



San Joaquin
Joint Powers Authority

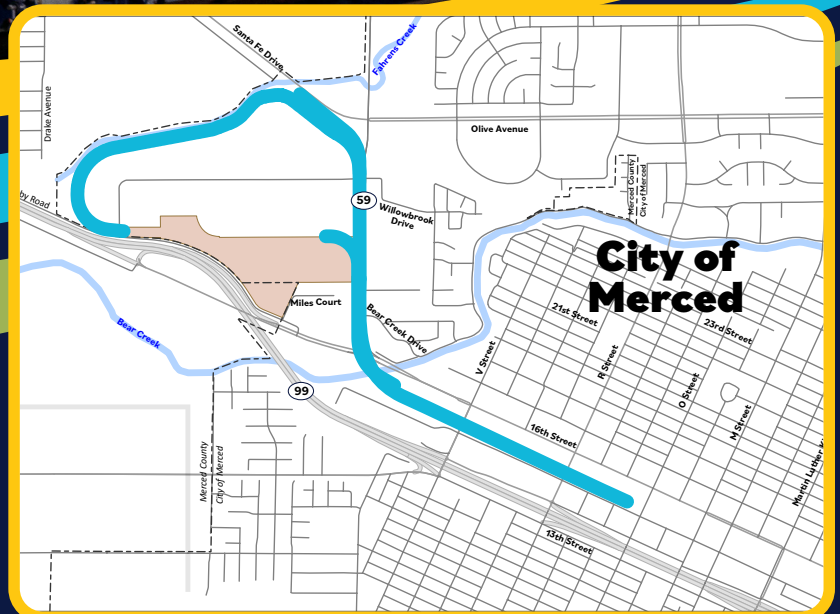


Appendix 3.5-1:

Historic Resource Inventory and Evaluation Report

July 2024

SCH # 2023010061



MERCED INTERMODAL TRACK CONNECTION PROJECT

HISTORICAL RESOURCE INVENTORY AND EVALUATION REPORT

STATE CLEARINGHOUSE #2023010061

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Acronyms and Abbreviations

2018 ACE Extension EIR	2018 EIR for the ACE Extension Lathrop to Ceres/Merced Project
2021 ACE Extension EIR	2021 EIR for the ACE Extension Lathrop to Ceres/Merced Project
ACE	Altamont Corridor Express
ACE Project	ACE Extension Lathrop to Ceres/Merced Project
BNSF	Burlington Northern Santa Fe
Caltrans	California Department of Transportation
CCIC	Central California Information Center
CEQA	California Environmental Quality Act
CHRIS	California Historical Resources Information System
City	City of Merced
CRHR	California Register of Historical Resources
CVP	California Valley Project
DPR	Department of Parks and Recreation
EIR	environmental impact report
GIS	geographic information system
HSR	high-speed rail
ICCTA	Interstate Commerce Commission Termination Act
IGC	Inter-Governmental Coordination
MID	Merced Irrigation District
MITC	Merced Intermodal Track Connection
MPSP	Master Plans, Strategies, and Programs
NETR	National Environmental Title Research
NRHP	National Register of Historic Places
OPR	Office of Planning and Research
PRC	Public Resources Code
Project	Merced Intermodal Track Connection Project
RDR	Regulation and Development Review
ROW	right-of-way
SJPA	San Joaquin Joint Powers Authority
SJRRC	San Joaquin Regional Rail Commission
SO	Services and Operations
SPRR	Southern Pacific Railroad
SR	State Route
U.S.C.	United States Code
UPRR	Union Pacific Railroad
USGS	U.S. Geological Survey

Executive Summary

On behalf of the San Joaquin Joint Powers Authority (SJJPA), ICF prepared this historical resources inventory and evaluation report to identify built-environment historical resources that may be affected by the proposed Merced Intermodal Track Connection (MITC) Project (Project). For purposes of this report, a historical resource is a built-environment resource that is listed in, or determined eligible for listing in, the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or a qualified local register of historical resources and, therefore, a historical resource for the purposes of the California Environmental Quality Act (CEQA). This report does not address archaeological historical resources. All work in this report has been completed in accordance with Section 15064.5(a)(2)-(3) of the State CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code (PRC).

The Project would include a new track connection from the Burlington Northern Santa Fe (BNSF) corridor to the proposed integrated Merced High-Speed Rail (HSR) Station in downtown Merced between R and O Streets, in addition to a new platform that would allow for a cross-platform transfer between the San Joaquins and HSR. The Project only includes the construction of the track connection; it does not include the construction of the proposed integrated station.

The Project would consist of the following:

- New passenger rail connection for the San Joaquins from the BNSF north of State Route (SR) 59 to the southern terminus at the proposed integrated station
- New aerial guideway that would connect into the east side of the HSR platform (which would be shared with the San Joaquins) at the proposed integrated station, creating an elevated integrated platform with HSR
- Modification of the approved Altamont Corridor Express (ACE) Merced Layover and Maintenance Facility

Preliminary engineering for the Project is currently under way. The Project would be operational by 2030. The CEQA study area (referred to as the *study area*) for the built-environment analysis is the geographic area in which investigations were conducted to identify historical resources and potential impacts from the Project. The built-environment study area includes all areas where construction, demolition, or physical changes may occur as part of the Project as well as any areas where the Project may alter the setting of adjacent resources.

The study area for the Project encompasses primarily areas that were reviewed in two recent environmental impact reports (EIRs) by the San Joaquin Regional Rail Commission (SJRRRC). SJRRRC prepared an EIR for the ACE Extension Lathrop to Ceres/Merced Project in 2018 (2018 ACE Extension EIR). The 2018 ACE Extension EIR analyzed a Phase I extension from Lathrop to Ceres at a project level of detail and a Phase II extension from Ceres to Merced at a programmatic level of detail. The 2018 EIR was certified, and Phase I was approved by the SJRRRC Board of Commissioners on August 3, 2018. SJRRRC prepared a second EIR in 2021 (2021 ACE Extension EIR) to address the project-level of analysis for the extension from Ceres to Merced (SJRRRC 2021).

To complete the identification of CEQA historical resources in the study area, a survey and evaluation of all historic-period built-environment resources was conducted by individuals who meet the Secretary of the Interior's professional qualifications for architectural history and history. Historic-period properties were defined as properties that were 45 years old or older at the time of the built-environment reconnaissance surveys as well as properties that were less than 45 years old with exceptional significance.

ICF identified 14 historic-period properties in the study area:

- All 14 properties were previously recorded (seven properties were previously recorded buildings; five properties were previously recorded linear resources; two properties were bridges),
- Five properties were identified through searches of the California Historical Resources Information System (CHRIS),
- No additional properties were identified through supplemental research and field survey, and
- No properties were newly recorded as part of the MITC.

Of the 14 historic-period properties in the study area:

- One property is listed in, or eligible for listing in, the NRHP, CRHR, and/or qualified local registers, either as an individual resource or a contributor to a district, and considered a historical resource for the purposes of CEQA; and
- Thirteen properties are ineligible for the NRHP, CRHR, and/or local registers.

Chapter 1

Project Description

The Merced Intermodal Track Connection (MITC) Project (Project) would include a new track connection from the Burlington Northern Santa Fe (BNSF) corridor to the proposed integrated Merced High-Speed Rail (HSR) Station in downtown Merced between R and O Streets, in addition to a new platform that would allow for a cross-platform transfer between the San Joaquins and HSR. The Project only includes the construction of the track connection; it does not include the construction of the proposed integrated Merced HSR Station.

The Project would consist of the following:

- New passenger rail connection for the San Joaquins from BNSF north of SR 59, running along the SR 59 corridor and immediately west of the ACE/UPRR corridor, to the southern terminus at the proposed integrated Merced HSR Station.
- Shifting the ACE UPRR spur track that accesses industrial area north of SR 59.
- New access to the approved ACE Merced Layover and Maintenance Facility for San Joaquins trains.
- Modification of the approved ACE Merced Layover and Maintenance Facility to include new and upgraded tracks for San Joaquins, joint use of the facility by both ACE and San Joaquins trains for maintenance activities, and required equipment and parking for SJJPA maintenance staff. The footprint of the facility would not be expanded.
- New aerial guideway on the west side of the ACE/UPRR corridor that would connect into the east side of the HSR platform (which would be shared with the San Joaquins) at the proposed integrated Merced HSR Station, creating an elevated integrated platform with HSR.

In addition to the Project, the San Joaquin Joint Powers Authority (SJJPA) has identified three variants that assume different approaches for fueling future hydrogen powered trains in response to the state's zero emission goals. The variants would occur primarily within the same environmental footprint as the Project,¹ have the same objectives, background, and development controls, but with specific differences. The variants are a slightly different version of the Project in the event SJJPA desires to consider them for approval. The final decision as to whether to adopt the Project, a variant, and/or an alternative will be made after completion of the final environmental impact report (EIR) for this Project.

1.1 Project Location and Limits

Attachment A: Figure 1 shows the limits of the Project, which are in Merced County and almost entirely within the city limits of Merced. A small portion of the limits of the Project near Ashby Road and Miles Court is outside the city limits of Merced within Merced County. The new track

¹ Variant H1 would have additional footprint requirements for solar panels that are beyond the environmental footprint of the Project.

for the Project would run from the BNSF corridor just north of where it crosses Snelling Highway (SR 59) to a station platform at the proposed integrated station located between R and O Streets in downtown Merced, parallel to 16th Street.

1.2 Proposed Alignment, Station Connection, and Layover and Maintenance Facility Modification

The Project would include a new track connection from the BNSF corridor to the proposed integrated Merced HSR Station in downtown Merced between R and O Streets, that will allow for a cross-platform transfer between the San Joaquins and HSR to create an integrated station serving HSR, ACE, and San Joaquins passengers. The Project only includes the construction of the track connection; it does not include the construction of the rest of the proposed integrated station.

In addition, the Project would include a connection into the approved ACE Merced Layover and Maintenance Facility, which would be shared with ACE operations and service. The proposed integrated station and the proposed ACE Merced Layover and Maintenance Facility are critical components of the overall Project integration; however, the footprint (required area of development) of the approved ACE Merced Layover and Maintenance Facility is not analyzed as part of the Project because the facility was environmentally cleared in the ACE service expansion.

The Project would include a combination of new track, track relocation, track upgrades, a new UPRR Industrial spur bridge, a new aerial guideway structure, and new at-grade crossings at Cooper Avenue and the intersection of SR 59 and 16th Street.

This section summarizes the federal, state, regional, and local regulations related to cultural resources that apply to the Project.

2.1 Federal

Because federal permits would be required and federal funding may be sought for the Project, compliance with the following applicable laws is required:

- Section 106 of the National Historic Preservation Act (16 United States Code [U.S.C.] Section 470 et seq.),
- Archaeological and Historic Preservation Act (16 U.S.C. Section 469–469[c]-2),
- Archaeological Resources Protection Act (16 U.S.C. Section 470[a]-11),
- American Indian Religious Freedom Act (42 U.S.C. Section 1996),
- Native American Graves Protection and Repatriation Act (25 U.S.C. Sections 3001–3013), and
- American Antiquities Act (16 U.S.C. Sections 431–433).

This report does not address compliance issues under the National Environmental Policy Act, Section 4(f) of the Department of Transportation Act, or Section 106 of the National Historic Preservation Act. Although this report does not address federal compliance issues, federal permitting or funding may require additional studies to meet federal regulatory requirements.

2.2 State

2.2.1 California Environmental Quality Act (PRC Section 21083.2)

ICF prepared a historical resource inventory and evaluation report on behalf of SJJPA to identify California Environmental Quality Act (CEQA) historical resources that could be affected by the Project. In accordance with Section 15064.5(a)(1) of the State CEQA Guidelines, a *historical resource* is a resource listed in, or determined to be eligible for listing in, the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or a local register of historical resources and, therefore, considered a historical resource for the purposes of CEQA. The study has been completed in accordance with Section 15064.5(a)(2)–(3) of the State CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code (PRC).

CEQA requires public or private projects financed or approved by public agencies to assess project effects on historical resources. *Historical resources* are buildings, sites, structures, objects, or districts that may have historical, architectural, archaeological, cultural, or scientific significance and meet the criteria cited in the previous paragraph. If a project would result in an effect that would cause a substantial adverse change in the significance of a historical resource, CEQA requires alternative plans or measures to be considered to mitigate the effect; however, only significant historical resources need to be addressed. Therefore, the significance of a cultural resource must be determined.

The following steps are normally taken in a cultural resources investigation for CEQA compliance:

1. Identify cultural resources,
2. Evaluate the significance of the resources,
3. Evaluate the effects of a project on significant resources, and
4. Develop and implement measures to mitigate the effects of a project on significant resources.

The State CEQA Guidelines define three ways in which a property may qualify as a significant historical resource for the purposes of CEQA review:

- The resource is listed in, or determined eligible for listing in, the CRHR;
- The resource is included in a local register of historical resources, as defined in PRC Section 5020.1(k), or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g), unless the preponderance of evidence demonstrates that it is not historically or culturally significant; and
- The lead agency determines the resource to be significant, as supported by substantial evidence in light of the whole record (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15064.5[a]).

Each of these ways of qualifying as a significant historical resource for the purposes of CEQA is related to the eligibility criteria for inclusion in the CRHR (PRC Sections 5020.1[k] and 5024.1, 5024.1[g]).

A historical resource may be eligible for inclusion in the CRHR if it meets any of the following criteria:

- The resource is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- The resource is associated with the lives of persons important in our past;
- The resource embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values; or
- The resource has yielded, or may be likely to yield, information important in prehistory or history.

Properties that are listed in, or eligible for listing in, the NRHP are considered eligible for listing in the CRHR and thus are significant historical resources for the purpose of CEQA (PRC Section 5024.1[d][1]).

2.2.2 California Register of Historical Resources (PRC Section 5024.1)

PRC Section 5024.1 establishes the CRHR, which lists all California properties considered to be significant historical resources. The CRHR automatically includes all properties listed in, or determined eligible for listing in, the NRHP.

Title 14, Section 4850, of the California Code of Regulations governs eligibility for listing in the CRHR. The regulations set forth the criteria for evaluating significance as well as the historical integrity of that significance.

To be eligible for listing in the CRHR, a resource must have significance at the local, state, or national level under one or more of the following four criteria:

- The resource is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
- The resource is associated with the lives of persons important to local, California, or national history;
- The resource embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values; or
- The resource has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

If a resource is found to have significance through the application of the four associative criteria, then the integrity of that significance must be evaluated. *Integrity* is defined as “the authenticity of a historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance.” Integrity involves interpreting the resource’s retention of location, design, setting, materials, workmanship, feeling, and association and must be judged with reference to its criterion or criteria of significance.

2.3 Regional and Local

The SJJPA, as a state joint powers agency, proposes improvements within and outside the UPRR and BNSF rights-of-way (ROW). The Interstate Commerce Commission Termination Act (ICCTA) affords railroads that engage in interstate commerce considerable flexibility in making necessary improvements and modifications to rail infrastructure, subject to the requirements of the Surface Transportation Board. ICCTA broadly preempts state and local regulation of railroads; this preemption extends to the construction and operation of rail lines. As such, activities within the UPRR and BNSF ROWs are clearly exempt from local building and zoning codes as well as other land use ordinances. Project activities outside of the UPRR and BNSF ROWs, however, would be subject to regional and local plans and regulations. Though ICCTA broadly preempts state and local regulation of railroads, SJJPA intends to obtain local agency permits for construction of facilities that fall outside the UPRR and BNSF ROWs, even though SJJPA has not determined whether such permits are legally necessary or required.

2.3.1 Merced County

The Merced County General Plan includes policies for designating, modifying, and demolishing cultural and historic resources under Recreation and Cultural Resources Goal RCR-2, Protect and Preserve the Cultural, Archeological, and Historic Resources of the County in Order to Maintain Its Unique Character. Goal RCR-2 is supported by several policies, as outlined below (County of Merced 2012a:9-21–9-27 and 2012b:2-14, 9-10 and 9-11).

- **Recreation and Cultural Resources Policy RCR-2.1:** Archeological Site and Artifact Protection (Regulation and Development Review [RDR]). Require development projects that affect archeological sites and artifacts to avoid disturbance or damage to these sites.
- **Recreation and Cultural Resources Policy RCR-2.2:** Historical Area Preservation (RDR). Support the preservation of historical structures and areas, particularly those listed on the National Registrar of Historic Places [sic] and California Registrar of Historic Places [sic].
- **Recreation and Cultural Resources Policy RCR-2.3:** Architectural Character Preservation (RDR/Inter-Governmental Coordination [IGC]). Require that the original architectural character of significant state- and federally listed historic structures be maintained in compliance with preservation standards and regulations.
- **Recreation and Cultural Resources Policy RCR-2.4:** Park and Open Space Historic Resource Preservation (RDR). Require the preservation of historic resources located in parks and publicly owned open space areas.
- **Recreation and Cultural Resources Policy RCR-2.5:** Human Remains Discovery (RDR). Require that, in the event of the discovery of human remains on any project construction site, all work in the vicinity of the find will cease and the county coroner and Native American Heritage Commission will be notified.
- **Recreation and Cultural Resources Policy RCR-2.6:** Historic Buildings and Areas (RDR). Identify buildings and areas with special and recognized historic, architectural, or aesthetic value to be preserved and rehabilitated during the community plan update process. New development should respect architecturally and historically significant buildings and areas and conform to the current Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings and incorporate adaptive reuse practices, where feasible, to preserve the county's historical heritage and rural character.
- **Recreation and Cultural Resources Policy RCR-2.7:** Historic Preservation (RDR). Support the efforts of local preservation groups and community property owners to preserve or improve building façades and exteriors consistent with the historic and visual character of the specific building or area.
- **Recreation and Cultural Resources Policy RCR-2.8:** Historical Preservation Area/Site Designations (RDR.) Allow sites of historical and archeological significance to be designated as historical preservation areas or sites during the community planning process or on individual sites in rural areas.

- **Recreation and Cultural Resources Policy RCR-2.9:** Historical and Cultural Resources Investigation, Assessment, and Mitigation Guidelines (RDR/Master Plans, Strategies, and Programs [MPSP]). Establish and adopt mandatory guidelines for use during the environmental review processes for private and public projects to identify and protect historical, cultural, archaeological, and paleontological resources and unique geological features.
- **Recreation and Cultural Resources Policy RCR-2.10:** Tribal Consultation (RDR/MPSP/IGC). Consult with Native American tribes regarding proposed development projects and land use policy changes consistent with planning and zoning law at Government Code Section 65351 and the Office of Planning and Research (OPR) Tribal Consultation Guidelines (2005).

Policy RCR-2.9 is supported by Implementation Program RCR-B: Historic and Cultural Resources Investigation, Assessment, and Mitigation Guidelines (MPSP/Services and Operations [SO]). Prepare and formally adopt guidelines and standards for the preparation of assessments of historical, cultural, archaeological, and paleontological resources, as well as unique geological features, prepared pursuant to Policy RCR-2.9. At a minimum, the guidelines shall include resource survey guidelines that cover personnel qualifications, research and field techniques, investigation and documentation, data collection and recordation, and resource preservation, avoidance, minimization, and mitigation strategies. The guidelines shall specify broad categories of acceptable mitigation, consistent with PRC Section 21083.2 and State CEQA Guidelines Section 15126.4(b), because they may be amended for any identified adverse effects on historic and cultural resources, paleontological resources, or unique geological features.

Because the parameters for designation of resources outlined by the policies adopted by Merced County meet the standard set by CEQA for qualified registers (Section 15064.5[a][2]), any resources that are already designated would be considered CEQA historical resources.

2.3.2 City of Merced

The City of Merced (City) has adopted a historic resources ordinance (Chapter 17.54 of the City's municipal code) that codifies procedures for adding or removing resources to the City's historic register; altering, demolishing, or relocating resources on the local register; and evaluating potential resources prior to demolition or relocation. Because the parameters for designation adopted by the City meet the standard set by CEQA for qualified registers (Section 15064.5[a][2]), any resources that are already designated under City policies would be considered CEQA historical resources.

3.1 Study Area Boundary

The majority of the study area for built-environment historical resources (i.e., study area) is roughly bounded by Black Rascal Creek (northwest), Ashby Road (south), Snelling Highway/Highway 59 (east), and Santa Fe Drive (northeast). This encompasses a light industrial region with the highest concentration of potential historic-period resources in the study area. From this industrial area, the study area extends southwest along the railroad ROW, crossing Bear Creek and running roughly between 16th Street to the north and 15th Street to the south, to O Street.

3.2 Justification

The study area comprises the geographic area in which Project activities could affect built-environment historical resources, should they exist. Archaeological resources are not addressed in this report. The study area includes the combined area of direct impacts and the area of indirect impacts (Attachment A: Figure 2). The study area falls primarily within the boundaries of the city of Merced in areas adjacent to or surrounded by railroad tracks.

3.2.1 Area of Direct Impact

Direct impacts include all impacts on built-environment historical resources that may result from construction and operation of a project. Physical, visual, auditory, and vibrational impacts are considered potential direct impacts because these all have the potential to alter a resource or its immediate surroundings such that historical significance would be impaired.

The area of direct impact encompasses the Project footprint,² which includes areas where Project construction activities would occur as well as parcels in or immediately adjacent to areas where construction activities would occur (Attachment A: Figure 2).

In addition to the Project footprint, the area of direct impact generally extends one parcel beyond proposed above-grade features to account for potential visual, atmospheric, or audible impacts. Exceptions to the one-parcel buffer around new Project features include the following:

- Where substantial linear features, such as waterways, roadways, or railroad tracks, separate Project features from nearby built-environment resources, the area of direct impact would not extend the one-parcel buffer from the Project feature, unless there is a compelling reason to do so; and
- The installation of new railroad tracks within the existing railroad ROW would not require a one-parcel buffer around the study area to account for potential impacts. The installation of additional parallel tracks within the existing ROW would not have the potential to affect built-

² The area of direct impact includes the Variant H1 additional environmental footprint.

environment cultural resources that already have an extant railroad within the setting because such changes would be consistent with the visual, atmospheric, or audible setting that existed during the historic period.

Full parcel boundaries that intersect the study area are generally included as a whole.

The study area accounts for operational impacts. At the time of writing, the operational changes proposed as part of the Project (i.e., an additional eight trains per day) are not anticipated to require a larger study area.

3.2.2 Area of Indirect Impact

The area of indirect impact includes all areas where potential indirect impacts may result from construction of a project but would occur later in time or farther away. Indirect impacts can include changes to access to a historical resource, which may occur if a project eliminates a feature that facilitates access or introduces a feature that discourages access. Over time, such changes could result in diminished occupation or use of the historical resource and eventual demolition by neglect. In this example, the historical resource would not be demolished by project construction activities (i.e., direct impact) but by changes brought about by a project later in time (i.e., indirect impact).

At the time of writing, no potential indirect impacts on cultural resources have been identified that would occur outside the area of direct impact. Therefore, the study area corresponds to the area of direct impact, with no additions for areas of indirect impact.

4.1 California Historical Resources Information System Records Search Results

Staff members at the Central California Information Center (CCIC) of the CHRIS conducted two records searches that inform this report. The first occurred on March 14, 2023 (CCIC File No. 12473I); the second was on July 28, 2023 (CCIC File No. 12612I). These searches included the Project's construction footprint as well as a 0.25-mile buffer (i.e., records search area). The results revealed 33 previously recorded built-environment resources within the study area and 44 previous reports. Archival research consisted of investigations into the following repositories to identify previously recorded and/or evaluated historical resources in the study area:

- National Register of Historic Places,
- California Register of Historical Resources,
- California Inventory of Historical Resources, and
- California Historical Landmarks.

Attachment B includes the results of these searches.

4.2 Interested Parties and Information Requests

ICF architectural historians sent letters and/or email correspondence requesting information concerning historical resources located within or near the study area to interested parties previously contacted for the 2021 ACE Ceres-Merced Extension Project EIR. Letters and/or email correspondence were sent to the following groups on April 19, 2023:

- California State Railroad Museum Library, and
- Merced County Courthouse Museum and Merced County Historical Society.

Attachment C includes a sample letter. ICF received responses by email. Chris Rockwell, librarian for the California State Railroad Museum Library, responded on April 24, 2023, providing a link to Merced-related results in digital collections and offering to scan specific sources if requested. Sarah Lim, museum director at the Merced County Courthouse Museum and Merced County Historical Society, responded on June 1, 2023, describing the Project vicinity as culturally and historically significant because the area just west of Merced within the perimeter of the Project was farmed by Italian and Portuguese immigrants in the early 20th century. No historic-age properties were identified in the study area as a result of responses from interested parties.

4.3 Archival and Historic Background Research

Supplemental research, including a review of the California Office of Historic Preservation website, local agency register listings, the California Department of Transportation (Caltrans) Historic Bridge Inventory, NRHP listings, historic aerial photographs, ParcelQuest, and historic U.S. Geological Survey (USGS) maps, identified eight historic-age properties in the study area. Full references are included on each Department of Parks and Recreation (DPR) 523 form set in Attachment D.

As a summary of research efforts, ICF's architectural historians reviewed archival and historic background information from the following sources:

- Ancestry databases, including Newspapers.com (<https://www.ancestry.com/>); <https://www.newspapers.com/>);
- Caltrans State Highway Bridges online inventories (<https://gisdata-caltrans.opendata.arcgis.com/datasets/ea685fd702f840a7a751b12373d6249c/explore>);
- Company websites;
- Current aerial imagery available through internet search engines and geographic information system (GIS) software, including the following:
 - University of California Santa Barbara Library's Aerial Photography Information (https://mil.library.ucsb.edu/ap_indexes/FrameFinder/),
 - USGS EarthExplorer (<https://earthexplorer.usgs.gov/>), and
 - National Environmental Title Research (NETR Online) Historic Aerials (<https://www.historicaerials.com/>);
- Online Archive of California (<https://oac.cdlib.org/>);
- ParcelQuest (<https://pqweb.parcelquest.com/>);
- Real estate listing services;
- Sacramento Public Library's online resources;
- Sanborn fire insurance maps (where available);
- The California Digital Newspaper Collection at the Center for Bibliographic Studies and Research, University of California, Riverside (<https://cdnc.ucr.edu/>); and
- University of California Calisphere (<https://calisphere.org/>).

5.1 Historical Development of Western Merced (Study Area)

The majority of the study area is roughly bounded by Ashby Road, Highway 59, Santa Fe Drive, and Black Rascal Creek. This encompasses a light industrial region with the highest concentration of potential historic-period resources in the study area.

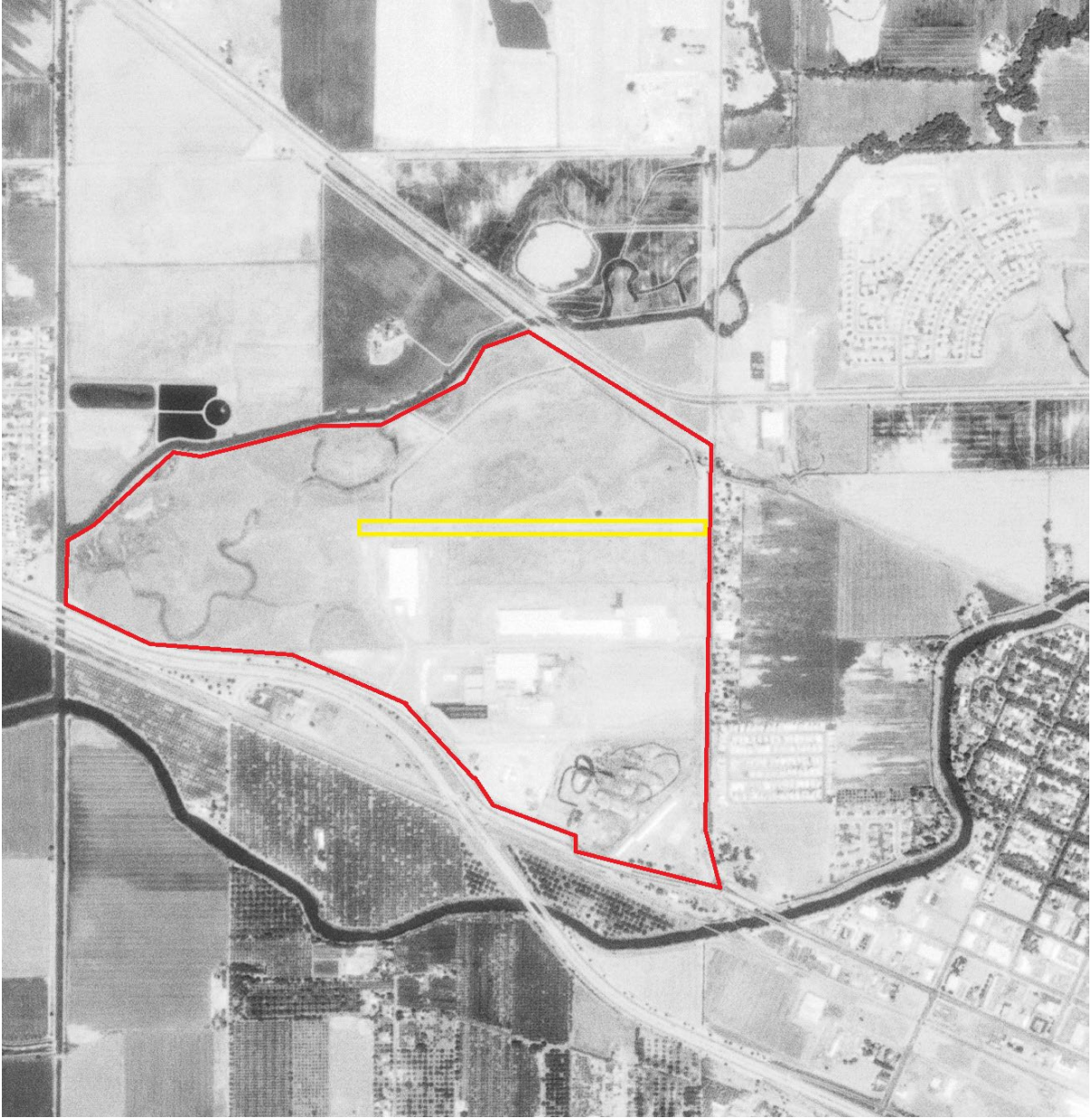
Merced was established as a railroad town in 1872. The study area just west of Merced was farmed by Italian and Portuguese immigrants in the early 20th century; however, the study area does not appear to have been used for agriculture. A historic aerial photograph from 1946 shows farms and orchards in surrounding areas, but the study area was undeveloped (Nationwide Environmental Title Research 1946). The area appears to have remained vacant and undeveloped through the 1970s. Before 1976, the Southern Pacific Industrial Development Company, a subsidiary of Southern Pacific Railroad (SPRR), owned properties within the industrial portion of the study area. In the late 1970s, Cooper Avenue, northeast of the industrial area, appeared undeveloped and unpaved, with no industrial buildings along its alignment (Photograph 1). The area was known as the Southern Pacific Industrial Park area of the broader Western Industrial Park (*Merced Sun-Star* 1976a:1 and 1977:1).

In June 1976, the Merced City Council approved \$3.8 million for improvements to Improvement District No. 19, starting with 194 acres at the Southern Pacific Industrial Park within the Western Industrial Park area. Work was expected to begin in July 1976 (*Merced Sun-Star* 1976a:1).

By May 1977, representatives from the Southern Pacific Industrial Development Company, City officials, and community members gathered for dedication of the Southern Pacific Industrial Park, described as “bounded by Black Rascal Creek, Highway 59, existing industries and portions of Ashby Road.” Their goal was to fill the property within 5 to 10 years (*Merced Sun-Star* 1977:1).

In January 1980, Manager Jack Kimberling of the Merced Chamber of Commerce reported that many companies had established operations in the Western Industrial Park. Merced Plumbing was located at 2200 Cooper Avenue as of December 1981 (*Merced Sun-Star* 1980a:29 and 1981a:5). Other companies included Ragu Foods (1785 Ashby Road), Stuart Radiator (2777 N. Highway 59), and Rheem Manufacturing (then accessed from the south via Ashby Road, now 2400 Cooper Avenue) (*Merced Sun-Star* 1974:23, 1975:22, 1976a:1, 1976b:31, 1979:24). A new building was constructed for 84 Lumber Company (2901 Highway 59). Advertisements for manager trainees at the 84 Lumber Company first appeared in September 1979, suggesting that the facility was built sometime close to that time (*Merced Sun-Star* 1979:24).

The large Merced Color Press plant (2201 Cooper Avenue) was a planned development in August 1980; it began printing operations by September 1981 (*Merced Sun-Star* 1980b:1 and 1983:12) (Photograph 2). Allied Electric Motor Service opened a new commercial space at 2250 Cooper Avenue in late 1981 (*Merced Sun-Star* 1981b:26), and TV Guide moved to its new office space at 2130 Cooper Avenue in December 1982 (*Merced Sun-Star* 1982:22).



Photograph 1. Aerial photograph from July 1976 showing a portion of Southern Pacific Industrial Park (red) and the unpaved alignment of Cooper Avenue (yellow). Note: No buildings erected along Cooper Avenue. Three extant facilities (in white) include the Ragu Foods plant (1785 Ashby), Stuart Radiator (2777 N. Hwy 59), and Rheem Manufacturing (then accessed via Ashby Road, now 2400 Cooper Avenue). Source: USGS Earth Explorer. Annotations by ICF 2023.



Photograph 2. April 1986 aerial photo showing Cooper Avenue and industrial buildings along Cooper Avenue, including the large Merced Color Press plant on the north side (built 1981) and a cluster of smaller industrial buildings on the south side (built 1979–1982). Source: USGS Earth Explorer. Annotations by ICF 2023.

5.2 Historic Contexts

In 2018, AECOM prepared a historical resources inventory and evaluation report for the ACE Extension Lathrop to Ceres/Merced Project (ACE Project). AECOM developed a comprehensive historical overview and context that was applicable to the identification and evaluation of historic-age resources in the MITC study area. The ACE Project spanned Stanislaus and Merced Counties in the San Joaquin Valley and provided general thematic information from the Spanish period of the late 18th century to the post-World War II period, including specific contexts on the history of the San Joaquin Valley, railroad development, agricultural and water management, highway and road development, and World War II-era industry and postwar development (AECOM 2018:8-15).

The historic contexts that follow are based on AECOM's historical resources inventory and evaluation report for the ACE Project in 2018 (AECOM 2018:8-15) and ICF's historical resources inventory and evaluation report for the ACE Ceres-Merced Extension Project in 2021 (ICF 2021:5-1 through 5-6), with supplemental research for the evaluation of specific properties within the MITC study area.

5.2.1 Transportation

5.2.1.1 Railroads in the San Joaquin Valley

In the 19th century, railroad construction established the settlement patterns of the San Joaquin Valley that define the area through the present day. The San Joaquin Valley was not a major destination for settlers who came to California at the start of the American Period following the end of the Mexican-American War in 1848. Settlers who did come were concentrated in the northern part of the San Joaquin Valley, primarily due to the gold rush, which began in 1849. The Transcontinental Railroad was completed in the region by 1869, and settlement increased in the San Joaquin Valley. Rail made passenger travel easy and the transport of goods to and from large urban centers such as San Francisco and Sacramento efficient. The towns of Lathrop and Manteca became major railroad stops by 1871 and 1873, respectively. Tracy, located northwest of the Project area, was established in 1882 around the junction of three rail lines: the San Francisco Bay Area to San Joaquin County line, the northern line to Martinez County, and the southern line to Los Angeles (AECOM 2018:9). The Central Pacific Railroad arrived in Merced County in 1872, establishing the town of Merced in December and connecting the San Joaquin Valley to national markets, with wheat being a major local crop (County of Merced 2012a:9-30).

Construction of the San Joaquin Valley main line of the SPRR, originally known as the San Joaquin Valley Railroad, began in 1869. The railroad branched off from the transcontinental line at the newly established town of Lathrop in San Joaquin County. From 1870 to 1880, the population of the San Joaquin Valley increased by 40 percent, and the SPRR established 50 stations in the San Joaquin Valley, 24 of which became town sites. Eight of those sites became major towns, including Modesto, Turlock, and Merced (AECOM 2018:9).

5.2.1.2 Highways and Roads

Automobiles, along with the construction of highways, contributed to growth and development in the San Joaquin Valley during the 20th century. The most important was SR 99, a major roadway that connected agricultural towns in the San Joaquin Valley to larger urban markets. During the early

20th century, officials planned to connect different parts of California with a state highway system, which included a route from the Oregon state line through the Sacramento and San Joaquin Valleys to Los Angeles. With the approval of bond issues in 1910, work began to establish Route 3, which ran from Oregon to Sacramento, and Route 4, which connected Sacramento and Los Angeles via the San Joaquin Valley. Portions of Route 3 north of Sacramento replaced the Siskiyou Trail, which was established by Native Americans prior to European settlement; portions of Route 4 followed the main lines of the SPRR. The combined routes were designated SR 99 in 1926 while portions of the route were still being paved. Development of the interstate highway system, including construction of Interstate 5 and other interstate routes during the 1960s, truncated SR 99, which now runs from near Wheeler Ridge in Kern County north to Red Bluff in Tehama County. A segment of SR 99 sits just outside the southern border of the study area, parallel to Ashby Road (AECOM 2018:12; County of Merced 2012a:9-30).

5.2.1.3 Transit Networks During World War II

By the start of World War II, transit networks connected the San Joaquin Valley to the rest of the nation and the world, enabling the region to play a key role in war efforts. War-related industries and activities brought thousands of people to the San Joaquin Valley. Established in 1942, San Joaquin Depot was made up of distribution facilities at three separate locations—Tracy, Sharpe (Lathrop), and Stockton's Rough and Ready Island (California Military Department 2016). The facilities received, stored, and shipped supplies throughout the United States and to overseas combat areas. In addition, Permanente Metals, a manufacturer of aircraft parts and magnesium bombs, came to Lathrop. Lathrop was an ideal location for a magnesium plant because a natural gas pipeline ran underneath the town, providing a ready supply of gas to maintain the numerous furnaces required for production. Between 1942 and 1944, the plant became the most important source of magnesium, which was used to make aircraft parts and bombs, in California (Hillman and Covello 1985).

5.2.2 Water Management and Irrigation

The San Joaquin Valley forms the southernmost part of the Great Central Valley. The region includes the counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern. Approximately one-third of the state's farmland lies in the San Joaquin Valley, and nearly 90 percent of the valley is currently under irrigation. No single river runs through the entire valley, although the San Joaquin River drains the northern portion of the valley and forms the core of the state's Delta region. Lake basins, once fed by runoff from the Sierra Nevada, formed the southern end of the valley. Early farming depended upon natural aquifers for irrigation, along with reclamation of the Tulare and Buena Vista Lake Basins (Caltrans 2007:28).

Several irrigation districts emerged in the San Joaquin Valley during the late 19th and early 20th centuries. Irrigation districts were cooperatives, or co-ops, that public and private entities with sizable parcels of land formed to solve water distribution problems. Several of those districts were formed in the San Joaquin Valley. The Merced Irrigation District (MID) traversed the study area (AECOM 2018:9). A segment of Bear Creek, part of the MID, sits within the study area at the intersection of West 16th Street and the UPRR alignment near North Bear Creek Court (AECOM 2018:9-12). A segment of Black Rascal Creek, also part of the MID, sits just outside the study area's western border, while a segment of the Project passes over Bear Creek.

The MID dates to 1919, although irrigation in southern Merced County began nearly 25 years earlier under the Crocker-Huffman Land and Water Company. Under ownership by C.H. Huffman, a prominent local farmer, and Charles F. Crocker, a banker and railroad magnate, the Crocker-Huffman Land and Water Company erected miles of canals with irrigation infrastructure, stretching from Livingston to Merced and covering almost 50,000 acres. In 1922, the MID purchased the system from the Crocker-Huffman Land and Water Company. After the purchase, the district began several projects, including construction of the district's first dam, the Exchequer Dam (completed in 1926), providing hydroelectric power and extending the canal system. During the 1960s, the district secured a license from the Federal Power Commission to expand power and irrigation networks along the Merced River, resulting in the construction of the second Exchequer Dam in 1964 and the McSwain Dam in 1967. Irrigation in Merced County enabled the conversion of its grain-heavy agricultural industry to the cultivation of grapes, peaches, plums, citrus fruits, olives, figs, nuts, and a variety of vegetables. The diversification and intensification of farming in the San Joaquin Valley led to the growth of large agricultural communities during the 20th century. In addition to being able to grow a wide variety of crops, California also quickly became the cattle and dairy hub of the American West.

The MID system and associated segments were evaluated for historical significance multiple times between 1993 and 2023. Most irrigation districts that functioned from the 1920s through the 1960s were a catalyst for agricultural diversification and an important influence on the growth of communities. Research and previous evaluations have not revealed that the MID had a specific association with irrigation, agricultural diversification, or community growth that must be considered important. Moreover, the canals and ditches that form most of the system have been substantially altered with modern concrete linings and are found to lack integrity of design, materials, workmanship, feeling, or association. Natural creeks that were integrated into the system reflect a natural rather than cultural resource and are not an integral part of the wider MID system. Although the MID is part of the history of the study area, natural and built resources that are part of the MID do not possess historical significance (Severn 2023).

5.2.3 Industrial Development

5.2.3.1 Agriculture and Food Processing

The San Joaquin Valley is home to a wide variety of farming enterprises, ranging from small, intensively cultivated farms to large, extensive industrial enterprises. Approximately one-third of the state's farmland lies in the San Joaquin Valley. In the 1940s and 1950s, projects such as the California Valley Project (CVP) increased the flow of irrigation water into the southern end of the valley. This increased the variety of crops cultivated in the San Joaquin Valley (Caltrans 2007:28). Along with the diversification of crops came allied industries, such as canning and packing companies, food machinery manufacturers, and transportation services (Caltrans 2007:55).

Livestock operations were widely distributed on the valley floor, including the property that had formerly been home to the famous Miller and Lux cattle enterprise. In addition, cotton had been among the most important field crops in the valley since its introduction in 1871. Other important products included milk, eggs, and apiary products. Grain sorghum became important in the area after 1870 as a summer grain crop (Caltrans 2007:28). Between 1890 and 1914, the California farm economy swiftly shifted from large-scale ranching and grain-growing operations to intensive small-scale fruit cultivation. In addition to fruit, nuts were important crops, as were many other field crops (e.g., barley, beans, corn, hay, potatoes, sugar beets, wheat) (Caltrans 2007:55). Citrus fruits were especially easy to transport in simple crates.

The transport of vegetables seriously concerned early growers. Exorbitant shipping costs precluded widespread use of the Transcontinental Railroad during the 1870s as a primary source for distributing vegetable products. The lack of reliable cross-country refrigeration also made shipping precarious at best. The canning of both fruits and vegetables, particularly tomatoes, dramatically increased after 1900 (Caltrans 2007:27). By the 1920s, the most common commercially canned vegetables included asparagus, string beans, peas, spinach, and tomatoes (Caltrans 2007:68). Prior to World War II, a shift in food processing occurred. Instead of purchasing raw or pure canned ingredients, more processed, manufactured foods were packaged and sold to consumers (SurveyLA 2016:131). New food processing plants were constructed in and around Merced after World War II.

5.2.3.2 Post–World War II Commercial Warehouses

The main function of warehouse buildings centers on goods (e.g., storing, processing, distributing, light manufacturing). By the nature of their use, warehouse buildings exhibit utilitarian features. Historically, several issues have inspired their design. Fire safety and theft prevention needs resulted in builders using thick masonry walls and fire-resistant materials, such as iron, for doors and shutters. The need to economize space led to the elimination of some features, such as interior ceilings and partitions, which resulted in a simplification of exterior ornamentation (Page & Turnbull, Inc. 2009:93).

Changing construction technologies allowed builders to adapt warehouse designs from load-bearing brick to concrete construction. In 1916, the creation of the forklift enabled warehouses to be organized more compactly, eventually changing the building typology from a multi-story to a single-story construction. Because of their utilitarian nature, warehouses often have compact rectangular footprints, with building heights made to accommodate multiple stacked shipping pallets for storage. During the post–World War II period, warehouse development increased across the nation as the industry became decentralized by automobile and truck transportation (Munce 1960:54–55).

As technology improved, warehouses became less dependent on ventilation and natural light. Lighting, air-conditioning, and heating systems were eventually moved inside warehouses, which stripped exterior façades to few or no windows, further reducing exterior detail. In addition, as building materials improved, low-cost prefabrication options further stripped warehouse façades. Most warehouses became utilitarian buildings with simple footprints, boxed massing, flat roofs, and modest siding with exposed concrete or concrete blocks. Hybrid commercial warehouse buildings were often zoned for commercial use, but their exteriors resembled standard warehouses. Commercial warehouse buildings emerged from the post–World War II era. During that time, builders across the United States erected commercial warehouses, dedicated warehouses, and light-industrial buildings at city peripheries, in areas outside of older downtowns where the trucking and shipping of goods could be accommodated. Cities often zoned such developments near but not intermixed with new housing developments. Commercial warehouses usually contained smaller business enterprises than dedicated warehouses. They contained space for warehouse use (e.g., storing, processing, distributing) as well as consumer use, with designated space for retail activities (Munce 1960:47–48).

Commercial warehouse buildings have architectural elements of the standard warehouse typology. Key features include a rectangular footprint; one-story height; simple massing; a raised foundation with loading docks; roll-up doors for vehicular use; minimal fenestration or a complete lack of windows; a utilitarian style, often with no ornamentation; prefabricated materials; and simple siding.

In addition to their warehouse function, commercial warehouse buildings also featured architectural elements, representing their commercial use, such as a discernable primary entrance, often with glazed doors; interior space for visitors, such as product showrooms; building signage displaying a product name; and adjacent parking for visitors. Finally, some smaller commercial warehouse properties had less interior storage space and relied on paved outdoor lots or yards for mechanical equipment, materials, or vehicles (ICF 2021:5-2). The bulk of the properties north of Bear Creek appear to be light industrial and commercial warehouse buildings, including the old Ragu tomato processing plant at 1785 Ashby Road as well as parcels along Cooper Avenue and Highway 59.

5.3 Property Types in the Study Area

The study area contains historic-period buildings and structures related to transportation, irrigation, and industrial development. Historic-period properties include railroads; bridges; commercial buildings, including light industrial buildings and warehouses; and food processing facilities. These elements of the built environment reflect the importance of the transportation network provided by the railroads that encircled Highway 99, including the study area, in the post-World War II era.

6.1 Identification and Evaluation Methods

Individuals who meet the Secretary of the Interior’s professional qualifications for architectural history and history completed the research, survey, and evaluation for built-environment resources. ICF conducted a field study on August 29, 2023, and evaluated historic-period resources for NRHP and CRHR eligibility from September to October 2023.

6.1.1 Map Identification Numbering System

All parcels and non-parcel linear resources within the study area were assigned a map reference number. Numbers were assigned by starting at the northwest corner of the study area, then moving east and south. In some circumstances, a single property or building occupies multiple parcels. This system of numbering was used to ensure that all parcels within the study area were accounted for in the analysis.

6.1.2 Desktop Review and Field Survey

Prior to the field survey, architectural historians completed a desktop review of the study area to identify historic-age buildings and resources that were more than 45 years old (i.e., constructed before 1978). Sources reviewed by ICF included assessor’s data from the County of Merced, historic aerial photographs, historic maps, historic newspapers, and ParcelQuest. Historic aerial photographs were used to establish approximate construction date ranges.

The MITC study area encompasses an area that was recently reviewed for built-environment historical resources as part of the ACE Ceres to Merced Extension cultural resource study conducted by ICF (2021). Following a desktop review to establish the presence of historic-age buildings and resources in the MITC study area, ICF used ArcGIS shapefiles to cross reference the MITC study area with the resources that had been recently surveyed for the ACE Ceres to Merced Extension cultural resource study. As a result of this desktop review and cross reference, ICF concluded that all historic-age buildings and resources present in the MITC study area had been recently recorded and evaluated for historic significance.

ICF architectural historians completed a field survey of the MITC study area to confirm that evaluations of recently recorded historic-age resources remained valid and that no substantial alterations or demolition work had changed the character-defining features of resources such that the evaluations of historical significance should be revised.

During the field survey, ICF architectural historians photographed and noted visible alterations to previously identified or previously evaluated built-environment resources to compare existing conditions with extant documentation to determine if the previous NRHP and CRHR evaluations meet present-day technical standards and document any changes in integrity that may have occurred since the most recent recordation. New photographs of all resources were taken from the

public ROW. For resources that were inaccessible or not fully visible from the public ROW, available desktop information (e.g., aerial imagery, Google street views, county assessor's records, building permits) was used to complete the survey.

In areas where the Project alignment would remain within the existing railroad ROW and associated components would not add any new features to the adjacent setting, a field survey of the railroad alignment was not conducted because the study area would not extend beyond the railroad ROW. In those areas of the alignment, a desktop review in Google Earth was completed to ensure that no potential built-environment resources crossed the study area. Similarly, in areas where roadway improvements are planned, if the improvements would replace in-kind features within the existing ROW, a desktop review in Google Earth was completed to ensure that no potential built-environment resources crossed the study area.

Tables 6-1 and 6-2 list all historic-age buildings and resources (i.e., constructed before 1978) in the built-environment study area. Table 6-3 lists the bridges in the built-environment study area. Attachment A includes figures that show the locations by map reference number.

Table 6-1. Historic-Age Resources in the Study Area

MITC Reference Number	APN	Address	Recently Surveyed for the ACE Project	Year of Construction	Status Code
11	57200025000	BNSF/San Joaquins, segment	No	c. 1890–1900; modified 1985	6Z
24, 40, 41, 43	59450046000	1785 Ashby Rd	Yes	1974	6Z
39	59450069000	2773 N, Highway 59, Bldg A	Yes	c. 1969	6Z
50	59051040000	1743 Ashby Rd	Yes	c. 1946–1958	6Z
52	59051042000	1731 W 16 th St	Yes	1945	6Z
74, 75, 76	31173015000; 31173014000; 31173013000	933 W 15 th St	Yes	1950	6Z
78	31173019000	863 W 15 th St	Yes	1962	6Z
79	31173021000	855 W 15 th St	Yes	1964	6Z

Table 6-2. Non-Parcel Resources in the Study Area

MITC Reference Number	Name	Recently Surveyed for the ACE Project	Year of Construction	Status Code
80	Black Rascal Creek, a non-contributing feature of the Merced Irrigation District	Yes	c. 1920s–2016	6Z
82	Southern Pacific Railroad main line through the San Joaquin Valley, segment and bridge, including UPRR shared track and spurs	Yes	1873; materials modified c. 1920s through present	3S; 3CS
81	Bear Creek, a non-contributing feature of the Merced Irrigation District	Yes	c. 1946–2016	6Z
83	Highway 59, segment	Yes	c. 1933–1961	6Z

Table 6-3. Bridges in the Study Area

Bridge Number	Bridge Name	Year of Construction	Historical Significance
39-0009L	Bear Creek	1940	5. Bridge not eligible for NRHP
39-0009R	Bear Creek	1940	5. Bridge not eligible for NRHP

Bridges were not recorded on DPR 523 form sets; the two bridges in the built-environment study area were determined not eligible and no further documentation is required.

6.1.3 Evaluation Methods

Resources more than 45 years old in the MITC study area were all documented on DPR 523 form sets (refer to Attachment D) for the ACE Ceres to Merced Extension cultural resource study or recent cultural resource studies. For this report, the DPR 523 form sets were updated with photographs from the August 2023 survey showing current conditions and recording any changes since the last documentation. For non-linear resources, evaluations were also revised to reflect updated contexts.

All properties had been adequately documented within the past 5 years and their condition remained the same since the last update; therefore, no changes to previous evaluation conclusions are proposed as part of this report.

6.1.4 Methods for Evaluating Linear Resources

The ACE Ceres to Merced Extension cultural resource study applied the current guidance from California's Office of Historic Preservation regarding the approach to evaluating linear resources and analyzing the integrity of resources with significance. If the resource maintains the historic alignment, retains the same use, and has a setting that remains largely uncompromised from its historic period, then it would have the integrity needed to convey its significance and be found eligible for listing in the NRHP and CRHR. The key aspects of integrity for linear resources are setting, location, feeling, and association. For linear resources, integrity of materials, design, and workmanship are not critical to conveying significance because these types of resources must constantly evolve and change to address maintenance and changes in demand (e.g., increased water capacity in a lateral, new track to accommodate increased rail traffic).

Table 6-4 lists the linear resources with segments or contributing features in the study area. DPR update forms were prepared for these resources as part of this report.

Table 6-4. Linear Resources in the Study Area

Resource Name	Segment or Feature in Study Area	P Number	Status Code	Map Reference
BNSF/San Joaquins	Segment	24-001881	6Z	MR 11
Merced Irrigation District System	Black Rascal Creek	24-002047	6Z	MR 80
	Bear Creek	24-002046	6Z	MR 81
Southern Pacific Railroad main line through the San Joaquin Valley, segment and bridge, including UPRR shared track and spurs	Segment	24-000097	3CS; 3S	MR 82
Highway 59	Segment	24-002106	6Z	MR 83

Chapter 7

Findings and Conclusions

A total of 14 historic-period resources were identified in the study area (see Tables 6-1, 6-2, and 6-3). Table 7-1 summarizes the evaluation efforts for this population of resources. The purpose of this identification was to confirm and identify which historic-age resources qualify as built-environment historical resources for the purposes of CEQA.

All historic-period resources in the study area have been recently evaluated and the conclusions of those evaluations remain accurate. For linear resources with segments or features in the study area, updated documentation was prepared to confirm that there had been no changes to resources that would change the previous evaluations for listing in the NRHP or CRHR. DPR 523 A and B form sets were prepared for recently evaluated buildings in the study area, using updated historic contexts and additional research that was available to supplement previous evaluations completed in 2020, which had research limitations due to COVID-19 restrictions.

No changes to the previous evaluations for listing in the NRHP or CRHR are proposed as a result of this report. Eleven historic-period resources were previously evaluated as ineligible for listing in the NRHP and CRHR. One resource, the SPRR main line through the San Joaquin Valley, was previously found eligible for listing in the NRHP and CRHR. The full update forms and evaluations of NRHP and CRHR eligibility are provided on the DPR 523 form sets in Attachment D. Therefore, there is one CEQA historical resource present in the study area.

Table 7-1. Summary of Evaluation Efforts in the Historical Resource Inventory and Evaluation Report

Type of Evaluation	Number of Eligible Properties	Number of Ineligible Properties
Previously identified linear resources that required DPR 523L update form sets	1	4
Previously identified resources with revised DPR 523 A and B form sets	0	7
Previously identified bridges not requiring additional evaluation	0	2
Total number of properties in the study area survey population (including district contributors)	1	13

DPR = Department of Parks and Recreation

7.1 Properties Listed in the NRHP and CRHR

No properties in the study area were identified in this category.

7.2 Properties Previously Determined Eligible for Listing in the NRHP and CRHR

Table 7-2 summarizes the one built-environment resource in the study area in this category. The SPRR San Joaquin Valley main line is eligible for listing in the NRHP/CRHR as an individual resource under NRHP/CRHR Criterion A/1 at the local level of significance as the premier pioneer railroad throughout the eastern San Joaquin Valley. Character-defining features for the resource include the railroad's alignment through the San Joaquin Valley, its continued function as a railroad, its heavy-gauge track, and its setting within the rural and urban areas of the eastern San Joaquin Valley. Siding and spurs are not of the same historical significance as the main line; the major resource is the right-of-way and principal alignment connecting major towns in the San Joaquin Valley. The period of significance dates to construction of the line throughout the San Joaquin Valley, 1868–1874, when the line's current alignment was built. Overall, the route remains the same as during its initial phase of construction. The alignment runs from Lathrop to Los Angeles; therefore, the boundaries for the resource extend beyond the study area.

Table 7-2. Properties Previously Determined Eligible for Listing in the National Register

Map Reference Number	Resource Name	Address	Status (CHRS Code)
MR 82	Southern Pacific Railroad main line through the San Joaquin Valley, segment and bridge, including UPRR shared track and spurs	N/A	Eligible individual property (3CS; 3S)

7.3 CEQA-Only Historical Resources

There are no CEQA-only historical resources in the study area. One property is a historical resource for the purposes of CEQA; however, this property is also a historic property under other environmental review regulatory review frameworks.

7.4 Properties Ineligible for the NRHP and CRHR

Table 7-3 summarizes the thirteen built-environment historic-age resources in the study area that are ineligible for the NRHP or CRHR.

Table 7-3. Resources Ineligible for Listing in the National Register and California Register

Map Reference Number	Resource Name/Address	Year Built	Status Code (CHRS Code) or Eligibility
11	BNSF/San Joaquins, segment	c. 1890–1900; modified 1985	6Z
24, 40, 41, 43	1785 Ashby Rd	1974	6Z
39	2773 N. Highway 59, Bldg A	c. 1969	6Z
50	1743 Ashby Rd	c. 1946–1958	6Z
52	1731 W. 16 th St	1945	6Z
74, 75, 76	933 W. 15 th St	c. 1958	6Z
78	863 W 15 th St	1962	6Z
79	855 W. 15 th St	1964	6Z
80	Black Rascal Creek, a non-contributing feature of the Merced Irrigation District	c. 1920s–2016	6Z
81	Bear Creek, a non-contributing feature of the Merced Irrigation District	c. 1946–2016	6Z
83	Highway 59, segment	c. 1933–1961	6Z
N/A	39-0009L Bear Creek	1940	5. Bridge not eligible for NRHP
N/A	39-0009R, Bear Creek	1940	5. Bridge not eligible for NRHP

CHRS = California Historical Resource Status

7.5 Summary

Fourteen historic-aged built environment resources are present within the study area. All properties had been previously recorded. One linear resource was previously identified as eligible for listing in the NRHP and CRHR, with significance under NRHP Criterion A and CRHR Criterion 1. ICF prepared an update to the previous evaluation and corroborated the previous conclusion of eligibility.

The remaining 13 built-environment resources were previously found not eligible for listing in the NRHP and CRHR. ICF recorded and updated evaluations of these resources and confirmed that these resources are not eligible for listing in the NRHP or CRHR.

This report concludes that the built-environment study area contains one built-environment resource that meets the eligibility requirements of the NRHP and CRHR and thus qualifies as a historical resource for the purposes of CEQA review:

- Southern Pacific Railroad Main line through the San Joaquin Valley (segment) (Map Ref No 82) P- P-24-000097). This includes UPRR shared track and spurs. The line is eligible under NRHP/CRHR Criteria A/1 and C/3 with a period of significance from 1868 to 1874. A segment of the railroad falls within the study area.

Chapter 8

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- , 1976b. "Stribling's Nurseries, Inc." January 15:31.
- , 1977. "New Industrial Park is Opened with a Train." May 4:1.
- , 1979. "Why 84?" September 8:24.
- , 1980a. "Manager Reports Growth in Merced Chamber." January 24:29.
- , 1980b. "Printer of TV Guide Plans Merced Operation." August 15:1.
- , 1981a. "Merced Plumbing Supply." December 24:5.
- , 1981b. "Allied Electric Motor Service, Inc." November 21:26.
- , 1982. "TV Guide Outgrows Office, Moves to Larger Facility." December 1:22.
- , 1983. "Thinking Small is Hard at Merced Color Press." July 11:12.

Munce, James F. 1960. *Industrial Architecture: An Analysis of International Building Practice*. New York, NY: F. W. Dodge Corporation.

Nationwide Environmental Title Research, LLC. 1946. *Merced, California*. Aerial photograph. Available: <https://www.historicaerials.com/viewer>. Accessed: January 11, 2024.

Page & Turnbull, Inc. 2009. *South of Market Area, San Francisco, California Historic Context Statement*. Final. Prepared for City and County of San Francisco Planning Department.

San Joaquin Regional Rail Commission. 2021. *ACE Extension Environmental Impact Report*.

Severn, Josh. 2023. *Bear Creek (24-002046)*. Department of Parks and Recreation Form 523L.

SurveyLA. 2016. *SurveyLA Citywide Historic Context Statement, Industrial Development, 1850–1980*. Prepared for Office of Historic Resources, City of Los Angeles.

9.1 Document Preparation and Field Survey

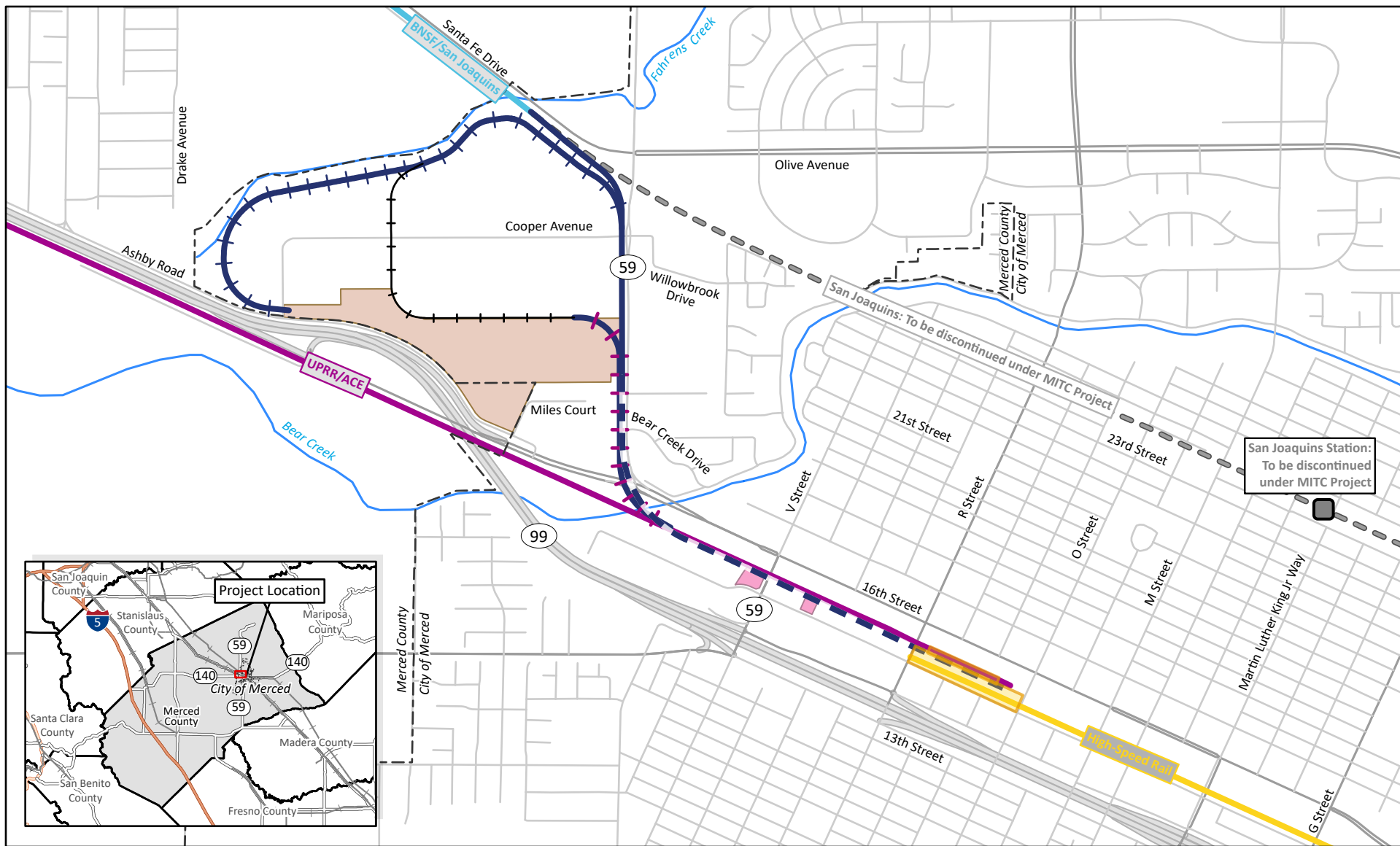
Allison Lyons Medina (B.A., European Studies, Scripps College; M.S. Historic Preservation, Columbia University) is a senior historic preservation specialist who meets the Secretary of the Interior's professional qualifications for architectural history and history. Ms. Medina is an architectural historian with 16 years of experience throughout the western United States in all elements of cultural resources management. Her expertise includes preparation of environmental compliance documents in accordance with the California Environmental Quality Act (CEQA) and Section 106 of the National Historic Preservation Act (NHPA), focusing on the evaluation of historical resources and analysis of project impacts. As a historic preservation consultant, she has been involved in the preparation of numerous large-scale historic resources surveys, Historic American Buildings Survey/Historic American Engineering Record recordation, Federal Rehabilitation Tax Credit and Mills Act Historic Property Contract applications, local landmark nominations, and evaluations of eligibility for a variety of projects and property types throughout California. She is highly experienced in writing National Register of Historic Places (NRHP) nominations and historic context statements for local governments.

Joshua Severn (M.A., History, California Polytechnic State University) is an architectural historian and historic preservation specialist who meets the Secretary of the Interior's standards for work in history and architectural history. Mr. Severn has more than 8 years of experience in cultural resources surveys and California architectural history. He has a working knowledge of NRHP eligibility criteria, NHPA Section 106 criteria, CEQA guidance, and California Department of Parks and Recreation 523 documentation as well as 20th-century California architectural styles. Mr. Severn has served as the primary author for many environmental compliance documents. He has contributed to documenting and evaluating individual properties and historic districts for a variety of projects that involved water and roadway infrastructure; state-owned and private resources, including residential and commercial buildings; and components of historical landscapes across various locales in California. Mr. Severn has also contributed Section 106 desktop evaluative work in support of disaster recovery efforts. He is familiar with government record searches, aerial and topographic map analysis, and digital photography. Mr. Severn has authored and compiled dozens of historic context statements for inclusion in cultural resource evaluation reports and conducted resource evaluations according to NRHP and CRHR criteria.

Attachment A

Figures

L:\DCS\Projects\TNA\06090716_MITC_CEQA_NEPA_P01900_CAD_GIS\030_GIS\Maps\ProjectDescription\ProjectDescription.aprx (Project Location)



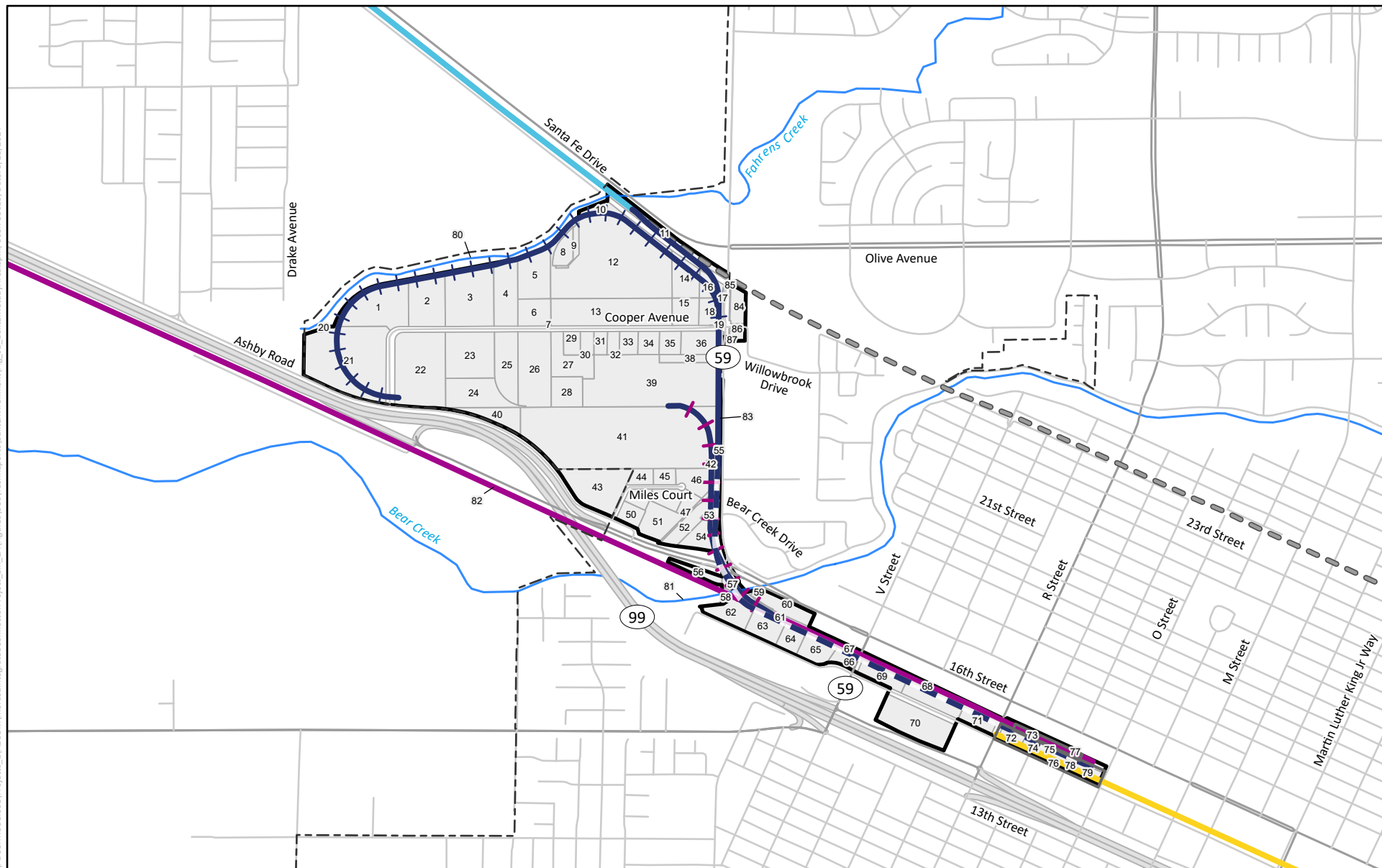
- Existing UPRR/Approved ACE
- Proposed High-Speed Rail
- Existing BNSF/San Joaquins
- UPRR Industrial Spur Track
- City of Merced Boundary
- Proposed Integrated Merced High-Speed Rail Station
- Approved ACE Merced Layover and Maintenance Facility

MITC Project

- San Joaquins: Elevated Track
- San Joaquins: At-grade Track
- MITC San Joaquins Layover and Maintenance Access Line
- Relocated ACE/UPRR Industrial Spur Track
- San Joaquins: To Be Discontinued under MITC Project
- Proposed Parking Facilities

Figure 1
Project Location
Merced Intermodal Track Connection Project





- Existing UPRR/Approved ACE
- Proposed High Speed Rail
- Existing BNSF/San Joaquins
- Proposed Integrated Station
- Approved ACE Layover and Maintenance Facility
- City of Merced Boundary
- BNSF Railway

MITC Project

- San Joaquins: Elevated Section
- San Joaquins: At-grade Track
- + San Joaquins: Layover and Maintenance Access Line
- + ACE/UPRR Spur Track
- San Joaquins: To be discontinued under MITC Project
- Built Environment Study Area (combined areas of direct and indirect impacts)



0 1,000 2,000
Feet



Figure 2
Built Environment CEQA Study Area

Attachment B

Records Search Results

Records Search Results

Table B-1. Previously Identified Resources within the Records Search Area

Primary Number	Resource Name	Current Status Code from BERD	Other Information
P-24-000087	LG-17, disposal/borrow site south of Bear Creek	N/A	Site in study area
P-24-000097	Southern Pacific Railroad line	6Y, 03/05/1997, FHWA970110B	Segment in project area
P-24-000626	Major George Beecher Cook House; The Greenbrier	1S, 08/08/1985, 5340-0024-0168 1S, 09/15/1983, NPS-83001207-0000	Resource outside (east) of the study area
P-24-000627	Merced County Courthouse, in Merced; State Point of Historic Interest Mer-003	1S, 10/29/1975, 5340-0021-0000 1S, 10/29/1975, NPS-75000441-0000 3S, 12/19/1988, 619.0-HP-88-24-002 7P, 06/02/1967, SPHI-MER-003	Resource outside (northeast) of the study area
P-24-000628	County Library Building, 2125 M Street, Merced	1S, 05/31/1984, 5340-0176-0000 1S, 05/31/1984, NPS-84000909-0000 3S, 12/19/1988, 619.0-HP-88-24-003	Resource outside (northeast) of the study area
P-24-000629	Judge Rector Home	1S, 01/04/1982, 5340-0148-0000 NPS-82002206-0000 1S, 01/04/1982, NPS-82002206-0000	Resource outside (northeast) of the study area
P-24-000630	Leggett House; Queen Anne Inn	1S, 08/12/1985, 5340-0024-0216 1S, 10/25/1979, NPS-79000501-0000	Resource outside (northeast) of the study area
P-24-000631	Thomas H. Leggett House	1S, 07/08/1982, NPS-82002207-0000 1S, 12/05/1985, 5340-0024-0167	Resource outside (northeast) of the study area
P-24-000632	Hotel Tioga	1S, 07/22/1985, 5340-0025-0058 1S, 10/03/1980, NPS-80000821-0000	Resource outside (northeast) of the study area
P-24-000652	Bridge 39-66	7R, 5340-0010-0000	Resource appears heavily altered or removed 2011–2013 by modified SR 59
P-24-000653	Bridge 39-67	7R, 5340-0011-0000	Resource outside (north) of the study area
P-24-000654	Bridge 39-68	7R, 5340-0012-0000	Resource outside (north) of the study area
P-24-000839	O to R Streets, 18 th to 23 rd Streets (district)	5D2, 5340-0027-9999	Resource outside of the study are
P-24-000996	935 W. 18 th Street	5S2, 5340-0027-0023	Resource outside of the study area

Primary Number	Resource Name	Current Status Code from BERD	Other Information
P-24-001626	Kerr Rug Company	5S2, 5340-0094-0000	Resource outside of the study area
P-24-001854	Farmstead at 1732 N. Highway 99	N/A	Resource outside (south and west) of the study area
P-24-001880	CRM Tech, 2312-2H; Date Palms ATSF	N/A	Resource outside (northeast) of the study area
P-24-001881	Burlington Northern Santa Fe Railroad; Atchison, Topeka & Santa Fe Railroad	N/A	Segment in study area
P-24-001909	Merced Irrigation District (proposed historic district)	6Y, 04/17/2012, BUR110513A 6Y, 05/23/2016, COE_2016_0420_001 6Y, 11/16/2020, BUR_2020_0930_001	Non-contributing features in study area
P-24-002047	Black Rascal Creek and Canal	N/A	Segment in study area
P-24-002105	Bear Creek Bridge, #39-09 L & R, Bear Creek at SR 59	N/A	Site in study area
P-24-002106	Highway 59, State Route 59	N/A	Segment in study area
P-24-002107	41 N. Bear Creek; 2434 and 2454 N. SR 59	N/A	Resource is outside (east) of the study area
P-24-002108	Irrigation features, two siphons, and former railroad berm	N/A	Resource is outside (north) of the study area
P-24-002109	2668 N. State Highway 59, Merced	N/A	Resource is outside (east) of the study area
P-24-002110	2678 N. State Highway 59, Merced	N/A	Resource is outside (east) of the study area
P-24-002111	2686 N. State Highway 59, Merced	N/A	Resource is outside (east) of the study area
P-24-002112	2696 N. State Highway 59, Merced	N/A	Resource is outside (east) of the study area
P-24-002113	2808 N. State Highway 59, Merced	N/A	Resource is outside (east) of the study area
P-24-002114	2810 Willowbrook Drive, Merced	N/A	Resource is outside (east) of the study area
P-24-002115	2824 N. State Highway 59, Merced	N/A	Resource is outside (east) of the study area
P-24-002116	2922 N. State Highway 59, Merced	N/A	Resource is outside (east) of the study area
P-24-002221	Studio Six	N/A	Resource is outside (south) of the study area

BERD = Built Environment Resource Directory

1S = Individual property listed in NRHP by the Keeper. Listed in the CRHR.

3S = Appears eligible for NRHP as an individual property through survey evaluation.

5D2 = Contributor to a district that is eligible for local listing or designation.

5S2 = Individual property that is eligible for local listing or designation.

6Y = Determined ineligible for NRHP by consensus through Section 106 process—not evaluated for NRHP or local listing.

7P = Not an actual status code, most likely an error in digitization [probably 7R].

7R = Identified in reconnaissance-level survey: not evaluated.

Table B-2. Previous Reports within the Study Area

Report Number	Authors	Year	Month	Report Title	Publisher
ME-00630	Napton, L.K.	1980	Aug	Cultural Resources Survey of Santa Fe Drive Between Buhach Road and Highway 59 in Merced County, California	CSU Stanislaus for Merced Co. Department of Public Works
ME-00647	Napton, L.K.	1990	Apr	Cultural Resources Investigation of a Proposed 42.2-Acre Subdivision North of McSwain Road (Highway 140), Merced County, California	CSU Stanislaus, Institute for Archaeological Research
ME-00663	Parker, J.W.	1978	Feb	Archaeological Evaluation of a Proposed Road Widening Project on State Route 59 in Merced County, California (PM 15.3/16.1)	Caltrans
ME-00672	Peak & Associates, Inc.	1982	Mar	Merced County Streams Project, California, Intensive Cultural Resources Survey (Downstream Channel Improvements)	Peak & Associates, Inc., for USACE Sacramento District
ME-00693	Swenson, L.	1980	Feb	Archaeological Survey Report for Two Proposed Bridge Widening Projects and One Bridge Improvement Project in Merced County, California: 10-MER-99 PM 9.35 (Mariposa Creek), 10-MER-59 PM 16.01 (Black Rascal Creek) and PM 16.27 (Black Rascal Creek)	Caltrans District 10
ME-01799	Peak, A.S.	1975	Dec	Cultural Resource Assessment of the City of Merced Project for Land Disposal of Wastewater, Merced County, California	Peak & Associates, Inc.
ME-02228	City of Merced Redevelopment Agency	1985		City of Merced Historic Building Survey, Final Report	City of Merced Redevelopment Agency
ME-02594	Werness, H.	1978		An Architectural Survey of the San Joaquin Valley, 1978	Hope Werness, Asst. Professor of Art, CSU Stanislaus (and) the Art History Survey Class
ME-02759	Hatoff, B., B. Voss, S. Waechter, S. Wee, and V. Bente	1995	Jul	Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project, Final [multivolume report]	Woodward Clyde Associates, for Mojave Pipeline Company
ME-02915	Jensen, P.M.	1996		Archaeological Survey Report (ASR) – Negative Proposed Tracy Fiber Optics Data Transmission Line, Caltrans Rights-of-Way at Six State Highway Crossings, Caltrans District 3, Portions of Merced, Stanislaus, San Joaquin Counties, California	Jensen and Associates, for North State Resources
ME-02930	Jensen, Peter	1996	Dec	Archaeological Inventory Survey, Tracy to Fresno Long-Haul Fiber Optics Data Transmission Line, Portions of Fresno, Madera, Merced, Stanislaus, and San Joaquin Counties, California	Jensen & Associates, for North State Resources, Inc.

Report Number	Authors	Year	Month	Report Title	Publisher
ME-02972	Napton, L. Kyle	1997	Apr	Cultural Resource Investigations of the Proposed Merced Irrigation District, Atwater–Merced 115 kV Loop, Merced County, California	CSU Stanislaus, Institute for Archaeological Research for Russell Associates
ME-03092	Napton, L. Kyle	1997	Dec	Cultural Resources Investigations of the Proposed Merced Irrigation District, Atwater–Merced 115 kV Loop, Merced County, California, Addendum 1: Cultural Investigations along Revised Atwater–Merced Routes, Color Press Substation Add.	CSU Stanislaus, Institute for Archaeological Research for Russell Associates
ME-03377	Levy, R.	1998		Department of Transportation Negative Archaeological Survey Report, 10-MER-99, PM 15.2/16.2; 10-MER-59, PM 14.8; 10-MER-140, PM 35.8; CU 10-170; EA 482300	Department of Transportation
ME-03980	Mills, T., and R. Levy	1999	Nov	Department of Transportation Negative Archaeological Survey Report: 10-MER-140, PM 34.5/35.8, EA 10-OA860K	T. Mills
ME-03995	Nelson, W. J.	2000	Jun	Cultural Resource Survey for the Level 3 Communications Long-Haul Fiber Optics Project, Segment WS04: Sacramento to Bakersfield	Far Western Anthropological Research Group, Inc., for Parsons Brinckerhoff Network Services
ME-04009	Hibbard, C.	2000	Jan	Negative Archaeological Survey Report. 10-MER-59, PM 16.2, 18.5, CU 10-170, EA 10-5C5000	Caltrans
ME-05069	Dice, Michael	2002	Oct	Records Search and Phase 1 Archaeological Survey Results for the Proposed Cingular Communications Facility, CV-643-02 (Highway 59/16 th Street), 1731 West 16 th Street, Merced	Michael Brandman Associates
ME-05173	Baloian, M.	2003	Aug	Cultural Resources Survey for the BNSF/Quebecor Rail Line Extension Project, Merced County, California	Applied Earthworks, Incorporated
ME-05498	Leach-Palm, L., P. Mikkelsen, J. King, J. Hatch, and B. Larson	2004	Jun	Cultural Resources Inventory of Caltrans District 10 Rural Conventional Highways, Volume I: Summary of Methods and Findings	Far Western Anthropological Research Group, Inc., for Caltrans District 10
ME-05499	Leach-Palm, L., J. King, J. Hatch, and B. Larson	2004	Mar	Cultural Resources Inventory of Caltrans District 10 Rural Conventional Highways, Merced County, California: State Routes 33, 59, 140, and 152, Volume I – Report and Appendices	Far Western Anthropological Research Group, Inc., et al., for Caltrans District 10
ME-05500	Leach-Palm, L., J. King, J. Hatch, and B. Larson	2004	Jun	Cultural Resources Inventory of Caltrans District 10 Rural Conventional Highways, Volume II E: Merced County	Far Western Anthropological Research Group, Inc., et al., for Caltrans District 10
ME-05501	Rosenthal, J.S., and J. Meyer	2004	Jun	Cultural Resources Inventory of Caltrans District 10 Rural Conventional Highways, Volume III: Geoarchaeological Study	Far Western Anthropological Research Group, Inc., for Caltrans District 10

Report Number	Authors	Year	Month	Report Title	Publisher
ME-05858	Losee, C.	2005		Collocation Submission Packet, FCC Form 621, Highway 59 and Olive (1980 W. Olive), TWS-000250-A, Merced County	ART
ME-05899	Bonner, W.	2005	Sep	New Tower ("NT") Submission Packet: Cingular Wireless, Julie and Evelyn, FRSNCAMD056, Merced County, California	Michael Brandman Associates
ME-05924	Kaptain, N., and B. Matzen	2005	Oct	A Cultural and Paleontological Resources Study for Eight KB Home Projects, Stanislaus, Merced, Madera, and Tulare Counties, CA	LSA Associates
ME-06034	Jones, K., and D.C. Young	2006	Jan	Final Extended Phase 1 Report Geoarchaeological Investigations for the West Merced Overhead and Bear Creek Structures Replacement, 10-MER-99 KP 25.4/27.8 (PM 15.8/17.3) EA: 10-0K0200, Merced County CA	Pacific Legacy, Inc., and PAR Environmental Services, Inc.
ME-06169	Ray, B.	2006	Mar	Historic Property Survey Report, West Merced/Bear Creek Structure Replacement, City of Merced, Merced County, California, 10-MER-99, PM 15.8/17.3, 10-0K0200	Caltrans
ME-06169	Ray, B.	2006	Jun	Archaeological Survey Report, West Merced/Bear Creek Structures Replacement, City of Merced, Merced County, California 10-MER-99, PM 15.8/17.3 10-0K0200	Caltrans
ME-06169	Brady, J.	2005	Sep	Historic Resource Evaluation Report, State Route 99, West Merced Overhead and Bear Creek Bridge Replacements, Merced County, CA KP 25.42/27.88, PM 15.8/17.3 EA: 10-0K020	Caltrans
ME-06238	Bonner, W. H.	2006	Mar	Request for SHPO Review of FCC Undertaking, FRSNCAMD035 (USID #42591) 2000 West Olive Street Merced, CA 95340	Michael Brandman Associates
ME-06345	SWCA Environmental Consultants	2006	Dec	Cultural Resources Final Report of Monitoring and Findings for the QWest Network Construction Project, State of California, SWCA Project No. 10715-180	SWCA Environmental Consultants, for Qwest Communications
ME-06858	Holman, M., and R. Hellmann	2008	Nov	An Archival Study to Identify Potential Cultural Resources Located in the City of Atwater General Plan and Program EIR Project Area, Merced County, California	Holman & Associates, for Jerry Haag, Environmental Consultant, Berkeley, CA
ME-06955	Tang, B.	2009	Mar	Historic Property Survey Report, 10-Merced-BNSF RR, PM 1039.9 to 1056.4, Le Grand to Merced, CA Double Track Project (includes HRER-Tang and Smallwood, 2009, and ASR-Hogan and Smallwood, 2009)	CRM TECH, for Caltrans, Division of Rail

Report Number	Authors	Year	Month	Report Title	Publisher
ME-07352	U.S. Department of Transportation, Federal Highway Administration, and Caltrans	2005	Oct	16 th Street/Olive Avenue Widening Project, Merced County, California, 10-MER-59, PM 15.3/16.6, OE5900, Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment	U. S. DOT, FHWA, and Caltrans
ME-07490	Richardson, J.	2005	Jun	Letter to SHPO: Demolition/Construction Projects in Merced County, CA: 1725 E. 23 rd , 955 W. 14 th , 812 W. 13 th , 620 W. 10 th , 1019 W. 8 th , Merced	City of Merced
ME-08025	Gassner, Brian	2005	Mar	Archaeological Survey Report for the Merced 59 Widening Project, Merced County, California, 10-MER-59, PM 15.3 / 16.6 (KP 24.6/26.7), 10-OE5900	Caltrans District 10
ME-08026	Calpo, J.	2005	Mar	Historic Resource Evaluation Report for the Road Widening Project, State Route 59, Merced 10-MER-59, PM 15.3/16.6 (KP 24.6/26.7) Merced County, EA 10-OE5900	(by and for) Caltrans District 10
ME-08284	AECOM	2011	Aug	Cultural Resources Inventory Report for the Central Valley Independent Network Fiber Optic Communications Network Project, California (Calaveras, Merced, San Joaquin, Stanislaus, and Tuolumne Counties in the CCAIC Area of Responsibility)	AECOM, for Central Valley Independent Network
ME-08541	Buitenhuys, C.	2016	09	Archaeological Survey Report for the State Route 59 West Olive Roundabout in Merced, Merced County, California, 10-MER-59 PM 16.0/16.2 EA:10-1E3500 E-FIS: 1015000106	Caltrans, for U.S. DOT, FHWA
ME-09321	Hudlow, S.M.	2022	Jan	A Phase I Cultural Resource Survey for Studio Six, 1213 Vine Street, City of Merced, California	Hudlow Cultural Resource Associates
ME-09424	Gleaton, R., and A. Von Pinnon	2020	Oct	Results of a Cultural Resources Study for the AT&T CVL02171 V Street and W. 16th Street – Bragonier Project, 1578 W. Main Street, Merced, California	Cultural Resources Practitioners, LLC, for ACE Environmental, LLC
ME-09425	Supernowicz, D.	2020	Dec	Cultural Resources Survey, Copper Avenue, Merced – A/Fuze 616101557/466114, 1610 West 16 th Street, Merced, California 95340, EBI Project 6120010103	Historic Resource Associates, for EBI Consulting/Verizon Wireless
ME-09555	Dyste, D., and R. Ottenhoff	2020	Jan	Historic Property Identification Report for the Franklin County Water District Sewer Rehabilitation Project, Merced County, California	Applied EarthWorks, Inc., for QK, Inc.

Attachment C

Interested Parties Correspondence

Historical Resources Interested Parties Correspondence Log (Send for MITC)

Name of Organization	Name of Contact	Mailing Address	Phone and Email	Date of Contact and Notes	Follow-up Date of Contact and Notes
California State Railroad Museum Library	CSRM staff Chris Rockwell, Librarian CSRM Library & Archives	111 I Street Sacramento, CA 95814-2204	916.323.8073 library.csrml@parks.ca.gov Response received from: Chris.Rockwell@parks.ca.gov	Letters sent April 19, 2023	Response received via email Mon 4/24/2023, link provided to Merced-related results in digital collections and offer to scan specific sources if requested.
Merced County Courthouse Museum and Merced County Historical Society	Merced Museum staff Sarah Lim, Museum Director	W 21st & N Street Merced, CA 95340	209.723.2401 info@mercedmuseum.org	Letters sent April 19, 2023	Response received via email Mon 6/1/2023, describing the project vicinity as culturally and historically significant because the area just west of Merced within the perimeter of the project was farmed by Italian and Portuguese immigrants in the early 20th century.

Recipient
Organization
Address
City, CA Zip

29 December 2023

Subject: Project Information Outreach for the Merced Intermodal Track Connection (MITC) Project in Merced, California

Dear [Recipient]:

The San Joaquin Joint Powers Authority (SJJPA) is proposing the Merced Intermodal Track Connection (MITC) Project. The purpose of this letter is to provide: 1) a description of the Project site and the proposed MITC Project in Merced, California; and 2) request information regarding cultural or historic resources within or near the Project area.

The Project is located entirely within Merced County and almost entirely within the city limits of Merced. A small portion of the Project near Ashby Road and Miles Court is outside the city limits of Merced. The attached map shows the location of the Project. The Project would include a new track connection from the BNSF corridor to the proposed integrated rail station in downtown Merced between R and O Streets, in addition to a new platform that will allow for a cross-platform transfer between the San Joaquins and High-Speed Rail (HSR). The Project only includes the construction of the track connection and the San Joaquins platform; it does not include the construction of the rest of the integrated station. The Project requires analysis under the California Environmental Quality Act (CEQA) and SJJPA is the lead agency under CEQA. Visit the Project webpage at <https://sjjpa.com/mitc/> for more information about the Project.

The SJJPA is currently undertaking the planning, design, and environmental review process for the Project. As part of this effort, SJJPA is preparing an Environmental Impact Report (EIR) for the Project. ICF (SJJPA's cultural resources consultant) is preparing the cultural and historical resources technical studies for the EIR.

ICF is consulting historical societies, museums, and other organizations, such as yours, to gather information regarding historic-era architectural, built-environment resources constructed before 1978 located in or adjacent to the Project area. We are interested in any historical information that may include historic photographs, maps, and oral histories that provide

relevant information on cultural resources pertaining specifically to the Project area. If you have any information regarding cultural or historic resources within or near the Project area, please provide it to the contact information included below.

Your valuable input is very much appreciated. If you have any questions, please feel free to contact me by telephone at 213.312.1701 or e-mail at allison.medina@icf.com.

We respectfully request that you provide any relevant information on cultural resources pertaining specifically to the Project area by May 18, 2023.

Sincerely,

Allison Lyons Medina

ICF Senior Historic Preservation Specialist

Attachments:

Figure 1. Project Location

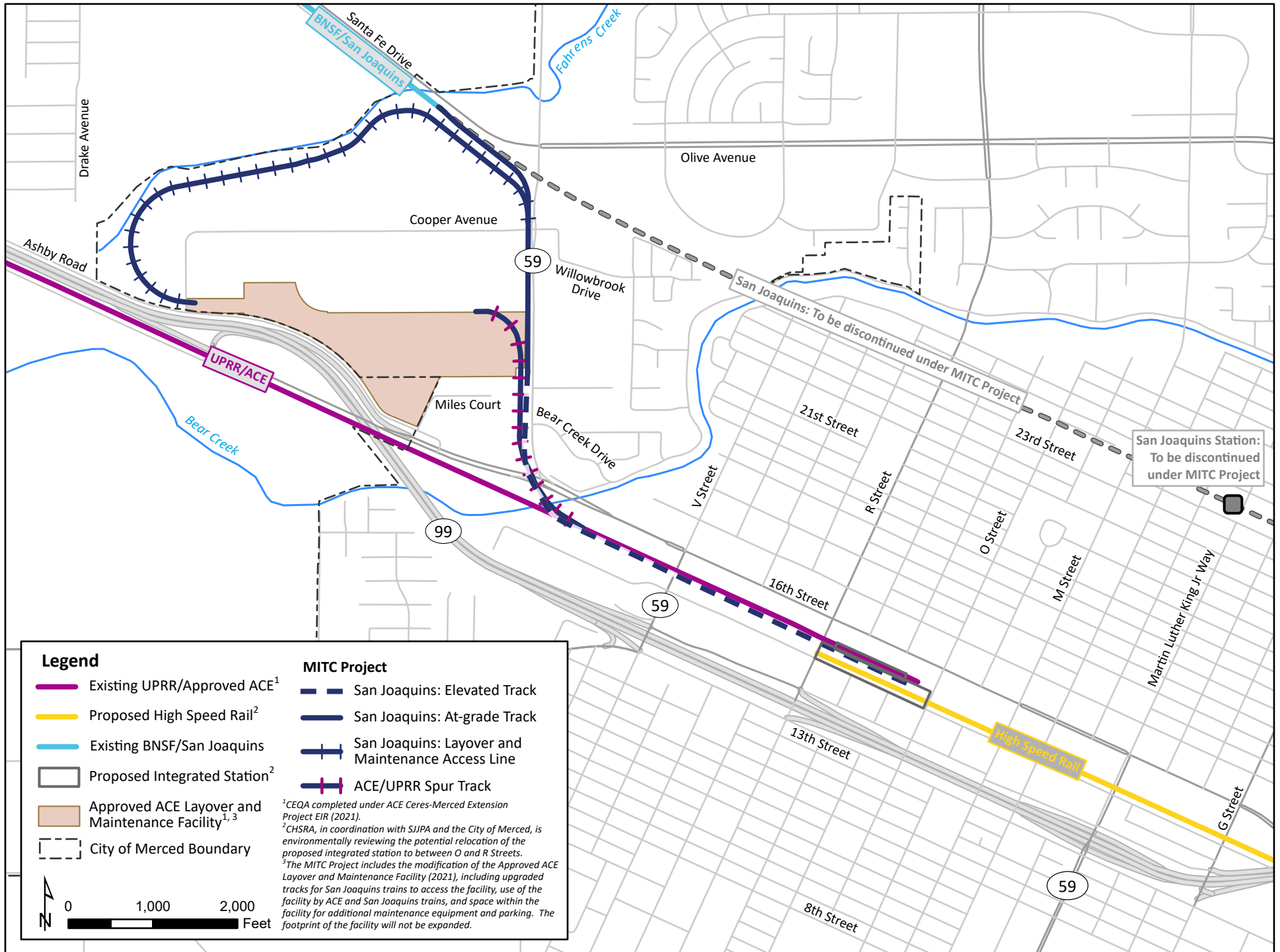


Figure 1
Project Location

LyonsMedina, Allison

From: Sarah Lim <mercedmuseum@sbcglobal.net>
Sent: Thursday, June 1, 2023 4:10 PM
To: LyonsMedina, Allison
Subject: Re: MITC

Follow Up Flag: Follow up
Flag Status: Flagged

Ms. Medina,

Just a quick note to let you know that the area of your project is culturally and historically significant. Merced was established as a railroad town in 1872, and the area just west of Merced within the perimeter of your project was farmed by Italian and Portuguese immigrants in the early 20th century. I strongly recommend you have on-site researchers study the importance of the project area.

Sincerely,

Sarah Lim, Museum Director
Merced County Courthouse Museum
(209) 723-2401

From: Rockwell, Chris@Parks
To: [Medina, Allison](#)
Subject: Merced Intermodal Track Connection (MITC) Project in Merced, California
Date: Monday, April 24, 2023 3:08:19 PM

Dear Allison Medina,

Thank you for your interest in any resources we might have regarding your project in Merced, California. I did a general search for Merced in our online catalog, and linked below are the results: <https://csrm.andornot.com/en/list?q=merced&ps=20&p=1>

If you believe any of these might be of interest, please let me know. Most of our collections are not currently digitized; however, we have the capability of scanning our technical drawings and photographs for a fee.

You may also schedule a time to visit and view the items in person, if you find it useful.

Best,

Chris Rockwell, Librarian
CSRM Library & Archives

Attachment D
DPR Forms

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-24-001881 (UPDATE)

HRI # _____

Trinomial _____

Page 1 of 1

*Resource Name or #: Burlington Northern/Santa Fe Railroad (UPDATE)

5 / 2019

*Recorded By: J. Wisely, Far Western Anthropological Research Group, Inc.

*Date: 5/23/2018

P2e. Location:

The linear resource extends approximately 0.7 miles north of Merced and runs approximately 16.8 miles southeast of Merced, between GIS Post Miles 37.29-43.43.

P3a. Description:

Originally recorded in 2002 by Caltrans, the linear resource is a section of the Burlington Northern-Santa Fe Railroad tracks. The standard single track line is 16 feet wide. The rails and wood ties rest on about 3.5 feet of crushed rock ballast. In 2009 Josh Smallwood, CRM TECH, visited the linear resource and found it as recorded in 2002, with the addition that the railroad remains active.

The resource was visited by Far Western for the 2018 Caltrans District 10 Hazard Tree Removal project, and found to be as previously recorded. The resource was examined within the Area of Potential Effects, 200 feet either side of the highway centerline. It extends northwest and southeast beyond the Area of Potential Effects.

Report Citation:

Parker, Ashley and Adrian Whitaker 2019. Director's Orders Hazard Tree Removal Survey and Site Assessment in District 10, TO11, in Amador, Calaveras, Mariposa, Merced, San Joaquin, Stanislaus, and Tuolumne Counties, California EA 10-1F6403. Far Western Anthropological Research Group. Inc. Davis, California.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-24-001881

HRI # _____

Trinomial _____

NRHP Status Code _____

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Caltrans ID, County/Route/Postmile/EA: 10-MER-59, PM 15.3/16.6

Map Ref. # 12

*P1. Resource Name or #: Burlington Northern/Santa Fe Railroad

*P2. Location: *a. County: Merced

City: Merced

*c. Address: Approx. 1.75 miles northwest of downtown Merced where State Route 59 crosses the railroad tracks

*e. Assessor's Parcel Number: Various

*P3a. Description:

This is a section of the Burlington Northern-Santa Fe Railroad tracks. It is a standard gauge single track line that is 16 feet wide. The rails and wood ties rest on about 3.5 feet of crushed rock ballast. At the intersection of the tracks and State Route 59 there are two sets of automated electric signal lights with bells and traffic gates. These appear to be of standard design.

*P3b. Resource Attributes: HP II Engineering Structure (Railroad line)*P4. Resources Present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

P5a. Photo

(See continuation sheet.)

P5b. Photo date:

August 14, 2002

*P6. Date Constructed/Sources:

Original railroad construction
1895-1900; JRP Historical
Consulting Services.

*P7. Owner and Address:

Burlington Northern/Santa Fe
Railroad

*P8. Recorded by:

Frank Lortie, Caltrans
1120 N Street
Sacramento 94274

*P9. Date Recorded:

August 15, 2002

*P11. Report Citation:

Historic Resource Evaluation
Report (HRER) for the State

Route 59 Widening Project, Post Miles 15.3-16.6, Merced County (Caltrans 2005)

Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record☐ Artifact Record ☐ Photograph Record ☐ Other

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or #: 10-MER-59, Burlington Northern/Santa Fe Railroad.

Map Reference # 12

B1. Historic name: Atcheson, Topeka, Santa Fe Railroad, Valley Division

B4. Present use: Railroad

*B5. Architectural Style: Not applicable

*B6. Construction History: 1895-early 1900s, Valley Division

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

Original Location: _____

*B8. Related Features

B9a. Architect: Not applicable

b. Builder: Santa Fe Railroad

*B10. Significance: Theme N/A

Area N/A

Period of Significance N/A

Property Type N/A

Applicable Criteria N/A

The first railroad down the San Joaquin Valley was the Southern Pacific, or SP, (then called the Central Pacific) in the 1870s, and for the next three decades the SPRR enjoyed a monopoly on rail transportation from Bakersfield to Stockton. Around 1895 a group of San Francisco investors sought to end the SPRR's dominance in the valley by financing the construction of another railroad line (called the San Francisco & San Joaquin) running the length of the San Joaquin Valley. In 1898 the Santa Fe purchased the SF & SJ and proceeded to upgrade and expand the line, and called their route from Bakersfield to Stockton the "Valley Division." The rivalry between the SP and the Santa Fe settled into a coexistence and by the 1910s both railroads were operating successful freight and passenger service in the valley. From Stockton to Bakersfield both built depots for passengers. In the 1950s and 1960s the SP and the Santa Fe abandoned passenger service, and in the 1970s Amtrak was created to carry rail passengers. Amtrak now uses the BNSF tract for its line down the San Joaquin Valley. From all appearances the section of BNSF track within the Study Area is a product of upgrades and improvements to the point that the rails, ties and ballast are of recent vintage. The date of "1985" is impressed into the sides of the rails at several locations, and the ballast is clearly material that was place on the tract within the past 10 years. Most of the ties show signs of pressure treatment, a process that dates from around the late 1970s. While the alignment of the BNSF track is probably the same as it was when the line was built, the essential elements of a railroad track, the rails, ties and ballast, have been replaced with modern material. In addition, within the past ten years two automatic railroad crossing signal lights and traffic gates have been installed on both sides of the track. The integrity of the section of track in the Study Area has been substantially diminished. Under Criterion C the recent track and signal lights are of standard design and represent (See Continuation Sheet)

B11. Additional Resource Attributes:

*B12. References: JRP Historical Consulting Services,
Burlington Northern/Santa Fe Railroad, June 2001: 15-18.

B13. Remarks:

*B14. Evaluator: Frank Lortie Caltrans

*Date of Evaluation: 8/15/02

Site Plan.

(See site plan attached.)

(This space reserved for official comments.)

☒ Continuation ☐ Update

Resource Name or #: 10-MER-59, Burlington Northern/Santa Fe Railroad.

Map Reference # 12

B10. Significance (continued):

nothing notable in terms of engineering or construction. Although the arrival of the Santa Fe probably offered some competition for the Southern Pacific, nothing in the historical record indicated that the Santa Fe had a significant impact on the economy or society in Merced from the late 1890s through the first decades of the twentieth century. Thus, this section of Santa Fe track is not eligible under Criterion A.

Therefore, the section of BNSF track in the Study Area does not appear to be eligible for the National Register. In addition, the section of BNSF track was evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, and it was determined not to be a historical resource for the purposes of CEQA



Intersection of Santa Fe RR and S.R. 59, looking north

Resource Name or #: 10-MER-59, Burlington Northern/Santa Fe Railroad.

Map Reference # 12



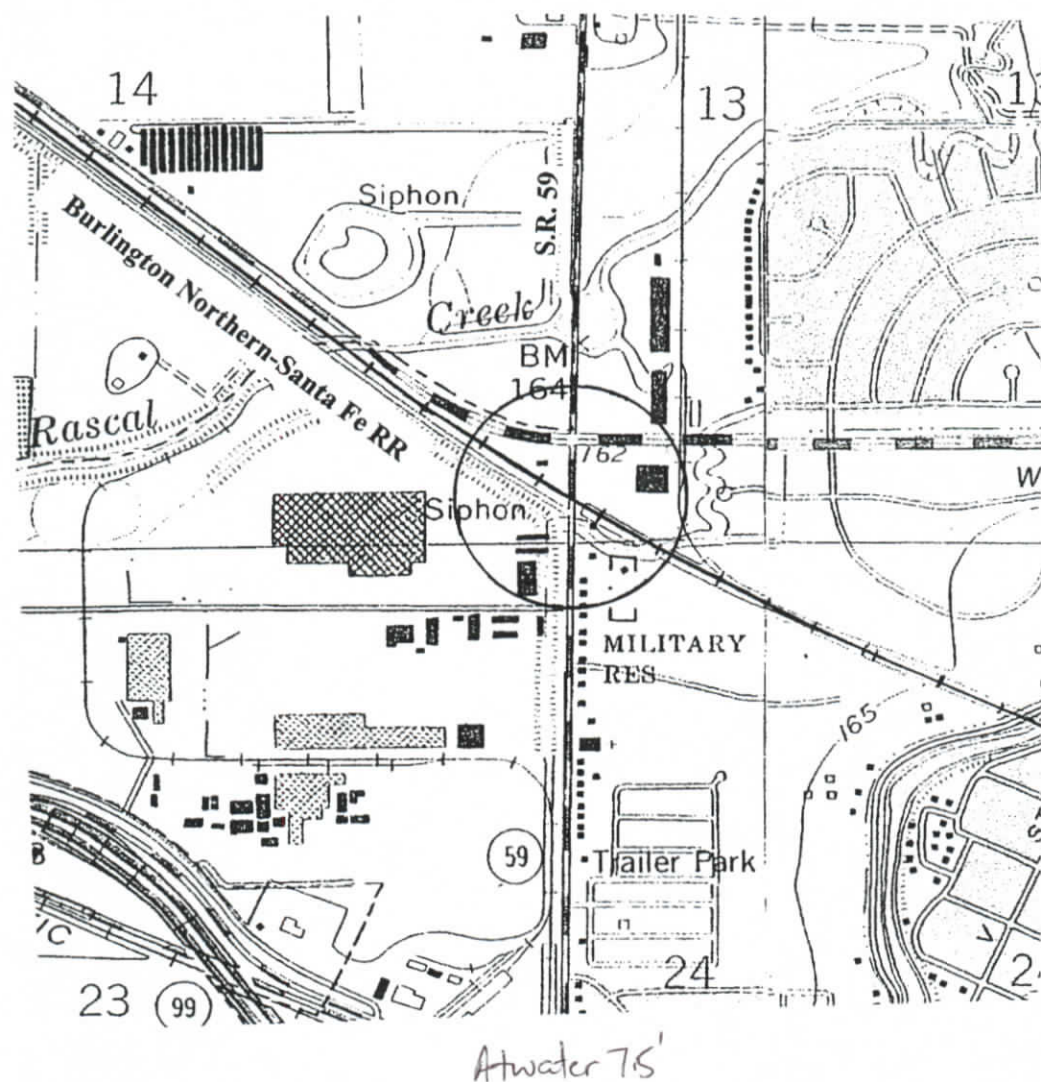
Looking west-northwest at intersection of S.R. 59



Looking west

Resource Name or #: 10-MER-59, Burlington Northern/Santa Fe Railroad.

☒ Continuation ☐ Update
Map Reference # 12



SITE PLAN

Burlington Northern-Santa Fe Railroad

10-MER-59

P-24-001881
Map Ref. #12

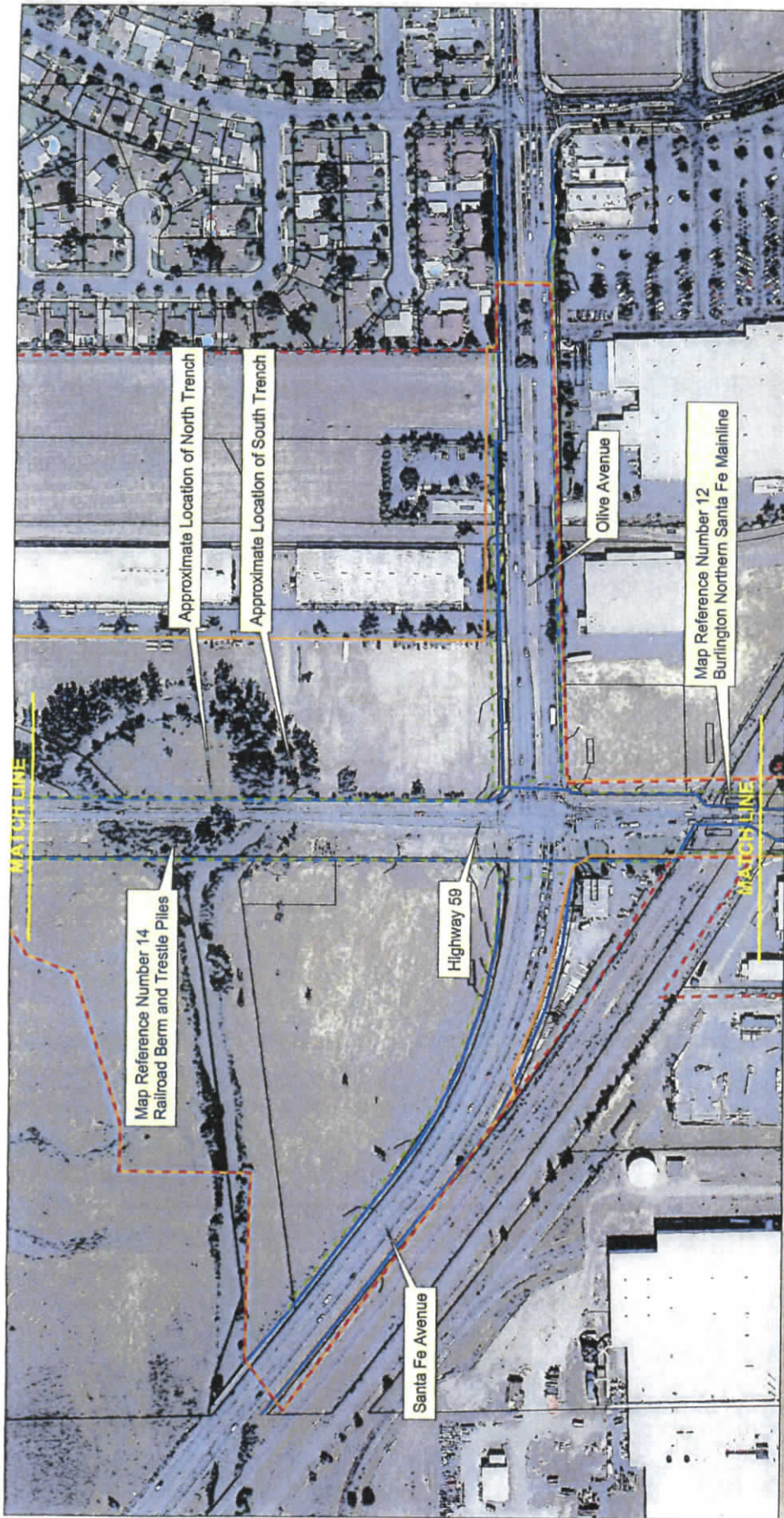


Figure 3d

Area of Potential Effects

Highway 59/18th Street Widening Project
10-MER-59, PM 15.3/16.6 (KP 24.6/26.7)
EA 10-0E5900

- APE Limit for Direct Effects
- APE Limit for Indirect Effects
- Current Right-of-Way
- Proposed Right-of-Way



Brian Gassner, PQS

Ram Narayan Gupta, Project Manager



OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for MERCED County. Page 6 03-20-14

PROPERTY-NUMBER PRIMARY-# STREET ADDRESS NAMES CITY NAME OWN-VR-C OHP-PROG PRG-REFERENCE-NUMBER STAT-DATE NRS CRIT

052421 24-000725 SR 152 BRIDGE #39-40L (VIC) LOS BANOS S 1917 HIST. RES. SHL 0548-0000 01/27/96 7L

ok 089491 24-000643 SR 152 (31770) PACHECO PASS (VIC) LOS BANOS F HIST. SURV. 3635-0001-0000 7R

043081 24-000643 WOLFSEN RD SAN LUIS CAMP ADOBE (VIC) LOS BANOS PS 1866 HIST. RES. SHL-0829-0000 05/29/69 1CL

1870 NAT. REG. 24-0002 02/24/94 7W

107923 24-000726 EDENDALE CREEK RAILROAD TRESTLE/YO MERCED

119204 24-000581 DEANE CANAL MERCED

119205 24-000580 EASTSIDE CANAL (vic. Steinsun) MERCED

125243 24-647 OWENS CREEK BRIDGE #39-06 ES 99 MERCED

130093 TANK HOUSE / SUNSHINE DAIRY MERCED

130094 BUNKHOUSE / SUNSHINE DAIRY MERCED

130095 MILK BARN / SUNSHINE DAIRY MERCED

130096 HAY BARN / SUNSHINE DAIRY MERCED

130097 HAY STORAGE STRUCTURE / SUNSHINE D MERCED

130099 LOAF BARN / SUNSHINE DAIRY MERCED

130100 SHOP BUILDING / SUNSHINE DAIRY MERCED

130101 QUONSET HUT / SUNSHINE DAIRY MERCED

130102 BULL SHEDS / SUNSHINE DAIRY MERCED

130521 24-6084-1887 LE GRAND CANAL MERCED

130522 24-6064-1888 FAIRFIELD CANAL MERCED

130523 24-1889 TOWER LATERAL MERCED

130524 24-1890 SELLS LATERAL MERCED

130525 -1891 YOSEMITE LATERAL MERCED

130526 -1885 BRADLEY LATERAL MERCED

130527 -1882 MERCED LATERAL MERCED

130528 -1883 ROBINSON LATERAL MERCED

130529 -864-1884 HARTLEY LATERAL MERCED

130530 -6074-1886 DOANE LATERAL MERCED

130531 24-001881 BURLINGTON NORTHERN SANTA FE RAILR MERCED

1888 PROJ. REVW. COE970203A 05/07/97 6Y

1887 HIST. RES. DOE-24-98-0002-0000 12/28/98 6Y

1887 PROJ. REVW. FHWA981221Z 12/28/98 6Y

1887 HIST. RES. DOE-24-98-0003-0000 12/28/98 6Y

1887 PROJ. REVW. FHWA981221Z 12/28/98 6Y

1887 HIST. RES. DOE-24-00-0005-0000 06/15/00 6Y

1887 PROJ. REVW. FHWA000107A 06/15/00 6Y

1887 HIST. RES. DOE-24-02-0001-0002 02/26/02 2D2 AC

1887 PROJ. REVW. FHWA020109A 02/26/02 2D2 AC

1887 HIST. RES. DOE-24-02-0001-0003 02/26/02 2D2 AC

1887 PROJ. REVW. FHWA020109A 02/26/02 2D2 AC

1887 HIST. RES. DOE-24-02-0001-0004 02/26/02 2D2 AC

1887 PROJ. REVW. FHWA020109A 02/26/02 2D2 AC

1887 HIST. RES. DOE-24-02-0001-0005 02/26/02 2D2 AC

1887 PROJ. REVW. FHWA020109A 02/26/02 2D2 AC

1887 HIST. RES. DOE-24-02-0001-0006 02/26/02 6Y

1887 PROJ. REVW. FHWA020109A 02/26/02 6Y

1887 HIST. RES. DOE-24-02-0001-0007 02/26/02 6Y

1887 PROJ. REVW. FHWA020109A 02/26/02 6Y

1887 HIST. RES. DOE-24-02-0001-0008 02/26/02 2D2 AC

1887 PROJ. REVW. FHWA020109A 02/26/02 2D2 AC

1887 HIST. RES. DOE-24-02-0001-0009 02/26/02 2D2 AC

1887 PROJ. REVW. FHWA020109A 02/26/02 2D2 AC

1887 HIST. RES. DOE-24-02-0001-0010 02/26/02 2D2 AC

1887 PROJ. REVW. FHWA020109A 02/26/02 2D2 AC

1887 PROJ. REVW. COE081231A 04/20/09 6Y

1887 HIST. RES. DOE-24-02-0074-0000 02/26/02 6Y

1887 PROJ. REVW. FHWA020109A 02/26/02 6Y

1887 HIST. RES. DOE-24-02-0075-0000 02/26/02 6Y

1887 PROJ. REVW. FHWA020109A 02/26/02 6Y

1887 HIST. RES. DOE-24-02-0076-0000 02/26/02 6Y

1887 PROJ. REVW. FHWA020109A 02/26/02 6Y

1887 HIST. RES. DOE-24-02-0077-0000 02/26/02 6Y

1887 PROJ. REVW. FHWA020109A 02/26/02 6Y

1887 HIST. RES. DOE-24-02-0078-0000 02/26/02 6Y

1887 PROJ. REVW. FHWA020109A 02/26/02 6Y

1887 HIST. RES. DOE-24-02-0079-0000 02/26/02 6Y

1887 PROJ. REVW. FHWA020109A 02/26/02 6Y

1887 HIST. RES. DOE-24-02-0080-0000 02/26/02 6Y

1887 PROJ. REVW. FHWA020109A 02/26/02 6Y

1887 HIST. RES. DOE-24-02-0081-0000 02/26/02 6Y

1887 PROJ. REVW. FHWA020109A 02/26/02 6Y

1887 HIST. RES. DOE-24-02-0082-0000 02/26/02 6Y

1887 PROJ. REVW. FHWA020109A 02/26/02 6Y

1887 HIST. RES. DOE-24-01-0025-0000 12/18/01 6Y

1887 PROJ. REVW. FHWA010924C 12/18/01 6Y

1887 HIST. RES. DOE-24-02-0083-0000 02/26/02 6Y

1887 PROJ. REVW. FHWA020109A 02/26/02 6Y

1887 PROJ. REVW. FHWA050324D 04/18/05 6Y

1887 HIST. RES. DOE-24-02-0084-0000 02/26/02 6Y

cont'd next pg.

25th to 27th St's.

R24-001881

OFFICE OF HISTORIC PRESERVATION ***			Directory of Properties in the Historic Property Data File for MERCED County			Page 10	03-20-14				
PROPERTY-NUMBER	PRIMARY #	STREET ADDRESS	NAMES	CITY NAME	OWN	YR-C	OHP-PROG.	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
130824	24-1881		HARTLEY LATERAL- BRANCH C	MERCED		1913	PROJ. REVW.	FHWA020109A	02/26/02	6Y	
163427	24-86						HIST. RES.	DOE-24-01-0026-0000	12/18/01	6Y	
163815	24-2105		BEAR CREEK BRIDGE	MERCED	P	1871	PROJ. REVW.	FHWA010924C	12/18/01	6Y	
163829	24-2047		BLACK RASCAL CANAL	MERCED			PROJ. REVW.	FHWA050324D	04/18/05	6Y	
163830			CONCRETE SIPHONS/RAILROAD BERM(IRR	MERCED			PROJ. REVW.	FHWA050324D	04/18/05	6Y	
175261			SMITH TRUST BARN	MERCED	P	1913	PROJ. REVW.	COE081231A	04/20/09	6Y	
057033	24-000734		DOWNTOWN MERCED	MERCED	P	1880	HIST. SURV.	5340-0025-9999		5D2	
057150	24-000735	25TH ST	G TO CANAL ST	MERCED	P	1885	HIST. SURV.	5340-0026-9999		5D2	
057515	24-000736	1300 B ST	MERCED CEMETERY, MERCED CEMETERY D	MERCED	M	1850	HIST. SURV.	5340-0154-0000		7N	
128628	24-001710	1411 B ST	JUVENILE HALL	MERCED		1946	HIST. RES.	DOE-24-01-0001-0000	09/25/01	6Y	
057516	24-000737	1480 B ST	DE LONG MEMORIAL PARK, EVERGREEN M	MERCED	P	1873	PROJ. REVW.	DOJ000825A	09/25/01	6Y	
130825		2562 BAKER DR		MERCED	P	1945	HIST. RES.	5340-0155-0000		5S2	
130826		2584 BAKER DR		MERCED	P	1948	HIST. RES.	DOE-24-01-0028-0000	12/18/01	6Y	
130168		3397 BAKER ST		MERCED	P	1900	PROJ. REVW.	FHWA010924C	12/18/01	6Y	
130169		3421 BAKER ST		MERCED	P	1942	HIST. RES.	DOE-24-02-0012-0000	02/26/02	6Y	
130170		3431 BAKER ST		MERCED	P	1942	PROJ. REVW.	FHWA020109A	02/26/02	6Y	
130171		3445 BAKER ST		MERCED	P	1940	HIST. RES.	DOE-24-02-0014-0000	02/26/02	6Y	
130172		3457 BAKER ST		MERCED	P	1940	PROJ. REVW.	FHWA020109A	02/26/02	6Y	
130173		3461 BAKER ST		MERCED	P	1942	HIST. RES.	DOE-24-02-0015-0000	02/26/02	6Y	
130174		3463 BAKER ST		MERCED	P	1942	PROJ. REVW.	FHWA020109A	02/26/02	6Y	
057524	24-000738	1560 CANAL ST	SOUTHERN PACIFIC FREIGHT STATION	MERCED	P	1918	HIST. RES.	DOE-24-02-0016-0000	02/26/02	6Y	
057025	24-000739	1717 CANAL ST	MERCED PRODUCE CO, HELEN AND LOUIS	MERCED	P	1905	PROJ. REVW.	FHWA020109A	02/26/02	6Y	
057026	24-000740	1733 CANAL ST	HARRIS GARIBALDI BUILDING, STEFANI	MERCED	P	1912	HIST. SURV.	5340-0025-0052		5D2	
057027	24-000741	1734 CANAL ST	MERCED MEAT MARKET, A GROWING CONC	MERCED	P	1924	HIST. SURV.	5340-0025-0053		5D2	
057028	24-000742	1737 CANAL ST	C E KOCHER HARDWARE/RUSSELLS PHARM	MERCED	P	1910	HIST. SURV.	5340-0025-0054		3S	
057029	24-000743	1740 CANAL ST	MERCED IOOF HALL / ODD FELLOWS BUI	MERCED	P	1909	HIST. SURV.	5340-0025-0055		3S	
057030	24-000744	1812 CANAL ST	HILL BUILDING, ROBINSON MONTGOMERY	MERCED	P	1928	HIST. SURV.	5340-0025-0056		3S	
057525	24-000745	1921 CANAL ST	DAUNT APARTMENTS	MERCED	P	1919	HIST. SURV.	5340-0025-0057		7N	
057526	24-000746	2421 CANAL ST	MERCED IRRIGATION DISTRICT	MERCED	P	1922	HIST. SURV.	5340-0164-0000		7N	
130091		CHILDS AVE		MERCED	C	1922	HIST. SURV.	5340-0165-0000		3S	
130167		CHILDS AVE		MERCED	P	1915	HIST. RES.	DOE-24-02-0007-0000	02/26/02	6Y	
155728	24-86	CHILDS AVE	HARTLEY LATERAL	MERCED	D	1890	PROJ. REVW.	FHWA020109A	02/26/02	6Y	
057518	24-000747	CHILDS AVE	CALVARY CEMETERY, MED CEMETERY DIS	MERCED	M	1873	HIST. RES.	DOE-24-02-0011-0000	12/06/04	6Y	
130103		3144 CHILDS AVE	RESIDENCE / SUNSHINE DAIRY	MERCED	P	1927	PROJ. REVW.	FHWA041102A	02/26/02	6Y	
130104		21 COFFEE ST	RESIDENCE / SUNSHINE DAIRY	MERCED	P	1930	HIST. SURV.	5340-0157-0000	02/26/02	7N	
130105		46 COFFEE ST	RESIDENCE / SUNSHINE DAIRY	MERCED	P	1930	HIST. RES.	DOE-24-02-0001-0011	02/26/02	2D2	AC
130204		2831 CROWN RD		MERCED	P	1930	PROJ. REVW.	FHWA020109A	02/26/02	2D2	AC
							HIST. RES.	DOE-24-02-0001-0012	02/26/02	2D2	AC
							PROJ. REVW.	FHWA020109A	02/26/02	2D2	AC
							HIST. RES.	DOE-24-02-0001-0013	02/26/02	2D2	AC
							PROJ. REVW.	FHWA020109A	02/26/02	2D2	AC
							HIST. RES.	DOE-24-02-0038-0000	02/26/02	6Y	
							PROJ. REVW.	FHWA020109A	02/26/02	6Y	

COPY

COPY

@SR59?

Call trans
has not on file

- where??

Dist
Distno
info

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

Primary # 24-001881

HRI #

Trinomial

NRHP Status Code 6Z

Other Listings

Reviewer

Date

Review Code

*Resource Name or # (Assigned by recorder) CRM TECH 2312-1H

Page 1 of 12

P1. Other Identifier: Burlington Northern Santa Fe (BNSF, formerly Atchison, Topeka and Santa Fe) Railway

*P2. Location: Not for Publication ☒ Unrestricted *a. County Merced

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

*b. USGS 7.5' Quads Merced, Calif.

Date 1961, photo-revised 1987

Planada, Calif.

Date 1961, photo-inspected 1973

Plainsburg, Calif.

Date 1960, photo-inspected 1976

* Le Grand, Calif.

Date 1961, photo-revised 1981

T7S; R14E; Sections 19, 20, 25, 26, 27, 28, and 29; M.D. B.M.

T7S; R15E; Sections 27, 28, 29, 30, 34, and 35; M.D. B.M.

T8S; R15E; Sections 1, 2, 12, and 29; M.D. B.M.

T8S; R16E; Sections 7, 17, 18, 20, and 21; M.D. B.M.

Elevation: Approx. 170-260 feet above mean sea level

c. Address N/A City N/A Zip Code N/A

d. UTM: Zone 10; A: 745,878 mE/ 4,122,346 mN;

B: 723,222 mE/ 4,132,128 mN

UTM Derivation: USGS Quad ☒ GPS (NAD 1983)

e. Other Locational Data: (e.g., parcel #, directions to resource, etc., as appropriate) The recorded segment of the railroad (BNSF Mile Post 1039.9 to 1056.4) extends from near Ipsen Avenue in the community of Le Grand northwesterly to near M Street in the City of Merced.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The site consists of a 16-mile segment of the BNSF line situated between MP 1039.9 and MP 1056.4. This line was originally constructed by the San Francisco and San Joaquin Valley (SF&SV) Railway (Continued on p. 3)

*P3b. Resource Attributes: (List attributes and codes) HP37: Railroad

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

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

(See pp. 10-12)

P5b. Description of Photo: (view, date, accession #)
Photos taken on February 2, 2009

*P6. Date Constructed/Age of Sources:

☒ Historic ☐ Prehistoric ☐ Both

*P7. Owner and Address:

Burlington Northern Santa Fe Railway Company, 2650 Lou Menk Drive, Fort Worth, TX 76131

*P8. Recorded by: (Name, affiliation, and address)

Josh Smallwood, CRM TECH, 1016 E. Cooley Drive, Suite A/B, Colton, CA 92324

*P9. Date Recorded: February 2, 2009

*P10. Survey Type: Project-related survey for compliance with CEQA and Section 106 of the NHPA (intensive-level)

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang and Josh Smallwood (2009): Historical Resource Evaluation Report: Le Grand to Merced, CA Double Track Project, BNSF Railway Company Mainline Track (MP 1039.9 to 1056.4), Merced County, California. On file, Central California Information Center, California State University, Stanislaus.

*Attachments: None ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
Archaeological Record District Record Linear Resource Record Milling Station Record
Rock Art Record Artifact Record Photograph Record Other (List):

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 12

*NRHP Status Code 62

*Resource Name or # (Assigned by recorder) CRM TECH 2312-1H

- B1. Historic Name: San Francisco & San Joaquin Valley Railway; Atchison, Topeka and Santa Fe Railway
- B2. Common Name: Burlington Northern Santa Fe Railway
- B3. Original Use: Railroad B4. Present Use: Railroad
- *B5. Architectural Style: N/A
- *B6. Construction History: (Construction date, alterations, and date of alterations) The SF&SV Railway was constructed from Stockton to Bakersfield in 1895-1897, along with a private telegraph line that served the railroad's needs. The line was acquired by the ATSF in 1899 and became a part of the ATSF's first line to reach the port of San Francisco. The rails, ties, and ballast have been replaced numerous times as part of upgrades and maintenance since its original construction in the late 1890s.
- *B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____
- *B8. Related Features: Bridges, culverts, and other common railroad features (see pp. 11-12)
- B9a. Architect: N/A b. Builder: San Francisco & San Joaquin Valley Railway Company
- *B10. Significance: Theme Railroad transportation Area California
Period of Significance 1890s Property Type Railroad Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This segment of railroad line appears to meet Criterion A for the National Register of Historic Places and Criterion 1 for the California Register of Historical Resources because it is closely associated with an important event in 19th-century California history, namely the arrival of a second transcontinental railroad system in the Central Valley. The ATSF "invasion" spelled the end of the Southern Pacific Railway Company's virtual monopoly on modern transportation in California, which left profound and far-reaching impacts on the political, economic, and social life of the state. Most directly, the coming of a competing rail system served as a major boost to the growth of the Central Valley and the entire state.
(Continued on p. 5)
- B11. Additional Resource Attributes: (List attributes and codes) HP19: Bridges; HP20: Culverts
- *B12. References: Lee Gustafson and Philip Serpico (1996): Santa Fe Coast Lines Depots, Valley Division (Omni Publications, Palmdale, California).
- B13. Remarks: _____
- *B14. Evaluator: Josh Smallwood
- *Date of Evaluation: February 2009

(Sketch Map with north arrow required.)

(See pp. 4-9)

(This space reserved for official comments.)

CONTINUATION SHEET

Primary # 24-001881

HRI #

Trinomial

Page 3 of 12

Resource name or # (Assigned by recorder) CRM TECH 2312-1H

Recorded by Josh Smallwood

*Date February 2, 2009

✓ Continuation Update

- *P3a. Description (continued): Company in 1895-1897, and acquired by the Atchison Topeka-Santa Fe Railroad Company in 1899. The recorded segment is located between the community of Le Grand and the City of Merced, in Merced County. The rail line consists of a single standard gauge track laid on a raised bed of earth and crushed rock ballast. Some portions of this segment include sidings for passing trains. A single, abandoned telegraph pole was encountered near MP 1046.1.

Two historic-period concrete culverts, one stamped with a date of 1920 and the other 1923, were observed crossing beneath the track, as were a total of five minor concrete or wood bridges over small drainages. These structures are considered associated features of the railway, and are all relatively minor components of standard design and construction, with no special architectural or engineering merits to set them apart from the many similar features found along other segments of the railroad.

Since its construction in the 1890s, the physical features associated with the railway have all been replaced and upgraded over the years, and many of them are evidently modern in origin. Consequently, the existing rail line, which is the principal feature of the site, exhibits no particular historic characteristics, as can be expected from an active line that remains in use today.

- *B10. Significance (continued): However, as stated above, most of the physical components of the site have since been replaced or upgraded repeatedly in order to sustain continuous service through the past 110 years. As a result, other than the aspect of location, the existing railway and its associated features, as working components of the modern transportation infrastructure, do not retain sufficient historic integrity to relate to the site's period of significance. In addition, this segment of railway is not known to be an important or notable example of a type, period, region, or method of construction, it is not directly associated with the life of an important person, and it demonstrates little potential for any important archaeological data.

LOCATION MAP

Page 4 of 12

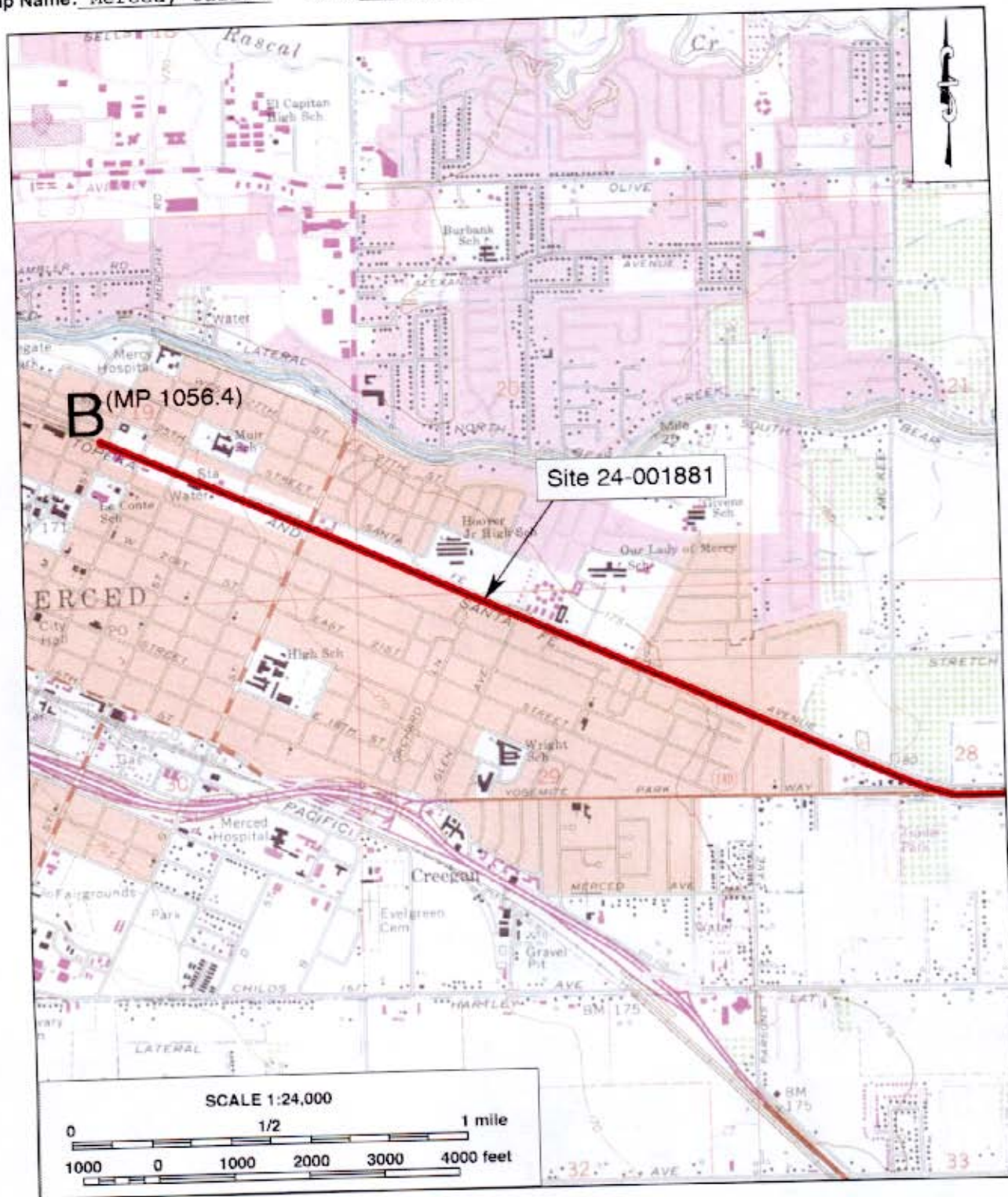
Primary # 24-001881

HRI #

Trinomial

*Resource Name or # (Assigned by recorder) CRM TECH 2312-1H

*Map Name: Merced, Calif. *Scale: 1:24,000 *Date of Map: 1961, photo-revised 1987



LOCATION MAP

Page 5 of 12

Primary # 24-001881

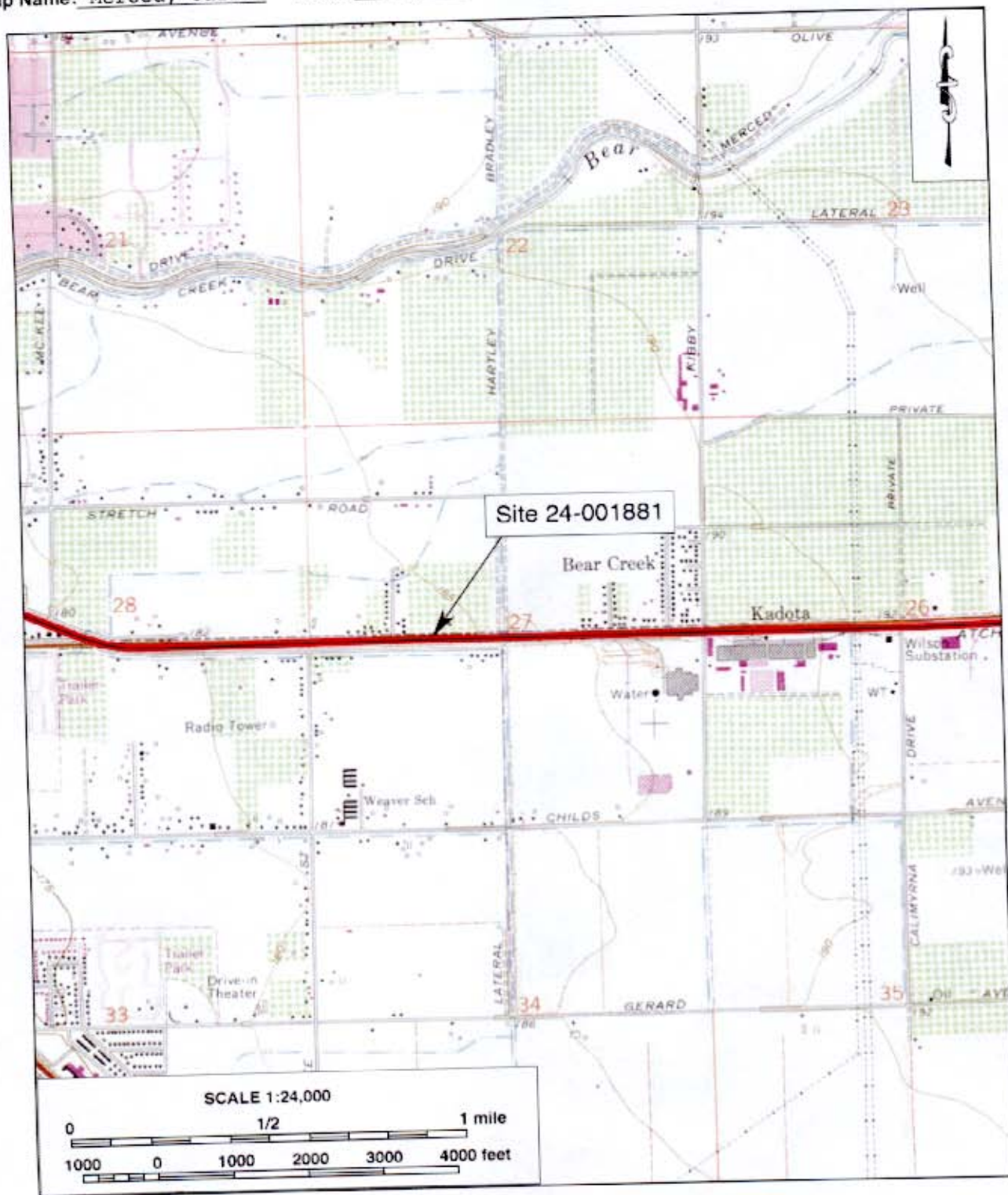
HRI #

Trinomial

*Resource Name or # (Assigned by recorder) CRM TECH 2312-1H

*Map Name: Merced, Calif. *Scale: 1:24,000

*Date of Map: 1961, photo-revised 1987



LOCATION MAP

Page 6 of 12

Primary # 24-001881

HRI #

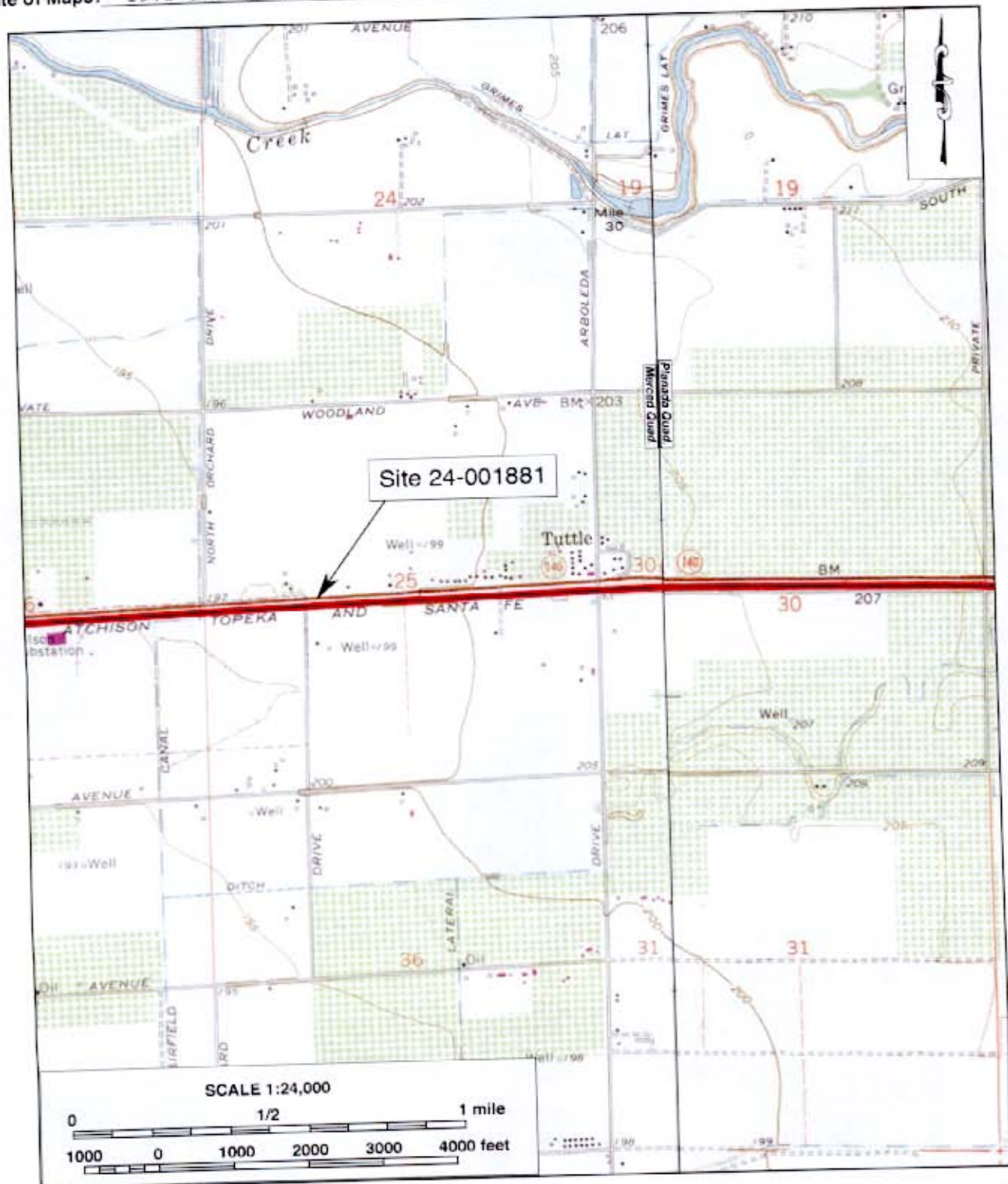
Trinomial

*Resource Name or # (Assigned by recorder) CRM TECH 2312-1H

*Map Names: Merced, Calif./Planada, Calif.

*Scale: 1:24,000

*Date of Maps: 1973 and 1987 editions



State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # 24-001881

HRI #

Trinomial

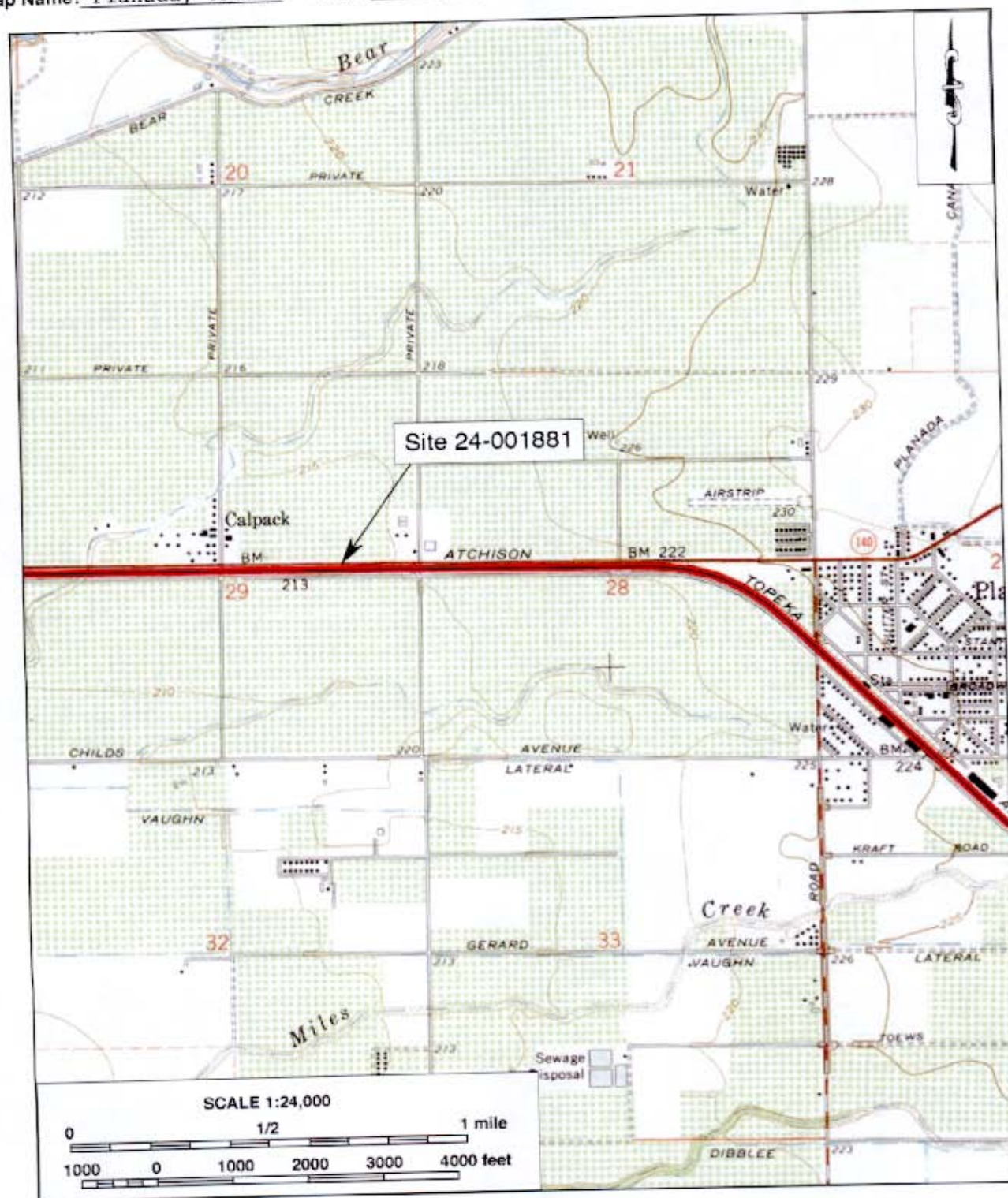
*Resource Name or # (Assigned by recorder) CRM TECH 2312-1H

Page 7 of 12

*Map Name: Planada, Calif.

*Scale: 1:24,000

*Date of Map: 1961, photo-inspected 1973



LOCATION MAP

Page 8 of 12

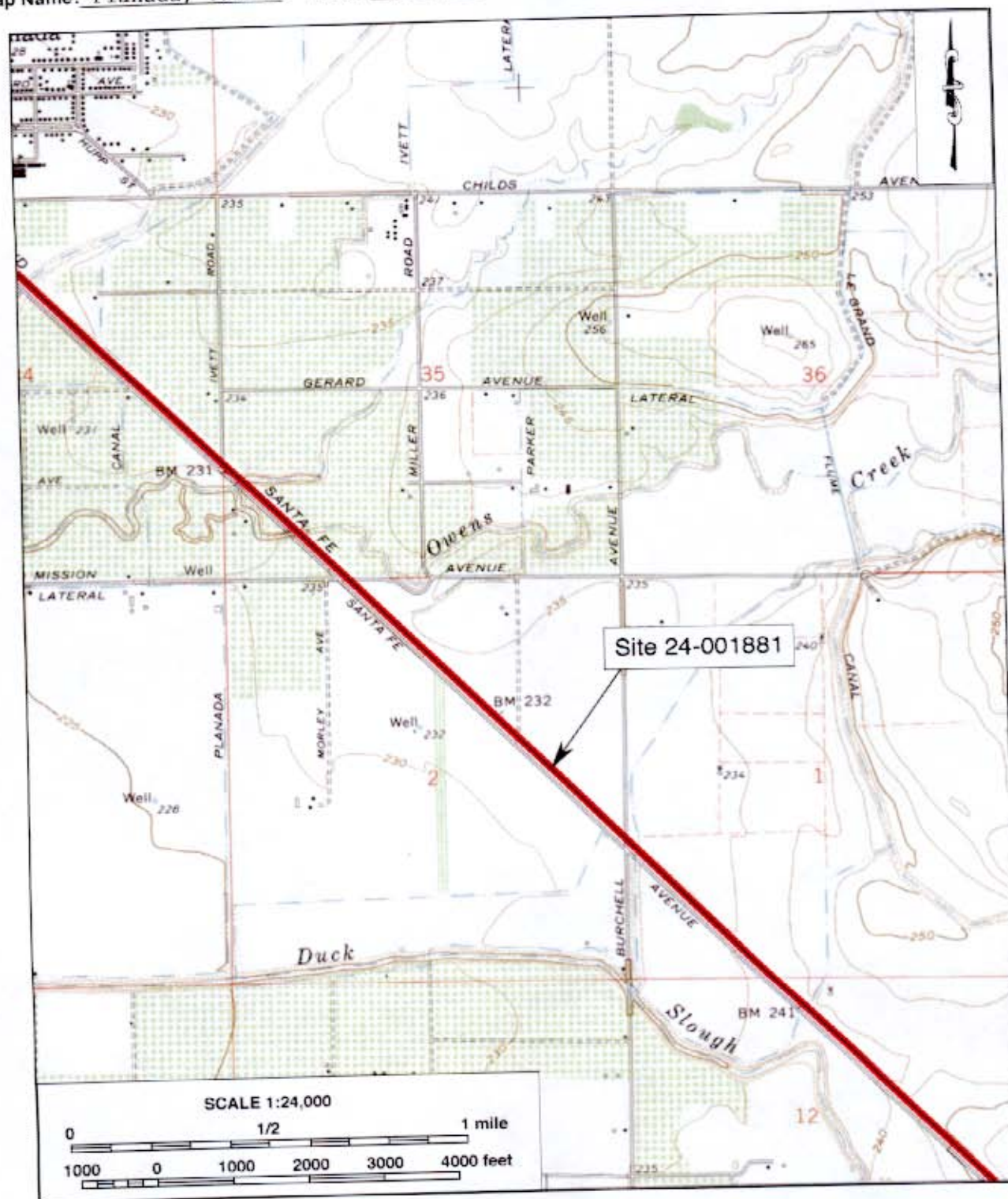
Primary # 24-001881

HRI # _____

Trinomial _____

*Resource Name or # (Assigned by recorder) CRM TECH 2312-1H

*Map Name: Planada, Calif. *Scale: 1:24,000 *Date of Map: 1961, photo-inspected 1973



State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # 24-001881

HRI #

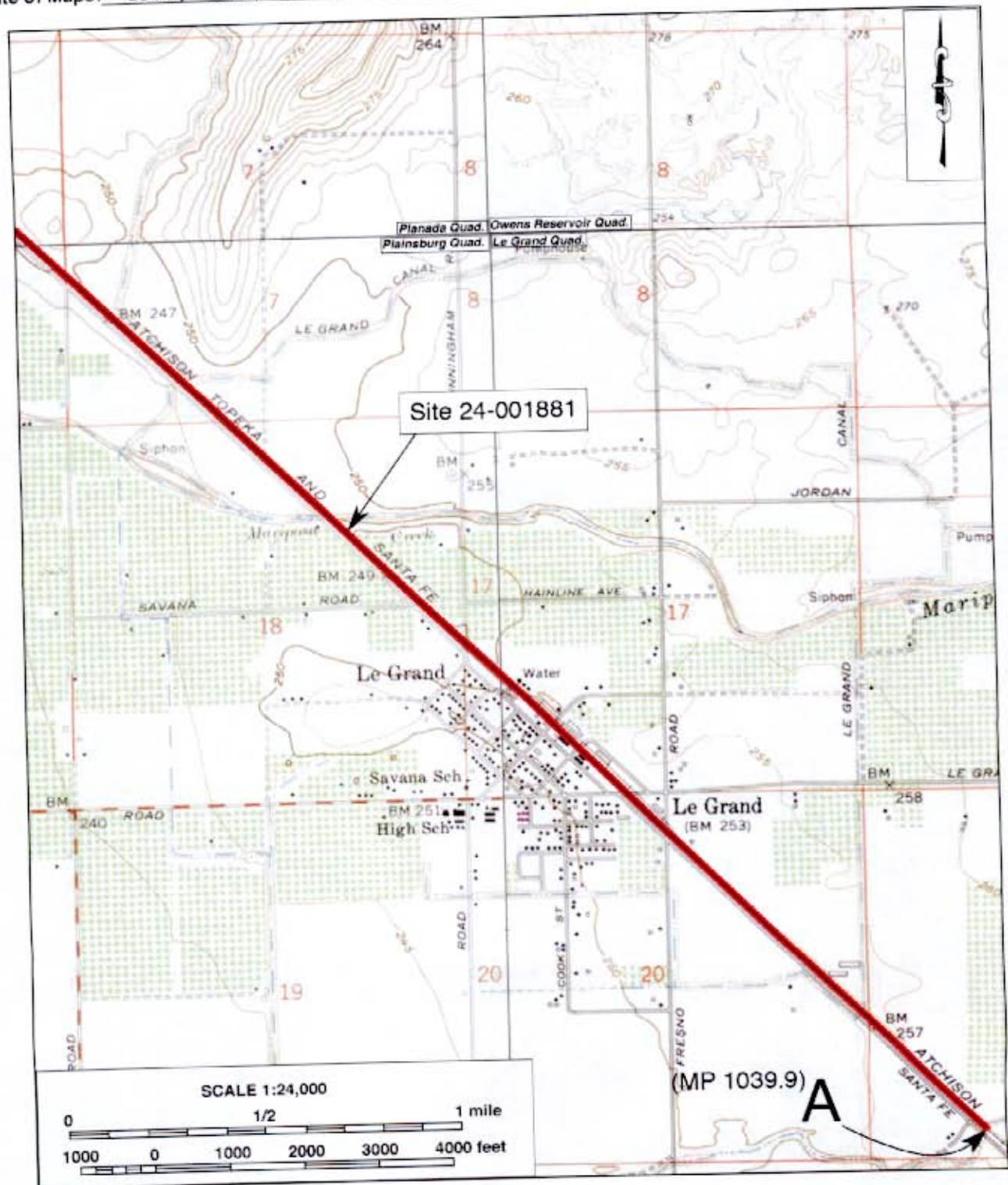
Trinomial

*Resource Name or # (Assigned by recorder) CRM TECH 2312-1H

Page 9 of 12

*Map Names: Le Grand, Calif./Plainsburg, Calif./Planada, Calif. *Scale: 1:24,000

*Date of Maps: 1973, 1976, and 1981 editions



State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # 24-001881

HRI # _____

Trinomial _____

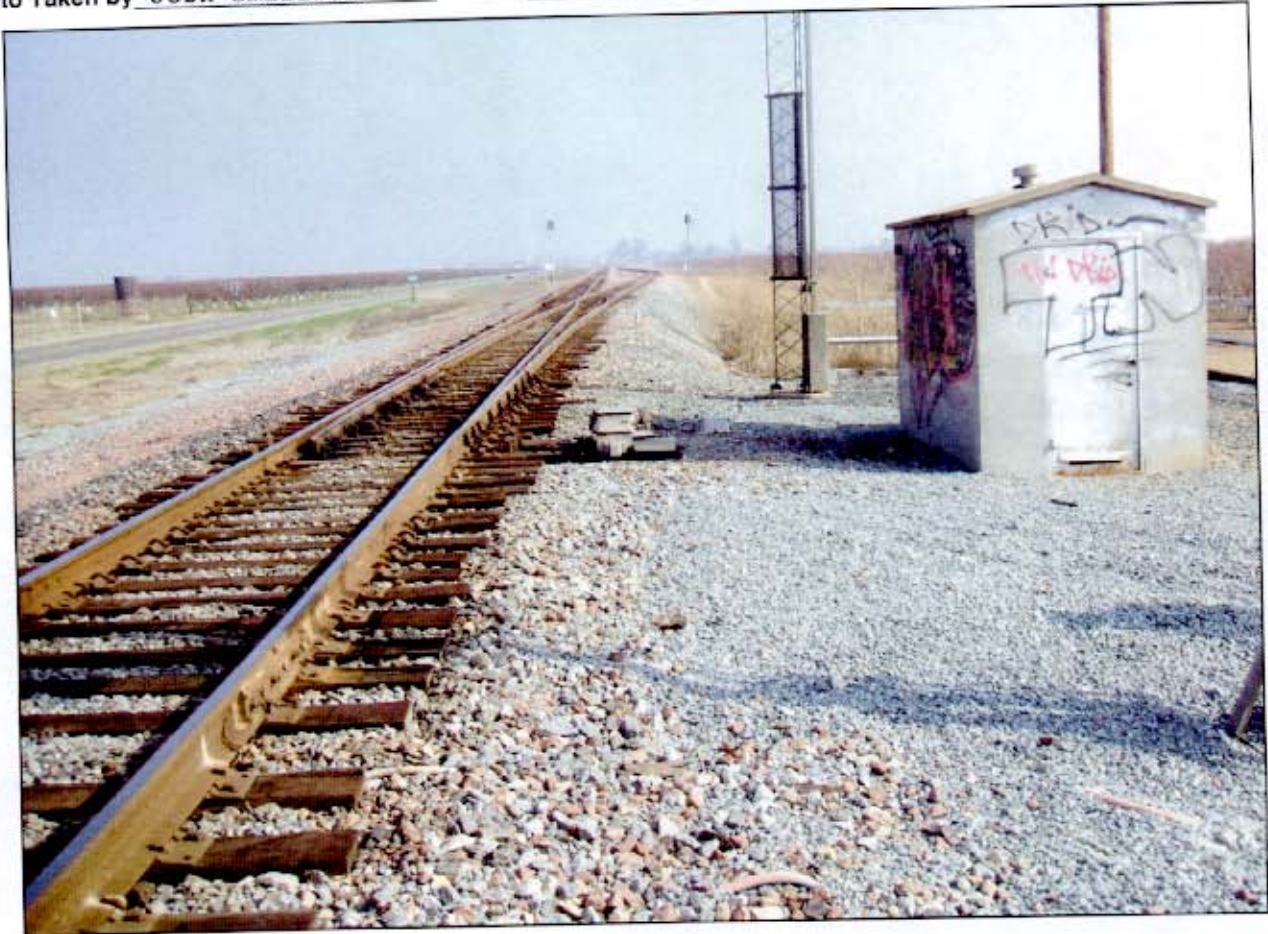
Page 10 of 12

Resource name or # (Assigned by recorder) CRM TECH 2312-1H

Photo Taken by Josh Smallwood

*Date February 2, 2009

☒ Continuation ☐ Update



Typical view of the existing railroad line (MP 1048.47)

CONTINUATION SHEET

Primary # 24-001881

HRI # _____

Trinomial _____

Page 11 of 12

Resource name or # (Assigned by recorder) CRM TECH 2312-1H

Photo Taken by Josh Smallwood

*Date February 2, 2009 ☒ Continuation ☐ Update



Abandoned isolated telegraph pole along the south side of the track (MP 1046.1)



Concrete culvert with date stamp of 1923 (MP 1041.5)

UPDATE SHEET

Resource Name or #:(Assigned by recorder) BNSF/San
Joaquins
segment

Page 1 of 3

Map ID #: 11
☐ Continuation
☒ Update

P1. Other Identifier: N/A

*** P3a. Description:** This resource is a segment of the Burlington Northern Santa Fe Railroad tracks in Merced, running parallel to Santa Fe Drive northwest of Highway 59. The standard single track line is 16 feet wide. The rails and wood ties rest on about 3.5 feet of crushed rock ballast. The line crosses the highway at grade.

P3b. Resource Attributes: AH7. railroad grade

P5a. Photograph: BNSF tracks, view south, August 2023.



*** P8. Recorded by:** (Name, affiliation, address) Allison Lyons Medina and Josh Severn, ICF, 980 9th Street, Suite 1200, Sacramento, CA 95814

*** P9. Date Recorded:** August 2023

*** P10. Survey Type:** Intensive

*** P11. Report Citation:** ICF. 2024. Merced Intermodal Track Connection Project, Historical Resource Inventory and Evaluation Report. January. (ICF 104197.0.002) San Francisco, CA. Prepared for San Joaquin Joint Powers Authority, Stockton, CA.

UPDATE SHEET

Resource Name or #:(Assigned by recorder) BNSF/San
Joaquins
segment

Page 2 of 3

Map ID #: 11
☐ Continuation
☒ Update

B10. Significance:

The Burlington Northern-Santa Fe Railroad (BNSF) line through Merced dates to 1890-1900. This segment of BNSF was previously recorded by Ashley Parker and Adrian Whitaker of Far Western Anthropological Research Group in 2019, Josh Smallwood of CRM TECH in 2009, and Frank Lortie of Caltrans in 2002. ICF found the tracks to be as previously recorded.

After review of the previous recordation and current field check and research, this Update concurs with previous evaluations that the line is not eligible for the NRHP or CRHR under any criterion. The BNSF line does not appear to meet the criteria for listing in the NRHP or the CRHR and is not a historical resource for purposes CEQA. The segment has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Sources:

Parker, Ashley and Adrian Whitaker 2019. Director's Orders Hazard Tree Removal Survey and Site Assessment in District 10, TO11, in Amador, Calaveras, Mariposa, Merced, San Joaquin, Stanislaus, and Tuolumne Counties, California EA 10-1F6403. Far Western Anthropological Research Group. Inc. Davis, California.



— BNSF Railway



BNSF DPR Form
Merced Intermodal Track Connection Project



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

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

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 7

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) Map reference #24, #40, #41, #43

P1. Other Identifier: Ragu/Bertolli Plant

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County Merced and (P2b and P2c or P2d. Attach a Location Map, as necessary.)

*b. USGS 7.5' Quad Atwater Date 1961 (photo revised 1963) T 7S; R 13E; 1/4 of 1/4 of Sec: 23; M.D.B.M.

c. Address: 1785 Ashby Road City: Merced Zip: 95341

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APNs 059-450-046, 059-051-002, 059-051-029, 059-051-010

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

The resource is a 56.7 acre collection of four parcels that house various agricultural-industrial buildings related to tomato processing. Originally built as the Ragu-Bertolli Plant, many of the buildings from the initial plant have been demolished. The concentration of buildings is on APN 059-051-029, which contains the tomato processing plant and various outbuildings. APNs 059-450-045 and 059-051-002 currently contain no visible built resources. APN 059-051-010 is a paved lot with one extant building: a small building, or an outbuilding. A small railroad spur to the north of the tomato processing plant is extant.

(See continuation sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP8. Industrial Building

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



P5b. Description of Photo: (View, date, accession #) August 29, 2023, view facing northeast.

*P6. Date Constructed/Age and Sources:

☒ Historic ☐ Prehistoric ☐ Both
1974, Merced Sun-Star

*P7. Owner and Address:

Morningstar Merced LLC
724 Main Street
Woodland CA 95695

*P8. Recorded by: (Name, affiliation, address)

Allison Lyons Medina and Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

*P9. Date Recorded: August 29, 2023

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: ICF. 2024. Merced Intermodal Track Connection Project, Historical Resource Inventory and Evaluation Report. January. (ICF 104197.0.002) San Francisco, CA. Prepared for San Joaquin Joint Powers Authority, Stockton, CA.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

Page 2 of 7

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) Map reference #24, #40, #41, #43

B1. Historic Name: Ragu-Bertolli Plant

B2. Common Name: Morningstar Plant

B3. Original Use: Tomato Processing

B4. Present Use: Tomato Processing

*B5. Architectural Style: Industrial/Utilitarian

*B6. Construction History: (Construction date, alteration, and date of alterations) Built in 1974, the various parts of the tomato processing plant have seen massive demolition since its build date (See continuation sheet).

*B7. Moved? ☒ No ☐ Yes

Date: _____ Original Location: X

*B8. Related Features: N/A

B9. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme Industrial Development/Food Processing

Area Merced

Period of Significance N/A Property Type N/A

Applicable Criteria N/A

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

The property at 1785 Ashby Road does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor is it a historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

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

*B12. References:

See continuation sheet.

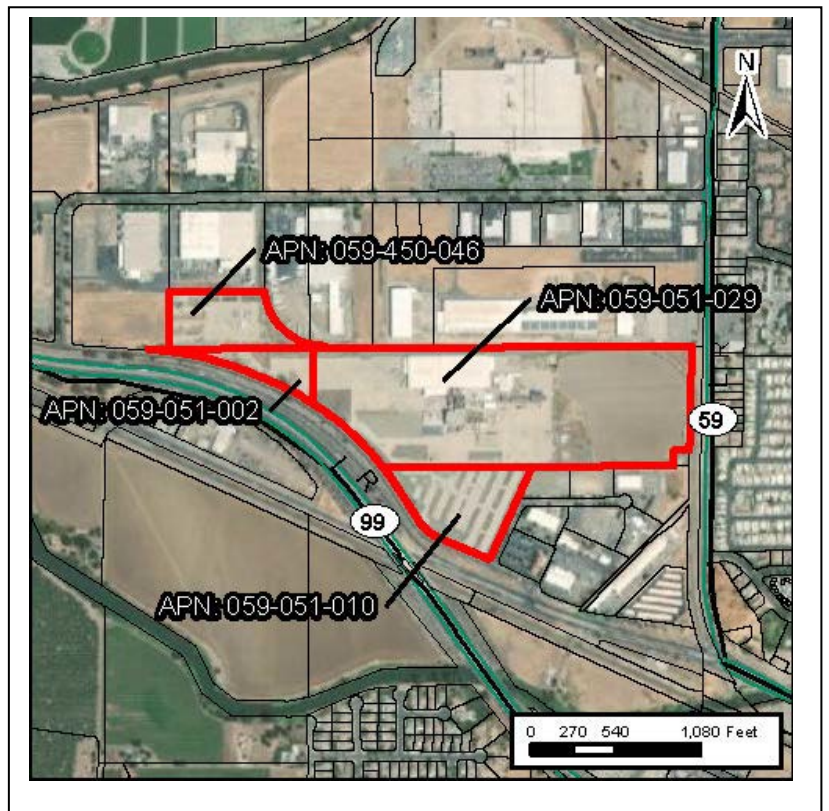
B13. Remarks:

*B14. Evaluator:

Christine Cruieess, Josh Severn, & Allison Lyons Medina
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

*Date of Evaluation:

December 2020; updated December 2023
(This space reserved for official comments.)



***P3a. Description:** (continued from page 1)

APN 051-059-029 had limited visibility from the public right-of-way. Historic aeriels and photographs taken from the public right-of-way were used to estimate the built environment on the property. There appear to be approximately 5 buildings related to the tomato plant, two large generators or fan housings, as well as tanks, piping, storage areas, and the railroad spur present. It appears that these buildings and industrial equipment date to the historic period. Most buildings appear to be constructed of concrete or corrugated metal, with concrete foundations and moderately pitched gable or flat roofs.

The small building on APN 059-051-010 is made of cinder blocks, with aluminum slider windows, aluminum awnings, and a concrete foundation. There is a gable roof of low pitch, with wooden fascia, which also projects over a small porch supported by a cinder block column. The small building is surrounded by pavement and the concrete pads of now-demolished buildings. The entire property is enclosed by chain link and barbed wire fencing, and sporadic mature trees are present, particularly at the southern border facing Ashby Road.

***B6. Construction History** (continued from page 2)

The entire cluster of industrial buildings formerly centered on APN 059-450-046 has been demolished c. 1998-2005. The Ragu-Bertolli Plant was shut down and sold in 2005, making the likely demolition date closer to 2005. What appear to be storage buildings on neighboring APN 059-051-002 were also demolished in the same period. The southernmost APN, 059-051-010 also saw the demolition of multiple outbuildings in this period, and one extant outbuilding, a small building, remains. The parcel where the densest concentration of tomato processing buildings remains is 059-051-029 and historic aeriels indicate this cluster of buildings has seen limited change since the 1990s, and likely closely resembles the original tomato processing plant built in 1974.

***B10. Significance:** (continued from page 2)

The most appropriate context for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property is Industrial Development: Agriculture and Food Processing in the San Joaquin Valley.

Industrial Development: Agriculture and Food Processing in the San Joaquin Valley

The San Joaquin Valley is home to a wide variety of farming enterprises, ranging from smaller, intensively cultivated farms to large, extensive, industrial enterprises. Approximately one third of the state's farmland lies in the San Joaquin Valley. The 1940s and 1950s saw increased irrigation water into the southern end of the valley through projects such as the California Valley Project (CVP). This greatly increased the variety of crops cultivated in the San Joaquin Valley (Caltrans 2007: 28). Along with the diversification of crops came allied industries, such as canning, packing, food machinery, and transportation services (Caltrans 2007: 55).

Cotton had been among the most important field crops in the valley since its introduction in 1871. Livestock was widely distributed throughout the valley floor, including the former home to the famous Miller and Lux cattle enterprise. Other products included milk, chickens, turkeys, eggs, and apiary products. Grain sorghum became important in the area after 1870 as a summer grain crop (Caltrans 2007: 28). Between 1890 and 1914, the California farm economy swiftly shifted from large-scale ranching and grain-growing operations to smaller-scale, intensive fruit cultivation. In addition to fruit, nuts are important crops, as are many other field crops (e.g., barley, beans, corn, hay, potatoes, sugar beets, and wheat) (Caltrans 2007:55). Citrus fruits were especially easy to transport in simple crates.

Transportation of vegetables seriously concerned early growers. Exorbitant shipping costs precluded widespread use of the Transcontinental Railroad during the 1870s as a primary source for distributing vegetable products. The lack of reliable cross-country refrigeration also made shipping precarious at best. The canning of both fruits and vegetables, particularly tomatoes, dramatically increased after 1900 (Caltrans 2007: 27). By the 1920s, the most common commercially canned vegetables included asparagus, string beans, peas, spinach, and tomatoes (Caltrans 2007: 68). Beginning prior to World War II, a shift in food processing occurred. Instead of purchasing raw or pure canned ingredients, more processed, manufactured foods were packaged and sold to consumers (SurveyLA 2016: 131). New food processing plants were constructed in and around Merced after World War II.

Ragu-Bertolli Plant

The subject property has been a tomato processing plant since the time of its construction. The Ragu-Bertolli Plant opened in 1974 as a tomato processing plant by Chesebrough-Pond USA, owner of the Ragu brand. Tomatoes were a bumper crop in the San Joaquin Valley. The Ragu brand originated in Rochester, New York in the 1930s and was purchased by conglomerate Chesebrough-Pond USA in the 1960s. The plant in Merced was likely constructed as part of the brand's expansion under Chesebrough-Pond USA.

The plant was one of the earliest industrial complexes constructed in an industrial area known as the Southern Pacific Industrial Park. This was part of the broader Western Industrial Park area of Merced. The area attracted industry due to its convenient location to the north of Highway 99 and at the meeting point of two Southern Pacific Railroad lines (Merced Sun-Star 1976:1; 1977:1).

1785 Ashby Road was owned from 1974-2005 by Chesebrough-Pond USA, which was acquired by Unilever during this period. Unilever sold the plant to Morningstar LLC in 2005.

Page 4 of 7

*Resource Name or # (Assigned by recorder) Map reference #24, #40, #41, #43

*Recorded by ICF *Date December 2020/December 2023 ☒ Continuation ☐ Update

It is not clear when the majority of buildings on the parcel were demolished, with only the tomato processing plant and one small building remaining, but it was likely before the purchase. Morningstar LLC produces mass-sale tomato products, and while it still processes tomatoes on site, it is likely some of the dismantled equipment was related to bottling, a necessity for a supermarket good like Ragu sauce.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, 1785 Ashby Road has an association with the theme of Industrial Development: Agriculture and Food Processing in the San Joaquin Valley. However, the plant was part of a natural outgrowth of industry, both within Merced and within the tomato processing business, due to the transition of tomato processing occurring on smaller farms and ranches to the sale of tomatoes to corporations for processing at their large plants, most of which occurred post World War II but particularly after the 1960s. Industrial development along Highway 99 and the Southern Pacific and Topeka and Santa Fe Railroad tracks within Merced County were widespread by the plant's build date of 1974, and it does not accurately represent a trend at the national, state or local level. Thus, 1785 Ashby Road does not appear significant NRHP Criterion A or CRHR Criterion 1.

To be eligible for listing in the NRHP under Criterion B or CRHR under Criterion 2, a property must be associated with the lives of persons significant in our past. This property does not appear to have an association with any significant persons important to history. Research, hindered by the COVID-19 pandemic, revealed limited records about past builders or workers relating to the construction of the plant. However, the plant appears to have been constructed as part of a corporation's expansion, which was achieved on a broad level and not as the result of any individual action. As a result, the property is unlikely to possess significance under Criterion B/2. To be eligible for listing under NRHP Criterion C or CRHR Criterion 3, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction.

This property does not appear to have architectural significance. The plant appears to be utilitarian and a common example of a food processing plant and nothing indicates the property demonstrates significant engineering in the processing of tomatoes. It is not the work of a master, nor does it possess any particular architectural style, instead housing a simple tomato processing operation. Thus, 1785 Ashby Road does not appear significant under NRHP Criterion C or CRHR Criterion 3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that this built environment resource is not likely to yield information important to history. Thus, 1785 Ashby Road does not appear significant under NRHP Criterion D or CRHR Criteria 4.

Integrity

The property at 1785 Ashby Road does not possess historic significance. The property remains in its original location. Due to the demolition of the majority of buildings related to the 1974 Ragu-Bertolli plant on three out of the four parcels that make up the current property, 1785 Ashby Road does not possess integrity of design, setting, materials, workmanship, feeling, and association that would convey historic significance.

Conclusion

In conclusion, 1785 Ashby Road is not eligible for listing in the NRHP/CRHR as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and does not appear to be a historical resource for the purposes of CEQA.

*B12. References

Bureau of Land Management. 2011. Public Land Survey System Data for California. Available:
http://www.geocommunicator.gov/Geocomm/Isis_home/home/index.htm. Accessed February 2016.

California Department of Transportation (Caltrans). 2007. A Historical Context and Archaeological Research Design for Agricultural Properties in California. Prepared for Division of Environmental Analysis, California Department of Transportation, Sacramento, CA.

Hillman, R. and L. Covello. 1985. Cities and Towns of San Joaquin County since 1847. Fresno, CA: Panorama West Books.

Perez, C. N. 1996. Land Grant in Alta California. Rancho Cordova, CA: Landmark Enterprises.

Page 5 of 7

*Resource Name or # (Assigned by recorder) Map reference #24, #40, #41, #43

*Recorded by ICF *Date December 2020/December 2023 ☒ Continuation ☐ Update

Rice, Richard, William Bullough, and Richard Orsi. 1988. The Elusive Eden: A New History of California. New York, NY: McGraw-Hill, Inc.

SurveyLA. 2016. SurveyLA Citywide Historic Context Statement, Industrial Development, 1850-1980. Prepared for Office of Historic Resources, City of Los Angeles, Los Angeles, CA.



Photograph 2, view from entrance (view northeast). Photograph: August 2023.

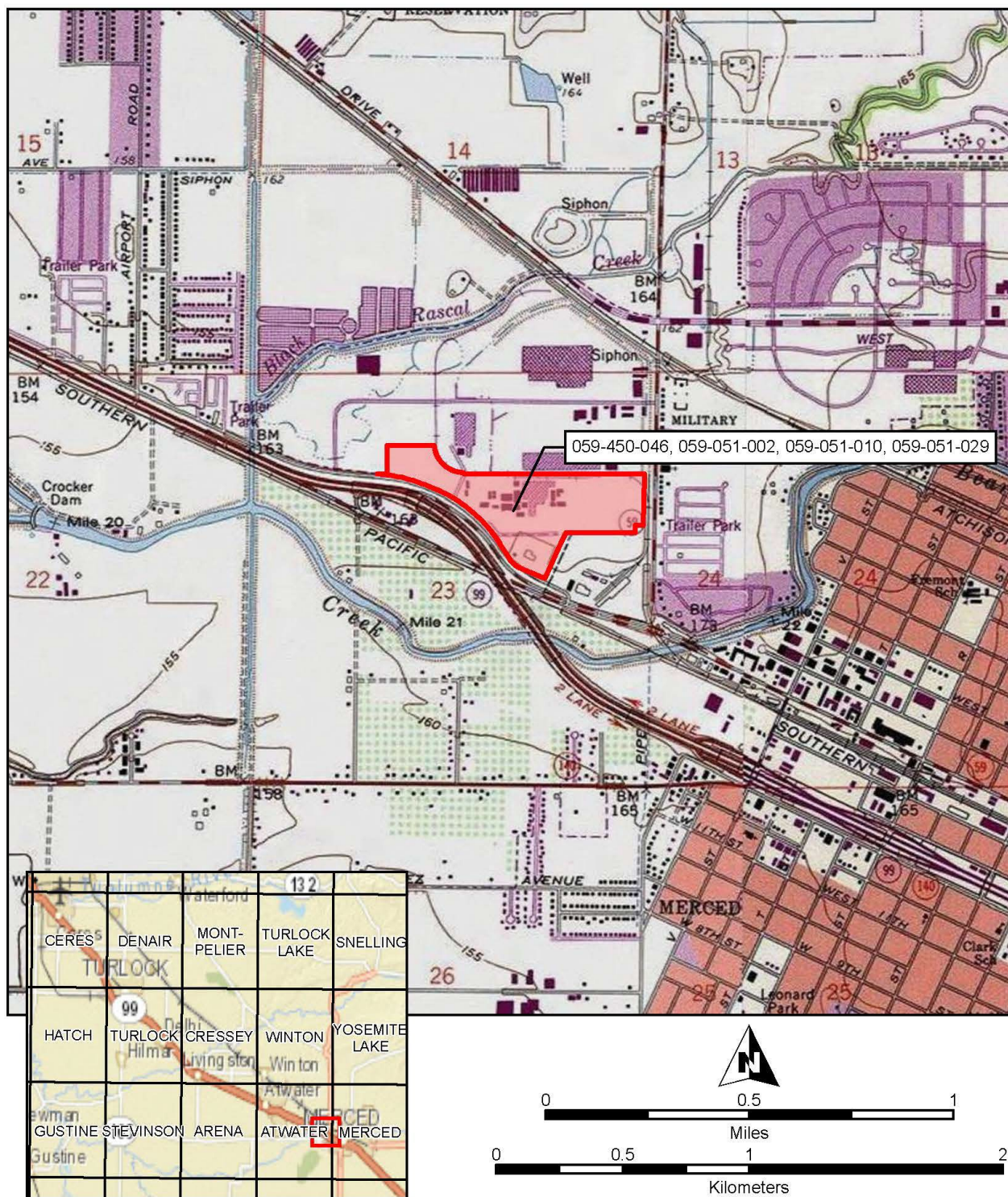
Page 6 of 7

*Resource Name or # (Assigned by recorder) Map reference #24, #40, #41, #43

*Recorded by ICF *Date December 2020/December 2023 ☒ Continuation ☐ Update



Photograph 3. Morning Star LLC signage and fencing, view of processing plant at rear of photograph. (view north). Photograph: August 2023.



Key to USGS 7.5' quads depicted

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

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

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 6

*NRHP Status Code 6Z
*Resource Name or # 2777 North Highway 59/Map reference #39

P1. Other Identifier: Map reference #39

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County Merced

*b. USGS 7.5' Quad Atwater Date 1961 T _____; R _____; $\frac{1}{4}$ of $\frac{1}{4}$ of Sec: _____; _____ B.M.

c. Address: 2777 North Highway 59 City: Merced, CA Zip: 95340

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

APN 059-450-069-000 ; 594500560

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

2777 North State Highway 59 is a rectangular industrial/commercial parcel along North Highway 59 north of Ashby Road and Highway 99 in western Merced. The neighborhood has a mix of commercial and industrial properties bounded by Cooper Avenue, Highway 59, and West 16th Street. The railroad tracks run south of the parcel. The parcel has four discrete building volumes. Three warehouse buildings (Warehouse Buildings B-D) occupy the southern border of the parcel while one modern office building (Office Building A) appears in the northeast quadrant of the parcel. To the east is Building D, consisting of a rectangular warehouse building with a flat roof and additions to the west and east elevations and interior office space. (See continuation sheet)

*P3b. Resource Attributes: (List attributes and codes) HP8: Industrial building; HP6: 1-3 story commercial building

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



*P5b. Description of Photo: (View, date, accession #) 2777 N Highway 59, January 2021, view facing northwest, portions of the east and south elevations of Building B and C. ICF.

*P6. Date Constructed/Age and Sources:

☒ Historic ☐ Prehistoric ☐ Both
c. 1969 (historic aerial photograph)

*P7. Owner and Address:

Hyway 59 Properties L P
13890 Looney Road
Ballico, CA, 95303

*P8. Recorded by: (Name, affiliation, address)

Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

*P9. Date Recorded: August 23, 2023

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: ICF. 2024. Merced Intermodal Track Connection Project, Historical Resource Inventory and Evaluation Report. January. (ICF 104197.0.002) San Francisco, CA. Prepared for San Joaquin Joint Powers Authority, Stockton, CA.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

Page 2 of 6

*NRHP Status Code 6Z
*Resource Name or # 2777 North Highway 59
Map reference #3

B1. Historic Name:

B2. Common Name: Mauser USA LLC - Fiber Drum; Clark Pest Control

B3. Original Use: Industrial

B4. Present Use: Industrial/Commercial

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alteration, and date of alterations)

This commercial warehouse building dates to c. 1969.

*B7. Moved? ☒ No ☐ Yes ☐

Date: NA

Original Location: X

*B8. Related Features: N/A

B9. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme Industrial Development; Post-World War II Commercial Warehouses Area Merced, CA

Period of Significance N/A Property Type Commercial

Applicable Criteria N/A

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

The property at 2777 North Highway 59 does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor is it a historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

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

*B12. References:

See continuation sheet.

B13. Remarks:

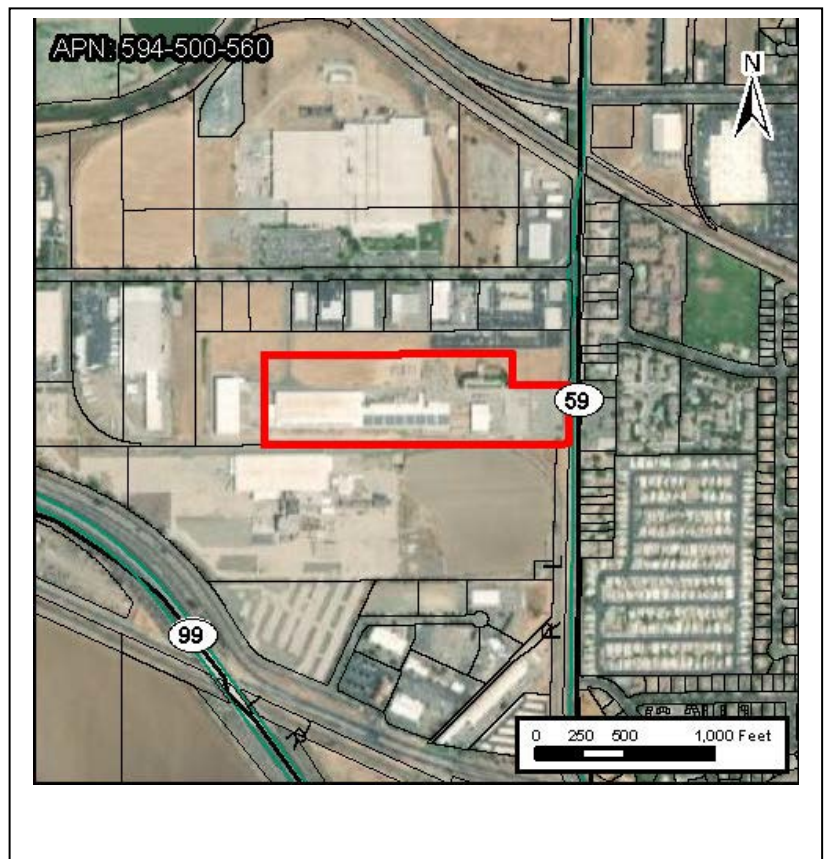
*B14. Evaluator:

Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

*Date of Evaluation:

December 11, 2020/ December 2023

(This space reserved for official comments.)



Page 3 of 6

*Resource Name or # (Assigned by recorder) 2777 North Highway 59 Map reference #59

*Recorded by Joshua Severn, ICF *Date December 11, 2020/December 2023 ☒ Continuation ☐ Update

P3a. Description (continued)

Abutting Building D to the east is Building C, a long and narrow rectangular warehouse building with a long, narrow addition projecting north and covered truck docks along its northern elevation. Building B consists of a smaller rectangular building east of Building C. The industrial/commercial warehouse buildings have fire-resistant construction materials including corrugated metal sheeting, concrete block, and concrete tilt-up walls. Building D features a vaulted, trussed rounded roof at 40' high with the wall height under the trusses at 24'. Canopied concrete loading docks appear along the northern elevations of Building C and Building D, the warehouse buildings, with roofing clad in metal sheeting. Building B and Building C feature gabled roofs clad in metal sheeting and metal industrial roll-top doors, metal industrial pedestrian doors, metal-framed windows, and modest architectural embellishments along multiple elevations. Additions feature shed-style roofs clad in metal sheeting. A narrow, wide addition along the southeast corner of Building C features a row of clerestory windows.

Building A is a small, modern one-story commercial office building with a two-tiered gable and wing tile-clad roof. Building A cannot be seen from the public right of way due to vegetation and fencing along the south and east elevations. Building A features a low-pitched cross-gable roof and a flat roof area for roof-mounted HVAC units. The north elevation features two rows of clerestory windows with undetermined framing materials. The primary entry to Building A appears along the south elevation and has at least one covered entrance facing a parking area. Windows and other door features cannot be seen along the south elevation. The west elevation has no visible windows and one secondary entrance. The north elevation has a fenced yard area with at least one secondary entrance. The east elevation is partially obscured and features no visible secondary entrances or doorways.

The parcel landscaping consists of dry, cut grass areas and concrete and asphalt parking areas. Two gated entrances appear along the southeast corner (accessed by Highway 59) and northwest corner of the parcel (accessing Cooper Avenue). The buildings appear to be in good condition.

*B6. Construction History: (continued from page 2)

Building A dates to 1981. Prior to 1958, aerial photographs show the parcel as a cleared vacant lot with a network of unpaved roadways but no visible buildings. Aerial photographs from 1998 through 2020 show no major additions to the footprint of the buildings. (Nationwide Environmental Title Research LLC 1946, 1958, 1998; Google LLC 2020; LoopNet 2020)

*B10. Significance: (continued from page 2)

The most appropriate context for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property is Industrial Development: Post-World War II Commercial Warehouses

Industrial Development: Post-World War II Commercial Warehouses

The main function of warehouse buildings centers on goods (e.g., storing, processing, distributing, and often light manufacturing). By the nature of their use, warehouse buildings exhibit utilitarian features. Historically, several issues have inspired their design. Fire safety and theft prevention needs resulted in builders using thick masonry walls and fire-resistant materials, such as iron, for doors and shutters. The need to economize space led to the elimination of some features, such as interior ceilings and partitions, which resulted in a simplification of exterior ornamentation (Page & Turnbull, Inc. 2009:93).

Changing construction technologies allowed builders to adapt warehouse designs from load-bearing brick to concrete construction. In 1916, the creation of the forklift enabled warehouses to be organized more compactly, eventually changing the building typology from a multi-story to single-story construction. Because of their utilitarian nature, warehouses often have compact rectangular footprints, with building heights made to accommodate multiple stacked shipping pallets for storage. During the post-World War II period, warehouse development increased across the nation as industry became decentralized by automobile and truck transportation (Munce 1960:54–55).

As technology improved, warehouses became less dependent on ventilation and natural light. Lighting, air-conditioning, and heating systems were eventually moved inside warehouses, which stripped exterior façades to having few or no windows, further reducing exterior detail. Additionally, as building materials improved, low-cost prefabrication options further stripped warehouse façades. Most warehouses became utilitarian buildings with simple footprints, boxed massing, flat roofs, and modest siding with exposed concrete or concrete block. Hybrid commercial warehouse buildings are often zoned for commercial use, but their exteriors resemble standard warehouses. Commercial warehouse buildings emerged from the post-World War II era. During that time, builders across the United States erected commercial warehouses, warehouses, and light-industrial buildings at city peripheries, in areas outside of older downtowns where trucking and shipping of goods could be accommodated. Often cities zoned such developments nearby but not intermixed with new housing developments. Commercial warehouses usually contain smaller business enterprises than dedicated warehouses; they contain space for warehouse use (e.g., storing, processing, and distributing goods), as well as consumer use with designated space for retail activities (Munce 1960:47–48).

Commercial warehouse buildings have architectural elements of the standard warehouse typology. Key features include a rectangular footprint, one-story height, simple massing, raised foundation with loading docks, roll-up doors for vehicular use, minimal fenestration or complete lack of windows, utilitarian style, often with no ornamentation, prefabricated materials, and simple siding.

Page 4 of 6

*Resource Name or # (Assigned by recorder) 2777 North Highway 59 Map reference #59

*Recorded by Joshua Severn, ICF *Date December 11, 2020/December 2023 ☒ Continuation ☐ Update

In addition to their warehouse function, commercial warehouse buildings also feature architectural elements representing their commercial use, such as a discernable primary entrance, often with glazed doors, interior space for visitors, such as product showrooms, building signage displaying a product name, and adjacent parking for visitors. Finally, some smaller commercial warehouse properties have less interior storage space and rely on paved outdoor lots or yards for mechanical equipment, materials, or vehicles (ICF 2021:5-2).

Ownership Record

As of 2020 the property's documented owner is Hyway 59 Properties LLC, which has been in business since 2010 and has one registered agent, David H. Long. David Long is the CEO and founder of Hilltop Ranch, an almond huller-sheller and processing company founded in 1980 in Ballico. (Hilltop Ranch 2018). He has been active in the Merced area since the 1980s. David Long also served as the Division 3 Director of the Merced Irrigation District. He was elected to the MID Board in 2009 and re-elected in 2014 (Merced Irrigation District 2021). Associated tenants of the subject property in 2020 include Mauser USA LLC- Fiber Drum and Clark Pest Control. As of 2020, the property is advertised as a lease by Tinetti Realty Group (ParcelQuest 2020; Google LLC).

Evaluation

Under NRHP Criterion A and CRHR Criterion 1, 2777 N Highway 59 has casual association with the theme of industrial development in the San Joaquin Valley. No evidence suggests an important association with any theme of historic significance. No evidence suggests that 2777 N Highway 59 best embodies "new agricultural, industrial, and real estate industries" that emerged in San Joaquin, Stanislaus, and Merced Counties after World War II which influenced residential and population growth. Finally, while the property casually reflects the theme of commercial warehouses in the postwar period, no evidence suggests this complex best reflects the early adoption of the property type in the Merced area or that the building imparted an important influence on the development of the building type. Thus, 2777 N Highway 59 does not appear significant NRHP Criterion A or CRHR Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, 2777 N Highway 59 does not appear to have an association with any significant persons important to history. Research revealed limited records about past owners of the resource. Investigation into Hyway 59 Properties LP revealed no evidence of work significant to history. David Long, the registered agent for Hyway 59 Properties LP, is the founder and CEO of Hilltop Ranch. Research suggests that this property does not best embody the location of the productive life of David Long, who began in the almond industry in 1980 with his purchase of an almond orchard in Ballico, nor did research show that David Long himself has an important association with this property. Hilltop Ranch runs its core operations in Ballico and has remained in that area through its 2002 expansions along Turlock Road (Hilltop Ranch 2018). Occupants currently associated with the property include Clark Pest Control and Mauser USA LLC. No research revealed that this location holds important association with the productive life of any notable agents of these businesses. Research revealed no works of these occupants that had historic significance with important associations to the property. Due to COVID-19 research constraints, research only uncovered minimal information about property ownership. As a result, significance under Criterion B/2 could not be evaluated.

Under NRHP Criterion C or CRHR Criterion 3, 2777 N Highway 59 does not have architectural significance. 2777 N Highway 59 reflects common hallmarks of the warehouse typology, including modest exterior architectural embellishments, fire-resistant wall cladding and construction materials, simple rectangular footprints, modest utilitarian fenestration patterns, industrial type roll-top doors, metal pedestrian doors with secure locking mechanisms, and warehouse loading docks with canopies. Commercial warehousing dates to the immediate postwar period as technology surrounding organization and storage of products improved throughout World War II. Warehouse properties became ubiquitous across the country as transportation networks improved in the 1950s and warehouse construction and use expanded on the fringes of established communities where space allowed greater functionality. These types of properties rarely express a distinct architectural style, which reflects their utilitarian function of storage, processing, and light manufacturing. As such, the commercial and industrial warehouse buildings at 2777 N Highway 59 do not have architectural significance as they embody typical features of the building type. The commercial office building dates to 1981 and does not appear to be a high-style example of a particular method, type, or period of construction nor does it display high artistic values nor ties to a master builder or architect. No evidence suggests that the commercial warehouse buildings have any connections to a master builder or architect nor that the warehouse buildings best reflect a particular method, type, or period of construction. No evidence suggests that 2777 N Highway 59 represents the first or foremost example, or a novel or innovative example of these building typologies. The property as a whole does not display high artistic values. Thus, 2777 N Highway 59 is not significant under NRHP Criterion C or CRHR Criterion 3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that 2777 N Highway 59 is not likely to yield information important to history. Thus, the property does not appear significant under NRHP Criterion D or CRHR Criteria 4.

Conclusion

In conclusion, 2777 N Highway 59 is not eligible for listing in the NRHP/CRHR under A/1, C/3, and D/4 as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

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*Resource Name or # (Assigned by recorder) 2777 North Highway 59 Map reference #59

*Recorded by Joshua Severn, ICF *Date December 11, 2020/December 2023 ☒ Continuation ☐ Update

with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

***B12. References**

Burton, Jeffery F., Mary M. Farrell, Florence B. Lord, and Richard W. Lord. 2000. "Confinement and Ethnicity: An Overview of World War II Japanese American Relocation Sites." In *Publications in Anthropology* 74 (Revised). Tucson, AZ: Western Archaeological and Conservation Center, National Park Service, U.S. Department of the Interior.

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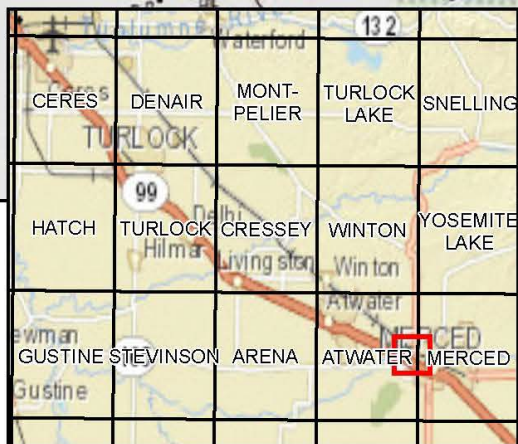
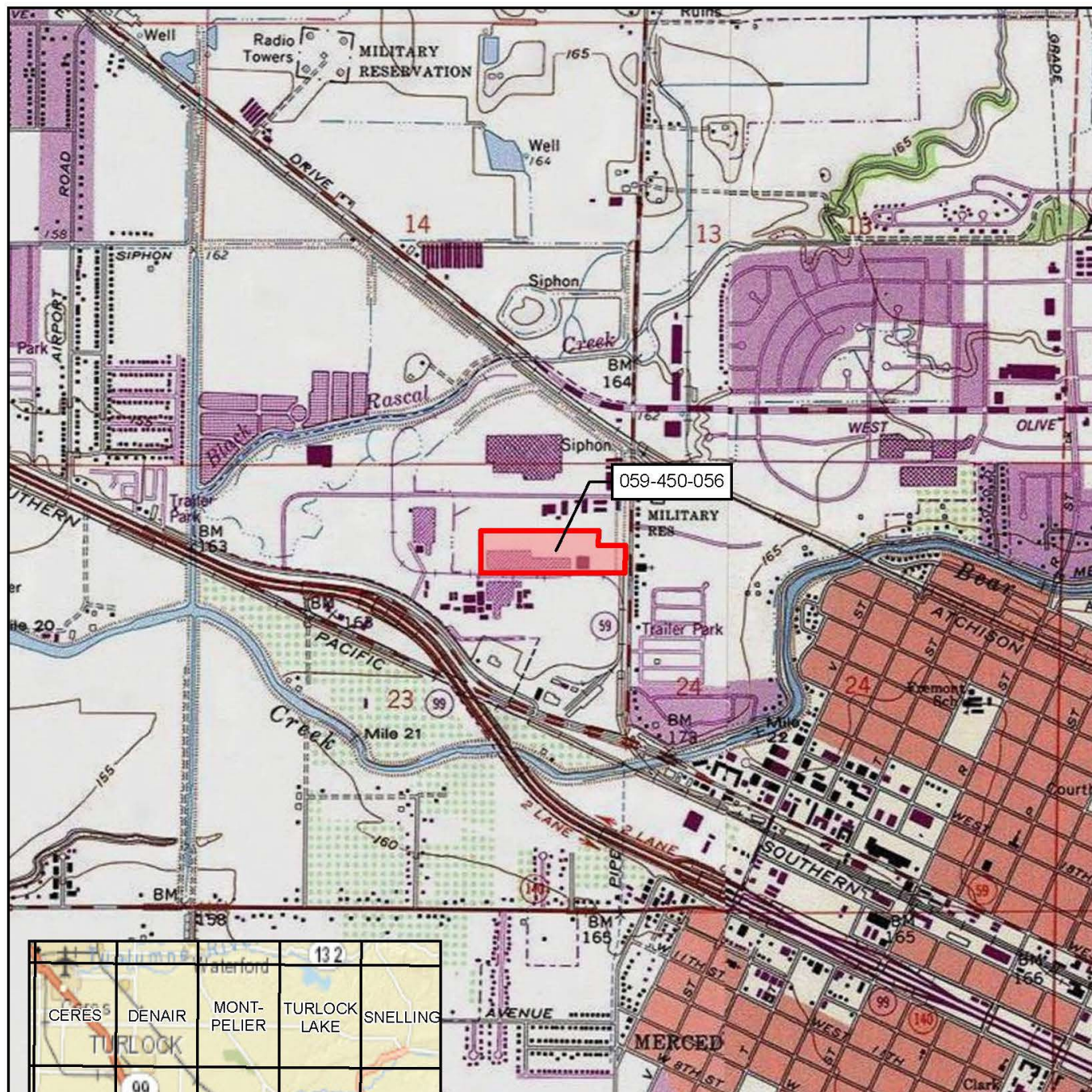
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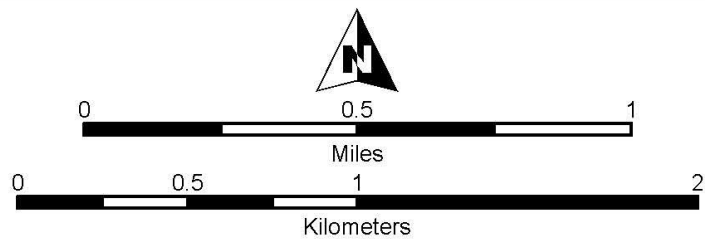
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Rice, Richard, William Bullough, and Richard Orsi. 1988. *The Elusive Eden: A New History of California*. McGraw-Hill, Inc. New York, NY.

LOCATION MAP



Key to USGS 7.5' quads depicted



SCALE 1:24,000

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

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

Other Listings _____
Review Code _____ Reviewer _____ Date _____

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*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) Map Reference 50

P1. Other Identifier: 1743 Ashby Road;

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County Merced and (P2b and P2c or P2d. Attach a Location Map, as necessary.)

*b. USGS 7.5' Quad Merced Date 1962 T 7S; R 13S; ___ ¼ of ___ ¼ of Sec: 23; M.D.B.M.

c. Address: 1743 Ashby Road City: Merced Zip: 95348

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN 059-051-040-000

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

The property at 1743 Ashby Road is a professional building located in Merced. The property has Spanish design elements. The building consists of two adjoined parts; a one-story building which front Ashby Road and has a low pitch gable roof composed of red clay tiles, textured stucco wall cladding, and modern vinyl windows. There is a full-length front porch sheltered by the extended roof, and supported by stucco-clad posts. Its roof has wooden fasciae. An ADA access ramp has been added in the last twenty years at the front elevation. The second building, adjoined at the gable, is a two-story section of similar make with a cross-gable red tile roof, stucco cladding, and wooden fascia. A secondary entrance is located on the two-story building, facing Miles Court, but the doorway was not visible from public right-of-way. This portion also has vinyl replacement windows, most consisting of a fixed upper window and a small rectangular slider portion at the base for airflow. The building is surrounded by a parking lot with grassy median strips and professional modern-era landscaping, mostly consisting of decorative trees, a combination of what appears to be pear and evergreen.

*P3b. Resource Attributes: (List attributes and codes) HP6. 1-3 story commercial building.

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



P5b. Description of Photo: (View, date, accession #) August 29, 2023, view facing north

*P6. Date Constructed/Age and Sources:

☒ Historic ☐ Prehistoric ☐ Both

Built c. 1946-1958, Historicaerials.com

*P7. Owner and Address:

H&H Properties

PO Box 547

San Jose CA 95106

*P8. Recorded by: (Name, affiliation, address)

Allison Lyons Medina and Joshua Severn

ICF, 980 9th Street, Suite 1200

Sacramento, CA 95814

*P9. Date Recorded: August 29, 2023

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation ICF. 2024. Merced Intermodal Track Connection Project, Historical Resource Inventory and Evaluation Report. January. (ICF 104197.0.002) San Francisco, CA. Prepared for San Joaquin Joint Powers Authority, Stockton, CA.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
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*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) Map Reference 50

B1. Historic Name: N/A

B2. Common Name: N/A

B3. Original Use: Commercial

B4. Present Use: Commercial

*B5. Architectural Style: Spanish Colonial Revival

*B6. Construction History: (Construction date, alteration, and date of alterations) Built between 1946 and 1958. Replacement vinyl windows, retextured stucco and new doors c. 1990s, with ADA ramp added to façade likely in the same time period. Parking lot likely paved in the 1960s and repaved in the late twentieth century.

*B7. Moved? ☒ No ☐ Yes

Date: _____ Original Location: X

*B8. Related Features:

B9. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme N/A

Area N/A

Period of Significance N/A Property Type N/A

Applicable Criteria N/A

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

The property at 1743 Ashby Road does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not retain integrity to its original construction and does not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

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

*B12. References:

See continuation sheet.

B13. Remarks:

*B14. Evaluator:

Amanda Reese (2020) and Joshua Severn (2023) ICF
980 9th Street, Suite 1200
Sacramento, CA 95814

*Date of Evaluation:

December 4, 2020/December 2023

(This space reserved for official comments.)



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*Resource Name or # (Assigned by recorder) Map Reference 50

*Recorded by Josh Severn, ICF *Date August 2023 ☒ Continuation ☐ Update

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property include the history and development of the San Joaquin Valley and World War II era industry and post-war development.

History of the San Joaquin Valley

Early European exploration of the coastal and inland trade routes of what became California began in the 1500s, but more than a century passed before Spain mounted a concerted colonization effort. The historical era in California began with Spanish colonization and is often divided into three distinctive chronological and historical periods: the Spanish or Mission Period (1542–1821), the Mexican or Rancho Period (1821–1848), and the American Period (1848–present). After Mexican independence in 1821, rule transitioned to the newly-established country of Mexico. The United States took control of California after the Mexican-American War in 1848 with the signing of the Treaty of Guadalupe Hidalgo. California became a state in 1850, and the development patterns in the state during the late nineteenth century were characterized by agricultural ventures, ranching, and mining.

Explorers, soldiers, missionaries, and ranchers led Spain's colonization effort, although the realities of settling a remote region repeatedly undermined Spain's theory and official policy of colonization (Rice et al. 1988). The Spanish government and subsequently the Mexican government issued rancho land grants to reward soldiers, promote settlement in California, and encourage agricultural and ranching enterprises. However, as late as the 1840s, after almost a century of effort, the region's economy remained colonial, its institutions fragmented, its military power negligible, and its population sparse (Rice et al. 1988). The bulk of the more than 800 rancho grants were bestowed during the Mexican Period (Perez 1996). Although exploration of the San Joaquin Valley occurred in the latter half of the Spanish period between 1772 and 1817, it was not until the Mexican Period that Europeans and Euro-Americans began settling in the region. Only one of the numerous ranchos granted between 1841 and 1846 within the San Joaquin Valley intersects the CEQA study area. Rancho Pescadero-Grimes, established in 1843, is in San Joaquin County near the present-day community of Tracy (Bureau of Land Management 2011).

World War II era Industry and Post-war Development

Transit networks connected the San Joaquin Valley to the rest of the nation and the world, enabling the region to play a major role in World War II efforts. War-related industries and activities brought thousands of people to the San Joaquin Valley. Established in 1942, the San Joaquin Depot was made up of distribution facilities at three separate locations—Tracy, Sharpe (Lathrop), and Stockton's Rough and Ready Island (California Military Department 2016a). The depots received, stored, and shipped supplies throughout the United States and the Pacific overseas combat areas. In addition, Permanente Metals, a manufacturer of aircraft parts and magnesium bombs, came to Lathrop. Lathrop was an ideal location for a magnesium plant, because a natural gas pipeline ran underneath the town and was a ready supplier to maintain the numerous furnaces required for production. Between 1942 and 1944, the plant became the most important source of magnesium in California, which was used to make aircraft parts and bombs (Hillman and Covello 1985).

During World War II, the government ordered wartime internment of Japanese Americans, depleting Japanese American communities across the United States. Japanese American internees were evacuated and taken to temporary assembly centers, where they were processed and later relocated to larger internment camps. Temporary assembly centers for Japanese American internees were established throughout the San Joaquin Valley in Stockton, Turlock, Salinas, Merced, Fresno, and Tulare. The Stanislaus County Fairgrounds in Turlock operated as a temporary assembly center from April to August 1942. Over 3,500 detainees from the Sacramento River Delta and Los Angeles areas were held at this location before being transported to a permanent internment camp in Gila, New Mexico (Burton et al. 2000).

New agricultural, industrial, and real estate industries emerged in San Joaquin, Stanislaus, and Merced Counties after the war and resulted in residential and population growth. Since then, the San Joaquin Valley has experienced sporadic periods of residential development; however, the landscape has generally maintained its rural character since the 1960s.

Property History

1743 Ashby Road was constructed c. 1946-1958 and extremely limited information about its prior occupants could be obtained due to research restrictions during the COVID-19 pandemic. It is currently occupied by a social services agency.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, 1743 Ashby Road has association with the theme of commercial development. However research indicates the property was part of the typical commercial outgrowth of Merced, likely related to the creation of highway 99 to the south, for ease of access to transportation and commerce. It does not appear to be related to pioneer commercial development in Merced, instead representing the haphazard development patterns common among the mid-century businesses built lining Highway 99. Merced. Commercial development is usually considered significant under NRHP Criterion A and CRHR Criterion 1 when associated with trends and events that have made a significant contribution to the broad patterns of history, particularly events that have had a

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*Resource Name or # (Assigned by recorder) Map Reference 50

*Recorded by Josh Severn, ICF *Date August 2023 ☒ Continuation ☐ Update

lasting influence on the community and/or economic history of a locale or region. However, given the lack of information regarding the building at 1743 Ashby Road, it does not appear to have had a lasting influence on the community, instead representing simple patterns of development within Merced. Thus, 1743 Ashby Road does not appear significant NRHP Criterion A or CRHR Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, this property does not appear to have an association with any significant persons important to history. Research revealed limited records about past owners of the resource. Due to COVID-19 research constraints, research only uncovered minimal information about property ownership. As a result, significance under Criterion B/2 could not be evaluated.

Under NRHP Criterion C or CRHR Criterion 3 this property does not appear to have architectural significance. It is not the work of a master, or representative of a particular style, and is instead a typical commercial building with some limited Spanish influence such as the tile roof, covered porch and stucco siding. However, it is not a good example of the style and has had significant alterations including the replacement of all the windows and resurfacing of the stucco siding. The property does not present a cohesive example of commercial architecture dating to its period of construction. Thus, 1743 Ashby Road does not appear significant under NRHP Criterion C or CRHR Criterion 3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that this built environment resource is not likely to yield information important to history. Thus, 1743 Ashby Road does not appear significant under NRHP Criterion D or CRHR Criteria 4.

Conclusion

In conclusion, 1743 Ashby Road is not eligible for listing in the NRHP/CRHR as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

*B12. References

Bureau of Land Management. 2011. Public Land Survey System Data for California. Available at http://www.geocommunicator.gov/Geocomm/Isis_home/home/index.htm. Accessed February 2016.

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Perez, C. N. 1996. *Land Grant in Alta California. Rancho Cordova, CA: Landmark Enterprises.*

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*Resource Name or # (Assigned by recorder) Map Reference 50

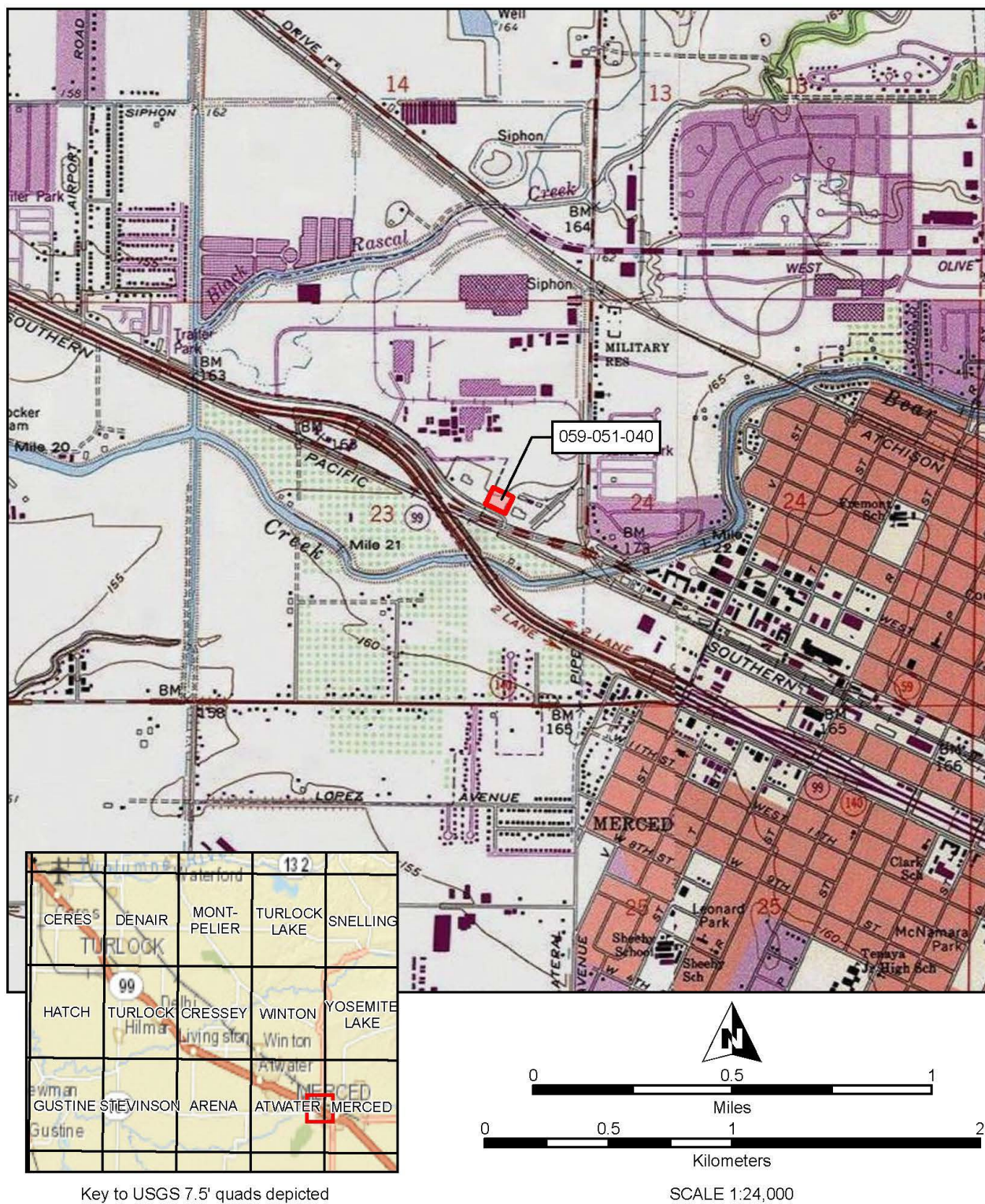
*Recorded by Josh Severn, ICF *Date August 2023 ☒ Continuation ☐ Update



Photograph 2. View northeast.



Photograph 3. View southwest.



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

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

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 6

*NRHP Status Code 6Z
*Resource Name or # 1725-1731 West 16th Street

P1. Other Identifier: Map reference 52

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County Merced

*b. USGS 7.5' Quad Atwater Date 1960 T 7S; R 13E; SE 1/4 of 1/4 of Sec: _____; _____ B.M.

c. Address: 1725-1731 W 16th City: Merced, CA Zip: 95348

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

APN 059-051-042-000; 590310300

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

1725-1731 W 16th consists of a narrow, irregular-shaped parcel northwest of the intersection of W 16th Street and Highway 59. It consists of a rectangular shaped, single-story warehouse building with two volumes, a vaulted roofed volume, and a gabled roof volume, both clad in corrugated metal sheeting on the walls and roofs. (See continuation sheet)

*P3b. Resource Attributes: (List attributes and codes) HP8: Industrial building; HP6: 1-3 story commercial building

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



P5b. Description of Photo: (View, date, accession #) 1725-1731 W 16th, south and west elevations, looking east. August 2023 ICF.

***P6. Date Constructed/Age and Sources:**

☒ Historic ☐ Prehistoric ☐ Both
c. 1945 (LoopNet 2021)

***P7. Owner and Address:**

STL Merced LLC
3535 Sierra Road
San Jose, CA, 95132-9513

***P8. Recorded by:** (Name, affiliation, address)

Allison Lyons Medina and Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***P9. Date Recorded:** August 29, 2023

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

Intensive

***P11. Report Citation** ICF. 2024. Merced Intermodal Track Connection Project, Historical Resource Inventory and Evaluation Report. January. (ICF 104197.0.002) San Francisco, CA. Prepared for San Joaquin Joint Powers Authority, Stockton, CA.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

Page 2 of 6

*NRHP Status Code 6Z
*Resource Name or # 1725-1731 West 16th Street

B1. Historic Name: unknown

B2. Common Name: JS Global; United Ceilings, Indmar, Veterinary Services Incorporated

B3. Original Use: Industrial

B4. Present Use: Industrial/Commercial

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alteration, and date of alterations)

c. 1946 (See continuation sheet)

*B7. Moved? ☒ No ☐ Yes ☐

Date: NA

Original Location: X

*B8. Related Features: N/A

B9. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme Industrial Development: Post-World War II Commercial Warehouses Area Merced, CA

Period of Significance N/A Property Type Commercial

Applicable Criteria N/A

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

The property at 1725-1731 W 16th Street does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor is it a historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

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

*B12. References:

See continuation sheet.

B13. Remarks:

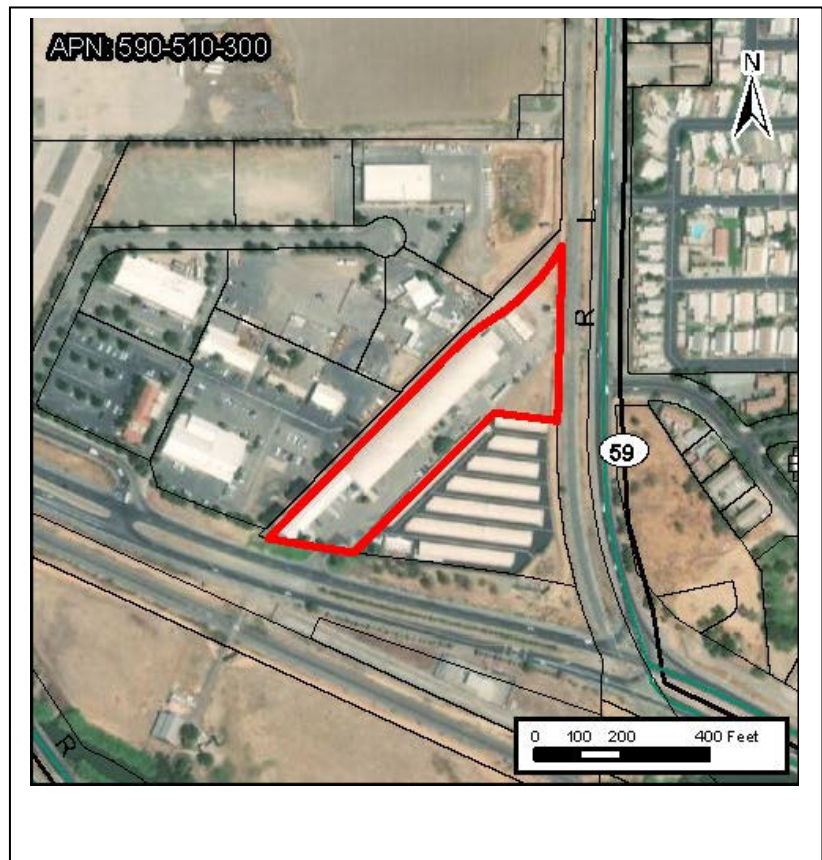
*B14. Evaluator:

Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

*Date of Evaluation:

August 2023

(This space reserved for official comments.)



P3a. Description (continued)

The south elevation shows eight metal roll-top industrial doors and a loading dock with an elevated, poured concrete deck area facing the main driveway, parking, and loading lot. The south elevation also shows five pedestrian, industrial metal doors neighboring the roll-top doors. The southwest elevation faces W 16th Street and features one ADA-accessible pedestrian entrance with a concrete ramp as well as a four-light vinyl and wood-framed vertical sliding window. A sign mounted above the entryway reads "JS Global Events" (a party rental business). The gable-roof area has minimal roof overhang. The northwest elevation features four industrial roll-top doors spanning the length of the elevation. The gable roof volume has two five-light windows. This elevation shows one pedestrian entrance with a metal industrial door. A small segment of detached railroad segment appears parallel to the property line and the northwest elevation of the building. The northeast elevation cannot be seen from the public right-of-way, appearing to feature at least two metal roll-top style doors, one metal pedestrian door, and a shed-style roofed building addition. No other windows appear along this elevation. There is a second rectangular industrial warehouse building northeast of the main warehouse building that cannot be seen from the public right-of-way but appears to have a gabled roof and corrugated metal sheeting cladding the walls and roof. No other features are visible. The parcel consists of a parking lot with bare dirt areas along the northeastern portion of the parcel. The portion of the parcel nearest to W 16th Street has grass. The main entrance to the parcel is along W 16th Street. The buildings are in good condition.

***B6. Construction History (continued)**

Based on historic aerial photographs from 1946 and USGS topographic maps dating to 1948, this commercial warehouse building dates to c. 1946. According to aerial photographs dating from 1958 and 1998, the building gained an addition to its northeast elevation, increasing the total footprint of the vaulted-roofed volume. A shed-style roof extension appears along the northeast elevation between 1958 and 1985. These additions may date to as early as c. 1960, coinciding with the rerouting of SR 99 south of the property and the inclusion of SR59 into the California Freeway and Expressway System. Aerial photographs show no visible additions or alterations to the primary building from 1998 through 2021. The rectangular secondary warehouse building to the northeast of the primary building appears between 1998 and 2005. (Nationwide Environmental Title Research LLC 1946, 1958, 1998, 2005; Google LLC 2020; LoopNet 2020; USGS 1948).

***B10. Significance: (continued from page 2)**

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property include the Transportation: Railroads in the San Joaquin Valley and Industrial Development: Post-World War II Commercial Warehouses.

Transportation: Railroads in the San Joaquin Valley

In the 19th century, railroad construction established the settlement patterns of the San Joaquin Valley that define the area through the present day. The San Joaquin Valley was not a major destination for settlers who came to California at the start of the American Period following the end of the Mexican-American War in 1848. Settlers who did come were concentrated in the northern part of the San Joaquin Valley, primarily due to the Gold Rush which began in 1849. The Transcontinental Railroad was completed in the region by 1869, and settlement increased in the San Joaquin Valley. Rail provided easy passenger travel and efficient commercial transport of goods to and from large urban centers such as San Francisco and Sacramento. The towns of Lathrop and Manteca became major railroad stops by 1871 and 1873, respectively. Tracy, located northwest of the project area, was established in 1882 around the junction of three rail lines—the San Francisco Bay Area to San Joaquin County line, the northern line to Martinez County, and the southern line to Los Angeles (AECOM 2018:9). The Central Pacific Railroad arrived in Merced County in 1872, establishing the town of Merced in December, and connected the San Joaquin Valley to national markets, with wheat being a major local crop (County of Merced 2012:9-30).

Construction of the San Joaquin Valley mainline of the Southern Pacific Railroad (SPRR), which was originally known as the San Joaquin Valley Railroad, began in 1869. The railroad branched off the transcontinental line at the newly established town of Lathrop in San Joaquin County. From 1870 to 1880, the population of the San Joaquin Valley increased by 40 percent, and the SPRR established 50 stations in the San Joaquin Valley, 24 of which became town sites. Eight of those sites became major towns, including Modesto, Turlock, and Merced (AECOM 2018:9).

By the start of World War II, transit networks connected the San Joaquin Valley to the rest of the nation and the world, enabling the region to play a major role in war efforts. War-related industries and activities brought thousands of people to the San Joaquin Valley. Established in 1942, the San Joaquin Depot was made up of distribution facilities at three separate locations—Tracy, Sharpe (Lathrop), and Stockton's Rough and Ready Island (California Military Department 2016). The depots received, stored, and shipped supplies throughout the United States and the Pacific overseas combat areas. In addition, Permanente Metals, a manufacturer of aircraft parts and magnesium bombs, came to Lathrop. Lathrop was an ideal location for a magnesium plant, because a natural gas pipeline ran underneath the town and was a ready supplier to maintain the numerous furnaces required for production. Between 1942 and 1944, the plant became the most important source of magnesium in California, which was used to make aircraft parts and bombs (Hillman and Covello 1985).

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*Resource Name or # (Assigned by recorder) 1625-1731 West 16th Street

*Recorded by Joshua Severn, ICF *Date August 23, 2023

☒ Continuation ☐ Update

Industrial Development: Post-World War II Commercial Warehouses

The main function of warehouse buildings centers on goods (e.g., storing, processing, distributing, and often light manufacturing). By the nature of their use, warehouse buildings exhibit utilitarian features. Historically, several issues have inspired their design. Fire safety and theft prevention needs resulted in builders using thick masonry walls and fire-resistant materials, such as iron, for doors and shutters. The need to economize space led to the elimination of some features, such as interior ceilings and partitions, which resulted in a simplification of exterior ornamentation (Page & Turnbull, Inc. 2009:93).

Changing construction technologies allowed builders to adapt warehouse designs from load-bearing brick to concrete construction. In 1916, the creation of the forklift enabled warehouses to be organized more compactly, eventually changing the building typology from a multi-story to single-story construction. Because of their utilitarian nature, warehouses often have compact rectangular footprints, with building heights made to accommodate multiple stacked shipping pallets for storage. During the post-World War II period, warehouse development increased across the nation as industry became decentralized by automobile and truck transportation (Munce 1960:54–55).

As technology improved, warehouses became less dependent on ventilation and natural light. Lighting, air-conditioning, and heating systems were eventually moved inside warehouses, which stripped exterior façades to having few or no windows, further reducing exterior detail. Additionally, as building materials improved, low-cost prefabrication options further stripped warehouse façades. Most warehouses became utilitarian buildings with simple footprints, boxed massing, flat roofs, and modest siding with exposed concrete or concrete block. Hybrid commercial warehouse buildings are often zoned for commercial use, but their exteriors resemble standard warehouses. Commercial warehouse buildings emerged from the post-World War II era. During that time, builders across the United States erected commercial warehouses, warehouses, and light-industrial buildings at city peripheries, in areas outside of older downtowns where trucking and shipping of goods could be accommodated. Often cities zoned such developments nearby but not intermixed with new housing developments. Commercial warehouses usually contain smaller business enterprises than dedicated warehouses; they contain space for warehouse use (e.g., storing, processing, and distributing goods), as well as consumer use with designated space for retail activities (Munce 1960:47–48).

Commercial warehouse buildings have architectural elements of the standard warehouse typology. Key features include a rectangular footprint, one-story height, simple massing, raised foundation with loading docks, roll-up doors for vehicular use, minimal fenestration or complete lack of windows, utilitarian style, often with no ornamentation, prefabricated materials, and simple siding.

In addition to their warehouse function, commercial warehouse buildings also feature architectural elements representing their commercial use, such as a discernable primary entrance, often with glazed doors, interior space for visitors, such as product showrooms, building signage displaying a product name, and adjacent parking for visitors. Finally, some smaller commercial warehouse properties have less interior storage space and rely on paved outdoor lots or yards for mechanical equipment, materials, or vehicles (ICF 2021:5-2). The bulk of the properties north of Bear Creek appear to be light industrial and commercial warehouse buildings, including the old Ragu tomato processing plant at 1785 Ashby Road, as well as parcels along Cooper Avenue and Highway 59. PRIOR OWNERSHIP RECORD

As of 2021 the property's documented owner is STL Merced LLC. Associated tenants in 2021 include JS Global, United Ceilings, Indmar, and VSI, Veterinary Services Incorporated. As of 2021, the property is advertised for lease by Tinetti Realty Group. (ParcelQuest 2020; Google LLC 2021; LoopNet 2021).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, 1725-1731 W 16th has a casual association with the theme of community development in the San Joaquin Valley as a commercial warehouse property located on the outskirts of a population center. Adjacent to the railroad tracks, no research revealed that this property has any important association with the early development of the SPRR within the San Joaquin Valley, which predates the building's c. 1946 construction year. No research shows an important association between this property and other developments in railroading in the San Joaquin Valley. No evidence suggests that 1725-1731 W 16th best embodies "new agricultural, industrial, and real estate industries" that emerged in San Joaquin, Stanislaus, and Merced counties after World War II which influenced residential and population growth. No evidence connects this commercial warehouse building to the themes of growing transportation networks, military infrastructure and logistical development, or other wartime and early postwar themes of historic significance. Finally, while the property does reflect commercial warehouse typology in the postwar period, no evidence suggests this building best reflects early adoption of the development in the Merced area or that the building imparted an important influence on the development of the building type. Thus, 1725-1731 W 16th does not appear significant NRHP Criterion A or CRHR Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, 1725-1731 W 16th does not appear to have an association with any significant persons important to history. Research revealed limited records about past owners of the resource. Investigation into STL Merced LLC or Tinetti Realty Group revealed no evidence of work significant to history. Research revealed no works of current occupants that rise to historic significance with important associations to the property. Due to COVID-19 research constraints, research only uncovered minimal information about property ownership. As a result, significance under Criterion B/2 could not be evaluated.

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*Resource Name or # (Assigned by recorder) 1625-1731 West 16th Street

*Recorded by Joshua Severn, ICF *Date August 23, 2023

☒ Continuation ☐ Update

Under NRHP Criterion C or CRHR Criterion 3, 1725-1731 W 16th does not appear to have architectural significance. 1725-1731 W 16th reflects common hallmarks of the warehouse typology, including modest exterior architectural embellishments, fire-resistant wall cladding and construction materials, simple rectangular footprints, modest utilitarian fenestration patterns, industrial type roll-top doors, metal pedestrian doors and clearly defined commercial entrances with secure locking mechanisms, and raised concrete loading docks with canopies. Commercial warehousing dates to the immediate postwar period as technology surrounding organization and storage of products improved throughout World War II. Warehouse properties became ubiquitous across the country as transportation networks improved in the 1950s and warehouse construction and use expanded on the fringes of established communities where space allowed greater functionality. These types of properties rarely express a distinct architectural style, which reflects their utilitarian function of materials storage, processing, and light manufacturing. While this building's original construction dates to the early postwar period, no evidence highlights 1725-1731 W 16th has any architectural significance or character such that it best embodies unique features of the building type. No evidence suggests that the commercial warehouse building has any connections to a master builder or architect nor that the warehouse building best reflects a particular method, type, or period of construction. The secondary warehouse building dates to between 1998 and 2005 and itself does not reflect a high-style example of a historic method, type, or period of construction. No evidence suggests that 1725-1731 W 16th reflects the first, foremost, or innovative example of these building typologies. The property does not display high artistic values. Thus, 1725-1731 W 16th does not appear significant under NRHP Criterion C or CRHR Criterion 3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that 1725-1731 W 16th is not likely to yield information important to history. Thus, the property does not appear significant under NRHP Criterion D or CRHR Criteria 4.

Conclusion

In conclusion, 1725-1731 W 16th is not eligible for listing in the NRHP/CRHR as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

*B12. References

Burton, Jeffery F., Mary M. Farrell, Florence B. Lord, and Richard W. Lord. 2000. "Confinement and Ethnicity: An Overview of World War II Japanese American Relocation Sites." In *Publications in Anthropology* 74 (Revised). Tucson, AZ: Western Archaeological and Conservation Center, National Park Service, U.S. Department of the Interior.

California Military Department. 2016. *California and the Second World War: San Francisco Metropolitan Area during World War II*. Sacramento, CA: California State Military Museums. Available: <http://www.militarymuseum.org/SFWWII.html>. Accessed December 11, 2020.

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Munce, James F. 1960. *Industrial Architecture: An Analysis of International Building Practice*. F. W. Dodge Corporation, New York, New York.

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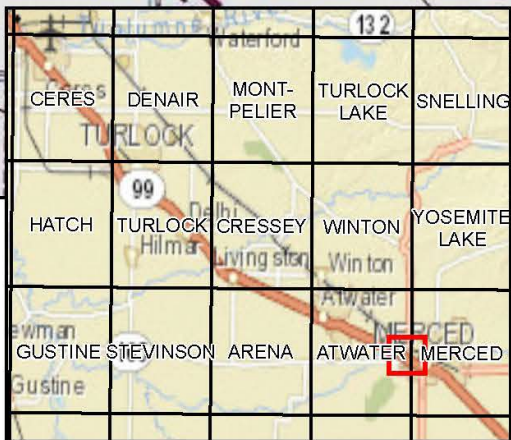
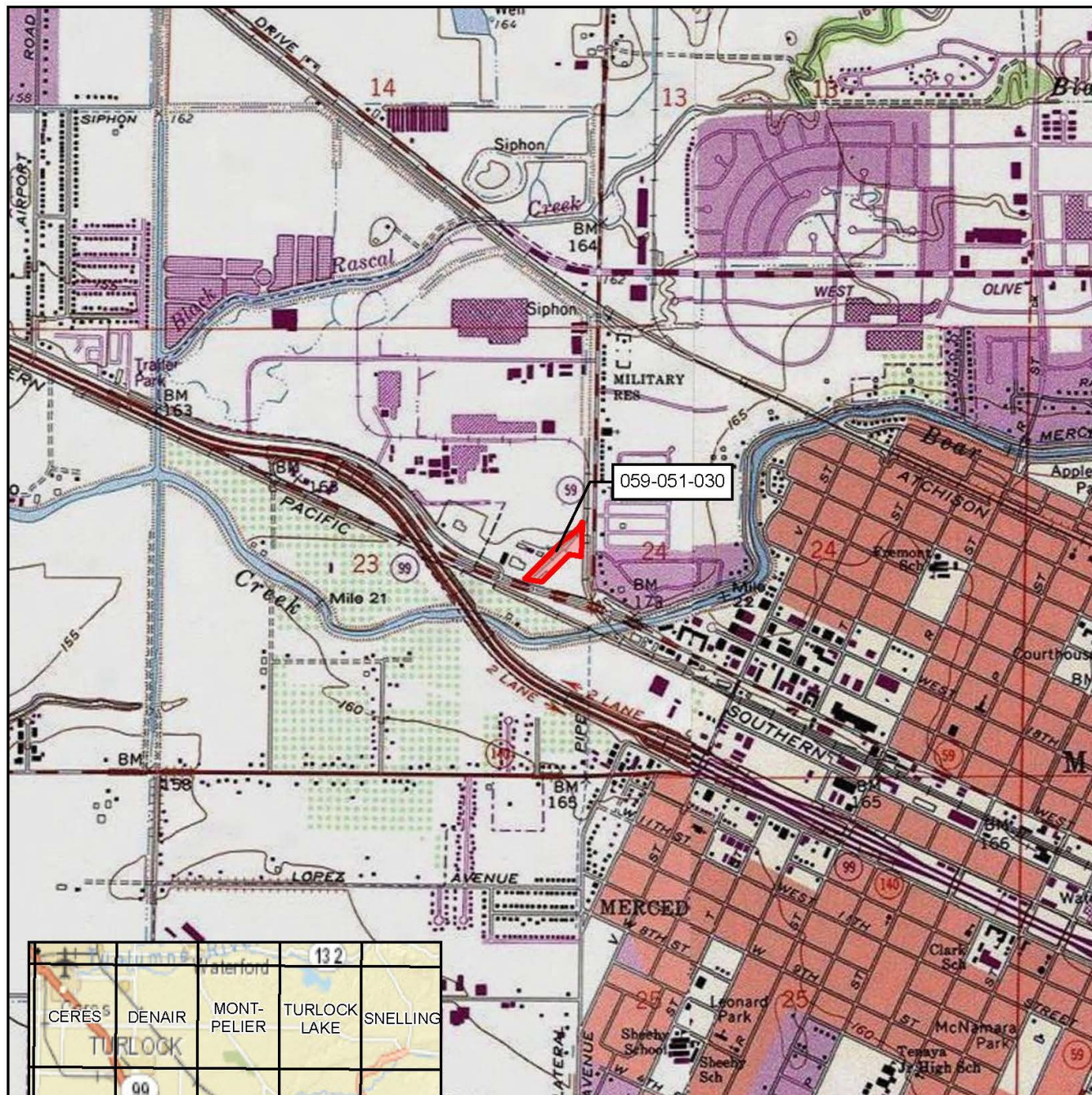
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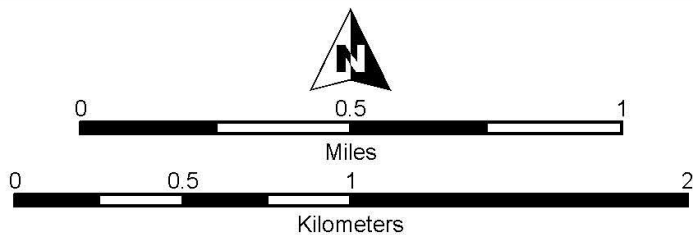
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Key to USGS 7.5' quads depicted



SCALE 1:24,000

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

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

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 6

*NRHP Status Code 6Z
*Resource Name or # 933 West 15th Street

P1. Other Identifier: Map reference #74, 75, 76

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County Merced

*b. USGS 7.5' Quad Merced Date 1961 T _____; R _____; $\frac{1}{4}$ of $\frac{1}{4}$ of Sec: _____; _____ B.M.

c. Address: 933 West 15th Street City: Merced, CA Zip: 95340

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

APN(s): 031173013000, 031173014000, and 031173015000

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

The property at 933 West 15th Street spans three parcels covering 1.78 acres and contains a print shop, food service, and warehouse building 1.5 blocks north of State Route (SR) 99 in southwest Merced. West 15th Street runs along an east-west alignment parallel and south of the railroad tracks and north of SR 99 between two north-south arterial routes R Street and M Street in a "Thoroughfare Commercial" zoned neighborhood. 933 West 15th Street is in a neighborhood with small commercial businesses, office parks, and gated residential communities. The building dates to c.1958 and is set back from West 15th Avenue to accommodate roadside parking lot and driveway. The building has a wide rectangular footprint and three distinct building volumes. (see continuation sheet)

*P3b. Resource Attributes: (List attributes and codes) HP8 Industrial building

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



*P5b. Description of Photo: (View, date, accession #) South and west elevations, facing east. ICF. 2023.

*P6. Date Constructed/Age and Sources:

☒ Historic ☐ Prehistoric ☐ Both
1950 (Merced Express 1950)

*P7. Owner and Address:

Merced City School District
444 W 23rd Street
Merced, CA 95340

*P8. Recorded by: (Name, affiliation, address)

Allison Lyons Medina and Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

*P9. Date Recorded: August 29, 2023

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation:

ICF. 2024. Merced Intermodal Track Connection Project. Historical Resource Inventory and Evaluation Report. January. (ICF 104197.0.002) San Francisco, CA. Prepared for San Joaquin Joint Powers Authority, Stockton, CA.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____

HRI # _____

Page 2 of 6

*NRHP Status Code 6Z

*Resource Name or # 933 West 15th Street

B1. Historic Name: Merced Feed Company

B2. Common Name: Merced City School District Print Shop, Food Services, Warehouse

B3. Original Use: Food Processing

B4. Present Use: Food Processing

***B5. Architectural Style:** Industrial/utilitarian

***B6. Construction History:** (Construction date, alteration, and date of alterations) The building dates to c. 1950

See continuation sheet.

***B7. Moved?** ☒ No ☐ Yes ☐

Date: N/A

Original Location: X

***B8. Related Features:** N/A

B9. Architect: Unknown

b. **Builder:** Unknown

***B10. Significance:**

Theme Industrial Development: Agriculture and Food Processing

Area Merced, CA

Period of Significance N/A **Property Type** Industrial/Government

Applicable Criteria N/A

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

The property at 933 West 15th Street does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor is it a historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

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

***B12. References:**

See continuation sheet.

B13. Remarks:

***B14. Evaluator:**

Allison Lyons Medina and Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**

November 17, 2020/December 2023

(This space reserved for official comments.)



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*Resource Name or # (Assigned by recorder) 933 West 15th Street

*Recorded by Medina and Severn, ICF *Date December 2023 ☒ Continuation ☐ Update

Description (continued)

The westernmost volume features a low-pitch side gable-roof and corrugated metal-clad volume with a concrete foundation and a covered loading bay facing West 15th Street. A small, fenced area and utility shed fronts this volume. The roof line features a distinct step down to the loading dock area moving east, where the roof transitions to a low-pitched shed-style angled down towards the east and center volume. The center volume appears as the oldest part of the building, featuring cinderblock construction with a combination flat and rainbow roof clad in black roofing material. Rows of windows clad in opaque material appear under the two arches on the façade, surrounded with corrugated metal sheeting on the walls. Six loading docks along the façade with roll-top style industrial doors. Windows along this elevation feature one multi-pane window with unknown frame materials near the loading bay doors, a large window just east of the main pedestrian entrance masked by opaque materials and having unknown features, and a small metal-framed two-light slider window along the eastern segment of this volume. A centrally located pedestrian entrance appears on the façade with signage labeling the building as a "Modesto City School District" property and that the building houses the Food Service and Print Shop departments and functions as a Warehouse. The sign notes the building address as 933 West 15th Street. A small secondary entrance appears along the easternmost area of this volume with cinderblock stairs and a metal guard railing. A prominent projecting canopy clad in rust-red corrugated metal sheeting projects from the façade towards West 15th Street, sheltering the main pedestrian entrance and five of the six loading back docks. A prominent wheelchair ramp runs from the parking lot at ground level to the main pedestrian entrance and the loading dock level.

A small cinderblock and corrugated metal, shed-style roofed volume, easternmost on the building, appears clad in corrugated metal sheeting and features a large horizontal-sliding metal doorway mounted to a track. A small, fenced parking area abuts the eastern border of the easternmost parcel. No other window features appear on the façade or the east elevation. The north elevation of this property features two additional loading bay doors and a second row of opaque windows along the arched roof, but no other secondary entrances or windows appear. Overall, the property is in good condition.

*B6. Construction History (continued from page 2)

The property was originally constructed in 1950. It was 263 feet long by 85 feet wide, 40,000 feet (Merced Express 1950:1). Alterations history for the property was based on comparing historic aerial photographs from 1958 and 1999. The central volume of the building appears with a similar footprint in 1958 historic aerial photographs. The western volume was added between 1958 and 1999. The easternmost volume appears in 1958 with a smaller footprint, suggesting a new roof or alterations by 1999. No evidence of other major additions or alterations appear in the historical aerial photographs (Nationwide Environmental Title Research LLC 1946, 1958; Google LLC).

*B10. Significance: (continued from page 2)

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for 933 West 15th Street include Industrial Development: Agriculture and Food Processing.

Industrial Development: Agriculture and Food Processing

The San Joaquin Valley is home to a wide variety of farming enterprises, ranging from smaller, intensively cultivated farms to large, extensive, industrial enterprises. Approximately one third of the state's farmland lies in the San Joaquin Valley. The 1940s and 1950s saw increased irrigation water into the southern end of the valley through projects such as the California Valley Project (CVP). This greatly increased the variety of crops cultivated in the San Joaquin Valley (Caltrans 2007: 28). Along with the diversification of crops came allied industries, such as canning, packing, food machinery, and transportation services (Caltrans 2007: 55).

Cotton had been among the most important field crops in the valley since its introduction in 1871. Livestock was widely distributed throughout the valley floor, including the former home to the famous Miller and Lux cattle enterprise. Other products included milk, chickens, turkeys, eggs, and apiary products. Grain sorghum became important in the area after 1870 as a summer grain crop (Caltrans 2007: 28). Between 1890 and 1914, the California farm economy swiftly shifted from large-scale ranching and grain-growing operations to smaller-scale, intensive fruit cultivation. In addition to fruit, nuts are important crops, as are many other field crops (e.g., barley, beans, corn, hay, potatoes, sugar beets, and wheat) (Caltrans 2007:55). Citrus fruits were especially easy to transport in simple crates.

Transportation of vegetables seriously concerned early growers. Exorbitant shipping costs precluded widespread use of the Transcontinental Railroad during the 1870s as a primary source for distributing vegetable products. The lack of reliable cross-country refrigeration also made shipping precarious at best. The canning of both fruits and vegetables, particularly tomatoes, dramatically increased after 1900 (Caltrans 2007: 27). By the 1920s, the most common commercially canned vegetables included asparagus, string beans, peas, spinach, and tomatoes (Caltrans 2007: 68). Beginning prior to World War II, a shift in food processing occurred. Instead of purchasing raw or pure canned ingredients, more processed, manufactured foods were packaged and sold to consumers. (SurveyLA 2016: 131). New food processing plants were constructed in and around Merced after World War II.

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*Resource Name or # (Assigned by recorder) 933 West 15th Street

*Recorded by Medina and Severn, ICF *Date December 2023 ☒ Continuation ☐ Update

Property History

The property was constructed as a turkey processing plant operated by Merced Feed Company (Merced Express 1950: 1). The Merced Feed Company appears to have ceased operations around 1960. Research did not reveal additional tenants of the building. The property is currently used by the Merced City School District for food services and as a print shop and warehouse.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, 933 West 15th Street has an association with the theme of Industrial Development: Agriculture and Food Processing. Research did not reveal the Merced Feed Company or turkey processing has a specific association with food processing that must be considered important. No evidence shows that this property reflects an important trend in food processing. Thus, 933 West 15th Street does not appear significant NRHP Criterion A or CRHR Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, 933 West 15th Street does not appear to have an association with any significant persons important to history. Research did not reveal the names of individuals associated with the Merced Feed Company. Therefore, the property does not appear to be eligible for listing under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3 933 West 15th Street does not appear to have architectural significance. The building makes use of ubiquitous warehouse characteristics including fire-resistant cinderblock walls, corrugated metal wall cladding, industrial-style bay doors, metal industrial pedestrian doors, and minimal architectural embellishment. With a dedicated pedestrian entryway and off-street parking lot this building also displays some characteristics of the commercial warehouse. Overall, it lacks a definitive architectural style not embodied by other mid-twentieth century industrial and commercial warehouse buildings. The building has additions to the west and east elevations that lack coherence with the building's original design. While embodying characteristics of the industrial and commercial warehouse types, no evidence suggests this building reflects an important example of a type, period, or method of construction. No evidence shows that this building emerged from the work of a master designer or builder. The building lacks high artistic values. Thus, 933 West 15th Street does not appear significant under NRHP Criterion C or CRHR Criterion 3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that this built environment resource is not likely to yield information important to history. Thus, 933 West 15th Street does not appear significant under NRHP Criterion D or CRHR Criteria 4.

Conclusion

In conclusion, 933 West 15th Street is not eligible for listing in the NRHP/CRHR as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

*B12. References

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Nationwide Environmental Title Research LLC. 1946, 1958. *933 West 15th Street, Merced, CA*. Available: <https://historicaerials.com/>. Accessed: November 17, 2020.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

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*Resource Name or # (Assigned by recorder) 933 West 15th Street

*Recorded by Medina and Severn, ICF *Date December 2023 ☒ Continuation ☐ Update

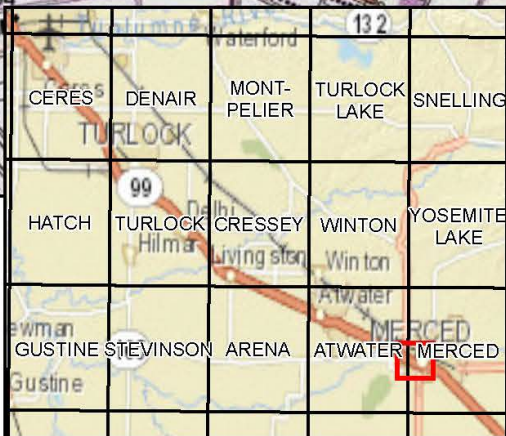
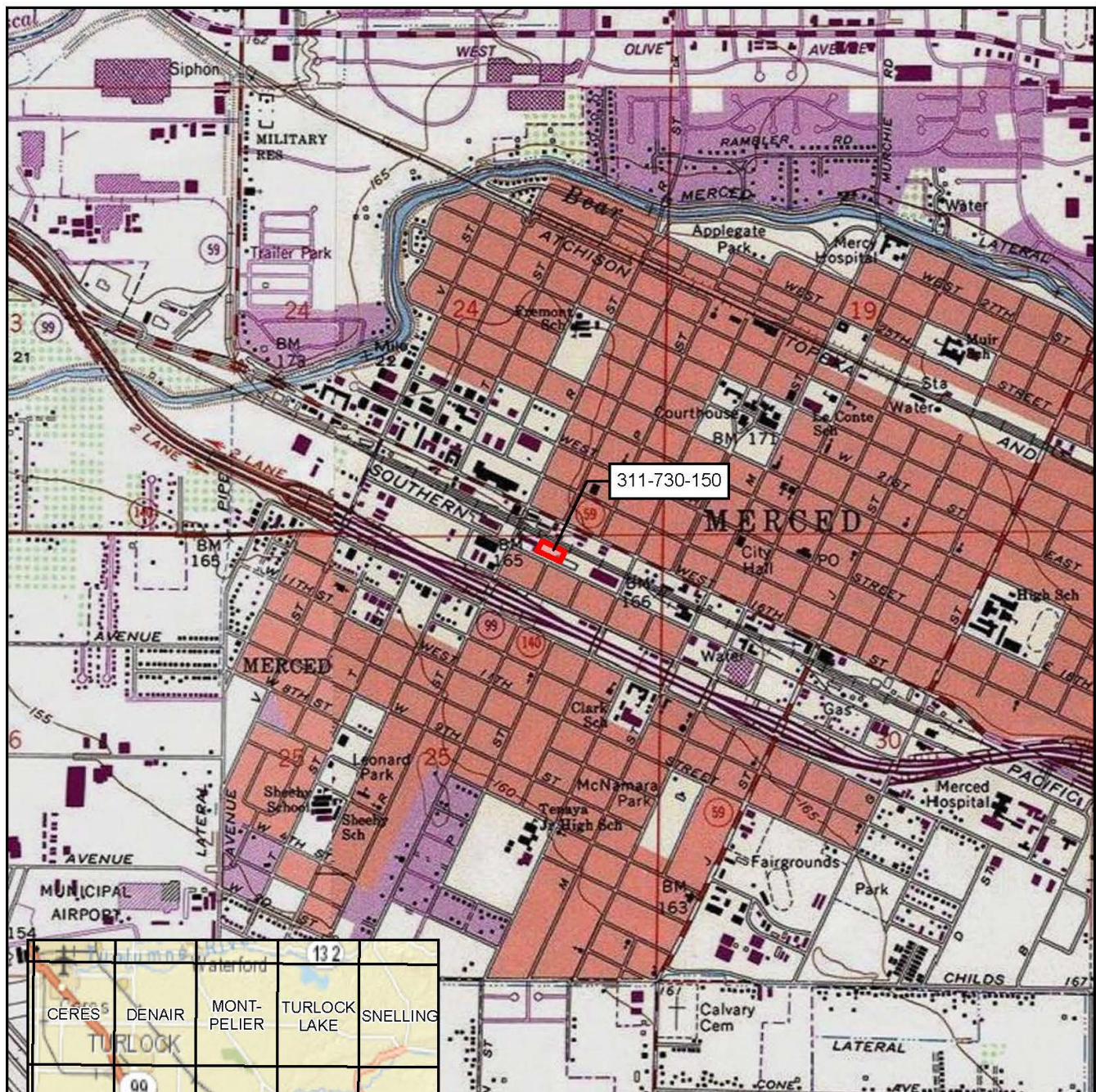
Page & Turnbull, Inc. 2009. "South of Market Area, San Francisco, California Historic Context Statement." Final. Prepared for City and County of San Francisco Planning Department.

ParcelQuest. 2020. *933 West 15th Street, Merced, CA*. Available: <https://pqweb.parcelquest.com/#home>. Accessed November 17, 2020.

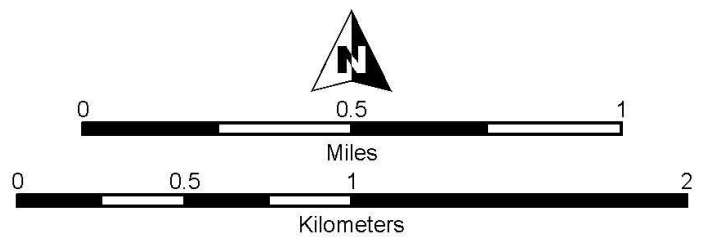
Perez, C. N. 1996. *Land Grant in Alta California*. Rancho Cordova, CA: Landmark Enterprises.

SurveyLA. 2016. *SurveyLA Citywide Historic Context Statement, Industrial Development, 1850-1980*. Prepared for Office of Historic Resources, City of Los Angeles, Los Angeles, CA

LOCATION MAP



Key to USGS 7.5' quads depicted



SCALE 1:24,000

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

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

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 6

*NRHP Status Code 6Z
*Resource Name or # 863 West 15th Street

P1. Other Identifier: Map reference #78

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County Merced

*b. USGS 7.5' Quad Merced Date 1961 T _____; R _____; $\frac{1}{4}$ of $\frac{1}{4}$ of Sec: _____; _____ B.M.

c. Address: 863 West 15th Street City: Merced, CA Zip: 95340

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

APN 31173012/031-173-019-000 (ParcelQuest 2021)

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

863 West 15th Street consists of a reinforced one-story concrete block warehouse building and office space covering approximately 2,153 square feet, abutting a neighboring commercial warehouse building at 855 West 15th Street at the northwest corner of O Street and West 15th Street in southwest Merced, CA. The building features a low-pitched shed roof and a low-pitched gabled roof. The west elevation has one pedestrian entry and one metal industrial sliding door on a top-mounted track. The south elevation also shows one large metal industrial sliding door on a top-mounted track and two visible two-lite metal framed windows. The north elevation cannot be seen from the public right of way but appears to have no additional window or door features. A parking lot occupies the southwest and southern portion of the parcel. The parking area is surrounded by a chain link fence with driveway access along West 15th Street. Landscaping consists of dry, low-cut grass and dirt. The building appears unoccupied as of 2023. (see continuation sheet)

*P3b. Resource Attributes: (List attributes and codes) HP8 Industrial building

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



P5b. Description of Photo: (View, date, accession #) 863 West 15th Street abutting 855 West 15th Street, view facing east, south and west elevation. 8/29/23. ICF.

*P6. Date Constructed/Age and Sources:

☒ Historic ☐ Prehistoric ☐ Both
c. 1962 (Loopnet.com 2021)

*P7. Owner and Address:

Stephen G Tinetti Trustee
2930 G Street
Merced, CA, 95340-9534

*P8. Recorded by: (Name, affiliation, address)

Allison Lyons Medina and Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

*P9. Date Recorded: August 29, 2023

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation:

ICF. 2024. Merced Intermodal Track Connection Project, Historical Resource Inventory and Evaluation Report. January. (ICF 104197.0.002) San Francisco, CA. Prepared for San Joaquin Joint Powers Authority, Stockton, CA.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

Page 2 of 6

*NRHP Status Code 6Z

*Resource Name or # 863 West 15th Street

B1. Historic Name: N/A

B2. Common Name: 863 West 15th Street

B3. Original Use: Industrial warehouse

B4. Present Use: Industrial warehouse

*B5. Architectural Style: Industrial/utilitarian

*B6. Construction History: (Construction date, alteration, and date of alterations) The building dates to c. 1962

See continuation sheet.

*B7. Moved? ☒ No ☐ Yes ☐

Date: N/A

Original Location: X

*B8. Related Features: N/A

B9. Architect: Unknown

b. Builder: Unknown

*B10. Significance:

Theme Industrial Development: Post-World War II Commercial Warehouses.

Area Merced, CA

Period of Significance N/A Property Type Industrial

Applicable Criteria N/A

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

The property at 863 West 15th Street does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor is it a historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

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

*B12. References:

See continuation sheet.

B13. Remarks:

*B14. Evaluator:

Allison Lyons Medina and Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

*Date of Evaluation:

November 17, 2020/December 2023

(This space reserved for official comments.)



Page 3 of 6

*Resource Name or # (Assigned by recorder) 863 West 15th Street

*Recorded by Medina and Severn, ICF *Date December 2023 ☒ Continuation ☐ Update

***B6. Construction History: (Construction date, alteration, and date of alterations)**

The warehouse and office building dates to c. 1962. According to historic aerial photographs from 1958 the subject parcel was vacant. In a May 1950 Sanborn map, the neighboring parcel at 855 West 15th Street shows a long, rectangular building that housed the "James Grain Co" and a "Farm Machine Sales and Service" business. Neither 863 W 15th Street nor 855 West 15th Street appear in Merced City directories in 1958 or 1962. Historic aerial photographs show the parking lot south of the building dates to between 2005 and 2009. (Nationwide Environmental Title Research LLC 1958, 2005, 2009, 2016; Google LLC 2020; Sanborn Fire Insurance Company 1950; Loopnet.com 2021).

***B10. Significance:**

The most appropriate context for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property is Industrial Development: Post-World War II Commercial Warehouses.

Industrial Development: Post-World War II Commercial Warehouses

The main function of warehouse buildings centers on goods (e.g., storing, processing, distributing, and often light manufacturing). By the nature of their use, warehouse buildings exhibit utilitarian features. Historically, several issues have inspired their design. Fire safety and theft prevention needs resulted in builders using thick masonry walls and fire-resistant materials, such as iron, for doors and shutters. The need to economize space led to the elimination of some features, such as interior ceilings and partitions, which resulted in a simplification of exterior ornamentation (Page & Turnbull, Inc. 2009:93).

Changing construction technologies allowed builders to adapt warehouse designs from load-bearing brick to concrete construction. In 1916, the creation of the forklift enabled warehouses to be organized more compactly, eventually changing the building typology from a multi-story to single-story construction. Because of their utilitarian nature, warehouses often have compact rectangular footprints, with building heights made to accommodate multiple stacked shipping pallets for storage. During the post-World War II period, warehouse development increased across the nation as industry became decentralized by automobile and truck transportation (Munce 1960:54–55).

As technology improved, warehouses became less dependent on ventilation and natural light. Lighting, air-conditioning, and heating systems were eventually moved inside warehouses, which stripped exterior façades to having few or no windows, further reducing exterior detail. Additionally, as building materials improved, low-cost prefabrication options further stripped warehouse façades. Most warehouses became utilitarian buildings with simple footprints, boxed massing, flat roofs, and modest siding with exposed concrete or concrete block. Hybrid commercial warehouse buildings are often zoned for commercial use, but their exteriors resemble standard warehouses. Commercial warehouse buildings emerged from the post-World War II era. During that time, builders across the United States erected commercial warehouses, warehouses, and light-industrial buildings at city peripheries, in areas outside of older downtowns where trucking and shipping of goods could be accommodated. Often cities zoned such developments nearby but not intermixed with new housing developments. Commercial warehouses usually contain smaller business enterprises than dedicated warehouses; they contain space for warehouse use (e.g., storing, processing, and distributing goods), as well as consumer use with designated space for retail activities (Munce 1960:47–48).

Commercial warehouse buildings have architectural elements of the standard warehouse typology. Key features include a rectangular footprint, one-story height, simple massing, raised foundation with loading docks, roll-up doors for vehicular use, minimal fenestration or complete lack of windows, utilitarian style, often with no ornamentation, prefabricated materials, and simple siding.

In addition to their warehouse function, commercial warehouse buildings also feature architectural elements representing their commercial use, such as a discernable primary entrance, often with glazed doors, interior space for visitors, such as product showrooms, building signage displaying a product name, and adjacent parking for visitors. Finally, some smaller commercial warehouse properties have less interior storage space and rely on paved outdoor lots or yards for mechanical equipment, materials, or vehicles (ICF 2021:5-2). The bulk of the properties north of Bear Creek appear to be light industrial and commercial warehouse buildings, including the old Ragu tomato processing plant at 1785 Ashby Road, as well as parcels along Cooper Avenue and Highway 59.

Ownership Record

As of 2020 the property owner is Stephen G. Tinetti, as a trustee. Prior associated owners include the Lao Family Community Inc. A Fictitious Business Statement posted to the Merced Sun Star in October 2019 states that the "Harvest of Merced" registered as a business at 863 West 15th Street. No other ownership information appeared in background research (Nationwide Environmental Title Research LLC 2016; ParcelQuest 2020; Merced Sun Star 2019: B3).

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*Resource Name or # (Assigned by recorder) 863 West 15th Street

*Recorded by Medina and Severn, ICF *Date December 2023 ☒ Continuation ☐ Update

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, 863 West 15th Street has an association with the theme of Industrial Development: Post-World War II Commercial Warehouses. Research did not reveal the property, which appears to have been an addition to an older grain supply company, has a specific association with industrial agriculture that must be considered important. No evidence shows that this property reflects an important trend in grain or agricultural production. Thus, 863 West 15th Street does not appear significant NRHP Criterion A or CRHR Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, 863 West 15th Street does not appear to have an association with any significant persons important to history. Research into Tinetti Real Estate Group and Steve Tinetti revealed no works of significance to history associated with this building. The prior ownership, documented as the Lao Family Community Inc, revealed no insights as to noteworthy individuals significant to history whose productive endeavors have direct association with the property. Harvest of Merced, who filed a Fictitious Business Statement in the Merced Sun Star in October 2019 with 863 West 15th Street as the address, has no notable works that hold an important association with the property (Merced Sun Star 2019). Online database research did not return other notable owners or occupants of 863 West 15th Street. Research revealed limited records about past owners of the resource. As a result, significance under Criterion B/2 could not be evaluated.

Under NRHP Criterion C or CRHR Criterion 3 863 West 15th Street does not have architectural significance. 863 West 15th Street has hallmarks of the commercial warehouse typology, including commercial retail entrances facing public thoroughfares, modest exterior architectural embellishment, use of fire-resistant wall cladding and construction materials, and simplified rectilinear footprints.

Commercial warehousing dates to the immediate postwar period as technology involving the organization and storage of products improved. Warehouse properties became ubiquitous across the country as transportation networks improved and warehouses on the fringes of established communities expanded immediately following World War II. These types of properties rarely express a distinct architectural style, reflective of their utilitarian function. The retail commercial space associated with warehouse buildings display ubiquitous features of commercial warehouse operations, including entrances facing public parking, modest metal frame windows, and wide expanses of empty wall space where business signage may appear. No research suggests that the commercial warehouse property at 863 West 15th Street has any direct connections to a master builder or architect. No research suggests that this property reflects the first or foremost, novel, or innovative example of this building typology that best embodies a type, period, or method of construction. The warehouse's c. 1962 construction postdates the rise in the commercial warehouse building type, which dates to the late 1940s. The subject property is not the first, the foremost, or a novel interpretation of this ubiquitous property type. The property does not display high artistic values. Thus, 863 West 15th Street is not significant under NRHP Criterion C or CRHR Criterion 3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that 863 West 15th Street is not likely to yield information important to history. Thus, the property does not appear significant under NRHP Criterion D or CRHR Criteria 4.

Conclusion

In conclusion, 863 West 15th Street is not eligible for listing in the NRHP/CRHR under Criteria A/1, C/3, and D/4 as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

*B12. References

Bureau of Land Management. 2011. "Public Land Survey System Data for California." Available:

Google, LLC. *Google Maps*. Available: maps.google.com. Accessed: November 17, 2020.

Hillman, R., and L. Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno, CA: Panorama West Books. https://www.geocommunicator.gov/Geocomm/Isis_home/home/index.htm. Accessed February 2016.

Merced City Directory. 1962. Ancestry.com. Available: https://www.ancestry.com/discoveryui-content/view/1427771632:2469?tid=&pid=&queryId=b635a2e6365312102a2fc5c80640a6a7&_phsrc=pWc12&_phstart=successSource. Accessed December 28, 2023.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Page 5 of 6

*Resource Name or # (Assigned by recorder) 863 West 15th Street

*Recorded by Medina and Severn, ICF *Date December 2023 ☒ Continuation ☐ Update

Merced Sun Star. 2019. Fictitious Names: "Harvest of Merced." Oct 22. Nationwide Environmental Title Research LLC. 1946, 1958, 2005, 2009, 2016. 863 West 15th Street, Merced, CA. Available: <https://historicaerials.com/>. Accessed: December 04, 2020.

Munce, James F. 1960. *Industrial Architecture: An Analysis of International Building Practice*. F. W. Dodge Corporation, New York, New York.

Nationwide Environmental Title Research LLC. 1946, 1958. *933 West 15th Street, Merced, CA*. Available: <https://historicaerials.com/>. Accessed: November 17, 2020.

Page & Turnbull, Inc. 2009. "South of Market Area, San Francisco, California Historic Context Statement." Final. Prepared for City and County of San Francisco Planning Department.

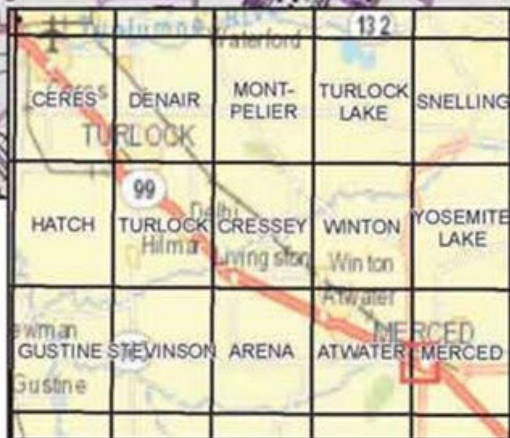
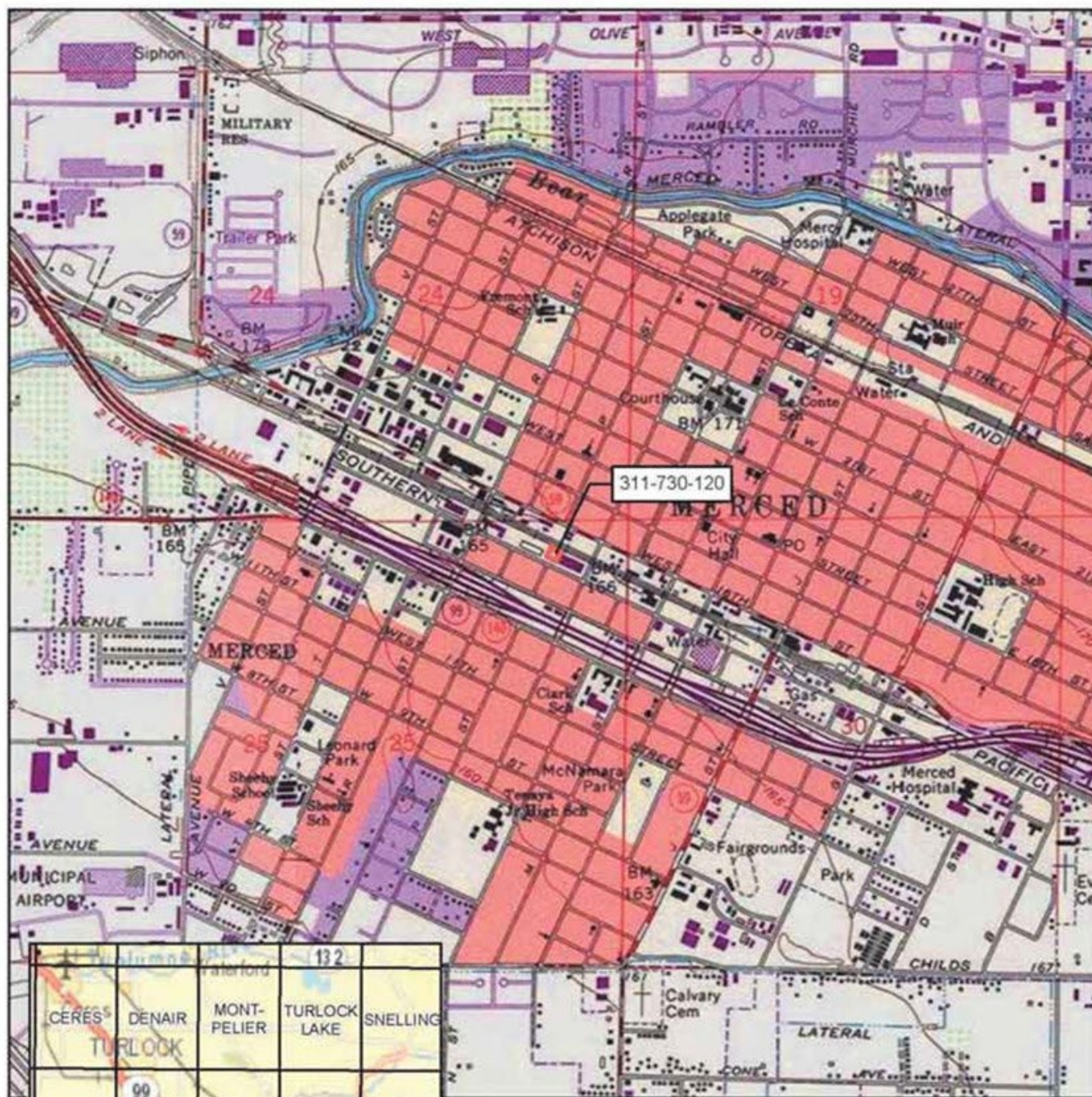
ParcelQuest. 2020. *863 West 15th Street, Merced, CA*. Available: <https://pqweb.parcelquest.com/#home>. Accessed November 17, 2020.

Perez, C. N. 1996. *Land Grant in Alta California*. Rancho Cordova, CA: Landmark Enterprises.

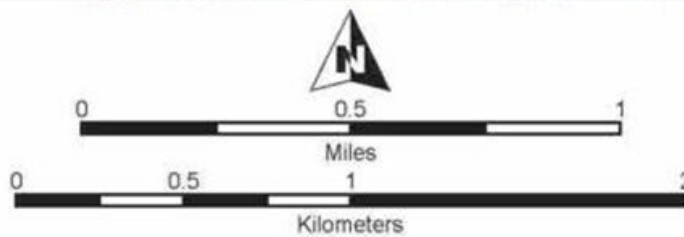
Sanborn Fire Insurance Company. 1950. Merced, CA. Sheet 24. May. Trulia.com. 2021. 863 W 15th Street, Merced, CA. Electronic Document. Available: <https://www.loopnet.com/Listing/15832350/863-W-15th-St-Merced-CA/>. Accessed February 10, 2021.

SurveyLA. 2016. *SurveyLA Citywide Historic Context Statement, Industrial Development, 1850-1980*. Prepared for Office of Historic Resources, City of Los Angeles, Los Angeles, CA.

LOCATION MAP



Key to USGS 7.5' quads depicted



SCALE 1:24,000

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

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

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 6

*NRHP Status Code 6Z
*Resource Name or # 855 West 15th Street

P1. Other Identifier: Map reference #79

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County Merced

*b. USGS 7.5' Quad Merced Date 1961 T _____; R _____; $\frac{1}{4}$ of $\frac{1}{4}$ of Sec: _____; _____ B.M.

c. Address: 855 West 15th Street City: Merced, CA Zip: 95340

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

APNs 031-173-021-000

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

855 West 15th Street consists of a large scale reinforced concrete block warehouse building and office space spanning two rectangular parcels at the northwest corner of O Street and West 15th Street in southwest Merced, CA. The warehouse building has five units. (See continuation sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP8 Industrial building

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



P5b. Description of Photo: (View, date, accession #) 855 West 15th Street, June 2020, view facing northeast, portions of the western office space, eastern warehouse volume, loading dock, and parking lot. ICF 2023..

*P6. Date Constructed/Age and Sources:

☒ Historic ☐ Prehistoric ☐ Both
c. 1950 (Sanborn)

*P7. Owner and Address:

Stephen G Tinetti Trustee
2930 G Street
Merced, CA, 95340-9534

*P8. Recorded by: (Name, affiliation, address)

Allison Lyons Medina and Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

*P9. Date Recorded: August 29, 2023

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation:

ICF. 2024. Merced Intermodal Track Connection Project, Historical Resource Inventory and Evaluation Report. January. (ICF 104197.0.002) San Francisco, CA. Prepared for San Joaquin Joint Powers Authority, Stockton, CA.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

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*NRHP Status Code 6Z

*Resource Name or # 855 West 15th Street

B1. Historic Name: James Grain Company

B2. Common Name: 855 West 15th Street

B3. Original Use: Industrial warehouse

B4. Present Use: Industrial warehouse

*B5. Architectural Style: Industrial/utilitarian

*B6. Construction History: (Construction date, alteration, and date of alterations) The building dates to c. 1950

See continuation sheet.

*B7. Moved? ☒ No ☐ Yes ☐

Date: N/A

Original Location: X

*B8. Related Features: N/A

B9. Architect: Unknown

b. Builder: Unknown

*B10. Significance:

Theme Industrial Development: Agriculture and Food Processing/Post-World War II Commercial Warehouses Area Merced, CA

Period of Significance N/A Property Type Industrial

Applicable Criteria N/A

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

The property at 855 West 15th Street does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor is it a historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes) HP6 1-3 story commercial building

*B12. References:

See continuation sheet.

B13. Remarks:

*B14. Evaluator:

Allison Lyons Medina and Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

*Date of Evaluation:

November 17, 2020/December 2023

(This space reserved for official comments.)



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*Resource Name or # (Assigned by recorder) 855 West 15th Street

*Recorded by Medina and Severn, ICF *Date December 2023 ☒ Continuation ☐ Update

P3a. Description (continued)

The wood, steel beam, composition, and foam roof (restored in 2018) has a vaulted form with skylights on two of the warehouse spaces and low-pitched shed-style roofs on two of the northern warehouse spaces and office space. Roof-mounted HVAC units appear on the offices and are visible from the south, east, and west elevations. The south and east elevations display industrial metal roll-top style warehouse doors at dock height, metal-framed commercial swinging doors and fixed-pane and slider, metal frame windows on the ground-level and dock-level office spaces, and a corrugated metal sliding door at dock height. Wall cladding on these elevations show etched concrete cladding, cinderblock, and stucco surfaces. The north elevation of the warehouse features four industrial sliding doors at dock height and at least two metal industrial pedestrian doors with no windows or access stairs. The west elevation is obscured by a neighboring building and has no visible features. Parking lots occupy the south and east borders of the parcel. The building appears occupied in one of the five units, four units appear unoccupied.

***B6. Construction History: (Construction date, alteration, and date of alterations)**

Based on a Sanborn map dated to 1950 the commercial warehouse on this parcel dates to c. 1950, with a wood trussed roof and wood floors. The property housed the James Grain Company and was used as a grain warehouse. Two square additions to the north of the rectangular volume housed a farm machine sales and service operation. This addition had a concrete floor and a wood truss roof. According to a historic aerial photograph from 1958, the subject parcel had a long rectangular building with a gabled roof that appears to cover the two northern portions documented in the 1950 Sanborn map. The next available aerial photograph dates to 1999 and shows the office space addition at the southwest portion of the building and a vaulted roof clad in new, white roof cladding. These alterations date to c. 1964, based on publicly available information dating the construction of the building to this year. The building received new roof cladding in 2018. (Nationwide Environmental Title Research LLC 1958; Google LLC 2020; Tinetti Realty Group 2020).

***B10. Significance:**

The most appropriate context for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property are Industrial Development: Agriculture and Food Processing and Industrial Development: Post-World War II Commercial Warehouses.

Industrial Development: Agriculture and Food Processing

The San Joaquin Valley is home to a wide variety of farming enterprises, ranging from smaller, intensively cultivated farms to large, extensive, industrial enterprises. Approximately one third of the state's farmland lies in the San Joaquin Valley. The 1940s and 1950s saw increased irrigation water into the southern end of the valley through projects such as the California Valley Project (CVP). This greatly increased the variety of crops cultivated in the San Joaquin Valley (Caltrans 2007: 28). Along with the diversification of crops came allied industries, such as canning, packing, food machinery, and transportation services (Caltrans 2007: 55).

Cotton had been among the most important field crops in the valley since its introduction in 1871. Livestock was widely distributed throughout the valley floor, including the former home to the famous Miller and Lux cattle enterprise. Other products included milk, chickens, turkeys, eggs, and apiary products. Grain sorghum became important in the area after 1870 as a summer grain crop (Caltrans 2007: 28). Between 1890 and 1914, the California farm economy swiftly shifted from large-scale ranching and grain-growing operations to smaller-scale, intensive fruit cultivation. In addition to fruit, nuts are important crops, as are many other field crops (e.g., barley, beans, corn, hay, potatoes, sugar beets, and wheat) (Caltrans 2007:55). Citrus fruits were especially easy to transport in simple crates.

Transportation of vegetables seriously concerned early growers. Exorbitant shipping costs precluded widespread use of the Transcontinental Railroad during the 1870s as a primary source for distributing vegetable products. The lack of reliable cross-country refrigeration also made shipping precarious at best. The canning of both fruits and vegetables, particularly tomatoes, dramatically increased after 1900 (Caltrans 2007: 27). By the 1920s, the most common commercially canned vegetables included asparagus, string beans, peas, spinach, and tomatoes (Caltrans 2007: 68). Beginning prior to World War II, a shift in food processing occurred. Instead of purchasing raw or pure canned ingredients, more processed, manufactured foods were packaged and sold to consumers. (SurveyLA 2016: 131). New food processing plants were constructed in and around Merced after World War II.

Industrial Development: Post-World War II Commercial Warehouses

The main function of warehouse buildings centers on goods (e.g., storing, processing, distributing, and often light manufacturing). By the nature of their use, warehouse buildings exhibit utilitarian features. Historically, several issues have inspired their design. Fire safety and theft prevention needs resulted in builders using thick masonry walls and fire-resistant materials, such as iron, for doors and shutters. The need to economize space led to the elimination of some features, such as interior ceilings and partitions, which resulted in a simplification of exterior ornamentation (Page & Turnbull, Inc. 2009:93).

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*Resource Name or # (Assigned by recorder) 855 West 15th Street

*Recorded by Medina and Severn, ICF *Date December 2023 ☒ Continuation ☐ Update

Changing construction technologies allowed builders to adapt warehouse designs from load-bearing brick to concrete construction. In 1916, the creation of the forklift enabled warehouses to be organized more compactly, eventually changing the building typology from a multi-story to single-story construction. Because of their utilitarian nature, warehouses often have compact rectangular footprints, with building heights made to accommodate multiple stacked shipping pallets for storage. During the post-World War II period, warehouse development increased across the nation as industry became decentralized by automobile and truck transportation (Munce 1960:54–55).

As technology improved, warehouses became less dependent on ventilation and natural light. Lighting, air-conditioning, and heating systems were eventually moved inside warehouses, which stripped exterior façades to having few or no windows, further reducing exterior detail. Additionally, as building materials improved, low-cost prefabrication options further stripped warehouse façades. Most warehouses became utilitarian buildings with simple footprints, boxed massing, flat roofs, and modest siding with exposed concrete or concrete block. Hybrid commercial warehouse buildings are often zoned for commercial use, but their exteriors resemble standard warehouses. Commercial warehouse buildings emerged from the post-World War II era. During that time, builders across the United States erected commercial warehouses, warehouses, and light-industrial buildings at city peripheries, in areas outside of older downtowns where trucking and shipping of goods could be accommodated. Often cities zoned such developments nearby but not intermixed with new housing developments. Commercial warehouses usually contain smaller business enterprises than dedicated warehouses; they contain space for warehouse use (e.g., storing, processing, and distributing goods), as well as consumer use with designated space for retail activities (Munce 1960:47–48).

Commercial warehouse buildings have architectural elements of the standard warehouse typology. Key features include a rectangular footprint, one-story height, simple massing, raised foundation with loading docks, roll-up doors for vehicular use, minimal fenestration or complete lack of windows, utilitarian style, often with no ornamentation, prefabricated materials, and simple siding.

In addition to their warehouse function, commercial warehouse buildings also feature architectural elements representing their commercial use, such as a discernable primary entrance, often with glazed doors, interior space for visitors, such as product showrooms, building signage displaying a product name, and adjacent parking for visitors. Finally, some smaller commercial warehouse properties have less interior storage space and rely on paved outdoor lots or yards for mechanical equipment, materials, or vehicles (ICF 2021:5-2). The bulk of the properties north of Bear Creek appear to be light industrial and commercial warehouse buildings, including the old Ragu tomato processing plant at 1785 Ashby Road, as well as parcels along Cooper Avenue and Highway 59.

Ownership Record

As of 2020 the property owner is Stephen G. Tinetti, Trustee. Prior associated owners include the Lao Family Community Inc, an immigration support organization for Southeast Asian immigrants, which was founded in 1981 and occupied the property at least from 1989 through the early 2000s. As of 2020 there is one current occupant, Doras Fashion Bounce House, a party equipment rental service. No other ownership information appeared in background research (Nationwide Environmental Title Research LLC 2016; ParcelQuest 2020).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, 855 West 15th Street has an association with the theme of Industrial Development: Agricultural and Food Processing and Post-World War II Commercial Warehouses. Research did not reveal the property, which appears to have housed a grain supply company, has a specific association with industrial agriculture that must be considered important. No evidence shows that this property reflects an important trend in grain or agricultural production. Thus, 855 West 15th Street does not appear significant NRHP. Lao Family Community Inc., a non-profit immigration assistance organization supporting Southeast Asian immigrants, was founded in 1981 and operated at the property during the late 1980s through the early 2000s. This organization appears reflective of the establishment of the Refugee Act of 1980, which established a coherent Federal response for assisting and resettling Southeast Asian refugees in the wake of the fall of Vietnam in 1975. Other organizations in California, such as the Southeast Asian Community Center in San Francisco, dates to 1975 with the aim to “provide hands-on assistance to the thousands of Southeast Asians who were fleeing from Vietnam.” (Southeast Asian Community Center 2021) The Lao Family Community Inc. organization appears to embody this pattern of events associated with this period of history. No research revealed that the organization’s work at this location embodies an early or novel development within this pattern of events. While the building embodies a reflection of the rise in commercial warehouses in the postwar period, no evidence suggests this building reflects the early adoption of the development in the Merced area or that the building imparted an important influence of development of the building type. Thus, 855 West 15th Street does not appear significant NRHP Criterion A or CRHR Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, 855 West 15th Street does not appear to have an association with any significant persons important to history. Research into Tinetti Real Estate Group and Steve Tinetti revealed no works of significance to history associated with this building. The Lao Family Community Inc., an immigration support organization dating to 1981, operated at this

Page 5 of 6

*Resource Name or # (Assigned by recorder) 855 West 15th Street

*Recorded by Medina and Severn, ICF *Date December 2023 ☒ Continuation ☐ Update

building from the late 1980s through the early 2000s, however no research revealed that this organization's work has important association to this property. Research revealed limited records about past owners of the resource. Due to COVID-19 research constraints, research only uncovered minimal information about property ownership. As a result, significance under Criterion B/2 could not be evaluated.

Under NRHP Criterion C or CRHR Criterion 3 855 West 15th Street does not appear to have architectural significance. 855 West 15th Street has hallmarks of the commercial warehouse typology, including commercial retail entrances facing public thoroughfares, modest exterior architectural embellishment, use of fire-resistant wall cladding and construction materials, and simplified rectangular footprints. Commercial warehousing dates to the postwar period as technology surrounding organization and storage of products improved.

Warehouse properties became ubiquitous across the country as transportation networks improved and warehouses on the fringes of established communities expanded immediately following World War II. These types of properties rarely express a distinct architectural style, reflective of their utilitarian function. The office spaces attached to the warehouse building display ubiquitous features of commercial warehouse operations including entrances facing public parking, modest metal frame windows, metal-framed glass entrances with utilitarian handles and locks, and wide expanses of empty wall space where business signage may appear. No evidence suggests that the commercial warehouse property at 855 West 15th Street has any direct connections to a master builder or architect. No evidence suggests that this property reflects the first or foremost, novel, or innovative example of this building typology that best embodies a type, period, or method of construction. The warehouse's c. 1950 construction postdates the rise in the commercial warehouse building type, which dates to the late 1940s, such that this expression is unlikely to be the first, foremost, or novel interpretation of a ubiquitous property type. The property does not display high artistic values. Thus, 855 West 15th Street does not appear significant under NRHP Criterion C or CRHR Criterion 3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that 855 West 15th Street is not likely to yield information important to history. Thus, the property does not appear significant under NRHP Criterion D or CRHR Criteria 4.

Conclusion

In conclusion, 855 West 15th Street is not eligible for listing in the NRHP/CRHR under Criteria A/1, C/3, and D/4 as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

*B12. References

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State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Page 6 of 6

*Resource Name or # (Assigned by recorder) 855 West 15th Street

*Recorded by Medina and Severn, ICF *Date December 2023 ☒ Continuation ☐ Update

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Sanborn Fire Insurance Company. 1950. Merced, CA. Sheet 24. May. Trulia.com. 2021. 855 W 15th Street, Merced, CA. Electronic Document. Available: <https://www.loopnet.com/Listing/15832350/855-W-15th-St-Merced-CA/>. Accessed February 10, 2021.

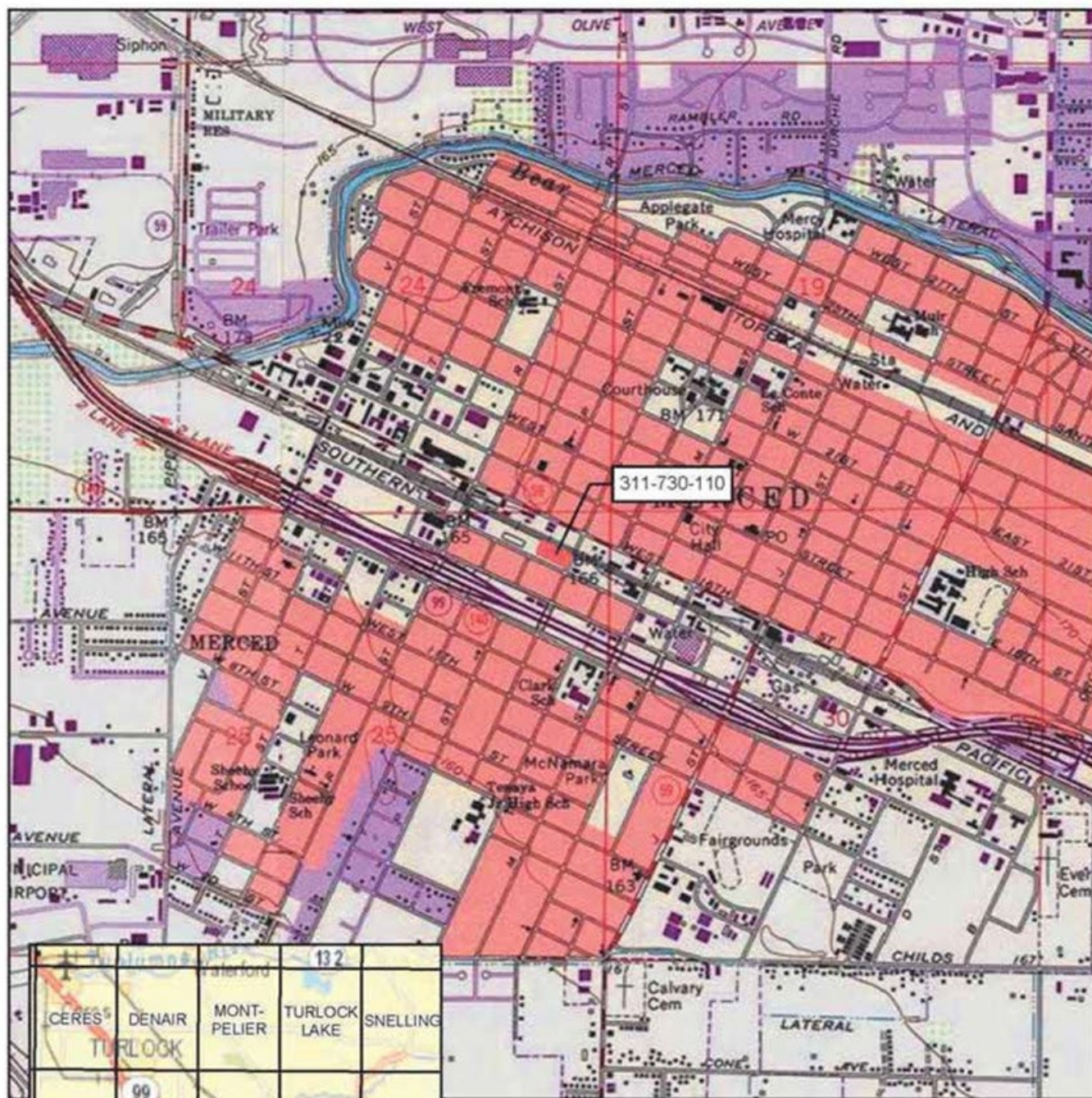
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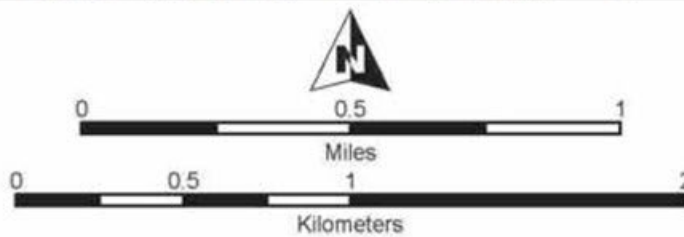
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LOCATION MAP



Key to USGS 7.5' quads depicted



SCALE 1:24,000

PRIMARY RECORD

Primary # P-24-002047 Update

HRI #

Trinomial

NRHP Status Code

Other Listings _____

Review Code _____ Reviewer _____ Date _____

Page 1 of 3

*Resource Name or #: (Assigned by recorder) Black Rascal Creek Canal/Oak Avenue

P1. Other Identifier: _____

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County Merced and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Atwater Date 1960 T 7S; R 12E; _____ of SW 1/4 of Sec 36; MD B.M.

c. Address Oak Avenue/Black Rascal Creek City Atwater Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone 10, 712012 mE/ 4128472 mN NAD 83

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

*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) Black Rascal Creek Canal of the Merced Irrigation District at Oak Avenue.

*P3b. **Resource Attributes:** (List attributes and codes) AH06.Water Conveyance; HP20. Canal

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

P5b. Description of Photo: (view, date, accession #) View north



*P6. **Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Both

1920s

PRIMARY RECORD

HRI #

Trinomial

NRHP Status Code

Other Listings _____

Review Code _____ Reviewer _____ Date _____

Page 2 of 3

*Resource Name or #: (Assigned by recorder) Black Rascal Creek Canal/Oak Avenue

***P7. Owner and Address:**

Merced Irrigation District, 744 W. 20th Street, Merced, CA 95340

BERD 12/19/2019 NR Status 6Y, 04/18/2005, FHWA 050324D

***P8. Recorded by:** (Name, affiliation, and address) Dr. L. K. Napton, Historical Resources Consultant; Tony Rocha, M.A.

2241 Aldersgate Court, Turlock, CA 95382

***P9. Date Recorded:** 10/30/2021

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

Reconnaissance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Napton, L. K., 2021. Cultural Resources Investigations of the Proposed Merced Biogas Project, Merced and Madera Counties,

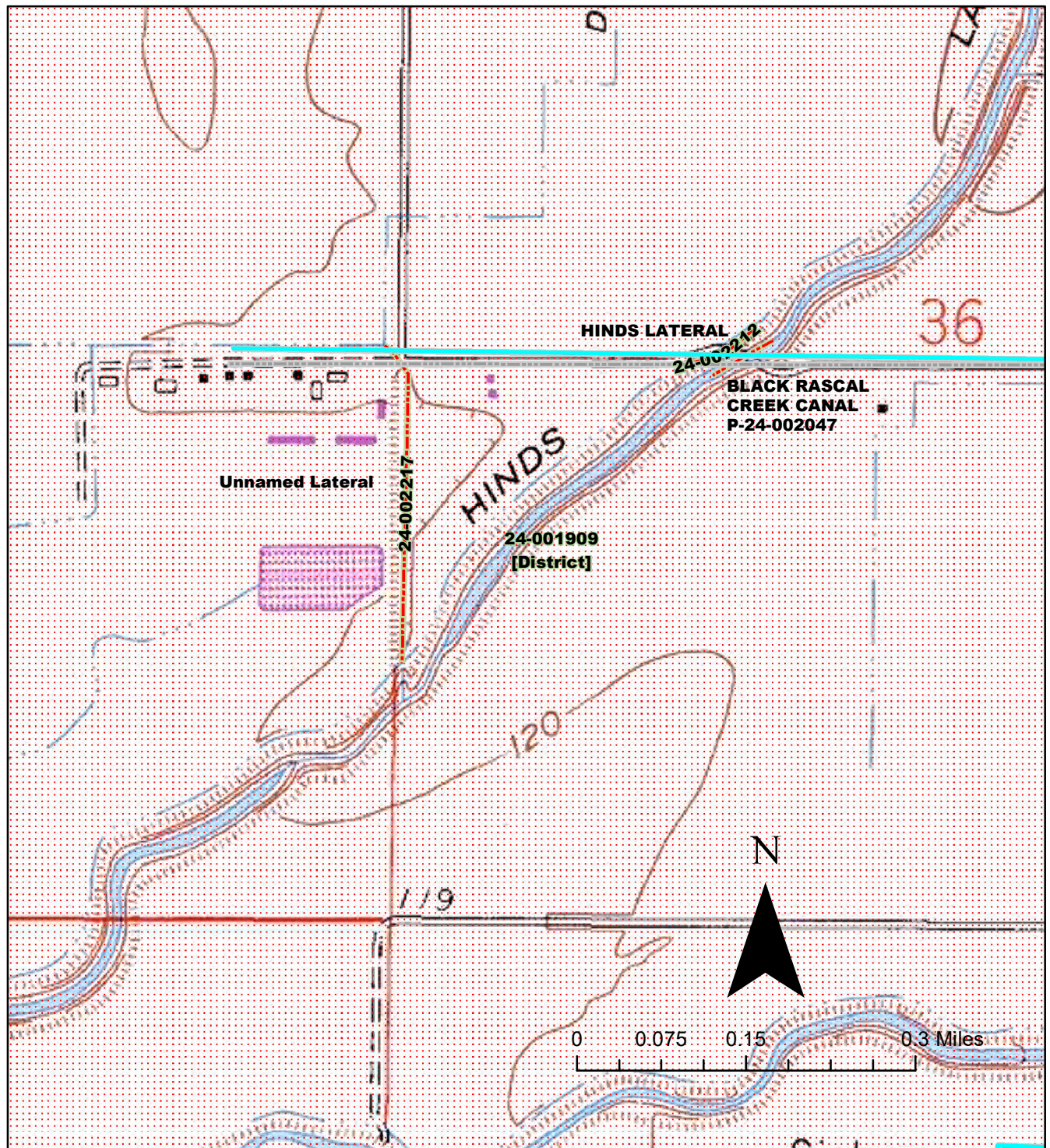
California; Environmental Planning Partners, Rancho Cordova

***Attachments:** ☐ NONE ☒ Location Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record

☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record

☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

P-24-002047 (Black Rascal Creek Canal),
P-22-002212 (Hinds Lateral,
and P-22-002217 (Unnamed Lateral)
Atwater 7.5' Quadrangle 1:10,000-scale



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #

HRI #

Trinomial

NRHP Status Code

Other Listings

Review Code

Reviewer

Date

Caltrans ID, County/Route/Postmile/EA: 10-MER-59, PM 15.3/16.6

Map Ref. # 13

*P1. Resource Name or #: Black Rascal Creek and Canal

*P2. Location: *a. County: Merced

*c. Address: On State Route 59 about 650 feet north of West Olive Ave.- P.M. 16.22

City: Merced

*e. Assessor's Parcel Number: This property belongs to Merced Irrigation District

*P3a. Description:

Black Rascal Creek is part of the Modesto Irrigation District (MID) and is used as a drain for the system. At a point approximately 200 feet east of State Route 59 (S.R. 59) the creek branches with one larger stream channel turning south and west, and the other smaller channel turning west-southwest and then west after it passes under S.R. 59. This branch is identified as the "Black Rascal Canal," and the larger branch is called "Black Rascal Creek." These branches form an ox bow east of S.R. 59. East of the highway the banks of the creek are crowded with eucalyptus trees and brush, and in the steam channel there are dense clusters of tules or cat-tails. The tules are so thick in the Black Rascal Canal that it has the appearance of a slough, and the water disappears on the west side of the highway at this location amid the very dense vegetation. West of S.R. 59 the creek passes through farmland, and the vegetation is much less dense with only a few trees on the banks of the creek, but tules are still thick in spots. The creek/MID drain on the east side of the highway meanders northeast for about ¼ mile, then for the next mile-and-a-half it is very straight and channelized. Parkland development flanks both sides of this straightened stream channel, with lawn and a paved bike/walking trail on the south side and then on the north side of the creek. Near R Street to the east, the creek channel enters a city park, but the creek continues east of R St. also in a park setting. West of S.R. 59 Black Rascal Creek follows a straight route, although large clumps of tules make the stream channel appear to bend in the middle. A four-lane bridge crosses the creek at Santa Fe Drive about one-third of a mile west of S.R. 59. The stream channel varies in width on the east side of the highway from 25 to 40 feet, but west of the highway it is about 30 feet wide. There are no berms on the stream channel on both sides of S.R. 59.

*P3b. Resource Attributes: HP20

*P4. Resources Present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

P5a. Photo

(See continuation sheet.)

P5b. Photo date:

September 12, 2002

*P6. Date Constructed/Sources:
1920s; Merced Irrigation
District*P7. Owner and Address:
Merced Irrigation District
720 W. 20th Street
Merced, CA 95344*P8. Recorded by:
Frank Lortie, Caltrans
1120 N Street
Sacramento 94274*P9. Date Recorded:
September 23, 2002*P11. Report Citation:
Historic Resource Evaluation
Report (HRER) for the State
Route 59 Widening Project,
Post Miles 15.3-16.6, Merced

County (Caltrans 2005)

Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATIONPrimary #
HRI#

P-24-002047

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or #: 10-MER-59, PM 15.3/16.6

Map Reference # 13

B1. Historic name: Black Rascal Creek and Canal

B4. Present use: Drain for Merced Irrigation District (MID) and storm drain facility City of Merced.

*B5. Architectural Style: Not applicable

*B6. Construction History: Acquired by MID in 1920s; east of SR 59 altered 1927-1937; west of SR 59 altered in 1960s or '70s

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

Original Location:

*B8. Related Features

B9a. Architect: Not applicable

b. Builder: MID

*B10. Significance: Theme N/A

Area N/A

Period of Significance N/A

Property Type N/A

Applicable Criteria N/A

In 1872 the Central Pacific Railroad (later re-named the Southern Pacific) arrived in Merced County, and two years earlier the first major irrigation company, the Robla Canal Company, started to divert water from the Merced River. In 1880 the Merced Canal and Irrigation Company (MC&IC) bought out the successor to the Robla company and expanded the system considerably. In addition, the new company organized colonies to promote emigration to the county and the purchase of 40 to 60 acre parcels for, it was supposed, family farms. Before irrigation, Merced County, like other counties in the San Joaquin Valley, depended upon raising beef and wheat, which required large tracts of farmland to be profitable. After irrigation, agricultural became more diversified, enabling a smaller family farm to grow tree fruit and nuts, raise row crops, plant vineyards, and start dairy farms (alfalfa is a primary feed from cows and does very well under irrigation). In 1888 the Crocker-Huffman Land and Water Company (CHL&WC) supplanted the MCIC, retaining the same owners, Charles Crocker (one of the "Big Four" of the Central Pacific) and Charles H. Huffman, who was a prosperous rancher and investor in Merced County and who, as an employee of the Central Pacific Railroad, surveyed the town-site of Merced for the railroad in 1870. Lake Yosemite was the main reservoir for the system, and all the main canals drew irrigation water from this lake. Up to 1900 almost all the land irrigated by the CHL&WC lay north-northeast and east of the City of Merced, but the company started to expand so that by 1919 it had built canals and laterals northwest, southwest and south of Merced. At this time the CHL&WC was irrigating nearly 50 thousand acres of farmland. However, around 1910 local ranchers started a campaign to create a farmer-owned irrigation system under the state's Wright Act. After years of public debate and controversy, county voters in 1919 approved the formation of Merced Irrigation District (MID). In 1922 the MID purchased the CHL&WC, and it set out to upgrade and expand the entire irrigation system. (See Continuation Sheet)

*B12. References: Lortie 1998: 4-6; JRP Consulting 2001: 18-22; maps- USGS, Atwater Quadrangle 1918, 1948, 1960; USGS Merced Quadrangle 1917, 1946, 1962; Merced Irrigation District 1927; MID Right of Way map 1922; Map of Crocker Colony 1921; Agricultural Adjustment Admin. 1937 (aerial photo); Cowel 1909; McSwain 1978: 9, 15, 19, 149, 173.

*B14. Evaluator: Frank Lortie Caltrans

*Date of Evaluation: 9/24/02

Site Plan

(See site plan attached.)

(This space reserved for official comments.)

Resource Name or #: 10-MER-59, PM 15.3/16.6 .

Map Reference # 13

B10. Significance (continued):

A keystone of this building program was the construction of the Exchequer Dam in 1926. Not only did this dam provide much more water for the MID, but it also included electrical power generators in the dam to produce electricity to be sold to a private power company, which enhanced MID's revenues. With the completion of the Exchequer Dam the MID expanded its improvements on the irrigation system, lining some canals with concrete and adding new laterals. With the onset of the Great Depression of the 1930s and the wartime priorities for defense production during World War II the MID system experienced some neglect and deferred maintenance. After the war the MID embarked upon an extensive construction program to improve and modernize the entire system. Since the end of the war the wooden dams, checks, diversion structures, and head gates of the early years were replaced by concrete and steel structures. In addition, most of the canals and laterals were widened and deepened, and many were lined with concrete.

The Crocker-Huffman Land and Water Company had acquired some control over Black Rascal Creek as early as 1892 to increase its supply of water. However, the creek does not seem to have been an integral part of the CHL&WC system, since it does not appear before 1903 on any of the company maps depicting the company's irrigation network. This is in contrast to Bear Creek, which is indicated clearly as an important stream channel for the CHL&WC. In the 1880s Charles Huffman owned all the land to the north and south of the creek, equaling about 640 acres of land. By 1903 the northern part of the CHL&WC land at the creek had been sold to a J.W. Mitchell, who owned several thousand acres in the county. The Bear Creek Colony had been organized by 1909 on the north side of Bear Creek just south of Black Rascal Creek, but it was not until about 1919 that the area around Black Rascal Creek was subdivided by the Louis M. Hickman Corporation. In 1921 the area just south of Black Rascal Creek was carved into 20-acre parcels, presumably for irrigated family farms. It is not clear when the creek was first converted into a drain for the MID system, but by the late 1920s it was being considered for use as a part of the county's storm drain system. In the late 1940s Black Rascal Creek functioned as an irrigation drain and a storm drain channel.

At this time the creek east of present S.R. 59 had a meandering route, but a plan was underway to cut a new straight canal on the south edge of the creek's stream channel. Sometime between 1946 and 1962 the new alignment for the canal was built and the meandering streambed was filled in. The straightened section of the creek ends about one-quarter mile east of S.R. 59, and resumes its curving course up to where it branches to two channels, forming an oxbow. The north branch is called the Black Rascal Canal and is only about 80 to 100 feet long. On the east side of S.R. 59 the stream channel is currently in a straight line from the highway to the bridge for Santa Fe Dr., about one-third of a mile in length. It seems that this part of the creek did not meander as much historically as the section of creek to the east of the highway. The west section curved significantly to the south about half the distance between the highway and Santa Fe Dr. Then it curved again as it passed under the Santa Fe railroad bridge, which is just west of the present Santa Fe Dr. bridge. Sometime between 1946 and 1962 both curves were eliminated and the stream channel was straightened.

Both sections of Black Rascal Creek have been substantially altered. Only about one-quarter of a mile of the creek east of S.R. 59 retains its meandering path, but this part of the stream looks like any other creek in the region. The fact that it serves as a drain for the MID (and as a storm water channel for the City of Merced) is not evident when one sees the creek today. It does not reflect the level of civil engineering usually associated with the construction of a large, complex irrigation system of the late 19th and early 20th century. The section of the creek west of S.R. 59 down to the Santa Fe Drive bridge has been straightened to become a stream channel to facilitate the drainage of the MID system. Therefore, due to a loss of integrity, both sections of Black Rascal Creek and Canal bisected by S.R. 59 are not eligible for the National Register. In addition, Black Rascal Creek and Canal were evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines and were determined not to be historical resources for the purposes of CEQA.

Resource Name or #: 10-MER-59, PM 15.3/16.6 Map Reference # 13



East section at bridge #39-0037, looking west-northwest



East section, 100 feet east of S.R. 59, looking east-northeast

Resource Name or #: 10-MER-59, PM 15.3/16.6

Map Reference # 13



East section at "canal" segment at S.R. 59, looking west



East section. About one-third mile east of S.R. 59, channelized section of creek

☒ Continuation ☐ Update

Resource Name or #: 10-MER-59, PM 15.3/16.6

Map Reference # 13



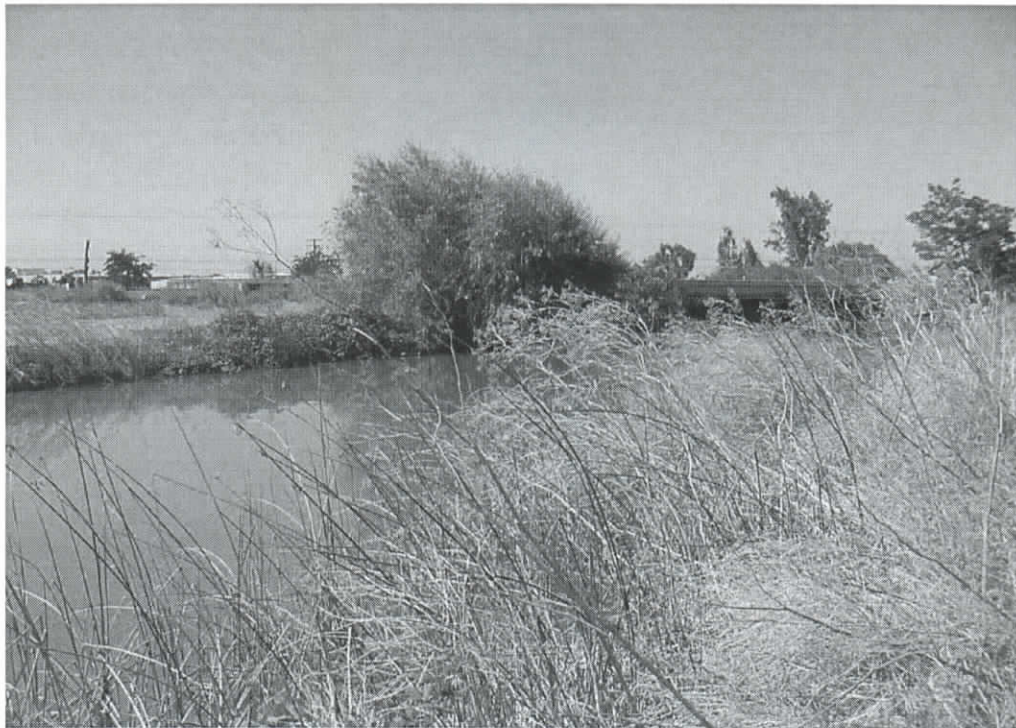
West section, looking east from Santa Fe Drive bridge



West section looking east from mid point between S.R. 59 and Santa Fe Drive bridge

Resource Name or #: 10-MER-59, PM 15.3/16.6

Map Reference # 13



West section, looking south-southwest towards Santa Fe Drive bridge

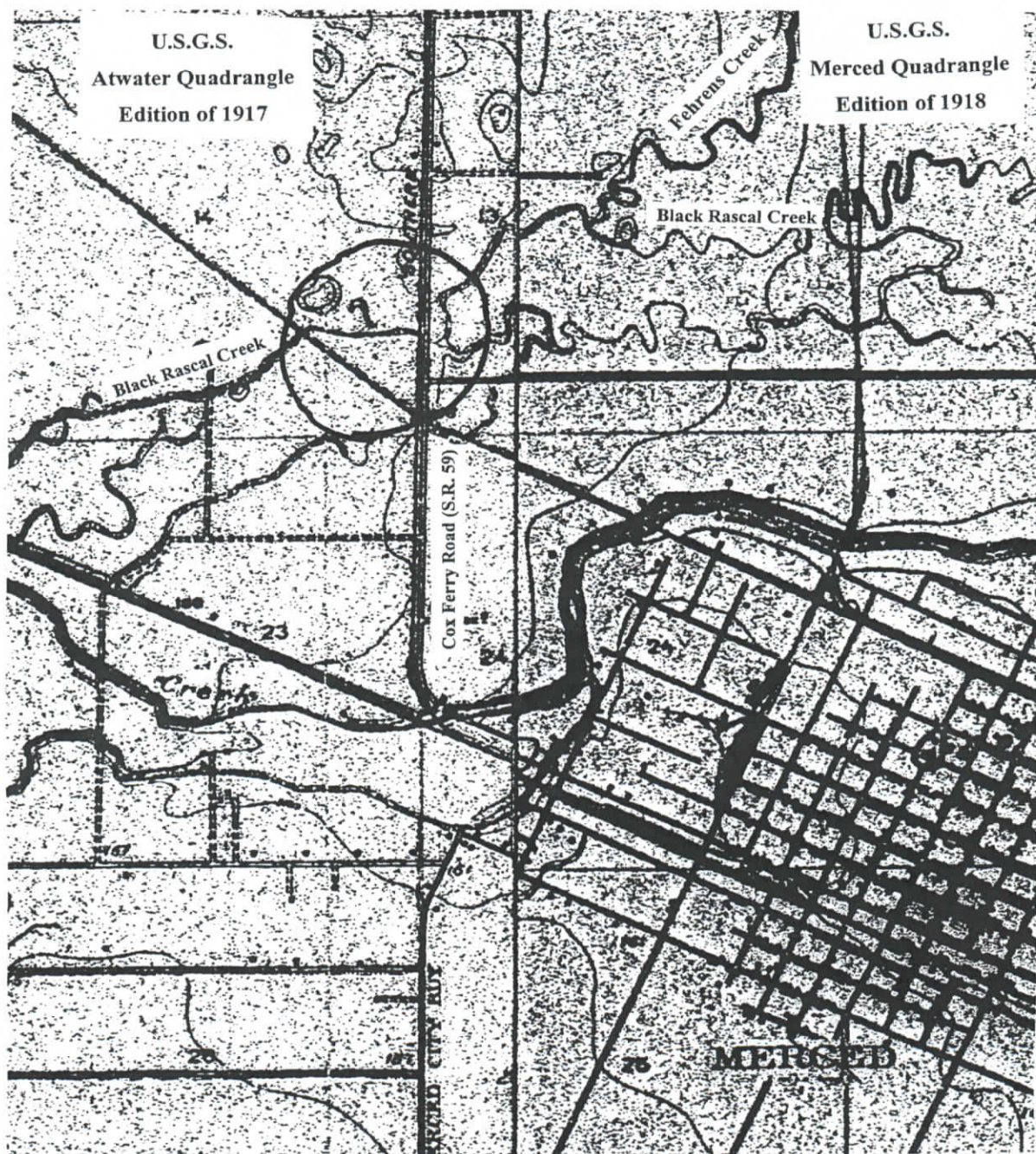


West section, looking west-northwest from mid-point between S.R. 59 and Santa Fe Dr. bridge

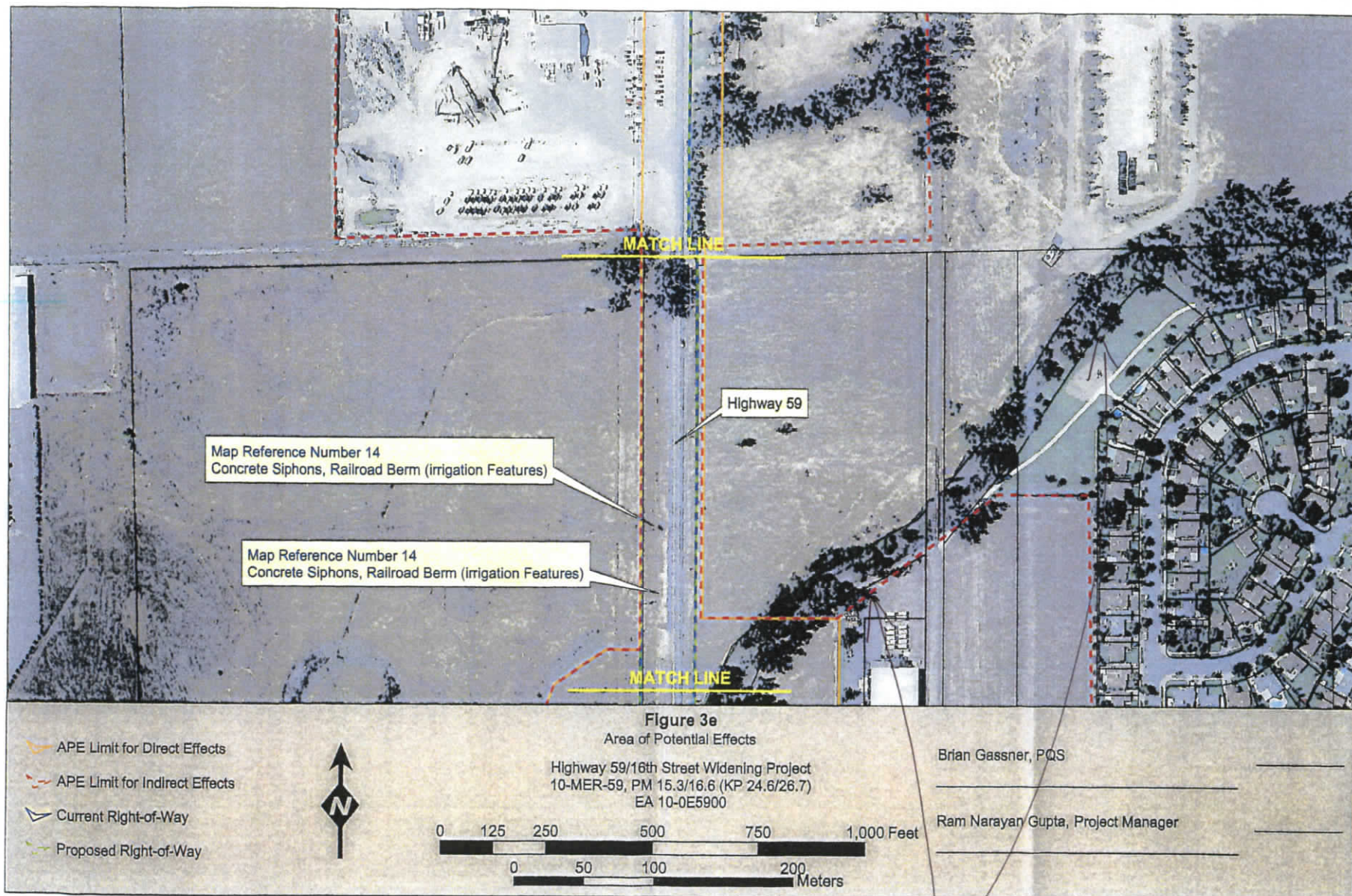
☒ Continuation ☐ Update

Resource Name or #: 10-MER-59, PM 15.3/16.6

Map Reference # 13



HISTORIC MAP
Black Rascal Creek
10-MER-59



Black Kascal
Creek +
canal
(Map. R.R. #13)
was left off the
report maps

P-24-002047

Black Rascal Creek + Canal (Map Ref. #13) was left off the map!

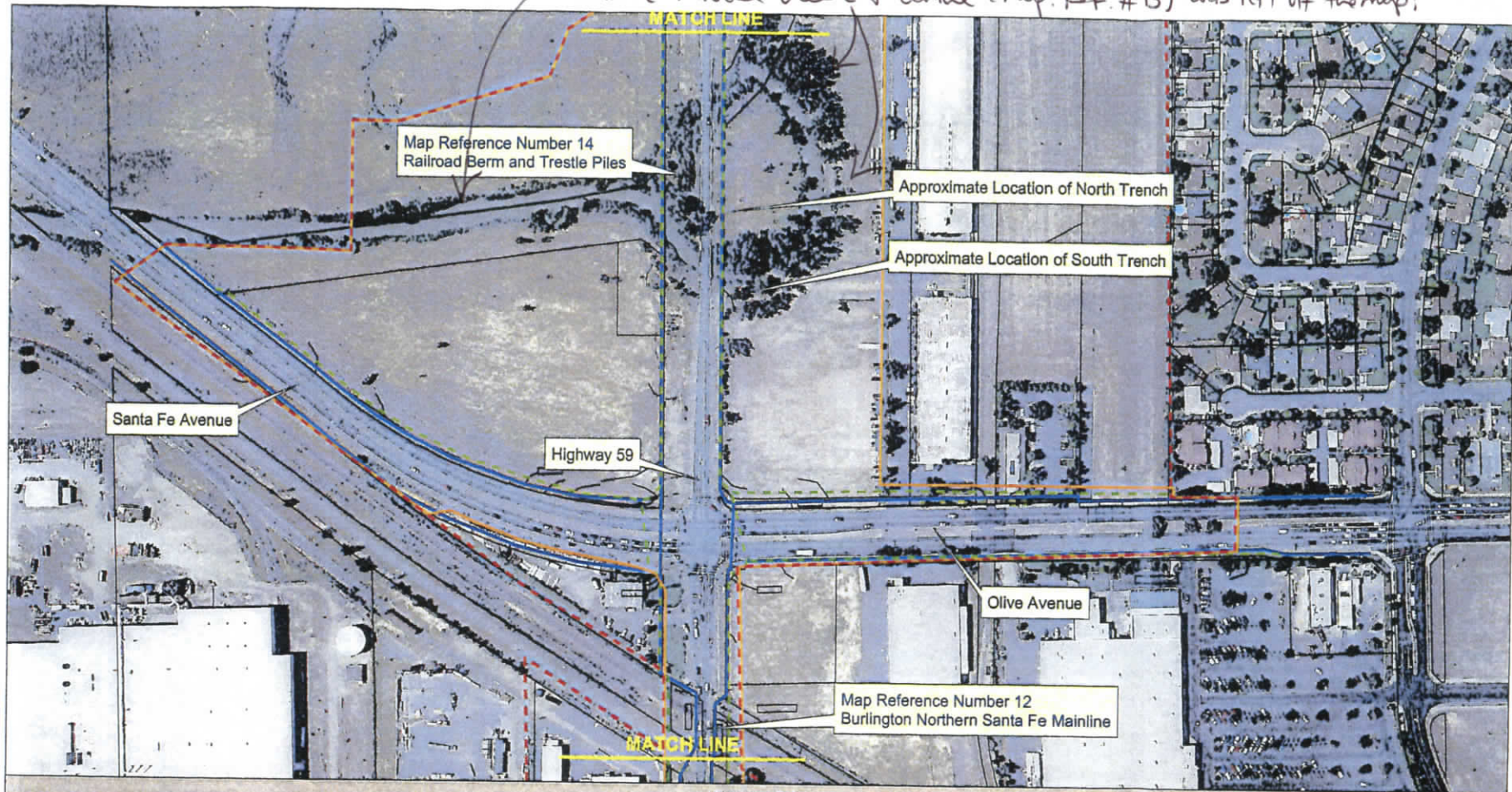


Figure 3d

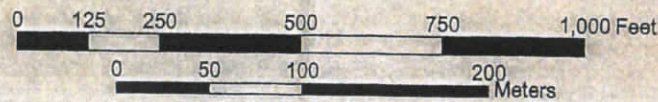
Area of Potential Effects

Highway 59/16th Street Widening Project
10-MER-59, PM 15.3/16.6 (KP 24.6/26.7)
EA 10-0E5900

Brian Gassner, PQS

Ram Narayan Gupta, Project Manager

- APE Limit for Direct Effects
- APE Limit for Indirect Effects
- Current Right-of-Way
- Proposed Right-of-Way



P-24-002047
Map Ref. #13
Black Rascal
Creek + Canal

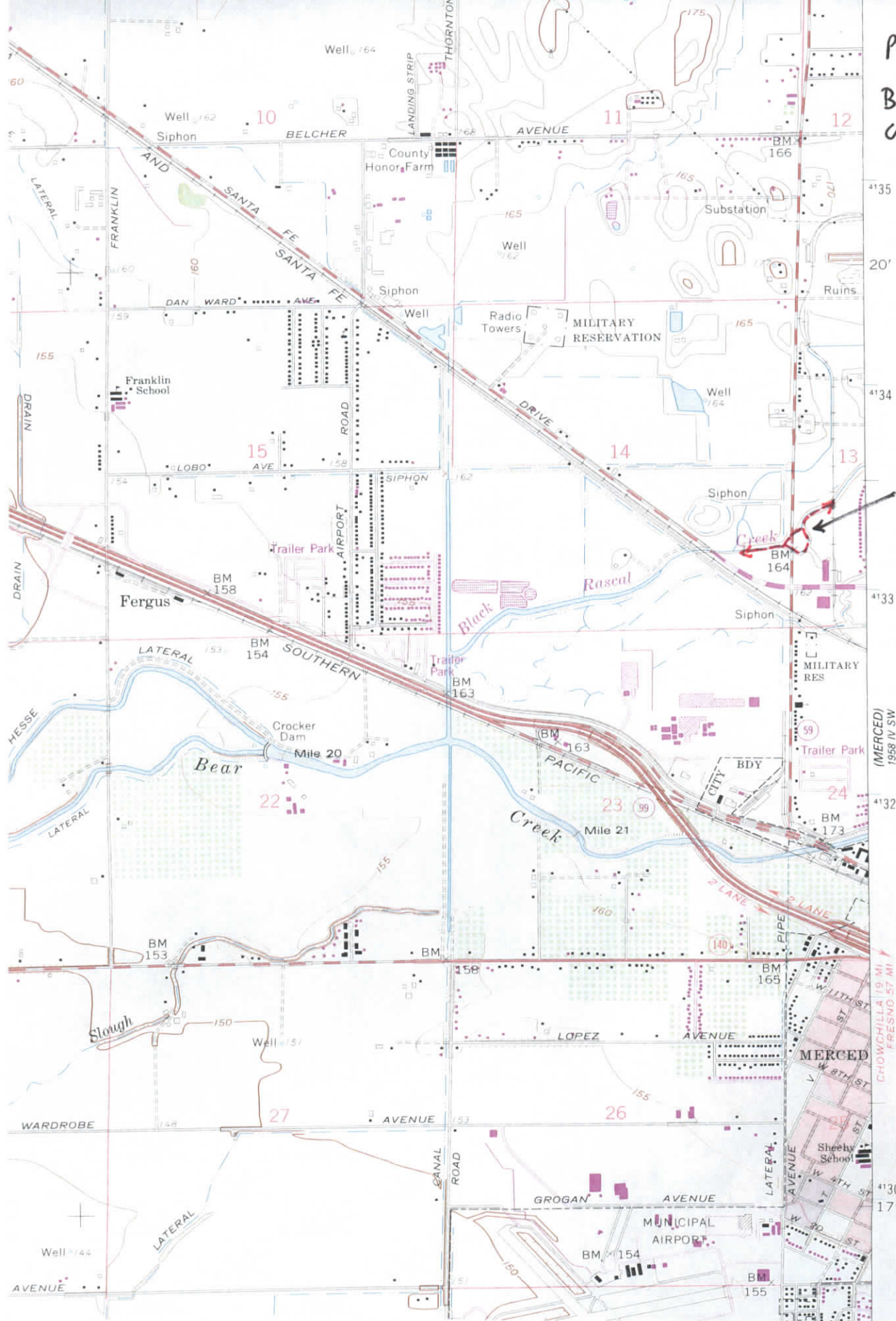
P-24-002047

Black Rascal
Creek + Canal

portion of
resource at
project area

At water 7.5'

Map added
by RTH/CCIC



25th to 27th St's.

P-24-002047

OFFICE OF HISTORIC PRESERVATION ***			Directory of Properties in the Historic Property Data File for MERCED County.			Page 10	03-20-14				
PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG.	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
130824	24-1881 cont'd → 24-86		HARTLEY LATERAL- BRANCH C	MERCED	U	1913	→ PROJ. REVW.	FHWA020109A	02/26/02	6Y	
163427				MERCED	P	1871	HIST. RES.	DOE-24-01-0026-0000	12/18/01	6Y	
163815	24-2105		BEAR CREEK BRIDGE	MERCED			PROJ. REVW.	FHWA010924C	12/18/01	6Y	
163829	24-2047		BLACK RASCAL CANAL	MERCED			PROJ. REVW.	FHWA060310A	05/11/06	6Y	
163830			CONCRETE SIPHONS/RAILROAD BERM (IRR)	MERCED			PROJ. REVW.	FHWA050324D	04/18/05	6Y	
175261			SMITH TRUST BARN	MERCED	P	1913	PROJ. REVW.	FHWA050324D	04/18/05	6Y	
057033	24-000734		DOWNTOWN MERCED	MERCED	P	1880	PROJ. REVW.	COE081231A	04/20/09	6Y	
057150	24-000735	25TH ST	G TO CANAL ST	MERCED	P	1885	HIST. SURV.	5340-0025-9999	Dist	5D2	
057515	24-000736	1300 B ST	MERCED CEMETERY, MERCED CEMETERY D	MERCED	P	1885	HIST. SURV.	5340-0026-9999	Dist	5D2	
128628	24-001710	1411 B ST	JUVENILE HALL	MERCED	M	1850	HIST. SURV.	5340-0154-0000		7N	
057516	24-000737	1480 B ST	DE LONG MEMORIAL PARK, EVERGREEN M	MERCED	P	1946	HIST. RES.	DOE-24-01-0001-0000	09/25/01	6Y	
130825		2562 BAKER DR		MERCED	P	1945	PROJ. REVW.	DOJ000825A	09/25/01	6Y	
130826		2584 BAKER DR		MERCED	P	1945	HIST. SURV.	5340-0155-0000		5S2	
130168		3397 BAKER ST		MERCED	P	1945	HIST. RES.	DOE-24-01-0027-0000	12/18/01	6Y	
130169		3421 BAKER ST		MERCED	P	1948	PROJ. REVW.	FHWA010924C	12/18/01	6Y	
130170		3431 BAKER ST		MERCED	P	1948	HIST. RES.	DOE-24-01-0028-0000	12/18/01	6Y	
130171		3445 BAKER ST		MERCED	P	1900	PROJ. REVW.	FHWA010924C	12/18/01	6Y	
130172		3457 BAKER ST		MERCED	P	1900	HIST. RES.	DOE-24-02-0012-0000	02/26/02	6Y	
130173		3461 BAKER ST		MERCED	P	1942	PROJ. REVW.	FHWA020109A	02/26/02	6Y	
130174		3463 BAKER ST		MERCED	P	1942	HIST. RES.	DOE-24-02-0013-0000	02/26/02	6Y	
057524	24-000738	1560 CANAL ST	SOUTHERN PACIFIC FREIGHT STATION	MERCED	P	1942	PROJ. REVW.	FHWA020109A	02/26/02	6Y	
057025	24-000739	1717 CANAL ST	MERCED PRODUCE CO, HELEN AND LOUIS	MERCED	P	1918	HIST. RES.	DOE-24-02-0014-0000	02/26/02	6Y	
057026	24-000740	1733 CANAL ST	HARRIS GARIBALDI BUILDING, STEFANI	MERCED	P	1905	HIST. SURV.	5340-0025-0052		5D2	
057027	24-000741	1734 CANAL ST	MERCED MEAT MARKET, A GROWING CONC	MERCED	P	1912	HIST. SURV.	5340-0025-0053		5D2	
057028	24-000742	1737 CANAL ST	C E KOCHER HARDWARE/RUSSELLS PHARM	MERCED	P	1924	HIST. SURV.	5340-0025-0054		5D2	
057029	24-000743	1740 CANAL ST	MERCED IOOF HALL / ODD FELLOWS BUI	MERCED	P	1910	HIST. SURV.	5340-0025-0055		3S	
057030	24-000744	1812 CANAL ST	HILL BUILDING, ROBINSON MONTGOMERY	MERCED	P	1909	HIST. SURV.	5340-0025-0056		3S	
057525	24-000745	1921 CANAL ST	DAUNT APARTMENTS	MERCED	P	1928	HIST. SURV.	5340-0025-0057		7N	
057526	24-000746	2421 CANAL ST	MERCED IRRIGATION DISTRICT	MERCED	P	1919	HIST. SURV.	5340-0164-0000		7N	
130091		CHILDS AVE		MERCED	C	1922	HIST. SURV.	5340-0165-0000		3S	
130167		CHILDS AVE		MERCED	P	1915	HIST. RES.	DOE-24-02-0007-0000	02/26/02	6Y	
155728	24-86	CHILDS AVE	HARTLEY LATERAL	MERCED			PROJ. REVW.	FHWA020109A	02/26/02	6Y	
057518	24-000747	CHILDS AVE	CALVARY CEMETERY, MED CEMETERY DIS	MERCED	D	1890	HIST. RES.	DOE-24-02-0011-0000	02/26/02	6Y	
130103		3144 CHILDS AVE (E. Childs)	RESIDENCE / SUNSHINE DAIRY	MERCED	M	1873	PROJ. REVW.	FHWA041102A	12/06/04	6Y	
130104		21 COFFEE ST	RESIDENCE / SUNSHINE DAIRY	MERCED	P	1927	HIST. RES.	DOE-24-02-0001-0011	02/26/02	2D2	AC
130105		46 COFFEE ST	RESIDENCE / SUNSHINE DAIRY	MERCED	P	1930	PROJ. REVW.	FHWA020109A	02/26/02	2D2	AC
130204		2831 CROWN RD		MERCED	P	1930	HIST. RES.	DOE-24-02-0001-0012	02/26/02	2D2	AC
				MERCED	P	1930	PROJ. REVW.	FHWA020109A	02/26/02	2D2	AC
				MERCED	P	1930	HIST. RES.	DOE-24-02-0001-0013	02/26/02	2D2	AC
				MERCED	P	1930	PROJ. REVW.	FHWA020109A	02/26/02	2D2	AC
				MERCED	P	1930	HIST. RES.	DOE-24-02-0038-0000	02/26/02	6Y	
				MERCED	P	1930	PROJ. REVW.	FHWA020109A	02/26/02	6Y	

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OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for MERCED County.										Page 17	03-20-14				
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG.	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT				
179653	24-2105	SR 59	BEAR CREEK BRIDGE #39-09-L&R LOC:P	MERCED	S	1940	PROJ.REVW.	FHWA050324D	04/20/05	6Y					
179588		SR 59	BEAR CREEK BRIDGE	MERCED	S	1940	PROJ.REVW.	FHWA050324D	04/20/05	6Y					
179594	24-2106	SR 59	HIGHWAY STATE ROUTE 59	MERCED	S	1933	PROJ.REVW.	FHWA050324D	12/16/02	6Y					
179673	P-2047	SR 59	BLACK RASCAL CREEK AND CANAL	MERCED	D	1920	PROJ.REVW.	FHWA050324D	09/24/02	6Y					
179676		SR 59	IRRIGATION SIPHON A 1916	MERCED	P	1916	PROJ.REVW.	FHWA050324D	04/20/05	6Y					
179681		SR 59	IRRIGATION SIPHON B	MERCED	P	1916	PROJ.REVW.	FHWA050324D	04/20/05	6Y					
179682		SR 59	FORMER RAILROAD BERM	MERCED	P	1900	PROJ.REVW.	FHWA050324D	04/20/05	6Y					
056641	24-000652	SR 59	BRIDGE #39-66 re-eval'd	MERCED	S	1925	HIST.SURV.	5340-0010-0000		7R					
056642	24-000653	SR 59	BRIDGE #39-67	MERCED	S	1927	HIST.SURV.	5340-0011-0000		7R					
056643	24-000654	SR 59	BRIDGE #39-68	MERCED	S	1916	HIST.SURV.	5340-0012-0000		7R					
163816	24-2106	SR 59	2-LANE HWY	MERCED	S	1888	PROJ.REVW.	FHWA050324D	04/20/05	6Y					
							PROJ.REVW.	FHWA050324D	04/20/05	6Y					
							PROJ.REVW.	FHWA050324D	04/18/05	6Y					
124655		SR 99	MER-99 MISSION/HEALY INTERCHANGE	MERCED	S		PROJ.REVW.	FHWA000107A	05/26/00	6Y					
125244	24-001696	SR 99	MILES CREEK BRIDGE #39-07	MERCED			HIST.RES.	DOE-24-00-0006-0000	06/15/00	6Y					
							PROJ.REVW.	FHWA000107A	06/15/00	6Y					
125245	24-000649	SR 99	MILES CREEK OVERFLOW BRIDGE #39-57	MERCED	F		HIST.RES.	DOE-24-00-0010-0000	06/15/00	6Y					
							PROJ.REVW.	FHWA000107A	06/15/00	6Y					
125246	24-001712	SR 99	MILES CREEK OVERFLOW BRIDGE #39-58	MERCED	F		HIST.RES.	DOE-24-00-0009-0000	06/15/00	6Y					
							PROJ.REVW.	FHWA000107A	06/15/00	6Y					
125248	24-001713	SR 99	FARMDALE SLOUGH BRIDGE #39-99	MERCED	F		HIST.RES.	DOE-24-00-0011-0000	06/15/00	6Y					
							PROJ.REVW.	FHWA000107A	06/15/00	6Y					
125249	24-001716	SR 99	NORTH FARMDALE SLOUGH BRIDGE #39-1	MERCED	F		HIST.RES.	DOE-24-00-0012-0000	06/15/00	6Y					
							PROJ.REVW.	FHWA000107A	06/15/00	6Y					
125251	24-00085	SR 99	KOFF LATERAL CANAL	MERCED	M		HIST.RES.	DOE-24-00-0014-0000	06/15/00	6Y					
							PROJ.REVW.	FHWA000107A	06/15/00	6Y					
125252	24-00096	SR 99	FARMDALE LATERAL, MERCED IRRIGATION	MERCED	M		HIST.RES.	DOE-24-00-0016-0000	06/15/00	6Y					
							PROJ.REVW.	FHWA000107A	06/15/00	6Y					
125253	24-00086	SR 99	HARTLEY LATERAL, MERCED IRRIGATION	MERCED	M		HIST.RES.	DOE-24-00-0017-0000	06/15/00	6Y					
							PROJ.REVW.	FHWA000107A	06/15/00	6Y					
125257	24-001715	SR 99	ABANDONED SEGMENT OF US HIGHWAY 99	MERCED	F		HIST.RES.	DOE-24-00-0018-0000	06/15/00	6Y					
							PROJ.REVW.	FHWA000107A	06/15/00	6Y					
125250	24-001714	SR 99	COLONY SLOUGH BRIDGE #39C0050	MERCED	F		HIST.RES.	DOE-24-00-0013-0000	06/15/00	6Y					
							PROJ.REVW.	FHWA000107A	06/15/00	6Y					
056648	24-000727	4775 ST LAWRENCE DR	STATION #1 WATER TOWER	MERCED	M	1917	HIST.SURV.	5340-0022-0000		3S					
130176		3185 STRETCH RD		MERCED	P	1953	HIST.RES.	DOE-24-02-0020-0000	02/26/02	6Y					
							PROJ.REVW.	FHWA020109A	02/26/02	6Y					
130177		3287 STRETCH RD		MERCED	P		HIST.RES.	DOE-24-02-0021-0000	02/26/02	6Y					
							PROJ.REVW.	FHWA020109A	02/26/02	6Y					
130178		3297 STRETCH RD		MERCED	P		HIST.RES.	DOE-24-02-0022-0000	02/26/02	6Y					
							PROJ.REVW.	FHWA020109A	02/26/02	6Y					
130179		3435 STRETCH RD		MERCED	P	1920	HIST.RES.	DOE-24-02-0023-0000	02/26/02	6Y					
							PROJ.REVW.	FHWA020109A	02/26/02	6Y					
155121		2432 VALLEY DR		MERCED	P	1952	PROJ.REVW.	HUD050802D	08/22/05	6Y					
119203	24-000875	VAN CLIEF RD	VAN CLIEF ROAD BRIDGE #39C-122	MERCED (Stewman)	C		HIST.RES.	DOE-24-98-0001-0000	12/28/98	6Y					
							PROJ.REVW.	FHWA981221Z	12/28/98	6Y					
148026	24-1803	4703 VAUGHN AVE	VAUGHN FARMSTEAD	MERCED	P		HIST.RES.	DOE-24-03-0010-0000	07/09/03	6Y					
							PROJ.REVW.	FCC030703D	07/09/03	6Y					
057396	24-000876	536 W 10TH ST		MERCED	P	1880	HIST.SURV.	5340-0035-0000		7N					
154481		620 W 10TH ST		MERCED			PROJ.REVW.	HUD050526H	06/17/05	6Y					
057397	24-000877	629 W 10TH ST		MERCED	P	1885	HIST.SURV.	5340-0036-0000		7R					
057398	24-000878	735 W 10TH ST		MERCED	P	1875	HIST.SURV.	5340-0037-0000		5S2					
057399	24-000879	755 W 10TH ST		MERCED	P	1880	HIST.SURV.	5340-0038-0000		5S2					
057400	24-000880	951 W 10TH ST		MERCED	P	1900	HIST.SURV.	5340-0039-0000		5S2					
057401	24-000881	959 W 10TH ST		MERCED	P	1900	HIST.SURV.	5340-0040-0000		5S2					

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

Primary # P-24-002047
HRI # _____
Trinomial _____

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*Resource Name or # MR1

L1. Historic and/or Common Name: Black Rascal Creek

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation

Designation: MR1-BR-1; MR1-BR-2

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) BR1: UTM: Zone 10; 716,381mE; 4,132,192mN. Located at the Black Rascal Creek bridge on Gurr Road in the NW1/4 of Section 21, T7S/R13E MDBM near the intersection of Gurr Road and Landram Avenue. BR2: UTM: Zone 10; 716,175mE; 4,132,213mN. Located at Landram Road approximately .25 miles west of the Black Rascal Creek bridge on Gurr Road NE1/4 of Section 20, T7S/R13E MDBM (See Location Map 3).

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

At this point the canal is approximately 60 feet wide. Water in the canal prevented and accurate determination of depth. The unlined channel is U-shaped and has grassy vegetation growing on its banks. The banks of the canal are higher than the surrounding land. Access roads run on both the north and south sides of the canal east of Gurr Road. Also on the south side near Gurr Road is the Hess Lateral canal (Photographs 19, 38).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

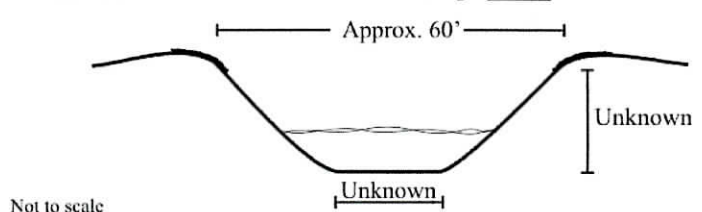
- a. **Top Width** approximately 60 feet
- b. **Bottom Width** undertermined (carrying water)
- c. **Height or Depth** undertermined (carrying water)
- d. **Length of Segment** approximately 200 feet

L5. Associated Resources:

AH 06

L4e. Sketch of Cross-Section

Facing: south



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: See Section B10. "Significance"



L8b. Description of Photo, Map, or Drawing:

Photograph 19. Black Rascal Creek from Landrum Road, camera facing south. 12/12/06.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address)

Steven J. Melvin
JRP Historical Consulting Services,
1490 Drew Ave, Suite 110, LLC
Davis, CA 95618

L11. Date: 12/28/06

P-24-002047

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____

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*Resource Name or # MRI

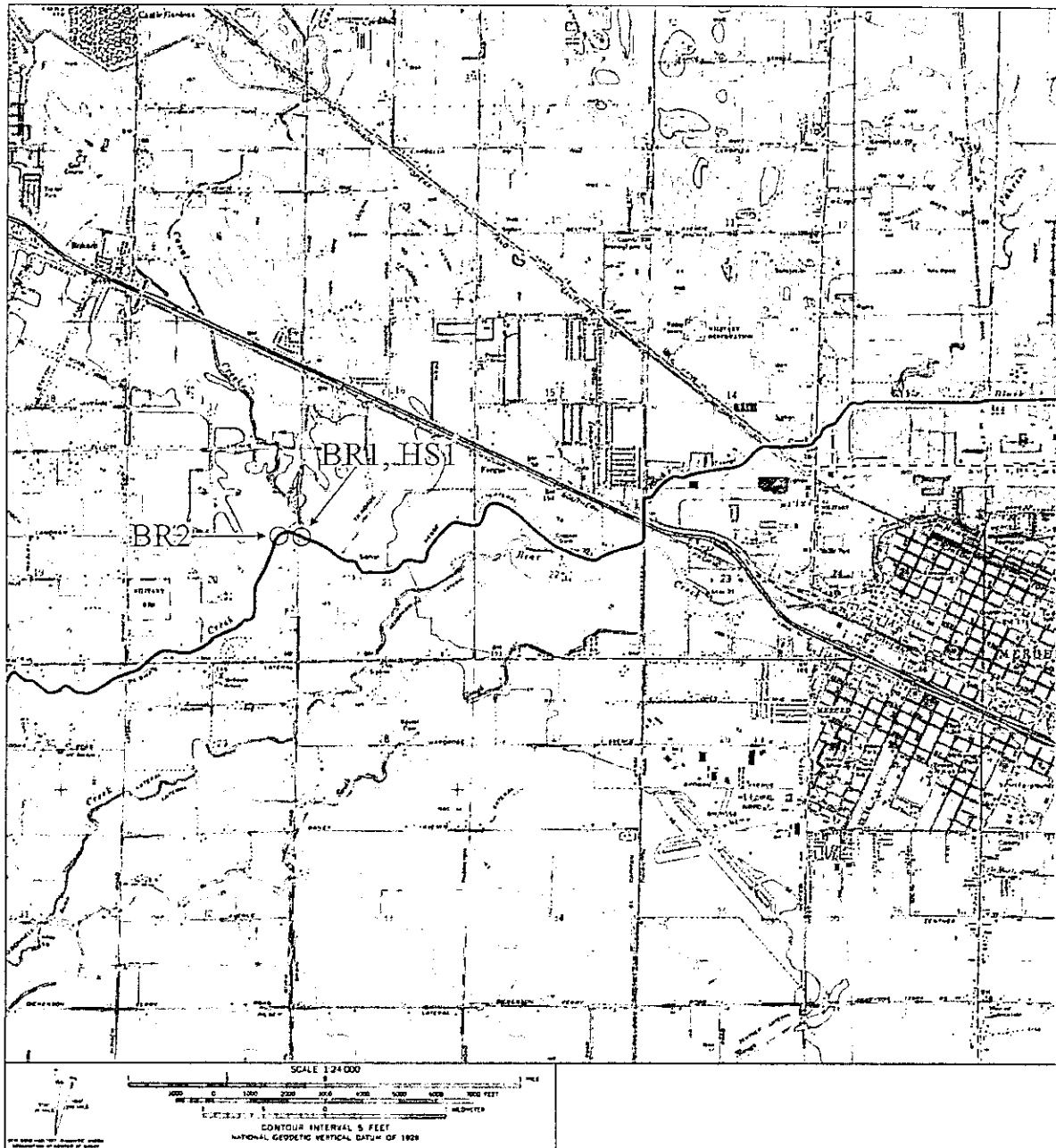
*Recorded by: M.Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update

Map Name: Atwater, California, 7.5' USGS Quadrangle

*Date of Map: 1960 (1987)

Map Name: Merced, California, 7.5' USGS Quadrangle

*Date of Map: 1961 (1987)



Location Map 3. Map Showing portion of Black Rascal Creek and Hess Lateral.

UPDATE SHEET

*Recorded by: Joshua Severn

*Date August 2023

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Resource Name or #:(Assigned by recorder) P-24-002047; Black Rascal Creek and Canal

Map ID #: 80

NRHP Status Code: **6Z** ☐ Continuation ☒ Update

P1. Other Identifier: 2018-65; Black Rascal Creek; Black Rascal Canal

* **P2e. Other Locational Data:** Merced Irrigation District. UPRR crossing south of SR99.

* **P3a. Description:** The Black Rascal Creek and Canal is part of the Merced Irrigation District (MID) System. It is an 85-foot wide by 161-foot long U-shaped segment of unlined canal centered on its undercrossing of the UPRR tracks and Southern Pacific Avenue. Black Rascal Creek and Canal serves as drainage for the MID System. Vegetation lines the segment's banks and two service roads parallel the canal on its east and west banks. There are no visible ancillary structures associated with this segment of Black Rascal Creek and Canal (NETR 2016; Google Earth Pro 2020).

* **P3b. Resource Attributes:** HP20 Canal

P5a. Photograph: Black Rascal Creek at Southern Pacific (SP) Avenue. Facing South. June 12, 2020. ICF.



* **P8. Recorded by:** (Name, affiliation, address) Joshua Severn, ICF, 980 9th Street, Suite 1200, Sacramento, CA 95814

UPDATE SHEET

*Recorded by: Joshua Severn

*Date August 2023

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Resource Name or #:(Assigned by recorder) P-24-002047; Black Rascal Creek and Canal

Map ID #: 80

NRHP Status Code: **6Z** ☐ Continuation ☒ Update

* P9. Date Recorded: August 2023

* P10. Survey Type: Intensive

* P11. Report Citation: ICF. 2024. Merced Intermodal Track Connection Project, Historical Resource Inventory and Evaluation Report. January. (ICF 104197.0.002) San Francisco, CA. Prepared for San Joaquin Joint Powers Authority, Stockton, CA.

*B5. Architectural Style: N/A

*B6. Construction History: (Construction date, alteration, and date of alterations)

The MID acquired Black Rascal Creek and Canal in the 1920s. Use of the Black Rascal Creek and Canal for water conveyance dates to c. 1905 with the construction of the Livingston Canal by the Crocker-Huffman Irrigation Company. The segment of the resource near the study area is a north-south section of Black Rascal Creek and Canal passing under Ashby Road, SR99, the UPRR tracks, and Southern Pacific Avenue. The alignment of this segment appears consistent from 1946-2016, both within the study area and as Black Rascal Creek moves east towards SR 59. The setting is still agricultural with some residential development along Drake Avenue and Meadowbrook Avenue, west of the resource. Extension of Ashby Road across the Black Rascal Creek dates to between 1958 and 1998 and forms the northernmost bridge across Black Rascal Creek and Canal near the study area, however, the resource appears unaltered with this crossing. According to Lortie's evaluation from 2002, the segment west of SR 59 and northeast of the study area experienced alterations in the mid-1960s to 1970s. The angular alignment of the resource surrounding the study area suggests alterations to the natural creek's original alignment before 1946 (JRP 2007; Lortie 2002; NETR 1946, 1958, 1998, 2010, 2012, 2016; Google Maps 2020).

*B8. Related Features: Bridges

B9. Architect: N/A Builder: Unknown

B10. Significance:

Theme Water Management and Irrigation

Area Merced County

Period of Significance 1919-1957

Property Type Canal

Applicable Criteria N/A

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

Historic Context

The following Historic Context section relating to *Water Management and Irrigation* was excerpted from the *ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report*, Prepared by AECOM for the Federal Railroad Administration and San Joaquin Regional Rail Commission, March 2018.

Agriculture and Irrigation

Several irrigation districts were established in the San Joaquin Valley throughout the late nineteenth and early twentieth centuries. Irrigation districts were cooperative public and private entities with large geographic territories established to overcome water distribution problems and boundary limitations established by cities and municipalities. Several of those districts are relevant to this study, including the South San Joaquin Irrigation District in San Joaquin County; the Turlock Irrigation District (TID) and MID in Stanislaus and Merced Counties; and the Merced Irrigation District in Merced County.

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*Recorded by: Joshua Severn

*Date August 2023

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Resource Name or #:(Assigned by recorder) P-24-002047; Black Rascal Creek and Canal

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In the 1890s, the Stanislaus and San Joaquin Water Company constructed a system of ditches along the Stanislaus River from Knights Ferry to Manteca called the "Tulloch system," spanning 47 miles. In 1909, local farmers established the South San Joaquin Irrigation District in an effort to obtain ownership in the Tulloch system. One year later, the district issued bonds to purchase half interest in the old Tulloch system, construct a diverting dam in Stanislaus River, and develop an extensive canal system within the district.

The district serviced the surrounding communities of Escalon, Manteca, and Ripon, and sought to secure additional water resources and further develop the system. Early Manteca farmers grew melons from the sandy soils until the district diverted water from the Stanislaus River in 1914, which enabled crop diversity with almonds, walnuts, alfalfa, grapes, and pumpkins.

The TID and MID were formed to serve the northern portion of the San Joaquin Valley in Stanislaus and Merced Counties. The TID principally supplied Turlock, and the MID primarily served Modesto. Construction of canals, dams, and other ditches was undertaken following the districts' formation in 1887; however, building the entire system was a slow process. It was not until the turn of the twentieth century that any projects to actually irrigate were undertaken, because many farmers opposed plans and objected to the bonding of their lands for public works. By 1909, over 100,000 acres were irrigated within the TID. Similarly, with obstacles to development removed, the MID was able to complete construction of the Modesto Dam in 1911 and create 152 miles of canals and 44 miles of drainages between 1904 and 1919. In Stanislaus County, wheat production in Turlock was declining at the turn of the century because grain production had exhausted the once-fertile soil. With the completion of new dams and system of canals, different crops were grown and renewed the region's agricultural success. Similarly, Modesto farmers transitioned from alfalfa fields to fruit orchards and vineyards, many of which still dominate the landscape today as a result of the 1904 construction of several laterals (drainage canals and irrigation canals) by the MID.

Between 1904 and 1913, the TID, MID, and the City of San Francisco found themselves competing over the use of the Tuolumne River for water. The Tuolumne River originates in the Sierra Nevada, has several tributaries throughout the Central Valley, and headwaters at the San Joaquin River. The TID and MID sought to bar San Francisco access to the Tuolumne, which both districts used as their main water source. Despite their efforts, San Francisco was allowed access with passage of the Raker Act in 1913, which authorized construction of the O'Shaughnessy Dam and a reservoir on the Tuolumne River that would become connected through aqueducts to deliver water to San Francisco.

The Merced Irrigation District was created in 1919, although irrigation in southern Merced County began nearly 25 years earlier. Under ownership by C.H. Huffman, a prominent local farmer, and Charles F. Crocker, a banker and railroad magnate, miles of canals were constructed, and irrigation was provided from Livingston to Merced, totaling almost 50,000 acres. In 1922, the Merced Irrigation District purchased the existing system from the Crocker-Huffman Land and Water Company. After the purchase, the district began several projects, including the construction of the district's first dam, the Exchequer Dam (completed in 1926), providing hydroelectric power, and extending the canal system. During the 1960s, the district was able to secure a license from Federal Power Commission to expand power and irrigation networks along the Merced River, resulting in the construction of the second Exchequer Dam in 1964 and the McSwain Dam in 1967. Irrigation in Merced County enabled expansion of its grain-heavy agricultural industry to the cultivation of grapes, peaches, plums, citrus fruits, olives, figs, nut trees, and a variety of vegetables. The diversification and intensification of farming in the San Joaquin Valley led to large agricultural communities being

UPDATE SHEET

*Recorded by: Joshua Severn

*Date August 2023

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Resource Name or #:(Assigned by recorder) P-24-002047; Black Rascal Creek and Canal

Map ID #: 80

NRHP Status Code: **6Z** ☐ Continuation ☒ Update

established during the twentieth century. In addition to being able to grow a wide variety of crops, California was also quickly becoming the cattle and dairy hub of the American West.

Beginning in the 1890s and continuing into the early twentieth century, large tracts of land in eastern Merced County and throughout the San Joaquin Valley were purchased and organized into colonies, with 20- to 40-acre parcels subdivided and sold to farmers along with essential water rights. The Yamato Colony in Merced County is one of the large agricultural communities established in the San Joaquin Valley during the twentieth century. The Yamato Colony was established near Livingston in 1906 by a San Francisco businessman prominent in the Japanese community and settled by Japanese immigrants who initially grew sweet potatoes until grape vines and fruit trees became productive crops. By 1918, the colony had over 40 farms, as well as a community hall and cooperative society for the purchase of farming equipment and supplies and the selling of crops. During the World War II internment of Japanese Americans, Yamato families hired a land manager to oversee their properties while detained. Many residents returned during the postwar era to continue farming.

Prior Recordation

Past Evaluations of CRHR and NRHP Eligibility

Portions of the MID System and associated segments were recorded between 1993 and 2011. A summary of the previous findings is stated below.

In 1993 JRP Historical Consulting Services completed an evaluation for the Atwater Canal within the MID System and deemed the resource not significant under all Criteria due to loss of integrity of design, materials, workmanship, feeling or association. In 2000, the Atwater Canal, a conduit near Atwater, CA in Merced County, was recorded and evaluated by Gene Heck, Caltrans District 6 for the Rehabilitation, State Route 165 Merced County Project (P-24-000092). Heck found that the Atwater Canal had no significance under any Criteria, referencing Caltrans/JRP document *Water Conveyance Systems in California: An Historic Context and Evaluation Procedure*. Heck specifically mentions integrity issues. Andrew Hope provided an Update form in 2001 for the Highway 99- Atwater Freeway Project in Merced County and affirmed earlier ineligibility evaluations, citing integrity issues, specifically with materials, workmanship, design, and feeling. (JRP 1993, Heck 2000, Hope 2001)

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From 2006-2007, Meta Bunse, Steven J. Melvin et al prepared an itemized evaluation of several segments of the Merced Irrigation District (P-24-001909, individual resources included P-24-000088, -000090, -000091, -000552, -000574, 001783, -001899 as well as East Ashe Lateral, Bear Creek, Black Rascal Creek, Hess Lateral, and a Drainage Ditch) for the Atwater-Merced Expressway Project. Some of these segments' results are noted above. In the Building, Structure, and Object Record covering this evaluation JRP notes that the properties evaluated under the appropriate legislation appear to be historic resources for the purposes of the California Environmental Quality Act (CEQA) and appear to hold no significance for eligibility for listing in the CRHR under any Criteria. In 2010 Michael H. Dice of Michael Brandman Associates conducted reconnaissance of specific laterals of the MID System however evaluated the wider MID System for the McCoy Lateral and Garibaldi Lateral Project (P-24-001909). While acknowledging in the record that staff did not survey the entire physical MID System, Dice evaluated the MID System as significant under all NRHP Criteria as a Historic District covering its entire footprint, alongside contributing and non-contributing components with a period of significance dating from 1919-1939 under the Water Conveyance Development in the Central Valley theme. Dice records a NRHP Status Code of "3," meaning the resource "appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation. Shannon L. Loftus provides

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an Update evaluation supplementing Dice's 2010 record, associated with the report ME_7488 with ACE Environmental. Loftus proposes a Status Code change from "3" to "7N1" where the resource "needs to be reevaluated—may become eligible for NR w/restoration or when meets other specific conditions" due to concerns over the brevity of on-site survey of two isolated laterals that informed Dice's 2010 conclusions regarding the entire MID System, its overall integrity, as well as its associated features. Loftus additionally proposed a Status Code of "5D3" for the McCoy Lateral and Garibaldi Lateral, meaning that that the resource(s) "appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation." (JRP 2007, Dice 2010, Loftus 2011)

The MID System was an early, publicly-owned irrigation system founded within the context of the Wright Act of 1887—a California state law that funded irrigation districts through bonds. In addition to the New Exchequer and McSwain Dams, reservoirs, hydroelectric facilities and miles of canals built under the MID itself, the early system and its predecessor companies consisted of numerous extant earthen canals that together enabled intensive agriculture to develop throughout Merced County between the late 1800s and early 1900s. As early as 1917, segments of the MID System were concrete lined, and in the 1940s and 1950s, new concrete linings were applied to numerous segments. Expansion in the 1960s increased storage capacity and added numerous flood controls. The MID System experiences ongoing maintenance and upgrading at the MID's discretion to meet current business needs (JRP 1993; Dice 2010).

Evaluation for CRHR and NRHP Eligibility

In several previous evaluations, the MID System (P-24-001909) was found significant under NRHP Criterion A and CRHR Criterion 1 as an early canal system built within the context of the Wright Act of 1887 and for its associations with Merced County's agricultural, irrigation, and water conveyance development at the national and state levels of significance. The MID System is significant under NRHP Criterion A and CRHR Criterion 1, but the whole system has not been surveyed to determine what features contribute to its significance.

The Black Rascal Creek and Canal is most appropriately evaluated as a contributor to the larger MID System. The evaluation of the Black Rascal Creek and Canal follows.

Under NRHP Criterion A or CRHR Criterion 1, Black Rascal Creek and Canal is associated with the entire MID system, which was an early canal system built within the context of the Wright Act of 1887 and for its associations with Merced County's agricultural, irrigation, and water conveyance development. The Black Rascal Creek and Canal is significant under NRHP Criterion A and CRHR Criterion 1 as a contributor to the MID System. The Black Rascal Creek and Canal does not appear to be individually significant under NRHP Criterion A and CRHR Criterion 1.

The MID System is not significant under NRHP Criterion B or CRHR Criteria 2. While the MID System was founded by prominent individuals important to California history, that association is not an "important association." Since the MID System is not significant under NRHP Criterion B or CRHR Criterion 2, the Black Rascal Creek and Canal is also not significant under NRHP Criterion B or CRHR Criterion 2. Furthermore, the Black Rascal Creek and Canal does not appear to be individually significant under NRHP Criterion B or CRHR Criterion 2.

Under NRHP Criterion C or CRHR Criterion 3, Black Rascal Creek and Canal is not an important example of a type, period, or method of construction. The unlined irrigation canal is an example of a common property type in the San Joaquin Valley and does not represent a significant engineering design or introduce a design innovation into the overall irrigation system. The canal also lacks artistic value that would merit listing in the NRHP or CRHR and there are no master architects or builders associated with the lateral. Therefore, Black Rascal Creek and Canal is not

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significant under NRHP Criterion C or CRHR Criterion 3 as an individual resource or as a contributor to a larger resource, such as the entire MID system.

Under NRHP Criterion D or CRHR Criterion 4, Black Rascal Creek and Canal is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies as an individual resource or as a contributor to a larger historical resource (such as the entire MID system).

Like the wider MID System, Black Rascal Creek and Canal is an active irrigation canal and experiences maintenance and/or upgrades at the discretion of the MID. While the resource's modern alignment within and immediately surrounding the study area appears consistent with its historic alignment at least since 1946 and it maintains integrity of location, its unlined state coupled with changes to the surrounding area of the canal, realignments, and alterations near the study area, dating to the 1960s and 1970s, diminishes its integrity of original design, materials and workmanship. Changes in the setting over time (such as the extension of Ashby Road over the canal between 1958 and 1998) diminishes Black Rascal Creek and Canal's integrity of setting and feeling within and close to the study area. Black Rascal Creek and Canal keeps its integrity of association as it remains a modest but functioning part of the MID System. Although Black Rascal Creek and Canal forms part of the wider MID System, this segment lacks sufficient integrity to convey its significance as a contributor to the wider MID System.

Therefore, Black Rascal Creek and Canal is not eligible as a contributor to the MID System, nor as an individual resource. The Black Rascal Creek and Canal is not a historical resource under CEQA (NETR 1946, 1958, 2016; Google 2020). The Black Rascal Creek and Canal has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

* B12. References:

AECOM. 2018. *Ace Extension Lathrop to Ceres/Merced: Historical Resources Inventory and Evaluation Report, Lathrop to Ceres and Ceres to Merced Segments, San Joaquin, Stanislaus, and Merced Counties, California*. Draft. Prepared for Federal Railroad Administration and San Joaquin Regional Rail Commission.

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---.2007. *Historical Resources Inventory and Evaluation Report, Atwater-Merced Expressway Project*. Davis, CA.
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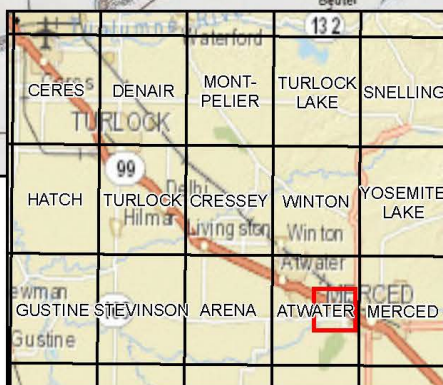
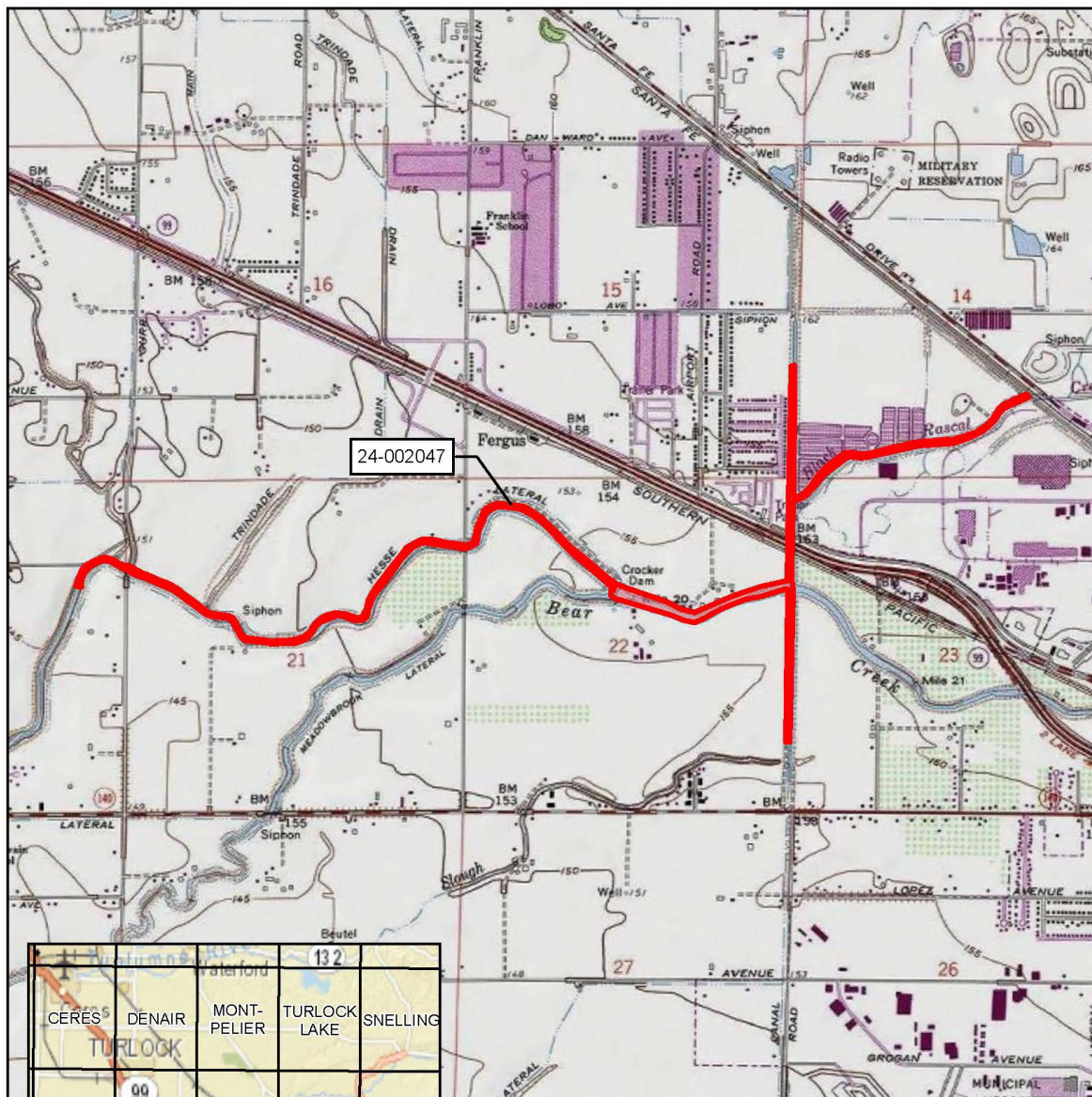
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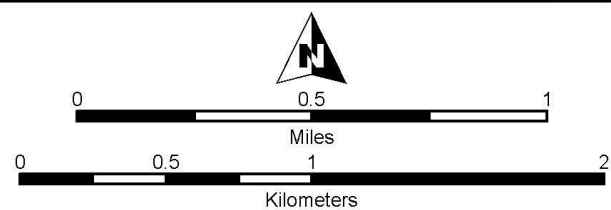
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Key to USGS 7.5' quads depicted



SCALE 1:24,000

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P1. Other Identifier: 2018-69

* **P2e. Other Locational Data:** UPRR crossing south of SR 59.

* **P3a. Description:** Bear Creek is part of the Merced Irrigation District (MID) System. It is a 60-foot wide unlined, earthen segment of canal centered on its undercrossing of the Union Pacific Railroad (UPRR) tracks south of SR 59 and W 16th Street. Vegetation lines the segment's banks. There are no visible ancillary structures associated with this segment of Bear Creek (NETR 2016; Google Earth Pro 2020).

* **P3b. Resource Attributes:** HP20 Canal

P5a. Photograph: Bear Creek, view from West 16th Street/Highway 59, looking west. November 2022. Google LLC 2023.



* **P8. Recorded by:** (Name, affiliation, address) Joshua Severn, ICF, 980 9th Street, Suite 1200, Sacramento, CA 95814

* **P9. Date Recorded:** September 21, 2023

* **P10. Survey Type:** Intensive

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* **P11. Report Citation:** ICF. 2024. Merced Intermodal Track Connection Project, Historical Resource Inventory and Evaluation Report. January. (ICF 104197.0.002) San Francisco, CA. Prepared for San Joaquin Joint Powers Authority, Stockton, CA.

***B5. Architectural Style:** N/A

***B6. Construction History:** (Construction date, alteration, and date of alterations)

The segment of the resource near the study area is an east-west section of Bear Creek passing under W 16th Street/Highway 59. Early use of the earthen creek dates to the 1860s, growing in intensity in the late 1880s with its acquisition by the Crocker-Huffman Company. Levees along the banks date to 1915. Ongoing excavation and cleaning of the natural channel likely occurred through the 1930s, coinciding with wider MID System improvements during this period. The alignment of this segment appears consistent from 1946-2016. The setting has transformed from majority agricultural to majority industrial between 1946 and 1958, with residential development occurring north of the resource segment and east of Highway 59 (JRP 2007; NETR 1946, 1958, 1998, 2010, 2012, 2016; Google Maps 2020).

***B8. Related Features:** Bridges

B9. Architect: N/A **Builder:** Unknown

B10. Significance:

Theme Water Management and
Irrigation

Area Merced County

Period of Significance 1919-1957

Property Type Canal

Applicable Criteria N/A

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

Historic Context

The following Historic Context section relating to *Water Management and Irrigation* was excerpted from the *ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report*, Prepared by AECOM for the Federal Railroad Administration and San Joaquin Regional Rail Commission, March 2018.

Agriculture and Irrigation

Several irrigation districts were established in the San Joaquin Valley throughout the late nineteenth and early twentieth centuries. Irrigation districts were cooperative public and private entities with large geographic territories established to overcome water distribution problems and boundary limitations established by cities and municipalities. Several of those districts are relevant to this study, including the South San Joaquin Irrigation District in San Joaquin County; the Turlock Irrigation District (TID) and MID in Stanislaus and Merced Counties; and the Merced Irrigation District in Merced County.

In the 1890s, the Stanislaus and San Joaquin Water Company constructed a system of ditches along the Stanislaus River from Knights Ferry to Manteca called the "Tulloch system," spanning 47 miles. In 1909, local farmers established the South San Joaquin Irrigation District in an effort to obtain ownership in the Tulloch system. One year later, the district issued bonds to purchase half interest in the old Tulloch system, construct a diverting dam in Stanislaus River, and develop an extensive canal system within the district.

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The district serviced the surrounding communities of Escalon, Manteca, and Ripon, and sought to secure additional water resources and further develop the system. Early Manteca farmers grew melons from the sandy soils until the district diverted water from the Stanislaus River in 1914, which enabled crop diversity with almonds, walnuts, alfalfa, grapes, and pumpkins.

The TID and MID were formed to serve the northern portion of the San Joaquin Valley in Stanislaus and Merced Counties. The TID principally supplied Turlock, and the MID primarily served Modesto. Construction of canals, dams, and other ditches was undertaken following the districts' formation in 1887; however, building the entire system was a slow process. It was not until the turn of the twentieth century that any projects to actually irrigate were undertaken, because many farmers opposed plans and objected to the bonding of their lands for public works. By 1909, over 100,000 acres were irrigated within the TID. Similarly, with obstacles to development removed, the MID was able to complete construction of the Modesto Dam in 1911 and create 152 miles of canals and 44 miles of drainages between 1904 and 1919. In Stanislaus County, wheat production in Turlock was declining at the turn of the century because grain production had exhausted the once-fertile soil. With the completion of new dams and system of canals, different crops were grown and renewed the region's agricultural success. Similarly, Modesto farmers transitioned from alfalfa fields to fruit orchards and vineyards, many of which still dominate the landscape today as a result of the 1904 construction of several laterals (drainage canals and irrigation canals) by the MID.

Between 1904 and 1913, the TID, MID, and the City of San Francisco found themselves competing over the use of the Tuolumne River for water. The Tuolumne River originates in the Sierra Nevada, has several tributaries throughout the Central Valley, and headwaters at the San Joaquin River. The TID and MID sought to bar San Francisco access to the Tuolumne, which both districts used as their main water source. Despite their efforts, San Francisco was allowed access with passage of the Raker Act in 1913, which authorized construction of the O'Shaughnessy Dam and a reservoir on the Tuolumne River that would become connected through aqueducts to deliver water to San Francisco.

The Merced Irrigation District was created in 1919, although irrigation in southern Merced County began nearly 25 years earlier. Under ownership by C.H. Huffman, a prominent local farmer, and Charles F. Crocker, a banker and railroad magnate, miles of canals were constructed, and irrigation was provided from Livingston to Merced, totaling almost 50,000 acres. In 1922, the Merced Irrigation District purchased the existing system from the Crocker-Huffman Land and Water Company. After the purchase, the district began several projects, including the construction of the district's first dam, the Exchequer Dam (completed in 1926), providing hydroelectric power, and extending the canal system. During the 1960s, the district was able to secure a license from Federal Power Commission to expand power and irrigation networks along the Merced River, resulting in the construction of the second Exchequer Dam in 1964 and the McSwain Dam in 1967. Irrigation in Merced County enabled expansion of its grain-heavy agricultural industry to the cultivation of grapes, peaches, plums, citrus fruits, olives, figs, nut trees, and a variety of vegetables. The diversification and intensification of farming in the San Joaquin Valley led to large agricultural communities being established during the twentieth century. In addition to being able to grow a wide variety of crops, California was also quickly becoming the cattle and dairy hub of the American West.

Beginning in the 1890s and continuing into the early twentieth century, large tracts of land in eastern Merced County and throughout the San Joaquin Valley were purchased and organized into colonies, with 20- to 40-acre parcels subdivided and sold to farmers along with essential water rights. The Yamato Colony in Merced County is one of the large agricultural communities established in the San Joaquin Valley during the

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twentieth century. The Yamato Colony was established near Livingston in 1906 by a San Francisco businessman prominent in the Japanese community and settled by Japanese immigrants who initially grew sweet potatoes until grape vines and fruit trees became productive crops. By 1918, the colony had over 40 farms, as well as a community hall and cooperative society for the purchase of farming equipment and supplies and the selling of crops. During the World War II internment of Japanese Americans, Yamato families hired a land manager to oversee their properties while detained. Many residents returned during the postwar era to continue farming.

Prior Recordation

Past Evaluations of CRHR and NRHP Eligibility

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In 2002 Frank Lortie of Caltrans conducted an evaluation of Black Rascal Creek and Canal (P-24-002047) for the State Route 59 Widening Project, Post Miles 15.3-16.6. Lortie concluded that Black Rascal Creek and Canal had no significance under any Criteria due to alterations and a loss of integrity. In 2006 Steve J. Melvin conducted an evaluation for Black Rascal Creek for the Atwater-Merced Expressway Project. Melvin found the resource not significant under any Criteria and that it lacked integrity of its original construction. (Lortie 2002, JRP 2006)

In 2006 Steven J. Melvin of JRP Historical Consulting Services conducted an evaluation of Bear Creek (P-24-002046) and found it had no significance under any Criteria and that the resource lacked integrity due to ongoing maintenance that altered the appearance, slopes, channel and banks. (JRP 2006)

From 2006-2007, Meta Bunse, Steven J. Melvin et al prepared an itemized evaluation of several segments of the Merced Irrigation District (P-24-001909, individual resources included P-24-000088, -000090, -000091, -000552, -000574, 001783, -001899 as well as East Ashe Lateral, Bear Creek, Black Rascal Creek, Hess Lateral, and a Drainage Ditch) for the Atwater-Merced Expressway Project. Some of these segments' results are noted above. In the Building, Structure, and Object Record covering this evaluation JRP notes that the properties evaluated under the appropriate legislation appear to be historic resources for the purposes of the California Environmental Quality Act (CEQA) and appear to hold no significance for eligibility for listing in the CRHR under any Criteria. In 2010 Michael H. Dice of Michael Brandman Associates conducted reconnaissance of specific laterals of the MID System however evaluated the wider MID System for the McCoy Lateral and Garibaldi Lateral Project (P-24-001909). While acknowledging in the record that staff did not survey the entire physical MID System, Dice evaluated the MID System as significant under all NRHP Criteria as a Historic District covering its entire footprint, alongside contributing and non-contributing components with a period of significance dating from 1919-1939 under the Water Conveyance Development in the Central Valley theme. Dice records a NRHP Status Code of "3," meaning the resource "appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation. Shannon L. Loftus provides an Update evaluation supplementing Dice's 2010 record, associated with the report ME_7488 with ACE Environmental. Loftus proposes a Status Code change from "3" to "7N1" where the resource "needs to be reevaluated—may become eligible for NR w/restoration or when meets other specific conditions" due to concerns over the brevity of on-site survey of two isolated laterals that informed Dice's 2010 conclusions regarding the entire MID System, its overall integrity, as well as its associated features. Loftus additionally proposed a Status Code of "5D3" for the McCoy Lateral and Garibaldi Lateral, meaning that that the resource(s) "appears to be a contributor to a

UPDATE SHEET

*Recorded by: Joshua Severn

*Date September 21, 2023

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Resource Name or #:(Assigned by recorder) Bear Creek

Map ID #: 81

NRHP Status Code: **6Z** ☐ Continuation ☒ Update

district that appears eligible for local listing or designation through survey evaluation." (JRP 2007, Dice 2010, Loftus 2011)

The MID System was an early, publicly-owned irrigation system founded within the context of the Wright Act of 1887—a California state law that funded irrigation districts through bonds. In addition to the New Exchequer and McSwain Dams, reservoirs, hydroelectric facilities and miles of canals built under the MID itself, the early system and its predecessor companies consisted of numerous extant earthen canals that together enabled intensive agriculture to develop throughout Merced County between the late 1800s and early 1900s. As early as 1917, segments of the MID System were concrete lined, and in the 1940s and 1950s, new concrete linings were applied to numerous segments. Expansion in the 1960s increased storage capacity and added numerous flood controls. The MID System experiences ongoing maintenance and upgrading at the MID's discretion to meet current business needs (JRP 1993; Dice 2010).

Evaluation for CRHR and NRHP Eligibility

In several previous evaluations, the MID System (P-24-001909) was found significant under NRHP Criterion A and CRHR Criterion 1 as an early canal system built within the context of the Wright Act of 1887 and for its associations with Merced County's agricultural, irrigation, and water conveyance development at the national and state levels of significance. The MID System is significant under NRHP Criterion A and CRHR Criterion 1, but the whole system has not been surveyed to determine what features contribute to its significance. Bear Creek is most appropriately evaluated as a contributor to the larger MID System. The evaluation of Bear Creek follows.

Under NRHP Criterion A or CRHR Criterion 1, Bear Creek is associated with the entire MID system, which was an early canal system built within the context of the Wright Act of 1887 and for its associations with Merced County's agricultural, irrigation, and water conveyance development. Bear Creek is significant under NRHP Criterion A and CRHR Criterion 1 as a contributor to the MID System. Bear Creek does not appear to be individually significant under NRHP Criterion A and CRHR Criterion 1.

The MID System is not significant under NRHP Criterion B or CRHR Criteria 2. While the MID System was founded by prominent individuals important to California history, that association is not an "important association." Since the MID System is not significant under NRHP Criterion B or CRHR Criterion 2, Bear Creek is also not significant under NRHP Criterion B or CRHR Criterion 2. Furthermore, Bear Creek does not appear to be individually significant under NRHP Criterion B or CRHR Criterion 2.

Under NRHP Criterion C or CRHR Criterion 3, Bear Creek is not an important example of a type, period, or method of construction. The unlined, natural creek reflects common exploitation of natural features for water conveyance in the San Joaquin Valley and does not represent a significant engineering design or introduce a design innovation into the overall irrigation system. Bear Creek also lacks artistic value that would merit listing in the NRHP or CRHR and there are no master architects or builders associated with it. Therefore, Bear Creek is not significant under NRHP Criterion C or CRHR Criterion 3 as an individual resource or as a contributor to a larger resource, such as the entire MID system.

Under NRHP Criterion D or CRHR Criterion 4, Bear Creek is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies as an individual resource or as a contributor to a larger historical resource (such as the entire MID system).

Like the wider MID System, Bear Creek is part of an active irrigation system and experiences maintenance and/or upgrades at the discretion of the MID. Unlike some other, concrete-lined segments evaluated within the MID System, Bear Creek is a naturally occurring water feature historically and presently exploited for a utilitarian purpose. The resource's alignment within and immediately surrounding the study area appears consistent with its historic alignment

UPDATE SHEET

*Recorded by: Joshua Severn

*Date September 21, 2023

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Resource Name or #:(Assigned by recorder) Bear Creek

Map ID #: 81

NRHP Status Code: **6Z** ☐ Continuation ☒ Update

since at least 1946, thus the creek maintains integrity of location. However, its natural, unlined state coupled with ongoing cleaning and alterations outside the study area diminishes Bear Creek's integrity of design, materials, workmanship. Changes in environmental context over time diminishes Bear Creek segment's integrity of setting and feeling with changes from agricultural to industrial and residential land use. Bear Creek maintains its integrity of association as it remains a functioning component of the MID System. Although Bear Creek forms part of the wider MID System, this segment lacks sufficient integrity to be an individual contributor to the wider MID System. Therefore, Bear Creek lacks sufficient integrity to convey its significance either as an individual resource or as a contributor to the significance of the overall MID System (NETR 1946, 1958, 2016; Google 2020).

Therefore, Bear Creek is not eligible as a contributor to the MID System, nor as an individual resource. Bear Creek is therefore not a historical resource under CEQA. Bear Creek has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

* B12. References:

AECOM. 2018. *Ace Extension Lathrop to Ceres/Merced: Historical Resources Inventory and Evaluation Report, Lathrop to Ceres and Ceres to Merced Segments, San Joaquin, Stanislaus, and Merced Counties, California*. Draft. Prepared for Federal Railroad Administration and San Joaquin Regional Rail Commission.

Dice, Michael H. 2010. *Section 106 Cultural Resource Impact Analysis for the McCoy Lateral and Garibaldi Lateral Project, Merced Irrigation District, County of Merced, California*. Draft. San Bernardino, CA. Prepared by Michael H. Dice.

Heck, Eugene. 2000. *Historic Architectural Survey Report and Historic Resource Evaluation Report for Rehabilitation, State Route 165 Merced County, 10-Mer-165, PM 26.9-30, EA 381500*. Fresno, CA. Prepared by Eugene Heck, Caltrans District 6.

Hope, Andrew. 2001. *Historic Architecture Survey Report for the Highway 99-Atwater Freeway project in Merced County. EA #414800*. Sacramento, CA. Prepared by Andrew Hope.

JRP Historical Consulting Services and California Department of Transportation (Caltrans). 2000. *Water Conveyance Systems in California: Historic Context Development and Evaluation Procedures*. Sacramento, CA. Prepared for California Department of Transportation, Sacramento, CA.

JRP Historical Consulting Services. 1993. *Canal Feature Inventory Form of the Atwater Canal, Mojave Natural Gas Pipeline, Northern Extension Project*. Davis, CA. Prepared by JRP Historical Consulting Services.

---.2007. *Historical Resources Inventory and Evaluation Report, Atwater-Merced Expressway Project*. Davis, CA. Prepared by Meta Bunse and Steven J. Melvin. Davis, CA.

Loftus, Shannon L. 2011. *California Department of Parks and Recreation 523 Continuation Sheet: P-24-001909, Merced Irrigation District, Livingston High School Cell Site Candidate Study*. Prepared for ACE Environmental LLC.

Lortie, Frank and California Department of Transportation (Caltrans). 2002. *Historic Resource Evaluation Report (HRER) for the State Route 59 Widening Project, Post Miles 15.3-16.6, Merced County*. Prepared by Frank Lortie. Sacramento, CA.

UPDATE SHEET

*Recorded by: Joshua Severn

*Date September 21, 2023

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Resource Name or #:(Assigned by recorder) Bear Creek

Map ID #: 81

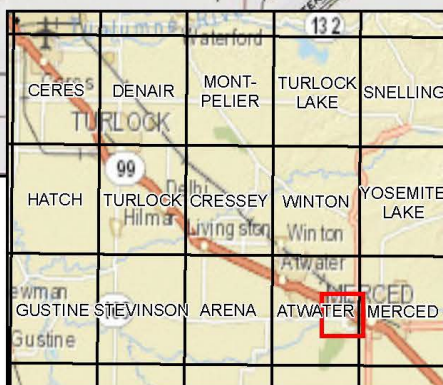
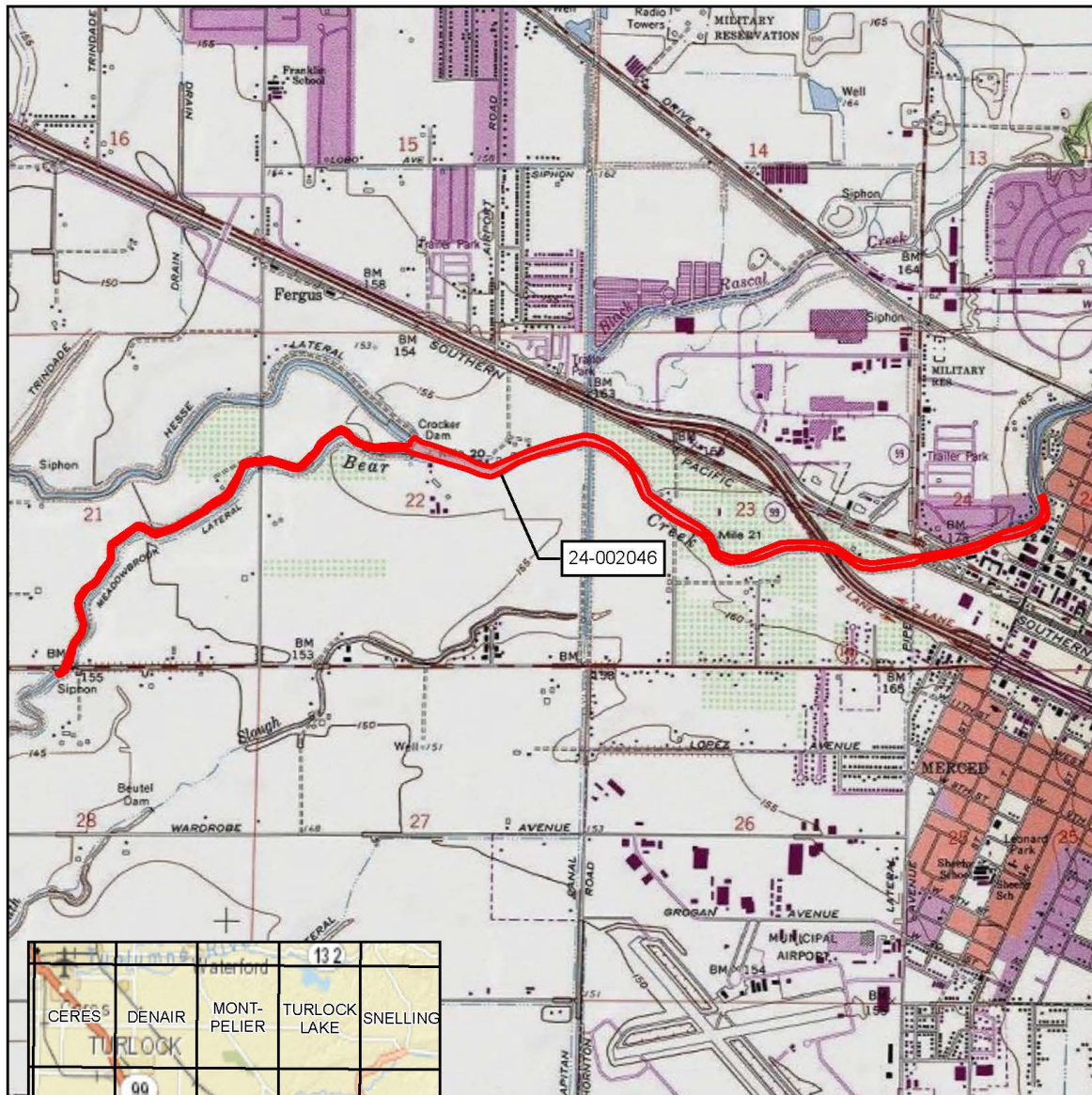
NRHP Status Code: **6Z** ☐ Continuation ☒ Update

LSA Associates. 2006. *A Cultural Resources Study and Historical Evaluation for the Buhach Road/Ashby Road Intersection Improvements Project, Near Atwater, Merced County, California*. Prepared by Andrew Pulcheon.

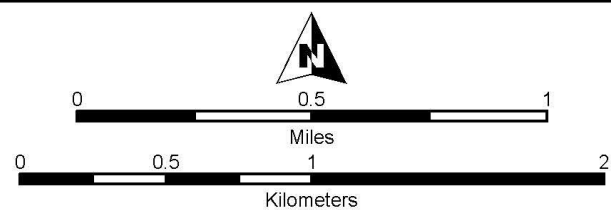
Merced Irrigation District. 2016. *History of the District*. Merced Irrigation District. Available: <http://www.mercedid.com/index.cfm/about/history-of-the-district/>. Accessed July 7, 2020.

Nationwide Environmental Title Research, LLC. (NETR). 1946, 1958, 1998, 2005, 2009, 2010, 2012, 2014, 2016. Available: <https://www.historicaerials.com/viewer>. Accessed: July 10, 2020.

Nettles, Wendy. 2006. *Cultural Resources Survey for the Willow Creek Specific Plan/EIR, City of Atwater, Merced County, California*. Prepared by Applied EarthWorks, Inc. for Quad Knopf, Roseville, CA.



Key to USGS 7.5' quads depicted



SCALE 1:24,000

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

Primary # P-24-001909
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

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See also P-24-000088, 000090, -000091, -000552
-000574, 001783, -001899 and East Ashe Lat., Bear Creek, Black Rascal Cr.

P1. Other Identifier: portions of Merced Irrigation District

***P2. Location:** ☐ Not for Publication ☒ Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***a. County:** Merced Hess Lat., a Drainage Ditch

***b. USGS 7.5' Quad:** Atwater **Date:** 1960 (1987) **T** _____; **R** _____; **¼ of Sec** _____; **B.M.** _____

c. Address _____ **City** _____ **Zip** _____

d. UTM: (give more than one for large and/or linear resources) See Linear Records

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

Located between Atwater and Merced roughly bounded by SR 59, Bellevue Road, Buhach Road, and SR 140.

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

The Merced Irrigation District (MID) incorporated in 1919 and consists of over 750 miles of canals that irrigate more than 110,000 acres. This form evaluates a portion of that system in the area between the cities of Atwater and Merced described in P2e above. An overall description of each canal follows on the attached continuation sheets. Also attached are Linear Feature Records for each point surveyed. The sections of this form are arranged by major canals and their associated minor laterals are grouped together. Engineering structures, such as headgates, are grouped with their associated canal. (See Continuation Sheet)

***P3b. Resource Attributes:** (List attributes and codes) Canal (HP20); Engineering Structure (HP11)

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



P5b. Description of Photo: (View, date, accession #) Photograph 1. Canal Creek, camera facing east. 12/12/07.

***P6. Date Constructed/Age and Sources:**

☒ Historic ☐ Prehistoric ☐ Both

1876-1957; alterations and improvements to present; John Outcalt, A History of Merced County, California; USGS Atwater Quad; Galloway, Report on the Merced Irrigation; McSwain, History of the Merced Irrigation District.

***P7. Owner and Address:**

Merced Irrigation District
744 W. 20th Street
Merced, CA 95340

***P8. Recorded by:** (Name, affiliation, address)

Meta Bunse/ Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110,
Davis, CA 95618

***P9. Date Recorded:** 12/12/06; 1/22/07

***P10. Survey Type:** Intensive

***P11. Report Citation:** JRP Historical Consulting, LLC, "Historical Resources Inventory and Evaluation Report, Atwater-Merced Expressway Project, Merced County, California," 2007.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

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*NRHP Status Code 6Z

*Resource Name or # MR1

B1. Historic Name: Canal Creek, Main Ashe Lateral, East Ashe Lateral, Canal Creek Lateral Headgate, Bear Creek, Meadowbrook Lateral, Black Rascal Creek, Hess Lateral, Buhach Lateral, Drainage Ditch, Henderson Lateral, Mason/Curtis Lateral, Livingston Canal, Livingston Canal Headgate

B2. Common Name: see B1

B3. Original Use: irrigation water conveyance and distribution B4. Present Use: irrigation water conveyance and distribution

*B5. Architectural Style: utilitarian

*B6. Construction History: (Construction date, alteration, and date of alterations) 1876-1957, alterations up to the present; See Continuation Sheet Section B10 "Significance" for construction histories of each canal.

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

*B8. Related Features: _____

B9. Architect: unknown b. Builder: Farmer's Canal Company, Crocker-Huffman Land and Water Company, Merced Irrigation District

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

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

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

This form evaluates a portion of the Merced Irrigation District (MID) system located between the cities of Atwater and Merced approximately bounded by SR 59, Bellevue Road, Buhach Road, and SR 140. The following section contains historic context for the development of the MID, including its predecessors. Also included are brief histories of each canal evaluated within this form and following the historic context are evaluations of the relevant canals. The canal histories and evaluations are arranged with major canals grouped together with their associated minor laterals. The properties contained on this form have been evaluated in accordance with Section 15064.5 (1)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. None of the properties appear to be historic resources for the purposes of the California Environmental Quality Act (CEQA) and they do not appear to meet the criteria for listing in California Register of Historical Resources (CRHR). (See Continuation Sheet for evaluations of individual canal segments.)

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

*B12. References: Crocker-Huffman Land & Water Company, "Map Showing Lands of the Crocker-Huffman Land & Water Co., Situated in Merced County, California," 1895, 1903; W.P. Stonerod, "Official Map of Merced County, California, Compiled from Official Surveys & Public Records" (San Francisco: Punnett Brothers, 1900); A.E. Cowell, "Official Map of the County of Merced, California, Compiled from Official Surveys & Public Records," 1909; The Kenyon Company, "Map of Merced County, California," 1919; Merced Irrigation District. "Official Map of the Merced Irrigation District, Merced County, California," 1927; U.S.G.S., *Atwater, Calif.*, 15' series, 1918 (surveyed 1915), 7.5' series 1918 (revised 1946), 1960, 1960 (photorevised 1976), 1960 (photorevised 1987). John Outcalt, *A History of Merced County, California*. (See Footnotes)

B13. Remarks:

*B14. Evaluator: Meta Bunse/Steven J. Melvin

*Date of Evaluation: March 2007

See Location Map 8

L1. Historic and/or Common Name: Canal Creek

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation

Designation: MR1-CC-1

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) UTM: Zone 10; 717,126mE; 4,137,517mN. Located at the Canal Creek bridge on Fox Road in the S1/2 of Section 33, T6S/R13E MDBM near the intersection of Fox Road and Bellevue Road (See Location Map 1).

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

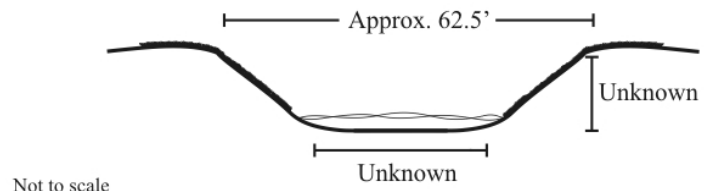
Canal Creek originates in Section 29 T5S/R14E MDBM where it branches off from the MID's Main Canal. This segment of the canal is U-shaped and approximately 62.5 feet wide at the top. It is unlined and vegetation grows along its gently sloping banks which show signs of erosion. On the both sides of the canal are access roads. The canal is crossed by the Fox Road bridge (Photographs 2, 29).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. **Top Width** approximately 62.5 feet
- b. **Bottom Width** undetermined (carrying water)
- c. **Height or Depth** undetermined (carrying water)
- d. **Length of Segment** approximately 200 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** east



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The terrain is flat agricultural land of pastures, orchards, and row crops. Immediately to the northwest of this point is the former Castle Air Force Base.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing:

Photograph 2. Canal Creek from Fox Road Bridge, camera facing east. 12/12/06

L9. Remarks:

L10. Form prepared by:

Steven J. Melvin
JRP Historical Consulting Services, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 12/28/06



L1. Historic and/or Common Name: Canal Creek

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation

Designation: MR1-CC-2

*b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) UTM: Zone 10, 716,115mE; 4,136,176mN. Located at the Avenue Two bridge over Canal Creek in the SE1/4 of Section 5 T7S/R13E MDBM (See Location Map 1).

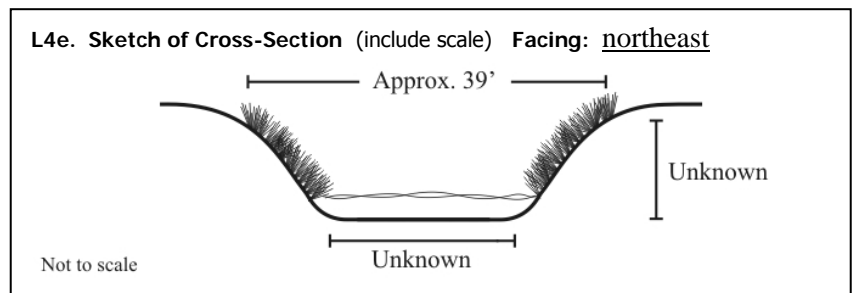
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

At this point the canal is approximately 39 feet wide. Water in the canal prevented an accurate determination of depth. The unlined channel is U-shaped with bramble growing on its steep banks. The Avenue Two bridge crosses the canal (Photograph 3, 32).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. Top Width approximately 39 feet
- b. Bottom Width undetermined (carrying water)
- c. Height or Depth undetermined (carrying water)
- d. Length of Segment approximately 200 feet

L5. Associated Resources:



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The terrain is flat agricultural land used as pastures and for raising alfalfa.

L7. Integrity Considerations: See Section B10—"Significance"



L8b. Description of Photo, Map, or Drawing:
Photograph 3. Canal Creek from
Avenue Two, camera facing northeast,
12/12/06.

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 12/2/06

L1. Historic and/or Common Name: Canal Creek

L2a. Portion Described: ☐ Entire Resource ☒ Segment Point Observation

Designation: MR1-CC-3

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map. UTM: 715,287mE; 4,135,411mN; located at the Avenue One bridge over Canal Creek in the NW ¼ of Section 8, T7S/R13E MDBM (See Location Map 1).

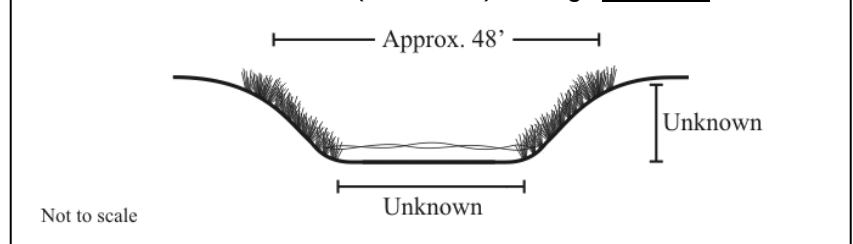
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
At this point the canal is approximately 48 feet wide (Photographs 4). The unlined channel is U-shaped with bramble and grasses growing on its banks. The Avenue One bridge crosses the canal at this point (Photograph 4).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. **Top Width:** approximately 48 feet
- b. **Bottom Width:** undetermined (carrying water)
- c. **Height or Depth:** undetermined (carrying water)
- d. **Length of Segment:** approximately 200 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) Facing: northeast



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

To the east of this canal segment the landscape is rural agricultural. To the west is residential development of recent construction.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing:
Photograph 4. Canal Creek from
Avenue One bridge, camera facing
northeast. 12/12/06.

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 12/28/06



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*Resource Name or # MR1

L1. Historic and/or Common Name: Canal Creek

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation

Designation: MR1-CC-4

*b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) UTM: Zone 10; 715,490mE; 4,134,195mN; located at Ashby Avenue bridge over Canal Creek in S1/2 of Section 8, T7S/R13E MDBM (See Location Map 1).

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

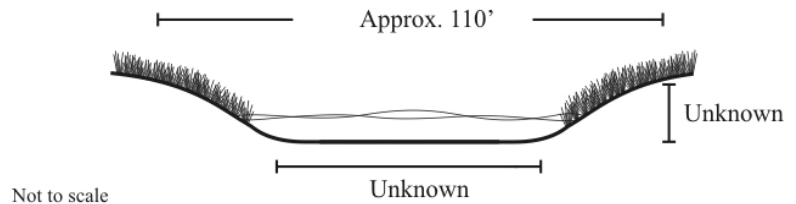
At this point the canal is approximately 110 feet wide. The unlined channel is U-shaped with bramble and grasses growing on its banks. There is an overgrown access road on the west side of the canal. The Ashby Avenue bridge and US 99 cross the canal at this point (Photographs 5).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. Top Width approximately 110 feet wide
- b. Bottom Width undertermined (carrying water)
- c. Height or Depth undertermined (carrying water)
- d. Length of Segment approximately 200 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) Facing: northwest



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The setting is rural agricultural to the north of this point. To the south is the four-lane US 99.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing:
Photograph 5. Canal Creek from Ashby
Avenue bridge, camera facing
northwest. 12/12/06.

L9. Remarks:

L10. Form prepared by:

Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 12/28/06



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*Resource Name or # MR1
P-24-000090

L1. Historic and/or Common Name: Canal Creek

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation

Designation: MR1-CC-5

*b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) UTM: Zone 10; 715,516mE; 4,134,107mN; located Southern Pacific Avenue bridge over Canal Creek in N1/2 of Section 17, T7S/R13E MDBM (See Location Map 1).

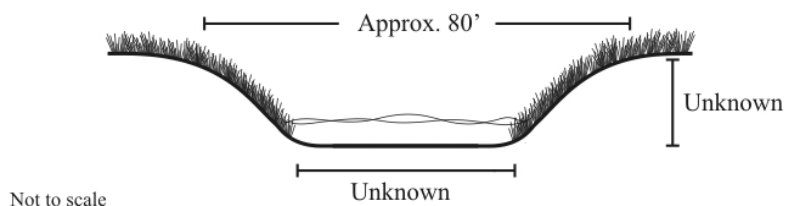
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
At this point the canal is approximately 80 feet wide. The unlined channel is U-shaped with bramble and grasses growing on its banks. There is an overgrown access road on the west side of the canal. A Union Pacific Railroad bridge and the SP Avenue bridge cross the canal at this point (Photograph 6).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. Top Width approximately 80 feet
- b. Bottom Width undetermined (carrying water)
- c. Height or Depth undetermined (carrying water)
- d. Length of Segment approximately 200 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) Facing: north



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The setting is rural agricultural to the south of this point. To the north is the four-lane US 99.

L7. Integrity Considerations: See Section B10—"Significance"



L8b. Description of Photo, Map, or Drawing: Photograph 6. Canal Creek passing under US 99 and Union Pacific railroad tracks. Photo taken from Southern Pacific Avenue bridge, camera facing north. 12/12/06.

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 12/28/06

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*Resource Name or # MR1

L1. Historic and/or Common Name: Canal Creek

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation

Designation: MR1-CC-6

*b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) UTM: Zone 10; 716,169mE; 4,133,021mN; located at the Canal Creek on Elliot Avenue bridge in SW1/4 of Section 17, T7S/R13E MDBM (See Location Map 1).

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

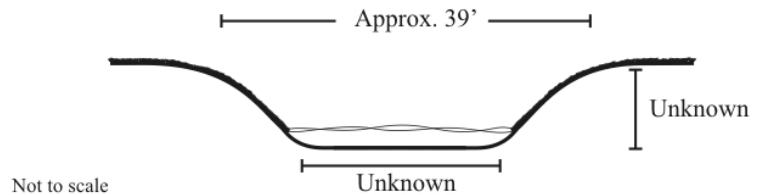
At this point the canal is approximately 39 feet wide The unlined channel is U-shaped with bramble, grasses, and scattered trees growing on its shallow, gently sloping banks. Canal Creek has a natural appearance at this point. The Elliot Avenue bridge crosses the canal (Photograph 7). .

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. Top Width approximately 39 feet
- b. Bottom Width undetermined (carrying water)
- c. Height or Depth undetermined (carrying water)
- d. Length of Segment approximately 200 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) Facing: south



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The setting is rural agricultural with much of the nearby land devoted to pastures.

L7. Integrity Considerations: See Section B10—"Significance"



L8b. Description of Photo, Map, or Drawing: Photograph 7. Canal Creek from Elliot Avenue bridge, camera facing south. 12/12/06.

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 12/28/06

P-24-000090

L1. Historic and/or Common Name: Canal Creek

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation

Designation: MR1-CC-7

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) UTM: Zone 10; 716,373mE; 4,132,341mN; located at the Landram Avenue bridge over Canal Creek in NE1/4 of Section 20, T7S/R13E MDBM (See Location Map 1).

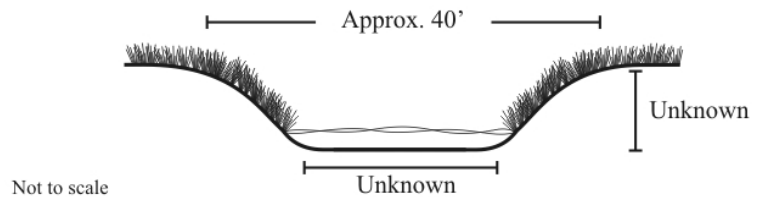
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
At this point the canal is approximately 40 feet wide. The unlined channel is U-shaped with bramble, grasses, and scattered trees growing on its steep banks. An access road is on the west side of the canal. The Landram Avenue bridge crosses the canal (Photograph 8).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. **Top Width** approximately 40 feet
- b. **Bottom Width** undetermined (carrying water)
- c. **Height or Depth** undetermined (carrying water)
- d. **Length of Segment** approximately 200 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) Facing: north



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing:
Photograph 8. Canal Creek from Landram Avenue bridge, camera facing north. 12/12/06.

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 12/28/06



L1. Historic and/or Common Name: Canal Creek

L2a. Portion Described: ☐ Entire Resource ☒ Segment Point Observation

Designation: MR1-CC-8

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) UTM: Zone 10; 100717665mE;4139125mN; located at Ladino Road bridge over Canal Creek on the section line between Sections 28 and 33, T6S/R13E MDBM (See Location Map 1).

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

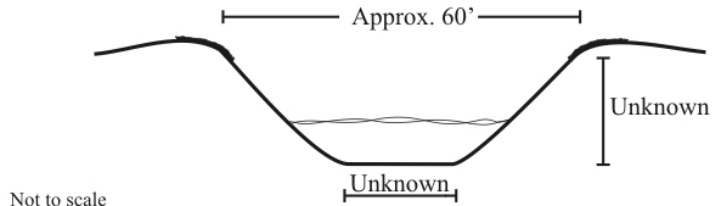
At this point the canal is approximately 60 feet wide. Overall, the channel at this point has a natural, riparian appearance. North of the bridge there is some riprap on the west bank, but this section is mostly covered with bramble, grasses, and scattered trees. A small residential area is also on this side of the bridge. South of the bridge the land appears to be used for grazing and the eroding banks are mostly bare with scattered patches of grass. Also south of the bridge is a metering station and a vertical pipe (Photograph 9).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. **Top Width** approximately 60 feet
- b. **Bottom Width** undetermined (carrying water)
- c. **Height or Depth** undetermined (carrying water)
- d. **Length of Segment** approximately 200 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) Facing: south



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The setting is rural agricultural with a small concentration of approximately five houses on the north side of the Ladino Bridge east of the creek.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing:

Photograph 9. Canal Creek at Ladino Road, view south. 1/22/07

L9. Remarks:

L10. Form prepared by:

Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 1/22/07



L1. Historic and/or Common Name: Canal Creek

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:** MR1-CC-9

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

UTM: Zone 10; 716,394mE; 4,136,363mN; At confluence with Livingston Canal; SW1/4 of Section 4, T7S/R13E MDBM (See Location Map 1).

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

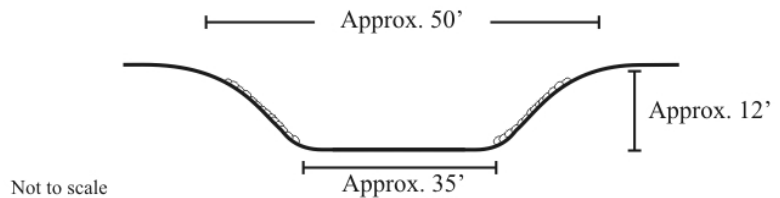
The section of Canal Creek contains the headgate for the Livingston Canal and also a headgate to control the flow of Canal Creek downstream from this point. The headgate has four metal gates set in a concrete structure. The entire structure is approximately thirty feet long and ten feet wide. On both the upstream and downstream faces are concrete wings. The top of the headgate functions as a bridge and there is a metal railing on both sides and a guardrail on the downstream side. Also present on top of the headgate is the gate operating equipment. The canal at this point is approximately 50 feet wide and 12 feet deep and is roughly U-shaped. It is unlined except for a small area the area between the two headgates lined with riprap. The steep banks are wide with little vegetation and show signs of erosion. Immediately upstream from the headgate the canal passes under the BNSF railroad and Santa Fe Drive. Two large drain pipes protrude from the south bank of Canal Creek at this point (Photograph 10, 49, 51).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. **Top Width** approximately 50 feet
- b. **Bottom Width** approximately 35 feet
- c. **Height or Depth** approximately 12 feet
- d. **Length of Segment** approximately 100 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** southwest



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

This segment of canal is set in a relatively isolated area near the BNSF railroad. The land immediately adjacent is uncultivated and with some trees.



L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing: Photograph 10. Canal Creek with flow control headgate, camera facing southwest. 1/22/07.

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 1/22/07

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*Resource Name or # MR1

L1. Historic and/or Common Name: Main Ashe Lateral

L2a. Portion Described: ☐ Entire Resource ☒ Segment Point Observation

Designation: MR1-MA-1

*b. Location of point or segment: UTM Coordinates: Zone 10; 716,464mE; 4,136,219mN (See Location Map 1).

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

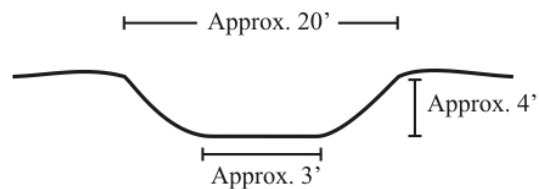
At this point the Main Ashe Lateral canal is approximately 20 feet wide and approximately four feet deep. It originates from Canal Creek in the SW1/4 of Section 4, T7S/R13E MDBM. It is trapezoidal and lined with concrete with metal control gates. Access roads are on both sides of the channel. The Avenue Two bridge crosses the canal at this point (Photograph 11).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. Top Width approximately 20 feet
- b. Bottom Width approximately 3 feet
- c. Height or Depth approximately 4 feet
- d. Length of Segment approximately 100 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) Facing: southeast



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing:

Photograph 11. Main Ashe Lateral at Avenue Two, camera facing southeast. 12/12/06.

L9. Remarks:

L10. Form prepared by:

Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 1/2/07



L1. Historic and/or Common Name: Main Ashe Lateral

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation

Designation: MR1-MA-2

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) Zone 10; 716,214mE; 4,136,174mN

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

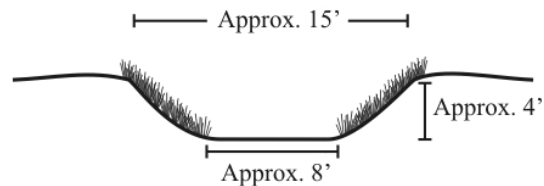
At this point the canal is approximately 15 feet wide and four feet deep. It is trapezoidal and unlined with bramble growing along the banks. There are several concrete and metal control gate structures along this segment. No water was flowing through the canal. A concrete culvert carries the canal under Avenue Two. This lateral crosses Canal Creek via a flume constructed of wood framing set in concrete piers supporting a corrugated metal channel (Photographs 12, 31, 32).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. **Top Width** approximately 15 feet
- b. **Bottom Width** approximately 8 feet
- c. **Height or Depth** approximately 4 feet
- d. **Length of Segment** approximately 100 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) Facing: southwest



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing:
Photograph 12. Main Ashe Lateral at
Avenue Two, camera facing southwest.
12/12/06

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 1/2/07



Page 14 of 75

*Resource Name or # MR1

L1. Historic and/or Common Name: Main Ashe Lateral

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation

Designation: MR1-MA-3

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) Zone 10; 715,779mE; 4,135,413mN (See Location Map 1).

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

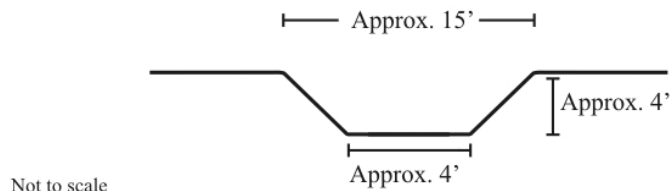
At this point the canal is approximately 15 feet wide and four feet deep. It is trapezoidal and lined with concrete. There are several concrete and metal slide control gates along this segment. It passes through farmland and a portion is adjacent to Avenue One (Photographs 13, 33).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. **Top Width** approximately 15 feet wide
- b. **Bottom Width** approximately 4 feet wide
- c. **Height or Depth** approximately 4 feet
- d. **Length of Segment** approximately 100 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) Facing: east



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: See Section B10—"Significance"



L8b. Description of Photo, Map, or Drawing:
Photograph 13. Main Ashe Lateral near
Avenue One, camera facing east.
12/12/06.

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 1/2/07

P-24-000088

L1. Historic and/or Common Name: Main Ashe Lateral

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation

Designation: MR1-MA-4

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) Zone 10; 716,383mE; 4,133,743mN (See Location Map 1).

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

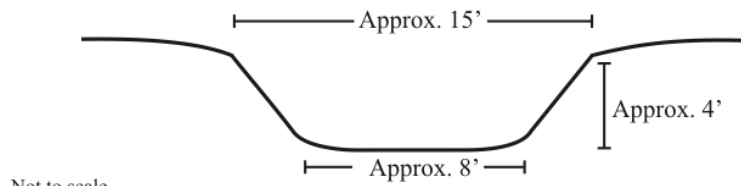
At this point the canal is approximately 15 feet wide and eight feet deep. It is U-shaped and unlined. There are concrete and metal control gates placed intermittently along this segment. The channel is heavily silted and the gently sloping banks show signs of erosion. The canal passes under SP Avenue via a concrete culvert. The Union Pacific railroad is carried over the canal via a bridge. Access roads are along both sides of the canal to the south along Gurr Road. The canal did not carry water at the time of the survey (Photographs 14, 34, 35).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. **Top Width** approximately 15 feet
- b. **Bottom Width** approximately 8 feet
- c. **Height or Depth** approximately 4 feet
- d. **Length of Segment** approximately 100 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** south



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: See Section B10—"Significance"



L8b. Description of Photo, Map, or Drawing:
Photograph 14. Main Ashe Lateral at SP Avenue and Gurr Road, camera facing south. 12/12/06

L9. Remarks:

L10. Form prepared by:

Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 1/2/07

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*Resource Name or # MR1

P-24-000088

L1. Historic and/or Common Name: Main Ashe Lateral

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation

Designation: MR1-MA-5

*b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) Zone 10; 716,372mE; 4,133,022mN (See Location Map 1).

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

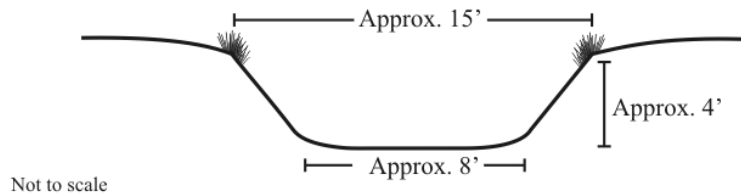
At this point the canal is approximately 15 feet wide and four feet deep (Photograph 15). It is U-shaped and unlined with some vegetation growing along the rim. There are concrete and metal control gates placed intermittently along this segment. The channel is heavily silted and the gently sloping banks show signs of erosion. The canal passes under Elliot Avenue and parallels Gurr Road. The canal did not carry water at the time of the survey.

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. Top Width approximately 15 feet
- b. Bottom Width approximately 8 feet
- c. Height or Depth approximately 4 feet
- d. Length of Segment approximately 100 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) Facing: north



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing:
Photograph 15. Main Ashe Lateral,
camera facing north. 12/12/06

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 1/2/06



L1. Historic and/or Common Name: East Ashe Lateral

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation

Designation: MR1-EA-6

*b. Location of point or segment: Zone 10; 717,149mE; 4,135,379mN (See Location Map 1).

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

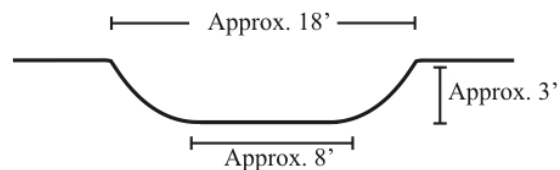
The East Ashe Lateral branches off the Main Ashe Lateral in the NE1/4 of Section 9, T7S/R13E MDBM. At this point the canal is approximately 18 feet wide and 3 feet deep. It is U-shaped, unlined and has gently sloping banks. Metal and concrete control gates are placed intermittently along the canal. The canal did not carry water at the time of the survey (Photographs 16, 36).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. Top Width approximately 18 feet
- b. Bottom Width approximately 8 feet
- c. Height or Depth approximately 3 feet
- d. Length of Segment approximately 100 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) Facing: southeast



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: See Section B10—"Significance"



L8b. Description of Photo, Map, or Drawing:

Photograph 16. East Ashe Lateral, camera facing southeast. 12/12/06.

L9. Remarks:

L10. Form prepared by:

Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 1/2/07

L1. Historic and/or Common Name: Bear Creek

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation

Designation: MR1-BC-1

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) UTM: Zone 10; 717,127mE; 4,131,062mN. Located at the Bear Creek bridge on highway 140 on the section line between sections 21 and 28 T7S/R13E MDBM (See Location Map 2).

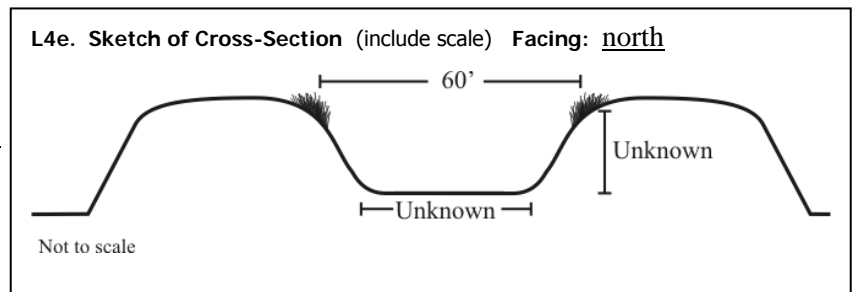
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

At this point the Bear Creek canal is approximately 60 feet wide. Water in the canal prevented an accurate depth measurement. The unlined channel is U-shaped and has vegetation growing on its steep banks. Both sides of the channel are built up forming levees on the banks. It is crossed by the SR 140 bridge. An access road runs on the east side of the canal. (Photographs 17).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. **Top Width** approximately 60 feet
- b. **Bottom Width** undetermined (carrying water)
- c. **Height or Depth** undetermined (carrying water)
- d. **Length of Segment** approximately 200 feet

L5. Associated Resources:



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: See Section B10. "Significance"



L8b. Description of Photo, Map, or Drawing:
Photograph 17. Bear Creek passing under
SR 140, camera facing north. 12/12/06.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address)

Steven J. Melvin
JRP Historical Consulting Services, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 12/28/06

L1. Historic and/or Common Name: Meadowbrook Lateral

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation

Designation: MR1-MB-1

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) UTM: Zone 10; 717,127mE; 4,131,062mN. Located at the Bear Creek bridge on highway 140 on the section line between sections 21 and 28 T7S/R13E MDBM (See Location Map 2).

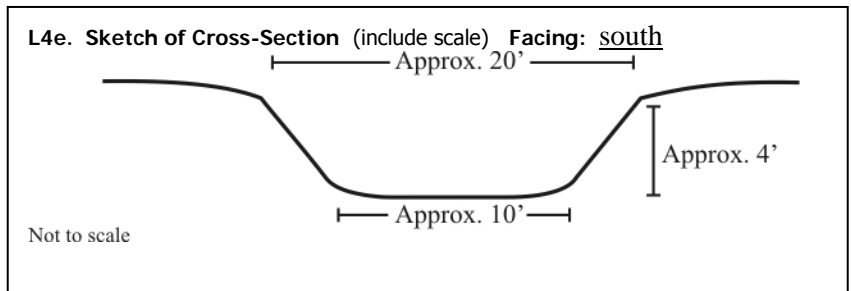
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

On the east side parallel to Bear Creek is the Meadowbrook Lateral canal constructed between 1946 and 1958. The lateral receives its water from the reservoir created by the Crocker Dam in Section 22 T7S/R13E MDBM. It is approximately 20 feet wide and four feet deep. It is unlined and U-shaped and its banks show signs of erosion. Both sides of the channel are built up above the surrounding land. It has concrete and metal gate structures and a concrete culvert passing under the highway. The lateral did not contain water at the time of the survey (Photographs 18, 37).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. Top Width approximately 20 feet
- b. Bottom Width approximately 10 feet
- c. Height or Depth approximately 4 feet
- d. Length of Segment approximately 100 feet

L5. Associated Resources:



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: The Meadowbrook Lateral maintains its integrity to its period of significance defined as the era of its original construction.



L8b. Description of Photo, Map, or Drawing:

Photograph 18. Meadowbrook Lateral, camera facing south. 12/12/06

L9. Remarks:

L10. Form prepared by:

Steven J. Melvin

JRP Historical Consulting, LLC

1490 Drew Ave, Suite 110

Davis, CA 95618

L11. Date: 1/3/07

L1. Historic and/or Common Name: Black Rascal Creek

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation

Designation: MR1-BR-1; MR1-BR-2

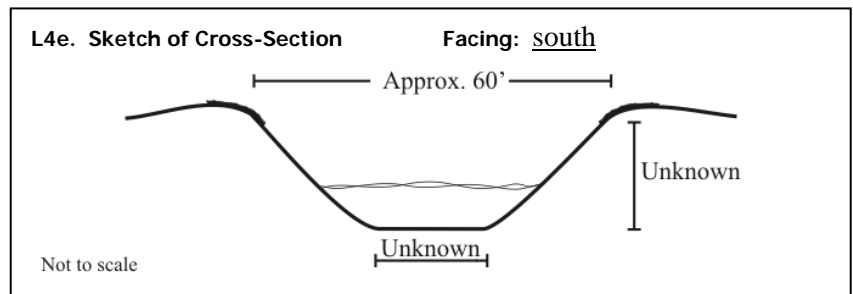
***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) BR1: UTM: Zone 10; 716,381mE; 4,132,192mN. Located at the Black Rascal Creek bridge on Gurr Road in the NW1/4 of Section 21, T7S/R13E MDBM near the intersection of Gurr Road and Landram Avenue. BR2: UTM: Zone 10; 716,175mE; 4,132,213mN. Located at Landram Road approximately .25 miles west of the Black Rascal Creek bridge on Gurr Road NE1/4 of Section 20, T7S/R13E MDBM (See Location Map 3).

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
At this point the canal is approximately 60 feet wide. Water in the canal prevented and accurate determination of depth. The unlined channel is U-shaped and has grassy vegetation growing on its banks. The banks of the canal are higher than the surrounding land. Access roads run on both the north and south sides of the canal east of Gurr Road. Also on the south side near Gurr Road is the Hess Lateral canal (Photographs 19, 38).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. **Top Width** approximately 60 feet
- b. **Bottom Width** undertermined (carrying water)
- c. **Height or Depth** undertermined (carrying water)
- d. **Length of Segment** approximately 200 feet

L5. Associated Resources:



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: See Section B10. "Significance"



L8b. Description of Photo, Map, or Drawing:
Photograph 19. Black Rascal Creek from Landrum Road, camera facing south. 12/12/06.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address)

Steven J. Melvin
JRP Historical Consulting Services,
1490 Drew Ave, Suite 110, LLC
Davis, CA 95618

L11. Date: 12/28/06

L1. Historic and/or Common Name: Hess Lateral

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation

Designation: MR1-HS-1

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) UTM: Zone 10; 716,381mE; 4,132,192mN. Located at the Black Rascal Creek bridge on Gurr Road in the NW1/4 of Section 21, T7S/R13E MDBM (See Location Map 1).

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

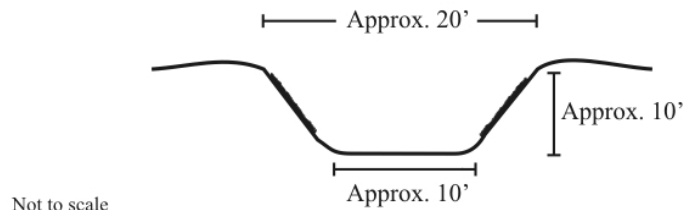
At this point the canal is approximately 20 feet wide and ten feet deep. The lateral receives its water from the reservoir created by the Crocker Dam Bear Creek in Section 22 T7S/R13E MDBM. The unlined channel is trapezoidal and has grassy vegetation growing on its steep banks. The banks of the canal are higher than the surrounding land. Access roads run on both the north and south sides of the canal east of Gurr Road. (Photograph 20).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. **Top Width** approximately 20 feet
- b. **Bottom Width** approximately 10 feet
- c. **Height or Depth** approximately 10 feet
- d. **Length of Segment** approximately 100 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) Facing: east



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: See Section B10. "Significance"



L8b. Description of Photo, Map, or Drawing:

Photograph 20. Hess Lateral, camera facing east. 12/12/06.

L9. Remarks:

L10. Form prepared by:

Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 1/3/07

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*Resource Name or # MR1

L1. Historic and/or Common Name: Henderson Lateral

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation

Designation: MR1-HN-1

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) UTM: Zone 10; 719,048mE; 4,137,552mN; Point is at the intersection of the Henderson Lateral and Bellevue Road (See Location Map 4).

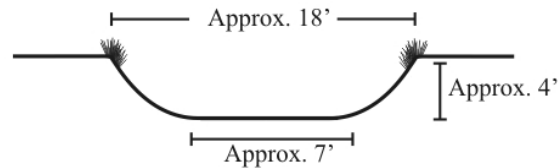
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) At this point the canal is approximately 15 feet wide and four feet deep. It originates from the Main Canal in Section 18 T6S/R14E MDBM. The unlined channel is U-shaped and has vegetation growing on its banks. Some erosion and silting is evident. Access roads run on both sides of the canal. Where the canal intersects Bellevue Road, a culvert carries the water under the roadway. To the east of the canal is a circular holding basin fenced with black plastic. (Photographs 21, 39-42).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. **Top Width** approximately 18 feet
- b. **Bottom Width** approximately 7 feet
- c. **Height or Depth** approximately 4 feet
- d. **Length of Segment** approximately 200 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** south



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations:

See Section B10. "Significance"

L8b. Description of Photo, Map, or Drawing:

Photograph 21. Henderson Lateral, camera facing south. 12/12/06.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address)

Steven J. Melvin
JRP Historical Consulting Services,
1490 Drew Ave, Suite 110, LLC
Davis, CA 95618

L11. Date: 1/3/07



L1. Historic and/or Common Name: Henderson Lateral

P-24-001783

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation

Designation: MR1-HN-2

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) UTM: Zone 10; 717,935mE; 4,137,508mN; Point is at the intersection of the Bellevue Road and Franklin Road (See Location Map 4).

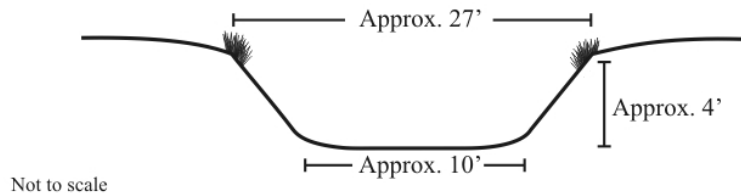
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) This canal is a branch of the Henderson Lateral that extends west from near where the lateral passes under Bellevue Road. This segment is approximately 20 feet wide and four feet deep. The unlined channel is U-shaped and vegetation is growing on its banks. Some erosion and silting is evident. Access roads run on both sides of the canal. Where the canal intersects Franklin Road, the water is piped under the roadway (Photographs 22, 43, 44).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. **Top Width** approximately 27 feet
- b. **Bottom Width** approximately 10 feet
- c. **Height or Depth** approximately 4 feet
- d. **Length of Segment** approximately 200 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** east



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations:

See Section B10. "Significance"

L8b. Description of Photo, Map, or Drawing:

Photograph 22. Henderson Lateral, camera facing east. 12/12/06.

L9. Remarks:

L10. Form prepared by:

Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 1/2/07



L1. Historic and/or Common Name: Mason-Curtis Lateral

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation

Designation: MR1-MC-1

*b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) UTM: Zone 10; 717,126mE; 4,137,517mN. Located near Fox Road where it crosses Canal Creek in the S1/2 of Section 33, T6S/R13E MDBM near the intersection of Fox Road and Bellevue Road (See Location Map 4).

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

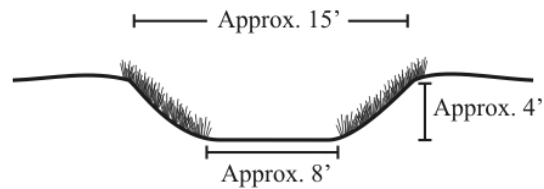
This is a small lateral canal that originates from the Henderson Lateral in Section 34 T6S/R13E MDBM. It is approximately 15 feet wide and four feet deep, U-shaped and unlined. Its banks are raised slightly above the surrounding landscape and are covered in vegetation. This section of the canal runs parallel to Fox Road, and then turns to parallel Canal Creek. The canal ultimately drains into Canal Creek (Photograph 23).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. Top Width approximately 15 feet
- b. Bottom Width approximately 8 feet
- c. Height or Depth approximately 4 feet
- d. Length of Segment approximately 100 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) Facing: west



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: See Section B10. "Significance"



L8b. Description of Photo, Map, or Drawing:

Photograph 23. Mason-Curtis Lateral, camera facing south, 12/12/06.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address)

Steven J. Melvin
JRP Historical Consulting Services,
1490 Drew Ave, Suite 110, LLC
Davis, CA 95618

L11. Date: 1/2/07

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*Resource Name or # **MR1**

L1. Historic and/or Common Name: Buhach Lateral

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation

Designation: MR1-BH-1

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) UTM: Zone 10; 715,556mE; 4,132,990mN. Point located on Elliot Avenue on the section line between sections 17 and 20 T7S/R13E MDBM (See Location Map 5).

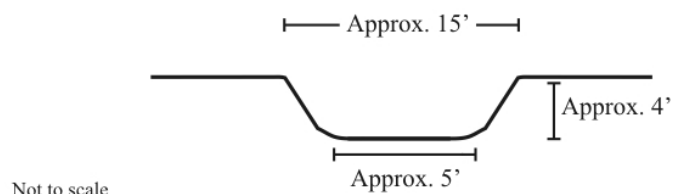
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
At this point the canal is approximately 15 feet wide and four feet deep. It runs roughly north to south from its origination point in Section 6 T7S/R13E MDBM where it branches off from the MID's Livingston Canal. The channel is trapezoidal and lined with concrete. An access road runs on the east side of the canal. The canal passes under Elliot Road via a concrete culvert (Photographs 24, 45, 46).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. **Top Width** approximately 15. feet
- b. **Bottom Width** approximately 5. feet
- c. **Height or Depth** approximately 4 feet
- d. **Length of Segment** approximately 100 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) Facing: south



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: The Buhach Lateral was lined with concrete after World War II, and, therefore, lacks integrity to its period of construction.



L8b. Description of Photo, Map, or Drawing:

Photograph 24. Buhach Lateral, camera facing south, 12/12/06.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address)

Steven J. Melvin
JRP Historical Consulting Services,
1490 Drew Ave, Suite 110, LLC
Davis, CA 95618

L11. Date: 1/2/07

L1. Historic and/or Common Name: none (drainage ditch)

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation

Designation: MR1-DR-1

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

UTM: Zone 10; 720,665mE; 4,137,617mN. Located at Bellevue Road in the SE ¼ of Section 35, T6S/R13E MDBM (See Location Map 6).

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

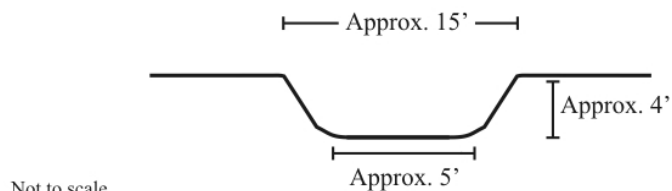
At this point the drainage ditch is approximately 15 feet wide and four feet deep. The unlined channel is U-shaped with some vegetation growing in the channel and on the banks. At the time of this survey the ditch was nearly dry. A field access road crosses the canal near Bellevue Road and water passes through a concrete culvert at this point. Another access road runs along the west side. (Photographs 25, 47, 48).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. **Top Width** approximately 15 feet
- b. **Bottom Width** approximately 4 feet
- c. **Height or Depth** approximately 4 feet
- d. **Length of Segment** approximately 100 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) Facing: north



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The setting is rural agricultural with scattered farmsteads. The ditch at this point passes through orchards.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing:
Photograph 25. Drainage Ditch, camera facing north. 12/12/06.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address)

Steven J. Melvin
JRP Historical Consulting Services,
1490 Drew Ave, Suite 110, LLC
Davis, CA 95618

L11. Date: 1/2/06



L1. Historic and/or Common Name: Livingston Canal

L2a. Portion Described: ☐ Entire Resource ☒ Segment Point Observation **Designation:** MR1-LC-1

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

UTM: Zone 10; 716,394mE; 4,136,363mN; At headgate/confluence with Canal Creek; SW1/4 of Section 4, T7S/R13E MDBM (See Location Map 7).

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

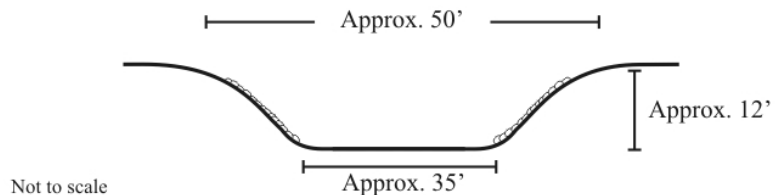
This is where the Livingston Canal begins and draws water from Canal Creek. The section of the canal contains the headgate which consists of a concrete structure with three metal gates raised and lowered mechanically. The structure is approximately thirty feet long and ten feet wide. On both the upstream and downstream faces are concrete wings. The top of the headgate functions as a bridge and there is a metal railing on both sides and a guardrail on the downstream side. Also present on top of the headgate is the gate operating equipment, and, to one side a vertical pipe. Immediately downstream the canal is lined with riprap for approximately 200 feet, after which it is lined with concrete. There is also a set of slide gates in this segment. The canal is approximately 50 feet wide and 12 feet deep and is trapezoidal in shape (Figure 1 and Photographs 26, 49, 50).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. **Top Width** approximately 50 feet
- b. **Bottom Width** approximately 35 feet
- c. **Height or Depth** approximately 12 feet
- d. **Length of Segment** approximately 200 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) Facing: west



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

This segment of canal is set in a relatively isolated area near the BNSF railroad. The land immediately adjacent is uncultivated and treelined.



L7. Integrity Considerations: See Section B10 "Significance" on previous page.

L8b. Description of Photo, Map, or Drawing:
Photograph 26. Livingston Canal, camera facing west. 1/22/07

L9. Remarks:

L10. Form prepared by:
JRP Historical Consulting Services, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 1/22/07

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*Resource Name or # MR1

L1. Historic and/or Common Name: Livingston Canal

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:** MR1-LC-2

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

UTM: Zone 10; 714,727mE; 4,136,660mN; At intersection with Buhach Road; NW1/4 of Section 5, T7S/R13E MDBM (See Location Map 7).

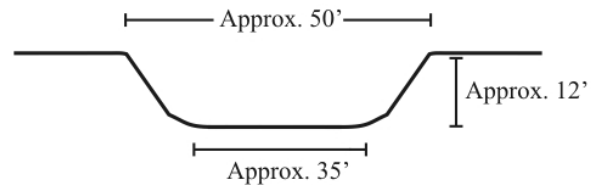
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
This section of the Livingston Canal is approximately 50 feet wide and 12 feet deep. It is trapezoidal in shape and unlined. There are service roads along both sides. The banks are smooth and shaped to a uniform angle. There is a gate on the south bank of the canal west of Buhach Road (Photograph 27).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. **Top Width** approximately 50 feet
- b. **Bottom Width** approximately 35 feet
- c. **Height or Depth** approximately 12 feet
- d. **Length of Segment** approximately 100 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** east



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

[The setting is a combination of agricultural and housing.

L7. Integrity Considerations: See Section B10 “Significance” on page 27.



L8b. Description of Photo, Map, or Drawing:

Photograph 27. Livingston Canal, camera facing east. 1/22/07.

L9. Remarks:

L10. Form prepared by:

Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 1/22/07

L1. Historic and/or Common Name: Livingston Canal

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:** MR1-LC-3

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

UTM: Zone 10; 713,598mE; 4,137,379mN; At intersection with Bellevue Road; NW1/4 of Section 6, T7S/R13E MDBM (See Location Map 7).

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

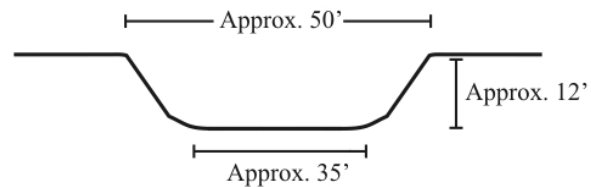
This section of the Livingston Canal is approximately 50 feet wide and 12 feet deep. It is trapezoidal in shape and unlined. There are service roads along both sides. The banks are smooth and shaped to a uniform angle. There is a drain and a vertical pipe on the east bank of the canal north of Bellevue Road (Photograph 28).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. **Top Width** approximately 50 feet
- b. **Bottom Width** approximately 35 feet
- c. **Height or Depth** approximately 12 feet
- d. **Length of Segment** approximately 100 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** north



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

This segment of canal passes through suburban housing tracts.

L7. Integrity Considerations: See Section B10 "Significance" on page 27.



L8b. Description of Photo, Map, or Drawing:
Photograph 28. Livingston Canal, camera facing north. 1/22/07.

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 1/22/07

*Recorded by M.Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update

P3a. Descriptions (continued):

What follows are general descriptions of the canals recorded for this survey. Descriptions of individual canal recordation points and comparison points appear on the Linear Forms.

Canal Creek P-24-000090

Canal Creek (MR1-CC) is an irrigation canal that runs approximately 16 miles north to south from its origination point in Section 29 T5S/R14E MDBM where it branches off from the MID Main Canal. It terminates in the NE ¼ of Section 20 T7S/R13E where it flows into Black Rascal Creek. Canal Creek is a natural watercourse that has had irrigation water conveyed into it from the Main Canal since 1876. Today the route follows the natural route of the creek for much of its length. Small sections of Canal Creek have been realigned into straight segments with right angles and a “man-made” appearance. At many of the points recorded on this form the channel follows a generally natural alignment, but the banks and channel bottom have been dredged, graded, shaped, and maintained (See Linear Feature Records MR1-CC and Photographs 29, 30, 32).

This form does not evaluate Canal Creek in its entirety, but does address an approximately five mile section between the cities of Atwater and Merced within or near the study area (See Location Map 1). JRP recorded nine points along this segment, which is also the downstream portion of the canal. Canal Creek’s junction with the Livingston Canal is located within or near the study area. The Livingston Canal receives much of Canal Creek’s water at this junction and Canal Creek becomes a smaller facility from this point downstream. Upstream Canal Creek carries more water and is wide and shallow with banks that undergo routine maintenance and grading. Downstream from the Livingston Canal diversion, Canal Creek is narrow and deep in places with trees and shrubs growing on its banks. Some sections of the canal have a natural, riparian appearance, while in others extensive channel and bank alterations are apparent (See Linear Feature Record MR1-CC-1). There appears to be few diversions from Canal Creek below the Livingston Canal headgate. Many bridges pass over Canal Creek where it intersects with roads and railroads, and in at least one place a flume of a lateral canal passes over the Canal Creek (See Linear Feature Record MR1-CC-5 and Photograph 32).

There is a lateral headgate across Canal Creek at its junction with the Livingston Canal controlling the flow of Canal Creek downstream from this point. The exact construction date of the gate is unknown, although it is likely a modern structure. It consists of four vertical, rectangular, steel lift gates set in a poured concrete foundation with flaring wings. A roadway runs over the top of the structure (See MR1-CC-9).

Main Ashe Lateral/East Ashe Lateral Main Ashe = P-24-000088

The Main Ashe Lateral draws water from Canal Creek at the same point as the Livingston Canal diversion. The East Ashe Lateral branches off of the Main Ashe Lateral in Section 9, T7S/R13E MDBM (See Location Map 1). These two relatively small canals are only a few miles in length and function to transport water from Canal Creek to farm fields. Prevalent along their banks are metal gates that control the flow of water into the fields. Some sections of these laterals are unlined, while others are trapezoidal in cross section and concrete lined. Along their course, they pass under roadways by means of concrete culverts (See Linear Feature Records MR1-MA and MR1-EA and Photographs 31-36).

Bear Creek P-24-002046

Bear Creek is an irrigation canal that runs roughly northeast to southwest through the southern end of the study area. It is a natural watercourse that has had water conveyed into it via irrigation canals. The natural channel begins receiving canal

*Recorded by M.Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update

water into its flow northeast of Merced from the Fairfield Canal (See Location Map 2). The creek then passes through agricultural land, the city of Merced, more agricultural land and ultimately drains into the San Joaquin River. Along its course is the Crocker Dam in Section 22 T7S/R13E MDBM southwest of Merced where Black Rascal Creek branches off from Bear Creek. This form addresses that portion of the creek intersecting SR 140.

The part of the canal surveyed for this project is roughly U shaped in cross section, unlined and has vegetation growing along its steep banks. Its channel has been dredged and its banks enhanced to form a berm or levee. The channel has a groomed appearance and has been deepened, widened, and realigned to make for more efficient water conveyance and flood control. In this area the canal passes through agricultural land irrigating orchards, pastures, and row crops (See Linear Feature Record MR1-BC-1).

Meadowbrook Lateral P-24-000574

The Meadowbrook Lateral is an irrigation canal running adjacent to Bear Creek, paralleling its east side (Location Map 2). It is approximately 20 feet wide and four feet deep. It is unlined and roughly U shaped in cross section and its banks show signs of erosion. Both sides of the channel are built up above the surrounding land. It has concrete and metal gate structures and a concrete culvert passing under SR 140. This form addresses that portion of the creek intersecting SR 140 (See Linear Feature Record MR1-MB-1 and Photograph 37).

Black Rascal Creek

Black Rascal Creek is an irrigation canal that runs roughly northeast-southwest from its origination point in the Sierra Nevada foothills northeast of the city of Merced (Location Map 3). The Creek passes through the northern part of the city of Merced and empties into the Bear Creek channel one half mile east of Crocker Dam. At Crocker Dam, Black Rascal Creek splits off from Bear Creek and continues in a generally southwesterly direction. Black Rascal Creek is a natural watercourse that has had water conveyed into it via irrigation canals. This form addresses that portion of the creek intersecting Gurr Road.

The role of this creek as a canal began around 1905 when the Crocker-Huffman Irrigation Company constructed the Livingston Canal, from which Black Rascal Creek drew water. This part of Black Rascal Creek is roughly U shaped in cross section and has vegetation growing along its unlined banks. Black Rascal Creek has a very regular, groomed appearance. Its banks have been raised above the surrounding farmland to form berms or levees and the banks have a uniform slope. The channel also appears straight and angular in alignment, within the segment addressed in this study. In this area the canal passes through agricultural land irrigating orchards, pastures, and row crops (See Linear Feature Record MR1-BR-1 and Photographs 38).

Hess Lateral

The Hess Lateral is a conveyance structure beginning at the Crocker Dam and continues parallel to the north side of Black Rascal Creek for approximately one and a half miles where it passes under the creek via siphon and parallels the south side (Location Map 3). At the point recorded for this survey, the canal is approximately 20 feet wide and ten feet deep. The unlined channel is roughly U shaped in cross section and has grassy vegetation growing on its banks, which are higher than the surrounding land. Access roads run on the berms both the north and south of the canal east of Gurr Road. The Hess Lateral terminates approximately one half mile west of Gurr Road, for a total length of about 2 miles (See Linear Feature Record MR1-HS-1).

*Recorded by M.Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update

Henderson Lateral **P-24-001783**

The Henderson Lateral is an irrigation canal that runs roughly north-south from its origination point in Section 18 T6S/R14E MDBM where it branches off from the MID's Main Canal. Its course is approximately eight miles, terminating in the SE1/4 of Section 10 T7S/R13E MDBM (Location Map 4). Portions of the Henderson Lateral's route follow natural watercourses, while others are of artificial construction. This form addresses that portion the lateral intersecting and parallel to Bellevue Road. This part of the canal is roughly U shaped in cross section and unlined, with a small amount of vegetation growing along its banks. It is heavily silted and shows signs of erosion. In this area the canal passes through agricultural land irrigating orchards, pastures, and row crops. There are access roads on both sides of the canal north of Bellevue Road (See Linear Feature Records MR1-HN and Photographs 39-44).

Mason-Curtis Lateral **P-24-001899**

The Mason-Curtis Lateral is an irrigation canal that runs roughly northeast-southwest from its origination point in Section 34 T6S/R13E MDBM where it branches off from the Henderson Lateral (Location Map 4). Its course is approximately one and a half miles long, terminating in the SE1/4 of Section 33 of the same township. The last half mile of the canal runs along Fox Road, and then turns to parallel Canal Creek, ultimately draining into the latter. This form addresses that portion the lateral parallel to Fox Road and Canal Creek. This part of the canal is U shaped in cross section, unlined, and overgrown with vegetation. In this area the canal passes through agricultural land irrigating orchards, pastures, and row crops (See Linear Feature Record MR1-MC-1).

Buhach Lateral **P-24-000091**

The Buhach Lateral is an irrigation canal that runs roughly north-south from its origination point in Section 6 T7S/R13E MDBM where it branches off from the MID's Livingston Canal (Location Map 5). The Buhach Lateral was built in the 1890s to serve the Buhach agricultural colony. This form addresses that portion the lateral intersecting Elliot Road. This part of the canal is roughly trapezoidal in shape and lined with concrete. In this area the canal passes through agricultural land irrigating orchards, pastures, and row crops (See Linear Feature Record MR1-BH-1 and Photographs 45, 46).

Drainage Ditch

This drainage ditch, built between 1957 and 1960 borders farm land in Sections 25, 26, 34 and 35, T6S/13E MDBM and is about four miles in total length (Location Map 6). Ditches such as these are common in Merced County and drain irrigation water from fields. The ditch is approximately 14 feet wide at the top and four feet deep. It is unlined and has some vegetation on its banks and shows signs of erosion and of recent excavation. This form addresses that portion the ditch perpendicular and parallel to Bellevue Road. The ditch at this point runs north/south between two fields in Section 35 and east/west parallel to Bellevue Road. Maps and field observation indicate that a portion of the original ditch has been piped and covered recently. The terminus was undetermined, but generally such ditches drain into a natural waterway or canal (Linear Feature Record MR1-DR-1 and Photographs 47, 48).

Livingston Canal **P-24-000552**

The Livingston Canal, constructed in 1879, begins in the SW1/4 of Section 4, T7S/R13E MDBM where it draws water from Canal Creek (Location Map 7). Livingston Canal irrigates land between the cities of Atwater and Livingston. This form addresses that portion of the canal at its junction with Canal Creek. At the points recorded for this survey, the canal has a uniform, trapezoidal shape with no vegetation growing on the banks and access roads along the sides. Some sections are

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lined with concrete or riprap, while others are unlined. The canal follows a circuitous route through residential areas in the city of Atwater as it runs northwest away from the study area. There are periodic metal gates along the canal's course (See Linear Feature Records MR1-LC and Photographs 49, 50).

B10. Significance (continued):

Historic Context

San Joaquin Valley Irrigation

Stimulated largely by the relatively arid conditions of the region, settlers in the San Joaquin Valley were among the first American-era farmers in California to put in works specifically for irrigation. During the late 1850s and 1860s, their ditches were typically earthen, short, roughly made, and diverted water by means of temporary brush dams constructed across the lower courses of the streams running west out of the Sierra Nevada mountains. The earliest of these ditches were built in the vicinity of Visalia in 1852-1853; others spread out through the Kaweah River and Kings River deltas in the 1860s. Further north in the valley, where rain was more abundant and grain could be dry-farmed, irrigation development was slower. The great floods of 1862 and 1868 destroyed most early ditch systems, but San Joaquin Valley farmers continued to experiment with irrigation. Like other Californians, most early San Joaquin settlers in the period from 1850 through the 1860s were not particularly interested in investing time and money in irrigation, focusing instead on cattle raising and dry-farm cultivation of small grains to meet the economic opportunities created by the Gold Rush. By 1870 there were only about 60,000 irrigated acres in California.¹

Challenges faced by early irrigators included California's porous soil, the limited technological knowledge of farmers, high cost of construction, scarce machinery, and conflicting concepts of water rights. Nevertheless, cycles of drought and flooding, an unstable wheat market, soil exhaustion, developing markets for irrigated crops, advancements in irrigation technology, and unreliable precipitation during the 1860s and 1870s led to a growing interest in irrigation. During this period, both private companies and groups of individual farmers attempted to expand and diversify irrigated agriculture. One of the first irrigation companies organized in the San Joaquin Valley was the Fresno Canal and Irrigation Company, which incorporated in 1870, and was providing water by 1872. Many other such companies formed in the 1870s and 1880s.²

As a result of conflicts over water and a desire to expand and diversify irrigation in California, by the 1880s many farmers and landowners became interested in forming irrigation districts. This groundswell culminated in the passage of the landmark Wright Act of 1887, which allowed for the formation of such districts. The Wright Act is significant because it provided the means for local democratic control over water and promoted irrigation as a means for community and regional development.³ The first irrigation district organized under the Wright Act was the Turlock Irrigation District (TID), and unlike many other irrigation districts formed during the late nineteenth century, it has remained active throughout the

¹ JRP Historical Consulting Services, "Historic Mining, Hydroelectric, Irrigation, and Multi-purpose Canals of California, Volume 1: Historic Overview, Typology, and Discussion of Previously Inventoried Canals," 1995, 66 (hereafter, JRP, "Canals of California"); JRP Historical Consulting Services, "Water Conveyance Systems in California," for Caltrans, 2001, 11-12 (hereafter, JRP, "Water Conveyance Systems in California.")

² Paul H. Willison, "Past, Present, and Future of the Fresno Irrigation District," California State University, Fresno, Special Collections (August 1, 1980), 68, 76, 99, 102, 107.

³ Thomas E. Malone, "The California Irrigation Crisis of 1886: Origins of the Wright Act" (Ph.D. diss., Stanford University, 1965), 13; Alan M. Patterson, *Land, Water and Power: The History of the Turlock Irrigation District, 1887-1987* (Glendale, Calif.: The Arthur H. Clark Company, 1987) 52-57; Frank Adams, *Irrigation Districts in California*. California Department of Public Works, Division of Engineering and Irrigation, Bulletin No. 21 (Sacramento, California State Printing Office, 1929), 180.

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twentieth century. TID has evolved from a water conveyance organization dedicated to supplying water to local farmers to a multipurpose supplier of water and hydraulic power to a broad constituency.⁴ The Modesto and Tulare irrigation districts were other early districts organized under the Wright Act.⁵

Forty-nine irrigation districts, mostly in the San Joaquin Valley, were organized under the Wright Act between 1887 and 1897, when the law was repealed in favor of revised irrigation district legislation. By the turn of twentieth century, there were over 2.6 million irrigated acres in California.⁶ Despite this apparent success, a combination of unsympathetic large landowners, owners of riparian water rights, inadequate planning, inexperienced directors and opportunists within districts contributed to the failure of most Wright Act districts. Between 1897 and 1909, no new districts were formed. By the late 1920s only seven of the original districts were still in existence, including the Modesto, Turlock, and Tulare irrigation districts. Progressive legislation passed in 1911-1913 increased state supervision over district organization and financing, making investment in irrigation district bonds more attractive. Demand for agriculture products grew around this time and remained high throughout World War I resulting in a marked increase in district formation beginning in 1915; each year from 1917 to 1925, five or more districts were formed, including 18 in 1920. As a consequence of this resurgence, 94 irrigation districts were active in California by 1930.⁷

Merced Area Irrigation

Irrigation began in the Merced area with ditches in the bottomlands of the Merced River beginning in the 1850s. These were minor diversions from the Merced River constructed by farmers, which collectively irrigated between 1,500 and 2,000 acres by 1880.⁸ Organized, large-scale irrigation in the Merced area began in 1870 when William G. Collier, William P. Sproul, and Stephen Bratzley organized the Robla Canal Company (RCC) in March 1870 and made the first major diversion of water from the Merced River to lands within the current Merced Irrigation District (MID). Collier, who conceived of the enterprise, came to California in 1853 and to Merced County in 1859. Trained as a surveyor and civil engineer, he served as surveyor for Merced County in the 1860s and had experience constructing irrigation canals on Bear Creek. Collier planned to divert water at the current location of the MID Main Canal diversion, and carry it across the uplands commanding the east side plains of the San Joaquin Valley to Bear Creek and beyond. Collier filed for an appropriative water right for his canal system in May 1873.⁹

The RCC, however, had a short history. In November of 1873, RCC sold its entire stock to the Farmers' Canal Company (FCC), which consisted of a group of landowners and farmers who had incorporated the previous May. FCC began to work on the Main Canal and extended it as rapidly as funding would permit. Constructed through hard gravelly soil, excavation costs doubled the original estimates and prevented the company from carrying out its plans as originally proposed. By

⁴ TID and the Wright Act have been the subject of extensive analysis in the annals of the state's water development history. This overview relies on T.E. Malone, "The California Irrigation Crisis of 1886: The Origins of the Wright Act" (Ph.D. Dissertation, Stanford University, 1965); JRP, "Water Conveyance Systems in California"; Donald Pisani, *From the Family Farm to Agribusiness: The Irrigation Crusade in California and the West* (Berkeley: University of California Press, 1984); and other sources as noted.

⁵ JRP Historical Consulting, "Historic Resources Inventory and Evaluation Report: Turlock Irrigation District Upper Main Canal, Stanislaus County, California," May 2006.

⁶ JRP, "Water Conveyance Systems in California," 14-15.

⁷ Harmon S. Bonte, *Financial and General Data Pertaining to Irrigation, Reclamation and other Public Districts in California*. California Department of Public Works, Bulletin No. 37 (Sacramento: California State Printing Office, 1931), 27; *Cost of Irrigation Water in California*, California Department of Public Works, Division of Water Resources, Bulletin No. 36 (Sacramento: California State Printing Office, 1930), 12; California Statistics, 1911, 322 and 1913, 778; JRP, "Water Conveyance Systems in California," 14-15.

⁸ C.E. Grunsky, *Irrigation Near Merced*, USGS, Water Supply Paper No. 19 (Washington: Government Printing Office, 1899), 33, 37-39; S.T. Harding, *Water in California* (Palo Alto: N-P Publications, 1960), 101.

⁹ John Outcalt, *A History of Merced County, California* (Los Angeles: Historic Record Company, 1925), 333-334.

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March 1876, however, the Main Canal had reached Canal Creek, a distance of about eight miles, and made water available for irrigation. The most impressive engineering achievement was an 11.5-foot wide by 9-foot high, 1600-foot long unlined tunnel in the foothills excavated through sandstone and cemented gravel at a cost of \$20,000. The Main Canal itself, as constructed, was unlined and had a bed width of 20 feet. Its depth was four feet with a grade of one foot per mile. In 1879, FCC built a second conduit, the Livingston Canal, which diverted water from Canal Creek just east of present-day Atwater and extended to a point about two miles north of the town of Livingston (See Linear Feature Record MR1-LC). The company built a third canal, the Colony Branch Canal, also to serve the Atwater vicinity.¹⁰

FCC had planned on expanding its system south into the Merced area, but did not succeed in extending the Main Canal beyond Canal Creek. In 1882, FCC sold out to Charles Crocker and C.H. Huffman who organized the Merced Canal & Irrigation Company (MC&IC).¹¹ Huffman was a large grain-raiser in Merced County who owned vast tracts of land in the vicinity of Cressey north of Merced, while Charles Crocker was one of the founders of the Southern Pacific Railroad. In 1883, the new company, under the direction of its chief engineer Charles Barrent, enlarged the Main Canal to a bed width of 60 feet and the tunnel to 22 feet wide, adhering to the alignment of the old canal in all locations except near the head of the canal. The company extended the Main Canal beyond Canal Creek a distance of five miles in 1884 with the assistance of some 200 teams of mules and scrapers. The following year work began on a second tunnel in the foothills eight miles north of Merced. The tunnel was 30 feet wide, 13 feet high, and 2100 feet long; it was constructed with redwood timbers at a cost of about \$70,000. In 1886-1887 another six miles of the Main Canal were completed terminating at a reservoir (present-day Yosemite Lake) that functioned primarily as a domestic water supply for the City of Merced. Water was turned into the reservoir through the completed Main Canal in February 1888. The Main Canal eventually continued southeastward from the reservoir.¹²

In April 1888, the Crocker-Huffman Land & Water Company (Crocker-Huffman) purchased MC&IC to furnish irrigation water for several colonies the company planned to develop in the Merced vicinity. By the 1890s, Crocker-Huffman irrigation water served its own Rotterdam, British, El Capitan, and Buhach colonies as well as V.C.M. Hooper's Yosemite Colony and the Southern Pacific's Bear Creek Colony. Crocker-Huffman furnished the purchasers of land a water right at the rate of \$10-\$20 per acre and \$1-\$2 per annum for water service under contract with a life of 50 years. Total irrigated acreage of the Crocker-Huffman system in 1899 was approximately 12,000 acres.¹³

Crocker-Huffman continued to expand its canal system in subsequent decades including construction of the Fairfield Canal and the Bradley, Merced, Hartley, and Robinson Laterals. The company also constructed the Henderson Lateral during the first decade of the twentieth century to draw water from the Crocker-Huffman Main Canal at a point northwest of Lake Yosemite and diverted it to the land lying between Atwater and Merced. By 1914, however, the Crocker-Huffman wanted to sell its holdings. At the time, its system watered about 50,000 acres of land reaching from northeast of Merced to Livingston and was appraised at approximately \$1.5 million.¹⁴ In general, Crocker-Huffman had allowed the system to

¹⁰ Grunsky, *Irrigation Near Merced*, 34; Outcalt, *A History of Merced County*, 333-334; Kenneth R. McSwain, *History of the Merced Irrigation District* (Merced, Merced Irrigation District, 1978), 1-9.

¹¹ Adams, *Irrigation Districts in California*, 190.

¹² Grunsky, *Irrigation Near Merced*, 35.

¹³ Grunsky, *Irrigation Near Merced*, 34-37; Outcalt, *History of Merced*, 333-338; Harding, *Water in California*, 101.

¹⁴ Grunsky, *Irrigation Near Merced*, 34-37; Outcalt, *History of Merced*, 333-338; Harding, *Water in California*, 101; McSwain, *History of the Merced Irrigation District*, 9; Crocker-Huffman Land and Water Company, *Map Showing Lands and Canals of Crocker-Huffman Land & Water Company Near Merced, California*, 1912.

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languish and did not keep up maintenance on the canals and other works. By 1919, the system as whole was in poor condition and long reaches of the system were overgrown with grass, willows, and other obstacles.¹⁵

It was during this period that local interests began agitating to form an irrigation district in the Merced area. Irrigation districts formed by local residents were being established in many areas of California in the 1910s and these districts often acquired earlier private enterprise irrigation systems. The most common transition occurred when the local citizens formed an irrigation district covering the area served and then purchased the commercial canals serving it. The Fresno, Consolidated, Merced, and Madera irrigation districts were among those formed through acquisition of nineteenth century systems.¹⁶

After years of effort, an irrigation district in Merced County came into being. Spearheaded by the Merced County Farm Bureau, elections in November 1919 created the Merced Irrigation District (MID), a district chartered for the purpose of providing irrigation water to lands in eastern Merced County and to generate electricity. One of the district's first actions was to hire John Debo Galloway, a prominent California water engineer, to find a reservoir site in the Sierra Nevada foothills to store flood waters for irrigation. Galloway chose a site in the Merced River Canyon as the location for the future Exchequer Dam and Lake McClure. District voters approved a \$12 million bond issue to acquire the Crocker-Huffman system and construct the dam and reservoir in November 1921.¹⁷

The fledgling MID quickly embarked on an aggressive expansion and improvement program of the neglected former Crocker-Huffman system. MID constructed many miles of new canals during the 1920s, spending almost \$5 million in construction on the lower portion of its system. The overwhelming majority of control structures in the canal system such as headgates were constructed of timber and MID set out to gradually replace these original structures with concrete in ensuing years. New construction included the Le Grand canal system, North Side Canal, rebuilt the Fairfield Canal, and many new small canals. By the end of the decade, MID owned 1,020 miles of canals and was the fifth largest district in California. Its Main Canal extended 17 miles, passed through two tunnels and had a capacity of about 1,500 cubic feet per second (cfs).¹⁸ Only about ten miles of the district's more than 1,000 miles of canals were concrete lined by 1927.¹⁹

MID's most ambitious building program during the 1920s was the construction of the Exchequer Dam completed in 1926. The dam, built at a cost in excess of \$5 million, created the Lake McClure reservoir capable of storing 289,000-acre feet of water. Like other districts that were beginning to build dams during this period, MID built a hydroelectric power plant at the base of Exchequer Dam and contracted to sell power to the San Joaquin Light and Power Corporation. Exchequer Dam was built across a narrow gap about seven miles above Merced Falls. Rising 326 feet above the Merced River, the water passed through the powerhouse or spillways and flowed down river to a point a few miles below Merced Falls. There, the old Crocker-Huffman diversion dam distributed water to the various district canals.²⁰

During the 1930s, MID experienced financial difficulty as many district farmers became delinquent on their debts. In turn, MID could not pay its debts and declared bankruptcy. The district survived this trauma, however, by selling power from the Exchequer Dam and refunding its debts through the Reconstruction Finance Corporation under the specially enacted federal

¹⁵ John D. Galloway, "Report on the Merced Irrigation District, Merced, California, 1920-1921," p. 511, Water Resources Center Archives, University of California, Berkeley; McSwain, *History of the Merced Irrigation District*, 15; Crocker-Huffman Land and Water Company, "Map Showing Lands and Canals of Crocker-Huffman Land & Water Company Near Merced, California," 1895, 1903, 1912.

¹⁶ JRP, "Canals of California", 68; McSwain, *History of the Merced Irrigation District*, 15-16.

¹⁷ Adams, *Irrigation Districts*, 190-195; McSwain, *History of the Merced Irrigation District*, 15.

¹⁸ Adams, *Irrigation Districts*, 194-195.

¹⁹ Adams, *Irrigation Districts*, 190, 195; Galloway, "Report on the Merced Irrigation District," 509.

²⁰ Adams, *Irrigation Districts*, 192-195; Harding, *Water in California*, 101; Pisani, *From Family Farm to Agribusiness*, 388.

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law. Despite these difficulties, MID did manage to make improvements to its system in the 1930s, and undertook a program of creek cleaning and excavation. MID directors were also interested in implementing a flood control program, which included levee construction along area creeks.²¹

World War II halted work on the MID system, but this was a temporary interruption. The booming economy of the postwar years allowed the district to expand its system and continue to improve its infrastructure. A major component of this work was an accelerated program of canal concrete lining that began in 1946, with lining 10.1 miles of canal at various sites with concrete. Many of the canals built earlier in the century such as the Buhach Lateral (See Linear Feature Record MR1-BH-1), Atwater Lateral, Lingard Lateral, Hartley Lateral, and Arena Lateral were all lined with concrete in the ensuing years.

In addition to concrete lining, MID installed pipeline and realigned many canals in the 1940s and 1950s. The district's purchase of several new draglines at this time facilitated its ability to maintain and realign its many miles of earthen canals, and the use of this canal shaping equipment was the beginning of the end of the horse and Fresno scraper for the district. A dragline, consisting of a crane and bucket device used extensively in strip mining, gave the district the capacity to create smoother and more compacted canal alignments that had been possible previously.²² The MID system was also fundamentally upgraded in the 1960s with construction of New Exchequer Dam and McSwain Dam, both of which greatly increased storage capacity while also supplying flood control and increasing power generation revenue. Improvements have continued up to the present on the MID.²³

Canal Lateral Construction

Concrete linings were first used in canals in southern California in the 1880s when increasing value of water made it necessary to prevent conveyance losses in earth canals. The practice was largely confined to southern California until the early twentieth century. As water became more valuable in the Central Valley, seepage losses became an increasing concern for water companies and irrigation districts and in the first two decades of the 20th century, the practice rapidly spread throughout California. Frequently, old canals were improved by changes in alignment to correct hydraulic gradients before lining. Irrigation districts and private water companies in the Central Valley frequently opted for lining canal segments where conveyance losses by seepage were excessive because conversion of a canal system from an earthen ditch to a concrete canal was an expensive proposition.²⁴

The trapezoidal cross-section became the typical shape of the concrete lined canal since the advent of the practice. A common means of obtaining this shape was to excavate a channel either by hand or horse-drawn scraper, grade the bottom, and then backfill earth around a wooden form. Concrete was then poured in sections using boards much the same way as a sidewalk, then hand screeded and finished. By the 1930s mechanized canal excavation was the norm, and by 1946, the sub-

²¹ Harding, *Water in California*, 101; McSwain, *History of the Merced Irrigation District*, 102, 105.

²² McSwain, *History of the Merced Irrigation District*, 52, 85, 86.

²³ McSwain, *History of the Merced Irrigation District*, 163, 170; JRP Historical Consulting, "Historic Resource Evaluation Report, Livingston Canal, Merced Irrigation District, Merced County, California," 1998, 5; USGS, *Atwater*, 15' quadrangle (Washington, D.C.: Government Printing Office, 1918); USGS, *Atwater*, 7.5' quadrangle (Washington, D.C.: Government Printing Office, 1960).

²⁴ B.A. Etcheverry, *Lining of Ditches and Reservoirs to Prevent Seepage Losses*, California Agricultural Experiment Station, Bulletin No. 188 (Berkeley: Agricultural Experiment Station, 1907), 148-159; Samuel Fortier, *Concrete Lining As Applied to Irrigation Canals*, US Department of Agriculture, Bulletin No. 126 (Washington: US Department of Agriculture, 1914).

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grade slip-form concrete lining machine became the common method for larger lining jobs. It is likely that MID used both methods to line canals depending on cost of labor, availability of equipment, and length of canal.²⁵

Individual Canal Histories and Evaluations

Canals are common elements of the landscape in California, particularly in the Central Valley, Salinas Valley, and other major agricultural regions of the state. Irrigation canals are difficult to assess for historic significance because they are at once very common property types but are also economically important to the communities they serve. It is necessary then, to approach evaluating canals in a different way than other resources.

The first consideration is that there are many irrigation canals in California's Central Valley. Although no comprehensive figures are available, there are hundreds of individually named canals and thousands of miles of irrigation facilities throughout the Central Valley. MID, for example, has nearly 800 miles of canals, organized in dozens of individually named units. Similar figures prevail for the dozens of irrigation districts throughout the Sacramento and San Joaquin valleys. This point provides a useful perspective on irrigation systems generally. Collectively, all of these irrigation canals helped to revolutionize agriculture in the region and the state. Individually, however, any one canal or system of canals is part of a vast system of such properties.

Second, it is important to appreciate irrigation canals as part of a class of infrastructure that delivers benefits to broad constituencies. Most public works projects fall into this category, including state and local road systems, railroads, municipal water systems, sewer systems, airports, and the like. Major utility features such as electric power generating plants, natural gas pipelines, and telephone service also fall into this category. In irrigated farming communities, irrigation canals have become vital elements of the infrastructure, and many have also developed as electric utilities in addition to their water deliveries. These elements of the infrastructure are obviously important to the communities they serve and society has come to depend on these vital elements to function.

These considerations are useful in appreciating how significance might be assessed for such properties. In a sense, every road, bridge, telephone line, canal, and sewer system is important. Unless judgment is exercised, however, each one might be seen as eligible for the National Register for its importance to the local community. To avoid that trivial conclusion, we must assess historical significance of such infrastructure elements relative to similar property types. For a road to be significant, for example, it must be shown to be important within the context of other roads, recognizing that each road has made some type of contribution to the community. A similar type of judgment must be exercised in evaluating irrigation canals.²⁶

It is difficult to establish a single standard for what might constitute significance for an irrigation canal because there are several areas in which that significance might come into play. In general, however, a canal or system should convey some importance that is not common to other canals in the Central Valley or other region of the state. Pioneering construction could be significant if a canal was the first to bring irrigation water to a region. The Persian Ditch in Visalia, for example, was found to qualify for listing in the National Register because it was one of the first canals to be built in the San Joaquin Valley; it dates to the 1860s. Level of service might be another test. Several of the canals of the Bureau of Reclamation's

²⁵ Department of Irrigation Photograph Collection, Photograph # 710-B-a-114, 29 May 1929, Special Collections, University of California, Davis; Etcheverry, *Lining of Ditches and Reservoirs*, vol. 2, 118, 121, 156-160; US Bureau of Reclamation, *Lining For Irrigation Canals* (Denver: Bureau of Reclamation, 1952), 14-17; Michael Holleran, *Historic Context for Irrigation and Water Supply Ditches and Canals in Colorado* (Denver: University of Colorado at Denver, 2005), 59.

²⁶ JRP, "Water Conveyance Systems in California," 92-96.

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Central Valley Project (CVP) have been found to qualify in this regard, on their basis of the sheer volume of water that they deliver, enough water in a single canal to change fundamentally the cropping pattern of a region. A canal could also be unusual for its design, either because it represents a breakthrough in canal engineering, or because it represents a rare example of an antiquated historic method of canal design. Some of the CVP canals were found to qualify because they represented breakthroughs in the design of very large canals, and, in fact, the CVP canals rival major rivers in their capacities. Several old stone lined canals in the San Bernardino-Riverside area have been found to qualify for the California Register because they are rare examples of this largely antiquated method of canal construction.

Another consideration in evaluating significance for canals is to establish a defensible period of significance. The period of significance should be defined to take into account the area of significance. If a canal is significant for its design, the period of significance should be restricted to the era in which the canal was built. If it is important for effect on cropping patterns, the period of significance should be restricted to the period when this change took place.

Finally, integrity should be assessed on the basis of the period of significance for a property as specified in the California Register of Historic Resources (CRHR) and, by reference, in the National Register guidelines and regulations. The resource must retain integrity to its potential period of significance if it is to meet the criteria for listing in either the CRHR or NRHP.

The long, linear shape of canals and the nature of the projects that compel their evaluation also make canal evaluations unique. Typically, a project's APE will only intersect a small portion of a canal. At these points the canal is recorded and evaluated. It is usually beyond the scope of a survey to consider an entire canal, or canal system. The standard procedure for evaluating linear features calls for recording the segment in the study area and at comparison points to show typical points of the canal that are representative of the segment. These additional recordation points allow the evaluation of the linear resource to be based upon a better understanding of the nature and general integrity of the feature. There have been several evaluations of MID canals and canal segments in the past, including some of the same canals evaluated on this form. Below is a table of the previous evaluations and attached at the end of this form are copies of the earlier forms.

P-24-

001899

001783

001771

606, 1888

001889

Previously Evaluated Canals in Merced Irrigation District			
Date	Canal	Finding	Citation
2005	Mason Curtis Lateral*	not eligible for NRHP or CRHR	JRP Historical Consulting, "Historic Resource Inventory And Evaluation Report, Bellevue Substation And Transmission Line Project."
2005	Branch of Henderson Lateral*	not eligible for NRHP or CRHR	JRP Historical Consulting, "Historic Resource Inventory And Evaluation Report, Bellevue Substation."
2004	Bellevue Ranch Canals	not eligible for CRHR	CalTrans, "Cultural Resources Survey and Assessment Report Woodside Group-Bellevue Ranch Project."
2001	Fairfield Canal	not eligible for NRHP or CRHR	JRP Historical Consulting, "Historic Resource Evaluation Report, Ten Canals of the Merced Irrigation District, Campus Parkway Project."
2001	Tower Lateral	not eligible for NRHP or CRHR	JRP Historical Consulting, "Historic Resource Evaluation Report, Ten Canals." California Office of Historic Preservation, "California Inventory of Historic Resources," Merced County.

P-24-

001890

001891

001885

001882

001883

86&1884

001886

608&1887

000092

000096

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1679&

574

574

574

577

581

Previously Evaluated Canals in Merced Irrigation District			
Date	Canal	Finding	Citation
2001	Sells Lateral	not eligible for NRHP or CRHR	JRP Historical Consulting, "Historic Resource Evaluation Report, Ten Canals." California Office of Historic Preservation, "California Inventory of Historic Resources," Merced County.
2001	Yosemite Lateral	not eligible for NRHP or CRHR	JRP Historical Consulting, "Historic Resource Evaluation Report, Ten Canals." California Office of Historic Preservation, "California Inventory of Historic Resources," Merced County.
2001	Bradley Lateral	not eligible for NRHP or CRHR	JRP Historical Consulting, "Historic Resource Evaluation Report, Ten Canals." California Office of Historic Preservation, "California Inventory of Historic Resources," Merced County.
2001	Merced Lateral	not eligible for NRHP or CRHR	JRP Historical Consulting, "Historic Resource Evaluation Report, Ten Canals." California Office of Historic Preservation, "California Inventory of Historic Resources," Merced County.
2001	Robinson Lateral	not eligible for NRHP or CRHR	JRP Historical Consulting, "Historic Resource Evaluation Report, Ten Canals." California Office of Historic Preservation, "California Inventory of Historic Resources," Merced County.
2001; 2000	Hartley Lateral	not eligible for NRHP or CRHR	JRP Historical Consulting, "Historic Resource Evaluation Report, Ten Canals;" California Office of Historic Preservation, "California Inventory of Historic Resources," Merced County.
2001	Doane Lateral	not eligible for NRHP or CRHR	JRP Historical Consulting, "Historic Resource Evaluation Report, Ten Canals." California Office of Historic Preservation, "California Inventory of Historic Resources," Merced County.
2001	Le Grand Canal	not eligible for NRHP or CRHR	JRP Historical Consulting, "Historic Resource Evaluation Report, Ten Canals." California Office of Historic Preservation, "California Inventory of Historic Resources," Merced County.
2001	Atwater Canal	not eligible for NRHP	California Office of Historic Preservation, "California Inventory of Historic Resources," Merced County.
2000	Farmdale Lateral	not eligible for NRHP	California Office of Historic Preservation, "California Inventory of Historic Resources," Merced County.
2000	Koff Lateral	not eligible for NRHP	California Office of Historic Preservation, "California Inventory of Historic Resources," Merced County.
7/1998; 9/1998	O'Donnell Lateral	not eligible for NRHP	JRP Historical Consulting, "Historic Resources Evaluation Report, O'Donnell Lateral, Merced Irrigation District;" CalTrans, "Historic Resources Evaluation Report, Rehabilitation of Bear Creek Bridge and the El Capitan Canal Bridge;" California Office of Historic Preservation, "California Inventory of Historic Resources," Merced County.
1998	Meadowbrook Lateral*	not eligible for NRHP	CalTrans, "Historic Resources Evaluation Report, Rehabilitation of Bear Creek Bridge and the El Capitan Canal Bridge."
1998	McSwain Lateral	not eligible for NRHP	CalTrans, "Historic Resources Evaluation Report, Rehabilitation of Bear Creek Bridge and the El Capitan Canal Bridge."
1998	El Capitan Canal	not eligible for NRHP	CalTrans, "Historic Resources Evaluation Report, Rehabilitation of Bear Creek Bridge and the El Capitan Canal Bridge."
1998	Deane Canal	not eligible for NRHP	California Office of Historic Preservation, "California Inventory of Historic Resources," Merced County.
1998	Edendale Creek Turnout and Weir on Canal Creek	no NRHP evaluation/ HAER recordation	NPS, "Merced Irrigation District, Edendale Turnout and Weir," HAER No. CA-192-A.

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Previously Evaluated Canals in Merced Irrigation District			
Date	Canal	Finding	Citation
1998	Livingston Canal*	not eligible for NRHP or CRHR	JRP Historical Consulting, "Historic Resources Evaluation Report, Livingston Canal," California Office of Historic Preservation, "California Inventory of Historic Resources," Merced County.
1993	Main Ashe Lateral*	not eligible for NRHP	JRP Historical Consulting, "Historic Sites Survey and Evaluation on the Proposed Mojave Natural Gas Pipeline Mojave Pipeline Northern Extension."
1993	Buhach Lateral*	not eligible for NRHP	JRP Historical Consulting, "Historic Sites Survey and Evaluation on the Proposed Mojave Natural Gas Pipeline Mojave Pipeline Northern Extension."
1993	Canal Creek*	not eligible for NRHP	JRP Historical Consulting, "Historic Sites Survey and Evaluation on the Proposed Mojave Natural Gas Pipeline Mojave Pipeline Northern Extension."
1992	Main Canal	eligible for NRHP	PAR Environmental Services, "National Register of Historic Places Significance Evaluation, Main Canal, Merced County;" California Office of Historic Preservation, "California Inventory of Historic Resources," Merced County.

* Canals also evaluated on this survey form.

Taking into account this general statement about canal evaluations, the historic context, and the description of the resources, the following section evaluates the potential significance and integrity of the various canal segments in the Merced Irrigation District.

Canals are rarely found eligible under two of the CRHR eligibility criteria (Criteria 2 and 4), discussed here for all of the canals evaluated. The other criteria are addressed by canal segment in the sections below. Under Criterion 2, a property must be associated with an important person's productive life and must be the property that is most closely associated with that person, qualities rarely found in engineering features. Furthermore, a property such as a dam that represents the work of a master engineer would be eligible under Criterion C, as the work of a master, rather than B, as representing an important person. There may be rare instances, however, when a water conveyance system would be eligible under Criterion B, notably when the person's association with the system is very strong and no properties more intimately associated with that person remain. Research did not reveal any individuals important in irrigation planning, construction, or engineering related to any of the canal segments evaluated on this form. Furthermore, none of the canals represent notable engineering accomplishments. Thus, even if there was an association with someone important, none of these canals would best represent their work. Therefore, none of the canal segments evaluated on this form are eligible for listing in the CRHR under Criterion 2 and none are considered a historic resource for the purposes of CEQA.

Under Criterion 4, a property must be likely to yield information important in history or prehistory. In order to be eligible under this criterion, the potential important information must be from the physical properties themselves. The properties most commonly found eligible under Criterion D are archeological sites; buildings, structures, and objects are infrequently found to be eligible for their information potential. A relevant example would be if a canal held potential information about construction techniques. Construction of the canals and the canal types represented on this form are well documented. Therefore, none of the canal segments in the MID evaluated on this form are eligible for listing in the CRHR under Criterion 4 and none are considered a historic resource for the purposes of CEQA.

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Canal Creek

One of the first objectives of the FCC was to divert water from the Main Canal into the Canal Creek streambed north of the study area in Section 29 T5S/R14E MDBM. Downstream from this diversion, a portion of the channel now known as Canal Creek was a stream formerly known as Dry Creek. Water initially flowed through Canal Creek to the area northeast of Atwater in 1876 and it was the first canal in the FCC system to bring water out of the foothills for irrigation (Location Map 1).²⁷

In 1879, the FCC built a major lateral, the Livingston Canal, off of Canal Creek at a point in Section 4, T7S/R13E between the current cities of Merced and Atwater (See Linear Feature Record MR1-LC and Location Map 8).²⁸ The entire flow of Canal Creek was diverted into the Livingston Canal for irrigation of lands west of this confluence.²⁹ South of this diversion, Canal Creek virtually stopped flowing. State engineer William Hammond Hall noted a small channel past this point he described as a “ditch” which continued for about a mile.³⁰ By 1895, more than ten years after Crocker-Huffman acquired the former FCC system, Canal Creek had been extended further south below the Livingston Canal diversion, ultimately emptying into what is now Black Rascal Creek (Location Map 1). Canal Creek was realigned many times in subsequent decades both north and south of the head of Livingston Canal. Canal Creek also underwent periodic cleaning of brush and debris and channel excavation to facilitate efficient irrigation and reduce flooding. Levees were in place along Canal Creek above the Livingston Canal by 1915; below the canal they were constructed between 1946 and 1958.

After MID was formed and began their improvement program in 1920, the flow of Canal Creek above the Livingston Canal headgate was 400 second feet. At the time, it carried the second highest volume of water behind the Main Canal.³¹ In the same year, acreage watered by Canal Creek and the Livingston Canal was 54,890 acres. This total constitutes more than half of the total acreage irrigated by canals in the MID system constructed before 1900.³² A report in 1920 recommended the Canal Creek channel be improved below the Livingston Diversion as an outlet in the event of a breach in the Livingston Canal and to facilitate drainage, and eventually MID undertook this project. There is currently a lateral headgate into Canal Creek the junction with the Livingston Canal and the channel below this point appears to have been deepened, widened, and regularly maintained. Currently there are few diversions from Canal Creek upstream from the Livingston Canal and none below it (See Historic Photos, Figures 1, 2).³³

In addition to the improvements discussed above, it is likely that the entire length of Canal Creek has undergone regular widening, excavating, and maintaining as needed. Within the study area, a major realignment of an approximately one mile

²⁷ Grunsky, *Irrigation Near Merced*, 34.

²⁸ JRP, “Canals of California”, 162.

²⁹ Galloway, “Report on the Merced Irrigation District,” 509.

³⁰ Mark Howell, *Official Map of Merced County* (San Francisco: A.L. Bancroft, 1874); William Hammond Hall, *Detail Irrigation Map, Merced Sheet*, ([Sacramento]: California State Engineering Department, 1885); Charles D. Martin, *Official Map of Merced County* (San Francisco: Dakin Publishing Company, 1888); Galloway, “Report on the Merced Irrigation District,” 510, 672.

³¹ Galloway, “Report on the Merced Irrigation District,” 510, 672; 515, 520.

³² Galloway, “Report on the Merced Irrigation District,” 668, 669.

³³ Crocker-Huffman, *Map Showing Lands of the Crocker-Huffman Land & Water Company* (1895, 1903, 1912); USGS, *Atwater Quadrangle* (1918, 1948, 1960); McSwain, *History of the Merced Irrigation District*, 134-136, 143, 149, 141, 146, 159, 198, 201, 337, 149, 194, 200; A.E. Cowell, *Official Map of the County of Merced, California* (1909); Galloway, “Report on the Merced Irrigation District,” 510, 672.

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section near the intersection of Bellevue and Fox Road, occurred between 1960 and 1973. More recently the MID constructed a reservoir just north of Bellevue Road.³⁴

Under Criterion 1, Canal Creek appears to have important associations with events or patterns of events that are important to our history from the date of its construction, through the initial phase of irrigated agriculture development in the 1890s, although it does not retain integrity to this period. Canal Creek was one of the pioneering irrigation canals under an organized system in the Merced-Atwater region. As the principal lateral from the Main Canal until the early twentieth century, it functioned to bring water out of the foothills 16 miles to arable land. Indeed, until extension of the Main Canal in the late 1880s, Canal Creek was longer than the Main Canal and the majority of the Main Canal's flow went into Canal Creek. In turn, all of Canal Creek's water flowed into the Livingston Canal spawning development between Atwater and the Livingston area. As such, Canal Creek played a central role in the development of irrigated agriculture and settlement patterns of this region.

Although Canal Creek is potentially significant under Criterion 1, the portion within the study area does not retain integrity to its period of significance. An approximately one mile segment of the canal in Section 33, T6S/R13E was realigned between 1960 and 1973, and a section below the Livingston diversion was realigned between 1946 and 1958 and its channel has also been dredged and its banks enhanced and shaped to form levees. These actions greatly diminish the integrity of design, materials, location, and workmanship of Canal Creek as an engineering feature.³⁵ In addition, the construction of Castle Air Force Base in 1941 diminished the integrity of setting. Therefore, the approximately five mile portion of Canal Creek evaluated on this form is not eligible for listing in the CRHR under Criterion 1 and is not considered a historic resource for the purposes of CEQA.

Under Criterion 3, Canal Creek is not important for its design, engineering, or method of construction. Being a natural waterway, is not a conventional canal. There was relatively little engineering involved in its initial conversion for use in conveying water. The practice of including natural waterways in engineered irrigation systems had been practiced in the San Joaquin Valley since the 1860s. It is possible that hand labor and scrapers were used on some portions of the canal, but these methods were also common in by the 1860s. When compared against other channels of this type, Canal Creek is typical and does not represent important design or engineering accomplishment or innovation. Therefore, Canal Creek is not eligible for listing in the CRHR under Criterion 3 and is not considered a historic resource for the purposes of CEQA.³⁶

A 1993 report by JRP Historical Consulting titled "Historic Sites Survey and Evaluation on the Proposed Mojave Natural Gas Pipeline Mojave Pipeline Northern Extension" also evaluated a segment of Canal Creek and found it ineligible for the NRHP. See Attachment A for a copy of the form from that report.

Main Ashe/East Ashe Lateral

The Crocker-Huffman Company constructed the Main Ashe and East Ashe Laterals around 1890. These canals drew their water from Canal Creek near its junction with the Livingston Canal and served the Ashe Colony in the vicinity of Section 9, T7S/R13E. Like Canal Creek, portions of these laterals flow in former natural streambeds. Initial construction was by hand

³⁴ USGS, *Atwater Quadrangle*, 1960, 1987; WAC Corporation, *Aerial Photographs of Merced County*, 1985, Map Library, University of California, Davis; Merced Irrigation District, *Official Map of the Merced Irrigation District* (Merced: MID, 1973); Current aerial view from www.Google.com.

³⁵ Galloway, "Report on the Merced Irrigation District," photographs at end of report, no page number.

³⁶ Willison, "Past, Present, and Future of the Fresno Irrigation District," 78-79; Ingvar Tielman and W. H. Shafer, *The Historical Story of Irrigation in Fresno and Kings Counties in Central California* (Fresno: Williams and Son, 1943), 6.

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labor and by horse and scraper. Major improvements were not made on these canals until after 1920 when MID began to generally upgrade the system. At some time MID lined portions of the Main Ashe Lateral, using methods similar to those shown in Figures 6-8.

Under Criterion 1, the Main Ashe Lateral and East Ashe Lateral do not have important associations with events or patterns of events that are important to our history. These structures were minor canals in a large system and did not play a major role in development of irrigated agriculture or settlement patterns of the Merced-Atwater region. Therefore, the Main Ashe Lateral and East Ashe Lateral are not eligible for listing in the CRHR under Criterion 1 and are not considered a historic resource for the purposes of CEQA.

Under Criterion 3, the Main Ashe Lateral and East Ashe Lateral are not important for their design, engineering, or method of construction. Constructed around 1890, the Main Ashe Lateral and East Ashe Lateral are common structural types. They were likely originally constructed by hand and by horse and scraper, methods common to the era. Subsequently, they were formed into a trapezoidal shape the Main Ashe Lateral was lined using established design and construction techniques. There is no indication the Main Ashe Lateral and East Ashe Lateral are important examples of the science of irrigation canal construction and maintenance. Therefore, the Main Ashe Lateral and East Ashe Lateral are not eligible for listing in the CRHR under Criterion 3 and are not considered a historic resource for the purposes of CEQA.

In addition to lacking significance, the Main Ashe Lateral and East Ashe Lateral also lack integrity. The concrete lining of the Main Ashe Lateral and the routine maintenance of the East Ashe Lateral diminish the integrity of design, materials, and workmanship of both canals. A 1993 report by JRP Historical Consulting titled "Historic Sites Survey and Evaluation on the Proposed Mojave Natural Gas Pipeline Mojave Pipeline Northern Extension" also evaluated a segment of the Main Ashe Lateral and found it ineligible for the NRHP. See Attachment B for a copy of the form from that report.

Bear Creek/Meadowbrook Lateral

Farmers began to divert water from Bear Creek onto their adjacent land via small, hand dug channels beginning in the 1860s. More intensive use of Bear Creek water did not begin until the later nineteenth century. The Crocker-Huffman Company constructed the Crocker Dam on Bear Creek in 1888 in Section 22, T7S/R13E MDBM, west of Merced outside the study area. Past the dam, Bear Creek split into two channels, both labeled "Bear Creek" at the time. The company also diverted Black Rascal Creek into Bear Creek just upstream from the Crocker Dam. This occurred at some point between 1885 and 1895, and likely coincided with construction of the dam. After 1915, the north channel downstream from Crocker Dam changed in name from "Bear Creek" to "Black Rascal Creek," which it holds to this day (Location Map 2).³⁷

During the first decade of the twentieth century, the Crocker-Huffman Company enhanced the flow of Bear Creek with construction of the Fairfield Canal, which carried water from Lake Yosemite into Bear Creek at a point northeast of Merced. The water then flowed through Bear Creek and irrigated land along its course including the area southwest of Merced in the study area. Levees were in place along the banks of Bear Creek by 1915. In the 1920s, Bear Creek ceased receiving water from the Fairfield Canal after the MID realigned the latter to pass under Bear Creek and irrigate land south and east of Merced. Bear Creek currently receives water from the Applegate Lateral and Black Rascal Creek.³⁸

³⁷ Willison, "Past, Present, and Future of the Fresno Irrigation District," 78-79; Teilman and Shafer, *The Historical Story of Irrigation in Fresno and Kings Counties*, 6; Hall, *Map of Irrigation Near Merced*, 1885; USGS, *Atwater Quadrangle*, 1918; McSwain, *History of the Merced Irrigation District*, 6.

³⁸ JRP, "Historic Resource Evaluation Report: Ten Canals of the Merced Irrigation District, Campus Parkway Project, Merced County, California, June 2001," 4; USGS, *Merced Quadrangle*, 1918, 1948, 1961, 1980.

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Research did not reveal specific references to creek cleaning and excavation work on Bear Creek, but it is likely that it did occur in the 1930s, if not before. Use of machinery for canal excavation and cleaning was the norm, especially because of the availability of surplus equipment from World War I. MID rebuilt the Bear Creek side of Crocker Dam, where Black Rascal Creek splits off from Bear Creek in 1941. Sometime from 1946 to 1948, work concluded on the Meadowbrook Lateral, which commenced at Crocker Dam and ran parallel to Bear Creek on the east side (Figures 1-4). In the post-World War II years, MID has continued to maintain all of the waterways under its jurisdiction including Bear Creek and the Meadowbrook Lateral (Figures 3-5).³⁹

Under Criterion 1, Bear Creek does not have important associations with events or patterns of events that are important to our history. By the time the Crocker-Huffman Company delivered water to Bear Creek for irrigation via the Fairfield Canal in the early twentieth century, the practice of using existing streambeds for this purpose was about 50 years old. Furthermore, extensive irrigation canals had been in place in the region for decades and there was no radical change in regional land use after Bear Creek became a conduit for canal water. In addition, prior to its stream being enhanced, farmers along Bear Creek had dug small canals from its channel, tapping its natural flow. Thus, land along parts of its course had been irrigated for some time. Bear Creek is not eligible for listing in the CRHR under Criterion 1 and is not considered a historic resource for the purposes of CEQA.

Under Criterion C, Bear Creek is not important for its design, engineering, or method of construction. Bear Creek, being a natural waterway, is not a conventional canal and there was relatively little engineering involved in its initial conversion for use as an irrigation canal. By 1915, it did have embankments constructed along its banks and portions of its channel were likely realigned. It was also periodically cleaned of brush and debris and possibly excavated. When compared against other channels of this type, Bear Creek is typical and does not represent important design or engineering accomplishment or innovation. The canals are useful irrigation conduits that display modern methods of canal maintenance and are generally workmanlike in their construction. There is no indication, however, that this canal is an important example of the science of irrigation canal construction and maintenance, Bear Creek and the Meadowbrook Lateral are not eligible for listing in the CRHR under Criterion 3 and are not considered historic resources for the purposes of CEQA.

In addition to lacking historic significance, Bear Creek lacks integrity to its potential period of significance. This period is defined as the first years after canal water was diverted into the creek for the purposes of irrigation. Routine maintenance performed on Bear Creek over the years has resulted in changes to the shape of the channel and banks. Additional changes affecting the integrity include the replacement of the Crocker Dam, an integral component of Bear Creek as an irrigation canal, the change in design of the related Fairfield Canal, and the construction of the Meadowbrook Lateral. These factors have diminished the integrity of materials, workmanship, setting, and design.

Under Criterion 1, the Meadowbrook Lateral does not have important associations with events or patterns of events that are important to our history. Constructed between 1946 and 1958, irrigation was already well established in the region and it did not drastically alter land use. Therefore, the Meadowbrook Lateral is not eligible for listing in the CRHR under Criterion 1 and is not considered a historic resource for the purposes of CEQA.

Under Criterion C, the Meadowbrook Lateral is not important for its design, engineering, or method of construction. Constructed between 1946 and 1958, the Meadowbrook Lateral is a common type as well, and such canals have existed in the region and in the MID since at least the early twentieth century. Therefore, the Meadowbrook Lateral is not eligible for listing in the CRHR under Criterion 3 and is not considered a historic resource for the purposes of CEQA. The

³⁹ McSwain, *History of the Merced Irrigation District*, 134-136, 143, 149, 141, 146, 159, 198, 201, 337; USGS *Atwater Quadrangle*, 1918; Holleran, *Historic Context for Irrigation*, 59.

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Meadowbrook Lateral generally retains integrity to its potential period of significance defined as the years construction, but this canal lacks historic significance.

A 1998 report by Caltrans titled “Historic Resources Evaluation Report, Rehabilitation of Bear Creek Bridge and the El Capitan Canal Bridge” also evaluated the Meadowbrook Lateral and found it ineligible for the NRHP. It did not consider Bear Creek a cultural resource and did not evaluate it. See Attachment C for a copy of the form from that report.

Black Rascal Creek/Hess Lateral History

Black Rascal Creek first appears on maps in 1874 as a short, unnamed stream that began northeast of Merced and drained into open land to the north of that town. As irrigation became organized in the later nineteenth century, the Bradley Lateral, Fahrens Creek, and canals passing through the Yosemite Colony north of Merced, began to empty into Black Rascal Creek. About the same time the Crocker-Huffman Company lengthened the channel of Black Rascal Creek west of Merced connecting it with Bear Creek. Immediately west of this confluence the company also constructed the Crocker Dam in 1888 where the channel split into two channels (see above and Location Map 3). Canal Creek empties into Black Rascal Creek downstream from Crocker Dam.⁴⁰

Black Rascal Creek remained part of the system after MID took control of irrigation in the Merced region. The recognition of Black Rascal Creek as a viable irrigation canal was apparent in 1920 when the MID made filings for water rights on Black Rascal Creek in the event that water might be brought to the Planada-Le Grand area northeast of Merced and conveyed to this creek.⁴¹ By 1915, there were levees on both banks of the creek. Research did not reveal specific references to cleaning and excavation of Black Rascal Creek in the 1930s, but it is likely that it did occur at this time if not earlier. In the 1940s, MID performed excavation and “berm” removal on the creek. Reconstruction of the Black Rascal Creek side of Crocker Dam, where Black Rascal Creek splits off from Bear Creek, occurred in 1942. Regular maintenance has been performed on the channel and banks of Black Rascal Creek by MID. Some time between 1946 and 1958, work concluded on the Hess Lateral, which commenced at the Crocker Dam and ran parallel to Black Rascal Creek on the north side, then passed under the creek via a siphon and continued on the south side. Currently some of the flow of Black Rascal Creek is diverted to Bear Creek northeast of Merced (Figures 3-5).⁴²

Under Criterion 1, Black Rascal Creek does not have important associations with events or patterns of events that are important to our history. By the time the Crocker-Huffman Company began diverting water into Black Rascal Creek from its canals north of Merced and altered its channel into Bear Creek, the practice of using existing streambeds as part of irrigation infrastructure was already well established in the region. Furthermore, extensive irrigation canals had already been in place in the area for decades and there was no radical change in regional land use after Black Rascal Creek became a conduit for canal water. Therefore, Black Rascal Creek is not eligible for listing in the CRHR under Criterion 1 and is not considered a historic resource for the purposes of CEQA.

Under Criterion C, Black Rascal Creek is not important for its design, engineering, or method of construction. Black Rascal Creek, being a natural waterway, is not a conventional canal and there was relatively little engineering involved in its initial conversion. As stated above, irrigators had been using and manipulating natural waterways to convey irrigation water since

⁴⁰ Willison, “Past, Present, and Future,” 78-79; Teilman and Shafer, *The Historical Story of Irrigation in Fresno and Kings Counties*, 6; Hall, *Map of Irrigation Near Merced*, 1885; USGS *Atwater Quadrangle*, 1918.

⁴¹ McSwain, *History of the Merced Irrigation District* 19.

⁴² McSwain, *History of the Merced Irrigation District*, 134-136, 143, 149, 141, 146, 159, 198, 201, 337; USGS, *Atwater Quadrangle*, 1918; JRP, “Historic Resource Evaluation Report: Ten Canals of the Merced Irrigation District,” 4; USGS, *Merced Quadrangle*, 1918, 1948, 1961, 1980.

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the 1860s and this conversion does not represent an engineering innovation. When compared against other channels of this type, Black Rascal Creek is typical and does not represent important design or engineering accomplishment or innovation. There is no indication that this canal is an important example of the science of irrigation canal construction and maintenance. Black Rascal Creek is not eligible for listing in the CRHR under Criterion 3 and is not considered a historic resource for the purposes of CEQA. In addition to lacking significance, Black Rascal Creek lacks integrity. Its channel has been excavated and its banks have been altered and enhanced degrading the integrity of design, materials, and workmanship. Construction of the Hess Lateral also diminished Black Rascal Creek's integrity of setting.

Under Criterion 1, the Hess Lateral does not have important associations with events or patterns of events that are important to our history. Constructed between 1946 and 1958, irrigation was already well established in the region and it did not drastically alter land use. The Hess Lateral is not eligible for listing in the CRHR under Criterion 1 and is not considered a historic resource for the purposes of CEQA.

Under Criterion C, the Hess Lateral is not important for its design, engineering, or method of construction. The Hess Lateral is a common type of lateral, and such canals have existed in the region and in the MID since at least the early twentieth century. The Hess Lateral appears to generally retain integrity, but lacks historic significance. Therefore, the Hess Lateral are not eligible for listing in the CRHR under Criterion 3 and is not considered a historic resource for the purposes of CEQA.

Henderson Lateral/Mason Curtis Lateral

The Henderson Lateral follows a natural creek channel for part of its course, which begins in Section 18 T6S/R14E MDBM off of the Main Canal and runs roughly north to south (Location Map 4). The Crocker-Huffman Company built the canal around 1910 to water land in the area northwest of Merced. Its alignment has remained largely unchanged since its original construction. As with all of the canals in the MID, the Henderson Lateral has received routine maintenance such as cleaning, excavating, and bank enhancement. Field observation at the time of this survey revealed that such actions continue to the present. The Henderson Lateral has a short branch canal that runs parallel to Bellevue Road on the south side to Franklin Road.⁴³

The Mason Curtis Lateral, which branches off the Henderson Lateral north of Bellevue Road is an extension of the MID system likely constructed during the 1920s as part of the development of the Mason and Curtis Colony, a small subdivision located along the west side of Franklin road that was laid out during this time.⁴⁴ This lateral today crosses Fox Road north of Bellevue and then parallels and empties into Canal Creek. Between 1960 and 1973 the MID realigned the Mason Curtis Lateral near Fox Road, including piping a portion of the lateral.⁴⁵

Under Criterion 1, the Henderson Lateral and the Mason Curtis Lateral do not have important associations with events or patterns of events that are important to our history. By the time the Crocker-Huffman Company constructed the Henderson Lateral in the early twentieth century, and MID constructed the Mason Curtis Lateral, extensive irrigation canals had already been in place in the region for decades and there was no significant change in regional land use after the Henderson Lateral

⁴³ McSwain, *History of the Merced Irrigation District*, 134-136, 143, 149, 141, 146, 159, 198, 201, 337, 149, 194, 200.

⁴⁴ McSwain, *History of the Merced Irrigation District*, 73; Crocker-Huffman, "Map Showing Lands and Canals of Crocker-Huffman Land & Water Company Near Merced, California," 1912; USGS, *Atwater Quadrangle*, 1918; Merced Irrigation District, "Official Map of the Merced Irrigation District, Merced County, California," 1927; USGS, *Atwater Quadrangle*, 1946.

⁴⁵ Adams, *Irrigation Districts*, 190, 195; USGS *Atwater Quadrangle*, 1948, 1960, 1987; Aerial image provided by Google.com; Merced Irrigation District, *Official Map of the Merced Irrigation District*.

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or the Mason Curtis Lateral were built. Therefore, the Henderson Lateral and the Mason Curtis Lateral are not eligible for listing in the CRHR under Criterion 1 and are not considered a historic resource for the purposes of CEQA.

Under Criterion 3, the Henderson Lateral and the Mason Curtis Lateral are not important for their design, engineering, or method of construction. Conveying water through natural waterways had been practiced in the Merced area and the San Joaquin Valley for decades. In addition, small, lateral canals of this shape and dimensions were also very common. When compared against other channels of this type, the Henderson Lateral and the Mason Curtis Lateral are typical and do not represent important design or engineering accomplishment or innovation. There is no indication that these canals are an important example of the science of irrigation canal construction and maintenance. Therefore, the Henderson Lateral and the Mason Curtis Lateral are not eligible for listing in the CRHR under Criterion 3 and are not considered a historic resource for the purposes of CEQA.

In addition to lacking historic significance, the Henderson Lateral and the Mason Curtis Lateral lack integrity. The Henderson Lateral has had its channel altered at some point in the 1950s diminishing its integrity of design, materials, and workmanship. The Mason Curtis Lateral has also had its channel altered and part of it piped. Both canals have undergone routine maintenance further diminishing its integrity. In addition, recent construction of an earthen basin or reservoir near the Henderson Lateral crossing of Bellevue Road further degrades the integrity of setting.

A 2005 report by JRP Historical Consulting titled "Historic Resource Inventory And Evaluation Report, Bellevue Substation And Transmission Line Project" also evaluated the Henderson Lateral and the Mason Curtis Lateral and found them ineligible for the NRHP and CRHP. See Attachments D and E for copies of the form from that report.

Buhach Lateral

During the late nineteenth century the Crocker-Huffman Company established many agricultural colonies in the vicinity of Merced, including the Buhach Colony, created in the 1890s. The Buhach Lateral supplied water to this colony, tapping into the Livingston Canal to the north. From this point of origin, the canal flowed south through the Buhach Colony, then southwest before draining into Black Rascal Creek in the NE1/4 of Section 20 T7S/R13E MDBM (Location Map 5). The lateral functioned as an irrigation canal, watering colony fields, and continued to serve in that capacity in the ensuing decades. In the 1930s, the MID undertook a program of improvements to its system and lined many canals with concrete. This work continued into the 1940s and 1950s, when lining of the Buhach Lateral occurred. It remains a lined canal today and still delivers water to the fields of the area, although it currently empties into Canal Creek, just north of its confluence with Black Rascal Creek (Figures 6-8).⁴⁶

Under Criterion 1, the Buhach Lateral does not have important associations with events or patterns of events that are important to our history. By the time the Crocker-Huffman Company built the Buhach Lateral to deliver water to it colony, the practice of irrigation in the region was about 30 years old. An extensive system of irrigation canals was already in place and the Buhach Lateral did not bring about a radical change in regional land use. Therefore, the Buhach Lateral is not eligible for listing in the CRHR under Criterion 1 and is not considered a historic resource for the purposes of CEQA.

Under Criterion 3, the Buhach Lateral is not important for its design, engineering, or method of construction. Constructed in the late 1890s, the Buhach Lateral, when compared against other channels of this type, is typical and does not represent any important design or engineering accomplishment or innovation. There is no indication that this canal is an important example of the science of irrigation canal construction and maintenance. Therefore, the Buhach Lateral is not eligible for

⁴⁶ Martin, *Official Map of Merced County*, 1888); USGS, *Atwater Quadrangle*, 1960 (1987).

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listing in the CRHR under Criterion 3 and is not considered a historic resource for the purposes of CEQA. In addition to lacking historic significance, The Buhach Lateral also lacks integrity. It has been lined with concrete and had its alignment altered. These factors compromise its integrity of design, materials, and workmanship.

A 1993 report by JRP Historical Consulting titled “Historic Sites Survey and Evaluation on the Proposed Mojave Natural Gas Pipeline Mojave Pipeline Northern Extension.” also evaluated the Buhach Lateral found it ineligible for the NRHP. See Attachment F for a copy of the form from that report.

Drainage Ditch

Drainage has been a problem in the irrigated areas of Merced County since the 1880s. The land is flat and does not naturally drain well. In addition, the ground water table is near the surface and it rose rapidly with irrigation. These factors, combined with intensive irrigation and the local soil type, can create water-logged fields. To resolve the issue, farmers formed drainage districts beginning in 1918 and employed drainage pumps and ditches to drain the fields. The ditches allow excess water to flow out of the fields and into irrigation ditches or natural waterways. MID constructed the drainage ditches in the study area sometime between 1957 and 1960. Since that time ditches have undergone routine maintenance and excavation and a section of it in Section 35 T6S/R13E MDBM just north of Bellevue Road has been piped (See Location Map 6 and Figures 9-11).⁴⁷

Under Criterion 1, the drainage ditch does not have important associations with events or patterns of events that are important to our history. By the time the MID constructed this segment of ditch in the late 1950s the practice of constructing such ditches was already well established. This relatively small segment (approximately four miles) did not result in major changes to land use in the region and the drainage ditch is not eligible for listing in the CRHR under Criterion 1 and is not considered a historic resource for the purposes of CEQA.

Under Criterion 3, the drainage ditch is not important for its design, engineering, or method of construction. Historic photographs of other ditches from the 1920s reveal that this ditch does not represent an unusual, exceptional, or innovative design. The drainage ditch is not eligible for listing in the CRHR under Criterion 3 and is not considered a historic resource for the purposes of CEQA.

In addition to lacking historic significance, the drainage ditch also lack integrity. The recent piping and filling of a segment of the ditch as well as routine maintenance and excavation compromise its integrity of design, materials, and workmanship.

Livingston Canal

The Farmers’ Canal Company constructed the Livingston Canal in 1879 using hand labor and horse-drawn scrapers. This method of construction would have created a channel with a shallow U-shape and timber control structures. Considering the general program of improvement undertaken by the MID in the 1920s, it is likely that some work was undertaken on the Livingston Canal at that time, and certainly the current headgate and canal lining date to much more recent years (See Linear Record Forms MR1-LC, Location Map 7, Figures 1 and 2, and Photographs 49 and 50). The canal was originally designed to take the entire flow of Canal Creek, and did so for many years. As such, it has watered a considerable amount of land

⁴⁷ McSwain, *History of the Merced Irrigation District*, 138; Adams, *Irrigation Districts*, 195; WAC Corporation, *Aerial Photographs of Merced County*, 1957, Map Library, University of California, Davis; USGS, *Atwater Quadrangle*, 1960.

*Recorded by M.Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update

between Atwater and Livingston and contributed to the agricultural development of that area. The Livingston Canal continues to be primary lateral canal in the MID system.⁴⁸

Under Criterion 1, the Livingston Canal appears to have important associations with events or patterns of events that are important to our history from the date of its construction, through the initial phase of irrigated agriculture development in the 1890s, but does not retain historic integrity. The Livingston Canal was one of the pioneering irrigation canals under an organized system in the Merced-Atwater region. Since its construction it received almost the entire flow of Canal Creek and distributed it to farmland in the area between Atwater and Livingston spawning development. As such, the Livingston Canal played a central role in the development of irrigated agriculture and settlement patterns of this region.

Although the Livingston Canal appears to be potentially eligible under Criterion 1, the portion within the study area lacks integrity of design, materials, feeling, setting, and workmanship to its potential period of significance in the late nineteenth century. The canal has undergone significant alterations such as lining, shaping, and replacement of the original structures. Most of these changes occurred after the establishment of MID in 1919, including replacement of the headgate. Such replacement of gates, structures, and other equipment was common along the entire length of the canal. Furthermore, the construction of housing along the Livingston Canal has diminished its integrity of setting. This portion of the Livingston Canal evaluated on this form is not eligible for listing in the CRHR under Criterion 1 and is not considered a historic resource for the purposes of CEQA.

Under Criterion 3, the Livingston Canal is not important for its design, engineering, or method of construction. This canal is a common type, constructed by common methods. The canal was originally formed by Fresno scraper, but has subsequently been re-graded into a trapezoidal shaped cross section. The canal has been partially concrete lined. Both were established design and construction techniques by the 1890s and there is no indication that the Livingston Canal is an important example of irrigation canal construction and maintenance. Therefore, the Livingston Canal is not eligible for listing in the CRHR under Criterion 3 and is not considered a historic resource for the purposes of CEQA.

A 1998 report by JRP Historical Consulting titled "Historic Resource Evaluation Report, Livingston Canal, Merced Irrigation District, Merced County, California" evaluated a different segment of the canal and found it ineligible for the NRHP and CRHP. The California Office of Historic Preservation concurred with this finding. See Attachment G for a copy of the form from that report.

⁴⁸ JRP, "Historic Evaluation Report, Livingston Canal," December 1998, 5-6.

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*Resource Name or # MR1

*Recorded by M. Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update

Historic Photographs

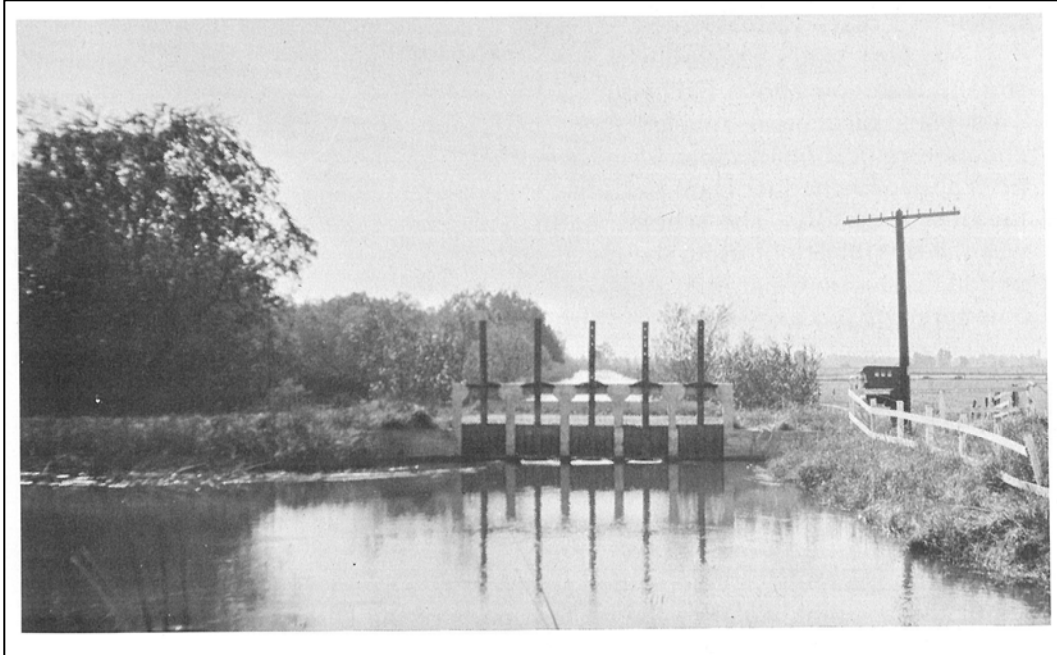


Figure 1. Canal Creek at headgate to Livingston Canal in 1920. (McSwain 29)



Figure 2. Crane cleaning weeds from an unknown canal in 1949. (McSwain 172)

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*Resource Name or # MR1

*Recorded by M. Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update

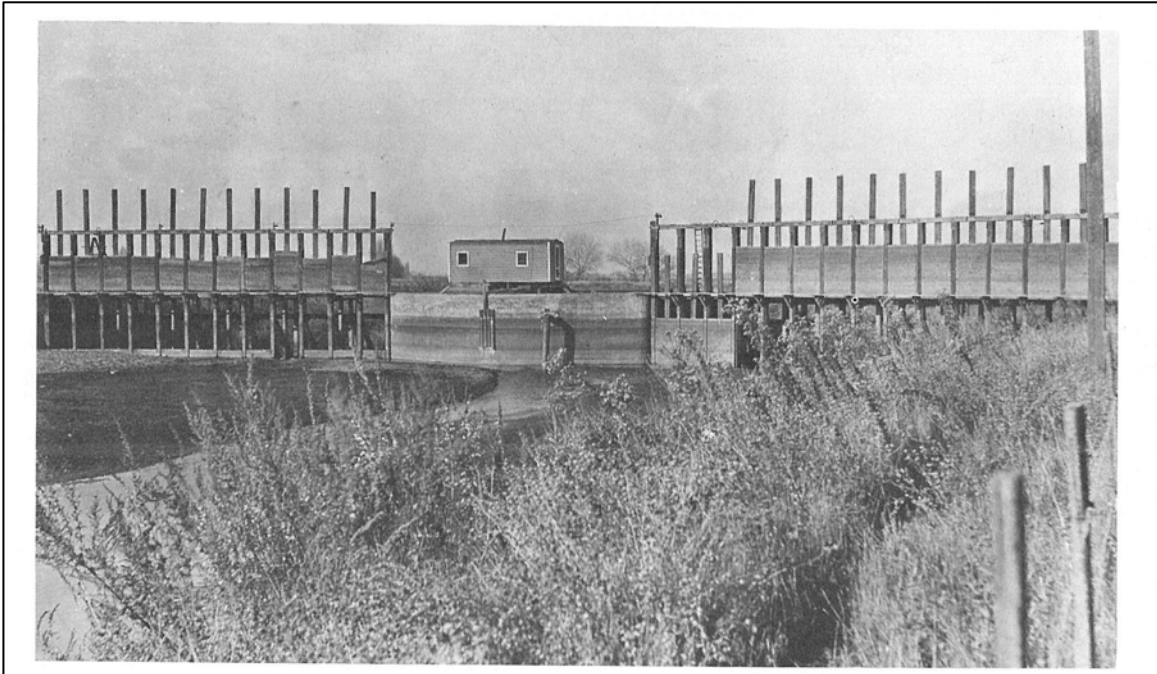


Figure 3. Upstream face of Crocker Dam across Bear Creek in 1913. (McSwain 6)

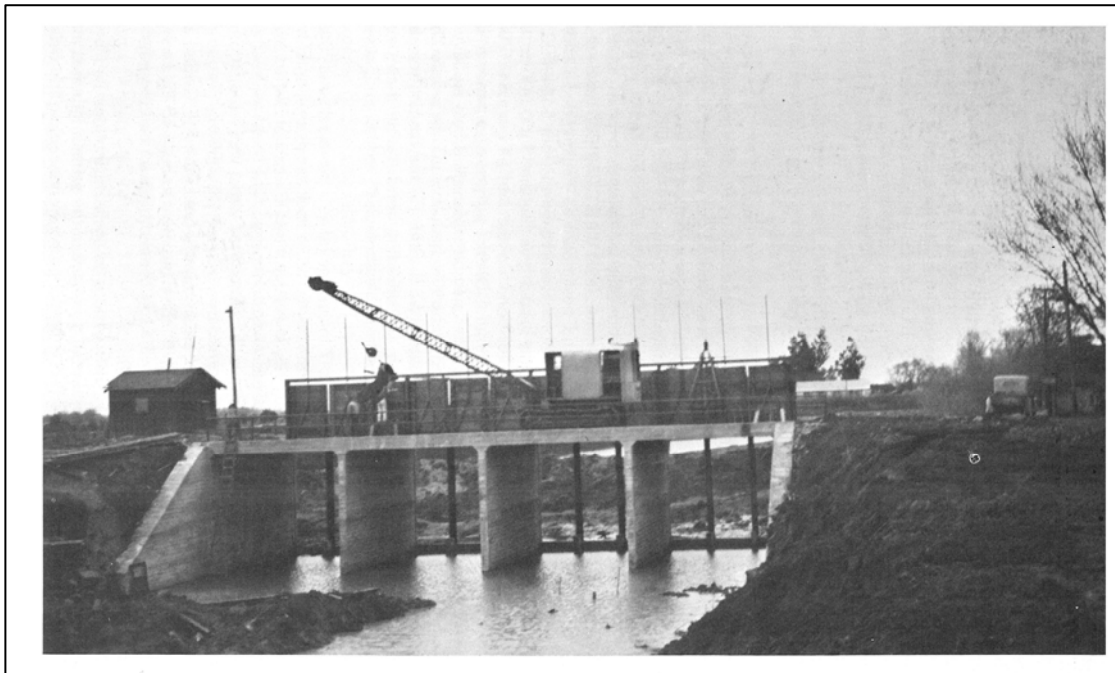


Figure 4. Bear Creek side of Crocker Dam as being rebuilt in 1940. (McSwain 145)

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*Resource Name or # MR1

*Recorded by M. Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update

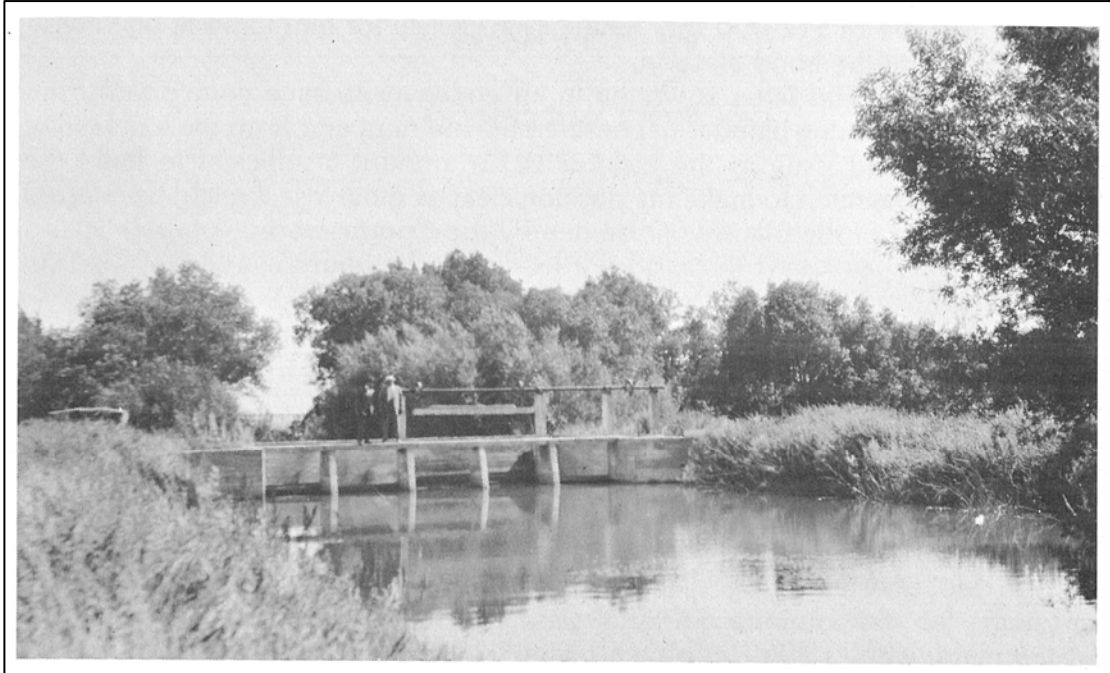


Figure 5. Spillway into Bear Creek from the Fairfield Canal in 1920. (McSwain 37)



Figure 6. Arena Canal being shaped for concrete lining in 1950. (McSwain 174)

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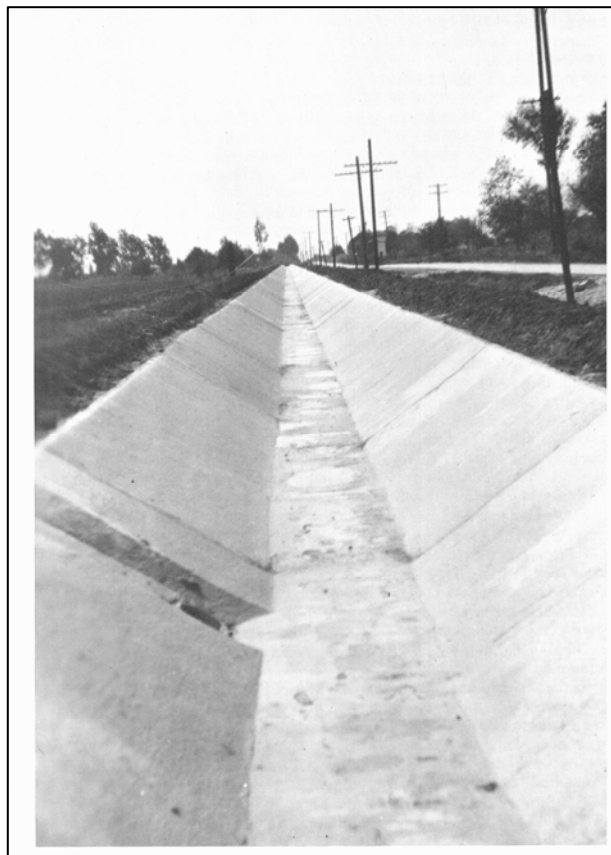
*Resource Name or # MR1

*Recorded by M. Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update



Figure 7. Concrete lining of unknown canal in 1930. (McSwain 105)

Figure 8. Newly lined McSwain Lateral in 1930.(McSwain, 102).



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*Resource Name or # MR1

*Recorded by M. Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update



Figure 9. Photo from 1920 showing water-logged land north of Atwater. (McSwain, 33)



Figure 10. Photo from 1920 showing drainage ditch near Atwater. (McSwain, 35)

*Recorded by M. Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update



Figure 11. Dragline in 1929 digging a drainage ditch. (McSwain 95)

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*Resource Name or # MR1

*Recorded by M. Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update

Field Survey Photographs



Photograph 29. Canal Creek at Fox Road (point CC1), camera facing west. 12/12/06



Photograph 30. Canal Creek at Ladino Road (point CC8), camera facing north. 1/22/07.

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*Resource Name or # MR1

*Recorded by M. Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update



Photograph 31. Control gates on Main Ashe Lateral at point MA2, camera facing south. 12/12/06.



Photograph 32. Main Ashe Lateral Flume over Canal Creek at point MA2, camera facing south. 12/12/06.

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*Resource Name or # MR1

*Recorded by M. Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update



Photograph 33. Main Ashe Lateral showing slide gates at point MA3, camera facing southeast. 12/12/06.



Photograph 34. Main Ashe Lateral at SP Avenue showing the canal passing under the UPRR at point MA4, camera facing north. 12/12/06.

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*Resource Name or # MR1

*Recorded by M. Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update



Photograph 35. Main Ashe Lateral at SP Avenue showing concrete culvert passing under SP Avenue at point MA4, camera facing southeast. 12/12/06.



Photograph 36. East Ashe Lateral near Trinidad Road showing concrete and metal control gates at point EA6, camera facing southeast. 12/12/06

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*Resource Name or # MR1

*Recorded by M. Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update



Photograph 37. Meadowbrook Lateral siphon pipes at point MB1, camera facing east. 12/12/06.



Photograph 38. Black Rascal Creek at point BR1, camera facing east. 12/12/06.

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*Resource Name or # MR1

*Recorded by M. Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update



Photograph 39. Henderson Lateral at point HN1, camera facing north. 12/12/06.



Photograph 40. Henderson Lateral at point HN1, camera facing southeast. 12/12/06.

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*Resource Name or # MR1

*Recorded by M. Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update



Photograph 41. Pump, lower left, timber supports for access road, lower right, fenced basin in background, camera facing northeast, near Henderson Lateral, point HN1. 12/12/06.



Photograph 42. Pump and vertical pipe near Henderson Lateral point HN1, camera facing northeast. 12/12/06.

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*Resource Name or # MR1

*Recorded by M. Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update



Photograph 43. Control Box at point HN2, camera facing northwest. 12/12/06.



Photograph 44. Pump at point HN2, camera facing northeast. 12/12/06.

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*Resource Name or # MR1

*Recorded by M. Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update



Photograph 45. Buhach Lateral at point BH1, camera facing north. 12/12/06.



Photograph 46. Culvert under Elliot Avenue at point BH1, Buhach Lateral, camera facing northeast. 12/12/06.

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*Resource Name or # MR1

*Recorded by M. Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update



Photograph 47. Drainage Ditch at point DR1, camera facing west. 12/12/06



Photograph 48. Former site of an open drainage ditch that has been piped and covered (west of point DR1), camera facing north. 12/12/06.

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*Resource Name or # MR1

*Recorded by M. Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update



Photograph 49. Livingston Canal headgate (point LC1), Canal Creek in foreground camera facing west. 1/22/07.



Photograph 50. Lateral gates off of Livingston Canal (point LC1), camera facing northwest. 1/22/07.

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*Resource Name or # MR1

*Recorded by M. Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update



Photograph 51. Canal Creek passing at point CC9 passing under the SFBN railroad, camera facing northeast. 1/22/07.

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*Resource Name or # MR1

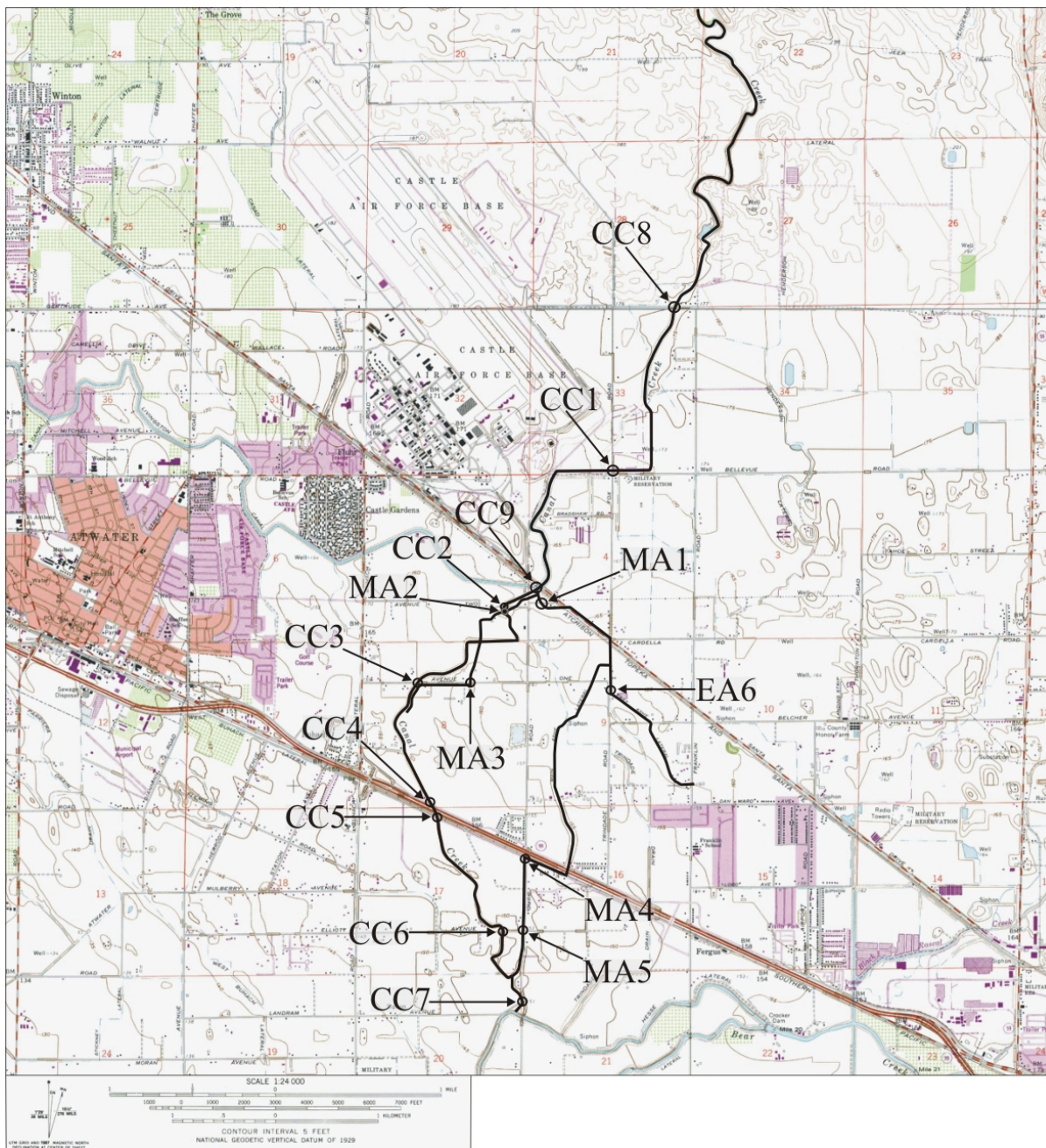
*Recorded by: M.Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update

Map Name: Atwater, California, 7.5' USGS Quadrangle

Map Name: Winton, California, 7.5' USGS Quadrangle

*Date of Map: 1960 (1987)

*Date of Map: 1961 (1987)



Location Map 1. Map showing portion of Canal Creek, Main Ashe Lateral, and East Ashe Lateral.

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*Resource Name or # MR1

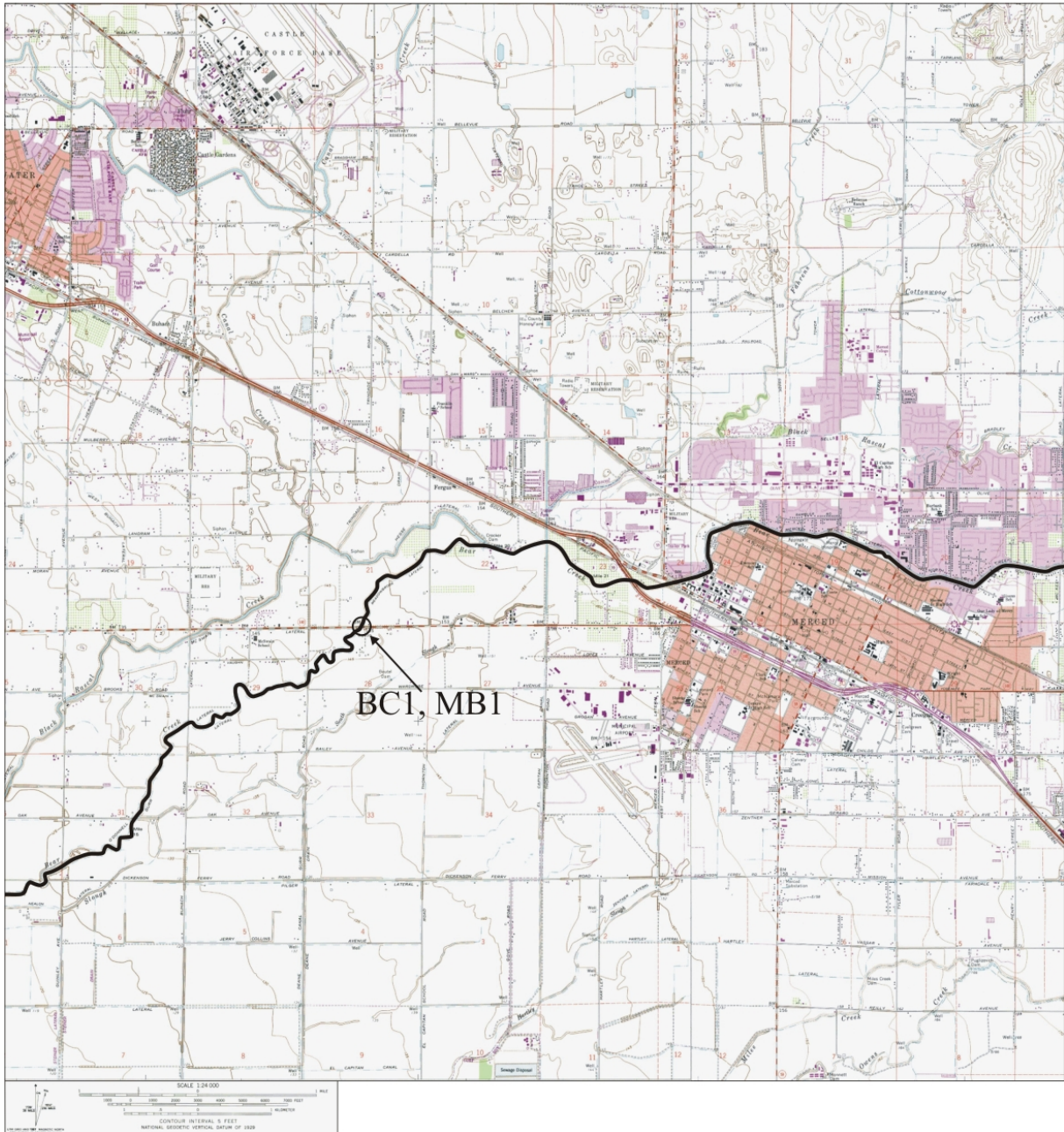
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Map Name: Atwater, California, 7.5' USGS Quadrangle

*Date of Map: 1960 (1987)

Map Name: Merced, California, 7.5' USGS Quadrangle

*Date of Map: 1961 (1987)



Location Map 2. Map showing portion of Bear Creek and Meadowbrook Lateral

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*Resource Name or # MR1

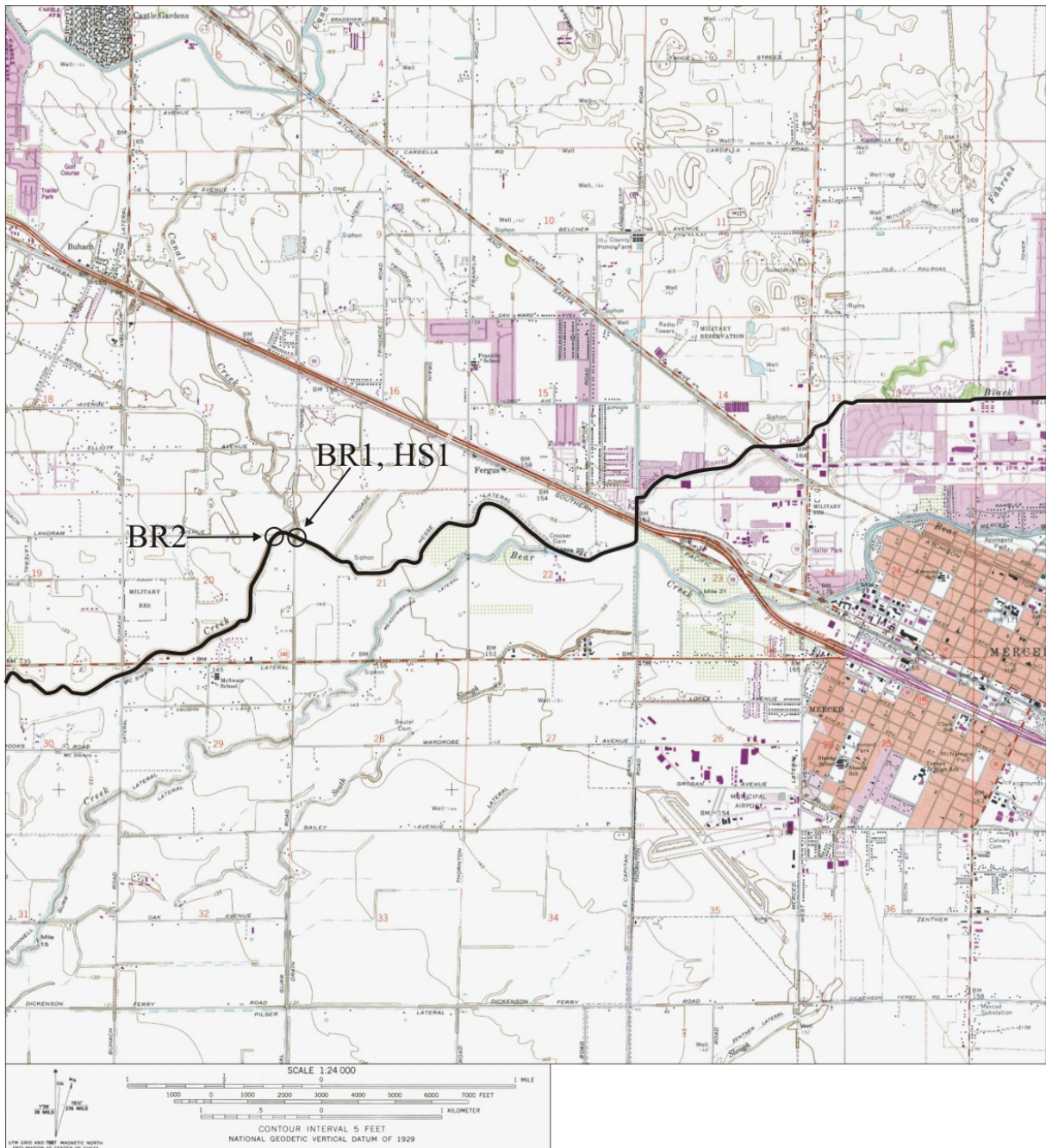
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Map Name: Atwater, California, 7.5' USGS Quadrangle

*Date of Map: 1960 (1987)

Map Name: Merced, California, 7.5' USGS Quadrangle

*Date of Map: 1961 (1987)



Location Map 3. Map Showing portion of Black Rascal Creek and Hess Lateral.

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*Resource Name or # MR1

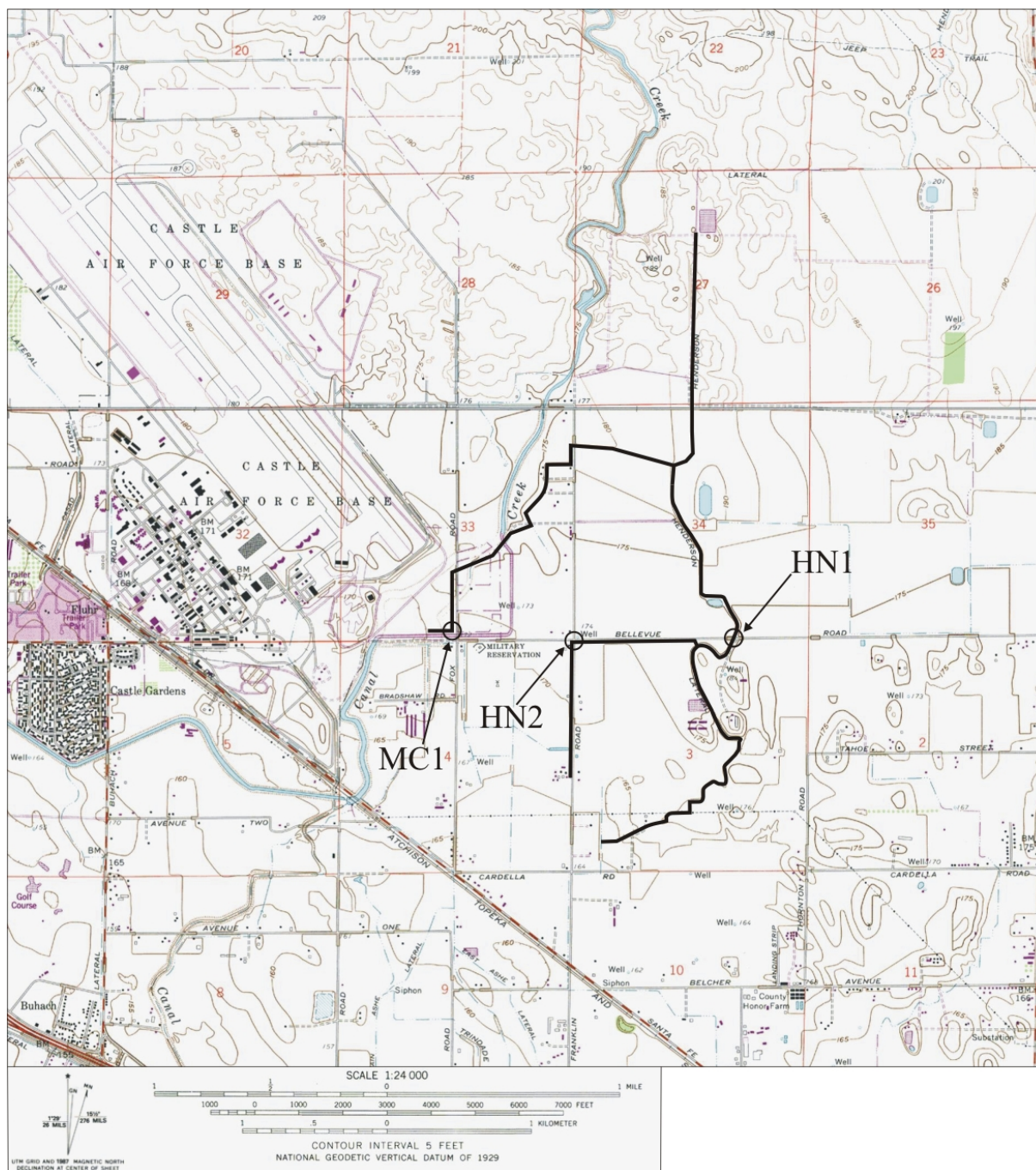
*Recorded by: M.Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update

Map Name: Atwater, California, 7.5' USGS Quadrangle

Map Name: Winton, California, 7.5' USGS Quadrangle

*Date of Map: 1960 (1987)

*Date of Map: 1961 (1987)



Location Map 4. Map showing portion of Henderson Lateral and Mason-Curtis Lateral.

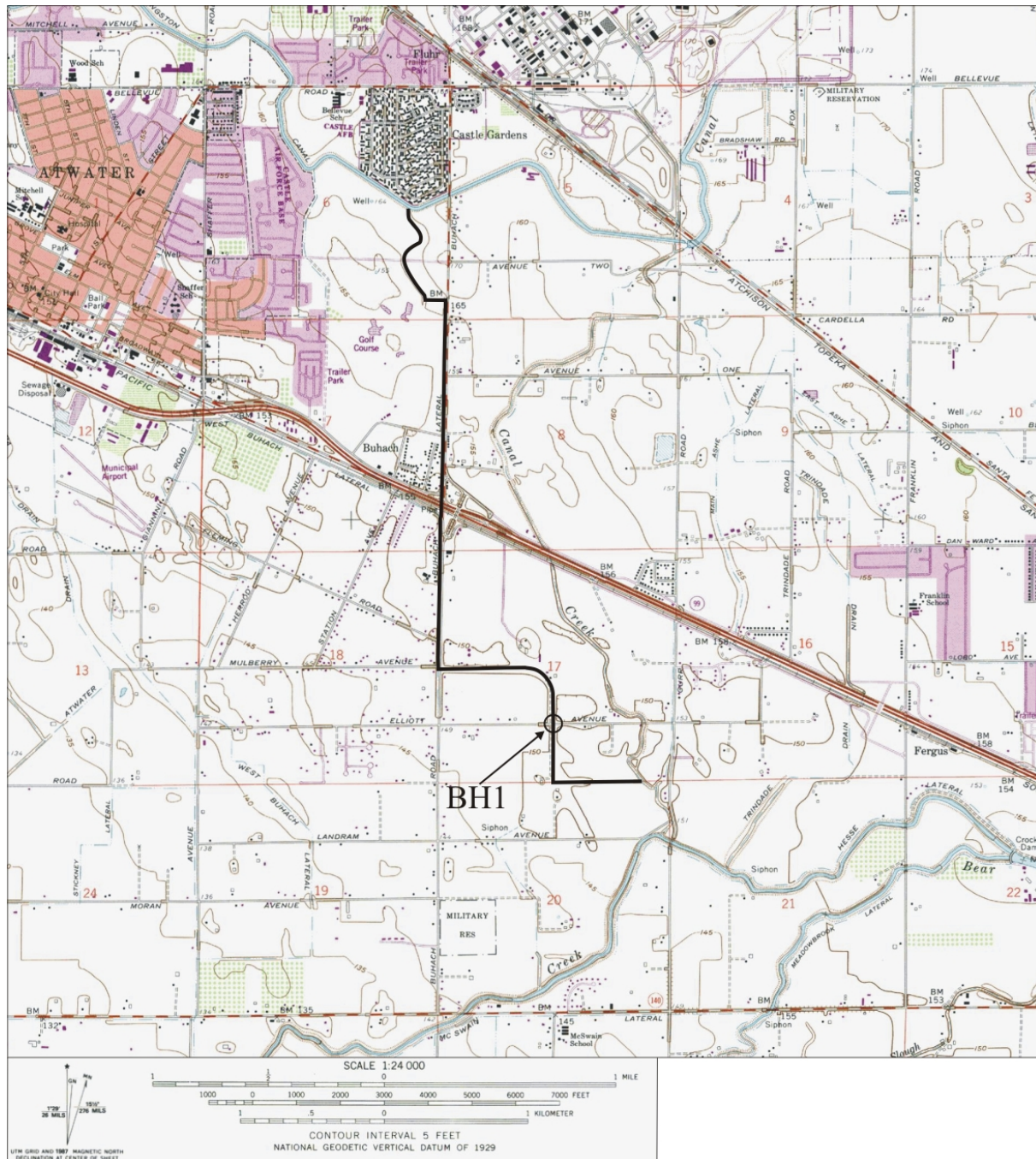
Page 73 of 75

*Resource Name or # MR1

*Recorded by: M.Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update

Map Name: Atwater, California, 7.5' USGS Quadrangle

*Date of Map: 1960 (1987)



Location Map 5. Map showing location of Buhach Lateral.

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*Resource Name or # MR1

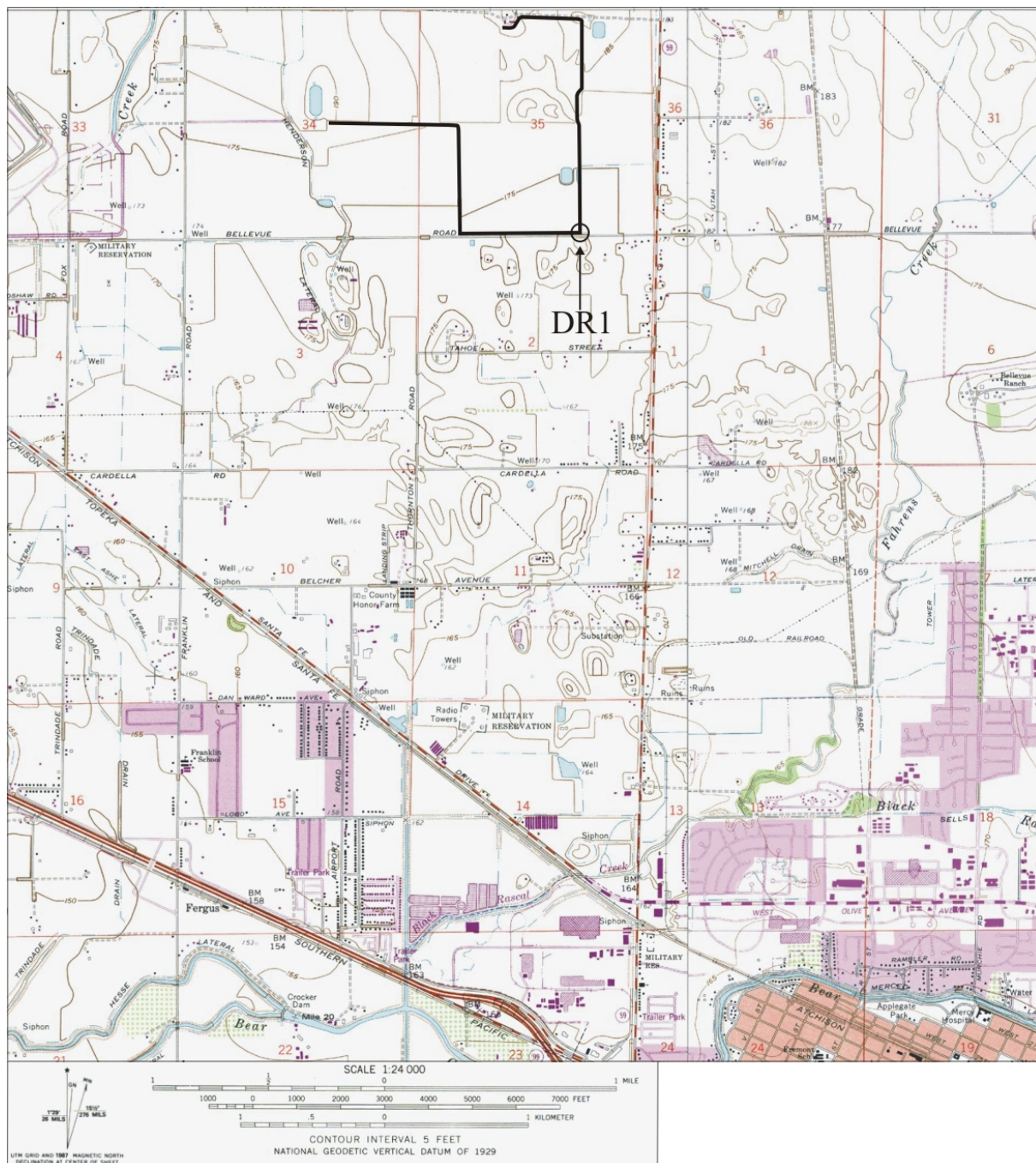
*Recorded by: M.Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update

Map Name: Atwater, California, 7.5' USGS Quadrangle

*Date of Map: 1960 (1987)

Map Name: Merced, California, 7.5' USGS Quadrangle

*Date of Map: 1961 (1987)

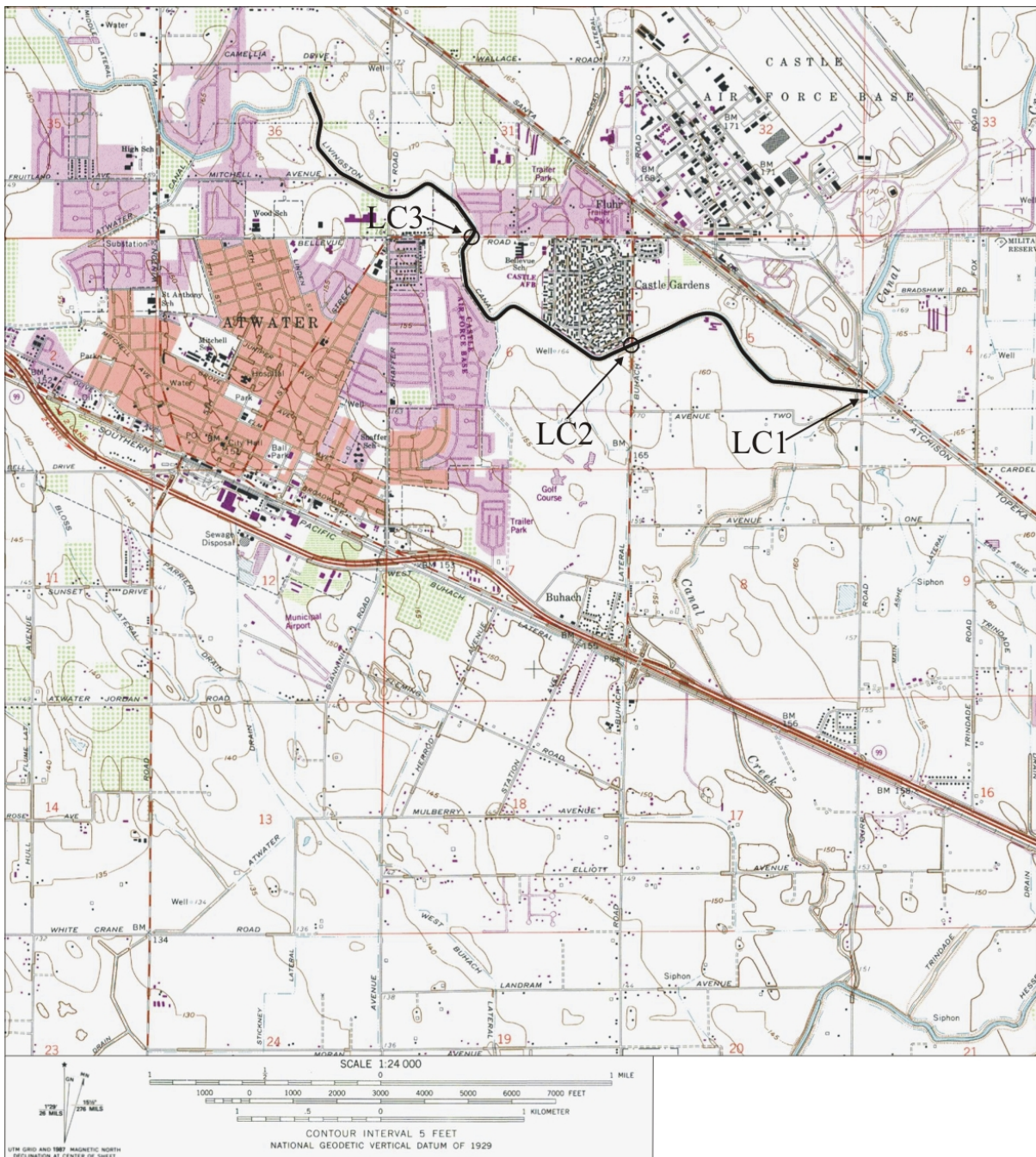


Location Map 6. Map showing location of the drainage ditch.

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*Resource Name or # MR1

*Recorded by: M.Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update



Location Map 7. Map showing portion of the Livingston Canal.

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

Primary # P-24-
HRI # _____
Trinomial _____

002046

Page 18 of 75 (part of larger record involving other canals; see full record P-24-001909)

*Resource Name or # MR1

9/14

L1. Historic and/or Common Name: Bear Creek

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation

Designation: MR1-BC-1

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) UTM: Zone 10; 717,127mE; 4,131,062mN. Located at the Bear Creek bridge on highway 140 on the section line between sections 21 and 28 T7S/R13E MDBM (See Location Map 2).

Quad: Atwater + Merced

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

At this point the Bear Creek canal is approximately 60 feet wide. Water in the canal prevented an accurate depth measurement. The unlined channel is U-shaped and has vegetation growing on its steep banks. Both sides of the channel are built up forming levees on the banks. It is crossed by the SR 140 bridge. An access road runs on the east side of the canal. (Photographs 17).

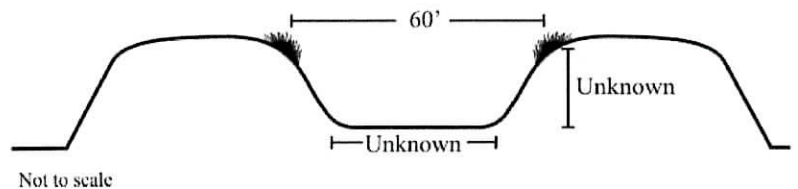
L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. **Top Width** approximately 60 feet
- b. **Bottom Width** undetermined (carrying water)
- c. **Height or Depth** undetermined (carrying water)
- d. **Length of Segment** approximately 200 feet

L5. Associated Resources:

AH 06

L4e. Sketch of Cross-Section (include scale) **Facing:** north



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: See Section B10. "Significance"



L8b. Description of Photo, Map, or Drawing:
Photograph 17. Bear Creek passing under SR 140, camera facing north. 12/12/06.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address)

Steven J. Melvin
JRP Historical Consulting Services, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 12/28/06

P-24-002046

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____

Page 70 of 75

*Resource Name or # MR1

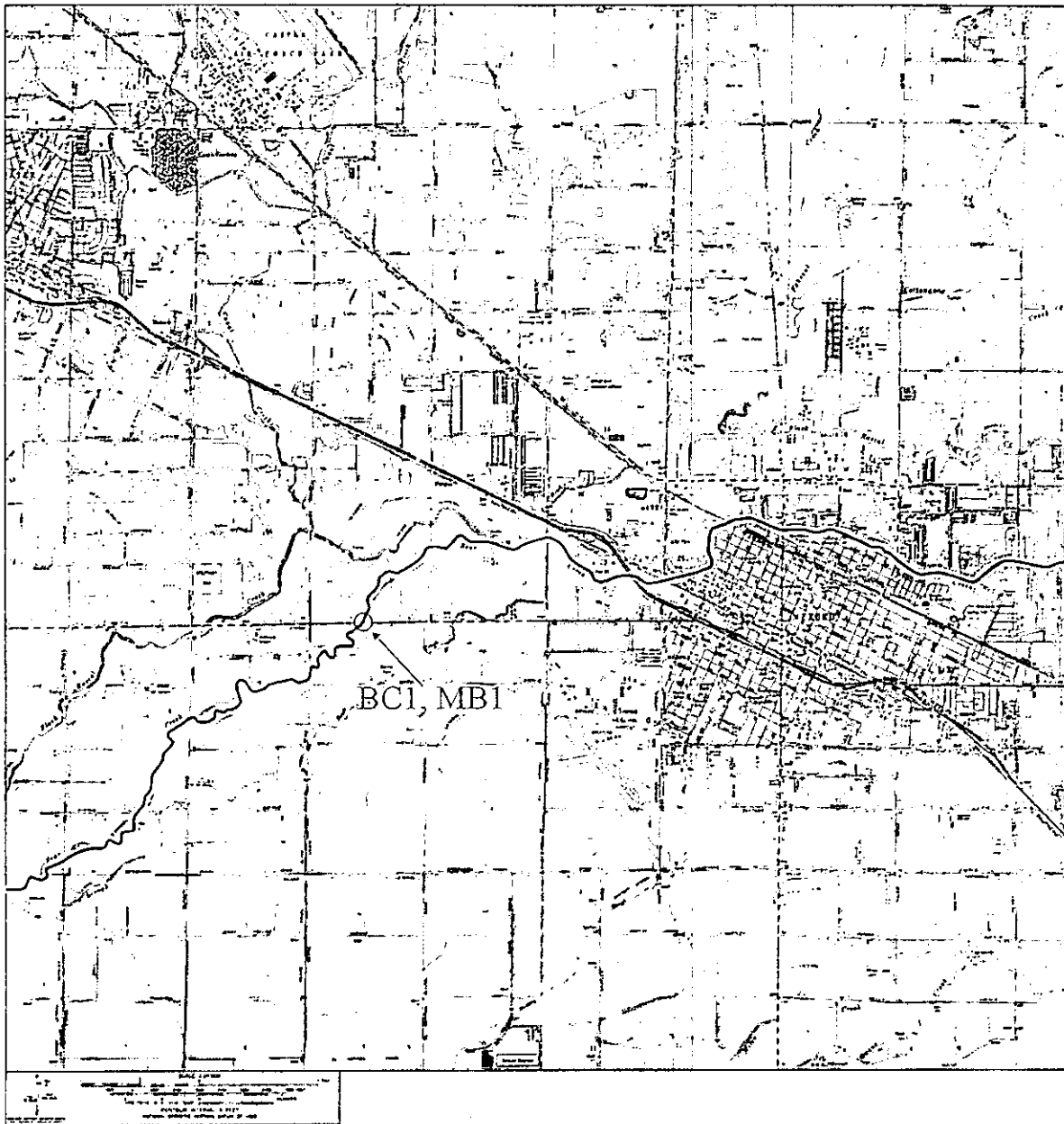
*Recorded by: M.Bunse/S.J. Melvin *Date 12/12/06; 1/22/07 ☒ Continuation ☐ Update

Map Name: Atwater, California, 7.5' USGS Quadrangle

*Date of Map: 1960 (1987)

Map Name: Merced, California, 7.5' USGS Quadrangle

*Date of Map: 1961 (1987)



Location Map 2. Map showing portion of Bear Creek and Meadowbrook Lateral

CALIFORNIA DEPARTMENT OF TRANSPORTATION
Railroad Inventory/Evaluation Record

Primary # P-24-000097
HRI #
Trinomial
NRHP
Status

Project: State Route 10-MER-152 and 10-MER-165

11/96

Map Reference (within APE): Identified as "Abandoned Railroad"

- L1. Historic and/or common name: Southern Pacific Railroad West Side Line
- L2. Location of recordation: Los Banos 7.5' USGS Quadrangle (1960; PR 1980)
 - a. UTM: Zone 10: 692580 m E/ 4103190 m N
 - b. Verbal description: Southern Pacific Railroad, West Side Line. The segment of the railroad affected by the subject project lies immediately west of SPRR Milepost 141.17 adjacent to the intersection of State Route 10-MER-152 (Pacheco Pass Boulevard) and State Route 10-MER-165 (Mercey Springs Road).
- L3. Description of structures: Abandoned segment of SPRR extending within the subject project APE from Milepost 141.17 southeast for 360 feet (109 meters).
- L4. Setting: Urban, City of Los Banos, intersection State Route 152 and 165
- L5. Integrity considerations: Abandoned segment; lacks integrity of setting, design, materials, workmanship, feeling and association.
- L6. Attributes:
 - a. right-of-way width: 100 feet (30 meters)
 - b. top width, crown: 12 feet
 - c. length in APE: 360 feet (109 meters)
 - d. height or depth: 2 feet
 - e. ballast material: crushed granite (2" fragments)
- L7. Associated Features Observed: Rails, spikes, tie plates, and fasteners
- L8a. Photograph and Location Sketch (attached).



L8b. Date:
11/20/96
L8c. Camera
facing: S50E

L9a.
Construction
date: 1890
x estimated
b. Builder:
Southern Pacific
Transportation Co.

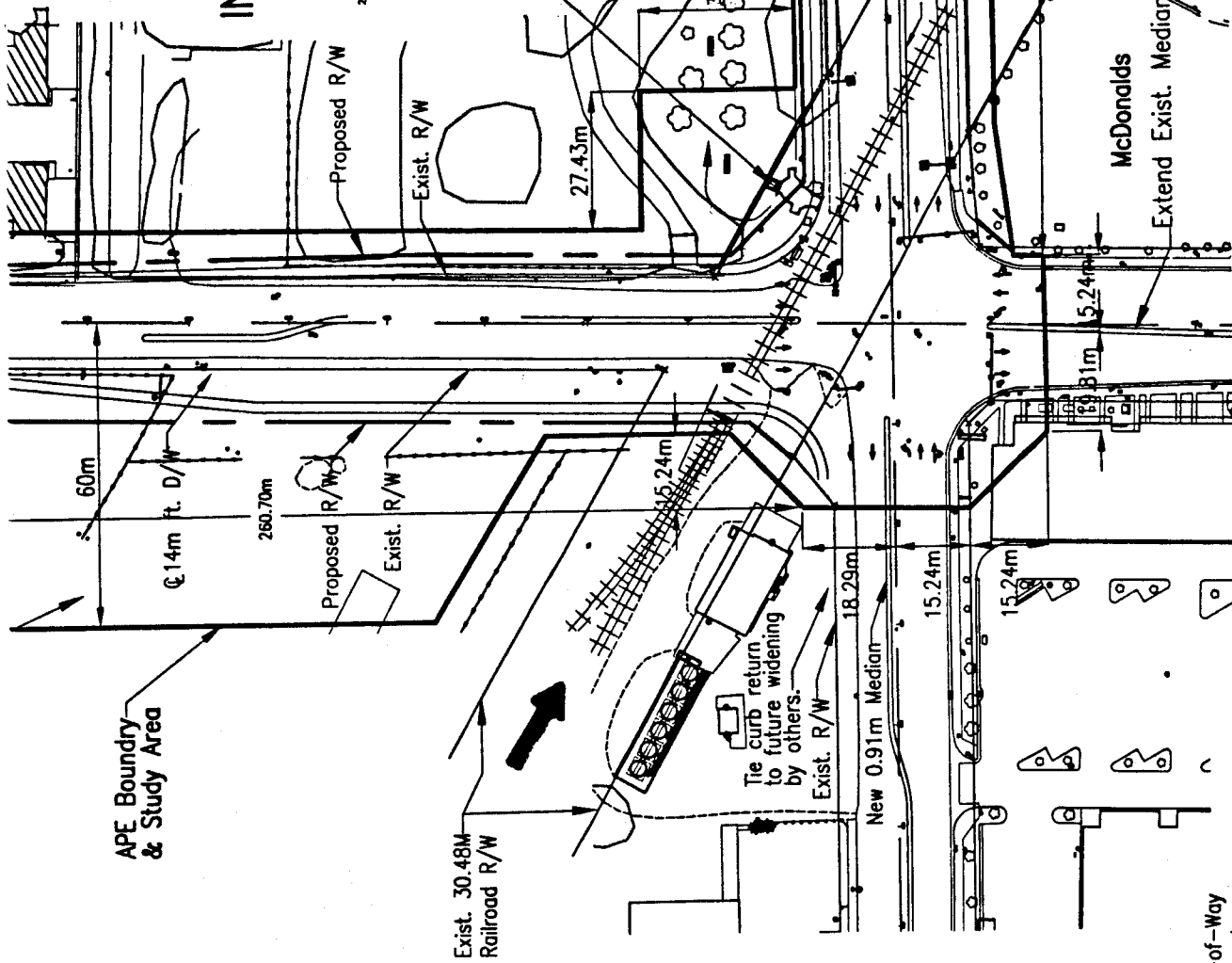
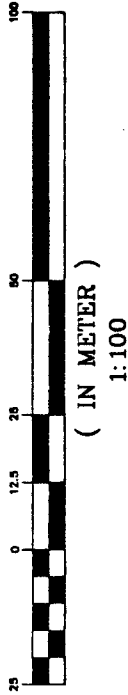
L10. Prepared
by:
L. Kyle Napton
CSUS/IAR
Turlock, CA
95382

L11. Date:
11/20/96

L12. Statement of Significance: This segment of the railroad does not appear eligible for listing in the National Register of Historic Places. The integrity of the railroad has at this point is completely compromised by abandonment, removal of a portion of the trackage and modification of the grade to accommodate vehicular traffic. See Primary Record for the Southern Pacific Railroad San Joaquin Mainline, P-24-000097, prepared by JRP Historical Consulting Services, 1995.

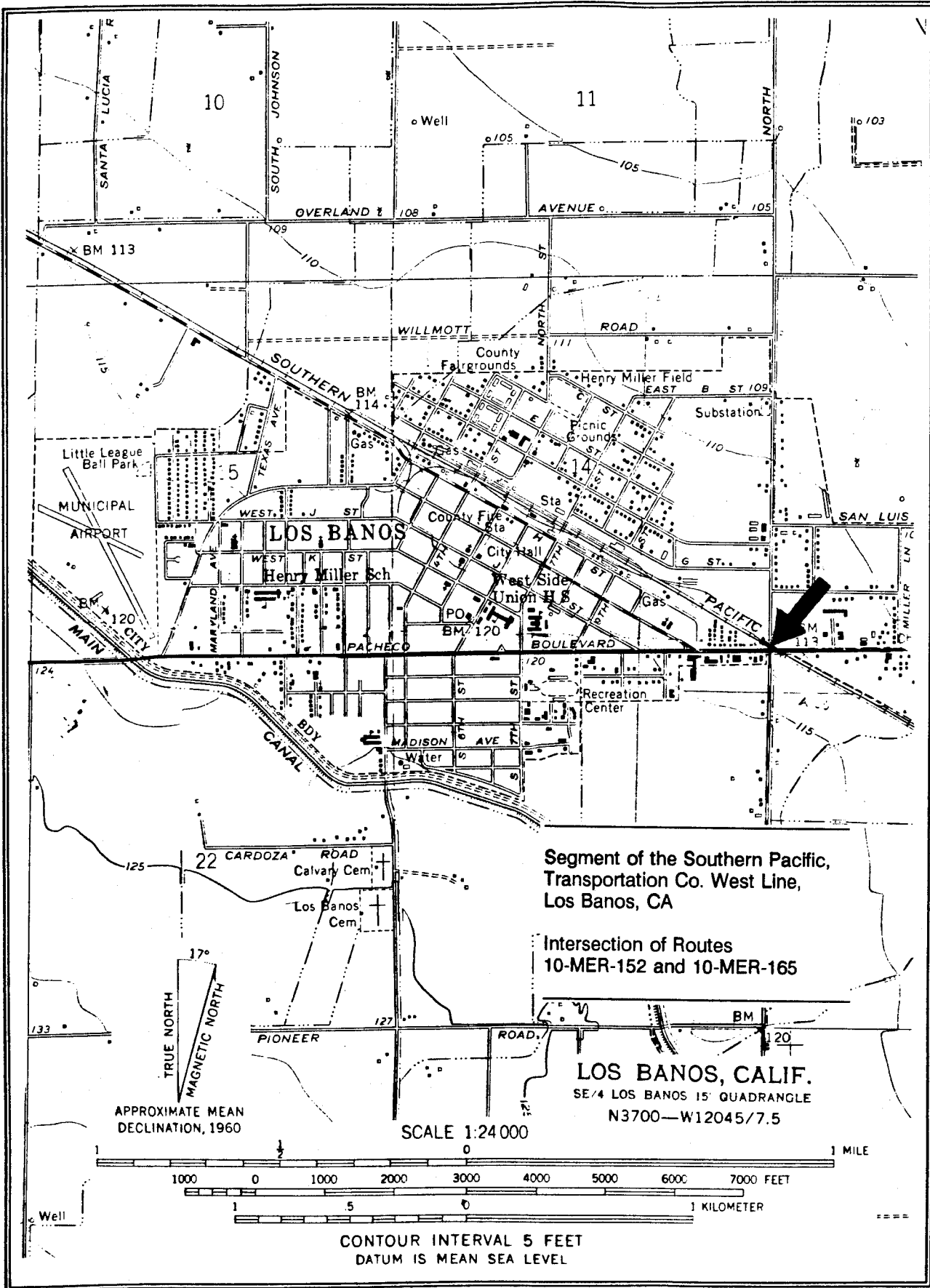
AREA OF POTENTIAL EFFECTS INTERSECTION OF STATE HIGHWAYS 152 & 165

GRAPHIC SCALE



P-24-000097, Segment of abandoned Southern Pacific Railroad (West Line).

Existing Railroad Right-of-Way
Laying Within the Proposed
Right-of-Way Will be Purchased.



P-24-000097

(11/2) 0.

5/96

SITE NAME: Southern Pacific San Joaquin Valley Mainline**SITE NUMBERS:** SPM-1 through SPM-35**QUAD SHEET:** Various; see site forms**PIPELINE LOCATION:** Various; see site forms

Turlock 7.5'

Description of Feature

The proposed Mojave pipeline alignment crosses the Southern Pacific Railroad's San Joaquin Valley lines at 35 places in Kern, Tulare, Fresno, Madera, Merced, Stanislaus, San Joaquin and Sacramento counties. The sites fall into eight categories (the total equals 36 because one site fit into two categories):

Mainline single track, no other features	8
Mainline double track, no other features	4
Mainline with road crossing at grade, with gates, warning equipment	9
Mainline with sidings or side tracks	7
Mainline single or double track with a street or highway over/undercrossing	2
Mainline junctions with branch line	1
Sidings and spurs off mainline	2
Mainline with trestle or bridge	3

65 116 504 0

At all of the mainline sites (33 of 35) the tracks show evidence of heavy use (shiny rails) and recent maintenance (regular shaping of embankment, consistent ballasting, etc.) Rail dates indicate that of the 106 observed dates on the mainline, only 15 were before 1950; 91 date from 1950-1990. Of the three railroad bridges or trestles, one was a standard plate girder bridge over Highway 99, the second was a wooden trestle on wood pilings crossing a stream bed, and the third a wooden trestle on concrete abutments carrying the railroad over a Highway 99 underpass.

The 35 sites are located in a variety of settings: rural points in the San Joaquin Valley; rural/residential zones at the edges of valley towns; commercial/industrial sites at the edge of towns; or sites within valley towns. In several instances the railroad runs adjacent to new residential subdivisions created in what were rural agricultural areas.

Detailed information regarding the 35 sites, with photographs and site maps showing location is provided in the attached "Railroad Feature Inventory Forms."

History of Feature

Construction of the Southern Pacific line on the east side of the San Joaquin Valley began in December 1869 at Lathrop, the Western Pacific junction nine miles south of Stockton. The specific route was not dictated by the wishes of valley residents, but by engineering considerations, and grant requirements, local aid, and the desire for monopoly control.

The line was located about midway between the San Joaquin River and the Sierra Nevada foothills in the northern part of the valley and tapped the region with the highest population density and agricultural potential. In the arid southern portion of the San Joaquin Valley the railroad continued along the eastern side of the plains where streams flowing from the mountains made irrigation possible. Whereas engineering considerations such as favorable sites for bridging rivers were important, the potential for town promotion and townsite acquisition by the railroad to a large degree controlled route selection. The absence of urban centers southward from Lathrop and the small requirements for grading facilitated construction of an efficient, straight route through the valley. Crossing rivers and streams would be the main item of expense, but as Charles Crocker pointed out in most cases they could be crossed in culverts, instead of bridges (Smith 1976:116)

Employing a crew of about 200 Chinese laborers, the company pushed the San Joaquin Valley mainline south eleven miles to the Stanislaus River by May 1870. The first Central Pacific locomotive entered the new railroad town of Modesto, sixteen miles south of Lathrop, on May 5, 1870. The railroad had a profound effect on earlier local supply and service centers. People from the surrounding towns of Tuolumne City, Paradise, Empire, and Westport, for example, moved their businesses and many commercial buildings to the new town site of Modesto. Early settlements on the Kings, Kaweah, and Tule river fans were similarly drained of population by new railroad towns.

The Southern Pacific bridged the Tuolumne River just south of Modesto in June 1871 and continued its construction south founding the towns of Turlock and Merced before year's end. To meet the Southern Pacific's contractual obligations under the congressional land grant, the company settled on the solution of connecting their twenty miles of Southern Pacific lines south of Visalia to the San Joaquin Valley railroad before July 1, 1872. During early 1872 the Southern Pacific drove with extraordinary intensity southeast through Merced County to the new town of Fresno in May 1872 (Tinkham 1923: 94; Carothers 1934: 47-48, 52-54; Preston 1981: 128-129).

The Southern Pacific proceeded south to the proposed Goshen junction with the Southern Pacific's west side line that was planned to link the main valley line with San Francisco by way of Gilroy, Tres Pinos, and Huron. Goshen, located seven miles east of Visalia, dates from the completion of the railroad tracks to that point in June 1872. The town was laid out with more than ordinary care as it was made a division point with a roundhouse, machine shop, hotel, and depot (Carothers 1934: 56-57).

Visalia, one of the few pre-railroad towns in the valley and nearly 1,000 residents in 1870, was bypassed when its citizens voted not to pay the subsidies demanded by the Southern Pacific. The Big Four chose to continue their southern trajectory from Goshen to a point midway between the foothills and Tulare Lake where the railroad founded the town of Tulare City. Tracks were laid out over the semi-barren, dusty plains to Tipton and reached Delano Station, an important shipping point for wool and stock, in July 1873. In April 1874 construction resumed south of Delano to the Kern River. When the town of Bakersfield balked at providing a right of way and land grant to the railroad, the company constructed a bridge over the river on higher land upstream a short distance east of Bakersfield and laid out a new town called Sumner (East Bakersfield). The Southern

Pacific railroad was open for travel to Sumner in August 1874. Two years later the line had been completed through the foothills through Tehachapi Pass and the Mojave Desert, to Los Angeles (Preston 1981: 122-123).

The Southern Pacific contracted out much of its construction work in the San Joaquin Valley to the Contract and Finance Company, a construction company controlled by the Southern Pacific, and which had built other lines for the company elsewhere in the state. The Big Four set up the Western Development Company in 1874 to replace the Contract and Finance Company. It built the line from Sumner to San Fernando (Daggett 1966: 75-82, 131-133).

Railroad building on the flat, alluvial plains enabled the crews to make rapid progress, wrote another observer: "A few furrows are made on each side, the dirt thrown to the center and the grade is made. Then the ties are laid, and the rails, a few spikes driven, and the road is complete." (Small 1926: 164). Bridge builders constructed trestles across creeks and rivers ahead of the crews laying track. Track laying proceeded in a highly regimented manner with several miles laid each day.

Loading platforms and water stations were located at five to seven mile intervals along the tracks. Town sites were not platted at these crossroad locations (Preston 1981: 123, 125). When the construction crews reached an area the company selected as a future townsite, the engineers staked off a large tract for a railroad yard for warehouses, switching tracks, a depot, and the townsite. Many of the valley's larger cities were laid out as isolated railroad towns in the 1870s and 1880s by the Southern Pacific, which built, settled, and nurtured the infant cities until settlement was successful. Nearly all San Joaquin (and for that matter Central Valley) railroad towns share a common plan: a central depot with a surrounding uniform plat. Lots were laid out in a regular pattern on a rectangular grid aligned with the tracks rather than with the grid of the government survey. As railroad towns grew, surrounding landowners who subdivided their property did not always conform to the railroad plat. The legacy of this two-phase process of subdivision is a special hybrid street pattern characteristic of all Central Valley railroad towns (Smith 1976: passim).

The Central Pacific, its leased lines, and, later, the Southern Pacific were from the beginning under unified control. In March 1884 the Central Pacific and Southern Pacific combined into the Southern Pacific Company. During the next 15 years the Southern Pacific added a total of 2,630 miles of lines (Hofsommer 1986: 1-8).

In a brief time, the Big Four had created a prodigious railroad empire that transformed California and much of the American West. Nowhere was the transformation more profound than in the San Joaquin Valley. Between 1870 and 1880 the population grew by 45 percent and the acreage of improved land increased by 71.6 percent. By the 1880s the Southern Pacific had established about 50 stations in the six San Joaquin Valley counties. Townsite locations were founded at 24 of these stations; of these eight became major towns. Also, by the end of the 1880s Southern Pacific held patents to more than a million acres of valley land. Much of the land went to large land developers, but the railroad made hundreds of thousands of acres available to small farmers and pioneer agricultural colonies (Smith 1976).

Since the time of its construction the San Joaquin mainline has served the San Joaquin Valley. At numerous points sidings, spurs and side tracks were added to tap local industries or commercial centers. For example, two sites, SPM-24 and SPM-25, are connected to the mainline by spurs originally built in 1898s (Kathy Bisphas, Heublein Wines, April 27, 1994)

In 1923 the Southern Pacific began a major program of rehabilitation and development that lasted through 1930 and cost \$387,000,000; it was one of the largest such programs in the company's history (Heath 1945: 25-30). During the Great Depression, Southern Pacific's revenue dropped and reduction of services followed; some branch lines were abandoned and torn up, unprofitable services curtailed, and old equipment scrapped.

In contrast, World War II brought record freight orders and greatly increased passenger traffic. Because most of the Southern Pacific's mainline in California is single track, increased traffic presented a serious problem. To speed wartime delivery schedules, the company installed a Centralized Traffic Control system on its California lines. Further major improvements in the tracks included: installation of 1,400 miles of new rail, mostly 113-pound and 132-pound replacement track for lighter, older rails; 268 sidings and siding extensions; strengthening track structures, such as bridges and trestles; construction of new roundhouse and shop facilities; and expansion of stations (Hofsommer 1986: 190-1207; Heath 1945:44-50).

After the war, Southern Pacific used its wartime gains to enhance its operating system. Perhaps the biggest improvement to the Southern Pacific railway route in California during the post-World War II period was its impressive 78.3 mile, \$22 million Palmdale cut-off completed in 1967, which included upgrading the main line through the San Joaquin Valley with new welded "ribbon rails" manufactured at the Tracy rail-welding plant. The ties, rails, and ballast were laid with newly developed, mechanized track-laying machines that placed the ties, aligned rails, drove spikes, and spread ballast with precision impossible to obtain in the previous century. These rails are still functioning on hundreds of miles of Southern Pacific track throughout the Central Valley (*Sacramento Bee*, May 14, 1967; Southern Pacific Bulletin, December 1967). This program accounts, to a large degree, for the modern condition of the San Joaquin mainline seen at the recordation points.

Evaluation of Feature

The Southern Pacific San Joaquin Valley mainline crossing sites evaluated as a part of this inventory do not appear to be eligible for listing in the National Register of Historic Places. While the line was built in the 1870s, and played an important role in the history of transportation in California and the western United States, and to the development of towns and agriculture in the San Joaquin Valley, the railroad related resources at the 35 sites recorded have insufficient integrity of materials, setting, design, workmanship, feeling and association to be eligible to the National Register.

The resources that would be significant and eligible for the National Register would be those that were related to the original construction of the Southern Pacific main line through the San Joaquin Valley during the period 1869-1876, or which exhibit important characteristics (construction techniques, engineering features, etc.) of that period. None of the crossing points surveyed, however, have resources from the period of significance.

Like most heavily used main railroad routes, this line has aspects that are more similar to a machine than a structure. As with all pieces of heavy equipment, over time parts become worn out or break and are then replaced. The technology of railroad construction has also undergone significant evolution in the past 100 years with respect to rail manufacturing. The iron rails laid in the 1870s were far different from the modern rails rolling out of steel plants today. In the case of the 35 mainline sites (SPM-1 through SPM-35), the major resource related to the period of significance (1869-1876) is the right of way itself; all other resources -- rails, tie plates, ties, ballasting, signals, warning arms, road crossings, etc. -- have been replaced and exhibit either dates or characteristics that place their installation well after the period of significance.

Rail dates at these locations provide an insight into the process of rebuilding the valley railroad in the 20th century. JRP field crews collected 106 rail dates at the 35 sites on the mainline. Of these, only 15 were from the period 1928-1949; none were earlier. Ten rail dates were from 1956, 40 from 1966-67 (consonant with the Southern Pacific's rebuilding program of that time), 28 were from 1969-70, and 14 were from the years 1971-1990. The sites that have the oldest elements, such as SPM-17, SPM-24, and SPM-25 still only dated to the late 1920s; and those have survived primarily because of lighter and less regular use off the mainline. Furthermore these sites, primarily sidings or short spurs, are not of the same historical significance as the mainline. Therefore none of the 35 Southern Pacific San Joaquin Valley Lines sites crossed by the Mojave Pipeline proposed main line or alternatives described above are eligible for listing in the National Register owing to an overall lack of integrity to the period of significance, primarily in setting, design, materials, workmanship, feeling and association.

RAILROAD FEATURE INVENTORY FORM

P-24-000097

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project

MILEPOST: 182

QUAD NAME & NO.: Turlock (32)

LOCATION NO: SPM-29

PHOTO DATE: April 19, 1994

1. **Name of Line:** Southern Pacific San Joaquin Mainline

2. **Location of recordation:** This site is located between Highway 99 on the west and Pinewood Road on the east, roughly 1/4 mile north of Collier Road in northern Merced County (**Photograph 1**).

3. **Structures at or near this location:** There are no structures at this site related to the welded single track. Highway 99 extends in a southeast-northwest direction, parallel to the west side of the tracks. Pinewood Road parallels the east side of the tracks. There are drainage ditches between the railroad's embankment and the adjacent roads, and a Pacific Bell substation lies adjacent to the east side of Pinewood Road.

4. **Setting at this location:** The area is surrounded by commercial orchards.

5. **Integrity considerations for this feature:** Southern Pacific replaced the rails in this area sometime after 1966. The rails are welded into a continuous track.

6. **Attributes at this location (measurements in feet):**

Width, berm-berm: 60

Top width (crown): 12

Height or Depth: 7

Ballast Material: Crushed granite

7. **Observed dates:**

Rails: APE: 1966

North: 1966

South: 1966

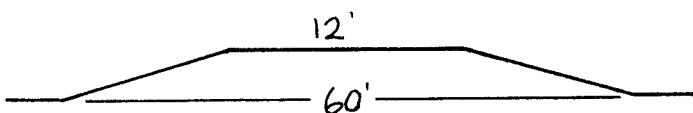
Tieplates: APE: 1949

North: 1949

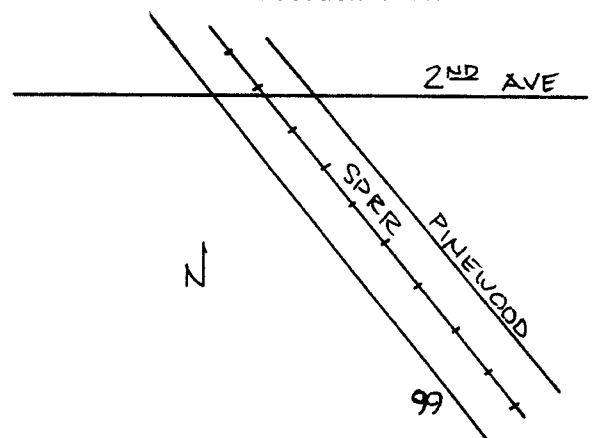
South: 1966

Other:

Sketch, in cross section: Looking northwest



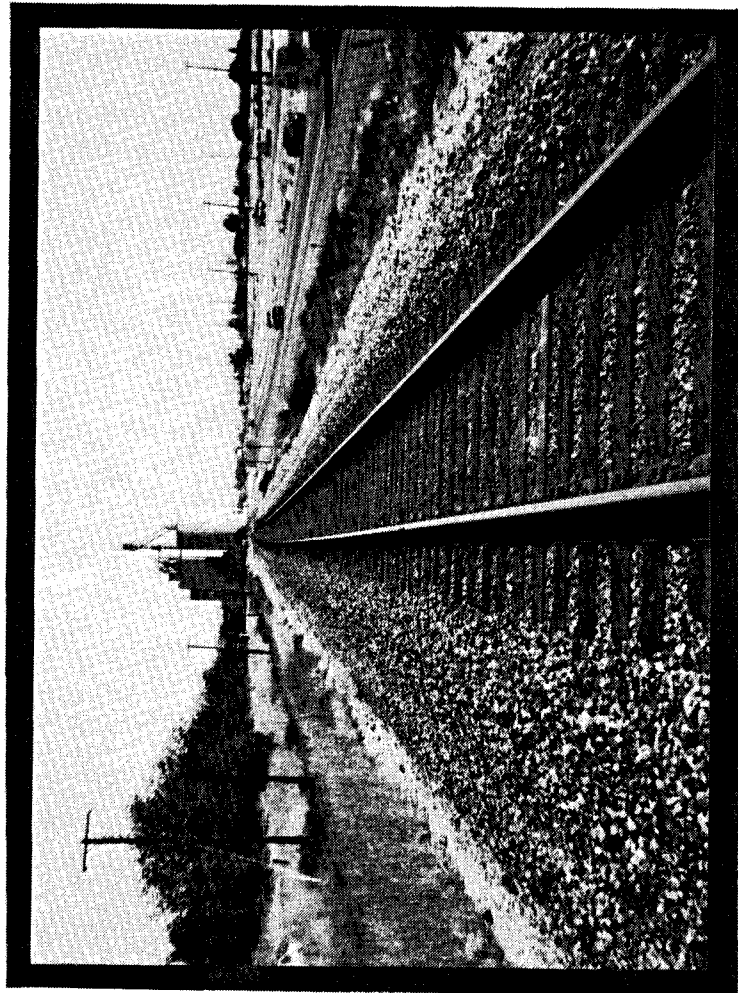
Location Sketch:

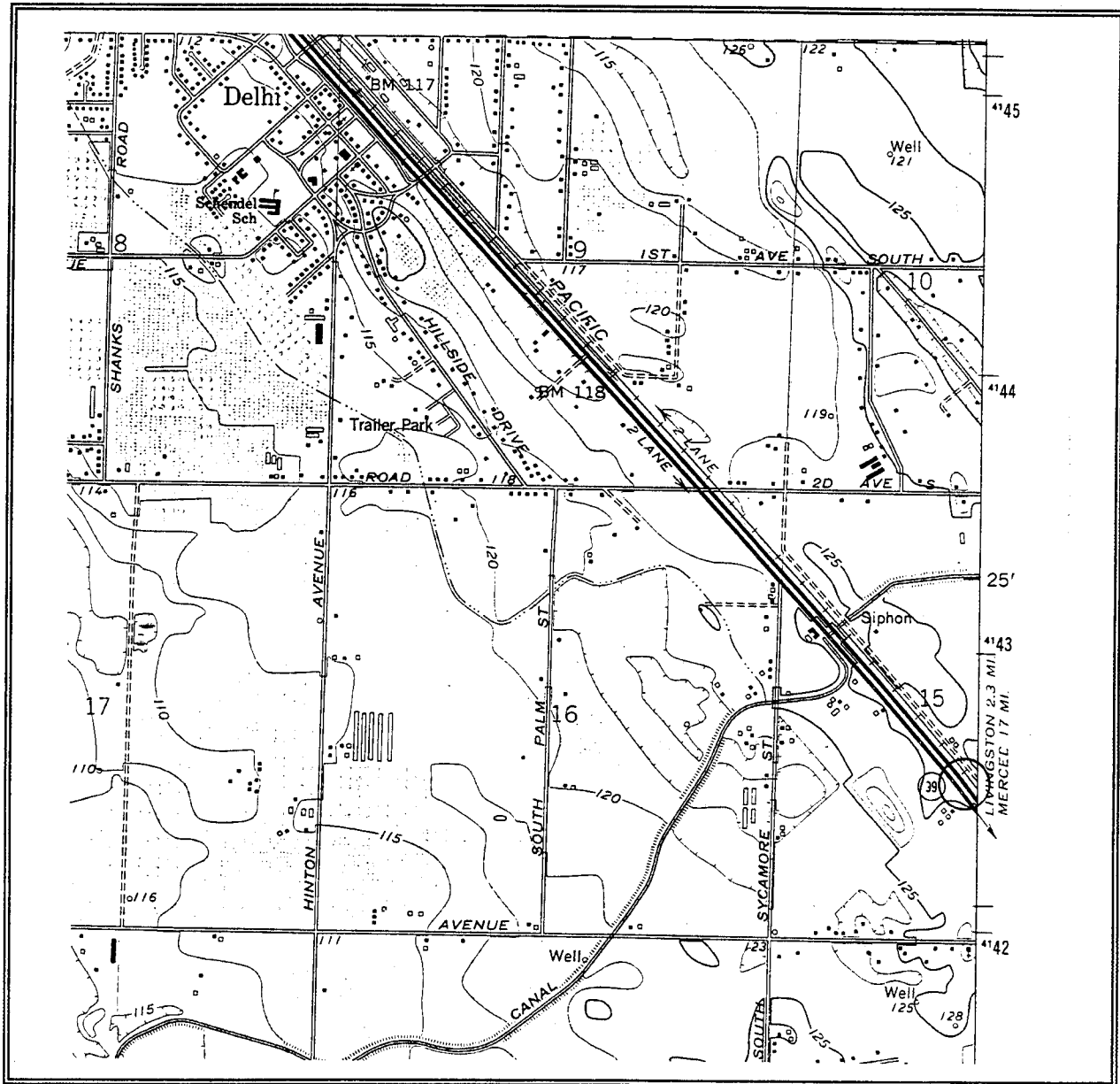


P-24-000097

Photograph Number: 1
Site Number: SPM-29
Common Name: Southern Pacific San Joaquin
Mainline

1





SITE NAME: Southern Pacific San Joaquin Mainline, Merced County
SITE NUMBER: SPM-29
QUAD SHEET: "Turlock Quadrangle," USGS: 1961, photorevised 1976
PIPELINE LOCATION: MP 182

P. 1/6

P-24-000097

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #

HRI #

Trinomial

NRHP Status Code

Other Listings

Review Code

Reviewer

Date

10-MER-99; KP 25.2/27.88, PM 15.8/17.3, EA 10-0K020

Map Ref. # 2

P1. Resource Number: # 2

(former Southern Pacific - San Joaquin Valley main line)

***P2. Location:**

*a. County: Merced

*b. USGS 7.5' Quad Atwater, CA

c. Address:

d. Assessor's Parcel Number: 059-053-01, 059-053-02, 059-053-03

T75/R3E S-23

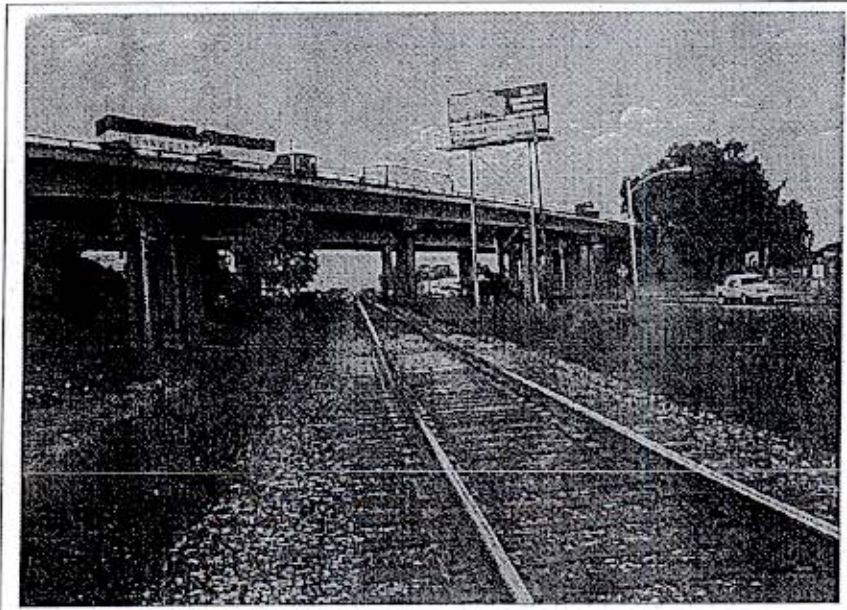
9/06

***P3a. Description:** The Union Pacific railroad line consists of a single set of tracks set upon a 23-foot wide berm on a 60-foot right-of-way. The rails are made of welded steel in a continuous track. The berm consists of fill material with 2-inch rock atop. Standard wood ties support the continuous track. The segment of the railroad within the project area remains a single-track roadbed and appears to be located on its original alignment. Materials have inevitably been replaced, and workmanship has changed. The steel rails have been replaced numerous times and the roadbed redesigned and raised during the Twentieth Century, all using contemporary materials.

The landscape along the right-of-way is a mixture of farm fields with a single farmstead, new tract housing and new commercial buildings. Deteriorated roadside businesses, situated between Old Highway 99 (which parallels the Union Pacific tracks), and the freeway to the east, were built in the 1960s after the freeway was constructed.

***P3b. Resource Attributes:** AH7

***P4. Resources Present:** ● Railroad bed and tracks



P5b Photo Date: September 19, 2005
View of railroad line and West Merced Overhead looking northwest.

***P6. Date Constructed/Age and Sources:**
1871 to present

***P7. Owner and Address:**
Union Pacific Railroad
1400 Douglas Street, Stop 1690
Omaha, Nebraska 68179-1690

***P8. Recorded by:** Chris Brewer
Associate Environmental Planner/
Architectural Historian and
Wendy Kronman
Archeology Technician
Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
(559) 243-8209

***P9. Date Recorded:** September 2005

***P10. Survey Type:** Intensive

P11. Report Citation: "Historic Resources Evaluation Report State Route 99, West Merced Overhead and Bear Creek Bridge Replacements, Merced County, CA K.P. 25.42/27.88, P.M. 15.8/17.3, EA: 10-0K020", by Chris Brewer, September 2005.

***Attachments:** ● Building, Structure, and Object Record

1-2/4

1-24-000097

State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #

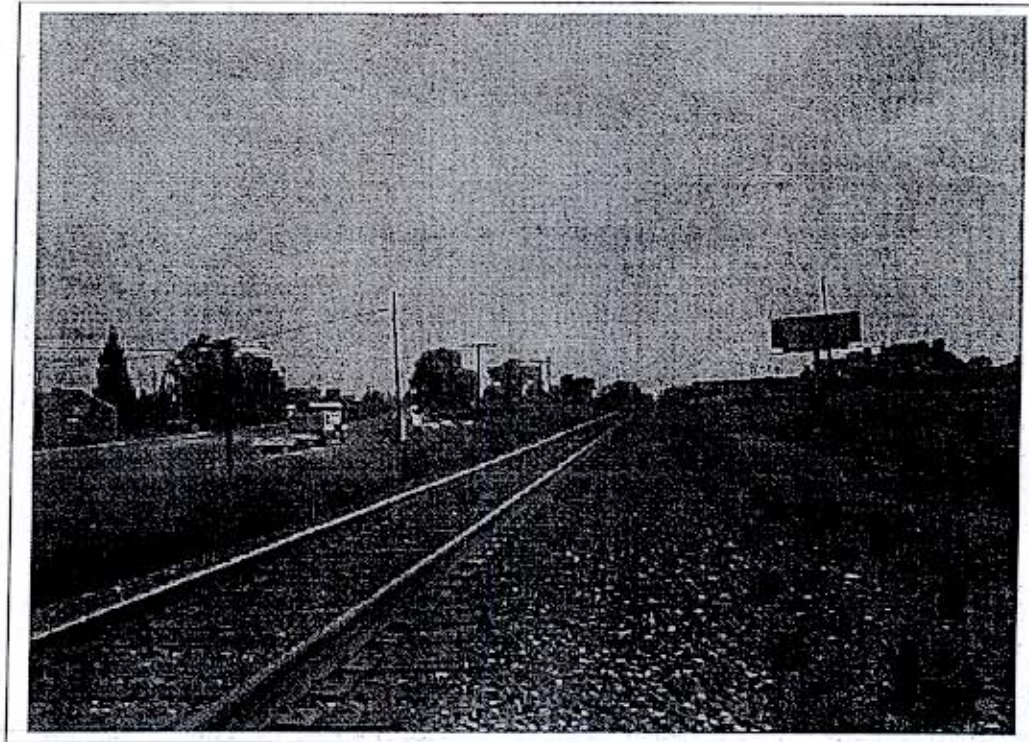
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Tripoint

PRIMARY RECORD

Page 2 of X

[Union Pacific Railroad]



Union Pacific Railroad. View looking southwest towards Bear Creek.

BUILDING, STRUCTURE, AND OBJECT RECORD

10-MER-99; KP 25.2/27.88, PM 15.8/17.3, EA 10-0K020

Map Ref. #2 *NRHP Status Code: 62

*Resource Identifier: #2

B1. Historic Name: Central Pacific Railroad 1871-1884, Southern Pacific Railroad 1884-1996

B2. Common Name: Union Pacific Railroad 1996-present

B3. Original Use: railroad line B4. Present Use: railroad line

*B5. Architectural Style: railroad line

*B6. Construction History: Construction of the Central Pacific rail line commenced in December 1869 at Lathrop, and reached the Merced area at the end of 1871, entering the newly platted railroad town in January of 1872.

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

*B8. Related Features: None

B9a. Architect: n/a

B9b. Builder: Central Pacific Railroad

*B10. Significance: Theme N/A Area N/A

Period of Significance N/A

Property Type N/A

Applicable Criteria N/A

Among other cities in the San Joaquin Valley, Merced was founded as a result of the railroad. The railroad also created the opportunity for the area to become a major agricultural region, initially determining the settlement pattern of the San Joaquin Valley.

The Central Pacific Railroad constructed the San Joaquin Valley main line to gain vast quantities of commerce in the valley. The Central Pacific Railroad enlisted Charles H. Huffinan to survey the new town site of Merced, where they planned to develop a main shipping point. The presence of the railroad soon drew much of the population away from the few existing towns and settlements in the area. (continued)

B11. Additional Resource Attributes: N/A

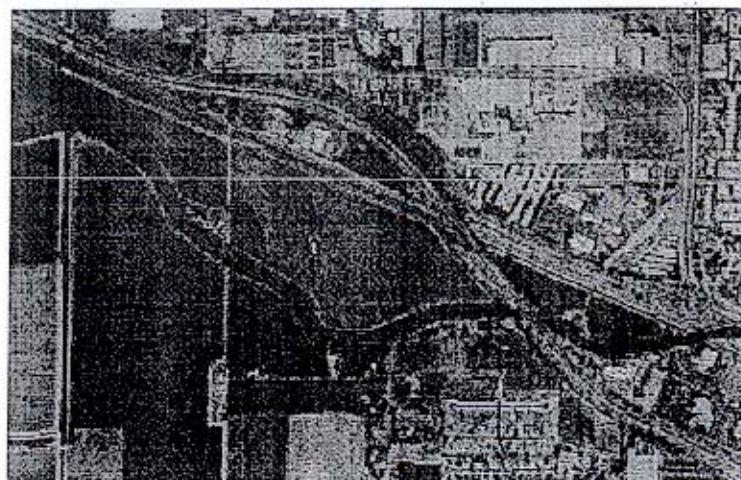
*B12. References: Laurie Welch, *Supplemental Historic Resource Evaluation Report for MER-99 Mission/Healy Interchange*, 10-MER-99, P.M. 10.5/12.5, EA 10-363100, Sacramento: Caltrans Environmental Branch, April 2000.

B13. Remarks: N/A

*B14. Evaluator: Chris Brewer
Associate Environmental Planner/
Architectural Historian
Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
(559) 243-8209

*Date of Evaluation: September, 2005

(This space reserved for official comments.)



Union Pacific railroad segment
North and west of Bear Creek
Crossed by West Merced Overhead



BUILDING, STRUCTURE, AND OBJECT RECORD

Page ~~2~~ of ~~2~~

Resource Name Union Pacific Railroad

*B10. Continued

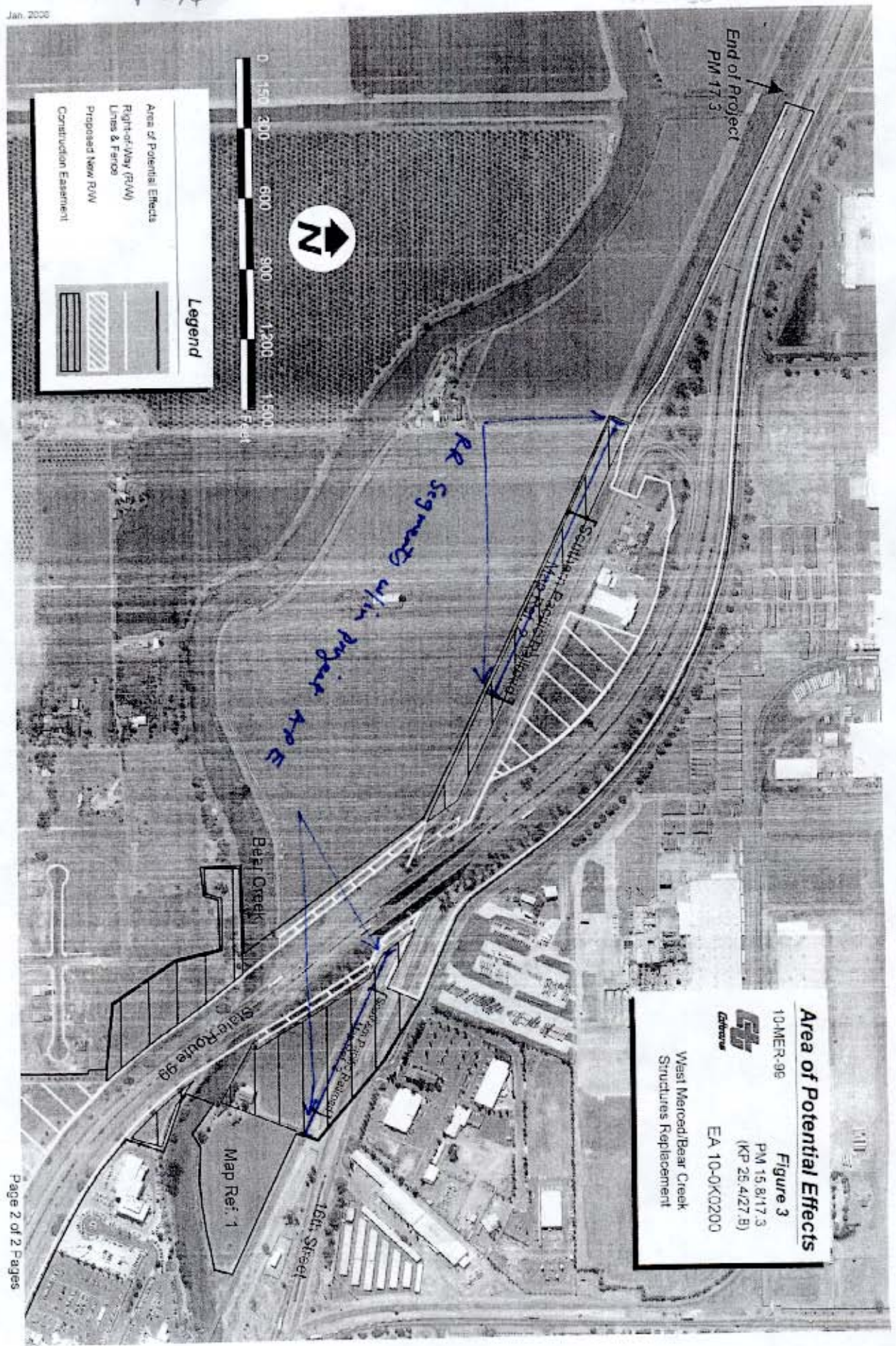
The availability of a reliable railroad connection for shipping grain allowed wheat crops to survive to the depression of the mid-1890s. It continued to serve as a transportation system for other agricultural products.

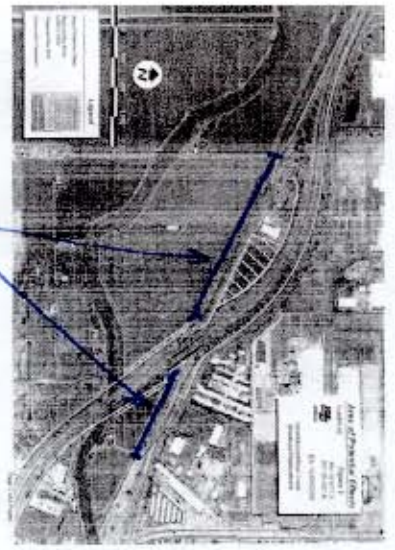
The railroad's setting has been significantly altered in the project area. The rail line is crossed by two 2-lane freeway bridges, the West Merced Overcrossing (39-0131L and 39-0131R. It is bordered by 16th Street (Old Highway 99) on the east, with a pocket of businesses across the street facing west dating from the mid-1960s.

The segment of the railroad within the project area remains a single-track roadbed and appears to be located on its original alignment. However all materials have inevitably been replaced, and workmanship has changed. The steel rails have been replaced numerous times and the roadbed redesigned and raised during the Twentieth Century, all using contemporary materials. This segment of railroad does not appear to possess the sense of feeling and association needed to convey its importance from the early period of significance. Therefore, the property within the project APE does not appear to be eligible for listing in the National Register of Historic Places, nor is it a historic resource for the purpose of CEQA.

P.5/16

CH 505





At corner
in pwy. ME

Also on file as
report ME-04741

HISTORIC REPORT
(49 C.F.R. 1105.8)
SOUTHERN PACIFIC TRANSPORTATION COMPANY
-- ABANDONMENT EXEMPTION --
IN MERCED AND FRESNO COUNTIES, CALIFORNIA
ICC Docket No. AB-12 (Sub-No. 168X)
OCTOBER 26, 1993

* Los Banos,
Delta Ranch,
Dos Palos
P. 24-
000097

The Historic Report should contain the information required by §1105.7(e)(1) of the Environmental Report. The following is excerpted from the Environmental Report prepared for the proposed abandonment:

§1105.7(e)(1) Proposed Action and Alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also, describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

Southern Pacific Transportation Company (hereafter "SPT") proposes to abandon and sell and/or remove the 18.73 mile portion of its West Side Line between railroad milepost 141.17, near rail station Los Banos, located in Merced County, and railroad milepost 159.90, near rail station Oxalis, located in Fresno County, California (hereafter "The Line"). Where appropriate and upon receipt of abandonment authority, the track and associated structures will be removed and the right-of-way offered for sale.

The proposed abandonment will not change rail freight operations or maintenance procedures on The Line as this former secondary main line trackage is no longer used for the operation of through trains or for serving local customers.

SPT has no reasonable alternative to abandonment of The Line. There is little potential for adequate future traffic that would make resumed operations profitable. The Line is no longer necessary for the operation of through trains and local traffic has

ner converted to truck transportation or has ceased to move entirely.

The portion of the West Side Line north of milepost 141.17 continues in operation as the California Northern Railroad Company and the portion south of milepost 159.90 continues to be served by SPT. Neither adjacent portion will be affected by the proposed abandonment as no trains operate between these adjacent portions and The Line.

A map of the proposed abandonment is attached hereto as Exhibit 1.

HISTORIC REPORT

1. A U.S.G.S topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action;

Four U.S.G.S. topographic maps, which show the route of The Line proposed for abandonment, are attached as Exhibit 2 to the copy of the Historic Report being supplied to the California Office of Historic Preservation. The Line to be abandoned is highlighted on these maps. (not rec'd)

Structures on The Line that are fifty years old, or older, are listed on the following page. The locations of these bridge structures are labeled on the topographic maps and identified by the appropriate milepost location.

<u>YEAR BUILT</u> ¹	<u>MILEPOST</u>	<u>BRIDGE TYPE</u>	<u>LENGTH (feet)</u>
1921	147.50	Ballast deck - wood	20
1929	155.78	Ballast deck - wood	15
1931	156.38	Ballast deck - wood	15
1921	158.46	Ballast deck - wood	10
1921	158.73	Ballast deck - wood	10
1921	159.02	Ballast deck - wood	10
1921	159.33	Ballast deck - wood	10

2. A written description of the right of way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area;

Beginning just west of Mercy Springs Road at milepost 141.17 in the City of Los Banos (population 10,341)², The Line runs southeast through a rural area of adjacent agricultural land and mud flats to the unincorporated town of South Dos Palos (pop. 850).³ From South Dos Palos, The Line continues through agricultural areas and ends near Oxalis (no population data) just southeast of the dirt road railroad crossing which is a southerly continuation of Hudson Avenue.

The surrounding topography is virtually flat and featureless.

3. Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area;

Bridges on The Line that are fifty years old or older were

¹ The year shown is the year the bridge support structure was built.

² Population data from the 1991 Rand McNally Commercial Atlas & Marketing Guide.

³ The railroad station name at South Dos Palos is merely Dos Palos. The Line does not pass through the incorporated City of Dos Palos (pop. 3,123) which is centered two miles to the northeast.

photographed.⁴ Original photographs are attached hereto as Exhibit 3 in the copy of the report sent to the California Office of Historic Preservation.

SPT believes that the bridges along The Line are common in design and construction and are types commonly found on railroads throughout North America.

4. The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known;

Various engineering documents exist as to maintenance and repair procedures performed on the structures listed in Section 1 of this report. These engineering documents are general in nature and SPT believes that none is of any historic significance.

5. A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action;

The West Side Line was once a secondary main line connecting Fresno with Tracy and was used by through trains and to serve local customers. After through train operations were consolidated on the primary main line through Merced, the West Side Line was relegated to local traffic only. Local traffic has declined over the years to the point where the segment herein designated as The Line has had no local customers for over two years.

No changes in SPT's overall train operations or maintenance

⁴ The bridge at milepost 147.50 was not photographed. Its overall appearance is similar to the bridge at milepost 155.78.

procedures are expected as no local customers have been served on The Line in over two years.

6. A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic;

There are no available individual drawings for the bridges listed in Section 1 of this report. However, Common Standard Drawings show the required SPT standards used for the construction of various types of bridges.

The structures on The Line are common in design and construction and are types commonly found on railroads throughout North America.

7. An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 CFR 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities);

The structures listed in Section 1 of this report are common in design and construction. SPT believes that none of these structures has any historical significance as to their design or construction. They are common structures found on railroads throughout North America.

SPT is not aware of any archeological resources or railroad-owned historic properties in the project area.

8. A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic waste), and the surrounding terrain.

There are no existing records as to the nature of any known subsurface ground disturbance or fill, or environmental condition, that might affect the archeological recovery of any potential resources.

9. Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified nonrailroad owned properties or groups of properties immediately adjacent to the railroad right-of-way: photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the location and type of the site (i.e., prehistoric or native American).

SPT does not foresee the likelihood that any additional information will need to be supplied in association with the proposed line abandonment. But, if any is requested, SPT will promptly supply the necessary available information.

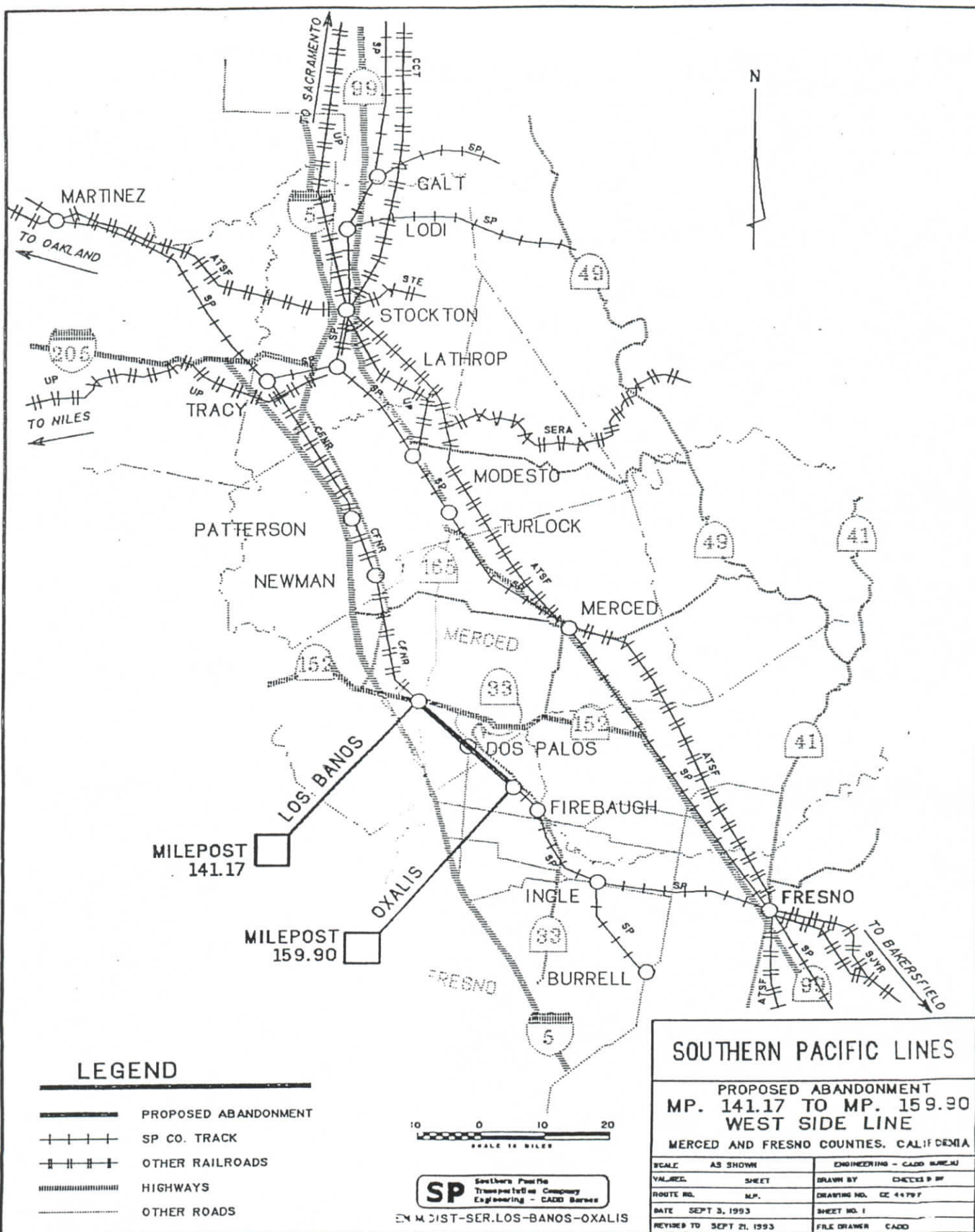


EXHIBIT 3

HISTORIC REPORT
PHOTOGRAPHS OF STRUCTURES - WEST SIDE LINE

<u>PLATE NUMBER</u>	<u>MILEPOST</u>	<u>STRUCTURE</u>	<u>VIEW DIRECTION</u>
1	155.78	Bridge	Southwest
2	156.38	Bridge	Southwest
3	158.46	Bridge	Southwest
4	158.73	Bridge	Southwest
5	159.02	Bridge	Southwest
6	159.33	Bridge	Northeast
7	159.33	Bridge	Southeast

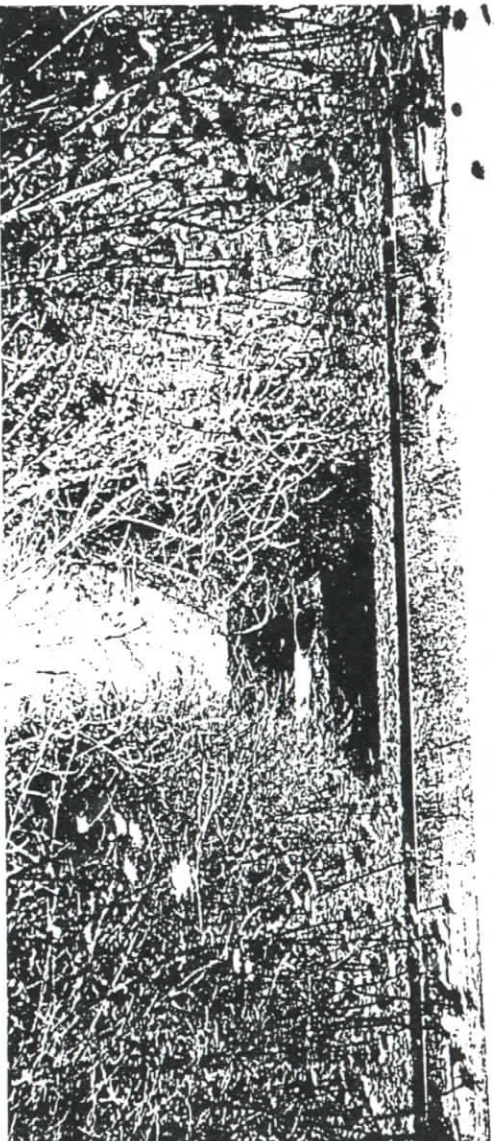


PLATE 3

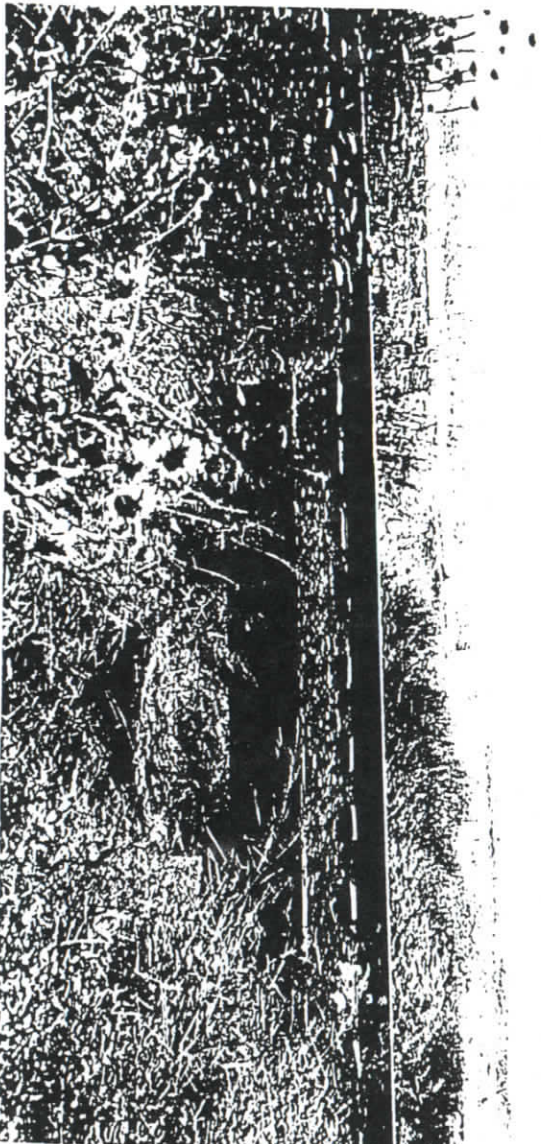


PLATE 4

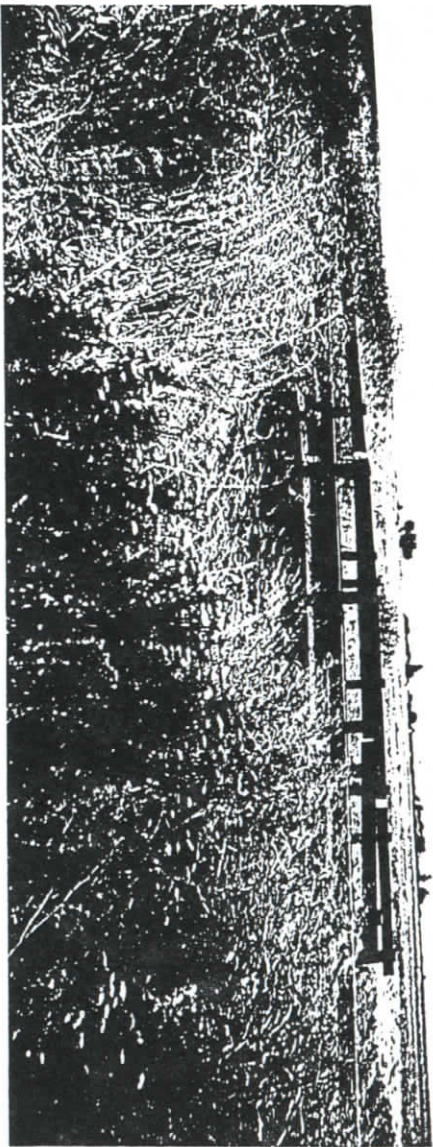


PLATE 5

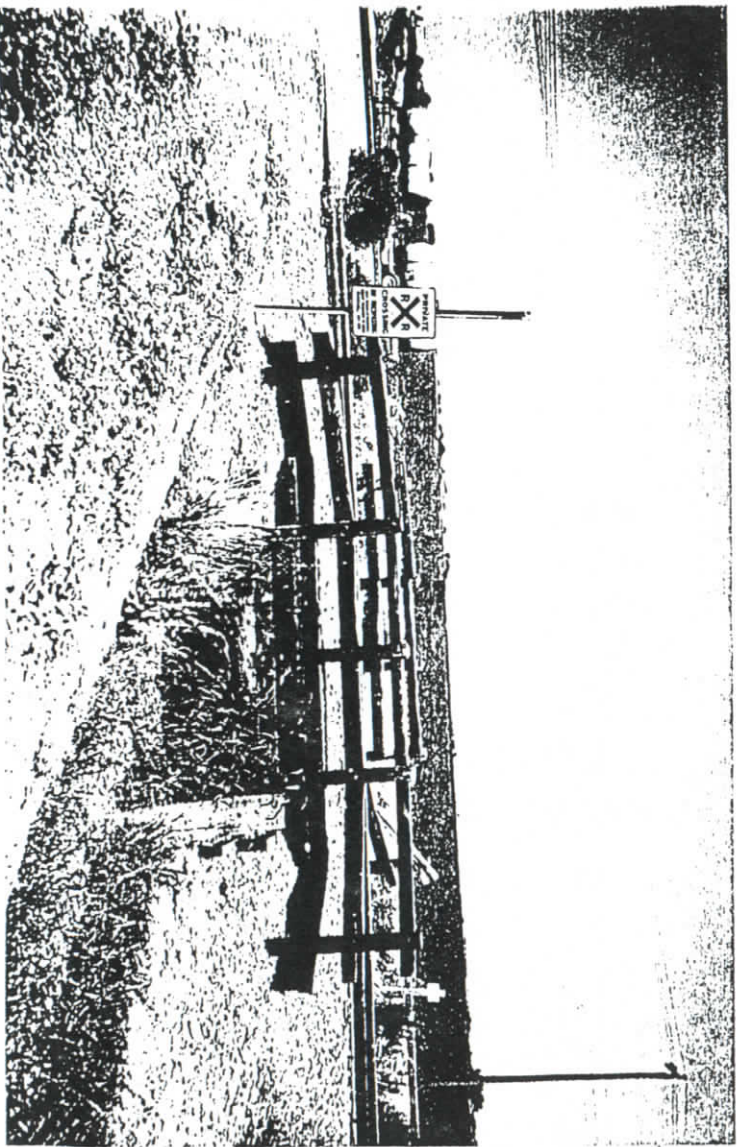


PLATE 4

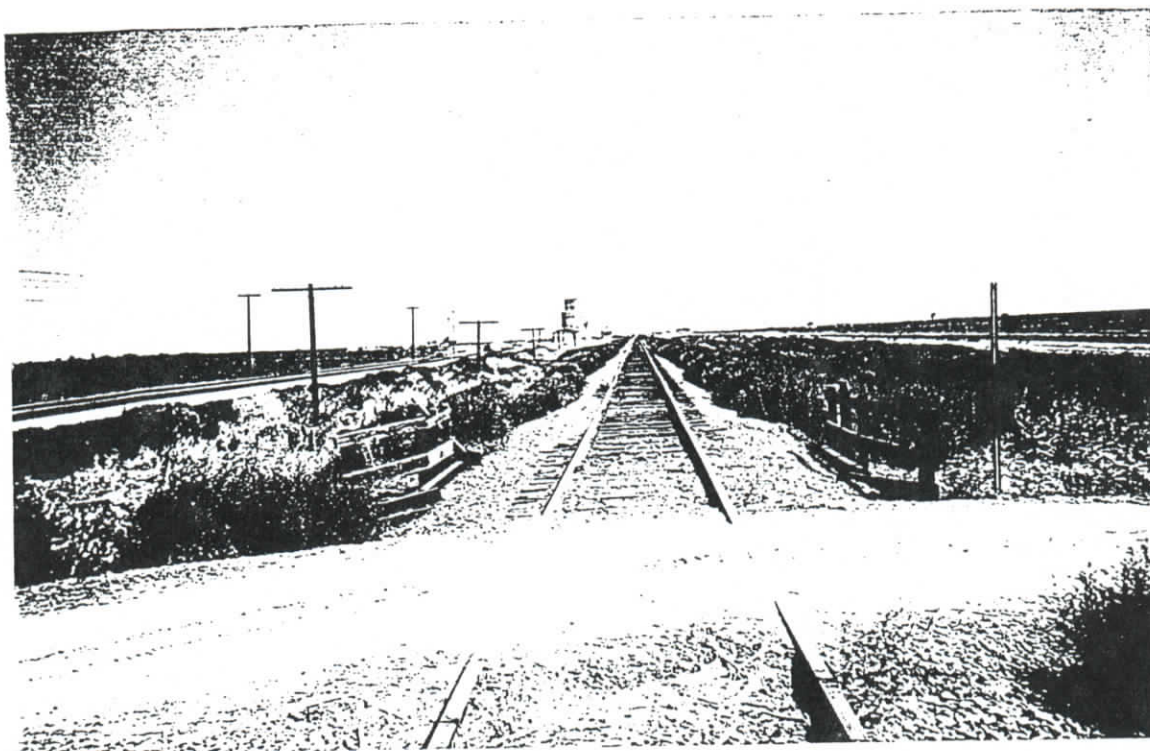


PLATE 7

ENVIRONMENTAL REPORT
(49 C.F.R. 1105.7)
SOUTHERN PACIFIC TRANSPORTATION COMPANY
-- ABANDONMENT EXEMPTION --
IN MERCED AND FRESNO COUNTIES, CALIFORNIA
ICC Docket No. AB-12 (Sub-No. 168X)
OCTOBER 26, 1993

(1) Proposed Action and Alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

Southern Pacific Transportation Company (hereafter "SPT") proposes to abandon and sell and/or remove the 18.73 mile portion of its West Side Line between railroad milepost 141.17, near rail station Los Banos, located in Merced County, and railroad milepost 159.90, near rail station Oxalis, located in Fresno County, California (hereafter "The Line"). Where appropriate and upon receipt of abandonment authority, the track and associated structures will be removed and the right-of-way offered for sale.

The proposed abandonment will not change rail freight operations or maintenance procedures on The Line as this former secondary main line trackage is no longer used for the operation of through trains or for serving local customers.

SPT has no reasonable alternative to abandonment of The Line. There is little potential for adequate future traffic that would make resumed operations profitable. The Line is no longer necessary for the operation of through trains and local traffic has either converted to truck transportation or has ceased to move entirely.

The portion of the West Side Line north of milepost 141.17 continues in operation as the California Northern Railroad Company and the portion south of milepost 159.90 continues to be served by SPT. Neither adjacent portion will be affected by the proposed abandonment as no trains operate between these adjacent portions and The Line.

A map of the proposed abandonment is attached hereto as Exhibit 1.

(2) Transportation System. Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

No local traffic has moved on The Line in over two years. Therefore, SPT does not expect the proposed abandonment to have any affect on local or regional transportation systems or patterns. Traffic that once used The Line has transferred to other transportation modes or routes, or has ceased to move entirely. Similarly, no traffic will be diverted to other transportation systems or modes as a result of the proposed abandonment.

(3) Land Use. (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies. (ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land. (iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9. (iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. 10906 and

explain why.

(i) SPT has contacted the Merced County Planning Department, the Fresno County Public Works Office, and the City of Los Banos Community Development Director, as shown by the letters attached hereto as Exhibit 2. A response from the Fresno County Public Works and Development Services Department, and SPT's reply, are attached hereto as exhibits 2A and 2B. A copy of this Report will be mailed to each of the agencies for their information and comment.

(ii) Since no agricultural shipments have originated or terminated on The Line in over two years, and possible removal of trackage and associated structures would have minimal affect on adjacent land, SPT is confident that the proposed abandonment will not have a detrimental effect on any prime agricultural land. SPT contacted the U.S. Soil Conservation Service as shown by the letter attached hereto as Exhibit 3. A copy of this report is being supplied to the U.S. Soil Conservation Service for its information and comment.

(iii) The Line is not located in a designated coastal zone.

(iv) The Line is located in a predominately rural agricultural area and does not pass through, or terminate near, any major population centers. Therefore, there is little or no potential for the rail corridor to be used as a transit corridor, and little likelihood that it would hold value as a new-construction highway corridor. Most of The Line is closely paralleled by highway 33 and Santa Fe Grade Road which could be enhanced by roadway widening.

(4) Energy. (i) Describe the effect of the proposed action on transportation of energy resources. (ii) Describe the effect of the proposed action on recyclable commodities. (iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why. (iv) If the proposed action will cause diversions from rail to motor carriage of more than: (A) 1,000 rail carloads a year; or (B) An average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

(i) The proposed abandonment will have no effect on the transportation of energy resources.

(ii) The proposed abandonment will have no effect on the transportation of recyclable commodities.

(iii) The proposed abandonment will have no effect on overall energy efficiency as no local or through train traffic currently uses The Line. Traffic that once used The Line has long since transferred to other transportation modes or routes, or has ceased to move entirely.

(iv) The proposed abandonment will not cause the diversion of any rail traffic to motor carriage as no local rail traffic has been handled on The Line in over two years.

(5) Air. (i) If the proposed action will result in either: (A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or (B) An increase in rail yard activity of at least 100 percent (measured by carload activity), or (C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. 10901 (or 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in subsection (5)(i)(A) will apply. (ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either: (A) An increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any

segment of rail line, (B) An increase in rail yard activity of at least 20 percent (measured by carload activity), or (C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. 10901 (or 49 U.S.C. 10505), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply. (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

(i) The proposed abandonment will not result in meeting or exceeding these thresholds.

(ii) The proposed abandonment will not result in meeting or exceeding these thresholds.

(iii) The proposed abandonment will not affect the transportation of ozone depleting materials.

(6) Noise. If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause: (i) An incremental increase in noise levels of three decibels Ldn or more; or (ii) An increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

(i) The proposed abandonment will not result in meeting or exceeding the thresholds listed in item (5)(i).

(ii) The proposed abandonment will not result in meeting or exceeding the thresholds listed in item (5)(i).

(7) Safety. (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings). (ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials. (iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

(i) SPT believes that there will be little or no impact on public health or safety associated with the proposed abandonment as no rail traffic currently operates on The Line. However, the eventual removal of some public and private rail crossings will have a positive effect on vehicular traffic that will no longer have to deal with the crossings.

(ii) The proposed abandonment will have no effect on the transportation of hazardous materials.

(iii) SPT is unaware of any locations within the rail corridor of The Line where hazardous spills have occurred or hazardous waste sites exist.

(8) Biological Resources. (i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects. (ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

(i) SPT is confident that there are no endangered or threatened species, or critical habitats, that would be adversely affected by the proposed abandonment. SPT contacted the U.S. Fish

and Wildlife Service as shown by the letter attached hereto as Exhibit 4. Copies of this report have been supplied to the U.S. Fish and Wildlife Service regional and field offices for their information and comment.

(ii) SPT is confident that there are no wildlife sanctuaries or refuges, or National or State parks, that would be adversely affected by the proposed abandonment. A copy of this report has been supplied to the U.S. Department of Interior (National Park Service) for its information and comment.

(9) Water. (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies. (ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects. (iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

(i) SPT is confident that the proposed abandonment will not be inconsistent with applicable water quality standards. SPT contacted the California State Environmental Protection Agency as shown by the letter attached hereto as Exhibit 5. A copy of this report has been supplied to the U.S. Environmental Protection Agency and the California State Environmental Protection Agency for their information and comment.

(ii) SPT is confident that the proposed abandonment will not require the issuance of any permits under section 404 of the Clean

Water Act. SPT contacted the U.S. Army Corps of Engineers as shown by the letter attached hereto as Exhibit 6. A copy of this report has been supplied to the U.S. Army Corps of Engineers for its information and comment.

(iii) SPT is confident that the proposed abandonment will not require the issuance of any permits under section 402 of the Clean Water Act. A copy of this report has been supplied to the U.S. Environmental Protection Agency its information and comment.

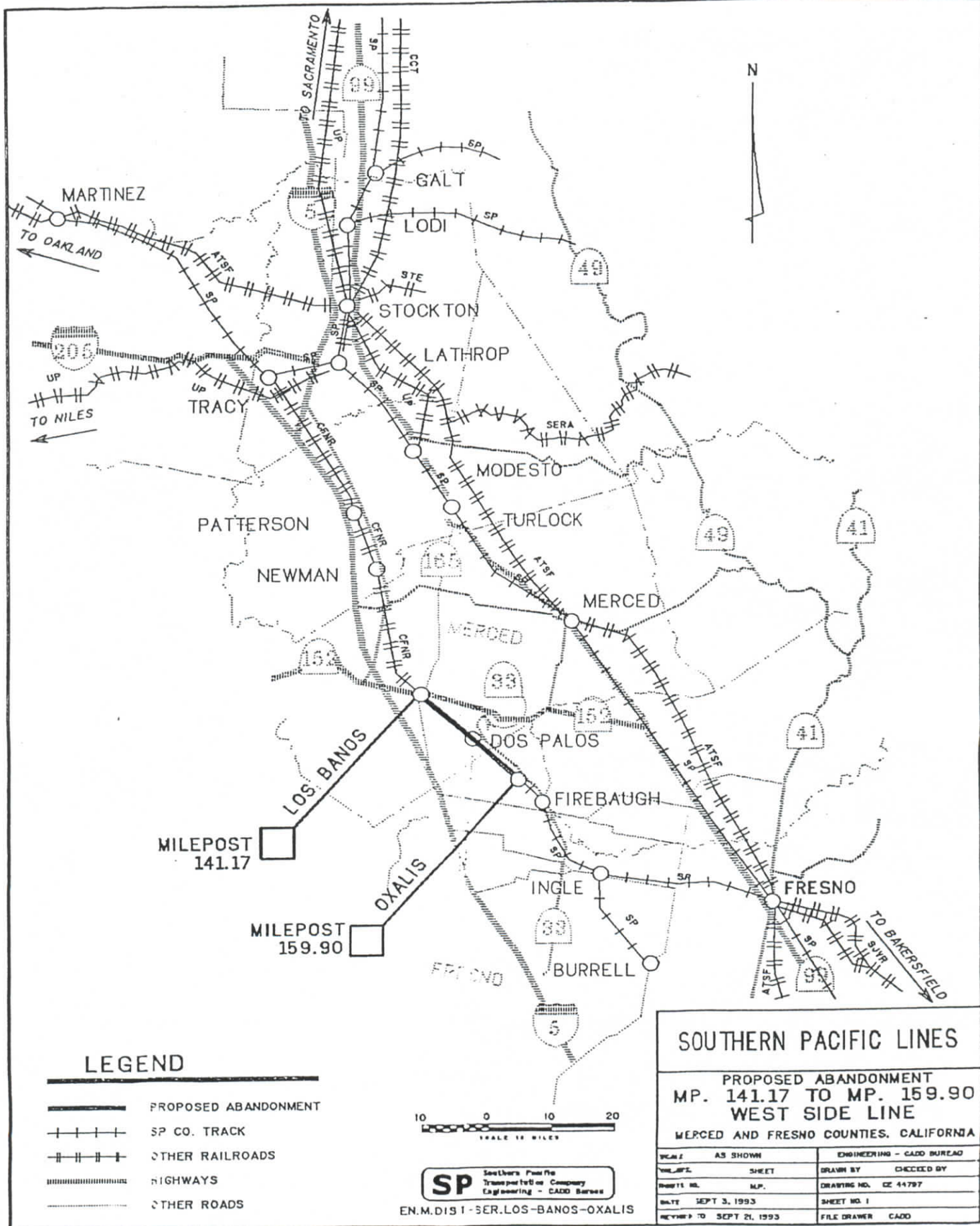
(10) Proposed Mitigation. Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

SPT does not expect any adverse environmental impact from the proposed abandonment, nor have the recipients of this report advised of the need for mitigation.

(11) Additional Information for Rail Constructions. The following additional information should be included for rail construction proposals (including connecting track construction): (i) Describe the proposed route(s) by State, county, and subdivision, including a plan view, at a scale not to exceed 1:24,000 (7 1/2 minutes U.S.G.S. quadrangle map), clearly showing the relationship to the existing transportation network (including the location of all highway and road crossings) and the right-of-way according to ownership and land use requirements. (ii) Describe any alternative routes considered, and a no-build alternative (or why this would not be applicable), and explain why they were not selected. (iii) Describe the construction plans, including the effect on the human environment, labor force requirements, the location of borrow pits, if any, and earthwork estimated. (iv) Describe in detail the rail operations to be conducted upon the line, including estimates of freight (carloads and tonnage) to be transported, the anticipated daily and annual number of train movements, number of cars per train, types of cars, motive power requirements, proposed speeds, labor force, and proposed maintenance-of-way practices. (v) Describe the effects, including indirect or down-line impacts, of the new or diverted traffic over the line if the thresholds governing energy, noise and

air impacts in §§ 1105.7(e)(4), (5), or (6) are met. (vi) Describe the effects, including impacts on essential public services (e.g., fire, police, ambulance, neighborhood schools), public roads, and adjoining properties, in communities to be traversed by the line. (vii) Discuss societal impacts, including expected change in employment during and after construction.

The proposed action is an abandonment, not a rail line construction. Therefore, no further response is warranted.





Southern Pacific Lines

Southern Pacific Building • One Market Plaza • San Francisco, California 94105

October 8, 1993
File: West Side

Mr. Robert Smith
Planning Director
Merced County
2222 M Street
Merced, CA 95340

Re: Docket No. AB-12 (Sub-No. 168X) - Southern Pacific
Transportation Company - Verified Notice of Exempt
Abandonment on 18.73 Miles of trackage in Merced and
Fresno Counties, California.

Dear Mr. Smith:

Southern Pacific Transportation Company ("SPT") plans to file a Verified Notice of Exempt Abandonment before the Interstate Commerce Commission ("ICC"), on or about October 25, 1993, to abandon 18.73 miles of the West Side Line from railroad milepost 141.17, at or near the Los Banos rail station located in Merced County, to railroad milepost 159.90, at or near the Oxalis rail station located in Fresno County, California. A map of the trackage involved is attached hereto.

49 C.F.R. 1105.7 (e)(3)(i) states that "Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies." We would appreciate your review of the proposed action as required by this section. Your response will be included in the Environmental Report prepared for this action and a copy of the Report will be mailed to you.

If you have any questions, please feel free to call me in San Francisco at (415) 541-2714.

Sincerely,

A handwritten signature in dark ink, appearing to read "Paul D. Turney", written over a horizontal line.

Paul D. Turney
Senior Manager
Plant Rationalization

Attachment: map



Southern Pacific Lines

Southern Pacific Building • One Market Plaza • San Francisco, California 94105

October 8, 1993
File: West Side

Mr. Jeff Tweedie
Senior Analyst
Fresno County Public Works Office
2220 Tulare Street - 6th Floor
Fresno, CA 93721

Re: Docket No. AB-12 (Sub-No. 168X) - Southern Pacific
Transportation Company - Verified Notice of Exempt
Abandonment on 18.73 Miles of trackage in Merced and
Fresno Counties, California.

Dear Mr. Tweedie:

Southern Pacific Transportation Company ("SPT") plans to file a Verified Notice of Exempt Abandonment before the Interstate Commerce Commission ("ICC"), on or about October 25, 1993, to abandon 18.73 miles of the West Side Line from railroad milepost 141.17, at or near the Los Banos rail station located in Merced County, to railroad milepost 159.90, at or near the Oxalis rail station located in Fresno County, California. A map of the trackage involved is attached hereto.

49 C.F.R. 1105.7 (e)(3)(i) states that "Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies." We would appreciate your review of the proposed action as required by this section. Your response will be included in the Environmental Report prepared for this action and a copy of the Report will be mailed to you.

If you have any questions, please feel free to call me in San Francisco at (415) 541-2714.

Sincerely,

A handwritten signature in dark ink, appearing to read "Paul D. Turney", with a checkmark at the end.
Paul D. Turney
Senior Manager
Plant Rationalization

Attachment: map



Southern Pacific Lines

Southern Pacific Building • One Market Plaza • San Francisco, California 94105

October 8, 1993

File: West Side

Mr. Richard Hendricksen
Community Development Director
City of Los Banos
P.O. Box 31
Los Banos, CA 93635

Re: Docket No. AB-12 (Sub-No. 168X) - Southern Pacific
Transportation Company - Verified Notice of Exempt
Abandonment on 18.73 Miles of trackage in Merced and
Fresno Counties, California.

Dear Mr. Hendricksen:

Southern Pacific Transportation Company ("SPT") plans to file a Verified Notice of Exempt Abandonment before the Interstate Commerce Commission ("ICC"), on or about October 25, 1993, to abandon 18.73 miles of the West Side Line from railroad milepost 141.17, at or near the Los Banos rail station located in Merced County, to railroad milepost 159.90, at or near the Oxalis rail station located in Fresno County, California. A map of the trackage involved is attached hereto.

49 C.F.R. 1105.7 (e)(3)(i) states that "Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies." We would appreciate your review of the proposed action as required by this section. Your response will be included in the Environmental Report prepared for this action and a copy of the Report will be mailed to you.

If you have any questions, please feel free to call me in San Francisco at (415) 541-2714.

Sincerely,

A handwritten signature in dark ink, appearing to read "Paul D. Turney", written over a horizontal line.

Paul D. Turney
Senior Manager
Plant Rationalization

Attachment: map

UPDATE SHEET

Resource Name or #:(Assigned by recorder)

Southern
Pacific
Railroad San
Joaquin Valley
Main Line

Page **1 of 3**

Map ID #: **82**

☐ Continuation
☒ Update

P1. Other Identifier: N/A

*** P3a. Description:** This resource is a segment of the Southern Pacific Railroad San Joaquin Valley Main Line tracks in Merced. The

This form updates the previous recordation efforts addressing the Southern Pacific (now Union Pacific) Railroad's San Joaquin Valley Main Line, which runs on the eastern side of the San Joaquin Valley and now parallels Highway 99. The route, overall, throughout California, remains the same as during its initial phase of construction, and the total alignment runs from Lathrop to Los Angeles. Within the segment surveyed for the purposes of this project, the rail maintains its historic 1869-1874 alignment. The rail is a single set of steel tracks on a wide berm and dedicated right-of-way, with wooden ties, steel rivets and gravel ballast. Most street crossings, while originally wooden, have been replaced with modern concrete plater girder crossings. The railbed is largely at-grade, with occasional culverts and bridges to facilitate crossings of natural features.

P3b. Resource Attributes: AH7. railroad grade

P5a. Photograph: SPRR tracks, view south, August 2023.



*** P8. Recorded by:** (Name, affiliation, address) Allison Lyons Medina and Josh Severn, ICF, 980 9th Street, Suite 1200, Sacramento, CA 95814

*** P9. Date Recorded:** August 2023

*** P10. Survey Type:** Intensive

UPDATE SHEET

Resource Name or #:(Assigned by recorder)

Southern
Pacific
Railroad San
Joaquin Valley
Main Line

Page **2 of 3**

Map ID #:

82

☐ Continuation
☒ Update

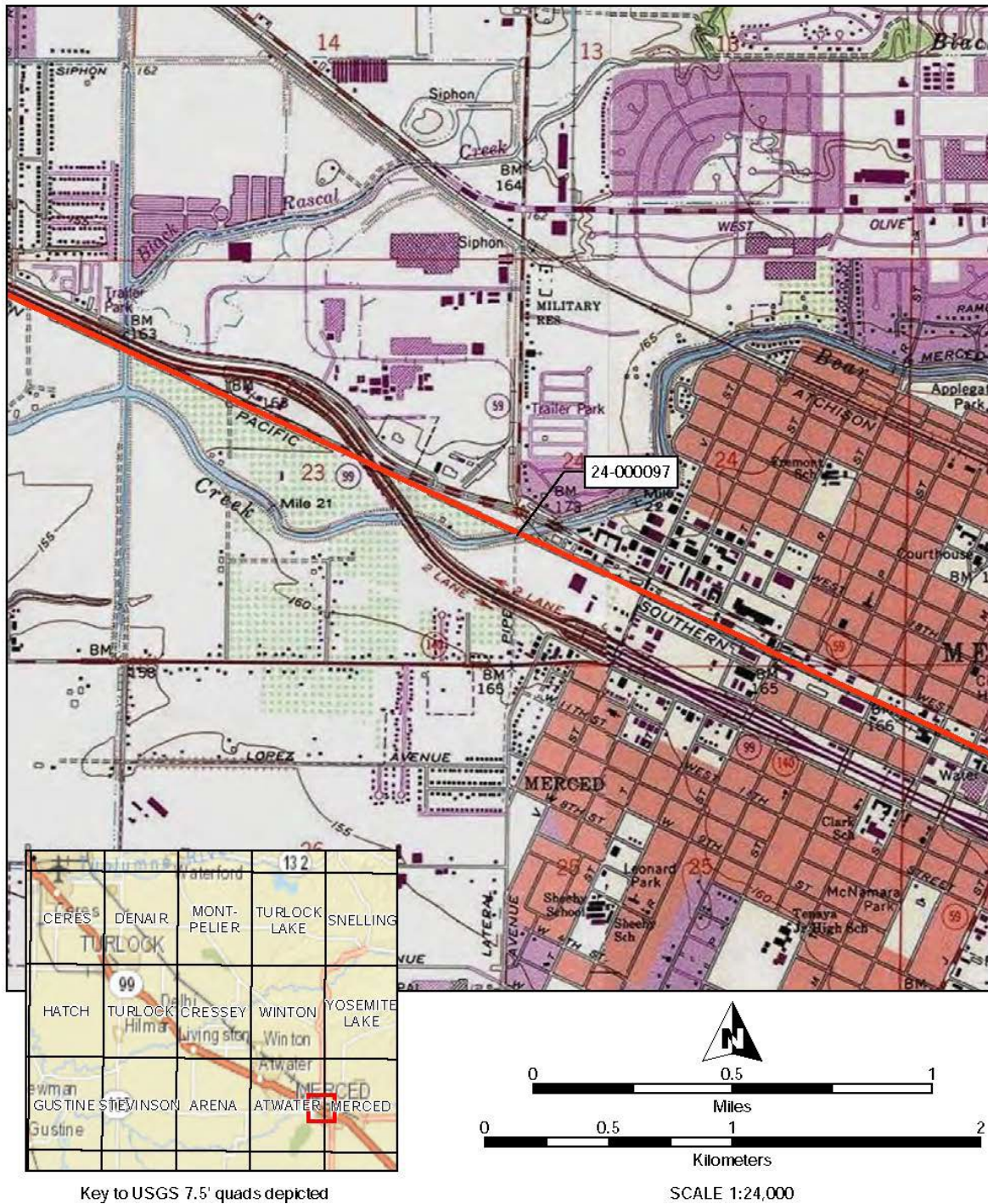
*** P11. Report Citation:** ICF. 2024. Merced Intermodal Track Connection Project, Historical Resource Inventory and Evaluation Report. January. (ICF 104197.0.002) San Francisco, CA. Prepared for San Joaquin Joint Powers Authority, Stockton, CA.

B10. Significance:

This segment of SPRR was recently recorded by ICF in 2021 and found eligible listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR). The San Joaquin Valley Main Line is an historical resource for purposes of the California Environmental Quality Act (CEQA). The property retains integrity to convey its significance and is eligible under Criterion A/1 in the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. After review of the previous recordation and current field check and research, this Update concurs with previous evaluations.

Sources:

ICF. 2020. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Extension Lathrop to Ceres/Merced*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.



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

Primary # P-24-000097
HRI # _____
Trinomial _____
NRHP Status Code 3S, 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 17

*NRHP Status Code 3S, 3CS
*Resource Name or # (Assigned by recorder) 2018-67 (ACE)

P1. Other Identifier: Southern Pacific Railroad San Joaquin Valley Main Line

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County Stanislaus, Merced and (P2b and P2c or P2d. Attach a Location Map, as necessary.)

*b. USGS 7.5' Quad Subject rail passes through Ceres (1969) Turlock (1961) Atwater (1961) and Merced (1961)

c. Address: N/A City: N/A Zip: N/A

UTM: Zone: 10S; Northwestern most point (start of segment): 680454 mE/ 4162317 mN; Keyes: 684125 mE/ 4158471 mN; downtown Turlock: 690328 mE/ 4151908 mN; Delhi: 696708 mE/ 4145191 mN; Livingston: 701567 mE/ 4140265 mN; Atwater: 711722 mE/ 4135914 mN; Merced, end point: 722676 mE/ 4131216 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) An approximately 33-mile segment of rail beginning at E Hackett Road in Ceres heading southeast towards Merced through Keyes, Turlock, Delhi, Livingston, and Atwater. Segment ends at G Street in Merced.

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

This form updates the previous recordation efforts addressing the Southern Pacific (now Union Pacific) Railroad's San Joaquin Valley Main Line, which runs on the eastern side of the San Joaquin Valley and now parallels Highway 99. The 33-mile segment surveyed for the purposes of this form runs from Ceres to Merced, but the significance of the entire rail line has been duly considered in this form. The Information Center record pertaining to this segment of rail is associated with P-24-000097, and northwest of the project area within San Joaquin County is associated with P-39-000002. (See continuation sheet.)

*P3b. Resource Attributes: (List attributes and codes) AH7. Railroad Grade; HP19. Bridge

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



P5b. Description of Photo: (View, date, accession #) January 12, 2020, view facing east in Merced.

*P6. Date Constructed/Age and Sources:

☒ Historic ☐ Prehistoric ☐ Both
1873

*P7. Owner and Address:

Union Pacific
1400 Douglas Street
Omaha NE 68179

*P8. Recorded by: (Name, affiliation, address)

Joshua Seven
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

*P9. Date Recorded: August 29, 2023

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: ICF. 2024. Merced Intermodal Track Connection Project, Historical Resource Inventory and Evaluation Report. January. (ICF 104197.0.002) San Francisco, CA. Prepared for San Joaquin Joint Powers Authority, Stockton, CA.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # 24-000097

HRI # _____

Page 2 of 17

*NRHP Status Code 3S; 3CS

*Resource Name or # (Assigned by recorder) 2018-67

B1. Historic Name: Central Pacific Railroad (San Joaquin Valley Main Line or Eastern Line)

B2. Common Name: Southern Pacific Railroad San Joaquin Valley Main Line

B3. Original Use: Railroad

B4. Present Use: Railroad

***B5. Architectural Style:** Utilitarian

***B6. Construction History:** (Construction date, alteration, and date of alterations) Construction started in Lathrop in 1869, with continued building heading southeast through the San Joaquin Valley, reaching Tulare City (a newly founded railroad town) in 1873. The line was then built through the Tehachapi Pass to Los Angeles and formally completed in 1876. From 1923-1930 the Southern Pacific undertook rehabilitation and development of the line, which included upgrading of materials and maintenance. After World War II the main line was upgraded with new "ribbon rails" laid with mechanized track-laying machines which provided more accuracy than previous hand-laid rail; this ribbon rail is still present throughout the main line. Additionally, alteration, improvement, and replacement of grade separations, crossing equipment, tracks, ties, and roadbeds have been ongoing throughout the twentieth and twenty-first centuries.

***B7. Moved?** ☒ No ☐ Yes

Date: _____ **Original Location:** X

***B8. Related Features:**

B9. Architect: Central Pacific Railroad/Southern Pacific Railroad

b. Builder: Central Pacific Railroad/Southern Pacific Railroad

***B10. Significance: Theme** Central Valley Railroad Development

Area San Joaquin Valley

Period of Significance 1868-1874 **Property Type** Railroad

Applicable Criteria A/1

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

The San Joaquin Valley Main Line meets the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and is an historical resource for purposes of the California Environmental Quality Act (CEQA). The property retains integrity to convey its significance and is eligible under Criterion A/1 in the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

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

***B12. References:**

See continuation sheet.

B13. Remarks:

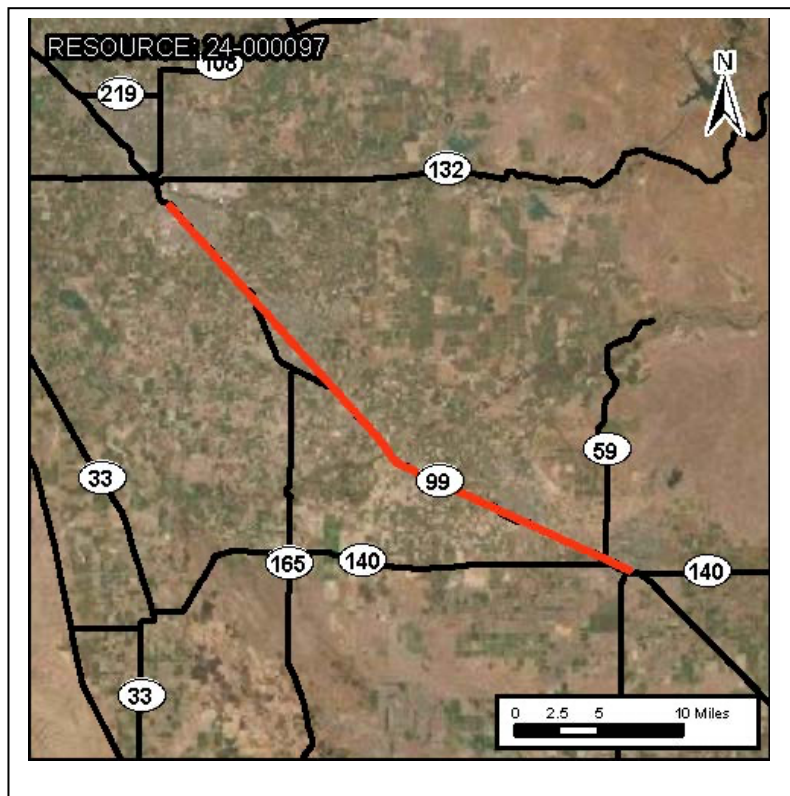
***B14. Evaluator:**

Amanda Reese and Christine Cruieess
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**

February 2, 2021

(This space reserved for official comments.)



Page 3 of 17

*Resource Name or # (Assigned by recorder) 2018-67

*Recorded by Amanda Reese, ICF *Date February 2, 2021 ☒ Continuation ☐ Update

***P3a. Description** (continued from page 1)

Most street crossings, while originally wooden, have been replaced with modern concrete plate girder crossings. The railbed is largely at-grade, with occasional culverts and bridges to facilitate crossings of natural features.

The Central Pacific Railroad merged with the Southern Pacific in 1884 and the line was run by the Southern Pacific until 1996, when the Union Pacific Railroad bought the company. The Union Pacific continues to operate the rail line today. The route, overall, throughout California, remains the same as during its initial phase of construction, and the total alignment runs from Lathrop to Los Angeles. Within the segment surveyed for the purposes of this project, the rail maintains its historic 1869-1874 alignment. The rail is a single set of steel tracks on a wide berm and dedicated right-of-way, with wooden ties, steel rivets and gravel ballast.

***B10. Significance:** (continued from page 2)

PRIOR RECORDATION

P-24-000097 records two rail lines within the San Joaquin Valley, specifically the Main Line (which this record concerns) and the Southern Pacific West Side Line (which this record does not concern).

The Main Line was recorded by JRP in April of 1994; JRP recorded 35 points along the rail line through Kern, Tulare, Fresno, Madera, Merced, Stanislaus, San Joaquin and Sacramento counties. JRP provided an adequate NRHP/CRHR evaluation for these points, and found the Main Line eligible under Criterion A as the Main Line played an important role in the history of transportation in California and the western United States, as well as the development of agriculture within the San Joaquin Valley. However, JRP found the Main Line segments recorded did not have integrity relative to the period of significance (1869-1876). They found that only the right-of-way itself maintained integrity; all iron rails that would have dated to the period of significance are no longer extant.

JRP recorded another segment of the Main Line in April of 1994 southeast of Delhi and did not provide an evaluation.

Wendy Kronman of Caltrans recorded a segment of the Main Line through Merced in September 2005. Similar to JRP's 1994 finding, Kronman found the line significant but not eligible due to integrity issues.

The West side Line was recorded by Kyle Napton of California State University, Sacramento in 1996, specifically a segment within the City of Los Banos. The earliest records for P-24-000097 include 1993 abandonment reports from the Southern Pacific Transportation Company concerning the West Side Line between Los Banos and Oxalis

HISTORIC CONTEXT

Construction of the Southern Pacific Line on the east side of the San Joaquin Valley began in December 1869 at Lathrop, which at the time had a Western Pacific junction that connected with Stockton. The work was initially undertaken by the Central Pacific Railroad and reached Modesto on May 5, 1870. The Tuolumne River was bridged in June 1871 and the towns of Turlock and Merced were duly founded and had rail constructed through them by the end of 1871.

The line was opened for travel in August 1874 and connected to Los Angeles via the Tehachapi Pass in the Mojave Desert by 1876.

The Central Pacific and all of its line, owned and leased, were unified with the Southern Pacific in 1884 as the Southern Pacific Company, which began another period of intense building throughout the state and created an addition of 2,630 miles of lines.

SIGNIFICANCE AND EVALUATION

The previous studies of the San Joaquin Valley Main Line have noted the important role the line played not just in the commerce of the region but the broad role the railroad played in the pioneering era of settlement, with the Southern Pacific creating towns wholesale that today serve as major population centers in the San Joaquin Valley, such as Merced. The San Joaquin Valley Main Line served as the first all-weather transportation system within the valley, and eventually connected Southern California with both the San Joaquin Valley and Sacramento, as well as points east. The importance of this first line within the area it served is therefore of highest importance, and without it, many towns, other rail lines, industries, and agriculture within the valley would not have developed in the same way.

Past evaluations have cast doubt on the integrity of the railroad due to periodic upgrades of its rail, ties, crossings, signage, and safety features. However, consideration of integrity in regards to linear features have evolved in recent years, to more accurately gauge what aspects of integrity are essential for linear infrastructure that will naturally be replaced in-kind or with upgraded technology throughout their useful life span. Setting, location (alignment) and continued function (association) are now thought to

Page 4 of 17

*Resource Name or # (Assigned by recorder) 2018-67

*Recorded by Amanda Reese, ICF *Date February 2, 2021 ☒ Continuation ☐ Update

be the essential aspects of integrity for conveying significance under Criterion 1/A, whereas original tracks, ties, ballast, and equipment (design, materials, workmanship) are only of foremost importance for railroad resources that are significant under Criteria 3/C.

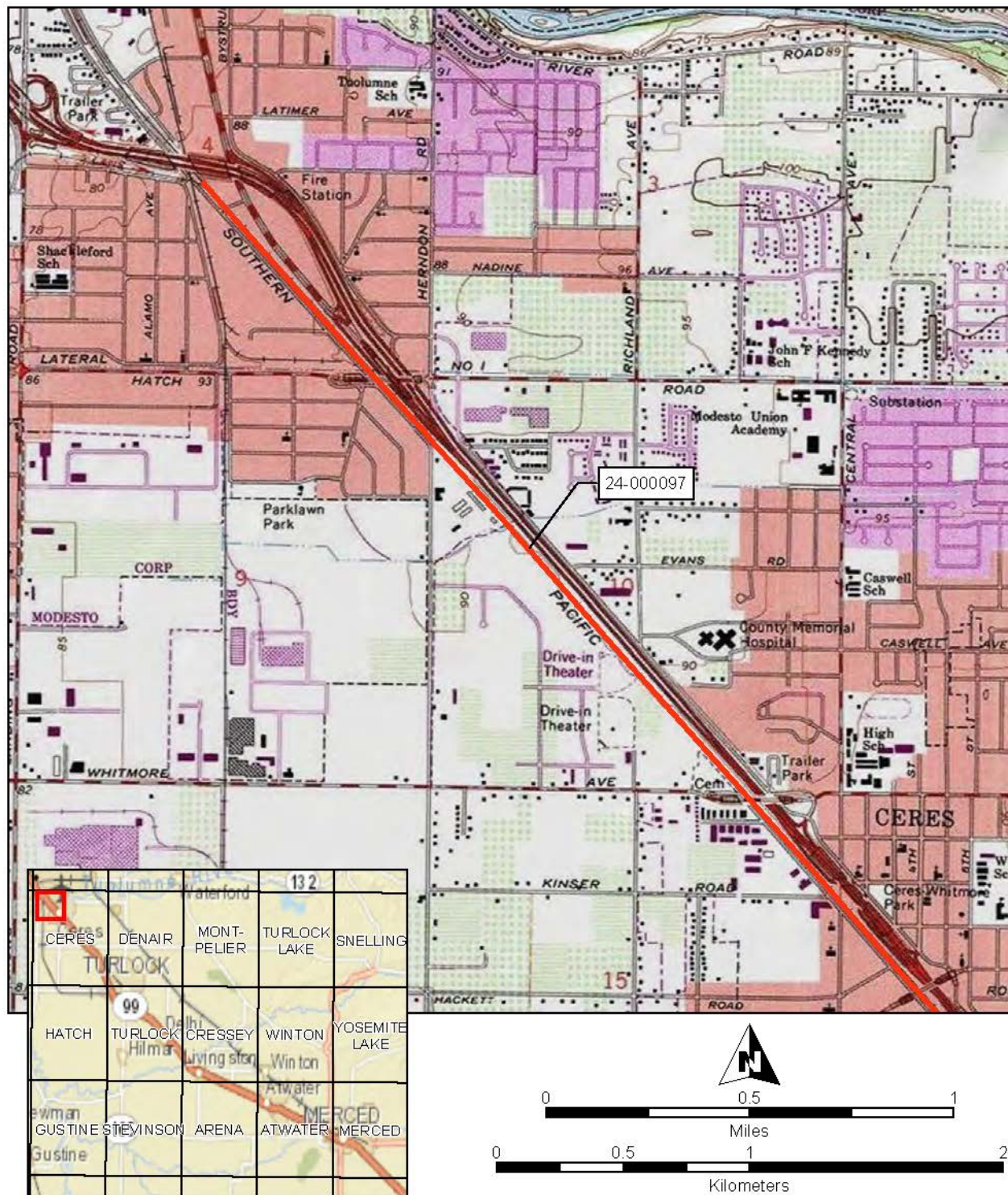
Integrity is crucial in the definition of a historic property. In the case of a linear resource that serves as infrastructure, such as a rail line, the aspects of integrity necessary for the property to convey its historic significance depends upon which criterion is being considered. Linear resources such as railroads may be significant under Criteria 1/A if they served a vital function in the early establishment of a region or community, helping move freight and people through routes determined historically. If the railroad maintains its alignment that dates to its period of significance, its **location**, this is a key aspect of integrity that must remain in order for the resource to convey its significance. If the railroad in question maintains its use as an active railroad (its **association**), which follows the route set within its period of significance, these are two key aspects which can be reasonably expected to be preserved from the historic period. The **setting** of a rail line can also be expected to maintain its historic character within the realm of reason; rail lines were built to create towns and railroad stops that would flourish due to their access to all-weather travel and freight. It is not reasonable therefore to expect the character of the myriad of railroad stops on a historic railroad to perfectly maintain character to the period of significance and instead best to surmise if, despite the normal course of civic improvements, expansion, and population growth, that the nature of the railroad is intact. If a linear resource does not have these three aspects of integrity, at the minimum, it does not likely retain enough integrity to qualify under Criteria 1/A as an eligible resource. This argument can also be applied to the **feeling** of a rail line, and the preservation of the expression of the resources' historic character.

Railroads that represent an early or unique engineering solution may be significant under NRHP/CRHR Criterion C/3. Integrity of **materials** and **workmanship**, and to a lesser extent, **design**, cannot be expected to survive long periods where the linear infrastructure is in active use. Infrastructure is not designed to remain static, and instead is built with the expectation that improvements to technology, engineering, and material sciences will help the subject infrastructure continue its intended use on its intended alignment for as long as it is feasible. Although many of the early railroad lines in California continue to operate within their original corridor, it is a rare line or segment that retains integrity of materials, workmanship, and design due to this need for physical upgrades to keep up with maintenance and technological advances.

If the San Joaquin Valley Main Line is evaluated using this view on the seven aspects of integrity, it **retains sufficient integrity to its period of significance for eligibility under NRHP/CRHR Criterion A/1**. The resource retains its key aspects of integrity; its alignment (**location**), use (**association**), and **setting** are intact. The rail line remains a single track through the project area and extending into unsurveyed but studied portions of the line. Despite the addition of Highway 99 and larger towns and cities through which the rail passes, there is no doubt that the historic purpose of the rail line, which is to increase commerce, broaden the reach of transportation through California and the eastern San Joaquin Valley, and provide linkages to agricultural regions has been achieved. Put another way, a railroad that did not suffer from some degree of change with respect to its materials, workmanship, design, and to some extent, setting, would not have accomplished its historic aims to increase commerce, serve communities, and better transportation services in its area of service. Continued use, reasonably evolved setting, and location are three aspects that linear resources can reasonably fulfill and still convey their historic significance.

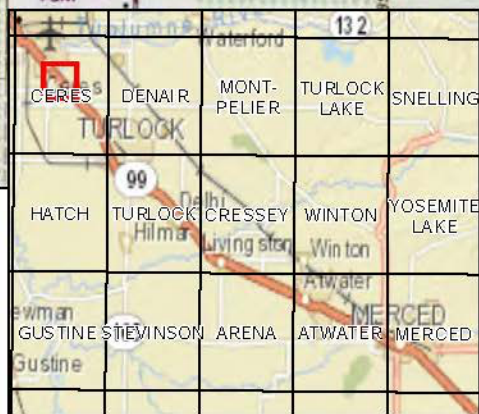
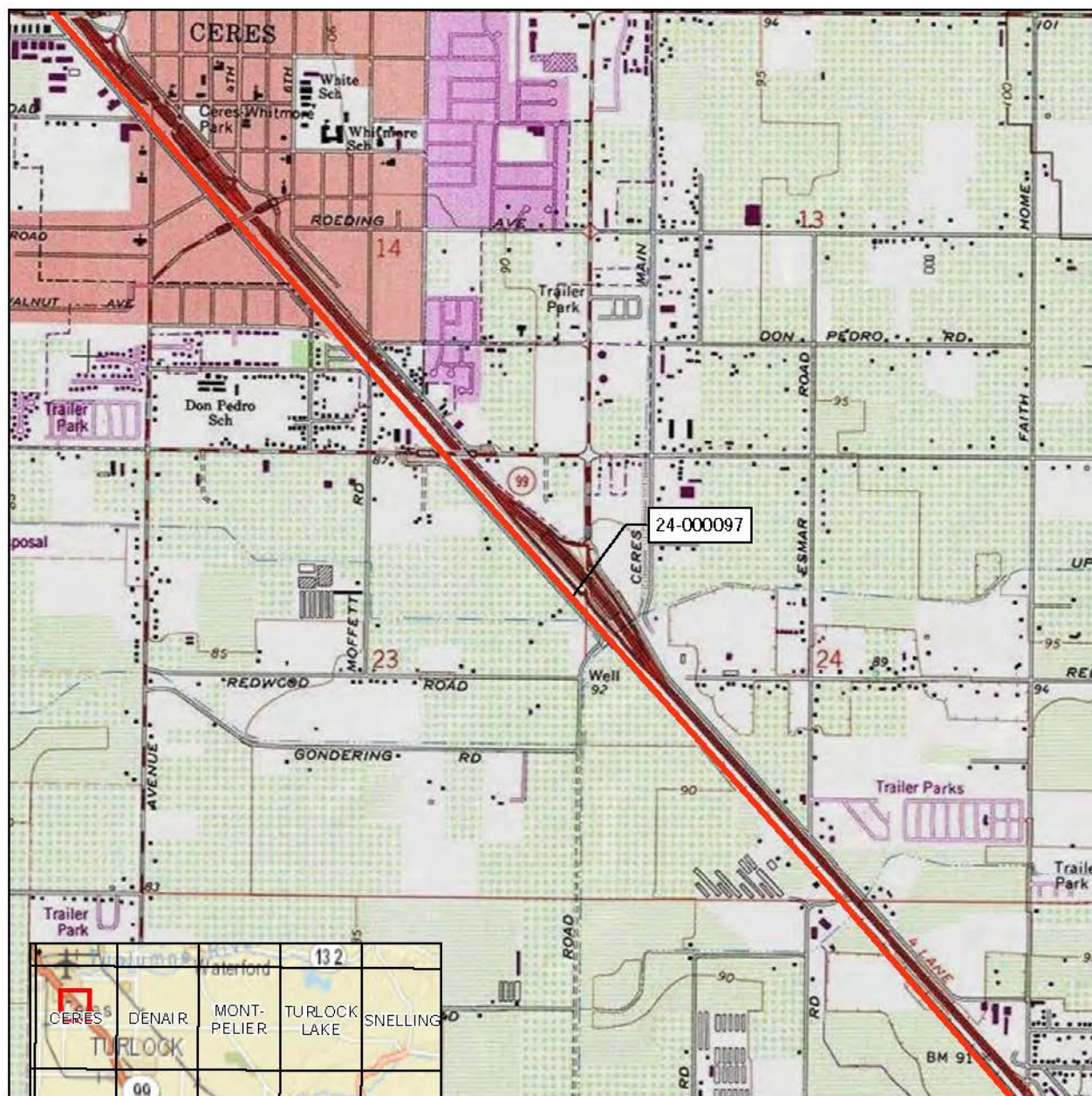
Character-defining features for the resource include the railroad's alignment through the San Joaquin Valley, its continued function as a railroad, its heavy-gauge track, and its setting within the rural and urban areas of the eastern San Joaquin Valley. The period of significance dates to the construction of the line throughout the San Joaquin Valley, 1868-1874, when the line's current alignment was built.

In conclusion, The Southern Pacific San Joaquin Valley Main Line is eligible for listing in the NRHP/CRHR as an individual resource under NRHP/CRHR Criterion A/1 at the local level of significance as the premier pioneer railroad throughout the eastern San Joaquin Valley. The Southern Pacific San Joaquin Valley Main Line is not eligible for listing in the NRHP/CRHR under NRHP/CRHR Criterion C/3 due to a loss of integrity, as argued in previous evaluations. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and is a historical resource for the purposes of CEQA.

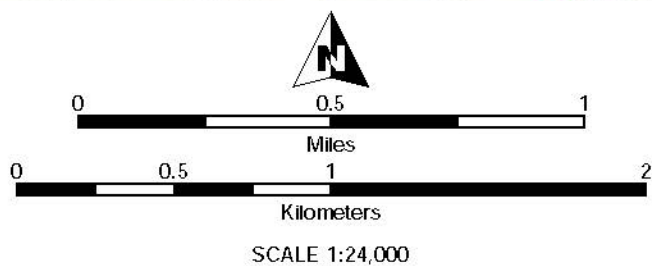


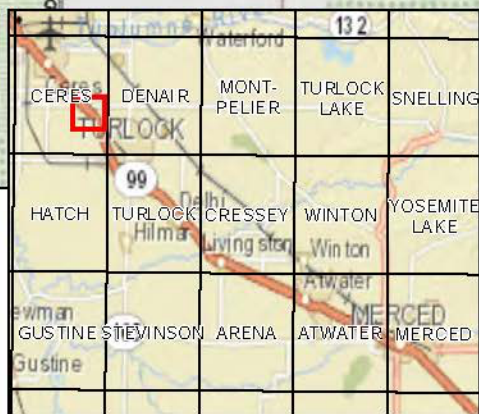
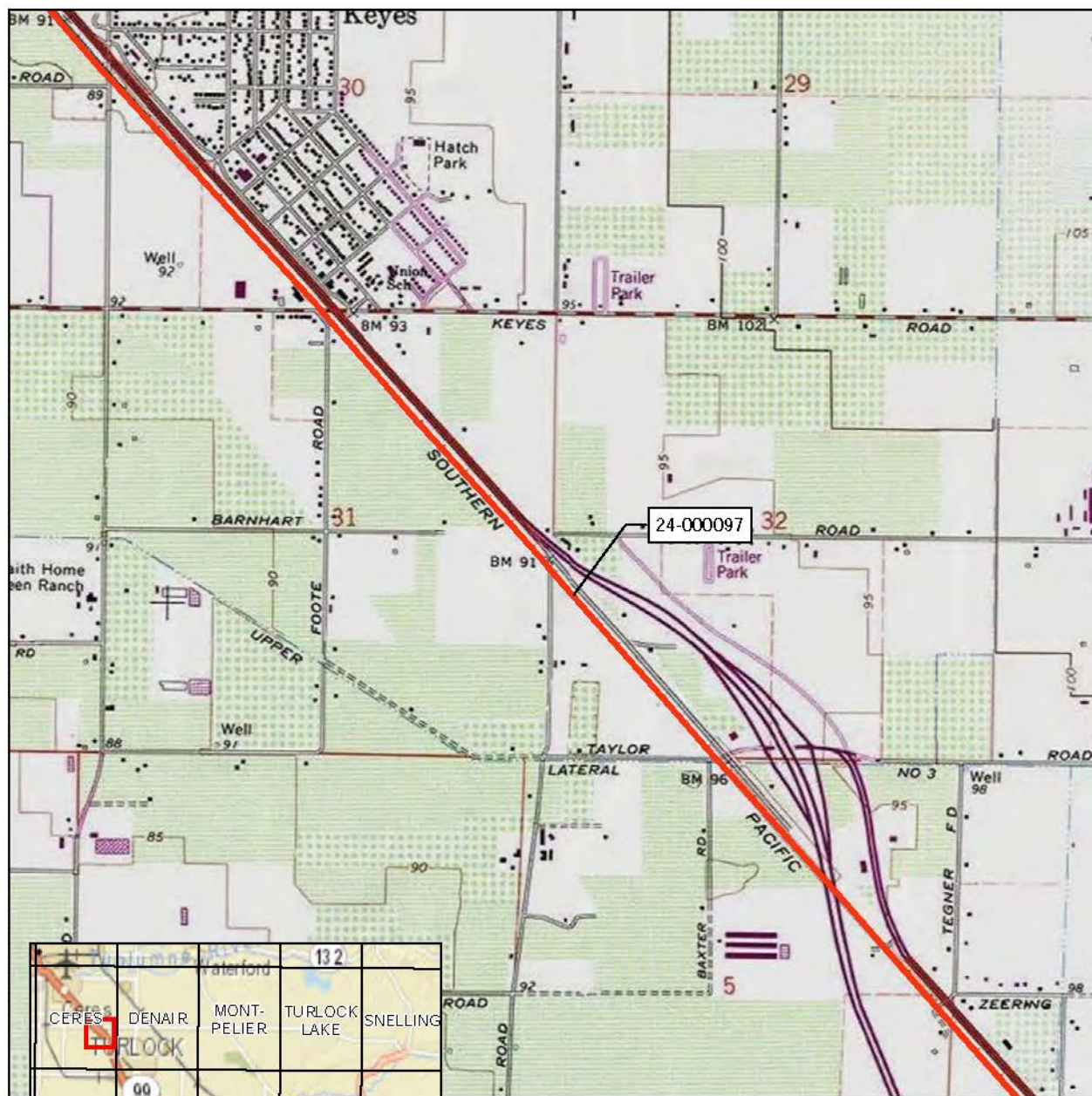
Key to USGS 7.5' quads depicted

SCALE 1:24,000

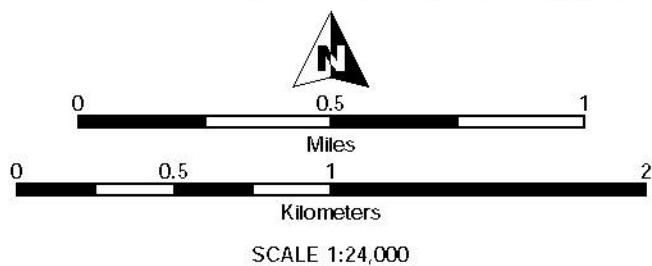


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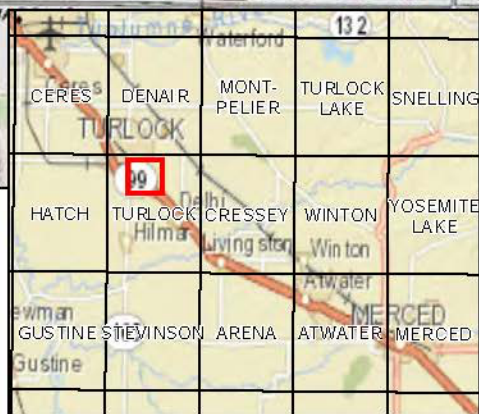
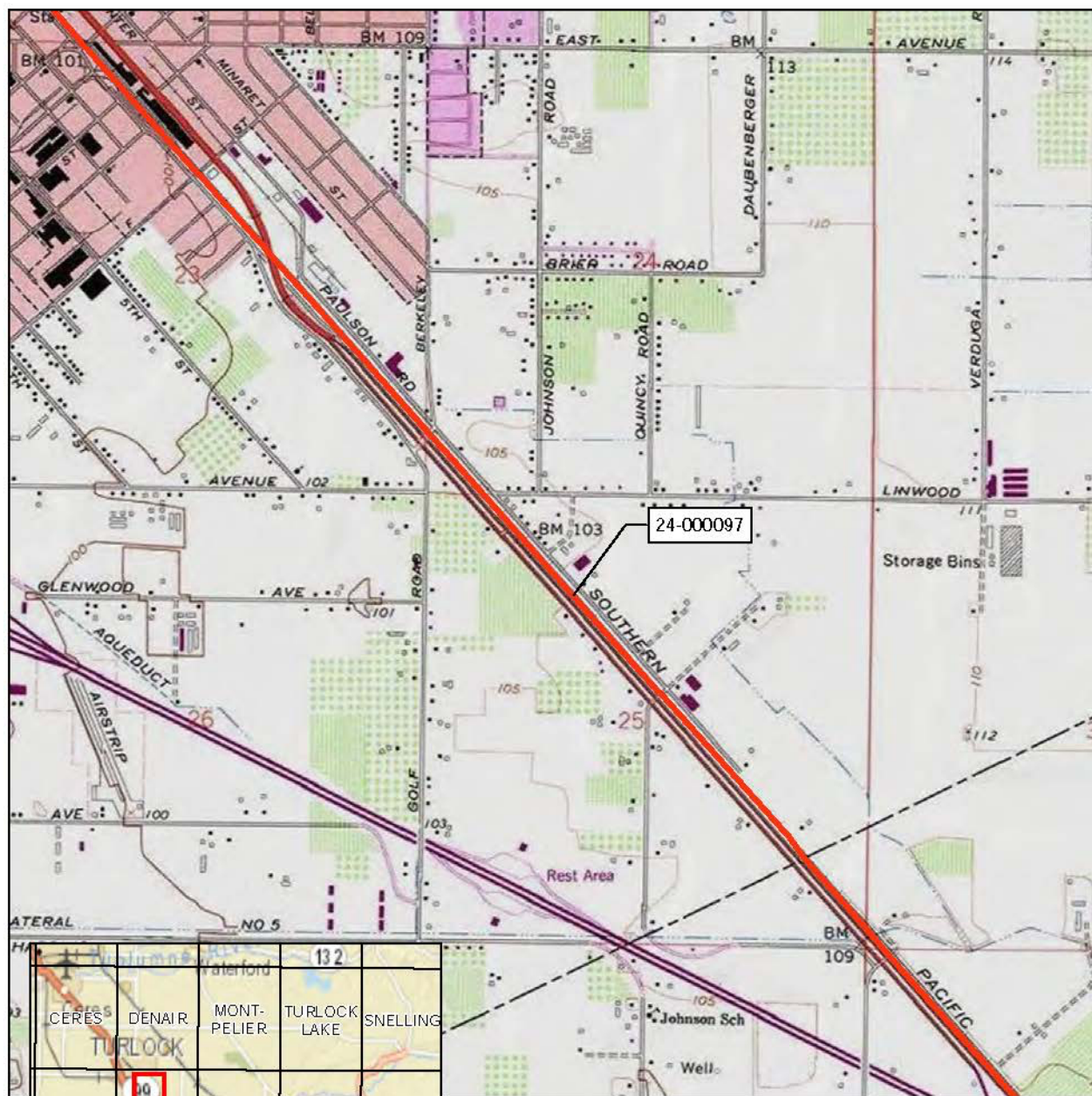




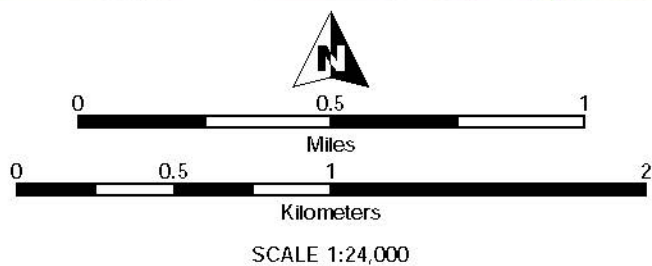
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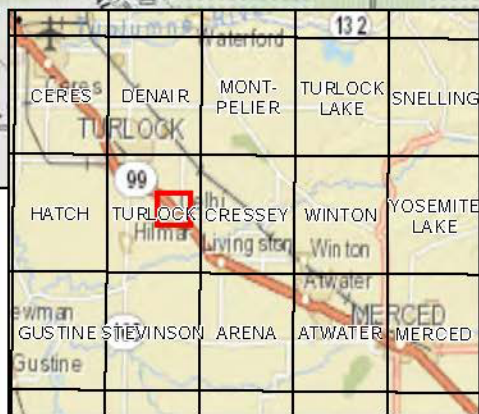
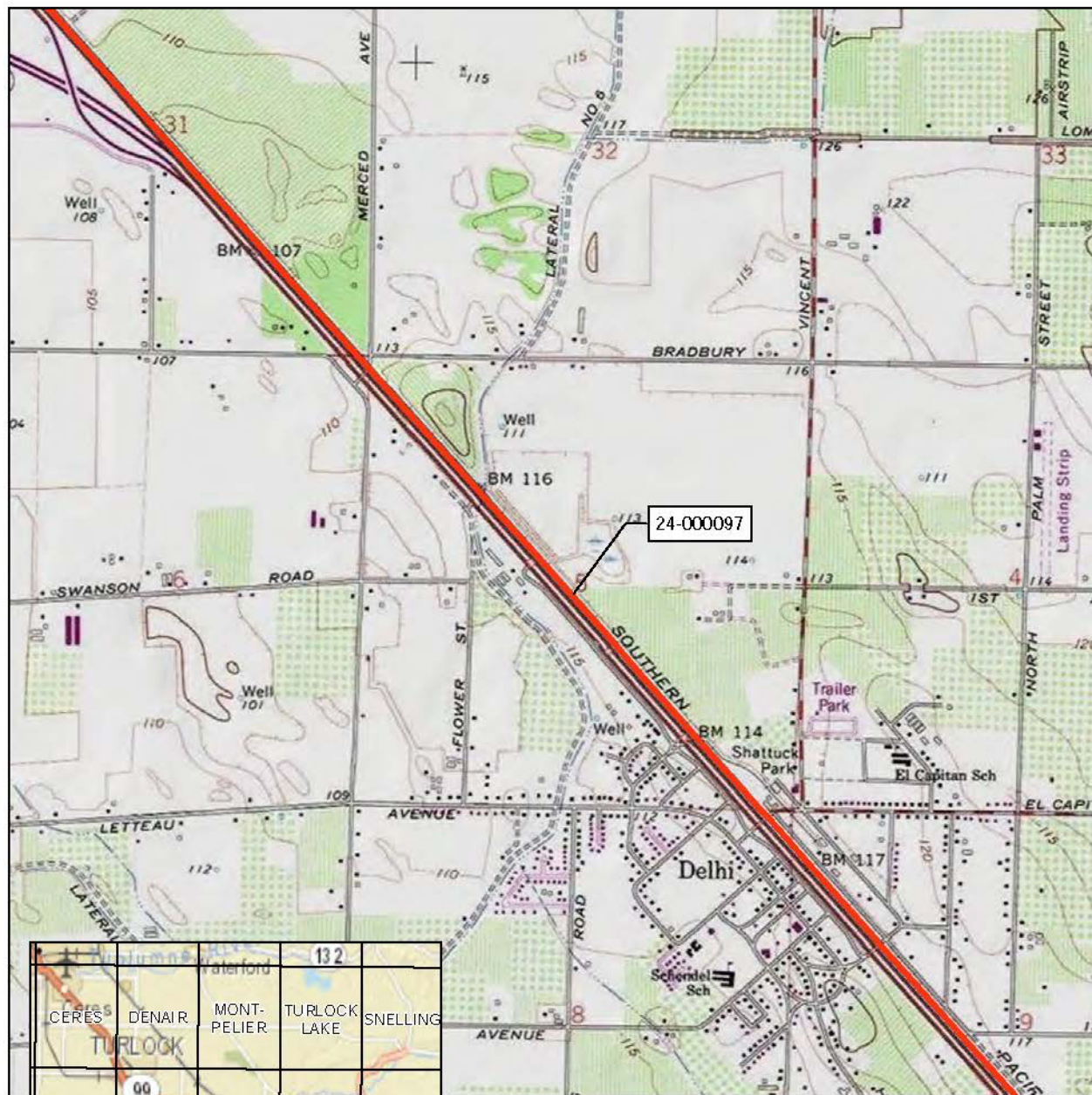




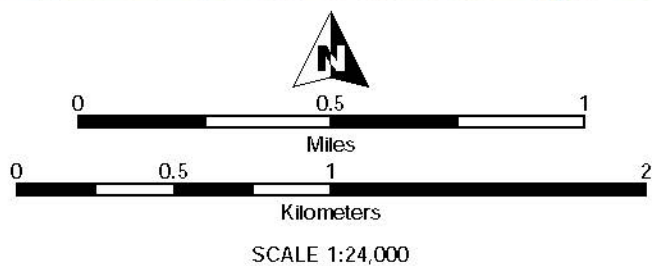


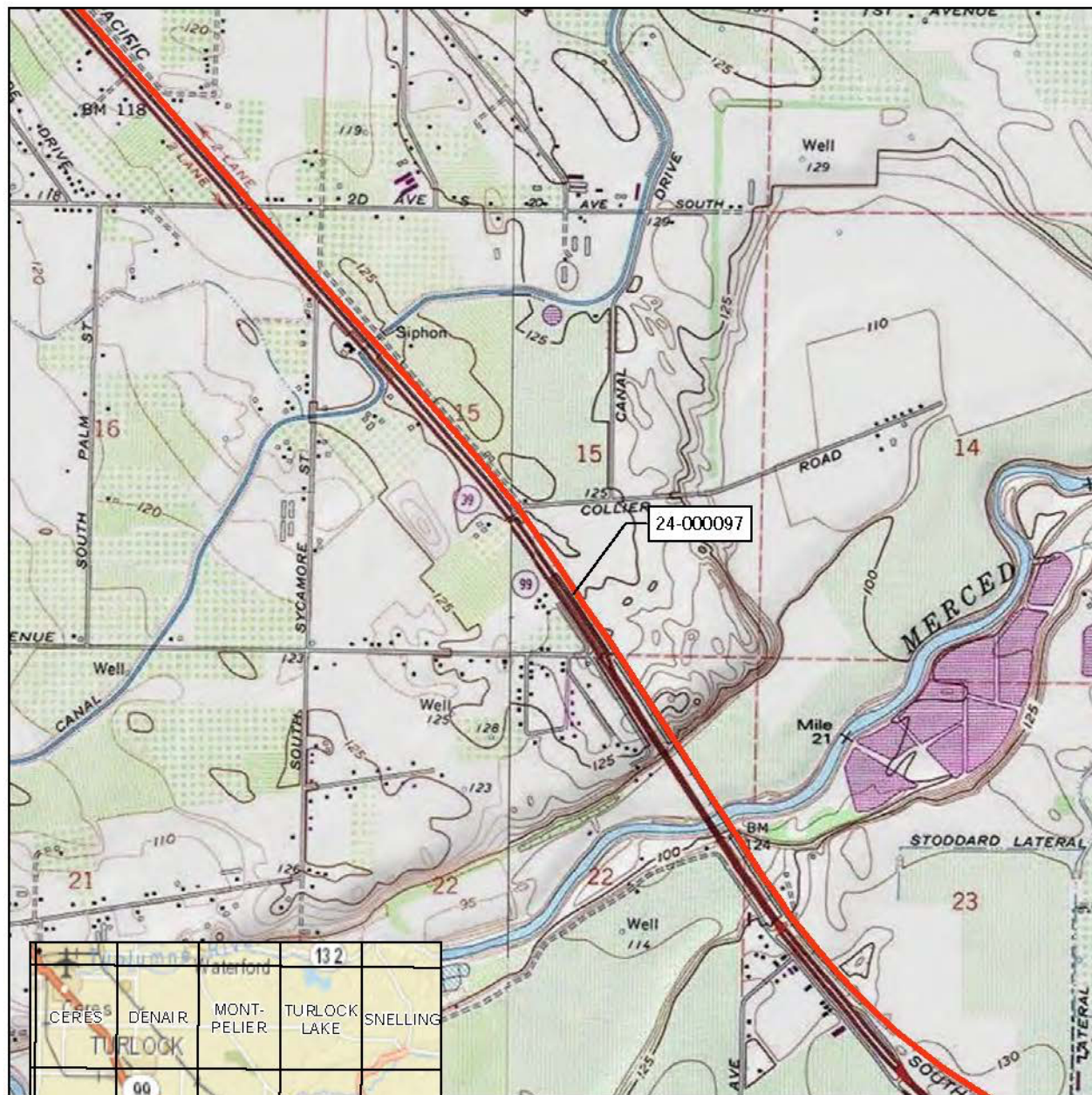
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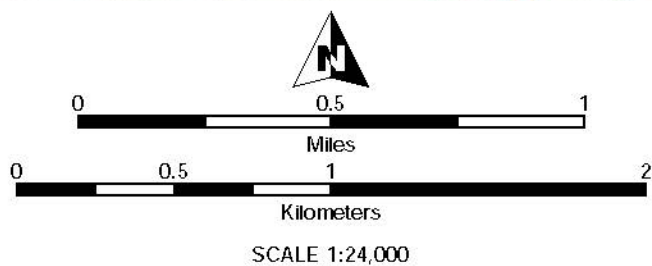


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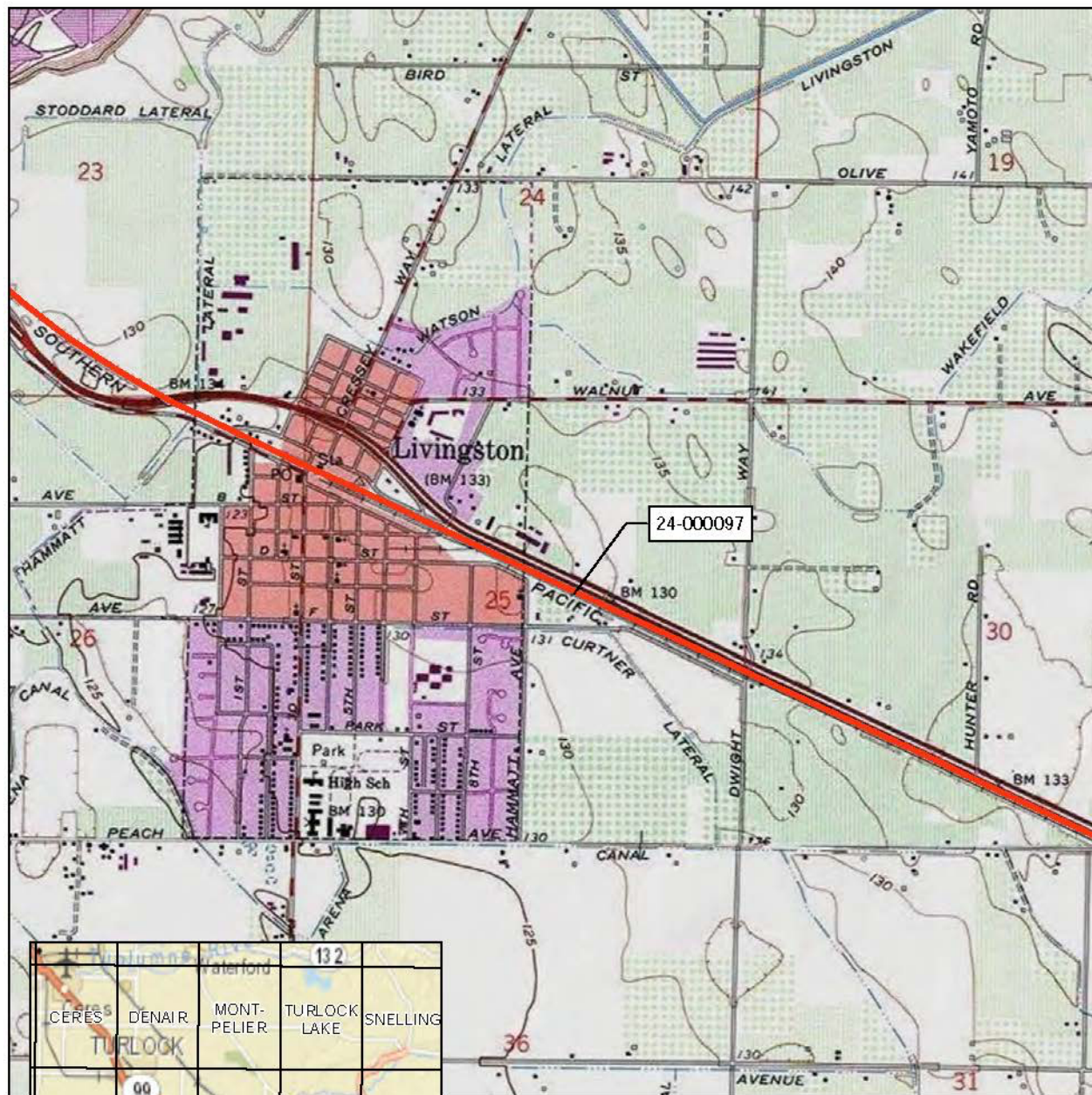




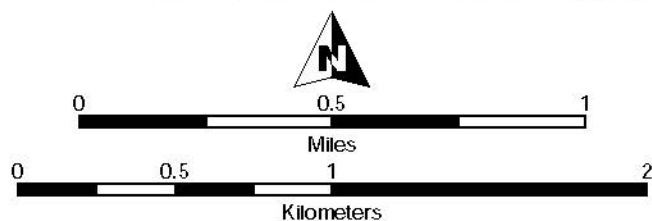
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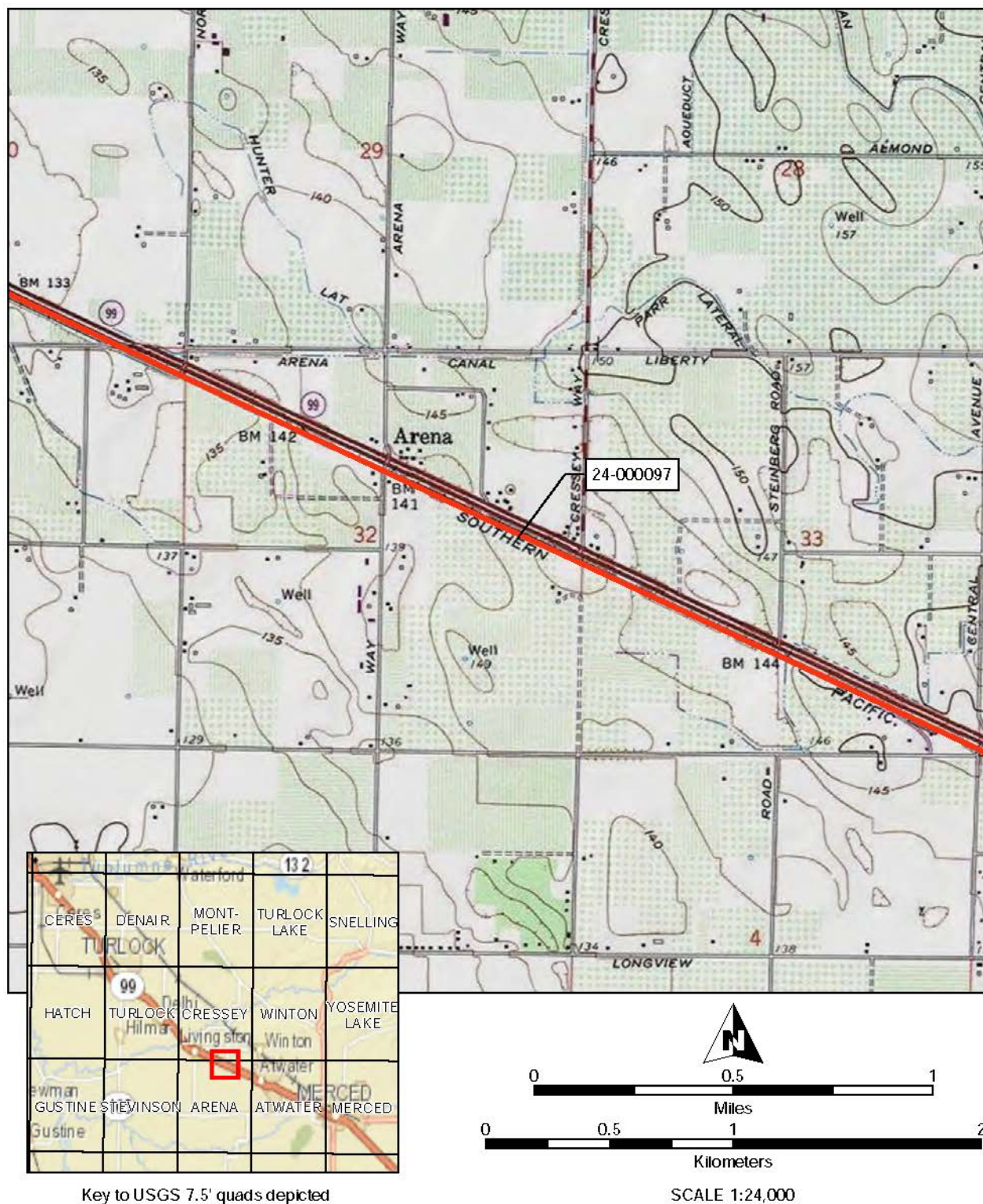


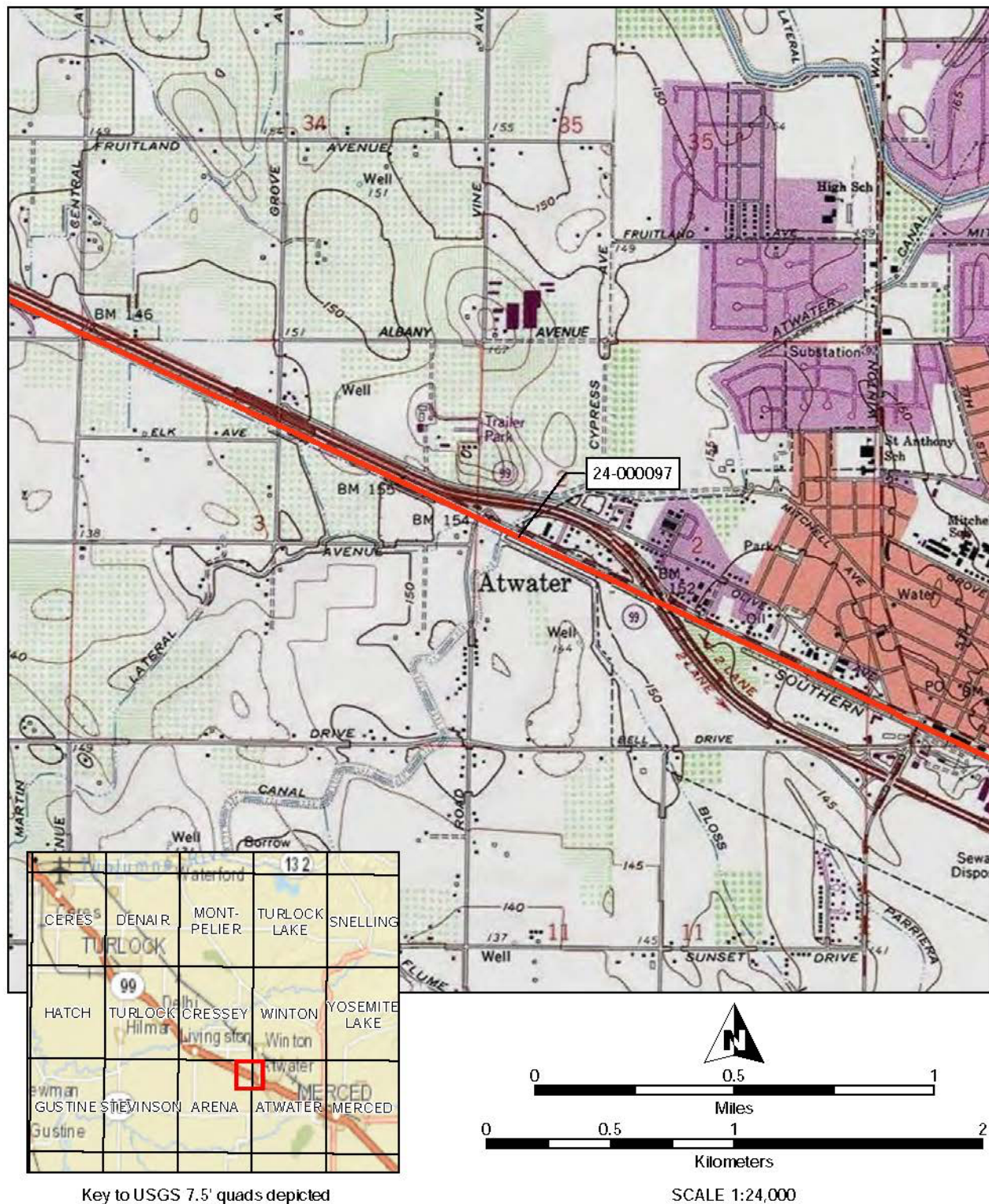
LOCATION MAP

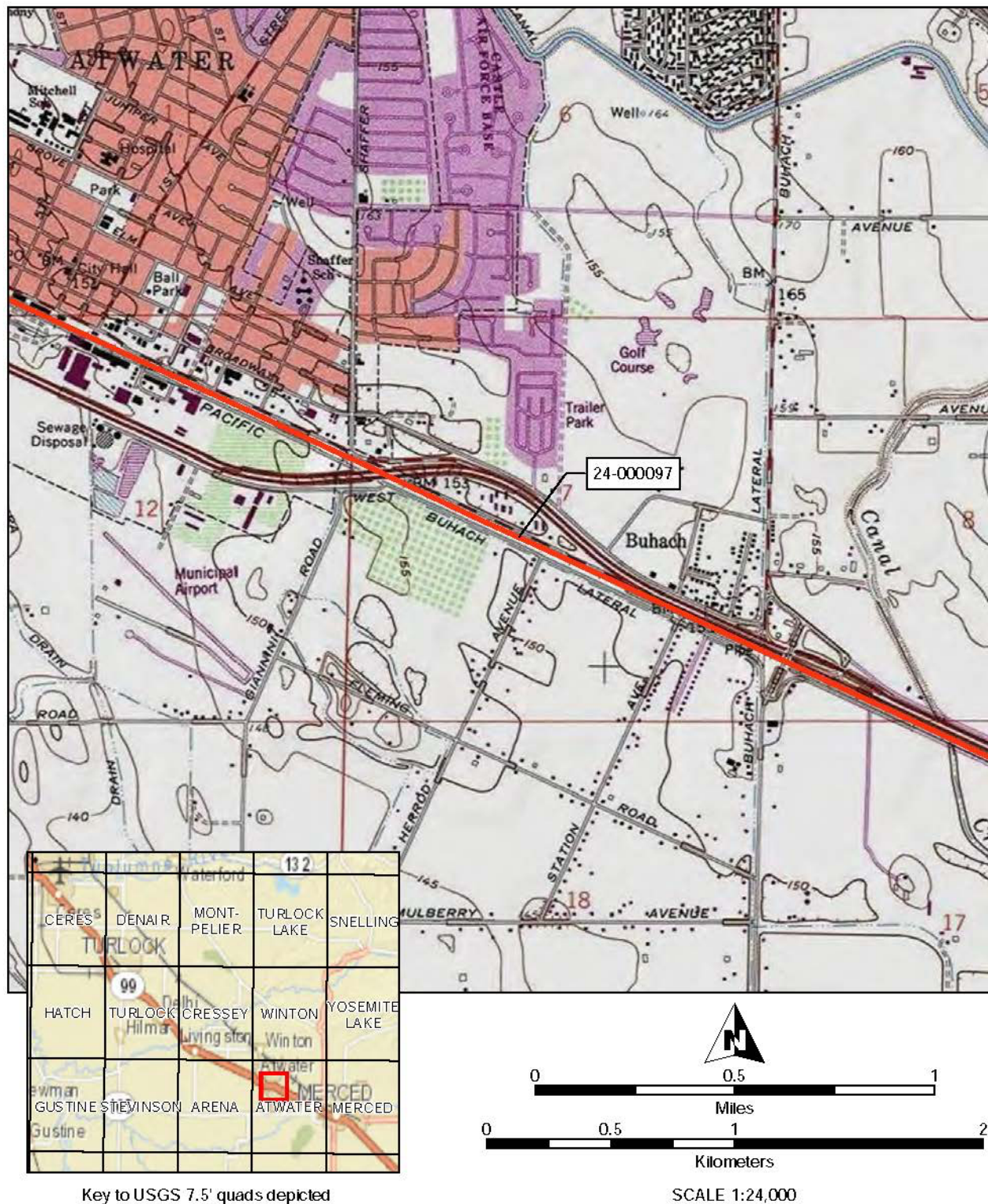


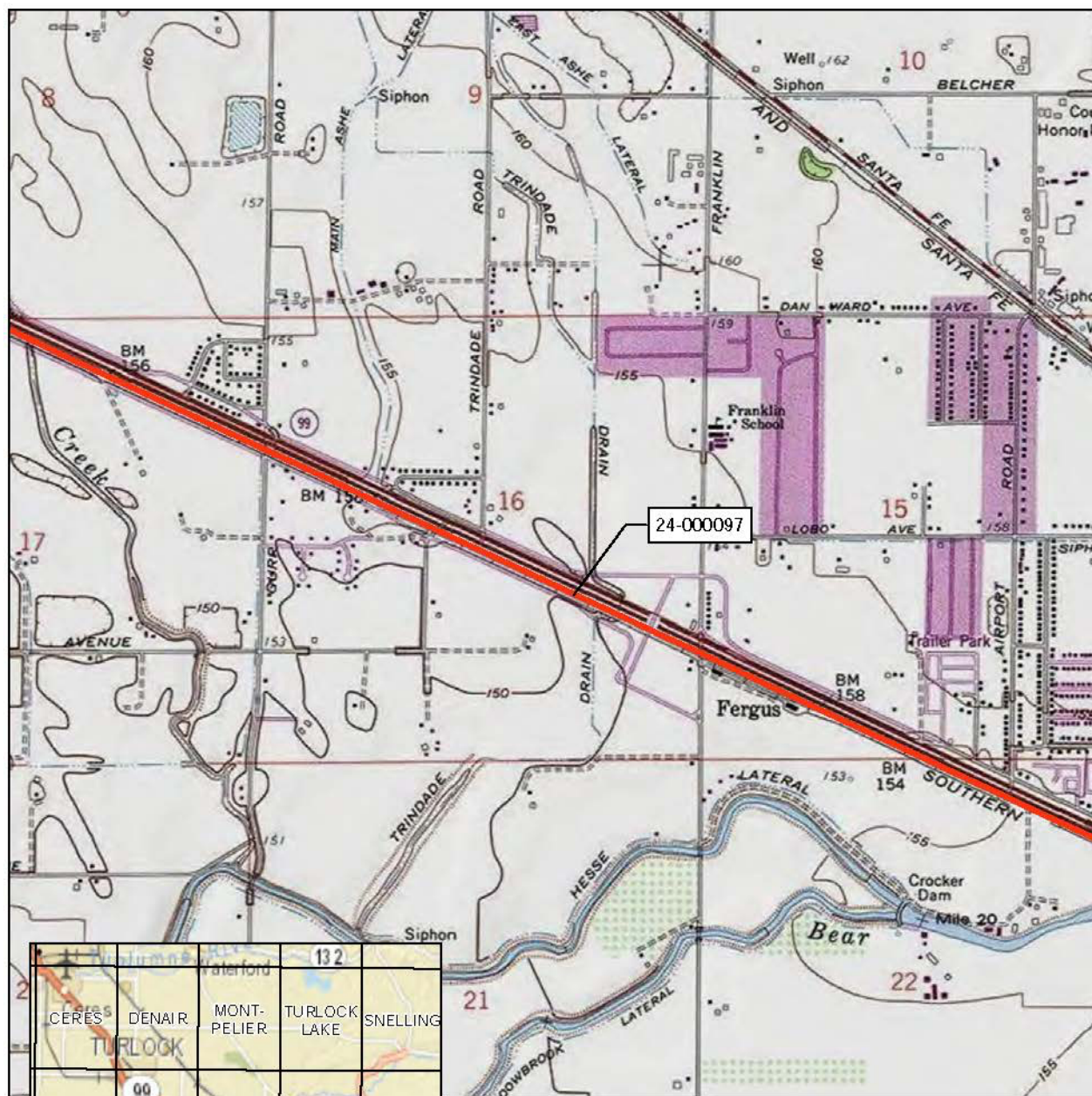
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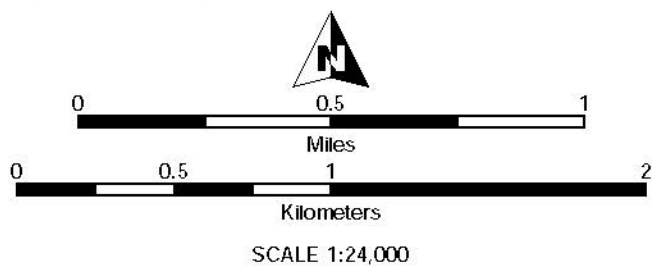


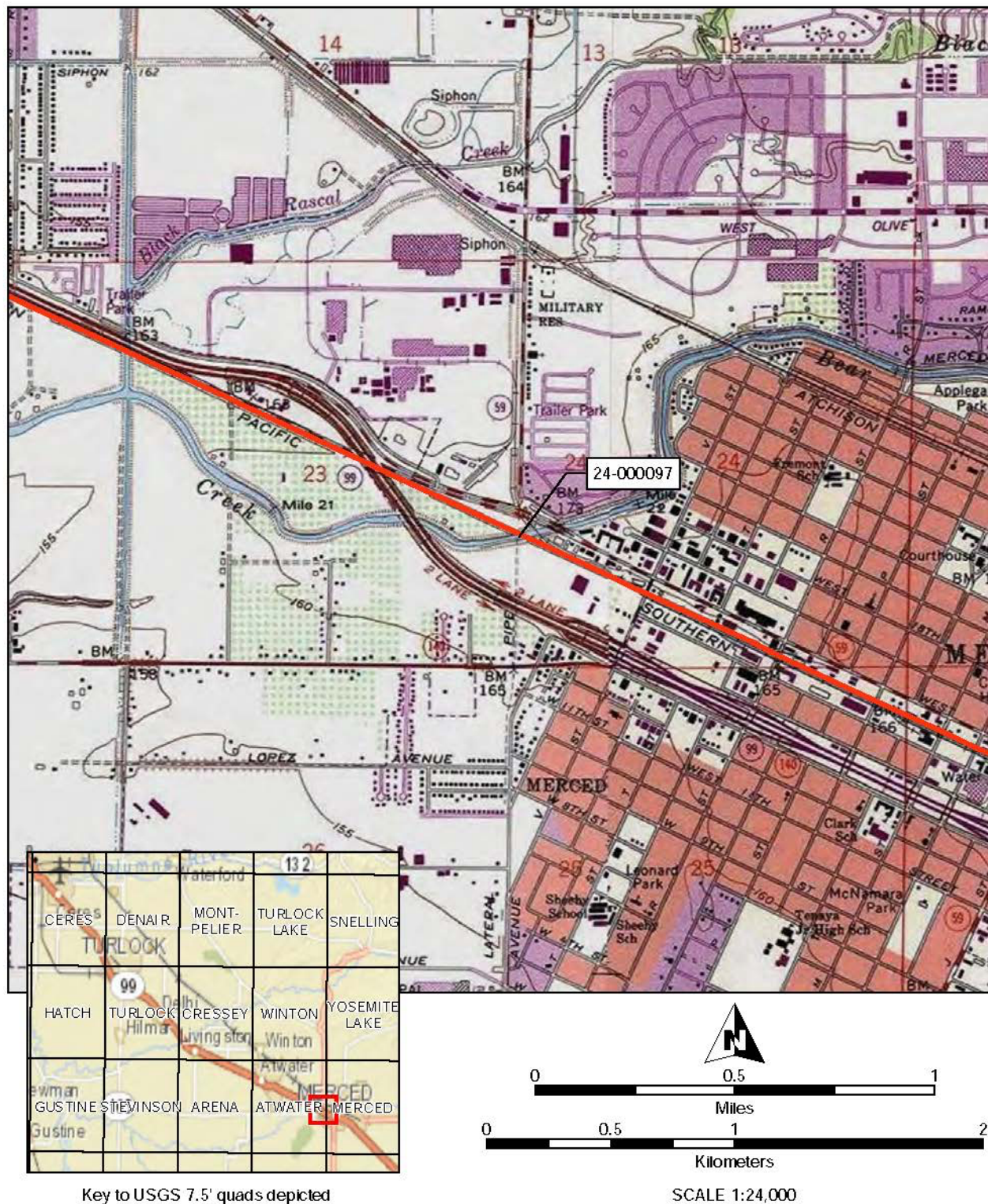






Key to USGS 7.5' quads depicted





UPDATE SHEET

Resource Name or #:(Assigned by recorder) Southern Pacific Railroad San Joaquin Valley Main Line

Page 1 of 3

Map ID #: 82

☐ Continuation ☒ Update

P1. Other Identifier: N/A

*** P3a. Description:** This resource is a segment of the Southern Pacific Railroad San Joaquin Valley Main Line tracks in Merced.

This form updates the previous recordation efforts addressing the Southern Pacific (now Union Pacific) Railroad's San Joaquin Valley Main Line, which runs on the eastern side of the San Joaquin Valley and now parallels Highway 99. The route, overall, throughout California, remains the same as during its initial phase of construction, and the total alignment runs from Lathrop to Los Angeles. Within the segment surveyed for the purposes of this project, the rail maintains its historic 1869-1874 alignment. Spur tracks branch off the main line to the north. The rail is a single set of steel tracks on a wide berm and dedicated right-of-way, with wooden ties, steel rivets and gravel ballast. Most street crossings, while originally wooden, have been replaced with modern concrete plate girder crossings. The railbed is largely at-grade, with occasional culverts and bridges to facilitate crossings of natural features.

P3b. Resource Attributes: AH7. railroad grade

P5a. Photograph: SPRR tracks, view south, August 2023.



*** P8. Recorded by:** (Name, affiliation, address) Allison Lyons Medina and Josh Severn, ICF, 980 9th Street, Suite 1200, Sacramento, CA 95814

*** P9. Date Recorded:** August 2023

*** P10. Survey Type:** Intensive

*** P11. Report Citation:** ICF. 2024. Merced Intermodal Track Connection Project. Historical Resource Inventory and Evaluation Report. January. (ICF 104197.0.002) San Francisco, CA. Prepared for San Joaquin Joint Powers Authority, Stockton, CA.

UPDATE SHEET

Resource Name or #:(Assigned by recorder) Southern Pacific Railroad San
Joaquin Valley Main Line

Page 2 of 3

Map ID #: 82

☐ Continuation ☒ Update

B10. Significance:

This segment of the SPRR main line was recently recorded by ICF in 2021 and found eligible for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR).

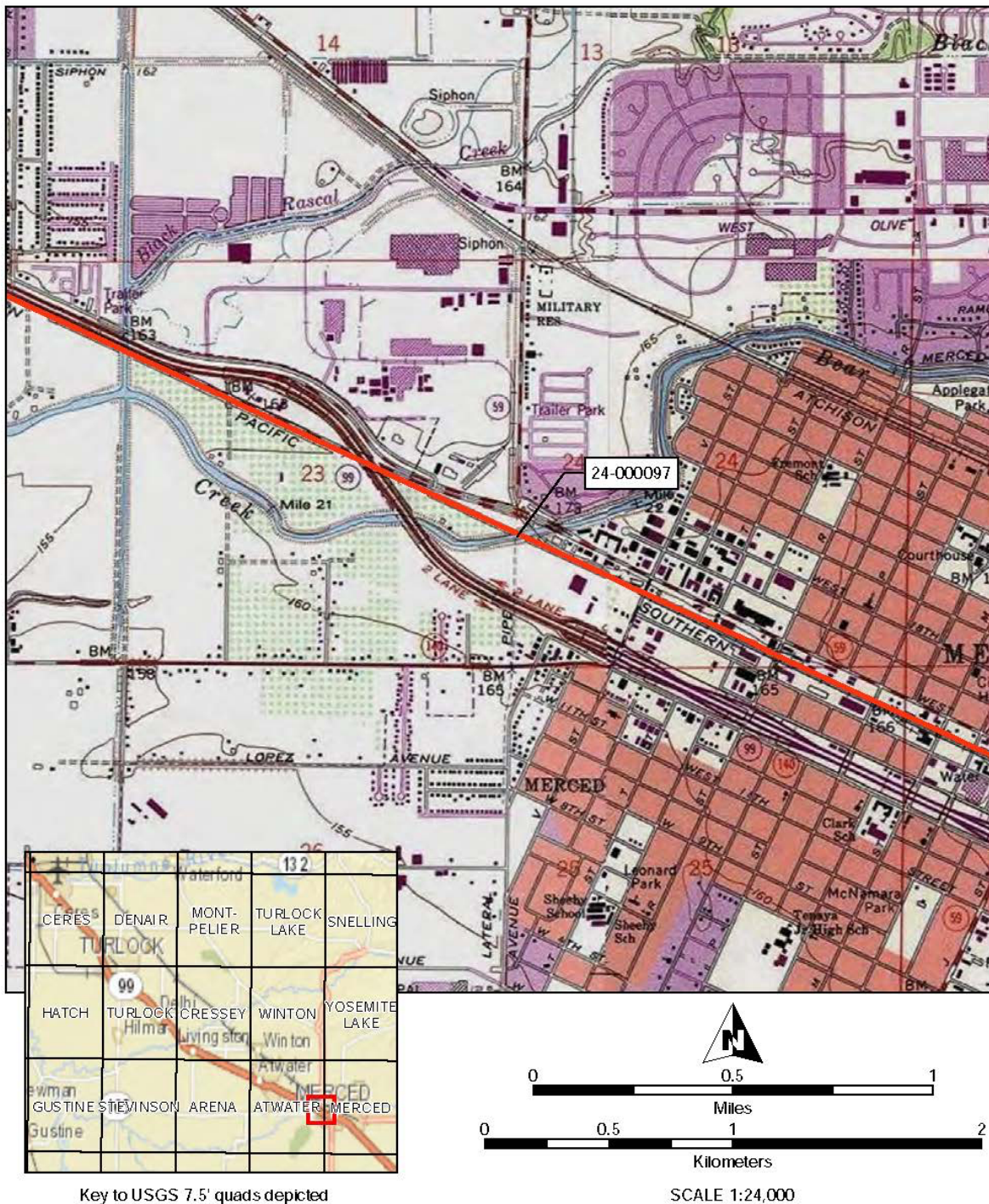
The Southern Pacific/San Joaquin Valley Main Line is eligible for listing in the NRHP and CRHR as an individual resource under Criterion A/1, at the local level of significance, as the pioneer railroad throughout the eastern San Joaquin Valley. Character-defining features for the resource include the railroad's alignment through the San Joaquin Valley, its continued function as a railroad, its heavy-gauge single track, and its setting within the rural and urban areas of the eastern San Joaquin Valley. Siding and spurs are not of the same historical significance as the main line; the major resource is the right-of-way and principal alignment connecting major towns in the San Joaquin Valley (JRP 1994: 8). The period of significance dates to the construction of the line throughout the San Joaquin Valley, 1868-1874, when the line's current alignment was established. The resource retains sufficient integrity to its period of significance (1868-1874). The resource retains its key aspects of integrity; its alignment (location), use (association), and setting are intact. The rail line remains a single track through the built environment study area.

The San Joaquin Valley Main Line is a historical resource for purposes of the California Environmental Quality Act (CEQA). The property retains integrity to convey its significance and is eligible under Criterion A/1 in the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. After review of the previous recordation and current field check and research, this Update concurs with previous evaluations.

Sources:

ICF. 2020. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Extension Lathrop to Ceres/Merced*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

JRP. 1994. *Railroad Feature Inventory Form (P-24-00097)*. April. Prepared for Mojave Natural Gas Pipeline, Northern Extension Project.



CALIFORNIA DEPARTMENT OF TRANSPORTATION
Railroad Inventory/Evaluation Record

Primary # P-24-000097
HRI #
Trinomial
NRHP
Status

Project: State Route 10-MER-152 and 10-MER-165

11/96

Map Reference (within APE): Identified as "Abandoned Railroad"

- L1. Historic and/or common name: Southern Pacific Railroad West Side Line
- L2. Location of recordation: Los Banos 7.5' USGS Quadrangle (1960; PR 1980)
 - a. UTM: Zone 10: 692580 m E/ 4103190 m N
 - b. Verbal description: Southern Pacific Railroad, West Side Line. The segment of the railroad affected by the subject project lies immediately west of SPRR Milepost 141.17 adjacent to the intersection of State Route 10-MER-152 (Pacheco Pass Boulevard) and State Route 10-MER-165 (Mercey Springs Road).
- L3. Description of structures: Abandoned segment of SPRR extending within the subject project APE from Milepost 141.17 southeast for 360 feet (109 meters).
- L4. Setting: Urban, City of Los Banos, intersection State Route 152 and 165
- L5. Integrity considerations: Abandoned segment; lacks integrity of setting, design, materials, workmanship, feeling and association.
- L6. Attributes:
 - a. right-of-way width: 100 feet (30 meters)
 - b. top width, crown: 12 feet
 - c. length in APE: 360 feet (109 meters)
 - d. height or depth: 2 feet
 - e. ballast material: crushed granite (2" fragments)
- L7. Associated Features Observed: Rails, spikes, tie plates, and fasteners
- L8a. Photograph and Location Sketch (attached).



L8b. Date:
11/20/96
L8c. Camera
facing: S50E

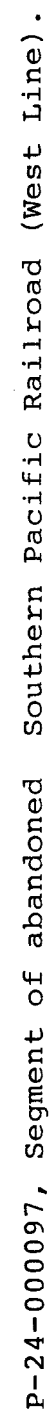
L9a.
Construction
date: 1890
x estimated
b. Builder:
Southern Pacific
Transportation Co.

L10. Prepared
by:
L. Kyle Napton
CSUS/IAR
Turlock, CA
95382

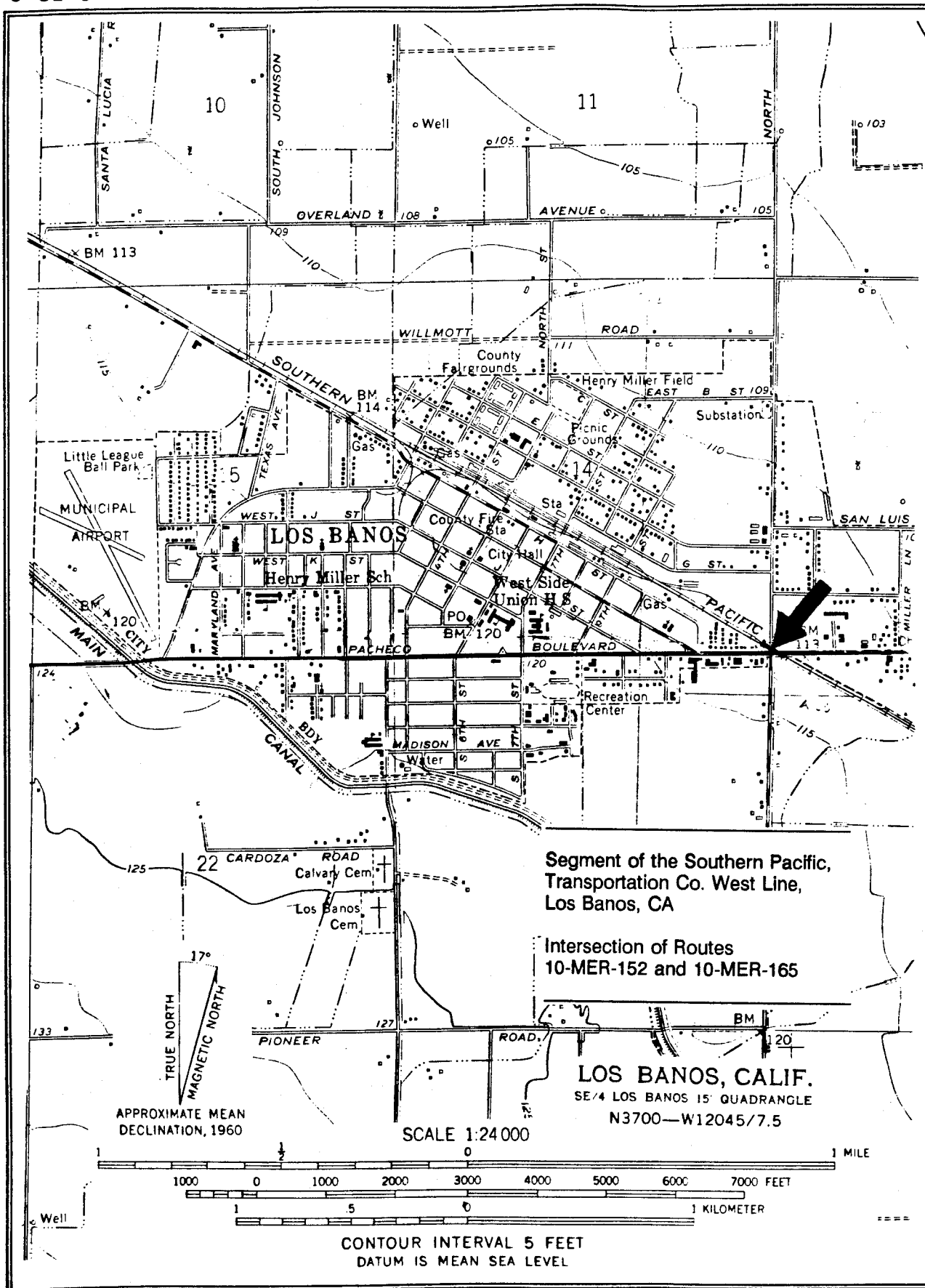
L11. Date:
11/20/96

L12. Statement of Significance: This segment of the railroad does not appear eligible for listing in the National Register of Historic Places. The integrity of the railroad has at this point is completely compromised by abandonment, removal of a portion of the trackage and modification of the grade to accommodate vehicular traffic. See Primary Record for the Southern Pacific Railroad San Joaquin Mainline, P-24-000097, prepared by JRP Historical Consulting Services, 1995.

GRAPHIC SCALE



Existing Railroad Right-of-Way Laying Within the Proposed Right-of-Way Will be Purchased.



P-24-000097

(11/2) 0.

5/96

SITE NAME: Southern Pacific San Joaquin Valley Mainline**SITE NUMBERS:** SPM-1 through SPM-35**QUAD SHEET:** Various; see site forms**PIPELINE LOCATION:** Various; see site forms

Turlock 7.5'

Description of Feature

The proposed Mojave pipeline alignment crosses the Southern Pacific Railroad's San Joaquin Valley lines at 35 places in Kern, Tulare, Fresno, Madera, Merced, Stanislaus, San Joaquin and Sacramento counties. The sites fall into eight categories (the total equals 36 because one site fit into two categories):

Mainline single track, no other features	8
Mainline double track, no other features	4
Mainline with road crossing at grade, with gates, warning equipment	9
Mainline with sidings or side tracks	7
Mainline single or double track with a street or highway over/undercrossing	2
Mainline junctions with branch line	1
Sidings and spurs off mainline	2
Mainline with trestle or bridge	3

65 116 504 0

At all of the mainline sites (33 of 35) the tracks show evidence of heavy use (shiny rails) and recent maintenance (regular shaping of embankment, consistent ballasting, etc.) Rail dates indicate that of the 106 observed dates on the mainline, only 15 were before 1950; 91 date from 1950-1990. Of the three railroad bridges or trestles, one was a standard plate girder bridge over Highway 99, the second was a wooden trestle on wood pilings crossing a stream bed, and the third a wooden trestle on concrete abutments carrying the railroad over a Highway 99 underpass.

The 35 sites are located in a variety of settings: rural points in the San Joaquin Valley; rural/residential zones at the edges of valley towns; commercial/industrial sites at the edge of towns; or sites within valley towns. In several instances the railroad runs adjacent to new residential subdivisions created in what were rural agricultural areas.

Detailed information regarding the 35 sites, with photographs and site maps showing location is provided in the attached "Railroad Feature Inventory Forms."

History of Feature

Construction of the Southern Pacific line on the east side of the San Joaquin Valley began in December 1869 at Lathrop, the Western Pacific junction nine miles south of Stockton. The specific route was not dictated by the wishes of valley residents, but by engineering considerations, and grant requirements, local aid, and the desire for monopoly control.

The line was located about midway between the San Joaquin River and the Sierra Nevada foothills in the northern part of the valley and tapped the region with the highest population density and agricultural potential. In the arid southern portion of the San Joaquin Valley the railroad continued along the eastern side of the plains where streams flowing from the mountains made irrigation possible. Whereas engineering considerations such as favorable sites for bridging rivers were important, the potential for town promotion and townsite acquisition by the railroad to a large degree controlled route selection. The absence of urban centers southward from Lathrop and the small requirements for grading facilitated construction of an efficient, straight route through the valley. Crossing rivers and streams would be the main item of expense, but as Charles Crocker pointed out in most cases they could be crossed in culverts, instead of bridges (Smith 1976:116)

Employing a crew of about 200 Chinese laborers, the company pushed the San Joaquin Valley mainline south eleven miles to the Stanislaus River by May 1870. The first Central Pacific locomotive entered the new railroad town of Modesto, sixteen miles south of Lathrop, on May 5, 1870. The railroad had a profound effect on earlier local supply and service centers. People from the surrounding towns of Tuolumne City, Paradise, Empire, and Westport, for example, moved their businesses and many commercial buildings to the new town site of Modesto. Early settlements on the Kings, Kaweah, and Tule river fans were similarly drained of population by new railroad towns.

The Southern Pacific bridged the Tuolumne River just south of Modesto in June 1871 and continued its construction south founding the towns of Turlock and Merced before year's end. To meet the Southern Pacific's contractual obligations under the congressional land grant, the company settled on the solution of connecting their twenty miles of Southern Pacific lines south of Visalia to the San Joaquin Valley railroad before July 1, 1872. During early 1872 the Southern Pacific drove with extraordinary intensity southeast through Merced County to the new town of Fresno in May 1872 (Tinkham 1923: 94; Carothers 1934: 47-48, 52-54; Preston 1981: 128-129).

The Southern Pacific proceeded south to the proposed Goshen junction with the Southern Pacific's west side line that was planned to link the main valley line with San Francisco by way of Gilroy, Tres Pinos, and Huron. Goshen, located seven miles east of Visalia, dates from the completion of the railroad tracks to that point in June 1872. The town was laid out with more than ordinary care as it was made a division point with a roundhouse, machine shop, hotel, and depot (Carothers 1934: 56-57).

Visalia, one of the few pre-railroad towns in the valley and nearly 1,000 residents in 1870, was bypassed when its citizens voted not to pay the subsidies demanded by the Southern Pacific. The Big Four chose to continue their southern trajectory from Goshen to a point midway between the foothills and Tulare Lake where the railroad founded the town of Tulare City. Tracks were laid out over the semi-barren, dusty plains to Tipton and reached Delano Station, an important shipping point for wool and stock, in July 1873. In April 1874 construction resumed south of Delano to the Kern River. When the town of Bakersfield balked at providing a right of way and land grant to the railroad, the company constructed a bridge over the river on higher land upstream a short distance east of Bakersfield and laid out a new town called Sumner (East Bakersfield). The Southern

Pacific railroad was open for travel to Sumner in August 1874. Two years later the line had been completed through the foothills through Tehachapi Pass and the Mojave Desert, to Los Angeles (Preston 1981: 122-123).

The Southern Pacific contracted out much of its construction work in the San Joaquin Valley to the Contract and Finance Company, a construction company controlled by the Southern Pacific, and which had built other lines for the company elsewhere in the state. The Big Four set up the Western Development Company in 1874 to replace the Contract and Finance Company. It built the line from Sumner to San Fernando (Daggett 1966: 75-82, 131-133).

Railroad building on the flat, alluvial plains enabled the crews to make rapid progress, wrote another observer: "A few furrows are made on each side, the dirt thrown to the center and the grade is made. Then the ties are laid, and the rails, a few spikes driven, and the road is complete." (Small 1926: 164). Bridge builders constructed trestles across creeks and rivers ahead of the crews laying track. Track laying proceeded in a highly regimented manner with several miles laid each day.

Loading platforms and water stations were located at five to seven mile intervals along the tracks. Town sites were not platted at these crossroad locations (Preston 1981: 123, 125). When the construction crews reached an area the company selected as a future townsite, the engineers staked off a large tract for a railroad yard for warehouses, switching tracks, a depot, and the townsite. Many of the valley's larger cities were laid out as isolated railroad towns in the 1870s and 1880s by the Southern Pacific, which built, settled, and nurtured the infant cities until settlement was successful. Nearly all San Joaquin (and for that matter Central Valley) railroad towns share a common plan: a central depot with a surrounding uniform plat. Lots were laid out in a regular pattern on a rectangular grid aligned with the tracks rather than with the grid of the government survey. As railroad towns grew, surrounding landowners who subdivided their property did not always conform to the railroad plat. The legacy of this two-phase process of subdivision is a special hybrid street pattern characteristic of all Central Valley railroad towns (Smith 1976: passim).

The Central Pacific, its leased lines, and, later, the Southern Pacific were from the beginning under unified control. In March 1884 the Central Pacific and Southern Pacific combined into the Southern Pacific Company. During the next 15 years the Southern Pacific added a total of 2,630 miles of lines (Hofsommer 1986: 1-8).

In a brief time, the Big Four had created a prodigious railroad empire that transformed California and much of the American West. Nowhere was the transformation more profound than in the San Joaquin Valley. Between 1870 and 1880 the population grew by 45 percent and the acreage of improved land increased by 71.6 percent. By the 1880s the Southern Pacific had established about 50 stations in the six San Joaquin Valley counties. Townsite locations were founded at 24 of these stations; of these eight became major towns. Also, by the end of the 1880s Southern Pacific held patents to more than a million acres of valley land. Much of the land went to large land developers, but the railroad made hundreds of thousands of acres available to small farmers and pioneer agricultural colonies (Smith 1976).

Since the time of its construction the San Joaquin mainline has served the San Joaquin Valley. At numerous points sidings, spurs and side tracks were added to tap local industries or commercial centers. For example, two sites, SPM-24 and SPM-25, are connected to the mainline by spurs originally built in 1898s (Kathy Bisphas, Heublein Wines, April 27, 1994)

In 1923 the Southern Pacific began a major program of rehabilitation and development that lasted through 1930 and cost \$387,000,000; it was one of the largest such programs in the company's history (Heath 1945: 25-30). During the Great Depression, Southern Pacific's revenue dropped and reduction of services followed; some branch lines were abandoned and torn up, unprofitable services curtailed, and old equipment scrapped.

In contrast, World War II brought record freight orders and greatly increased passenger traffic. Because most of the Southern Pacific's mainline in California is single track, increased traffic presented a serious problem. To speed wartime delivery schedules, the company installed a Centralized Traffic Control system on its California lines. Further major improvements in the tracks included: installation of 1,400 miles of new rail, mostly 113-pound and 132-pound replacement track for lighter, older rails; 268 sidings and siding extensions; strengthening track structures, such as bridges and trestles; construction of new roundhouse and shop facilities; and expansion of stations (Hofsommer 1986: 190-1207; Heath 1945:44-50).

After the war, Southern Pacific used its wartime gains to enhance its operating system. Perhaps the biggest improvement to the Southern Pacific railway route in California during the post-World War II period was its impressive 78.3 mile, \$22 million Palmdale cut-off completed in 1967, which included upgrading the main line through the San Joaquin Valley with new welded "ribbon rails" manufactured at the Tracy rail-welding plant. The ties, rails, and ballast were laid with newly developed, mechanized track-laying machines that placed the ties, aligned rails, drove spikes, and spread ballast with precision impossible to obtain in the previous century. These rails are still functioning on hundreds of miles of Southern Pacific track throughout the Central Valley (*Sacramento Bee*, May 14, 1967; Southern Pacific Bulletin, December 1967). This program accounts, to a large degree, for the modern condition of the San Joaquin mainline seen at the recordation points.

Evaluation of Feature

The Southern Pacific San Joaquin Valley mainline crossing sites evaluated as a part of this inventory do not appear to be eligible for listing in the National Register of Historic Places. While the line was built in the 1870s, and played an important role in the history of transportation in California and the western United States, and to the development of towns and agriculture in the San Joaquin Valley, the railroad related resources at the 35 sites recorded have insufficient integrity of materials, setting, design, workmanship, feeling and association to be eligible to the National Register.

The resources that would be significant and eligible for the National Register would be those that were related to the original construction of the Southern Pacific main line through the San Joaquin Valley during the period 1869-1876, or which exhibit important characteristics (construction techniques, engineering features, etc.) of that period. None of the crossing points surveyed, however, have resources from the period of significance.

Like most heavily used main railroad routes, this line has aspects that are more similar to a machine than a structure. As with all pieces of heavy equipment, over time parts become worn out or break and are then replaced. The technology of railroad construction has also undergone significant evolution in the past 100 years with respect to rail manufacturing. The iron rails laid in the 1870s were far different from the modern rails rolling out of steel plants today. In the case of the 35 mainline sites (SPM-1 through SPM-35), the major resource related to the period of significance (1869-1876) is the right of way itself; all other resources -- rails, tie plates, ties, ballasting, signals, warning arms, road crossings, etc. -- have been replaced and exhibit either dates or characteristics that place their installation well after the period of significance.

Rail dates at these locations provide an insight into the process of rebuilding the valley railroad in the 20th century. JRP field crews collected 106 rail dates at the 35 sites on the mainline. Of these, only 15 were from the period 1928-1949; none were earlier. Ten rail dates were from 1956, 40 from 1966-67 (consonant with the Southern Pacific's rebuilding program of that time), 28 were from 1969-70, and 14 were from the years 1971-1990. The sites that have the oldest elements, such as SPM-17, SPM-24, and SPM-25 still only dated to the late 1920s; and those have survived primarily because of lighter and less regular use off the mainline. Furthermore these sites, primarily sidings or short spurs, are not of the same historical significance as the mainline. Therefore none of the 35 Southern Pacific San Joaquin Valley Lines sites crossed by the Mojave Pipeline proposed main line or alternatives described above are eligible for listing in the National Register owing to an overall lack of integrity to the period of significance, primarily in setting, design, materials, workmanship, feeling and association.

RAILROAD FEATURE INVENTORY FORM

P-24-000097

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project

MILEPOST: 182

QUAD NAME & NO.: Turlock (32)

LOCATION NO: SPM-29

PHOTO DATE: April 19, 1994

1. **Name of Line:** Southern Pacific San Joaquin Mainline

2. **Location of recordation:** This site is located between Highway 99 on the west and Pinewood Road on the east, roughly 1/4 mile north of Collier Road in northern Merced County (**Photograph 1**).

3. **Structures at or near this location:** There are no structures at this site related to the welded single track. Highway 99 extends in a southeast-northwest direction, parallel to the west side of the tracks. Pinewood Road parallels the east side of the tracks. There are drainage ditches between the railroad's embankment and the adjacent roads, and a Pacific Bell substation lies adjacent to the east side of Pinewood Road.

4. **Setting at this location:** The area is surrounded by commercial orchards.

5. **Integrity considerations for this feature:** Southern Pacific replaced the rails in this area sometime after 1966. The rails are welded into a continuous track.

6. **Attributes at this location (measurements in feet):**

Width, berm-berm: 60

Top width (crown): 12

Height or Depth: 7

Ballast Material: Crushed granite

7. **Observed dates:**

Rails: APE: 1966

North: 1966

South: 1966

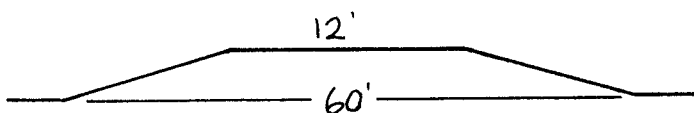
Tieplates: APE: 1949

North: 1949

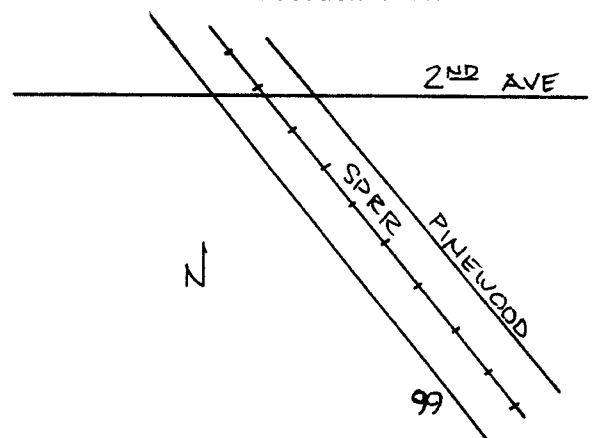
South: 1966

Other:

Sketch, in cross section: Looking northwest



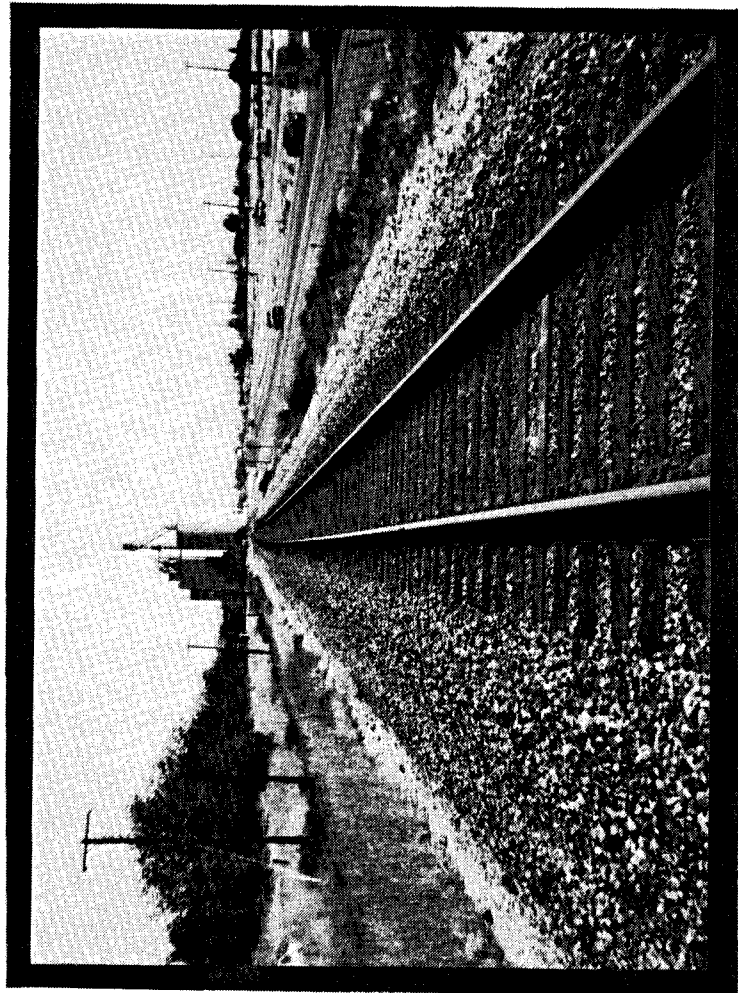
Location Sketch:

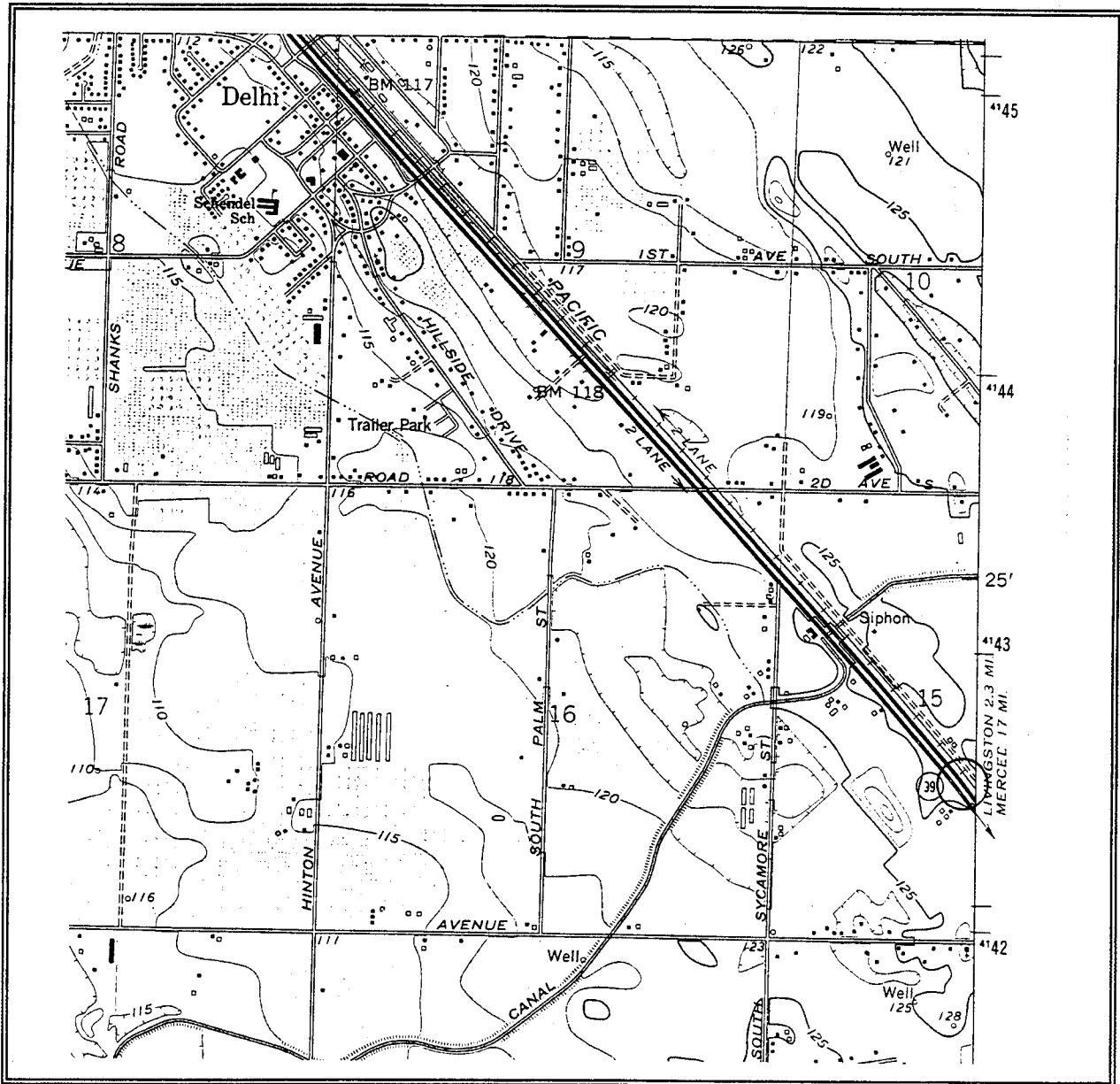


P-24-000097

Photograph Number: 1
Site Number: SPM-29
Common Name: Southern Pacific San Joaquin
Mainline

1





SITE NAME: Southern Pacific San Joaquin Mainline, Merced County
SITE NUMBER: SPM-29
QUAD SHEET: "Turlock Quadrangle," USGS: 1961, photorevised 1976
PIPELINE LOCATION: MP 182

P. 1/6

P-24-000097

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #

HRI #

Trinomial

NRHP Status Code

Other Listings

Review Code

Reviewer

Date

10-MER-99; KP 25.2/27.88, PM 15.8/17.3, EA 10-0K020

Map Ref. # 2

P1. Resource Number: # 2

(former Southern Pacific - San Joaquin Valley main line)

***P2. Location:**

*a. County: Merced

*b. USGS 7.5' Quad Atwater, CA

c. Address:

d. Assessor's Parcel Number: 059-053-01, 059-053-02, 059-053-03

T75/R3E S-23

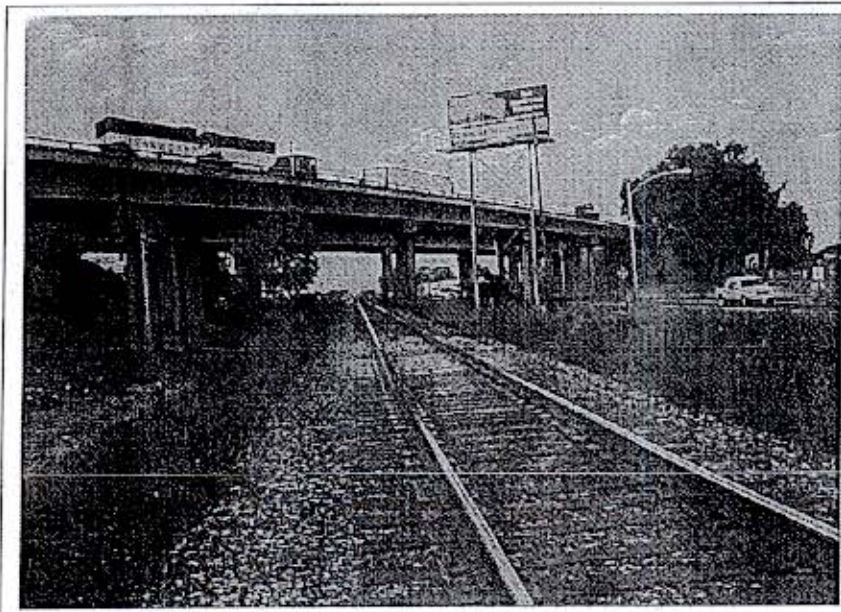
9/06

***P3a. Description:** The Union Pacific railroad line consists of a single set of tracks set upon a 23-foot wide berm on a 60-foot right-of-way. The rails are made of welded steel in a continuous track. The berm consists of fill material with 2-inch rock atop. Standard wood ties support the continuous track. The segment of the railroad within the project area remains a single-track roadbed and appears to be located on its original alignment. Materials have inevitably been replaced, and workmanship has changed. The steel rails have been replaced numerous times and the roadbed redesigned and raised during the Twentieth Century, all using contemporary materials.

The landscape along the right-of-way is a mixture of farm fields with a single farmstead, new tract housing and new commercial buildings. Deteriorated roadside businesses, situated between Old Highway 99 (which parallels the Union Pacific tracks), and the freeway to the east, were built in the 1960s after the freeway was constructed.

***P3b. Resource Attributes:** AH7

***P4. Resources Present:** ● Railroad bed and tracks



P5b Photo Date: September 19, 2005
View of railroad line and West Merced Overhead looking northwest.

***P6. Date Constructed/Age and Sources:**
1871 to present

***P7. Owner and Address:**
Union Pacific Railroad
1400 Douglas Street, Stop 1690
Omaha, Nebraska 68179-1690

***P8. Recorded by:** Chris Brewer
Associate Environmental Planner/
Architectural Historian and
Wendy Kronman
Archeology Technician
Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
(559) 243-8209

***P9. Date Recorded:** September 2005

***P10. Survey Type:** Intensive

P11. Report Citation: "Historic Resources Evaluation Report State Route 99, West Merced Overhead and Bear Creek Bridge Replacements, Merced County, CA K.P. 25.42/27.88, P.M. 15.8/17.3, EA: 10-0K020", by Chris Brewer, September 2005.

***Attachments:** ● Building, Structure, and Object Record

1-2/4

1-24-000097

State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #

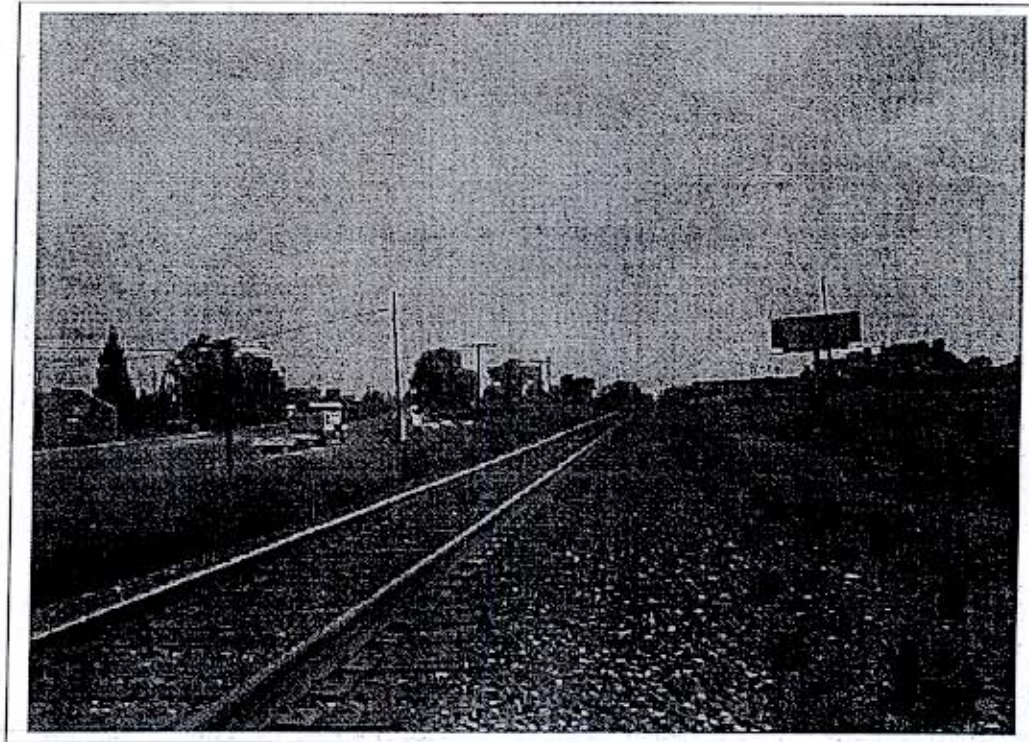
HR #

Tripoint

PRIMARY RECORD

Page 2 of X

[Union Pacific Railroad]



Union Pacific Railroad. View looking southwest towards Bear Creek.

BUILDING, STRUCTURE, AND OBJECT RECORD

10-MER-99; KP 25.2/27.88, PM 15.8/17.3, EA 10-0K020

Map Ref. #2 *NRHP Status Code: 6Z

*Resource Identifier: #2

B1. Historic Name: Central Pacific Railroad 1871-1884, Southern Pacific Railroad 1884-1996

B2. Common Name: Union Pacific Railroad 1996-present

B3. Original Use: railroad line B4. Present Use: railroad line

*B5. Architectural Style: railroad line

*B6. Construction History: Construction of the Central Pacific rail line commenced in December 1869 at Lathrop, and reached the Merced area at the end of 1871, entering the newly platted railroad town in January of 1872.

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

*B8. Related Features: None

B9a. Architect: n/a

B9b. Builder: Central Pacific Railroad

*B10. Significance: Theme N/A Area N/A

Period of Significance N/A

Property Type N/A

Applicable Criteria N/A

Among other cities in the San Joaquin Valley, Merced was founded as a result of the railroad. The railroad also created the opportunity for the area to become a major agricultural region, initially determining the settlement pattern of the San Joaquin Valley.

The Central Pacific Railroad constructed the San Joaquin Valley main line to gain vast quantities of commerce in the valley. The Central Pacific Railroad enlisted Charles H. Huffinan to survey the new town site of Merced, where they planned to develop a main shipping point. The presence of the railroad soon drew much of the population away from the few existing towns and settlements in the area. (continued)

B11. Additional Resource Attributes: N/A

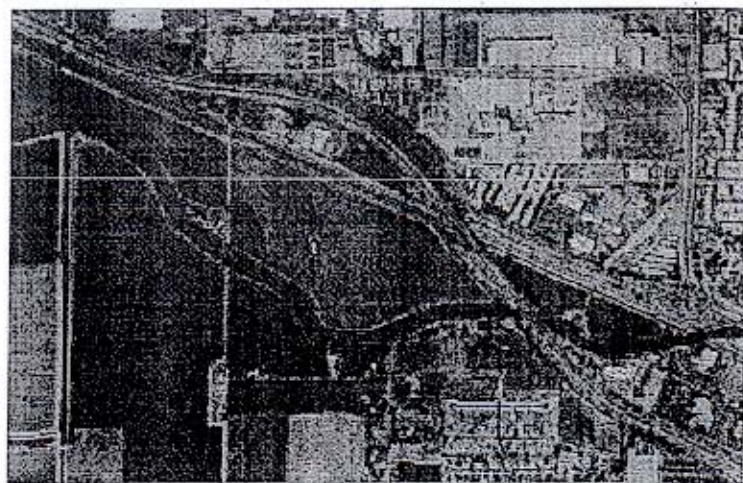
*B12. References: Laurie Welch, *Supplemental Historic Resource Evaluation Report for MER-99 Mission/Healy Interchange*, 10-MER-99, P.M. 10.5/12.5, EA 10-363100, Sacramento: Caltrans Environmental Branch, April 2000.

B13. Remarks: N/A

*B14. Evaluator: Chris Brewer
Associate Environmental Planner/
Architectural Historian
Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
(559) 243-8209

*Date of Evaluation: September, 2005

(This space reserved for official comments.)



Union Pacific railroad segment
North and west of Bear Creek
Crossed by West Merced Overhead



BUILDING, STRUCTURE, AND OBJECT RECORD

Page ~~2~~ of ~~2~~

Resource Name Union Pacific Railroad

*B10. Continued

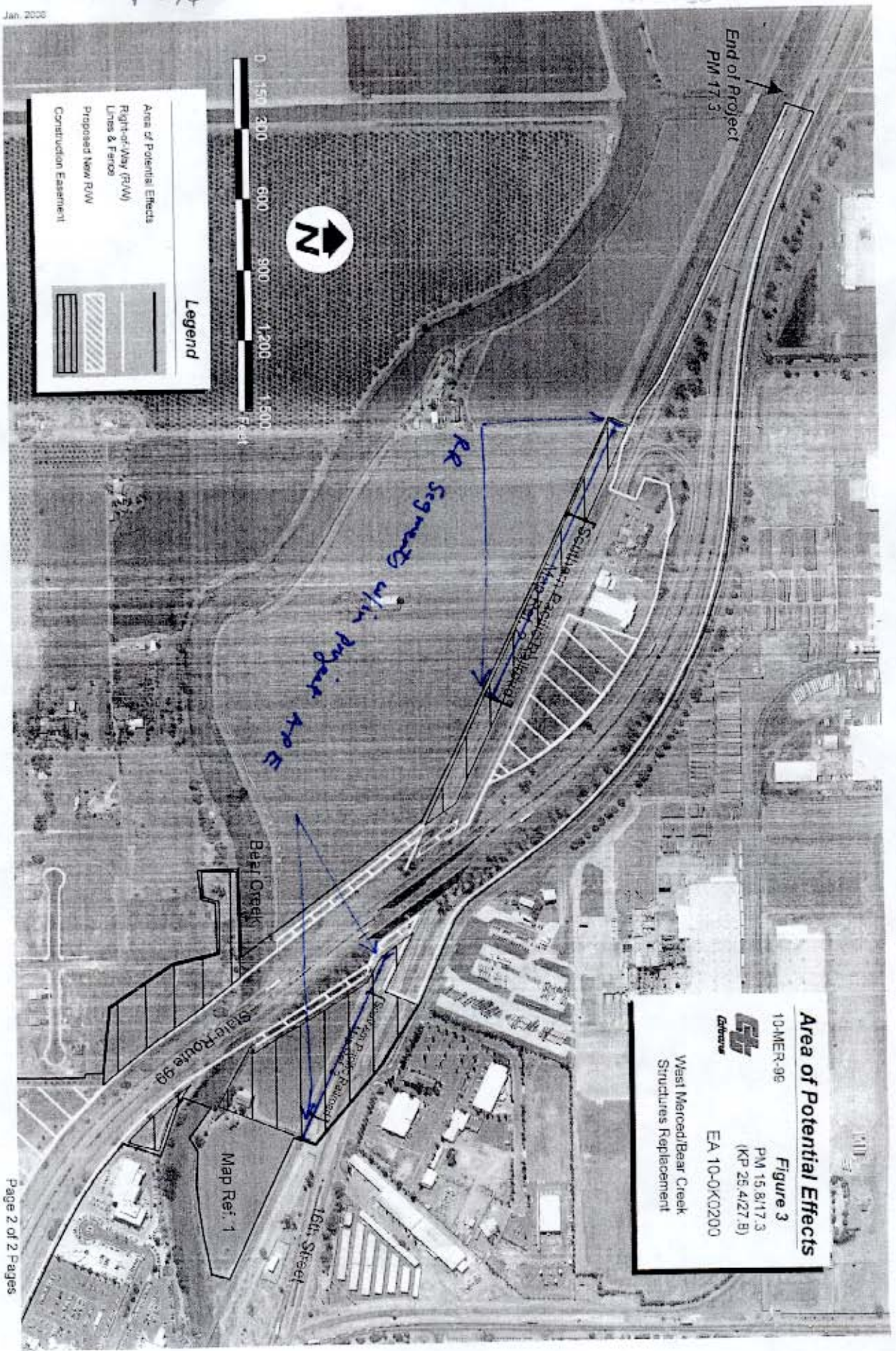
The availability of a reliable railroad connection for shipping grain allowed wheat crops to survive to the depression of the mid-1890s. It continued to serve as a transportation system for other agricultural products.

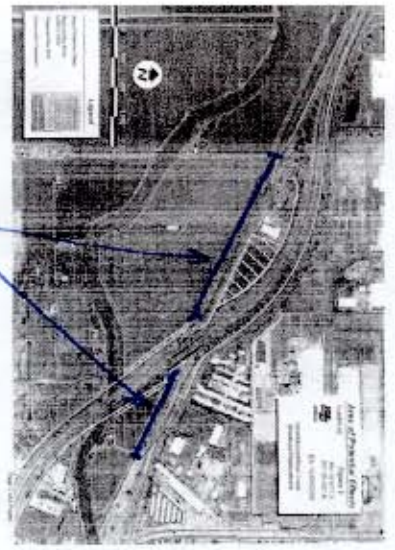
The railroad's setting has been significantly altered in the project area. The rail line is crossed by two 2-lane freeway bridges, the West Merced Overcrossing (39-0131L and 39-0131R. It is bordered by 16th Street (Old Highway 99) on the east, with a pocket of businesses across the street facing west dating from the mid-1960s.

The segment of the railroad within the project area remains a single-track roadbed and appears to be located on its original alignment. However all materials have inevitably been replaced, and workmanship has changed. The steel rails have been replaced numerous times and the roadbed redesigned and raised during the Twentieth Century, all using contemporary materials. This segment of railroad does not appear to possess the sense of feeling and association needed to convey its importance from the early period of significance. Therefore, the property within the project APE does not appear to be eligible for listing in the National Register of Historic Places, nor is it a historic resource for the purpose of CEQA.

p.5/6

CH 505





At corner
in pwy. ME

Also on file as
report ME-04741

HISTORIC REPORT
(49 C.F.R. 1105.8)
SOUTHERN PACIFIC TRANSPORTATION COMPANY
-- ABANDONMENT EXEMPTION --
IN MERCED AND FRESNO COUNTIES, CALIFORNIA
ICC Docket No. AB-12 (Sub-No. 168X)
OCTOBER 26, 1993

* Los Banos,
Delta Ranch,
Dos Palos
P. 24-
000097

The Historic Report should contain the information required by §1105.7(e)(1) of the Environmental Report. The following is excerpted from the Environmental Report prepared for the proposed abandonment:

§1105.7(e)(1) Proposed Action and Alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also, describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

Southern Pacific Transportation Company (hereafter "SPT") proposes to abandon and sell and/or remove the 18.73 mile portion of its West Side Line between railroad milepost 141.17, near rail station Los Banos, located in Merced County, and railroad milepost 159.90, near rail station Oxalis, located in Fresno County, California (hereafter "The Line"). Where appropriate and upon receipt of abandonment authority, the track and associated structures will be removed and the right-of-way offered for sale.

The proposed abandonment will not change rail freight operations or maintenance procedures on The Line as this former secondary main line trackage is no longer used for the operation of through trains or for serving local customers.

SPT has no reasonable alternative to abandonment of The Line. There is little potential for adequate future traffic that would make resumed operations profitable. The Line is no longer necessary for the operation of through trains and local traffic has

ner converted to truck transportation or has ceased to move entirely.

The portion of the West Side Line north of milepost 141.17 continues in operation as the California Northern Railroad Company and the portion south of milepost 159.90 continues to be served by SPT. Neither adjacent portion will be affected by the proposed abandonment as no trains operate between these adjacent portions and The Line.

A map of the proposed abandonment is attached hereto as Exhibit 1.

HISTORIC REPORT

1. A U.S.G.S topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action;

Four U.S.G.S. topographic maps, which show the route of The Line proposed for abandonment, are attached as Exhibit 2 to the copy of the Historic Report being supplied to the California Office of Historic Preservation. The Line to be abandoned is highlighted on these maps. (not rec'd)

Structures on The Line that are fifty years old, or older, are listed on the following page. The locations of these bridge structures are labeled on the topographic maps and identified by the appropriate milepost location.

<u>YEAR BUILT</u> ¹	<u>MILEPOST</u>	<u>BRIDGE TYPE</u>	<u>LENGTH (feet)</u>
1921	147.50	Ballast deck - wood	20
1929	155.78	Ballast deck - wood	15
1931	156.38	Ballast deck - wood	15
1921	158.46	Ballast deck - wood	10
1921	158.73	Ballast deck - wood	10
1921	159.02	Ballast deck - wood	10
1921	159.33	Ballast deck - wood	10

2. A written description of the right of way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area;

Beginning just west of Mercy Springs Road at milepost 141.17 in the City of Los Banos (population 10,341)², The Line runs southeast through a rural area of adjacent agricultural land and mud flats to the unincorporated town of South Dos Palos (pop. 850).³ From South Dos Palos, The Line continues through agricultural areas and ends near Oxalis (no population data) just southeast of the dirt road railroad crossing which is a southerly continuation of Hudson Avenue.

The surrounding topography is virtually flat and featureless.

3. Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area;

Bridges on The Line that are fifty years old or older were

¹ The year shown is the year the bridge support structure was built.

² Population data from the 1991 Rand McNally Commercial Atlas & Marketing Guide.

³ The railroad station name at South Dos Palos is merely Dos Palos. The Line does not pass through the incorporated City of Dos Palos (pop. 3,123) which is centered two miles to the northeast.

photographed.⁴ Original photographs are attached hereto as Exhibit 3 in the copy of the report sent to the California Office of Historic Preservation.

SPT believes that the bridges along The Line are common in design and construction and are types commonly found on railroads throughout North America.

4. The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known;

Various engineering documents exist as to maintenance and repair procedures performed on the structures listed in Section 1 of this report. These engineering documents are general in nature and SPT believes that none is of any historic significance.

5. A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action;

The West Side Line was once a secondary main line connecting Fresno with Tracy and was used by through trains and to serve local customers. After through train operations were consolidated on the primary main line through Merced, the West Side Line was relegated to local traffic only. Local traffic has declined over the years to the point where the segment herein designated as The Line has had no local customers for over two years.

No changes in SPT's overall train operations or maintenance

⁴ The bridge at milepost 147.50 was not photographed. Its overall appearance is similar to the bridge at milepost 155.78.

procedures are expected as no local customers have been served on The Line in over two years.

6. A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic;

There are no available individual drawings for the bridges listed in Section 1 of this report. However, Common Standard Drawings show the required SPT standards used for the construction of various types of bridges.

The structures on The Line are common in design and construction and are types commonly found on railroads throughout North America.

7. An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 CFR 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities);

The structures listed in Section 1 of this report are common in design and construction. SPT believes that none of these structures has any historical significance as to their design or construction. They are common structures found on railroads throughout North America.

SPT is not aware of any archeological resources or railroad-owned historic properties in the project area.

8. A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic waste), and the surrounding terrain.

There are no existing records as to the nature of any known subsurface ground disturbance or fill, or environmental condition, that might affect the archeological recovery of any potential resources.

9. Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified nonrailroad owned properties or groups of properties immediately adjacent to the railroad right-of-way: photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the location and type of the site (i.e., prehistoric or native American).

SPT does not foresee the likelihood that any additional information will need to be supplied in association with the proposed line abandonment. But, if any is requested, SPT will promptly supply the necessary available information.

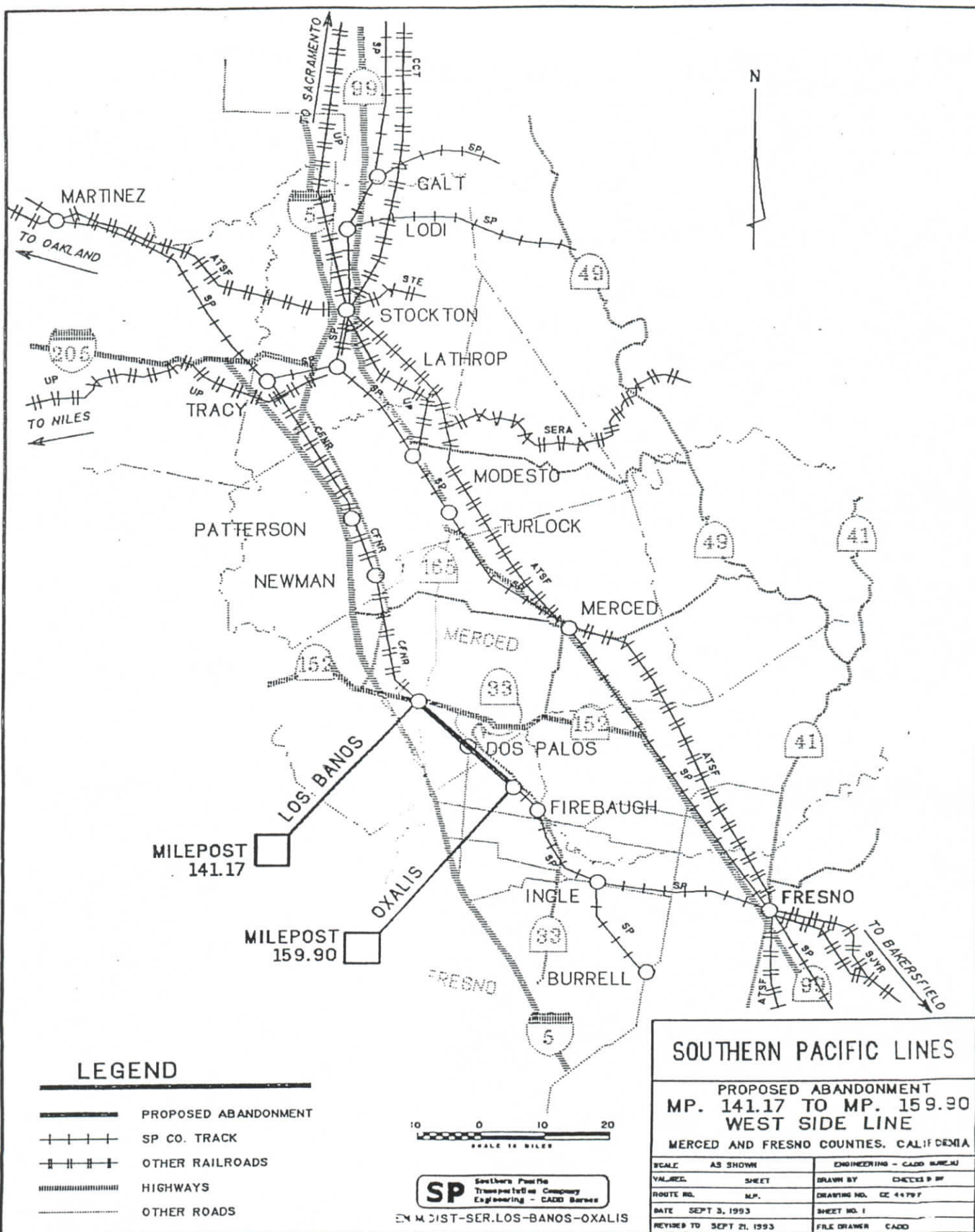


EXHIBIT 3

HISTORIC REPORT
PHOTOGRAPHS OF STRUCTURES - WEST SIDE LINE

<u>PLATE NUMBER</u>	<u>MILEPOST</u>	<u>STRUCTURE</u>	<u>VIEW DIRECTION</u>
1	155.78	Bridge	Southwest
2	156.38	Bridge	Southwest
3	158.46	Bridge	Southwest
4	158.73	Bridge	Southwest
5	159.02	Bridge	Southwest
6	159.33	Bridge	Northeast
7	159.33	Bridge	Southeast

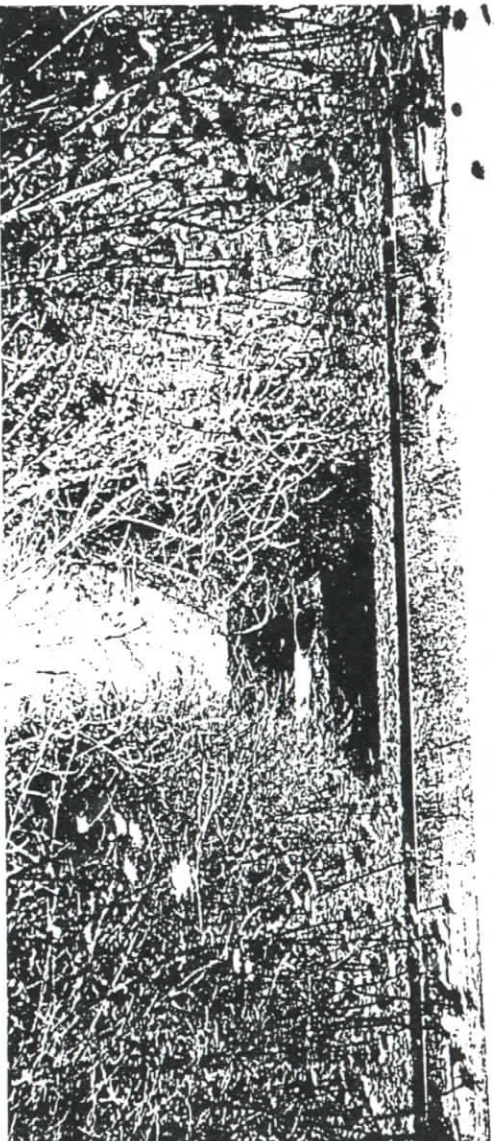


PLATE 3

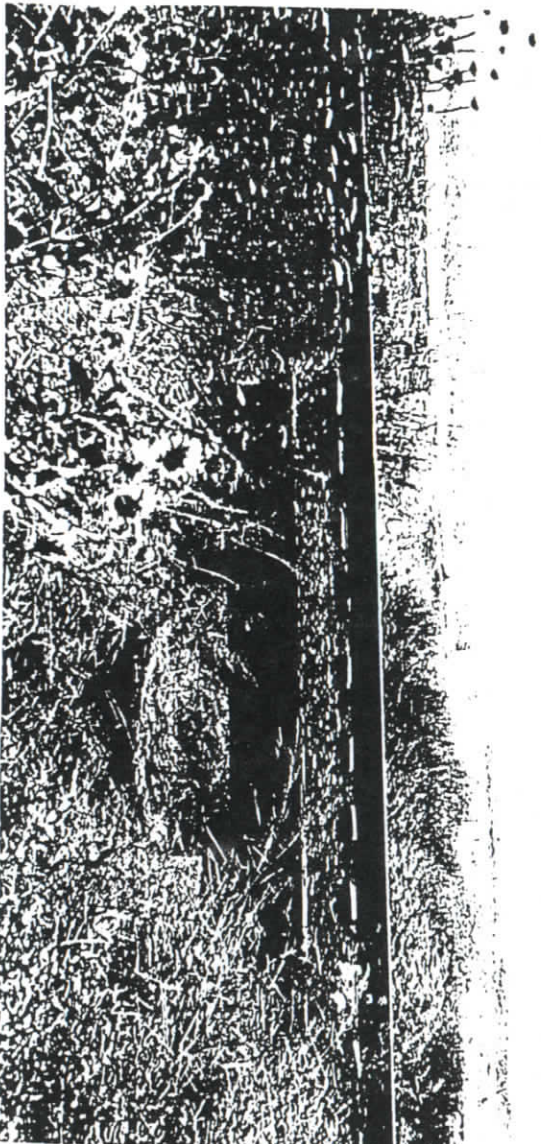


PLATE 4

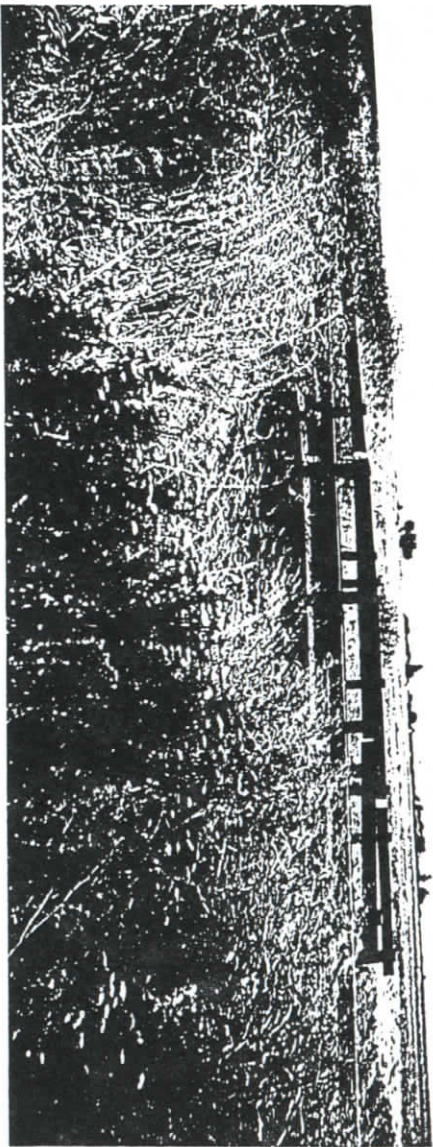


PLATE 5

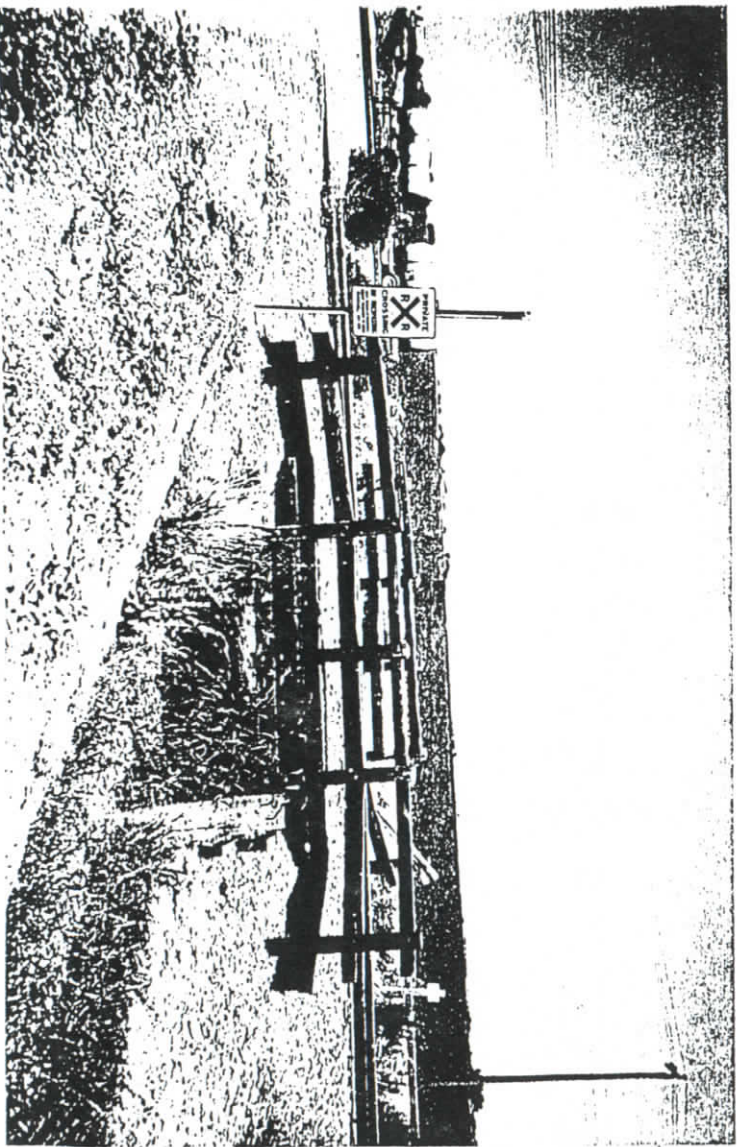


PLATE 4

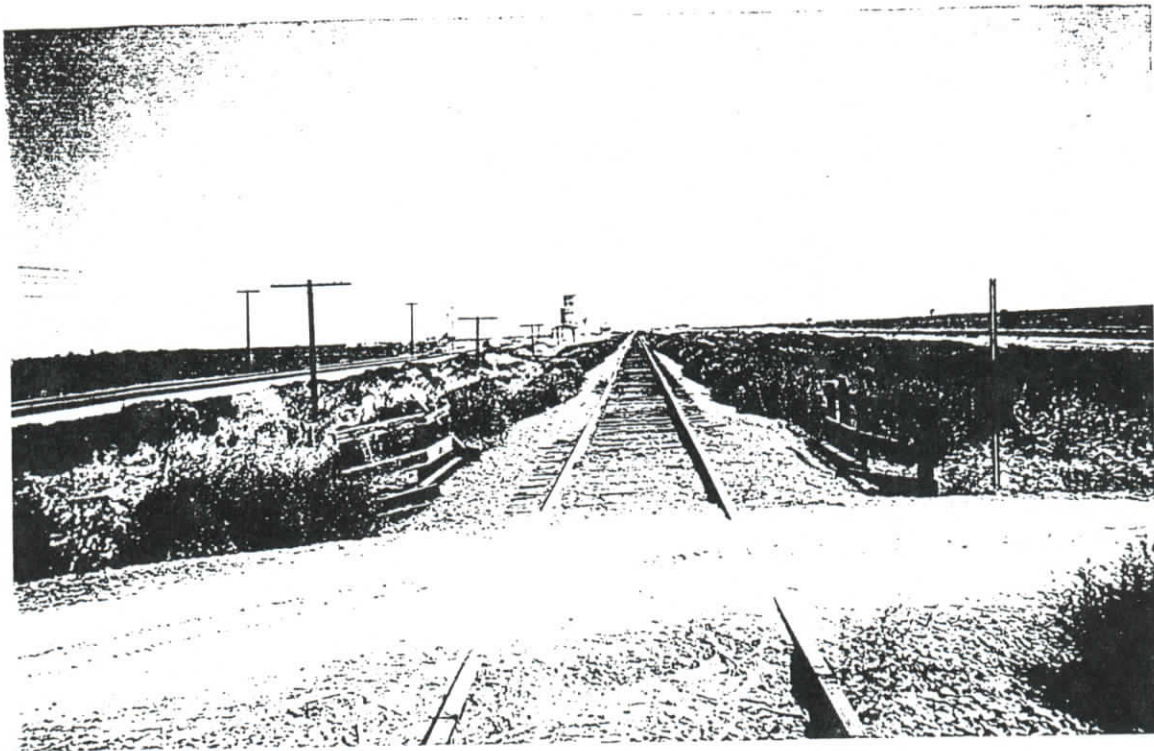


PLATE 7

ENVIRONMENTAL REPORT
(49 C.F.R. 1105.7)
SOUTHERN PACIFIC TRANSPORTATION COMPANY
-- ABANDONMENT EXEMPTION --
IN MERCED AND FRESNO COUNTIES, CALIFORNIA
ICC Docket No. AB-12 (Sub-No. 168X)
OCTOBER 26, 1993

(1) Proposed Action and Alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

Southern Pacific Transportation Company (hereafter "SPT") proposes to abandon and sell and/or remove the 18.73 mile portion of its West Side Line between railroad milepost 141.17, near rail station Los Banos, located in Merced County, and railroad milepost 159.90, near rail station Oxalis, located in Fresno County, California (hereafter "The Line"). Where appropriate and upon receipt of abandonment authority, the track and associated structures will be removed and the right-of-way offered for sale.

The proposed abandonment will not change rail freight operations or maintenance procedures on The Line as this former secondary main line trackage is no longer used for the operation of through trains or for serving local customers.

SPT has no reasonable alternative to abandonment of The Line. There is little potential for adequate future traffic that would make resumed operations profitable. The Line is no longer necessary for the operation of through trains and local traffic has either converted to truck transportation or has ceased to move entirely.

The portion of the West Side Line north of milepost 141.17 continues in operation as the California Northern Railroad Company and the portion south of milepost 159.90 continues to be served by SPT. Neither adjacent portion will be affected by the proposed abandonment as no trains operate between these adjacent portions and The Line.

A map of the proposed abandonment is attached hereto as Exhibit 1.

(2) Transportation System. Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

No local traffic has moved on The Line in over two years. Therefore, SPT does not expect the proposed abandonment to have any affect on local or regional transportation systems or patterns. Traffic that once used The Line has transferred to other transportation modes or routes, or has ceased to move entirely. Similarly, no traffic will be diverted to other transportation systems or modes as a result of the proposed abandonment.

(3) Land Use. (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies. (ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land. (iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9. (iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. 10906 and

explain why.

(i) SPT has contacted the Merced County Planning Department, the Fresno County Public Works Office, and the City of Los Banos Community Development Director, as shown by the letters attached hereto as Exhibit 2. A response from the Fresno County Public Works and Development Services Department, and SPT's reply, are attached hereto as exhibits 2A and 2B. A copy of this Report will be mailed to each of the agencies for their information and comment.

(ii) Since no agricultural shipments have originated or terminated on The Line in over two years, and possible removal of trackage and associated structures would have minimal affect on adjacent land, SPT is confident that the proposed abandonment will not have a detrimental effect on any prime agricultural land. SPT contacted the U.S. Soil Conservation Service as shown by the letter attached hereto as Exhibit 3. A copy of this report is being supplied to the U.S. Soil Conservation Service for its information and comment.

(iii) The Line is not located in a designated coastal zone.

(iv) The Line is located in a predominately rural agricultural area and does not pass through, or terminate near, any major population centers. Therefore, there is little or no potential for the rail corridor to be used as a transit corridor, and little likelihood that it would hold value as a new-construction highway corridor. Most of The Line is closely paralleled by highway 33 and Santa Fe Grade Road which could be enhanced by roadway widening.

(4) Energy. (i) Describe the effect of the proposed action on transportation of energy resources. (ii) Describe the effect of the proposed action on recyclable commodities. (iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why. (iv) If the proposed action will cause diversions from rail to motor carriage of more than: (A) 1,000 rail carloads a year; or (B) An average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

(i) The proposed abandonment will have no effect on the transportation of energy resources.

(ii) The proposed abandonment will have no effect on the transportation of recyclable commodities.

(iii) The proposed abandonment will have no effect on overall energy efficiency as no local or through train traffic currently uses The Line. Traffic that once used The Line has long since transferred to other transportation modes or routes, or has ceased to move entirely.

(iv) The proposed abandonment will not cause the diversion of any rail traffic to motor carriage as no local rail traffic has been handled on The Line in over two years.

(5) Air. (i) If the proposed action will result in either: (A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or (B) An increase in rail yard activity of at least 100 percent (measured by carload activity), or (C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. 10901 (or 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in subsection (5)(i)(A) will apply. (ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either: (A) An increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any

segment of rail line, (B) An increase in rail yard activity of at least 20 percent (measured by carload activity), or (C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. 10901 (or 49 U.S.C. 10505), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply. (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

(i) The proposed abandonment will not result in meeting or exceeding these thresholds.

(ii) The proposed abandonment will not result in meeting or exceeding these thresholds.

(iii) The proposed abandonment will not affect the transportation of ozone depleting materials.

(6) Noise. If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause: (i) An incremental increase in noise levels of three decibels Ldn or more; or (ii) An increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

(i) The proposed abandonment will not result in meeting or exceeding the thresholds listed in item (5)(i).

(ii) The proposed abandonment will not result in meeting or exceeding the thresholds listed in item (5)(i).

(7) Safety. (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings). (ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials. (iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

(i) SPT believes that there will be little or no impact on public health or safety associated with the proposed abandonment as no rail traffic currently operates on The Line. However, the eventual removal of some public and private rail crossings will have a positive effect on vehicular traffic that will no longer have to deal with the crossings.

(ii) The proposed abandonment will have no effect on the transportation of hazardous materials.

(iii) SPT is unaware of any locations within the rail corridor of The Line where hazardous spills have occurred or hazardous waste sites exist.

(8) Biological Resources. (i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects. (ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

(i) SPT is confident that there are no endangered or threatened species, or critical habitats, that would be adversely affected by the proposed abandonment. SPT contacted the U.S. Fish

and Wildlife Service as shown by the letter attached hereto as Exhibit 4. Copies of this report have been supplied to the U.S. Fish and Wildlife Service regional and field offices for their information and comment.

(ii) SPT is confident that there are no wildlife sanctuaries or refuges, or National or State parks, that would be adversely affected by the proposed abandonment. A copy of this report has been supplied to the U.S. Department of Interior (National Park Service) for its information and comment.

(9) Water. (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies. (ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects. (iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

(i) SPT is confident that the proposed abandonment will not be inconsistent with applicable water quality standards. SPT contacted the California State Environmental Protection Agency as shown by the letter attached hereto as Exhibit 5. A copy of this report has been supplied to the U.S. Environmental Protection Agency and the California State Environmental Protection Agency for their information and comment.

(ii) SPT is confident that the proposed abandonment will not require the issuance of any permits under section 404 of the Clean

Water Act. SPT contacted the U.S. Army Corps of Engineers as shown by the letter attached hereto as Exhibit 6. A copy of this report has been supplied to the U.S. Army Corps of Engineers for its information and comment.

(iii) SPT is confident that the proposed abandonment will not require the issuance of any permits under section 402 of the Clean Water Act. A copy of this report has been supplied to the U.S. Environmental Protection Agency its information and comment.

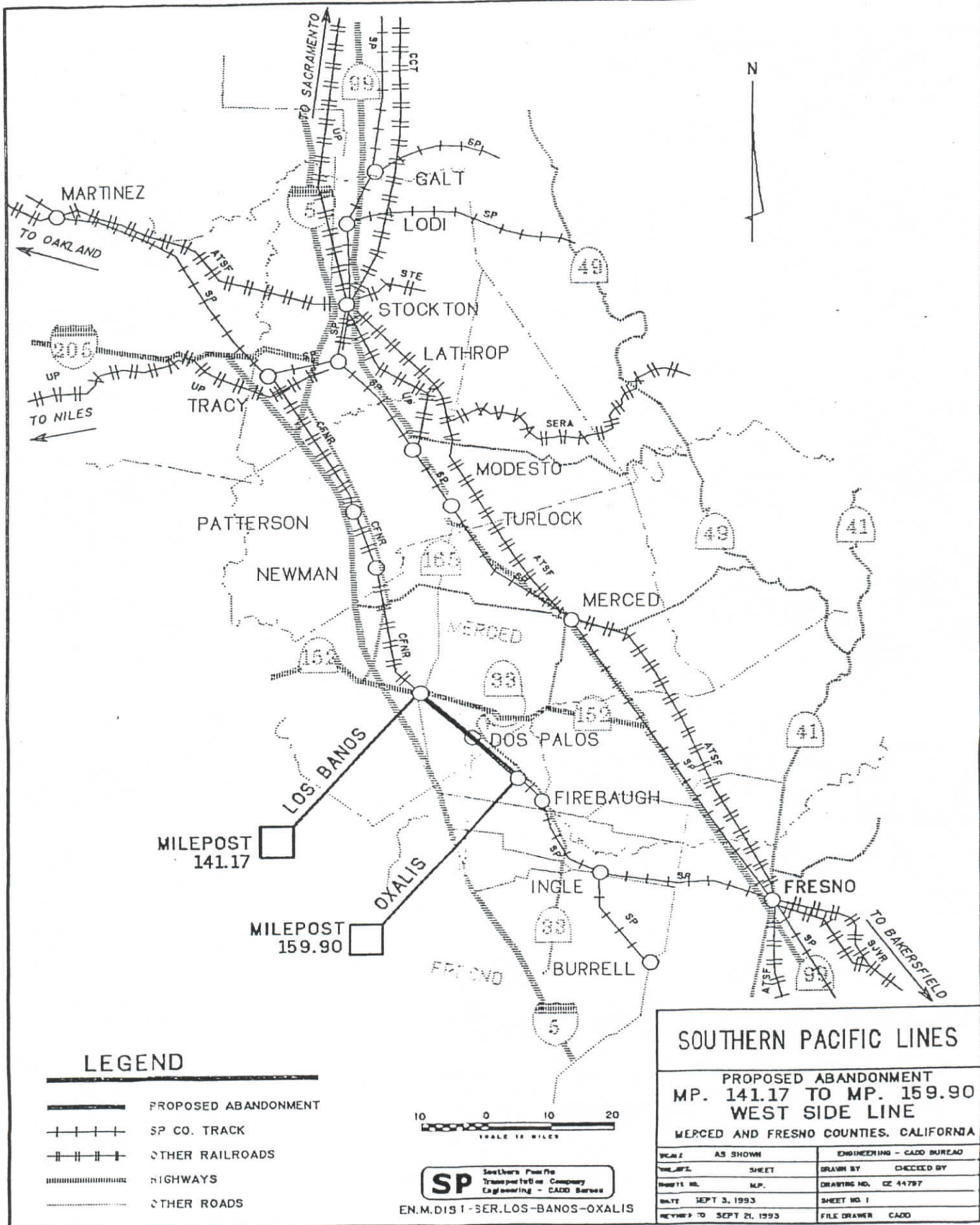
(10) Proposed Mitigation. Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

SPT does not expect any adverse environmental impact from the proposed abandonment, nor have the recipients of this report advised of the need for mitigation.

(11) Additional Information for Rail Constructions. The following additional information should be included for rail construction proposals (including connecting track construction): (i) Describe the proposed route(s) by State, county, and subdivision, including a plan view, at a scale not to exceed 1:24,000 (7 1/2 minutes U.S.G.S. quadrangle map), clearly showing the relationship to the existing transportation network (including the location of all highway and road crossings) and the right-of-way according to ownership and land use requirements. (ii) Describe any alternative routes considered, and a no-build alternative (or why this would not be applicable), and explain why they were not selected. (iii) Describe the construction plans, including the effect on the human environment, labor force requirements, the location of borrow pits, if any, and earthwork estimated. (iv) Describe in detail the rail operations to be conducted upon the line, including estimates of freight (carloads and tonnage) to be transported, the anticipated daily and annual number of train movements, number of cars per train, types of cars, motive power requirements, proposed speeds, labor force, and proposed maintenance-of-way practices. (v) Describe the effects, including indirect or down-line impacts, of the new or diverted traffic over the line if the thresholds governing energy, noise and

air impacts in §§ 1105.7(e)(4), (5), or (6) are met. (vi) Describe the effects, including impacts on essential public services (e.g., fire, police, ambulance, neighborhood schools), public roads, and adjoining properties, in communities to be traversed by the line. (vii) Discuss societal impacts, including expected change in employment during and after construction.

The proposed action is an abandonment, not a rail line construction. Therefore, no further response is warranted.





Southern Pacific Lines

Southern Pacific Building • One Market Plaza • San Francisco, California 94105

October 8, 1993
File: West Side

Mr. Robert Smith
Planning Director
Merced County
2222 M Street
Merced, CA 95340

Re: Docket No. AB-12 (Sub-No. 168X) - Southern Pacific
Transportation Company - Verified Notice of Exempt
Abandonment on 18.73 Miles of trackage in Merced and
Fresno Counties, California.

Dear Mr. Smith:

Southern Pacific Transportation Company ("SPT") plans to file a Verified Notice of Exempt Abandonment before the Interstate Commerce Commission ("ICC"), on or about October 25, 1993, to abandon 18.73 miles of the West Side Line from railroad milepost 141.17, at or near the Los Banos rail station located in Merced County, to railroad milepost 159.90, at or near the Oxalis rail station located in Fresno County, California. A map of the trackage involved is attached hereto.

49 C.F.R. 1105.7 (e)(3)(i) states that "Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies." We would appreciate your review of the proposed action as required by this section. Your response will be included in the Environmental Report prepared for this action and a copy of the Report will be mailed to you.

If you have any questions, please feel free to call me in San Francisco at (415) 541-2714.

Sincerely,

A handwritten signature in dark ink, appearing to read "Paul D. Turney", written over a horizontal line.

Paul D. Turney
Senior Manager
Plant Rationalization

Attachment: map



Southern Pacific Lines

Southern Pacific Building • One Market Plaza • San Francisco, California 94105

October 8, 1993
File: West Side

Mr. Jeff Tweedie
Senior Analyst
Fresno County Public Works Office
2220 Tulare Street - 6th Floor
Fresno, CA 93721

Re: Docket No. AB-12 (Sub-No. 168X) - Southern Pacific
Transportation Company - Verified Notice of Exempt
Abandonment on 18.73 Miles of trackage in Merced and
Fresno Counties, California.

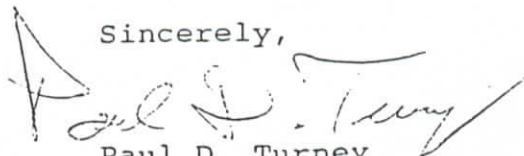
Dear Mr. Tweedie:

Southern Pacific Transportation Company ("SPT") plans to file a Verified Notice of Exempt Abandonment before the Interstate Commerce Commission ("ICC"), on or about October 25, 1993, to abandon 18.73 miles of the West Side Line from railroad milepost 141.17, at or near the Los Banos rail station located in Merced County, to railroad milepost 159.90, at or near the Oxalis rail station located in Fresno County, California. A map of the trackage involved is attached hereto.

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If you have any questions, please feel free to call me in San Francisco at (415) 541-2714.

Sincerely,


Paul D. Turney
Senior Manager
Plant Rationalization

Attachment: map



Southern Pacific Lines

Southern Pacific Building • One Market Plaza • San Francisco, California 94105

October 8, 1993

File: West Side

Mr. Richard Hendricksen
Community Development Director
City of Los Banos
P.O. Box 31
Los Banos, CA 93635

Re: Docket No. AB-12 (Sub-No. 168X) - Southern Pacific
Transportation Company - Verified Notice of Exempt
Abandonment on 18.73 Miles of trackage in Merced and
Fresno Counties, California.

Dear Mr. Hendricksen:

Southern Pacific Transportation Company ("SPT") plans to file a Verified Notice of Exempt Abandonment before the Interstate Commerce Commission ("ICC"), on or about October 25, 1993, to abandon 18.73 miles of the West Side Line from railroad milepost 141.17, at or near the Los Banos rail station located in Merced County, to railroad milepost 159.90, at or near the Oxalis rail station located in Fresno County, California. A map of the trackage involved is attached hereto.

49 C.F.R. 1105.7 (e)(3)(i) states that "Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies." We would appreciate your review of the proposed action as required by this section. Your response will be included in the Environmental Report prepared for this action and a copy of the Report will be mailed to you.

If you have any questions, please feel free to call me in San Francisco at (415) 541-2714.

Sincerely,

A handwritten signature in dark ink, appearing to read "Paul D. Turney".

Paul D. Turney
Senior Manager
Plant Rationalization

Attachment: map

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-24-002106

HRI # _____

Trinomial _____

NRHP Status Code _____

OHP PRN FHWA050324D

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Caltrans ID, County/Route/Postmile/EA: 10-MER-59, PM 15.3/16.6

Map Ref. # 2

*P1. Resource Name or #: Highway, State Route 59

*P2. Location: *a. County: Merced

*c. Address: Northeast of downtown Merced

City: Merced

*e. Assessor's Parcel Number: This property is owned by Caltrans.

*P3a. Description:

This is a two-lane, undivided conventional highway. It is paved with asphalt concrete and has paved shoulders and gravel shoulders with widths varying from two to four feet. It extends north in a straight line through the project area from 16th Street in Merced, across Bear Creek, then over Black Rascal Creek and Canal, and proceeds northward, paralleling the alignment of the old Oakdale Branch of the Southern Pacific Railroad for about two miles, and across Bellevue Rd. It continues on a direct line for another 3.5 miles; then it follows the natural contours of the land to some degree, crossing the Merced River and turning east-northeast at Turlock Rd., and finally terminating at the town of Snelling, the former county seat from the 1857 to 1872, when the seat was moved to the new town of Merced, located next to the Central Pacific (later Southern Pacific) Railroad tracks. The highway travels through mostly rural open space and farmland.

*P3b. Resource Attributes: HP37

*P4. Resources Present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

P5a. Photo

(See continuation sheet.)

P5b. Photo date:

September 25, 2002

*P6. Date Constructed/Sources:

State highway created in 1933.
Caltrans records

*P7. Owner and Address:

Caltrans

1120 N Street

Sacramento, CA 95814

*P8. Recorded by:

Frank Lortie, Caltrans

1120 N Street

Sacramento 95814

*P9. Date Recorded:

September 25, 2002

*P11. Report Citation:

Historic Resource Evaluation
Report (HRER) for the State
Route 59 Widening Project,
Post Miles 15.3-16.6, Merced
County (Caltrans 2005)

Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or #: 10-MER-59, PM 15.3/16.6

Map Reference # 2

B1. Historic name: Not applicable

B4. Present use: Highway

*B5. Architectural Style: Not applicable

*B6. Construction History: State highway acquired 1933, first improvements made up to 1937

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

*B8. Related Features

B9a. Architect: Not applicable

b. Builder: California Division of Highways

*B10. Significance: Theme N/A

Area N/A

Period of Significance N/A

Property Type N/A

Applicable Criteria N/A

One of the main county roads running north-south was the old Snelling Road. It was named after the second county seat of Snelling, which received the honor in 1857. When the county seat was moved thirty-five miles to the south to Merced, a new town located next to the Central Pacific Railroad tracks, the road between the two towns was maintained as a county road. The Snelling Road mostly followed the contours of the terrain southward until it got to a point two miles northwest of Yosemite Lake, where it was straightened out, then turned to the southwest, and finally followed the section lines due south until it reached "downtown" Merced. It was (and still is) located about two miles east of present S.R. 59. A county road on the same alignment as today's S.R. 59 first appears on historic maps in 1888, and by 1903 it is an established local road. Similar to Snelling Road it also followed the section lines from about two miles north of Bellevue Road down to 16th Street in Merced. It was called Cox Ferry Road by 1909 (the road crossed the Merced River presumably where Cox Ferry was located), and it merged with the old Snelling Road just north of the river. When Cox Ferry Road was acquired by the State Division of Highways in 1933 it was classified as an unimproved road, but by 1936 it had been upgraded to an improved primary highway, which means it was paved with a permanent surface. The three concrete bridges in the project area (#39-0066, 39-0067, and 39-0068) were all built by Merced County between 1916 and 1927. S.R. 59 at present appears to be another conventional two-lane highway with an asphalt concrete surface. It seems to have been widened along most of its route in recent years. Nothing in the sources consulted in the research conducted for this report indicates that S.R. 59 has any associations with persons or events significant in Merced County history, nor does the route represent any significant achievement in highway engineering. Therefore, S.R. 59 is not eligible for the National Register. In addition, the route was evaluated in accordance with Section 15064.5(a)(2)-(3) in the CEQA Guidelines, and it was determined not to be a historical resource for the purposes of CEQA.

B11. Additional Resource Attributes:

*B12. References: Kyle 1990: 198,202-203; State of Calif. Nov. 1933; State of Calif. 1936; *Calif. Hwys. & Pub. Works* Dec. 1933; Cowel 1909, 1919; Martin 1888; Caltrans Structures Maintenance Archives (Bridge Books).

*B14. Evaluator: Frank Lortie Caltrans

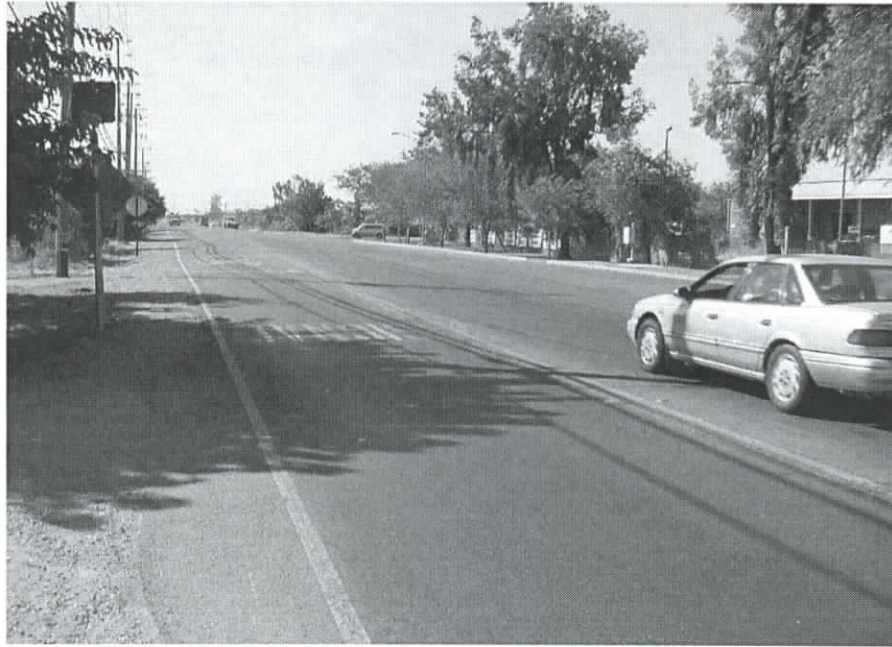
*Date of Evaluation: September 24, 2002

(See site plan attached.)

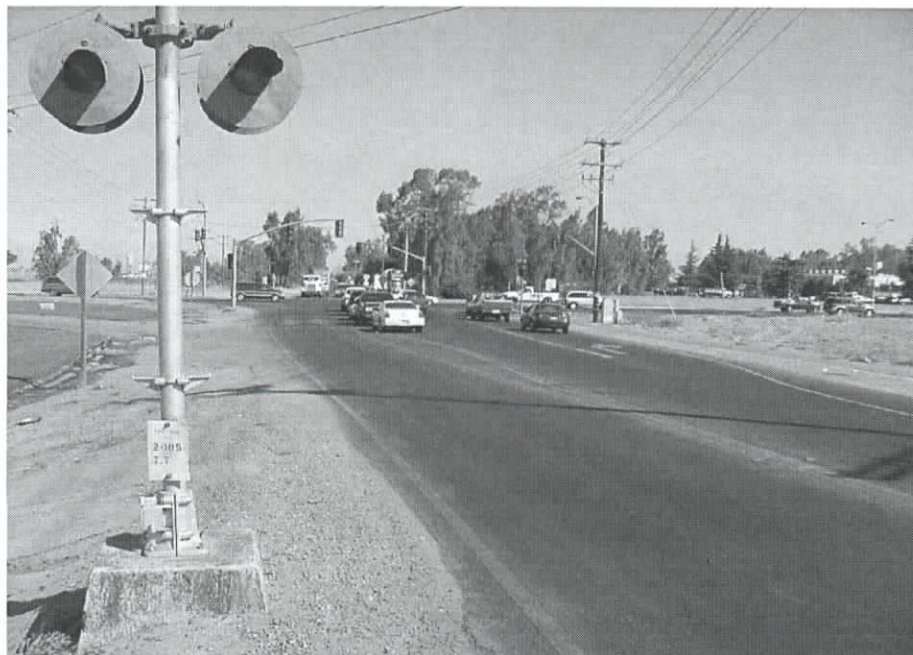
(This space reserved for official comments.)

Resource Name or #: 10-MER-59, PM 15.3/16.6

Map Reference # 2



Looking south-southwest, just south of Santa Fe RR tracks



Looking north from Santa Fe tracks

Resource Name or #: 10-MER-59, PM 15.3/16.6

Map Reference # 2



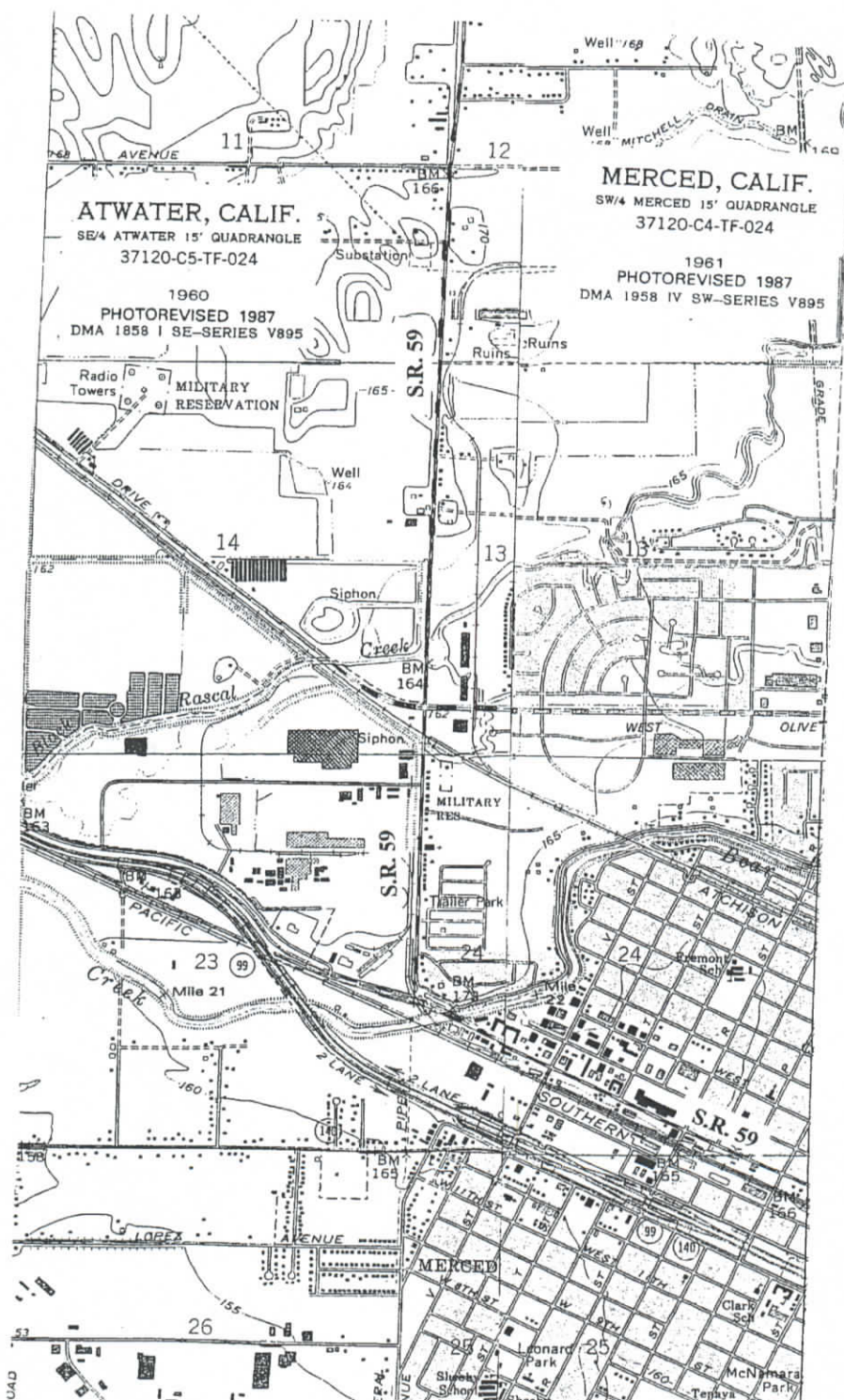
Looking south, 150 feet north of Black Rascal Creek



Looking north, 150 north from Black Rascal Creek

Resource Name or #: 10-MER-59, PM 15.3/16.6

Map Reference # 2



SITE PLAN
State Route 59
10-MER-59

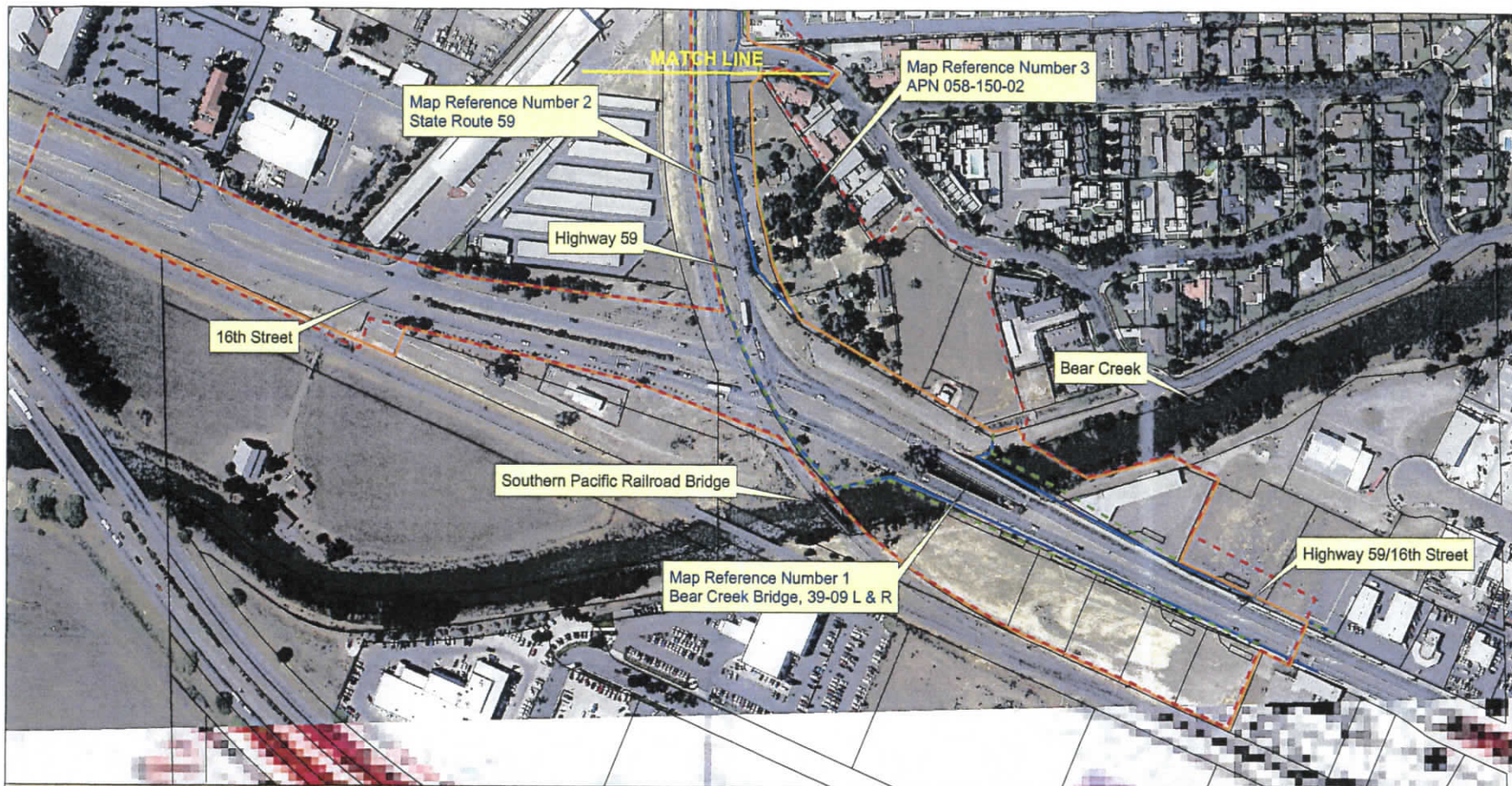


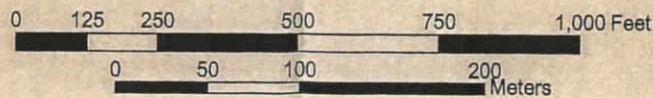
Figure 3a
Area of Potential Effects

Highway 59/16th Street Widening Project
10-MER-59, PM 15.3/16.6 (KP 24.6/26.7)
EA 10-0E5900

Brian Gassner, PQS

Ram Narayan Gupta, Project Manager

- APE Limit for Direct Effects
- APE Limit for Indirect Effects
- Current Right-of-Way
- Proposed Right-of-Way



From report
ME-08024

Map ref.
#2/5259

P-24-002106

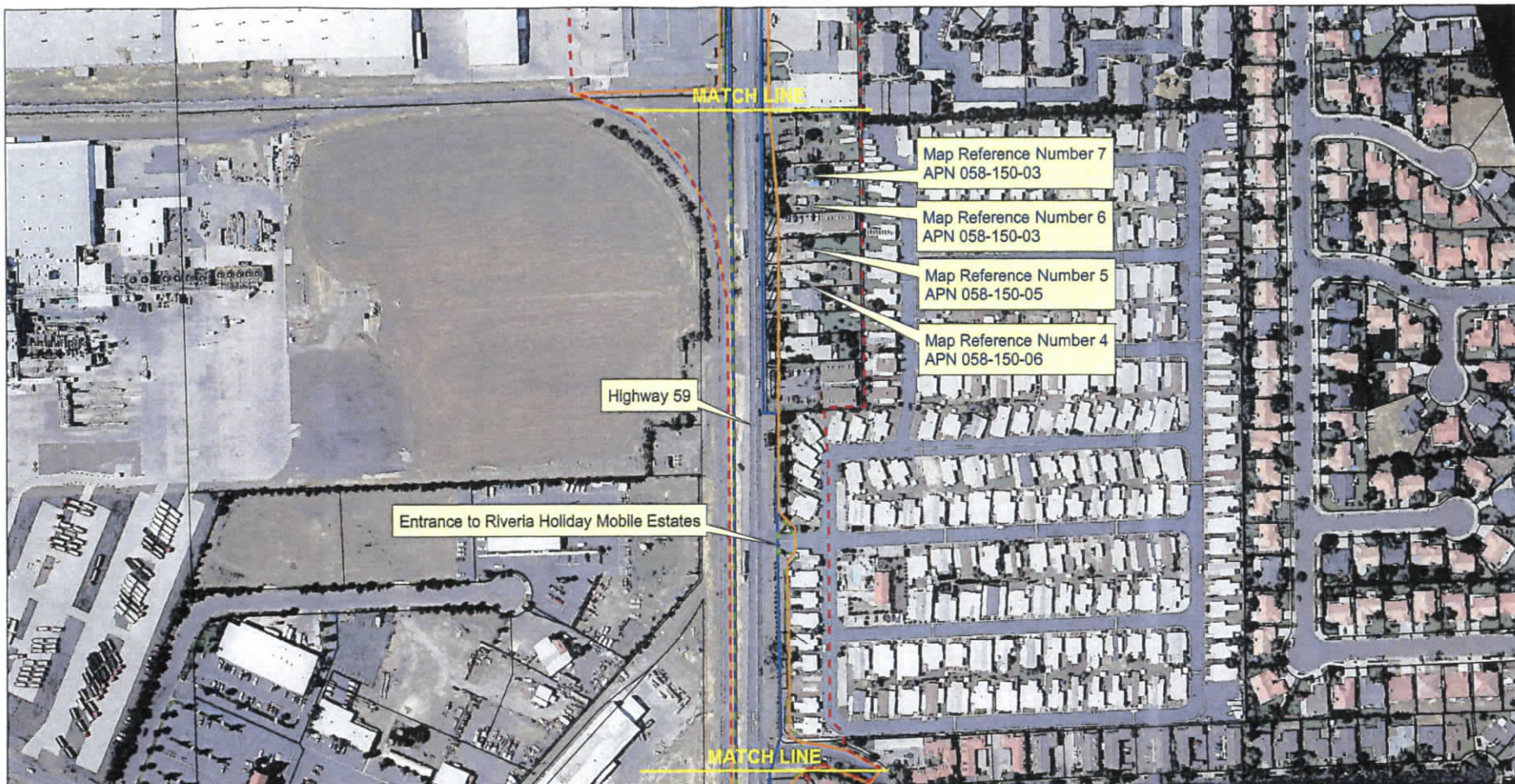






Figure 3b

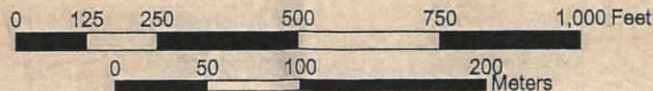
Area of Potential Effects

Highway 59/16th Street Widening Project
10-MER-59, PM 15.3/16.6 (KP 24.6/26.7)
EA 10-0E5900

Brian Gassner, PQS

Ram Narayan Gupta, Project Manager

-  APE Limit for Direct Effects
-  APE Limit for Indirect Effects
-  Current Right-of-Way
-  Proposed Right-of-Way



P-24-002104

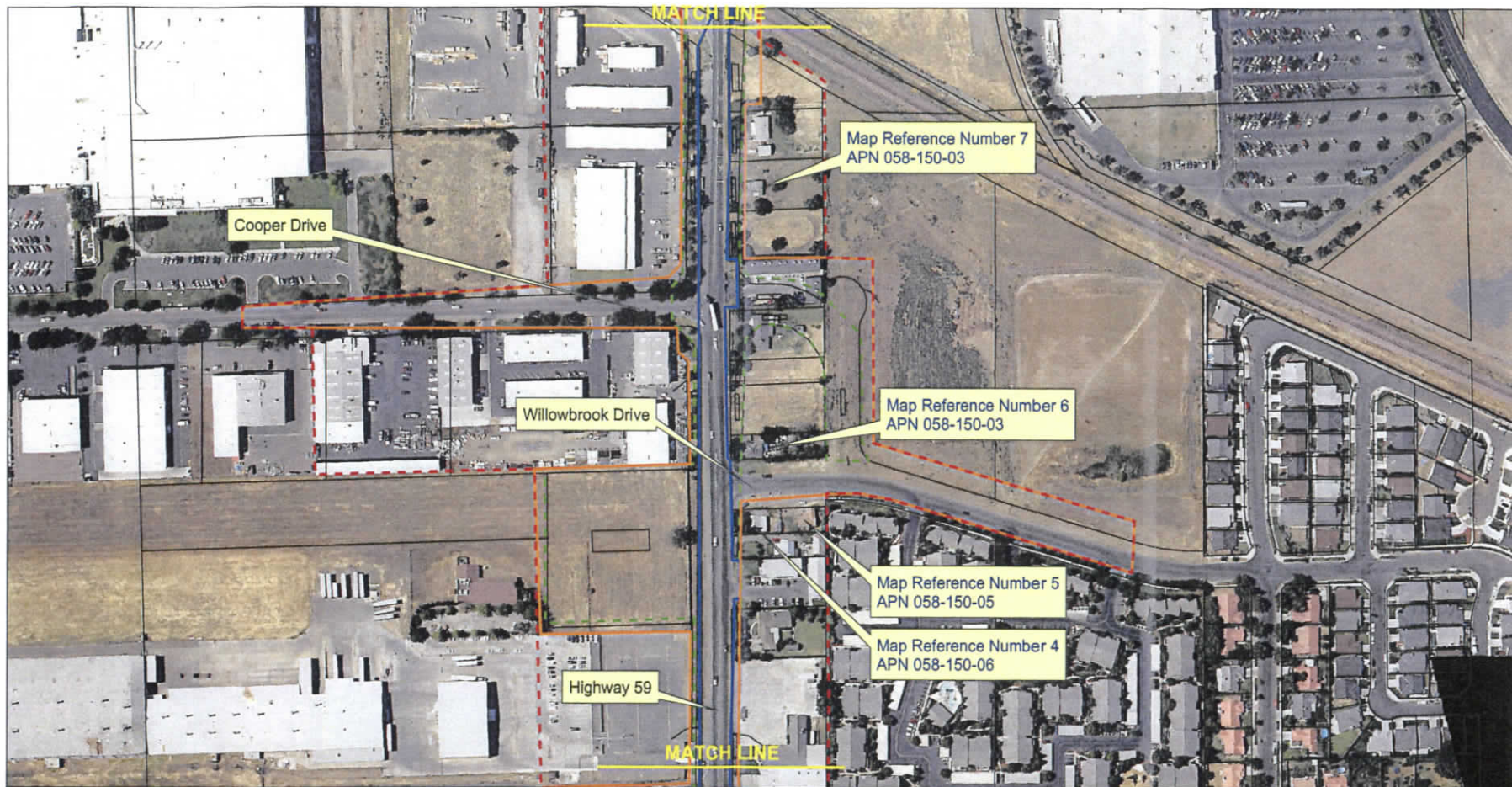


Figure 3c

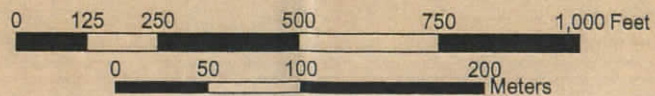
Area of Potential Effects

Highway 59/16th Street Widening Project
10-MER-59, PM 15.3/16.6 (KP 24.6/26.7)
EA 10-0E5900

Brian Gassner, PQS

Ram Narayan Gupta, Project Manager

- APE Limit for Direct Effects
- APE Limit for Indirect Effects
- Current Right-of-Way
- Proposed Right-of-Way



P-24-002104

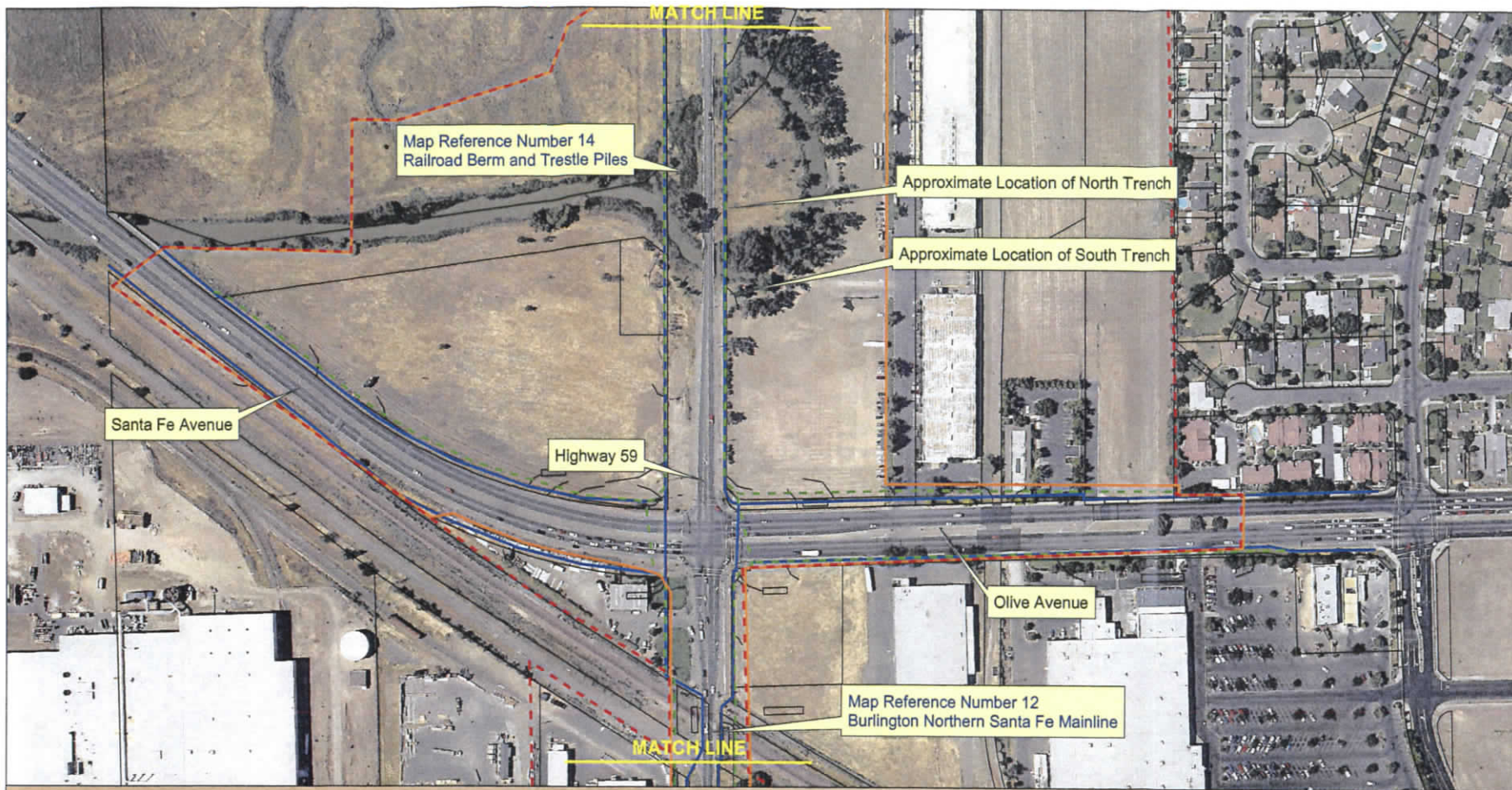


Figure 3d

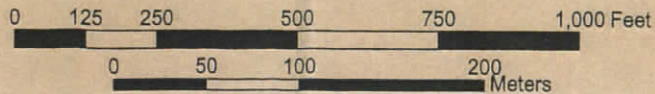
Area of Potential Effects

Highway 59/16th Street Widening Project
10-MER-59, PM 15.3/16.6 (KP 24.6/26.7)
EA 10-0E5900

Brian Gassner, PQS

Ram Narayan Gupta, Project Manager

- APE Limit for Direct Effects
- APE Limit for Indirect Effects
- Current Right-of-Way
- Proposed Right-of-Way



P-24-002106

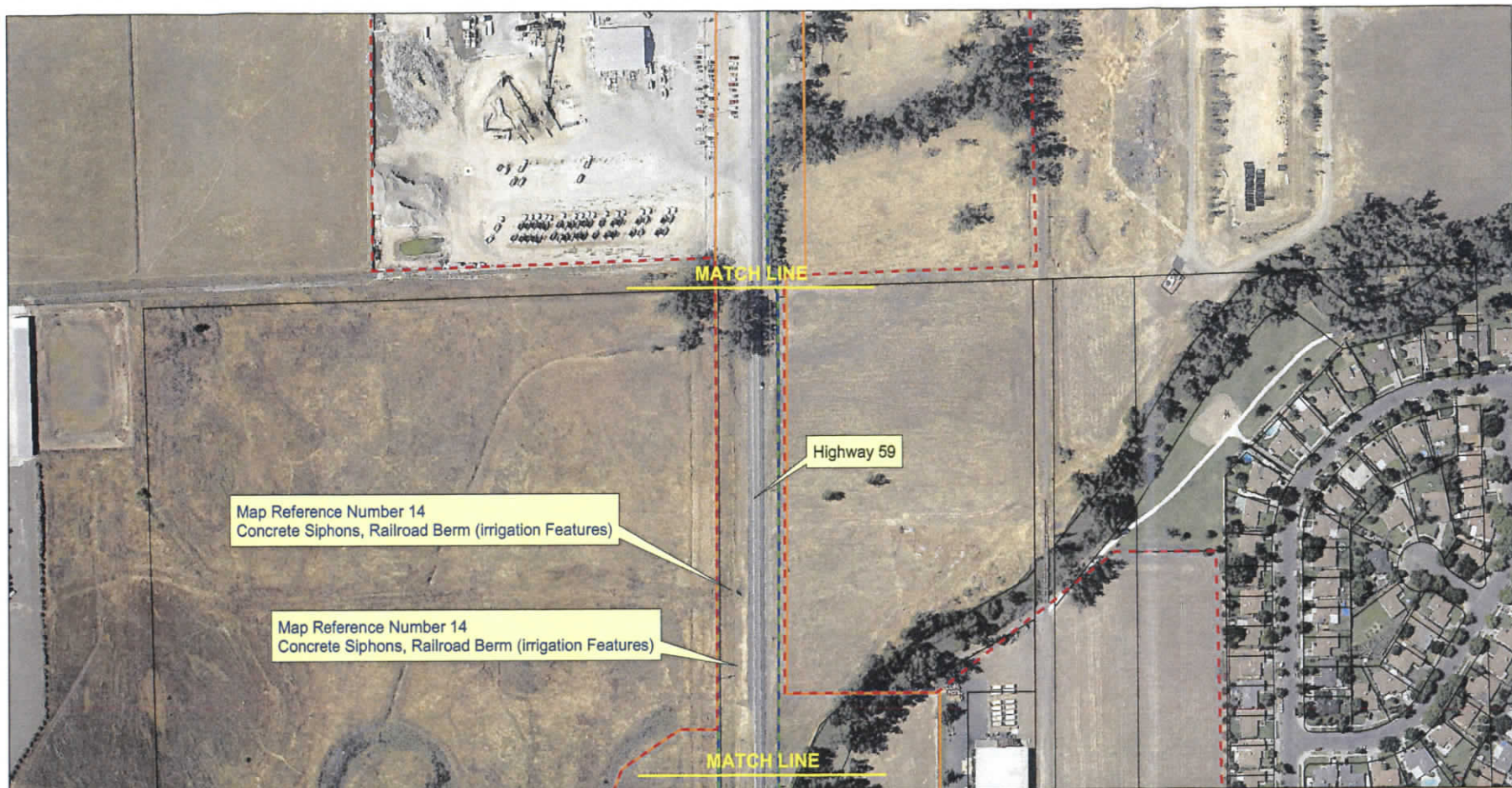


Figure 3e

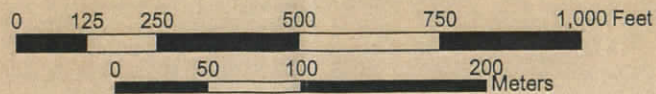
Area of Potential Effects

Highway 59/16th Street Widening Project
10-MER-59, PM 15.3/16.6 (KP 24.6/26.7)
EA 10-0E5900

Brian Gassner, PQS

Ram Narayan Gupta, Project Manager

- APE Limit for Direct Effects
- APE Limit for Indirect Effects
- Current Right-of-Way
- Proposed Right-of-Way



P-24-002104

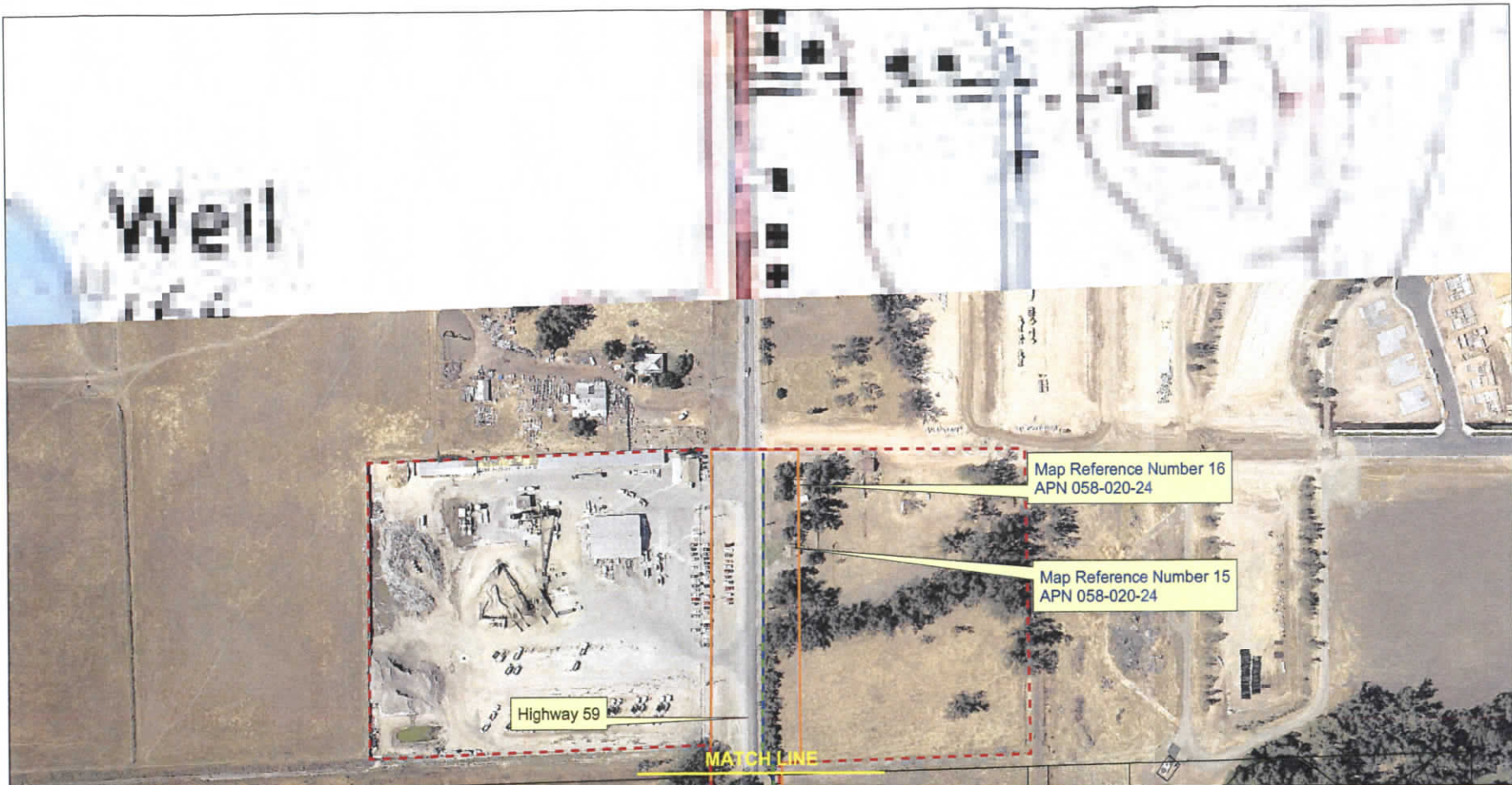






Figure 3f

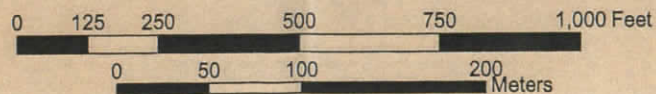
Area of Potential Effects

Highway 59/16th Street Widening Project
10-MER-59, PM 15.3/16.6 (KP 24.6/26.7)
EA 10-0E5900

Brian Gassner, PQS

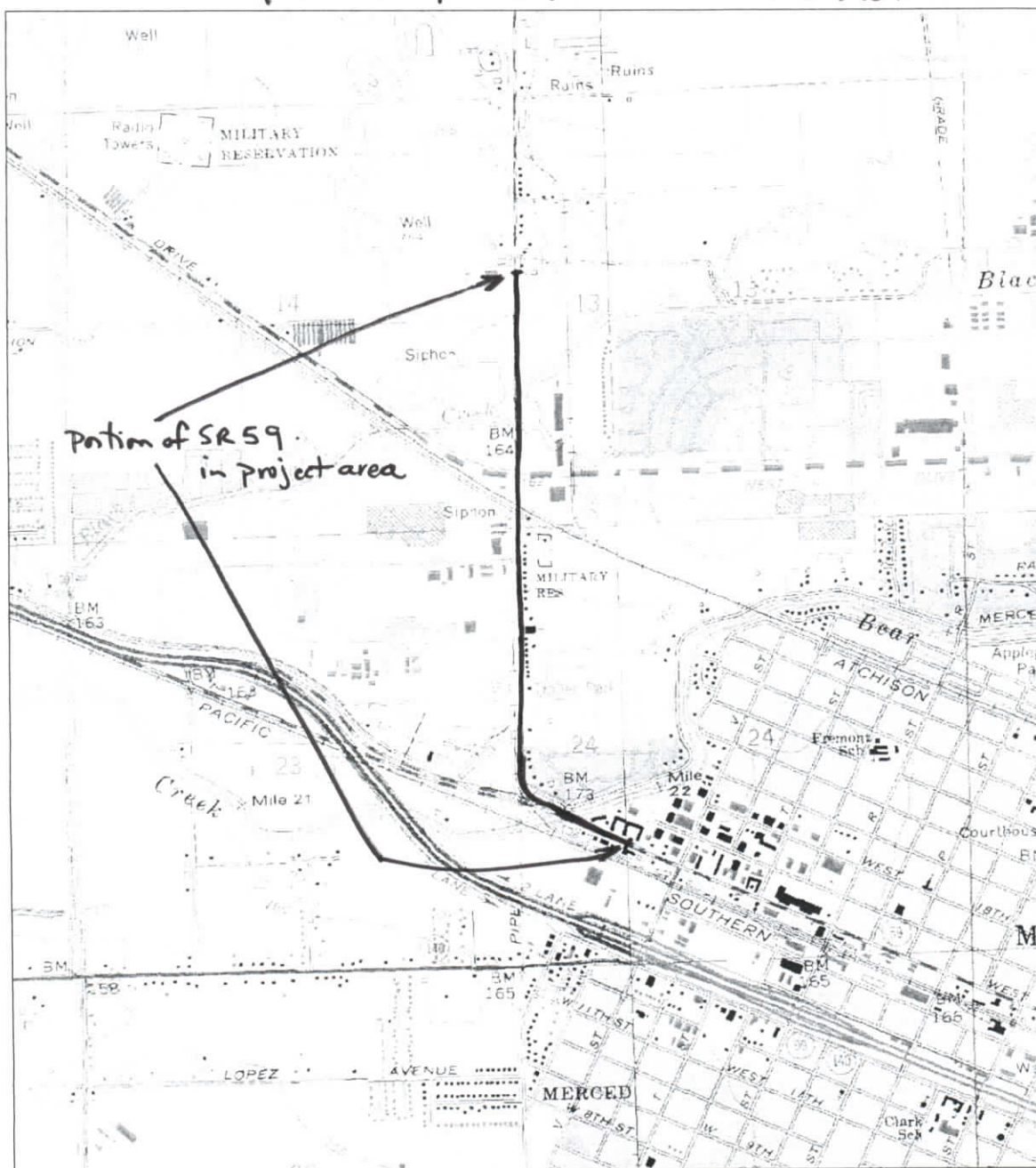
Ram Narayan Gupta, Project Manager

-  APE Limit for Direct Effects
-  APE Limit for Indirect Effects
-  Current Right-of-Way
-  Proposed Right-of-Way



P-24-002106

Map Ref. #2/SR 59 = P-24-002106



0 0.5 Mi
0 3000 Ft

Map provided by MyTopo.com

Map added by RH/CCIC

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for MERCED County.										Page 15	03-20-14			
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG.	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT			
057536	24-000829	2040 M ST	SIMONSON HOME, TENEBBAUM LAMPE AND	MERCED	P	1923	HIST.SURV.	5340-0175-0000		5S2				
057537	24-000628	2125 M ST	MERCED COUNTY HIGH SCHOOL/OLD MERC	MERCED	C	1897	ST.FND.PR	619.0-HP-88-24-003	12/19/88	3				
124241	24-976	1810 M ST	See also 561 W. 18th (Masonic Temple)											
057538	24-000830	2245 M ST	WIDEMANN HOUSE, OFFICE OF COLLINS	MERCED	P	1905	HIST.SURV.	5340-0177-0000		5S2				
057539	24-000831	2607 M ST	URBAN HOULT HOME	MERCED	P	1923	HIST.SURV.	5340-0178-0000		5S2				
057540	24-000832	2621 M ST	NATHAN CORNELL HOME	MERCED	P	1923	HIST.SURV.	5340-0179-0000		7N				
057541	24-000833	2740 M ST	MERCY HOSPITAL	MERCED	P	1923	HIST.SURV.	5340-0180-0000		3S				
069830	24-000834	1536 MASSACIO ST		MERCED	U	1915	PROJ.REVW.	HUD901214B	01/11/91	6Y				
069832	24-000835	1537 MASSACIO ST		MERCED	U	1905	PROJ.REVW.	HUD901214B	01/11/91	6Y				
069839	24-000836	1901 MC SWAIN RD		MERCED	U	1915	PROJ.REVW.	HUD901214B	01/11/91	6Y				
069838	24-000837	1949 MC SWAIN RD		MERCED	U	1935	PROJ.REVW.	HUD901214B	01/11/91	6Y				
130249		521 MOOMJEAN AVE		MERCED	P		HIST.RES.	DOE-24-02-0049-0000	02/26/02	6Y				
							PROJ.REVW.	FHWA020109A	02/26/02	6Y				
130250		523 MOOMJEAN AVE		MERCED	P	1948	HIST.RES.	DOE-24-02-0050-0000	02/26/02	6Y				
							PROJ.REVW.	FHWA020109A	02/26/02	6Y				
179598		41 N BEAR CREEK CT		MERCED	P	1944	PROJ.REVW.	FHWA050324D	04/20/05	6Y				
							PROJ.REVW.	FHWA050324D	09/20/02	6Y				
130350		496 N EASY ST		MERCED	P	1939	HIST.RES.	DOE-24-02-0069-0000	02/26/02	6Y				
							PROJ.REVW.	FHWA020109A	02/26/02	6Y				
130353		510 N EASY ST		MERCED	P	1942	HIST.RES.	DOE-24-02-0070-0000	02/26/02	6Y				
							PROJ.REVW.	FHWA020109A	02/26/02	6Y				
130349		521 N EASY ST		MERCED		1940	HIST.RES.	DOE-24-02-0068-0000	02/26/02	6Y				
							PROJ.REVW.	FHWA020109A	02/26/02	6Y				
163424		1732 N HIGHWAY 99		MERCED	P	1934	PROJ.REVW.	FHWA060310A	05/11/06	6Y				
178452	24-1895	5500 N LAKE RD	YOSEMITE LAKE	MERCED	C	1883	PROJ.REVW.	FCC090820B	10/01/09	2S2 A				
129371	24-1678	N QUINLEY AVE	BRIDGE #39C-0095 @ Dickerson Farm rd. @ Bear Creek	MERCED			HIST.RES.	DOE-24-01-0011-0000	08/15/01	6Y				
							PROJ.REVW.	FHWA010529H	08/15/01	6Y				
179610		N SR 59	BARN ON PARCEL WITH THREE HOUSES	MERCED	P	1915	PROJ.REVW.	FHWA050324D	09/20/02					
179672	24-2106	N SR 59	ROAD SEGMENT OF N SR 59 AT BURLING	MERCED	Y	1895	PROJ.REVW.	FHWA050324D	04/20/05	6Y				
163818		2434 N SR 59	41 BEAR CREEK CT	MERCED			PROJ.REVW.	FHWA050324D	04/20/05	6Y				
							PROJ.REVW.	FHWA050324D	04/18/05	6Y				
179609		2434 N SR 59		MERCED	P	1915	PROJ.REVW.	FHWA050324D	09/20/02	6Y				
179604		2454 N SR 59		MERCED	P	1942	PROJ.REVW.	FHWA050324D	09/20/02	6Y				
163819		2668 N SR 59	FRANKLIN-MILLER HOUSE	MERCED	P	1949	PROJ.REVW.	FHWA050324D	04/20/05	6Y				
							PROJ.REVW.	FHWA050324D	04/18/05	6Y				
163820		2678 N SR 59		MERCED	P	1932	PROJ.REVW.	FHWA050324D	04/20/05	6Y				
							PROJ.REVW.	FHWA050324D	04/18/05	6Y				
163822		2686 N SR 59		MERCED	P	1940	PROJ.REVW.	FHWA050324D	04/20/05	6Y				
							PROJ.REVW.	FHWA050324D	04/18/05	6Y				
163823		2696 N SR 59		MERCED	P	1938	PROJ.REVW.	FHWA050324D	04/20/05	6Y				
							PROJ.REVW.	FHWA050324D	04/18/05	6Y				
163825		2808 N SR 59		MERCED	P	1948	PROJ.REVW.	FHWA050324D	04/20/05	6Y				
							PROJ.REVW.	FHWA050324D	04/20/05	6Y				
163826		2810 N SR 59		MERCED	P		PROJ.REVW.	FHWA050324D	04/20/05	6Y				
							PROJ.REVW.	FHWA050324D	04/18/05	6Y				
179665		2824 N SR 59		MERCED	P	1928	PROJ.REVW.	FHWA050324D	04/20/05	6Y				
163827		2824 N SR 59		MERCED	P	1928	PROJ.REVW.	FHWA050324D	04/20/05	6Y				
							PROJ.REVW.	FHWA050324D	04/18/05	6Y				
163828		2922 N SR 59		MERCED	P	1948	PROJ.REVW.	FHWA050324D	04/20/05	6Y				
							PROJ.REVW.	FHWA050324D	04/18/05	6Y				
163831		3380 N SR 59	RESIDENCE DEMOLISHED AFTER RECORDA	MERCED			PROJ.REVW.	FHWA050324D	04/20/05	6Y				
							PROJ.REVW.	FHWA050324D	04/18/05	6Y				
163832		3384 N SR 59	RESIDENCE-DEMOLISHED AFTER RECORDA	MERCED			PROJ.REVW.	FHWA050324D	04/18/05	6Y				
056647	24-000627	N ST	MERCED COUNTY COURTHOUSE	MERCED	C	1874	ST.FND.PR	619.0-HP-88-24-002	12/19/88	3				

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for MERCED County.										Page 17	03-20-14				
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG.	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT				
179653	24-2105	SR 59	BEAR CREEK BRIDGE #39-09-L&R LOC:P	MERCED	S	1940	PROJ.REVW.	FHWA050324D	04/20/05	6Y					
179588	Same? ↑	SR 59	BEAR CREEK BRIDGE	MERCED	S	1940	PROJ.REVW.	FHWA050324D	04/20/05	6Y					
179594	24-2106	SR 59	HIGHWAY STATE ROUTE 59	MERCED	S	1933	PROJ.REVW.	FHWA050324D	12/16/02	6Y					
179673		SR 59	BLACK RASCAL CREEK AND CANAL	MERCED	D	1920	PROJ.REVW.	FHWA050324D	09/24/02	6Y					
179676		SR 59	IRRIGATION SIPHON A 1916	MERCED	P	1916	PROJ.REVW.	FHWA050324D	04/20/05	6Y					
179681		SR 59	IRRIGATION SIPHON B	MERCED	P	1916	PROJ.REVW.	FHWA050324D	04/20/05	6Y					
179682		SR 59	FORMER RAILROAD BERM	MERCED	P	1900	PROJ.REVW.	FHWA050324D	04/20/05	6Y					
056641	24-000652	SR 59	BRIDGE #39-66	MERCED	S	1925	HIST.SURV.	5340-0010-0000		7R					
056642	24-000653	SR 59	BRIDGE #39-67	MERCED	S	1927	HIST.SURV.	5340-0011-0000		7R					
056643	24-000654	SR 59	BRIDGE #39-68	MERCED	S	1916	HIST.SURV.	5340-0012-0000		7R					
163816	24-2106	SR 59	2-LANE HWY	MERCED	S	1888	PROJ.REVW.	FHWA050324D	04/20/05	6Y					
							PROJ.REVW.	FHWA050324D	04/20/05	6Y					
							PROJ.REVW.	FHWA050324D	04/18/05	6Y					
124655		SR 99	MER-99 MISSION/HEALY INTERCHANGE	MERCED	S		PROJ.REVW.	FHWA000107A	05/26/00	6Y					
125244	24-001696	SR 99	MILES CREEK BRIDGE #39-07	MERCED			HIST.RES.	DOE-24-00-0006-0000	06/15/00	6Y					
							PROJ.REVW.	FHWA000107A	06/15/00	6Y					
125245	24-000649	SR 99	MILES CREEK OVERFLOW BRIDGE #39-57	MERCED	F		HIST.RES.	DOE-24-00-0010-0000	06/15/00	6Y					
							PROJ.REVW.	FHWA000107A	06/15/00	6Y					
125246	24-001712	SR 99	MILES CREEK OVERFLOW BRIDGE #39-58	MERCED	F		HIST.RES.	DOE-24-00-0009-0000	06/15/00	6Y					
							PROJ.REVW.	FHWA000107A	06/15/00	6Y					
125248	24-001713	SR 99	FARMDALE SLOUGH BRIDGE #39-99	MERCED	F		HIST.RES.	DOE-24-00-0011-0000	06/15/00	6Y					
							PROJ.REVW.	FHWA000107A	06/15/00	6Y					
125249	24-001716	SR 99	NORTH FARMDALE SLOUGH BRIDGE #39-1	MERCED	F		HIST.RES.	DOE-24-00-0012-0000	06/15/00	6Y					
							PROJ.REVW.	FHWA000107A	06/15/00	6Y					
125251	24-00085	SR 99	KOFF LATERAL CANAL	MERCED	M		HIST.RES.	DOE-24-00-0014-0000	06/15/00	6Y					
							PROJ.REVW.	FHWA000107A	06/15/00	6Y					
125252	24-00096	SR 99	FARMDALE LATERAL, MERCED IRRIGATION	MERCED	M		HIST.RES.	DOE-24-00-0016-0000	06/15/00	6Y					
							PROJ.REVW.	FHWA000107A	06/15/00	6Y					
125253	24-00086	SR 99	HARTLEY LATERAL, MERCED IRRIGATION	MERCED	M		HIST.RES.	DOE-24-00-0017-0000	06/15/00	6Y					
							PROJ.REVW.	FHWA000107A	06/15/00	6Y					
125257	24-001715	SR 99	ABANDONED SEGMENT OF US HIGHWAY 99	MERCED	F		HIST.RES.	DOE-24-00-0018-0000	06/15/00	6Y					
							PROJ.REVW.	FHWA000107A	06/15/00	6Y					
125250	24-001714	SR 99	COLONY SLOUGH BRIDGE #39C0050	MERCED	F		HIST.RES.	DOE-24-00-0013-0000	06/15/00	6Y					
							PROJ.REVW.	FHWA000107A	06/15/00	6Y					
056648	24-000727	4775 ST LAWRENCE DR	STATION #1 WATER TOWER	MERCED	M	1917	HIST.SURV.	5340-0022-0000		3S					
130176		3185 STRETCH RD		MERCED	P	1953	HIST.RES.	DOE-24-02-0020-0000	02/26/02	6Y					
							PROJ.REVW.	FHWA020109A	02/26/02	6Y					
130177		3287 STRETCH RD		MERCED	P		HIST.RES.	DOE-24-02-0021-0000	02/26/02	6Y					
							PROJ.REVW.	FHWA020109A	02/26/02	6Y					
130178		3297 STRETCH RD		MERCED	P		HIST.RES.	DOE-24-02-0022-0000	02/26/02	6Y					
							PROJ.REVW.	FHWA020109A	02/26/02	6Y					
130179		3435 STRETCH RD		MERCED	P	1920	HIST.RES.	DOE-24-02-0023-0000	02/26/02	6Y					
							PROJ.REVW.	FHWA020109A	02/26/02	6Y					
155121		2432 VALLEY DR		MERCED	P	1952	PROJ.REVW.	HUD050802D	08/22/05	6Y					
119203	24-000875	VAN CLIEF RD	VAN CLIEF ROAD BRIDGE #39C-122	MERCED (Stewman)	C		HIST.RES.	DOE-24-98-0001-0000	12/28/98	6Y					
							PROJ.REVW.	FHWA981221Z	12/28/98	6Y					
148026	24-1803	4703 VAUGHN AVE	VAUGHN FARMSTEAD	MERCED	P		HIST.RES.	DOE-24-03-0010-0000	07/09/03	6Y					
							PROJ.REVW.	FCC030703D	07/09/03	6Y					
057396	24-000876	536 W 10TH ST		MERCED	P	1880	HIST.SURV.	5340-0035-0000		7N					
154481		620 W 10TH ST		MERCED			PROJ.REVW.	HUD050526H	06/17/05	6Y					
057397	24-000877	629 W 10TH ST		MERCED	P	1885	HIST.SURV.	5340-0036-0000		7R					
057398	24-000878	735 W 10TH ST		MERCED	P	1875	HIST.SURV.	5340-0037-0000		5S2					
057399	24-000879	755 W 10TH ST		MERCED	P	1880	HIST.SURV.	5340-0038-0000		5S2					
057400	24-000880	951 W 10TH ST		MERCED	P	1900	HIST.SURV.	5340-0039-0000		5S2					
057401	24-000881	959 W 10TH ST		MERCED	P	1900	HIST.SURV.	5340-0040-0000		5S2					

see
request
ME-7352
+ -8026

rc-eval'd

UPDATE SHEET

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Resource Name or #:(Assigned by recorder) Highway 59

Map ID #: 83

☐ Continuation

☒ Update

P1. Other Identifier: N/A

*** P3a. Description:** This resource is a .08-mile segment of Highway 59 in Merced, northwest of North Bear Creek Court. The segment is a two-lane paved asphalt road running north/south with a paved shoulder. The road appears to have been widened, repaved, and patched. Within the surveyed segment, the road parallels railroad tracks, and a small distribution line (electrical).

P3b. Resource Attributes: AH7. Road

P5a. Photograph: Highway 59 view south, 2020.



*** P8. Recorded by:** (Name, affiliation, address) Allison Lyons Medina and Josh Severn, ICF, 980 9th Street, Suite 1200, Sacramento, CA 95814

*** P9. Date Recorded:** July 06, 2020/December 2023

*** P10. Survey Type:** Intensive

*** P11. Report Citation:** ICF. 2024. Merced Intermodal Track Connection Project, Historical Resource Inventory and Evaluation Report. January. (ICF 104197.0.002) San Francisco, CA. Prepared for San Joaquin Joint Powers Authority, Stockton, CA.

UPDATE SHEET

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Resource Name or #:(Assigned by recorder)
Map ID #:

Highway 59
83
☐ Continuation
☒ Update

B10. Significance:

Highway 59 was recorded and evaluated by Frank Lortie of Caltrans in 2002. Lortie found the road not eligible for the NRHP or CRHR under any criterion and further noted the road has been widened and paved in the twentieth century multiple times, affecting its integrity.

Highway 59 appears to have been first used as a passage to downtown Merced from northern localities in the 1880s, after the arrival of the Southern Pacific made Merced the county seat. The county seat had previously been the town of Snelling to the north. Snelling and Merced were connected by Snelling Road and Highway 59. The highway was also known as Legislative Route Number 123 in 1933, when Caltrans acquired the right-of-way, and the route was paved in 1936. It was officially defined in January 1961 (CAhighways.org). The road has historically and currently served as a local artery connecting farmland with downtown Merced.

After review of the previous recordation and current field check and research, this Update concurs with Lortie's evaluation. Highway 59 does not appear to meet the criteria for listing in the NRHP or the CRHR and is not a historical resource for purposes CEQA. The segment has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Sources:

Cahighways.org. "Route 59". Accessed January 4, 2021. <https://www.cahighways.org/ROUTE059.html>

UPDATE SHEET

Page **3 of 3**

Resource Name or #:(Assigned by recorder)

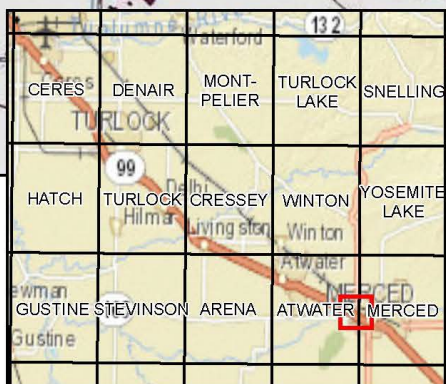
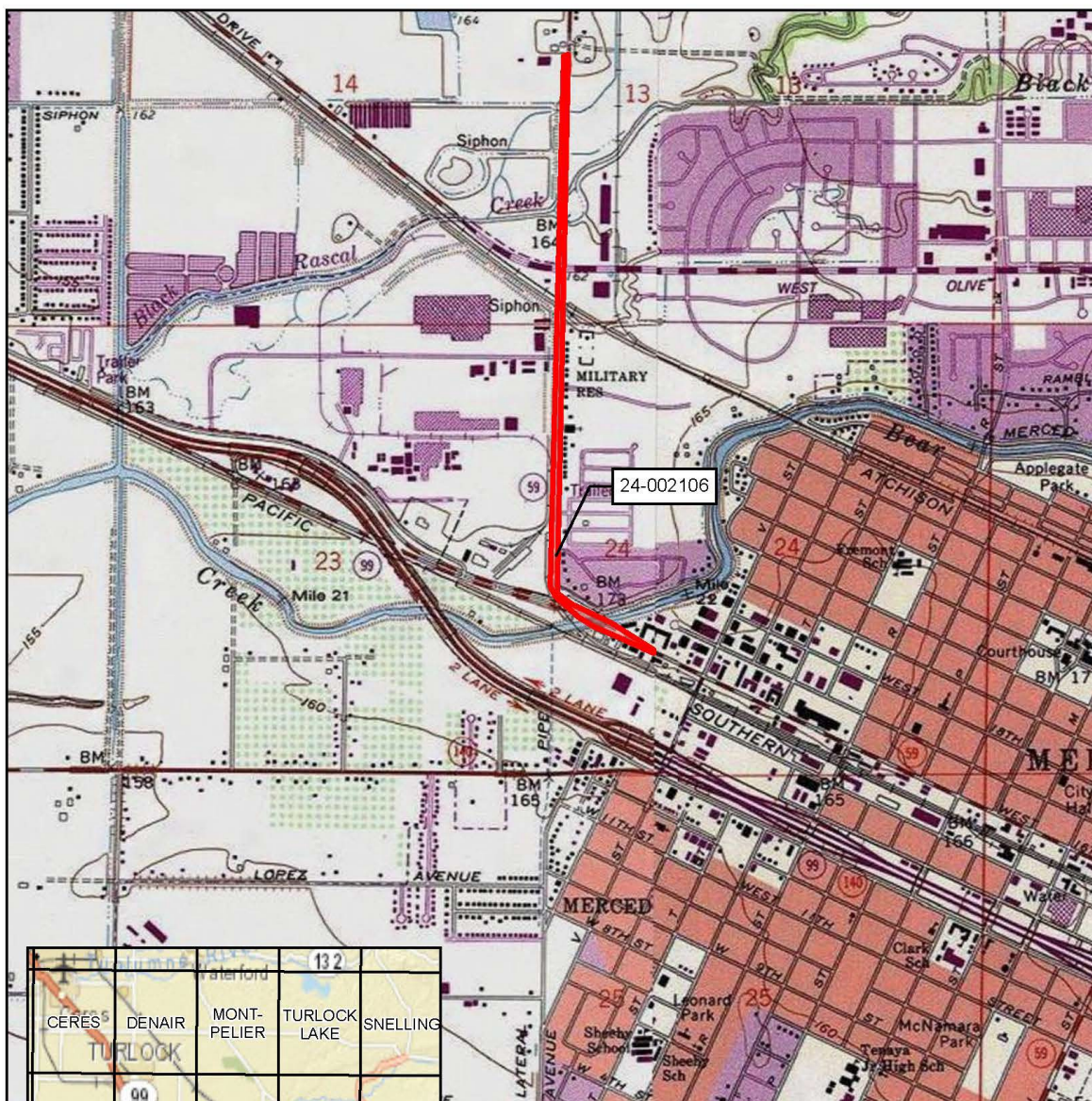
Map ID #:

Highway 59

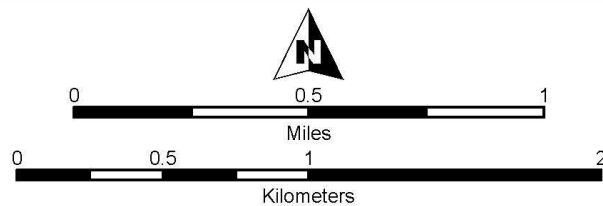
83

☐ Continuation

☒ Update



Key to USGS 7.5' quads depicted



SCALE 1:24,000

