

Appendix C. Title VI Policy Statement



DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life.*

November 2019

**NON-DISCRIMINATION
POLICY STATEMENT**

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:
<https://dot.ca.gov/programs/business-and-economic-opportunity/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

A handwritten signature in blue ink, appearing to read "Toks Omishakin".

Toks Omishakin
Director

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Appendix D. Section 4(f)



Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project . . . “requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.”

Section 4(f) further requires coordination with the Department of the Interior and, as appropriate, the involved offices of the Department of Agriculture and the Department of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer is also needed.

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

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 USC 326 and 327 and a Memorandum of Understanding executed between FHWA and Caltrans (dated December 23, 2016), including *de minimis* impact determinations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

The activities associated with the geotechnical investigation would occur within Redwood National and State Parks. The draft Section 4(f) Determinations were circulated with the draft environmental document between December 17, 2019 and January 16, 2020 to provide the public an opportunity to provide input; no comments were received. The final, signed Section 4(f) letters are available upon request.



Appendix E. SHPO Concurrence Letters





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

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

November 5, 2019

VIA EMAIL

In reply refer to: FHWA_2019_1015_002

Ms. Jody L. Brown, Office Chief
Cultural Studies Office
Division of Environmental Analysis
Caltrans
PO Box 942873, MS-27
Sacramento, CA 94273-0001

Subject: Determinations of Eligibility for the Proposed Last Chance Grade Phase 2B
Geotechnical Investigations Project, Del Norte County, CA

Dear Ms. Brown:

Caltrans, as assigned by the Federal Highway Administration, is initiating consultation regarding the above project in accordance with Section 106 of the National Historic Preservation Act and implementing regulations codified at 36 CFR Part 800. As part of your documentation, Caltrans submitted a Historic Property Survey Report (HPSR), Historical Resources Evaluation Report, and an Archaeological Survey Report for the proposed project.

Caltrans District 1 proposes to develop a long-term solution to the instability and potential roadway failure at Last Chance Grade by constructing a new alignment. The existing alignment requiring replacement is located between PM 13.3 and 15.9 on US Highway 101 in Del Norte County, CA. There are currently several alternative alignments under consideration. Prior to completion of the design of alternative alignments, geotechnical studies are required to determine the depth and stability of soils and geological formations within the project area. A detailed description of the project and area of potential effect is located on pages 1-6 of the HPSR for the project.

As part of its identification efforts Caltrans determined that the Crescent City to Trinidad Wagon Road is eligible for the National Register of Historic Places (NRHP). Thirteen segments of the wagon road were identified for the purposes of this undertaking. Caltrans also determined that segments 1, 10, 11, and 13 retain historic integrity and are contributing elements of this resource. In addition Segments 2 through 9 and 12 do not retain historic integrity and are non-contributing elements to the wagon road.

Ms. Brown
November 5, 2019
Page 2 of 2

FHWA_2019_1015_002

Caltrans has also determined that the Road Grade and Drainage Ditch, located adjacent to and up the slope from the 1930s alignment of the Redwood Highway (modern highway), is not eligible for the NRHP.

Pursuant to 36 CFR 800.4(a-c), Caltrans is requesting SHPO concurrence on the following:

- 1) Adequacy of the delineation of the APE
- 2) Adequacy of the identification effort
- 3) Adequacy of the evaluation of potential historic properties for eligibility to the NRHP.

I have reviewed the documentation furnished and have the following comments:

- 1) I have no comment with regards to the delineation of the APE.
- 2) With regards to the Crescent City to Trinity Wagon Road, I do not have enough information at this time to either agree or disagree with Caltrans' determination of eligibility for the NRHP. I recommend that Caltrans treat the property as eligible for the purposes of the project. For segments with compromised integrity, Caltrans can take these factors into account as part of the effects analysis.
- 3) I concur that the Road Grade and Drainage Ditch, located adjacent to and up the slope from the 1930s alignment of the Redwood Highway (modern highway), is not eligible for the NRHP.
- 4) I have no further comment regarding the identification effort.

If you have any questions, please contact Natalie Lindquist at (916) 445-7014 with e-mail at natalie.lindquist@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENVIRONMENTAL ANALYSIS (MS 27)
1120 N STREET
P.O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE: (916) 654-3467
FAX: (916) 653-7757
TTY: (916) 653-4086



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October 14, 2019

Ms. Julianne Polanco
State Historic Preservation Officer
1725 23rd Street, Suite 100
Sacramento, CA 95816

Attn: Natalie Lindquist

**Re: Determination of Eligibility for the Last Chance Grade Phase 2B
Geotechnical Investigations Project, Del Norte County, California**

Dear Ms. Polanco:

The Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), is initiating consultation with the State Historic Preservation Officer (SHPO) regarding the Last Chance Grade Phase 2B Geotechnical Investigations Project on US Highway 101, in Del Norte County, California.

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. At the request of project stakeholder National Park Service, the *Caltrans First Amended Section 106 Programmatic Agreement* (January 2014) will not be utilized for this undertaking. Consultation will therefore occur under National Historic Preservation Act implementing regulations at 36 CFR § 800.

Caltrans, District 1, is proposing to develop a long-term solution to the instability and potential roadway failure at Last Chance Grade (LCG) by constructing a new alignment. The existing alignment requiring replacement is located between post miles (PM) 13.3 and 15.9 on US highway 101 in Del Norte County, California. There are currently several alternative alignments under consideration. Prior to the completion of the design of alternative alignments,

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geotechnical studies are required to determine the depth and stability of soils and geological formations within the project area.

The proposed Phase 2B geotechnical investigations will include geotechnical borings at 16 locations and 14 seismic line surveys. The purpose of the exploration activities is to characterize sites in terms of depth to stable rock and rock properties, and to confirm the presence and activity of landslide features. Based on the materials encountered and the geotechnical design criteria desired, select soil samples will be obtained from borings for laboratory analysis. Pursuant to 36 CFR 800.3(g), Caltrans is requesting SHPO consultation on the appropriateness of the Area of Potential Effect (APE), the adequacy of historic property identification efforts, and determinations of eligibility for this undertaking.

In an effort to identify and evaluate historic properties, Caltrans has completed and attached the *Historic Property Survey Report for the Last Chance Grade Phase 2B Geotechnical Investigation Project in Del Norte County, 01-DN-101 Post Mile 13.3-22.58* (HPSR), which contains information on the project and describes our efforts to identify and evaluate cultural resources. The HPSR can be referred to for additional information on the current undertaking. Project effects on historic properties will be discussed in a forthcoming Finding of Effects document.

As a result of archival research, record searches, archaeological surveys, and a Historical Resource Evaluation study, Caltrans has determined that two cultural resources within the APE require evaluation.

Caltrans has determined the following resource is **eligible** for listing in the National Register of Historic Places (NRHP) and is requesting your concurrence on eligibility:

- The **Crescent City to Trinidad Wagon Road** is the first north-south access route along the northern California coastline. Thirteen segments of the wagon road were identified and recorded for the purposes of this undertaking. Segments 1, 10, 11 and 13 retain historical integrity and are therefore contributing elements of this resource. Segments 2 through 9 and 12 do not retain historical integrity and are non-contributing elements to the wagon road.

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Ms. Polanco
Last Chance Grade Phase 2B Geotechnical Investigations
October 14, 2019
Page 3

Caltrans has determined the following resource is **ineligible** for listing in the National Register of Historic Places (NRHP) and is requesting your concurrence on eligibility:

- A **Road Grade and Drainage Ditch** is located adjacent to and up the slope from the 1930's alignment of the Redwood Highway (modern highway). The s-shaped alignment appears to be an abandoned road associated with a drainage ditch constructed by the Division of Highways in the 1930's.

Caltrans' requests your concurrence regarding the adequacy of the following:

- Delineation of the Area of Potential Effects (APE) for the undertaking;
- Identification of potential historic properties located within the undertaking's APE
- Evaluation of potential historic properties for eligibility to the National Register of Historic Places (NRHP)

Thank you for your assistance in providing a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. If you require any additional information or have any questions or concerns please do not hesitate to contact me or Caltrans archaeologists Stacey Zolnoski at (707) 441-5855 or at Stacey.Zolnoski@dot.ca.gov, or Timothy Keefe at (707) 441-2022 or at Timothy.Keefe@dot.ca.gov, or Caltrans architectural historian Douglas Bright at (510) 286-5350 or at Douglas.Bright@dot.ca.gov.

Sincerely,



JODY L. BROWN
Office Chief
Cultural Studies Office

Enclosures:

*Historic Property Survey Report for the Last Chance Grade Phase 2B
Geotechnical Investigations, Del Norte County, California*

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system to enhance California's economy and livability"*

Ms. Polanco
Last Chance Grade Phase 2B Geotechnical Investigations
October 14, 2019
Page 4

Copy: Timothy Keefe; Caltrans, District 1
Douglas Bright; Caltrans, District 4
Alex Neeb, Caltrans, Cultural Studies Office
Karin Grantham, Redwood National Park
Greg Collins; California State Parks, North Coast Redwoods District
Joe James and Rosie Clayburn; Yurok Tribe
Denise Padgett and Amanda O'Connell; Tolowa Dee-ni' Nation
Charlene Storr; Tolowa Nation
Dale Miller and Crista Stewart; Elk Valley Rancheria
Fawn Murphy; Resighini Rancheria

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

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May 15, 2014

Reply To: FHWA_2014_0320_001

Steve Croteau, Chief
Environmental Services Branch E1
Caltrans District 1
PO Box 3700
Eureka, CA 95502-3700

Re: Determination of Eligibility for the Proposed Storm Damage Permanent Restoration Project on Route 1, Del Norte County, CA

Dear Mr. Croteau:

You are consulting with me about the subject undertaking in accordance with 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, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

In 2001, Caltrans staff determined the Redwood Highway met the criteria for inclusion in the National Register of Historic Places (NRHP) pursuant to PRC 5024 under Criterion C as the design of a master landscape architect, an engineering achievement, and for its aesthetic qualities. In 2004, Caltrans sought and received concurrence from the SHPO for this determination.

Due to the passage of time and the discovery of new information, Caltrans reevaluated the Redwood Highway. Caltrans has now determined that the Redwood Highway is not eligible for the NRHP. Additionally as a state-owned resource, pursuant to PRC 5024(b), Caltrans has determined that the Redwood Highway does not meet California Historical Landmark eligibility criteria and should not be considered a historical resource for the purposes of CEQA. Based on my review of the submitted documentation, I concur.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at natalie.lindquist@parks.ca.gov or Michelle Messinger at (916)445-7005 or e-mail at michelle.messinger@parks.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Carol Roland-Nawi, Ph.D.".

Carol Roland-Nawi, Ph.D.
State Historic Preservation Officer

DEPARTMENT OF TRANSPORTATION

DISTRICT 1, P.O. BOX 3700
EUREKA, CA 95502-3700
PHONE (707) 441-5615
FAX (707) 441-5775
TTY 711



*Flex your power!
Be energy efficient!*

March 12, 2014

Carol Roland-Nawi, Ph.D.
State Historic Preservation Officer
1725 23rd Street, Suite 100
Sacramento, CA 95816

US Route 101/DN/PM 15.1-15.14
Storm Damage Permanent Repair
EA: 01-0B270/EFIS: 0112000111

Re: Historic Property Survey Report and Determination of Eligibility for the
Storm Damage Permanent Restoration Project on Route 101, Del Norte County – Section 106 and
PRC 5024 Compliance

Dear Dr. Roland-Nawi:

The California Department of Transportation (Caltrans) and Federal Highway Administration propose to repair US Route 101 within Del Norte Coast Redwoods State Park Bridge from post mile (PM) 15.1 to 15.14 in Del Norte County. The project is necessary because of substantial damage caused by winter storms in 2010 that caused a loss of a portion of the southbound traffic lane. A full project description can be found on pages one through two of the enclosed HPSR and a depiction of the Area of Potential Effects (APE) is attached to it (Attachment A). Caltrans is initiating consultation on this project in accordance with 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, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA).

Enclosed you will find a Historic Property Survey Report (HPSR) for the proposed undertaking with attached Historic Resources Evaluation Report (HRER). We are consulting with you at the present time under Stipulations VIII.C.6 of the PA, which requires that we seek your concurrence on Caltrans' determinations of eligibility for potential historic properties.

Caltrans is transmitting this study as a federal agency, following the provisions of 23 USC 326 and the *Memorandum of Understanding (MOU) between the Federal Highway Administration, California Division and the California Department of Transportation State Assumption of Responsibility for Categorical Exclusions*, which became effective on June 7, 2007, and was renewed on June 7, 2010. Please direct all future correspondence on this project to Caltrans.

Consultation and identification efforts for this project resulted in the identification of one previously recorded cultural resource within the APE:

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Dr. Carol Roland-Nawi
March 6, 2014
Page 2 of 2

- Redwood Highway through Del Norte Coast Redwoods State Park (Redwood Highway hereafter), PM 13.3-22.58

No other cultural resources are within the APE.

In 2001, Caltrans staff determined the Redwood Highway met the criteria for inclusion in the National Register of Historic Places (NRHP) pursuant to PRC 5024. It was determined to be a landscape district at the state level of significance under Criterion C as the design of a master landscape architect, an engineering achievement, and for its aesthetic qualities. In 2004, Caltrans sought and received formal concurrence from SHPO for this determination.

Due to the passage of time and the discovery of new information, Caltrans has reevaluated the Redwood Highway. Under Stipulation VIII.C.5 of the PA, Caltrans has concluded the previous determination is not valid and, pursuant to Stipulation VIII.C.6, is requesting your concurrence that the Redwood Highway is **not eligible** for listing in the NRHP. Additionally, as a state-owned resource, pursuant to PRC 5024(b), Caltrans requests your concurrence that it does not meet the California Historical Landmark eligibility criteria. Caltrans has also determined the Redwood Highway is not a historical resource for the purposes of CEQA.

We look forward to receiving your response within 30 days of receipt of this submittal in accordance with Stipulation VIII.C.6.a of the PA. Please contact Chris Kuzak, North Region Architectural Historian, at (530) 741-4017, if you have any questions regarding the documentation enclosed with this letter.

Sincerely,



Steven Croteau, Chief
Environmental Services Branch E1

Enclosure

cc: Michelle Messenger, OHP

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DEPARTMENT OF TRANSPORTATION

DIVISION OF ENVIRONMENTAL ANALYSIS (MS 27)
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December 12, 2019

Ms. Julianne Polanco
State Historic Preservation Officer
1725 23rd Street, Suite 100
Sacramento, CA 95816

FHWA_2019_1015_002
Last Chance Grade
Phase 2B Geotech
DN 101 PM 13.3-15.9
01-0F280/ 0115000099

Attn: Natalie Lindquist & Jeanette Schulz

Re: Finding of No Adverse for the Last Chance Grade Phase 2B Geotechnical Investigations Project, Del Norte County, California

Dear Ms. Polanco:

The Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), is continuing consultation with the State Historic Preservation Officer (SHPO) regarding the Last Chance Grade Phase 2B Geotechnical Investigations Project on US Highway 101, in Del Norte County, California.

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. At the request of project stakeholder National Park Service, the *Caltrans First Amended Section 106 Programmatic Agreement* (January 2014) will not be utilized for this undertaking. Consultation will therefore occur under National Historic Preservation Act implementing regulations at 36 CFR § 800.

Caltrans, District 1, is proposing to develop a long-term solution to the instability and potential roadway failure at Last Chance Grade (LCG) by constructing a new alignment. The existing alignment requiring replacement is located between post miles (PM) 13.3 and 15.9 on US highway 101 in Del Norte County, California. There are currently several alternative alignments under consideration. Prior to the completion of the design of alternative alignments,

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geotechnical studies are required to determine the depth and stability of soils and geological formations within the project area.

The proposed Phase 2B geotechnical investigations will include geotechnical borings at 16 locations and 14 seismic line surveys. The purpose of the exploration activities is to characterize sites in terms of depth to stable rock and rock properties, and to confirm the presence and activity of landslide features. Based on the materials encountered and the geotechnical design criteria desired, select soil samples will be obtained from borings for laboratory analysis. Pursuant to 36 CFR 800.5, Caltrans is requesting SHPO consultation on the assessment of effects for this undertaking.

Thank you for your response on November 5, 2019 regarding determinations of eligibility for the proposed undertaking. As recommended by SHPO, Caltrans will treat the Crescent City to Trinidad Wagon Road as eligible for listing to the NRHP under Criterion A, as well as the California Register of Historical Resources (CRHR) under Criterion 1, at the local level of significance, with a period of significance from 1894 to 1920.

The attached ESA and Monitoring Plan describes the conditions that would protect assumed qualities that would make the property eligible to the NRHP. Segment 1 of the wagon road retains sufficient integrity to contribute to the eligibility of the wagon road and shall be protected through the establishment of an ESA and monitoring. Segments 2 through 6 and Segment 9, which lack historical integrity, will not be protected. These segments are heavily eroded and overgrown or have been significantly modified from their original form.

Enclosed for your review is the Finding of No Adverse Effect for the proposed undertaking, with the attached Environmentally Sensitive Area (ESA) and Monitoring Plan. The Finding of No Adverse Effect documents the application of the Criteria of Adverse Effect in order to determine effects of the proposed project on the Crescent City to Trinidad Wagon Road, the only property in the Area of Potential Effect (APE).

Caltrans, in applying the Criteria of Adverse Effect, proposes that a **Finding of No Adverse Effect** is appropriate and is seeking the SHPO's concurrence in the finding.

Caltrans, as assigned by FHWA, intends to make a *de minimis* finding for

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Ms. Polanco
Last Chance Grade Phase 2B Geotechnical Investigations
December 12, 2019
Page 3

FHWA_2019_1015_002

Section 4(f) use of a historic property based on your concurrence on the Section 106 effect finding, pursuant to Section 6009(a) of SAFETEA-LU. Please note that if no response is received from the SHPO within 30 days of receipt of this submittal, Caltrans will still make a *de minimis* impact finding for the purposes of Section 4(f) as described in our May 29, 2014 letter agreement.

We look forward to receiving your response within 30 days of your receipt of this submittal in accordance with 36 CFR 800.5(c) of the National Historic Preservation Act. Thank you for your assistance with this Undertaking. If you need any additional information, please contact me at Kimberly.Wooten@dot.ca.gov or (916) 651- 8168; or Stacey Zolnoski at (707) 441-5855 or Stacey.Zolnoski@dot.ca.gov.

Sincerely,



Kimberly Wooten
Acting Section 106 Coordinator
Caltrans Cultural Studies Office

Enclosures:

*Finding of No Adverse Effects for the Last Chance Grade Phase 2B
Geotechnical Investigations, Del Norte County, California*

CC: TKeefe, DBright, SZolnoski KGrantham, GCollins, JJames, RClayburn;
DPadgette, AO'Connell, CStorr, DMiller, CStewart, FMurphy

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

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer
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calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

January 9, 2020

VIA EMAIL

In reply refer to: FHWA_2019_1015_002

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

Subject: Finding of No Adverse Effect for the Proposed Last Chance Grade
Phase 2B Geotechnical Investigations Project, Del Norte County, CA

Dear Ms. Wooten:

Caltrans, as assigned by the Federal Highway Administration, is continuing consultation regarding the above project in accordance with Section 106 of the National Historic Preservation Act and implementing regulations codified at 36 CFR Part 800. As part of your documentation, Caltrans submitted a Finding of No Adverse Effect Report for the proposed project (FOE).

Caltrans District 1 proposes to develop a long-term solution to the instability and potential roadway failure at Last Chance Grade by constructing a new alignment. Geotechnical studies are required prior to completion of the design of alternative alignments. These studies will determine the depth and stability of soils and geological formations within the project area. Proposed Phase 2B geotechnical investigations will include geotechnical borings at 16 locations and 14 seismic line surveys. The purpose of the exploration activities is to characterize sites in terms of depth to stable rock and rock properties, and to confirm the presence and activity of landslide features.

Caltrans is assuming that the Crescent City to Trinidad Wagon Road is eligible for National Register of Historic Places for the purposes of this project. It is the only historic property located within the area of potential effect (APE).

Caltrans has applied the Criteria of Adverse Effect and found that pursuant to 36 CFR Part 800.5(b) the undertaking will have no adverse effect on historic properties. Caltrans will implement an Environmentally Sensitive Area and Monitoring Plan in order to ensure that there are no adverse effects to historic properties.

Ms. Wooten
January 9, 2020
Page 2 of 2

FHWA_2019_1015_002

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

If you have any questions, please contact Natalie Lindquist at (916) 445-7014 with e-mail at natalie.lindquist@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to be 'JP', with a long horizontal line extending to the right.

Julianne Polanco
State Historic Preservation Officer