



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

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January 10, 2019

VIA ELECTRONIC MAIL

Reply in Reference To: FHWA_2018_1210_001

Mr. Benjamin Broyles, Branch Chief
California Department of Transportation
Northern San Joaquin Valley Cultural Branch
District 10
1976 E. Dr. Martin Luther King Jr. Blvd
Stockton CA 95205

Subject: Determination of Eligibility for the Proposed State Route 99 at State Route 120 Interchange Improvements, San Joaquin County, California (10-SJ-99, PM 3.1/6.2; 10-SJ-120, PM R5.1/T7.2)

Dear Mr. Broyles:

On December 10, 2018, the Office of Historic Preservation (OHP) received a letter from the California Department of Transportation (Caltrans) initiating consultation with the State Historic Preservation Officer (SHPO) regarding the above referenced undertaking. Caltrans is consulting with the SHPO in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (Section 106 PA).

In accordance with Stipulation VIII.C.6 of the Section 106 PA, Caltrans is seeking SHPO concurrence on determinations of eligibility. Caltrans also submitted the following:

- Historic Property Survey Report (HPSR).
- Archaeological Survey Report (ASR).
- Project Vicinity, Location, and Area of Potential Effect (APE) maps.
- Historical Resources Evaluation Report (HRER).

Caltrans District 10, with the cooperation of the City of Manteca and the San Joaquin Council of Governments, proposes to reconstruct the existing State route (SR) 99/120 interchange. A more detailed description of the undertaking and the area of potential effects (APE) are on pages one and two of the HPSR.

Caltrans' efforts resulted in the identification of six architectural resources requiring evaluation according to the National Register of Historic Places (NRHP) criteria. Pursuant to Stipulation VIII.C.6 of the Section 106 PA, Caltrans requests SHPO concurrence that the following are not eligible for listing on the NRHP:

Name	Address	APN	Property Type
Van Till Ranch	N/A	228-050-18	Residential
20270 S. SR 99 E. Frontage Road	20270 S. SR 99 E. Frontage Road	228-060-15	Residential
2090 S. Austin Road	2090 S. Austin Road	228-060-24	Residential
Betschart Dairy	2075 S. Austin Road	228-060-17	Residential
2252 S. Austin Road	2252 S. Austin Road	228-060-27	Residential
Betschart House	2065 S. Austin Road	224-5050-16	Residential

Upon review of the documentation submitted by Caltrans, **I concur** that the above listed resources are not eligible for listing on the NRHP.

Please be advised that under certain circumstances, such as post-review discoveries or a change in the undertaking description, Caltrans may have future responsibilities for this undertaking under the Section 106 PA. If you have questions, please do not hesitate to contact State Historian Natalie Lindquist at (916) 445-7014 or at natalie.lindquist@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer

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

District	County	Route	Post Mile(s)	EA	E-FIS Project Number
10	SJO	SR 120/ SR 99	SR 99 3.10/6.20 – SR 120 PM R5.1/T7.2	EA-1E740	1016000038

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans.

The studies for this undertaking were carried out in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the January 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA), as well as under Public Resources Code 5024 and pursuant to the January 2015 *Memorandum of Understanding Between the California Department of Transportation and the California State Historic Preservation Office Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92* (5024 MOU) as applicable.

Project Description:

The California Department of Transportation (Caltrans) District 10 with the cooperation of the City of Manteca and the San Joaquin Council of Governments (SJCOG) proposes to reconstruct the existing State Route (SR) 99/120 interchange. This project will add an additional lane to increase capacity on two connector ramps (eastbound SR 120 to southbound SR 99 and from northbound SR 99 to westbound SR 120), add auxiliary lanes on SR 99 and 120 to improve merging traffic movements, upgrade the existing interchange ramps at Austin Road, replace the Austin Road structure over SR 99 with a four-lane structure over both SR 99 and Union Pacific Railroad (UPRR), remove the existing at-grade crossing of the UPRR tracks at Austin Road and construct a new connector road from Austin Road to Woodward to Moffat Boulevard and widen the existing Woodward Avenue gated railroad crossing, relocate the SR 99 Frontage Road along the east side of SR 99 from Austin Road for approximately 0.8 miles and install new signing/signals/lighting improvements. The project will include relocation of some existing utility poles, sewer and water lines.

This project will provide traffic congestion relief and improved operations of the interchange. Foundations will be driven piles, either steel or concrete. Excavation for structure footings will be up to 15 feet deep. Excavation for new drainage culverts would be up to 6 feet deep. Other roadway excavation will be up to 2 feet deep. No dewatering is expected as part of the project. The project will be importing fill, no export. Location, Vicinity, and APE Maps are provided in Appendix A of **Attachment 2**.

Project Design Elements

The proposed project includes the following elements:

- Widen the eastbound SR 120 to southbound SR 99 connector ramp from one-lane to two-lanes;
- Widen the northbound SR 99 to westbound SR 120 connector ramp from one-lane to two-lanes;
- Construct a new structure over SR 99 to serve eastbound SR 120 to southbound SR 99 traffic and modify the existing structure over SR 99 to serve westbound SR 120 traffic;
- Add an auxiliary lane in the median in each direction of SR 120 from Main Street to SR 99;

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- Add an auxiliary lane in each direction on SR 99 from SR 120 to approximately one mile south. This includes widening the Moffat Overhead and Spreckles Underpass structures;
- Remove the Austin Road overcrossing and replace with a longer and wider structure spanning SR 99 and UPRR (removal consists of removing the structure and the fill located between SR 99 and Moffat Boulevard);
- Convert the Austin Road on-ramp to northbound SR 99 and to westbound SR 120 to a loop ramp that will provide separate traffic movements to SR 99 and SR 120;
- Replace the southbound exit ramp from SR 99 to Austin Road with a grade separated (braided) ramp to eliminate the weaving with SR 120 merging traffic;
- Add a new connector road from Austin Road to Woodward Avenue to Moffat Boulevard and widen the existing UPRR Woodward Avenue gated crossing; and
- Relocate the northbound SR 99 exit ramp to Austin Road to accommodate the loop on ramp and relocate the adjacent SR 99 Frontage Road for approximately 0.8 miles.

The Phase 1A project would be as follows:

- Widen the eastbound SR 120 to southbound SR 99 connector ramp from one-lane to two-lanes;
- Remove the Austin Road overcrossing and replace with a longer structure spanning SR 99 and UPRR;
- Add a new connecting road from Austin Road to East Woodward Avenue and Moffat Boulevard and modify the existing UPRR gated crossing at East Woodward Avenue to conform to the new connector road;
- Modify the existing northbound Austin Road exit ramp to conform to the higher overcrossing profile grade; and
- Temporarily close the Austin Road northbound entrance and southbound exit ramps on SR 99.

The Phase 1B project would be constructed concurrently or subsequent to the Phase 1A project:

- Widen the northbound SR 99 to westbound SR 120 connector ramp from one-lane to two-lanes;
- Convert the existing 99/120 separation structure to two lanes and construct a new separation structure to serve the eastbound 120 to northbound 99 connector ramp; and
- Add an auxiliary lane in the existing median of eastbound SR 120 from Main Street to SR 99.

Phase 1C would complete the project as planned by:

- Restore the southbound exit ramp from SR 99 to Austin Road by constructing a grade separated braided ramp to eliminate the weaving with SR 120 merging traffic;
- Construct the entrance ramp from Austin Road to northbound SR 99 and to westbound SR 120 as a loop ramp that will provide separate traffic movements to SR 99 and SR 120;
- Relocate the northbound SR 99 exit ramp to Austin Road to accommodate the loop on ramp
- Relocate the SR 99 frontage road for approximately 0.8 miles;

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- Add an auxiliary lane in each direction on SR 99 from SR 120 to approximately 1.7 mile south of the Austin Road overhead by shifting the median away from the UPRR ROW and relocating the frontage road; and
- Add an auxiliary lane in the existing median of eastbound SR 120 from Main Street to SR 99 to provide a dedicated lane to connect to the new 99/120 separation structure.

2. AREA OF POTENTIAL EFFECTS

In accordance with Section 106 PA Stipulation VIII.A, the Area of Potential Effects (APE) for the project was established in consultation with Nathan Roberts, Caltrans PQS - Principal Architectural Historian, and Jes Padda, Project Manager, on November 26, 2018. The APE maps are located in Appendix A of **Attachment 2**.

The APE established for this project includes all areas that will be directly affected by the Project's proposed ground-disturbing activities (Area of Direct Impact), but also takes into account adjacent parcels that contain built environment resources constructed over 45 years ago that have the potential to be indirectly affected by the proposed Project (i.e. visual, vibration, or noise impacts).

The APE was established as the horizontal area along the width of existing Caltrans right-of-way between PM 3.10/6.20, R6.42/T7.15 along SR 99 and SR 120 along the Austin Road interchange, SR 120 and Main Street intersection, several parcels that contain residential homes, agricultural lands, commercial properties and vacant lots, county and Caltrans right-of-way, and areas of proposed right-of-way acquisition. The vertical APE ranges from the surface to a depth of 15 feet, including pile driving up to 15 feet deep, excavation of structure footings up to 5 feet deep, excavation of culverts up to 6 feet deep, and roadway excavation up to 2 feet deep.

A segment of the Southern Pacific San Joaquin Valley Mainline (presently known as the Union Pacific Railroad, formerly known as the Central Pacific Railroad, and originally known as the San Joaquin Valley Railroad) was identified within the APE; however, the Project does not have the potential to affect it. Furthermore, although the Project proposes to take minor portions of agricultural land on Assessor Parcel Numbers (APNs) 228-020-32, 228-050-02, and 228-020-39, all buildings over 45 years old that are located within these parcels are set nearly half a mile from the Project footprint and have no potential to be indirectly or directly affected. They are all screened by current orchards and face east – away from the Project – towards Austin Road. APNs 228-050-18, 228-060-15, 228-060-24, 224-050-17, 228-060-27, and 228-050-16 were included in the APE because they contained built resources over 45 years in age that could potentially be affected by the proposed Project.

3. CONSULTING PARTIES / PUBLIC PARTICIPATION☒ Local Government

LSA contacted the Greater Stockton Chamber of Commerce via email on December 21, 2017, to inquire about the San Joaquin Agricultural Hall of Fame biography for James Van Till. Timm Quinn, the Special Events Director/Leadership Stockton Director, responded that day with a copy of the biography (See Appendix C in **Attachment 2**).

LSA visited the City of Manteca Permit Center on April 4, 2018, to inquire about the built environment resources in the APE. The Permit Center contains electronic database on all approved

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permits within City limits dating from the 1980s to the present. The Permit Center had electronic copies of a 2015 electrical permit and a 2016 re-roofing permit for one property within the APE (APN 228-060-27).

☒ Native American Heritage Commission

On August 25, 2017, LSA sent a letter describing the Project with maps depicting the APE to the Native American Heritage Commission (NAHC) in Sacramento requesting a review of the Sacred Lands File for any Native American cultural resources that might be affected by the Project. Also requested were the names of Native Americans who might have information or concerns about the Project. In an email response dated August 31, 2017, Ms. Sharaya Souza, Staff Services Analyst, informed LSA that the SLF search was completed for the APE with negative results. Ms. Souza also provided a list of Native American contacts (See Appendix B in **Attachment 3**).

☒ Native American Tribes, Groups and Individuals

On October 2, 2017, LSA sent letters describing the Project with maps depicting the APE to the Native American contacts provided by the NAHC asking for any information or concerns regarding cultural resources in the APE. No response to the letters was received within two weeks, and LSA made follow-up telephone calls on October 17, 2017. A summary of these calls is presented below and is provided in Appendix C of **Attachment 3**:

- Rhonda Morningstar Pope, Chairperson, Buena Vista Rancheria: LSA spoke to Mr. Mike DeSpain, Cultural Resources Manager. Mr. DeSpain said that the Buena Vista Rancheria defers to the Tuolumne to provide concerns for projects. Mr. DeSpain said that the Buena Vista Rancheria would like to be called back if the Project involves virgin soils.
- California Valley Miwok Tribe: LSA left an answering machine message requesting any questions or concerns the California Valley Miwok Tribe may have about the Project. No response to this voicemail has been received to date.
- Crystal Martinez-Alire, Chairperson, Ione Band of Miwok Indians: Ms. Suzanne Wash answered and routed LSA's call to the voicemail of Tribal Administrator Charles Betts. LSA left an answering machine message requesting any questions or concerns that the Ione may have about the Project.
- Randy Yonemura, Cultural Committee Chair, Ione Band of Miwok Indians: Ms. Suzanne Wash took a message and contact information to forward to Mr. Yonemura. No response to this message has been received to date.
- Lois Martin, Chairperson, Southern Sierra Miwok Nation: LSA left an answering machine message requesting any questions or concerns Ms. Martin may have about the Project. No response to this answering machine message has been received to date.
- Katherine Erolinda Perez, Chairperson, Northern Valley Yokuts Tribe: There was no answer to the follow-up telephone call.
- Raymond Hitchcock, Wilton Rancheria: LSA left an answering machine message requesting any questions or concerns Mr. Hitchcock may have about the Project. No response to this answering machine message has been received to date.
- Gene Whitehouse, Chairperson, United Auburn Indian Community of the Auburn Rancheria: A woman only identified as "Rena" answered and routed LSA's call to Mr. Whitehouse's assistant, Laura Ball. LSA left an answering machine message with Ms. Ball requesting that Mr. Whitehouse contact LSA should he have any questions or concerns about the Project. No response to this answering machine message has been received to date.

☒ Local Historical Society / Historic Preservation Group

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On August 28, 2017, LSA sent letters describing the project and maps depicting the APE to the Manteca Historical Society and the San Joaquin County Historical Society requesting any information or concerns they may have (Appendix C). No responses to the letters were received, so LSA made follow-up telephone calls to both organizations on September 7, 2017, to ensure they were aware of the proposed Project.

The Manteca Historical Society had no comments regarding the Project. Ms. Vallaire visited the Manteca Historical Society on April 4, 2018, to inquire about the Betschart House and any other potentially historically significant resources in the APE. Clancey Rogers, Manager of the Manteca Historical Society and Museum, discussed the Betschart House with Ms. Vallaire and mentioned that the society did not have any additional information on it, the Betschart family, or the Van Till family. Mr. Rogers confirmed that the Manteca Historical Society has no concerns about the Project's effects on any built environment resources in the APE.

Ms. Sue McNally, Office Assistant with the San Joaquin County Historical Society, stated that the Executive Director of the Society, Mr. Dave Stewart, would contact LSA should the organization have any concerns or comments about the Project. Mr. Stewart called on September 8, 2017, and said that it is up to the discretion of their archivist Ignacio Sanchez Alonzo to return calls to consultants with any concerns. On April 4, 2018, Ms. Vallaire visited the San Joaquin County Historical Society archives and spoke with Mr. Alonzo. Mr. Alonzo stated that the San Joaquin County Historical Society does not have any concerns about specific built environment resources in the APE.

4. SUMMARY OF IDENTIFICATION EFFORTS

- | | |
|--|--|
| <input checked="" type="checkbox"/> National Register of Historic Places (NRHP) | <input checked="" type="checkbox"/> California Points of Historical Interest |
| <input checked="" type="checkbox"/> California Register of Historical Resources (CRHR) | <input checked="" type="checkbox"/> California Historical Resources Information System (CHRIS) |
| <input checked="" type="checkbox"/> National Historic Landmark (NHL) | <input checked="" type="checkbox"/> Caltrans Historic Bridge Inventory |
| <input checked="" type="checkbox"/> California Historical Landmarks (CHL) | <input type="checkbox"/> Caltrans Cultural Resources Database (CCRD) |
| <input checked="" type="checkbox"/> Results: | |

The records search identified three cultural resources within the APE and 14 cultural resources within 0.5 miles of the APE; however, field verification in conjunction with GIS verification confirmed that two of the three resources are not within the APE. The resource confirmed to be within the APE (P-39-000002) is summarized below; the two resources found to be outside of the APE (P-39-000015 and P-39-004864) are included in Table 1.

- P-39-000002 (CA-SJO-250H) is a segment of the Southern Pacific San Joaquin Valley Mainline.

Table 1 summarizes the 16 total historic-period structures, buildings, or sites within 0.5 miles, but outside of, the APE.

HISTORIC PROPERTY SURVEY REPORT**Table 1: Previously-Recorded Cultural Resources within 0.5 miles of the APE**

Primary Number	Other ID / Resource Name	Attribute Code	Year recorded
P-39-000015* ¹	CA-SJO-256H; Union Pacific (Tidewater Southern Branch Line); Tidewater Southern Railway	AH7 (Railroad grade); HP39 (Other)	1994; 2000; 2002
P-39-004187	2060 E. Yosemite Avenue	HP02 (Single family property)	2000
P-39-004272	1810 E. Yosemite Ave., Manteca	HP02 (Single family property); HP04 (Ancillary building); HP28 (Street furniture); HP46 (Walls/gates/fences)	2000
P-39-004273	Bridge 29-0125L & Bridge 29-0125R	HP19 (Bridge)	2001
P-39-004401	9308 Woodward Ave	HP02 (Single family property)	2003
P-39-004402	9336 Woodward Avenue	HP02 (Single family property); HP46 (Walls/gates/fences)	2003
P-39-004403	9362 Woodward Avenue	HP02 (Single family property); HP46 (Walls/gates/fences)	2003
P-39-004404	19362 S. Austin Road	HP02 (Single family property); HP04 (Ancillary building); HP46 (Walls/gates/fences)	2003
P-39-004405	19408 S. Austin Road	HP02 (Single family property)	2003
P-39-004407	2057 E. Yosemite Ave., Manteca	HP02 (Single family property)	2003
P-39-004415	18742 S. Austin Road	HP02 (Single family property)	2003
P-39-004416	18816 S. Austin Road	HP02 (Single family property)	2003
P-39-004417	Metal Barn, 19090 S. Austin Road	HP04 (Ancillary building)	2003
P-39-004864* ²	CA-SJO-319H; AR1H	AH4 (trash scatter)	2008
P-39-004865	AR2H (water conveyance feature)	AH06 (Water conveyance system)	2008
P-39-005098	Sequoia Elementary School, 710 Martha St., Manteca	HP15 (Educational building) - school	1991

*Identified by CCIC as being within APE; however, found to be outside APE after further review.

¹The Tidewater Southern Railway (P-39-000015) Manteca Branch's southern terminus was in Manteca and did not extend further south into the APE.

²The trash scatter (P-39-004864) was noted as being five meters south of the railroad and is depicted in an area where the APE does not extend.

5. PROPERTIES IDENTIFIED

☒ LSA Senior Cultural Resources Manager Katie Vallaire, who meets the Professionally Qualified Staff (PQS) Standards in Section 106 PA Attachment 1 and as applicable PRC 5024 MOU Attachment 1 as a Principal Architectural Historian and PI-Historic Archaeology, has determined that the only other properties present within the APE meet the criteria for Section 106 PA Attachment 4 (**Properties Exempt from Evaluation**) and as applicable PRC 5024 MOU Stipulation VIII.C.1 and Attachment 4.

- 20676 S State Route 99 E Frontage Road (APN 228-060-19) is exempt as a Property Type 1 (mobile home).
- 20782 S State Route 99 E Frontage Road (APN 228-060-20) is exempt as a Property Type 3 (altered to appear less than 30 years old).
- The water conveyance features on APN 224-050-15 are exempt as Property Type 1 (minor water conveyance control features).

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- The white improved earthenware (WIE) fragment on APN 228-060-08 is an archaeological property type that is exempt (isolated historic artifact).
 - The modern glass and ceramic dish fragments scatter on APN 228-060-08 is an archaeological property type that is exempt (refuse scatter less than 50 years old).
- ☒ Caltrans, in accordance with Section 106 PA Stipulation VIII.C.5 and as applicable PRC 5024 MOU Stipulation VIII.C.5 has determined there are cultural resources within the APE that were **previously determined not eligible** for inclusion in the NRHP and/or not eligible for registration as a CHL with SHPO concurrence and those determinations remain valid. Copy of SHPO/Keeper correspondence is attached.
- ☒ Bridges listed as **Category 5** (previously determined not eligible for listing in the NRHP) in the Caltrans Historic Bridge Inventory are present within the APE and those determinations remain valid. Appropriate pages from the Caltrans Historic Bridge Inventory are attached (**Attachment 1**).
- Bridge No. 29-0129 Austin Road Overcrossing
 - Bridge No. 29-0276 Main Street Overcrossing
 - Bridge No. 29-0277 Spreckles Road Undercrossing
 - Bridge No. 29-0278 Moffat Overhead
 - Bridge No. 29-0286 N99-120W & E120-N99 Connector Overcrossing
- ☒ Caltrans has determined there are cultural resources within the APE that were evaluated as a result of this project and are **not eligible** for inclusion in the NRHP. Under Section 106 PA Stipulation VIII.C.6 and as applicable PRC 5024 MOU Stipulation VIII.C.6, Caltrans requests SHPO's concurrence in this determination.
- Van Till Dairy (MR #1)
 - 20270 S State Route 99 E Frontage Road (MR #2)
 - 2090 S Austin Road (MR #3)
 - Betschart Dairy (MR #4)
 - 2252 S Austin Road (MR #5)
 - Betschart House (MR #6)

6. FINDING FOR THE UNDERTAKING

- ☒ Caltrans, pursuant to Section 106 PA Stipulation IX.A and as applicable PRC 5024 MOU Stipulation IX.A.2, has determined a Finding of **No Historic Properties Affected** is appropriate for this undertaking because there are no historic properties within the APE.


HISTORIC PROPERTY SURVEY REPORT**7. CEQA CONSIDERATIONS**

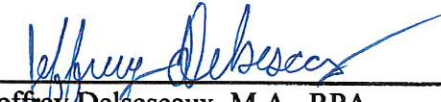
- ☒ Caltrans PQS staff determined that there are resources in the project area that were evaluated as a result of this project and do not meet National Register of Historic Places or California Register of Historical Resources criteria, as outlined in CEQA Guidelines 15064.5(a), and are not historical resources for purposes of CEQA; see Section 5.


8. LIST OF ATTACHED DOCUMENTATION

- ☒ Project Vicinity, Location, and APE Maps (see Appendix A in Attachment 2)
- ☒ Caltrans Historic Bridge Inventory Sheet (Attachment 1)
- ☒ Historical Resources Evaluation Report (HRER) (Attachment 2)
Vallaire, Katie. 2018. *Historical Resources Evaluation Report State Route 99 at State Route 120 Interchange Improvements Project, San Joaquin County, California 10-SJ-120, 10-SJ-99, PM 3.10/6.20, EA 10-1E740*. LSA, Roseville, California.
- ☒ Archaeological Survey Report (ASR) (Attachment 3)
Falke, Mariko, Rhea Sanchez, and Katie Vallaire. 2018. *Archaeological Survey Report: State Route 99 at State Route 120 Interchange Improvements Project, San Joaquin County, California 10-SJ-120, 10-SJ-99, PM 3.10/6.20, EA 10-1E740*. LSA, Roseville, California.

9. HPSR PREPARATION AND CALTRANS APPROVAL

Prepared by:  11/21/2018
Katie Vallaire, M.A., RPA Date
Architectural History and Archaeology

Reviewed for Approval by:  11/26/2018
District 10 Jeffrey Delsescaux, M.A., RPA Date
Caltrans PQS – Co-Principal Investigator (Historical Archaeology)

Approved by:  11/20/2018
District 10 Ben Broyles, Chief, Northern San Joaquin Valley, Date
Environmental Specialist Branch

HISTORIC PROPERTY SURVEY REPORT

ATTACHMENT 1: CALTRANS BRIDGE INVENTORY SHEETS



Structure Maintenance & Investigations



Historical Significance - State Agency Bridges

District 10

San Joaquin County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
29 0064	MOKELUMNE RIVER	10-SJ-088-19.80	5. Bridge not eligible for NRHP	1954	2000
29 0065	EASTSIDE UP	10-SJ-099-19.73	5. Bridge not eligible for NRHP	1961	
29 0066	SANDSTONE CREEK	10-SJ-026-18.77	5. Bridge not eligible for NRHP	1919	
29 0067	ACACIA AVENUE POC	10-SJ-099-1.31-RIP	5. Bridge not eligible for NRHP	1967	
29 0074L	JANNEY OH	10-SJ-205-R4.54	5. Bridge not eligible for NRHP	1970	2010
29 0074R	JANNEY OH	10-SJ-205-R4.54	5. Bridge not eligible for NRHP	1970	2010
29 0077L	SOUTH CHANNEL DRY CREEK	10-SJ-099-38.51	5. Bridge not eligible for NRHP	1938	1986
29 0077R	SOUTH CHANNEL DRY CREEK	10-SJ-099-38.51	5. Bridge not eligible for NRHP	1955	1992
29 0080	CORRAL HOLLOW ROAD OC	10-SJ-580-8.15	5. Bridge not eligible for NRHP	1966	
29 0081L	CORRAL HOLLOW CREEK	10-SJ-580-7.88	5. Bridge not eligible for NRHP	1966	
29 0081R	CORRAL HOLLOW CREEK	10-SJ-580-7.88	5. Bridge not eligible for NRHP	1966	
29 0082L	EAST MIDWAY OH	10-SJ-580-12.76	5. Bridge not eligible for NRHP	1967	
29 0082R	EAST MIDWAY OH	10-SJ-580-12.74	5. Bridge not eligible for NRHP	1967	
29 0083L	WEST VALPICO OH	10-SJ-580-11.51	5. Bridge not eligible for NRHP	1967	
29 0083R	WEST VALPICO OH	10-SJ-580-11.51	5. Bridge not eligible for NRHP	1967	
29 0094	TRACY BLVD OC	10-SJ-580-6.57	5. Bridge not eligible for NRHP	1966	
29 0095	CALAVERAS RIVER OC	10-SJ-099-21.91	5. Bridge not eligible for NRHP	1964	
29 0097	MORADA LANE OC	10-SJ-099-24.03	5. Bridge not eligible for NRHP	1964	
29 0100	EIGHT MILE ROAD OC	10-SJ-099-25.42	5. Bridge not eligible for NRHP	1964	
29 0101	LITTLE POTATO SLOUGH	10-SJ-012-R4.44	5. Bridge not eligible for NRHP	1991	
29 0104	ARMSTRONG ROAD OC	10-SJ-099-27.50	5. Bridge not eligible for NRHP	1964	
29 0105	HARNEY LANE OC	10-SJ-099-28.48	5. Bridge not eligible for NRHP	1964	
29 0115	EAST STOCKTON UP	10-SJ-099-17.39	4. Historical Significance not determined	1949	1956
29 0116	STOCKTON DIVERTING CANAL	10-SJ-099-20.12	5. Bridge not eligible for NRHP	1949	2007
29 0117L	HOSPITAL CREEK	10-SJ-005-1.10	5. Bridge not eligible for NRHP	1971	
29 0117R	HOSPITAL CREEK	10-SJ-005-1.10	5. Bridge not eligible for NRHP	1971	
29 0118C	WILSON WAY OC	10-SJ-099-21.67	5. Bridge not eligible for NRHP	1949	
29 0119	MORMON SLOUGH	10-SJ-099-17.76	5. Bridge not eligible for NRHP	1949	2001
29 0121	MAIN STREET OC	10-SJ-099-18.15	5. Bridge not eligible for NRHP	1949	
29 0122	CALAVERAS RIVER UP	10-SJ-099-21.56	4. Historical Significance not determined	1949	
29 0125	STATE ROUTE 99 / STATE ROUTE 120 SEP	10-SJ-099-6.65-MTCA	5. Bridge not eligible for NRHP	2007	
29 0126S	NORTH MANTECA OC	10-SJ-099-8.83-MTCA	5. Bridge not eligible for NRHP	1955	
29 0129	AUSTIN ROAD OC	10-SJ-099-4.89	5. Bridge not eligible for NRHP	1954	
29 0132L	CORRAL HOLLOW ROAD UC	10-SJ-205-R5.94	5. Bridge not eligible for NRHP	1970	2010
29 0132R	CORRAL HOLLOW ROAD UC	10-SJ-205-R5.94	5. Bridge not eligible for NRHP	1970	2010
29 0133	COTTAGE AVENUE OC	10-SJ-099-7.46-MTCA	5. Bridge not eligible for NRHP	1955	
29 0134	JAHANT ROAD OC	10-SJ-099-35.60	5. Bridge not eligible for NRHP	1957	
29 0135	LOUISE AVENUE OC	10-SJ-099-7.93-MTCA	5. Bridge not eligible for NRHP	1955	
29 0136	LATHROP ROAD OC	10-SJ-099-9.18	5. Bridge not eligible for NRHP	1955	
29 0137	COLLIER ROAD OC	10-SJ-099-36.67	5. Bridge not eligible for NRHP	1955	
29 0138	LIBERTY ROAD OC	10-SJ-099-37.83	5. Bridge not eligible for NRHP	1955	
29 0139S	SOUTH LODI OC	10-SJ-099-29.00	5. Bridge not eligible for NRHP	1963	
29 0140L	ROUTE 99/12 SEPARATION	10-SJ-099-29.50-LOD	5. Bridge not eligible for NRHP	1963	



Structure Maintenance & Investigations



Historical Significance - State Agency Bridges

District 10

San Joaquin County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
29 0251L	ROUTE 5/120 SEP & OH	10-SJ-005-R14.80	5. Bridge not eligible for NRHP	1971	
29 0251R	ROUTE 5/120 SEP & OH	10-SJ-005-R14.82	5. Bridge not eligible for NRHP	1971	2008
29 0252L	SAN JOAQUIN RIVER (SB I5)	10-SJ-005-R14.46	5. Bridge not eligible for NRHP	1972	
29 0252R	SAN JOAQUIN RIVER (NB I5 & SR 120 EB)	10-SJ-005-R14.46	5. Bridge not eligible for NRHP	1971	2008
29 0253L	LATHROP ROAD UC	10-SJ-005-R17.52	5. Bridge not eligible for NRHP	1971	
29 0253R	LATHROP ROAD UC	10-SJ-005-R17.52	5. Bridge not eligible for NRHP	1971	
29 0254L	THORNTON ROAD CONNECTOR UC	10-SJ-005-38.06	5. Bridge not eligible for NRHP	1976	
29 0254R	THORNTON ROAD CONNECTOR UC	10-SJ-005-38.06	5. Bridge not eligible for NRHP	1976	
29 0255L	ROUTE 5 / 12 SEPARATION	10-SJ-005-39.55	5. Bridge not eligible for NRHP	1979	
29 0255R	ROUTE 5 / 12 SEPARATION	10-SJ-005-39.55	5. Bridge not eligible for NRHP	1979	
29 0259	DURHAM FERRY ROAD OC	10-SJ-005-5.47	5. Bridge not eligible for NRHP	1971	
29 0260L	ROUTE 5 S /33 SEP & OH	10-SJ-005-6.41	5. Bridge not eligible for NRHP	1971	
29 0260R	ROUTE 5 N /33 SEP & OH	10-SJ-005-6.41	5. Bridge not eligible for NRHP	1971	
29 0261	LINNE ROAD OC	10-SJ-005-7.48	5. Bridge not eligible for NRHP	1971	
29 0262L	DEUEL OVERHEAD	10-SJ-005-10.65	5. Bridge not eligible for NRHP	1971	
29 0262R	DEUEL OVERHEAD	10-SJ-005-10.65	5. Bridge not eligible for NRHP	1971	
29 0263	KASSON ROAD OC	10-SJ-005-11.06	5. Bridge not eligible for NRHP	1971	
29 0264	11 STREET-OLD ROUTE 205 OC	10-SJ-005-R11.79	5. Bridge not eligible for NRHP	1971	
29 0265L	TOM PAINE SLOUGH	10-SJ-005-R12.39	5. Bridge not eligible for NRHP	1971	
29 0265R	TOM PAINE SLOUGH	10-SJ-005-R12.39	5. Bridge not eligible for NRHP	1971	
29 0269	CROSTOWN FWY VIADUCT	10-SJ-004-R16.62-STKN	5. Bridge not eligible for NRHP	1975	1988
29 0270	KETTLEMAN LANE UP	10-SJ-012-17.26-LOD	5. Bridge not eligible for NRHP	1973	
29 0271L	GUTHMILLER ROAD UC	10-SJ-120-R1.33	5. Bridge not eligible for NRHP	1980	
29 0271R	GUTHMILLER ROAD UC	10-SJ-120-R1.33	5. Bridge not eligible for NRHP	1980	
29 0272L	WYCHE OH	10-SJ-120-R1.81	5. Bridge not eligible for NRHP	1995	
29 0272R	WYCHE OH	10-SJ-120-R1.81	5. Bridge not eligible for NRHP	1980	
29 0273L	MCKINLEY AVENUE UC	10-SJ-120-R2.29	4. Historical Significance not determined	1995	
29 0273R	MCKINLEY AVENUE UC	10-SJ-120-R2.29	5. Bridge not eligible for NRHP	1980	
29 0274	AIRPORT WAY OC	10-SJ-120-R3.32-MTCA	5. Bridge not eligible for NRHP	1980	1995
29 0275	UNION ROAD OC	10-SJ-120-R4.31-MTCA	5. Bridge not eligible for NRHP	1980	1995
29 0276	MAIN STREET OC	10-SJ-120-R5.31-MTCA	5. Bridge not eligible for NRHP	1980	1995
29 0277L	SPRECKLES ROAD UC	10-SJ-120-R6.13-MTCA	5. Bridge not eligible for NRHP	1995	
29 0277R	SPRECKLES ROAD UC	10-SJ-120-R6.13-MTCA	5. Bridge not eligible for NRHP	1980	
29 0278L	MOFFAT BLVD OH	10-SJ-120-R6.33	5. Bridge not eligible for NRHP	1995	
29 0278R	MOFFAT BLVD OH	10-SJ-120-R6.36	5. Bridge not eligible for NRHP	1980	
29 0286E	N99-120W & E120-N99 CONNECTOR OC	10-SJ-120-6.86	5. Bridge not eligible for NRHP	1980	
29 0291F	W120-N5 CONNECTOR OH	10-SJ-120-R0.76	5. Bridge not eligible for NRHP	1980	
29 0299	AQUEDUCT SERVICE ROAD UC	10-SJ-205-L0.01	5. Bridge not eligible for NRHP	1966	1999
29 0300L	AIRPORT WAY UC	10-SJ-004-R17.56-STKN	5. Bridge not eligible for NRHP	1988	
29 0300R	AIRPORT WAY UC	10-SJ-004-R17.56-STKN	5. Bridge not eligible for NRHP	1988	
29 0301L	GAFFERY ROAD UC	10-SJ-005-0.30L	5. Bridge not eligible for NRHP	1971	
29 0302	B STREET UP	10-SJ-004-R18.13-STKN	5. Bridge not eligible for NRHP	1992	
29 0303	MAIN STREET OC	10-SJ-004-R18.06-STKN	5. Bridge not eligible for NRHP	1992	

HISTORIC PROPERTY SURVEY REPORT

ATTACHMENT 2: HISTORICAL RESOURCES EVALUATION REPORT

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HISTORICAL RESOURCES EVALUATION REPORT

STATE ROUTE 99 AT STATE ROUTE 120 INTERCHANGE IMPROVEMENTS

PROJECT, SAN JOAQUIN COUNTY, CALIFORNIA

10-SJ 99/ 120- PM 3.1/6.2- PM R5.1/T7.2

EA 10-1E740, E-FIS 1016000038

Prepared by



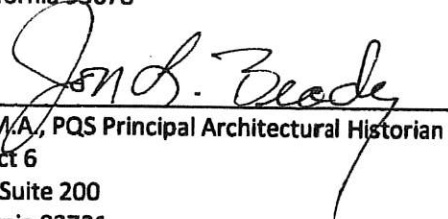
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November 2018

SUMMARY OF FINDINGS

The California Department of Transportation (Caltrans) District 10 with the cooperation of the City of Manteca and the San Joaquin Council of Governments (SJCOG) proposes to reconstruct the existing State Route (SR) 99/120 interchange in San Joaquin County, California. The SR 99 at SR 120 Interchange Improvements Project (Project) meets the definition of an “undertaking” according to 36 CFR §800.16(y). Project maps are provided in Appendix A.

This study was carried out in a manner consistent with Caltrans’ regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the January 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA)(Caltrans 2014). This Historical Resources Evaluation Report (HRER) addresses requirements of the California Environmental Quality Act (CEQA) as well.

This study consisted of a records search (Central California Information Center File #: 10412L), background research, a literature and map review, a field survey, and consultation with potentially interested parties. LSA identified one previously recorded built environment cultural resource in the Built Environment Area of Potential Effect (APE): The Southern Pacific San Joaquin Valley Mainline (P-39-000002/CA-SJO-250H). The resource, which stretches from Lathrop to Ripon, will not be adversely affected by the proposed Project. Removing the existing at-grade crossing at Austin Road, and widening the Woodward Avenue railroad crossing will not result in the railroad grade being impacted by the Project.

During APE delineation, 19 parcels containing built environment cultural resources over 45 years old were identified adjacent to or within the Project footprint. After coordinating with Project engineers and assessing the proposed Project design, LSA concluded that 11 of the 19-built environment cultural resources would not be affected by the proposed Project because they were set back far enough from the footprint, and/or they were screened by vegetation or other development; therefore, these parcels were excluded from the APE. Consistent with Section 106 PA Attachment 4, two of the remaining eight parcels in the APE did not require evaluation because they met the Section 106 exemption criteria as Property Type 3: Buildings so altered as to appear less than 30 years old, or Property Type 1: Minor, ubiquitous, or fragmentary infrastructure elements (mobile home). The APE contains the Project footprint and the six parcels that contain built environment cultural resources over 45 years old that were evaluated for listing in the NRHP and the CRHR for purposes of this study. This HRER concludes that of the six built environment resources evaluated, none appear eligible for listing in the NRHP or the CRHR under any qualifying criteria.

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 - Figure 3: Area of Potential Effects
- B: Preparer's Qualifications
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1.0 PROJECT DESCRIPTION

The California Department of Transportation (Caltrans) District 10 with the cooperation of the City of Manteca and the San Joaquin Council of Governments (SJCOG) proposes to reconstruct the existing State Route (SR) 99/120 interchange. This project will add an additional lane to increase capacity on two connector ramps (eastbound SR 120 to southbound SR 99 and from northbound SR 99 to westbound SR 120), add auxiliary lanes on SR 99 and 120 to improve merging traffic movements, upgrade the existing interchange ramps at Austin Road, replace the Austin Road structure over SR 99 with a four-lane structure over both SR 99 and Union Pacific Railroad (UPRR), remove the existing at-grade crossing of the UPRR tracks at Austin Road and construct a new connector road from Austin Road to Woodward to Moffat Boulevard and widen the existing Woodward Avenue gated railroad crossing, relocate the SR 99 Frontage Road along the east side of SR 99 from Austin Road for approximately 0.8 miles and install new signing/signals/lighting improvements. The project will include relocation of some existing utility poles, sewer and water lines.

This project will provide traffic congestion relief and improved operations of the interchange. Foundations will be driven piles, either steel or concrete. Excavation for structure footings will be up to 15 feet deep. Excavation for new drainage culverts would be up to 6 feet deep. Other roadway excavation will be up to 2 feet deep. No dewatering is expected as part of the project. The project will be importing fill, no export.

1.1 PROJECT DESIGN ELEMENTS

The proposed project includes the following elements:

- Widen the eastbound SR 120 to southbound SR 99 connector ramp from one-lane to two-lanes;
- Widen the northbound SR 99 to westbound SR 120 connector ramp from one-lane to two-lanes;
- Construct a new structure over SR 99 to serve eastbound SR 120 to southbound SR 99 traffic and modify the existing structure over SR 99 to serve westbound SR 120 traffic;
- Add an auxiliary lane in the median in each direction of SR 120 from Main Street to SR 99;
- Add an auxiliary lane in each direction on SR 99 from SR 120 to approximately one mile south. This includes widening the Moffat Overhead and Spreckles Underpass structures;
- Remove the Austin Road overcrossing and replace with a longer and wider structure spanning SR 99 and UPRR (removal consists of removing the structure and the fill located between SR 99 and Moffat Boulevard);
- Convert the Austin Road on-ramp to northbound SR 99 and to westbound SR 120 to a loop ramp that will provide separate traffic movements to SR 99 and SR 120;

- Replace the southbound exit ramp from SR 99 to Austin Road with a grade separated (braided) ramp to eliminate the weaving with SR 120 merging traffic;
- Add a new connector road from Austin Road to Woodward Avenue to Moffat Boulevard and widen the existing UPRR Woodward Avenue gated crossing; and
- Relocate the northbound SR 99 exit ramp to Austin Road to accommodate the loop on ramp and relocate the adjacent SR 99 Frontage Road for approximately 0.8 miles.

The Phase 1A project would be as follows:

- Widen the eastbound SR 120 to southbound SR 99 connector ramp from one-lane to two-lanes;
- Remove the Austin Road overcrossing and replace with a longer structure spanning SR 99 and UPRR;
- Add a new connecting road from Austin Road to East Woodward Avenue and Moffat Boulevard and modify the existing UPRR gated crossing at East Woodward Avenue to conform to the new connector road;
- Modify the existing northbound Austin Road exit ramp to conform to the higher overcrossing profile grade; and
- Temporarily close the Austin Road northbound entrance and southbound exit ramps on SR 99.

The Phase 1B project would be constructed concurrently or subsequent to the Phase 1A project:

- Widen the northbound SR 99 to westbound SR 120 connector ramp from one-lane to two-lanes;
- Convert the existing 99/120 separation structure to two lanes and construct a new separation structure to serve the eastbound 120 to northbound 99 connector ramp; and
- Add an auxiliary lane in the existing median of eastbound SR 120 from Main Street to SR 99.

Phase 1C would complete the project as planned by:

- Restore the southbound exit ramp from SR 99 to Austin Road by constructing a grade separated braided ramp to eliminate the weaving with SR 120 merging traffic;
- Construct the entrance ramp from Austin Road to northbound SR 99 and to westbound SR 120 as a loop ramp that will provide separate traffic movements to SR 99 and SR 120;
- Relocate the northbound SR 99 exit ramp to Austin Road to accommodate the loop on ramp
- Relocate the SR 99 frontage road for approximately 0.8 miles;

- Add an auxiliary lane in each direction on SR 99 from SR 120 to approximately 1.7 mile south of the Austin Road overhead by shifting the median away from the UPRR ROW and relocating the frontage road; and
- Add an auxiliary lane in the existing median of eastbound SR 120 from Main Street to SR 99 to provide a dedicated lane to connect to the new 99/120 separation structure.

1.2 AREA OF POTENTIAL EFFECTS

The APE established for this project includes all areas that will be directly affected by the Project's proposed ground-disturbing activities (Area of Direct Impact), but also considers adjacent parcels that contain built environment resources constructed over 45 years ago that have the potential to be indirectly affected by the proposed Project (i.e. visual, vibration, or noise impacts).

A segment of the Southern Pacific San Joaquin Valley Mainline (presently known as the Union Pacific Railroad, formerly known as the Central Pacific Railroad, and originally known as the San Joaquin Valley Railroad) was identified within the APE; however, the Project does not have the potential to affect it. Furthermore, although the Project proposes to take minor portions of agricultural land on Assessor Parcel Numbers (APNs) 228-020-32, 228-050-02, and 228-020-39, all buildings over 45 years old that are located within these parcels are set nearly half a mile from the Project footprint and have no potential to be indirectly or directly affected. They are all screened by current orchards and face east – away from the Project – towards Austin Road. APNs 228-050-18, 228-060-15, 228-060-24, 224-050-17, 228-060-27, and 228-050-16 were included in the APE because they contained built resources over 45 years in age that could potentially be affected by the proposed Project.

2.0 RESEARCH METHODS

2.1 RECORDS SEARCH

At the request of LSA, the Central California Information Center (CCIC) conducted a records search (File #: 10412L) of the APE and a 0.5-mile radius on August 28, 2017. The CCIC, an affiliate of the State of California Office of Historic Preservation (OHP), is the official state repository of cultural resource records and reports for San Joaquin County. The records search included a review of the following federal and state inventories:

- *National Register of Historic Places (NRHP);*
- *California Register of Historical Resources (CRHR);*
- *California Points of Historical Interest (OHP 1992 and updates);*
- *California Historical Landmarks (OHP 1996);*
- *California Inventory of Historic Resources (1976);*
- *Archaeological Determinations of Eligibility (OHP 2012); and*
- *Directory of Properties in the Historic Property Data File (OHP March 20, 2014).*

The records search identified three cultural resources within the APE and 14 cultural resources within 0.5 miles of the APE; however, the field survey in conjunction with GIS verification confirmed that two of the three resources are not within the APE. The resource confirmed to be within the APE (P-39-000002/CA-SJO-250H) is a segment of the Southern Pacific San Joaquin Valley Mainline (Behrend 2012), while the two found to be outside of the APE (P-39-000015 and P-39-004864) are included in Table 1.

Table 1: Previously Recorded Cultural Resources within 0.5 Miles of the APE

Primary Number	Name	Attribute Code	Year recorded
P-39-000015* ¹	CA-SJO-256H; Union Pacific (Tidewater Southern Branch Line); Tidewater Southern Railway	AH7 (Railroad grade); HP39 (Other)	1994; 2000; 2002
P-39-004187	2060 E. Yosemite Avenue	HP02 (Single family property)	2000
P-39-004272	1810 E. Yosemite Avenue	HP02 (Single family property); HP04 (Ancillary building); HP28 (Street furniture); HP46 (Walls/gates/fences)	2000
P-39-004273	Bridge 29-0125L & Bridge 29-0125R	HP19 (Bridge)	2001
P-39-004401	9308 Woodward Avenue	HP02 (Single family property)	2003
P-39-004402	9336 Woodward Avenue	HP02 (Single family property); HP46 (Walls/gates/fences)	2003

Table 1: Previously Recorded Cultural Resources within 0.5 Miles of the APE

Primary Number	Name	Attribute Code	Year recorded
P-39-004403	9362 Woodward Avenue	HP02 (Single family property); HP46 (Walls/gates/fences)	2003
P-39-004404	19362 S. Austin Road	HP02 (Single family property); HP04 (Ancillary building); HP46 (Walls/gates/fences)	2003
P-39-004405	19408 S. Austin Road	HP02 (Single family property)	2003
P-39-004407	2057 E. Yosemite Avenue	HP02 (Single family property)	2003
P-39-004415	18742 S. Austin Road	HP02 (Single family property)	2003
P-39-004416	18816 S. Austin Road	HP02 (Single family property)	2003
P-39-004417	Metal Barn, 19090 S. Austin Road	HP04 (Ancillary building)	2003
P-39-004864* ²	CA-SJO-319H; AR1H	AH4 (trash scatter)	2008
P-39-004865	AR2H (water conveyance feature)	AH06 (Water conveyance system)	2008
P-39-005098	Sequoia Elementary School, 710 Martha Street	HP15 (Educational building) - school	1991

*Identified by CCIC as being within APE; however, found to be outside APE after further review.

¹The Tidewater Southern Railway (P-39-000015) Manteca Branch's southern terminus was in Manteca and did not extend farther south into the APE.

²The trash scatter (P-39-004864) was noted as being five meters south of the railroad and is depicted in an area where the APE does not extend south of the railroad's northern ROW boundary.

The records search identified 11 studies that were previously conducted within portions of the APE, and 17 studies that were previously conducted within 0.5 miles of the APE. The 11 studies identified within the APE are summarized in Table 2.

Table 2: Previously-conducted Studies within APE

Report Number	Year	Author	Title
SJ-00035	1981	Napton, L. K.	Seven California Counties: An Archaeological Overview, Alpine, Calaveras, Mariposa, Merced, San Joaquin, Stanislaus, and Tuolumne Counties, California, Parts 1 & 2.
SJ-01900	1993	Napton, L. K.	A Preliminary Cultural Resources Investigation of the South Manteca Area Plan, 7,800 acres in San Joaquin County, California
SJ-03995	2000	Nelson, W. J.	Cultural Resource Survey for the Level (3) Communications Long Haul Fiber Optics Project; Segment WS04: Sacramento to Bakersfield
SJ-04786	2002	Windmiller, Ric and Donald S. Napoli	City of Manteca—General Plan Update, Background Reports: Archaeological Resources, Historical Resources, Records Search Results.
SJ-5309	2004	Baloian, Mary Clark, Randy M. Baloian and Wendy M. Nettles	Cultural Resource Investigations for the South San Joaquin Irrigation District in San Joaquin County, California.
SJ-6345	2006	Sikes, Nancy E.	Cultural Resources Final Report of Monitoring and Findings for the QWEST Network Construction Project, State of California.
SJ-6625	1998	ASI Archaeology and Cultural	Cultural Resources Survey: South County Surface Water Project, San Joaquin County, California South San Joaquin Irrigation District.

Table 2: Previously-conducted Studies within APE

Report Number	Year	Author	Title
		Resources Management	
SJ-7221	2010	Caltrans	State Route 99 Manteca Widening Project: Initial Study with Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact on State Route 99 from the Austin Road Interchange to the Arch Road Interchange, 10-SJ-99-PM 4.9/15.0 10-OE6100 SCH#2009112045
SJ-7956	2013	Ford, Dawn Ramsey, Kevin (Lex) Palmer and Monica Mackey	Cultural Resources Survey for the Austin Road Interchange Improvements Project, San Joaquin County, California.
SJ-7958	2013	Barrow, Eileen	A Cultural Resources Survey for the South of Woodward Avenue—North Area, Manteca, San Joaquin County, California.
SJ-7987	2009	Sikes, Nancy E.	Historic Property Survey Report for the State Route 99 Manteca 6-Lane Widening Project, San Joaquin County, California PM 5.1/15.0 (KP 8.2/24.1) E.A. 10-OE6100.

2.2 LITERATURE AND MAP REVIEW

LSA reviewed publications, maps, local historical directories, and websites for archaeological, ethnographic, historical, and environmental information about the APE and its vicinity. The literature and map review informed the background section of this report, while focused historical research identified the land use, occupation, and ownership history of the built environment resources identified in the APE; this information was used to evaluate if the resources were significant under any of the NRHP or CRHR criteria (see individual Department of Parks and Recreation [DPR] forms in Appendix D). The historical map search results are presented here in Table 3.

Table 3: Map Review Summary

Date	Map Name/Type	Review
1855	PLAT of Township 2 South, Range 7 East of the Mount Diablo Base Line and Meridian	Two unimproved, unnamed roads are depicted intersecting the APE. One of the roads intersected the APE at Spreckels Road in a northwesterly alignment. The other road intersected the APE between Woodward Avenue and E. Palm Avenue, aligned east-to-west.
1883	Map of the County of San Joaquin, California	This map depicts land ownership and the railroad. For Township 2 South, Range 7 East, the map depicts H. W. Cowell as owning Section 3 and the north half of Section 10; Joshua Cowell as owning Sections 4, 5, 8, and 9; John C. Graves as owning Section 11; John C. White as owning the south half of Section 10; and J. A. Bainbridge as owning a portion of Section 14 along the railroad.
1895	Map of the County of San Joaquin, California	J. C. Graves is depicted as owning the majority of Sections 10 and 3; J.A. Bainbridge is depicted as owning the southwestern quarter of Section 11 and northwestern quarter of Section 14; the Estate of J. C. White is depicted as owning the southern half of Section 10; and H.W.

Table 3: Map Review Summary

Date	Map Name/Type	Review
		Cowell owned the northeastern quarter of Section 9 and the southeaster quarter of Section 4.
1897	San Joaquin County Plat Book	The majority of the APE southwest of the railroad is owned by the Estate of J. C. White, while the majority of the APE northeast of the railroad is depicted as property of John C. Graves. The northern half of Section 14 and southeastern quarter of Section 11, however, are owned by the S.S. and L. Society.
1900	San Joaquin County Plat Book	E.S. Pillsbury and H.W. Cowell own the majority of land depicted southwest of the railroad in the APE, while John C. Graves is depicted as owning the majority of the APE northeast of the railroad. The southwestern quarter of Section 11 is split between S.J. V. Realty Co., E. Dudley (northeast side of railroad), and G. Smith (southwest side of railroad).
1903	San Joaquin County Plat Book	This map depicts the same as the 1900 San Joaquin County Plat Book, except the land once owned by Dudley in Section 11 is depicted as property of G. Schumm.
1911	San Joaquin County Plat Book	This map depicts the land within the APE being split into multiple parcels. Joshua Cowell and Ed Powers are depicted as owning the land surrounding the railroad in Section 4. H.W. Cowell, A.W. Cowell. And W.W. Cowell are depicted as owning land on either side of the railroad in Sections 3 and 10. E.S. Pillsbury owns the southern half of Section 10 where Moreno is depicted along the railroad.
1914	USGS 7.5-minute topographic quadrangle of Manteca, Calif.	The City of Manteca is well established along the SPRR Fresno Line. The current alignment of Austin Road is depicted with multiple structures along the roadway. The current alignment of Woodward Avenue is also depicted. Both of these roads are not named, but follow the current alignments.
1952 (rev. 1953)	USGS 7.5-minute topographic quadrangle of Manteca, Calif.	SR 99 is well established in its current alignment. SR 120 has not yet been established. Spreckles Road is depicted in a north-south alignment, which is not its current alignment. Several structures are depicted in the current APE (see discussion below).
1952	USGS 15-minute topographic quadrangle of Manteca, Calif.	SR 99 is well established in its current alignment. SR 120 has not yet been established. Multiple buildings are depicted within the current APE: 6 buildings are depicted at the current alignment of SR 120 and S. Main Street; 3 buildings are located near the current alignment of SR 120 and Spreckles Road; 3 buildings are located at the current alignment of Woodward Road near SR 99; 7 buildings are located along Austin Road, south of SR 99; and another 4 buildings north of SR 99 along Austin Road.
1968	Historic aerial photography	The aerial imagery shows this area as being primarily agricultural. SR 120 has yet to be established.
1993	Historic aerial photography	The aerial imagery shows the current alignment of SR 120 and the current SR 99/120 interchange. Much of the area still has not been developed and appears to have remained primarily focused on agriculture.

2.3 CORRESPONDENCE AND CONSULTATION

On August 28, 2017, LSA sent letters describing the project and maps depicting the APE to the Manteca Historical Society and the San Joaquin County Historical Society requesting any information or concerns they may have (Appendix C). No responses to the letters were received, so LSA made follow-up telephone calls to both organizations on September 7, 2017, to ensure they were aware of the proposed Project.

The Manteca Historical Society had no comments regarding the Project. Ms. Vallaire visited the Manteca Historical Society on April 4, 2018, to inquire about the Betschart House and any other potentially historically significant resources in the APE. Clancey Rogers, Manager of the Manteca Historical Society and Museum, discussed the Betschart House with Ms. Vallaire and mentioned that the society did not have any additional information on it, the Betschart family, or the Van Till family. Mr. Rogers confirmed that the Manteca Historical Society has no concerns about the Project's effects on any built environment resources in the APE.

Ms. Sue McNally, Office Assistant with the San Joaquin County Historical Society, stated that the Executive Director of the Society, Mr. Dave Stewart, would contact LSA should the organization have any concerns or comments about the Project. Mr. Stewart called on September 8, 2017, and said that it is up to the discretion of their archivist Ignacio Sanchez Alonzo to return calls to consultants with any concerns. On April 4, 2018, Ms. Vallaire visited the San Joaquin County Historical Society archives and spoke with Mr. Alonzo. Mr. Alonzo stated that the San Joaquin County Historical Society does not have any concerns about specific built environment resources in the APE.

Ms. Vallaire visited the City of Manteca Permit Center on April 4, 2018. The Permit Center mentioned they only have records for the 1980s through 2010s in most cases, and many aren't digitized.

Mark Houghton, head of the Public Works Department at the City of Manteca, has attended monthly project development meetings for the proposed Project. The monthly meetings began in August 2017 and are scheduled to continue consistently until the design is finalized. Mr. Houghton has not mentioned any concerns the City of Manteca may have regarding cultural resources that may be affected by the proposed Project.

On September 5, 2018, Ms. Vallaire spoke on the telephone to Cliff Van Till. Mr. Van Till provided details on the construction history of the Van Till Dairy and on the Van Till family. Ms. Vallaire visited the San Joaquin County Assessor's Office and the San Joaquin County Planning Department on September 6, 2018. The Assessor's Office refused to provide any documents pertaining to specific parcels. Ms. Vallaire reviewed a 1960 land use map on file at the Planning Department and conducted research through their electronic permit information system.

2.4 HISTORICAL THEMES IDENTIFIED

The built environment cultural resources identified in the APE reflect a number of historical themes. Residences and farm complexes identified in the APE primarily reflect settlement patterns in and on the outskirts of Manteca and Ripon; however, settlement in and around these cities was heavily

influenced by other historical themes, such as transportation and irrigation/agriculture. The themes identified were part of the historical context under which these resources were evaluated to determine their eligibility for listing in the NRHP and the CRHR. Please see Section 4 for an historical overview that focuses on the themes of initial settlement, agriculture and irrigation, transportation, and postwar suburban development.

3.0 FIELD METHODS

LSA Senior Cultural Resources Manager Rhea Sanchez and Cultural Resources Analyst Mariko Falke conducted field surveys of the Project's APE on November 21 and December 1, 2017, under the direction of LSA Senior Cultural Resources Manager Katie Vallaire. The survey consisted of taking photographs and notes of all built environment resources identified during the background research, historic aerial and map review, and GoogleEarth and ParcelQuest review conducted by Ms. Vallaire. Ms. Vallaire conducted an additional survey on April 4, 2018, in order to take additional photographs and confirm the findings. Ms. Vallaire's professional qualifications are summarized in Section 7.0 of this report and her résumé, Ms. Falke's résumé, and Ms. Sanchez's résumé are included as Appendix B.

4.0 HISTORICAL OVERVIEW

This section provides a historical overview of the APE that incorporates the historical themes identified in Section 2.4, above, in order to provide a context within which the cultural resources in the APE were evaluated.

4.1 INITIAL SETTLEMENT

The first European exploration of the area that was to become San Joaquin County occurred in 1806, as a Spanish military expedition led by Lieutenant Gabriel Moraga to find suitable locations for establishing missions. Although no missions were established in the San Joaquin Valley, this expedition did provide the Spanish with information about the Native Americans of the area (Cook 1955). Moraga and his party camped along a river on March 20, 1806, the feast day for Saint Joachim, and named the river San Joaquin to honor Saint Joachim and the commander's grandfather, José Joaquin Gabriel Moraga. The San Joaquin River is located approximately 6 miles west of the APE (Hoover et al. 1966; Hoover et al. 1990).

After Mexico declared its independence from Spain in 1821, official expeditions into California's interior changed from exploration and information gathering to a more punitive nature, including raiding Native American villages for runaway mission "converts," or neophytes, capturing military deserters, and recovering stolen livestock. One of the last official excursions into the San Joaquin Valley left Monterey on December 27, 1825, led by Sergeant José Pico (Marschner 2000; Robinson 1948; Rosenus 1995; Royce 2002). Following Pico's expedition, interest in developing and strengthening Mexico's hold on California waned as the Mexican government became increasingly distracted by political developments in central Mexico. This official neglect allowed native-born Spanish speakers, or *Californios*, to enjoy a high level of *de facto* autonomy in their social, political, and economic affairs. While mission landholdings were broken up into vast land grant ranchos in other parts of California, the San Joaquin Valley was largely ignored due to its relative geographic isolation (Hoover et al. 1966, 1990; Marschner 2000; Robinson 1948; Rosenus 1995; Royce 2002; Gudde 1998; Beck and Haase 1974).

Other early expeditions of the San Joaquin Valley were conducted by fur trappers and traders. Most famously, American trapper Jedediah Smith, as well as French Canadian trappers of the Hudson Bay Company stationed at French Camp, trapped along rivers for beaver and other premium furs (Shideler 1988). The Coloma gold strike in 1848, and subsequent Gold Rush, created an unprecedented population surge in California. Between 1848 and 1855, over 300,000 people, predominately unmarried males, immigrated to California in the hopes of discovering gold. After their prospecting efforts failed, many became ranchers or farmers, or opened businesses that supplied the miners. Following the Mexican-American War (1846-1848), the United States annexed California and occupied it under a military government. The stresses on California commerce and society from this population flood, coupled with a weak central government, necessitated the formation of a state government. In September 1850, California was admitted as the 31st state of the United States as part of the Compromise of 1850.

On February 18, 1850, San Joaquin County was created as one of California's original 27 counties. The county was named for the San Joaquin River that runs along its western boundary, and while the county boundary lines may have changed slightly over time, the county seat has always been Stockton (Lewis Publishing 1890).

4.1.1 Site Specific History

In 1883, the majority of the land within the APE was owned by H.W. Cowell (Section 3 and north half of Section 10 of Township 2 South, Range 7 East, Mount Diablo Base Meridian), Joshua Cowell (Sections 4, 5, 8, and 9), John C. Graves (Section 11), John C. White (south half of Section 10), and Doctor James A. Bainbridge (railroad) (Ried 1883). By 1895, the majority of the land within the APE comprising portions of Sections 10 and 3 is owned by Graves; the southwestern quarter of Section 11 and northwestern quarter of Section 14 are owned by Bainbridge; the southern half of Section 10 is owned by the estate of White; and the northeastern quarter of Section 9 and the southeastern quarter of Section 4 are owned by H. W. Cowell (Compton 1895).

The Cowell family is important in Manteca's history for numerous reasons, including introducing irrigation into the region and naming the town. Please see sections 4.2 and 4.3, below, for a summary on how the Cowells influenced the formation of Manteca.

Graves was born in Missouri in 1842 but grew up in Wisconsin until his parents, Henry and Lorena, moved their large family in 1864 to San Joaquin County, California in a company of over 100 wagons captained by Graves' brother-in-law, John Harrelson. All of Henry and Lorena's surviving sons – Frank, Newton, John, Thomas, and James – were farmers. Their surviving daughters Candace (m. Harrelson), Mary (m. Ellis), Lucy (m. McKenzie), Ada (m. Francis Cowell), and Vinetta (m. Joshua Cowell) all married prominent San Joaquin County farmers. In 1890, Graves moved his family to Stockton and began subdividing his 800-acre San Joaquin County farm into 40-acre tracts (Ancestry 2017; Tinkham 1923). By 1911, Graves had sold most of his San Joaquin County acreage to various individuals, including W.W. Cowell, A.W. Cowell, E.W. Butlers, and Pietro Couvi.

Dr. Bainbridge purchased his 1,280-acre grain farm in 1875 and continued to practice medicine and farm until he passed away in 1914. By 1911, however, his land in the APE was purchased by E.S. Pillsbury, a district attorney of San Joaquin County. Pillsbury is depicted as owning the southern half of Section 10 also, and his property contained a small community located at the eastern edge of Section 10 directly adjacent to the railroad (Young 1911). The train station is named Moreno in a 1911 map (Young) but is called Calla on the 1952 USGS *Manteca, Calif. 7.5'* topographical quadrangle. Moreno was a post office in San Joaquin County from 1905 to 1910 (Angermeier 1968). Currently, Calla is considered a community within Manteca.

4.2 AGRICULTURE AND IRRIGATION

Most of the early development in the county was limited to its well-watered northern and western ends near the navigable waters of the San Joaquin River. The eastern portion of the county was originally a broad, windswept, treeless plain that was sparsely settled and characterized by early travelers as "practically a desert" (Brewer 1966). Devoid of water, timber, and hospitable conditions,

this area would not see development until irrigation and agriculture were introduced in the mid-19th and early 20th centuries.

Permanent settlements in the area of Manteca occurred after the gold rush frenzy subsided (Shideler 1988). The first known settler in the Manteca area was “Billy” Jenkins, who claimed 320 acres of land in 1858 (Tinkham 1923). A small number of other settlers procured land in the Manteca area to produce grain crops such as wheat, hay, barley, and rye (Tinkham 1923). Joshua Cowell, the “Father of Manteca,” was among these early settlers and, in 1863, located a half-section of land consisting of the present-day city of Manteca. Mr. Cowell was a pioneer of early irrigation efforts in the area of Manteca. Realizing the land was fertile, but too dry, he and other early settlers dug a system of ditches called the “Tulloch System” from just north of Knight’s Ferry to Manteca, spanning forty-seven miles in all and diverting water from the Stanislaus River into the valley. The Tulloch System would later be the basis for the formation of the South San Joaquin Irrigation District (SSJID), the formation of which Joshua petitioned for in March of 1909 (Tinkham 1923; SSJID 2016). Early landholdings were spaced far apart to accommodate large-scale agricultural activities, and often property boundaries were marked by deep ditches that created an inner embankment along the defined property limits.

The first large landholdings in the Manteca area primarily produced wheat or cattle. After a few short years, however, barley became the dominant crop over wheat due to the area’s inability to hold enough moisture to produce late summer crops, such as wheat. Soil conditions made it possible to produce barley only once every other year, so in alternating years, farmers would let the ground go fallow, which created the perfect conditions for sand and dust storms (Shideler 1988). Many miles of bamboo windbreaks were planted by the early 1900s to counteract the dust storms; however, many of these windbreaks were removed following extensive development of irrigation systems. These irrigation systems provided a more reliable and frequent source of water farmers used for irrigating their land, which subsequently calmed the dust storms in the area.

In the 1910s, the area experienced extensive industrial growth, including enterprises such as the Manteca Cannery, Manteca Winery, Nile Garden Cannery, Manteca Packing Company, and Spreckels Sugar Company, which in turn led to the construction of the Tidewater Southern Railway Manteca Branch (Shideler 1988). Farmers in and around Manteca were capable of accessing outside markets more than ever before, and subsequently the numbers of farms and dairies in the area increased. Manteca was incorporated in 1918. That same year, the Spreckels sugar plant was constructed in Manteca to alleviate the sugar shortage that ensued after World War I. After the success achieved by their Salinas sugar plant and the procurement of 28,000 seeds from Germany, Spreckels had been scouting locations in the San Joaquin County for sugar beet acreage and a new production plant. Manteca persuaded the company to build the plant just southeast of the town by offering 449 acres at below market price (Shideler 1988; Wyatt 2016). The Spreckels sugar plant provided many jobs and economic stability for Manteca residents from 1918 until it was closed in 1996 because it could no longer compete with the costs of sugar being produced overseas and in the South. The sugar plant in Manteca was Spreckels’ primary producer of liquid sugar and, for many residents of Manteca, the plant represented more than just a workplace; it was a staple in their community (Burgarino 2007).

Agriculture and irrigation were major factors in the growth and development of Manteca. Currently, the SSJID maintains two buried water pipelines within the APE boundaries. The first, the Tbb pipeline, parallels Graves Road and courses under SR 120, SR 99, UPRR, and Moffat Boulevard until reaching the SSJID's S.I.D.E. water pipeline which is located under Atherton Drive. The Tbb pipeline replaced what was once an unnamed irrigation canal sometime before 1968. Currently, an associated large standpipe with at least two valves is within the direct APE. The second, the X pipeline, follows the northwestern parcel boundary of APN 224-050-19, and courses under the UPRR and the SR 99 Frontage Road. The pipeline replaced what was once an irrigation canal sometime after 1968 (SSJID 2014; NETR 2017).

4.3 TRANSPORTATION

4.3.1 Railroad

The railroad system is one of the most influential factors that affected settlement patterns and the economy of the United States from the industrial era onwards. Many cities and towns coalesced around train depots, and in the latter half of the 19th century and into the 20th century, railroad companies competed for power. Many towns and cities throughout the San Joaquin Valley owe their existence to the Southern Pacific Railroad (SPRR).

SPRR was founded in 1865 by a group of San Francisco businessmen, led by Timothy Phelps, with plans to build a railroad connecting San Francisco with San Diego. In 1868, Southern Pacific was purchased by Charles Crocker, Leland Stanford, Mark Hopkins, Jr., and Collin P. Huntington, a group known as the Big Four that was responsible for financing the western portion of the transcontinental railroad - the Central Pacific Railroad (CPRR) (Hofsommer 2009:4). After the transcontinental railroad was completed in 1869, the Big Four started planning a rail line throughout the wheat-producing San Joaquin Valley. Many small railroads attempted to compete but found it impossible to persevere due to SPRR's near monopoly over shipping rates and transportation services in the San Joaquin Valley. The San Joaquin Valley Railroad (SJVRR) was one of these railroads. The SJVRR Company was incorporated in 1868 and began constructing a railroad from Lathrop to the Stanislaus River in 1869. No trains operated on this line while it operated under the SJVRR Company because it, like many other various competing lines, was officially consolidated into the Central Pacific Railroad Company in October 1870 under the direction of the Big Four as part of their empire (Hayes 2007). The Central Pacific merged with SPRR in 1885, and the portion of the railroad that was originally constructed as the SJVRR became part of the SPRR Fresno Line (also recorded as the SPRR San Joaquin Mainline). Southern Pacific merged with Union Pacific in 1996.

Combined with irrigation, railroad transportation allowed Manteca to flourish into the city it is today (Shideler 1988; Tinkham 1923). Cowell's station, erected in 1910 along SPRR's Fresno Line, was named after Joshua Cowell, who provided right-of-way for the track to be constructed. Eventually, the station's name was changed to Manteca, the Spanish word for butter or lard, due to confusion with the nearby Cowell's warehouse and station owned by Joshua Cowell's brother.

Within the APE in the southern half of Section 10, adjacent to and south of the railroad tracks, there was a shipping point for grain by 1876 called Moreno (also known as Morano and Morrano) that contained large storage warehouses with a side track being added by 1880 (G.W. and C.B. Colton &

Co. 1876; Crofutt 1880). A post office operated at Moreno from 1905 to 1910 (Angermeier 1968; Young 1911). A small development of buildings directed towards the railroad tracks is depicted as Moreno at this location in a 1911 County map (Young). The location of Moreno is depicted as Calla in the 1952 USGS *Manteca, Calif. 7.5'* topographical quadrangle; Currently, Calla is considered a community within Manteca.

4.3.2 Roadways

The rise in the popularity of the automobile coincided with a turbulent political era in California. The SPRR had a long-standing influence on state government that discouraged legislation to fund road improvements, such that "...[t]he further you got away from the iron road, the worse the dirt roads became" (Nelson 2009). In 1895, a three-person Bureau of Highways was created to coordinate the construction of higher quality roads among counties. However, with little authority and funding, the Bureau's accomplishments were modest. Following a statewide survey of existing roads, the Bureau presented to the State Legislature a program to construct a network of improved roads connecting the county seats. Despite this, the State Department of Engineering, created in 1907, was limited to minor repairs to roads, bridges, culverts, and damage caused by winter storms (California Department of Engineering 1917). Portions of present-day State Route (SR) 99 that pass-through Manteca were originally defined as part of Legislative Route Number (LRN) 4 in 1909, which ran for 358 miles from Sacramento and Los Angeles.

Following the passage of the State Highway Bond Act in 1910, \$18,000,000 in bond revenue was allocated to create a State Highway Commission that would be staffed by a Division of Highways, with a licensed State Engineer to ensure compliance with design and construction standards. The ultimate goal was to begin building a quality network of transportation infrastructure, and funds were allocated evenly among several counties to retain widespread political support and foil charges of favoritism (Blow 1920). As a result of the 1910 Bond Act, most of the early state highways, which were former county roads or emigrant routes, were transferred to state control. A road that follows the general alignment of present-day SR 99 is depicted as a state highway in 1920, while the portion of present-day SR 120 that runs from Manteca eastward to Escalon is depicted as a county highway (Blow 1920).

In the 1910s and 1920s, Americans realized that improved roads made automotive tourism much more comfortable and feasible, which, in turn, contributed to a dramatic increase in their popularity. Good roads not only made tourism more efficient, they also increased the efficiency of exporting and importing goods (Lincoln Highway Association 1918). Automobile sales skyrocketed during the early 1920s, further bolstering the importance of road improvements as a national issue. The Good Roads Movement of the 1910s and 1920s is marked by an increase in associations that would select a route comprising multiple trails and/or roads and naming it in honor of an event or a person. In 1927, the San Joaquin Valley Tourist and Travel Association officially named SR 99, which was the primary corridor throughout the Central Valley at the time, the "Golden State Highway" (Oakland Tribune 1927).

During this time, California highways were assigned a Legislative Route Number (LRN); however, starting in 1928, the Federal Government began assigning US highway numbers based on the

recommendation of the American Association of Highway Officials (AASHO). The numbering system became complicated and confusing, as many legislative routes that shared the same alignment of the US highways did not have matching numbers. The confusion was exacerbated when additional numbering systems were introduced, such as the State Sign Routes in 1934 and the US Interstate highway routes in 1960. In 1935, the portion of LRN 4 from Los Angeles to French Camp was officially signed as US 99; but in 1964, the Interstate Highway System and the construction of Interstate 5 replaced portions of US 99 and it was renamed SR 99 since it no longer crossed state lines. Present-day SR 99 is a realignment of the highway from its original alignment along Moffat Road that occurred in the 1960s. The SR 99 alignment through the APE is the same as it was in 1964.

In 1934, a road that extended from US 99 to Yosemite was officially signed as SR 120. All portions of Yosemite Avenue through Manteca are old Route 120 (California Highways 2017). The SR 120 bypass was completed in the late 1970s as a response to the extreme traffic congestion the City experienced in the 1960s. Manteca has now become one of many commuter cities where homeowners mega-commute to their jobs in the Bay Area or the Silicon Valley, simply because they cannot afford to buy a decent home near where they work (Scheinin 2015).

4.4 POSTWAR SUBURBAN SPRAWL

Although Manteca's population was rising, the area remained primarily agricultural until after World War II when it experienced a housing and urbanization boom. The Postwar Era is defined basically as the 30 years following World War II (1945-1973) in which the United States experienced economic expansion and a housing demand for smaller, more affordable single-family residences (Caltrans 2011). Postwar houses constructed during this time were simple in form and decoration and could easily be built upon and personalized.

The passage of the Federal-Aid Highway Act of 1956 resulted in not only a boost in the economy, but also an increase in the accessibility of rural areas throughout the nation. The freeways constructed during this time allowed urban workers to live farther away from their offices than ever before, facilitating the growth of housing tracts on the outskirts of major cities and creating suburban sprawl. Even the more rural areas, like Manteca, could be accessed easily via freeways and witnessed an increase in development during this period. The Federal-Aid Highway Act created numerous jobs in manufacturing, construction, and maintenance that were essential for the baby boomer generation.

Manteca has remained largely agricultural throughout its history; however, it experienced a population increase within the last few decades due to rising costs in the housing industry in the Bay Area and the construction of the SR 120 bypass.

5.0 DESCRIPTION OF CULTURAL RESOURCES

The six built environment resources identified within the APE that required further review for purposes of this Project were all farm complexes or residences associated with mid-20th century agriculture on the outskirts of Manteca and Ripon in rural San Joaquin County. Transportation and more effective access to outside markets, specifically improvements of SR 99 which is adjacent to many of these resources, played a critical role in the rural settlement of this area during that time. The six built environment resources evaluated for purposes of this study include:

- The Van Till Dairy (MR #1) contains a circa 1960s farm complex comprising five buildings, two of which are historic in age, and four structures, one of which is historic in age, situated on APN 228-050-18.
- 20270 S. State Route 99 E. Frontage Road (MR #2) contains a residence and shop constructed by 1953, situated on APN 228-060-15. Other modern ancillary buildings on this parcel were constructed between 1977 and 1987.
- 2090 S. Austin Road (MR #3) is a small farm complex comprised of a circa 1960s residence, pole barn, and shop, situated on APN 228-060-24.
- The Betschart Dairy (MR #4) is a farm complex comprising a residence constructed in 1940, two residences constructed by 1952, and multiple buildings and structures, situated on APN 224-050-17.
- 2252 S. Austin Road (MR #5) is a residence constructed in 1941, situated on APN 228-060-27.
- The Betschart House (MR #6; 2065 S. Austin Road) is a residence constructed in 1937 situated on APN 228-050-16.

5.1 ARCHITECTURAL STYLES IDENTIFIED IN THE APE

5.1.1 Minimal Traditional (1935-1953)

The Minimal Traditional style developed out of the various Revival movements of the 1920s and 1930s, as federal housing policy and housing assistance programs during the Great Depression of the 1930s favored the simplicity of this design, which was shorn of Revival ornamentation or styling cues. Later during the war years, Minimal Traditional proved a ready design solution for the demands for adequate war worker housing. After the war, Minimal Traditional, also known under other names such as "FHA (Federal Housing Authority) House, Postwar Minimal, Minimal Modern, Cottage-Style," and "GI House," became popular nationwide and common in residential design (Transportation Research Board 2012). The materials, design, and workmanship are simple in nature, and the buildings were produced in an assembly line fashion, driven by high demand for housing the returning veterans and eight million new residents coming to California in the post-World War II period (Starr 2009). Minimal Traditional-style buildings were constructed mostly between 1935 and 1953. Minimal Traditional architecture is a common design in post-war

residential subdivisions in San Joaquin County and statewide, and was endorsed in popular magazines such as *Better Homes & Gardens* and *Sunset*. Several character-defining elements of Minimal Traditional include a low-to-medium-pitched roof, usually gabled, with short, overhanging eaves and no dormers; large fixed-paned picture-frame metal or wood casement windows; post and beam porch supports; small front patios; and generally minimal architectural detail (McAlester and McAlester 2011).

5.1.2 Tudor Revival (1890-1940)

Tudor Revival architectural style gained prominence among architects and home builders during the late 19th century. As a reaction to the Industrial Revolution and the modern changes rapidly taking place in the United States at the time, designers shifted their focus on reviving historic building styles as a nostalgic homage to a more “romantic” period of time. The defining feature that sets Tudor Revival apart from other English Revival styles (including Jacobean, Jacobethan, and Elizabethan) is the use of monolithic masonry or stucco (Foster 2004: 320). Tudor Revival style buildings typically contain a steeply-pitched side-gabled roof with a prominent cross gable; decorative half timbering; tall, narrow windows containing multi-pane glazing and that are typically paired or in groups; and a massive chimney. Tudor Revival style houses often contain arcaded wing walls or arched front entries that have stone or brick surrounds. Some also contain board-and-batten doors or false thatch roofs – design elements that are reminiscent of early 16th century England (McAlester and McAlester 2011:355-356).

5.1.3 Vernacular

A useful approach to understanding what vernacular style is, can begin by defining what it is *not*. That is, vernacular architecture is not overly formal or monumental in nature, but rather is represented by relatively unadorned construction that is not designed by a professional architect. Vernacular architecture is the commonplace or ordinary building stock that addresses a practical purpose with a minimal amount of flourish or otherwise traditional or ethnic influences (Upton and Vlach 1986:xv-xxi, 426-432).

The historical roots of the Vernacular style in the United States dates from colonial settlement during the 16th and 17th centuries. European immigrants, either of modest independent means, or financed with corporate backing, brought with them a wood-based building tradition. From this combination came a new building tradition associated with unsettled and heavily forested land and a young population. This new style, vernacular style, was “characterized by short-lived or temporary dwellings focused on the family and distinct from the place of work” (Jackson 1984:85-87). Typically associated with older, hand-built rural buildings in remote or rural, agricultural settings, vernacular architecture can also include modern, pre-fabricated, general purpose steel buildings used as shop space, warehouses, discount-clearance centers and many other uses (Gottfried and Jennings 2009:9-16).

5.1.4 Ranch (1935-1975)

The Ranch style was promoted in the mid-1930s by several California architects and is loosely based on early adobe rancho houses of the Spanish and Mexican periods. The style was influenced by simple, vernacular wood-frame structures found on rural 19th-century farms and ranches. These historical precedents were influenced further by Craftsman and Prairie modernism of the early 20th century (Transportation Research Board 2012:103). As a result, the Ranch-style joined the Minimal Traditional style as a popular design in California domestic architecture from World War II to the 1980s. By the mid-1950s, the housing market began to favor larger, more expensive houses with variety in design and layout to accommodate a growing, more affluent population that distanced itself from earlier, post-war tract home developments. In response to these shifting preferences, builders doubled the average square-footage of homes to accommodate more bedrooms and bathrooms. This phenomenon was reflected in housing markets across the country, but the style was particularly favored in California where the Ranch style served as the regional expression of this new lifestyle (McAlester and McAlester 2011:479; MacDonald 2008:72). Character-defining features of Ranch style architecture include massing that is low in height and horizontal; low-pitched roofs; moderate or wide eave overhang with exposed rafters; wooden and brick wall cladding; multi-car garages; decorative iron or wooden porch supports; decorative shutters; ribbon and large picture windows; and partially enclosed courtyards or patios.

6.0 FINDINGS AND CONCLUSION

6.1 FINDINGS

The APE does not contain any historic properties that are listed in, or have previously been determined eligible for listing in, the NRHP. Furthermore, the APE contains no resources determined eligible for listing in the NRHP as a result of this study.

The following resources have been determined not eligible for inclusion in the NRHP:

Name	Address/Location	Community	OHP Status Code	Map Reference #
Van Till Ranch	APN 228-050-18	Manteca	6Z	1
20270 S. State Route 99 E. Frontage Road	20270 S. State Route 99 E. Frontage Road; APN 228-060-15	Ripon	6Z	2
2090 S. Austin Road	2090 S. Austin Road; APN 228-060-24	Manteca	6Z	3
Betschart Dairy	2075 S. Austin Road; APN 224-050-17	Manteca	6Z	4
2252 S. Austin Road	2252 S. Austin Road; 228-060-27	Manteca	6Z	5
Betschart House	2065 S. Austin Road; APN 224-050-16	Manteca	6Z	6

The APE does not contain any historical resources for the purposes of CEQA that are listed in or were previously determined eligible for listing in the CRHR, were identified as significant in surveys meeting the State Office of Historic Preservation standards, were designated historic landmarks under local ordinances, or were previously determined to meet the CRHR criteria as outlined in PRC 5024.1.

The following resources are not historical resources under CEQA, per CEQA Guidelines 15064.5, as a result of this study because they do not meet the CRHR criteria outlined in PRC 5024.1:

Name	Address/Location	Community	OHP Status Code	Map Reference #
Van Till Ranch	APN 228-050-18	Manteca	6Z	1
20270 S. State Route 99 E. Frontage Road	20270 S. State Route 99 E. Frontage Road; APN 228-060-15	Ripon	6Z	2
2090 S. Austin Road	2090 S. Austin Road; APN 228-060-24	Manteca	6Z	3
Betschart Dairy	2075 S. Austin Road; APN 224-050-17	Manteca	6Z	4
2252 S. Austin Road	2252 S. Austin Road; 228-060-27	Manteca	6Z	5
Betschart House	2065 S. Austin Road; APN 224-050-16	Manteca	6Z	6

Please see Appendix D for DPR records prepared for each of these resources.

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

6.2 CONCLUSIONS

No resources that meet the definition of a historic property under Section 106 or a historical resource under CEQA were identified in the APE.

7.0 PREPARER'S QUALIFICATIONS

This Historical Resources Evaluation Report was prepared by Katie Vallaire. Ms. Vallaire has an M.A. in Public History from California State University, Sacramento, and over 13 years of experience in cultural resources management, including archival and historical research, architectural field surveys, architectural inventories, analysis, and reporting. She has documented and evaluated residential and commercial buildings, structures, and objects in cultural resource studies throughout California. Ms. Vallaire meets the Secretary of the Interior's *Professional Qualifications Standards* for archeology, architectural history, and history, and is Registered Professional Archaeologist #32791044. Ms. Vallaire's résumé is included as Appendix B.

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APPENDIX A

Maps

Figure 1: Project Vicinity

Figure 2: Project Location

Figure 3: Area of Potential Effects

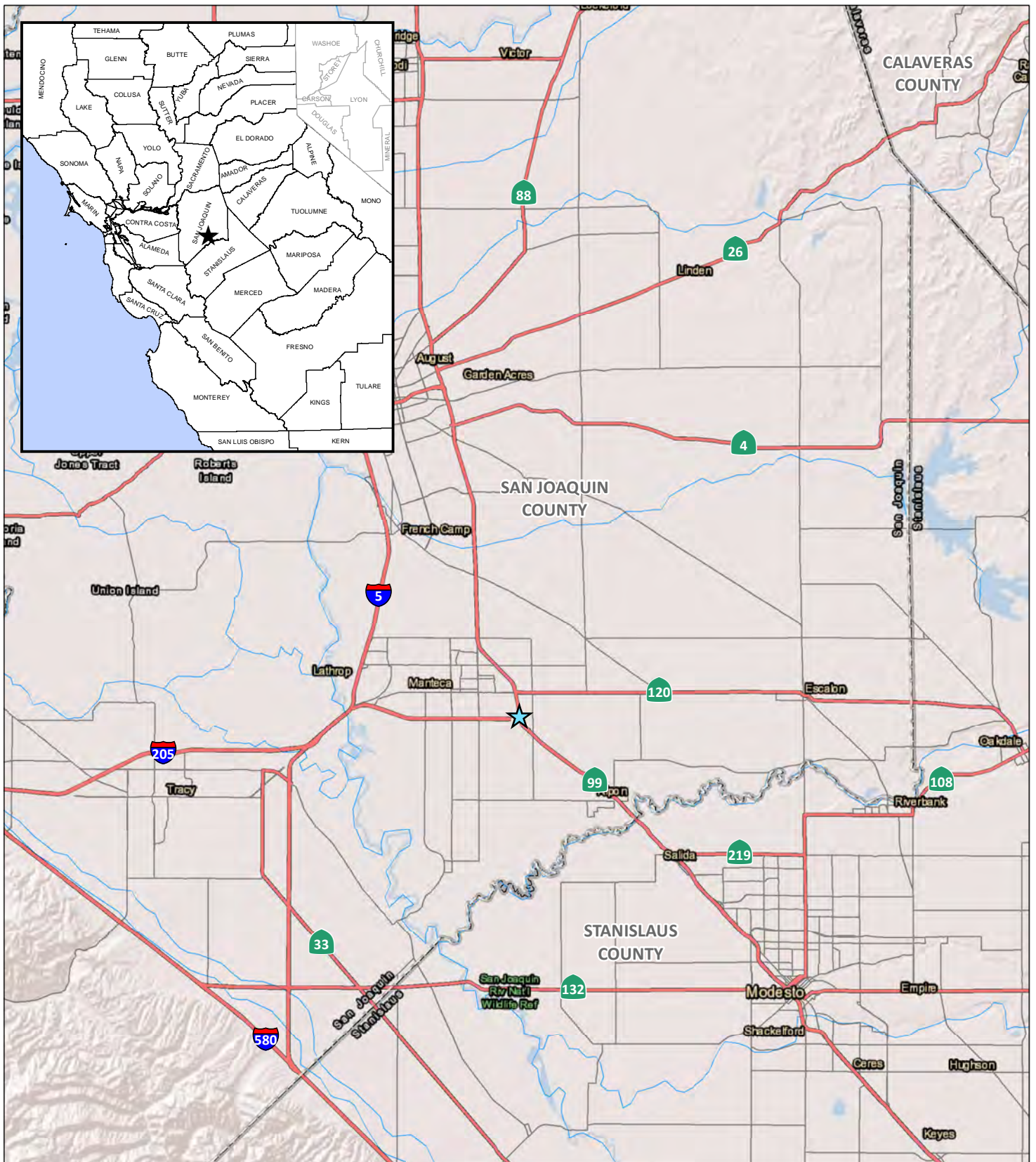
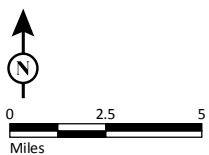


FIGURE 1



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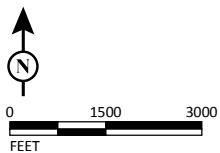
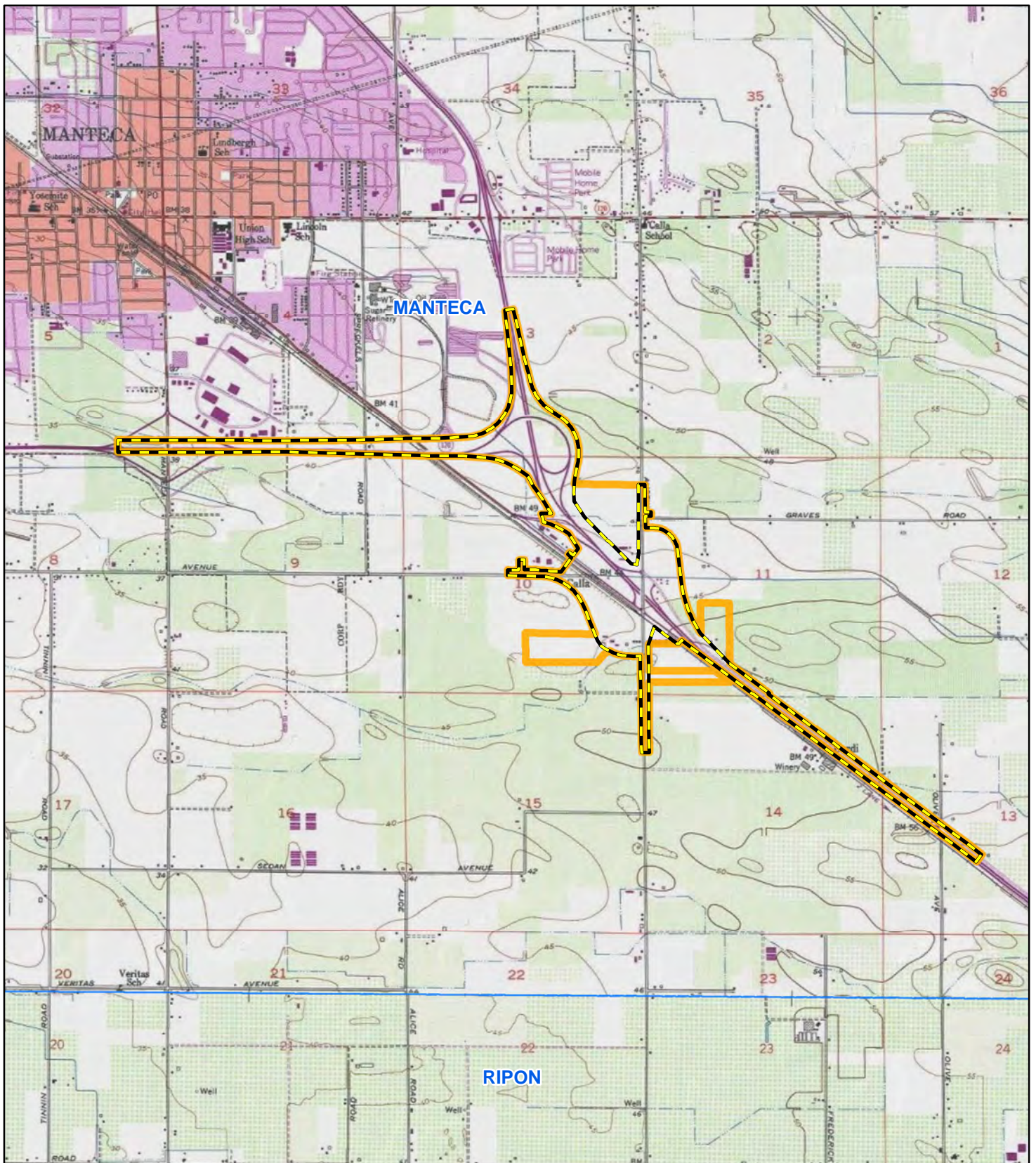
★ Project Location



SOURCE: ESRI Imagery (4/2008)

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State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 3.1/6.2
EA 10-1E740
Project Vicinity Map



LEGEND

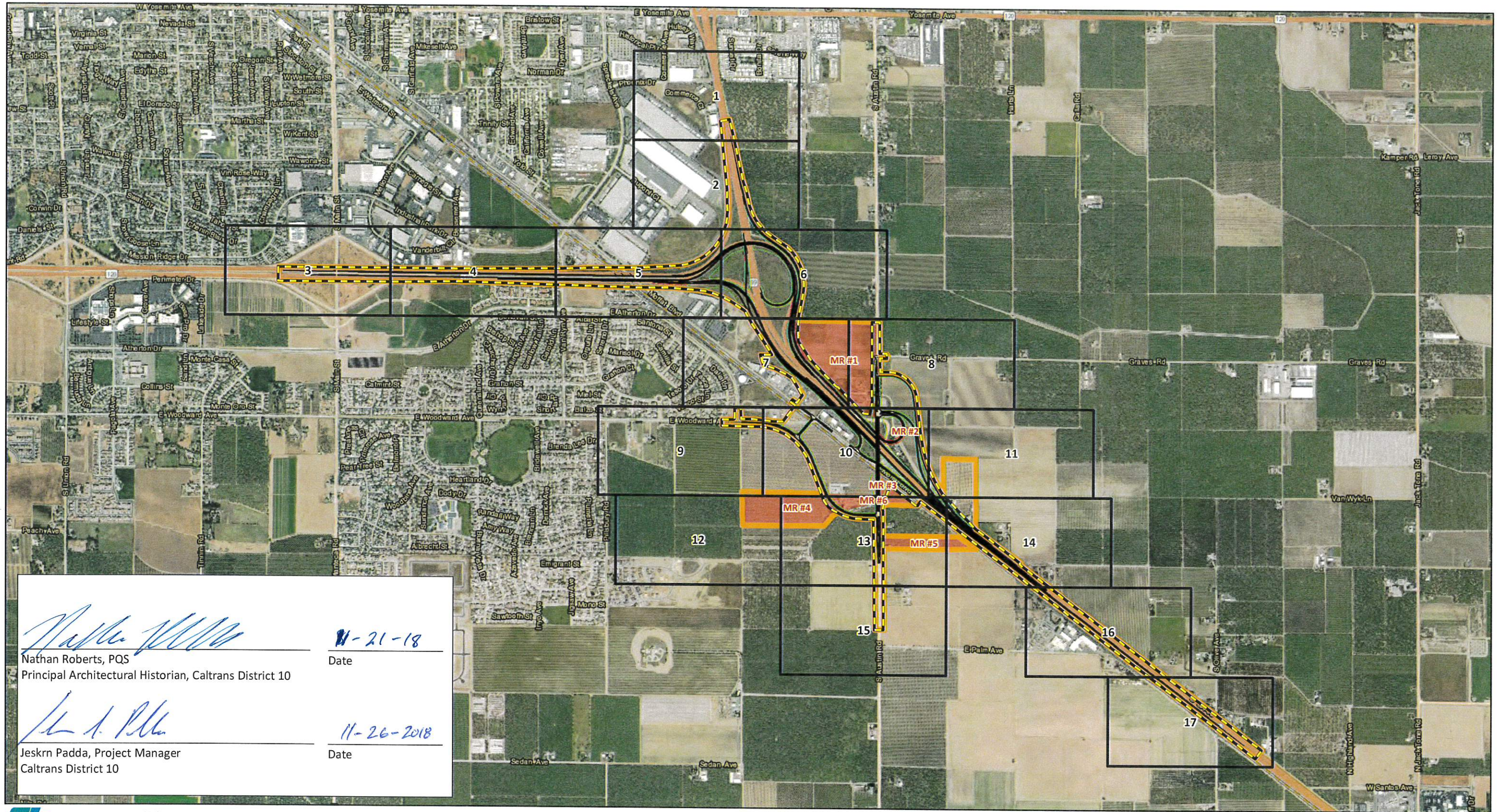
- Area of Potential Effect (APE) (345.5 ac)
- Architectural APE (436.3 ac)


FIGURE 2


State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 3.1/6.2
EA 10-1E740
Project Location Map


SOURCE: USGS 7.5-minute topographic quadrangle Manteca, Calif (1952, ed. 1994)

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 Nathan Roberts, PQS
 Principal Architectural Historian, Caltrans District 10
 Date: 11-21-18


 Jeskri Padda, Project Manager
 Caltrans District 10
 Date: 11-26-2018



SOURCE: Basemap - NAIP (07/2016); Design - Mark Thomas and Company (08/2017); Mapping - LSA (09/2017)
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LEGEND








-  Index
-  Area of Potential Effect (APE) (345.5 ac)
-  Architectural APE (436.3 ac)
-  Built Environment Resources (Map Reference [MR] #)
-  Design
-  Cut
-  Fill

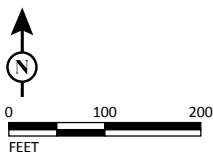
FIGURE 3
INDEX

State Route 99/120 Interchange Connector
 in Manteca, San Joaquin County, California
 Caltrans District 10, P.M. 3.1/6.2
 EA 10-1E740
 Area of Potential Effect



LEGEND

- Area of Potential Effect (APE) (345.5 ac)
- Architectural APE (436.3 ac)
- Parcel
- ~ Design



SOURCE: Basemap - NAIP (07/2016); Design - Mark Thomas and Company (08/2017); Mapping - LSA (09/2017)

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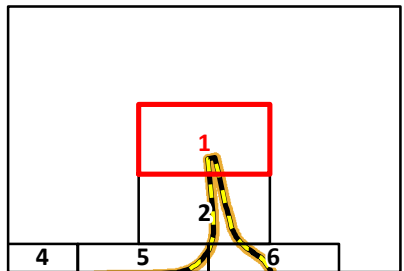


FIGURE 3

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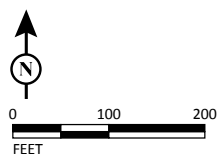
State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 3.1/6.2
EA 10-1E740

Area of Potential Effect



LEGEND

- Area of Potential Effect (APE) (345.5 ac)
- Architectural APE (436.3 ac)
- Parcel
- Design
- Fill



SOURCE: Basemap - NAIP (07/2016); Design - Mark Thomas and Company (08/2017); Mapping - LSA (09/2017)

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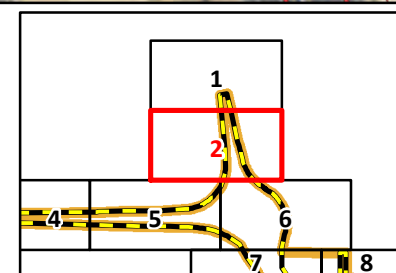


FIGURE 3

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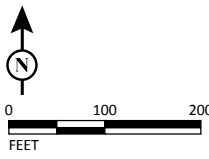
State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 3.1/6.2
EA 10-1E740

Area of Potential Effect



LEGEND

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- Parcel
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SOURCE: Basemap - NAIP (07/2016); Design - Mark Thomas and Company (08/2017); Mapping - LSA (09/2017)
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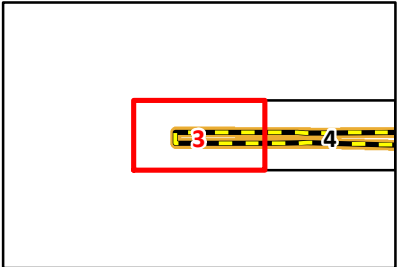
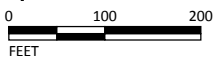


FIGURE 3
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*State Route 99/120 Interchange Connector
 in Manteca, San Joaquin County, California
 Caltrans District 10, P.M. 3.1/6.2
 EA 10-1E740
 Area of Potential Effect*



LEGEND

- Area of Potential Effect (APE) (345.5 ac)
- Architectural APE (436.3 ac)
- Parcel
- ~ Design



SOURCE: Basemap - NAIP (07/2016); Design - Mark Thomas and Company (08/2017); Mapping - LSA (09/2017)

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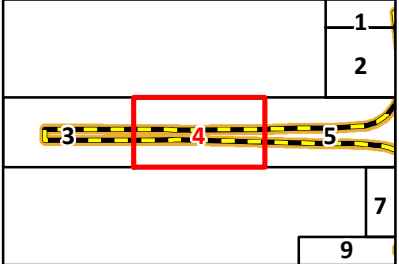


FIGURE 3

State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 3.1/6.2
EA 10-1E740

Area of Potential Effect



LEGEND

- | | |
|---|--------|
| Area of Potential Effect (APE) (345.5 ac) | Design |
| Architectural APE (436.3 ac) | Cut |
| Parcel | Fill |



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FEET

SOURCE: Basemap - NAIP (07/2016); Design - Mark Thomas and Company (08/2017); Mapping - LSA (09/2017)

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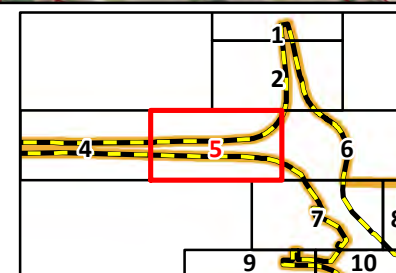


FIGURE 3

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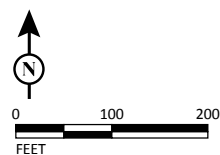
State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 3.1/6.2
EA 10-1E740

Area of Potential Effect



LEGEND

- Area of Potential Effect (APE) (345.5 ac)
- Architectural APE (436.3 ac)
- Parcel
- Design
- Cut
- Fill



SOURCE: Basemap - NAIP (07/2016); Design - Mark Thomas and Company (08/2017); Mapping - LSA (09/2017)

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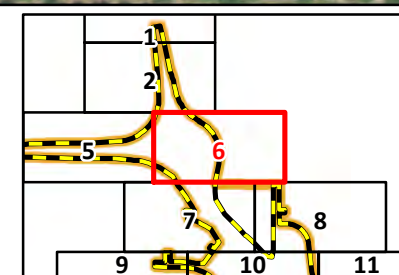


FIGURE 3

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State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 3.1/6.2
EA 10-1E740

Area of Potential Effect



LEGEND

- | | |
|--|--------|
| Area of Potential Effect (APE) (345.5 ac) | Design |
| Architectural APE (436.3 ac) | Cut |
| Parcel | Fill |
| Built Environment Resources (Map Reference [MR] #) | |



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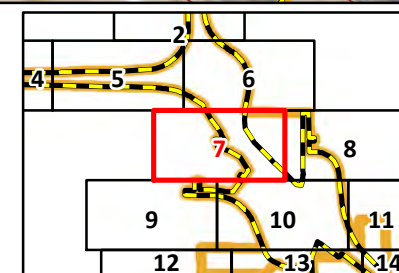
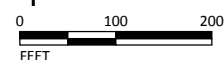
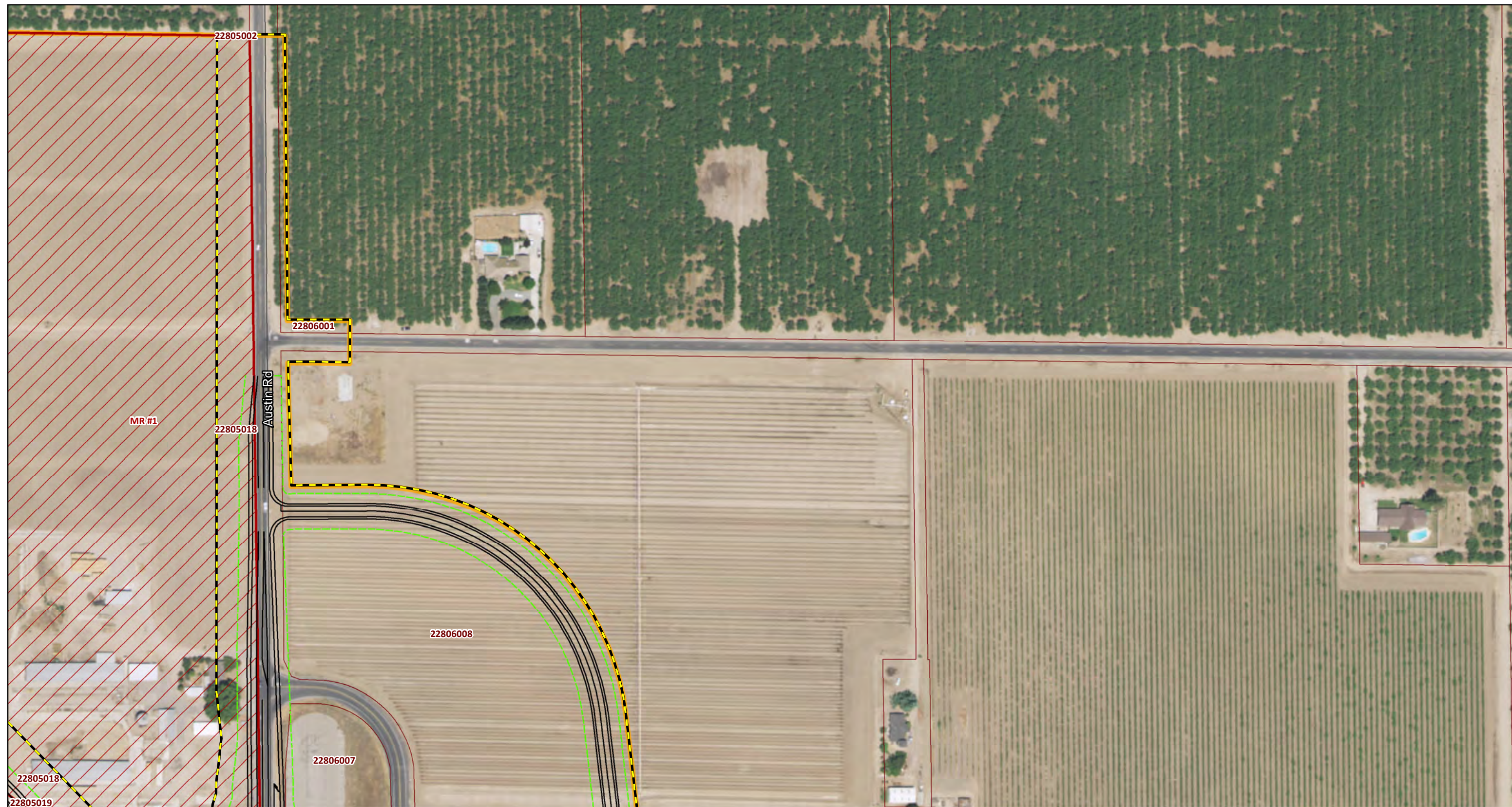


FIGURE 3

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State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 3.1/6.2
EA 10-1E740

Area of Potential Effect



LEGEND

- Area of Potential Effect (APE) (345.5 ac)
- Architectural APE (436.3 ac)
- Parcel
- Built Environment Resources (Map Reference [MR] #)
- Design
- Fill

SOURCE: Basemap - NAIP (07/2016); Design - Mark Thomas and Company (08/2017); Mapping - LSA (09/2017)
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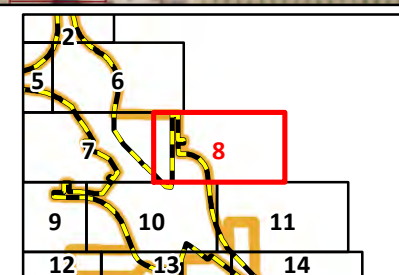


FIGURE 3

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State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 3.1/6.2
EA 10-1E740

Area of Potential Effect



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LEGEND

- Area of Potential Effect (APE) (345.5 ac)
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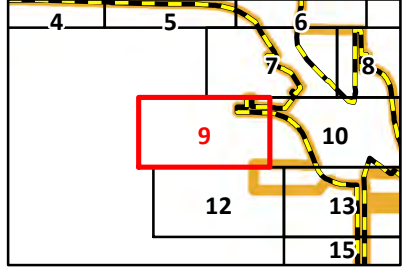


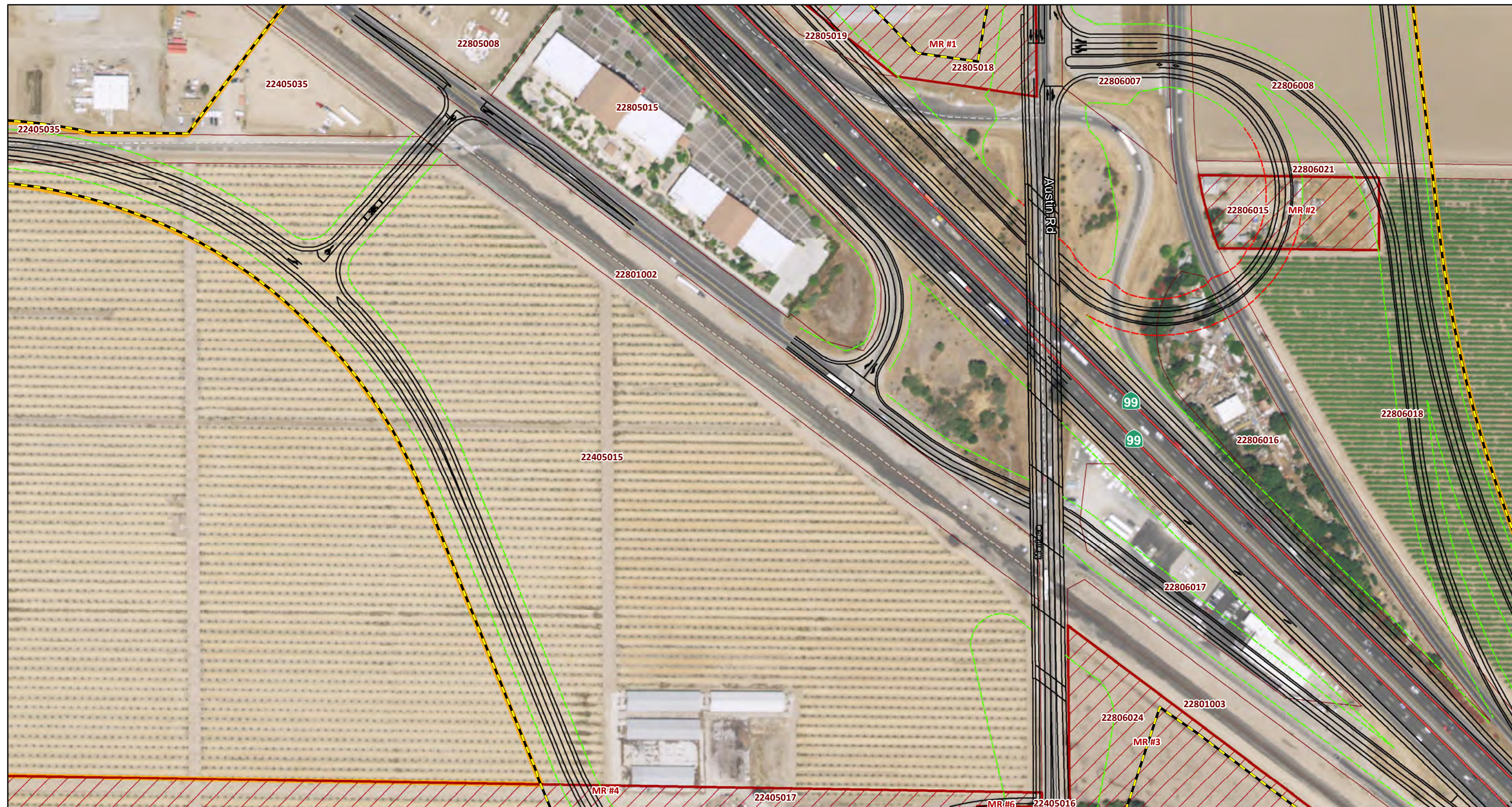
FIGURE 3

State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 3.1/6.2
EA 10-1E740

Area of Potential Effect

SOURCE: Basemap - NAIP (07/2016); Design - Mark Thomas and Company (08/2017); Mapping - LSA (09/2017)

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LEGEND

- Area of Potential Effect (APE) (345.5 ac)
- Architectural APE (436.3 ac)
- Parcel
- Built Environment Resources (Map Reference [MR] #)
- Design
- Cut
- Fill

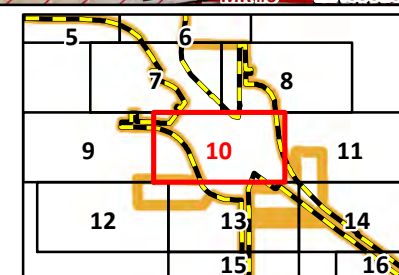


FIGURE 3

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State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 3.1/6.2
EA 10-1E740

Area of Potential Effect

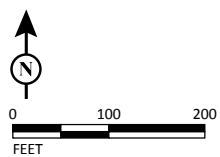
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LEGEND

- Area of Potential Effect (APE) (345.5 ac)
- Architectural APE (436.3 ac)
- Parcel
- Design
- Fill



SOURCE: Basemap - NAIP (07/2016); Design - Mark Thomas and Company (08/2017); Mapping - LSA (09/2017)

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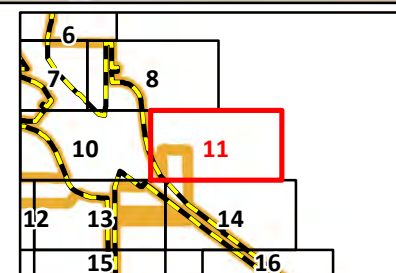


FIGURE 3




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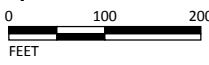
State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 3.1/6.2
EA 10-1E740

Area of Potential Effect



LEGEND

-  Architectural APE (436.3 ac)
-  Parcel
-  Built Environment Resources (Map Reference [MR] #)



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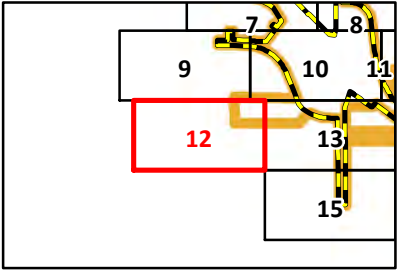
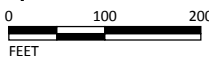


FIGURE 3



LEGEND

- Area of Potential Effect (APE) (345.5 ac)
- Architectural APE (436.3 ac)
- Parcel
- Built Environment Resources (Map Reference [MR] #)
- Design
- Fill

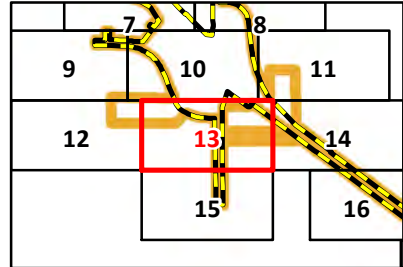


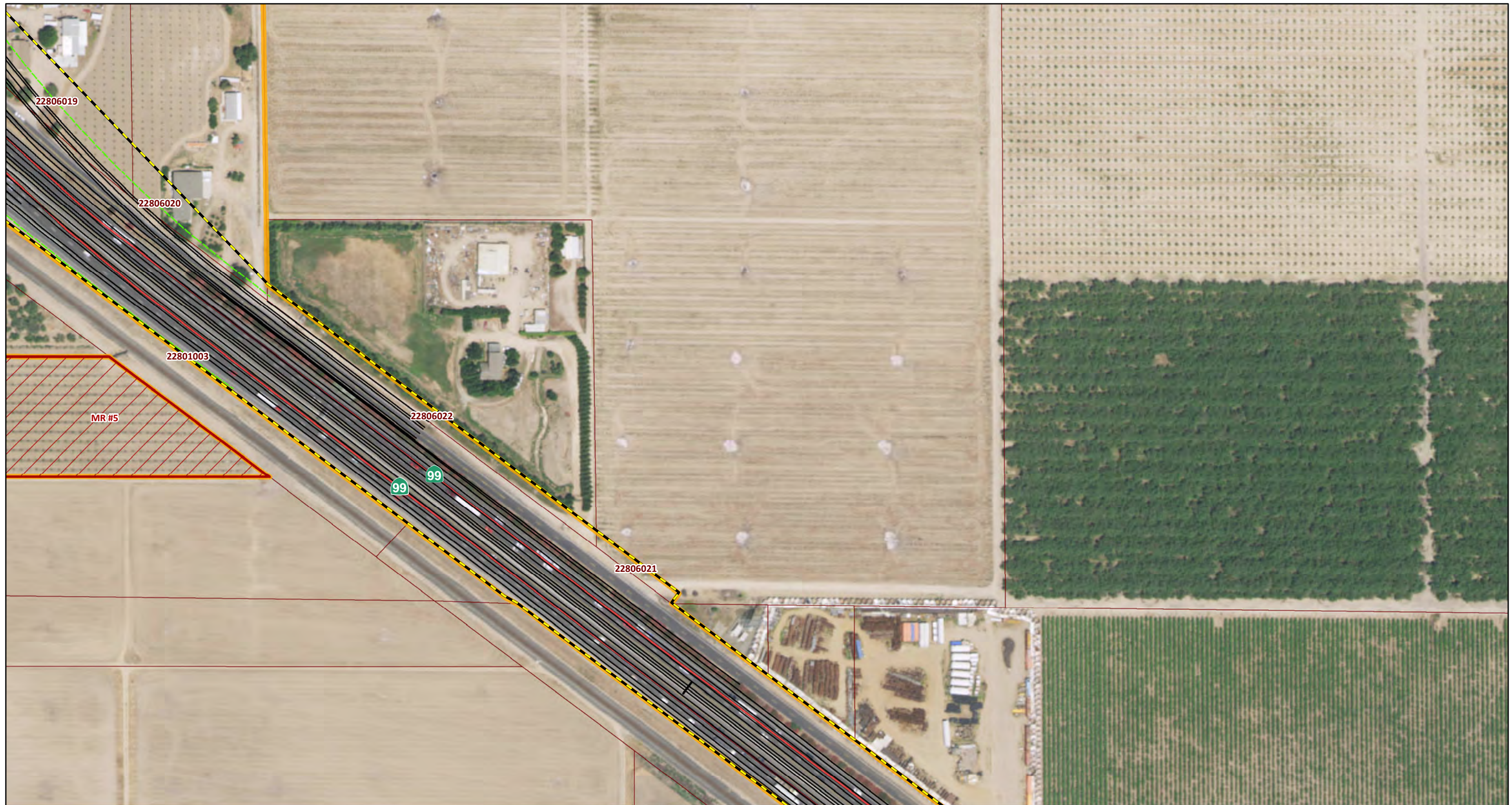
FIGURE 3

State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 3.1/6.2
EA 10-1E740

Area of Potential Effect

SOURCE: Basemap - NAIP (07/2016); Design - Mark Thomas and Company (08/2017); Mapping - LSA (09/2017)

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LEGEND

- Area of Potential Effect (APE) (345.5 ac)
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- Parcel
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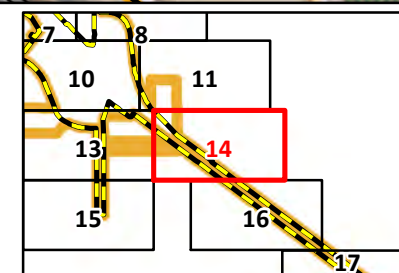


FIGURE 3

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State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 3.1/6.2
EA 10-1E740




Area of Potential Effect

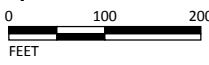
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LEGEND

-  Area of Potential Effect (APE) (345.5 ac)
-  Architectural APE (436.3 ac)
-  Parcel



SOURCE: Basemap - NAIP (07/2016); Design - Mark Thomas and Company (08/2017); Mapping - LSA (09/2017)

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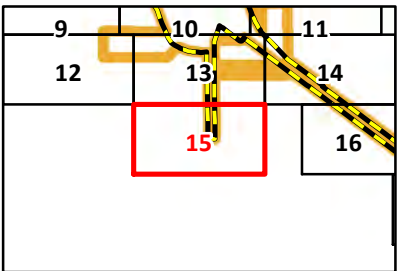


FIGURE 3

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State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 3.1/6.2
EA 10-1E740

Area of Potential Effect



0 100 200
FEET

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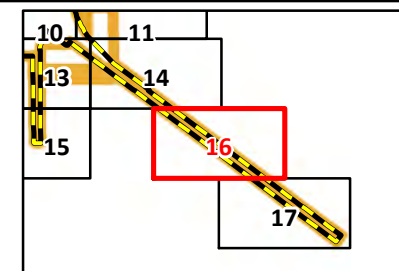


FIGURE 3

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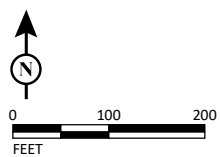
*State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 3.1/6.2
EA 10-1E740*

Area of Potential Effect



LEGEND

- Area of Potential Effect (APE) (345.5 ac)
- Architectural APE (436.3 ac)
- Parcel
- Design



SOURCE: Basemap - NAIP (07/2016); Design - Mark Thomas and Company (08/2017); Mapping - LSA (09/2017)

I:\MKT1507\GIS\Reports\Cultural\APE.mxd (11/19/2018)

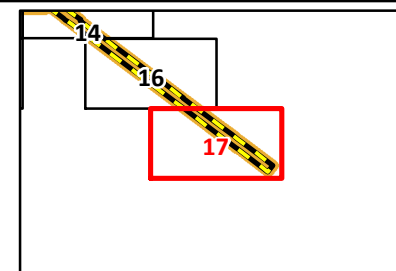


FIGURE 3

Page 17 of 17

*State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 3.1/6.2
EA 10-1E740*

Area of Potential Effect

APPENDIX B

Preparer's Qualifications

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KATIE VALLAIRE

SENIOR CULTURAL RESOURCES MANAGER



EXPERTISE

Prehistoric and Historical
Archaeology

Architectural History

Historic Preservation

EDUCATION

California State University
Sacramento, M.A., Public History,
2011

California State University Chico,
B.A., Anthropology, Cultural
Resource Management
Certificate, 2005

PROFESSIONAL REGISTRATIONS

Registered Professional
Archaeologist #32791044

PROFESSIONAL EXPERIENCE

Senior Cultural Resources
Manager. LSA Associates, Inc.,
June 2015 - present

Archaeologist/Architectural
Historian. Ric Windmiller
Consulting. May 2013 - June
2015

Cultural Resources Manager. LSA
Associates, Inc. July 2013 – Oct.
2014

Staff Archaeologist., Far Western
Anthropological Research Group.
Jan. - Nov. 2011

Archaeologist, Solano
Archaeological Services. Aug.
2008 - Sep. 2010

Cultural Resource Specialist
Pacific Legacy, Inc. Sep. 2005 -
Aug. 2008

PROFESSIONAL AFFILIATIONS

Register of Professional
Archaeologists

Society for Historical Archaeology

Society for California
Archaeology

California Council for the
Promotion of History

PROFESSIONAL RESPONSIBILITIES

Ms. Vallaire has over 13 years of experience in cultural resources management and historic preservation throughout California. Her principal professional abilities include, but are not limited to, identification, evaluation, and treatment of cultural resources; and preparation of technical documents as required for compliance with the California Environmental Quality Act, the National Environmental Policy Act, and Sections 106 of the National Historic Preservation Act. Her expertise includes archival research, field survey, archaeological excavation, collections management, HABS/HAER documentation, tribal consultation, built environment and archaeological resource evaluations, artifact reproduction, and oral history. Ms. Vallaire is a Registered Professional Archaeologist, is listed on the Directory of Professionals in Public History, and is qualified under the Secretary of Interior's *Professional Qualifications Standards* as a Historian, Architectural Historian, and Archeologist. Her professional affiliations include the Society for California Archaeology, Society for Historical Archaeology, California Council for the Promotion of History, and Preservation Sacramento.

SELECTED PROJECT EXPERIENCE

Sperry Avenue at Interstate 5 Interchange Project Stanislaus County, California

Responsible for managing and conducting the cultural resources studies, including an Archaeological Survey Report (ASR), Extended Phase I (XPI) investigation, and Finding of No Adverse Effect with Standard Conditions: Secretary of Interior Standards for the Treatment of Historic Properties (FNAE-SC: SOIS) document for a built environment resource that was assumed eligible as a contributor to the California Aqueduct.

Hinton Road Realignment/Hirschdale Road Bridges Removal Project, Hirschdale, Nevada County, California

Conducted archival research, consultation with interested parties, a field survey, and prepared an HRER to evaluate the Truckee River Bridge and the Hinton Overhead Bridge for their association with the Lincoln Highway.

Aldridge Road Bridge over Putah South Canal Replacement Project Vacaville, Solano County, California

Coordinated with Caltrans, Solano Irrigation District, and the U. S. Bureau of Reclamation to determine the effects the project would have to historic properties identified within the APE. She is currently preparing an ASR and FOE for this project to meet both Caltrans and U.S. Bureau of Reclamation standards.

Kilburn Road Bridge Replacement Project Stanislaus County, CA

Currently preparing a FNAE-SC: SOIS and Environmentally Sensitive Area (ESA) Action Plan document for this HBP-funded project. The bridge proposed for replacement is the Kilburn Road over Orestimba Creek Bridge, which is a historic property under Section 106.



EXPERTISE

Cultural Resources
Management

Prehistoric and Historical
Archaeology

Zooarchaeology

Historic Preservation

EDUCATION

California State University,
Chico. MA, Anthropology,
2009.

University of California, Davis.
BA, Anthropology, 2002.

Solano Community College,
Fairfield, CA. AA, Social
Science, and AA, Liberal Arts,
2000.

PROFESSIONAL CERTIFICATIONS

Register of Professional
Archaeologist 17075

RECENT EXPERIENCE

Cultural Resources Manager,
LSA Roseville, California.
March 2017-present.

Staff Archaeologist. Pacific
Legacy Inc. May 2014–March
2017.

Archaeological Technician,
Garcia & Associates, 2013-
2014

Senior Archaeologist, William
Self Associates, 2011-2013.

PROFESSIONAL RESPONSIBILITIES

Ms. Sanchez has over 14 years of experience in California cultural resources management. She specializes in analysis of faunal remains in both prehistoric and historic sites. Her master's thesis work is based on a faunal collection from a historic site. Ms. Sanchez has authored and contributed to Historic Property Survey Reports (HPSRs), Cultural Resources Studies (CRSs), Historic Resources Evaluation Reports (HRERs) and Archaeological Survey Reports (ASRs) to Section 106 and CEQA standards for agencies such as the United States Army Corps of Engineers (USACOE), the Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans). Ms. Sanchez is based in LSA's Roseville office, but provides support for the Point Richmond and San Luis Obispo (SLO) offices as needed.

Ms. Sanchez is qualified under the Secretary of Interior's *Professional Qualifications Standards* as an Archeologist and is Registered Professional Archaeologist 17075. Additionally, she meets the qualifications standards for a Project Director/Principal Investigator working under BLM Cultural Resource Use Permits based on 43 CFR 7 regulations.

HISTORICAL ARCHAEOLOGY PROJECT EXPERIENCE

Presidio of San Francisco

Ms. Sanchez provided photodocumentation that correlates to historic photos and aerials of the facility. She participated in data recovery and conducted identification for the historic faunal remains.

Zion National Park

Ms. Sanchez recorded over 200 historic culverts for the National Park Service and recorded a linear Civilian Conservation Corps feature.

Vallejo Operable Unit Remediation Project

Ms. Sanchez provided a historic map review and aerial photo analysis to identify built environment resources and assess the potential for buried historical culture resource deposits for a CEQA compliance project.

San Luis Transmission Line Project

Ms. Sanchez recorded a historic homestead and farming isolates with during survey.

Coolwater-Lugo Transmission Line Project

Ms. Sanchez provided historic resource eligibility evaluations for dozens of resources. Additionally, Ms. Sanchez reviewed and edited the description and historical background sections for four historic sites.

Lassen and Mendocino National Forests

As a GS-05 in Lassen and GS-07 archaeologist for Lassen and Mendocino National Forests, Ms. Sanchez recorded logging and homestead related historic structures, trash scatters, linear features and isolates for the Forest Service.



EXPERTISE

Archaeological Survey, Testing,
Data Recovery, and Monitoring

California History and Prehistory

Geographic Information System
(GIS)

Lab Analysis and Collections
Management

EDUCATION

ESRI Udemy Online, Certificate of
Completion in Going Places with
Spatial Analysis, 2015

California State University,
Sacramento B.A., Anthropology,
Biology Minor, 2013

RECENT EXPERIENCE

Cultural Resources Analyst, LSA,
Roseville, CA. August 2015-
Present

Field and Lab Cultural Resources
Specialist II, Pacific Legacy, Inc.,
El Dorado Hills, CA. June 2014-
August 2015

Cultural Resources Specialist,
Independent Sub-Contractor for
Thad Van Bueren, Westport, CA.
March 2015

PROFESSIONAL AFFILIATIONS

Society for California
Archaeology

Society of American Archaeology

PROFESSIONAL RESPONSIBILITIES

Ms. Falke has seven years of experience in cultural resources management (CRM) co-authoring Cultural Resource Studies (CRS) and California Department of Transportation (Caltrans) Archaeological Survey Reports (ASR) that comply with state (California Environmental Quality Act [CEQA]) and federal (National Environmental Policy Act [NEPA] / Section 106) standards. Ms. Falke meets the Secretary of Interior's Professional Qualifications Standards in History.

PROJECT EXPERIENCE

Little Dry Creek Bridges Replacement on Millerton Road Project Fresno County, California

The County of Fresno proposed four bridge replacements on Millerton Road. Ms. Falke co-authored the ASR as well as conducted XPI testing for a mixed-component site that would be impacted by the Project. She conducted background and archival research as well as spoke with residents regarding the local history.

Nevada Street over Deer Creek Bridge Replacement Project Nevada County, California

The Nevada County Department of Public Works proposed replacement of the Nevada Street Bridge. Ms. Falke conducted background research, field survey, and assisted with Native American coordination for preparation of the ASR, as well as conducted archival research at the local historical society and assisted with site photography for the Built Environment resources that were evaluated for the project.

Washington District Sustainable Community Development Project West Sacramento, Yolo County, California

The City of West Sacramento proposed roadway and utility improvements to improve the City's infrastructure. Ms. Falke used GIS to depict prehistoric and historic sensitivity based on the location of known cultural resources to guide cultural monitoring. Additionally, Ms. Falke assisted in field photography and survey to update the records for five historic cultural resources including a segment of the Southern Pacific/Central Pacific Railroad, the Northern Electric Railroad, and the Lincoln Highway.

4660 Sierra College Boulevard Project Placer County, California

Thomas Properties proposed to construct a new retail space near Sierra College Boulevard and Interstate 80 in Rocklin. Ms. Falke conducted background and archival research, a records search, and Native American consultation. She directed pedestrian survey of the area and recorded a 1958 homestead.

Highway 1 Seaside Creek Storm Damage Repair Project Mendocino County, California

The California Department of Transportation proposed realignment of State Route 1 in Mendocino County. Ms. Falke conducted Phase III data recovery and cataloged the CA-MEN-1818/H collection for the Project.

APPENDIX C

Historical Society Consultation

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BERKELEY
CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

August 28, 2017

Manteca Historical Society
600 W. Yosemite Ave.
Manteca, California 95337

Subject: Archaeological Survey Report for the State Route 99 at State Route 120 Interchange Improvements Project near Manteca, San Joaquin County, California (LSA Project No. MKT1507)

To Whom It May Concern:

The California Department of Transportation (Caltrans), in cooperation with the City of Manteca (City), proposes a project (Project) that will result in a new interchange, freeway auxiliary lanes and connecting roadways at the existing McKinley Avenue undercrossing on State Route 120 in Manteca in San Joaquin County. The Project site is situated in the southern portion of San Joaquin County, approximately 12 miles south of Stockton and 2.5 miles south of Lathrop, in the southwestern portion of Manteca, San Joaquin County, California in Sections 3 through 5, 8 through 11, and 13 through 16 of Township 2 South, Range 7 East on the *Manteca, Calif.* United States Geological Survey (USGS) topographic quadrangle (Attachment: Figures 1 and 2). LSA has been appointed by Caltrans and the City to conduct a study to determine if the project might affect cultural resources.

Please notify us if your organization has any information or concerns about historical sites in the project area. This is not a request for research; it is solely a request for public input for any concerns that your organization may have. If you have any questions, please contact me by phone at the number below or by email at rhea.sanchez@lsa.net at your earliest convenience.

Sincerely,

LSA Associates, Inc.

Rhea Sanchez, M.A.
Cultural Resources Manager

Attachments:

Figure 1: Regional Location Map

Figure 2: Preliminary Study Area/Location Map



BERKELEY
CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

August 28, 2017

San Joaquin Historical Society
PO Box 30
Lodi, California 95241-0030

Subject: Archaeological Survey Report for the State Route 99 at State Route 120 Interchange Improvements Project near Manteca, San Joaquin County, California (LSA Project No. MKT1507)

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Please notify us if your organization has any information or concerns about historical sites in the project area. This is not a request for research; it is solely a request for public input for any concerns that your organization may have. If you have any questions, please contact me by phone at the number below or by email at rhea.sanchez@lsa.net at your earliest convenience.

Sincerely,

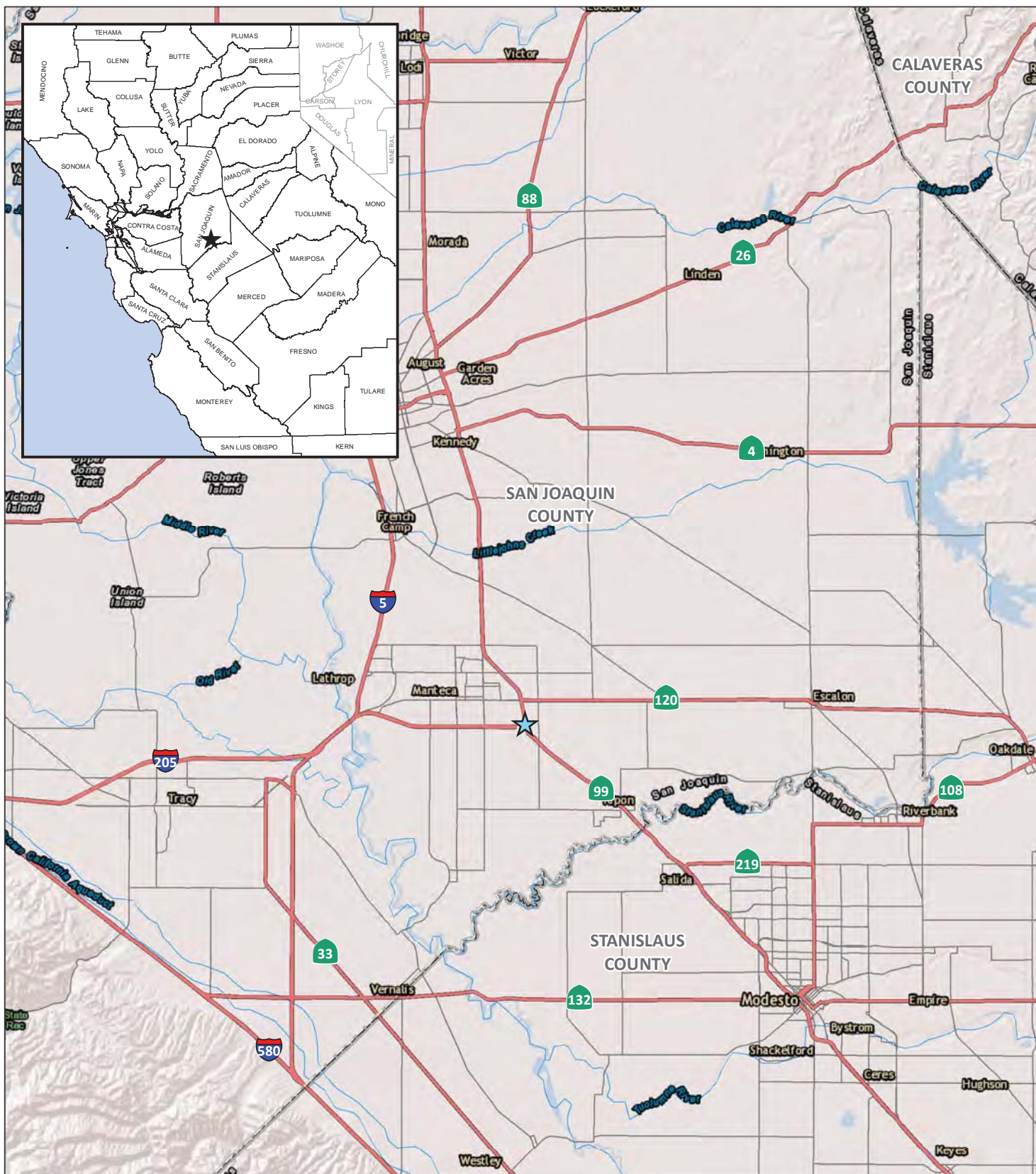
LSA Associates, Inc.

Rhea Sanchez, M.A.
Cultural Resources Manager

Attachment:

Figure 1: Regional Location Map

Figure 2: Preliminary Study Area/Location Map

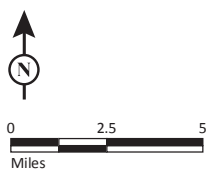


LSA

LEGEND

★ Project Location

FIGURE 1

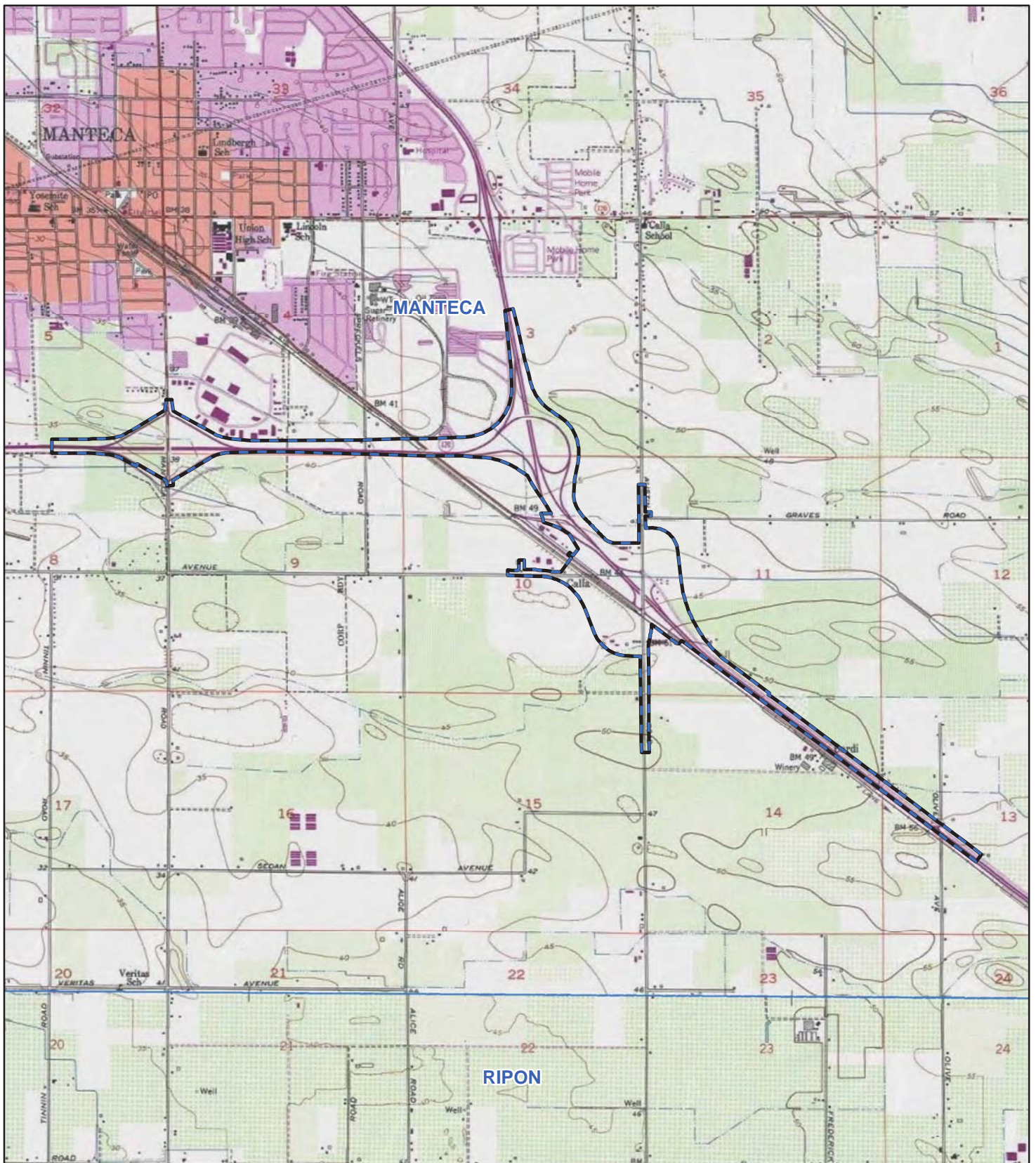


SOURCE: ESRI Imagery (4/2008)

I:\MKT1507\GIS\Reports\Cultural\Figure 1.mxd (8/17/2017)

State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 4.60/6.30
EA 10-1E740

Study Vicinity Map



LSA

LEGEND


 Preliminary Study Area

FIGURE 2

State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 4.60/6.30
EA 10-1E740

Study Location Map

SOURCE: USGS 7.5-minute topographic quadrangle Manteca, Calif (1952, ed. 1994)

I:\MKT1507\GIS\Reports\Cultural\Figure 2.mxd (8/18/2017)

From: Katie Vallaire
To: ["Timm Quinn"](#)
Subject: RE: James Van Till question
Date: Thursday, December 21, 2017 4:39:00 PM

Wonderful! Thank you so much for the quick reply!

From: Timm Quinn [mailto:TQuinn@stocktonchamber.org]
Sent: Thursday, December 21, 2017 4:29 PM
To: Katie Vallaire
Subject: RE: James Van Till question

Katie,

Here is the bio we have on file for James Van Till. Hope this helps!

Timm Quinn

Special Events Director/Leadership Stockton Director
Greater Stockton Chamber of Commerce
209-292-8423
tquinn@stocktonchamber.org

From: Katie Vallaire [mailto:Katie.Vallaire@lsa.net]
Sent: Thursday, December 21, 2017 4:19 PM
To: Timm Quinn <TQuinn@stocktonchamber.org>
Subject: James Van Till question

Hello,

I am a historian conducting research on a dairy near Ripon located on APN 228-050-18 (what used to be called 20081 Austin Road). My records indicate that James Van Till likely owned this dairy. Would you be willing to provide me the biography of James Van Till? I have an obituary from the Modesto Bee that states he was inducted into the San Joaquin County Agriculture Hall of Fame in 1994. I would be very grateful for any information on where he lived and why he was prominent. Thank you very much and I hope to hear from you soon,

Katie Vallaire, RPA 32791044 | Senior Cultural Resources Manager

LSA | 201 Creekside Ridge Court, Suite 250
Roseville, CA 95678

916-772-7450 Tel

[Website](#)

**I will be on holiday from December 23rd to January 1st.*

APPENDIX D

Department of Parks and Recreation 523 Series Form Records

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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 12 *Resource Name or #: Van Till Dairy

P1. Other Identifier: MR #1

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County San Joaquin

*b. USGS 7.5' Quad Manteca, Calif. Date 1952 (1994 ed.) T 2S; R 7E; SE ¼ of NE ¼ of Section 10; M.D.B.M.

c. Address 20081 Austin Road City Manteca Zip 95336

d. UTM:

e. Other Locational Data: Assessor's Parcel Number (APN) 228-050-18. From the intersection of Moffat Boulevard and Austin Road, head north on Austin Road approximately 0.27 miles (1,400 feet). The driveway to the Van Till Dairy is located to the east and faces the intersection of Austin Road with 99 Frontage Road.

*P3a. **Description:** The Van Till Dairy comprises a single-story, Ranch-style residence constructed in 1960 (**Building [B] 1**) situated on 47.86 acres of agricultural land in San Joaquin County, California. The residence is part of a small farm complex consisting of four additional buildings including a **barn (B2)**, two **sheds (B3 and B4)**, and a **garage (B5)**; and four structures including a **silo (Structure [S] 1)** and three agricultural **pole barns/animal shades (S2, S3, and S4)** (continued on page 3).

*P3b. **Resource Attributes:** HP2. Single Family Property, HP4. Ancillary Buildings, HP30. Trees/Vegetation, HP33. Farm/Ranch

*P4. Resources Present: ☒ Building ☒ Structure



P5b. Photo No. 1: **Residence (B1)**, east elevation. View to the west. Photo taken 12/01/2017 (see continuation for photo nos. 2-10).

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

☒ Historic, 1960 (San Joaquin County Assessor Records, historic maps/aerials)

*P7. **Owner and Address:**

Charlotte Van Till et al. Trust
17303 S Murphy Road, Ripon, CA
95366-9729

*P8. **Recorded by:** Katie Vallaire, LSA, 201
Creekside Ridge Ct. #250, Roseville, CA
95678

*P9. **Date Recorded:** 9/25/17

*P10. **Survey Type:**
Intensive

*P11. **Report Citation:**

Vallaire, Katie, 2018. Historical Resources Evaluation Report: State Route 99 at State Route 120 Interchange Improvements Project, San Joaquin County, California. LSA, Roseville, California.

*Attachments: ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # Van Till Dairy *NRHP Status Code 6Z

Page 2 of 12

B1. Historic Name: Van Till Dairy

B2. Common Name: Van Till Dairy; 20081 Austin Road

B3. Original Use: Single-Family Residence B4. Present Use: Single-Family Residence

*B5. Architectural Style: Ranch

*B6. Construction History: The residence (B1) was constructed in 1960 at the location of a non-extant house constructed before 1914. The barn (B2) was constructed before 1958, and the silo (S1) was constructed in 1965. An agricultural pole barn used as a cattle shade (S2) was constructed in 1971, an equipment storage shed (B3) was constructed in 1975, an additional pole barn (S3) was constructed by 1987, another pole barn (S4) was constructed in 1988, and two additional buildings (B4 and B5) were constructed by 1993.

*B7. Moved? ☒ No Original Location: N/A

*B8. Related Features: One barn (B2), two sheds (B3 and B4), one garage (B5), one silo (S1), three pole barns (S2, S3, and S4), trees, and vegetation

B9a. Architect: Unknown

b. Builder: James Clifford Van Till

*B10. Significance: Theme: Agriculture Area San Joaquin County, California

Period of Significance: N/A

Property Type Single-family Residence and Dairy

Applicable Criteria N/A

Research indicates that the Van Till Dairy is not historically significant under any of the National Register of Historic Places or California Register of Historical Resources eligibility criteria. Although it is associated with James Van Till, an agriculturalist associated with the overall growth of agricultural development on the outskirts of Ripon/Manteca area in the latter half of the 20th century, no evidence was found to support that he had specific, significant contributions that would elevate his status as an important figure in local, state, or national history (see continuation, page 3).

B11. Additional Resource Attributes: N/A

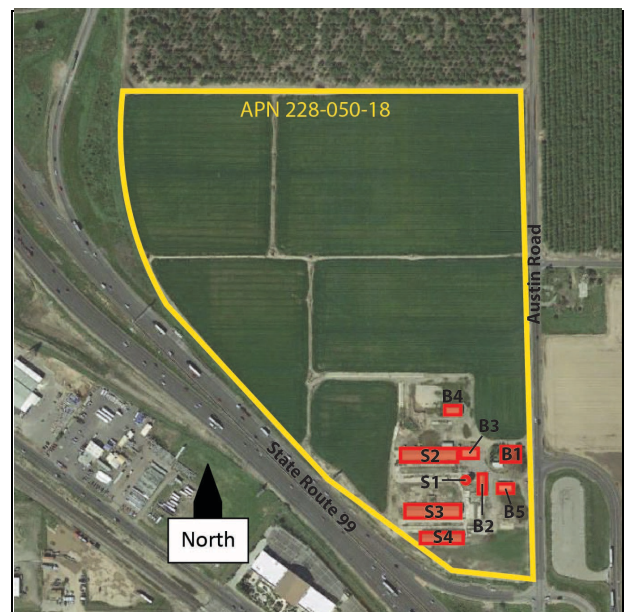
*B12. References: See continuation, page 6.

B13. Remarks: N/A

*B14. Evaluator: Katie Vallaire

*Date of Evaluation: 12/21/17

(This space reserved for official comments.)



CONTINUATION SHEET

Property Name: Van Till Dairy

Page 3 of 12

P3a. Description (continued from page 1):

B1 contains an irregular-shaped plan and a low-pitched hipped roof with boxed overhanging eaves covered in composite shingles. The east elevation (the building's front façade) contains an inset front porch with concrete stairway, two large aluminum-framed picture windows, and a boarded up window. The south elevation contains two aluminum-framed sliding windows and a back door with a small concrete stairway. The rear of the house, which is the west side of the house, contains a six-foot tall fence that surrounds a backyard containing two ancillary buildings, landscaping, and a back patio. The west elevation was not observed due to limited visibility. The north elevation contains three small aluminum sliding windows, and the entire house is clad in stucco (see photo nos. 1, 2, and 3).

The **barn (B2)** is rectangular in plan. It has a moderately-pitched metal roof with a ridge vent and overhanging eaves. The barn contains vertical flush board siding, has multiple stable windows on the east elevation, and a barn door and gable vent on the south elevation (see photo nos. 4, 7, 8, and 9).

B3 and **B5** both have low-pitched nearly flat roofs, metal panel siding, and automatic rolling garage doors (see photo nos. 3 and 9 for **B3**, and photo nos. 6, 8, and 9 for **B5**).

B4 is a shed situated on a raised concrete foundation. It is rectangular in plan, covered in metal panel siding, and has a shed roof that extends over the north elevation which is completely open (see photo no. 5).

The **silo (S1)** has a circular plan and is approximately 25 feet in diameter. It appears to be approximately 30 to 40 feet tall and constructed of steel framing, steel panels, and a steel paneled conical roof. The unloader is situated on the north side of the silo (see photo nos. 4, 7, 8, and 9).

S2 through **S4** are all cattle shade pole barns that have low-pitched gabled roofs covered in metal panels (see photo nos. 3 and 9 for **S2**; photo nos. 7, 8, and 9 for **S3**; and photo nos. 7, 9, and 10 for **S4**).

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

Historic Context

Agriculture is an important theme in the growth and development in and around Manteca. The buildings and structures on this parcel were constructed in different periods of San Joaquin County's agricultural history; therefore, they reflect different historical contexts. Agricultural production and rural settlement increased in San Joaquin County as new modes of transportation were introduced to the area. In the 1910s, the construction of the Tidewater Southern Railway's Manteca branch allowed farmers in and around Manteca to access outside markets more than ever before, and subsequently, the numbers of farms and dairies in the area increased. The passage of the Federal-Aid Highway Act of 1956 resulted in not only a boost in the economy, but also an increase in the accessibility of rural areas throughout the nation. Even the more rural areas, like the outskirts of Manteca, could be accessed easily via freeways

CONTINUATION SHEET

Property Name: Van Till Dairy

Page 4 of 12

***B10. Significance** (continued from page 3):

and witnessed an increase in development during this time. During the latter half of the 20th century, the area in and around Manteca witnessed a steady growth in population as accessibility to outside markets became more efficient with the realignment of State Route 99, constructed in the 1960s.

The area experienced another population increase within the last couple of decades due to rising prices in the San Francisco Bay Area and the construction of the State Route 120 bypass. This allowed Bay Area workers to live and raise families in this area. Although the area has become home to many new Bay Area families, it remains largely agricultural.

Property History

Paul Van Till, who immigrated from Holland in 1904, established a dairy in Ripon by 1930. He and his wife, Clara, had at least six children (Ancestry 2017). Their three sons, John, James, and Harold, continued the family business of dairy farming and agriculture in Ripon and Manteca and became well-known figures in the local agricultural community during the latter half of the 20th century. Research suggests that the Van Till family took ownership of this property sometime after 1919 (San Joaquin County 1919). The dairy was owned by James Clifford Van Till who also owned a 300-acre dairy and almond orchard in Ripon with his brothers. James served on the California Milk Advisory Board for 25 years acting as Charter Member, Secretary, Treasurer, Vice President, and President. He served as president of Cal-Dari Inc., was a corporate officer of RX Seeds and Van Till Seeds, was a partner on Jersey-land Sires, and was founder and part owner of Hilmar Cheese Co. with his wife Verna (Stumbos 1990; Modesto Bee 1996; Ancestry 2017).

Growing up in Ripon, Van Till and his brothers worked in the San Joaquin County dairy and seed industry as children of a dairy farmer; however, he gained individual recognition in the agricultural community starting in the 1960s until his passing in 1996. Along with the aforementioned accolades, he was a leader in the Jersey Genetic Recovery Program, a director of Jerseyland Sires, past-Chairman of the Farm Bureau Dairy Committee, a board member for the Dairy Foods Research Center, and helped develop the remote Ag Data Company (Greater Stockton Chamber of Commerce 2017).

James had the house (B1) constructed in 1960 (Van Till 2018). At that time, all that the property contained was the barn (B2) and a two-story house and water tower (no longer extant). He lived at this residence from 1960 until his death in 1996. He and his wife Verna had six children: Charlotte, Emily, Clifford, Mary, Martha, and Aletha (Legacy.com 2007). The Van Till Dairy was inherited by all of their children, and currently remains in the Van Till family trust (ParcelQuest 2017; Van Till 2018).

Evaluation

This resource does not appear eligible under any criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR).

CONTINUATION SHEET

Property Name: Van Till Dairy

Page 5 of 12

***B10. Significance** (continued from page 4):

Research indicates that the Van Till Dairy is associated with the overall growth of agricultural development on the outskirts of Ripon/Manteca area in the latter half of the 20th century. The residence was constructed in 1960 and has been used as a single-family residence throughout its existence. The dairy farm was one of many that sprang up during a time when the area was witnessing a population increase and a slight rise in agricultural development due to more efficient modes of transportation and greater accessibility to outside markets. Although agricultural development made a contribution to the broad patterns of the history of this area, this resource is one of many constructed during this time and no evidence was identified to elevate it in associative stature; it does not possess specific, important associations with this context to distinguish it from other buildings with similar construction history and use. Therefore, LSA concludes that the Van Till Dairy does not appear significant under Criterion A of the NRHP or Criterion 1 of the CRHR.

Research indicates that the dairy was associated with James Van Till. Although Van Till is an honoree in the San Joaquin County Agriculture Hall of Fame, no specific, significant contribution to agriculture was identified that would elevate Van Till as a significant historical figure in local, statewide, or national history. Therefore, this resource does not appear eligible under Criterion B of the NRHP or Criterion 2 of the CRHR.

The residence possesses the general architectural characteristics of the Ranch style; a popular and well-represented style in the area spanning the years 1935 to 1975. It is not an exceptional example of the style that would warrant listing in the NRHP or CRHR. The other buildings and structures are vernacular in style and have been maintained throughout the years as part of a working dairy farm. Research did not indicate that any of the buildings or structures on this property embody distinctive characteristics of a type, period, or method of construction; they do not represent the work of a master or possess high artistic values; and they do not represent a significant and distinguishable entity whose components may lack individual distinction. For these reasons, this resource does not appear eligible under Criterion C of the NRHP or Criterion 3 of the CRHR.

Criterion D of the NRHP and Criterion 4 of the CRHR are usually used to evaluate the potential for archaeological deposits to contain information important in understanding the past lifeways of the area's early historic-period and pre-contact inhabitants. Their application to architecture is less common in eligibility evaluations due to the prevalence of multiple media that thoroughly document the form, materials, and design of a given building type. Consequently, information about the style and construction techniques, as represented by the buildings or structures on this property, can be obtained from other widely available sources on this familiar architectural style. Additionally, further study of this resource will not result in new information about construction techniques. Therefore, this resource does not appear eligible under Criterion D of the NRHP or Criterion 4 of the CRHR.

CONTINUATION SHEET

Property Name: Van Till Dairy

Page 6 of 12

***B10. Significance** (continued from page 5):

This resource retains its location, design, workmanship, and materials from its date of construction and therefore retains a high degree of integrity. Furthermore, it retains its integrity of setting and feeling, as it remains in rural San Joaquin County along SR 99 thus expressing the aesthetic sense of the time period in which it was originally constructed and used. Although the property is associated with the general theme of agriculture in San Joaquin County, this association is of no significance or outstanding importance.

Conclusion. In conclusion, this resource lacks historic significance; therefore, it does not appear to be eligible for listing in the NRHP or CRHR under any criteria and does not appear to be a historical resource for the purposes of CEQA.

***B12. References** (Continued from page 2):

Ancestry.com

2017 Searchable historical records database available at www.Ancestry.com. Accessed November 2017.

Legacy.com

2007 "Verna Ruth Van Till: Obituary." Published in The Record on Aug. 8, 2007.
file:///P:/MKT1507/Tech%20Studies/Cultural/DPRs/MR%20%231%20228-05018%20Van%20Till%20Farm/research/Verna%20Van%20Till%20Obituary%20%20Stockton,%20CA%20_%20The%20Record.html Accessed December 2017.

Modesto Bee

1996 James Clifford Van Till." The Modesto Bee. Aug. 25, 1996.

Greater Stockton Chamber of Commerce

2017 "Honorees: James Val Till" San Joaquin County Agriculture Hall of Fame biography on James Van Till. Provided by Timm Quinn of the Greater Stockton Chamber of Commerce.

ParcelQuest

2017 California property records database, available online at <http://parcelquest.com/>. Accessed October-December 2017.

San Joaquin County

1919 Assessors' Plat Book. Electronic resource, <https://archive.org/details/countypatbook1919coun>, accessed April 2018. San Joaquin County Historical Society. Lodi, California.

2018 San Joaquin County property permit records. Searchable database on file at the San Joaquin County Community Development Department, Stockton, California. Accessed September 6, 2018.

Shideler, H.

1988 Manteca: City in Transition. *The San Joaquin Historian* Vol. 2, No. 1. San Joaquin County Historical Society.

CONTINUATION SHEET

Property Name: Van Till Dairy

Page 7 of 12

*B12. References (Continued from page 6):

South San Joaquin Irrigation District (SSJID)

2016 "History of South San Joaquin Irrigation District." Available at South San Joaquin Irrigation District Web Site, <http://www.ssjid.com/about-ssjid/history.htm>. Accessed December 2016.

Starr, Kevin

2002 *Embattled Dreams: California in War and Peace, 1940-1950*. Oxford University Press, New York.

Stumbos, John

1990 "Cliff and Debbie Van Till: A California family finds out what "organic" really means." In Yearbook of Agriculture, pages 28-30. United States Department of Agriculture, Washington D.C.

Van Till, Cliff

2018 Personal communication, September 5, 2018.

Photographs:



Photo No. 2: B1, residence, facing northwest. Photo taken 04/04/2018.

CONTINUATION SHEET

Property Name: Van Till Dairy

Page 8 of 12

Photographs (continued from page 7):



Photo No. 3: Overview of B1; B3, and S2 in background; facing southwest. Photo taken 12/01/2017.



Photo No. 4: S1 and B2, facing northwest. Photo taken 04/04/2018.

CONTINUATION SHEET

Property Name: Van Till Dairy

Page 9 of 12

Photographs (continued from page 8):



Photo No. 5: B4 in right frame, B1 in left frame, facing west. Photo taken 12/01/2017.



Photo No. 6: B5, facing southwest. Photo taken 12/01/2017.

CONTINUATION SHEET

Property Name: Van Till Dairy

Page 10 of 12

Photographs (continued from page 9):



**Photo No. 7: Overview of Van Till Dairy, S3 and S4 in left frame, S1 and B2 in right frame, facing west.
Photo taken 12/01/2017.**



**Photo No. 8: S3 in left frame; S1 and B2 in right frame background; B5 in right frame foreground;
facing northwest. Photo taken 12/01/2017.**

CONTINUATION SHEET

Property Name: Van Till Dairy

Page 11 of 12

Photographs (continued from page 10):



Photo No. 9: S2, S3, and S4 in left frame; S1, B2, and B3 in middle frame; and B5 in right frame. Facing east. Photo taken 04/04/2018.



Photo No. 10: S4, facing southwest. Photo taken 04/04/2018.

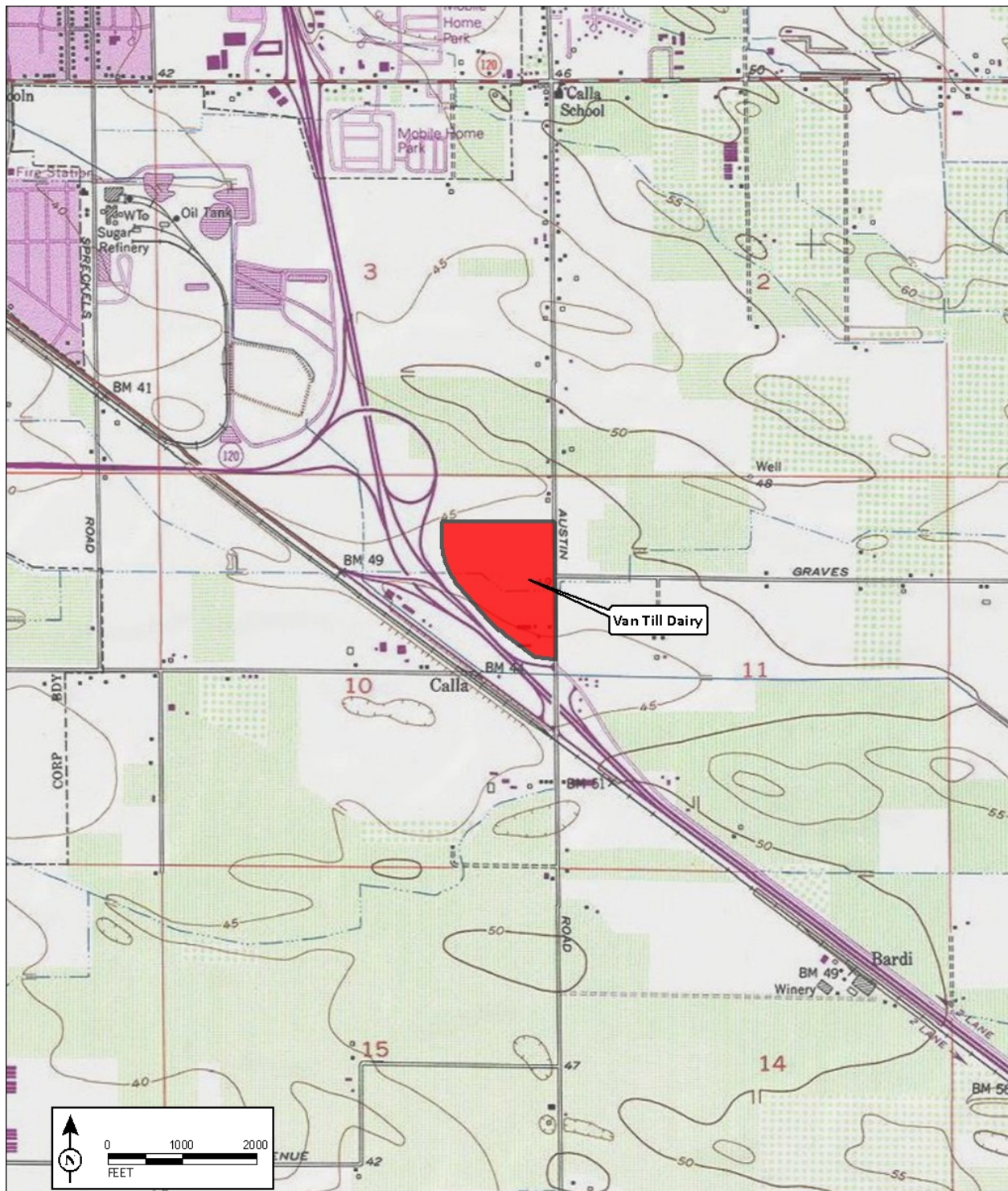
State of California Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary #
HRI#
Trinomial

*Map Name: Manteca, Calif.

*Scale: 1:24000

*Date of map: 1952 (rev. 1994)



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 12 *Resource Name or #: 20270 S. State Route 99 E. Frontage Road

P1. Other Identifier: MR #2

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County San Joaquin

*b. USGS 7.5' Quad Manteca, Calif. Date 1952 (1994 ed.) T 2S; R 7E; SW ¼ of NW ¼ of Section 11; M.D.B.M.

c. Address 20270 S. State Route 99 E. Frontage Road City Ripon Zip 95366

d. UTM:

e. Other Locational Data:

Assessor's Parcel Number 228-060-15. From the intersection of Austin Road and S. 99 Frontage Road, head east on S. 99 Frontage Road. Continue on this road, which will curve to the south, for approximately 0.17 miles (900 feet). The driveway for this resource will be to the east.

*P3a. **Description:** 20270 S. State Route 99 E. Frontage Road is a Minimal Traditional style residence with a newly-constructed two-story addition (**Building [B] 1**) situated on 1.26 acres of land in San Joaquin County, California. Other buildings and structures associated with the residence include a **shop (B2)**, an open-air **pole barn (Structure [S] 1)**, a shade **structure (S2)**, and a **carport (S3)**. **B1** has a T-shaped plan, is single-story, and contains characteristics of the Minimal Traditional architectural style (continued on page 3).

*P3b. **Resource Attributes:** HP2. Single family property; HP4. Ancillary Building

*P4. **Resources Present:** ☒ Building ☒ Structure



P5b. Photo No. 1: Main **residence (B1)** west elevation, facing east. Photo taken 12/01/2017 (see continuation for photo nos. 2-10)

*P6. **Date Constructed/Age and Source:** ☒ Historic, 1953 (San Joaquin County Assessor Records, historic maps/aerials)

*P7. **Owner and Address:**
Adar Abdiel Corrales
20270 E Hwy 99 Frontage Rd, Ripon, CA
95366

*P8. **Recorded by:** LSA, 201
Creekside Ridge Ct. #250, Roseville, CA
95678

*P9. **Date Recorded:** 12/01/17

*P10. **Survey Type:** Intensive

*P11. **Report Citation:**

Vallaire, Katie, 2018. Historical Resources Evaluation Report: State Route 99 at State Route 120 Interchange Improvements Project, San Joaquin County, California. LSA, Roseville, California.

*Attachments: ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # 20270 S. State Route 99 E. Frontage Road *NRHP Status Code 6Z
Page 2 of 12

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Single-Family Residence B4. Present Use: Single-Family Residence

*B5. Architectural Style: Minimal Traditional

*B6. Construction History: The residence (B1) was constructed in 1953. According to planning records, in 1976 bathrooms and a patio were added to the residence. In 2014, a two-story addition was constructed in the back of the house on its east elevation, a front window was removed, and another front window was replaced with a modern window. By 1968, the carport (S3) had been constructed. The shop (B2) appears to have been constructed in the 1930s but is currently undergoing alterations to its east elevation. The other structures on this parcel (S1 and S2) are modern and were constructed in the 1990s or 2000s.

*B7. Moved? ☒ No Original Location: N/A

*B8. Related Features: One shop (B2) and three modern structures (S1, S2, and S3)

B9a. Architect: Unknown

b. Builder: unknown

*B10. Significance: Theme: Agriculture/Settlement Area San Joaquin County, California
Period of Significance: N/A Property Type Single-Family Residence Applicable Criteria N/A

Research indicates that although the buildings on this parcel are associated with settlement and agricultural development in San Joaquin County, their contribution to this pattern of events was not important or exceptional (see continuation, page 3).

B11. Additional Resource Attributes: N/A

*B12. References: See continuation, page 6.

B13. Remarks: N/A

*B14. Evaluator: Katie Vallaire

*Date of Evaluation: 12/13/17

(This space reserved for official comments.)



CONTINUATION SHEET

Property Name: 20270 S. State Route 99 E. Frontage Road

Page 3 of 12

P3a. Description (continued from page 1):

B1 contains a low-pitched, cross-gabled roof that has slightly overhanging boxed eaves and is covered in composite shingles. The west (front) elevation contains an inset front porch with concrete stairs and plain, wood porch supports. The west elevation also contains a centered picture window and a modern single-hung window. The house is clad in stucco. The north elevation is mostly clad in stucco siding but also has horizontal flush board siding on the gable end. It contains a side door, a gable vent, and an aluminum-framed sliding window that is a replacement or was added sometime after construction of the house. The south elevation of **B1** contains three windows. One of these windows is boarded up, but the other two appear to be modern, double-hung vinyl windows. The two-story addition on the east elevation has a moderately pitched roof with overhanging eaves and exposed rafters, and is covered in composite shingles. It has horizontal flush board siding and modern windows. Due to limited access, the east (rear) elevation was not observed or photographed (see photo nos. 1, 2, 3, 4, and 10).

The **shop (B2)** is constructed of concrete blocks. The east and west ends are clad in modern textured stucco. The west elevation does not contain any windows, doors, vents, or decorative elements. **B2** has a rectangular plan. It has a moderately pitched, front-gabled roof with overhanging eaves and a ridge vent and is covered in corrugated metal panels. Both the north and south elevations have three nearly square double-hung windows. The east elevation has an unfinished addition that appears to be a covered entrance for the wooden sliding barn doors. One door is located on the south elevation and one is located on the east elevation (see photo nos. 5, 6, 7, 8, and 10).

S1 through **S3** are metal-framed shade structures that are currently used to shade mobile homes and cars. All have low-pitched, corrugated metal roofs. Also located across this parcel are metal frames for similar types of structures that are in various states of disrepair. Due to access limitations, photographs were not taken of all structures (see photo nos. 9 and 10).

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

Historic Context

Agriculture is an important theme in the growth and development in and around Manteca. The buildings on this parcel were constructed in different periods of San Joaquin County's agricultural history; therefore, they reflect different historical contexts. Agricultural production and rural settlement increased in San Joaquin County as new modes of transportation were introduced to the area. In the 1910s, the construction of the Tidewater Southern Railway's Manteca branch allowed farmers in and around Manteca to access outside markets more than ever before, and subsequently, the numbers of farms and dairies in the area increased. The passage of the Federal-Aid Highway Act of 1956 resulted in not only a boost in the economy, but also an increase in the accessibility of rural areas throughout the nation. Even the more rural areas, like the outskirts of Manteca, could be accessed easily via freeways and witnessed an increase in development during this time. During the latter half of the 20th century,

CONTINUATION SHEET

Property Name: 20270 S. State Route 99 E. Frontage Road

Page 4 of 12

***B10. Significance** (continued from page 3):

the area in and around Manteca witnessed a steady growth in population as accessibility to outside markets became more efficient with the realignment of State Route 99, constructed in the 1960s.

The area experienced another population increase within the last couple of decades due to rising prices in the San Francisco Bay Area and the construction of the State Route 120 bypass. This allowed Bay Area workers to live and raise families in this area. Although the area has become home to many new Bay Area families, it remains largely agricultural.

Property History

The Hals Brothers owned this property by 1911 (Shideler 1988; San Joaquin County 1900, 1911, 1919). Olaf and Sven Hals were Norwegian immigrants who settled in San Joaquin County by 1910 and moved with their mother to "Calla Road," presumably at this location, by at least 1920 (Ancestry.com 2017). The parcel was likely part of a dairy farm in the early half of the 20th century, as evidenced by the shop's (B2) construction. It appears to have originally been a milk house constructed circa 1930. Concrete-block milk houses and dairy farm buildings were popular in the first half of the 20th century because they would not warp or rot like wood, they were permanent, they kept things relatively cooler, and they were easier to clean and manage (Universal Portland Cement Company 1914).

Research did not indicate who lived at this property between 1920 and 2004. Adar Corrales purchased the property in 2004 and is the current owner. Corrales owns a licensed and bonded freight shipping and trucking business. The main residence (B1) and the shop (B2) have been altered in the last couple of decades with new roofing materials, windows, and exterior siding, and additional structures have been constructed to shade mobile homes and equipment.

Evaluation

This resource does not appear eligible under any criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR).

Research indicates that the buildings are associated with the overall growth of agricultural development on the outskirts of the Ripon/Manteca area in the 20th century. The residence was constructed in 1953 and has been used as a single-family residence throughout its existence. The farm was one of many that sprang up during a time when the area was witnessing a population increase and a slight rise in agricultural development due to more efficient modes of transportation and greater accessibility to outside markets. Although agricultural development and settlement contributed to the broad patterns of San Joaquin County's history, this resource is one of many constructed during this time and no evidence was identified to elevate it in associative stature. Furthermore, it does not possess specific, important associations with this context to distinguish it from other buildings with similar construction

CONTINUATION SHEET

Property Name: 20270 S. State Route 99 E. Frontage Road

Page 5 of 12

***B10. Significance** (continued from page 4):

history and use. Therefore, LSA concludes that this resource does not appear eligible under Criterion A of the NRHP or Criterion 1 of the CRHR.

Research indicates that the residence is not associated with any person significant in local, statewide, or national history. Therefore, LSA concludes that this building does not appear eligible under Criterion B of the NRHP or Criterion 2 of the CRHR.

The main residence possesses the general architectural characteristics of the Minimal Traditional style, a popular and well-represented style in the area spanning the years 1935 to 1953. A large addition to the house was constructed in 2014, after the period of significance for Minimal Traditional houses. The shop (B2) was constructed in a vernacular style and is currently undergoing alterations to its east elevation. The carport (S3) was also constructed in a vernacular, utilitarian style. Research did not indicate that any of the buildings or structures on this property embody distinctive characteristics of a type, period, or method of construction; they do not represent the work of a master or possess high artistic values; and they do not represent a significant and distinguishable entity whose components may lack individual distinction. Therefore, LSA concludes that this resource does not appear eligible under Criterion C of the NRHP or Criterion 3 of the CRHR.

Criterion D of the NRHP and Criterion 4 of the CRHR are usually used to evaluate the potential for archaeological deposits to contain information important in understanding the past lifeways of the area's early historic-period and pre-contact inhabitants. Their application to architecture is less common in eligibility evaluations due to the prevalence of multiple media that thoroughly document the form, materials, and design of a given building type. Consequently, information about the style and construction techniques, as represented by the buildings or structures on this property, can be obtained from other widely available sources on this familiar architectural style. Additionally, further study of this resource will not result in new information about construction techniques. Therefore, LSA concludes that this resource does not appear significant under Criterion D of the NRHP or Criterion 4 of the CRHR.

This resource retains its location, setting, and feeling; however, its design, workmanship, and materials have been compromised due to additions and alterations that have occurred since its date of construction. Therefore, it retains a low degree of integrity. Although the property is associated with the general theme of agriculture in San Joaquin County, this association is of no significance or outstanding importance.

Conclusion. In conclusion, this property lacks historic significance; therefore, it does not appear to be eligible for listing in the NRHP or CRHR under any criteria and does not appear to be a historical resource for the purposes of CEQA.

CONTINUATION SHEET

Property Name: 20270 S. State Route 99 E. Frontage Road

Page 6 of 12

***B12. References** (Continued from page 2):

Ancestry.com

2017 Searchable historical records database available at www.ancestry.com. Accessed December 2017.

California Department of Transportation (Caltrans)

2011 *Tract Housing in California, 1945-1973; A Context for National Register Evaluation*. California Department of Transportation, Sacramento.

San Joaquin County

1900 County Plat Book. County of San Joaquin, California. Available online through the Online Archive of California at http://www.oac.cdlib.org/findaid/ark:/13030/c8930v5x/entire_text/. Accessed November–December 2017.

1916 County Plat Book. County of San Joaquin, California. Available online through the Online Archive of California at http://www.oac.cdlib.org/findaid/ark:/13030/c8930v5x/entire_text/. Accessed November–December 2017.

1919 County Plat Book. County of San Joaquin, California. Available online through the Online Archive of California at http://www.oac.cdlib.org/findaid/ark:/13030/c8930v5x/entire_text/. Accessed November–December 2017.

Shideler, H.

1988 Manteca: City in Transition. *The San Joaquin Historian Vol. 2, No. 1*. San Joaquin County Historical Society.

Universal Portland Cement Company

1914 *Small Farm Buildings of Concrete: A Booklet of Practical Information for the Farmer and Rural Contractor, 2nd Edition*. Universal Portland Cement Co., Chicago.

CONTINUATION SHEET

Property Name: 20270 S. State Route 99 E. Frontage Road

Page 7 of 12

Photographs:



Photo No. 2: B1, south elevation, new addition in background, facing northeast. Taken 12/01/2017.



Photo No. 3: Close-up of B1's modern addition, north elevation, facing south. Taken 04/04/2018.

CONTINUATION SHEET

Property Name: 20270 S. State Route 99 E. Frontage Road

Page 8 of 12

Photographs (continued from page 7):



Photo No. 4: B1's north elevation and Structure 3, facing south. Taken 12/01/2017.



Photo No. 5: B2, south and west elevations, facing northeast. Taken 12/01/2017.

CONTINUATION SHEET

Property Name: 20270 S. State Route 99 E. Frontage Road

Page 9 of 12

Photographs (continued from page 8):



Photo No. 6: B2, north and west elevations, facing southeast. Taken 12/01/2017.



Photo No. 7: B2, east elevation, facing southwest. Taken 12/01/2017.

CONTINUATION SHEET

Property Name: 20270 S. State Route 99 E. Frontage Road

Page 10 of 12

Photographs (continued from page 9):



Photo No. 8: B2, north elevation, facing south. Taken 12/01/2017.



Photo No. 9: S1 in right frame, modern structure in left frame, facing south.

CONTINUATION SHEET

Property Name: 20270 S. State Route 99 E. Frontage Road

Page 11 of 12

Photographs (continued from page 10):



Photo No. 10: S3 and B1, north elevation in center frame, modern structures in left frame, B2 in right frame, facing south. Taken 12/01/2017.

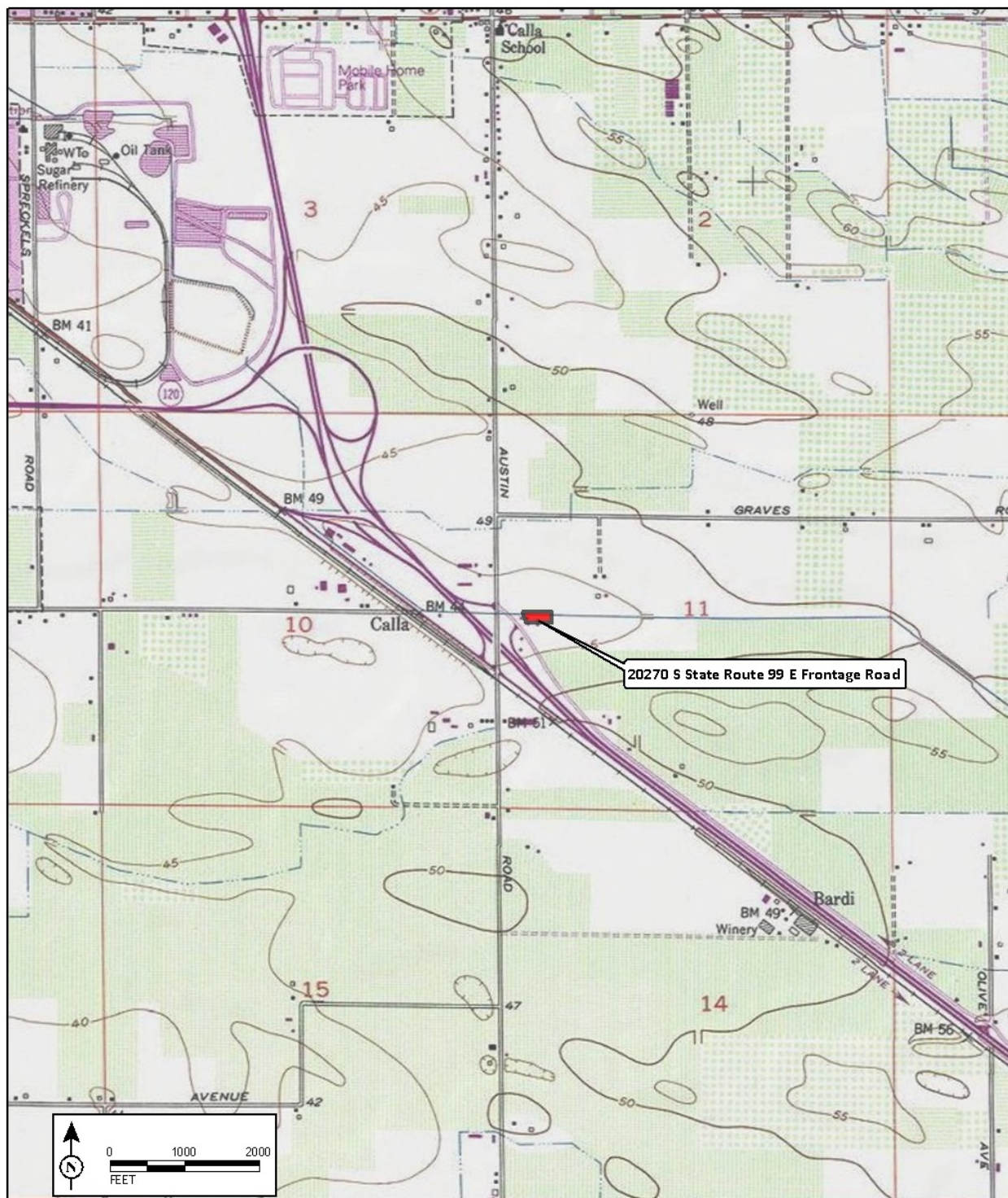
State of California X Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary #
HRI#
Trinomial

*Map Name: Manteca, Calif.

*Scale: 1:24000

*Date of map: 1952 (rev. 1994)



State of California X 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 12 *Resource Name or #: 2090 S. Austin Road

P1. Other Identifier: MR #3

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County San Joaquin

*b. USGS 7.5' Quad Manteca, Calif. Date 1952 (1994 ed.) T 2S; R 7E; SW ¼ of SW ¼ of Section 11; **M.D.B.M.**

c. Address 2090 S. Austin Road City Manteca Zip 95337-9711

d. UTM:

e. Other Locational Data: Assessor's Parcel Number 228-060-24. From the intersection of Moffatt Boulevard and Austin Road, head south on Austin Road approximately 0.13 miles (665 feet). The entrance to 2090 S. Austin Road will be to the east.

*P3a. **Description:** 2090 S. Austin Road is a single-story Vernacular-style residence situated on 4 acres of agricultural land in Manteca, California. The **residence (Building [B] 1)** contains an attached garage and was constructed in 1920. It was altered after 1920 to include Ranch-style elements. The residence is part of a small farm complex that also contains one **pole barn (Structure [S] 1)**, a **shed/shop (B2)**, a modern **shed (B3)**, and mature landscaping including magnolia, citrus, and cypress trees (continued on page 3).

*P3b. **Resource Attributes:** HP2 Single-family property, HP4. Ancillary building, HP30. Trees/vegetation, HP33. Farm/ranch

*P4. **Resources Present:** ☒ Building ☒ Structure



P5b. Photo No. 1: 2090 S. Austin Road, **B1** western (front) elevation. View to the east. Taken 12/01/2017 (see continuation for photo nos. 2-10).

*P6. **Date Constructed/Age and Source:** ☒ Historic, 1920 (San Joaquin County Assessor Records, historic maps)

*P7. **Owner and Address:**

Joseph W. and Lena B. Fassler
2090 S Austin Road, Manteca, CA 95337

*P8. **Recorded by:** Katie Vallaire, LSA,
201 Creekside Ridge Ct. #250, Roseville,
CA 95678

*P9. **Date Recorded:** 12/01/17

*P10. **Survey Type:**
Intensive

*P11. **Report Citation:**

Vallaire, Katie, 2018. Historical Resources Evaluation Report: State Route 99 at State Route 120 Interchange Improvements Project, San Joaquin County, California. LSA, Roseville, California.

*Attachments: ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # 2090 S. Austin Road *NRHP Status Code 6Z
Page 2 of 12

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Single-Family Residence B4. Present Use: Single-Family Residence; Poultry Ranch

*B5. Architectural Style: Vernacular

*B6. Construction History: Although assessment records indicate this residence (B1) was constructed in 1920, the siding, door and windows appear modern. The vertical channel siding on the west and south elevations appears to be vinyl panels less than 20 years old. Other buildings and structures on this farm complex that are associated with this residence include S1 (pole barn) and B2 (garage/shop) which were both constructed by 1968. According to planning department records, owner Joseph Fassler added "aviaries" in 1962 and a "chicken house" to the property in 1966. B3 (shed) was constructed between 1993 and 2005.

*B7. Moved? ☒ No Original Location: N/A

*B8. Related Features: One garage/shop (B2), one shed (B3), one pole barn (S1), mature landscaping

B9a. Architect: Unknown b. Builder: G. M. Thorp

*B10. Significance: Theme: Agriculture Area: Manteca
Period of Significance: N/A Property Type: Single Family Residence; Poultry Ranch Applicable Criteria: N/A

Research indicates that although the farm is associated with general agricultural development in Manteca, its contribution to this pattern of events was not important or exceptional (see continuation, page 3).

B11. Additional Resource Attributes: N/A

*B12. References: See continuation, page 6.

B13. Remarks: N/A

*B14. Evaluator: Katie Vallaire, LSA Roseville

*Date of Evaluation: 12/18/2017

(This space reserved for official comments.)



CONTINUATION SHEET

Property Name: 2090 S. Austin Road

Page 3 of 12

P3a. Description (continued from page 1):

The **residence (B1)** currently has an irregular-shaped plan and a moderately-pitched, cross-gabled roof with overhanging eaves and composite shingles. It is situated on a raised concrete foundation. A brick chimney extends from the southeast corner. Siding varies from horizontal lapped boards to vertical channel siding that appears to be vinyl or fiberglass panels. The windows consist of aluminum sliding windows which are likely not original to the 1920 house. The west (front) elevation contains a front door and three aluminum-framed windows. The west elevation is clad primarily in vertical channel siding (likely modern panels); however, the northern portion of the west elevation contains horizontal lap board siding. The north elevation contains a gable vent, at least one aluminum-framed window, and has horizontal lapped board siding on the lower portion and vertical channel siding (likely modern panels) on the upper portion. The south elevation contains vertical channel siding (likely modern panels) and at least two aluminum-framed windows. The east (rear) elevation was not observed due to restricted access (see photo nos. 1, 2, 3, and 4).

The **garage/shop (B2)** has a rectangular plan. The moderately-pitched, front-gabled roof is covered in modern composite shingles and has overhanging eaves with exposed rafters. The north (front) elevation contains an open barn/garage door. The south (rear) elevation contains a vent. The east and west elevations were not observed due to vegetation and restricted access. The building is covered in vertical board-and-batten siding. It is situated on a concrete foundation. Directly south of the building is a concrete-lined channel that appears to incorporate the building's concrete foundation. The channel's purpose is unknown; due to restricted access it was not inspected (see photo nos. 5, 6, 7, and 9).

B3 is a **shed** with rectangular plan that rests on a concrete pad foundation. The shed is covered in vertical flush board siding. The front-gabled, moderately-pitched roof is covered in corrugated metal. The roof extends to both the north (front) and south (rear) of the shed and is supported by rough-hewn wooden supports. The west elevation contains at least one casement window. The south elevation contains horizontal and vertical board siding. The east elevation was not observed due to restricted access. It currently is sheltering trailers and equipment (see photo nos. 7, 8, and 9).

S1 is an open-air **pole barn**. It is long and rectangular in plan, and has a low-pitched roof covered in corrugated metal with a ridge vent. The northern elevation is open but contains metal fencing and gates for animal confinement (see photo nos. 9 and 10).

*B10. Significance (continued from page 2):

Historic Context

Agriculture is an important theme in the growth and development in and around Manteca. The buildings on this parcel were constructed in different periods of San Joaquin County's agricultural history; therefore, they reflect different historical contexts. Agricultural production and rural settlement

CONTINUATION SHEET

Property Name: 2090 S. Austin Road

Page 4 of 12

***B10. Significance** (continued from page 3):

increased in San Joaquin County as new modes of transportation were introduced to the area. In the 1910s, the construction of the Tidewater Southern Railway's Manteca branch allowed farmers in and around Manteca to access outside markets more than ever before, and subsequently, the numbers of farms and dairies in the area increased. The passage of the Federal-Aid Highway Act of 1956 resulted in not only a boost in the economy, but also an increase in the accessibility of rural areas throughout the nation. Even the more rural areas, like the outskirts of Manteca, could be accessed easily via freeways and witnessed an increase in development during this time. During the latter half of the 20th century, the area in and around Manteca witnessed a steady growth in population as accessibility to outside markets became more efficient with the realignment of State Route 99, constructed in the 1960s.

The area experienced another population increase within the last couple of decades due to rising prices in the San Francisco Bay Area and the construction of the State Route 120 bypass. This allowed Bay Area workers to live and raise families in this area. Although the area has become home to many new Bay Area families, it remains largely agricultural.

Property History

The southwest ¼ of Section 11 was granted to Richard P. Hammond as a Scrip Act warrant and assigned to James Thorburn in 1864 (BLM 2017). Hammond was a First Lieutenant of the 3rd Regiment of Artillery and fought in the Mexican-American War. In 1900, G. Smith is depicted as owning this parcel, but by 1911, this parcel belonged to A.L. Cowell. George Thorp owned the parcel by 1916 until at least 1919 (San Joaquin County Plats 1900; 1916; 1919). Thorp was a dairy farmer and lived in this area with his wife, Mary (b. Cowell). He is listed as a farmer in voter records until at least 1924, the year his wife passed away (Ancestry 2017). It is unknown how long Thorp lived at this residence; however, Joseph and Lena Fassler, both dairy farmers, acquired the property by 1982 and are the current owners. Research did not indicate who lived at this property between 1924 and 1982. The property is now registered as a poultry farm (ParcelQuest 2017).

Evaluation

This resource does not appear eligible under any criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR).

Research indicates that 2090 S. Austin Road is associated with the overall growth of agricultural development on the outskirts of Manteca in the mid-20th century. The residence was constructed in 1920 and has been used as a single-family residence throughout its existence; however the poultry barns and the shed/shop were constructed sometime in the mid-20th century. The farm was one of many that reflected a population increase and a slight rise in agricultural development due to more efficient modes of transportation and greater accessibility to outside markets. Although agricultural development made a contribution to the broad patterns of the history of this area, this resource is one

CONTINUATION SHEET

Property Name: 2090 S. Austin Road

Page 5 of 12

***B10. Significance** (continued from page 4):

of many constructed during this time, and no evidence was identified to elevate it in associative stature. Furthermore, it does not possess specific, important associations with this context to distinguish it from other buildings with similar construction history and use. Therefore, 2090 S. Austin Road does not appear eligible under Criterion A of the NRHP or Criterion 1 of the CRHR.

Research indicates that the farm is associated with Joseph and Lena Fassler, who are both from families that have lived and worked in the dairy industry in the Manteca area for generations; however, no evidence was found that would elevate their status as important figures in local, statewide, or national history. Therefore, 2090 S. Austin Road does not appear eligible under Criterion B of the NRHP or Criterion 2 of the CRHR.

It is unknown if the original house as constructed in 1920 was built in a specific architectural style; however, it currently possesses a vernacular style with some Ranch style architectural elements such as multiple single-story bedrooms; low, horizontal massing; and a large picture window. The ancillary buildings are all vernacular and utilitarian in style. Research did not indicate that any of the buildings or structures on this property embody distinctive characteristics of a type, period, or method of construction; they do not represent the work of a master or possess high artistic values; and they do not represent a significant and distinguishable entity whose components may lack individual distinction. Since its construction, the residence has undergone alterations such as new siding, a new door, and modern windows. Therefore, this resource does not appear eligible under Criterion C of the NRHP or Criterion 3 of the CRHR.

Criterion D of the NRHP and Criterion 4 of the CRHR are usually used to evaluate the potential for archaeological deposits to contain information important in understanding the past lifeways of the area's early historic-period and pre-contact inhabitants. No archaeological refuse scatters or features associated with this farm were identified during the survey. This criterion's application to architecture is less common in eligibility evaluations due to the prevalence of multiple media that thoroughly document the form, materials, and design of a given building type. Consequently, information about the style and construction techniques, as represented by the buildings and structures at 2090 S. Austin Road, can be obtained from other widely available sources on this familiar architectural style. Additionally, further study of this resource will not result in new information about construction techniques. Therefore, this building does not appear significant under Criterion D of the NRHP or Criterion 4 of the CRHR.

This resource retains its location, setting, and feeling; however, its design, workmanship, and materials have been slightly compromised due to window and siding replacements that have occurred since its date of construction. Therefore, it retains a moderate degree of integrity. Although the property is

CONTINUATION SHEET

Property Name: 2090 S. Austin Road

Page 6 of 12

***B10. Significance** (continued from page 5):

associated with the general theme of agriculture in Manteca, this association is of no significance or outstanding importance.

Conclusion. In conclusion, this property lacks historic significance; therefore, it does not appear to be eligible for listing in the NRHP or CRHR under any criteria and does not appear to be a historical resource for the purposes of CEQA.

***B12. References** (Continued from page 2):

Ancestry.com

2017 Searchable historical records database available at www.Ancestry.com. Accessed November 2017.

Bureau of Land Management (BLM)

2017 General Land Office Records. Electronic database, <https://glorerecords.blm.gov/default.aspx>. Accessed November 2017.

Jackson, John Brinckerhoff

1984 *Discovering the Vernacular Landscape*. Yale University Press, New Haven, Connecticut.

San Joaquin County

1900 County Plat Book. County of San Joaquin, California. Available online at through the Online Archive of California at http://www.oac.cdlib.org/findaid/ark:/13030/c8930v5x/entire_text/. Accessed November-December 2017.

1916 County Plat Book. County of San Joaquin, California. Available online at through the Online Archive of California at http://www.oac.cdlib.org/findaid/ark:/13030/c8930v5x/entire_text/. Accessed November-December 2017.

1919 County Plat Book. County of San Joaquin, California. Available online at through the Online Archive of California at http://www.oac.cdlib.org/findaid/ark:/13030/c8930v5x/entire_text/. Accessed November-December 2017. Scheinin, Richard

ParcelQuest

2017 California property records database, available online at <http://parcelquest.com/>. Accessed October-December 2017.

CONTINUATION SHEET

Property Name: 2090 S. Austin Road

Page 7 of 12

Photographs:



Photo No. 2: South elevation of B1, facing north. Taken 04/04/2018.



Photo No. 3: North elevation of B1, facing southeast. Taken 04/04/2018.

CONTINUATION SHEET

Property Name: 2090 S. Austin Road

Page 8 of 12

Photographs (continued from page 7):



Photo No. 4: Close-up of west elevation modern siding and window of B1, facing east. Taken 04/04/2018.

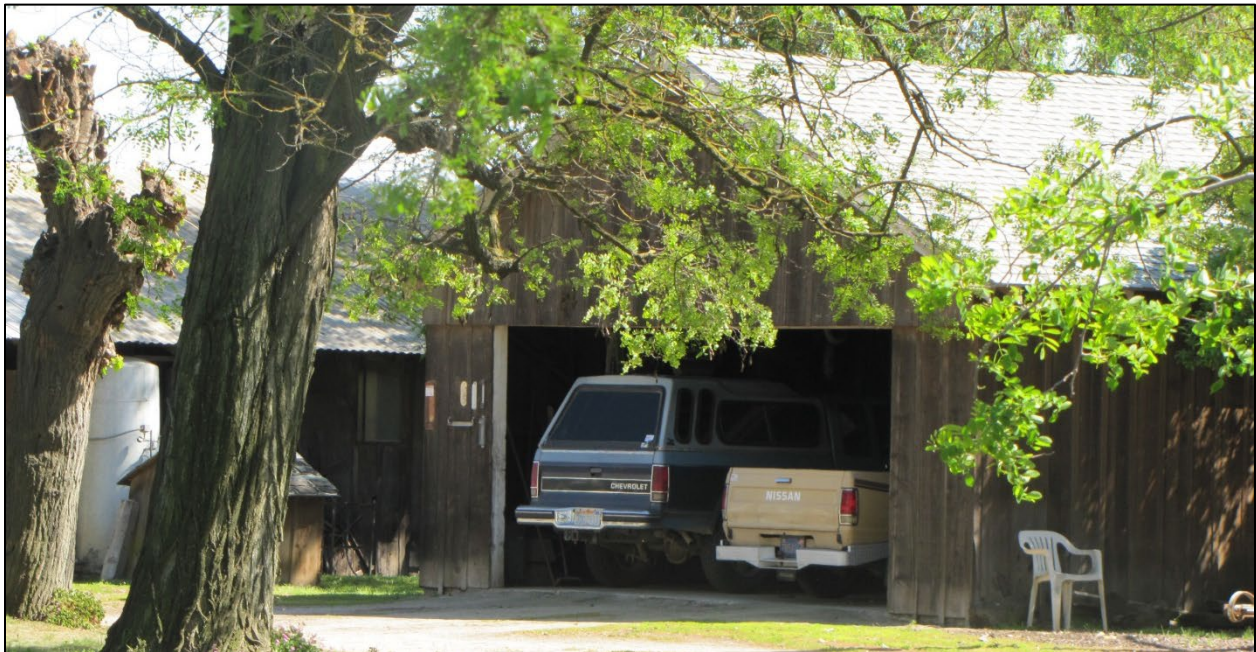


Photo No. 5: B2, garage/shop, north elevation, facing southeast. Taken 04/04/2018.

CONTINUATION SHEET

Property Name: 2090 S. Austin Road

Page 9 of 12

Photographs (continued from page 8):



Photo No. 6: South elevation of B2, concrete channel attached to foundation, facing north. Taken 04/04/2018.



Photo No. 7: Northwest corners of B2 (foreground) and B3 (background), facing east. Taken 12/01/2017.

CONTINUATION SHEET

Property Name: 2090 S. Austin Road

Page 10 of 12

Photographs (continued from page 9):



Photo No. 8: B3 south elevation, facing northeast. Taken 04/04/2018.



Photo No. 9: B2, B3, and S1 overview, facing northeast. Taken 04/04/2018.

CONTINUATION SHEET

Property Name: 2090 S. Austin Road

Page 11 of 12

Photographs (continued from page 10):



Photo No. 10: S1 overview, facing northeast. Taken 04/04/2018.

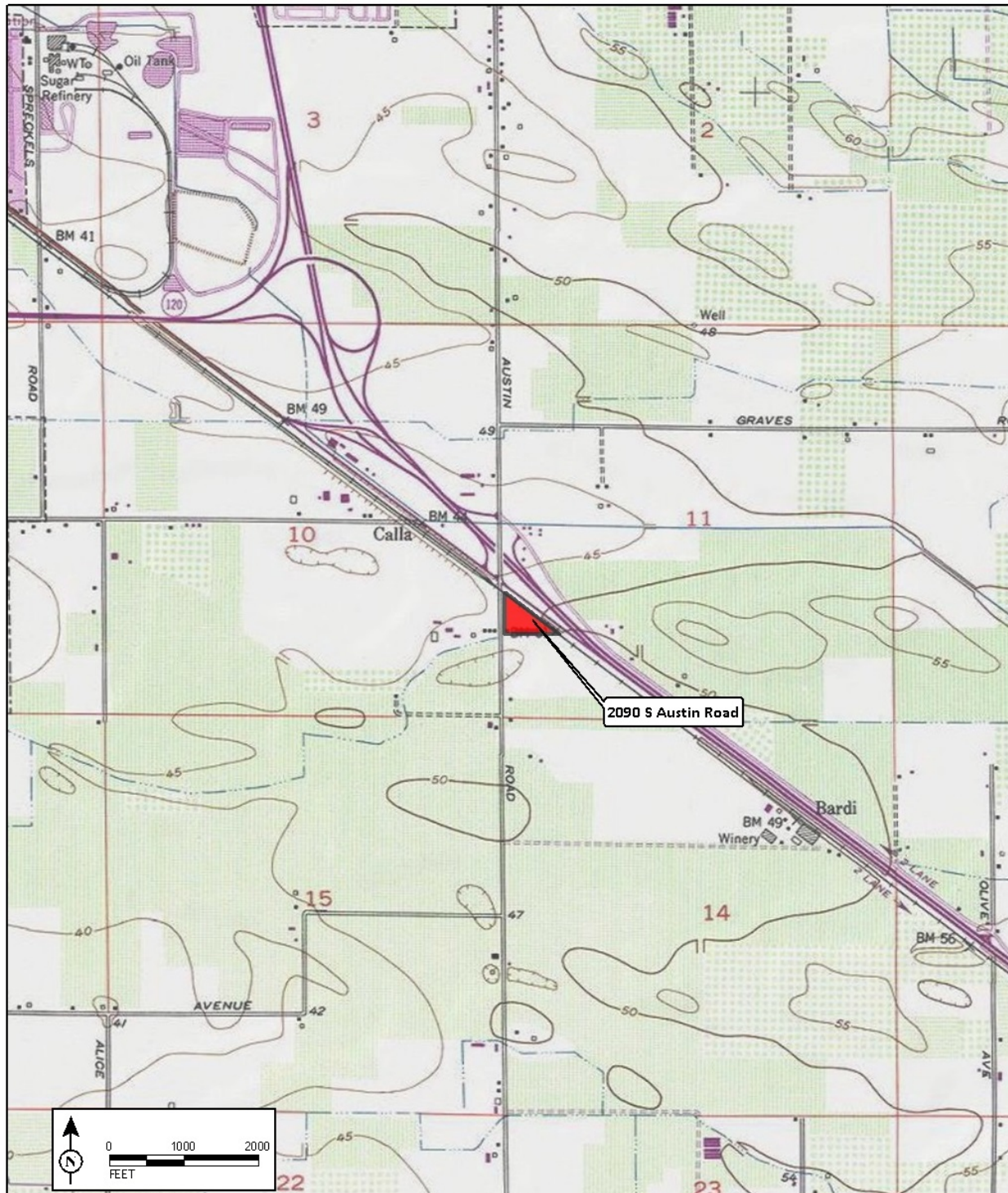
State of California Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary #
HRI#
Trinomial

*Map Name: Manteca, Calif.

*Scale: 1:24000

*Date of map: 1952 (rev. 1994)



State of California X 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 14 *Resource Name or #: Betschart Dairy

P1. Other Identifier: MR #4; 2075 S. Austin Road

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County San Joaquin

*b. USGS 7.5' Quad Manteca, Calif. Date 1952 (1994 ed.) T 2S; R 7E; SE ¼ of SE ¼ of Section 10; **M.D.B.M.**

c. Address 2075 S. Austin Road City Manteca Zip 95337-9703

d. UTM:

e. Other Locational Data:

Assessor's Parcel Number 224-050-17. From the intersection of Moffat Boulevard and Austin Road, head south on Austin Road approximately 0.11 miles (560 feet). The entrance to the Betschart Dairy will be to the west. Drive west on this road for approximately 215 feet. The driveway to the residence will be to the south.

*P3a. **Description:** The Betschart Dairy consists of a Ranch-style residence constructed in 1940 situated on 31.22 acres of agricultural land in Manteca, California. The **residence (Building [B]1)** is associated with other buildings and structures on the farm complex including a **garage (B2) washroom (B3)**, old **barn (B4)**, **monitor barn (B5)**, **milking barn (B6)**, animal **shade structure (Structure [S]1)**, and various modern dairy outbuildings (continued on page 3).

*P3b. **Resource Attributes:** HP2. Single-family property, HP4. Ancillary building, HP33. Farm/ranch

*P4. Resources Present: ☒ Building ☒ Structure



P5b. Photo No 1: The **residence (B1)** at the Betschart Dairy, north elevation. View to the south. Taken 11/21/2017 (see continuation for photo nos. 2-15).

*P6. **Date Constructed/Age and Source:** ☒ Historic, 1940 (San Joaquin County Assessor Records, historic maps)

*P7. **Owner and Address:**
William A. and Ann B. Betschart et al.
Trust
415 Palm Ave, Ripon, CA 95366-2340

*P8. **Recorded by:** LSA, 201 Creekside Ridge Ct. #250, Roseville, CA 95678

*P9. **Date Recorded:** 12/01/2017

*P10. **Survey Type:**
Intensive

*P11. **Report Citation:**

Vallaire, Katie. *Historical Resources Evaluation Report: State Route 99 at State Route 120 Interchange Improvements Project, San Joaquin County, California.* LSA, Roseville, California.

*Attachments: ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

State of California X The Resources Agency
DEPARTMENT OF PARKS AND RECREATION HRI# Primary #
BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # Betschart Dairy *NRHP Status Code 6Z
Page 2 of 14

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Single-Family Residence; Dairy Farm Complex B4. Present Use: Single-Family Residence; Dairy Farm Complex

*B5. Architectural Style: Ranch

*B6. Construction History: The main residence (B1) and garage (B2) were constructed in 1940. The west elevation of B1 contains a full-façade addition constructed before 1968 that contains a corrugated metal roof, clapboard siding, and three sliding aluminum windows. The windows on B1 are likely replacements, and the roof shingles appear to be modern. By 1952, other buildings were constructed on this farm complex including the washroom (B3), an old barn (B4), and a monitor barn (B5). A milking barn (B6) and a shade structure (S1) were constructed by 1968. Seven additional ancillary structures were constructed on the parcel within the last 50 years, and three ancillary structures that appear to be associated with this complex were constructed on the adjacent parcel directly north. In 2015, the Board of Directors of the SSJID approved a structure permit for Lateral X on APN 224-050-17.

*B7. Moved? ☒ No Original Location: N/A

*B8. Related Features: garage (B2), washroom (B3), old barn (B4), monitor barn (B5), milking barn (B6), shade structure (S1), landscaping, corrals, concrete structure pads, various modern ancillary structures

B9a. Architect: Unknown

b. Builder: Walter and Alice Betschart

*B10. Significance: Theme: Agriculture Area Manteca, San Joaquin County, California
Period of Significance: N/A Property Type Single-Family Residence; Farm Complex Applicable Criteria N/A

Research indicates that the Betschart Dairy located at 2075 S. Austin Road is associated with general agricultural development and settlement of Manteca in the mid-twentieth century; however, their contribution to this pattern of events was not important or exceptional (see continuation page 4 for additional details).

B11. Additional Resource Attributes: N/A

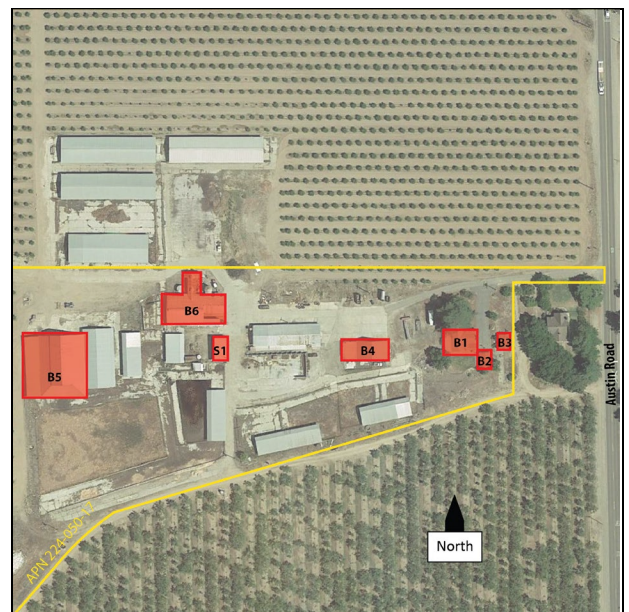
*B12. References: See continuation, page 6.

B13. Remarks: N/A

*B14. Evaluator: Katie Vallaire

*Date of Evaluation: 10/17/2017

(This space reserved for official comments.)



CONTINUATION SHEET

Property Name: Betschart Dairy

Page 3 of 14

P3a. Description (continued from page 1):

The **residence (B1)** is a single-story building with a T-shaped plan and a moderately pitched, cross-gabled roof. The roof has wide overhanging eaves and is covered in modern composite shingles. The north (front) elevation contains a brick skirt, an inset porch, board and batten siding, three aluminum framed sliding windows, and one large picture window. The porch is shaded by a slightly pitched roof extension that is supported by two plain wood porch supports. The west elevation is an addition to the house and spans the full façade. It contains a corrugated metal shed roof with exposed rafters that extends from the original roof, clapboard siding, and sliding aluminum windows. The east elevation contains a wide brick chimney. The south (rear) elevation contains an inset porch with sliding glass doors, a modern front door, and three sliding aluminum windows. This elevation also contains a brick skirt but is covered in clapboard siding. The gable end contains board and batten siding and an air vent (see photo nos. 1, 2, and 3).

The **garage (B2)** has a rectangular plan and a moderately-pitched front-gabled roof with slightly overhanging eaves, exposed rafters, and modern composite shingles. The garage is covered in horizontal flush wood board siding. It contains a centered, boarded up door on each elevation except the east which contains a casement window (see photo nos. 4 and 5).

The **washroom (B3)** has a rectangular plan and a moderately-pitched front-gabled roof with slightly overhanging eaves, exposed rafters, and modern composite shingles. It is also covered in horizontal flush wood board siding. The south elevation contains a door and small extension that has a shed roof extending from the gable end. The door opens to a long concrete poured pad that holds two laundry line supports on either end. Multiple lines are strung between the two supports (see photo no. 6).

The **barn (B4)** is a large, three-story tall dilapidated building. It has a nearly square foundation, a front-gabled moderately-pitched roof covered in corrugated metal, and horizontal flush board siding. Portions of the barn are missing the siding. The west elevation contains an open-air wing that extends to cover equipment (see photo nos. 7, 8, and 9).

The **monitor barn (B5)** is an open-air structure that has a large roof containing a raised center aisle likely used as a hay loft. The roof is covered in corrugated metal (see photo nos. 10 and 15).

The **milking barn (B6)** is U-shaped. The body of the building is a barn containing a low-pitched roof with a ridge vent. The roof and the walls are clad in corrugated metal. The south elevation is constructed of concrete blocks and has three square windows. The east elevation of the building contains two extensions: one is a concrete block, single-story extension that has a low-pitched, front-gabled roof with overhanging eaves, exposed rafters, and is covered in corrugated metal. The other extension is a modern wood shed addition that is currently used as an office. The shed extension has modern vinyl windows and vents (see photo nos. 11, 12, 13, and 14).

CONTINUATION SHEET

Property Name: Betschart Dairy

Page 4 of 14

P3a. Description (continued from page 3):

The **shade structure (S1)** is an open-air structure constructed with poles. It has a rectangular plan and a flat roof covered in corrugated metal. It is covering an old car and two farm vehicles (see photo no. 15).

Additional animal shades, feeding areas, calving areas, and pens are scattered throughout the property but were constructed after 1968.

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

Historic Context

Agriculture is an important theme in the growth and development in and around Manteca. The buildings on this parcel were constructed in different periods of the area's agricultural history; therefore, they reflect different historical contexts. Agricultural production and rural settlement increased in and around Manteca as new modes of transportation were introduced to the area. In the 1910s, the construction of the Tidewater Southern Railway's Manteca branch allowed farmers in and around Manteca to access outside markets more than ever before, and subsequently, the numbers of farms and dairies in the area increased. The passage of the Federal-Aid Highway Act of 1956 resulted in not only a boost in the economy, but also an increase in the accessibility of rural areas throughout the nation. Even the more rural areas, like the outskirts of Manteca, could be accessed easily via freeways and witnessed an increase in development during this time. During the latter half of the 20th century, the area in and around Manteca witnessed a steady growth in population as accessibility to outside markets became more efficient with the realignment of State Route 99, constructed in the 1960s.

The area experienced a population increase within the last couple of decades due to the rising prices in the Bay Area and the construction of the State Route 120 bypass which allow Bay Area workers to live and raise families in this area. Although the area has become home to many new Bay Area families, it still remains largely agricultural.

Property History

Antone Betschart and Joseph Fassler were partners in dairy ranching and lived on the same property in Sacramento in 1920. Betschart and his wife, Pauline, were both born in Switzerland but had immigrated to California in the 1900s. Fassler was also born in Switzerland and immigrated to California in 1914. His wife, Louise, was also born in Switzerland and immigrated in 1921. By 1930, the Betscharts and their children Walter, William, and Pauline Jr. (Lena), moved to Austin Road; while the Fasslers and their children, Heda and Joseph Jr., moved to Santa Clara. In 1949, four years after Joseph passed away, his son Joseph Jr. married Lena Betschart in San Joaquin County. The couple eventually moved to 20666 S. Austin Road across the street from the Betschart house and dairy. Antone's sons Walter and William also both lived on Austin Road by the mid-1930s and worked in the dairy industry – likely on their parents' dairy complex. William met his wife, Marie, in Manteca at this time and they moved to the Bay

CONTINUATION SHEET

Property Name: Betschart Dairy

Page 5 of 14

***B10. Significance** (continued from page 4):

Area by the mid-1950s. Walter and his wife, Alice, had a daughter Antoinette in 1939, a son William (Bill) Anthony Betschart in 1946, and a son John in 1948. Bill continued to run the dairy farm with his wife, Ann, until their passing. It is currently in trust (Ancestry 2017; ParcelQuest 2017; Berge Pappas Smith 2017).

Evaluation

This resource does not appear eligible under any criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR).

Research indicates that the Betschart Dairy is associated with the overall growth of agricultural development on the outskirts of Ripon/Manteca area in the mid-20th century. The residence was constructed in 1940 and has been used as a single-family residence throughout its existence. The barns were constructed in the mid-20th century and reflect the growth and success of the Betschart dairy during this time. The dairy was one of many that reflected a population increase and a slight rise in agricultural development due to more efficient modes of transportation and greater accessibility to outside markets. Although agricultural development made a contribution to the broad patterns of the history of this area, this resource is one of many constructed during this time, and no evidence was identified to elevate it in associative stature. Furthermore, it does not possess specific, important associations with this context to distinguish it from other buildings with similar construction history and use. Therefore, the Betschart Dairy does not appear eligible under Criterion A of the NRHP or Criterion 1 of the CRHR.

Research indicates that the farm is associated with Walter Betschart and his son, Bill. The Betschart family has lived and worked in the dairy industry in the Manteca area for generations; however, no evidence was found that would elevate their status as important figures in local, statewide, or national history. Therefore, the Betschart Dairy does not appear eligible under Criterion B of the NRHP or Criterion 2 of the CRHR.

The residence possesses the general architectural characteristics of the Ranch style; a popular and well-represented style in the area spanning the years 1935 to 1975. It is not an exceptional example of the style that would warrant listing in the NRHP or CRHR. The other buildings and structures are vernacular and utilitarian in style and have been maintained throughout the years as part of a working dairy. Research did not indicate that any of the other buildings or structures on this property embody distinctive characteristics of a type, period, or method of construction; they do not represent the work of a master or possess high artistic values; and they do not represent a significant and distinguishable entity whose components may lack individual distinction. Therefore, this resource does not appear eligible under Criterion C of the NRHP or Criterion 3 of the CRHR.

CONTINUATION SHEET

Property Name: Betschart Dairy

Page 6 of 14

***B10. Significance** (continued from page 5):

Criterion D of the NRHP and Criterion 4 of the CRHR are usually used to evaluate the potential for archaeological deposits to contain information important in understanding the past lifeways of the area's early historic-period and pre-contact inhabitants. No archaeological refuse scatters or features associated with this farm were identified during the survey. This criterion's application to architecture is less common in eligibility evaluations due to the prevalence of multiple media that thoroughly document the form, materials, and design of a given building type. Consequently, information about the style and construction techniques, as represented by the buildings and structures at this dairy, can be obtained from other widely available sources on this familiar architectural style. Additionally, further study of this resource will not result in new information about construction techniques. Therefore, this resource does not appear significant under Criterion D of the NRHP or Criterion 4 of the CRHR.

This resource retains integrity of location, setting, feeling, design, workmanship, and materials since its date of construction. Furthermore, it retains its integrity of setting and feeling, as it remains in rural Manteca thus expressing the aesthetic sense of the time period in which it was originally constructed and used. Although the property is associated with the general theme of agriculture in Manteca, this association is of no significance or outstanding importance.

Conclusion. In conclusion, this property lacks historic significance; therefore, it does not appear to be eligible for listing in the NRHP or CRHR under any criteria and does not appear to be a historical resource for the purposes of CEQA.

***B12. References** (Continued from page 2):

Ancestry

2017 Searchable historical records database available at www.Ancestry.com. Accessed November 2017.

Berge Pappas Smith

2017 "William Betschart Obituary." Chapel of the Angels, Fremont, California. Available online at <http://www.bergepappassmith.com/obituary/William-Antone-Betschart/Fremont-California/1766879> Accessed December 2017.

Caltrans

2011 *Tract Housing in California, 1945-1973; A Context for National Register Evaluation*. California Department of Transportation, Sacramento.

ParcelQuest

2017 California property records database, available online at <http://parcelquest.com/>. Accessed October-December 2017.

CONTINUATION SHEET

Property Name: Betschart Dairy

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Photographs:



Photo No. 2: Residence (B1), south elevation, facing northeast. Taken 11/21/2017.



Photo No. 3: Residence (B1) west elevation, facing east. Taken 11/21/2017.

CONTINUATION SHEET

Property Name: Betschart Dairy

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Photographs (continued from page 7):



Photo No. 4: Detached garage (B2), west elevation, facing northeast. Taken 11/21/2017.



Photo No. 5: Southeast corner of garage (B2), facing northwest. Taken 11/21/2017.

CONTINUATION SHEET

Property Name: Betschart Dairy

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Photographs (continued from page 8):



Photo No. 6: Washroom (B3), facing north. Garage in left frame. Taken 11/21/2017.



Photo No. 7: Barn (B4), north elevation, facing southeast. Taken 11/21/2017.

CONTINUATION SHEET

Property Name: Betschart Dairy

Page 10 of 14

Photographs (continued from page 9):



Photo No. 8: Barn (B4), southeast corner, facing northwest. Taken 11/21/2017.



Photo No. 9: Barn (B4), southwest corner, facing northeast. Taken 11/21/2017.

CONTINUATION SHEET

Property Name: Betschart Dairy

Page 11 of 14

Photographs (continued from page 10):



Photo No. 10: Monitor barn (B5), facing southwest. Taken 11/21/2017.



Photo No. 11: Milk barn (B6), southeast corner, facing northwest. Taken 11/21/2017.

CONTINUATION SHEET

Property Name: Betschart Dairy

Page 12 of 14

Photographs (continued from page 11):



Photo No. 12: Milk barn (B6), north elevation extension, facing south. Taken 11/21/2017.



Photo No. 13: Milk barn (B6) extensions and tank, facing east. Taken 11/21/2017.

CONTINUATION SHEET

Property Name: Betschart Dairy

Page 13 of 14

Photographs (continued from page 12):



Photo No. 14: Milk barn (B6), southeast corner office addition, facing northwest. Taken 11/21/2017.



Photo No. 15: Shade structure (S1), facing west with B5 in background. Taken 11/21/2017.

Primary #
HRI#
Trinomial

***Date of map:** 1952 (rev. 1994)



State of California X 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 12 *Resource Name or #: 2252 S. Austin Road

P1. Other Identifier: MR #5

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County San Joaquin

*b. USGS 7.5' Quad Manteca, Calif. Date 1952 (1994 ed.) T 2S; R 7E; SW ¼ of SW ¼ of Section 11; **M.D.B.M.**

c. Address 2252 S. Austin Road City Manteca Zip 95337-9720

d. UTM:

e. Other Locational Data:

Assessor's Parcel Number 228-060-27. From the intersection of Moffat Boulevard and S. Austin Road, head south on S. Austin Road approximately 0.30 miles (1,565 feet). The paved driveway will be to the east.

*P3a. **Description:** 2252 S. Austin Road is a Ranch-style **residence (Building [B] 1)** constructed in 1941 situated on an 11.38-acre parcel in San Joaquin County, California. Other buildings and structures associated with this residence include a **garage** constructed by 1968 but altered substantially by 1993 (**B2**), a **barn** constructed by 1968 (**B3**), a **milkhouse** constructed circa 1930 (**B4**), a **shed** constructed after 1968 (**B5**), and a **water tank and tower (Structure [S] 1)** constructed by 1968. The parcel also contains an almond orchard. The **residence (B1)** contains an irregular plan and a multi-gabled roof with slightly overhanging boxed eaves and composite shingles (continued on page 3).

*P3b. **Resource Attributes:** HP2. Single-family property; HP4 Ancillary building; HP33. Farm/ranch

*P4. Resources Present: ☒ Building ☒ Structure



P5b. Photo No. 1: 2252 S. Austin Road residence (B1) west elevation. View to the southeast. Taken 12/01/2017 (see continuation for photo nos. 2-10).

*P6. **Date Constructed/Age and Source:** ☒ Historic, 1941 (San Joaquin County Assessor Records, historic maps/aerials)

*P7. **Owner and Address:**

Patricia McCaw
1498 Wright Ave, Sunnyvale, CA 94087

*P8. **Recorded by:** Katie Vallaire, LSA,
201 Creekside Ridge Ct. #250,
Roseville, CA 95678

*P9. **Date Recorded:** 1/4/18

*P10. **Survey Type:**
Intensive

*P11. **Report Citation:**

Vallaire, Katie. 2018. Historical Resources Evaluation Report: State Route 99 at State Route 120 Interchange Improvements Project, San Joaquin County, California. LSA, Roseville, California.

*Attachments: ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # 2252 S. Austin Road *NRHP Status Code 6Z

Page 2 of 12

B1. Historic Name: N/A

B2. Common Name: N/A

B3. Original Use: Single-family Residence/Farm and Vineyard B4. Present Use: Single-family Residence/Orchard

*B5. Architectural Style: Ranch

*B6. Construction History: The residence (B1) was constructed in 1941. Within the last 20 years, many of the house's original windows have been replaced with modern vinyl windows. The detached garage (B2) was constructed by 1968; however, a large addition to the garage was constructed between 1968 and 1993. The barn (B3) and water tower (S1) were constructed by 1968. The milkhouse (B4) appears to have been constructed in the 1930s. The shed (B5) was constructed after 1968 but was moved to its current location within the last year and appears modern.

*B7. Moved? ☒ No Original Location: N/A

*B8. Related Features: garage (B2), barn (B3), milkhouse (B4), shed (B5), water tower/tank (S1)

B9a. Architect: Unknown

b. Builder: Elisha and Lillian Laurence

*B10. Significance: Theme: Agriculture/Settlement Area Manteca, San Joaquin County, California

Period of Significance: N/A Property Type Single-family residence and small farm Applicable Criteria N/A

Research indicates that 2252 S. Austin Road is associated with general settlement and agriculture in and around Manteca in the mid-twentieth century; however, its contribution to this pattern of events was not important or exceptional (see continuation, page 4).

B11. Additional Resource Attributes: N/A

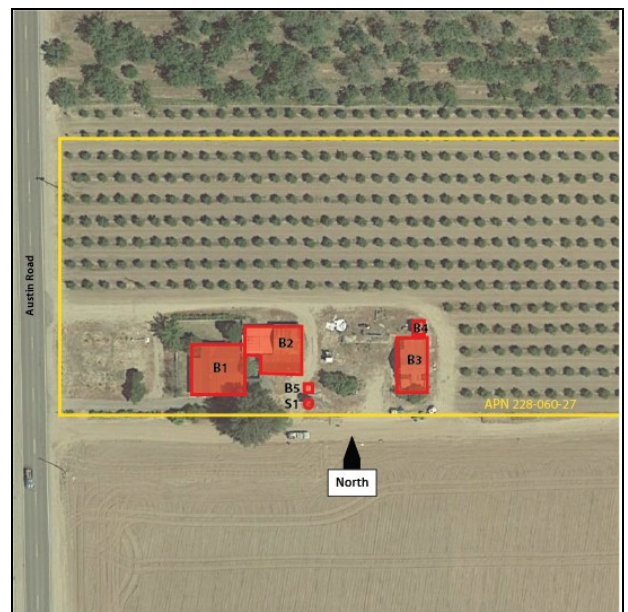
*B12. References: See continuation page 6.

B13. Remarks: N/A

*B14. Evaluator: Katie Vallaire

*Date of Evaluation: 1/4/18

(This space reserved for official comments.)



CONTINUATION SHEET

Property Name: 2252 S. Austin Road

Page 3 of 12

P3a. Description (continued from page 1):

B1's west (front) elevation contains a centered room that extends from the façade. The roof extends on either side of the room extension, covering the inset porch located on the south end of the west elevation. The west elevation contains three modern vinyl sliding windows, the front door, and a picture window with a fixed center pane and sliding flankers. The eastern gable end flares out as an extension roof to cover the back patio and an entrance ramp and is supported by plain porch supports. The south elevation contains a wide brick chimney and a modern vinyl sliding window, while the north elevation contains three small modern vinyl sliding windows. A brick skirt spans the entire length of both the west and south elevations. The house is surrounded by a castellated concrete block fence. The entire house is covered in stucco siding. The east (rear) elevation was not observed due to access restrictions. Furthermore, the house is surrounded by landscaping and mature trees (see photo nos. 1, 2, 3, 4, and 5).

The **garage (B2)** has an L shaped plan and a flat, corrugated metal roof with overhanging eaves and exposed rafters. It contains vertical flush board siding. There is what appears to be a brick patio between the garage and residence. Because it is located east of **B1** and there were access restrictions, the majority of the garage's north, south, and west elevations were not observed and its east elevation was not observed at all (see photo nos. 5, 6, and 7).

The **barn (B3)** has a rectangular plan and a front-gabled roof covered in corrugated metal that flares to the north and south over two barn wings. The barn has board and batten siding on its west gable end and vertical flush board wood siding on both wing walls; however, siding is missing in some places. The entry is on the west elevation and does not contain a door. The barn's south elevation is not visible due to equipment and mature trees. The east and north elevation were also not observed due to restricted access (see photo nos. 2, 7, and 8).

The **milkhouse (B4)** is constructed of concrete blocks. It has a square plan and a moderately-pitched, front-gabled, corrugated metal roof that contains a ridge vent. The roof has overhanging eaves and exposed rafters. The milkhouse contains one centered casement window on its west elevation, and one on its north elevation. The east and south elevations were not observed due to access restrictions (see photo nos. 7 and 9).

The **shed (B5)** is wood framed and has a square shaped plan. It is clad in modern corrugated steel panels and has a shed roof covered in corrugated metal. There are no windows or doors on the south and west elevations. The east and north elevations were not observed due to access restrictions (see photo no. 10).

The **water tower (S1)** is timber-framed and has a square plan. The tank has a circular plan and is constructed of galvanized steel (see photo no. 10).

CONTINUATION SHEET

Property Name: 2252 S. Austin Road

Page 4 of 12

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

Historic Context

Agriculture is an important theme in the growth and development in and around Manteca. The buildings on this parcel were constructed in different periods of San Joaquin County's agricultural history; therefore, they reflect different historical contexts. Agricultural production and rural settlement increased in San Joaquin County as new modes of transportation were introduced to the area. In the 1910s, the construction of the Tidewater Southern Railway's Manteca branch allowed farmers in and around Manteca to access outside markets more than ever before, and subsequently, the numbers of farms and dairies in the area increased. The passage of the Federal-Aid Highway Act of 1956 resulted in not only a boost in the economy, but also an increase in the accessibility of rural areas throughout the nation. Even the more rural areas, like the outskirts of Manteca, could be accessed easily via freeways and witnessed an increase in development during this time. During the latter half of the 20th century, the area in and around Manteca witnessed a steady growth in population as accessibility to outside markets became more efficient with the realignment of State Route 99, constructed in the 1960s.

The area experienced a population increase within the last couple of decades due to the rising prices in the Bay Area and the construction of the State Route 120 bypass which allow Bay Area workers to live and raise families in this area (Scheinin 2015). Although the area has become home to many new Bay Area families, it still remains largely agricultural.

Property Ownership

Elisha R. and Gertrude Laurence owned this property and lived in the area with their two children, Velma and Howard, by 1919. By 1920, Elisha had established a general farm at this location (San Joaquin County 1919; Ancestry 2017; Shackford Parkes 2013). Gertrude died in 1924 and by 1930 Elisha was remarried and living with his new wife Lillian. By this time, Elisha had planted a vineyard on the property. In 1940, they took out a loan to construct the current house on the property. In 1941, Emil and Adaline Cabral became owners of this property. They lived at the residence and farmed the land until they both passed away. The Cabrals ran an almond ranch but Emil also had a store in Escalon called Emil's Liquors. In 2000, Adaline's daughter, Patricia McCaw, received the property through an Administrator's Deed (Ancestry 2017; ParcelQuest 2017; San Joaquin County 2017; Manteca Bulletin 2011).

Evaluation

This resource does not appear eligible under any criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR).

Research indicates that 2252 S. Austin Road is associated with the overall growth of agricultural development on the outskirts of Ripon/Manteca area in the mid-20th century. The milk barn was likely

CONTINUATION SHEET

Property Name: 2252 S. Austin Road

Page 5 of 12

***B10. Significance** (continued from page 4):

constructed circa 1930. The residence was constructed in 1941 and has been used as a single-family residence throughout its existence. The barn and garage were constructed by 1968 and reflect the growth and success of the farm during this time. 2252 S. Austin Road was one of many small farms that reflected a population increase and a slight rise in agricultural development due to more efficient modes of transportation and greater accessibility to outside markets. Although agricultural development made a contribution to the broad patterns of the history of this area, this resource is one of many constructed during this time, and no evidence was identified to elevate it in associative stature. Furthermore, it does not possess specific, important associations with this context to distinguish it from other buildings with similar construction history and use. Therefore, 2252 S. Austin Road does not appear eligible under Criterion A of the NRHP or Criterion 1 of the CRHR.

Research indicates that the farm is associated with Elisha and Lillian Laurence and Emil and Adaline Cabral. Both families lived and worked on the farm; however, no evidence was found that would elevate their status as important figures in local, statewide, or national history. Therefore, this resource does not appear eligible under Criterion B of the NRHP or Criterion 2 of the CRHR.

The residence possesses the general architectural characteristics of the Ranch style; a popular and well-represented style in the area spanning the years 1935 to 1975. It is not an exceptional example of the style that would warrant listing in the NRHP or CRHR. The other buildings and structures are vernacular in style and have been maintained throughout the years as part of a working farm. Research did not indicate that any of the buildings or structures on this property embody distinctive characteristics of a type, period, or method of construction; they do not represent the work of a master or possess high artistic values; and they do not represent a significant and distinguishable entity whose components may lack individual distinction. Therefore, this resource does not appear eligible under Criterion C of the NRHP or Criterion 3 of the CRHR.

Criterion D of the NRHP and Criterion 4 of the CRHR are usually used to evaluate the potential for archaeological deposits to contain information important in understanding the past lifeways of the area's early historic-period and pre-contact inhabitants. No archaeological refuse scatters or features associated with this farm were identified during the survey. This criterion's application to architecture is less common in eligibility evaluations due to the prevalence of multiple media that thoroughly document the form, materials, and design of a given building type. Consequently, information about the style and construction techniques, as represented by the buildings and structures at this dairy, can be obtained from other widely available sources on this familiar architectural style. Additionally, further study of this resource will not result in new information about construction techniques. Therefore, this resource does not appear significant under Criterion D of the NRHP or Criterion 4 of the CRHR.

CONTINUATION SHEET

Property Name: 2252 S. Austin Road

Page 6 of 12

***B10. Significance** (continued from page 5):

This resource retains integrity of location, setting, feeling, design, workmanship, and materials since its date of construction. Furthermore, it retains its integrity of setting and feeling, as it remains in rural Manteca thus expressing the aesthetic sense of the time period in which it was originally constructed and used. Although the property is associated with the general theme of agriculture ad settlement in Manteca, this association is of no significance or outstanding importance.

Conclusion. In conclusion, this property lacks historic significance; therefore, it does not appear to be eligible for listing in the NRHP or CRHR under any criteria and does not appear to be a historical resource for the purposes of CEQA.

***B12. References** (Continued from page 2):

Ancestry

2017 Searchable historical records database available at www.Ancestry.com. Accessed December 2017.

Manteca Bulletin

2011 "Adaline Lena Cardoza Cabral." *Manteca Bulletin*. December 2, 2011. Electronic resource, <http://www.mantecabulletin.com/archives/53434/>, Accessed April 12, 2018.

ParcelQuest

2017 California property records database, available online at <http://parcelquest.com/>. Accessed October-December 2017.

San Joaquin County

1919 County Plat Book. County of San Joaquin, California. Available online at through the Online Archive of California at http://www.oac.cdlib.org/findaid/ark:/13030/c8930v5x/entire_text/. Accessed November-December 2017.

2017 County of San Joaquin Office of the Recorder-County Clerk Grantor-Grantee Index. Searchable database available online <https://www.sjgov.org/departments/reccockl/grantorgantee> Accessed January 2018.

Scheinin, Richard

2015 "Bay Area commuting nightmares: jobs in city, affordable homes in exurbia." *The Mercury News*. September 2015.

Shackford Parkes, Joanne

2013 "Wedding Wednesday – Gertrude E. Shackford married Elisha Randolph Laurence." Shackford Family History online blog entry for October 16, 2013. <http://shackfordgenealogy.weebly.com/shackford-blog/wedding-wednesday-gertrude-e-shackford-married-elisha-randolph-laurence> Accessed January 2018.

CONTINUATION SHEET

Property Name: 2252 S. Austin Road

Page 7 of 12

Photographs:



Photo No. 2: Overview facing northeast. Residence (B1) in left frame and barn (B3) in right frame. Taken 04/04/2018.



Photo No. 3: Residence (B1), facing northeast. Taken 04/04/2018.

CONTINUATION SHEET

Property Name: 2252 S. Austin Road

Page 8 of 12

Photographs (continued from page 7):



Photo No. 4: Residence (B1), west elevation, facing east. Taken 04/04/2018.



Photo No. 5: South elevation of residence (B1), B2 in right frame behind tree, facing northeast.
Taken 04/04/2018.

CONTINUATION SHEET

Property Name: 2252 S. Austin Road

Page 9 of 12

Photographs (continued from page 8):



Photo No. 6: Back patio of residence with garage (B2) in background, facing northeast. Taken 04/04/2018.



Photo No. 7: Garage (B2) in right frame, Barn (B3) in background middle frame, milkhouse (B4) in left frame. Facing east. Taken 04/04/2018.

CONTINUATION SHEET

Property Name: 2252 S. Austin Road

Page 10 of 12

Photographs (continued from page 9):



Photo No. 8: Barn (B3), west elevation, facing northeast. Taken 04/04/2018.



Photo No. 9: B4 west elevation, facing east. Taken 04/04/2018.

CONTINUATION SHEET

Property Name: 2252 S. Austin Road

Page 11 of 12

Photographs (continued from page 10):



Photo No. 10: Water tank and tower (S1), and shed (B5), facing northeast. Taken 04/04/2018.

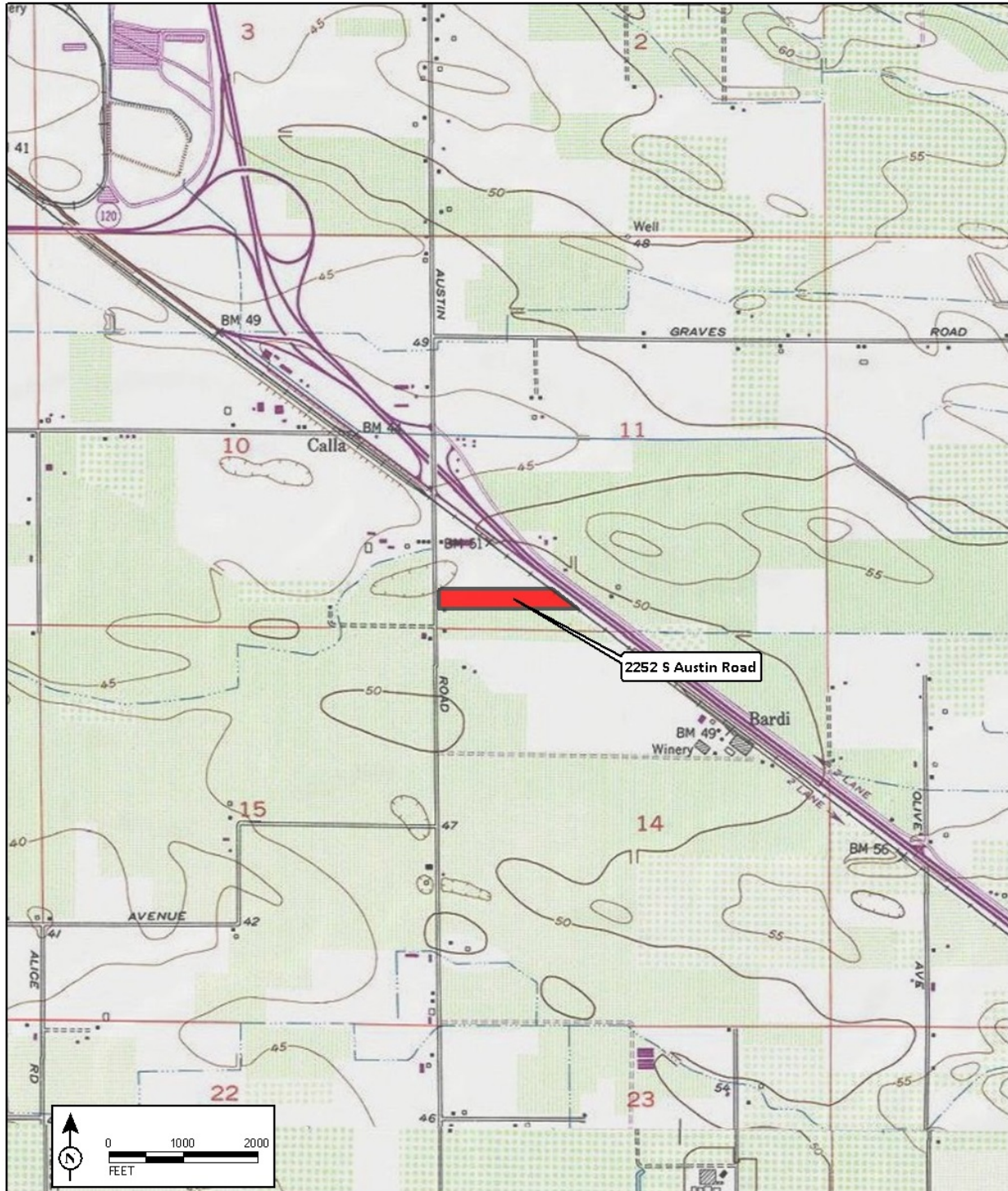
State of California X Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary #
HRI#
Trinomial

*Map Name: Manteca, Calif.

*Scale: 1:24000

*Date of map: 1952 (rev. 1994)



State of California X 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 9 *Resource Name or #: Betschart House

P1. Other Identifier: 2065 S. Austin Road; MR #6

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County San Joaquin

*b. USGS 7.5' Quad Manteca, Calif. Date 1952 (1994 ed.) T 2S; R 7E; SE ¼ of SE ¼ of Section 10; **M.D.B.M.**

c. Address 2065 S. Austin Road City Manteca Zip 95336

d. UTM:

e. Other Locational Data: Assessor's Parcel Number (APN) 224-050-16. From the intersection of Moffat Boulevard and Austin Road, head south on Austin Road approximately 0.11 miles (565 feet). The driveway is located to the west.

*P3a. **Description:** The Betschart House is a Tudor Revival-style house constructed in 1937 situated on 0.42 acres of agricultural land. Mature landscaping surrounds the residence to the south, east, and west, and a paved driveway is located on the north. The residence was once part of a larger parcel (APN 243-200-42) that was split in 2002. The house has an irregular shaped plan. It has a moderate to high-pitched, cross-gabled roof covered in composite shingles with no overhanging eaves. It is clad in textured stucco siding. The east elevation contains a dominant decorative chimney with tapered sides that also have stucco siding and red trim, two aluminum single-hung windows, a pair of aluminum single-hung windows, and a pair of single-hung windows that both contain a 3x2 grid with wood muntins on their upper sashes (continued on page 3).

*P3b. **Resource Attributes:** HP2 (Single Family Residence), HP30 (Trees/Vegetation)



*P4. Resources Present: ☒ Building

P5b. Photo No. 1: Betschart House north elevation. View to the south. Taken 11/21/2017 (see continuation for photo nos. 2-6).

*P6. **Date Constructed/Age and Source:**
☒ Historic, 1937 (San Joaquin County Assessor Records, historic maps/aerials)

*P7. **Owner and Address:**
Joseph W. and Lena B. Fassler Trust
2090 S Austin Rd
Manteca, CA 95337

*P8. **Recorded by:** LSA
201 Creekside Ridge Ct. #250,
Roseville, CA 95678

*P9. **Date Recorded:** 11/21/2017

*P10. **Survey Type:** Intensive

*P11. **Report Citation:**

Vallaire, Katie, 2018. Historical Resources Evaluation Report: State Route 99 at State Route 120 Interchange Improvements Project, San Joaquin County, California. LSA, Roseville, California.

*Attachments: ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # Betschart House *NRHP Status Code 6Z
Page 2 of 9

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Dairy/farm B4. Present Use: Single-Family Residence

*B5. Architectural Style: Tudor Revival

*B6. Construction History: The residence was constructed in 1937. An addition was constructed to the southwest side after the original construction date.

*B7. Moved? ☒ No Original Location: N/A

*B8. Related Features: Mature Trees and Vegetation

B9a. Architect: Unknown

b. Builder: unknown

*B10. Significance: Theme: Agriculture/Settlement Area Manteca, San Joaquin County, California
Period of Significance: N/A Property Type Single-Family Residence Applicable Criteria N/A

Research indicates that although the residence on this parcel was once part of a farm complex that is associated with settlement and agricultural development in and around Manteca in the early to mid-twentieth century, its contribution to this pattern of events was not important or exceptional (see continuation, page 3).

B11. Additional Resource Attributes: N/A

*B12. References: See continuation page 5.

B13. Remarks: N/A

*B14. Evaluator: Katie Vallaire

*Date of Evaluation: 1/4/18

(This space reserved for official comments.)



CONTINUATION SHEET

Property Name: Betschart House

Page 3 of 9

P3a. Description (continued from page 1):

The north (front) elevation contains an arched doorway with a brick tabbed door surround, an arched picture window containing a 4-over-5 pane grid with wood muntins, and the southern end of the front main gable extends into an arcaded wing wall. Two Hollywood junipers and two topiaries flank the window, and the front main gable contains a vent with red trim. The west side of the north elevation is inset with a patio and has a paired hung window, each containing a 3x2-paned grid with wood muntins on both the upper and lower sashes. Directly above the paired window is a wall dormer. The west elevation contains four hung windows, each containing a 3x2-paned grid with wood muntins on both the upper and lower sashes. There is also a double-hung attic window centered near the top of the gable. The rear of the house, the south elevation, contains a small gabled projection that has an inset covered porch with arcaded walls and concrete stairway with a metal bannister. It has three aluminum sliding windows, and one window near the top of the main gable. There is an addition on the southwest corner of the house that has vertical flush board siding (see photo nos. 1, 2, 3, 4, 5, and 6).

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

Historic Context

Agriculture is an important theme in the growth and development in and around Manteca. The residence on this parcel is associated with a farm complex that contains buildings and structures constructed in different periods of Manteca's agricultural history; therefore, they reflect different historical contexts. Agricultural production and rural settlement increased in the area as new modes of transportation were introduced to the area. In the 1910s, the construction of the Tidewater Southern Railway's Manteca branch allowed farmers in and around Manteca to access outside markets more than ever before, and subsequently, the numbers of farms and dairies in the area increased. The passage of the Federal-Aid Highway Act of 1956 resulted in not only a boost in the economy, but also an increase in the accessibility of rural areas throughout the nation. Even the more rural areas, like the outskirts of Manteca, could be accessed easily via freeways and witnessed an increase in development during this time. During the latter half of the 20th century, the area in and around Manteca witnessed a steady growth in population as accessibility to outside markets became more efficient with the realignment of State Route 99, constructed in the 1960s.

The area experienced another population increase within the last couple of decades due to rising prices in the San Francisco Bay Area and the construction of the State Route 120 bypass. This allowed Bay Area workers to live and raise families in this area. Although the area has become home to many new Bay Area families, it remains largely agricultural.

Property History

The land this residence is situated on was acquired by George Arnold and Duncan Beaumont in 1862 via a Scrip Warrant. By 1900, E.S. Pillsbury acquired the property and owned it until at least 1919. Between

CONTINUATION SHEET

Property Name: Betschart House

Page 4 of 9

***B10. Significance** (continued from page 3):

1920 and 1930, Swiss immigrants Antone and Pauline Betschart purchased the land on which the residence is located, moved to the property with their three children, William, Walter, and Pauline (Lena), and Antone worked farming his own land. The Tudor Revival-style residence was constructed in 1937 by the Betscharts and has remained in the Betschart family throughout its existence. Lena Fassler (née Betschart) received the deed to the property from the Pauline and Walter Betschart trust in 1981. Lena and her husband Joseph lived in the house until at least 1993. Currently, the house is in the Joseph and Lena Fassler trust (Ancestry 2017; ParceQuest 2017).

Evaluation

This resource does not appear eligible under any criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR).

Research indicates that the Betschart House is associated with the overall growth of agricultural development in and around Manteca in the mid-twentieth century. The residence was constructed in 1937 and has been used as a single-family residence throughout its existence. It was likely associated with the Betschart Dairy, which is adjacent to this property and was also constructed in the mid-20th century. The Betschart Dairy was one of many that reflected a population increase and a slight rise in agricultural development due to more efficient modes of transportation and greater accessibility to outside markets. Although agricultural development made a contribution to the broad patterns of the history of this area, this resource is one of many houses constructed during this time, and no evidence was identified to elevate it in associative stature. Furthermore, it does not possess specific, important associations with this context to distinguish it from other buildings with similar construction history and use. Therefore, the Betschart House does not appear eligible under Criterion A of the NRHP or Criterion 1 of the CRHR.

Research indicates that the house is associated with Antone Betschart and his daughter Lena. The Betschart family has lived and worked in the dairy industry in the Manteca area for generations; however, no evidence was found that would elevate their status as important figures in local, statewide, or national history. Therefore, the Betschart House does not appear eligible under Criterion B of the NRHP or Criterion 2 of the CRHR.

The residence is constructed in a Tudor Revival architectural style, a popular and well-represented style in the area spanning the years 1890 to 1940. Tudor Revival style was the most popular style of house constructed in Manteca during the post-war years (Wade Associates 2003). This residence does not represent the work of a master or possess high artistic values and is not an exceptional example of the style that would warrant listing in the NRHP or CRHR. Therefore, this resource does not appear eligible under Criterion C of the NRHP or Criterion 3 of the CRHR.

CONTINUATION SHEET

Property Name: Betschart House

Page 5 of 9

***B10. Significance** (continued from page 4):

Criterion D of the NRHP and Criterion 4 of the CRHR are usually used to evaluate the potential for archaeological deposits to contain information important in understanding the past lifeways of the area's early historic-period and pre-contact inhabitants. No archaeological refuse scatters or features associated with this house were identified during the survey. This criterion's application to architecture is less common in eligibility evaluations due to the prevalence of multiple media that thoroughly document the form, materials, and design of a given building type. Consequently, information about the style and construction techniques of Tudor Revival style architecture can be obtained from other widely available sources on this familiar architectural style. Additionally, further study of this resource will not result in new information about construction techniques. Therefore, this resource does not appear significant under Criterion D of the NRHP nor Criterion 4 of the CRHR.

This resource retains a high degree of integrity based on its date of construction. Although the property is associated with the general theme of agriculture and settlement in Manteca, this association is of no significance or outstanding importance.

Conclusion. In conclusion, the Betschart House lacks historic significance; therefore, it does not appear to be eligible for listing in the NRHP or CRHR under any criteria and does not appear to be a historical resource for the purposes of CEQA.

***B12. References** (continued from page 2):

Ancestry.com

2017 Searchable historical records database available at www.ancestry.com. Accessed November 2017.

ParcelQuest

2017 California property records database, available online at <http://parcelquest.com/>. Accessed October-December 2017.

Shideler, H.

1988 Manteca: City in Transition. The San Joaquin Historian Vol. 2, No. 1. San Joaquin County Historical Society.

Wade Associates

2003 *Manteca General Plan 2023 Draft Environmental Impact Report*. Manteca, California.

CONTINUATION SHEET

Property Name: Betschart House

Page 6 of 9

Photographs:



Photo No. 2: Betschart House west elevation, facing east. Taken 12/01/2017.



Photo No. 3: Betschart House east elevation, facing west. Taken 12/01/2017.

CONTINUATION SHEET

Property Name: Betschart House

Page 7 of 9

Photographs (continued from page 6):



Photo No. 4: Betschart house south elevation, facing north. Taken 12/01/2017.



Photo No. 5: Betschart House addition and southeast corner, facing west. Taken 12/01/2017.

CONTINUATION SHEET

Property Name: Betschart House

Page 8 of 9

Photographs (continued from page 7):



Photo No. 6: Betschart House addition's east elevation, facing west. Taken 12/01/2017.

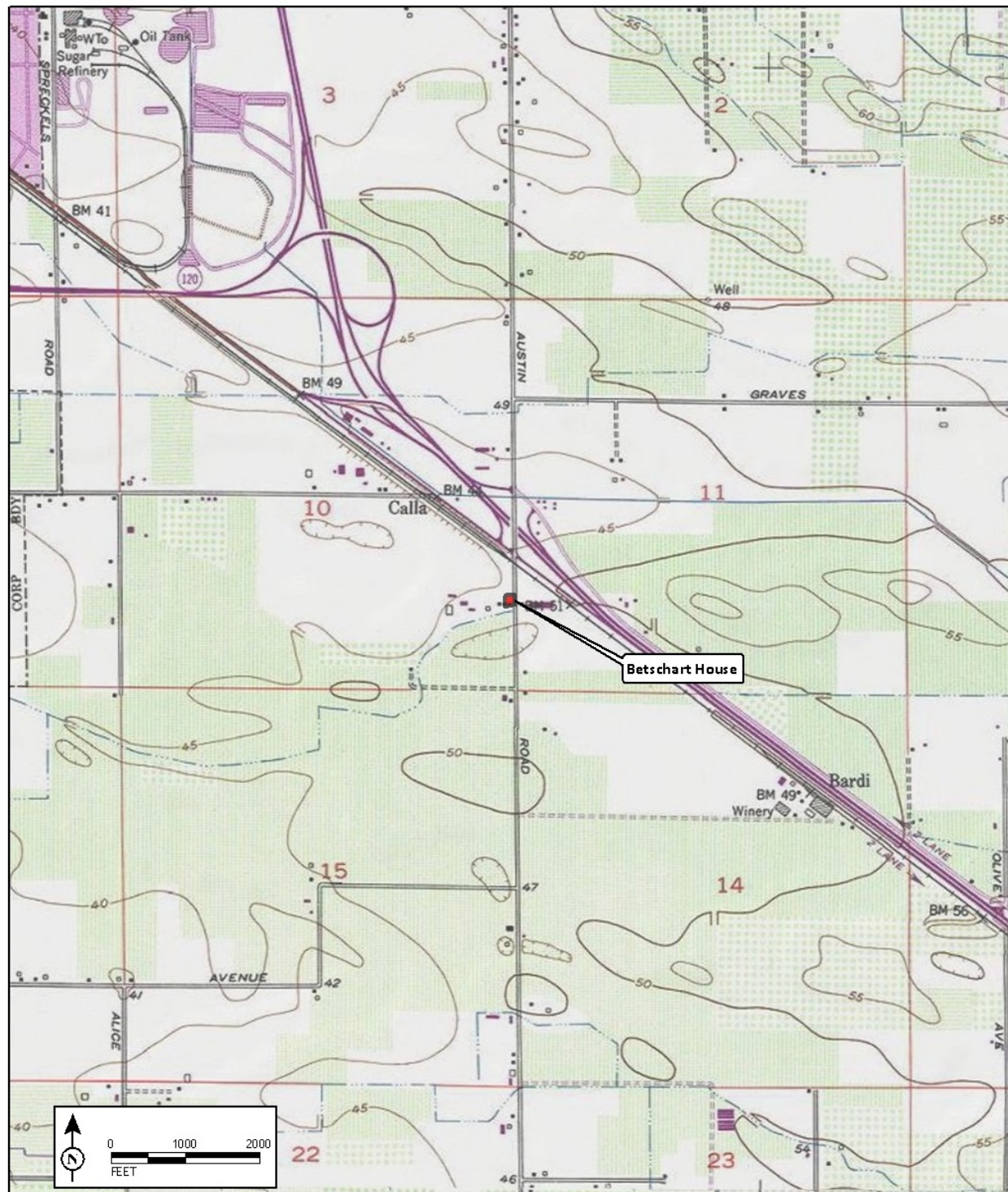
State of California X Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary #
HRI#
Trinomial

*Map Name: Manteca, Calif.

*Scale: 1:24000

*Date of map: 1952 (rev. 1994)



HISTORIC PROPERTY SURVEY REPORT

ATTACHMENT 3: ARCHAEOLOGICAL SURVEY REPORT

ARCHAEOLOGICAL SURVEY REPORT

STATE ROUTE 99 AT STATE ROUTE 120 INTERCHANGE IMPROVEMENTS

PROJECT, SAN JOAQUIN COUNTY, CALIFORNIA

10-SJ 99/ 120- PM 3.1/6.2- PM R5.1/T7.2

EA 10-1E740, E-FIS 1016000038

Prepared by 

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Central Region Environmental Planning Division

California Department of Transportation District 10

Stockton, California 95205

Approved by 

Ben Broyles, Branch Chief

Northern San Joaquin Valley

Central Region Environmental Planning Division

California Department of Transportation District 10

Stockton, California 95205

USGS 7.5-minute topographic quadrangle: *Manteca, Calif.* (1952, ed. 1994)

Total: 399.15 acres/161.53 hectares

Surveyed: 343.25 acres/138.91 hectares

Cultural Resources Identified: none.

July 2018

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Appendices

- A: Maps:
 - Figure 1: Study Vicinity
 - Figure 2: Study Location
 - Figure 3: Survey Coverage Map
- B: Native American Heritage Commission Consultation
- C: Native American Consultation
- D: Historical Society Consultation

1.0 SUMMARY OF FINDINGS

The City of Manteca (City), in coordination with the California Department of Transportation (Caltrans) and in partnership with the Federal Highway Administration (FHWA), proposes to reconstruct the existing State Route (SR) 99 at SR 120 (SR 99/120) interchange between post miles (PM) 3.1 to 6.2 on SR 99 and between PM R5.1 and T7.2 on SR 120 in Manteca, San Joaquin County, California (Project). Improvements to the SR 99/120 interchange will accommodate the traffic impacts of industrial and commercial growth within and surrounding Manteca (Appendix A: Figures 1 and 2).

The Project meets the definition of an “undertaking” found at 36 CFR §800.16(y). Caltrans, acting as the lead agency under the delegated authority of the FHWA, is providing oversight of this undertaking in accordance with the *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (Caltrans 2014).

This Archaeological Survey Report (ASR) addresses requirements of the National Environmental Policy Act under authority delegated to Caltrans by the FHWA in accordance with the provisions of the *Memorandum of Understanding between the Federal Highway Administration and the California Department of Transportation concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program Pursuant to 23 U.S.C. 327*, which became effective December 23, 2016 (Caltrans 2016). This ASR also addresses requirements of the California Environmental Quality Act.

The field survey of the proposed project area included intensive pedestrian survey of accessible private parcels and both intensive pedestrian and windshield survey of county and SR 99 and SR 120 rights-of-way. Ground visibility within the proposed project varied, with overall average of 90 percent visibility. Where parcel owners denied permission for entry, LSA conducted cursory visual survey from county rights-of-way along north and south Austin Road, Main Street, and Frontage Road. Inaccessible ramps and basins in the SR 99/120 interchange received windshield survey to verify built-up soils forming the ramps and loops; these ramps and loops were inaccessible due to high speed, high traffic hazards.

During field survey of the proposed project area, LSA personnel identified standpipes associated with agricultural use within Assessor Parcel Number (APN) 224-050-15 and a single piece of white improved earthenware (WIE) in isolated context within a recently harvested and disked wheat field in APN 228-060-08. The Area of Potential Effect (APE) contains soils classified as moderate to high in sensitivity for encountering buried precontact archaeological deposits; however, decades of ranching and farming activities have reduced the likelihood of encountering intact subsurface deposits within the first two feet below ground surface to low.

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

2.0 INTRODUCTION

LSA conducted an archaeological field survey of the proposed project area for the Project on November 21 and December 1, 2017. The proposed project is located along the intersection of SR 99 and SR 120 between PM 3.1 to 6.2 on SR 99 and between PM R5.1 and T7.2 on SR 120 within Manteca, San Joaquin County, California. The Study Vicinity Map (Figure 1), Study Location Map (Figure 2), and proposed project Study Coverage Map (Figure 3) are attached to this report in Appendix A.

The nature and scope of the cultural work for this Project includes research, survey, and consultation with interested parties.

LSA Cultural Resources Analyst Mariko Falke, Cultural Resources Manager Rhea Sanchez, and Senior Cultural Resources Manager Katie Vallaire prepared this report. Ms. Falke is the primary author of the report. Ms. Falke and Ms. Sanchez conducted the field survey and co-wrote the report together with oversight and contributions from Ms. Vallaire. Ms. Falke has a Bachelor of Arts degree in Anthropology from California State University, Sacramento and six years of experience in California archaeology. Ms. Sanchez received her Master of Arts in Anthropology from California State University, Chico, in 2009 and has over 18 years of archaeological experience, 14 of which are in California cultural resources management. She meets the Secretary of the Interior's *Professional Qualifications Standards* for Archaeology and is Registered Professional Archaeologist 17075. Ms. Vallaire received her Master of Arts degree from California State University, Sacramento, in 2011, and has over 13 years of experience in cultural resources management throughout California, Nevada, and Montana. Ms. Vallaire meets the Secretary of the Interior's *Professional Qualifications Standards* for Archeology, Architectural History, and History, and is Registered Professional Archaeologist 32791044.

The studies of this undertaking were carried out in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Preservation Act (36 CFR Part 800) and pursuant to January 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Preservation Act* (Section 106 PA).

3.0 HIGHWAY PROJECT LOCATION AND DESCRIPTION

3.1 PROJECT LOCATION AND DESCRIPTION

The proposed project is located in the City of Manteca as well as unincorporated parts of San Joaquin County, California in Caltrans District 10. The proposed project includes SR 99 and SR 120 along PM 3.10/6.20, EA 10-1E740, EFIS 1016000038. The proposed project is located among agricultural fields and ranches. The proposed project is located within sections 3 through 5, 8 through 11, and 13 through 15 of Township 2 South, Range 7 East of the Mount Diablo Base Line and Meridian, as depicted on the United States Geological Survey (USGS) 7.5-minute *Manteca, Calif.* topographic quadrangle.

The proposed project consists of land currently occupied by the existing Caltrans SR 99/120 interchange and land within the highway shoulders and on/off ramps that has been graded and partially landscaped. The proposed project anticipates right-of-way acquisition of agricultural lands on APNs 228-02-032 (0.13 acre), 228-05-002 (0.44 acre), and 228-02-039 (1.19 acres). The topography of the proposed project is generally flat, gently sloping from the southeast to northwest. The elevation of the proposed project averages 54 feet above sea level.

A Build Alternative and a No Build Alternative are currently being evaluated. The project would correct operational deficiencies and provide congestion relief, and involves expanding the existing trumpet ramps of the SR-99/120 interchange and replacing and expanding the ramps of the SR-99/Austin Road interchange. The Build Alternative would add an additional lane to increase capacity on two connector ramps (eastbound SR-120 to southbound SR-99 and from northbound SR-99 to westbound SR-120), add auxiliary lanes on SR-99 and 120 to improve merging traffic movements, upgrade the existing interchange ramps at Austin Road, replace the Austin Road structure over SR-99 with a structure over both SR-99 and Union Pacific Railroad (UPRR), remove the existing at-grade crossing of the UPRR tracks at Austin Road and construct a new connector road from Austin Road to Woodward to Moffat Boulevard and widen the existing Woodward Avenue gated railroad crossing, relocate the SR-99 Frontage Road along the east side of SR-99 from Austin Road for approximately 0.8 miles and install new signing/signals/lighting improvements. While the study area includes 15 parcels in the survey, the proposed project anticipates acquiring portions of each of APNs 228-02-032, 228-05-002, and APN 228-02-039.

The proposed project's ground disturbing activities would include driving foundation piles, either steel or concrete, up to 50 feet deep, excavation for structure footings will be up to 5 feet deep and for new drainage culverts up to 6 feet deep. Other roadway excavation will be up to 2 feet deep. No dewatering is expected as part of the proposed project, and the project will import fill only from commercial sources. Utility relocations will include some utility poles, sewer (up to 10 feet deep), and water lines (up to 5 feet deep).

3.1.1 Common Design Features of the Build Alternatives

Though many alternatives were considered during design, due to various constraints there were no viable or feasible alternatives which were significantly different enough from the Build Alternative to provide a discrete alternative to the Build Alternative. Therefore, there are two alternatives for the proposed project: the Build Alternative, and the No Build Alternative. Features of the Build Alternative are summarized in the section “Specific Design Features.”

3.1.2 Specific Design Features

The proposed project includes the following elements that, due to funding limitations, may be constructed in phases.

For Phase 1A, the eastbound SR 120 to southbound SR 99 traffic movement will be improved. This work, at a minimum, includes:

- Widen the eastbound SR 120 to southbound SR 99 connector ramp from one-lane to two-lanes;
- Remove the Austin Road overcrossing and replace with a longer and wider structure spanning SR 99 and UPRR. A two lane structure may be initially constructed until Phase 3 requires a 4-lane structure;
- Add a new connector road from Austin Road to Woodward Avenue to Moffat Boulevard and improve the existing UPRR gated crossing at Woodward Avenue;
- Realign the existing northbound SR 99 off ramp to Austin Road;
- Close the existing southbound SR 99 off ramp and the northbound on ramp at Austin Road; and
- Relocate conflicting utilities.

For Phase 1B, the northbound SR 99 traffic to westbound SR 120 traffic movement will be improved. This phase may be constructed concurrently with Phase 1A; however, Phase 1B requires that the Phase 1A be completed because Phase 1B cannot be completed without the removal of the Austin Road overcrossing. This work includes:

- Widen the northbound SR 99 to westbound SR 120 connector ramp from one-lane to two-lanes;
- Add an auxiliary lane in the median of westbound SR 120 from Main Street to SR 99;
- Construct a new structure over SR 99 to serve eastbound SR 120 to southbound SR 99 traffic and modify the existing structure over SR 99 to serve westbound traffic; and
- Relocate conflicting utilities.

For Phase 1C, the southbound SR 99 off ramp and the northbound on ramp at Austin Road will be restored. This work includes:

- Restore the northbound on ramp from Austin Road to northbound SR 99 and to westbound SR 120 to a loop ramp that will provide separate traffic lanes to SR 99 and SR 120;
- Replace the southbound exit ramp from SR 99 to Austin Road with a grade separated (braided) ramp to eliminate the weaving with SR 120 merging traffic;
- Add an auxiliary lane/ pavement widening on SR 99 from SR 120 to approximately one mile south by shifting the SR 99 median to the east;
- Widen the southbound SR 99 on-ramp from Austin Road to provide storage for two ramp metered lanes; and
- Relocate conflicting utilities.

3.2 AREA OF POTENTIAL EFFECT

In accordance with Section 106 Programmatic Agreement (Section 106 PA) Stipulation VIII.A, the Area of Potential Effect (APE) was established in consultation with Caltrans professionally qualified staff and project engineers.

The APE includes the segment of SR 99 located south of E Yosemite Avenue and north of Jack Tone Road, and the segment of SR 120 from 0.5 miles east of S Union Road to SR 99. The APE is predominantly residential with agricultural land uses surrounding the interchange.

The APE is depicted in Figure 3 of the Historic Property Survey Report (see Appendix A, Figure 3).

The APE includes all areas that may contain cultural resources that could potentially be affected by the proposed project. The APE is defined as the horizontal area along the width of existing Caltrans right-of-way between PM 3.10/6.20, R6.42/T7.15 along SR 99 and SR 120 along the Austin Road interchange, SR 120 and Main Street intersection, several parcels that contain residential homes, agricultural lands, commercial properties and vacant lots, county and Caltrans right-of-way, and areas of proposed right-of-way acquisition. The vertical APE ranges from the surface to a depth of 15 feet, including pile driving up to 15 feet deep, excavation of structure footings up to 5 feet deep, excavation of culverts up to 6 feet deep, and roadway excavation up to 2 feet deep.

4.0 SOURCES CONSULTED

LSA conducted background research to identify previously recorded cultural resources and cultural resources studies within APE and 0.5 mile search radius. The background research consisted of a records search and a literature review.

4.1 SUMMARY OF METHODS AND RESULTS

4.1.1 Records Search

On August 25, 2017, LSA requested a records search from the Central California Information Center (CCIC). The CCIC conducted a records search (File #: 10412L) of the APE and a 0.5 mile radius on August 28, 2017. The CCIC, an affiliate of the State of California Office of Historic Preservation (OHP), is the official state repository of cultural resource records and reports for San Joaquin County. As part of the records search, the following documents and inventories were reviewed:

- National Register of Historic Places (NRHP);
- California Register of Historical Resources (CRHR);
- *California Points of Historical Interest* (OHP 1992 and updates);
- *California Historical Landmarks* (OHP 1996);
- *California Inventory of Historic Resources* (1976);
- *Archaeological Determinations of Eligibility* (OHP 2012); and
- *Directory of Properties in the Historic Property Data File* (OHP March 20, 2014).

The records search identified 3 cultural resources within the APE and 14 cultural resources within 0.5 miles of the APE; however, field verification in conjunction with GIS verification confirmed that two of the three resources are not within the APE. The resource confirmed to be within the APE (P-39-000002) is summarized below, while the two found to be outside of the APE (P-39-000015 and P-39-004864) are included in Table 1.

- P-39-000002 (CA-SJO-250H) is a segment of the Southern Pacific San Joaquin Valley Mainline (Ford et al. 2012). This resource has been evaluated and found ineligible for inclusion in the NRHP, CRHR, or Local designation through survey evaluation (Ford et al. 2012).

The records search identified 14 cultural resources within 0.5 miles of the APE. LSA has included the P-39-000015 and P-39-000002) for a total of 16 cultural resources are historic-period structures, buildings, or sites summarized below in Table 1.

Table 1: Previously-Recorded Cultural Resources within 0.5 miles of the APE

Primary Number	Other ID / Resource Name	Attribute Code	Year recorded
P-39-000015* ¹	CA-SJO-256H; Union Pacific (Tidewater Southern Branch Line); Tidewater Southern Railway	AH7 (Railroad grade); HP39 (Other)	1994; 2000; 2002
P-39-004187	2060 E. Yosemite Avenue	HP02 (Single family property)	2000
P-39-004272	1810 E. Yosemite Ave., Manteca	HP02 (Single family property); HP04 (Ancillary building); HP28 (Street furniture); HP46 (Walls/gates/fences)	2000
P-39-004273	Bridge 29-0125L & Bridge 29-0125R	HP19 (Bridge)	2001
P-39-004401	9308 Woodward Ave	HP02 (Single family property)	2003
P-39-004402	9336 Woodward Avenue	HP02 (Single family property); HP46 (Walls/gates/fences)	2003
P-39-004403	9362 Woodward Avenue	HP02 (Single family property); HP46 (Walls/gates/fences)	2003
P-39-004404	19362 S. Austin Road	HP02 (Single family property); HP04 (Ancillary building); HP46 (Walls/gates/fences)	2003
P-39-004405	19408 S. Austin Road	HP02 (Single family property)	2003
P-39-004407	2057 E. Yosemite Ave., Manteca	HP02 (Single family property)	2003
P-39-004415	18742 S. Austin Road	HP02 (Single family property)	2003
P-39-004416	18816 S. Austin Road	HP02 (Single family property)	2003
P-39-004417	Metal Barn, 19090 S. Austin Road	HP04 (Ancillary building)	2003
P-39-004864* ²	CA-SJO-319H; AR1H	AH4 (trash scatter)	2008
P-39-004865	AR2H (water conveyance feature)	AH06 (Water conveyance system)	2008
P-39-005098	Sequoia Elementary School, 710 Martha St., Manteca	HP15 (Educational building) - school	1991

*Identified by CCIC as being within APE; however, found to be outside APE after further review.

¹ The Tidewater Southern Railway (P-39-000015) Manteca Branch's southern terminus was in Manteca and did not extend further south into the APE.

² The trash scatter (P-39-004864) was noted as being five meters south of the railroad and is depicted in an area where the APE does not extend.

The records search identified 11 studies that were previously conducted within portions of the APE and 17 studies that were previously conducted within 0.5 miles of the APE. The eleven studies identified within the APE are summarized in Table 2.

Table 2: Previously-Conducted Studies within APE

Report Number	Year	Author	Title
SJ-00035	1981	Napton, L. K.	Seven California Counties: An Archaeological Overview, Alpine, Calaveras, Mariposa, Merced, San Joaquin, Stanislaus, and Tuolumne Counties, California, Parts 1 & 2.
SJ-01900	1993	Napton, L. K.	A Preliminary Cultural Resources Investigation of the South Manteca Area Plan, 7,800 acres in San Joaquin County, California
SJ-03995	2000	Nelson, W. J.	Cultural Resource Survey for the Level (3) Communications Long Haul Fiber Optics Project; Segment WS04: Sacramento to Bakersfield
SJ-04786	2002	Windmiller, Ric and Donald S. Napoli	City of Manteca—General Plan Update, Background Reports: Archaeological Resources, Historical Resources, Records Search Results.
SJ-5309	2004	Baloian, Mary Clark, Randy M. Baloian and Wendy M. Nettles	Cultural Resource Investigations for the South San Joaquin Irrigation District in San Joaquin County, California.
SJ-6345	2006	Sikes, Nancy E.	Cultural Resources Final Report of Monitoring and Findings for the QWEST Network Construction Project, State of California.
SJ-6625	1998	ASI Archaeology and Cultural Resources Management	Cultural Resources Survey: South County Surface Water Project, San Joaquin County, California South San Joaquin Irrigation District.
SJ-7221	2010	Caltrans	State Route 99 Manteca Widening Project: Initial Study with Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact on State Route 99 from the Austin Road Interchange to the Arch Road Interchange, 10-SJ-99-PM 4.9/15.0 10-0E6100 SCH#2009112045
SJ-7956	2013	Ford, Dawn Ramsey, Kevin (Lex) Palmer and Monica Mackey	Cultural Resources Survey for the Austin Road Interchange Improvements Project, San Joaquin County, California.
SJ-7958	2013	Barrow, Eileen	A Cultural Resources Survey for the South of Woodward Avenue—North Area, Manteca, San Joaquin County, California.
SJ-7987	2009	Sikes, Nancy E.	Historic Property Survey Report for the State Route 99 Manteca 6-Lane Widening Project, San Joaquin County, California PM 5.1/15.0 (KP 8.2/24.1) E.A. 10-0E6100.

4.1.2 Literature and Map Review

LSA reviewed publications, maps, local historical directories, and websites for archaeological, ethnographic, historical, and environmental information about the APE and its vicinity. Literature reviewed informed the background section of this report. The historical map search results are presented in Table 3.

Table 3: Map Review Summary

Date	Map Name/Type	Review
1855	Plat of Township 2 South, Range 7 East of the Mount Diablo Base Line and Meridian	Two unimproved, unnamed roads are depicted intersecting the APE. One of the roads intersected the APE at Spreckels Road in a NW-SW alignment. The other road intersected the APE between Woodward Ave. and E. Palm Ave. in an E-W alignment.
1883	Map of the County of San Joaquin, California	This map depicts land ownership and the railroad. For this year in Township 2 South, Range 7 East, the map indicates that H. W. Cowell owned Section 3 and the north half of Section 10; Joshua Cowell owned Sections 4, 5, 8, and 9; John C. Graves owned Section 11; John C. White owned the south half of Section 10; and J. A. Bainbridge owned a portion of Section 14 along the railroad.
1895	Map of the County of San Joaquin, California	This map indicates that J. C. Graves owned the majority of Sections 10 and 3; J.A. Bainbridge owned the southwestern quarter of Section 11 and northwestern quarter of Section 14; the Estate of J. C. White owned the southern half of Section 10; and the northeastern quarter of Section 9 and the southeastern quarter of Section 4 as owned by H. W. Cowell.
1897	San Joaquin County Plat Book	This map indicates that the majority of the APE southwest of the railroad is owned by the Estate of J. C. White, while the majority of the APE northeast of the railroad is depicted as property of John C. Graves. The northern half of Section 14 and southeastern quarter of Section 11, however, are owned by the S.S. and L. Society.
1900	San Joaquin County Plat Book	This map indicates that E.S. Pillsbury and H. W. Cowell own the majority of land depicted southwest of the railroad in the APE, while John C. Graves is depicted as owning the majority of the APE northeast of the railroad. The southwestern quarter of Section 11 is split between S.J. V. Realty Co., E. Dudley (northeast side of railroad), and G. Smith (southwest side of railroad).
1903	San Joaquin County Plat Book	This map indicates the same information as the 1900 San Joaquin County Plat Book, except that the land once owned by Dudley in Section 11 is depicted as property of G. Schumm.
1911	San Joaquin County Plat Book	This map indicates that the land within the APE was split into multiple parcels. Joshua Cowell and Ed Powers are depicted as owning the land surrounding the railroad in Section 4. H.W. Cowell, A. W. Cowell. And W.W. Cowell are depicted as owning land on either side of the railroad in Sections 3 and 10. E.S. Pillsbury owns the southern half of Section 10 where Moreno is depicted along the railroad.
1914	USGS 7.5-minute topographic quadrangle of Manteca, Calif.	The City of Manteca is well-established along the Southern Pacific Railroad (SPRR) Fresno Line. The current alignment of Austin Road is depicted with multiple structures along the roadway. The current alignment of Woodward Avenue is also depicted. Both of these roads are not named, but follow the current alignments.
1952 (rev. 1953)	USGS 7.5-minute topographic quadrangle of Manteca, Calif.	SR 99 is well established in its current alignment. SR 120 has not yet been established. Spreckles Road is depicted in a North-South alignment, which is not its current alignment. Several structures are depicted in the current APE, see discussion below.
1952	USGS 15-minute topographic quadrangle of Manteca, Calif.	SR 99 is well established in its current alignment. SR 120 has not yet been established. Multiple buildings are depicted within the current APE: 6 buildings are depicted at the current alignment of SR 120 and S. Main Street; 3 buildings are located near the current alignment of SR 120 and Spreckles Road; 3 buildings are located at the current

Table 3: Map Review Summary

Date	Map Name/Type	Review
		Alignment of Woodward Road near SR 99; 7 buildings are located along Austin Road, south of SR 99; and another 4 buildings north of SR 99 along Austin Road.
1968	Historic aerial photography	The aerial imagery shows this area as being primarily agricultural. SR 120 has yet to be established.
1993	Historic aerial photography	The aerial imagery shows the current alignment of SR 120 and the current SR 99/120 interchange. Much of the area still has not been developed and appears to have remained primarily focused on agriculture.

4.2 SUMMARY OF OTHERS WHO WERE CONSULTED

4.2.1 Historical Organization Consultation

On August 28, 2017, LSA sent a letter describing the Project and maps depicting the APE to the Manteca Historical Society and the San Joaquin County Historical Society requesting any information or concerns they may have about the Project (Appendix D). LSA conducted follow-up calls on September 7, 2017. The follow-up calls are summarized below:

- Manteca Historical Society informed that LSA they have no comments or concerns regarding the Project.
- A woman identified only as “Sue” of the San Joaquin County Historical Society informed LSA that Mr. Dave Stewart is responsible for providing such comments. LSA left a message for Mr. Stewart regarding the letter originally mailed on August 28, 2017, reiterating the invitation to express any comments or concerns regarding the Project. Mr. Stewart called on September 8, 2017 and said that it is up to the discretion of their archivist Ignacio Sanchez Alonzo to return calls to consultants with any concerns. No further contact from the San Joaquin County Historical Society has been received to date.

4.3 SUMMARY OF NATIVE AMERICAN CONSULTATION

On October 2, 2017, LSA sent a letter describing the Project with maps depicting the APE to the Native American Heritage Commission (NAHC) in Sacramento requesting a review of the Sacred Lands File for any Native American cultural resources that might be affected by the Project. Also requested were the names of Native Americans who might have information or concerns about the Project. In an email response dated August 31, 2017, Ms. Sharaya Souza, Staff Services Analyst, informed LSA that the Sacred Lands File search was completed for the APE with negative results. Ms. Souza also provided a list of Native American contacts (Appendix C).

On October 2, 2017, LSA sent letters describing the Project with maps depicting the APE to the Native American contacts provided by the NAHC asking for any information or concerns regarding cultural resources in the APE (Appendix C). No response to the letters was received within two

weeks, and LSA made follow-up telephone calls on October 17, 2017. A summary of these calls is presented below:

Rhonda Morningstar Pope, Chairperson, Buena Vista Rancheria: LSA spoke to Mr. Mike DeSpain, Cultural Resources Manager. Mr. DeSpain said that the Buena Vista Rancheria defers to the Tuolumne to provide concerns for projects. Mr. DeSpain said that the Buena Vista Rancheria would like to be called back if the Project involves “virgin soils” (Mr. DeSpain’s words, referring to original ground).

California Valley Miwok Tribe: LSA left an answering machine message requesting any questions or concerns the California Valley Miwok Tribe may have about the Project. No response to this voicemail has been received to date.

Crystal Martinez-Alire, Chairperson, Lone Band of Miwok Indians: Ms. Suzanne Wash answered and routed LSA’s call to the voicemail of Tribal Administrator Charles Betts. LSA left an answering machine message requesting any questions or concerns that the Lone may have about the Project. LSA e-mailed Ms. Martinez-Alire on June 8, 2018 to follow up. No response to this e-mail has been received to date.

Randy Yonemura, Cultural Committee Chair, Lone Band of Miwok Indians: Ms. Suzanne Wash took a message and contact information to forward to Mr. Yonemura. No response to this message has been received to date.

Lois Martin, Chairperson, Southern Sierra Miwok Nation: LSA left an answering machine message requesting any questions or concerns Ms. Martin may have about the Project. No response to this answering machine message has been received to date.

Katherine Erolinda Perez, Chairperson, Northern Valley Yokuts Tribe: There was no answer to the follow-up telephone call. LSA e-mailed Ms. Perez on May 2, 2018 to follow up. On May 21, 2018 Ms. Perez called back and left an answering machine message saying she is concerned about the project and wishes to consult. LSA returned her call on June 1, 2018 and left an answering machine message. LSA called again on June 8, 2018 and left an answering machine message with survey results and callback information. No response to the message has been received to date.

Raymond Hitchcock, Wilton Rancheria: LSA left an answering machine message requesting any questions or concerns Mr. Hitchcock may have about the Project. No response to this answering machine message has been received to date. LSA e-mailed Mr. Hitchcock on June 8, 2018 to follow up. No response to this e-mail has been received to date.

Gene Whitehouse, Chairperson, United Auburn Indian Community of the Auburn Rancheria: A woman only identified as “Rena” answered and routed LSA’s call to Mr. Whitehouse’s assistant, Laura Ball. LSA left an answering machine message with Ms. Ball requesting that Mr. Whitehouse contact LSA should he have any questions or concerns about the Project. No response to this answering machine message has been received to date.

5.0 BACKGROUND

5.1 ENVIRONMENT

The proposed project is situated the Sacramento Valley. The eastern slopes of the Diablo Range lie approximately 15 miles southwest of the proposed project area, while the western foothills of the Sierra Nevada lie approximately 25 miles northeast. The proposed project area is situated in the valley at an average elevation of 45 feet above mean sea level (AMSL) with a gentle 1.4 percent average slope; the minimum elevation is 30 feet AMSL and the maximum is 70 feet AMSL near the SR 99/120 interchange. The proposed project lies between two arterial river systems: the Stanislaus and San Joaquin. The Stanislaus River is the nearest water source, aligned approximately 3 miles south of the proposed project area, whereas the San Joaquin River is approximately 4 miles west of the proposed project. The Sacramento-San Joaquin River Delta is approximately 8 miles southwest of the proposed project. Within the proposed project area, an unnamed intermittent stream cuts eastward across the portion of the proposed project area that includes Austin Road. This stream empties into Walthall Slough four miles west of the project location. The Stanislaus River is located approximately three miles south and the San Joaquin River is approximately four miles directly west of the site. Native vegetation in the proposed project area is mapped as California Prairie, a dense to somewhat open, medium all bunchgrass community with many forms (Hornbeck 1977).

The area surrounding the proposed project consists of sprawling housing developments, commercial and retail centers, industrial complexes, and agriculture. Before these disturbances, this portion of the San Joaquin Valley consisted of grasslands which would have yielded annual wildflowers, rushes (*Juncus* spp.), bluegrass (*Poa* spp.), needlegrass (*Stipa* [*Nassella*] spp.), and sedges (*Carex* spp.). This vegetation provided habitat to coyote (*Canis latrans*), Western meadowlark, cottontail rabbit (*Sylvilagus* sp.), burrowing owl (*Athene culicularia*) and many burrowing rodents in the grasslands and riparian environments that provided rich ecology encompassing hundreds of species of vertebrate species. Additional keystone species included the Common King snake (*L.g. californiae*), several varieties of eagles (Acciptridae), black tailed deer (*Odocoileus hemionus*), grey fox (*Urocyon cinereoargenteus*), and Pacific Tree frog (*Pseudacris regilla*). Several of these species, including the Black Tailed Deer, were known to be important food sources for the Northern Valley Yokuts tribes who hunted and fished in this area of the valley for thousands of years (FWS.gov).

The San Joaquin Valley consists of a trough created by the collision of the Pacific and North American plates. The trough has been filled over time with marine sediments, which have been overlain by continental sediments during the Quaternary period. These sediments consist primarily of alluvium deposited by rivers and streams that would inundate portions of the valley floor during flooding events (Galloway and Riley 1999).

The general stratigraphic sequence observed in the San Joaquin Valley includes the Modesto Formation, a series of sedimentary deposits that superimposed Tertiary-period marine rocks and raised the ground surface in the valley to above sea level during the Pleistocene epoch. Overlying the upper Modesto Formation near the major rivers of the valley are Holocene-aged alluvial fan deposits of four ages, designated as post-Modesto I (early to middle Holocene), post-Modesto II (late Holocene), post-Modesto III (late Holocene), and post-Modesto IV (Historic). These post-

Modesto deposits are generally thin and unweathered, and based on their distribution pattern appear to have fanned out in an east to west direction (Marchand and Allwardt 1981).

The proposed project is situated on a Pleistocene- to Holocene-aged landform (California Geologic Survey 2010). The soil composition is variable within the proposed project including Tinnin, Delhi, and Veritas series. A majority of the proposed project is composed of Tinnin loamy coarse sand associated with 0 to 2 percent slopes. This soil type is observed in the southern portion of the proposed project along SR 99, south of the SR 99/120 interchange. The Tinnin soil series is derived from predominately eolian sand or granitic alluvium which forms very deep, well-drained soils. They are geomorphically positioned on low alluvial terraces of fans and narrow mounds and ridges. The Tinnin series is associated with deposition of the Middle to Late Holocene and has very high sensitivity for the potential to encounter buried archaeological deposits. Delhi loamy sand associated with 0 to 2 percent slopes is the second greatest soil type composing the proposed project. This soil type is observed in portions of the proposed project including the area west of S. Main Street and south of SR 120, the area surrounding the onramp of S. Main Street onto westbound SR 120, a small section between S. Main Street and Van Ryan Avenue, a portion of SR 99 north of the SR 120 interchange, and the area around the northbound SR 99 interchange to SR 120. This soil type was derived from min-modified, weathered granitic rock. These soils are geomorphically positioned on alluvial fans, terraces, and floodplains. The Delhi series is associated with deposition of the Early to Middle Holocene and has a high sensitivity for the potential to encounter buried archaeological deposits. Other soil types include: Delhi fine sand associated with 0 to 5 percent slopes located northwest of S. Main Street overpass; Delhi-Urban land complex associated with 0 to 2 percent slopes located east of the S. Main Street overpass of SR 120 and the area just before merging eastbound to SR 120 from S. Main Street until meeting a section of Delhi loamy sand; Veritas fine sandy loam associated with 0 to 2 percent slopes located west of the SR 99/120 interchange until meeting with the Tinnin series; lastly, Veritas sandy loam which is partially drained and associated with 0 to 2 percent slopes is located within the middle portion of the SR 99/120 interchange. The Veritas series is associated with deposition of the Late Pleistocene to Early Holocene and has moderate sensitivity for the potential to encounter buried archaeological deposits.

5.2 ETHNOGRAPHY

Ethnographically, the proposed project is in the territory of the Northern Valley Yokuts (Wallace 1978:462), which extended from midway between the Mokelumne River and the Calaveras River south to near where the San Joaquin River makes a big bend toward the north (Wallace 1978:462). The western limit of Yokuts territory has been identified as the eastern side of the Coast Range, while the eastern limit extended to the transition from the San Joaquin Plain to the foothills of the Sierra Nevada Range (Wallace 1978:462, 466). Yokuts settlements were typically found on low mounds near the banks of large watercourses like the San Joaquin River. These mounds helped keep the inhabitants and their houses and possessions above the spring flood waters. The abundant riverine environment allowed a sedentary lifestyle and influenced succeeding generations to remain at the same locations. The closest Yokuts tribe recorded near the proposed project were the Lakisamne, who occupied the area near the confluence of the Stanislaus and San Joaquin rivers (Wallace 1978: 462).

The basic social and economic group of the Northern Valley Yokuts is the family or household unit, with the nuclear and/or extended family forming a corporate unit. These basic units were combined into distinct named village or hamlet groups that functioned as headquarters of a localized patrilineage (Wallace 1978). Lineage groups were important political and economic units that combined to form tribelets numbering between 300 and 500 persons. Each tribelet had a chief or headman who exercised political control over its affiliated villages. Chieftainship was a position inherited through a patrilineal descent system.

Subsistence activities of the Northern Valley Yokuts included hunting, fishing, and plant resource collecting, particularly acorns. They built a variety of structures, including residential dwellings, ceremonial structures, and semi-subterranean sweat lodges (Wallace 1978). The typical dwelling was a thatched house covered by brush, grass, or tules. A variety of flaked and groundstone tools (e.g., knives, arrow and spear points, and rough cobble and shaped pestles) were common among Northern Valley Yokuts. Obsidian was a highly valued material for tool manufacture, and was generally imported. The Northern Valley Yokuts also engaged in trading relationships with surrounding groups for commodities such as salt, marine shells, and basketry.

By 1776, Spanish expeditions into the interior and the establishment of the Spanish mission system had contributed to the rapid disappearance of the native inhabitants. Studies of mission records indicate that the Northern Valley Yokuts were moved to Mission San José between 1815 and 1825 (Milliken 1995:256). European diseases (e.g., smallpox, cholera, typhus, and measles), particularly the epidemic of 1833, claimed thousands of lives and wiped out entire communities of San Joaquin Valley Indians (Cook 1955). The language and culture of Native American groups had been permanently disrupted by the time missions were secularized by the Mexican government in 1834. Many natives abandoned the missions and returned to their former territories. Other native converts worked on the *ranchos* as laborers or servants. Territorial struggles between native inhabitants and early pioneers continued through the American period until the early 1970s, when United States efforts to recognize Native American nations as sovereign governments were solidified (Wallace 1978:459-460, 462, 469).

5.3 PREHISTORY

The San Joaquin Valley has had many population movements and waves of cultural influence from neighboring regions. The valley was settled by the end of the Pleistocene (approximately 11,500 to 7,500 years ago) (Moratto 1984:214-5). Hokan speakers may have been the earliest occupants of the San Joaquin Valley, eventually becoming displaced by migrating Penutian speakers (ancestral Yokuts) coming from outside of California. The Penutians most likely entered the San Joaquin Valley in several minor waves, slowly replacing the original Hokan speakers and causing them to migrate to the periphery of the valley (Elsasser 1978:41; Shipley 1978:81). By about A.D. 300-500, the Penutian settlement of the San Joaquin Valley was complete.

The earliest investigations of the Central Valley were conducted by James M. Barr near the delta of San Joaquin County. Between 1880 and 1906, Barr excavated numerous burial and mound sites. According to Moratto (1984) approximately a dozen mounds yielding over two thousand cultural constituents in the Stockton region were investigated during this period. Schenck and Dawson

(1929) developed an early three-horizon chronology for Central California based on mortuary artifact recovery from mounds in the area. Later, artifact assemblages from seventeen sites were summarized by Lillard, Hiezer and Fenenga (1939) to further develop Central Valley's tripartite sequence. This chronology was later refined by Beardsley (1954) who classified the three primary horizons as Early, Middle, and Late based on the analysis of grave goods.

The Paleo-Archaic-Emergent cultural sequence developed by Fredrickson (1974, 1994) and recalibrated by Rosenthal, White, and Sutton (2007) is commonly used to interpret the precontact occupation of the Central Valley (Milliken et al. 2007). This sequence defines specific cultural configurations identified by economic patterns, stylistic aspects, and temporally constructed regional phases. The recalibrated sequence is broken into three broad periods: the Paleoindian Period (11,550-8550 cal B.C.); the three-staged Archaic Period, consisting of the Lower Archaic (8550-5550 cal B.C.), Middle Archaic (5550-550 cal B.C.), and Upper Archaic (550 cal B.C.- cal A.D. 1100); and the Emergent Period (cal A.D. 1100-Historic) (Rosenthal et al. 2007).

The Paleo Period began with the first entry of people into California. These people are commonly believed to have subsisted primarily on big game and minimally processed plant foods, and presumably had no trade networks. Current research, however, indicates that these people were more sedentary, relied more on processed plants, and traded more often than previously believed.

The Archaic Period in general is characterized by increased use of plant foods, elaboration of burial and grave goods, and increasingly complex trade networks (Bennyhoff and Fredrickson 1994, Moratto 1984). The three Archaic Periods proposed by Rosenthal, White, and Sutton correspond to climatic changes.

The Lower Archaic Period is characterized by cycles of widespread floodplain and alluvial fan depositions. Chipped stone crescents, early wide stemmed points, and bi-pointed "humpies" are distinct markers of the Lower Archaic period in the Central Valley. Presence of marine shell beads and Eastern Sierra Nevada obsidian suggest evidence of trade during this period as well (Rosenthal et al. 2007:153).

The Middle Archaic Period, formerly known as Early Horizon, and correlating to the Windmill Pattern, corresponds to a drier climatic period and two distinct settlement/subsistence adaptations have been identified: the foothills tradition and the valley tradition (Rosenthal et al. 2007:153). The foothills tradition is marked by functional artifact assemblages consisting almost exclusively of flaked or groundstone cobble-based tools. Few trade goods have been identified at Middle Archaic foothill tradition sites; artifacts associated with this period are primarily made from locally sourced materials. Burials marked by cairns have also been identified at Middle Archaic foothill tradition sites, few of which have been identified in the archaeological record. Components associated with valley tradition sites represent more diverse subsistence practices and extended residential settlement, evidenced by specialized tools, trade goods, and faunal refuse associated with year-round occupation (Rosenthal et al. 2007:156). The Windmill Pattern is evidenced by six sites, four within San Joaquin County: CA-SJO-0056, -0068, -0142 and -01120. It is very likely for sites of this time period to have been buried or concealed particularly near the San Joaquin, Calaveras, and Mokelumne rivers (Napton 1993).

The Upper Archaic Period, formerly known as Middle Horizon, correlating to the Berkeley Pattern, corresponds to an abrupt climatic change that resulted in wetter, cooler environmental conditions. The Upper Archaic period represents a time where the Central Valley experienced greater cultural diversity. Specialized artifacts associated with this time period include bone tools, ceremonial blades, polished and groundstone plummets, *Haliotis* shell ornaments, saucer and saddle *Olivella* shell beads; as well as groundstone implements such as handstones, milling slabs, mortars, and pestles (Rosenthal et al. 2007). Artifacts indicate a greater reliance on acorns as a dietary staple. A representative site for this period is CA-SAC-0066, also known as Morse Mound as investigated by Schneck and Dawson (1929) and Beardsley (1948, 1954)(Napton 1993).

The Emergent Period, formerly known as Late Horizon, and correlating to the Augustine Pattern, is marked by the introduction of the bow and arrow, the ascendance of wealth linked social status, prominence in cremation; and the elaboration and expansion of trade networks, signified in part by the appearance of clam disk bead money (Rosenthal et al. 2007:157; Moratto 1984:211-214).

5.4 HISTORY

5.4.1 Early Exploration

The first European exploration of the area that was to become San Joaquin County occurred in 1806 as a Spanish military expedition led by Lieutenant Gabriel Moraga to find suitable locations for establishing missions. Though no missions were established in the San Joaquin Valley, this expedition did provide the Spanish with information about the Native Americans of the area (Cook 1955). Moraga and his party camped along a river on March 20th, the feast day for Saint Joachim, and named the river San Joaquin to honor Saint Joachim and his grandfather, José Joaquin Gabriel Moraga. The San Joaquin River is located approximately 6 miles west of the project area (Hoover et al. 1966).

After Mexico declared its independence from Spain in 1821, official expeditions into California's interior changed from exploration and information gathering to a more punitive nature, including raiding Native American villages for runaway mission "converts," or neophytes, capturing military deserters, and recovering stolen livestock. One of the last official excursions into the San Joaquin Valley left Monterey on December 27, 1825, led by Sergeant José Pico (Marschner 2000; Robinson 1948; Rosenus 1995; Royce 2002).

Other early expeditions of the San Joaquin Valley were conducted by fur trappers and traders. Most famously, American trapper Jedediah Smith, as well as French Canadian trappers of the Hudson Bay Company stationed at French Camp, trapped along rivers for beaver and other extravagant furs (Shideler 1988). The Coloma gold strike in 1848, and subsequent Gold Rush, created an unprecedented population surge in California. Between 1848 and 1855, over 300,000 people, predominately unmarried males, immigrated to California in the hopes of discovering gold. After their prospecting efforts failed, many became ranchers or farmers, or opened businesses that supplied the miners. Following the Mexican-American War, the United States annexed California and occupied it under a military government. The stresses on California commerce and society from this population flood, coupled with a weak central government, compelled the necessity for and formation of a state government. In September 1850, California was admitted as the 31st state.

On February 18, 1850, San Joaquin County was created as one of California's original 27 counties. The county was named for the San Joaquin River that runs directly through it. While the county boundary lines may have changed a bit over time, the San Joaquin County seat has always been located at the city of Stockton (Lewis Publishing 1890).

5.4.2 Settlement During the American Period

5.4.2.1 San Joaquin County

Most of the early development in the county was limited in the well-watered northern and eastern ends of the county near the navigable waters of the San Joaquin River. The western portion of the county was originally a broad, windswept, treeless plain that was sparsely settled and characterized by early travelers as "practically a desert" (Brewer 1966). Devoid of water, timber, and hospitable conditions, this area would not see development until irrigation and agriculture were introduced in the mid-19th and early 20th centuries.

5.4.2.2 Manteca

Permanent settlements in the area of Manteca occurred after the gold rush frenzy subsided (Shideler 1988). The first known Euro-American settler in the area of Manteca was "Billy" Jenkins, who claimed 320 acres of land in as early as 1858 (Tinkham 1923). A small number of other settlers took land holdings in the area of Manteca to produce grain crops such as wheat, hay, barley, and rye (Tinkham 1923). Joshua Cowell, the "Father of Manteca," was among these early settlers; in 1863, Cowell located a half-section of land consisting of the present-day city of Manteca. Early landholdings were spaced far apart to accommodate large-scale agricultural activities and often property boundaries were marked by deeply dug ditches which created an inner embankment along the defined property limits (Tinkham 1923).

Railroad transportation and irrigation allowed Manteca to flourish into the city it is today. In 1870, Leland Stanford constructed the San Joaquin Valley Railroad from Lathrop to Ripon; however, this railroad was merged into the Central Pacific that same year, and by 1885, it was consolidated into the Southern Pacific Railroad. This line provided transport for the grain growing district and allowed regional farmers to reach new markets. It also allowed passengers from all over the country to visit the area (Shideler 1988; Tinkham 1923). Cowell's station was erected in 1910 and named after Mr. Cowell, who provided right-of way for the rail. Eventually, the station's name was changed to Manteca, the Spanish word for butter, due to confusion with the nearby Cowell's warehouse owned by Joshua Cowell's brother. Mr. Cowell was also a pioneer of early irrigation efforts in the area of Manteca. Realizing the land was fertile, but too dry, he and other early settlers dug a canal from just north of Knight's Ferry, spanning 45 miles, diverting water from the Stanislaus River into the valley.

The City of Manteca was established in 1918. Previously, the area was serviced by the Lathrop post office (Shideler 1988). The first large landholdings in the Manteca area primarily produced wheat or cattle. After a few short years, however, barley became more favored over wheat. Unlike other areas of San Joaquin County, the soil was less compact and was unable to hold enough moisture to produce late summer crops. Soil conditions made it possible to produce barley only once every other year. In alternating years, farmers would let the ground go fallow which created the perfect conditions for sand and dust storms (Shideler 1988). Many miles of bamboo windbreaks were

planted by the early 1900s to counteract the dust storms. Development of irrigation calmed the dust storms and thus many cane breaks have been removed.

5.4.2.3 Site Specific History

In 1883, the majority of the land within the proposed project was owned by H. W. Cowell (Section 3 and north half of Section 10 [of Township 2 South, Range 7 East, Mount Diablo Base Line and Meridian]); Joshua Cowell (Sections 4, 5, 8, and 9); John C. Graves (Section 11); John C. White (south half of Section 10); and Doctor James A. Bainbridge (alignment of railroad) (Reid 1883). By 1895, the majority of the land within the proposed project comprising portions of Sections 10 and 3 is owned by Graves; the southwestern quarter of Section 11 and northwestern quarter of Section 14 are owned by Bainbridge; the southern half of Section 10 is owned by the estate of White; and the northeastern quarter of Section 9 and the southeastern quarter of Section 4 are owned by H. W. Cowell (Compton 1895). All of these men were from prominent Manteca families.

John Graves was born in Missouri in 1842 but grew up in Wisconsin until his parents, Henry and Lorena, moved their large family in 1864 to San Joaquin County in a company of over 100 wagons captained by John's brother-in-law, John Harrelson. All of Henry and Lorena's surviving sons – Frank, Newton, John, Thomas, and James – were farmers. Their surviving daughters Candace (m. Harrelson), Mary (m. Ellis), Lucy (m. McKenzie), Ada (m. Francis Cowell), and Vinetta (m. Joshua Cowell) all married San Joaquin County farmers. In 1890, John moved his family to Stockton and began subdividing his 800-acre San Joaquin County farm into 40-acre tracts (Ancestry.com; Tinkham 1923).

By 1911, John had sold most of his San Joaquin County acreage to various individuals, including W. W. Cowell, A. W. Cowell, E.W. Butlers, and Pietro Couvi. E.S. Pillsbury is depicted as owning the southern half of Section 10, and his property contained a small developed area located at the eastern edge of Section 10 directly adjacent to the railroad (Young 1911). The small development is called Moreno in a 1911 map (Young). Moreno (also known as Morano and Morrano) was a shipping point for grain and contained large storage warehouses and a side track by 1880 (Croft 1880). A post office operated at Moreno from 1905 to 1910 (Angermeier 1968). The location of Moreno is depicted as Calla in the 1952 USGS *Manteca, Calif.* 7.5' topographical quadrangle. Currently, Calla is considered a community within Manteca.

Dr. Bainbridge purchased his 1,280-acre grain farm in 1875 and continued to practice medicine and farm until he passed away in 1914. One of his sons continued farming, while two of his sons became physicians. By 1911, his land in the proposed project was purchased by E. S. Pillsbury, a district attorney.

5.5 AGRICULTURE AND IRRIGATION

The history and growth of Manteca described above indicates the extent to which agriculture and irrigation are inseparable from the development of the City. Currently, the South San Joaquin Irrigation District (SSJID) maintains two buried water pipelines within the proposed project boundaries. The Tbb pipeline parallels Graves Road and courses under SR 120, SR 99, UPRR, and Moffat Boulevard until reaching the South San Joaquin Valley Irrigation District's S.I.D.E. water

pipeline, which is located under Atherton Drive. The Tbb pipeline replaced what was once an irrigation canal sometime before 1968. Currently, an associated large standpipe with at least two valves is within the direct proposed project. The Tbb pipeline follows the northwestern parcel boundary of APN 22405019, and runs under the UPRR and 99 Frontage Road. The pipeline replaced what was once an irrigation canal sometime after 1968 (SSJID 2014; National Environmental Title Research 2017).

5.6 TRANSPORTATION

5.6.1 Railroad

The railroad system is one of the most influential factors that affected settlement patterns and the economy of the United States from the industrial era onwards. Many cities and towns coalesced around train depots, and in the latter half of the 19th century and into the 20th century, railroad companies competed for power. Many towns and cities throughout the San Joaquin Valley owe their existence to the Southern Pacific Railroad (SPRR).

SPRR was founded in 1865 by a group of San Francisco businessmen, led by Timothy Phelps, with plans to build a railroad connecting San Francisco with San Diego. In 1868, Southern Pacific was purchased by Charles Crocker, Leland Stanford, Mark Hopkins, Jr., and Collin P. Huntington, businessmen known as the Big Four who were responsible for financing the western portion of the transcontinental railroad - the Central Pacific Railroad (Hofsommer 2009:4). After the transcontinental railroad was established in 1869, the Big Four started planning a rail line throughout the wheat-producing San Joaquin Valley. Many small railroads attempted to compete in the San Joaquin Valley but found it impossible to persevere due to SPRR's near monopoly over shipping rates and transportation services. The San Joaquin Valley Railroad (SJVRR) was one of these railroads. The SJVRR Company was incorporated in 1868, and began constructing a railroad from Lathrop to the Stanislaus River in 1869. No trains operated on this line while it operated under the SJVRR Company because it, like many other various competing lines, was officially consolidated into the Central Pacific Railroad Company in October 1870 under the direction of the Big Four as part of their empire (Hayes 2007). The Central Pacific merged with SPRR in 1885, and the portion of the railroad that was originally constructed as the SJVRR became part of the SPRR Fresno Line.

Combined with irrigation, railroad transportation allowed Manteca to flourish into the city it is today (Shideler 1988; Tinkham 1923). Cowell's station was erected in 1910 along SPRR's Fresno Line and was named after Joshua Cowell, who provided right-of-way for the track to be constructed. Eventually, the station's name was changed to Manteca, the Spanish word for butter, due to confusion with the nearby Cowell's warehouse owned by Joshua Cowell's brother.

Within the proposed project in the southern half of Section 10, adjacent to and south of the railroad, there was a shipping point for grain by 1876 called Moreno (also known as Morano and Morrano) that contained large storage warehouses and a side track by 1880 (G.W. and C.B. Colton & Co. 1876; Crofutt 1880). A post office operated at Moreno from 1905 to 1910 (Angermeier 1968; Young 1911). A small development of buildings directed towards the railroad tracks is depicted as Moreno at this location in a 1911 map (Young). The location of Moreno is depicted as Calla in the

1952 USGS *Manteca, Calif.* 7.5' topographical quadrangle; Currently, Calla is considered a community within Manteca.

5.6.2 Roadways

The rise in the popularity of the automobile coincided with a turbulent political era in California. The SPRR had a long-standing influence on state government that discouraged legislation to fund road improvements, such that “[t]he further you got away from the iron road, the worse the dirt roads became” (Nelson 2009). In 1895, a three-person Bureau of Highways was created to coordinate the construction of higher quality roads among counties. However, with little authority and funding, the Bureau’s accomplishments were modest. Following a statewide survey of existing roads, the Bureau presented to the Legislature a program to construct a network of improved roads connecting the county seats. Despite this, the Department of Engineering, created in 1907, was limited to minor repairs to roads, bridges, culverts, and damage caused by winter storms (California Department of Engineering 1917).

The Bureau of Highways’ recommendations were bolstered by the rise of the Progressive Party in California. During the early 1900s, this vast coalition of supporters coalesced around Hiram Johnson, a 1910 gubernatorial candidate whose main campaign objective was to lessen SPRR’s influence in state politics (Mowry 1951; Starr 1985). Emerging from this social and political fervor was a more determined effort to develop a viable state highway system. Following the passage of the State Highway Bond Act in 1910, \$18,000,000 in bond revenue was allocated to create a State Highway Commission that would be staffed by a Division of Highways, with a licensed State Engineer to ensure compliance with design and construction standards. The ultimate goal was to begin building a quality network of transportation infrastructure, and funds were allocated evenly among several counties to retain widespread political support and foil charges of favoritism (Blow 1920). As a result of the 1910 Bond Act, most of the early state highways, which were former county roads/emigrant routes, were transferred to state control (Lortie 1991).

In the 1910s and 1920s, Americans realized that improved roads made automotive tourism much more comfortable and feasible, which, in turn, contributed to a dramatic increase in their popularity. Good roads not only made tourism more efficient, they also increased the efficiency of exporting and importing goods (Lincoln Highway Association 1918). Automobile sales skyrocketed during the early 1920s, further bolstering the importance of road improvements as a national issue. The Good Roads Movement of the 1910s and 1920s is marked by an increase in associations that would select a route comprising multiple trails and/or roads and naming it in honor of an event or a person. In 1927, the San Joaquin Valley Tourist and Travel Association officially named present-day SR 99, which was the primary corridor throughout the Central Valley at the time, the “Golden State Highway” (Oakland Tribune 1927).

During this time, California highways were assigned a Legislative Route Number (LRN); however, starting in 1928, the Federal Government began assigning United States (U.S.) highway numbers based on the recommendation of the American Association of Highway Officials. The numbering system became complicated and confusing, as many legislative routes that shared the same alignment of the U.S. highways did not have matching numbers. The confusion was exacerbated

when additional numbering systems were introduced, such as the State Sign Routes in 1934 and the U.S. Interstate highway routes in 1960. In 1935, the portion of LRN 4 from Los Angeles to French Camp was officially signed as U.S. 99; but in 1964, the Interstate Highway System and the construction of Interstate 5 replaced portions of U.S. 99 and it was renamed SR 99 since it no longer crossed state lines. The SR 99 alignment through the proposed project is the same as it was in 1964. In 1934, a portion of the U.S. 99 route from present-day SR 99 to Yosemite was officially signed as SR 120. All portions of Yosemite Avenue through Manteca are old Route 120 (California Highways 2017). The SR 120 bypass was completed in the late 1970s as a response to the extreme traffic congestion the City experienced in the 1960s. Manteca has now become one of many commuter cities where homeowners mega-commute to their jobs in the Bay Area or the Silicon Valley, simply because they cannot afford to buy a decent home near where they work (Scheinin 2015).

5.7 POSTWAR SUBURBAN SPRAWL

Although Manteca's population was rising, the area remained primarily agricultural until after World War II when it experienced a housing and urbanization boom. The Postwar Era is defined basically as the thirty years following World War II (1945-1973) in which the United States experienced economic expansion and a housing demand for single-family, smaller, affordable residences (Caltrans 2011). The Postwar houses constructed during this time were simple in form and decoration and could easily be built upon and personalized.

The passage of the Federal-Aid Highway Act of 1956 resulted in not only a boost in the economy, but also an increase in the accessibility of rural areas throughout the nation. The freeways constructed during this time allowed urban workers to live farther away from their offices than ever before, facilitating the growth of housing tracts on the outskirts of major cities and creating suburban sprawl. Even the more rural areas, like Manteca, could be accessed easily via freeways and witnessed an increase in development during this time. The Federal-Aid Highway Act created numerous jobs in manufacturing, construction, and maintenance that were essential for the baby boomer generation.

Manteca has remained largely agricultural throughout its history; however, it experienced a population increase within the last few decades due to the rising prices in the Bay Area and the construction of the SR 120 bypass.

6.0 FIELD METHODS

LSA Cultural Resources Analyst Mariko Falke and Cultural Resources Manager Rhea Sanchez surveyed all accessible portions of the proposed project area over two days of fieldwork. On November 21, 2017, the pedestrian survey of the proposed project area included intensive survey (straight transects spaced no more than 15 meters apart) on portions of APN 228-060-07, 228-060-08, 224-060-015, 224-060-016, 224-050-017, 224-050-019, 228-060-018, 228-060-019, 228-060-020, 226-140-06, 228-900-06, 228-090-01, 228-060-01, 228-060-28, 228-060-25. Of these parcels included in the survey area, three are included in right-of-way acquisition: 228-02-032, 228-05-002, and 228-02-039. On December 1, 2017 Ms. Falke and Ms. Sanchez conducted intensive pedestrian survey of remaining Caltrans, railroad, and San Joaquin County right-of-way areas along SR 99 and SR 120, APN 228-050-17, and windshield survey of non-accessible right-of-way areas within the ramps and ramp shoulders from SR 120E to SR 99N, SR 120E to SR 99S, SR 99S to SR 120W, and SR 99N to SR 120W. Photo documentation for remaining MRs 1, 2, and 3 also took place on December 1, 2017.

Ground surface visibility within agricultural properties ranged from 95 to 100 percent with average 98 to 99 percent visibility thanks to meticulously tended almond orchards free of grasses and weeds, recently harvested and turned wheat, and well-tended rows of grapevines. Additionally, recent rains had cleaned surfaces of any rock or gravel present within the agricultural and residential parcels. Soils consisted of sandy silt within APN 228-060-08, loamy sandy silt within APN 228-060-07, silty sand with small ground bivalve shells added for nutrients in APN 228-06018, and silty sand in the remainder of the parcels.

Visibility within Caltrans, railroad, and San Joaquin County right-of-way properties ranged from 0 to 100 percent, with average 80 to 90 percent visibility. Within APN 228-050-17, soils consisted of loamy sand with 95 to 100 percent visibility in the northwest portion of the proposed project area and no visibility along the vegetated shoulder of SE 99. The right-of-way survey areas were vegetated with grasses, weeds, and shrubs that limited visibility to 0 to 2 percent within basins and spillways. Within basins and spillways Ms. Falke and Ms. Sanchez conducted soil scrapes to observe soils. Soils within the basins and spillways consisted of sandy, pebbly imported fill. Fill soils were distinguishable by the gravel material content, size sorting and contrast to the native sandy soils ubiquitous throughout the entire proposed project area.

7.0 STUDY FINDINGS AND CONCLUSIONS

One non-diagnostic piece of WIE from a curved vessel, fragments of large mammal faunal remains (likely cattle, based on bone wall thickness and overall size although signs of butchering were evident), and a scatter of modern colorless glass and miscellaneous modern ceramic dishes (including a Target store brand mark) were found in APN 228-060-08 near a residence. Eleven water conveyance features associated with agricultural use within APN 224-050-15 were observed and documented. The water conveyance feature, the isolated single historic-period item, and the modern glass and ceramic dish fragments meet the criteria for exemption described in in Attachment 4 “Properties Exempt from Evaluation,” of the Section 106 PA.

No other archaeological resources were observed among the APNs surveyed.

Although geologic landforms present within the proposed project area have been documented as having moderate to high sensitivity, disturbances by cattle ranching, orchard farming, and construction/maintenance of State Routes 99 and 120, and local roads including Austin Road, Frontage Road, Main Street, and the railroad have simultaneously greatly reduced the probability of encountering intact prehistoric archaeological deposits – particularly within the first two feet below ground surface – while potentially bringing subsurface archaeological deposits to the surface as a result of soil disturbances. Areas within the ramp loops and shoulders at the SR 99/120 interchange consist of mechanically graded and built-up soils on moderately sensitive soils; the remainder of the proposed project area consists of disturbed high sensitivity soils that have been disturbed by agricultural and transportation use for decades. Cultural resources 0.5 mile radius consist of historic-period built environment resources. Agricultural activities may have obscured any unknown prehistoric resources within the proposed project.

LSA found no surface signs of buried cultural resources. The soils in the survey area were observed as predominantly loamy course sands and some sandy loam. The United States Department of Agriculture’s National Cooperative Soil Survey data indicates that the sandy soils reach 6 feet in depth. The State Route 99/120 Interchange ground disturbing activities will include driving foundation piles, either steel or concrete, up to 50 feet deep. Excavation for structure footings will be up to 5 feet deep. Excavation for new drainage culverts would be up to 6 feet deep. Other roadway excavation will be up to 2 feet deep. No dewatering is expected as part of the project. The project will be importing fill only from commercial sources. Utility relocations will include some utility poles, sewer (up to 10 feet deep), and water lines (up to 5 feet deep).

Most of the sandy soils in the study area have been designated by Far Western as high sensitivity for buried archaeological resources (Rosenthal and Meyer 2008). Far Western’s sensitivity model is based on soil age and the potential for archaeological deposits. This model, based on age, is not based on presence of archaeological deposits. While an area may be characterized as having high sensitivity, it may simultaneously possess no likelihood of archaeological deposits. The current SR 99/120 interchange includes soils of moderate potential for containing archaeological deposits. The high sensitivity soils in along SR 120 and the north most extent of SR 99 (north of the current interchange) are designated as high sensitivity, but these portions of the highways have already

disturbed soils and the improvements will not change the footprint of the highways. These high-sensitivity areas are not likely to result in additional disturbance beyond that which has already occurred, therefore the likelihood of the current proposed project to disturb intact deposits is low. The proposed work along the SR 99 within the southeast branch of the study area also will not change the footprint of the existing stretch of the highway. Although this section of the proposed project area is mapped as high in sensitivity, given the nature and extent of proposed vertical rea of direct impact the likelihood of the current proposed project to disturb intact deposits is also low. The proposed project area is predominately characterized by soil depths of over 80 inches before the paralithic (weathered bedrock) or bedrock horizons, with less than 30 percent at soil depths reaching 60 inches (United States Department of the Interior 2018). The areas of direct impact within the proposed project involve fill soils and built up soils in addition to the native soil depths underlying the fill soils; the native sandy soils not topped with fill soils occur away from the project area of direct impact.

The area of the proposed project of greatest concern is located at the Austin Road/SR 99 intersection, where development has remained minimal. The E. Woodward Ave new routes to S. Moffat Blvd and S Austin Road will be placed in land that has only been used for rural residential and agricultural use. Such agricultural use will have affected ploughing, disking, and root depths of orchards. While the existing Austin Road and Frontage Road ramps onto SR 99 consist of built-up fill soils, the native soils surrounding the ramps and the agricultural soils in the fields to be taken by the project have been assigned high sensitivity for buried archaeological deposits. No surface signs of prehistoric and/or historic archaeological sites were identified within the archaeological survey area during this identification effort.

7.1 OTHER RESOURCES

The following isolated finds meet the criteria in Attachment 4 “Properties Exempt from Evaluation,” of the Section 106 PA:

1. The standpipes associated with agricultural use within APN 224-050-15. These are water conveyance features listed under Property Type 1 as exemptions.
2. A single piece of WIE in isolated context within a recently harvested and disked wheat field within the western portion APN 228-060-08, approximately 50 feet from Austin Road. This is an isolated historic find consisting of fewer than three artifacts per 100 square meters.
3. Refuse scatter containing modern glass and ceramic dishes and fragments of a large mammal bone within the southeast corner of parcel APN 228-060-08. The ceramic dish fragments appear modern based on the commercial maker’s mark and design. The glass is not solarized. None of the pieces exhibit signs of tumbling or churning, suggesting that the dishes have not been in the field for very long. The dishes are located on the surface of the tilled and disked parcel in the most southeast corner of the field. This refuse scatter meets the definition of refuse scatters less than 50 years old, containing no material that can be dated with certainty as older than 50 years old.

No prehistoric and/or historic archaeological sites were identified within the archaeological survey area during this identification effort.

If previously unidentified cultural materials are unearthed during construction, it is Caltrans' policy that work be halted in that area until a qualified archaeologist can assess the significance of the find. Additional archaeological survey will be needed if Project limits are extended beyond the present survey limits.

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APPENDIX A

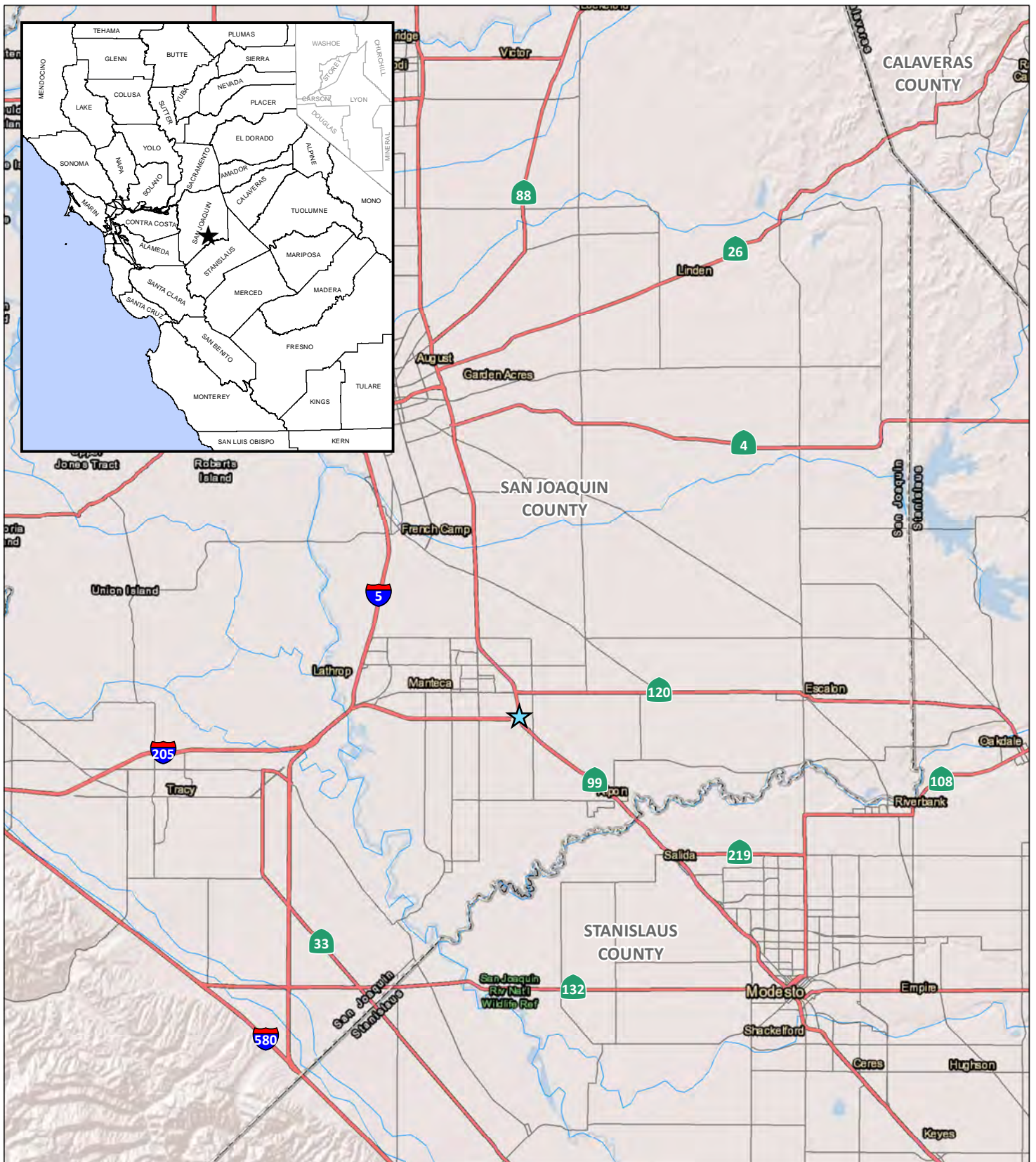
Maps

Figure 1: Study Vicinity

Figure 2: Study Location

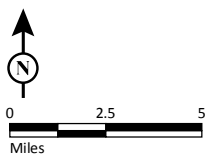
Figure 3: Survey Coverage Map

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LEGEND

★ Project Location

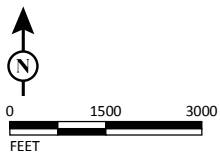
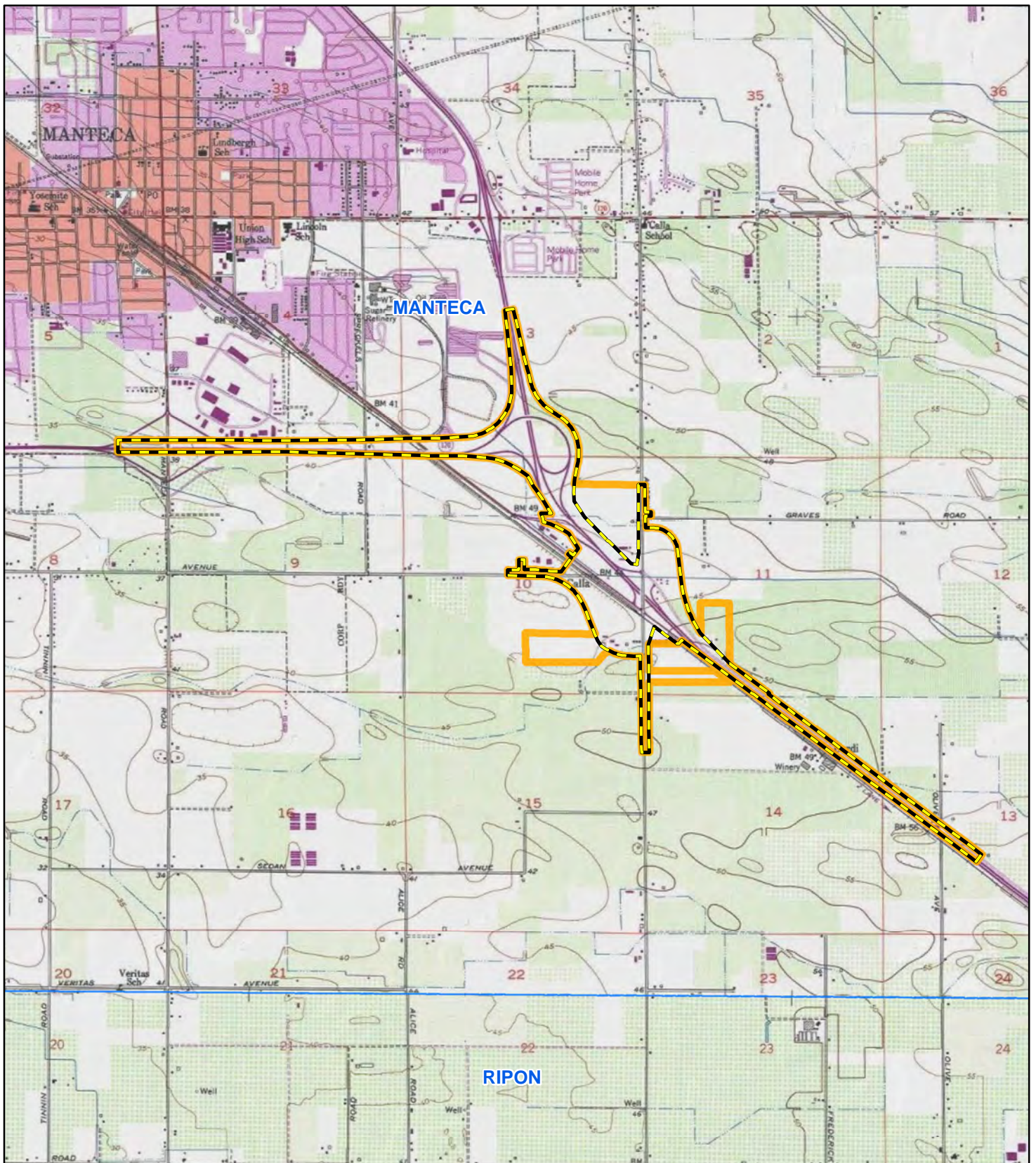


SOURCE: ESRI Imagery (4/2008)

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FIGURE 1

State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 3.1/6.2
EA 10-1E740
Study Vicinity Map



LEGEND



-  Area of Potential Effect (APE) (345.5 ac)
-  Architectural APE (436.3 ac)

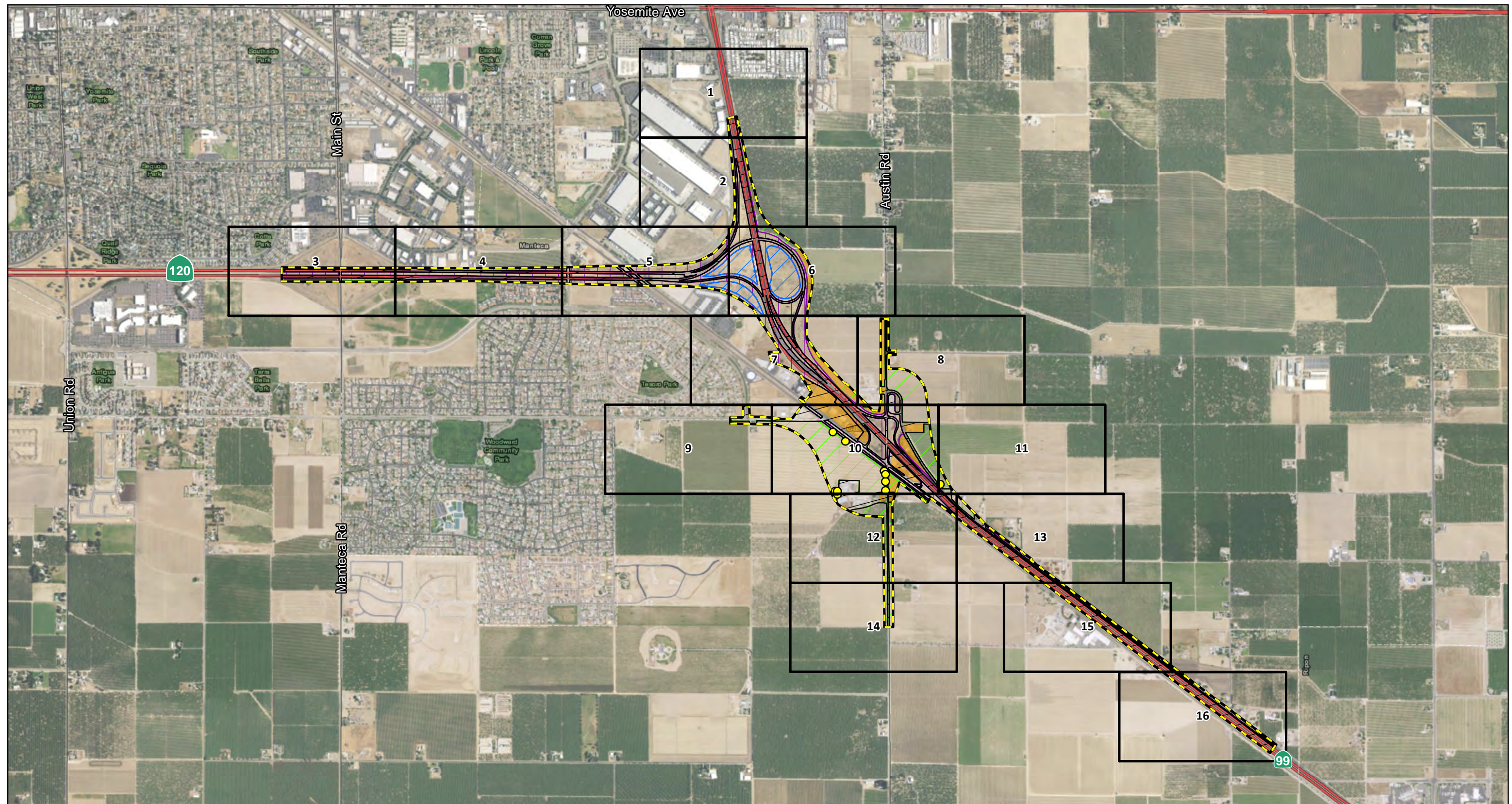
FIGURE 2

State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 3.1/6.2
EA 10-1E740

Study Location Map

SOURCE: USGS 7.5-minute topographic quadrangle Manteca, Calif (1952, ed. 1994)

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FEET

LEGEND

- Area of Potential Effect (APE) (345.5 ac)
- No Permission to Enter - Surveyed from Right-of-Way
- Water Conveyance Feature

Survey Coverage Observations

- Fill
- Landscaped
- Paved/Developed
- Visible Native Ground

FIGURE 3
INDEX

State Route 120 / Union Road Interchange Revalidation
City of Manteca, San Joaquin County, California
Caltrans District 10; 10-SJ-120; P.M. 3.1/6.2
EA 10-OP200

Survey Coverage Area

SOURCE: Basemap- NAIP (06/2016); Design- Mark Thomas & Company (08/2016); Mapping- LSA (12/2016)

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LEGEND

- Area of Potential Effect (APE) (345.5 ac)
- No Permission to Enter - Surveyed from Right-of-Way

Survey Coverage Observations

- Fill
- Paved/Developed
- Visible Native Ground

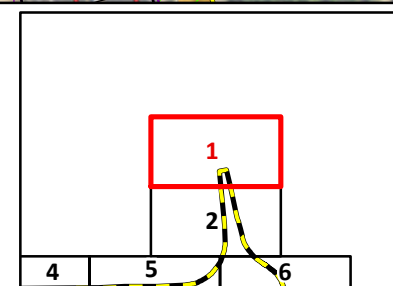


FIGURE 3

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State Route 120 / Union Road Interchange Revalidation
City of Manteca, San Joaquin County, California
Caltrans District 10; 10-SJ-120; P.M. 3.1/6.2
EA 10-OP200

Survey Coverage Area

SOURCE: Basemap- NAIP (06/2016); Mapping- LSA (12/2016)

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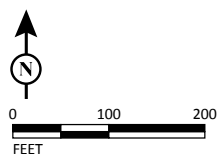


LEGEND

- Area of Potential Effect (APE) (345.5 ac)
- No Permission to Enter - Surveyed from Right-of-Way

Survey Coverage Observations

- Fill
- Paved/Developed
- Visible Native Ground



SOURCE: Basemap- NAIP (06/2016); Mapping- LSA (12/2016)

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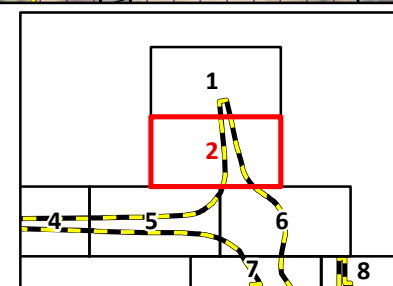


FIGURE 3

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*State Route 120 / Union Road Interchange Revalidation
City of Manteca, San Joaquin County, California
Caltrans District 10; 10-SJ-120; P.M. 3.1/6.2
EA 10-OP200*

Survey Coverage Area



LEGEND

Area of Potential Effect (APE) (345.5 ac)

Survey Coverage Observations

- Fill
- Paved/Developed
- Visible Native Ground



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SOURCE: Basemap- NAIP (06/2016); Mapping- LSA (12/2016)

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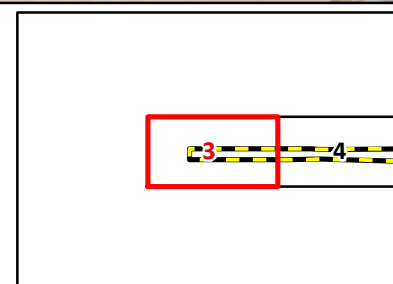


FIGURE 3

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State Route 120 / Union Road Interchange Revalidation
City of Manteca, San Joaquin County, California
Caltrans District 10; 10-SJ-120; P.M. 3.1/6.2
EA 10-OP200

Survey Coverage Area

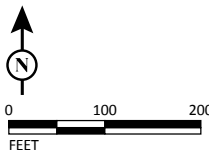


LEGEND

Area of Potential Effect (APE) (345.5 ac)

Survey Coverage Observations

- Fill
- Paved/Developed
- Visible Native Ground



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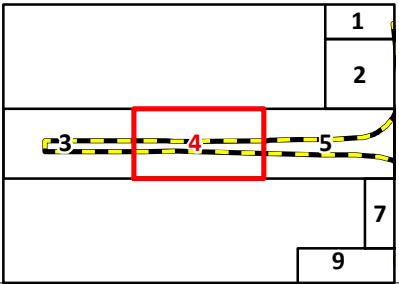


FIGURE 3
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State Route 120 / Union Road Interchange Revalidation
 City of Manteca, San Joaquin County, California
 Caltrans District 10; 10-SJ-120; P.M. 3.1/6.2
 EA 10-OP200

Survey Coverage Area



LEGEND

Area of Potential Effect (APE) (345.5 ac)

Survey Coverage Observations

- Fill
- Landscaped
- Paved/Developed



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SOURCE: Basemap- NAIP (06/2016); Mapping- LSA (12/2016)

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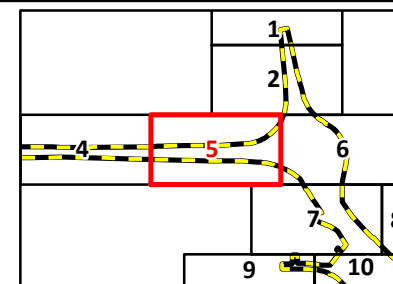
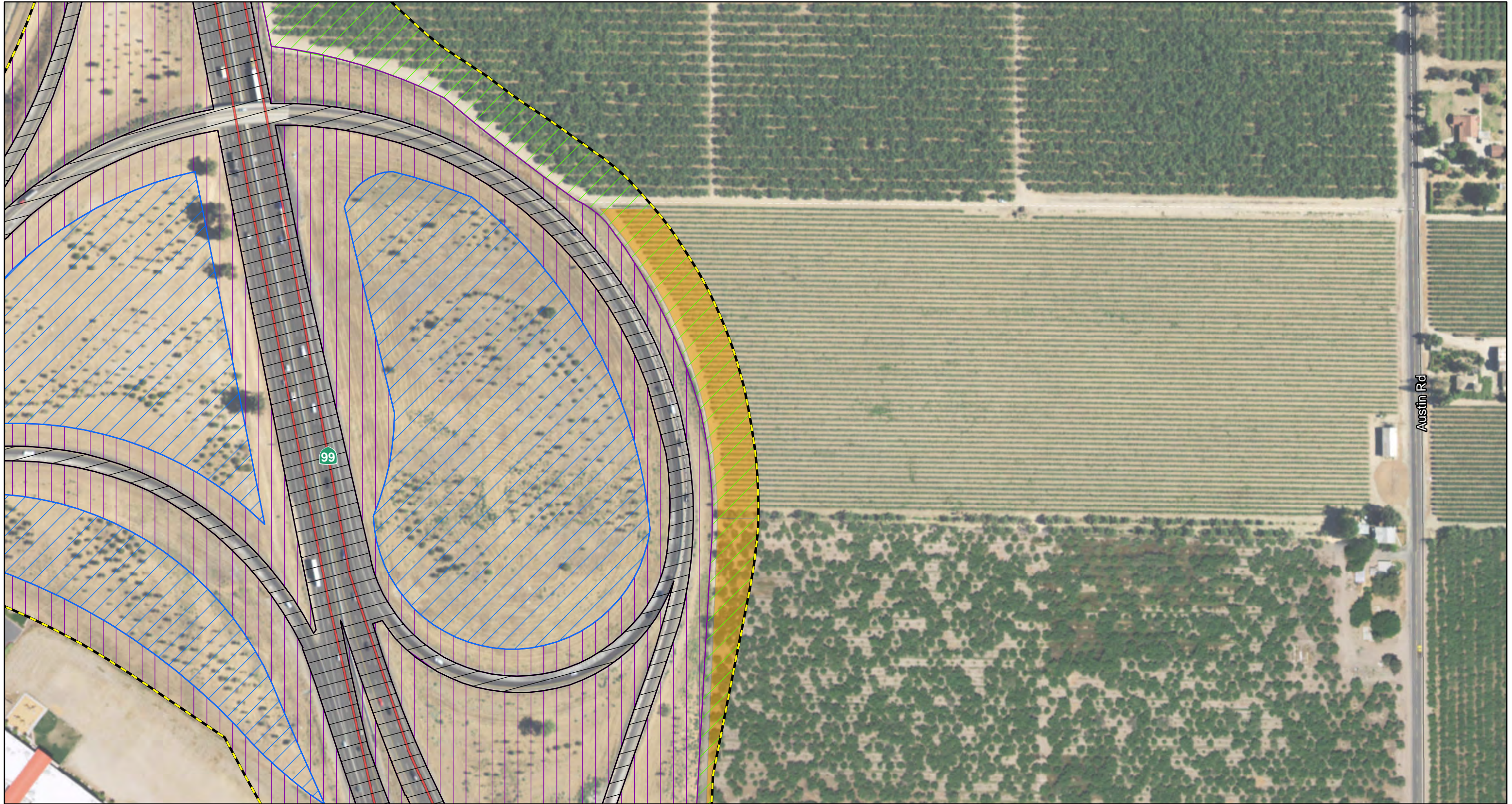


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State Route 120 / Union Road Interchange Revalidation
City of Manteca, San Joaquin County, California
Caltrans District 10; 10-SJ-120; P.M. 3.1/6.2
EA 10-OP200

Survey Coverage Area



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Survey Coverage Observations

- Fill
- Landscaped
- Paved/Developed
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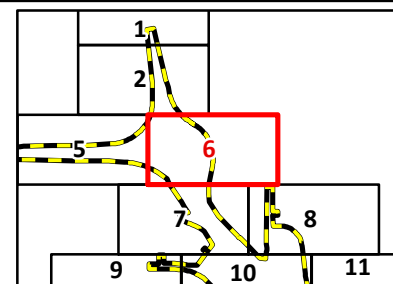
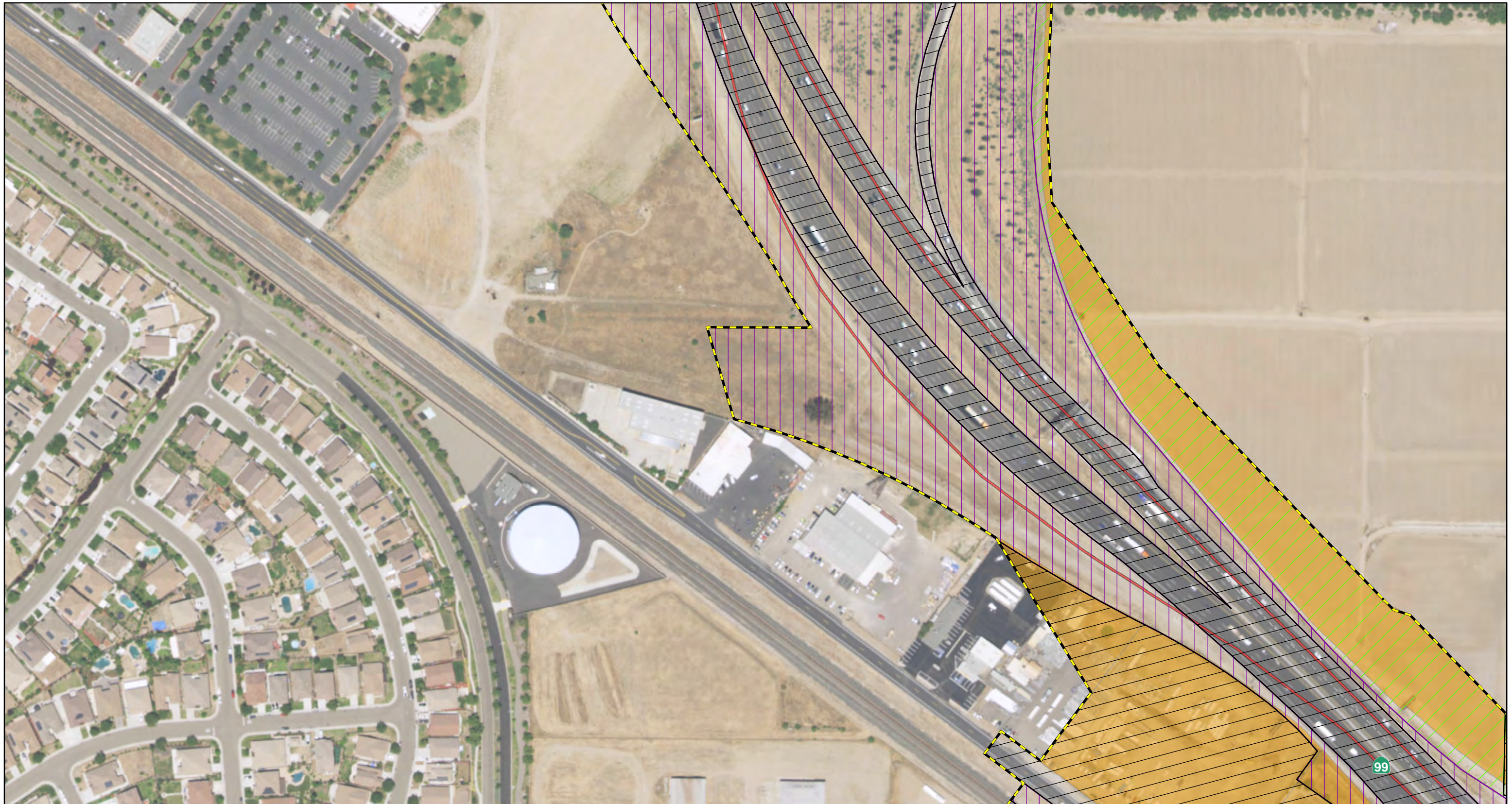


FIGURE 3

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*State Route 120 / Union Road Interchange Revalidation
City of Manteca, San Joaquin County, California
Caltrans District 10; 10-SJ-120; P.M. 3.1/6.2
EA 10-OP200*

Survey Coverage Area



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Survey Coverage Observations

- Fill
- Paved/Developed
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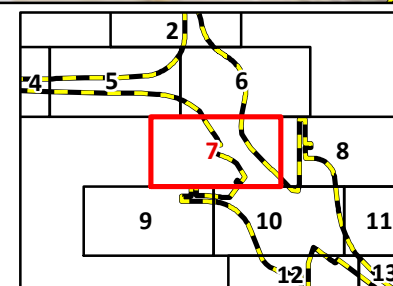


FIGURE 3

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State Route 120 / Union Road Interchange Revalidation
City of Manteca, San Joaquin County, California
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EA 10-OP200

Survey Coverage Area

SOURCE: Basemap- NAIP (06/2016); Mapping- LSA (12/2016)

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Survey Coverage Observations

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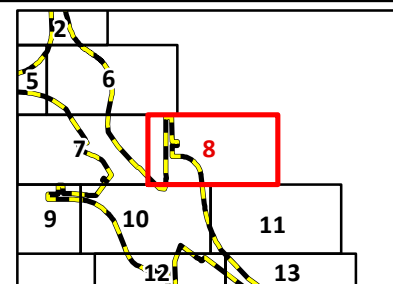


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*State Route 120 / Union Road Interchange Revalidation
City of Manteca, San Joaquin County, California
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Survey Coverage Observations

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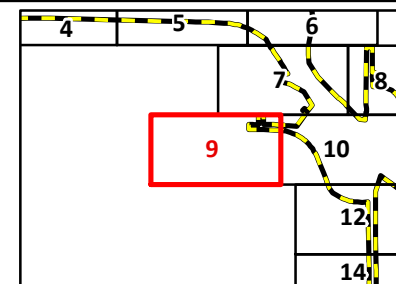


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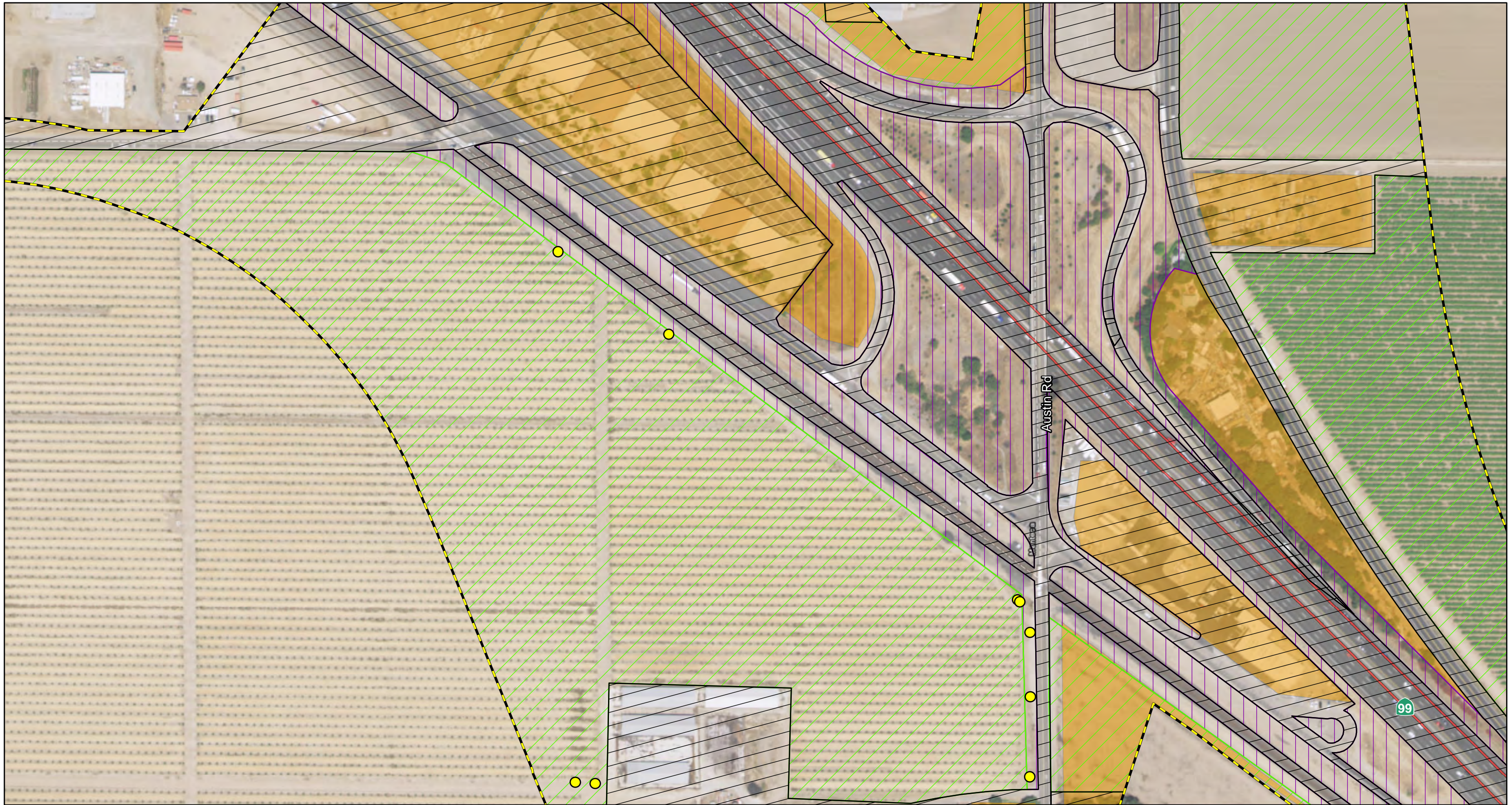
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Survey Coverage Area

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Survey Coverage Observations

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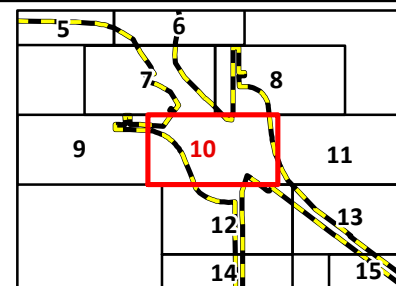


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State Route 120 / Union Road Interchange Revalidation
City of Manteca, San Joaquin County, California
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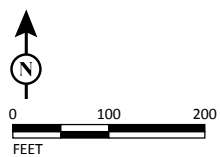


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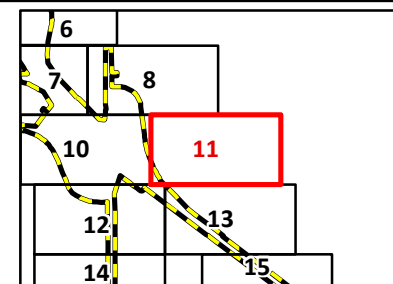
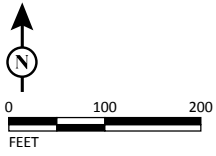


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State Route 120 / Union Road Interchange Revalidation
City of Manteca, San Joaquin County, California
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Survey Coverage Area



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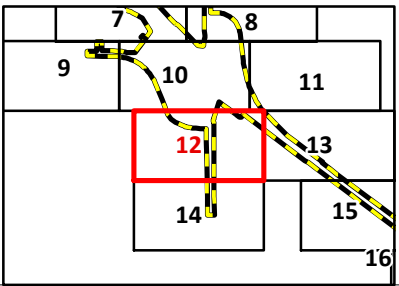


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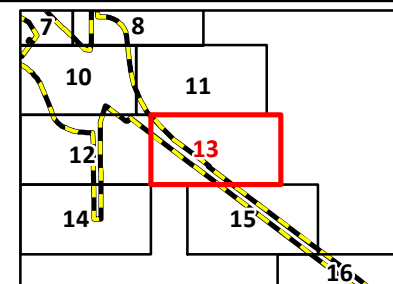


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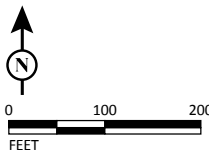
LEGEND

Area of Potential Effect (APE) (345.5 ac)

Survey Coverage Observations

Paved/Developed

Visible Native Ground



SOURCE: Basemap- NAIP (06/2016); Mapping- LSA (12/2016)
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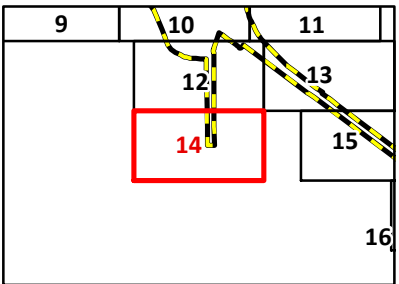


FIGURE 3
 Page 14 of 16

State Route 120 / Union Road Interchange Revalidation
 City of Manteca, San Joaquin County, California
 Caltrans District 10; 10-SJ-120; P.M. 3.1/6.2
 EA 10-OP200

Survey Coverage Area

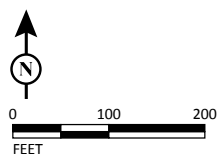


LEGEND

Area of Potential Effect (APE) (345.5 ac)

Survey Coverage Observations

- Fill
- Paved/Developed
- Visible Native Ground



SOURCE: Basemap- NAIP (06/2016); Mapping- LSA (12/2016)

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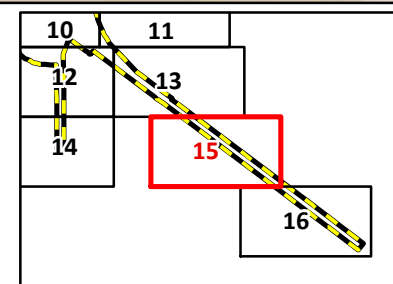


FIGURE 3


Page 15 of 16

State Route 120 / Union Road Interchange Revalidation
City of Manteca, San Joaquin County, California
Caltrans District 10; 10-SJ-120; P.M. 3.1/6.2
EA 10-OP200




Survey Coverage Area

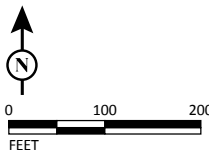


LEGEND

 Area of Potential Effect (APE) (345.5 ac)

Survey Coverage Observations

-  Fill
-  Paved/Developed
-  Visible Native Ground



SOURCE: Basemap- NAIP (06/2016); Mapping- LSA (12/2016)
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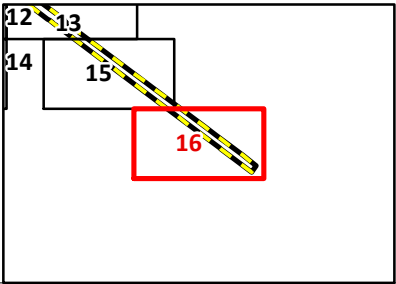


FIGURE 3
Page 16 of 16

State Route 120 / Union Road Interchange Revalidation
City of Manteca, San Joaquin County, California
Caltrans District 10; 10-SJ-120; P.M. 3.1/6.2
EA 10-OP200

Survey Coverage Area

APPENDIX B

Native American Heritage Commission Consultation

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Sacred Lands File & Native American Contacts List Request

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd, Suite 100
West Sacramento, CA 95501
(916) 373-3710
(916) 373-5471 – Fax
nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: Archaeological Survey Report for the State Route 99 at State Route 120 Interchange Improvements Project
County: San Joaquin

USGS Quadrangle

Name: Manteca, Calif.
Township: 2 South Range: 7 East Section(s): 3 through 5, 8 through 11, 13 through 15

Company/Firm/Agency:

LSA Associates, Inc.

Contact Person: Rhea Sanchez
Street Address: 201 Creekside Ridge Court, Suite 250
City: Roseville Zip: 95678
Phone: (916) 772-7450 Extension: 133
Fax: (916) 772-7451
Email: rhea.sanchez@lsa.net

Project Description:

The California Department of Transportation (Caltrans), in cooperation with the City of Manteca (City), proposes a project that will result in the construction of a new interchange, freeway auxiliary lanes and connecting roadways at the existing McKinley Avenue undercrossing on State Route 120 in Manteca in San Joaquin County (Project).

☒ Project Location Map is attached



BERKELEY
CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

August 25, 2017

Cynthia Gomez
Native American Heritage Commission
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
nahc@nahc.ca.gov

Subject: Archaeological Survey Report for the State Route 99 at State Route 120 Interchange Improvements Project near Manteca, San Joaquin County, California (LSA Project No. MKT1507)

Dear Ms. Gomez:

The California Department of Transportation (Caltrans), in cooperation with the City of Manteca (City), proposes to construct a project that will result in a new interchange, freeway auxiliary lanes and connecting roadways at the existing McKinley Avenue undercrossing on State Route 120 in Manteca in San Joaquin County (Project). The Project site is situated in the southern portion of San Joaquin County, approximately 12 miles south of Stockton and 2.5 miles south of Lathrop, in the southwestern portion of Manteca, San Joaquin County, California in Sections 3 through 5, 8 through 11, and 13 through 15 of Township 2 South, Range 7 East on the *Manteca, Calif.* United States Geological Survey (USGS) topographic quadrangle (Attachment: Figures 1 and 2). LSA has been appointed by Caltrans and the City to conduct a study to determine if the project might affect cultural resources.

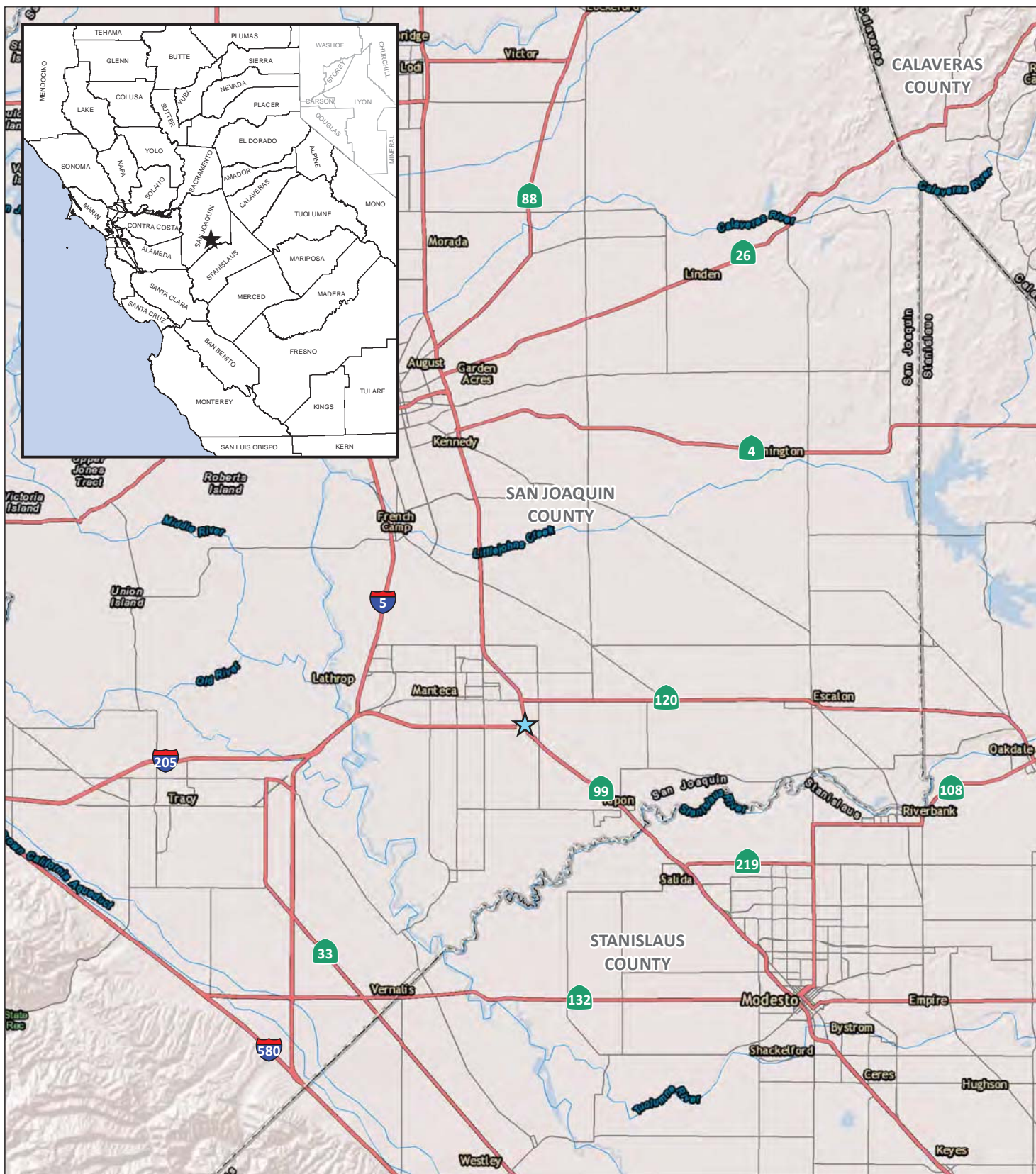
LSA is conducting a study to determine whether or not cultural resources are present within or near the preliminary APE. Please review the Sacred Lands File for any Native American cultural resources that may be within or adjacent to the preliminary APE under review, depicted in Figure 2. Additionally, we request a list of Native American individuals and organizations that may have knowledge of cultural resources in the project area. If you have any questions, please contact me at the address and phone number below or via e-mail at rhea.sanchez@lsa.net. Thank you for your time. I look forward to hearing from you.

Sincerely,

LSA Associates, Inc.

Rhea Sanchez, M.A.
Cultural Resources Manager

Attachments: Regional Location map
APE map

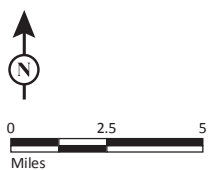


LSA

LEGEND

★ Project Location

FIGURE 1

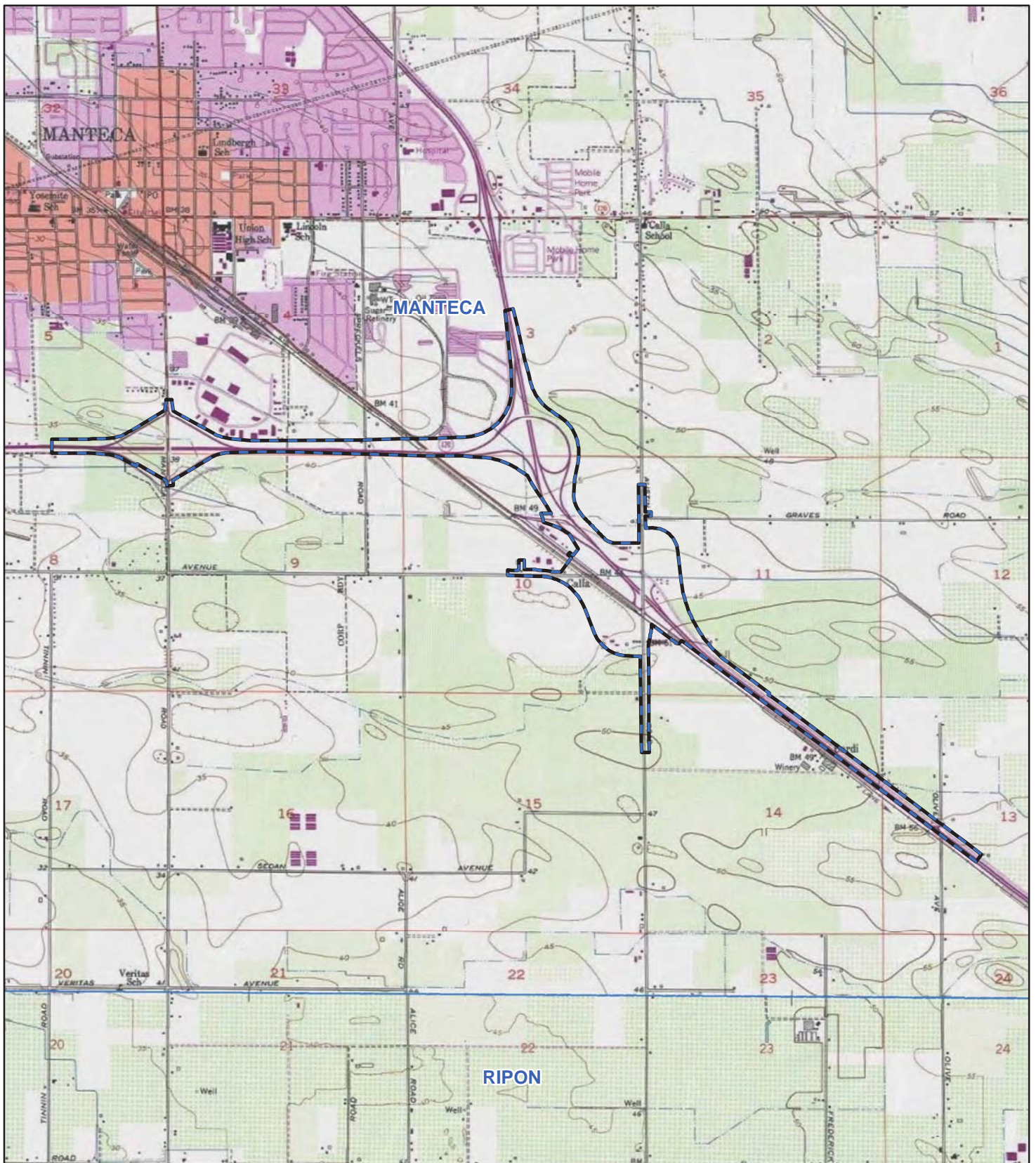


SOURCE: ESRI Imagery (4/2008)

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State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 4.60/6.30
EA 10-1E740

Study Vicinity Map



LSA

LEGEND


 Preliminary Study Area

FIGURE 2

State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 4.60/6.30
EA 10-1E740

Study Location Map

SOURCE: USGS 7.5-minute topographic quadrangle Manteca, Calif (1952, ed. 1994)

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NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
Fax (916) 373-5471



August 31, 2017

Rhea Sanchez
LSA Associates

Sent by Email: rhea.sanchez@lsa.net
Number of Pages: 2

RE: State Route 99 at State Route 120 Interchange Improvements Project, Manteca, San Joaquin County

Dear Ms. Sanchez:

A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above with negative results. **Please note that the absence of specific site information in the *Sacred Lands File* does not indicate the absence of Native American cultural resources in any APE.**

I suggest you contact all of those listed, if they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. **By contacting all those on the list, your organization will be better able to respond to claims of failure to consult.** If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact via email: Sharaya.souza@nahc.ca.gov.

Sincerely,

Sharaya Souza
Staff Services Analyst

**Native American Heritage Commission
Native American Contacts
8/30/2017**

Buena Vista Rancheria of Me-Wuk Indians
Rhonda Morningstar Pope, Chairperson
1418 20th Street, Suite 200 Me-Wuk / Miwok
Sacramento , CA 95811
rhonda@buenavistatribe.com
(916) 491-0011 Office

(916) 491-0012 Fax

California Valley Miwok Tribe
4620 Shippee Lane Miwok
Stockton , CA 95212
CalaverasMiwukPreservation
(209) 931-4567 Office
(209) 931-4333 Fax

Ione Band of Miwok Indians
Crystal Martinez-Alire, Chairperson
P.O. Box 699 Miwok
Plymouth , CA 95669
crystal@ionemiwok.net
(209) 245-5800 Office

(209) 245-3112 Fax

Ione Band of Miwok Indians
Randy Yonemura, Cultural Committee Chair
P.O. BOX 699 Miwok
Plymouth , CA 95669
randy_yonemura@yahoo.com
(209) 245-5800 Office
(916) 601-4069 Cell
(209) 245-6377 Fax

North Valley Yokuts Tribe
Katherine Erolinda Perez, Chairperson
P.O. Box 717 Ohlone/Costanoan
Linden , CA 95236 Northern Valley Yokuts
canutes@verizon.net Bay Miwok
(209) 887-3415

Southern Sierra Miwuk Nation
Lois Martin, Chairperson
P.O. Box 186 Miwok
Mariposa , CA 95338 Pauite
(209) 742-6867 Office Northern Valley Yokut

United Auburn Indian Community of the Auburn Rancheria
Gene Whitehouse, Chairperson
10720 Indian Hill Road Maidu
Auburn , CA 95603 Miwok
(530) 883-2390 Office

(530) 883-2380 Fax

Wilton Rancheria
Raymond Hitchcock, Chairperson
9728 Kent Street Miwok
Elk Grove , CA 95624
rhitchcock@wiltonrancheria-nsn.gov
(916) 683-6000 Office

(916) 683-6015 Fax

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessments for the proposed State Route 99 at State Route 120 Interchange Improvements Project, Manteca, San Joaquin County.

APPENDIX C

Native American Consultation

(Only one copy of the formal notification letter is provided as an example representing all letters sent to the respective representatives.)

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Contact	Initial Consultation	Results received	Additional Consultation
Native American Heritage Commission	8/25/2017 Letter with APE Maps	8/31/2017 email with negative results and eight NA Contacts	N/A
Crystal Martinez-Alire, Chairperson, Ione Band of Miwok Indians	(9/26/2016 Caltrans sent AB52 Letter) 10/2/2017 Letter with APE Maps	No response as of 10/17/2017	10/17/2017 Suzanne Wash answered, patched us to voicemail of Tribal Administrator Charles Betts. Left voicemail. 6/8/2018 LSA sent e-mail.
Randy Yonemura, Cultural Committee Chair, Ione Band of Miwok Indians	(9/26/2016 Caltrans sent AB52 Letter) 10/2/2017 Letter with APE Maps	No response as of 10/17/2017	10/17/2017 Suzanne Wash took a message and contact information to forward to Randy.
Lois Martin, Chairperson, Southern Sierra Miwik Nation	10/2/2017 Letter with APE Maps	No response as of 10/17/2017	10/17/2017 Left voicemail.
Katherine Erolinda Perez, Chairperson, Northern Valley Yokuts Tribe	10/2/2017 Letter with APE Maps	No response as of 10/17/2017	10/17/2017 No answer. 5/2/2018 LSA e-mailed Ms. Perez. 5/21/2018 Ms. Perez called back and left a voicemail expressing concerns. 6/1/2018 LSA called the number Ms. Perez supplied and left voicemail with callback info. 6/8/2017 LSA called Ms. Perez again, leaving survey results and callback info in voicemail.
Raymond Hitchcock, Wilton Rancheria	(9/26/2016 Caltrans sent AB52 Letter) 10/2/2017 Letter with APE Maps	No response as of 10/17/2017	10/17/2017 Left voicemail. 6/8/2018 LSA sent e-mail.
Gene Whitehouse, Chairperson, United Auburn Indian Community of the Auburn Rancheria	10/2/2017 Letter with APE Maps	No response as of 10/17/2017	10/17/2017 Rena answered, patched us to Gene's assistant, Laura Ball. Left voicemail.
Rhonda Morningstar Pope, Chairperson, Buena Vista Rancheria of Me-Wuk Indians	(9/26/2016 Caltrans sent AB52 Letter) 10/2/2017 Letter with APE Maps	No response as of 10/17/2017	10/17/2017 spoke to Mike DeSpain, Cultural Resources Manager. He said they maintain their normal status of leaving referring the project to the Tuolumne, but do call back if the project involves "virgin soils" (referring to original ground).
California Miwok Tribe	10/2/2017 Letter with APE Maps	No response as of 10/17/2017	10/17/2017 Left voicemail.



BERKELEY
CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

October 2, 2017

California Valley Miwok Tribe
4620 Shippee Lane
Stockton, CA 95212
(209) 931-4567

Subject: Archaeological Survey Report for the State Route 99 at State Route 120 Interchange Improvements Project near Manteca, San Joaquin County, California (LSA Project No. MKT1507)

Dear California Valley Miwok Tribe:

LSA is conducting a cultural resources study for the Archaeological Survey Report for the State Route 99 at State Route 120 Interchange Improvements Project near Manteca, San Joaquin County, California. The California Department of Transportation (Caltrans), in cooperation with the City of Manteca (City), proposes to construct a new interchange, freeway auxiliary lanes and connecting roadways at the existing McKinley Avenue undercrossing on State Route 120 in Manteca in San Joaquin County (Project). The Project site is situated in the southern portion of San Joaquin County, approximately 12 miles south of Stockton and 2.5 miles south of Lathrop, in the southwestern portion of Manteca, San Joaquin County, California in Sections 3 through 5, 8 through 11, and 13 through 15 of Township 2 South, Range 6 East on the *Manteca, Calif.* United States Geological Survey (USGS) topographic quadrangle (Attachment: Figures 1 and 2).

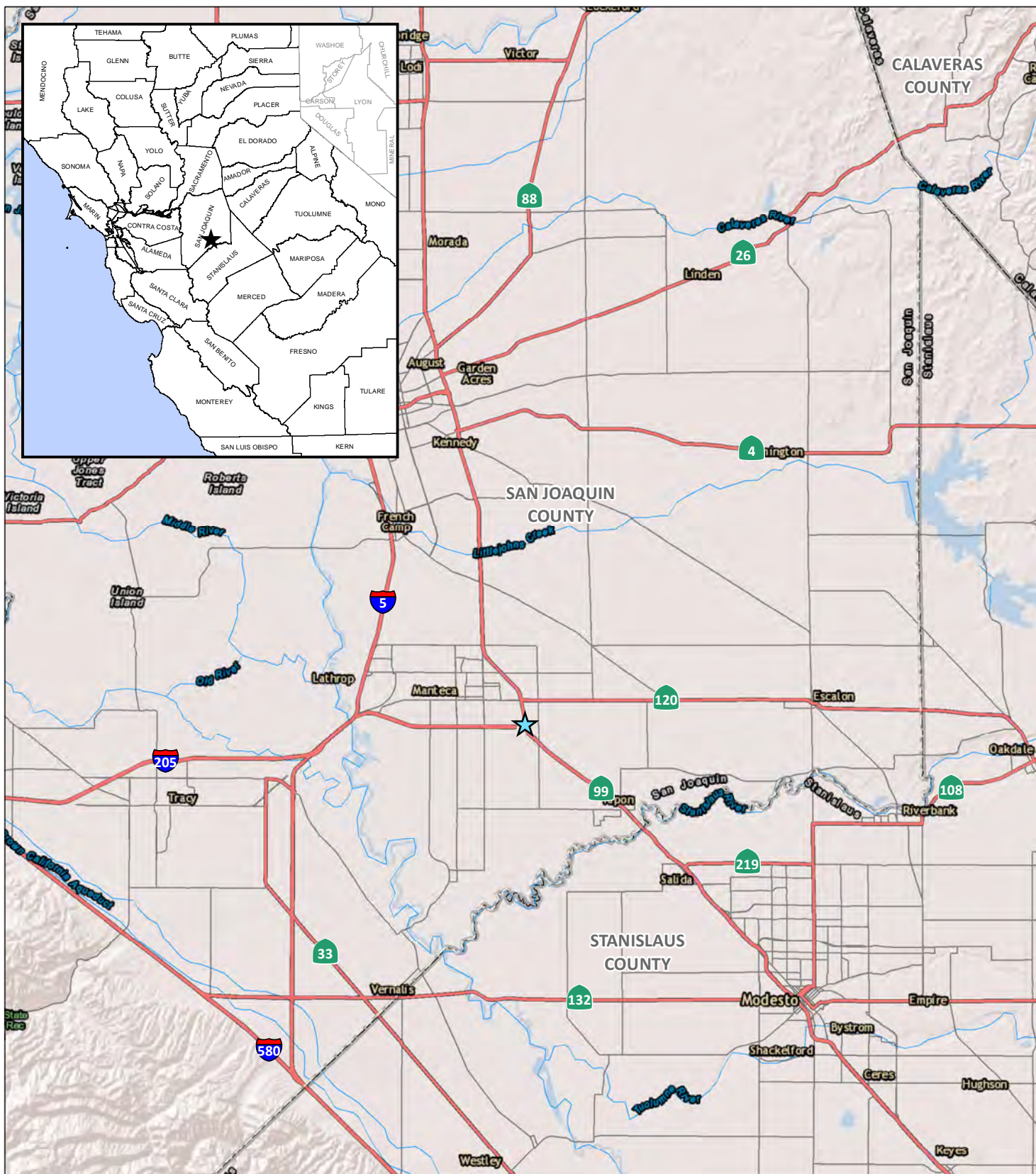
Caltrans and the City have appointed LSA to conduct a study to determine whether or not cultural resources are present in or nearby the property. The Native American Heritage Commission has identified you as a Native American representative who may have knowledge concerning cultural resources within the project area. We are requesting any information that you may have regarding any traditional cultural properties, values, or other cultural resources within the project area so that this information can be incorporated into the planning phase of the project. If you have any comments or concerns regarding Native American issues related to the overall project, please contact me, expressing your concerns at your earliest convenience by e-mailing me at rhea.sanchez@lsa.net or at the information provided below.

Sincerely,

LSA Associates, Inc.

Rhea Sanchez, M.A.
Cultural Resources Manager

Attachments: Figure 1: Regional Location Map and Figure 2: Preliminary Study Area/Location Map

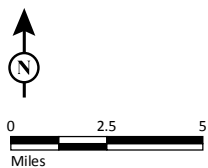


LSA

LEGEND

★ Project Location

FIGURE 1

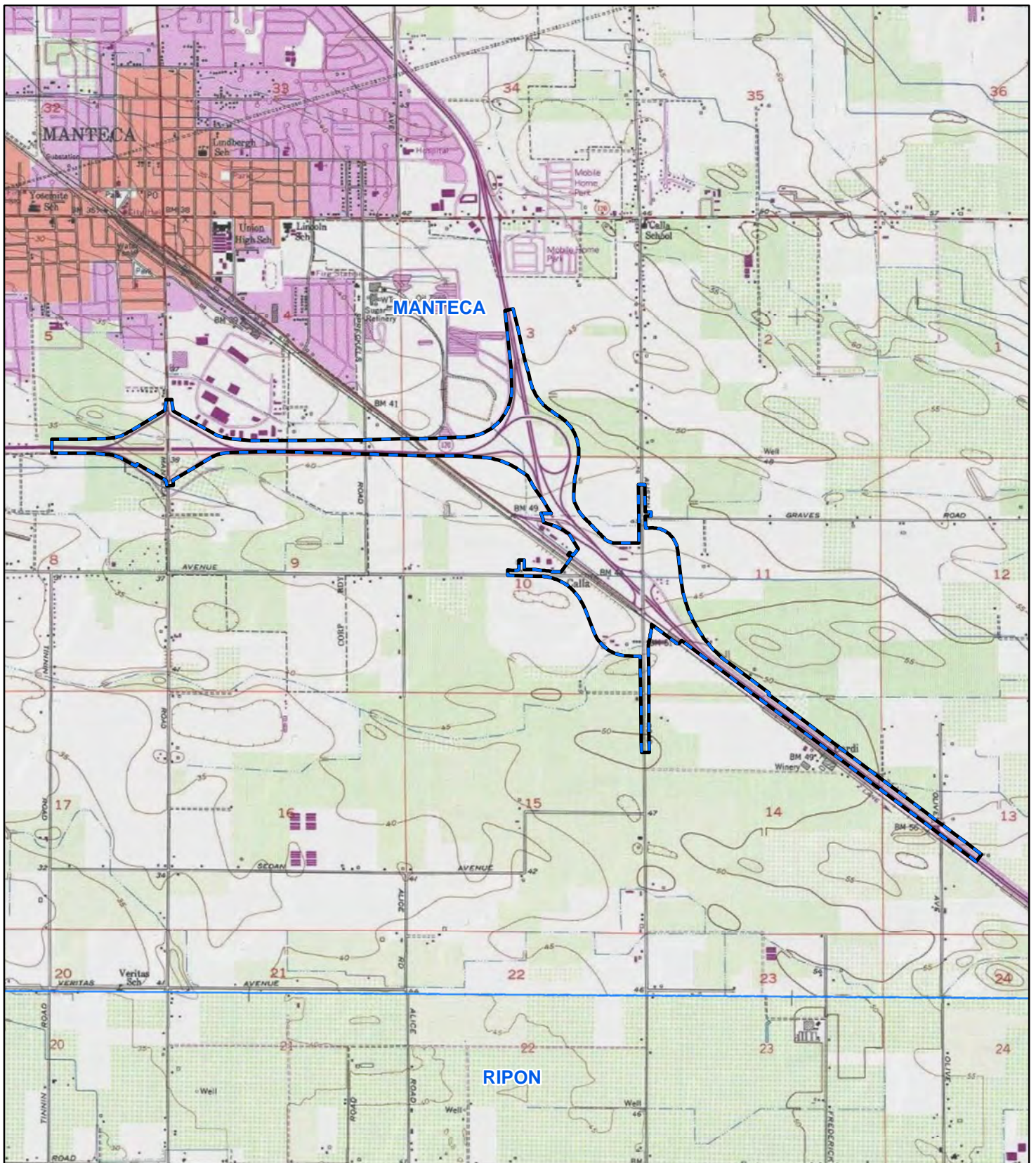


SOURCE: ESRI Imagery (4/2008)

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State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 4.60/6.30
EA 10-1E740

Study Vicinity Map



LSA

LEGEND


 Preliminary Study Area

FIGURE 2

State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 4.60/6.30
EA 10-1E740

Study Location Map

SOURCE: USGS 7.5-minute topographic quadrangle Manteca, Calif (1952, ed. 1994)

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Rhea Sanchez

From: Rhea Sanchez
Sent: Friday, June 08, 2018 9:31 AM
To: 'rhitchcock@wiltonrancheria-nsn.gov'
Subject: MKT1507 Manteca State Route 99 at State Route 120 Interchange Project
Attachments: Figure 2.pdf; Figure 1.pdf; MKT1507 NA Sec 106 Letter - Hitchcock.pdf

Categories: Consultation

Dear Raymond Hitchcock,

I am a cultural resources manager at LSA, an environmental consulting company. On October 2, 2017 I mailed you a letter and maps describing a proposed project for the State Route 99 at State Route 120 Interchange near Manteca, California. On October 17, 2017 I called you with the number provided to me by the Native American Heritage Commission and left a message referring to the letter and providing my contact information. I have not heard from you regarding the original mailing. I have attached the letter and maps for your convenience. Please respond with any questions or comments you may have regarding this proposed project.

Thank you for your time. I look forward to hearing from you.

Rhea Sanchez, RPA 17075 | Cultural Resources Manager

[LSA](#) | 201 Creekside Ridge Court, Suite 250

Roseville, CA 95678

916-772-7450 Tel

[Website](#)

Rhea Sanchez

From: Delsescaux, Jeffrey@DOT <Jeffrey.Delsescaux@dot.ca.gov>
Sent: Monday, October 02, 2017 3:11 PM
To: Rhea Sanchez
Subject: FW: SR 99/120 Connector Project (San Joaquin County)

Categories: Bookmark

Hi Rhea,

Below is the response I received from Wilton Rancheria regarding the AB 52 letters that were sent out on September 26, 2016.

AB 52 letters were sent to the following individuals:

Randy Yonemura
Cultural Committee Chair
Ione Band of Miwok Indians

Crystal Martinez-Alire
Chairperson
Ione Band of Miwok Indians

Rhonda Morningstar Pope
Chairperson
Buena Vista Rancheria of Me-Wuk Indians

Raymond Hitchcock
Chairperson
Wilton Rancheria

Steven Hutchason
Executive Director
Environmental Resources Department
Wilton Rancheria

Please let me know if you need anything else, or additional information. I'll help out anyway I can. Thanks!

Best wishes,

Jeff

JEFFREY DELSESCAUX | ARCHAEOLOGIST
Environmental Specialist Branch
California Department of Transportation | District 10
Jeffrey.Delsescaux@dot.ca.gov
P. 209.948.7349 | F. 209.948.7782
Mailing: P.O. Box 2048 | Stockton, CA 95201

From: Antonio Ruiz [mailto:aruiz@wiltonrancheria-nsn.gov]
Sent: Thursday, September 28, 2017 7:51 AM
To: Delsescaux, Jeffrey@DOT <Jeffrey.Delsescaux@dot.ca.gov>
Cc: Ed Silva <esilva@wiltonrancheria-nsn.gov>
Subject: Re: SR 99/120 Connector Project (San Joaquin County)

Hello Jeffrey,

This letter constitutes a formal request for tribal consultation under the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code section 21080.3.1 subdivisions (b), (d) and (e)) for the mitigation of potential project impacts to tribal cultural resource for the above referenced project. Wilton Rancheria (Tribe) requested formal notice and information for all projects within your agency's geographical jurisdiction on July, 1, 2015 and received notification on September 28, 2017 regarding the above referenced project.

The Tribe requests consultation on the following topics checked below, which shall be included in consultation if requested (Public Resources Code section 21080.3.2, subd. (a):

- ☐ Alternatives to the project
- ☐ Define the Applicant (Lead Agency)
- ☐ Project funding
- ☒ Recommended mitigation measures
- ☒ Significant effects of the project
- ☐ Native American Inspector present during ground disturbance

The Tribe also requests consultation on the following discretionary topics checked below (Public Resources Code section 21080.3.2, subd. (a):

- ☐ Type of environmental review necessary
- ☐ Significance of tribal cultural resources, including any regulations, policies or standards used by your agency to determine significance of tribal cultural resources
- ☒ Significance of the project's impacts on tribal cultural resources
- ☐ Project alternatives and/or appropriate measures for preservation or mitigation that we may recommend, including, but not limited to:
 - (1) Avoidance and preservation of the resources in place, pursuant to Public Resources Code section 21084.3, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks or other open space, to incorporate the resources with culturally appropriate protection and management criteria;
 - (2) Treating the resources with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resources, including but not limited to the following:
 - a. Protecting the cultural character and integrity of the resource;
 - b. Protection the traditional use of the resource; and
 - c. Protecting the confidentiality of the resource.
 - (3) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - (4) Protecting the resource.

Additionally, the Tribe would like to receive any cultural resources assessments or other assessments that have been completed on all or part of the project's area of potential effect (APE), and area surrounding the APE including, but not limited to:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
 - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
 - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
 - If the probability is low, moderate, or high that cultural resources are located in the APE or surrounding the APE.
 - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE or surrounding the APE; and
 - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.
 - ✦ The Tribe requests to be present at any survey conducted on the Applicants behalf.
2. The results of any archaeological inventory survey that was conducted, including:
 - Any reports that may contain site forms, site significance, and suggested mitigation measures.
 - Any reports or inventories found under the Native American Graves Protection and Repatriation Act.
 - ✦ All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10. All Wilton Rancheria correspondences shall be kept under this confidential section and only shared between the Tribe and lead agency.
3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. The request form can be found at http://www.nahc.ca.gov/slf_request.html. USGS 7.5-minute quadrangle name, township, range, and section required for the search.
4. Any ethnographic studies conducted for any area including all or part of the potential APE or areas surrounding the APE; and
5. Any geotechnical reports regarding all or part of the potential APE or areas surrounding the APE.
 - The Tribe shall be notified before any geotechnical testing is planned. Geotechnical testing has potential to impact Tribal Cultural Resources and should be part of this consultation.

The information gathered will provide us with a better understanding of the project and will allow the Tribe to compare your records with our database.

We would like to remind your agency that CEQA Guidelines section 15126.4, subdivision (b)(3) states that preservation in place is the preferred manner of mitigating impacts to archaeological sites. Section 15126.4, subd. (b)(3) of the CEQA Guidelines has been interpreted by the California Court of Appeal to mean that "feasible preservation in place must be adopted to mitigate impacts to historical resources of an archaeological nature unless the lead agency determines that another form of mitigation is available and provides superior mitigation of impacts." *Madera Oversight Coalition v. County of Madera* (2011) 199 Cal.App.4th 48, disapproved on other grounds, *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority* (2013) 57 Cal.4th 439.

Please do not hesitate to contact me if you have any further questions.

Sincerely,



Antonio Ruiz
Cultural Resources Officer
Department of Environmental Resources | Wilton Rancheria
Tel: 916.683.6000 Ext. 2005 | Fax: 916.683.6015
9728 Kent Street | Elk Grove | CA | 95624
aruiz@wiltonrancheria-nsn.gov
www.wiltonrancheria-nsn.gov

Customer Service Hours: M-F 8:00am-3:00pm.

Please be aware phone calls and emails will be answered only during these hours.

CONFIDENTIALITY NOTICE: This e-mail, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and/or privileged information. Any unauthorized review, use, disclosure or distribution is prohibited and may violate applicable laws, including the Electronic Communications Privacy Act. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.

APPENDIX D

Historical Society Consultation

(Only one copy of the formal notification letter is provided as an example representing all letters sent to the respective representatives.)



BERKELEY
CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

August 28, 2017

Manteca Historical Society
600 W. Yosemite Ave.
Manteca, California 95337

Subject: Archaeological Survey Report for the State Route 99 at State Route 120 Interchange Improvements Project near Manteca, San Joaquin County, California (LSA Project No. MKT1507)

To Whom It May Concern:

The California Department of Transportation (Caltrans), in cooperation with the City of Manteca (City), proposes a project (Project) that will result in a new interchange, freeway auxiliary lanes and connecting roadways at the existing McKinley Avenue undercrossing on State Route 120 in Manteca in San Joaquin County. The Project site is situated in the southern portion of San Joaquin County, approximately 12 miles south of Stockton and 2.5 miles south of Lathrop, in the southwestern portion of Manteca, San Joaquin County, California in Sections 3 through 5, 8 through 11, and 13 through 16 of Township 2 South, Range 7 East on the *Manteca, Calif.* United States Geological Survey (USGS) topographic quadrangle (Attachment: Figures 1 and 2). LSA has been appointed by Caltrans and the City to conduct a study to determine if the project might affect cultural resources.

Please notify us if your organization has any information or concerns about historical sites in the project area. This is not a request for research; it is solely a request for public input for any concerns that your organization may have. If you have any questions, please contact me by phone at the number below or by email at rhea.sanchez@lsa.net at your earliest convenience.

Sincerely,

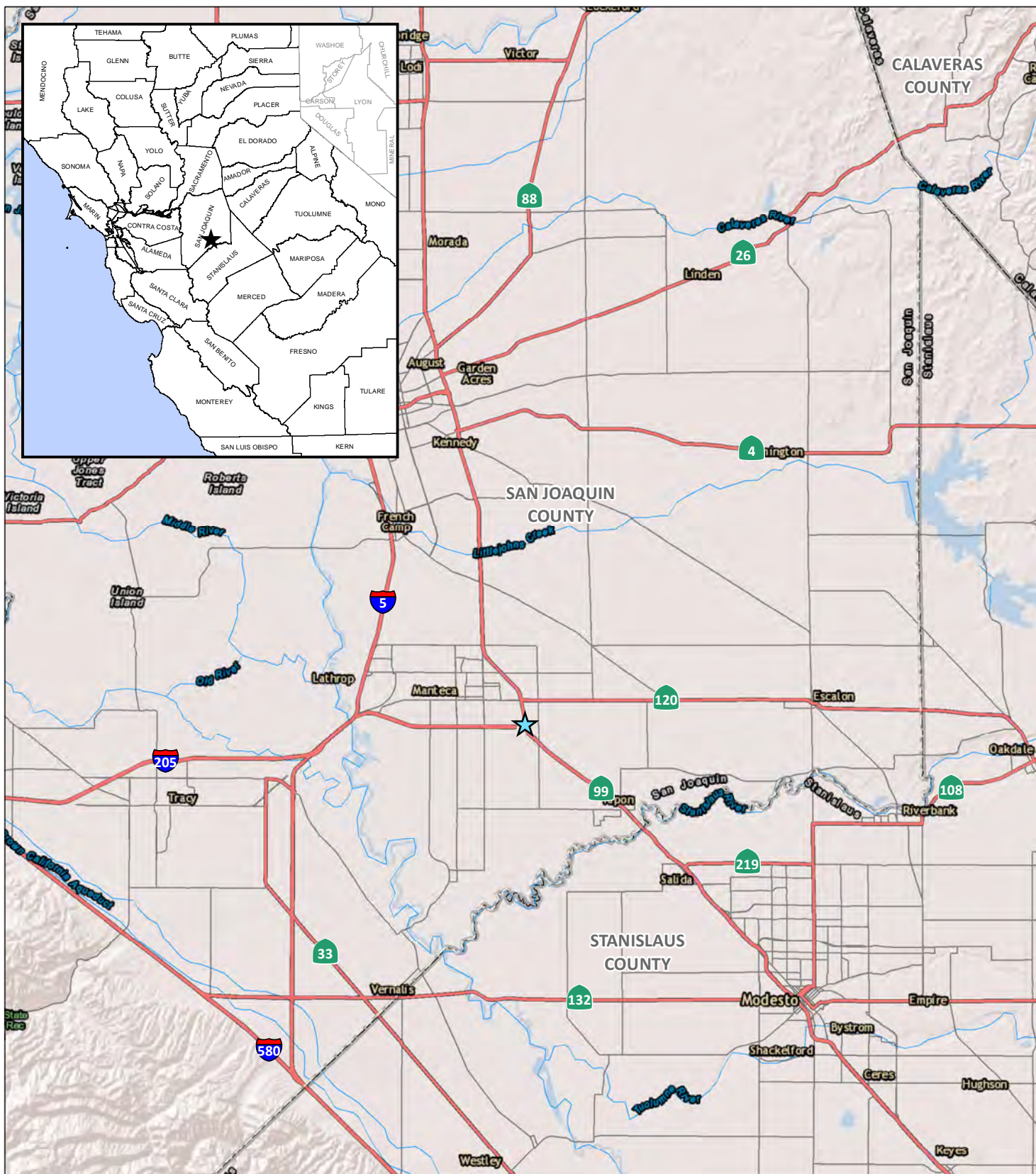
LSA Associates, Inc.

Rhea Sanchez, M.A.
Cultural Resources Manager

Attachments:

Figure 1: Regional Location Map

Figure 2: Preliminary Study Area/Location Map

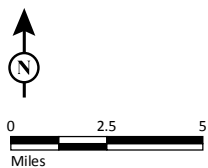


LSA

LEGEND

★ Project Location

FIGURE 1

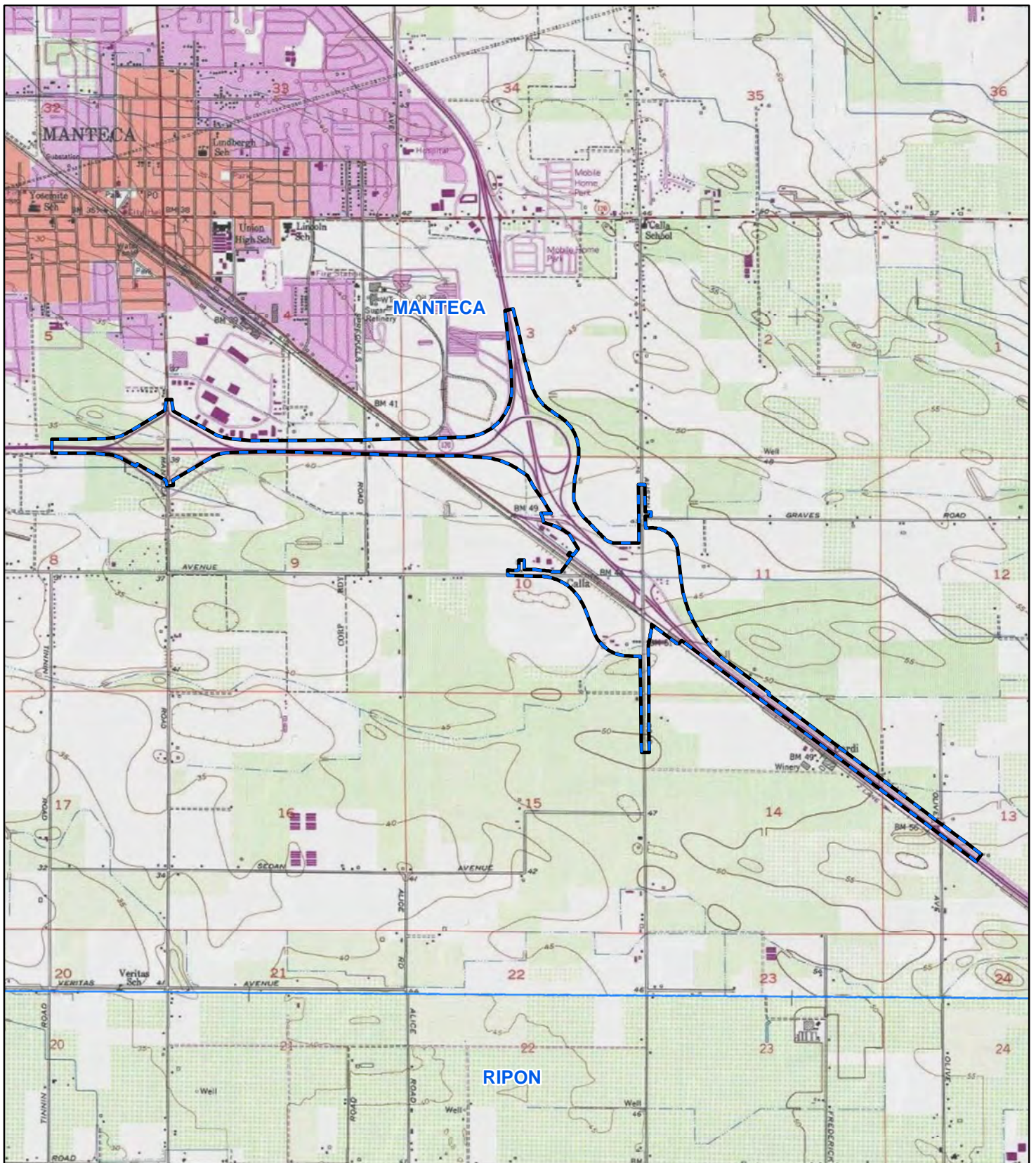


SOURCE: ESRI Imagery (4/2008)

I:\MKT1507\GIS\Reports\Cultural\Figure 1.mxd (8/17/2017)

State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 4.60/6.30
EA 10-1E740

Study Vicinity Map



LSA

LEGEND


 Preliminary Study Area

FIGURE 2

State Route 99/120 Interchange Connector
in Manteca, San Joaquin County, California
Caltrans District 10, P.M. 4.60/6.30
EA 10-1E740

Study Location Map

SOURCE: USGS 7.5-minute topographic quadrangle Manteca, Calif (1952, ed. 1994)

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