



PAR

ENVIRONMENTAL SERVICES, INC.



NEWSLETTER

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THE HISTORY OF RUBICON TRAIL *by Cindy Baker*

The Rubicon Trail is an internationally famous 4-wheel drive trail located east of Georgetown in El Dorado County. The trail crosses private and public lands, including Eldorado National Forest's (ENF) Lake Tahoe Basin Management Unit, and Tahoe National Forest. Last year PAR was fortunate to have the opportunity to assess the National Register of Historic Places (NRHP) eligibility of the trail from Airport Flat to the El Dorado/Placer County line at the request of ENF.

Rubicon Trail is part of the historic Georgetown to Lake Tahoe Road. But there is another Rubicon Trail that is, in part, a Native American hunting path, a miner's pack trail, a wagon road for summer tourists, and a challenging playground for Jeeps. It is a road laid out in spectacular surroundings that sparks the imagination. In

the unchanged forest, it's easy to imagine worried immigrants on horse-back, grizzled miners, ranchers with their herds, well-dressed ladies of the Comstock, and World War II vets capturing the freedom and optimism of post-war America. Today its fame is international as one of the first and finest off-road destinations in North America with ties to the rich heritage of Lake Tahoe and the Georgetown Divide.

Native Americans have lived in the area for at least 6,000 years, primarily the Nisenan Maidu and the Washoe. The Northern Sierra



McKinney's, circa 1870. The resort was open by the 1860s and grew in popularity into the 20th century. It became the jumping-off point for tourists heading to Rubicon Springs (courtesy of the Special Collections Library, University of Nevada, Reno)

PAR ENVIRONMENTAL SERVICES, INC.'s mission is to provide technical reports on time, within budget, and with meticulous attention to detail.



Rubicon Springs, circa 1885. Here vacationers gather at the spring. Packing crates for spring water bottles are stacked nearby (Courtesy of the Special Collections Library, University of Nevada, Reno).



The Old Trail and Later Switchback on the Road up from McKinney's. Part of the project included trying to identify various phases of road construction. This illustration shows two sections of trail provided as a figure in the report. Much of this information was supplied by tour guides intimately familiar with the trail.

Miwok, along with the Nisenan and Washoe, would, according to Forest Service archaeologist Krista Deal, “venture into the higher elevations, often in the late summer or early fall, where they would gather to socialize, share information, trade and exchange marriage partners.” Their trails became the basis for the Rubicon.

The first historic-era crossing occurred in 1844, when riders split from the Murphy-Stephens party, overland immigrants blazing a new trail into California. The group got

as far west as Truckee Meadows when snow began to fall. As it was later recalled, “there was some difference of opinion as to the best route to follow in crossing the mountains, certain of the party who were impatient to reach the other side determined to leave the main body with the wagons and to push forward on horseback up the main stream and so reach some settlement on the western slope.” Six young men and women on horseback broke off from the main group to head west, hoping to get help

at Sutter’s Fort. As advised by a Paiute hunter named Truckee, they rode down Tahoe’s west shore until they reached a creek heading west, the Washoe route up McKinney Creek, which led them into a pass through the mountains. From there, they followed a river, which led them ultimately to Sutter’s Fort in Sacramento.

With the discovery of gold, the burgeoning population needed food. The high meadows around the trail were used by dairy and sheep ranchers by the 1850s, as a pack trail developed between Lake Tahoe and Georgetown. In 1860, silver was discovered in the Comstock District of Nevada. Miners and merchants in California rushed to set up links to the silver towns of Virginia City, Gold Hill, Genoa and Carson, seeking the fastest route between San Francisco and Sacramento to the Comstock. Narrow emigrant trails were soon inundated by teams hauling equipment, supplies and whiskey into Virginia City. As main transSierran routes began to emerge (roughly following today’s Highways 50 and 80), Georgetown unsuccessfully advocated for its own route, a trail



The Rubicon Springs Hotel Built by Vade Clark and completed in 1891 (Courtesy of the El Dorado County Historic Museum)

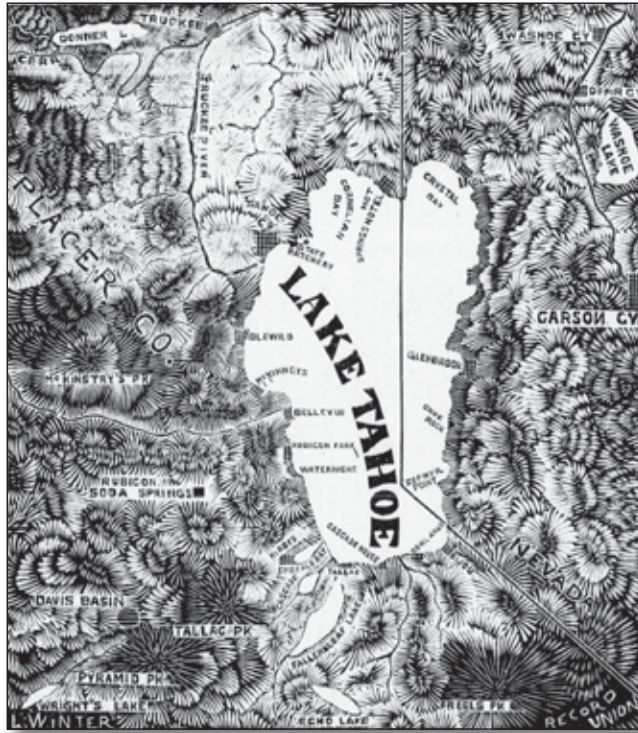
known as the Georgetown and Lake Tahoe Road (GLTR).

True development of the Rubicon Trail would depend on a new economy based on recreation. By the 1870s, tourists and health seekers were coming to the southwest shore of Lake Tahoe to enjoy the clean cool air. Guests from both California and Nevada came to these resorts, arriving by boat at an old hunter's place called McKinney's pier and cottages.

The Rubicon Springs owned by the Hunsucker brothers sat just up the hill from McKinney's and tourists sought out its "health-restoring" waters. The Hunsuckers obliged and by 1881, the newspaper described the Hunsuckers' resort, saying, "This water is coming into note, and the place is a splendid resort, and the owners cannot afford to be dependent on a trail, hence it is more than probable that it will be completed." The pressure to improve the road for tourism had begun. The Hunsuckers also improved the road west from their

springs to attract visitors from the Georgetown side.

In the late 1800s, Sierra Nevada "Vade" Phillips Clark bought the



Map of Lake Tahoe, Sacramento Daily Union, July 6, 1889. This map shows the growing number of tourist attractions and resorts around the lake, including the Rubicon Soda Springs and McKinney's.

Hunsuckers' property and built a nice hotel with 16 rooms, curtained glass windows, parlor and organ and a dining table set with linen and silver. She bought a six-passenger four-horse coach known as the Rubicon Flyer, carrying tourists on the jarring, rugged road from McKinney's. Others made the difficult trip from the Georgetown side by horse, stage or wagon. The economic success



Historic Studebaker Promotional from 1926 (Courtesy of Harald Pietschmann)

Editor's Corner

by James Gary Maniery

This newsletter issue begins with an article about the Rubicon Trail in El Dorado County, prepared for the El Dorado National Forest, by Cindy Baker. Cindy, PAR's Senior Historian, has developed an outstanding overview highlighted with terrific photographs of this well known and definitely well used trail in the northern Sierra. Having grown up in the general area, one can never forget seeing the parade of jeeps travelling up Interstate 80 on their way to tackle the grand daddy of all jeep trails, the mighty Rubicon. I'm sure you will enjoy the article.

Mary and I, with our two recent college graduates, were fortunate to fulfill one of our family dreams of taking a trip overseas to visit ancient Rome and St. Andrews, Scotland (the home of golf).

Also included in this issue are a few images that highlight our journey that began with a visit to the American Museum of Natural History in New York City before flying across the Atlantic to our ultimate destinations.

Finally, we begin 2013 with an additional staff person, Ms. Saana Deichsel, who will work in our Environmental Planning Department and reinstitute our biology program. We look forward to helping our clients on several important projects this year, so please read on for more information. ✨

of the resorts at Rubicon Springs and another at Wentworth Springs, brought prosperity to Georgetown too. Numerous citizens lobbied the El Dorado County Board of Supervisors to improve what was called the Georgetown-Lake Tahoe Road, leading to improvements in 1887, in 1888 and beyond.

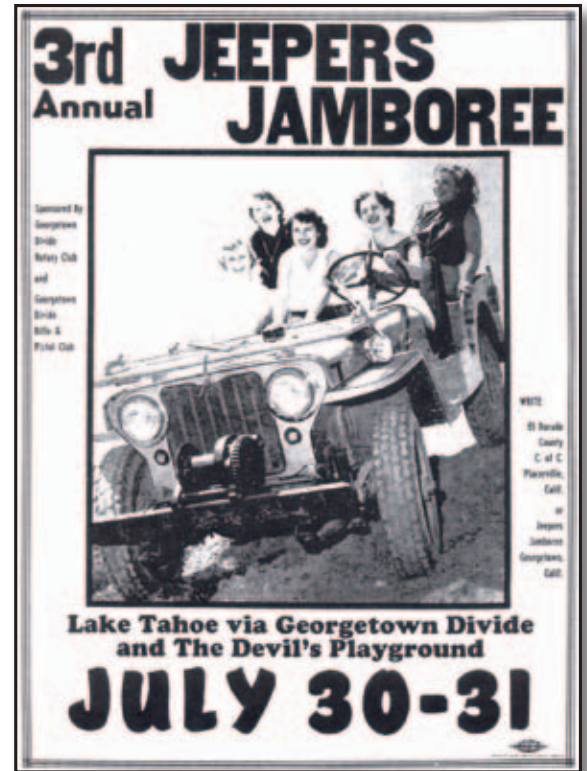
After the Rubicon Springs resort closed in the 1890s, the road between the springs deteriorated. Despite this, adventurers still came. As automobile ownership was embraced, drivers came just to prove their vehicle's abilities. The earliest on the Rubicon was Marion Walcott, who drove a 1908 Mitchell Model I Touring car from San Francisco via Tahoe City to McKinney's and up as far as Rubicon Springs in 1908. As cars improved, pleasure trips became a form of recreation. Some daring owners picked the Rubicon to test their car's ability. In 1926, at least five tours headed over the trail. Two were promotional tours, one was likely a scouting trip, and two were private excursions.

In 1946, a Jeep was seen on the Rubicon, marking a new era in its

history. The Jeep, an off-road vehicle developed by the U. S. Army in World War II, was a favorite of returning veterans. Post-war optimism and this new intrepid vehicle formed the perfect combination for a new exploration on the Rubicon Trail. Most Jeepers only went as far east as Buck Island Lake. Then some Georgetown Rotarians organized a Jeep excursion on the trail. The Rubicon Trail became the scene for the nation's first organized four-wheel-drive event.

The event's success soon brought other adventurers, off-road outfitters, advertisers, vehicle testing projects and even military trainers. In 1954, Jeep engineers began testing their new models on the Rubicon, followed by Hummer and Toyota.

The Rubicon Trail is widely recognized as the finest off-highway vehicle (OHV) route in the United States. Hikers, backpackers, bi-



Promotional Poster for the 1955 Jamboree (from Presba and Presba 1982).

cyclists and fishermen also use the trail. Dan Mainwaring, president of the Jeepers Jamboree in 2002, stated, "this is the oldest and hardest continuous four-wheel-drive trail in the world. Most people feel that if you haven't done the Rubicon, you haven't four-wheeled." ❄️



Historic and Current Photos of Landmark Locations.

Part of PAR's effort included establishing the significant characteristics of the road and identifying its integrity. The trail has three periods of significance, which created a complex National Register evaluation. We found the section of the trail on ENF to be a NRHP resource, as well as a historic Cultural Landscape (The State Historic Preservation Officer [SHPO] concurrence is pending).

SACRAMENTO TO SCOTLAND *by Mary L. Maniery*

When I was in college, studying anthropology and classical history, I dreamed of working in the “old country.” I imagined myself digging in Pompeii, roaming through castle ruins in Scotland or Ireland, studying landscapes at Versailles and generally just having a grand experience, saturating my senses with all things old. The need to earn enough to pay my bills always took precedent over wandering through famous ruins but I never stopped wishing. This past summer I finally had the opportunity to see what I have only imagined and it was everything I could have wished for and more!

We started our trip in New York City, a historical and vibrant “town” that seems to bristle with energy no matter what time of day or night. We were lucky enough to get a behind-the-scenes tour of the American Museum of Natural History (AMNH), thanks to David H. Thomas and his assistant Matt “Nappy” Napolitano. One of the most well-known anthropologists of the twentieth century,

Margaret Mead, was associated with the museum for most of her professional life. Visiting her tower office, sitting in her favorite rocking chair¹, and seeing her typewriter on her desk, even 40 years after her death, was a moving experience for me and a highlight of our NYC visit.



Three anthropologists enjoy Margaret Mead's rocking chair in David H. Thomas's office. Photo taken by Matt Napolitano (Nappy), AMNH

We left NYC and arrived in Rome just after the sun came up. I was definitely gawking like a tourist as we drove through Rome to our hotel. The majestic churches, narrow streets, small cars and Vespa's with their crazy and fearless drivers reminded me of a James Bond movie! The view from our hotel terrace was of the Roman Coliseum (built 72-80 AD), considered one of the greatest examples of Roman architecture and engineering. The Coliseum is at the base of Palatine Hill, where, according to ancient myths, the City of Rome was founded by Romulus around BC 771. Palatine Hill, located in the heart of Rome, is where emperors built palaces and the famous Roman Forum, the heart of the Roman Republic, was located. As we walked through the Coliseum, up Palatine Hill and into the Forum the weight of history was overwhelming. It is easy to see gladiators fighting tigers, senators scheming behind tall marble pillars in the forum and the emperors watching from their





University students working in the archaeology lab – a 2000+ year old ruin converted with a plaster coating.



Archaeologists mapping their morning's work, oblivious to the thousands of tourists walking by. Working on Palatine Hill with the coliseum as a backdrop – Wow!

high perch. Excavations have been underway in this area for over 100 years, with each season exposing a bit of a house, ancient baths, gladiator quarters, and even the tomb of Julius Caesar! Highlights of our tour included watching local archaeologists from the University of Rome mapping features found during their morning excavation and seeing the interior of the Italian archaeology lab (inside an underground room over 2,000 years old!).

We reluctantly left the grandeur of Rome and moved on to London. We

had less than 24 hours in London but still managed to ride a double decker bus, see one of the police boxes made famous in episodes of Dr. Who, get close to an Olympic torch bearer, and visit the British Museum. The museum is overwhelming and deserving of several days of wandering. As an anthropologist, I was pretty impressed with seeing the Rosetta Stone, such an important artifact in the unlocking of ancient languages. Rooms of gold, mummies, “bog” people, ancient chess pieces, Native American artifacts and suits of

armor blurred together as we raced through the museum. What a wild place!

Our last stop was Scotland. We visited Edinburgh Castle, home of Robert the Bruce (think Braveheart!), crossed the Forth, where William Wallace fought one of his famous battles against English soldiers and won a great victory, and ended up in Saint Andrews, the home of golf. Saint Andrews is perched on the edge of the North Sea and is a charming town. During our stay we roamed through the ruins of Saint Andrews



The area under the coliseum floor was excavated over many decades, revealing a maze of narrow corridors, animal cages, and rooms for gladiators. The floor (partially built in the rear of the photo) was portable and could extend over the entire center of the coliseum, or just an end. The cross in the left of the photo is where emperors viewed the games.



Exposing centuries of history one bucket at a time in the Roman Forum. Where's OSHA!

Castle and Cathedral (built in 1140 AD on top of first century AD ruins!), visited the historic burgh, and, of course, played golf! It is amazing to me that between the 1st and 18th fairways on the Old Course there is a small stone bridge (the Swilcan Burn

Bridge) that has been in place for at least 500 years! This small, single span Roman arch bridge is iconic in the world of golf and we proudly posed at its peak. On our last day we watched the sun rise over the North Sea from our hotel balcony

and knew that we would never forget our experiences.

1. This rocking chair was built by Dave Thomas while a graduate student at the University of California, Davis (pers. com. with Dave Thomas). ❧



Perched on a bluff overlooking the North Sea, the St. Andrews Cathedral (once considered the seat of Christianity in Scotland) and adjoining castle (home to bishops assigned to the cathedral) anchored the community.



Jonathan, Gary, Andrea Ellen and Mary Maniery enjoying a brief moment on Swilcan Bridge at St. Andrews Old Course. A round of golf is not complete without a picture on this famous bridge.

CULTURAL RESOURCES DEPARTMENT *by Mary L. Maniery*

PAR staff took on challenges in five states in 2012. Highlights of our year included:

- Completion of Historic Property Treatment Plans for resources within Nevada Irrigation District's Yuba Bear Hydroelectric System and Pacific Gas and Electric Company's Drum Spaulding Project. The HPTP is one of the last management steps in assisting the companies with Section 106 compliance responsibilities for relicensing efforts;

- Conducting architectural and/or archaeology record searches, archival research, field inventories and National Register evaluations for 35 United States Army Reserve facilities in California, New Mexico, Oklahoma, Arkansas and Texas;

- Testing and evaluating ten historical mining sites in the south-western Mohave Desert;

- Assisting PGE with work on five hydroelectric systems;

- Researching, recording and evaluating the historical Temple School, a 1937 WPA-funded complex in Los Angeles County (currently owned and operated by the US Army Corps of Engineers as their LA District Base Yard Facility);

- Completion of a Historic American Engineering Record for PG&E's Sand Bar Dam in Tuolumne County and designing an interpretive panel discussing the construction camp at the dam site for visitors at the Sand Bar Campground;

- PAR continued to conduct archaeological monitoring for the City of Sacramento, small scale surveys for the cities of Orangevale and Folsom, Sacramento and Nevada counties and other agencies, and Pacific Gas and Electric Company.

The year 2013 is shaping up to be an interesting and challeng-

ing adventure for PAR's cultural staff. In the spring we will be finishing up reports documenting our work for the Army Reserve. We are looking forward to researching and evaluating historic homesteads in Indian Wells Valley, more mining sites in the Mohave Desert and homesteads and military sites in northern San Diego County. PAR's Senior Historian, Cindy Baker, will be researching and evaluating a southern California hydroelectric system and continuing research on various dams, canals, and water systems throughout central and northern California. We are wrapping up lab work and analysis from the Folsom Railroad Block and are eager to continue work on the report documenting the 67 features associated with the railroad history of Folsom and the commercial and community services centered on the railroad and its passengers. ❧

The first half of 2012 was definitely busy assisting the City of Sacramento and Mark Thomas & Company complete the environmental impact report (EIR) for the "Folsom Boulevard Widening/Ramona Avenue Extension" project. Presently, we are working with Nevada County Department of Public Works on a bridge replacement project and bikeway study. Here is a quick synopsis:

➤ The Folsom Boulevard Widening/Ramona Avenue Extension project located on the eastern edge of the City of Sacramento concluded in 2012. This new connection faced several environmental and engineering challenges throughout its history which began in 2008. The environmental work included addressing U.S. Army Corps of Engineers jurisdictional wetlands, endangered fairy shrimp and giant garter snake, air quality conformity and historic property issues. Part of the challenge in completing combined environmental documents for projects that involve compliance with CEQA and Caltrans (NEPA),

include developing highly qualified teams who have a thorough understanding of multiple processes, and a willingness to maintain continuous and well organized coordination efforts. Don't be mistaken, it really does take a lot of cooperation and patience to get these projects certified through a variety of regulatory agencies. We would like to thank all of our colleges and agency directors, managers and staff who helped in completing the Ramona project.

➤ Nevada County will receive federal money through the Federal Highway Administration, Bridge Replacement and Rehabilitation program to replace the Retrac Road Bridge. This wooden one lane bridge over Wolf Creek is structurally deficient and will be brought up to current standards with a two lane structure. Approach work is required so that the new structure meets the 100-year flood elevation requirements. A temporary Bailey bridge will be used during the construction phase to allow through traffic for local residents. PARs role is to prepare a Natural

Environment Study (NES) with a red-legged frog survey and report; vegetation mapping, wetland determination and rare plant survey and cultural resources investigation including preparing a Historic Property Survey Report (HPSR), Archaeological Survey Report (ASR) and Historic Resource Evaluation Report (HRER), and possibly a treated wood analysis. PAR will also prepare an environmental document for the job with Caltrans District 03 preparing a Categorical Exclusion using PARs technical studies as backup. The environmental effort will be completed in early fall 2013.

➤ Combie Road is located in southwestern Nevada County near Lake of the Pines. The County is proposing to develop a meandering Class I bicycle path (with a separate right-of-way) and provide underground utilities along a portion of the Combie corridor. PAR, with Virginia Dains, has completed preliminary vegetation mapping (2012) and will conduct rare plant surveys in spring, 2013. ✂

INTRODUCING OUR EXPANDING ENVIRONMENTAL PLANNING DEPARTMENT

PAR welcomed our newest staff member, Saana J. Deichsel in November 2012. Saana is PARs Environmental Scientist – Associate Biologist and is responsible for working on environmental planning projects and development and implementation of biological services. Saana holds a Master of Science degree in Terrestrial Ecosystems, from the University of Michigan and a Bachelors of Science degree in Resource Management from the University of California, Berkeley. She brings over eight years of professional experience with a background in forestry, expertise in botanical surveys, habitat assessments, wildlife management, wetland delineations and a variety of other scientific areas (including use of Trimble GPS units and ArcView software).

Ms. Deichsel can be reached by contacting our Sacramento Office at **(916) 739-8356** or through email at **sdeichsel@parenvironmental.com**

ENVIRONMENTAL PLANNING DEPARTMENT

Environmental Assessments • Impact Reports • Section 4(f) fpr Transportation Projects

Technical Studies: Visual, Air, Noise, Community Impact Assessment, Hazardous Waste Initial Site Assessments

Biological Investigations: Botanical Surveys, Habitate Assessments, Wildlife Management, Wetlands Delineations

PAR'S ARCHITECT ENVIRONMENTAL EXPERIENCES IN PR



PAR Technical Reports Still Available:

Test Excavations at CA-MEN-2138, Redwood Valley, California.

PAR Environmental Services, Inc.
Technical Report No. 1, 1994

*By James Gary Maniery
Cost \$3.00*

The Natoma Site, Archaeological Test Excavations at CA-SAC-166.

PAR Environmental Services, Inc.
Technical Report No. 2, 1996

*By James Gary Maniery
Cost \$6.00*

A Study of the California Red-Legged Frog (*Rana aurora dratonii*) of Butte County, California.

PAR Environmental Services, Inc.
Technical Report No. 3, 1999

*By Sean Berry
Cost \$6.75*

PAR 2013 UPDATE

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Folsom Railroad Block Excavations,
Illustrated by Amber Rankin

NEWS FLASH ITEMS

- In April 2012 PAR prepared a exhibit for the City of Folsom and participated in the Grand Opening of the Folsom Historic Station. The celebration for the newly completed amphitheater and public plaza drew more than 4,000 people. PARs exhibit included historical photographs of the railroad operations, a display of some of the artifacts found during the excavations and a table of unidentified objects with a "DO YOU KNOW WHAT THIS IS?" label.



Left to right: Cindy, Mary, Amber, Stephanie and Jessica

PAR's Amber Rankin and Stephanie Benway dressed in period clothing for the event. It was an excellent opportunity to give the residents of Folsom a small taste of their wonderful local history.

- In November 2012 PAR principal, Mary Maniery, stood by the City of Orange as they received one of the 27th Annual Governor's Historic Preservation Awards. The City of Orange was recognized for the Cultural Resources and Historic Preservation Element of their newly adopted General Plan. PAR identified and developed techniques to protect archaeologically sensitive areas in Orange and worked with local Native American communities in compliance with SB 18. PAR worked with Chattel, Inc., who was responsible for preparing a city-wide historic context statement, architectural resource identification and developing policies to identify and preserve neighborhood character. PAR and Chattel's work led to a series of creative, state-of-the-art policies, goals and objectives that formed the core of the preservation element.



Left to right: California State Parks Director Major General Anthony Jackson, USMC (ret.); Jeff Henderson, Planner/Project Manager, PMC (formerly of AECOM); Mary Maniery, PAR Environmental Services, Inc.; Robert Chattel, Anna Pehoushek, City of Orange Principal Planner; Ed Knight, City of Orange Interim Community Development Director; Carol Roland-Nawi, State Historic Preservation Officer

- PAR staff look forward to the upcoming Society for California Archaeology annual meeting in March 2013. The meetings, held at the Double Tree Inn, Berkeley, CA will extend over three days. PAR's Principal Mary L. Maniery is presenting a paper on developing a treatment plan for the varied and numerous resources found within the Drum-Spaulding Hydroelectric Project as part of a symposium organized by Pacific Gas and Electric Company's cultural staff. She is also chairing an afternoon session focusing on the archaeology of rural Chinese American sites and work camps.
- Monica Nolte was promoted to full time Senior Archaeologist beginning in 2013. Monica received her Masters Degree from San Francisco State University in 2012 with a specialization in Human Osteology. In her expanded role at PAR she will lead crews on various field efforts in California.
- Amber Rankin was promoted to Senior Artist and GIS Administrator beginning in 2013. Amber is currently working on a Masters of Fine Arts through the Academy of Art University, San Francisco.
- At PAR's annual holiday party held at Tuli Bistro in midtown Sacramento, three awards were handed out. Two were for five years of full time service with the company; recipients included Jessica O'Connor and Marshall Millett. Earlier in the year, Monica Nolte received an award for 10 years of service with the company. An outstanding service award was also presented to Cindy Baker for her excellent work on the Rubicon Trail project.

ANNOUNCEMENTS

LOCAL CHARITIES & NON-PROFIT ORGANIZATIONS

PAR continues to support local and regional charities.

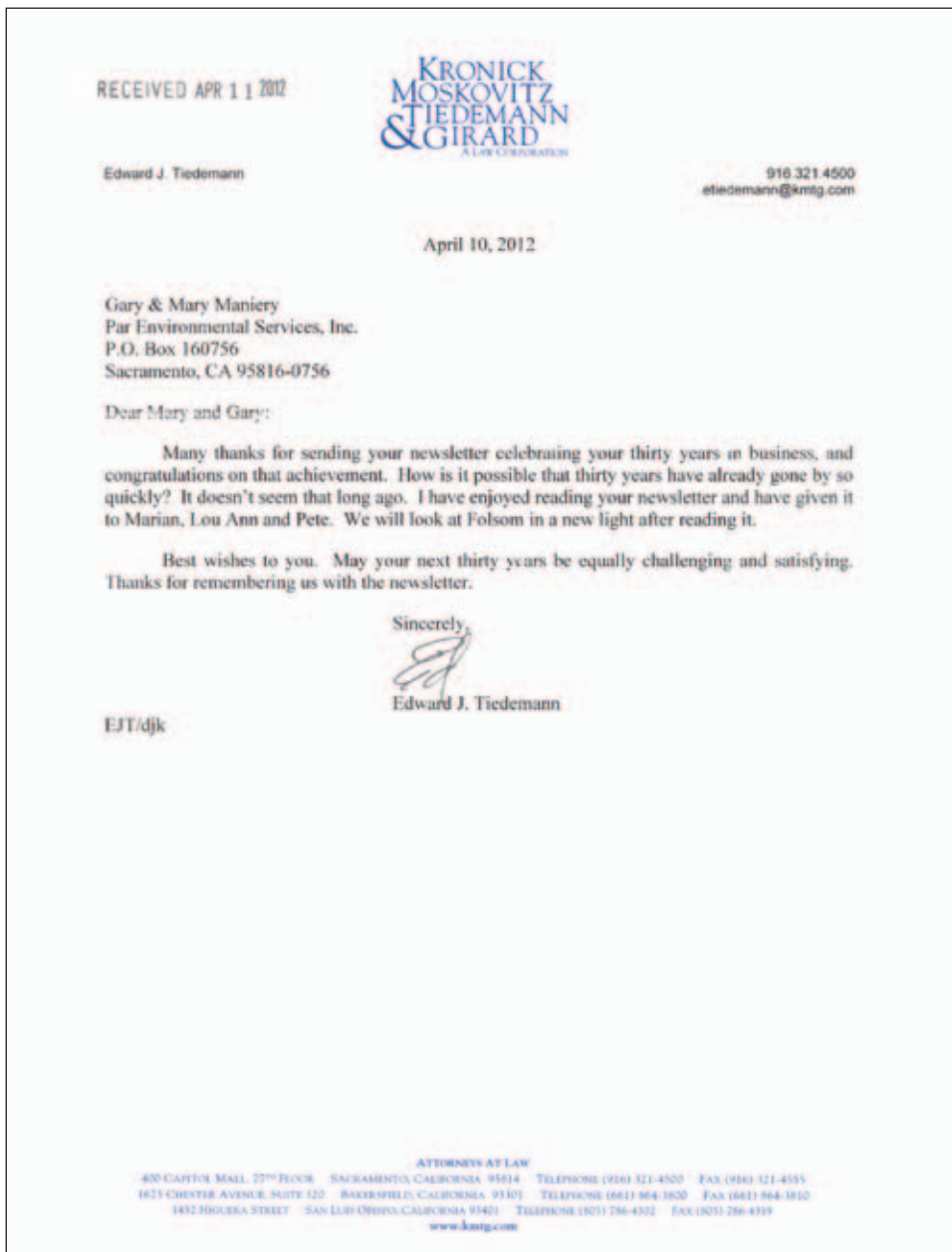
- The First Tee of Greater Sacramento
- Juvenile Diabetes Research Foundation International
- Plumas County Charities
- Murer House Foundation
- Heyday Books
- Sacramento History Foundation
- University of Idaho, Asian American Collection Center
- Sacramento Archaeological Society
- Society for California Archaeology

NEW EMPLOYEES



Saana Deichsel

*Environmental Scientist/
Associate Biologist*



PAR is a woman-owned business that originated in 1982. From its beginnings as a small firm consisting of two enterprising and dedicated archaeologists, PAR has grown into a full service organization. Our staff provides professional expertise in environmental planning and cultural resources investigations. We take great pride in producing high quality, clear and concise reports based upon thorough and objective analysis. We have acquired a well-earned reputation for completing projects on time, within budget and with meticulous attention to detail. The firm's principals have a strong background in the natural and cultural planning issues of California and the West.

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Jessica O'Connor Award



Cindy Baker Award



Marshall Millett Award