The residence is irregular in plan with a two-part side gable roof system and a small shed roof addition on the northwest corner. The roof has a moderate overhang and is covered in composition shingles. Exterior cladding is vertical groove composition wood siding with narrow corner boards. The main entry is located on the west side below a shed roof porch extension that is supported by three wood posts. A large flat deck is situated on the west side of the porch. Fenestration consists of a combination of two-part aluminum framed replacement windows and wood framed windows.

Honeydew Bridge over Mattole River (04C0055) (Map Reference #2)

The Honeydew Bridge is the sole historic property in the APE. This bridge was determined eligible for listing in the NRHP in 2003 as a result of the Caltrans Historic Bridge Inventory conducted in early 2000s.²¹ The Caltrans Historic Bridge Inventory concluded the Honeydew

²¹ JRP Historical Consulting and Caltrans, "Caltrans Historic Bridge Inventory Update: Metal Truss, Moveable, and Steel Arch Bridges," (Sacramento, CA: California Department of Transportation, 2004).

Bridge was eligible for listing in the NRHP under Criterion C as an excellent example of its type, period, and method of construction and as a rare and significant bridge type, the Camelback Truss. When evaluated, the bridge was one of only three of this type in the state on public roadways. The bridge's period of significance is 1920 (the year of construction) and, although contemporary repairs to the structure are evident like welded members in the portal cross frame, the structure retains sufficient historic integrity to convey its historic significance. The bridge has two, steel Camelback through truss spans and a single, wood-deck lane. Each span is 190 feet in length. The structure's character-defining features are the two camelback trusses and substructure, along with the concrete seat abutments, single concrete pier, and timber deck and railings. The extant pressure treated timber deck and railings replaced an earlier deck and railings, some of which occurred in the 1990s (as noted in Caltrans bridge inspection reports). Records indicate that new decking and railings can be considered as in-kind replacements and as such they contribute to the bridge's character.²²

²² Caltrans, Evaluation Summary Bridge 04C0055, Caltrans Historic Bridge Inventory Sheets; JRP Historical Consulting and Caltrans, "Caltrans Historic Bridge Inventory Update: Metal Truss, Moveable, and Steel Arch Bridges," Caltrans, "Supplementary Bridge Report, Bridge No. 04C-0055," July 21, 1988; Caltrans, "Supplementary Bridge Report, Bridge No. 04C-0055," February 4, 1993; Caltrans, "Supplementary Bridge Report, Bridge No. 04C-0055," March 16, 1995; Caltrans, "Supplementary Bridge Report, Bridge No. 04C-0055," April 9, 1997; Caltrans, "Bridge Inspection Report, Bridge No. 04C0055," October 26, 2006.

5. PREPARERS' QUALIFICATIONS

This HRER was conducted under the general direction of Christopher D. McMorris (M.S., Historic Preservation, Columbia University, New York), a partner of JRP with 15 years of experience conducting these types of studies. Mr. McMorris provided overall project direction and guidance, and reviewed and edited this report. Based on his level of experience and education, Mr. McMorris qualifies as both an architectural historian and historian under the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

JRP Staff Architectural Historian Steven J. Melvin (M.A., Public History, California State University, Sacramento) was the lead historian for this project. Mr. Melvin conducted fieldwork and research, wrote the contextual statement and property evaluation, and prepared the HRER and DPR 523 forms. Mr. Melvin qualifies as an architectural historian and historian under the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

Research Assistant Heather Miller (M.A., Public History, California State University, Sacramento – in progress) assisted in fieldwork, research, and preparation of the HRER and DPR 523 forms.

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_____. *Shubrick Peak Quadrangle*, 7.5 minute, 1:24000. Washington: USGS, 1997.

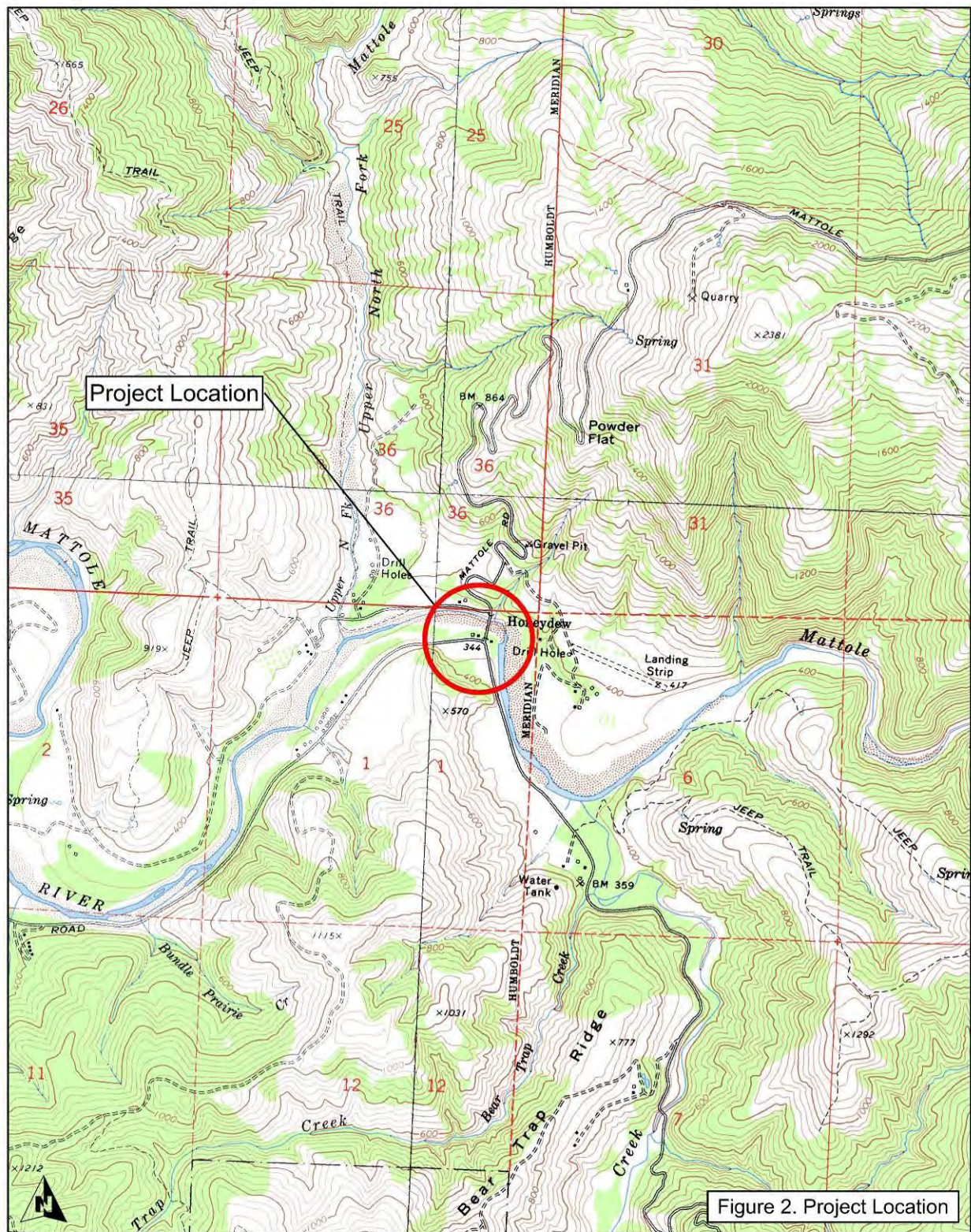
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APPENDIX A

Figures



Figure 1. Project Vicinity



Source: U.S. Geological Survey, 7.5 minute series, Buckeye Mtn., CA (1970), Bull Creek, CA (1969), Honeydew, CA (1970), and Shubrick Peak, CA (1969).

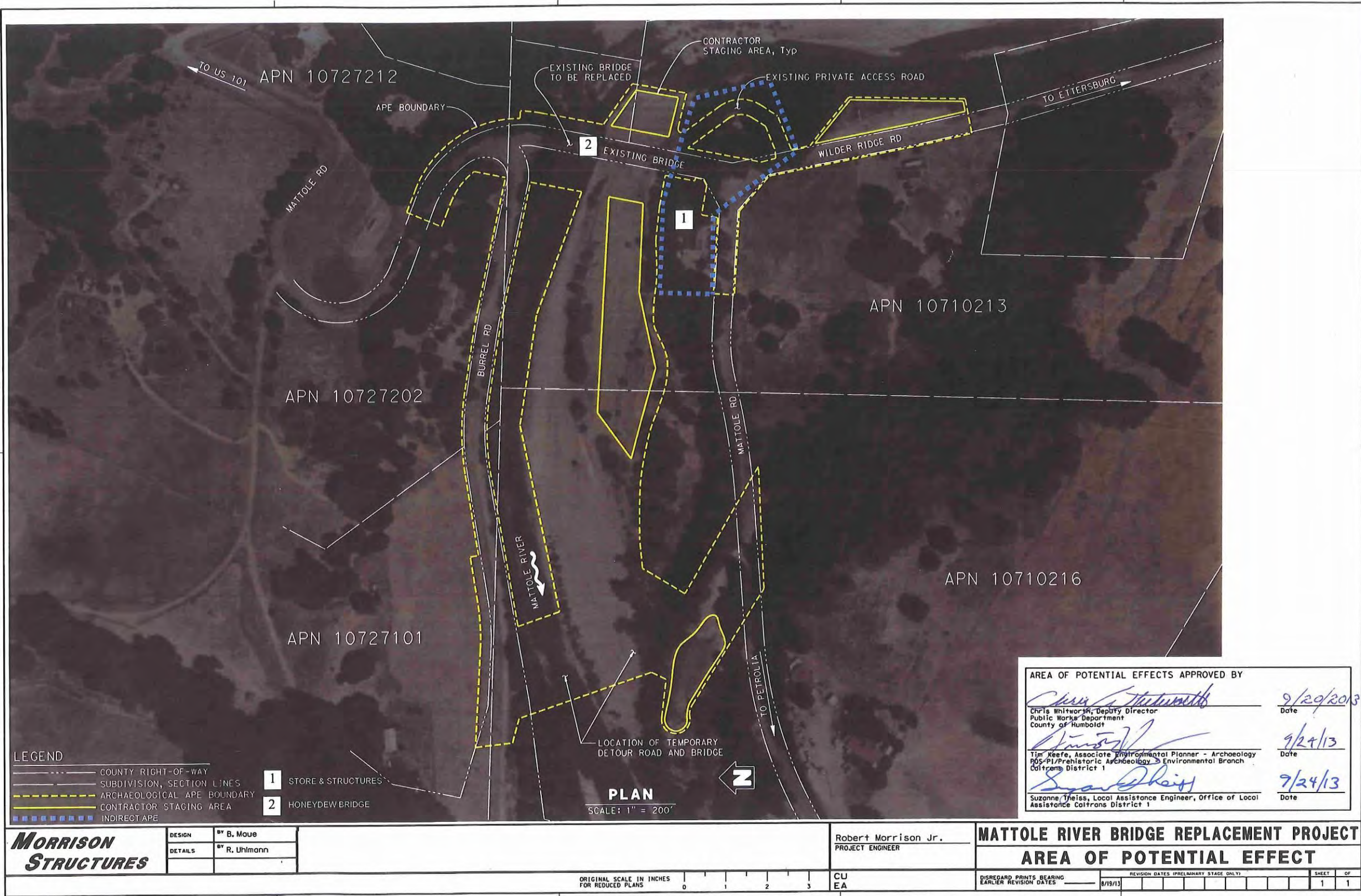


Figure 3. APE Map

APPENDIX B

DPR 523 Forms

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 13

*Resource Name or #: Map Reference 1

P1. Other Identifier: APN 107-102-013

***P2. Location:** ☐ Not for Publication ☒ Unrestricted

***a. County:** Humboldt

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Shubrick Peak, CA **Date:** 1997 **T:** 3S; **R:** 1W; **NE ¼ of Sec:** 1; H.B.M.

c. Address: 44670 Mattole Road City: Honeydew Zip: 95545

d. UTM: (give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

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

At the intersection of Mattole Road and Wilder Ridge Road.

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

The property at 44670 Mattole Road on Assessor Parcel Number (APN) 107-102-013 is a 36.36-acre parcel on the south bank of the Mattole River at the Honeydew Bridge. At the north end of the property near the bridge are the Honeydew Store with a nearby outbuilding, and a residence with two outbuildings. On the remaining portions of the property are a mobile home with small prefabricated shed and a very small livestock shelter. The Honeydew Store building has a roughly rectangular plan with a cross gable addition on the west side and a small gable addition on the east side (**Photographs 1 and 2**). The roof has a narrow overhang, fascia board, and is covered in raised ridge metal panels with composition shingles on the west end of the west addition. The exterior is sheathed in a combination of wide wood siding with T-111 vertical groove composition wood panels on the south side of the west addition. A shed roof porch shelters much of the façade and covers the three-panel entry door and the flanking multi-light windows. The recessed east addition houses the local post office and is accessed by a concrete ramp with metal railing leading to a nine-light wood entry door. Next to the door is a 15-light wood framed window and a nine-light wood framed window is located on the east side. (See Continuation Sheet.)

***P3b. Resource Attributes:** (List attributes and codes) HP6—1-3 story commercial building; HP2—single family property

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



P5b. Description of Photo: (View, date, accession#) Photograph 1. Honeydew Store, camera facing northwest, June 25, 2013.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1923, (Now and Then: The Journal of the Mattole Valley Historical Society)

***P7. Owner and Address:**
Robert V. Shinn
2310 Waddington Road
Ferndale, CA 95536

***P8. Recorded by:** (Name, affiliation, address)
Steven J. Melvin & Heather Miller
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** June 25, 2013

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historical Resources Evaluation Report, Honeydew Bridge Replacement Project, Humboldt County, California," 2013.

***Attachments:** ☐ None ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record
☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record
☐ Other (list) _____

DPR 523A (1/95)

*Required Information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

Page 2 of 13

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder): Map Reference 1

B1. Historic Name: Honeydew Store

B2. Common Name: Honeydew Store

B3. Original Use: store; residence B4. Present Use: store; residence

*B5. Architectural Style: rustic; bungalow

*B6. Construction History: (Construction date, alteration, and date of alterations) Honeydew Store: constructed in 1923; two large additions on west end, one at an unknown date, the other in the 1950s; other additions on the building made at unknown dates; windows replaced; siding replaced; metal roof installed. Residence: constructed ca. 1910; large side addition and small front addition built at an unknown date; windows and siding replaced.

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

*B8. Related Features: _____

B9. Architect: unknown b. Builder: Store: Levi Thrap

*B10. Significance: Theme: n/a Area: n/a

Period of Significance: n/a Property Type: n/a Applicable Criteria: n/a

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

The property at 44670 Mattole Road does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for the purposes of CEQA. This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

(See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes) _____

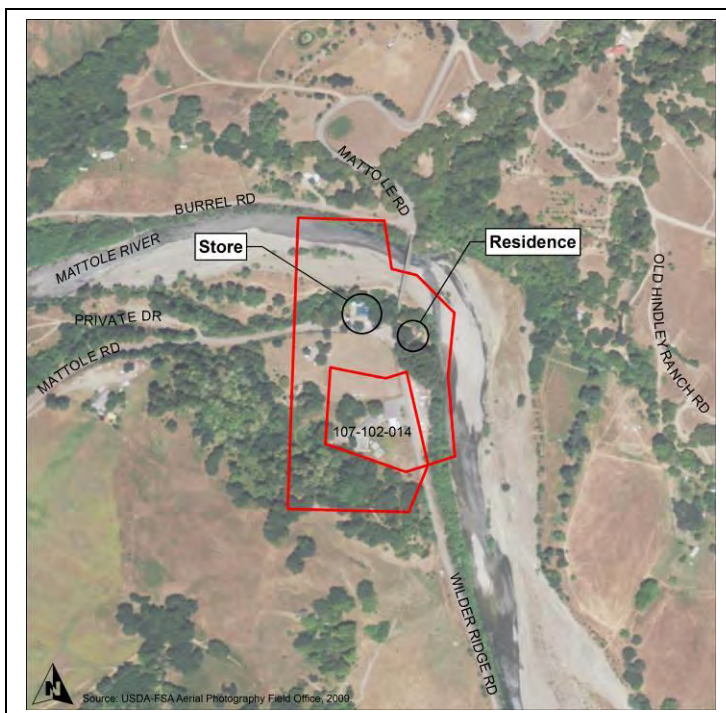
*B12. References: Jamie Roscoe, "The Mattole Valley: Economic Survival in a Rural Community," 1977; Leigh H. Irvine, *History of Humboldt County, California*; Belcher Abstract & Title Company, *Atlas of Humboldt County, California*, 1921; Humboldt County Recorder; Stanley Nelson Roscoe, *Heydays in Mattole*. See also footnotes.

B13. Remarks:

*B14. Evaluator: Steven J. Melvin

*Date of Evaluation: July 2013

(This space reserved for official comments.)



P3a. Description (continued):

A small shed roof addition is located on the northeast corner of the eastern addition that is sheathed in T-111 vertical groove composition wood siding. The west addition has two overhead doors on the west end of the façade and a recessed entry with two doors, flanked by two large single pane windows. On the west side is a single wood entry door and six square window openings that lack glazing (**Photograph 3**). A shed roof shelter is attached on the north side. A top-hung sliding wood door is located on the façade between the shed roof porch and the western addition. Additional fenestration consists of two sliding vinyl replacement windows on the façade below the roof line, a three-over-two aluminum replacement window in the east gable, and a filled in window with an air conditioning unit on the east side. West of the Honeydew Store is a small outbuilding with a gable roof covered with composition shingles, vertical grooved plywood exterior, an aluminum framed window on the south side, and a plywood door on the east side (**Photograph 4**).

On the east side of the property is a residence with two outbuildings (**Photograph 5**). The residence is irregular in plan with a two-part side gable roof system and a small shed roof addition on the northwest corner (**Photograph 6**). The roof has a moderate overhang and is covered in composition shingles. Exterior cladding is T-111 vertical groove composition wood siding with narrow corner boards. The main entry is located on the west side below a shed roof porch extension that is supported by three wood posts. A large flat deck is situated on the west side of the porch. A modern secondary entry is located on the south side of the shed roof addition. Fenestration consists of a combination of two-part aluminum framed replacement windows and wood framed windows.

Situated west of the residence is a garage that is rectangular in plan with an end-gable and side gable roof (**Photograph 4**). The roof is covered in corrugated metal panels and the exterior is sheathed in wide vertical plank siding. A large opening that lacks a door is located on the south side. Wood windows with three small lights over one single pane of glass are located on the west side and the south side of the shed roof portion. South of the residence is a modern outbuilding with an end gable roof, vertical grooved plywood siding, a vertical grooved plywood door, and vinyl windows (**Photograph 4**).

The property also contains a livestock enclosure with contemporary metal railings / barriers, along with a small livestock shelter and several small storage sheds, all of which are of recent construction. These are located across the street and to the west of the Honeydew Store. In addition, there is a contemporary trailer with a small shed located south of the residence.

B10. Significance (continued):

Historic Context

Development of the Mattole Valley

The first settlers arrived in the Mattole Valley in the 1850s and engaged in farming and ranching. These pioneers raised wheat, as well as cattle and dairy cows, and their products were largely consumed locally with very little exported out of the region. Wheat remained an important agriculture pursuit until the 1890s. Around this time fruit culture had gained the interest of some farmers in the Mattole Valley, and apples, pears, peaches and plums were among the crops planted. Albert Etter and his brothers George, Fred, August were at the forefront of this movement in the valley and were pioneers in the development of apple orchards and strawberries. The brothers settled about 10 miles southeast of Honeydew around 1890 and eventually accumulated about 800 acres in the area. The Etter's operation gave employment to a number of people and soon the place became known as Ettersburg. Another entrepreneur orchardist of the upper Mattole Valley, Joseph Bagley, organized the Mattole Valley Orchard Tract Company in 1913 and bought about 2,000 acres above Petrolia, northwest of Honeydew. The company's purpose was to subdivide small tracts of five, ten and twenty acres for walnut, apple, and pear orchards. While this plan was never realized, it speaks to the belief some had of the potential of fruit and nut orchards in this valley.¹

¹ Jamie Roscoe, "The Mattole Valley: Economic Survival in a Rural Community," 1977, Humboldt Room, Special Collections, Main Library, Humboldt State University, 1-22; Leigh H. Irvine, *History of Humboldt County, California* (Los Angeles: Historic Record Co, DPR 523L (1/95)

In the 1860s, an oil discovery in the Mattole Valley led to a small oil rush and the establishment of the town of Petrolia. This strike was the first discovery of oil in California, but never produced much commercial oil. Of the 14 wells drilled in the Petrolia in the 1860s and 1870s, only two ever produced oil and the boom slowly dissipated. Interest in oil speculation and well drilling ebbed and waned in the ensuing decades throughout the Mattole Valley region, but, as with earlier periods of speculative well drilling, very little oil was ever produced. One of the main companies was the Upper Mattole Oil Company, which drilled several wells including in the vicinity of Honeydew. The Hoagland well was drilled on Emil J. Etter's ranch in Honeydew and produced a small amount of oil.²

Another industry with a brief history in the Mattole Valley was lumber milling. Unlike other parts of Humboldt County, the Mattole Valley did not have the large stands of redwood trees, but did have some harvestable timber. Lumber mills began operating in the valley by the late nineteenth century, principally to supply local needs. A lumber boom occurred in the 1940s, stimulated by the innovation of new machinery able to work on steep terrain and a tax on standing timber. During this era, a few mills were located in the greater Honeydew area, one on the river flats west of the Honeydew Store called the Honeydew Lumber Company and another was called the North Fir Lumber Company, both of which operated in the 1950s. By the 1960s, most of the harvestable timber had been taken from the Mattole Valley. Related to the logging industry was the harvesting of tanbark beginning around 1900. Tanbark was stripped from tanoak trees and shipped out from the wharf to tanneries in San Francisco. One company specializing in the tanbark industry was the Mattole Lumber Company, which operated from 1908 to 1913. The tanbark resources of the Mattole Valley were limited, however, and this resource was exhausted by 1920.³

Industries that sprouted in the Mattole Valley all had to face the transportation challenges of this isolated and sparsely populated area. All roads into the area at the time were of poor quality and over rugged terrain. The roads could become impassable during rainy periods or high tide. The terrain also prohibited the construction of a long distance railroad through the area. A similar problem existed for sea transportation. The coast in this part of Humboldt County is also very rugged and lacks natural ports. The sole attempt to establish a viable means to transport good by ship was undertaken by the Mattole Lumber Company which built a wharf in 1908 near the mouth of the Mattole River along with a short narrow-gauge railroad leading inland. The wharf had to be frequently repaired from storm damage and following particularly severe damage after a storm in 1914, was not rebuilt.⁴

While other industries had brief growth periods, but were impaired by poor transportation networks, raising livestock was the one occupation that has withstood challenges and persisted in the Mattole Valley. The hills and valleys in this area offered excellent grazing, and cattle and dairy cows were raised in the valley since the first settlers arrived. While the number of cattle in the Mattole Valley during the early settlement period is unknown, by 1860, there were 19,205 cattle in Humboldt County. Early after arrival of settlers in the county and the Mattole Valley, ranchers began switching to sheep and by 1870 sheep outnumbered cattle. Sheep ranching continued its rise in popularity and became the preferred livestock of ranchers, including those in the Mattole Valley. From 1860 to 1880, the number of sheep in Humboldt County increased from 523 to 186,038, while during this same period the number of cattle had decreased to 17,631. The number of sheep

1915), 252, 253, 370, 371, 627-632; Belcher Abstract & Title Company, *Atlas of Humboldt County, California: Compiled from Official Records and Private Sources and Surveys* (Eureka: Belcher Abstract & Title Co., 1921); Ken Roscoe, Viola Russ McBride, and Stanley Nelson Roscoe, *Heydays in Humboldt: The True History of the Mattole Valley and the Lost Coast of Humboldt County* (Arcata: Illiana Ltd, 1991), 120, 121.

² Leigh H. Irvine, *History of Humboldt County, California*, 160, 374, 375; Stanley Nelson Roscoe, *Heydays in Mattole: More Wild Tales of the Mattole Valley and the Lost Coast of Humboldt County* (McKinleyville, CA: Illiana Ltd, 1996), 53-57.

³ Laura Walker Cooskey, "Honeydew Milltown Swept Away Like Sawdust," *Now and Then: The Journal of the Mattole Valley Historical Society*, 5, no. 4 (Winter 2004), 1-4; "Honeydew Residents Like the Rain," *Eureka Times Standard*, 27 December 1988; Jamie Roscoe, "The Mattole Valley: Economic Survival in a Rural Community," 1-22; "Honeydew Flood Loses High," *Humboldt Standard*, 31 December 1955; Laura Walker Cooskey, "Basic Timeline of Mattole History," Mattole Valley Historical Society, Available at <http://mattolehistory.wordpress.com/2010/12/21/basic-timeline-of-mattole-history/>.

⁴ Jamie Roscoe, "The Mattole Valley: Economic Survival in a Rural Community," 1-22; Stanley Nelson Roscoe, *Heydays in Mattole*, 39, 40, 104.

remained high until around 1900 when an increase in predatory animals, especially coyotes, and loss of open federal land for grazing contributed to the number of sheep in the county to drop to 56,153 in 1920. In response to this problem, Humboldt County implemented predatory animal control programs. This effort helped the sheep industry rebound and by 1940 over 140,000 sheep were counted. Sheep ranching continued to thrive following World War II and Humboldt County consistently ranked high in sheep production in the country. Sheep ranching persisted in the Mattole Valley as well, being regarded in the 1960s as the valley's "foremost industry." Sheep ranching began to decline in the 1970s with another increase in the coyote population and a downturn in the wool and mutton market.⁵

Property History of 44670 Mattole Road

The property at 44670 Mattole Road is the sole property in the APE that requires evaluation. This property is in the NE ¼ of the NE ¼ of Section 1, T3S/R1W, HBM, on the south bank of the Mattole River about 16 miles from the coast. Early residents were J. Cathey and D. Wilder who were in the area by 1865. During this early period, the number of settlers decreased moving up the Mattole Valley from the coast and the area in the vicinity of Section 1 seems to have been the limit of the frontier.⁶

By 1898, Minnie J. Etter owned the north half of Section 1, inclusive of the study parcel, as well as several hundred additional acres in the vicinity (**Illustration 1**). Minnie Etter was married to Emil Etter – one of the Etter brothers mentioned above – and the two settled in the Honeydew area in 1896 and began a cattle ranch that eventually totaled about 4,000 acres. The homesite for Emil and Minnie's ranch was on the north side of the Mattole River near Honeydew. The couple had six children: Mary, Joseph, Getrude, Charles, Benjamin, and Raymond. Other landowners in Section 1 were John H. Hunter and George W. Hunter. John H. Hunter owned a real estate business in Eureka as well as acreage in the Mattole Valley and George W. Hunter owned operated a large stock ranch in this area. At this time the road through this part of the Mattole Valley was along the north bank of the river from the community of Upper Mattole (about four miles northwest of Honeydew) and crossed the river in the SW ¼ of Section 1, downstream from the current location of the Honeydew Bridge, which had not yet been built. The road continued southwest roughly along the alignment of the current Wilder Ridge Road.⁷

Land ownership and road alignment in Section 1 remained unchanged until 1920 when the county built the Honeydew Bridge. By this time a new road had been built along the south bank of the Mattole River from Upper Mattole to the Honeydew Bridge where it crossed the river and continued north. Another bridge had also been built in the SW ¼ of Section 1. This also appears to have been when this place acquired the name Honeydew, as the "Honey Dew School" is depicted on a map in Section 6, T3S/R1E, just east of the current school (**Illustration 2**). In 1920, land owned by Minnie Etter in Section 1 was the same as in 1898, although the Etters had built a small residence on the study parcel near the Honeydew Bridge and east of Mattole Road. It is not known who occupied this house at this time.⁸ Construction of the Honeydew Bridge in 1920

⁵ Jamie Roscoe, "The Mattole Valley: Economic Survival in a Rural Community," 1-22; Robert V. Shinn, owner, Honeydew Store, Interviewed by Steven J. Melvin, JRP Historical Consulting, LLC, June 25, 2013; W.W. Elliott & Company, *History of Humboldt County, California* (San Francisco: W.W. Elliott & Co., 1881), 160; Rand F. Herbert, Alan M. Peterson, Stephen R. Wee, "The Historical Development of Interior Sections of Humboldt and Mendocino Counties: A Documentary Report Prepared for United States Department of the Interior, Bureau of Land Management, Ukiah District," California-Pacific Research Associates, [1979], 76-82; "Portable Unit Makes Work a Little Easier for Busy Valley Ranchers," *Humboldt Standard*, 28 June 1966; "County High on Sheep Production," *Humboldt Standard*, 9 August 1956; Laura Walker Cooskey, "Basic Timeline of Mattole History."

⁶ A. J. Doolittle and Grafton Tyler Brown, *The Official Township Map of Humboldt County, California* (San Francisco: A.J. Doolittle, 1865); General Land Office, Survey Plat, T3S/R1E, HM, (Washington: GLO, 1875); General Land Office, Survey Plat, T2S/R1E, HM, (Washington: GLO, 1875).

⁷ J.N. Lentell, *Official Map of Humboldt County, California* ([San Francisco]: J.N. Lentell, 1898); Edward Denny & Company, *Denny's Pocket Map of Humboldt County, California* (San Francisco: Denny & Co., 1911); US Census Bureau, 1920 Population Schedule, Humboldt County, Mattole Township, Enumeration District 60, Sheet 4B; US Census Bureau, 1930 Population Schedule, Humboldt County, Mattole Township, Enumeration District 12-31, Sheet 3A; Ancestry.com, *U.S. Public Records Index, Volume 2* (Provo, UT: Ancestry.com Operations, Inc., 2010); Laura Walker Cooskey, "Albert Etter & Bros.," *Now and Then: The Journal of the Mattole Valley Historical Society*, 7, no. 1 (Autumn 2005), 1, 2; Leigh H. Irvine, *History of Humboldt County, California*, 254, 814, 815, 627-632.

⁸ Belcher Abstract & Title Company, *Atlas of Humboldt County, California*, 1921; Robert V. Shinn, June 25, 2013.

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*Resource Name or # (Assigned by recorder): Map Reference 1

*Recorded by: S. Melvin & H. Miller *Date: June 25, 2013

☒ Continuation ☐ Update

also seems to have triggered the construction of the Honeydew Store in 1923 on Etter's land and on the current study parcel. Local rancher Levi Thrap built the store and William West and his wife, Idella (Thrap's daughter) were the store's first proprietors (**Illustration 3** and **Illustration 4**). A post office opened in the store in 1926. Residents of the greater Honeydew region were predominately ranchers and the land surrounding the store continued to be used for grazing.⁹

The roads in Section 1 were reconfigured sometime between the 1920s and the late 1940s (**Illustration 5**). Wilder Ridge Road no longer crossed east/west through the middle of Section 1, but was re-routed to a north/south alignment through the section to connect with the Honeydew Bridge. The bridge in the SW ¼ of Section 1 was removed during this period, and north of the river about a dozen buildings were built. These buildings were apparently related to the 10 oil wells that had been drilled by the late 1940s.¹⁰

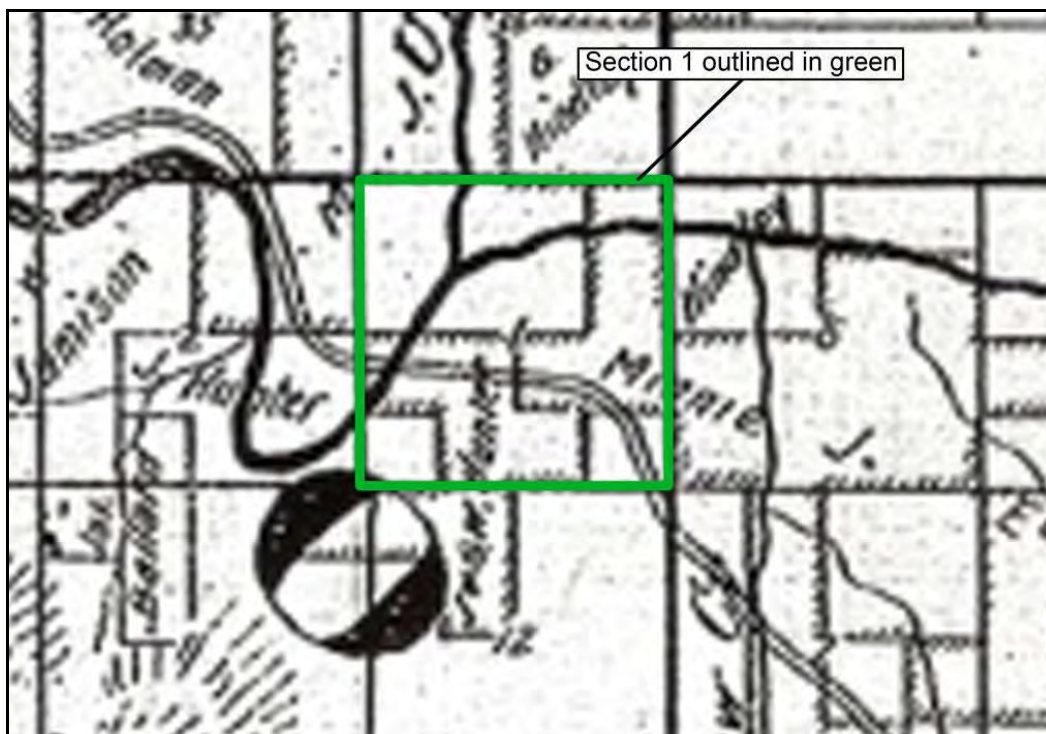


Illustration 1. Lentell's 1898 Humboldt County Map showing Section 1.

⁹ Robert V. Shinn, June 25, 2013; Laura Walker Cooskey, "Honeydew This and Honeydew That," *Now and Then: The Journal of the Mattole Valley Historical Society*, 5, no. 3 (Winter 2004), 1; R.L. Polk and Company, *Polk's Eureka and Humboldt County Directory, 1925* (San Francisco: R.L. Polk and Company, 1925), 332; R.L. Polk and Company, *Polk's Eureka and Humboldt County Directory, 1927* (San Francisco: R.L. Polk and Company, 1927), 540-541.

¹⁰ USGS, *Point Delgada Quadrangle*, 15 minute, 1:62,500 (Washington: USGS, 1949).

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*Resource Name or # (Assigned by recorder): Map Reference 1

*Recorded by: S. Melvin & H. Miller *Date: June 25, 2013

☒ Continuation ☐ Update

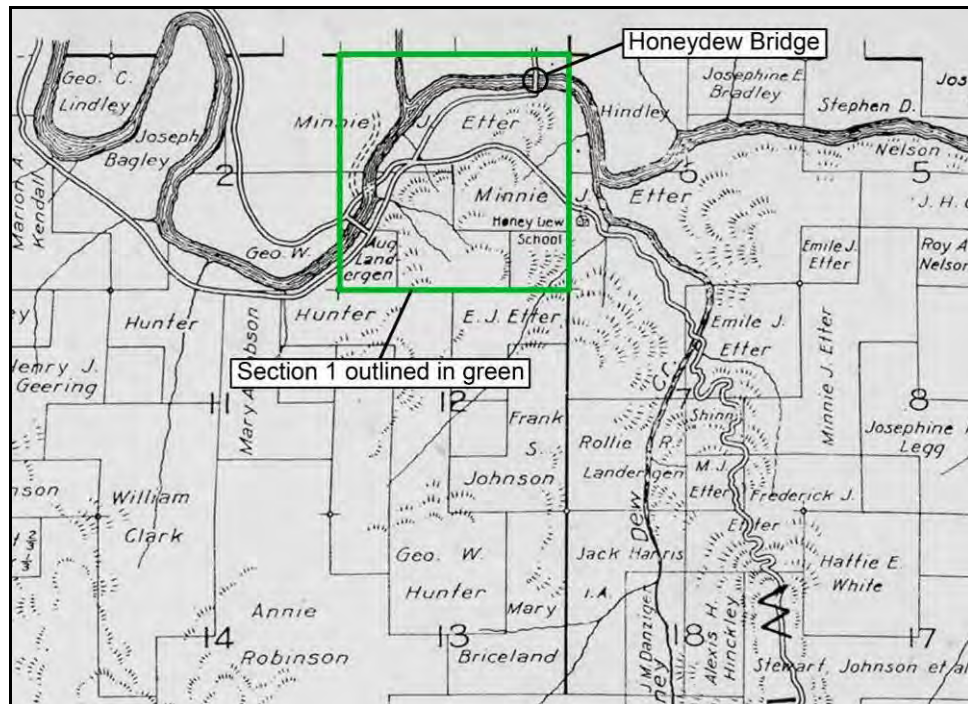


Illustration 2. Belcher's 1921 Humboldt County Atlas showing Section 1.



Illustration 3. Honeydew Store ca. 1925.¹¹

¹¹ Photograph courtesy of Robert V. Shinn, owner of Honeydew Store.
DPR 523L (1/95)

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*Recorded by: S. Melvin & H. Miller *Date: June 25, 2013

*Resource Name or # (Assigned by recorder): Map Reference 1

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Illustration 4. Honeydew Store ca. 1925.¹²



Illustration 5. USGS Point Delgada Quadrangle showing Honeydew in the 1940s.¹³

¹² Photograph courtesy of the Humboldt County Historical Society.

¹³ USGS, *Point Delgada Quadrangle*, 1949.

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*Resource Name or # (Assigned by recorder): Map Reference 1

*Recorded by: S. Melvin & H. Miller *Date: June 25, 2013

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During the 1940s, change associated with the study parcel also occurred. Emil and Minnie were both in their 70s and Emil died in 1943. About a year later, Minnie gave a large tract of land inclusive of the study parcel to her daughter, Mary Shinn.¹⁴ Mary had married Vernile Shinn and the couple had six children: Evelyn, Mary, Margaret, Alice, Vernon E. and Ann. The Shinn family had been longtime residents of the Mattole Valley, Vernile's father, Dallas Shinn, had settled in the Petrolia area in the 1870s and began farming. By 1920, Vernile and Mary had established their own sheep ranch in the Honeydew area. Vernile Shinn died in 1930 and Mary Shinn continued to operate the ranch. After she acquired this land from her mother, it was incorporated into her ranch and the store continued to be operated by William West until 1949 when Leonard Meland took over the store.¹⁵

Title to this land has subsequently remained in the Shinn family. In 1957, Mary Shinn conveyed the property to her son, Vernon E. Shinn, who continued to operate a sheep ranch. At this time the residence on the property was leased to tenants.¹⁶ Following the death of Vernon E. Shinn in 1967, the land went to his wife, Joy I. Shinn. By this time, sheep ranching was no longer a profitable business and in the early 1970s, Joy Shinn and her son, current property owner Robert V. Shinn, took over operations of the store from Leonard Meland.¹⁷ Following Joy Shinn's death in 1981, the land inclusive of the study parcel was distributed to her two daughters, Kathryn Shinn and Sharon Allen, while Robert V. Shinn continued to operate the store. In 1988, a subdivision of the family's land created a parcel of land consisting of the study parcel (APN 107-102-13) and the land currently occupied by the Honeydew School (APN 107-102-14). Following transference of the property among family members, Robert V. Shinn eventually acquired full title to the study parcel in 1997.¹⁸

Evaluation

This property does not appear to have important associations with significant historic events, patterns, or trends of development (NRHP Criterion A/CRHR Criterion 1). The Honeydew Store, built in 1923, is associated with the establishment of the community of Honeydew. Along with the original Honeydew School, which was built before the store and is not extant, the Honeydew Store and its post office helped establish the community of Honeydew. While the store is associated with early history of Honeydew, construction of such buildings in small and remote communities does not imbue it with historical significance and this building is not associated with any specific important historic event or trend, but is representative of the incremental development of this area. Furthermore, the building does not retain historic integrity to its potential period of significance in the 1920s. Major alterations to the store include a large addition on the west end at an unknown date, a second large addition on the west in the 1950s, the replacement of the original windows, replacement siding, a small addition on the east end, and the replacement of wood shake shingles with a raised ridge metal roof. The residence on this property, built ca. 1910, is associated with ranching and farming, and the rural development of this area.

¹⁴ US Census Bureau, 1940 Population Schedule, Humboldt County, Mattole Township, Enumeration District 12-38, Sheet 4B; "Pioneer Honeydew Resident Dies," *Humboldt Standard*, 11 May 1943; Humboldt County Recorder, Minnie Etter to Mary Shinn, Deed, dated May 27, 1944, recorded May 29, 1944, Deeds:267:140.

¹⁵ Ancestry.com, *U.S. Public Records Index, Volume 2*; US Census Bureau, 1930 Population Schedule, Humboldt County, Mattole Township, Enumeration District 12-31, Sheet 3A; US Census Bureau, 1920 Population Schedule, Humboldt County, Mattole Township, Enumeration District 60, Sheet 4B; Laura Walker Cooskey, "Albert Etter & Bros.," 1, 2; Leigh H. Irvine, *History of Humboldt County, California*, 632; Robert V. Shinn, June 25, 2013; R.L. Polk and Company, *Polk's Eureka and Humboldt County Directory, 1941* (San Francisco: R.L. Polk and Company, 1941), 462-463; Pacific Bell and Telegraph Company, *Humboldt and Del Norte Counties Telephone Directory*, (San Francisco: Pacific Bell and Telegraph Company, 1949), 34-35; "Vernile Shinn is Laid to Rest," *Ferndale Enterprise*, 11 April 1930; Laura Walker Cooskey, "Honeydew Milltown Swept Away Like Sawdust," 1-4; "Honeydew Flood Loses High," *Humboldt Standard*, 31 December 1955.

¹⁶ Humboldt County Recorder, Mary Shinn to Vernon E. Shinn, Deed, dated July 11, 1957, recorded February 9, 1960, OR:573:276.

¹⁷ Humboldt County Recorder, Vernon E. Shinn, Decree of Distribution, dated May 11, 1968, recorded July 15, 1968, OR:967:575; Robert V. Shinn, owner, Honeydew Store, Interviewed by Steven J. Melvin, JRP Historical Consulting, LLC, June 25, 2013.

¹⁸ Humboldt County Recorder, Joy I. Brandstetter Shinn, Decree of Distribution, dated June 26, 1984, recorded August 20, 1984. OR:1744:794; Humboldt County Recorder, Sharon J. Allen to Robert V. Shinn, Deed, dated September 12, 1997, recorded January 23, 1998. OR:1998:1792; Humboldt County Recorder, Parcel Map No. 2618 for the Brandstetter Estates, August 1988, Book 23, Page 108.

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*Resource Name or # (Assigned by recorder): Map Reference 1

*Recorded by: S. Melvin & H. Miller *Date: June 25, 2013

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Ranching and farming, and the construction of residences and other buildings associated with these activities had occurred in this area for decades prior to the construction of the residence on this property. In addition to lacking historical significance, this residence has undergone multiple alterations that have diminished its historic integrity including the construction of a large side addition, a small front addition, replacement windows and replacement siding. This property, therefore, fails to meet the eligibility requirements under this criterion.

This property does not appear to be significant for an association with the lives of persons important to history (NRHP Criterion B/CRHR Criterion 2). It does not appear that any individual associated with this property have made demonstrably important contributions to history at the local, state, or national level. This property is associated with Minnie and Emil Etter, members of the Shinn family and William West and Leonard Meland, but none of these individuals have made significant contributions to history and can be shown to be historically important.

Under NRHP Criterion C/CRHR Criterion 3, this property does not appear to be significant as an important example of a type, period, or method of construction. The Honeydew Store is a generally unremarkable building with some rustic-rural style elements such as the horizontal wood siding, wide, shed roof porch and steep gable metal roof. The residence is a small bungalow that has been heavily altered and shows few of its original features. Both of these buildings are modest examples of their types and lack architectural distinction.

This property does not appear to be significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies (NRHP Criterion D or CRHR Criterion 4). In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the NRHP or CRHR, this property has diminished historic integrity as noted above.

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*Recorded by: S. Melvin & H. Miller *Date: June 25, 2013

*Resource Name or # (Assigned by recorder): Map Reference 1

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Photographs (continued):



Photograph 2: West side of Honeydew Store, camera facing northeast, June 25, 2013.



Photograph 3: West side of Honeydew Store, camera facing northeast, June 25, 2013.

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*Recorded by: S. Melvin & H. Miller *Date: June 25, 2013

*Resource Name or # (Assigned by recorder): Map Reference 1

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Photograph 4: Outbuilding west of Honeydew Store, camera facing northwest
June 25, 2013.



Photograph 5: Residence and outbuildings, camera facing northeast, June 25,
2013.

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*Recorded by: S. Melvin & H. Miller *Date: June 25, 2013

*Resource Name or # (Assigned by recorder): Map Reference 1

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Photograph 6: West and south sides of residence, camera facing northeast, June 25, 2013.

APPENDIX C

Caltrans Historic Bridge Inventory Sheet



Structure Maintenance & Investigations



Historical Significance - Local Agency Bridges

District 01					
Humboldt County					
Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
04C0001	REDWOOD CREEK	3.3 MI W JCT S.R. 101	5. Bridge not eligible for NRHP	1938	1959
04C0002	REDWOOD CREEK	2.3 MI W/O REDWOOD DR	5. Bridge not eligible for NRHP	1959	
04C0003	REDWOOD CREEK	10 MI E SHELTER COVE RD	5. Bridge not eligible for NRHP	1935	
04C0005	PRAIRIE CREEK	0.01 MI E/O SR 101	5. Bridge not eligible for NRHP	1957	2000
04C0006	JACOBY CREEK	0.05 MI S JACOBY CREEK RD	5. Bridge not eligible for NRHP	1971	
04C0007	KLAMATH RIVER (MARTINS FERRY)	AT INTERSECTION RTE 169	5. Bridge not eligible for NRHP	1959	1965
04C0012	SALT RIVER	JUST N OF PORT KENYON RD	4. Historical Significance not determined	1994	
04C0015	BULL CREEK	6.4 MI W/O JCT W/ SR 101	5. Bridge not eligible for NRHP	1966	
04C0016	MATTOLE RIVER	0.7 MI W/O BRICELAND RD	5. Bridge not eligible for NRHP	1981	
04C0018	CUNEO CREEK	7 MI W/O 101	5. Bridge not eligible for NRHP	1966	
04C0019	CHINA CREEK	5.2 MI NE SHELTER COVE	5. Bridge not eligible for NRHP	1959	
04C0023	MAD RIVER SLOUGH	2.5 MI WEST OF SR 101	5. Bridge not eligible for NRHP	1988	
04C0025	EEL RIVER BOH	0.5 MI SE OF ALDERPOINT	5. Bridge not eligible for NRHP	1972	
04C0026	NORTH FORK MAD RIVER	IN KORBEL	2. Bridge is eligible for NRHP	1928	
04C0028	SOUTH FORK EEL RIVER	1.4 MI SW OF INTER W/101	5. Bridge not eligible for NRHP	1982	
04C0029	SALT RIVER	NORTH OF KENYON ROAD	5. Bridge not eligible for NRHP	1950	1979
04C0030	SPROWEL CREEK	3 MI SW/O KMTU RD	5. Bridge not eligible for NRHP	1959	
04C0032	TRINITY RIVER	IN WILLOW CREEK	5. Bridge not eligible for NRHP	1957	
04C0033	SOUTH FORK EEL RIVER (REDWAY)	1.1 MI W JCT OLD RTE 101	5. Bridge not eligible for NRHP	1966	
04C0038	MOSLEY SLOUGH	3.7 MI W OF EEL RIVER DR	5. Bridge not eligible for NRHP	1959	1965
04C0039	CANYON CREEK	7.25 MI S INTX RTE 299	5. Bridge not eligible for NRHP	1951	2000
04C0040	EEL RIVER	6 MI E DYERVILLE LOOP RD	5. Bridge not eligible for NRHP	1958	
04C0041	LAWRENCE CREEK	26.1 MI NE/O BRIDGEVILLE	5. Bridge not eligible for NRHP	1949	
04C0042	NORTH FORK YAGER CREEK	14.3 MI N OF BRIDGEVILLE	5. Bridge not eligible for NRHP	1964	
04C0044	SALMON CREEK	2 MI W/O HWY 101	5. Bridge not eligible for NRHP	1959	
04C0045	PRICE CREEK	3.9 MI NW OF HIGHWAY 101	5. Bridge not eligible for NRHP	1959	
04C0046	HOWE CREEK	JCT HOWE CREEK ROAD	5. Bridge not eligible for NRHP	1978	
04C0047	ELK RIVER	0.14 MI W ELK RIVER RD	5. Bridge not eligible for NRHP	1936	1972
04C0048	ELK RIVER	0.1 MI W ELK RIVER RD	5. Bridge not eligible for NRHP	1936	
04C0049	FRESHWATER CREEK	0.01 MI SW FRESHWATER RD	5. Bridge not eligible for NRHP	1949	
04C0050	BEAR RIVER	6.2 MI S OF MATTOLE ROAD	5. Bridge not eligible for NRHP	1960	
04C0052	MAD RIVER	0.1 MI E/O BLACK CRK LN	5. Bridge not eligible for NRHP	1937	1965
04C0055	MATTOLE RIVER (HONEYDEW)	E OF JCT WILDER RIDGE RD	2. Bridge is eligible for NRHP	1920	
04C0056	SALMON CREEK	2.65 MI AVE OF THE GIANTS	5. Bridge not eligible for NRHP	1959	1966
04C0057	NORTH FORK ELK RIVER	JUST S/O WRIGLEY RD	5. Bridge not eligible for NRHP	1923	1969
04C0060	MAD RIVER	JUST S/O BLUE LAKE	5. Bridge not eligible for NRHP	1983	
04C0061	MAPLE CREEK	12.5 MI SE OF KORBEL	5. Bridge not eligible for NRHP	1955	
04C0062	BOULDER CREEK	1/4 MI E BUTLER VLY RD	5. Bridge not eligible for NRHP	1923	
04C0064	SOUTH DOBBYN CREEK	2 MI E/O ALDERPOINT RD	5. Bridge not eligible for NRHP	1949	
04C0066	BEARTRAP CREEK	1.5 MI S MATTOLE RD	5. Bridge not eligible for NRHP	1960	
04C0067	HONEYDEW CREEK	2 MI S MATTOLE RD	5. Bridge not eligible for NRHP	1990	
04C0069	M McNUTT CREEK	0.49 MI N OF MATTOLE RD	5. Bridge not eligible for NRHP	1926	
04C0071	MATTOLE RIVER	SHIELD'S FORD	5. Bridge not eligible for NRHP	1973	

APPENDIX D

Correspondence



2850 Spafford Street • Davis, CA 95618 • (530) 757-2521 • (530) 757-2566 Fax • www.jrphistorical.com

Stephen R. Wee, Principal / President
Rand F. Herbert, Principal / Vice President
Meta Bunse, Partner
Christopher D. McMorris, Partner

May 24, 2013

Humboldt County Historical Society
703 8th Street
Eureka, CA 95501

Eureka Heritage Society
P.O. Box 1354
Eureka, CA 95502-1354

Clarke Historical Museum
240 E. Street
Eureka, CA 95501

Mattole Valley Historical Society
P.O. Box 144
Petrolia, CA 95558

To Whom It May Concern:

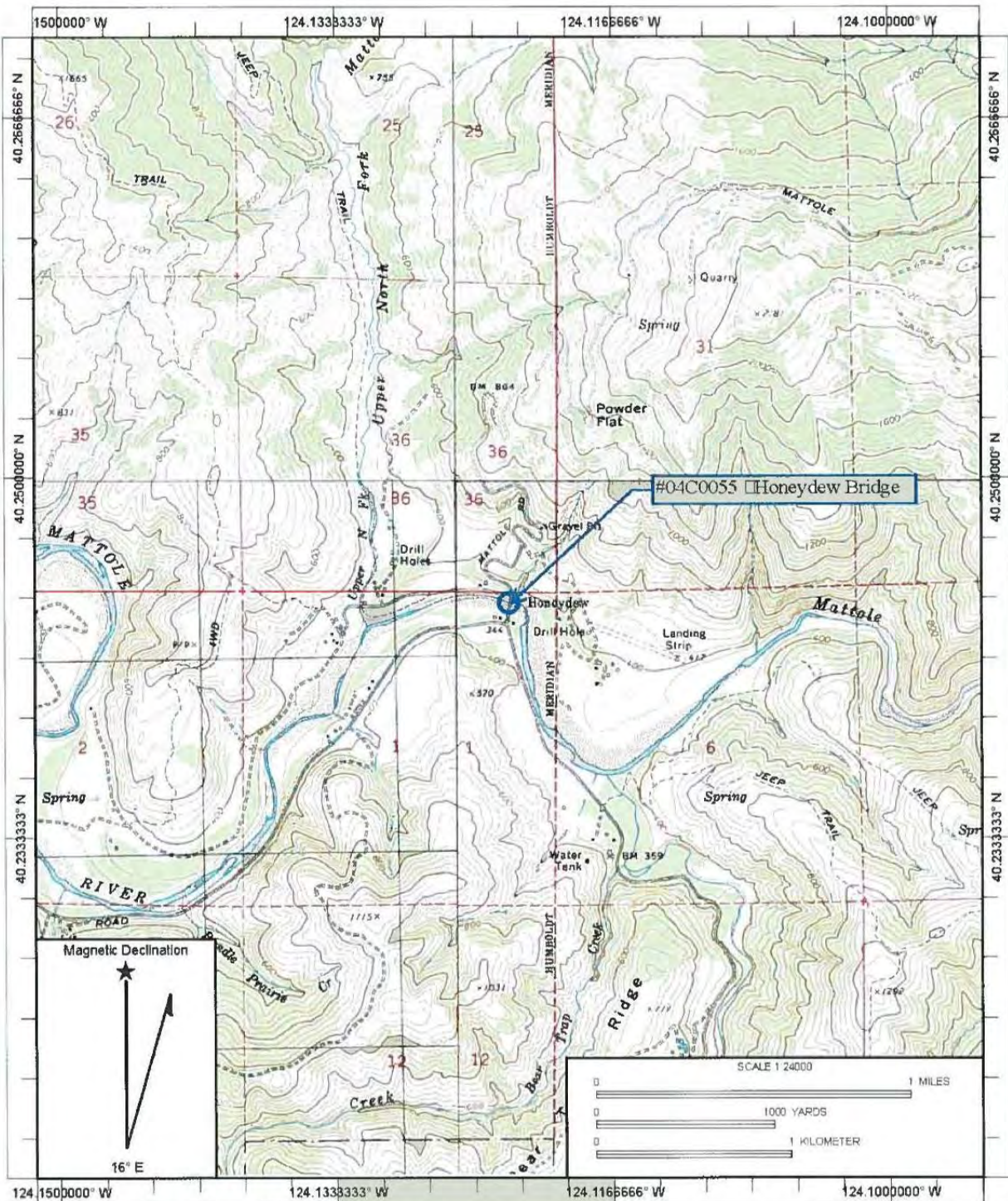
The Humboldt County Department of Public Works is planning to replace the Honeydew Bridge on Mattole Road over the Mattole River (Bridge No. 04C0055) (see enclosed map) within the next few years. This project is currently in the engineering design and environmental review phase. The project will require construction of a temporary bridge downstream from the extant structure, and thus the project area includes the bridge, a portion of the river bed, adjacent roads, and properties adjacent to the bridge. This project is receiving federal funding through the Caltrans local assistance program, making it subject to compliance with Section 106 of the National Historic Preservation Act, and its regulations in Title 36 Code of Federal Regulations Part 800, as well as other environmental laws / regulations. It is also subject to compliance with the California Environmental Quality Act (CEQA), as it pertains to historical resources. The Honeydew Bridge is a camelback through truss bridge built in 1920 and has been determined eligible for listing in the National Register of Historic Places. JRP Historical Consulting, LLC has been retained to assist the County with Section 106 compliance and CEQA compliance for historical resources.

If you or your organization has any information or concerns regarding historic resources that could be affected by this project, please respond in writing to the address provided above, or via email at cmcmorris@jrphistorical.com, within the next thirty days. Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chris McMorris". The signature is fluid and cursive, with a large "3" at the end.

Christopher McMorris
Partner / Architectural Historian



Name: HONEYDEW
 Date: 2/6/2012
 Scale: 1 inch equals 2000 feet

Location: 040.2440322° N 124.1229472° W NAD 83
 Caption: BPMP 2012
 #04C0055 - Honeydew Bridge

Chris McMorris

From: Meta Bunse
Sent: Friday, February 01, 2013 4:50 PM
To: Chris McMorris
Subject: Telephone message regarding Mattole Road Bridge

Chris –

Yesterday evening (January 31st) at about 6pm, Linda of the Humboldt County Historical Society (HCHS) called in response to an interested parties letter she received from you regarding the Mattole Road Bridge over the Mattole River in Humboldt County. She left a message for you with me. Her message was that although HCHS does not have a specific comment regarding that bridge, she thought that it would be better to contact the Eureka Heritage Society and left their phone number: 707-445-8775.

Thanks,
Meta

Meta Bunse, Partner
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618
Tel 530.757.2521 / Fax 530.757.2566
www.jrphistorical.com

Chris McMorris

From: Mattole History [mailto:mattolehistory@frontiernet.net]
Sent: Friday, February 08, 2013 10:00 AM
To: Chris McMorris
Subject: Re: regarding Honeydew Bridge

Thank you, Chris. This is what I was afraid of... maintenance is not a way to avoid replacement, apparently.

I think the question has been raised of what if it were declared a National Historic Site, and the county had to save it. The problem was they would still have to move and replace it because it's basically doomed, and they don't have the funding to be able to do that (to preserve it by moving it to another spot) --and we probably don't have a citizen or group able to afford it, either.

Thank you for your reply.
~Laura Cooskey

From: Chris McMorris
Sent: Thursday, February 07, 2013 11:03 AM
To: Mattole History
Cc: Seemann, Hank
Subject: RE: regarding Honeydew Bridge

Laura Walker Cooskey
Mattole Valley Historical Society

Thank you for your email. I forwarded your communication to the Humboldt County Department of Public Works. Attached is the map that did not get included with the letter I sent.

The current project on the Honeydew Bridge is preventive maintenance that includes replacement of deteriorated components of the structure's timber deck and railings. Replacement of the bridge would be a separate project.

Chris

Christopher McMorris
Partner



2850 Spafford Street
Davis, California 95618
530-757-2521 ext. 30
530-757-2566 fax
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From: Mattole History [mailto:mattolehistory@frontiernet.net]
Sent: Tuesday, February 05, 2013 8:48 PM
To: Chris McMorris
Subject: regarding Honeydew Bridge

Christopher McMorris, JRP Historical Consulting, LLC

February 5, 2013

Dear Mr. McMorris,

I recently received a letter, addressed to the Mattole Valley Historical Society (whom I represent) and two other historical organizations in Humboldt County, regarding preservation and preventive maintenance for the Honeydew Bridge.

The letter mentioned an enclosed map, but there was none in the envelope. Still, I assume the bridge in question is the one next to the Honeydew Store, which has been slated for replacement by the county. Locals are fervently devoted to keeping the old bridge. There has been a flurry of messaging on our local electronic bulletin board about its fate, and the consensus seems to be that the county says they are open to comments, but that they most likely will tear down the bridge to make room for a replacement.

I wasn't able to attend the community meeting, but given the general thrust of the comments about it—upset about the plans—your letter is puzzling. Are you indeed saying that preservation, rather than replacement, is planned?

Thank you,
Laura Walker Cooskey

for the Mattole Valley Historical Society
P.O. Box 144, Petrolia, CA 95558
mattolehistory@frontiernet.net

Attachment D

Archaeological Survey Report

An Archaeological Survey Report for the
Honeydew Bridge Replacement Project
(Bridge No. 04C0055), Mattole Road PM 0.02
Located in Humboldt County, California
Federal Project # STPLZ 5904(024)

Prepared For:
Hank Seemann
Natural Resources Division
Humboldt County Public Works Department
1106 2nd Street
Eureka, CA 95501

Prepared By: James Roscoe
James Roscoe, M.A. and William Rich, M.A., R.P.A.
With contributions by Jerry Rohde
Roscoe and Associates
3781 Brookwood Drive
Bayside, CA 95524

Reviewed By: Sara Atchley Thomas
Sara Atchley Thomas, PQS Prehistoric Archaeology-P.I.
Caltrans District 1, Eureka CA

Approved By: Reah In
District Environmental Branch Chief
Caltrans District 1
P. O. Box 3700
Eureka, CA 95502-3700

USGS 7.5' Topographic Quadrangle Maps: Honeydew and Shubrick Peak, CA
Acreage of Survey: 25 acres
Findings: No archaeological resources identified in APE

November 2013

CONFIDENTIAL INFORMATION

Archaeological and other heritage resources can be damaged or destroyed through uncontrolled public disclosure. Archaeological site locations and culturally sensitive information is considered confidential and public access to such information is restricted by state and federal law.

Information regarding the location, character or ownership of a historic resource is exempt from the Freedom of Information Act pursuant to 16 U.S.C. 470w-3; Section 304 of the National Historic Preservation Act, 36 CFR 800(6)(a)(5) and 36 CFR 800.11(c); Section 9(a) of the Archaeological Resources Protection Act; Executive Order 13007; Section 6254.10 of the California State Government Code; and the 2005 California Senate Bill 922.

INVESTIGATION SUMMARY

During the summer of 2013, Roscoe and Associates completed an archaeological survey at the location of the proposed Honeydew Bridge (Bridge No. 04C0055) Replacement Project on the Mattole Road at Post Mile 0.02 in the community of Honeydew, Humboldt County, California. The Honeydew Bridge, built in 1920, is a single-lane, two-span steel truss bridge measuring 386-feet long by 17-feet wide and is now proposed for replacement with a concrete box girder bridge at the same location. This archaeological investigation was requested by the Humboldt County Department of Public Works who is working with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) for funding under the Highway Bridge Program and the Toll Credit Bridge Replacement Fund.

The project will use federal funding and therefore is subject to the January 2004 Programmatic Agreement (PA) among the FHWA, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation regarding compliance with Section 106 of the National Historic Preservation Act (Section 106 PA). Caltrans is the lead federal agency in accordance with MAP-21 NEPA assignment pursuant to 23 USC 327 that went into effect on October 1, 2012. As a result, the State of California has assumed FHWA's responsibilities under the National Environmental Policy Act (NEPA), as well as, consultation and coordination responsibilities. The Humboldt County Public Works Department, the lead agency for the California Environmental Quality Act (CEQA).

The purpose of this investigation is to determine whether archaeological or other cultural resources are present within the project's Area of Potential Effect (APE). These efforts, meeting the intentions of CEQA Section 15064.5 and 36 CFR 800.4(b), and Section 106 PA, include conducting background research, correspondence with knowledge individuals and an intensive field survey of the area of potential effect (APE).

The records search conducted at the Northwest Information Center (NWIC) of the California Historical Resources Information Center indicates that the Honeydew Bridge was determined eligible to the National Register of Historic Places under Criterion C as a rare example of a camelback truss bridge. The records at the NWIC also indicate that the project area has not been previously subject to cultural resources survey. No other buildings, structures, objects, sites, districts or other cultural resources are recorded in the project APE or within a 500-meter buffer. Only one previous archaeological investigation had been conducted within 500-meters of the project APE. This survey was conducted by J. Roscoe in 2006 at the mouth of the Upper North Fork of the Mattole River. Three regional archaeological overview reports are on file for this location, but none specifically surveyed the current project area. No findings were reported.

The project area is within the ethnographic territory of the Mattole Tribe, an Athapaskan-speaking people closely related to the neighboring Bear River and Sinkyone tribes. Two village sites were described to ethnographer Pliny E. Goddard during his 1908 interviews with Joe

Duncan, a Mattole Indian. The sites are thought to be several hundred meters upstream and downstream, respectively, from the east and west boundaries of the APE.

Honeydew is located in the mid-Mattole Valley and supports a rural residential population that derives income from timber, ranching and other agricultural products. The region has a long history of sheep and cattle ranching. The first post office at Honeydew opened in 1926. During a short-lived oil boom in the 1860s, at least one oil exploration well was drilled in the Honeydew area, but not enough oil was found to further development (USGS 7.5' Quadrangle 1970 Honeydew).

Local Native American tribes were contacted. This was initiated with the Native American Heritage Commission (NAHC) who provided a list of Native American individuals and tribes with ancestral interest in this portion of Humboldt County. Notification letters and follow-up phone calls were sent to the Bear River Band of the Rohnerville Rancheria and the InterTribal Sinkyone Wilderness Council. A verbal response was received from Erika Collins, the Tribal Historic Preservation Officer of the Bear River Band of the Rohnerville Rancheria requesting to participate in the field survey.

An intensive pedestrian archaeological field survey of the entire project APE was conducted by Roscoe and Associates. Field conditions were optimal and considered adequate for the identification of archaeological resources. Mineral exposure was observed along the gravel floodplain of the Mattole River, the erosional cuts along the river terrace, and on the river terrace surface. A shovel was used to clear the ground of vegetation in some areas. Specific attention was focused on the sloping terrace edges in the proximity of the bridge abutments, and staging areas, and the temporary detour road.

During this investigation, no archaeological resources were identified. Project effects to the Honeydew Bridge are being assessed by JRP Historical Consulting under separate documentation. Because of the intensive pedestrian investigation and excellent access to mineral soil, the likelihood appears relatively low that archaeological materials would be discovered within the project APE. If buried deposits are encountered during construction, work shall stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. It is Caltrans' policy to avoid cultural resources whenever possible. Further investigations may be needed if the discovered site[s] cannot be avoided by the project.

This investigation supports a finding that the project will not affect archaeological resources. At this time, no further archaeological studies are recommended for the Honeydew Bridge Replacement Project. Additional consideration will be required if the project description changes to include locations not covered during this survey.

Roscoe and Associates is a cultural resources consulting firm specializing in the archaeology and history of California's north coast. Key staff meet the Secretary of Interior's Professional Qualifications Standards for Archaeology (Title 36 Code of Federal Regulations Part 61, and 48

Federal Regulation 44716). Principal Investigator James Roscoe, M.A., and Registered Professional Archaeologist (RPA) William Rich, M.A., conducted the archaeological field survey and prepared this report.

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1.0 INTRODUCTION AND PROJECT/APE DESCRIPTION

During the months of June and July, 2013, Roscoe and Associates completed an archaeological investigation for the Honeydew Bridge Replacement Project, Humboldt County, California (Appendix A-Figure 1). The Honeydew Bridge (Bridge No. 04C0055) is located along the Mattole Road at PM 0.02 where it crosses the Mattole River near the community of Honeydew. The project area is located in Township 2 South, Range 1 West, Section 36 and Township 3 South Range 1 West, Section 1, Humboldt Base and Meridian and is shown on the Honeydew and Shubrick Peak, California 7.5' USGS Topographic Quadrangle Map (Appendix A-Figure 2). The elevation of the project area is approximately 360 feet above mean sea level.

Project Description

The project is designed to replace the existing 1920 bridge, which has been deemed structurally deficient and functionally obsolete based on its age, condition, and lack of current geometric and seismic standards. The existing bridge will be replaced with a new three-span, reinforced concrete box girder bridge.

The Humboldt County Department Public Works Department prepared an APE map for this project in April 2012 (Appendix A- Figure 3). This APE includes the existing bridge, adjacent riverbed and access roads. The roadway approaches to the bridge on both ends will be widened to accommodate two 12 foot wide paved travel lanes, 4 foot wide paved shoulders, and 3 foot wide unpaved shoulders. A detour road will be constructed over a low water crossing on the Mattole River, approximately 450 meters downstream from the bridge. The existing bridge will be dismantled using a crane to remove the steel truss sections and excavators with demolition tips to break apart the piers and abutments. The existing bridge pier in the river channel and both abutments will be completely removed and pile supports will be excavated and cut off at a minimum of 5-feet below the surface. All bridge, abutment, and pier debris will be removed from the streambed using heavy equipment.

When the old bridge has been dismantled and removed from the site, the new bridge will be constructed. The stream banks will be excavated for the new abutments. A crane with a pile driver will drive up to eight piles into the bank for each new abutment. Pile driving will take place above ordinary high water, however the piles will be driven to a depth of up to 40 feet. Once the piles are set, the wood falsework for the new poured-in-place concrete bridge abutments will be constructed. Wood falsework for the new bridge will also be constructed across the stream from abutment to abutment. The falsework will include vertical supports anchored to the streambed with pads to distribute the weight and minimize damage to the streambed.

Once the falsework is constructed and the cast in place piles finished, the abutments and bridge concrete will be poured. The concrete truck and equipment will be stationed at the top of bank. A containment system will be in place to keep concrete from falling onto the streambed. It will

take approximately four days to pour the concrete, and two weeks for the concrete to completely cure. When the concrete is fully cured, the falsework will be removed.

The expected depth of disturbances below the top of existing grade will be greatest for the removal and replacement of the two concrete abutments and concrete pier wall in the river channel. The roadway approaches and abutments are set at natural grade, except immediately on either side of the bridge, where fills are likely behind abutment. According to the geotechnical report prepared by Taber Consulting (2012), the location is suitable for cast in drill hole pilings of at least 24 inch diameter to form the new abutment foundation support. These piers will be drilled by means of penetrating into the highly weathered rock and compact older alluvium underlying the area at an estimated depth of 18-28 feet. It is expected that the drill holes will cave and require substantial casing and backfilling. The single bent of pilings will capped with a concrete abutment foundation set on grade with the new bridge elevation.

It is likely that the project will be conducted during two construction seasons, or two phases. The first phase of construction will include the work necessary to construct the new pier footings. This will involve water diversion activities, excavation of stream gravel, pile driving, and pier footing formation for the two proposed new piers. The second phase will include all other activities (dismantling and demolition of old bridge and construction of new bridge).

A temporary detour route currently exists along Burrell Road on the north side of the Mattole River. Access to the riverbar from Burrell Road consists of a dirt road approximately half a mile west of the Honeydew Bridge. This detour route has been used numerous times in the past during times of bridge maintenance. A flatcar bridge is placed over a narrow portion the Mattole River by using heavy equipment. Temporary abutments, consisting of riverbar gravel, are formed by using a front-end loader. The flatcar bridge is pushed across the wetted portion of the river and onto the gravel abutments. Approaches to the flatcar are formed and smoothed out using heavy equipment. The access route from the flatcar bridge to the south side of the river meanders along the riverbar and to Mattole Road through an existing County staging area. This access point is approximately 0.25 mile west of the Honeydew Bridge. The detour route and low water crossing will remain in place while the new bridge is being constructed.

Various types of heavy equipment will be used during construction activities including an excavator, front end loader, bulldozer, crane, dump trucks, grader, asphalt paver, roller, etc. Equipment and materials staging, and equipment fueling and maintenance will be located in upland areas north and south of the project area.

Construction equipment will be used in the dewatered stream channel to remove old bridge debris, construct the falsework, and place the rock slope protection for the abutments. Dust control measures will consist of watering the construction area as needed with a water truck. It will be necessary to remove several alder trees larger than 12 inches in diameter for construction of the detour. Other vegetation to be removed consists of grasses, Himalayan blackberries, and other shrubs. Construction will be restricted to daylight hours, primarily during weekdays.

Ground disturbed by construction work will be revegetated with fast-growing native grasses and mulched for immediate erosion control as soon as work is complete. The project will take 16 months to complete.

Area of Potential Effect

The horizontal APE for archaeological resources was delineated by the Humboldt County Public Works Department in coordination with Caltrans and the consulting engineer designing the new bridge. This area is polygonal shaped measuring approximately 420 meters in length along the river channel with varying widths. The APE encompasses 12 acres. This includes the entire project area at the Honeydew Bridge, equipment access and public bypass roads, and equipment/material staging areas. The vertical limit of the APE is expected to remain surficial except where new abutments will be constructed and portions of the access road west of the Mattole River. At these locations it is expected that subsurface excavation for the cast in drill hole piles will exceed more than two meters depth. The abutment will be placed atop these pillars at an elevation level with the roadway approaches.

The construction scenario which will likely be used to construct the abutments and pier is described below.

Abutment 3- South Bank

Abutment 3 is located on the south bank of the Mattole River. The existing abutment will likely be removed by an excavator placed on the south bridge approach. The excavation will extend five feet beyond each edge of the existing abutment and to the base of the abutment footing at a depth of 11 feet.

The new Abutment 3 will be located approximately 18 feet south of the existing abutment. Abutment 3 will require an excavation size of approximately 40 feet in width, 10 feet in length, and 12 feet deep. Retaining walls will be used along each side of the south approach, and are shown on the Alternative 1 General Plan sheet. The retaining wall excavations will be 5 to 7 feet wide and will vary in depth from 4 to 6 feet.

Pier 2- Center of Channel

Pier 2 is located 11 feet south of the existing pier. The Pier 2 excavation will be approximately 45 feet in width, 10 feet in length, and extend to elevation 282.44 ft. The existing pier will be removed to 10 feet below the ground surface. This excavation will approximately be 41 feet in width, 20 feet in length, and 10 feet deep, to provide 5 feet of clear distance on each side of the existing pier. Portions of the excavations for Pier 2 and the existing pier will overlap.

Abutment 1- North Bank

Abutment 1 is located on the north bank of the Mattole River. The existing abutment will likely be removed by an excavator placed on the north bridge approach. The excavation will likely extend 5 feet beyond each edge of the existing abutment and to the base of the abutment footing at a depth of 6.5 feet.

The new Abutment 1 will be located 5 feet north of the existing abutment. Abutment 1 will require an excavation size of approximately 40 feet in width, 14 feet in length, and 19 feet deep. A portion of this excavation will overlap the excavation required for the existing abutment removal. Retaining walls will be used along each side of the north approach, and are shown on the Alternative 1 General Plan sheet. The retaining wall excavations will be 5 to 7 feet wide and will vary in depth from 4 to 6 feet.

2.0 ENVIRONMENTAL AND CULTURAL SETTING

2.1 NATURAL SETTING

The project area is located in Southern Humboldt County, California, on Mattole Road at the small community of Honeydew. The elevation of the project area is approximately 360 feet above mean sea level and is on the stream bed and terraces above the Mattole River. The project area lies within the Coast and Interior Coast Ranges, consisting of many small mountain ranges, forests, rivers, creeks and streams. Many of the ridges are steep and wooded while the valleys are flat and broad.

The interior of the Mattole River, like the Eel River, subregion is beyond the reach of coastal fog and is subject to drought in the summer months. The dominant plant communities of the area have thus evolved protective measures such as thick, waxy cuticles on their leaves in order to reduce water loss under drought conditions (Moratto 1984). These plant communities are referred to as sclerophyll communities and may occur in several vegetation communities including: oak forests with grass ground cover, woodlands with grass or chaparral dominating the ground surface, or chaparral in scattered areas mixed with grass and woodland (Cooper 1922, Shelford 1963).

These plant communities dominate the vegetation surrounding the project area. These communities also supplied the needed resources for a variety of fauna. Vegetation communities, especially the riparian corridor would be highly attractive to animals, many utilizing the various grasses as food. The relative availability of fresh water from the Mattole River, and the various tributary creeks and streams along with natural resources would not only attract game, but also humans. The concentration of diverse resources along the riparian corridors would supply ample opportunity to exploit many different resources.

Animals that frequent this vegetation community include a variety of large and small mammals, various birds, several fish species and invertebrate resources. Prior to the contact period, grizzly bear, elk and condor were present but are now extirpated. The large and small mammals currently present in this environment include black-tailed deer, black bear, mountain lion, coyote, bobcat, ground squirrels, rabbits and many other small mammals.

All of the above species mentioned play an intimate role in the lives of the Athabaskan speaking tribes who inhabited this area and its' associated streams and margins. The adaptation to these environments secured a subsistence resource base that was abundant throughout most of the year. The annual round or seasonal round associated with the Athabaskan speaking tribes of this area was intricately meshed with the available resources within the North Coastal Region.

Geology

The Coast Range is mapped as Mesozoic sedimentary and meta-sedimentary rocks primarily of the Franciscan Complex which dates to the Cretaceous and Jurassic periods containing sandstone with small amounts of shale, chert, limestone, conglomerate, and serpentinites with blue schist, or eclogite scattered above it (Jennings 1977). Rocks in the Mattole River basin, like the neighboring Eel River, are soft sedimentary formations deposited during the Tertiary Era with landslides contributing a great deal to the river's sedimentary. Many of the long ridges and valleys are fault slices, moving horizontally within the San Andreas Fault system, making the Coast Range susceptible to occasional earthquakes. Landslides are also prominent in the Coast Range as evidenced by wrinkled and rumpled surfaces in grassy slopes. Landslides in this area are caused by the deep soils and closely fractured rocks, particularly the serpentinites, which cover many slopes (Alt and Hyndman 2000).

The Franciscan Complex is a complex scramble, or *mélange*, of various sedimentary rocks originally deposited at varying depths in separate sections of the ocean, mixed with ocean floor basalt. Muddy sandstone, or greywacke, is the most abundant rock type of the Franciscan. Turbidites, or graded beds of coarse sand and pebbles with clay, are also diagnostic of the Franciscan (Alt and Hyndman 2000). Suitable toolstone was quarried from the ubiquitous radiolarian chert exposures found in the Franciscan formations.

Observations made during the field investigation are consistent with the published geological description. Sand, gravel and cobbles were found in the active river channel, while a deep alluvial terrace deposit is present on either side of the river. Incisions into the terrace along the existing roadways and cutbank exposure at the terrace edge adjacent to the high water line abutments indicate a series of river terraces rising above the floodplain. The south side of the APE near the Honeydew store occupies an elevated terrace above the active floodplain. The eroding terrace edge reveals fine grained sediment deposit to approximately 15 feet below existing terrace surface. A seismic refraction profile reported by Taber (2012) indicated that the depth of the recent alluvium at the pier location in the river channel is approximately 11 feet before entering into older compressed alluvium.

The project area is located in the Mattole River channel and on the adjacent terraces. Air photos from 1948 and 1965 reveal the changes that took place following the great floods of 1955 and 1964. Prior to these floods the Mattole River followed the south bank, just beneath the store and near to the Mattole Road. By 1965 the highwater had formed a new river channel along the north bank. This is where it continues to flow today, eroding the toe of the river terrace along Burrell Road. According to the fresh sediment that is visible in the 1965 air photo, the lower elevation of the APE was completely inundated during the 1964 flood, scouring the channel edges at the bridge, and depositing silt from the slower moving waters on the south side of the channel, downstream of the bridge. The floods did not reach the top of the bridge nor the store building.

2.2 PREHISTORIC CHRONOLOGY

The cultural setting of Northwest California is diverse and reaches deep into prehistory. Archaeological research in this region was focused on identifying Native American artifact assemblages and delineating a cultural chronology (Elsasser and Heizer 1966, Loud 1918). More recent studies have broadened the view to address such issues as paleo-environmental reconstruction (Hildebrandt and Hayes 1983), technology and adaptive responses to environment (Levulett and Hildebrandt 1987, Hildebrandt and Hayes 1983, Hildebrandt and Hayes 1984, Hildebrandt and Roscoe 2003, Hildebrandt and Swensen 1985, Whitaker 2005), trade (Hughes 1978, Levulett and Hildebrandt 1987), and the shifting focus from terrestrial to marine resource extraction in the timing of the coastal occupation in Northwest California (Levulett 1985, Whitaker 2005).

Early research conducted in the along the coast includes excavations in Humboldt Bay: (Loud 1918, Eidsness 2012); Patrick's Point and Trinidad Bay (Elsasser and Heizer 1966); and at Stone Lagoon by Fredrickson (Milburn et al. 1979). More recently, archaeological deposits have been examined at the mouth of the Mattole River and at Big Flat (Levulett 1985, Whitaker 2005); Spanish Flat and Punta Gorda (Whitaker 2005), and Shelter Cove (Levulett 1985). The seminal work defining early period assemblages in the North Coast Ranges of California was the Pilot Ridge-South Fork Mountain (PR-SFM) project sponsored by Six Rivers National Forest for logging and road building undertakings (Hildebrandt and Hayes 1983, Hildebrandt and Hayes 1984). These studies have provided insight into some of the major environmental and archaeological trends within the region over the past 8000 years.

The initial period of habitation for the King Range and Mattole Valley seems to have been relatively late, and site occupation continued to be sporadic throughout its history (Levulett and Hildebrandt 1987). This apparent lack of occupation could be explained by the gradual geologic uplift the King Range experiences. As the King Range is uplifting at an average rate of three meters per thousand years, it follows that much of the exiting coastline would have been under water three thousand years ago. Much of the currently habitable land along the coast of the King Range would have been submerged until relatively recent times, giving it the appearance of being newly inhabited (Levulett and Hildebrandt 1987). The pre-contact cultural sequence for the general region is summarized below.

Paleoindian Period (11,000 to 8,500 B.P.)

A limited number of sites dating from this time period occur in coastal and interior river valleys. Characteristic artifacts of this period include large, lanceolate, concave-base, fluted projectile points, and chipped stone crescents. No evidence exists for the presence of a developed plant food milling technology. Subsistence adaptation is presumed to have been highly mobile hunting and plant gathering within lacustrine or coastal habitats. Exchange between groups presumably took place on an individual, one-to-one basis, with social groups not being heavily dependent upon exchange (Wallace 1978).

Lower Archaic Period (8,500 to 5,000 B.P.)

The Borax Lake Pattern, characterized as generalized hunting and gathering by small, highly mobile family groups, defines the Lower Archaic period in the Northwest coast (Harrington 1948). Provisional dates of 3000 to 6000 years B.P. were assigned to the Borax Lake Pattern sites at PR-SFM based on obsidian hydration data, although radiocarbon dates were not obtained (Hildebrandt and Hayes 1983). Subsequent data based on corrected dates documented by Fitzgerald and Hildebrandt (2001) from carbon found in a soil sample at site CA-HUM-573 on Pilot Ridge, date the pattern to 7120 +/- 50 radiocarbon years. To date, this is one of the earliest archaeological deposits that has been dated in Northwest California.

The assemblage consists of widestem projectile points, typically made of locally available chert, that are relatively large compared to Middle and Upper Archaic projectile points; handstones, milling slabs, and ovoid and dome scrapers. Borax Lake Pattern sites typically contain a similar array of artifact types, implying each served as a base camp where similar activities took place, and a lack of specialization. Obsidian is poorly represented in the pattern; suggesting exchange networks with obsidian rich areas (southern North Coast Ranges, Northeast California) were not established.

This adaptive pattern corresponded to a significant Xerothermic warming trend that followed the mid-Holocene neoglacial “little ice age”, when higher elevations could have been occupied for a longer portion of the year (Hildebrandt and Hayes 1983). Palynological studies demonstrated that the upland environments within the PR-SFM survey area had been affected by a mid-Holocene warm period with the result of an upward migration of the oak woodland environment (Hildebrandt and Hayes 1983). Borax Lake Pattern sites have been identified in upland areas on Pilot Ridge and along the Trinity River near Big Bar, as well as on the Smith River near Hiouchi Flat (Fitzgerald and Hildebrandt 2001, Hildebrandt and Hayes 1983, Hildebrandt and Hayes 1984, Sundahl and Henn 1993, Tushingham 2005).

Middle Archaic Period (5,000 to 2,500 B.P.)

The Middle Archaic Period within Northwestern California is represented by the Mendocino Pattern, as proposed by Hildebrandt and Hayes (1983, 1984) based on research at PR-SFM. The Mendocino Pattern is characterized by smaller projectile point forms than those of the Borax Lake Pattern widestem projectile points (Hildebrandt and Hayes 1983). This adaptive pattern was oriented towards use of low-elevation villages located along salmon-bearing streams near acorn crops and occupied by larger concentrations of people during the winter months. This technological change is hypothetically linked to the advent of storage facilities, particularly for fish and acorns to feed the population during the lean winter months (Binford 1980). It represents an adaptive shift where resources were collected and returned to a permanent settlement area, resulting in a variety of functionally different site types that reflect more specialized activities (Binford 1980). This shift coincided with a significant cooling trend, the Neo-glacial, (approximately 3300 years ago) which particularly affected the resource base of interior Northwest California. The variety and productivity of upland resources declined as species were displaced to lower elevations. Some estimates place altitude-specific life-zones as much as 305 meters lower than they are today (Hildebrandt and Hayes 1983).

Compared to the previous Lower Archaic Period, Mendocino Pattern sites are marked by a greater variety of generally smaller projectile point forms (Willits Series, Trinity Series, and Oregon Series), distinct unifacial flake tools (McKee Uniface), and greater reliance on mortars and pestles (associated with acorn processing) over milling slabs and handstones (Hildebrandt and Hayes 1983, Hildebrandt and Levulett 1987). Middle Period components excavated on the high elevation PR-SFM indicate specialized activities, including Native burning practices. Data from palynological studies support a Native burning interpretation to maintain open prairies that supported wildlife and vegetal resources (Hildebrandt and Hayes 1983).

Initial use of coastal resources is evident by Mendocino Pattern components investigated at sites located at the mouth of the Mattole River (Levulett and Hildebrandt 1987) and the mouth of Randall Creek (Whitaker 2005). Mendocino Pattern time markers and obsidian hydration data support the finding of a Middle Archaic Period component on the northern margin of Humboldt Bay at the Arcata Sports Complex Site (Eidsness 1993). Evidence at these sites indicates that the coastal occupation continued to be sporadic and seasonal through the Middle Archaic Period (Hildebrandt and Hayes 1983).

Upper Archaic Period (2,500 to 1,100 B.P.)

Levulett has proposed a regional chronology for the King Range. She defines the period from 2500 to 1500 B.P. as the “Coastal King Range Early Period”; the period from 1500 to 700 B.P. as the “Coastal King Range Middle Period”; and the period from 700 B.P. to contact as the “Coastal King Range Late Period” (Levulett 1985). Early Period subsistence activities in the King Range were focused on terrestrial resources such as elk and deer (Levulett 1985, Whitaker 2005).

The artifacts and assemblages of this period generally represent a continuation of the patterns developed in the Middle Archaic Period described above. Sites dating to this time are found throughout the central North Coast Ranges in moderate density. In general, cultural components are rich in cultural materials; artifact numbers become greater, artifact categories become broader, and tool kit variability higher. Large Trinity side- and corner-notched projectile points are common. Medium-to-large, shouldered, lanceolate points and leaf-shaped points also are present. Mano-metate grinding technology is replaced by bowl mortars and pestles, indicating initial development and elaboration of the “acorn complex” (Baskall 1987). Bone tools (e.g., fishing equipment) are present. Obsidian becomes the preferred tool stone in many parts of the central North Ranges, often manifested by an elaborate obsidian biface reworking industry. This is reflective of greater complexity in exchange systems, characterized by the occurrence of regular, sustained exchange between social groups.

The Upper Archaic Period is marked by the development of non-utilitarian features and artifacts (e.g., beads, pendants, and rock art) that begin to appear in substantial numbers. In particular, shell beads become an important temporal marker, and may be indicators of sustained exchange and social status differentiation. During this period, the growth of sociopolitical complexity is demonstrated by the apparent development of status distinctions based upon wealth, and the emergence of group-oriented religions as evidenced by intergroup trade (Hildebrandt and Hayes 1984).

This is the period in which human activities in the King Range become apparent. Excavations at the mouth of the Mattole River (CA-HUM-177B) and at Spanish Flat (CA-HUM-277) revealed an initially sporadic, seasonal occupation of coastal sites on protected terraces adjacent to perennial fish-bearing streams (Levulett and Hildebrandt 1987). Initial occupations occurred predominantly during spring and summer, as evidenced by seasonal faunal remains, and were focused on food procurement and processing. Terrestrial resources, specifically elk and deer, were preferred over marine resources (Levulett 1985, Whitaker 2005). Few lithic materials and no formed tools were identified in this context at either location.

Late or Emergent Period (1,100 to 150 B.P.)

The Late Period in north coastal California exemplifies some of the most socially complex hunter-gather populations who relied on marine and/or riverine resources in California (Fredrickson 1984, Kroeber 1925, Loud 1918). The Tuluwat Pattern (formerly the Gunther Pattern) characterizes the Late Period adaptation in north-coastal California. The Tuluwat Pattern dates from ca. 900 A.D. to historic contact in the 19th century, and characterizes the material culture of the ethnographically described Wiyot, Yurok, Tolowa and other north coast Tribes.

The Late Period assemblage was first described by Loud (1918) based on archaeological data from CA-HUM-67, the Wiyot village of Tuluwat, on Gunther (Indian) Island in Humboldt Bay. Tuluwat evidences several specialized tool kits intended for a variety of subsistence activities, including sea and terrestrial mammal hunting, fishing, and vegetal resource procurement and storage. Significant traits include a well-developed wood-working technology, riverine fishing specialization, wealth consciousness, and distinctive artifact types including zoomorphs, large obsidian ceremonial blades, antler spoons, steatite bowls and pipes, and small distinctive barbed Tuluwat (aka Gunther) Series projectile points. Populations were concentrated in permanent villages situated around Humboldt Bay and coastal lagoons, protected coastal terraces, and adjacent to rivers and stream intersections. This adaptation is similar to, but a more refined and specialized form of, the preceding Mendocino Pattern adaptation.

Exchange networks had become regularized in the Late Period. Trade is documented both archaeologically (Hughes 1978, Levulett and Hildebrandt 1987, Whitaker 2005) and ethnographically (Powers 1877, Loud 1918, Kroeber 1925, Nomland 1935, Nomland 1938), with exchange relationships reaching north to Vancouver Island for dentalium shells, east to the Warner Mountains and Medicine Lake Highlands for obsidian, and south to the San Francisco Bay region for obsidian and clam shell disc beads.

Levulett's King Range chronology breaks this period into the Middle (1500 – 700 B.P.) and Late (700 B.P. to contact) periods, and it is in the Middle period that Athabascan culture came to influence that of Northwest California (Levulett 1985, Whitaker 2005). The Athabascan speakers, coming from the north, were already adapted to year-round coastal inhabitation, and they brought with them a diverse toolkit. A blending of adaptive traits, referred to as the

Tuluwat/Augustine Pattern, was employed by people during these periods. Tuluwat/Augustine Pattern assemblages identified in the King Range and surrounding coastal sites include a variety of small barbed and notched stone arrow points, stone net-weights, and hopper mortar slabs and pestles (Levulett and Hildebrandt 1987).

Activities increased during the Middle and Late Periods in the King Range and on the coast of southern Humboldt County, as evidenced by the appearance of a diversity and abundance of artifact forms. The presence of human burials indicates that certain locations on the coast were occupied residually, at least sporadically; although the interior riverine and ridge-top ecosystems seem to have been favored during this period. As time went on, the importance of coastal sites increased, as indicated by the gradual appearance and development of midden soils and abundant lithic tools and debris, including imported items indicative of trade. Obsidian blades and beds of obsidian pressure-flakes were recorded in association with burials (Levulett 1985, Levulett and Hildebrandt 1987). Specialized items such as mauls and maul-handles, elk-antler wedges, gorge fish-hooks, grooved abrading stones, composite-toggling harpoons, Tuluwat projectile points, elk-antler spoons and combs, and beads and similar decorative items made from shell and bone appear in numbers.

Post Contact (150 B.P. to Present Day)

Generally, traditional Native Californian material, economic, social, and ideological culture was disrupted by contact with Russian traders, Spanish sea vessels, Euro-American settlement, and U.S. government policy. This produced significant depopulation and relocation of Native Californians from most of the lands they occupied as Euro-American material culture became dominant (Rohde 2005). As a result, Native American populations reacted and their material culture changed through a system of assimilation and acculturation into Euro-American society. These pressures resulted in a change in settlement patterns and procurement strategies; as well as a synthesis of adaptive material culture expressed by projectile points and tools made from flaked glass, tin cans converted to uses other than food storage (candle holders, strainers), and the presence of ceramic and glass beads. Excavations at Big Flat (CA-HUM-300) revealed four ceramic trade beads, one wooden button exhibiting signs of machine-wear, one metal button, and a metal clasp that indicate that the village (named *sebiye*) was inhabited during the proto-historic and/or historic period (Whitaker 2005). At the mouth of Randall Creek (CA-HUM-277), Whitaker (2005) identified a piece of flaked bottle glass.

Descendants of the people that inhabited the King Range at the time of contact are now part of the Bear River Band of the Rohnerville Rancheria. The Rancheria comprises descendants of the Mattole, Bear River, Eel River, and Wiyot Tribes, and consists of an enrollment of approximately 500 people. It is located on 65 acres in Rohnerville, California, outside of the aboriginal Mattole and Sinkyone territory. Tribal members and affiliates are currently working on cultural revival programs such as language programs and economic and social development (Angeloff et al. 2008).

3.0 TRIBAL ETHNOGRAPHIC CONTEXT AND HISTORIC PERIOD OVERVIEW

3.1 ETHNOGRAPHY

The project area is located within the ethnographic territory of the Mattole. The Mattole had a language and culture typical of other southern Athabaskan Groups. Ethnographic material collected by Kroeber (1925) and Baumhoff (1958) and Goddard's field notes (1907) for the Mattole territory provides the best published record of prehistoric land-use of the project area.

Mattole

The project area is located in the ethnographic territory of the Mattole Indians, which are one of the rare Athabaskan coastal tribes. Approximately sixty villages of Mattole held most of the drainage of the Mattole River, including major portions of its Lower North Fork and Upper North Fork. Along the coast the Mattole territory extended from Davis Creek on the north to Spanish Flat on the south. For the majority of the year, the Mattole lived along streams, retreating to the cool hillsides and forests during the summer months. The traditional housing structures consisted of circular ground plans, conically shaped or with hip roofs and a single round pole. In addition, the wealthy lived in rectangular, ground plan, houses constructed as double lean-tos with sidewalls. The homes were covered with bark or slabs from fir or redwood trees, and had swinging or lifting doors made out of bark, mats, or boughs. Two or more families typically occupied each house, with a single fire pit in the center. The Mattole had a high degree of dialectic specialization with speech differing from the majority of other Athabaskan groups, with Hupa as the exception. The estimated population of the Mattole in 1770 was 500; the population was decimated to 10 by 1910 (Kroeber 1925). The subsistence of the Mattole consisted of diets of large and small game, sea lion, mollusks, fish, including salmon and trout, and acorns.

Although the Mattole had contact with Euroamerican explorers and fur trappers prior to the California Gold Rush, it was that monumental event that was to change the character of the northwestern California forever and lead to the decimation and displacement of the Mattole Indians in the short course of 15 years. From 1850 to 1865, Whites who set up extensive cattle and agriculture operations settled the territory of the Mattole. The Euroamerican settlers who came into Humboldt County in the 1850's and 1860's were not known for their tolerance toward cultures other than their own, and many came from areas to the east where Indians were feared and hated. Soon after the first White settlements were established in Humboldt County, the Mattole population was decimated by Euro-American violence and introduced diseases. Those who did not die from these causes were displaced from their villages (often located on the best plots of land) and moved to distant reservations.

For a more complete discussion of the Mattole Tribe see Kroeber (1925), Elsasser (1978), Baumhoff (1958) and Goddard (1907).

3.2 ETHNOGEOGRAPHY

The project area is within the traditional territory of the Mattole (or Bettol or Pettol) Indian tribe, an Athapaskan-speaking people closely related to the neighboring Nekanni (Bear River) and Sinkyone tribes (Baumhoff 1958:195-196, 200). The Mattole also bordered, on the south along the coast, a separate tribal group called by Goddard the Kuskic (Ethnological Documents 2002:12(4):97) and by Baumhoff the Cooskies (Baumhoff 1958:196).

In addition to the village sites mapped by Baumhoff, which are based on Goddard's notecards, there is other Goddard notecard information that does not appear in Baumhoff. Some of this refer to villages for which no exact location is given, but in other cases the sites of summer camps are located (but not numbered) by Goddard. Goddard noted two village sites of the "Upper Mattole people" that appear to be several hundred meters from the project area.

The first of these is *no-wil-ke-din*. Baumhoff maps the village as just northeast of the confluence of the Upper North Fork Mattole with the main Mattole, but Goddard's notebook elaborates: "thinks they lived on both sides" (of the North Fork). The second village, *djegullindin*, was on the west side of the mouth of Honeydew Creek. No additional information was found regarding this site.

Both of these villages are described in Goddard's field note interviews from 1907 with Joe Duncan and are listed in his village notecards. They are part of the group of villages that Baumhoff identifies with the Mattole tribe but recent research by Rohde (2013) show that the two villages near the project area are actually those of a separate, unnamed group that were more closely associated linguistically with the Sinkyone tribe.

3.3 HISTORY

Although there were contacts with fur trading expeditions and Spanish, Russian, and British exploring parties prior to the gold rush, it was this monumental event that brought rapid and, for the Indians of northwest California tragic changes. By 1857, settlers had taken up land in the Mattole Valley under Squatters rights and by 1859 most of the richest bottom land suitable to agriculture had been occupied and the hills were being used to pasture thousands of head of cattle.

The first documented massacres of Mattole villages were reported in 1858. By 1864, the last Mattoles living a traditional lifestyle were killed and the few survivors forcibly marched to distant reservations. In 1862, Colonel Lippitt, of Fort Humboldt, in response to Euroamerican settler complaints about Indian depredations, ordered a detachment to the Upper Mattole where they established an outpost called Camp Olney. Camp Olney was located on what is now the Roscoe ranch on the Upper Mattole Flat approximately five miles to the west of the project area. During portions of 1863 and 1864, several detachments of the State Volunteer force called the

Mountaineer Battalion operated out of Camp Olney and participated in the genocide of the remnants of the Mattole and Cooskie Tribelets.

The community of Honeydew was named according to one account by a pioneer who tasted the dew that had accumulated on his tent one night and found that it tasted mighty sweet and thus the name Honeydew. Another account states that Honeydew Creek was named after a legend that the dew dripping from the trees carried a sweet sticky substance. The post office was established on July 8, 1926 (Turner 1992).

4.0 METHODS

4.1 BACKGROUND RESEARCH AND CONSULTATION

4.1.1 Northwest Information Center Records Search

James Roscoe conducted a records search at the NWIC located in Rohnert Park, California on June 21, 2013. This records search was designed to determine if previously conducted surveys or recorded cultural resources are situated in the APE or an adjacent 500-meter radius. The NWIC base and primary maps were reviewed and copied onto scaled USGS topographic maps which were then digitized into the project GIS and reproduced in this report.

4.1.2 Background Research

Background research was aimed at obtaining information pertinent to the prehistoric and historical uses of the survey areas. It was also hoped that research would generate specific geographic information about archaeological resources in the vicinity. Background research also provided an understanding of the types of cultural resources that were likely to be encountered in the project APE. This research included an examination of historical maps, records and published and unpublished ethnographic documents at the Humboldt County Historical Society, Humboldt State University Library as well as the author's personal libraries. The State Historic Resources Inventory, California Register of Historic Resources and the National Register of Historic Places were also reviewed. James Roscoe (2006) also conducted an interview with the Etter family, who has been landowners at the project location for several generations.

4.1.3 Consultation with Native Americans

A letter was sent June 18, 2013 to the Native American Heritage Commission (NAHC) requesting a search of the Sacred Lands Inventory File and a current list of local Native American groups and individuals who may have interests and/or concerns with the project (Appendix B). The NAHC responded on June 18, 2013 that the search of the Sacred Lands file failed to indicate the presence of Native American cultural resources in the vicinity of the project areas and provided a list of Native American contacts that may have knowledge of cultural resources in the project areas. Letters requesting information and help identifying and protecting cultural resources were sent to those listed with the NAHC on June 27, 2013. This included the Bear River Band of the Rohnerville Rancheria and the InterTribal Sinkyone Wilderness Council. The InterTribal Sinkyone Wilderness Council did not respond to written letter or email. Follow-up phone calls were also made. Erika Collins, the Tribal Historic Preservation Officer (THPO) for the Bear River Band of the Rohnerville Rancheria requested to accompany the field crew to the project area.

4.2 SURVEY METHODS

4.2.1 Survey Expectations

Historic period cultural resources associated with homesteading, and ranching or early transportation could be located at the project locations. Prehistoric archaeological site indicators would predominantly include stone tools of chert and obsidian, stone tool debitage, ground stone implements, milling stone features, locally darkened midden soils, possibly shell and/or bone debris, pit features and rock alignments. Site types associated with Native American religious activity could include cupule boulders, rock rings and prominent outcrops, as well as human burials. Expected historic period resource indicators include standing or ruined structures, buildings, sites, artifacts or features. It would be expected that earlier roads and or bridges/culverts may be present in the survey areas.

4.2.2 Field Investigation

A pedestrian field survey was completed by James Roscoe, M.A., William Rich M.A., R.P.A., and Mark Arsenault B.A. of Roscoe and Associates on June 27, 2013. Erika Collins, THPO for the Bear River Band of Rohnerville Rancheria was also present during the field survey. The survey included the entire project APE. At these locations the ground was walked in zig-zag transects, less than 10 meters apart while visually scanning the land surface for archaeological site indicators. The total area covered during this survey was approximately 24 acres (Appendix A-Figure 5 and Figure 6). The survey area was extended into adjacent locations outside of the APE that were found to contain access to mineral soil. This provided further insight into the subject landform and its potential for buried historic surfaces. These areas included road cuts along Mattole Road, creek banks, and the edge of river terrace. In this effort, nearly double the APE surface area was covered. Because of adequate mineral soil visibility and exposures along the edge of the river terrace, especially on the south bank above and below the bridge, no excavation or subsurface survey sampling strategies were warranted.

5.0 FINDINGS

5.1 PRE-FIELD SEARCH RESULTS

5.1.1 Results of North Coastal Information Center Records Search

A records search was conducted by James Roscoe, at the Northwest Information Center (NWIC) at Sonoma State University in Rohnert Park, California on June 21, 2013 under IC file #12-1608. This search revealed that the Honeydew truss bridge (Bridge No. 04C0055) has been recognized as a significant structure and determined eligible for listing on the National Register of Historic Places. No other cultural resources are noted with the NWIC files within the project area of a 500-meter buffer. One previous survey had taken place in the vicinity (Table 1 and Figure 4).

Table 1. Previous cultural resources studies within 500 meters of the APE.

NWIC Report #	Author/ Date	Report Title	Results
S-25032	Roscoe, J. 2006	A Cultural Resources Investigation of the Reported Location of a Mattole Indian Village Site Located at the Confluence of the Upper North Fork and Main Mattole River within the Etter-Schmidt Ranch, Humboldt County, California.	No archaeological resources identified

Three overview reports are listed with the NWIC for this region (Gearhart II et al. 1993, Raniller 1981, Gillette 1998). These reports, however, lack specific survey location data, and appear to have not specifically visited the APE or immediate surroundings.

5.1.2 Other Background Research

The reported locations of the two upper Mattole village sites, mentioned above, were located several hundred meters upstream and downstream respectively from the east and west boundaries of the APE. Baumhoff's noted location of the village of *no-wil-ke-dun*, at the confluence of the North Fork with the main stem of the Mattole River, 300 meters west of the project APE was surveyed by the author during a previous investigation (Roscoe 2006). Conversations with Mary Etter revealed that the river terrace on the east side of the confluence of the Upper North Fork, which, was the most likely location for the village, was eroded away during the 1955 flood and again during the 1964 flood (Roscoe 2006). What remains today is a scoured gravel bar with a recent growth of riparian vegetation.

The village of *djegullindin*, thought to be located at the mouth of Honeydew Creek, 1000 meters southeast of the project area, was not visited during this investigation.

5.2 FIELD SURVEY RESULTS

The cultural resources field survey at the Honeydew Bridge Replacement was conducted over a five-hour period. Survey conditions during the field investigation were considered fair with adequate visibility of mineral surfaces to determine the presence of surficial or significant buried archaeological deposits. Survey was extended at most locations beyond the APE to investigate the adjacent terrain as described in Section 4.2.2 (see Appendix A-Figures 5 and 6).

In general, mineral sediments were found in the disturbed areas along the roadways, Honeydew Store, eroding terrace edges, and rodent tailings. The banks of the Mattole River within the APE were closely examined for evidence of midden, buried features, or artifacts. Exposed mineral soil around the two end bridge abutments allowed for a reliable pedestrian investigation. The terrace with the intersection of Burrell Road was also closely investigated. An unnamed drainage, which was dry during the survey, flows to the Mattole River at this location. A deeply incised creek channel offered an excellent survey opportunity. The roadway margins of Mattole Road, Wilder Ridge Road and Burrell Road were inspected throughout the reach of the APE. Several shallow road cuts are present.

Several modern trash scatters were noted along the Mattole Road where there is an adequate drop in slope for roadway refuse to collect. It was determined that much of the project area has been previously disturbed by human and natural causes. The APE occupied either an active river channel, flood plain, or the developed area of the river terrace. Construction on a portion of the temporary access road from the south side of the river and both bridge abutments will likely cause new ground disturbance.

No archaeological resources were identified during the investigation.

6.0 CONCLUSIONS

The archaeological survey of the proposed Honeydew Bridge Replacement project involved a record and literature search and an intensive transect-based survey of the APE. Despite the intensive identification effort employed during this investigation, no artifacts, features, sites, or other cultural resources were identified. This supports a finding that the project will not affect archaeological resources.

Conditions during the field investigation were excellent. The potential expression of archaeological sites on the ground surface was assessed by a pedestrian survey of locally experienced archaeologists knowledgeable in the specific project vicinity. Access to mineral soil was easily obtained over the horizontal ground surface along the existing roadways, and in the adjacent fields. The vertical soil profile was interpreted by close inspection of the eroding terrace edges at the temporary road crossing, north (behind) the store, and at the existing bridge abutments. A cut and fill roadway bisects the southern river terrace just upstream of the bridge. The southern side of this road provided a large exposure of mineral sediment eroding from the upper terrace edge available for investigation at buried archaeological deposits. Approximately 50 meters upstream of the north abutment is a deeply incised watercourse, dry at the time of survey, that contains 20 vertical feet of exposed mineral sediments. This was also inspected for the presence of buried archaeological deposits.

Based on the historical record, intensive survey effort, and good access to the horizontal and vertical sediment stratigraphy, at and near the project APE, it is concluded that there would be little chance of encountering a significant buried archaeological site in this project area. Although this pedestrian investigation was thorough it does not preclude the possible presence of small scale archaeological features or artifacts. It is the opinion of Roscoe and Associates that this investigation constitutes a reasonable and good faith effort to identify archaeological resources at the APE. No further archaeological studies are recommended at this time.

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

The following pages offer recommendations for ensuring that potential project impacts to significant cultural resources are eliminated or reduced to less than significant levels.

6.1 PROTOCOLS FOR INADVERTENT DISCOVERIES

6.1.1 Inadvertent Discovery of Cultural Resources

If cultural resources, such as chipped or ground stone, historic debris, building foundations, or bone are discovered during ground-disturbance activities, work shall be stopped within 20 meters (66 feet) of the discovery, per the requirements of CEQA (Title 14 CCR 15064.5 (f)) and Section 106 (36 CFR 800.13). Work near the archaeological finds shall not resume until a professional archaeologist, who meets the Secretary of the Interior's Standards and Guidelines, has evaluated the materials and offered recommendations for further action.

Prehistoric materials which could be encountered include: obsidian and chert flakes or chipped stone tools, grinding implements, (e.g., pestles, handstones, mortars, slabs), bedrock outcrops and boulders with mortar cups, locally darkened midden, deposits of shell, dietary bone, and human burials. Historic materials that could be encountered include: ceramics/pottery, glass, metal, can and bottle dumps, cut bone, barbed wire fences, building pads, structures, trails/roads, railroad rails and ties, trestles, etc.

6.1.2 Inadvertent Discovery of Human Remains

If human remains are discovered during project construction, work will stop at the discovery location, within 20 meters (66 feet), and any nearby area reasonably suspected to overlie adjacent to human remains (Health and Safety Code, Section 7050.5). The Humboldt County coroner will be contacted to determine if the cause of death must be investigated. If the coroner determines that the remains are of Native American origin, it is necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resources Code, Section 5097). The coroner will contact the NAHC. The descendants or most likely descendants of the deceased will be contacted, and work will not resume until they have made a recommendation to the landowner or the person responsible for the excavation work for means of treatment and disposition, with appropriate dignity, of the human remains and any associated grave goods, as provided in Public Resources Code, Section 5097.98. Work may resume if NAHC is unable to identify a descendant or the descendant failed to make a recommendation.

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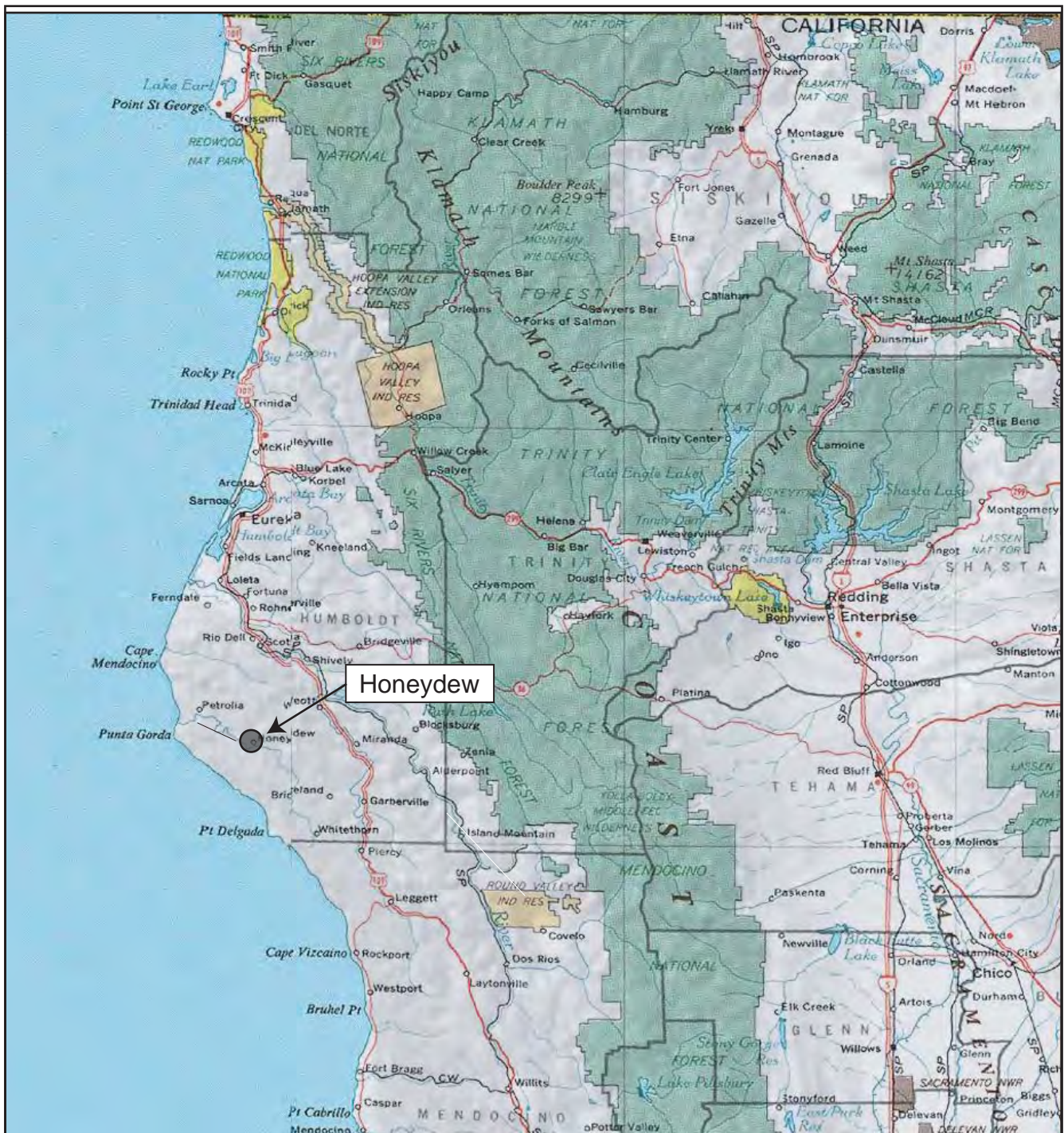
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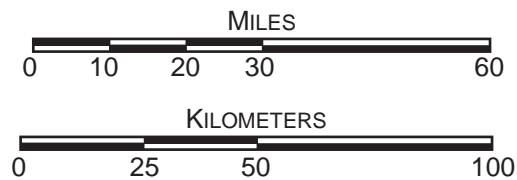
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Appendix A Report Figures

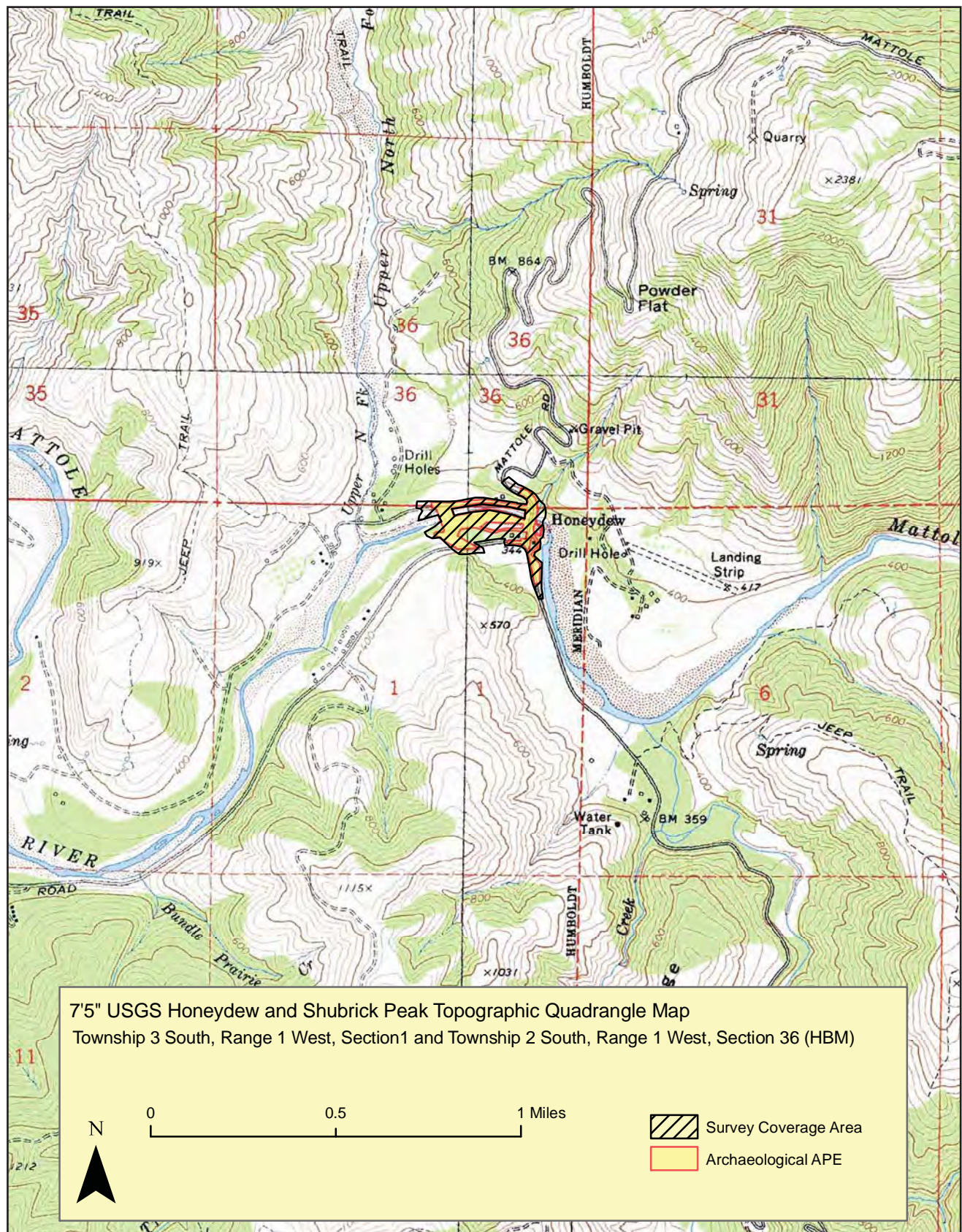


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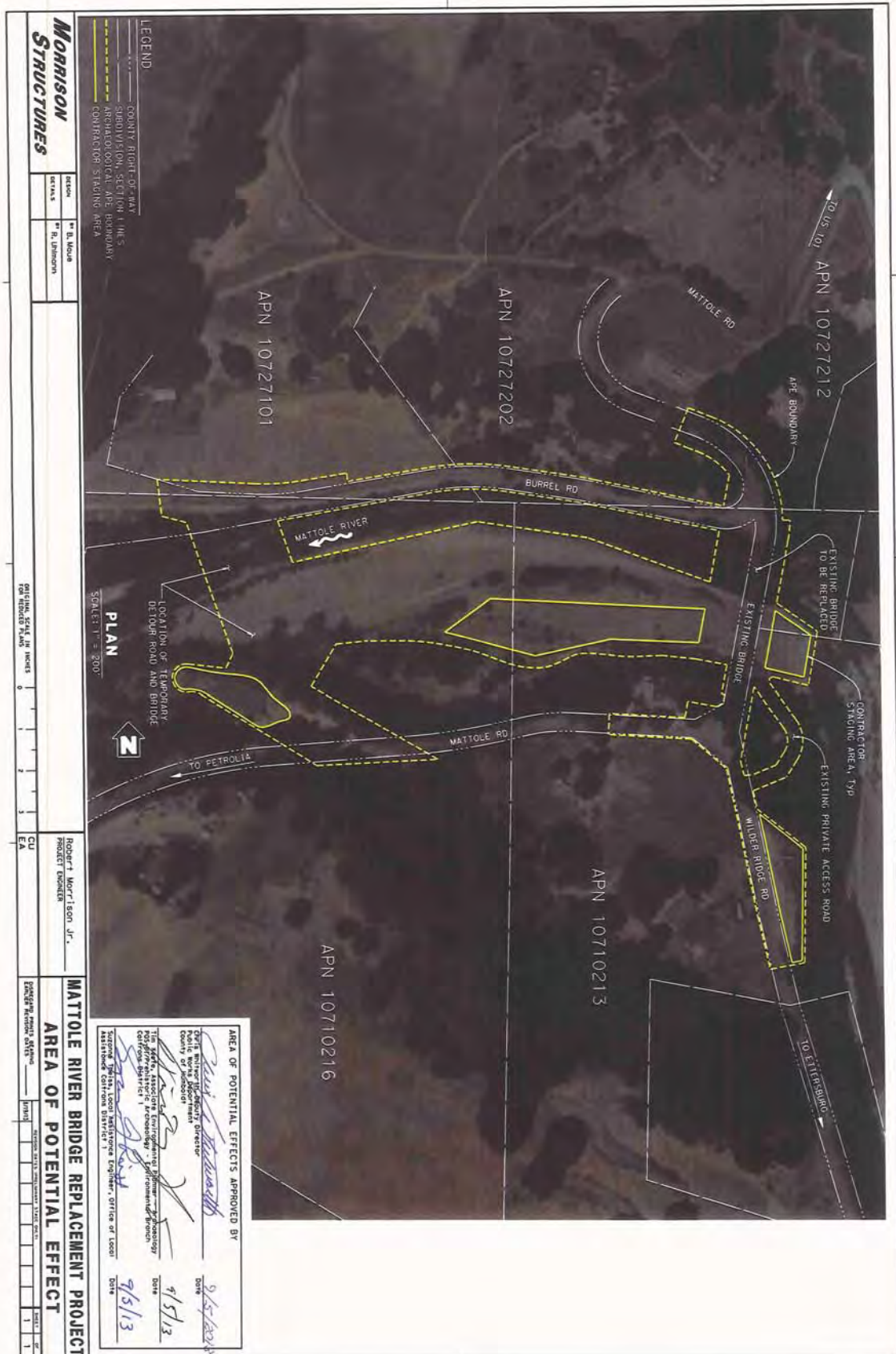


Appendix A-Figure 1. General vicinity map showing the Honeydew Bridge Replacement Project

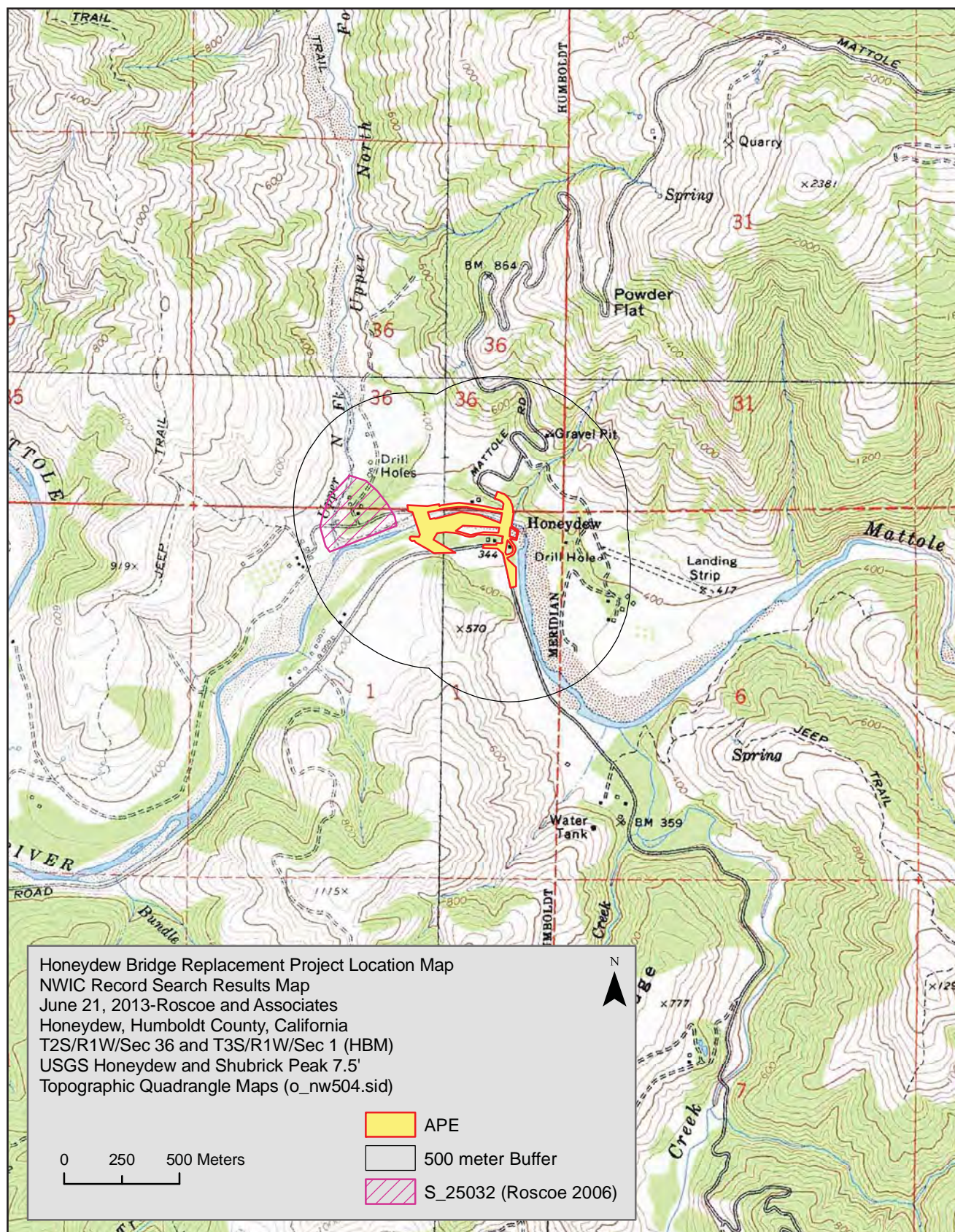
An Archaeological Survey Report for the Honeydew Bridge Replacement (Bridge No. 04C0055), Mattole Road, PM 0.02
Humboldt County, California
November 2013



Appendix A-Figure 2. Project location map showing Honeydew Bridge Replacement Project APE and cultural resources survey coverage area.



Appendix A-Figure 3. Archaeological Area of Potential Effect map showing project area.



Appendix A-Figure 4. NWIC Record Search results map.



Photo 1. View to the southeast of Mattole River channel and flood plane.



Photo 2. View to the northwest of Mattole Road near the intersection of Burrell Road.

Appendix A-Figure 5. Field photos of project area from June 27, 2013.



Appendix A-Figure 6. Cultural resources survey coverage area archaeological APE on a 2012 air photo.

Appendix B

Native American Correspondence

FAX COVER SHEET

DATE: June 18, 2013

TO: Debbie Pilas-Treadway
Native American Heritage Commission

FAX: 916-373-5471
FROM: James Roscoe, M.A.

SUBJECT: Native American Contact List and Sacred Lands Database Search:
Mattole River Bridge Replacement Project, Honeydew, Humboldt County, CA

PAGES: 2 (cover and 1 map)

Dear Debbie,

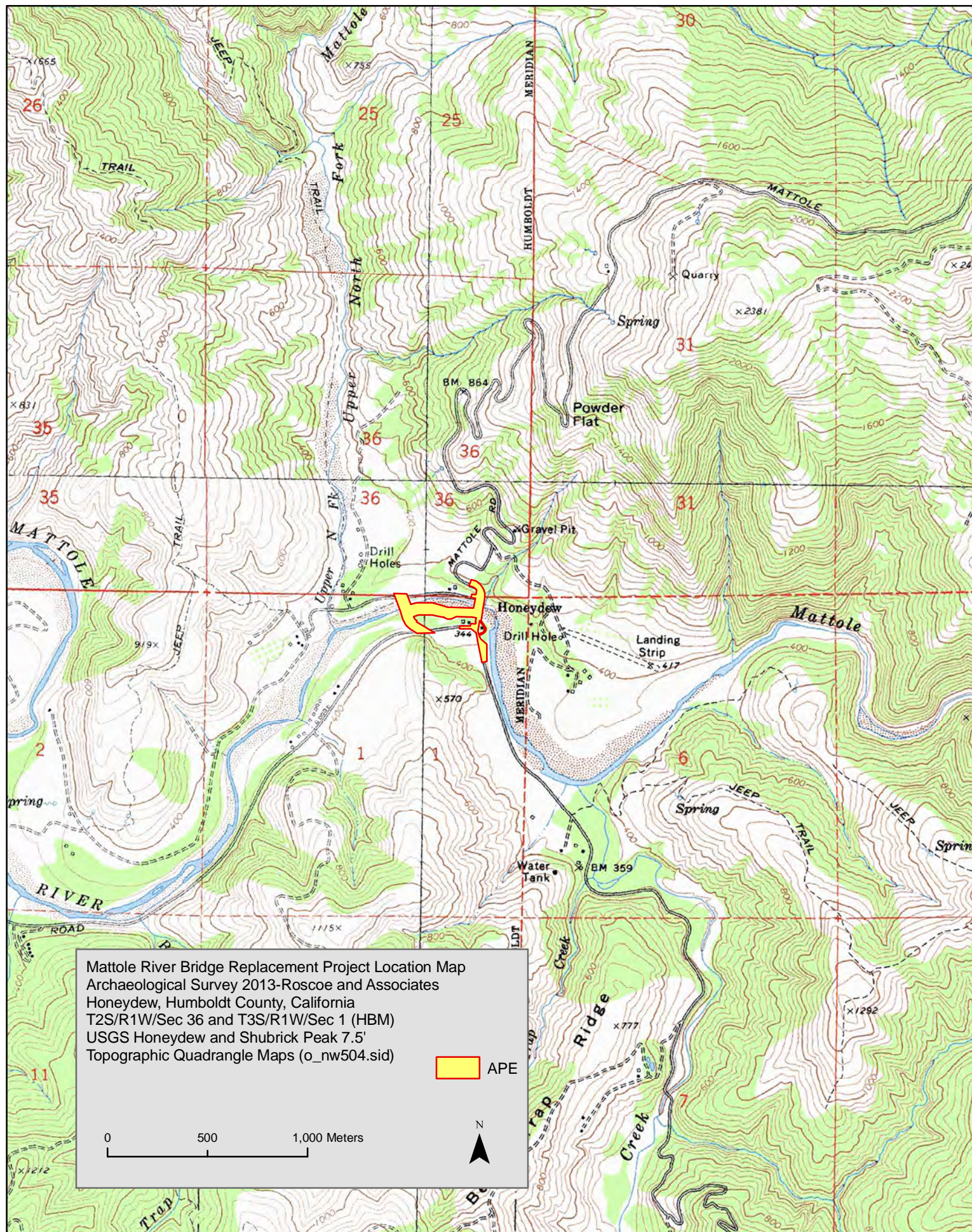
Roscoe and Associates will be conducting a cultural resources investigation for the Honeydew Bridge Replacement project located near the community of Honeydew in Section 1, Township 3 South, Range 1 West, and Section 36, Township 2 South and Range 1 West. The location is shown on the accompanying Honeydew and Shubrick Peak 7.5' USGS quadrangle map.

I would greatly appreciate a list of Native American contacts and a search of the sacred lands database for previously identified sites of concern within the project area or a one-half mile radius.

Thank you for your assistance.

Sincerely,

James Roscoe, M.A.
Roscoe and Associates
3781 Brookwood Drive
Bayside, CA 95524
Voice (707) 845-5239
Fax (707) 826-4336



June 27, 2013

Distribution List

1. Bear River Band of Rohnerville Rancheria –Chairperson; Edwin Smith, Environmental Coordinator/Cultural; Erika Collins, THPO
2. InterTribal Sinkyone Wilderness Council – Hawk Rosales, Executive Director

Dear Tribal Representative,

Under contract with the Humboldt County Public Works Department, Roscoe and Associates is conducting an archaeological cultural resources investigation for the Mattole River Bridge Replacement Project. This project is located in the community of Honeydew, in Section 1, Township 3 South, Range 1 West, and Section 36, Township 2 South and Range 1 West. The location is shown on the accompanying Honeydew and Shubrick Peak 7.5' USGS quadrangle map.

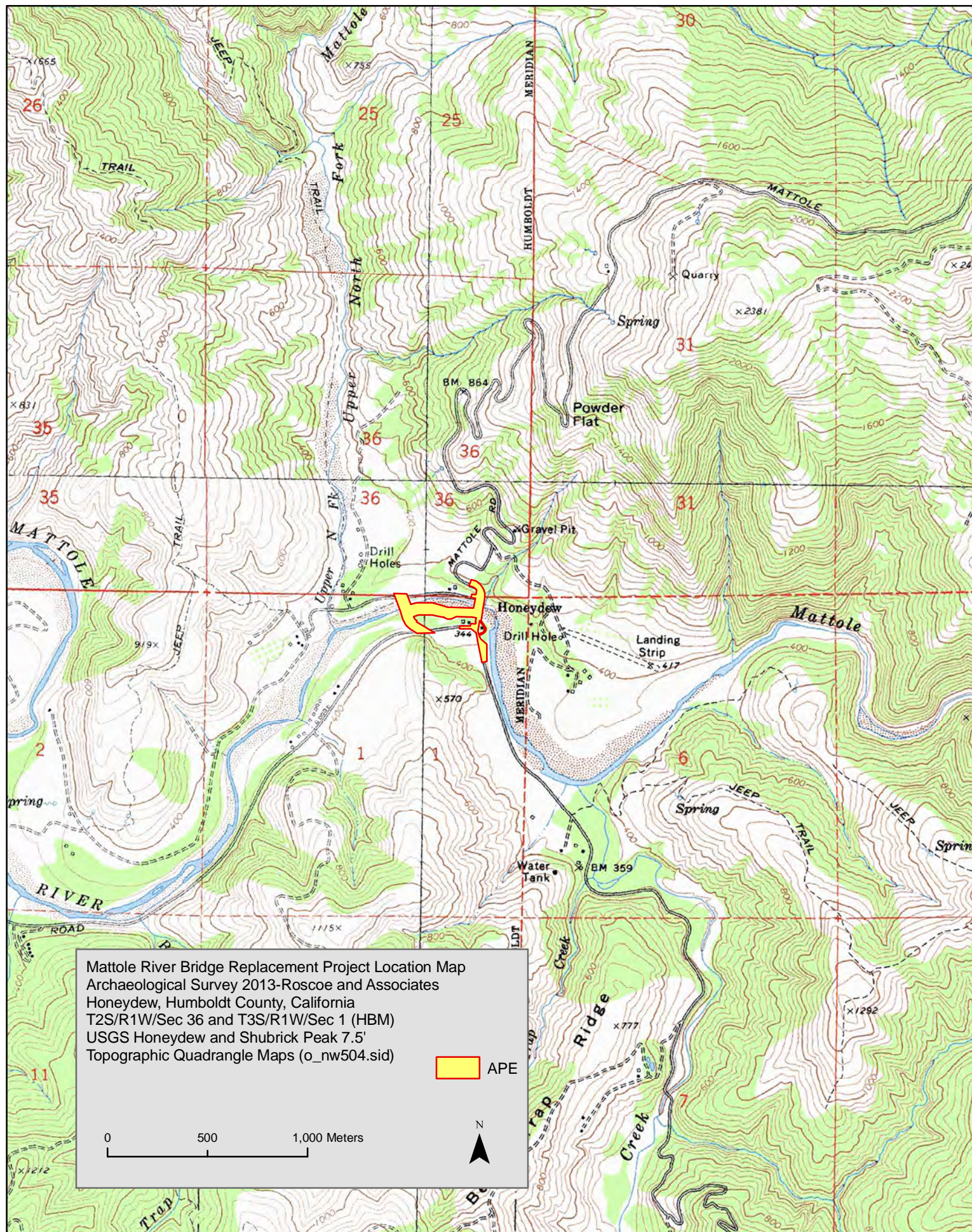
This project action is to replace the existing steel truss bridge (Bridge No. 04C0055) which was evaluated in May 2013 by JRP consulting and found eligible for listing in the National Register of Historic Places. Because the project will be funded by Caltrans, a project Area of Potential Effects (APE) has been delineated. The horizontal limits of this area are aligned with the existing roadway and measure approximately 1000 feet long, with varying width between 35, 85 and 110 feet. This APE includes the bridge replacement and staging areas and is aligned with the existing roadway.

We plan to conduct a cultural resources investigation of the APE in June and July and would appreciate any information the tribe may have regarding the protection of Native American cultural resources in or near to this project area. If you have any information, concerns or questions regarding this investigation, please contact James Roscoe.

Sincerely,

James Roscoe, M.A.

Enclosures (1)



STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION

1650 Harbor, Suite 100
WEST SACRAMENTO, CA 95691
(916) 373-3710
Fax (916) 373-5471



June 18, 2013

James Roscoe
Roscoe and Associates
3781 Brookwood Drive
Bayside, CA 95525

Sent by Fax. 707-826-4336

Number of Pages: 2

Re: Mattole River Bridge Replacement Project, Honeydew, Humboldt County

Dear Mr. Roscoe:

A search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above. Please note that the absence of specific site information in the *Sacred Lands File* does not indicate the presence of Native American traditional cultural places or sites in the APE. Enclosed is a list of Native American individuals/organizations who may have knowledge of traditional cultural places in your project area. This list should provide a starting place in locating any areas of potential adverse impact.

The NAHC makes no recommendation or preference of any single individual, or group over another. All of those on the list should be contacted, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at my email address: rw_nahc@pacbell.net

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Wood".

Robert Wood

Associate Government Program Analyst

Native American Contact List
Humboldt County
June 18, 2013

Bear River Band of Rohnerville Rancheria
Leonard Bowman, Jr., Chairperson
266 Keisner Road Wiyot
Eureka, CA 95551 Mattole
707) 733-1900
707) 733-1727 Fax

InterTribal Sinkyone Wilderness Council
Lawk Rosales, Executive Director
PO Box 1523 Mattole Sinkyone
Eureka, CA 95482
707) 463-6745

Bear River Band of Rohnerville Rancheria
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Eureka, CA 95551 Mattole
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707) 733-1727 FAX

Bear River Band of Rohnerville Rancheria
Edwin Smith, Environmental Coordinator/Cultural
266 Keisner Road Wiyot
Eureka, CA 95551 Mattole
707) 733-1900
707) 733-1727 FAX

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 Americans with regard to cultural resources for the proposed Mattole River Bridge Replacement Project, Honeydew, Humboldt County

Attachment E

Public Meeting Documentation



**COUNTY OF HUMBOLDT
DEPARTMENT OF PUBLIC WORKS
1106 Second St. Eureka, CA 95501**

NOTICE OF PUBLIC MEETING

Honeydew Bridge Replacement Project

WHEN: JANUARY 23 – 7:00 PM

WHERE: HONEYDEW ELEMENTARY SCHOOL

The Humboldt County Department of Public Works is holding a public meeting to discuss the proposed bridge replacement alternatives on Mattole Road at Honeydew



If you are unable to attend the meeting and have questions or comments, please mail them to:

Engineering
Humboldt County Department of Public Works
1106 2nd Street
Eureka, CA 95501

or contact Chris Whitworth, at (707) 445-7377. We hope that you can attend the meeting to provide input on the proposed project.

Chris Whitworth

MATTOLE UNIFIED SCHOOL DISTRICT
COMMUNITY REQUEST FOR SCHOOL FACILITIES USE

Name of Organization: County Public Works Date: 12/27/12
1-23-13

Address: _____ Phone: 445-7377

Purpose of Use: Meeting for Honeydew Bridge Admission Fee: - 0 -

Number Expected: 75 approx Materials to be sold? [] Yes ☒ No

Dates and Times of Requested Use:

1-23-13 From 7PM To 9:PM

From _____ To _____

From _____ To _____

Please check the facilities which are being requested for use. If audio/visual equipment is requested, specify on the lines next to "Other". There is an additional charge for use of equipment.

Site Honeydew School

☒ Multi-Purpose Room _____ Cafeteria

_____ Classroom # _____ Other _____

_____ Staff Lounge _____

ashmoorekaren@
yahoo.com

The applicant agrees that the use of Mattole Unified School District's facilities shall be in accordance with the rules and regulations of the Board of Trustees and Laws of the State of California. Note: Any conflict in use of facilities will be resolved with school use taking priority over all requests by outside applicants.

Signature of Applicant: Chris Whitworth

Phone: 445-7377

APPROVED: Shirleen Proctor
Superintendent/Principal

Date: 12/27/12

FOR BUSINESS OFFICE ONLY: No Charge ☒ Facility Fee \$ _____
Equipment Fee \$ _____
Labor Fee \$ _____
Total Fees \$ _____

**HOLD HARMLESS AND INDEMNIFICATION AGREEMENT
"HIGH RISK ACTIVITY"**

Notwithstanding any insurance coverage which may be in effect, and in addition to any additional undertakings referred to herein, Applicant agrees at all times to protect, indemnify, and hold Mattole Unified School District, its Board of Trustees, officers, members, representatives, agents, guests, invitee, and/or employees free and harmless, and to provide legal defense, from any and all liabilities, claims, losses, judgments, damage, demands or expenses resulting from the Applicant's use or occupancy of the District's facilities and /or the active or passive negligence of the Applicant or of the District, its Board of Trustees, officers, members, representatives, agents, guests, invitee, and /or employees, specifically including, without limitation, any liability, claim, loss, judgment, damage, demand, or expense, arising by reason of

1. the loss of or damage to any of the District's facilities including any building, structure, or improvement thereon, or any equipment to be used therein:
2. the injury to or death of any person including, but not limited to, the officers, members, representatives, agents, guests, invitee, and /or employees of the Applicant or of the District; or
3. damage to any property arising from the use, possession, selection, delivery, return, condition or operation of the District's facilities. Applicant further agrees to reimburse the District for all liabilities, claims, losses, judgments, damage, demands, expenses, fines, penalties, including reasonable attorneys' fees imposed or incurred by the because of the Applicant's use or occupancy of the District's facilities and/or active or passive negligence of the Applicant or of the District, its Board of Trustees, officers, members, representatives, agents, guests, invitee, and/or employees

Applicant agrees to defend, indemnify and hold harmless the Mattole Unified School District, its Board of Trustees, Officer, Employees and Agents from any and all losses or injuries arising from, or allegedly arising from, the negligence of the Applicant, its Employees and /or Agents while Participating and or Teaching Aikido in the MUSD multi-purpose room.

CHRIS WHITWORTH
Name

12/27/2012
Date

Chris Whitworth
Signature

HONEYDEW BRIDGE REPLACEMENT STUDY PUBLIC MEETING

Name

Contact Information (address, phone, email)

Jessica Wygal	629-3560
Scott & Tina Davies	499-5410 auguste@suddenlink.net (48000 Mattole Rd.)
Karen Ashmore	629-3230 ashmorekaren@gmail.com
Jason Evans	629-3560
PETER MARSHALL	petermarshall47@gmail.com
Hope Wright	hoperaserite@hotmail.com
Dylan Mattole	599-1467
Maureen Catalina	catalineranch@aol.com
Bob Shuris	14670 Mattole Rd P.O. Box 29
Jami Dohlem	707-629-9994
Linn & Bert Landry	P.O. Box 29 Honeydew
Clair Troner	4062 Winder Ridge Rd. Garberville 95542
SUBEE McCANTS	PO 132 Honeydew CA 95545
Raymond M Etter	P.O. Box 61 Honeydew, Ca 95545 707-629-2420 metter90@hotmail.com
DELORES J. ROSCOE	255 ROSCOE RD., PETROLIA, CA 95558
Mary Otter	P.O. Box 57 Honeydew 95545
Jana Kavanaugh	Eureka CA 3709 Seale St 95503
Jean Fer Wilson	6825 Vista Rd Eureka CA 95503

March 1, 2013

MAR 05 2013



RIDGEFIELD
EVENTS

PUBLIC WORKS	
<input type="checkbox"/>	DIR
<input type="checkbox"/>	AV
<input type="checkbox"/>	BUS
<input checked="" type="checkbox"/>	ENG
<input type="checkbox"/>	MAINT
<input type="checkbox"/>	RD
<input type="checkbox"/>	EM
<input type="checkbox"/>	FM
<input type="checkbox"/>	BLDG
<input type="checkbox"/>	NR
<input type="checkbox"/>	PK
<input type="checkbox"/>	RP
<input type="checkbox"/>	LU
<input type="checkbox"/>	SEC
<input type="checkbox"/>	
<input type="checkbox"/>	
<input type="checkbox"/>	
<input checked="" type="checkbox"/>	FILE
TIC	

Dear Chris,

Thank you for the very informative meeting on January 23 about the Honeydew bridge replacement project

The first sample bridge, similar to the current bridge, was definitely our favorite choice, not only aesthetically but for earthquake & flood stability.

Thank you for your time. We look forward to further developments,
sincerely, Scott & Tina Davies

Honeydew Bridge Replacement Project
Summary of Phone Calls received in January 2013 regarding the
proposed project

Dennis Smith – Honeydew

“Just build the bridge”. He does not think that public opinion should change our plans

Pete Marshal – Honeydew

Was concerned about rumors that the bridge was going to be moved. Once he was told that the new bridge would go back on the same alignment he was fine with it.

Lois Juodika – Honeydew

Was concerned about rumors that the bridge was going to be moved. She felt somewhat better once she knew that the bridge would go back in the same location.

Spoke with her again later – she wanted to express her concerns that a two lane bridge would encourage people to speed.

Jessica Wygal – Honeydew

Concerned about the old oak tree at the abutment.