

Attachment 7: Cultural Resources Report for the
Tulelake Municipal Airport, Jensen 2010

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Cultural Resources Report for the Tulelake Municipal Airport

Modoc County, California

Prepared for

Federal Aviation Administration

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Archaeological Inventory Survey, 358 acres, Modoc County, CEQA/NEPA, USGS
Newell, Ca. 7.5' Quad., No Historic Properties

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PROJECT SUMMARY

This report details the results of an archaeological inventory survey involving a total of 358 acres of land at the Tulelake Municipal Airport, near the community of Newell, Modoc County, California. Modoc County proposes to construct a security fence around the perimeter of an existing airport (the undertaking).

A search of State data bases, including all records and documents available at the Northeast Information Center, consultation with the Native American Heritage Commission and Native American representatives identified by the NAHC, and intensive-level pedestrian survey have identified one previously recorded site within the project area (site CA-MOD-138). Since two separable historic cultural resource components were also located within the project area but had not been previously recorded, the existing site record for CA-MOD-138 was updated – the new reference is CA-MOD-138/H – thereby creating a single site containing one prehistoric component and two separate historic components (remnants of the WW II era Tule Lake¹ Segregation Center, and the Tulelake Airport itself).

The original 1953 record for CA-MOD-138 (the prehistoric component of CA-MOD-138/H) suggested the presence of a primary habitation area near the northwest end of the existing runway, although this record appears to have been generated on the basis of hearsay evidence only. During the present project, this area was subjected to intensive surface examination followed by excavation of Shovel Test Pits to evaluate any possible subsurface component. The conclusion of this work is that this prehistoric component does not represent a primary habitation locale. Based on these findings, this prehistoric component was recommended not eligible for inclusion on the National Register of Historic Places per any of the relevant evaluative criteria.

All of the airport's 358 acres was included within the boundaries of the 7,400-acre WW II era Segregation Center involving Japanese Americans from the western United States. Further, the present project area boundary incorporates land that contained most of the original habitation structures associated with the period of internment (1942 through 1946). The remains of these activities and uses represent one of the two historic components for site CA-MOD-138/H. As detailed throughout this report, the built environment associated with the Segregation Center has been completely destroyed, and there remains preserved within the site boundary no qualities or attributes of the original complex that represent a "...distinctive type..." or "...a distinguishable entity whose components may lack individual distinction," and certainly nothing that today "communicates the relevant significance" of the Segregation Center's once distinctive and unique character and attributes. Based on lack of integrity related to the period of potential significance, this component of site CA-MOD-138/H is not recommended as contributing to the National Register eligibility of the site itself.

The second historic component of site CA-MOD-138/H is the Tulelake Airport itself, constructed following WW II and the demolition of the built environment earlier used as the

¹ The town of Tulelake and the name of the airport is spelled as one word. The name of the Segregation Center was spelled as two words: Tule Lake.

core habitation area for the Segregation Center. The runway and three small non-distinctive structures were apparently constructed between about 1949 and 1951. Of the three structures comprising the original built environment (along with the graded runway itself), only two remain, neither of which represents a structure distinctive in design, construction detail, or associative context. Moreover, the runway and the original buildings are not linked with substantial undertakings, nor with individuals known to be important or significant in local, state or United States history, nor were subsequent owners involved who undertook projects or engaged in activities noteworthy or substantial with respect to local, state or United States history. For these and other reasons, this component of site CA-MOD-138/H is not recommended as contributing to the National Register eligibility of site CA-MOD-138/H.

1. INTRODUCTION

Project Background

This report details the results of an archaeological inventory survey involving a total of 358 acres at the Tulelake Municipal Airport, near the community of Newell, Modoc County, California. The entire airport lies within the boundaries of the former Tule Lake Segregation Center where 18,000 Japanese Americans were interned during and immediately following World War II (1942-1946). The Segregation Center was dismantled in 1946, but the site continues to be important to the Japanese American community. Beginning in 1969, numerous pilgrimages to the site of the former Segregation Center have been organized by student groups, the Japanese American Citizen League and volunteers from the Tule Lake Committee.

Modoc County proposes to construct a fence around the perimeter of the airport (the undertaking). The fence, approximately 16,000 feet in length, would have two gates, one as primary access at the current access road and a second gate as an emergency entrance. The fence will limit airport access by unauthorized personnel and will help alert airport management to their presence. The eight-foot high fence will assist in limiting wildlife (primarily deer and antelope) access to active portions of the airport. The fence is intended to fulfill a requirement of the Transportation Security Administration (TSA), but it is not intended to exclude Japanese Americans who are visiting the site of the former Segregation Center. Modoc County will work with the Japanese American community to provide access to the site during the annual pilgrimages.

Since the undertaking will involve limited physical disturbance to ground surface and sub-surface components in conjunction with fence construction and associated access, the potential exists to affect cultural resources located within the Area of Potential Effect (APE). Since the fencing will surround the area, all of the airport is defined as the APE for the undertaking and is the subject of the present cultural resources study (see attached *Figure 1, Project Location, identifying the fence and enclosed land area*).

Location

Tulelake Municipal Airport is located on 358 acres, approximately ¼ mile northeast of the community of Newell in Modoc County, California. The California-Oregon border is located approximately six miles north of the project area, which is accessed via California State Highway 139. Highway 139 proceeds roughly northwest-southeast at a point approximately ½ mile southwesterly of the airport.

While some lands within the vicinity of Newell have remained undeveloped and used only for limited farming and ranching activities, all of the surface and subsurface soil components within and adjacent to the airport have been substantially affected by prior use as the primary habitation site for the Tule Lake Segregation Center, and later (1950's through present) by

initial construction, maintenance and on-going construction of new facilities at the Tulelake Municipal Airport.

The airport is located within portions of Sections 23, 24, 25 and 26 of Township 47 North, Range 5 East, as shown on the USGS Newell, California, 7.5' series quadrangle (see attached **Figure 1, Project Location**).

Based on available topographic and other maps, but notwithstanding the effects of past and on-going land uses and post WW II clean-up operations, the project area appeared to contain lands of low to moderate sensitivity for prehistoric sites, and from moderate to high sensitivity for historic-period sites and features. It was already known, however, that none of the constructed features related to WW II use of the airport in conjunction with the Segregation Center were known to remain intact within the APE.

Regulations

Modoc County will receive funding to implement the proposed project from the Federal Aviation Administration (FAA); therefore the project constitutes a federal action with potential effects to historic properties within or adjacent to the APE. This archeological survey was conducted in order to locate and evaluate cultural resources, in compliance with the following federal regulations: Section 106 of the National Historic Preservation Act of 1966 and its amendments; implementing regulations of Section 106 (36 CFR Part 800); Section 101 (b)(4) of the National Environmental Policy Act; the Archaeological Resources Protection Act; the Council on Environmental Quality regulations (Title 40, Code of Federal Regulations Parts 1500, 1508); FAA Order 1050.1E (Policies and Procedures for Considering Environmental Impacts); and FAA Order 5050.4B. Compliance with Section 106 of the NHPA requires completion of projects in conformity with the standards, guidelines, and principles in the Advisory Council's Treatment of Archaeological Properties: A Handbook (1980), and Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines (1983).

Methods

The archeological work described in this report was completed by Sean Jensen (M.A., Anthropology) from the archeological consulting firm, Genesis Society of Paradise, California on behalf of Modoc County and the FAA. Based on the above-referenced rules, regulations and laws, the following tasks were conducted for the present archeological inventory survey:

- Conduct a records search at the Northeast Information Center of the California Historical Resources Information System at CSU-Chico and consult, on behalf of the FAA, with affected Native American representatives and the Native American Heritage Commission. The goals of the records search and consultation are to determine (a) the extent and distribution of previous archaeological surveys, (b) the locations of known archaeological sites and any previously recorded archaeological districts, and (c) the relationship between known sites and environmental variables. This step is also designed to ensure that, during

subsequent field survey work, all significant/eligible cultural resources are discovered, correctly identified, and properly interpreted.

- Conduct a complete-coverage, intensive pedestrian survey of the APE. The purpose of the pedestrian survey is to ensure that any previously recorded sites identified during the records search and consultation are re-located and eligibility evaluations updated on the basis of existing conditions vis-à-vis site integrity and condition. For previously undocumented sites discovered, the field survey would involve formally recording these on State DPR-523 Primary Records. For both previously identified and newly identified resources, the level of field work would be sufficient to recommend measures to avoid, minimize or mitigate adverse effects of the undertaking to any sites determined eligible or recommended potentially eligible for listing on the National Register of Historic Places.
- Upon completion of the records search, consultation and pedestrian survey, prepare an archaeological inventory survey report that identifies project effects and that includes an ***Historic Properties Treatment Plan*** for any eligible or potentially eligible properties affected by the undertaking.

The present document constitutes the final report for this project, detailing the results of the records search, consultation and pedestrian field survey and providing recommendations for treatment of historic properties that could be affected. All field survey procedures followed guidelines provided by the State Historic Preservation Office (Sacramento) and conform to accepted professional standards.

2. EXISTING CONDITIONS

Several information sources were considered relevant to evaluating the types of sites and site distribution that might be encountered within the project area. The information evaluated includes data maintained by the Northeast Information Center of the California Historical Resources Information System (CSU-Chico), consultation with Native American representatives and the Native American Heritage Commission, and published and unpublished documents relevant to regional environment, prehistory, ethnography, and early historic developments.

Northeast Information Center Records

The records of the Northeast Information Center (CSU-Chico) were examined for existing recorded prehistoric and historic sites and previous archaeological survey within or near the project area (Records Search W09-19, copy attached), with the following results.

Previous Archaeological Survey

Approximately 80% of the property has been subjected to previous survey by professional archaeologists. This work was undertaken by ECORP, Inc. in conjunction with a 2002 study for proposed expansion of the Tulelake Airport (ECORP 2002), a survey which involved most

of the present project area but did not result in filing an archaeological inventory survey report with the Northeast Information Center. An additional study involving a linear corridor through a portion of the project area was undertaken in October 2007 by David Vann of Vann Cultural Resource Management (Vann 2007).

Additional archaeological surveys have been undertaken in the vicinity of the project area or on adjacent lands, including the following:

- A study by Jensen (1978) for expansion of the Newell Water District's wastewater treatment and disposal site.
- Two surveys along nearby State Route 139 by Caltrans and involving widening and rehabilitation projects (Sletteland 1980; Bennett and Wiant 1989)
- An intensive survey and site testing program undertaken by Caltrans on the adjacent Newell Maintenance Station property, confirming the presence within Caltrans' land set to be transferred to the National Park Service of components of the Tule Lake/Newell Maintenance Station Historic District, and components of both the National Historic Landmark "Tule Lake Segregation Center" and the California Historical landmark #850-2 "Tule Lake Relocation Center" (Henscher *et al.* 2007; Scott 2007).
- Archaeological survey by Infotec Research, Inc. in conjunction with the 1990's PGT-PG&E gas pipeline project that involved a parcel of land immediately southwest of the southwest corner of the present project area boundary (Price and Waite, Editors, 1992).

Recorded Cultural Resources

One prehistoric site has been documented within the project area. Site CA-MOD-138 was recorded in 1953 by Squier, apparently based on information that the "Barkhurst [artifact] collection" that included a boatstone, chert crescent, grooved stone sinkers, biconically drilled basalt pendants, possible ground stone adzes, and a stone 'anchor'...' was recovered just outside the area of the Tulelake Airport runway. It does not appear likely, however, that Squier actually visited the site personally, as the site document lists that the information had been "Reported by Mr. Roscoe Barkhurst, Merrill, Oregon." This is further indicated by the statement that the site "...[is representative of]...a large campsite...", even though the location of the site is noted as below the high water mark for Tule Lake prior to drainage efforts undertaken in the first decade of the 20th Century. Based on additional examples of early (1940's - 1950's) site records submitted by Squier and others, it is a reasonable surmise that the artifact collection attributed to the mapped location for CA-MOD-138 represents (1) artifacts collected over a long period of time from multiple locations around Newell, and (2) that the mapped location was based on a "best guess" by Squier from notes and map markings accompanying the Barkhurst cultural assemblage. There is no question that significant prehistoric occupation occurred around Tule Lake and Newell, but more likely locations for most of the artifact types referenced for CA-MOD-138 are the Lake margins at the base of the hill known as The Peninsula and just north of this on lands slightly elevated above the natural lake level. As will be noted below, this hypothesis is consistent with the findings at CA-

MOD-138 of the earlier pedestrian survey by ECORP in 2002, and the present re-survey of the project area.

Two additional prehistoric components are referenced but not recorded in the 2002 ECORP airport expansion study. These two prehistoric components both occur in direct association with historic debris resulting from demolition of WW II facilities once present, and subsequent (1953+) construction of the existing airport. Site or isolate TL#2 is described by ECORP as a limited “surface lithic scatter” with no formed artifacts or temporally diagnostic artifacts, while site/isolate TL#3 is described as a single piece of lithic debitage. As noted, both components are located within lands substantially impacted by demolition of WW II structures and then by complete re-contour of the area during construction of the existing airport. No evidence of buried cultural material is reported for either of these lithic scatters. Neither one of these was relocated during the present project and inspection of the areas identified for these two components suggests that both represent “tractor facts” and/or freeze flakes derived at least in part if not primarily from concrete demolition material in the area.

No historical cultural resources have been recorded on DPR 523 forms within the project area, although the entire project area and adjacent land is extensively documented in existing historic documents and public records as components of the WW II Tule Lake relocation or segregation center involving Japanese Americans from the west coast of the United States per the terms of Executive Order 9066. The project area in fact once contained approximately 1,000 of the total of 1,036 habitation structures used by those interned at the Center, construction of which began in 1942. A limited number of administrative and other structures remain intact south of and fully outside the present project area (airport) boundary. These administrative and other structures are essentially all that remain of the built environment related to WW II use of the area, and are incorporated into the boundaries of the Tule Lake/Newell Maintenance Station Historic District (Caltrans and BLM/NPS property adjacent to the southwest corner of the present project area), as well as the boundaries of the National Historic Landmark “Tule Lake Segregation Center” and the California Historical Landmark #850-2 “Tule Lake Relocation Center”, all of which boundaries exclude the present project area.

During the present project, the boundary of prehistoric site CA-MOD-138 was expanded to incorporate all of the project area, since the entire area was once part of the Segregation Center and might retain components that contribute to the National Register Eligibility of the Tule Lake/Newell Maintenance Station Historic District and the National Historic Landmark “Tule Lake Segregation Center.” Moreover, the present project area boundary encompasses the legal boundary of the Tulelake Municipal Airport, itself a potential historic property that needed to be evaluated in conjunction with the present undertaking. This approach – expanding the boundary for site CA-MOD-138 and changing the designation to CA-MOD-138/H, was reviewed with the staff at the Northeast Information Center at Chico and recommended the most appropriate approach in accommodating additional historic components into site number already assigned to this particular area.

Native American Consultation

In conjunction with the records search for the present project, the Native American Heritage Commission (NAHC) was contacted regarding Sacred Land Listings. The NAHC indicated that there are no Sacred Land listings for the project area or adjacent lands (response dated August 4, 2009, copy attached). The contact list from the Native American Heritage Commission included the following individuals and groups, all of whom were contacted and requested to supply any information they might have concerning prehistoric sites or traditional use areas within the project area (see attached letter format submitted to these individuals and groups):

1. Alturas Rancheria of Pit River Indians – Philip Del Rosa, Vi Riley, Tribal Administrator/Environmental Coordinator.
2. Pit River Tribe of California – Ida Riggins, Alexis Barry, Michelle Berditshevsky.
3. Klamath Tribe.
4. Modoc Tribe of Oklahoma – John Ballard.
5. Ajumawi Band Cultural Resources Representative – Uriel Chacon, Selena Vargas.

To date, no responses have been received from these contacted individuals and groups.

Other Sources

In addition to examining records at the Northeast Information Center at CSU-Chico and Native American consultation, the following sources were also reviewed by the Information Center, or separately:

- The National Register of Historic Places (supplements through June 2009).
- The California Register of Historical Resources (2006)
- The California Inventory of Historic Resources (1976).
- California Historical Landmarks (State of California 1996).
- California Points of Historical Interest (May 1992 and updates).
- The Historic Property Directory (OHP March 2008).
- OHP Determinations of Eligibility (2007).
- Historic USGS Maps and GLO Plat T32N/R5W.
- Published and unpublished documents relevant to environment, ethnography, prehistory and early historic developments in the vicinity (reviewed below), providing context for assessing site types and likely site distribution patterns for the project area.

Environmental and Cultural Context

Specific information for the project area concerning previous archaeological survey and documented prehistoric and historic sites is presented above. Typically included in archaeological inventory surveys is more general information concerning prehistoric and historic occupation and land use, taken from published and unpublished documents relevant to local and regional environment, ethnography, prehistory and early historic developments.

Such information is routinely reviewed because it can provide context for further assessing likely site types and distribution patterns that might be encountered within a project area, particularly where there has been no previous archaeological survey and/or where there is little specific historic information. Neither of these two conditions applies to the present project area.

For the present report, the authors have elected to base the “more general background information” on “Background/Site Context” by Blossom Hamusek, comprising Chapter 5, pp. 15-36, of “Archaeological Survey and Evaluation Report for Property Transfer and Hazardous Waste Testing at Newell Maintenance Station, State Route 139, Newell, Modoc County.” This Caltrans project involved land adjacent to the southwest side of the present project area, but also includes a thorough discussion of prehistoric occupation and historic activities affecting all of the surrounding land, including the present project area. This document, a public record, was prepared by Caltrans and authored by Casandra Hensher and others (Hensher *et al.* 2007). Hamusek’s “Background/Site Context” is an excellent and still current environmental, ethnographic, prehistoric and historic summary and, along with the complete bibliography from Hensher 2007, is appended as Exhibit A of the present report and represents the present report’s *Environmental and Cultural Context* section regarding the ethnographic and prehistory summary. The report also supplements the historic summary.

Tule Lake Segregation Center

In February 1942, President Franklin Roosevelt signed Executive Order 9066 in response to Japan’s attack on Pearl Harbor. The Order authorized the Secretary of War to designate areas “in such places and of such extent as he or the appropriate Military Commander may determine, from which any or all persons may be excluded and with respect to which, the right of any person to enter, remain in, or leave shall be subject to whatever restrictions the Secretary of War or the appropriate Military Commander may impose in his discretion.”

The Pacific Coast of the United States was declared an exclusion area for all people of Japanese descent. As a result, nearly 120,000 people of Japanese descent were forced from their homes in California, Oregon, Washington and Arizona; three quarters of those people were U.S. citizens. In the short time before their internment, the people had to make quick decisions about their property and businesses incurring huge economic losses. The War Relocation Agency (WRA) established ten “Relocation Centers” in remote areas across the United States where the Japanese Americans would be interned. The Tule Lake Relocation Center was largest of these Centers. The Tule Lake Relocation Center opened on May 26, 1942; by the spring of 1944, over 18,000 people were interned there.

In January 1943, the WRA began administering a “loyalty questionnaire” to all internees. Two of the questions became particularly controversial:

No. 27: Are you willing to serve in the armed forces of the United States on combat duty, whenever ordered?

No. 28: Will you swear unqualified allegiance to the United States of America and faithfully defend the United States from any and all attack by foreign or domestic forces, and foreswear any form of allegiance or obedience to the Japanese Emperor, or any other foreign government, power of organization?

Forty-two percent of the eligible people at Tule Lake refused to answer “yes-yes” to the questions. Some people feared that “yes” answers would result in the separation of their families or the immediate drafting of their sons; others thought they were trick questions, some refused to answer in protest. Authorities at the Center refused to clarify the questions, which added to the frustration. All those who refused to answer or answered “no-no” to the questions were considered “disloyal.” Tule Lake had the highest percentage of “disloyals” of all of the Relocation Centers. The WRA decided to consolidate the “disloyals” so “disloyals” and “troublemakers” from the other Relocation Centers were transported to Tule Lake, while “loyals” from Tule Lake were moved to other Relocation Centers. Approximately 4,000 “loyals” did not want to move again and remained at Tule Lake. The mix of “loyals” and “disloyals” at the Center contributed to tensions and conflicts.

Tule Lake was designated a “Segregation Center” in the summer of 1943 and security was increased. Added security features included a double man-proof fence around the entire camp, additional guard towers, increased military police force and eight tanks. Tule Lake became unique among the other internment centers for having a stockade and a jail.

In October 1943, a Japanese American internee was killed when a farm truck overturned. The farm workers went on strike when the camp officials refused to allow a public funeral or to provide reasonable compensation to the widow. Authorities fired all of the farm workers and brought in internees from other camps as strike breakers. Protests followed and the Army declared martial law and took control of the Segregation Center. In the unrest that followed, over 350 internees were arrested and put into the Stockade. The Stockade was a 250 by 350 foot area enclosed by fences and guard towers and built to hold 100 people.

In response to their treatment, some internees formed groups advocating renunciation of U.S. citizenship and repatriation to Japan. Speculation, rumors and fear of what would happen to the internees when they left the Center after the war lead many people to apply for repatriation. When the war ended 4,406 people from Tule Lake repatriated or expatriated to Japan.

The Tule Lake Segregation Center closed on March 28, 1946. The Center was transferred to the U.S. Department of the Interior, Bureau of Reclamation on May 5, 1946. Some of the barrack buildings were given to homesteaders, principally WWII veterans. The remaining buildings were removed in 1946. The townsite of Newell is located in what had been the Relocation Center’s administration area.

Some efforts have been made by the United States government to redress the injustice of internment. In 1988, President Ronald Reagan signed the Civil Liberties Act of 1988 which provided \$20,000 for each surviving internee, totaling \$1.2 billion. The Civil Liberties Act Amendments of 1992 appropriated an additional \$400 million. President George H.W. Bush

issued an apology in 1990, recognizing “that serious injustices were done to Japanese Americans during World War II.” Most recently, in March 2009, President Barack Obama signed Public Law 111-11 which authorizes the Secretary of the Interior to conduct a special resource study of the Tule Lake Segregation Center in order to “assess additional areas for inclusion” in the National Park System.

3. PEDESTRIAN SURVEY and INVENTORY

All of the project area was subjected to intensive pedestrian survey. Approximately 10% of the project area is paved with asphalt or concrete, and was inspected from a vehicle. Elsewhere, the pedestrian survey involved walking back and forth across unpaved areas with non-systematic transects maintained at about 15 to 20 meter intervals.

In searching for cultural resources, the surveyors considered the results of historic documentation of previous activities within the project area as well as the results of previous archaeological survey by ECORP.

Evidence of very extensive disturbance involving both surface and subsurface soil components was evident throughout all of the project area. This disturbance occurred first in conjunction with construction of the WW II Segregation Center and its related facilities (sewer, water service, other utilities), followed by complete demolition and/or removal of these structures approximately six years later, followed by extensive land-re-contour, importation of road base and other impacts associated with initial construction of the existing airport, and finally by multiple phases of construction and improvements beginning in the late 1950's and continuing through the present.

In addition to pedestrian survey, a program of Shovel Test Pit (STP) excavation was undertaken within the APE depicted in the original site record for CA-MOD-138, in order to more accurately delineate the full extent and maximum depth of any subsurface cultural material that might accompany the surface lithics reported for but apparently never directly observed within the site boundary.

No special problems were encountered during the field work phase of the project, and all survey objectives were achieved.

Cultural Inventory

As noted in the **Northeast Information Center Records, Recorded Cultural Resources** section above, a prehistoric site had been recorded within the project area (site CA-MOD-138). The original 1953 record for this site suggests the presence of a primary habitation area, although this record appears to have been generated on the basis of hearsay evidence only. In addition to this recorded site, previous pedestrian survey by ECORP describes one small “surface lithic scatter” without formed or diagnostic artifacts (Isolate TL#2), as well as a single piece of lithic debitage (Isolate TL#3). Neither of these latter two components could be identified at the locations mapped by ECORP. It seems most likely that both represent either cultural materials (lithic waste flakes) scattered within the project area during past disturbance

using heavy equipment, or more likely “tractor facts” created during past grading and re-contouring in conjunction with construction of the airport. Neither TL #2 or #3, which were never formally recorded by ECORP, are further discussed in the present report.

Also summarized under *Recorded Cultural Resources* are the existing historic and public records of prior use of all of the project area for habitation structures and related facilities in conjunction with the WW II Tule Lake Segregation center involving Japanese Americans. While the present project area is located outside the boundaries of the Tule Lake/Newell Maintenance Station Historic District, the National Historic Landmark “Tule Lake Segregation Center” and the California Historical Landmark #850-2 “Tule Lake Relocation Center,”(see Figure 2) there is no question that the project area was once an integral component of the WW II activities referenced in and honored by these historic representations. The question for the present project was to determine the level of integrity retained by any cultural materials within the project area related to this important historic period and event.

No newly identified prehistoric or historic sites were encountered during the present pedestrian re-survey of the project area. Thus, the project area contains one site (CA-MOD-138/H) that contains both prehistoric and historic components that could potentially be affected by construction of the airport’s perimeter fencing (the proposed undertaking).

Site CA-MOD-138-H

This site contains one prehistoric component (original site CA-MOD-138) and two separable historic components – location only of what was once the housing area of the Tule Lake Segregation Center from WW II, and the post-1951 Tulelake airport. Each of these components is described in turn, below.

Prehistoric Component

General Description: The original record for site CA-MOD-138 was prepared in 1953 by Squier based on information that a “Barkhurst [artifact] collection” included a boatstone, chert crescent, grooved stone sinkers, biconically drilled basalt pendants, possible ground stone adzes, and a stone ‘anchor’...”, all recovered from an area near the Tule Lake Airport. It does not appear likely that Squier ever visited the site personally; however, as the site document notes that the information had been “Reported by Mr. Roscoe Barkhurst, Merrill, Oregon.” This is further supported by the statement that the site “...[is representative of] a large campsite...” based on the artifact types reportedly recovered, even though the location of the site is below the high water mark for Tule Lake prior to drainage efforts undertaken in the first decade of the 20th Century. Based on additional examples of late 1940’s through early 1950’s site records submitted by Squier and others, it is reasonable to conclude that the Barkhurst artifact collection represents (1) artifacts collected over a long period of time from multiple locations around Newell and perhaps farther afield, and (2) that the “site location” as mapped was based on a “best guess” by Squier from notes and possible map markings accompanying the Barkhurst cultural assemblage. These two hypotheses are

supported by the specific findings of ECORP's 2002 survey and the present project's resurvey and Shovel Test Pit excavation program within the mapped site area for CA-MOD-138.

Surface Observations: Neither ECORP's initial survey findings (ECORP 2002), nor those of the present intensive re-survey of the land area mapped as site CA-MOD-138, have yielded any formed or temporally diagnostic artifacts. In fact, no flakes or artifacts were observed by ECORP based on information in their report, and no worked or modified flakes of basalt or obsidian were noted during the present survey. To further evaluate these negative results, the decision was made to implement a program of Shovel Test Pit excavation within the boundaries of the mapped site area.

Shovel Test Pit Excavation Program: A total of 50, 50-cm-square shovel test pits were hand excavated throughout all of the mapped site area for CA-MOD-138. Excavation pit layout was initiated by first excavating pits along a southeast-northwest and then creating parallel axes at 20-30 meter intervals through the center of the site and reaching the terminus of the site area based on present representations. This resulted in excavating a total of 40 pits along these primary axes, all of which were excavated to a depth of 50 cm below the current ground surface. Excavation proceed in arbitrary 10-cm levels, with all recovered soil passed through ¼" mesh screen. A number of possible prehistoric waste flakes of both basalt and obsidian were encountered, although none of these appeared to have been purposefully modified nor were any formed tools or temporally diagnostic artifacts encountered.

Following excavation along the primary axes, an additional 10 STP's were excavated within the four resultant site quadrants. Again, no formed artifacts were noted, with the only items of potential prehistoric Native American affiliation being unmodified waste flakes of basalt and obsidian. These items, along with reference to historic artifact fragments encountered, are summarized in the following table.

Table 1: Shovel Test Pit Summary: Depth, Volume, Recovery

<i>STP #</i>	<i>Max Depth</i>	<i>Volume (Approx.)</i>	<i>Total # Items Recovered (Prehistoric/Contemporary)</i>
1	50cm	0.125 cu m	1/0
2	50cm	0.125 cu m	11/12
3	50cm	0.125 cu m	0/0
4	50cm	0.125 cu m	7/0
5	50cm	0.125 cu m	9/0
6	50cm	0.125 cu m	2/0
7	50cm	0.125 cu m	2/0
8	50cm	0.125 cu m	0/0
9	50cm	0.125 cu m	0/0
10	50cm	0.125 cu m	1/0
11	50cm	0.125 cu m	2/0
12	50cm	0.125 cu m	8/0

Table 1: Shovel Test Pit Summary: Depth, Volume, Recovery

<i>STP #</i>	<i>Max Depth</i>	<i>Volume (Approx.)</i>	<i>Total # Items Recovered (Prehistoric/Contemporary)</i>
13	50cm	0.125 cu m	6/0
14	50cm	0.125 cu m	4/0
15	50cm	0.125 cu m	4/0
16	50cm	0.125 cu m	5/0
17	50cm	0.125 cu m	12/0
18	50cm	0.125 cu m	1/0
19	50cm	0.125 cu m	6/0
20	50cm	0.125 cu m	8/0
21	50cm	0.125 cu m	7/0
22	50cm	0.125 cu m	4/1
23	50cm	0.125 cu m	8/0
24	50cm	0.125 cu m	6/0
25	50cm	0.125 cu m	12/0
26	50cm	0.125 cu m	9/0
27	50cm	0.125 cu m	7/0
28	50cm	0.125 cu m	14/0
29	50cm	0.125 cu m	10/0
30	50cm	0.125 cu m	4/0
31	50cm	0.125 cu m	4/0
32	50cm	0.125 cu m	0/0
33	50cm	0.125 cu m	4/0
34	50cm	0.125 cu m	1/0
35	50cm	0.125 cu m	6/0
36	50cm	0.125 cu m	0/0
37	50cm	0.125 cu m	0/0
38	50cm	0.125 cu m	0/0
39	50cm	0.125 cu m	1/0
40	50cm	0.125 cu m	0/0
41	50cm	0.125 cu m	10/0
42	50cm	0.125 cu m	1/0
43	50cm	0.125 cu m	3/0
44	50cm	0.125 cu m	0/0
45	50cm	0.125 cu m	6/2
46	50cm	0.125 cu m	0/0
47	50cm	0.125 cu m	0/0
48	50cm	0.125 cu m	0/0
49	50cm	0.125 cu m	0/0
50	50cm	0.125 cu m	0/0

The data from excavation may be further summarized as follows:

- Volume of soil excavated: approximately 6.25 cubic meters.
- Recovery rate for prehistoric items: approximately 33 items per cubic meter based on the total recovery of 206 items of prehistoric affiliation (all represented by unmodified waste flakes).
- Number of formed prehistoric artifacts per cubic meter: Zero.

Based on both surface survey and subsurface survey (STP excavation) results, the mapped location for the prehistoric component of site CA-MOD-138/H does not contain an intact, primary subsurface cultural component, while the few waste flakes identified are most likely the result of prior use of the entire perimeter of Tule Lake by the prehistoric occupants of the area, followed by intensive disturbance associated with WW II use and subsequent airport construction. The STP's excavated encountered a soil layer at an average 30 cm depth that clearly delineates the original Tule Lake lakebed, below which no cultural materials were encountered. All of the soils above the original lake bottom have been directly affected by the extensive historic activities documented for all of the project area, which also explains the mixing of prehistoric with historic items in many of the STP pits.

There is no question that significant prehistoric occupation occurred in the vicinity of Newell, but the mapped location for the prehistoric component of CA-MOD-138/H does not represent an area of primary habitation. More likely locations for most of the artifact types and habitation intensity earlier suggested for CA-MOD-138 are the Lake margins at the base of the hill known as The Peninsula (where sites CA-MOD-62 and -63 have been documented), and on other slightly elevated lands extending northerly from The Peninsula but not quite reaching the present project area. Limited evidence suggesting subsurface accumulation of cultural material evidencing substantial habitation has been acquired in the form of artifact types recovered by Caltrans within the boundaries of the Tule Lake/Newell Maintenance Station Historic District" (site TL-1), and by Infotec, Inc. on lands southeasterly of the present project area boundary (site CA-MOD-2665/H) (Price and Waite 1992). In the case of both sites TL-1 and CA-MOD-2665/H, however, disturbance was considered so extensive and intensive that the researchers concluded that the depositional integrity of the original deposits at these specific locations had been completely destroyed and the portions of these two sites evaluated were recommended not contributing to National Register of Historic Places eligibility.

In summary, the possibility that site CA-MOD-138 (original boundary) represents a primary habitation locale is not confirmed by the findings of the present evaluation. The most likely explanation for the few waste flakes observed on and below the surface at this location is that isolated artifacts and flakes have accumulated in this area as prehistoric occupants hunted and walked the margins of Tule Lake, originating from village encampments located a short distance to the south on more elevated lands closer to the landmark The Peninsula. The present evaluation program documenting a very limited number of waste flakes is not considered evidence of intact, original subsurface accumulation, as many of the items may well have found their way to this area as a result of the substantial disturbance to which all of the area has been subjected.

Tule Lake Segregation Center Component

As noted in previous discussion, approximately 1,000 of the total of 1,036 documented habitation structures associated with the Center were once located within the APE. The dormitory-style buildings that housed those interned from 1942 to 1946 included an adjacent latrine area and a laundry facility, with the latter apparently consisting of a steel barrel in which water was heated and clothes washed.

The housing and related structures were constructed between 1942 and 1943, and then following the War were abandoned, with some being sold to local ranchers who removed them for use in their ranching operations, but with most being burned and the associated underground features being largely destroyed by use of heavy equipment.

What remains today are concrete demolition pieces and piles, steel pipe fragments, occasional fragmentary artifacts including fasteners (nails), bottle glass, window pane glass, and some additional similar fragmentary components, which material is not concentrated but is widely scattered throughout the project area.

Following the demolition of the Segregation Center, additional even more intensive impacts to both the surface and subsurface soil components occurred in conjunction with constructing the airport that occupies all of the project area today. Construction of the runway appears to have been initiated in 1950-1951, during which heavy equipment was used to re-contour the ground surface for runway use, followed by importation of base rock and eventually paving (circa. 1958-1960) of the runway, aprons and approaches to two constructed features.

The collective effects of this sequence of events/impacts is that the cultural/historical integrity of the built environment once associated with this particular portion of the Tule Lake Segregation Center has been completely destroyed. No built environment remains that might be included as part of the present record for site CA-MOD-138/H, and thus nothing remains within the airport boundary which also defines the present project area and boundary for site CA-MOD-138/H that represents those qualities and attributes of the Center which defined its unique character at the time of initial construction and use, nor are any such qualities/attributes preserved that provide a sense of the Center's historic importance.

Tulelake Airport

In 1951, the Secretary of the Interior conveyed the property of what would be become the Tulelake Municipal Airport to the City of Tulelake to be used for airport purposes pursuant to Section 16 of the Federal Airport Act of 1946. That same year, a narrow, short runway was graded for use by local ranchers and farmers for crop dusting use. The present airport boundary, incorporating a larger area than just the original runway coincides closely with the core habitation area for the Tule Lake Segregation Center. Original construction particulars for the airport are unknown, but as noted the primary land re-contour needed to prepare the runway was completed by 1951. Subsequently, estimated between 1953-1988, three structures were constructed adjacent to the south side of the runway. These structures

include one small shed or storage building (which appears to have been subsequently razed after 1988), one larger structure that appears to represent an aircraft maintenance building/office, and a long, narrow hangar. The estimated date of construction of these buildings is based on the following: the runway is the only constructed feature at this location on the 1951 USGS 15' Newell quadrangle; the three structures appear on the 1988 7.5' Newell Provisional quadrangle. The estimate of 1953-1988 for construction of the original three buildings is based on information provided by unidentified local residents/informants.

The original (1953-1955) maintenance/office appears to have extended approximately 45' in length (n-s) X 30', and may have stored a small quantity of equipment and/or functioned as an office for depositing flight logs and other records. Today, this small building is fully captured by (included as part of) a much larger, modern structure. A significant portion of original construction and design details appear to have been lost through upgrading undertaken to support the more substantial roof and wall structures of the larger, modern structure of which it is now a part.

The original hangar was constructed as a modified pole and beam building using local and presumably discarded utility poles. These poles frame the walls and support the roof, providing the vertical supports on the north side of the structure, which itself extends 200' in length (e-w) by 25' in width. The addition of a much newer, and essentially modern roof and roofing materials necessitated buttressing the original utility pole framing with dimensional milled lumber bracing, framing beams. In conjunction with these changes new roofing material appears to have been added. Access to this hangar is via the (north) side of the structure which facilitates lodging for approximately nine aircraft.

Following construction of the airport runway and the two original structures described above (a third small structure believed to have been originally constructed and which appears on the 1988 quadrangle no longer exists in the field), a total of six contemporary structures were built, all fully contemporary (post-1988). Again, all of these are contemporary, and their presence adjacent to and throughout all of the original airport area has eliminated the integrity of original feeling and association that characterized this airport at the time of initial construction and use and use through the 1950's. Even the original two buildings and the runway itself have been modified, upgraded and improved to the point that integrity of design and workmanship dating to original construction and initial period of use have been lost.

4. ELIGIBILITY RECOMMENDATIONS

General

Important cultural resources per the National Register of Historic Places are those prehistoric and historic sites, districts, buildings, structures, and objects, as well as properties with traditional religious or cultural importance to Native Americans, which are listed, or are eligible for listing, on the National Register of Historic Places (NRHP) ("historic properties"), according to the criteria outlined in 36 CFR 60.4. An historic property must possess essential integrity of location, design, workmanship, feeling, and association, after meeting at least one of the following criteria:

- a) Associated with events which have made significant contributions to the broad patterns of the history of the United States.
- b) Associated with the lives of people significant in United States history.
- c) Embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master, or possess high artistic value, or represent a significant and distinguishable entity whose components may lack individual distinction.
- d) Has yielded, or is likely to yield, information important in prehistory or history.

Application of the Criteria to Site CA-MOD-138/H

Site CA-MOD-138/H contains one prehistoric and two separable historic components. The prehistoric and historic components are each addressed in turn relative to the four primary eligibility criteria.

Eligibility Recommendation, Prehistoric Component of CA-MOD-138/H:

- a) The prehistoric component at this site is not associated with any specific events which have made significant contributions to the broad patterns of the history of California or the United States, and this component is not recommended as contributing to National Register eligibility per Criterion a).
- b) The prehistoric component at this site is not associated with individuals significant in United States or California history, since there is no way to determine the individuals responsible for creation of the prehistoric component based on the physical evidence that comprises and defines this component. This site component is not recommended as contributing to National Register eligibility per Criterion b).
- c) Based on existing inventory data maintained by the Northeast Information Center at CSU-Chico, there are a large number of records on file for extensively impacted, diffuse, light-density prehistoric lithic scatters that do not contain formed tools or temporally or otherwise diagnostic implement types. Such components are thus not considered rare or underrepresented in the existing California State inventory for the County in general or the project vicinity in particular, nor do these sites represent a "... distinctive type..." or "...a distinguishable entity whose components may lack individual distinction." This site component is not recommended as contributing to National Register eligibility per Criterion c).
- d) Archaeological sites containing intact, primary buried cultural deposits related to Native American use typically document protracted habitation and/or performance of a range of domestic activities. For these reasons, further research at such sites frequently has the potential to expand our understanding of local and regional prehistory in various research domains, and such sites are therefore routinely considered eligible for the National Register under Criterion d). The prehistoric component at this site does not include an intact, primary buried deposit, formed tools or temporally diagnostic implements of any kind (chipped or ground stone),

and no surface features such as mortar holes, house pit depressions, petroglyphs, etc. These observations are based on multiple site visits by separate archaeologists conducting survey within the present site boundary. The cultural material actually present at the site consists of a low density and diffuse lithic scatter, with subsurface lithics accompanied by historic items, confirming extensive impacts to both surface and subsurface soils associated with WW II construction of the Tule Lake Segregation Center, its subsequent demolition, and, finally, by heavy equipment use in constructing the present airport runway and other features in the area. For these reasons, further research involving this component is not likely to advance our understanding or appreciation of it beyond that achieved in the existing site records and other documents. This prehistoric component does not contain unevaluated data sets important to local or regional prehistory, and is therefore not recommended as contributing to National Register eligibility per Criterion d).

Eligibility Recommendation, Segregation Center of CA-MOD-138/H:

- a) & b) As noted in previous discussion, approximately 1,000 of the total of 1,036 documented habitation structures associated with the Center were once located within the project area. These structures and related features were constructed between 1942 and 1943, and are referenced in three federal and one state document as components of activities and individuals determined important in local, regional, state and national history. The relevant documents include the Tule Lake/Newell Maintenance Station Historic District (Caltrans and BLM/NPS property adjacent to the southwest corner of the present project area), the boundaries of the National Historic Landmark “Tule Lake Segregation Center,” the National Monument “WWII Valor in the Pacific; Tule Lake Unit,” and the California Historical Landmark #850-2 “Tule Lake Relocation Center.” While the current boundaries encompassing contributing features of the Historic District, the National Historic Landmark, the National Monument, and the California Historical Landmark exclude the present project area, there is no question that the activities that once occurred within this area, the individuals who operated the Center, and those interned there all represent important and significant events and persons relevant to State and National history. For these reasons, this site component could conceivably contribute to National Register eligibility of the larger units of which it is a part per Criteria a) and b). “Conceivably” here refers to the question of integrity, addressed at the end of this specific evaluative section under “Integrity and Eligibility.”
- c) & d) As described previously in this report, what remains within the site boundary relevant to the Segregation Center are concrete demolition pieces and small piles, steel pipe fragments, occasional fragmentary artifacts including fasteners (nails), bottle glass, window pane glass, and some additional similar fragmentary components, which material is not concentrated but widely scattered throughout the overall site area. The absence of all original built environment at this location is the consequence of two primary actions. The first was the sale and removal of many of the structures followed by burning/demolition of those not sold, beginning in 1946 at the close of WW II and continuing through about 1949. In 1949-1950, the second series of actions was

undertaken, resulting in additional intensive impacts to both the surface and subsurface soil components in conjunction with land re-contour and grading to construct the airport. The boundary of the airport is coterminous with the present site boundary for CA-MOD-138/H. After grading the runway, additional impacts occurred in conjunction with building structures, beginning around 1953-1955 and continuing into the 21st Century.

The collective effects of these actions is that the cultural/historical integrity of the built environment once associated with this particular portion of the Tule Lake Segregation Center has been completely destroyed. No built environment remains that might be included as part of the present record for site CA-MOD-138/H, and no other features remain within the site/airport boundary that reflect or represent those qualities and attributes of the Center which once defined its unique character, construction details, and uses. There remain preserved, in other words, no qualities or attributes of the original complex that represent a "... distinctive type..." or "...a distinguishable entity whose components may lack individual distinction" and certainly nothing that today provides a sense of the Center's once distinctive attributes or its historic importance.

Finally, the actions described above (demolition, airport construction) have involved not just surface soil components, but subsurface components as well. This has eliminated the likelihood that important, unevaluated data classes (i.e., artifacts) remain buried within the site boundary that might reasonably be expected to advance our understanding of the activities and persons interned at the Center beyond that which is well and extensively documented in existing governmental reports, private journals, historic summaries, and other public and private records readily available.

Based on these considerations, this historic component is not recommended as contributing to National Register eligibility per Criteria c) and d).

Integrity and Eligibility. In the evaluation above, this historic component was recommended potentially contributing to National Register eligibility per Criteria a) and b) due to its association with events and persons significant and important in State and National history. The phrase "potentially contributing" was used, however, because in order for the Criteria to effectively establish eligibility, a cultural resource must first possess essential integrity of location, design, setting, materials, workmanship, feeling, and association. This condition is addressed in the "How To" publications, Standards & Guidelines sheets, the Keeper's opinions of the National Register, and elsewhere. In the "Introduction to Federal Projects and Historic Preservation Law," for example, issued by the Advisory Council on Historic Preservation and The GSA Interagency Training Center (January 1994), the issue of integrity and eligibility is specifically addressed (Handbook Unit II, Section II, II-39):

"4. Integrity is critical to applications of the criteria. All qualified properties must meet one or more of the criteria AND MUST HAVE INTEGRITY OF location, design, setting, materials, workmanship, feeling, and association. Integrity does not demand absolute purity, but it does demand enough purity to

retain a “preservable entity” that communicates relevant significance...”
(emphasis added)

So while there is no question that the activities that one occurred within this area, the individuals who operated the Center, and those interned there all represent important and significant events and persons relevant to State and National history, the inescapable fact relevant to eligibility is that (1) the built environment associated with the Segregation Center has been completely destroyed, and (2) there remains preserved within the site boundary no qualities or attributes of the original complex that represent a “... distinctive type...” or “...a distinguishable entity whose components may lack individual distinction,” and certainly nothing that today “communicates the relevant significance” of the Center’s once distinctive and unique character and attributes.

Pursuant to 36 Code of Federal Regulations Section 60.3(l) a “site” is defined as “the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself maintains historical or archeological value regardless of the value of any existing structure.” The community of Newell and the former site of the Segregation Center remain isolated and rural, surrounded by open fields and views of Castle Rock Mountain and Abalone Mountain. The construction of the security perimeter fence around the airport will not obstruct views but it may be considered a change to the viewshed.

Other portions of the former Segregation Center, southwest of the airport, contain original buildings and have retained historic character: the Stockade, the WRA Motor Pool, the Post Engineer’s Yard and Motor Pool and a small part of the Military Police Compound. Due to the integrity of these areas, they have been included in the designation of the Tule Lake/Newell Maintenance Station Historic District, the National Historic Landmark “Tule Lake Segregation Center,” the National Monument “WWII Valor in the Pacific; Tule Lake Unit” and the California Historical Landmark #850-2 “Tule Lake Relocation Center.” The agencies responsible for these designations, namely the U.S. Department of the Interior and the State of California, did not make the determination that the airport property was a contributing component of those areas. In the approved National Historic Landmark Nomination for the Tule Lake Segregation Center, the U.S. Department of the Interior noted that the boundaries of the Historic Landmark “were drawn to include only public land with highly significant historic resources which retain high integrity (p. 42).”

Based on lack of integrity related to the period of potential significance, this component of site CA-MOD-138/H is not recommended as contributing to the National Register eligibility of the site itself.

Eligibility Recommendation, Tulelake Airport Component of CA-MOD-138/H:

- a) & b) The Tulelake Airport was constructed following WW II and the demolition of built environment associated with the Tule Lake Segregation Center. The Secretary of the Interior conveyed the airport property to the City of Tulelake in 1951 pursuant to the Federal Airport Act of 1946. The City of Tulelake would later lease the airport to

Modoc County The runway and three small non-distinctive structures are documented on USGS quadrangles as having been built between about 1949 and 1951.

Of the three structures comprising the original built environment (along with the graded runway itself), only two remain, neither of which represents a structure distinctive in design, construction detail, or associative context. Moreover, the airstrip and the original buildings are not linked with undertakings known to be noteworthy or substantial in local or regional history, nor with individuals known to be important in local, state or United States history, nor were subsequent owners involved who undertook projects or were engaged in activities noteworthy or substantial with respect to local, state or United States history.

Based on these considerations, this component of site CA-MOD-138/H is not recommended eligible for inclusion on the National Register per Criteria a) or b).

- c) Based on existing inventory data maintained by the Northeast Information Center at CSU-Chico, a large number of small, agricultural related airstrips with limited ancillary development and duplicating the general attributes of this component of site CA-MOD-138/H are known and documented for Modoc County generally and the northeastern California area in particular. The features and components of these sites generally and this historic component in particular are not rare in the California inventory, nor does this particular airstrip represent a "... distinctive type..." or "...a distinguishable entity whose components may lack individual distinction." As noted in the site description section above, this component includes a short, narrow airstrip used by crop dusting aircraft, and historically (1951-1959) contained only an airstrip and three small structures, none of which exemplify distinctive architectural design, execution by a 'master', or "...a distinguishable entity whose components may lack individual distinction." Moreover, modifications and improvements to the original structures, the incorporation of one of the original three into the structure of a larger modern building, and the elimination of one of these from the property has substantially affected primary integrity of the original historic complex, but also destroyed the associative context as these actions have been accompanied by construction of a number of fully contemporary steel storage and work buildings.

Based on these considerations, this component of site CA-MOD-138-H is not recommended eligible for inclusion on the National Register per Criterion c).

- d) Data recovery work involving this historic component could not be expected to provide unique or unusual data, nor additional information useful in local, regional or national historic research. No specific refuse disposal areas, cisterns or privy pits are present in association with the two earlier structures (a modern system is installed and was likely present from the beginning). In the absence of artifacts or additional features, coupled with the relatively recent age of the entire airstrip and the absence of information linking this small airstrip and the later airport expansion with important individuals and unique or historically important undertakings, data

recovery could not be expected to significantly advance our knowledge and understanding of this component beyond that which has been achieved in the existing site record now filed with the Northeast Information Center, CSU-Chico.

Based on these considerations, this component of site CA-MOD-138-H is not recommended eligible for inclusion on the National Register per Criterion d).

5. PROJECT EFFECTS

A project may have a significant impact or adverse effect on cultural resources/historic properties if the project will or could result in the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance or values of the resource would be materially impaired.

Based on the specific findings detailed above under *Pedestrian Survey and Inventory*, no historic properties or cultural components contributory to nearby listed historic districts or national historic monuments are present within the project area. Therefore, no historic properties will be affected by the proposed undertaking.

Based on the findings of the present archaeological inventory, no historic properties will be affected by the undertaking, as presently proposed. Despite these negative findings, however, the following general provisions are considered appropriate:

1. ***Consultation in the event of inadvertent discovery of human remains:*** In the event that human remains are inadvertently encountered during any ground-disturbing activity or at any time subsequently, State law shall be followed, which includes but is not limited to immediately contacting the County Coroner's office upon any discovery of human remains.
2. ***Consultation in the event of inadvertent discovery of cultural material:*** The present evaluation and recommendations are based on the findings of an inventory-level surface survey only. There is always the possibility that important unidentified cultural materials could be encountered on or below the surface during the course of future construction or other residential development activities. This possibility is particularly relevant considering the constraints generally to archaeological field survey, and particularly where past extensive disturbance has occurred, as in the present case. In the event of an inadvertent discovery of previously unidentified cultural material, archaeological consultation should be sought immediately.

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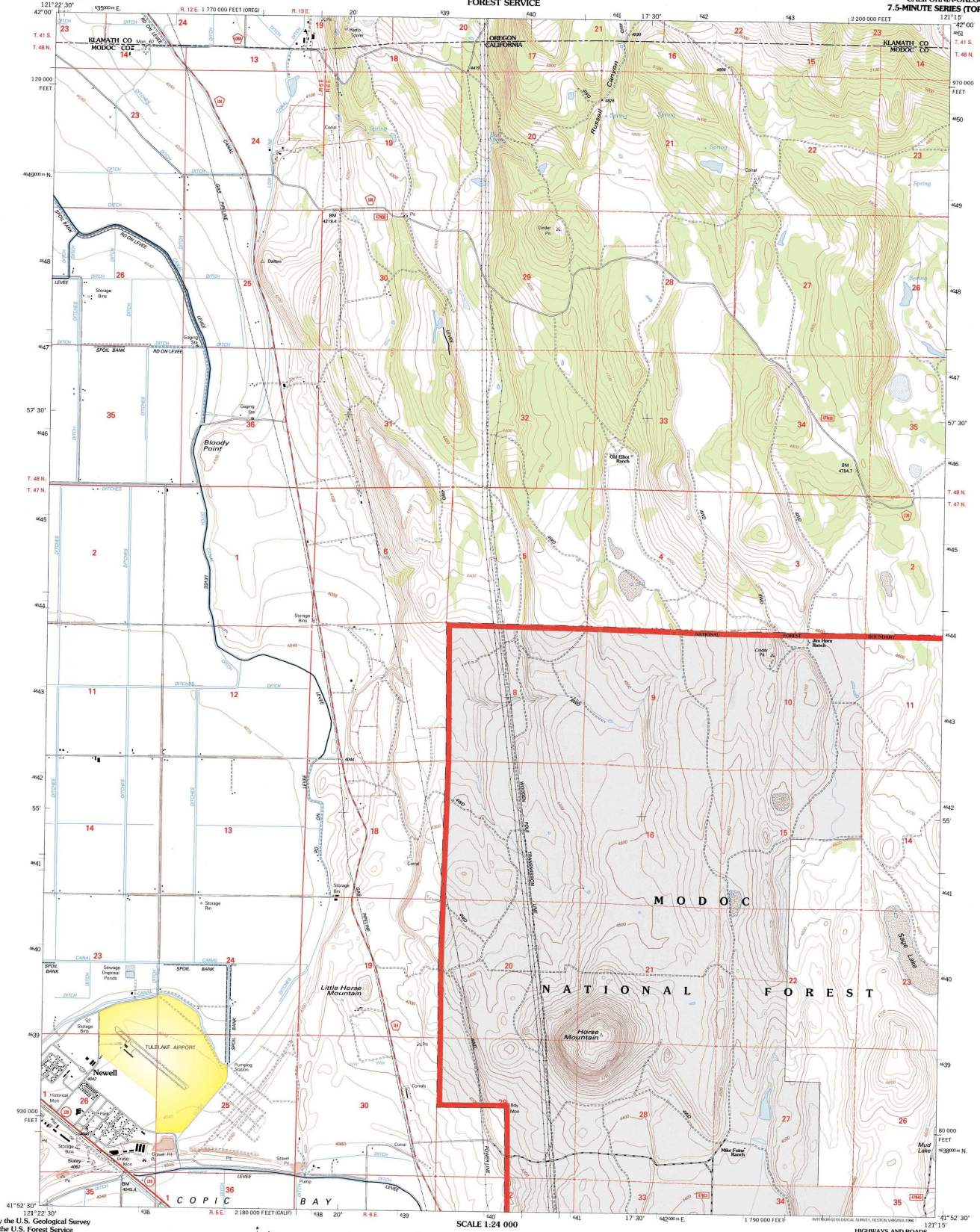
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Cultural Resources Report for the Tulelake Municipal Airport

Modoc County, California

ATTACHMENTS

- **Project Location Map**
- **Historic Boundary Map of Tule Lake Segregation Center**
- **Copy of Records Search from CSU-Chico**
- **Consultation Letters to and from Native American Heritage Commission and Native American Individuals, Groups and Tribes**
- **Primary Record/Archaeological Site Record, Site “CA-MOD-138/H”**



Produced by the U.S. Geological Survey
Revised by the U.S. Forest Service

Areas outside the National Forest System lands may not have been revised.
Compiled from aerial photographs taken 1984. Revised from aerial photographs taken 1985 and other sources. Partial field check by U.S. Forest Service 1993.
North American Datum of 1927 (NAD 27). Projection and 10 000-foot scale.
California coordinate system, zone 1 (Lambert Conformal Conic). Blue 1000-foot Universal Transverse Mercator ticks, zone 10.
North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the ticks known NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geospatial Survey NADCON software.
Non-National Forest System lands within the National Forest System are shown by a light gray background.
This map is not a legal land line or ownership document. Public lands are subject to change and leasing, and may have access restrictions; check with local offices. Obtain permission before entering private lands.

UTM GRID AND 1994 MAGNETIC N DECLINATION AT CENTER OF 54
20 MILES
10 MILES
5 MILES

SCALE 1:24 000
CONTOUR INTERVAL 20 FEET
SUPPLEMENTARY CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
TO CONVERT FEET TO METERS MULTIPLY BY 0.3048

QUADRANGLE LOCATION
1 2 3 1 Malin
2 Brown Mountain
3 Long Valley
4 Tulelake
5 Carr Butte
6 7 8 7 Copie
8 Gravel Head Mts.
ADJOINING 7.5 QUADRANGLES

HIGHWAYS AND ROADS
Interstate 1
U. S. 2
State 3
County 4
National Forest, suitable for passenger cars 5
National Forest, suitable for high clearance vehicles 6
National Forest Trail 7
Primary Highway 8
Secondary Highway 9
Light-duty road 10
Road 11
Gravel 12
Dirt 13
Composition unspecified 14
Unimproved, 4 wheel drive 15
Trail 16
Gate 17

THIS MAP COMPLES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225 OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

NEWELL, CALIF.-OREG.
41121-113-1024
1993
DMA 1767 IV NE - SERIES 1895



Figure 2
 Historic Boundary of
 Tule Lake Segregation Center

1 mile

North

Northeast Center of the
California Historical
Resources
Information System

BUTTE
GLENN
LASSEN
MODOC
PLUMAS
SHASTA

SIERRA
SISKIYOU
SUTTER
TEHAMA
TRINITY

California State University, Chico
Building 25, Suite 204
Chico, California 95929-0377
Phone (530) 898-6256
Fax (530) 898-4413
neinfocntr@csuchico.edu

ACCESS AGREEMENT

I.C. File Number: W09-19

I, the undersigned, have been granted access to historical resources information on file at the Northeast Information Center of the California Historical Resources Information System.

- I understand that any CHRIS Confidential Information I receive shall not be disclosed to individuals who do not qualify for access to such information, as specified in Section III (A-E) of the CHRIS Information Center Rules of Operation Manual, or in publicly distributed documents without written consent of the Information Center Coordinator.
- I agree to submit historical Resource Records and Reports based in part on the CHRIS information released under this Access Agreement to the Information Center within sixty (60) calendar days of completion.
- I agree to pay for CHRIS services provided under this Access Agreement within sixty (60) calendar days of receipt of billing.
- I understand that failure to comply with this Access Agreement shall be grounds for denial of access to CHRIS Information.

Print Name: SEAN MICHAEL JENSEN Date: 3-12-09 Signature: Sean Michael Jensen

Affiliation: GENESIS SOCIETY

Address: 7053 MOLOKAI DRIVE City/State/Zip: PARADISE, CA. 95969

Billing Address (if different): _____

Telephone: 530-680-6170 Fax: 530-876-8650 Email: sean.jensen@comcast.net

Purpose of Access: PROJECT PLANNING

Reference (project title or #; Street Address): RIVERSIDE / YREKA CREEK / TULELAKE AIRPORT

County: SNA/SIS/MOD Township/Range/Section: T30N,R4W,SEC.10/T45N,R7W,SECS.14+23/T47N,R5W,SECS.23

USGS 7.5' Quad: COTTONWOOD / YREKA / NEWELL

STAFF USE ONLY

Time:	In-House Fees:	<u>1</u> hours @ \$100.00/hour	\$ <u>100.00</u>
IN: <u>3:00</u>	Staff Charges:	<u>0</u> hours @ \$40.00/hour	\$ <u>0.00</u>
OUT: <u>4:00</u>	Photocopy Charges:	<u>17</u> copies @ \$0.15/page	\$ <u>2.55</u>
<u>[Signature]</u> Information Center Staff	Other:	_____	\$ _____
Backlog () _____	TOTAL:		\$ <u>117.55</u>

*** THIS IS NOT AN INVOICE ***

GENESIS SOCIETY

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seanjensen@comcast.net

August 3, 2009

Native American Heritage Commission

Attn.: Ms. Debbie Treadway
915 Capitol Mall, Room 364
Sacramento, California 95814

Subject: Tule lake Airport Improvement Project, Modoc County, California.

Dear Debbie:

We have been requested to conduct the archaeological survey, for the above-cited project, and are requesting any information you may have concerning archaeological sites or traditional use areas for this area. Any information you might supply will be used to supplement the archaeological and historical study being prepared for this project.

Project Name: Tule Lake Airport Improvement Project, c. 257-acres
County: Modoc
Map USGS Newell, 7.5'
Location: Portion of Sections 23, 24, 25 & 26 of T47N, R5E

Thanks in advance for your assistance.

Regards,



Sean Michael Jensen, Administrator

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

**NATIVE AMERICAN HERITAGE
COMMISSION**915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
Fax (916) 657-5390

August 4, 2009

Sean Michael Jensen
Genesis Society
7053 Molokai Drive
Paradise, CA 95969Sent by Fax: 530-876-8650
Number of Pages: 3

Re Proposed: Tule Lake Airport Improvement Project, Modoc County.

Dear Mr. Jensen:

A record search of the sacred lands file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. If a response has not been received within two weeks of notification, the Commission 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 (916) 653-4040.

Sincerely,

A handwritten signature in black ink that reads "Katy Sanchez".

Katy Sanchez
Program Analyst

Native American Contact
Modoc County
August 4, 2009

Alturas Rancheria of Pit River Indians
 Philip Del Rosa, Chairperson
 P.O. Box 340 Pit River
 Alturas, CA 96101 Achomawi -
 tiwamarcus@aol.com
 (530) 233-5571
 (530) 233-4165 Fax

Alturas Rancheria of Pit River Indians
 Tribal Administrator/Environmental Coord
 P.O. Box 340 Pit River
 Alturas, CA 96101 Achomawi -
 tiwamarcus@aol.com
 (530) 233-5571
 (530) 233-4165 Fax

Pit River Tribe of California
 Ida Riggins, Chairperson
 37118 Main Street Pit River
 Burney, CA 96013 Achomawi -
 Wintun
 (530) 335-5421
 (530) 335-3140 Fax

Alturas Rancheria of Pit River Indians
 Vi Riley, Cultural Resources Coordinator
 P.O. Box 340 Pit River
 Alturas, CA 96101 Achomawi -
 tiwamarcus@aol.com
 (530) 233-5571
 (530) 233-4165 Fax

Klamath Tribe
 PO Box 436 Klamath
 Chiloquin, OR 97624 Modoc
 taylor.david@klamathtribes.
 (541) 783-2219
 541-783-2029

Pit River Tribe of California
 Alexis Barry, Tribal Administrator
 37118 Main Street Pit River
 Burney, CA 96013 Achomawi -
 Wintun
 (530) 335-5421
 (530) 335-3140 Fax

Modoc Tribe of Oklahoma
 John Ballard, Environmental Director
 515 G Street Southeast Modoc
 Miami, OK 74354
 modoc-oeg@cableone.net
 (918) 542-1190
 (918) 542-5415 FAX

Pit River Tribe of California
 Michelle Berditshevsky, Environmental Coordinator
 37118 Main Street Pit River
 Burney, CA 96013 Achomawi -
 Wintun
 (530) 335-5062

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 Tule Lake Airport Improvement Project; Modoc County.

Native American Contact
Modoc County
August 4, 2009

Ajumawi Band Cultural Resources Representative
Uriel Chacon
36966 Oak St. Pit River
Burney , CA 96013

Ajumawi Band Cultural Resources Representative
Selena Vargas
36966 Oak St. Pit River
Burney , CA 96013

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 Tule Lake Airport Improvement Project; Modoc County.

GENESIS SOCIETY

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seanjensen@comcast.net

August 7, 2009

Native American Individuals, Groups and Tribes

Subject: Tule Lake Airport Improvement Project, Modoc County, California.

Dear Interested Native Americans:

Enclosed is a USGS topo-based map showing the location for a proposed airport improvement project involving approximately 257-acres in Modoc County, California.

We have been requested to conduct the archaeological survey, and are requesting any information you may have concerning archaeological sites or traditional use areas for this area. Any information you might supply will be used to supplement the archaeological and historical study being prepared for this project.

Project Name: Tule Lake Airport Improvement Project, c. 257-acres
County: Modoc
Map: USGS Newell, 7.5'
Location: Portion of Sections 23, 24, 25 & 26 of T47N, R5E

Thanks for your help. Please call with any questions.

Regards,



Sean Michael Jensen, Administrator

PRIMARY RECORD – UPDATE

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Resource Name: "CA-MOD-138/H"

- P1. Other Identifier:** "CA-MOD-138/H".
- P2. Location:** Restricted.
- P2a. County:** Modoc.
- P2b. USGS 7.5' Quad:** Newell, California.
Date: 1988 (Provisional).
T47N, R5E, Portion of Section 23. MDM.
- P2c. Address:** Tule Lake Airport, Newell, California.
- P2d. UTM:** Zone 10: Easting: 635550 Northing: 4639200
- P2e. Location** From the intersection of State Route 139 and County Road 176, proceed north along County Road 176 for approximately 0.6 miles to intersection of County Road 176 with County Road 113 and northwest corner of site. Site encompasses the entire Tule Lake Airport property.
- P3a. Description:** This site contains one prehistoric component (original site CA-MOD-138) and two separable historic components – location only of what was once the housing area of the Tule Lake Segregation/Relocation Center from WW II, and the post-1953 Tule Lake crop duster airport. Each of these components is described in turn, below.

Prehistoric Component

General Description: The original record for site CA-MOD-138 was prepared in 1953 by Squier based on information that a "Barkhurst [artifact] collection" included a boatstone, chert crescent, grooved stone sinkers, biconically drilled basalt pendants, possible ground stone adzes, and a stone 'anchor'...', all recovered from an area near the Tule Lake Airport. It does not appear likely that Squier ever visited the site personally, however, as the site document notes that the information had been "Reported by Mr. Roscoe Barkhurst, Merrill, Oregon." This is further supported by the statement that the site "...[is representative of] a large campsite..." based on the artifact types reportedly recovered, even though the location of the site is below the high water mark for Tule Lake prior to drainage efforts undertaken in the first decade of the 20th Century. Based on additional examples of late 1940's through early 1950's site records submitted by Squier and others, it is reasonable to conclude that the Barkhurst artifact collection represents (1) artifacts collected over a long period of time from multiple locations around Newell and perhaps farther afield, and (2) that the "site location" as mapped was based on a "best guess" by Squier from notes and possible map markings accompanying the Barkhurst cultural assemblage. These two hypotheses are supported by the specific findings of ECORP's 2002 survey and the present project's resurvey and Shovel Test Pit excavation program within the mapped site area for CA-MOD-138.

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Surface Observations: Neither ECORP’s initial survey findings (ECORP 2002), nor those of the present intensive re-survey of the land area mapped as site CA-MOD-138, have yielded any formed or temporally diagnostic artifacts. In fact, no flakes or artifacts were observed by ECORP based on information in their report, and no worked or modified flakes of basalt or obsidian were noted during the present survey. To further evaluate these negative results, the decision was made to implement a program of Shovel Test Pit excavation within the boundaries of the mapped site area.

Shovel Test Pit Excavation Program: A total of 50, 50-cm-square shovel test pits were hand excavated throughout all of the mapped site area for CA-MOD-138. Excavation pit layout was initiated by first excavating pits along a southeast-northwest and then creating parallel axes at 20-30 meter intervals through the center of the site and reaching the terminus of the site area based on present representations. This resulted in excavating a total of 40 pits along these primary axes, all of which were excavated to a depth of 50 cm below the current ground surface. Excavation proceed in arbitrary 10-cm levels, with all recovered soil passed through ¼” mesh screen. A number of possible prehistoric waste flakes of both basalt and obsidian were encountered, although none of these appeared to have been purposefully modified nor were any formed tools or temporally diagnostic artifacts encountered.

Following excavation along the primary axes, an additional 10 STP’s were excavated within the four resultant site quadrants. Again, no formed artifacts were noted, with the only items of potential prehistoric Native American affiliation being unmodified waste flakes of basalt and obsidian. These items, along with reference to historic artifact fragments encountered, are summarized in the following table.

Table 1: Shovel Test Pit Summary: Depth, Volume, Recovery

STP #	Max Depth	Volume (Approx.)	Total # Items Recovered (Prehistoric/Contemporary)
1	50cm	0.125 cu m	1/0
2	50cm	0.125 cu m	11/12
3	50cm	0.125 cu m	0/0
4	50cm	0.125 cu m	7/0
5	50cm	0.125 cu m	9/0
6	50cm	0.125 cu m	2/0
7	50cm	0.125 cu m	2/0
8	50cm	0.125 cu m	0/0
9	50cm	0.125 cu m	0/0
10	50cm	0.125 cu m	1/0
11	50cm	0.125 cu m	2/0

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Table 1: Shovel Test Pit Summary: Depth, Volume, Recovery

<i>STP #</i>	<i>Max Depth</i>	<i>Volume (Approx.)</i>	<i>Total # Items Recovered (Prehistoric/Contemporary)</i>
12	50cm	0.125 cu m	8/0
13	50cm	0.125 cu m	6/0
14	50cm	0.125 cu m	4/0
15	50cm	0.125 cu m	4/0
16	50cm	0.125 cu m	5/0
17	50cm	0.125 cu m	12/0
18	50cm	0.125 cu m	1/0
19	50cm	0.125 cu m	6/0
20	50cm	0.125 cu m	8/0
21	50cm	0.125 cu m	7/0
22	50cm	0.125 cu m	4/1
23	50cm	0.125 cu m	8/0
24	50cm	0.125 cu m	6/0
25	50cm	0.125 cu m	12/0
26	50cm	0.125 cu m	9/0
27	50cm	0.125 cu m	7/0
28	50cm	0.125 cu m	14/0
29	50cm	0.125 cu m	10/0
30	50cm	0.125 cu m	4/0
31	50cm	0.125 cu m	4/0
32	50cm	0.125 cu m	0/0
33	50cm	0.125 cu m	4/0
34	50cm	0.125 cu m	1/0
35	50cm	0.125 cu m	6/0
36	50cm	0.125 cu m	0/0
37	50cm	0.125 cu m	0/0
38	50cm	0.125 cu m	0/0
39	50cm	0.125 cu m	1/0
40	50cm	0.125 cu m	0/0
41	50cm	0.125 cu m	10/0
42	50cm	0.125 cu m	1/0
43	50cm	0.125 cu m	3/0
44	50cm	0.125 cu m	0/0
45	50cm	0.125 cu m	6/2
46	50cm	0.125 cu m	0/0
47	50cm	0.125 cu m	0/0
48	50cm	0.125 cu m	0/0
49	50cm	0.125 cu m	0/0
50	50cm	0.125 cu m	0/0

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The data from excavation may be further summarized as follows:

- Volume of soil excavated: approximately 6.25 cubic meters.
- Recovery rate for prehistoric items: approximately 33 items per cubic meter based on the total recovery of 206 items of prehistoric affiliation (all represented by unmodified waste flakes).
- Number of formed prehistoric artifacts per cubic meter: Zero.

Based on both surface survey and subsurface survey (STP excavation) results, the mapped location for the prehistoric component of site CA-MOD-138/H does not contain an intact, primary subsurface cultural component, while the few waste flakes identified are most likely the result of prior use of the entire perimeter of Tule Lake by the prehistoric occupants of the area, followed by intensive disturbance associated with WW II use and subsequent airport construction. The STP's excavated encountered a soil layer at an average 30 cm depth that clearly delineates the original Tule Lake lakebed, below which no cultural materials were encountered. All of the soils above the original lake bottom have been directly affected by the extensive historic activities documented for all of the project area, which also explains the mixing of prehistoric with historic items in many of the STP pits.

There is no question that significant prehistoric occupation occurred in the vicinity of Newell, but the mapped location for the prehistoric component of CA-MOD-138/H does not represent an area of primary habitation. More likely locations for most of the artifact types and habitation intensity earlier suggested for CA-MOD-138 are the Lake margins at the base of the hill known as The Peninsula (where sites CA-MOD-62 and -63 have been documented), and on other slightly elevated lands extending northerly from The Peninsula but not quite reaching the present project area. Limited evidence suggesting subsurface accumulation of cultural material evidencing substantial habitation has been acquired in the form of artifact types recovered by Caltrans within the boundaries of the Tule Lake/Newell Maintenance Station Historic District" (site TL-1), and by Infotec, Inc. on lands southeasterly of the present project area boundary (site CA-MOD-2665/H) (Price and Waite 1992). In the case of both sites TL-1 and CA-MOD-2665/H, however, disturbance was considered so extensive and intensive that the researchers concluded that the depositional integrity of the original deposits at these specific locations had been completely destroyed and the portions of these two sites evaluated were recommended not contributing to National Register of Historic Places eligibility.

In summary, the possibility that site CA-MOD-138 (original boundary) represents a primary habitation locale is not confirmed by the findings of the present evaluation. The most likely explanation for the few waste flakes observed on and below the surface at this location is that isolated artifacts and flakes have accumulated in this area as prehistoric occupants hunted and walked the margins of Tule Lake,

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originating from village encampments located a short distance to the south on more elevated lands closer to the landmark The Peninsula. The present evaluation program documenting a very limited number of waste flakes is not considered evidence of intact, original subsurface accumulation, as many of the items may well have found their way to this area as a result of the substantial disturbance to which all of the area has been subjected.

WW II Segregation and Relocation Center Component

As noted in previous discussion, approximately 1,000 of the total of 1,036 documented habitation structures associated with the Center were once located within the project area. The dormitory-style buildings that housed those incarcerated from 1942 to 1945 included an adjacent latrine area as well as a laundry facility, with the latter apparently consisting of a steel barrel in which water was heated and clothes washed.

The housing and related structures were constructed between 1942 and 1943, and then following the War were abandoned, with some being sold to local ranchers who removed them for use in their ranching operations, but with most being burned and the associated underground features being largely destroyed by use of heavy equipment.

What remains today are concrete demolition pieces and piles, steel pipe fragments, occasional fragmentary artifacts including fasteners (nails), bottle glass, window pane glass, and some additional similar fragmentary components, which material is not concentrated but is widely scattered throughout the project area.

Approximately eight years following the sale and demolition of the WW II complex, additional even more intensive impacts to both the surface and subsurface soil components occurred in conjunction with constructing the private crop duster airport that occupies all of the project area today. Since this was a private undertaking, documentation of the original actions are meager to non-existent, but construction of the runway appears to have been initiated in 1950-1951, during which heavy equipment was used to re-contour the ground surface for runway use, followed by importation of base rock and eventually paving (circa. 1958-1960) of the runway, aprons and approaches to two constructed features.

The collective effects of this sequence of events/impacts is that the cultural/historical integrity of the built environment once associated with this particular portion of the Tule Lake Segregation/Relocation Center has been completely destroyed. No built environment remains that might be included as part of the present record for site CA-MOD-138/H, and thus nothing remains within the airport boundary which also

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defines the present project area and boundary for site CA-MOD-138/H that represents those qualities and attributes of the Center which defined its unique character at the time of initial construction and use, nor are any such qualities/attributes preserved that provide a sense of the Center's historic importance.

Tule Lake Crop Duster Airfield

In or shortly before 1951, private funding was used to grade a narrow, short runway for use by local ranchers and farmers for crop dusting use. The present airport boundary, incorporating a larger area than just the original runway and formalized subsequent to initial use of the dirt runway via FAA licensing, coincides closely with the core habitation area for the Tule Lake Segregation and Relocation Center. Original construction particulars for the airport are unknown, but as noted the primary land re-contour needed to prepare the runway was completed by 1951. Subsequently, estimated between 1953-1988, three structures were constructed adjacent to the south side of the runway. These structures include one small shed or storage building (which appears to have been subsequently razed after 1988), one larger structure that appears to represent an aircraft maintenance building/office, and a long, narrow hanger. The estimated date of construction of these buildings is based on the following: the runway is the only constructed feature at this location on the 1951 USGS 15' Newell quadrangle; the three structures appear on the 1988 7.5' Newell Provisional quadrangle. The estimate of 1953-1988 for construction of the original three buildings is based on information provided by unidentified local residents/informants.

The original (1953-1955) maintenance/office appears to have extended approximately 45' in length (n-s) X 30', and may have stored a small quantity of equipment and/or functioned as an office for depositing flight logs and other records. Today, this small building is fully captured by (included as part of) a much larger, modern structure. As well, a significant portion of original construction and design details appear to have been lost through upgrading undertaken to support the more substantial roof and wall structures of the larger, modern structure of which it is now a part.

The original "hanger" was constructed as a modified pole and beam building using local and presumably discarded utility poles. These poles frame the walls and support the roof, providing the vertical supports on the north side of the structure, which itself extends 200' in length (e-w) by 25' in width. The addition of a much newer, and essentially modern roof and roofing materials necessitated buttressing the original utility pole framing with dimensional milled lumber bracing, framing beams. In conjunction with these changes new roofing material appears to have been added.

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Resource Name: "CA-MOD-138/H"

Access to this “hanger” is via the (north) side of the structure which facilitates lodging for approximately nine aircraft.

Following construction of the airport runway and the two original structures described above (a third small structure believed to have been originally constructed and which appears on the 1988 quadrangle no longer exists in the field), a total of six contemporary structures were built, all fully contemporary (post-1988). Again, all of these are contemporary, and their presence adjacent to and throughout all of the original airport area has eliminated the integrity of original feeling and association that characterized this airport at the time of initial construction and use and use through the 1950’s. Even the original two buildings and the runway itself have been modified, upgraded and improved to the point that integrity of design and workmanship dating to original construction and initial period of use have been lost.

P3b. Resource Attributes: AP2 – Lithic scatter; HP34 – Military property; HP36 – Ethnic minority property (JA); HP39 – Other.

P4. Resources Present: Site. Specific attributes (see above).

P5. Photo/Drawing: Attached, see individual photos for description.

P6. Date Constructed, Age and Sources: Prehistoric. Not able to more definitively bracket time based on surface observations alone (no temporally diagnostic projectile points or other artifact types were observed on the surface or subsurface during site recordation).

Tule Lake Segregation/Relocation Center: Historic. Features constructed between 1942-1943 and demolished in 1946.

Tule Lake Crop Duster Airport: Historic-Contemporary. Airstrip constructed between 1946-1951. Three structures built between 1953-1988. Additional structures added after 1988.

P7. Owner and Address: Unknown.

P8. Recorded By: Sean Michael Jensen, Rob McCann, Ed Buie, Genesis Society, 7053 Molokai Drive, Paradise, California 95969.

P9. Date Recorded: October 1, 2009.

P10. Survey Type: Complete coverage, intensive-level pedestrian survey, involving c. 358-acres, which consists of the Tulelake Airport property.

PRIMARY RECORD – UPDATE

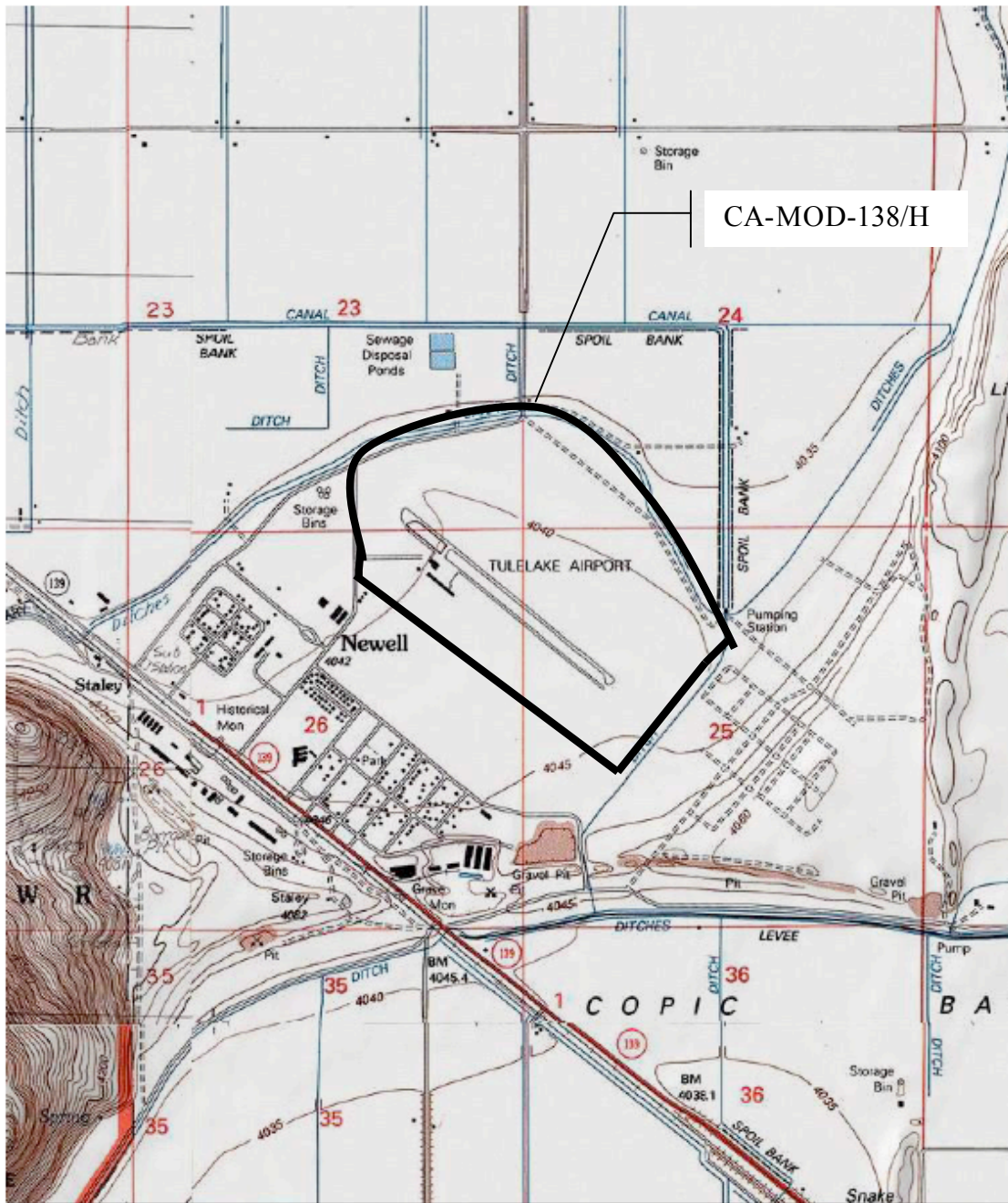
Review Code: _____ Reviewer: _____ Date : _____

P11. Report Citation: "Archaeological Inventory Survey for the Proposed Tulelake Airport Security Fence Construction Project, c. 358-acres, Modoc County, California." Prepared by Genesis Society and filed with the Northeast Information Center of the California Historical Resources Information System, CSU-Chico.

Attachments

Site Location Map: From USGS Newell, Ca., 7.5' Quad.
Site Sketch Map: Site Map shows overall site area in plan.
Photographs: See individual photos for description.

ATTACHMENT: Site Location Map, "CA-MOD-138/H"



Map created with TOPO!® ©2003 National Geographic (www.nationalgeographic.com/topo)

ATTACHMENT: Site "CA-MOD-138/H": Site Sketch Map

