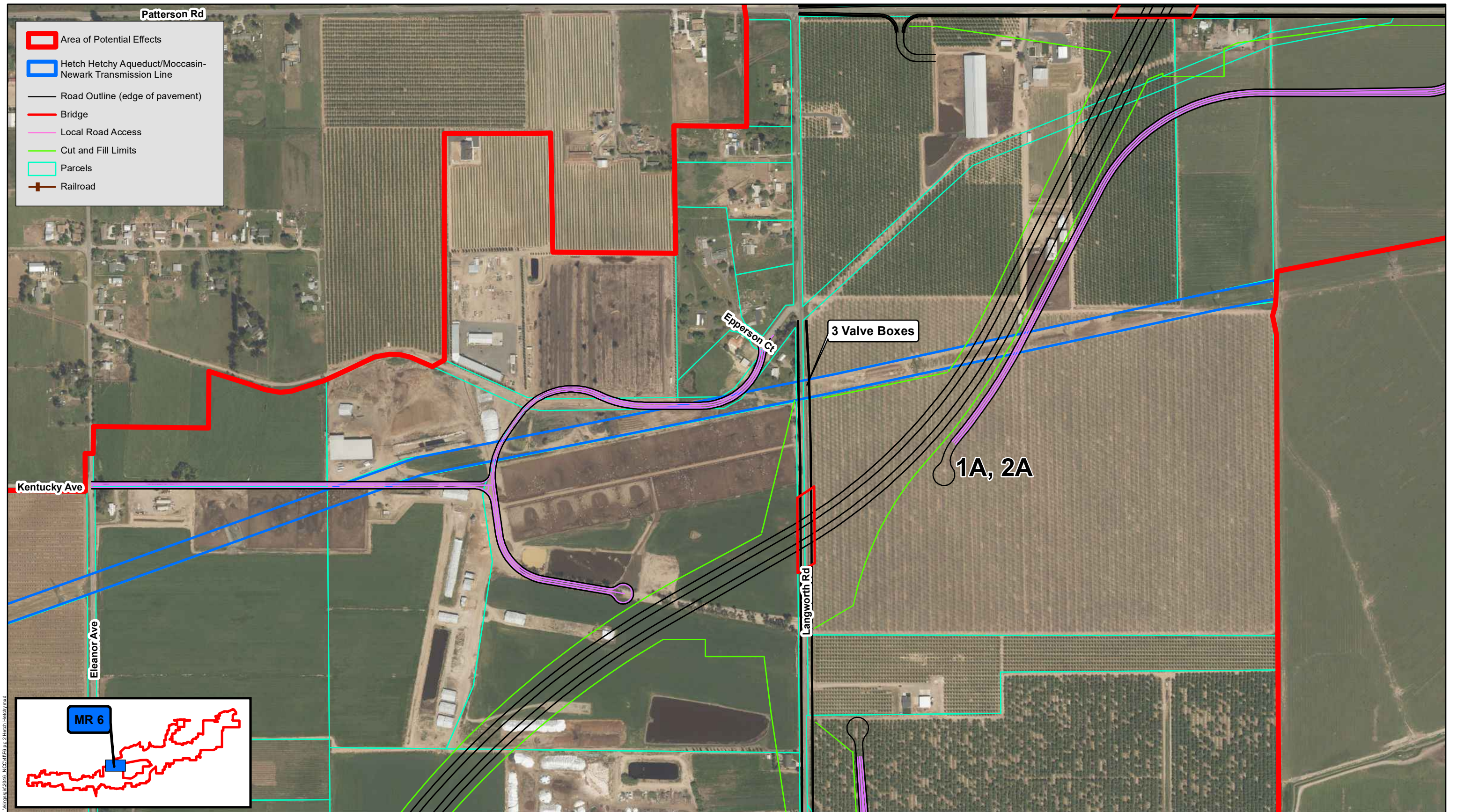


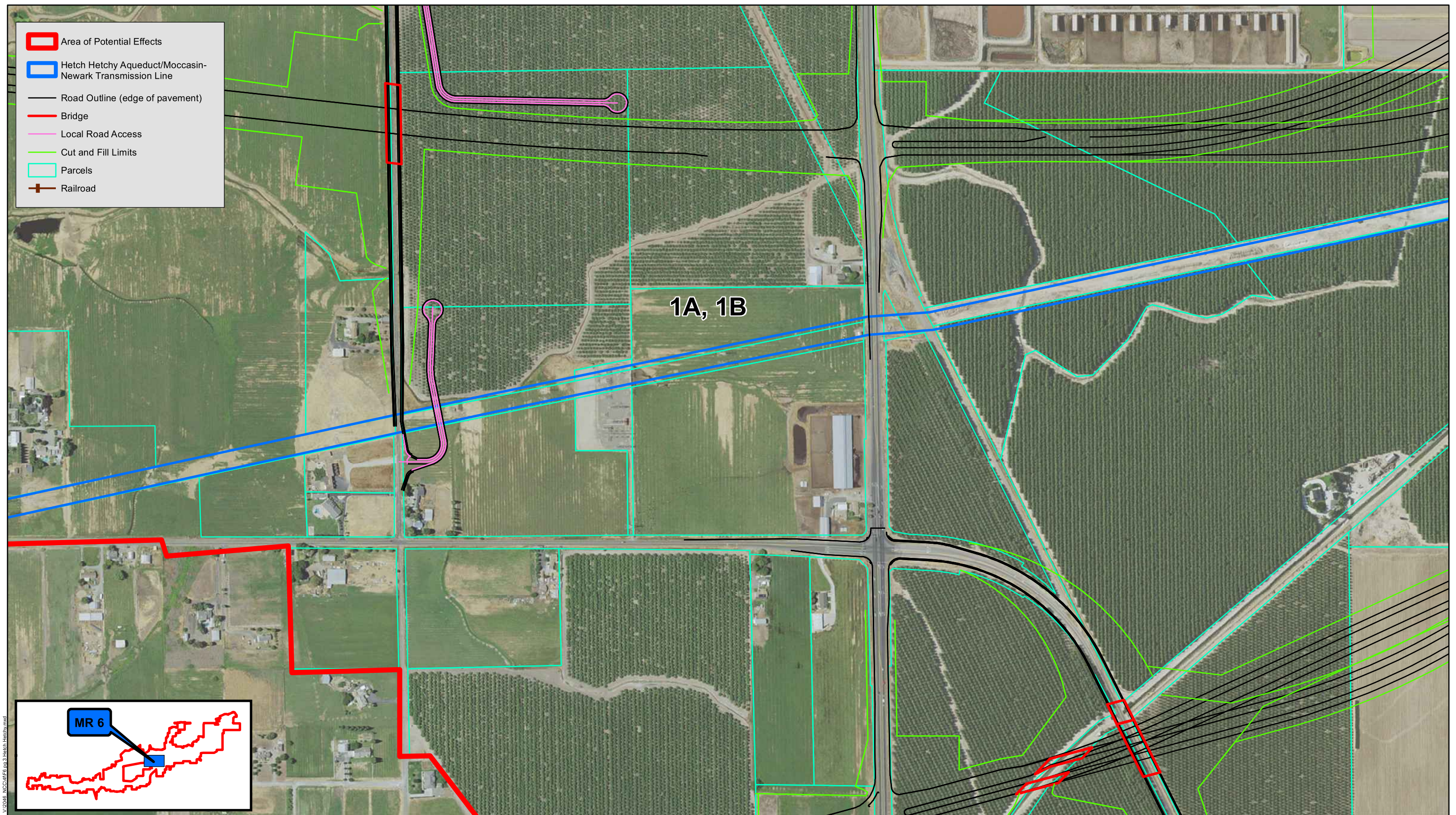
**FIGURE 6**  
**Page 1 of 5**  
**Section 4(f) Resources - Hetch Hetchy Aqueduct/  
 Moccasin-Newark Transmission Line**  
 EA: 10-0S8000, Project ID # 1000000263  
 North County Corridor New State Route 108 Project  
 Stanislaus County, California





**FIGURE 6**  
**Page 2 of 5**  
**Section 4(f) Resources - Hetch Hetchy Aqueduct/  
 Moccasin-Newark Transmission Line**  
 EA: 10-0S8000, Project ID # 1000000263  
 North County Corridor New State Route 108 Project  
 Stanislaus County, California

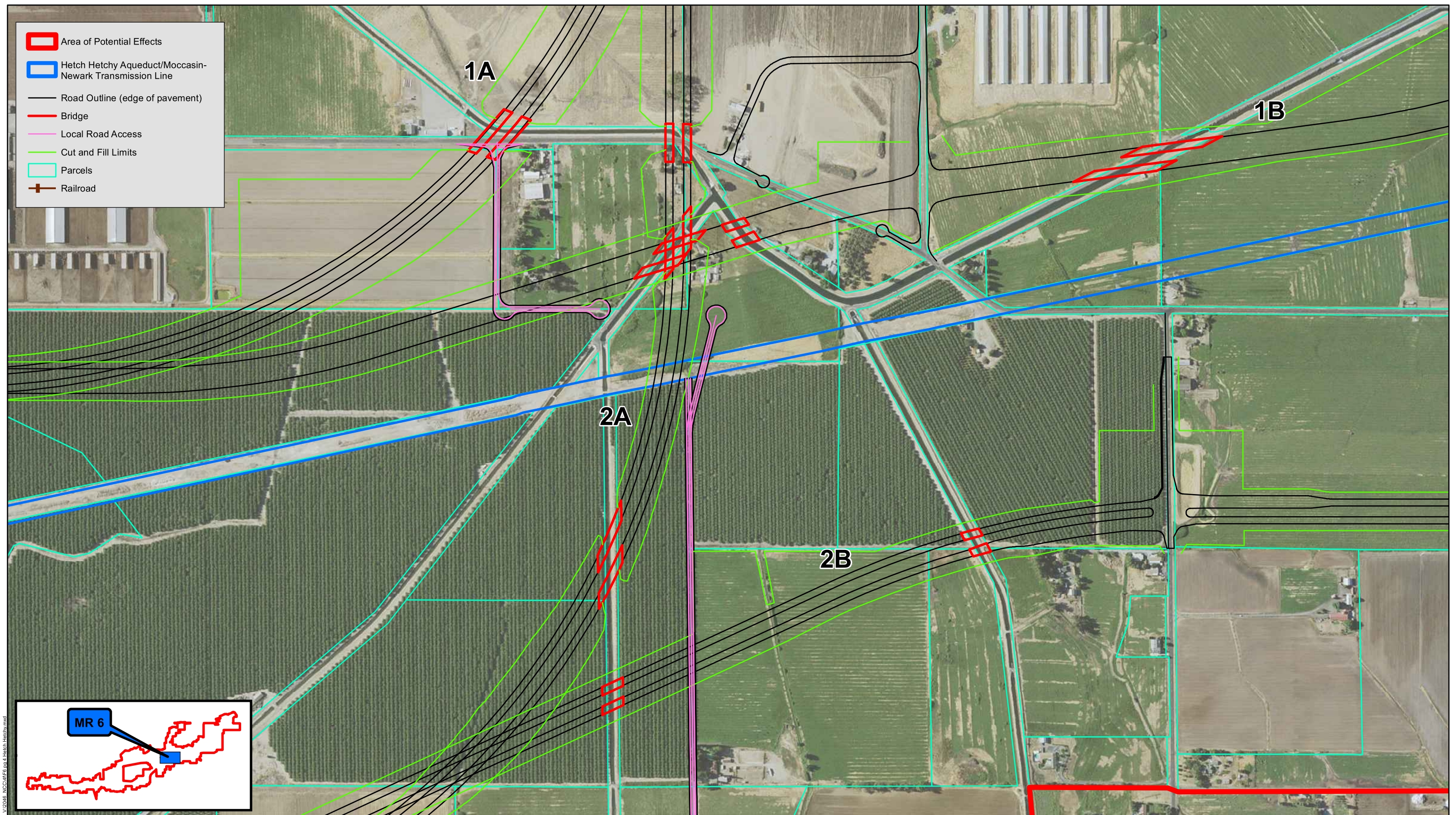




0 300 600 900 1,200 1,500 Feet

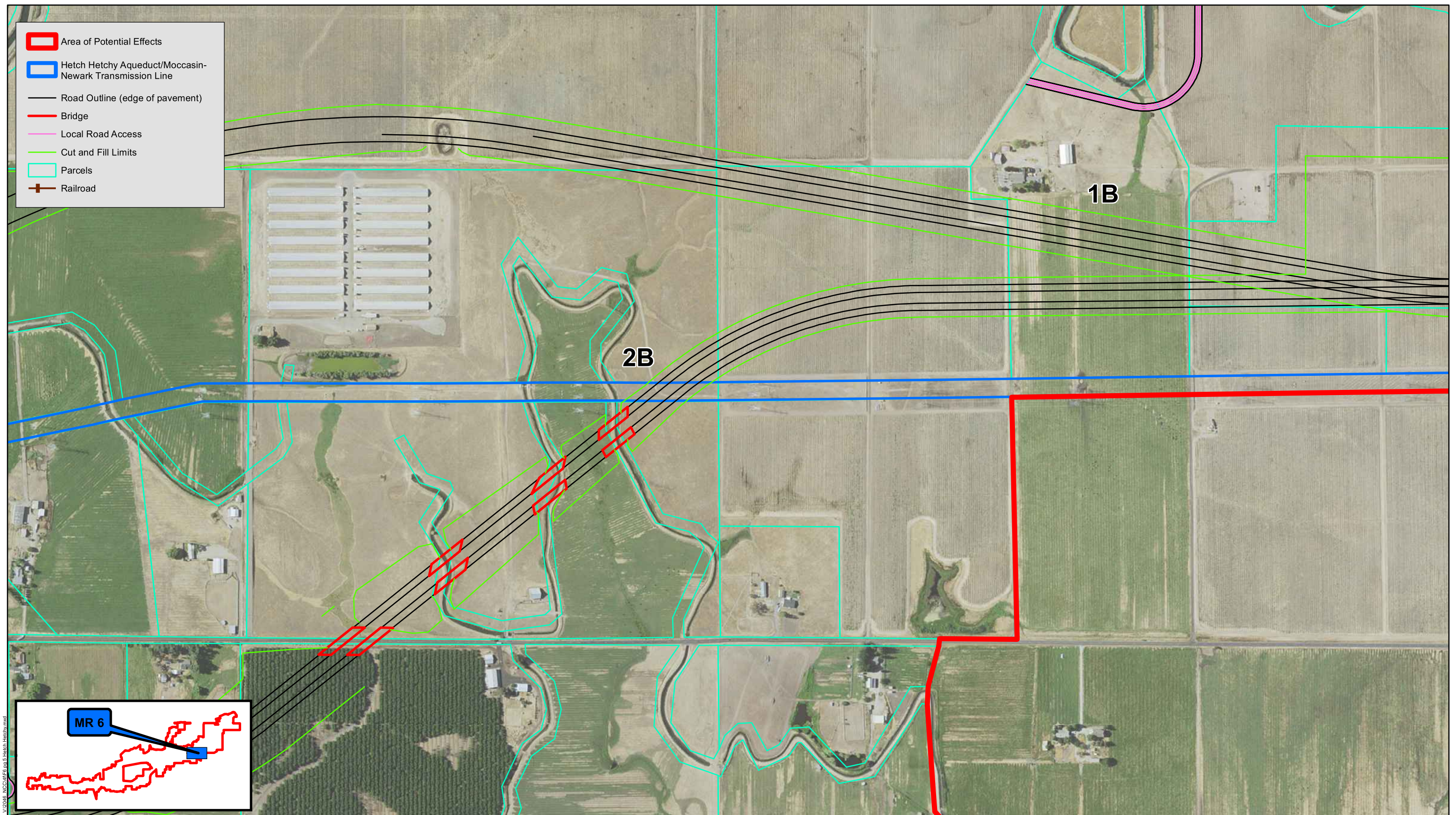
**FIGURE 6**  
**Page 3 of 5**  
**Section 4(f) Resources - Hetch Hetchy Aqueduct/  
 Moccasin-Newark Transmission Line**  
 EA: 10-0S8000, Project ID # 1000000263  
 North County Corridor New State Route 108 Project  
 Stanislaus County, California





**FIGURE 6**  
**Page 4 of 5**  
**Section 4(f) Resources - Hetch Hetchy Aqueduct/  
 Moccasin-Newark Transmission Line**  
 EA: 10-0S8000, Project ID # 1000000263  
 North County Corridor New State Route 108 Project  
 Stanislaus County, California





**FIGURE 6**  
**Page 5 of 5**  
**Section 4(f) Resources - Hetch Hetchy Aqueduct/  
 Moccasin-Newark Transmission Line**  
 EA: 10-0S8000, Project ID # 1000000263  
 North County Corridor New State Route 108 Project  
 Stanislaus County, California



### ***Modesto Irrigation District – Map Reference #108 and #109***

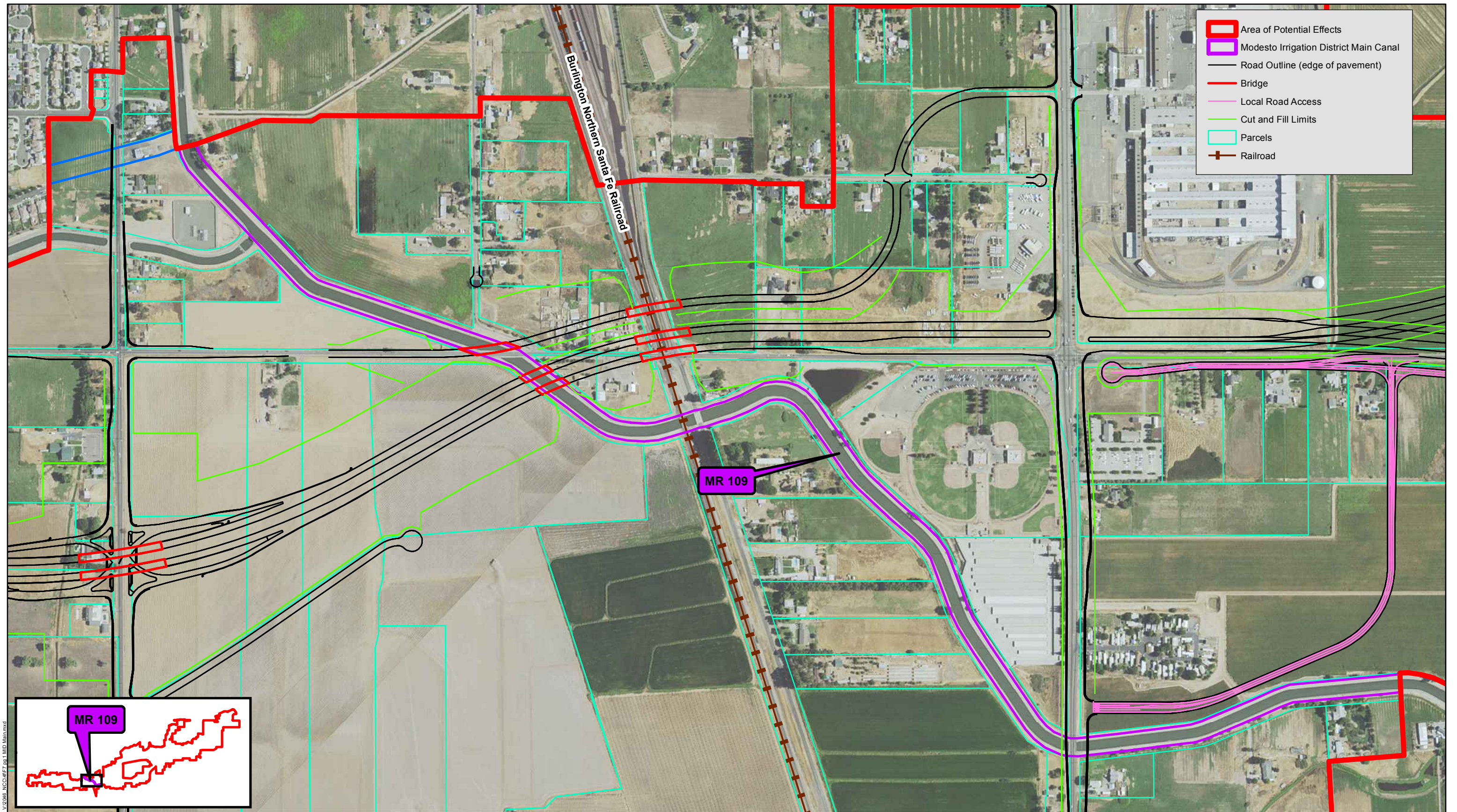
An approximately 1.6 mile long segment of the Modesto Irrigation District (MID) Modesto Main Canal (P-50-002002) is located within the APE. The MID Modesto Main Canal runs a total length of 45 miles. It transports water in a northeast direction from the Tuolumne River to customers throughout Stanislaus County, eventually emptying into the Stanislaus River. The MID was one of the first irrigation districts in California. Construction of the MID canals began in 1891 and was completed in 1903. The full MID system was functioning by 1904 and consisted of 208 miles of main canal and laterals. By the mid-1960s, all of the laterals and the main canal were lined or piped to reduce water loss through seepage. The MID allowed for the increase in land available for agriculture within Stanislaus County, and contributes to the \$3 billion agricultural economy within the County (**Figure 7**).

Two segments of the MID Lateral No. 6 (P-50-000075) are located within the APE. The two segments total approximately 2 miles in length. MID Lateral No. 6 diverts water from the MID Main Canal near the intersection of Claribel Road and Roselle Avenue and flows westward to customers within northwestern Stanislaus County. MID Lateral No. 6 is approximately 13.5 miles long. It empties into the Stanislaus River approximately 7.5 miles downstream of where the MID Main Canal meets the Stanislaus River. The MID was one of the first irrigation districts in California. Construction of the canal began in 1891 and was completed in 1903. The full MID system was functioning by 1904 and consisted of 208 miles of main canal and laterals. By the mid-1960s, all of the laterals and the main canal were lined or piped to reduce water loss through seepage. The MID allowed for the increase in land available for agriculture within Stanislaus County, and contributes to the \$3 billion agricultural economy within the County (**Figure 8**).

Since the MID Modesto Main Canal and MID Lateral No. 6 is assumed eligible for inclusion in the NRHP for this project only, it is also considered a Section 4(f) resource.



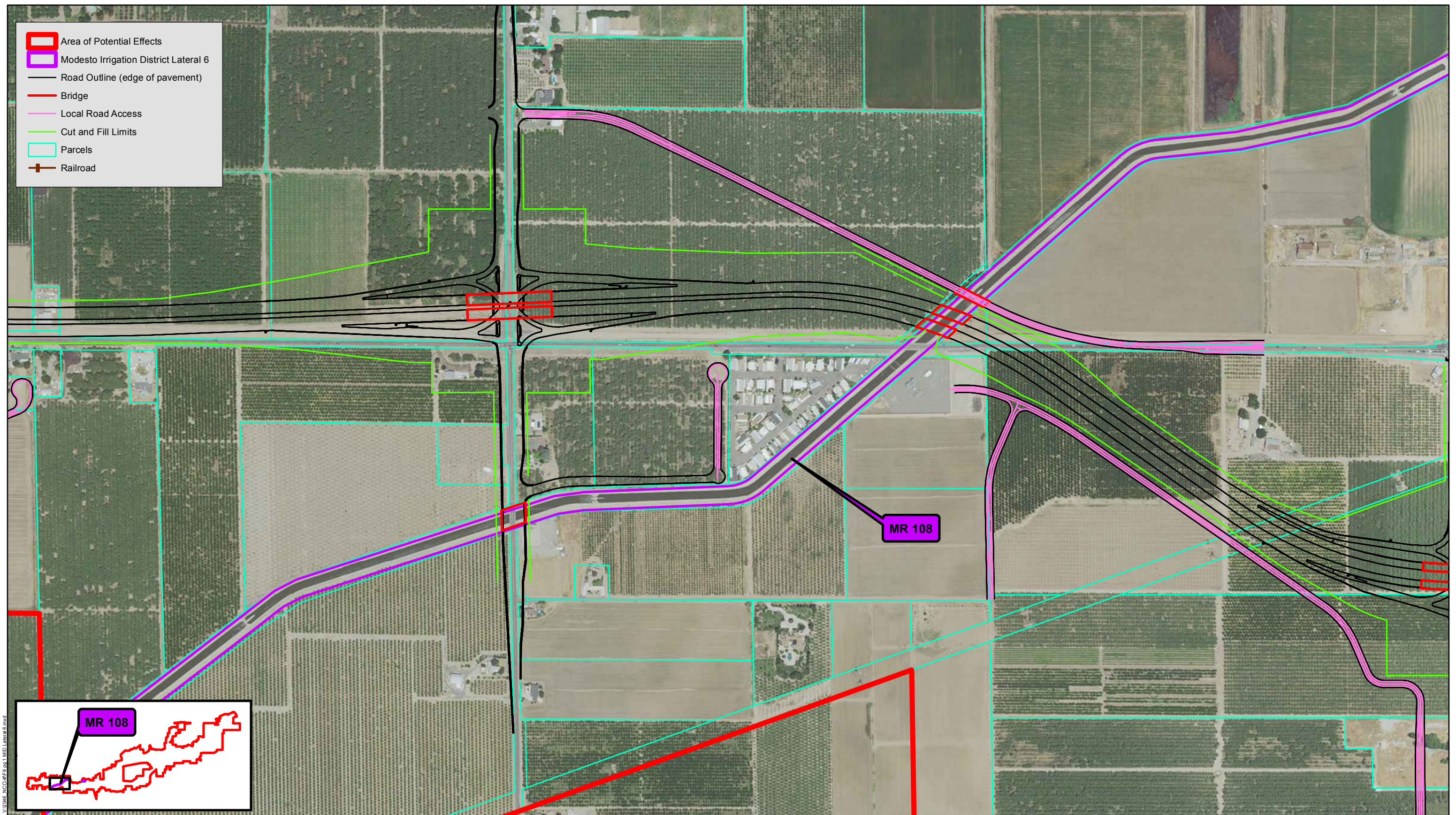




0 300 600 900 1,200 1,500 Feet

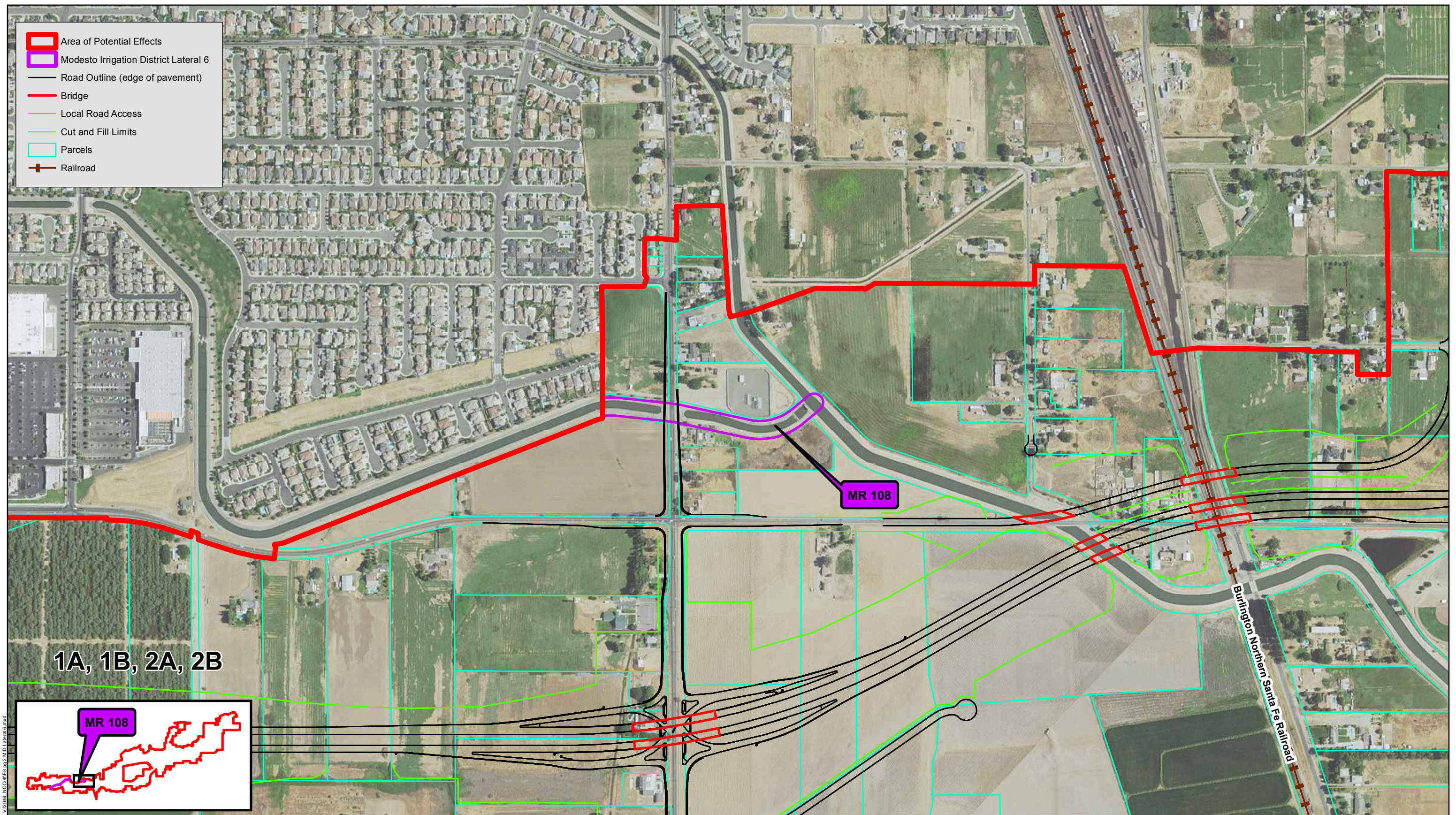
**FIGURE 7**  
**Section 4(f) Resources - Modesto Irrigation District Main Canal**  
 EA: 10-0S8000, Project ID # 1000000263  
 North County Corridor New State Route 108 Project  
 Stanislaus County, California





**FIGURE 8**  
**Page 1 of 2**  
**Section 4(f) Resources - Modesto Irrigation District Lateral 6**  
 EA: 10-0S8000, Project ID # 1000000263  
 North County Corridor New State Route 108 Project  
 Stanislaus County, California







## IMPACTS ON SECTION 4(F) PROPERTIES

### *No Build Alternative*

No construction would be associated with the No Build Alternative. Therefore no impact to any resources would result from the project. However, this alternative would result in an increase in traffic congestion within the towns of Modesto, Riverbank, and Oakdale, as well as unincorporated Stanislaus County.

### Build Alternatives

The following subsections describe direct use of the five National Register eligible historic properties and discuss potential uses under each build alternative. *Table 1: List of resources and Section 4(f) use by Alternative* found at the end of this section summarizes this discussion.

### ***Hetch-Hetchy Aqueduct/Moccasin-Newark Transmission Line (P-50-000074) - Map Reference # 6***

There will be a use of the Hetch-Hetchy Aqueduct/Moccasin-Newark Transmission Line (P-50-000074) as part of this project. Alternatives 1A and 1B will have identical impacts to the resource because these Alternatives will impact eight valve boxes. Alternatives 2A and 2B will impact three valve boxes. No alternative will impact the Warnerville Substation. The proposed project will cross over the Hetch-Hetchy Aqueduct and under the wires associated with the Moccasin-Newark Transmission Line (see **Figure 6**). Additionally, right-of-way will be required for the roadway through the parcels associated with the Hetch-Hetchy Aqueduct, but only for the current proposed right-of-way footprint to accommodate construction. While this resource is considered eligible for the NRHP/CRHR, the resource consists of buried pipes and overhead transmission lines. The proposed project will not impact the aqueduct, nor will it impact the transmission lines. The project does have the potential to affect between three and eight valve boxes along the aqueduct, depending on alignment. These valve boxes are concrete boxes buried in the ground with 12 to 24 inches exposed above ground and contain valves for managing the flow of water within the aqueduct. They are located in sets of three approximately every 1,800 feet or less along the entire length of the aqueduct. The valve boxes are not considered contributing elements to the resource, and moving the valve boxes will not affect the function of the aqueduct or affect its eligibility for inclusion in the NRHP/CRHR. The setting of the resource will change at each crossing location with the addition of roadway, but the change of setting would not affect the eligibility of the resource.

SHPO is the agency with jurisdiction over Section 4(f) historic resources and concurrence with a No Adverse Effect determination also serves as concurrence that the proposed project would have a *de minimis* impact on the Hetch-Hetchy Aqueduct/Moccasin-Newark Transmission Line as a Section 4(f) resource. SHPO concurred with Caltrans' determination of "No Adverse Effect" for the project and *de minimus* impact to the Hetch-Hetchy Aqueduct/Moccasin-Newark Transmission Line (see Attachment A).

### ***Modesto Irrigation District– Map Reference #108 and #109***

There will be a use of the MID Main Canal (P-50-002002) as part of this project. As all four alternatives follow the same path over the MID Main Canal, they will have identical impacts and



use of the Section 4(f) resource. The proposed project will cross over the MID Main Canal in three locations (see **Figure 7**). These crossings include two elevated crossings over the MID Main Canal between Roselle Avenue and Claus Road (one for the North County Corridor and one for the new Claribel Road alignment) and one at-grade crossing on Claus Road at the existing location of Bridge No. 38C-0087. The elevated crossings will be constructed over the MID Main Canal and will require temporary use during construction. The at-grade crossing along Claus Road would replace the existing bridge (Bridge No. 38C-0087), which is not considered a contributing resource to the MID Main Canal and is listed as a Category 5 bridge on the Caltrans Historic Bridge Inventory (not eligible for the NRHP). Additionally, right-of-way will be required for the roadway through the parcels associated with the MID Main Canal, but only for the current proposed right-of-way footprint to accommodate construction. The new crossing would be wider than the current at-grade crossing, and would result in a use of the Section 4(f) resource. This crossing would include a use of approximately 100 feet of the canal, which is less than 0.05 percent of the total length of the canal, and would result in a *de minimus* impact of the resource. The new crossing will not affect the function of the canal or affect the eligibility for inclusion in the NRHP/CRHR. The setting of the resource will change at the crossing location, but a change of setting would not affect the eligibility of the resource.

Additionally, there will be a use of the MID Lateral No. 6 (P-50-000075) as part of this project. As all four alternatives follow the same path over the MID Lateral No. 6, they will have identical impacts and use of the Section 4(f) resource. The proposed project will cross over the MID Lateral No. 6 in four locations (see **Figure 8**). Right-of-way will be required for the roadway through the parcels associated with the MID Lateral No. 6, but only for the current proposed right-of-way footprint to accommodate construction. These crossings include two new at-grade crossings (one for the North County Corridor and one for the new Claribel Road alignment) and two at-grade crossings on Coffee Road at existing Bridge No. 38C-0228 and Roselle Avenue. The new at-grade crossings will occur northeast of the existing at-grade crossing along Claribel Road. The new crossings will have a use of approximately 280 feet of the Section 4(f) resource, and will involve the relocation/removal of one drop structure. The drop structure is not considered to be a contributing resource to the MID Lateral No. 6 because it was built between 1957 and 1963, after the period of significance of 1903-1955.

The at-grade crossing along Coffee Road would replace the existing bridge (Bridge No. 38C-0228), which is not considered a contributing resource to the MID Lateral No. 6 and is listed as a Category 5 bridge on the Caltrans Historic Bridge Inventory (not eligible for the NRHP). The new crossing would be wider than the current at-grade crossing. The bridge widening at Coffee Road would have a use of approximately 120 feet of the Section 4(f) resource. The current at-grade crossing of Roselle Avenue over the MID Lateral No. 6 is perpendicular across a 120-foot-long culvert installed in the 1990s. The proposed at-grade crossing would involve widening the existing roadway, and would remain over the existing culvert without affecting any portion of the open channel. Therefore, there would be no use of the Section 4(f) resource at this location.

Overall, the new crossings would have a use of approximately 400 feet of the MID Lateral No. 6, which represents approximately 0.6 percent of the total Section 4(f) resource, and would result in a *de minimus* impact of the resource. The new crossings will not affect the function of the canal or affect the eligibility for inclusion in the NRHP/CRHR. The setting of the resource will change at the crossing location, but a change of setting would not affect the eligibility of the resource. There would be no Section 4(f) use at this location.



SHPO is the agency with jurisdiction over Section 4(f) historic resources and concurrence with a No Adverse Effect determination also serves as concurrence that the proposed project would have a *de minimis* impact on the Modesto Irrigation District as a Section 4(f) resource. SHPO concurred with Caltrans' determination of "No Adverse Effect" for the project and *de minimus* impact to the Modesto Irrigation District (see Attachment A).

**Historic Resources: Sierra Railroad Mainline (P-50-000364/CA-STA-0281H) – Map Reference #13**

Alternatives 1A and 2A would result in a temporary use of the Sierra Railroad Mainline between Townhill Road and Stearns Road. Alternatives 1B and 2B would result in a temporary use of the Sierra Railroad Mainline between Wamble Road and Fogarty Road.

Each of the proposed alternatives will require a temporary occupancy easement of the Sierra Railroad Mainline (P-50-000364/CA-STA-0281H) during construction of an overcrossing (see **Figure 5**), and the proposed project meets the five conditions for temporary occupancy of a Section 4(f) resource.

- a) The duration of construction of the proposed project within the land owned by the Sierra Northern Railway, who manages the Sierra Railroad Mainline, will be temporary and there will be no change in the ownership of the land, because the overcrossing will completely span the land by the Sierra Northern Railroad.
- b) The work within the Section 4(f) resource is minor as the occupancy will consist of the construction of falsework for the overcrossing, which will be removed following construction.
- c) As the overcrossing will span the railroad property, will not reduce the functionality of the railroad, and will not result in any permanent adverse physical impacts, nor will construction interfere with the features of railroad. Once constructed, the falsework will not impede the operation of the railroad. Timing of construction activity, including the falsework construction and removal, will be coordinated with the railroad to ensure the safety of the construction and rail crews.
- d) The land will be restored once the falsework is removed to a condition at least as good as what existed prior to construction.
- e) SHPO is the agency with jurisdiction over Section 4(f) historic resources. Caltrans submitted a letter to SHPO requesting concurrence with Caltrans' determination of a "no adverse effect" for the project on the Sierra Railroad Mainline (P-50-000364/CA-STA-0281H). SHPO concurred with Caltrans' determination of "No Adverse Effect" for the project and *de minimus* impact to the Sierra Railroad Mainline (see Attachment A). Additionally, the project received concurrence from Sierra Northern Railway, the owners of the Sierra Railroad Mainline, that the project impacts would be temporary in nature and that the Sierra Northern Railway concurs with the project (see Attachment A).

Based on the SHPO's concurrence on a "no adverse effect" finding for the project, Caltrans has applied an exception (23 CFR 774.13 (a)). This is considered as "no use" and has been moved to the No Proposed Use section. Additionally, in an email conversation between Jose Silva of Drake Haglan and Larry Ingold, Vice President of the Sierra Northern Railway, a phone call between Jose Silva and Kenneth Beard, CEO of the Sierra Northern Railway, both Mr. Ingold and Mr. Beard stated that the Sierra Northern Railway will provide review and input on design elements, right of way, rights of entry, property requirements, and temporary construction easements.



### **Riverbank Army Ammunition Plant District (P-50-001747) – Map Reference #59**

The Riverbank Army Ammunition Plant District (P-50-001747) encompasses 76.2 acres of a 106.6 acre parcel (see **Figure 3**). In order to construct the proposed project, 7.4 acres of this parcel will be required for the proposed North County Corridor; however, there will be no encroachment into any portion of the historic district's recorded boundary. Another portion of the project involving the widening of Claus Road calls for encroaching 20 feet into the parking lot within the District's recorded boundary. The parking lot is not considered a contributing resource to the district. This acquisition will not have any physical impacts to the District as a whole or to any structures within the Riverbank Army Ammunition Plant. As no contributing elements of the District will be impacted, nor will the impacts to the parking lot impair the setting of the District, Section 4(f) use will not occur in the form of permanent incorporation or a constructive use. SHPO is the agency with jurisdiction over Section 4(f) historic resources and concurrence with a No Adverse Effect determination also serves as concurrence that the proposed project would have a *de minimis* impact on the Riverbank Army Ammunition Plant District as a Section 4(f) resource. SHPO concurred with Caltrans' determination of "No Adverse Effect" for the project and *de minimus* impact to the Riverbank Army Ammunition Plant District (see Attachment A).

### **3212 Claribel Road – Map Reference #63**

Based on the current alignment of the alternatives, there will be no use of the adobe building at 3212 Claribel Road, as there will be no impacts to the resource during construction of the project. The farm complex and adobe shop building encompass 1.7 acres in the northern portion of a 9.9 acre parcel (see **Figure 4**).

In order to construct the proposed project, 6.3 acres of farmland would be required of the parcel associated with the farm complex at 3212 Claribel Road; however, there will be no encroachment into the historic property's recorded boundary nor will there be any impact to the adobe building. The southern portion of the parcel is utilized as grazing pasture land. Access from Claribel Road to the buildings will not be restricted. The project will have no use of this property; therefore Section 4(f) use will not occur in the form of permanent incorporation or a constructive use. Additionally, there will be no adverse impact to the historic property and would not change the characteristics of the historic structure that make it eligible for inclusion in the NRHP under Criterion C.

SHPO is the agency with jurisdiction over Section 4(f) historic resources and concurrence with a No Adverse Effect determination also serves as concurrence that the proposed project would have a *de minimis* impact on the adobe building at 3212 Claribel Road as a Section 4(f) resource. SHPO concurred with Caltrans' determination of "No Adverse Effect" for the project and *de minimus* impact to the adobe building at 3212 Claribel Road (see Attachment A).

**Table 1: List of resources and Section 4(f) use by Alternative**

<b>Resource</b>	<b>Alt 1A</b>	<b>Alt 1B</b>	<b>Alt 2A</b>	<b>Alt 2B</b>	<b>Coordination</b>
Hetch Hetchy Aqueduct/ Moccasin-Newark Transmission Line: Proposed Use	Permanent use – cross in 12 locations and relocation of eight valve boxes. No impact to	Permanent use – cross in 12 locations and relocation of eight valve boxes. No impact to	Permanent use – cross at six locations and relocation of three valve boxes. No impact to	Permanent use – cross at five locations and relocation of three valve boxes. No impact to	SHPO



Resource	Alt 1A	Alt 1B	Alt 2A	Alt 2B	Coordination
	Warnerville Substation.	Warnerville Substation.	Warnerville Substation.	Warnerville Substation.	
Sierra Railroad Mainline: Temporary Impact	Temporary occupancy between Townhill Road and Stearns Road.	Temporary occupancy between Wamble Road and Fogarty Road.	Temporary occupancy between Townhill Road and Stearns Road.	Temporary occupancy between Wamble Road and Fogarty Road.	SHPO
Riverbank Army Ammunition Plant District: No Proposed Use	Impact to parcels, but not a 4(f) use.	Impact to parcels, but not a 4(f) use.	Impact to parcels, but not a 4(f) use.	Impact to parcels, but not a 4(f) use.	SHPO
Adobe Shop Building 3212 Claribel Road: No Proposed Use	Impact to parcels, but not a 4(f) use.	Impact to parcels, but not a 4(f) use.	Impact to parcels, but not a 4(f) use.	Impact to parcels, but not a 4(f) use.	SHPO
Modesto Irrigation District: Proposed Use	Permanent use – cross Main Canal at three locations and crpss Lateral No. 6 at four locations.	Permanent use – cross Main Canal at three locations and crpss Lateral No. 6 at four locations.	Permanent use – cross Main Canal at three locations and crpss Lateral No. 6 at four locations.	Permanent use – cross Main Canal at three locations and crpss Lateral No. 6 at four locations.	MID & SHPO

### ***Build Alternatives***

There are four Build alternatives for the North County Corridor, 1A, 1B, 2A, and 2B.

#### **Alternative 1A**

As shown in Table 1, Alternative 1A would not impact the historic property boundaries associated with Riverbank Ammunition Plant or 3212 Claribel Road and, therefore, would not be considered a Section 4(f) use of these resources.

Alternative 1B would result in a temporary occupancy of the Sierra Railroad Mainline between Townhill Road and Stearns Road.

Alternative 1A would also have a permanent use of the Hetch-Hetchy Aqueduct/Moccasin-Newark Transmission Line, MID Main Canal, and the MID Lateral No. 6. Alternative 1A would cross the Hetch-Hetchy in 12 locations (two major crossings and 10 minor crossings) and would require the relocation of three valve boxes east of Oakdale Road, as well as the relocation of five other valve boxes adjacent to Langworth Road. Alternative 1A would cross the MID Modesto Main Canal at three locations with two elevated crossings and one at-grade crossing.

#### **Alternative 1B**

As shown in Table 1, Alternative 1B would not impact the historic property boundaries associated with Riverbank Ammunition Plant and 3212 Claribel Road and, therefore, would not be considered a Section 4(f) use of these resources.

Alternative 1B would result in a temporary occupancy of the Sierra Railroad Mainline between Wamble Road and Fogarty Road.



Alternative 1B would also have a permanent use of the Hetch-Hetchy Aqueduct/Moccasin-Newark Transmission Line, MID Modesto Main Canal, and the MID Lateral No. 6. Alternative 1B would cross the Hetch-Hetchy in 12 locations (two major crossings and 10 minor crossings) and would require the relocation of three valve boxes east of Oakdale Road, as well as the relocation of five other valve boxes adjacent to Langworth Road. Alternative 1B would cross the MID Main Canal at three locations with two elevated crossings and one at-grade crossing.

#### Alternative 2A

As shown in Table 1, Alternative 2A would not impact the historic property boundaries associated with Riverbank Ammunition Plant and 3212 Claribel Road, and, therefore, would not be considered a Section 4(f) use of these resources.

Alternative 2A would result in a temporary occupancy of the Sierra Railroad Mainline between Townhill Road and Stearns Road.

Alternative 2A would also have a permanent use on the Hetch-Hetchy Aqueduct/Moccasin-Newark Transmission Line, MID Modesto Main Canal, and the MID Lateral No. 6. Alternative 2A would cross the Hetch-Hetchy Aqueduct/Moccasin-Newark Transmission Line six times (two major and four minor crossings) and cause the relocation of three valve boxes east of Oakdale Road; however, there would be no additional impacts to the Section 4(f) resource. Alternative 2A would cross the MID Main Canal at three locations with two elevated crossings and one at-grade crossing.

#### Alternative 2B

As shown in Table 1, Alternative 2B would not impact the historic property boundaries associated with Riverbank Ammunition Plant and 3212 Claribel Road and, therefore, would not be considered a Section 4(f) use of these resources.

Alternative 2B would result in a temporary occupancy of the Sierra Railroad Mainline between Wamble Road and Fogarty Road.

Alternative 2B would also have a permanent use of the Hetch-Hetchy Aqueduct/Moccasin-Newark Transmission Line, MID Modesto Main Canal, and the MID Lateral No. 6. Alternative 2B would cross the Hetch-Hetchy in five locations (two major crossing and three minor crossings) and would require the relocation of three valve boxes east of Oakdale Road. Alternative 2B would cross the MID Main Canal at three locations with two elevated crossings and one at-grade crossing.



## MEASURES TO MINIMIZE HARM TO THE SECTION 4(F) PROPERTIES

The Project will comply with the avoidance and minimization measures including Measure TR-1 from Section 3.1.6 and Measure CR-1 from Section 3.1.8 listed in the attached Final EIR/EIS.

## COORDINATION

Coordination for the historic properties in the project area will be done through the Office of Historic Preservation since it has jurisdiction over these historic properties as Section 4(f) resources.

Caltrans initiated consultation with the State Historic Preservation Officer (SHPO) concerning the Project in which the SHPO concurred there are five historic properties within the Area of Potential Effects. The State Historic Preservation Officer concurred with the finding of effects to these historic properties pursuant to the Caltrans Section 106 Programmatic Agreement and 36 CFR 800.6 on July 23, 2019. The State Historic Preservation Officer also concurred with the Programmatic Agreement on September 19, 2019 (see Appendix J of the Final EIR/EIS). Caltrans finds the project will have a *de minimis* impact to Hetch Hetchy Aqueduct/ Moccasin-Newark Transmission Line and Modesto Irrigation District finding based on SHPO concurrence in the Section 106 determination of “no adverse effect” for the project. Caltrans finds the project will have a *temporary use* impact to Sierra Railroad Mainline finding based on SHPO concurrence in the Section 106 determination of “no adverse effect” for the project and the project received concurrence from Sierra Northern Railway, the owners of the Sierra Railroad Mainline. Caltrans finds the project will have *no use* impact to Riverbank Ammunition Plant and 3212 Claribel Road finding based on SHPO concurrence in the Section 106 determination of “no adverse effect” for the project.

Additional coordination will occur with MID because it is the owner of the Modesto Main Canal and Lateral No. 6; however, no formal concurrence is required under Section 4(f).

## SECTION 4(F) DE MINIMIS DETERMINATION

Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 United States Code (USC) 138 and 49 USC 303 to simplify the processing and approval of projects that have only de minimis impacts on lands protected by Section 4(f). This revision provides that once the U.S. Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a de minimis impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. FHWA’s final rule on Section 4(f) de minimis findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 USC 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

Based on the analysis of the information above, Caltrans is making a determination that project impacts to a Section 4(f) properties including Hetch Hetchy Aqueduct/ Moccasin-Newark Transmission Line and Modesto Irrigation District, will be *de minimis*, impacts to Sierra Railroad



Mainline will be a temporary occupancy, and impact to Riverbank Ammunition Plant and 3212 Claribel Road would not be considered a use under Section 4(f).

## **RESOURCES EVALUATED RELATIVE TO THE REQUIREMENTS OF SECTION 4(F): NO-USE DETERMINATION(S)**

This section of the document discusses parks, recreational facilities, wildlife refuges and historic properties found within or next to the project area that do not trigger Section 4(f) protection either because: 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties, 4) the project does not permanently use the property and does not hinder the preservation of the property, or 5) the proximity impacts do not result in constructive use.

### ***Rainbow Fields***

The Rainbow Fields is a baseball/softball complex located at 3800 Claribel Road, on the southwest corner of the intersection of Claribel Road and Claus Road (APN# 084-001-013). This complex is comprised of four lighted fields and two unlit youth fields. In a phone conversation on July 28, 2014, a representative of Rainbow Fields explained that this is a privately owned sports complex and use of the fields is restricted to organized league play and to participants of The Academy at Rainbow Fields. Public use of the facility not associated with the authorized leagues and organizations is strictly prohibited, and access to the facility is restricted by locked gates and/or employees of Rainbow Fields. As this complex is not accessible to the public, it is not considered a Section 4(f) property.

Proposed impacts to this property include right-of-way acquisition to accommodate the corridor, and to widen Claus Road. This would result in a loss of approximately 25 parking spaces out of about 230 current spaces, one entrance way, and a baseball dugout for one of the unlit fields.

### ***Publicly Owned Parks Within Half a Mile of the Project Area***

There are three publicly owned parks within half a mile of the project area, including the Davis Sports Complex, Castleberg Park, and Stockard Coffee Park. The Davis Sports Complex is located at 750 Warnerville Road, Castleberg Park is located at 5845 8th Street, and Stockard Coffee Park is located at 3900 Northview Drive. All of these parks are located outside of the project impact area, and will not be affected by the project either during construction or once the project has been completed. The parks are located along roadways that may be temporarily affected during construction; however, access to these parks would not be affected by the project during construction. Similarly, there are no anticipated impacts associated with visual, noise, vibration, vegetation, wildlife, air quality, or water quality. As no temporary or proximity impacts are anticipated, there is no construction use of the Davis Sports Complex, Castleberg Park, and Stockard Coffee Park, otherwise considered Section 4(f) properties.



## **Attachment A: Records and Correspondence**









**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer

1725 23rd Street, Suite 100, Sacramento, CA 95816-7100

Telephone: (916) 445-7000 FAX: (916) 445-7053

calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

July 23, 2019

VIA EMAIL

In reply refer to: FHWA\_2015\_0526\_001

Ms. Alexandra Bevk Neeb, Section 106 Coordinator  
Cultural Studies Office  
Caltrans Division of Environmental Analysis  
1120 N Street, PO Box 942873, MS-27  
Sacramento, CA 94273-0001

Subject: Finding of No Adverse Effect for Proposed North County Corridor  
Project, Stanislaus County, CA

Dear Ms. Bevk Neeb:

Caltrans is initiating consultation about the subject undertaking in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA). As part of your documentation, Caltrans submitted a Finding of No Adverse Effect Report for the proposed project (FONAE).

Caltrans proposes to build a new and realigned State Route 108 from the intersection of SR 219 and Tully Road to SR 120 and the existing SR 10 facility east of the City of Oakdale. The project is located with portions of the communities of Oakdale, Riverbank, and Modesto in Stanislaus County, California. A full project description is located on pages 9-10 of the FONAE.

Caltrans, as part of its identification efforts, identified the following five historic properties within the area of potential effects for the project and the potential effects the project might have:

- **Riverbank Army Ammunitions Plant District** – determined eligible for the National Register of Historic Places (NRHP) in 2015 under Criterion A for its association with wartime munition production efforts made nationally during WWII, the Korean War, and the Vietnam War, as well as for its association



with subsequent industrialization phenomenon that occurred in the US following WW II. The district was also determined eligible under Criterion C for its Functionalist/Industrialist design. Its period of significance is 1942-1975. The project will demolish a portion of a non-contributing parking lot to accommodate a widened Claus Road. The property will continue to convey its significance as a war munitions plant during World War II through Vietnam.

- **Adobe Shop Building at 3212 Claribel Road, Modesto** – determined eligible in 2015 under Criterion C as a rare surviving example of a modern adobe agricultural building. The period of significance is 1936. The project will construct a new roadway within the building's historic agricultural setting and introduce heightened audible and visual elements. The building will retain integrity of design materials, workmanship and location to be able to convey its significance as one of the only extant adobe buildings in Stanislaus County.
- **Sierra Railroad Mainline** – determined eligible in 2011 under Criterion A for its social and economic impact to Tuolumne County, specifically the quartz and lumber industries, and as a contributor to the Sierra Railroad Historic District (SRHD) in Jamestown. Its period of significance is 1897-1932. The project will construct an overcrossing within the historic setting of the Mainline and the SRHD as a whole. The property would maintain integrity of materials, workmanship, design, feeling, location and association. No physical alteration or change in use is proposed for the Mainline. The project would not affect the railroad's purpose or use as a railroad.
- **Hetch Hetchy** – Caltrans is assuming eligibility for inclusion in the NRHP for the purposes of the current undertaking only, under Criterion A and C at the state level of significance for its association as being instrumental in the growth of San Francisco and for innovative engineering techniques. Its assumed period of significance is 1919-1970. The project will relocate nine valve boxes. The Aqueduct is a primary contributor to the Hetch Hetchy and this change would diminish the integrity of design to a small degree by removing the valve boxes from their historic location. The relocation will not affect the Aqueduct's flow of water. Caltrans will also construct a new roadway beneath the Moccasin-Newark Transmission Line, over the Aqueduct, and near the Warnerville substation. The new roadway will alter the setting at five locations where it crosses the Hetch Hetchy right of way. The introduction of the new roadway will not diminish the integrity of feeling due to the massive nature of the Transmission Line and the new roadway will be located 100 feet below.
- **Modesto Irrigation District (MID)** – Caltrans is assuming eligibility for the NRHP for the purposes of the current undertaking only, under Criteria A at the local level of significance for its contribution to agricultural development in Stanislaus County. The assumed period of significance is 1903-1955. The project will construct a combination of new crossings and modifications of already existing crossings over MID Lateral No. 6 and the MID Main Canal. A more in depth project description of what is occurring with the MID is located



on pages 40-41 of the FONAE. The MID as a whole would retain sufficient integrity to convey its historic significance. Integrity of design, workmanship, materials, location and association will not be diminished. No physical alteration or change in use is proposed for the Main Canal or for Lateral No. 6, two contributors to the MID in the APE. Replacing existing, utilitarian, non-contributing bridges will not diminish the integrity of the MID to a degree where it will fail to convey its historic significance. New crossing over Lateral No. 6 will diminish the integrity of setting and feeling by introducing audible and visual elements; however, other segments of the waterways outside the APE retain their integrity of setting and better convey the rural agricultural feeling of the waterway during the period of significance. The new crossings do not diminish the setting enough to be considered an adverse effect to the MID.

Caltrans has applied the Criteria of Adverse Effect and found that pursuant to Stipulation X.B.2 of the PA a Finding of No Adverse Effect is appropriate for the five built environment resources described above. A determination of effect for the undertaking as a whole will be determined once identification for archaeological resources can be completed. Caltrans will continue consultation with your office regarding phasing efforts for the project in the form of a Programmatic Agreement and Archaeological Management Plan per PA Stipulation XII.A to be submitted at a later date.

Based on review of the submitted documentation, I have no objection to Caltrans' finding of no adverse effect.

If you have any questions, please contact Natalie Lindquist at (916) 445-7014 with e-mail at [natalie.lindquist@parks.ca.gov](mailto:natalie.lindquist@parks.ca.gov) or Alicia Perez at (916) 445-7020 with e-mail at [alicia.perez@parks.ca.gov](mailto:alicia.perez@parks.ca.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julianne', with a long horizontal stroke extending to the right.

Julianne Polanco  
State Historic Preservation Officer





Call To: Kenneth Beard, CEO, Sierra Northern Railway

Phone No.: 209-613-4729

Date: 01-27-2020

Subject: Sierra Northern Railway

By: Jose Silva, DHA

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**RECORD OF TELEPHONE CONVERSATION**

Discussion with:

Kenneth Beard, CEO  
Sierra Northern Railway  
Corporate Office  
341 Industrial Way  
Woodland, CA 95776-6012  
530-666-9646  
209-613-4729 Direct  
[kbeard@sierrarailroad.com](mailto:kbeard@sierrarailroad.com)

Spoke with Ken and provided an update on the project. Larry Ingold retired. Ken is the main contact now. We discussed the NCC project briefly and that the plan is to bridge over the rail line and span the property. Ken concurred that the project's impacts to the Sierra Northern Railway during construction would be temporary in nature. Ken confirmed again that during final design, Sierra Northern Railway will provide review and input on design elements, R/W and property requirements, and TCE/rights of entry. Ken concurred with the proposed project and believes this to be a good project for the area. We will keep Ken informed as the project progresses.

End of call.