Appendix A California Environmental Quality Act Checklist

The following checklist identifies physical, biological, social, and economic factors that might be affected by the project. The California Environmental Quality Act impact levels include "potentially significant impact," "less than significant impact with mitigation," "less than significant impact," and "no impact."

Supporting documentation of all California Environmental Quality Act checklist determinations is provided in Chapter 2 of this Initial Study/Environmental Assessment. Documentation of "No Impact" determinations is provided at the beginning of Chapter 2. Discussion of all impacts, avoidance, minimization, and/or mitigation measures is under the appropriate topic headings in Chapter 2.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
VI. GEOLOGY AND SOILS: Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒
VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒
X. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b)Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☒	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XII. NOISE: Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIII. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒
XV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Appendix B Resources Evaluated Relative to the Requirements of Section 4(f)

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S. Code 327.

Introduction

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 U.S. Code 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 consultation with the Department of the Interior and, as appropriate, the involved offices of the Departments of Agriculture and 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.

This section of the document discusses parks, recreational facilities, wildlife refuges and historic properties found within or adjacent to the project area that do not trigger Section 4(f) protection either because: 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties, 4) the project does not

permanently use the property and does not hinder the preservation of the property, or 5) the proximity impacts do not result in constructive use.

Resources Evaluated

This evaluation considered publicly owned recreational resources within half a mile of the project site. There are no qualifying wildlife and waterfowl refuges or historic sites. The resources considered included parks, trails, and schools that allowed the public to access the ball fields and/or courts.

Parks

Greenacres Community Park

Greenacres Community Park sits at 2014 Calloway Drive in Bakersfield, about 1,800 feet south of State Route 58. Figure B-1 shows the park in relationship to the widening of State Route 58.

The park includes a community center with multiple activity rooms, two lighted softball diamonds, a multi-purpose field, a swimming pool, and a picnic area. The Greenacres Community Park is not next to the project study area. The project would not change or diminish the use or quality of the park. Access would not be reduced or changed due to the widening of State Route 58. During construction, State Route 58 would remain open at all times in the vicinity of Calloway Drive. There would be no direct or indirect impacts associated with noise or air quality due to the distance of the park from the project site. Both air quality and noise impacts associated with the project are discussed in the Initial Study/Environmental Assessment (see Sections 2.2.3 and 2.2.4, respectively). The project would not have any impacts on Greenacres Community Park. Therefore, the provisions of Section 4(f) are not triggered.

Beach Park

Beach Park sits at the corner of Oak Street and 24th Street in the City of Bakersfield. The park has a picnic area, a lighted softball diamond, and lighted rugby, soccer and volleyball courts. Other amenities include horseshoe pits and a skate park (for skateboarders). Beach Park is east of State Route 99 and across the Kern River from the project site. Figure B-2 shows the park in relationship to the widening of State Route 58.

This park is part of the Kern River Parkway, a collection of parks, bicycle trails, and undeveloped open space along the banks of the Kern River. At the closest point, the park is about 1,700 feet from the project limits. Access to the entrance of the park is about 3,000 feet from the project limits. The project would not change or diminish the

use or quality of the park. Access would not be reduced or changed due to the widening of State Route 58. During construction, State Route 58 would remain open at all times. There would be no direct or indirect impacts associated with increased noise due to the distance of the park from the project site. Both air quality and noise impacts associated with the project are discussed in the Initial Study/Environmental Assessment (See Sections 2.2.3, and 2.2.4, respectively). The project would not have any impacts on Beach Park. Therefore, the provisions of Section 4(f) are not triggered.

Trails

Kern River Parkway Bike Trail

The Kern River Parkway Bike Trail extends along the eastern edge of the Kern River. This trail is part of a larger recreational system that extends 30 miles along the river. At the closest point, the trail is about 1,700 feet from the project limits. Figure B-2 shows the trail in relationship to the widening of State Route 58.

The Kern River Parkway Bike Trail is next to Beach Park. The trail is an off-road facility that passes under 24th Street. The project would not change or diminish the use or quality of the trail. Access would not be reduced or changed due to the widening of State Route 58. There would be no direct or indirect impacts associated with increased noise due to the distance of the park from the project site. Both air quality and noise impacts associated with the project are discussed in the Initial Study/Environmental Assessment (see Sections 2.2.3, and 2.2.4, respectively). The project would not have any impacts on the Kern River Parkway Bike Trail. Therefore, the provisions of Section 4(f) are not triggered.

Schools

Only Rosedale Middle School has facilities that need to be evaluated relative to Section 4(f). The Vista West Continuation School, also located along State Route 58, does not have recreational facilities available for public use. The Fruitvale School District was contacted regarding public use of recreational facilities at schools within half a mile of the project limits (Fruitvale Junior High or Endeavor Elementary School). These facilities are available only for school activities. Therefore, the provisions of Section 4(f) are not triggered.

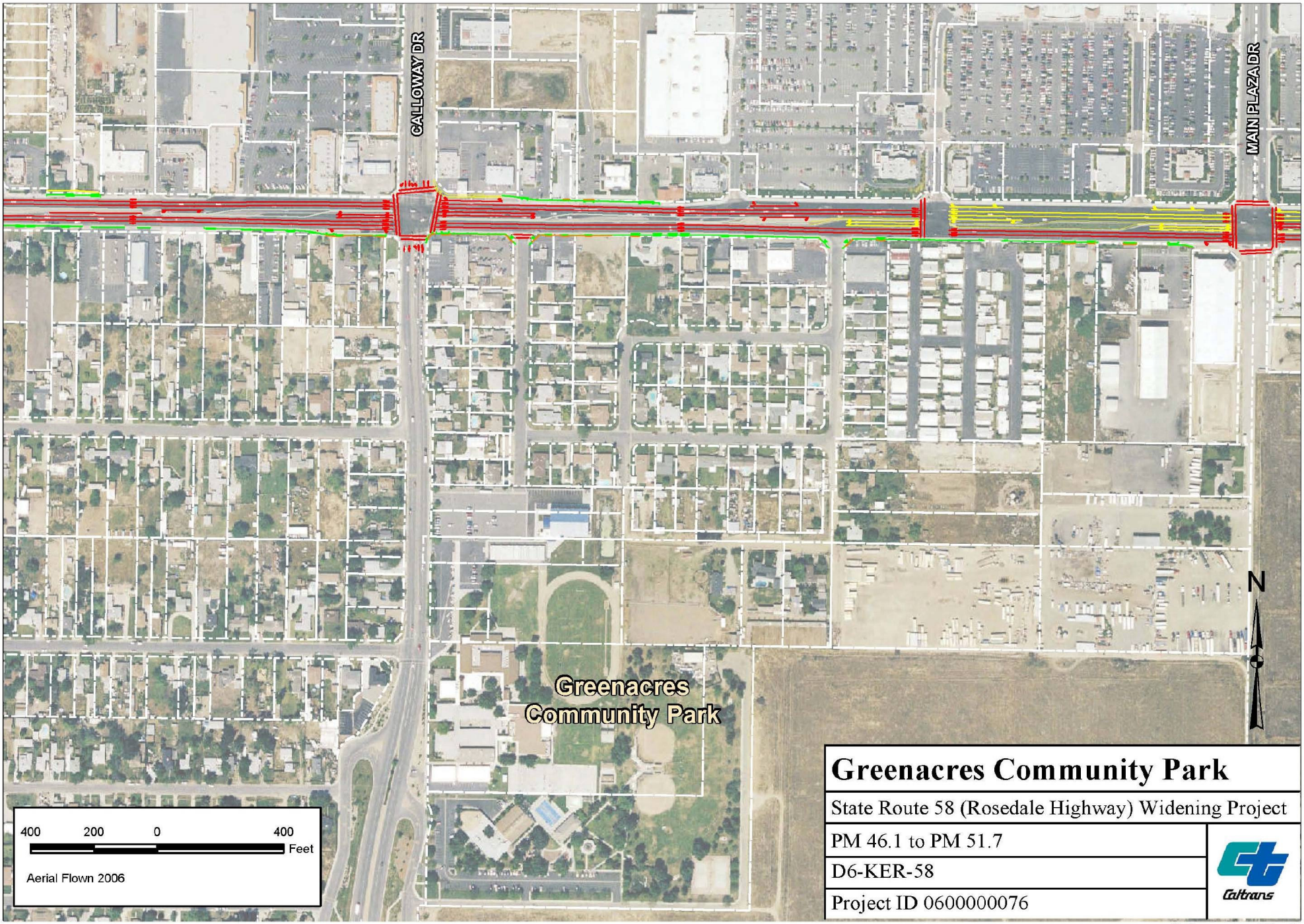
Rosedale Middle School

Rosedale Middle School is at 12463 Rosedale Highway and includes fields that can be reserved for public recreational uses (such as soccer games). The playing fields are

set back about 470 feet from the roadway. Figure B-3 shows the school in relationship to the widening of State Route 58.

The school buildings sit between the road and the playfields. No right-of-way is required at the school. There would be no direct impacts to the playfields. There would be no air quality or noise impacts to the playfields as a result of the project. The playfields are set back from the roadway, and the school buildings provide a barrier between the fields and the roadway. Air quality and noise are discussed in the Initial Study/Environmental Assessment (see Sections 2.2.3, and 2.2.4, respectively).

Access to the school and therefore the playfields would be changed. The school currently has two driveway entrances off State Route 58 (Rosedale Highway). Left-turn lanes are provided on State Route 58 to allow access from either the west or east at both entrances. Only right-turn exits are allowed from the eastern access point. With the project, the existing westbound turn lane at the eastern median opening would remain open, but there would be a full median closure at the western median opening. The proposed full median would require westbound motorists to drive to the next intersection (Allen Road) and make a U-turn to access the school, a distance of about a quarter-mile. Though this may be seen as an inconvenience, access would not be reduced or made to be so complex that it would adversely affect the playfields. Therefore, the provisions of Section 4(f) are not triggered.



Greenacres Community Park

State Route 58 (Rosedale Highway) Widening Project

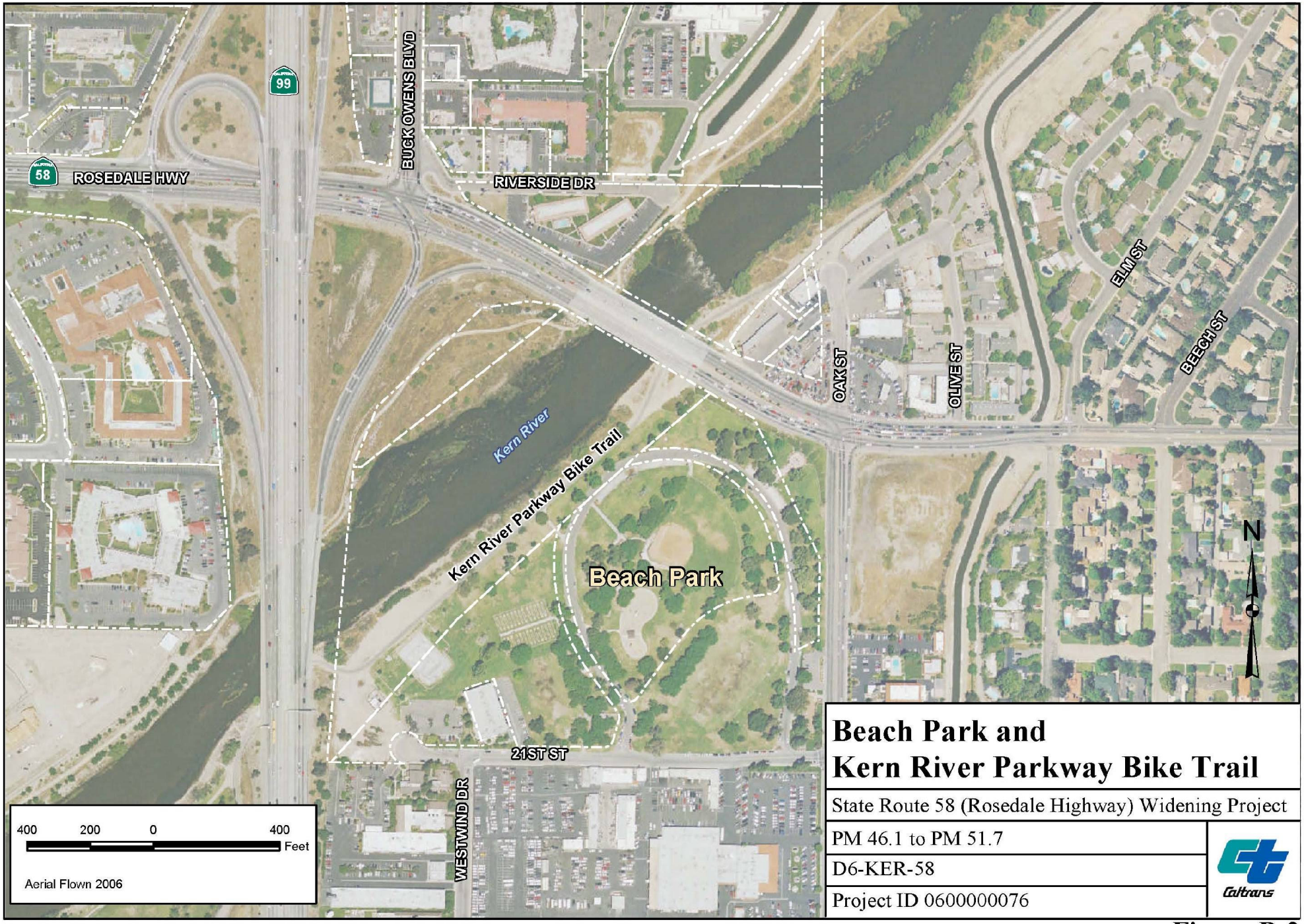
PM 46.1 to PM 51.7

D6-KER-58

Project ID 0600000076

Caltrans

Figure B-1



Beach Park and
Kern River Parkway Bike Trail

State Route 58 (Rosedale Highway) Widening Project

PM 46.1 to PM 51.7

D6-KER-58

Project ID 0600000076

Caltrans

Figure B-2

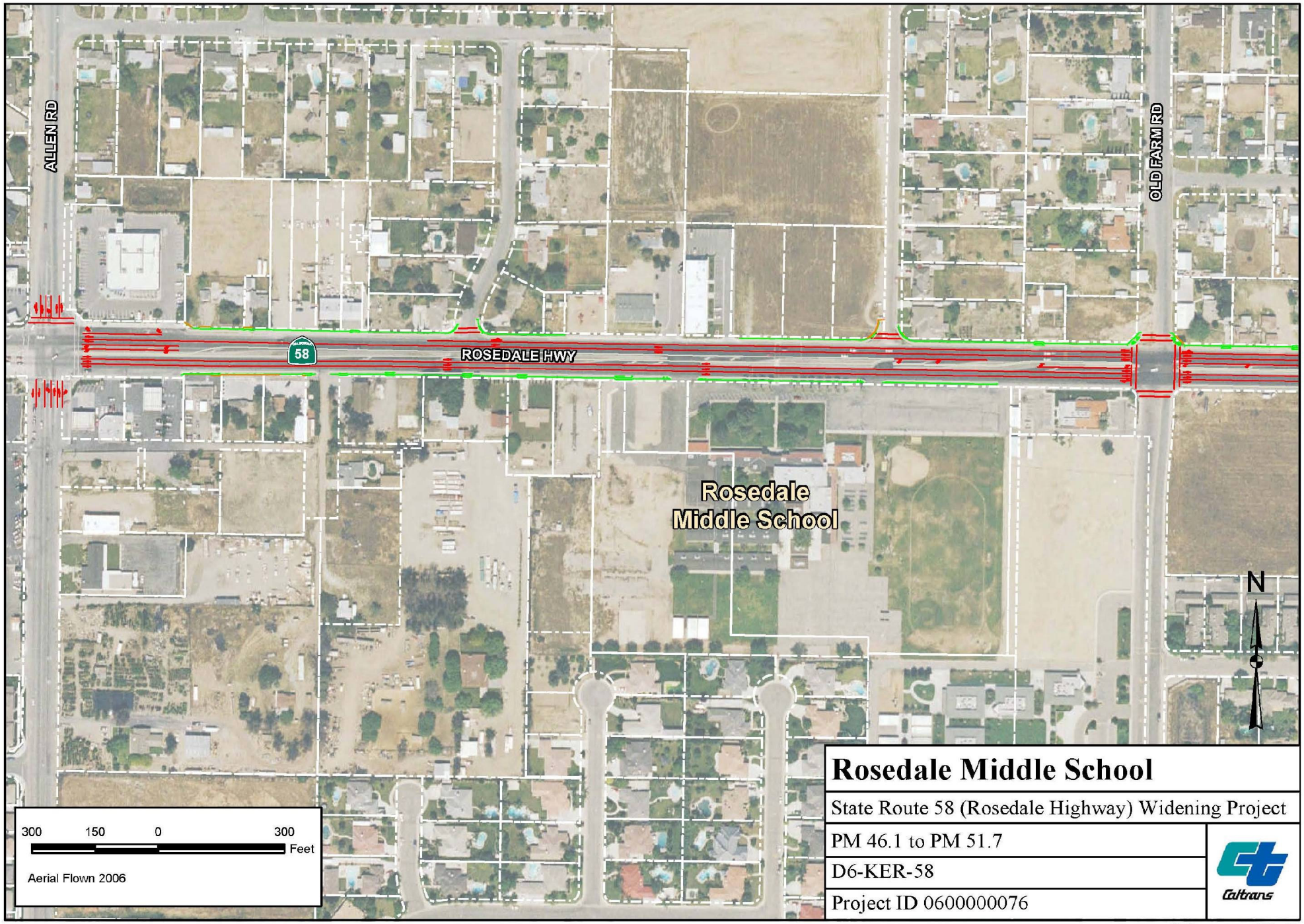

ALLEN RD
OLD FARM RD
58
ROSEDALE HWY
Rosedale
Middle School
N
300 150 0 300
Feet
Aerial Flown 2006
Rosedale Middle School
State Route 58 (Rosedale Highway) Widening Project
PM 46.1 to PM 51.7
D6-KER-58
Project ID 0600000076
Caltrans

Figure B-3

Appendix C Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. Box 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711

Flex your power!
Be energy efficient!

July 20, 2010

TITLE VI
POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact Charles Wahnon, Manager, Title VI and Americans with Disabilities Act Program, California Department of Transportation, 1823 14th Street, MS-79, Sacramento, CA 95811. Phone: (916) 324-1353 or toll free 1-866-810-6346 (voice), TTY 711, fax (916) 324-1869, or via email: charles_wahnon@dot.ca.gov.

CINDY McKIM
Director

"Caltrans improves mobility across California"

Appendix D Summary of Relocation Benefits

The City of Bakersfield and the County of Kern will be the agencies responsible for acquiring the necessary right-of-way for the project. These agencies will follow the same process that Caltrans uses, which is outlined in the Caltrans Relocation Assistance Program, which is provided below.

California Department of Transportation Relocation Assistance Program

Relocation Assistance Advisory Services

Declaration of Policy

"The purpose of this title is to establish a ***uniform policy for fair and equitable treatment*** of persons displaced as a result of federal and federally assisted programs in order that such persons ***shall not suffer disproportionate injuries*** as a result of programs designed for the benefit of the public as a whole."

The Fifth Amendment to the U.S. Constitution states, "No Person shall…be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation." The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 Code of Federal Regulations, Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments, as discussed below.

Fair Housing

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, for fair housing. This act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized, and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations, and also are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Caltrans relocation advisor.

Relocation Assistance Advisory Services

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Caltrans will provide relocation advisory assistance to any person, business, farm or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the United States. Caltrans will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are "decent, safe and sanitary." Nonresidential displacees will receive information on comparable properties for lease or purchase (for business, farm and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning federal and state assisted housing programs, and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable "decent, safe

and sanitary" replacement dwelling, available on the market, is offered to them by Caltrans.

Residential Relocation Payments

The Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Assistance Program can be summarized as follows:

Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until Caltrans obtains control of the property in order to be eligible for relocation payments.

Purchase Differential

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 180 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. The maximum combination of these three supplemental payments that the owner-occupant can receive is $22,500. If the total entitlement (without the moving payments) is in excess of $22,500, the Last Resort Housing Program will be used (see the explanation of the Last Resort Housing Program below).

Rent Differential

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by Caltrans prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when Caltrans determines that the cost to rent a comparable "decent, safe and sanitary" replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the Down Payment section below. The maximum amount payable to any eligible tenant and any owner-occupant of less than 180 days, in addition to moving expenses, is $5,250. If the total entitlement for rent supplement exceeds $5,250, the Last Resort Housing Program will be used.

In order to receive any relocation benefits, the displaced person must buy or rent and occupy a "decent, safe and sanitary" replacement dwelling within one year from the date Caltrans takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of less than 180 days and tenants in legal occupancy prior to Caltrans' initiation of negotiations. The down payment and incidental expenses cannot exceed the maximum payment of $5,250. The one-year eligibility period in which to purchase and occupy a "decent, safe and sanitary" replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the $22,500 and $5,250 limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, Caltrans will within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Number of people to be displaced
- Specific arrangements needed to accommodate any family member(s) with special needs
- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family
- Preferences in area of relocation
- Location of employment or school

Nonresidential Relocation Assistance

The Nonresidential Relocation Assistance Program provides assistance to businesses, farms and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses, farms and nonprofit organizations are: searching and moving expenses, and possibly reestablishment expenses; or a fixed in lieu payment instead of any moving, searching and reestablishment expenses. The payment types can be summarized as follows:

Moving Expenses

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment and similar business-related property, including: dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property. Items acquired in the Right of Way contract may not be moved under the Relocation Assistance Program. If the displacee buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displacee.

- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.

- Expenses related to searching for a new business site, up to $2,500, for reasonable expenses actually incurred.

Reestablishment Expenses

Reestablishment expenses related to the operation of the business at the new location, up to $10,000 for reasonable expenses actually incurred.

Fixed In Lieu Payment

A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses which meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than $1,000 nor more than $20,000.

Additional Information

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, except for any federal law providing local "Section 8" Housing Programs.

Any person, business, farm or nonprofit organization which has been refused a relocation payment by the Caltrans relocation advisor or believes that the payment(s) offered by the agency are inadequate, may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a pubic project. A list of ineligible expenses can be obtained from Caltrans Right of Way. California's law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

Residential Relocation Payments Program

For more information or a brochure on the residential relocation program, please contact Phong Duong at phong_duong@dot.ca.gov, or (559) 445-6206.

The brochure on the residential relocation program is also available in English at http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/residential_spanish.pdf.

If you own or rent a mobile home that may be moved or acquired by Caltrans, a relocation brochure is available in English at http://www.dot.ca.gov/hq/row/pubs/mobile_eng.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/mobile_sp.pdf.

Business and Farm Relocation Assistance Program

For more information or a brochure on the relocation of a business or farm, please contact Phong Duong at phong_duong@dot.ca.gov, or (559) 445-6206.

The brochure on the business relocation program is also available in English at http://www.dot.ca.gov/hq/row/pubs/business_farm.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/business_sp.pdf.

Additional Information

No relocation payment received would be considered as income for the purpose of the Internal Revenue Code of 1954 or for the purposes of determining eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other federal law (except for any federal law providing low-income housing assistance).

Appendix E Minimization and/or Mitigation Summary

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
Land Use										
LU-1 During project design, the City shall coordinate with the land owners on the processing of a variance to allow a reduced building setback at those locations where zoning setback requirements will not be met.	Environmental Document, page 44	City/TRIP Office	Design	No						
LU-2 During project design, the City shall evaluate the feasibility of constructing additional parking on site or restriping parking lots to minimize the loss of parking at those locations where impacts to parking have been identified. Should the loss of parking result in less parking than what is required by the applicable zoning code, the City or County shall coordinate with the property owners on the issuance of a variance.	Environmental Document, page 44	City/TRIP Office	Design	No						
Community Impacts										
SC-1 Prior to construction, the City or County will obtain all required right-of-way for the roadway and grade separation. Owners of property to be acquired shall be compensated for the fair market value of the property as well as damages, if any, to the remaining portions of their properties in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act. Relocation assistance and counseling will be provided to displaced businesses in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies	Environmental Document, page 61	City/TRIP Office	Design	No						

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
Act to ensure adequate relocation for displaced businesses. All eligible displacees will be eligible for moving expenses. All benefits and services will be provided equitably to all relocatees without regard to race, color, religion, age, national origin, or disability as specified under Title VI of the Civil Rights Act of 1964.										
CI-1 During design of the grade separation, the City shall evaluate the feasibility of providing access to the oil well located on parcel 332-270-03. This would allow the well to be protected in place.	Environmental Document, page 62	City/TRIP Office	Design	No						
Traffic and Transportation/Pedestrian and Bicycle Facilities										
SC-2 A Traffic Management Plan shall be developed during the Plans, Specifications, and Estimates Phase to ensure safe and efficient traffic flow throughout the project study area during all phases of construction. The Traffic Management Plan shall optimize roadway capacity, signal phasing, and timing during construction. The City of Bakersfield shall ensure that emergency service providers are aware of each stage of construction and of any potential service delays. In addition, prior to each construction phase, the City of Bakersfield shall coordinate with Golden Empire Transit to develop appropriate safety provisions during construction. The Traffic Management Plan will include public notification of any modifications to bus stop locations or operational	Environmental Document, page 85	City/TRIP Office	Design	No						

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
procedures during construction.										
Cultural Resources										
SC-3 If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Resident Engineer, the City of Bakersfield's Public Works Director, and the Native American Heritage Commission, who will then notify the Most Likely Descendent. At this time, the person who discovered the remains will contact the District 6 Environmental Branch so that staff may work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 are to be followed as applicable.	Environmental Document, page 116	City/TRIP Office	Design	No						

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
Hazardous Waste or Materials										
SC-4 Prior to construction, the contractor shall develop an approved Health and Safety Contingency Plan in the event that unanticipated/unknown environmental contaminants are encountered during construction. The plan shall be developed to protect workers, to safeguard the environment, and to meet the requirements of Title 8 of the California Code of Regulations, "General Industry Safety Orders – Control of Hazardous Substances." The Health and Safety Contingency Plan shall be prepared as a supplement to the contractor's Site-Specific Health and Safety Plan, which should be prepared to meet the requirements of Title 8, Construction Safety Orders, of the California Code of Regulations.	Environmental Document, page 121	Contractor	Pre-construction	No						
SC-5 Prior to the demolition of any on-site building, the building shall be screened for lead-based paint. If lead-based paint is identified, it shall be mitigated in accordance with all applicable federal, state, and local regulatory requirements.	Environmental Document, page 121	City/TRIP Office	Construction	No						
SC-6 Prior to the removal of paint from the roadways, the paint shall be screened for lead-based paint. If lead-based paint is identified, it shall be removed in compliance with the appropriate Caltrans Standard Special Provisions.	Environmental Document, page 121	City/TRIP Office	Construction	No						

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
SC-7 Prior to the demolition of any on-site building, testing for asbestos-containing materials shall be conducted. If the building to be demolished contains asbestos, the contractor shall comply with the National Emissions Standards for Hazardous Air Pollutants regulations as listed in the Code of Federal Regulations (Title 40, Part 61, Subpart M) and the Rules and Regulations of the San Joaquin Valley Air Pollution Control District.	Environmental Document, page 121	City/TRIP Office	Construction	No						
SC-8 Prior to construction, the Construction Contractor shall develop and follow a Lead Compliance Plan. Disposal of lead-based paint shall be done in compliance with applicable provisions of the California Hazardous Waste Control Act.	Environmental Document, page 121	Contractor	Pre-construction	No						
HZ-1 A Preliminary Site Investigation that includes soil sampling and testing at the parcels subject to acquisition shall be conducted prior to acquisition or during design of the grade separation (whichever comes first). If soil contamination is identified or if hazardous materials are found, the materials will be handled in accordance with the Health and Safety Contingency Plan developed by the contractor and shall comply with all applicable federal, state, and local regulatory requirements.	Environmental Document, page 122	City/TRIP Office	Pre-Construction	Yes						

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
Air Quality										
SC-9 The Caltrans Standard Specifications pertaining to dust control and dust palliatives are required to be a part of all construction contracts and should effectively reduce and control construction emissions impacts. The provisions of the Caltrans Standard Specifications (specifically, Section 7-1.0F, "Air Pollution Control," and Section 10, "Dust Control") require the contractor to comply with the San Joaquin Valley Air Pollution Control District rules, ordinances, and regulations.	Environmental Document, page 136	City/TRIP Office	Construction	No						
SC-10 The San Joaquin Valley Air Pollution Control District's Rule 8021 (Fugitive Dust) specifies actions or control measures to prevent, reduce, or mitigate particulate matter emissions generated from construction, demolition, excavation, extraction, and other earth-moving activities.	Environmental Document, page 137	City/TRIP Office	Construction	No						
SC-11 Prior to construction, the contractor shall comply with San Joaquin Valley Air Pollution Control District's Rule 9510 by filing the appropriate mitigation applications for the construction period. Further, compliance with Rule 9510 will assist in not exceeding the San Joaquin Valley Air Pollution Control District's oxides of nitrogen thresholds of significance for the duration construction of the project.	Environmental Document, page 137	Contractor	Construction	No						
SC-12 The following Best Available Control Measures shall be implemented to minimize the emissions of particulate	Environmental Document, page 137	City/TRIP Office	Construction	No						

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
matter (PM_{10}) and fine particulate matter ($PM_{2.5}$) during construction: • Minimize land disturbances • Use watering trucks to minimize dust • Cover trucks when hauling dirt • Put grading and earth moving on hold when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dispersion • Stabilize the surfaces of dirt piles if they are not removed immediately • Sweep nearby paved streets at least once per day if there is evidence of dirt that has been carried onto the roadway • Re-vegetate disturbed land as soon as possible • Trucks will be washed off as they leave the construction site if necessary to control fugitive dust emissions • Construction equipment and vehicles shall be properly tuned and maintained. Low-sulfur fuel shall be used in all construction equipment as provided in California Code of Regulations Title 17, Section 93114. • A dust control plan will be submitted to the San Joaquin Valley Air Pollution Control District before construction begins and will document measures needed to minimize construction impacts to the existing community.										

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
• Locate equipment and materials storage sites as far away from residential and park uses as practical. • Keep construction areas clean and orderly. • Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic. • Cover all transported loads of soils and wet materials prior to transport, or provide adequate space from the top of the material to the top of the truck to reduce PM10 and deposition of particulate during transportation. • Remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease particulate matter. • To the extent feasible, route and schedule construction traffic to reduce congestion during peak travel times, and as far as possible from sensitive receptors (homes and schools). • Install mulch or plant vegetation as soon as practical after grading to reduce windblown particulate in the area.										

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
Noise										
SC-13 The control of noise from construction activities shall conform to the Caltrans Standard Specification Section 14-8.02 and Standard Special Provision S5-310, as follows: • Construction noise shall not exceed 86 A-weighted decibels at 50 feet from the job site between the hours of 9:00 p.m. and 6:00 a.m. • All internal combustion engines shall be equipped with sound control devices that are no less effective than those provided on the original equipment. No equipment will have an unmuffled exhaust. • As directed by Caltrans in coordination with the City and Kern County, the contractor will implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources. • Noise monitoring shall be provided by the contractor during construction. The contractor shall provide training by a person trained in noise monitoring to one	Environmental Document, page 155	Contractor	Construction	No						

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
employee designated by the engineer and shall provide one Type 1 sound level meter and one acoustic calibrator to be used until contract acceptance. The sound level meter must be calibrated and certified by the manufacturer or other independent acoustical laboratory before delivery. The contractor shall provide annual recalibration by the manufacturer or other independent acoustical laboratory. The sound level meter must be capable of taking measurements using the A-weighting network and the slow response settings. The measurement microphone must be fitted with a windscreen.										
N-1 During final design, the feasibility of building the noise barriers as a "first order of work" will be evaluated, and will be incorporated into the construction plans if determined to be feasible. Based on the studies completed to date, Caltrans intends to incorporate noise abatement in the form of barriers at the following locations: • Barrier 02 along the north side of the State Route 58 right-of-way east of Maher Drive and next to ABC Preschool Academy. Calculations based on preliminary design data indicate that the barrier would reduce noise levels by 5 A-weighted decibels at a height of 12 feet for	Environmental Document, page 161	Caltrans	Design	No						

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
four receptors at an estimated cost of $178,945. This cost is considered reasonable since it is less than the reasonable allowance maximum of $188,000. • Barrier 11 along the private property line near an adjacent parking lot south of State Route 58 and next to Verdugo Lane. Calculations based on preliminary design data indicate that 5 A-weighted decibels would be achieved for two receptors with either an 8foot barrier with an estimated cost of $71,081 or a 10-foot barrier with an estimated cost of $80,387. The cost for the barrier of either height is considered reasonable since it is less than the reasonable maximum of $86,000 or $90,000, respectively, dependent on the barrier height.										
Wetlands and Other Water										
B-1 Prior to the initiation of any grading and/or construction-related activity within 50 feet of areas under the jurisdiction of the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and the California Department of Fish and Game, the contractor shall install fencing, flagging, lath and rope, or another device to delineate the jurisdictional areas that would not be affected by the proposed project. The purpose of the fencing is to protect the jurisdictional areas from	Environmental Document, page 184	City/TRIP Office	Construction	Yes						

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
inadvertent disturbance. Placement of the fencing shall be done under the supervision of a qualified Biological Monitor.										
Animal Species										
B-2 ***Southwestern Pond Turtle:*** Prior to construction along Calloway Canal and Emery Ditch, a focused survey for the southwestern pond turtle shall be conducted by a qualified biologist (i.e., one holding a California Department of Fish and Game Memorandum of Understanding for this species) no more than 24 hours prior to the onset of construction. If no southwestern pond turtles are observed, no measures would be necessary. If this species is observed on or adjacent to the project site, a qualified biologist, in coordination with the California Department of Fish and Game, will capture and relocate the turtle(s) to appropriate habitat at a safe distance from the construction site.	Environmental Document, page 187	City/TRIP Office	Pre-Construction	Yes						
B-3 ***Burrowing Owl:*** The following avoidance and minimization measures are adapted from recommendations in the California Burrowing Owl Consortium (1993).	Environmental Document, page 195	City/TRIP Office	Pre-Construction	Yes						
- A pre-construction survey of the biological study area shall be conducted by a qualified biologist no more than 30 days prior to initial ground-disturbing activities. Any active burrow found during pre-construction survey efforts shall be mapped on the										

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
construction plans. If no active burrows are found, no further measures shall be required. Results of the pre-construction surveys shall be provided to the California Department of Fish and Game. If burrowing owls are observed within or adjacent to (within 250 feet) the impact area (area disturbed by construction activities),a Burrowing Owl Mitigation Plan shall be developed by the City of Bakersfield, in cooperation with Caltrans and in consultation with the California Department of Fish and Game. The Mitigation Plan will likely require the following items:										
- No disturbance will occur within 60 feet of occupied burrows during the non-breeding season (September 1 through January 31) or within 250 feet during the breeding season (February 1 through August 31).										
- If owls must be moved away from the disturbance area, passive eviction and relocation (by owls themselves) is preferable to trapping. Relocation shall only be implemented during the non-breeding season by a qualified biologist and shall occur in cooperation with the California Department of Fish and Game. Owls shall be excluded from burrows in immediate impact zone by installing one-way doors in										

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
burrow entrances. One-way doors shall be left in place 48 hours prior to construction to ensure owls have left the burrow before excavation. - An effort will be made to preserve foraging habitat contiguous with occupied burrow sites for each pair of breeding burrowing owls or single unpaired resident bird.										
B-4 ***Loggerhead Shrike:*** Trees, shrubs, and other vegetation will be removed prior to the nesting season of migratory birds per the Biological Opinion for the project (U.S. Fish and Wildlife Service 2012).	Environmental Document, page 195	Construction/ Biology	Pre-Construction	No						
B-5 ***Raptor Nesting:*** If construction is to start during the nesting season (February 1 to August 31), pre-construction surveys shall be conducted by a qualified biologist for active raptor nests within seven days prior to the onset of construction activities. Any active raptor nest/burrow found during survey efforts shall be mapped on the construction plans and protected in coordination with the California Department of Fish and Game until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code. To protect any nest/burrow site, the following restrictions on construction may be required between February 1 and August 15 (or until nests/burrows are no longer active as determined by a qualified biologist): (1) clearing limits may be established a	Environmental Document, page 196	City/TRIP Office	Pre-Construction	No						

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
minimum of 250 feet in any direction from any occupied nest/burrow and (2) access and surveying may be restricted within 250 feet or more of any occupied raptor nest/burrow. Any encroachment into the buffer area around the known nest shall only be allowed if a qualified biologist determines, in consultation with California Department of Fish and Game, that the proposed activity will not disturb the raptor nest/burrow occupants. If no raptor nests/burrows are found during pre-construction surveys, no further requirements apply.										
B-6 Compensatory mitigation for the San Joaquin kit fox shall also mitigate for the permanent loss of 1.21 acres of burrowing owl habitat. Additional compensatory mitigation for burrowing owls shall only be required if burrowing owls found within 250 feet of construction activities during pre-construction surveys cannot be avoided during construction. In this event, potential compensatory mitigation may include purchase of suitable habitat through the payment of fees to the Metropolitan Bakersfield Habitat Conservation Plan Trust Group for this species or construction of artificial burrows in City sumps similar to the Kit Fox Habitat Program.	Environmental Document, page 196	Construction/ Biology	Construction	No						
The measures listed below are based on the avoidance and minimization measures provided in the Biological Opinion (U.S. Fish and Wildlife Service 2012 BO#08ESMF00-2012-F-0049-1).	Environmental Document, page 199									

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
Based on an agreement between the City of Bakersfield and Caltrans, the City of Bakersfield will be financially responsible for the implementation of the mitigation measures. B-7 Caltrans will include Special Provisions that include the avoidance and minimization measures of the project Biological Opinion (08ESMF00-2012-F-0049-1) in the contractor bid package during solicitation for bid information. Terms and conditions that apply to contractor activities shall be conditioned in contracts for the work.										
- Chemicals, lubricants, and petroleum products will be closely monitored and handling precautions will be used. All equipment will be maintained to prevent leaks of fluids, such as gasoline, oils, or solvents. If any spills occur, cleanup will take place immediately.										
- Any sensitive sites will be designated as environmentally sensitive areas (ESAs) to prevent accidental construction-related effects.										
- Trees, shrubs, and other vegetation will be removed prior to the nesting season of migratory birds.										
- The contractor will at all times adhere to the State of California, Department of Transportation Standard Specifications for										

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
avoidance of water pollution (Section 7 – 1.01G; July 1, 2008). These measures include detailed recommendations for keeping heavy machinery out of the water, limiting the amount of material (excavated or construction materials) that enter the waterway, and maintaining flows at all times. Temporary measures may include, but are not limited to, the use of sediment basins, hay bales, and downstream silt catchment.										
- A Storm Water Pollution Prevention Plan (SWPPP) will be prepared prior to construction to reduce or eliminate any water quality reductions that might occur as a result of the project.										
- Staging and refueling areas for equipment will be located a minimum of 150 feet away from any active stream channel. If equipment has to be washed, washing will occur where water cannot flow into a stream channel.										
- Soil exposure will be minimized through use of best management practices, ground cover, and stabilization practices. Exposed dust-producing surfaces will be sprinkled daily with water until wet while avoiding producing runoff.										
- The contractor will conduct maintenance of erosion and sediment control measures as needed. Inspectors will be on-site										

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
daily to monitor the need for these types of activities. All such measures will be removed after the area is stabilized or as directed by the resident engineer.										
- To minimize opportunistic predatory effects to the San Joaquin kit fox, trash shall be removed daily from the project area and disposed of off-site so as not to attract predator species to the project area.										
- Following project completion, any and all construction debris/stockpiled materials from the project site shall be removed.										
- Any contractor or employee who, during routine operations and maintenance activities, inadvertently kills or injures a listed wildlife species must immediately report the incident to his representative at his contracting/employment firm and to Caltrans. This representative must contact the U.S. Fish and Wildlife Service within one calendar day.										
B-8 ***Listed Plant Species*:** Caltrans will conduct updated full protocol-level botanical surveys during the appropriate blooming periods for the following five species: California jewel-flower (*Caulanthus californicus*), Kern mallow (*Eremalche kernensis*), San Joaquin woolly-threads (*Monolopia congdonii* [*Lambertia congdonii*]),	Environmental Document, page 201									

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
Bakersfield cactus (*Opuntia basilaris* var. *treleasei*), and San Joaquin adobe sunburst (*Pseudobahia peirsonii*). Surveys will be undertaken prior to the start of construction if a period of five years or more passes between the end of the original spring 2008-2009 focused botanical surveys and the construction start date in order to discover any future changes in, or new additions to, the floristic composition of federally-listed plant species at the project site.										
B-9 ***San Joaquin Kit Fox:*** Caltrans and the City will adhere to the standard construction and operational requirements as described in the U.S. Fish and Wildlife Service's most recent available guidelines for the San Joaquin kit fox; currently this is the revised January 2011 *Standardized Measures for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance Construction and Operation Requirements* (U.S. Fish and Wildlife Service 2011).	Environmental Document, page 199	City/TRIP Office	Construction	Yes						
- No less than 30 days but no more than 60 days prior to road construction, an agency-approved biologist will conduct preconstruction surveys for San Joaquin kit fox dens within 200 feet of the construction footprint, inclusive of utility relocations. A letter report and map of known and potential San Joaquin kit fox dens will be submitted to the U.S. Fish and Wildlife Service and the										

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
California Department of Fish and Game. Repeat clearance surveys will be conducted no more than 14 days before construction or after any delays in construction of over two weeks. Any new San Joaquin kit fox dens identified in the interim will be reported to the U.S. Fish and Wildlife Service and the California Department of Fish and Game in a letter report and map. If no new San Joaquin kit fox dens are observed, an internal record will be kept that includes the survey date, the agency-approved biologist, and general survey findings. Records will be submitted to the U.S. Fish and Wildlife Service and the California Department of Fish and Game upon request.										
- Disturbance to all San Joaquin kit fox dens will be avoided to the maximum extent possible. If dens or potential dens are identified within the footprint during the 60-day or 14-day preconstruction surveys, Caltrans will request to monitor and excavate those dens that are expected to be affected by the project. Active dens will not be excavated during the natal season (approximately January 1–June 14). The agency-approved biologist will monitor potential dens for three consecutive nights and submit monitoring results in a letter report to the U.S. Fish and Wildlife										

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
Service and California Department of Fish and Game, and will also oversee the excavation of dens with no San Joaquin kit fox use following approval by the U.S. Fish and Wildlife Service and California Department of Fish and Game. - Dens found within 200 feet of project construction, but which will not be affected by construction activities, will be monitored and buffered by an exclusion zone as measured outwards from the entrance or cluster of entrances: potential or atypical dens will be protected with a 50 foot radius buffer, and known dens will be protected with a 100 foot buffer. - If natal/pupping dens are discovered within the action area or within 200 feet of the action area, Caltrans will immediately notify the U.S. Fish and Wildlife Service and California Department of Fish and Game.										
- The agency-approved biologist will conduct a worker environmental awareness program for all construction crews prior to ground-disturbing activities, with the purpose of informing all crew members of the potential for San Joaquin kit fox to occur on-site and the effects on the species by construction activities. The training										

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
will be repeated to all new crew members working in San Joaquin kit fox habitat. Crew members will sign an attendance sheet and confirm that they understand the protection measures and construction restrictions. Training materials and records of attendees will be submitted to the U.S. Fish and Wildlife Service and California Department of Fish and Game.										
- The agency-approved biologist will monitor road construction activities once per day and will verify that construction complies with the measures laid out in the Biological Opinion (08ESMF00-2012-F-0049-1), as well as construction and operation requirements described in the *U.S. Fish and Wildlife Service 2011 Revised Standard Measures for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance Construction and Operation Requirements* (U.S. Fish and Wildlife Service 2011). The agency-approved biologist will maintain a log of daily monitoring notes that can be summarized and transmitted to the U.S. Fish and Wildlife Service and California Department of Fish and Game by request.										
- Fencing is not proposed for any portion of the State Route 58 Widening Project right-of-way. However, if it becomes necessary during a later planning stage,										

Environmental Commitment Record

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permeable fencing will be installed at all locations where permanent new fencing is required. One or a combination of three design options may be adopted to provide the San Joaquin kit fox with passage and movement opportunities, and to minimize the potential to disrupt north-south species movement and habitat fragmentation of the project area: - Elevate the bottom of the fence 5 inches above ground to allow unobstructed movement by the San Joaquin kit fox under the fence. - Install ground-level 8-inch-wide by 8-inch-wide gaps no more than 100 feet apart along the length of the fence to allow for San Joaquin kit fox movement at regular intervals along the right-of – way. - Install fencing with a minimum mesh size of 3½ by 7 inches, preferably 5 inches by 12 inches, to allow unlimited movement through the fence.										
- Curbed medians are proposed to address public safety. Their height will be no greater than 10 inches. Ten-inch curbed medians will remain un-vegetated so as not to obstruct the visual field of the San Joaquin kit fox near the roadway. Curbed medians less than 10 inches in height and which require										

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
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landscaping will be planted with low-level vegetation (i.e., less than 6 inches) that will not need mowing.										
- Landscaping will be designed in conjunction with the curbed median design in order to allow unobstructed visibility to the San Joaquin kit fox and to maintain and/or enhance opportunities for movement across the roadway. Three alternative strategies are proposed: 1) select plants that do not exceed six inches tall at maturity; 2) maintain vegetation height so that it does not exceed six inches; and/or 3) create gaps of no less than four feet wide every 12 feet in areas landscaped with trees and shrubs.										
- No median barriers are currently proposed; however, if taller median barriers are required in a later planning stage for purposes of public safety, Caltrans-designed modified median barrier type 60/S will be used. Caltrans' type 60/S design previously has been utilized (e.g., amended Biological Opinion for the State Route 99 Goshen to Kingsburg 6-lane Project, Tulare and Fresno Counties; Service File Number 81420-2009-F-0752; U.S. Fish and Wildlife Service 2009) and includes 9-inch radius openings (semicircular openings 9 inches high by 18 inches wide) spaced every 150 feet to allow										

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passage by the San Joaquin kit fox. Maintaining permeability in this manner will also reduce the potential to disrupt north-south species movement and connectivity in the project area.										
- Existing San Joaquin kit fox movement corridors along the canals and railroad will be preserved through the use of existing bridges. The toe-of-road fill and bridge support walls will be maintained and new walls will be designed to be located no less than 20 feet from the centerline of both canal access roads and the railroad.										
- Warning signs alerting east and west-bound drivers to potential kit fox presence are proposed on State Route 58 at several locations. Intersections under consideration include State Route 58 and Calloway Drive, Coffee Road, and Landco Drive. The need for and number of appropriate signage at intersections will continue to be evaluated as the project design advances. Signage proposed will follow Federal Highways Administration (2003) guidelines or other guidelines recommended by Caltrans.										
B-10 The City will compensate for the permanent loss of 1.21 acres and temporary disturbance of 6.61 acres of	Environmental Document, page 204	City/TRIP Office	Pre-Construction	No						

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
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habitat suitable for the San Joaquin kit fox by funding the purchase of 10.90 acres (using a 3:1 compensation ratio for permanent effects and 1.1:1 ratio for temporary effects) through the Metropolitan Bakersfield Habitat Conservation Plan Trust Group. - Prior to construction, the limits of impacted habitat acreage by vegetation type will be verified and delineated on a map, to be submitted for approval by the U.S. Fish and Wildlife Service and California Department of Fish and Game. This will be done prior to its submittal to the City of Bakersfield Planning Department for fee payment. - All areas temporarily disturbed by project activities will be restored following the completion of construction.										
B-11 In order to monitor whether the amount or extent of incidental take anticipated from implementation of the project is approached or exceeded, Caltrans shall adhere to the following reporting requirements. Should this anticipated amount or extent of incidental take be exceeded, Caltrans must immediately reinitiate formal consultation as per 50 Code of Federal Regulations 402.16	Environmental Document, page 205									
- For those components of the action that will result in habitat degradation or modification whereby incidental take in the form										

Environmental Commitment Record

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of harm is anticipated, Caltrans shall provide weekly updates to the U.S. Fish and Wildlife Service with a precise accounting of the total acreage of habitat impacted. Updates shall also include any information about changes in project implementation that result in habitat disturbance not analyzed in the Project Biological Opinion (08ESMF00-2012-F-0049-1).										
- For those components of the action that may result in direct encounters between listed species and project workers and their equipment whereby incidental take in the form of harassment, harm, injury, or death is anticipated, Caltrans shall immediately contact the U.S. Fish and Wildlife Service's Sacramento Fish and Wildlife Office at the earliest possible opportunity the next working day. When injured or killed individuals of the listed species are found, Caltrans shall follow the steps outlined in the Salvage and Disposition of Individuals section of the Biological Opinion (08ESMF00-2012-F-0049-1).										
- Before construction starts on this project, the U.S. Fish and Wildlife Service shall be provided with the final documents related to the protection of conservation acres, including fee payment of composition acreage. Proof of recorded easement and perpetual										

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
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non-wasting endowment holdings for each sump included in the Sump Habitat Program have long-term conservation assurances in place, and do not need to be provided to the U.S. Fish and Wildlife Service prior to construction of the project. Easement and endowment documentation, as part of the Sump Habitat Program, will be established following approval of the Final Environmental Document for the last of the six Thomas Road Improvement Program projects. Caltrans will fully fund the Sump Habitat Program within one year of that approval.										
- A post-construction report detailing compliance with the project design criteria and proposed conservation measures described under the Description of the Proposed Action section of the Biological Opinion (08ESMF00-2012-F-0049-1) shall be provided to the U.S. Fish and Wildlife Service within 30 calendar days of completion of the project. The report shall include: (1) dates of project ground-breaking and completion; (2) pertinent information concerning the success of the project in meeting compensation and other conservation measures; (3) an explanation of failure to meet such measures, if any; (4) known project effects on the San Joaquin										

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
kit fox, if any; (5) observed incidences of injury to or mortality of the San Joaquin kit fox, if any; and (6) any other pertinent information.										
- New sightings of the San Joaquin kit fox or any other sensitive animal species shall be reported to the California Natural Diversity Database. A copy of the reporting form and a topographic map clearly marked with the location in which the animals were observed also shall be provided to the U.S. Fish and Wildlife Service.										
B-12 It is recommended that Caltrans continue to include culverts, tunnels, or other structures along roads and highways, particularly in core and satellite population areas to allow for the safe passage of the San Joaquin kit fox. Such crossing structures would create safe dispersal corridors for multiple wildlife species and would help reduce road mortalities and enhance public safety. Caltrans is encouraged to explore designs and include photos, plans, and other information in its Biological Assessments concerning incorporation of wildlife passageway designs into its projects.	Environmental Document, page 206									
B-13 The basic conceptual framework for the Sump Habitat Program is described in the September 2010 Draft Sump Habitat Program Plan, which addresses five core conservation measures in detail that are integral to	Environmental Document, page 212									

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
the implementation and success of the Sump Habitat Program: (1) the selection of sumps that maintain San Joaquin kit fox accessibility and/or habitat (those of high/medium conservation priority based on the relative potential for minimizing program-level effects); (2) the installation and maintenance of San Joaquin kit fox enhancement features (fence/gate gaps, artificial dens, conservation zones, signs, and enhancement maintenance and repair); (3) the management of sump vegetation compatible with San Joaquin kit fox presence and/or use (performance of routine maintenance outside the San Joaquin kit fox natal season and the use of hand tools in conservation zones and new active dens); (4) the biological monitoring and reporting of results (pre-maintenance surveys; den monitoring and supervised den excavation; environmental awareness training; maintenance monitoring; annual enhancement inspection; annual San Joaquin kit fox sump use monitoring; and annual reporting); and (5) the provision of long-term conservation assurances (individual conservation easements for each sump; a perpetual non-wasting endowment for management, maintenance, and monitoring costs associated with ongoing implementation; and agency-approved Long-Term Management Plan. The proposed easement and										

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
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endowment holders must be U.S. Fish and Wildlife Service-approved third-party organizations). Further details in regards to these five core measures can be found in the Draft Sump Habitat Program Plan.										
- The Sump Habitat Program Plan will continue to be updated, refined, and ultimately finalized through an ongoing collaborative consultation process involving Caltrans, the City, the U.S. Fish and Wildlife Service, Parsons/Thomas Roads Improvement Program, and AECOM, over the course of the four remaining Thomas Road Improvement Program projects.										
- The finalized Sump Habitat Program will be established and implemented within one year of the approval of the Final Environmental Document for the last of the six Thomas Road Improvement Program projects. Caltrans will also fully fund the Sump Habitat Program within one year of this approval. Caltrans and the City will share responsibility for the Sump Habitat Program; Caltrans will adhere to the proposed avoidance and minimization measures and terms and conditions of the Biological Opinion (08ESMF00-2012-F-0049-1) and will be responsible for the overall implementation of the Sump Habitat Program, while the										

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
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City will be responsible for enhancing sumps and conducting long term management of the Sump Habitat Program.										
Invasive Species										
SC-14 In compliance with the Executive Order on Invasive Species (Executive Order 13112) and subsequent guidance from the Federal Highway Administration, the landscaping and erosion control included in the project would not use species listed as noxious weeds. In areas of particular sensitivity, extra precautions shall be taken if invasive species (i.e., species listed in the California List of Noxious Weeds) are found in or adjacent to the construction areas by the monitoring biologist. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur. All fill material will be screened for noxious weeds and free of seed material. Any landscape designs shall be submitted to Caltrans for review and approval by a qualified biologist during the project design phase. The review shall verify that no noxious weeds/invasive exotic plant species are used in any proposed landscaping. The reviewing biologist shall recommend suitable substitutes.	Environmental Document, page 207	City/TRIP Office	Construction, Design	No						

Environmental Commitment Record

Task and Brief Description	Reference	Responsible Branch/ Staff	Timing/ Phase	NSSP Required?	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initial	Date		Initial	Date
CC-1 As part of the construction specifications for the roadway widening, the contractor shall be directed to use Portland cement for the curb, gutters, and sidewalks. In addition, all new or replacement traffic signals shall be energy efficient, such as light emitting diode (LED) traffic signals.	Environmental Document, page 230	City/TRIP Office	Construction, Design	No						
NSSP: Nonstandard Special Provisions; TRIP: Thomas Roads Improvement Program.										

Appendix F List of Abbreviations

ADA	Americans with Disabilities Act
AT&T	American Telephone and Telegraph
Basin	San Joaquin Valley Air Basin
Caltrans	California Department of Transportation
CH_4	Methane
CO	Carbon monoxide
CO_2	Carbon dioxide
et seq.	and the following
F	Full
HFCs	Hydrofluorocarbons
HFC-23	Fluoroform
HFC-134a	s, s, s, 2-tetrafluoroethane
HFC-152a	Difluoroethane
L_{eq}	Sound Energy Equivalent Noise Level
MMT	Million miles traveled
N_2O	Nitrous oxide
NO_2	Nitrogen dioxide
NOx	Oxides of nitrogen
O_3	Ozone
P	Partial acquisition
P+	Partial + acquisition
Pb	Lead
PFCs	Perfluorocarbons
PG&E	Pacific Gas and Electric
PM	post mile
$PM_{2.5}$	Particulate matter equal to or less than 2.5 microns in diameter
PM_{10}	Particulate matter equal to or less than 10 microns in diameter
ppb	Parts per billion
ppm	Parts per million
SAFETEA-LU	Safe Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users
SBC	Southwestern Bell Corporation
SF_6	Sulfur hexafluoride

SO_2	Surfur dioxide
SOx	Sulfur oxides
U.S. Code	United States Code

Appendix G Project Plans

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58	46.1/51.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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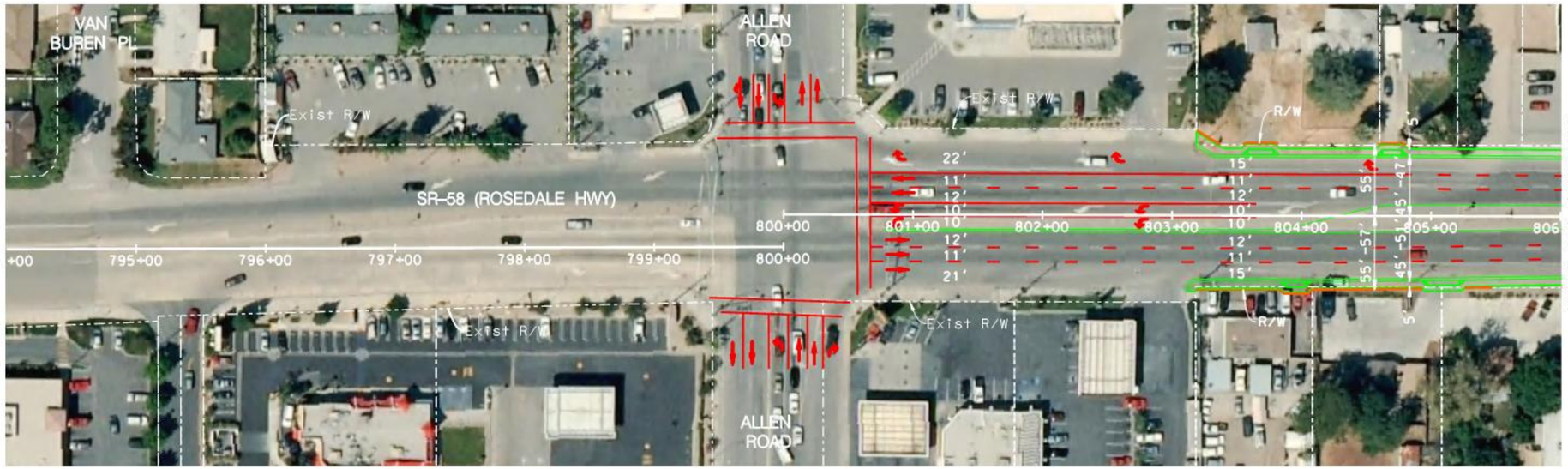
SUITE 200
BAKERSFIELD, CA 93301

HNTB CORPORATION
200 E. SANDPOINTE AVE
SUITE 200
SANTA ANA, CA 92707



PRELIMINARY
NOT FOR CONSTRUCTION

SCALE: 1" = 50'

SR-58 (ROSEDALE HIGHWAY) WIDENING
BUILD ALTERNATIVE
ROAD WIDENING
SHEET G1 OF G13

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | CONSULTANT FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | CHECKED BY | REVISED BY | DATE REVISED

LAST REVISION 00-00-00 | DATE PLOTTED =¢$DATE | TIME PLOTTED =¢$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME =¢$USER | DGN FILE =¢$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Ker	58	46.1/51.7		

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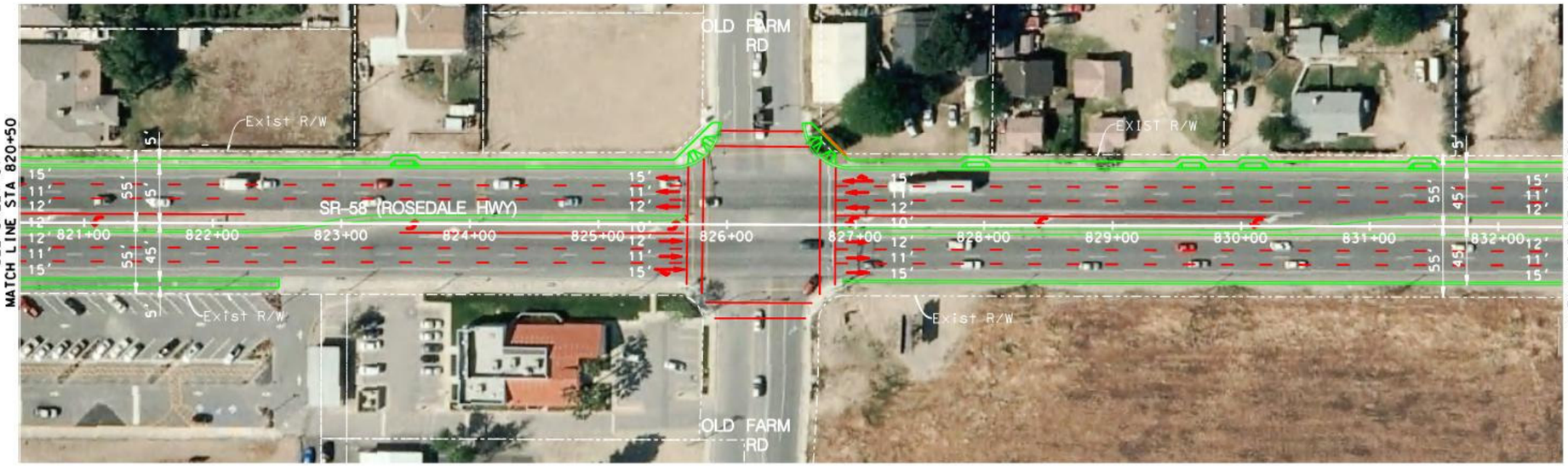
SUITE 200
SANTA ANA, CA 92707

SEE SHEET G1
MATCH LINE STA 820+50



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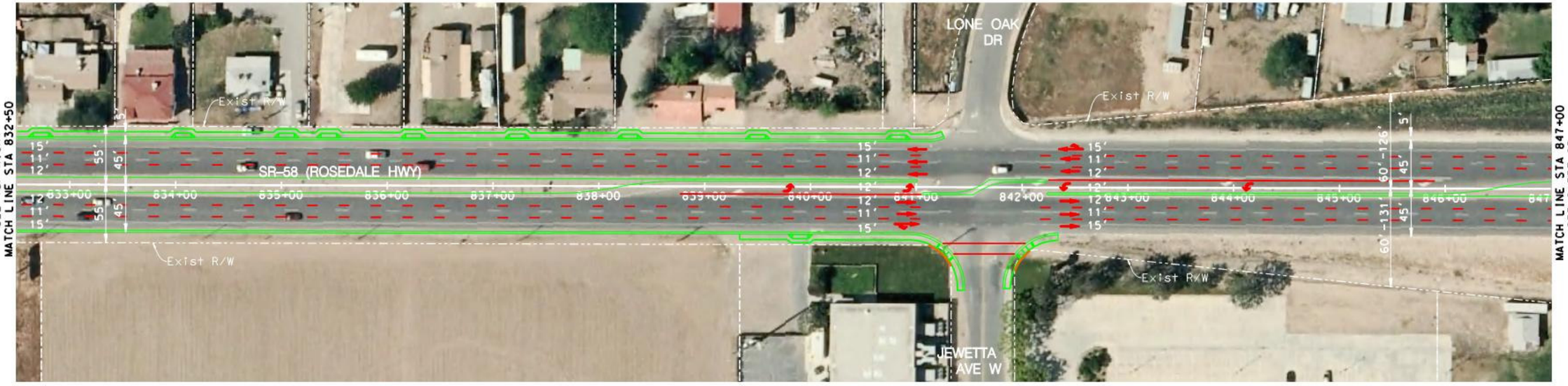
MATCH LINE STA 832+50



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SEE SHEET G3

PRELIMINARY
NOT FOR CONSTRUCTION

SCALE: 1" = 50'

SR-58 (ROSEDALE HIGHWAY) WIDENING
BUILD ALTERNATIVE
ROAD WIDENING
SHEET G2 OF G13

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PROJECT NUMBER & PHASE 00000000001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58	46.1/51.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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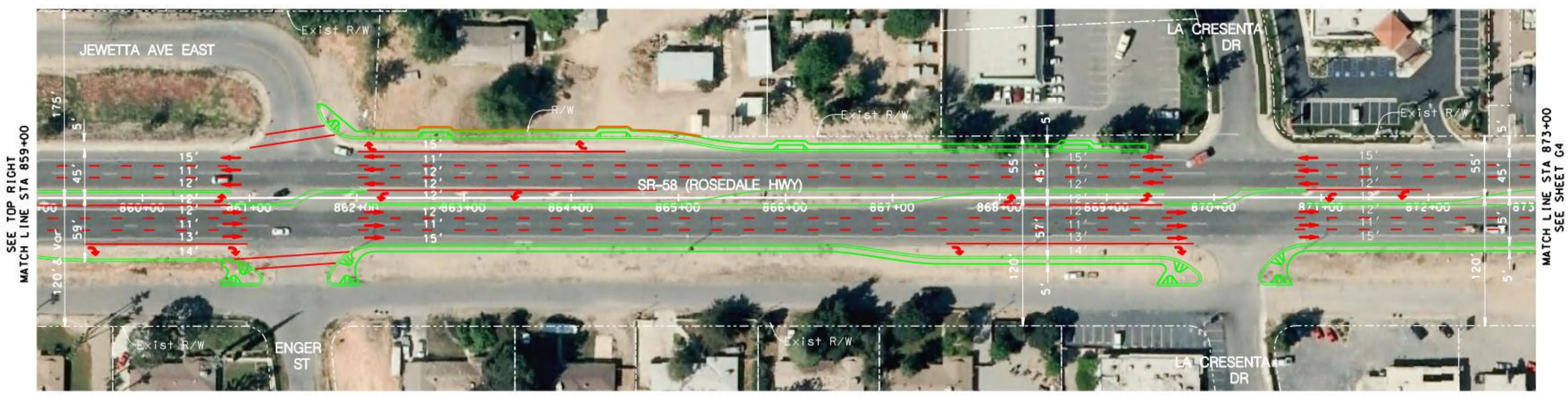

PRELIMINARY
NOT FOR CONSTRUCTION

SCALE: 1" = 50'

SR-58 (ROSEDALE HIGHWAY) WIDENING
BUILD ALTERNATIVE
ROAD WIDENING
SHEET G3 OF G13

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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PLANS APPROVAL DATE

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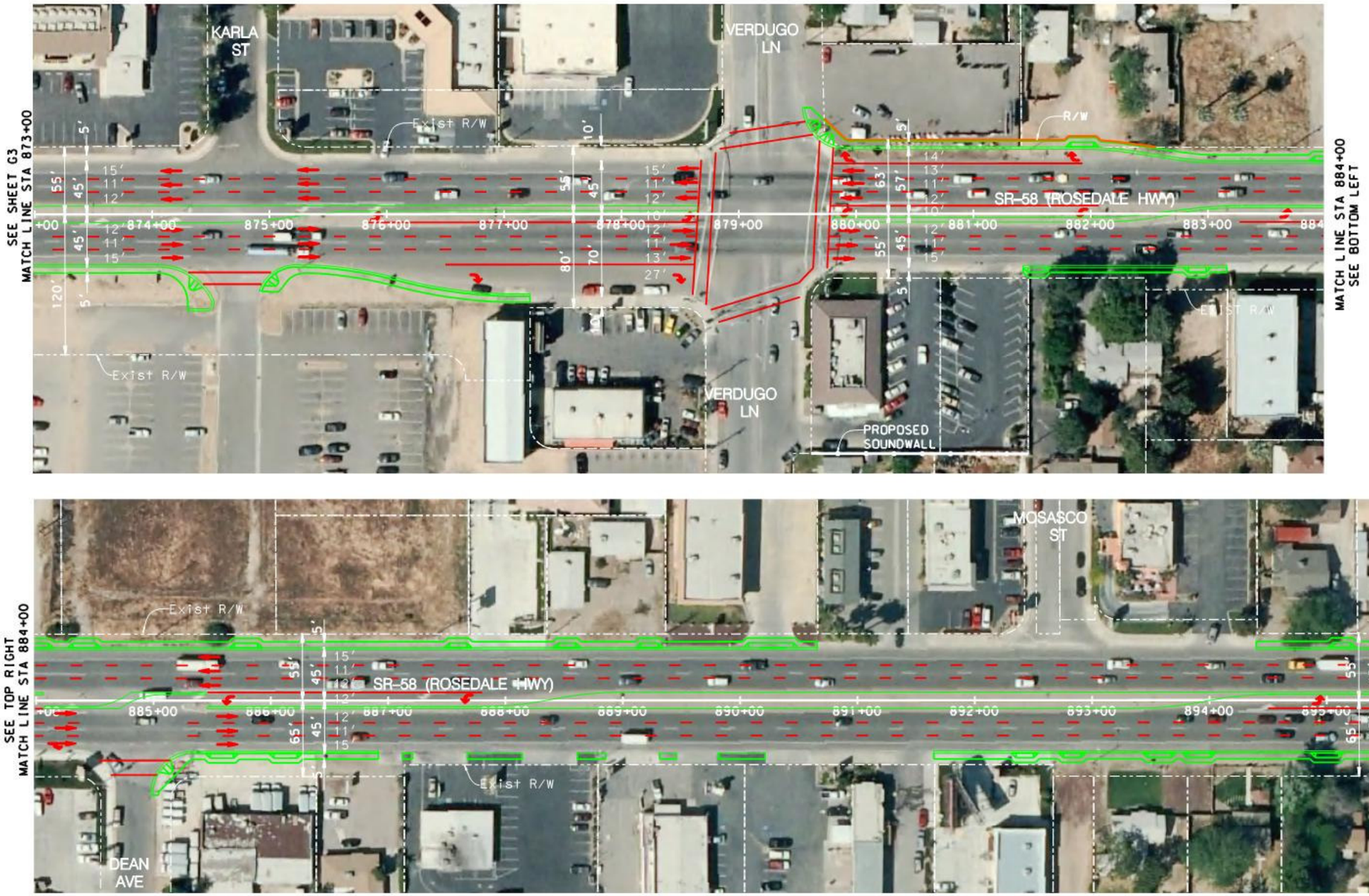

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PRELIMINARY
NOT FOR CONSTRUCTION

SCALE: 1" = 50'

SR-58 (ROSEDALE HIGHWAY) WIDENING
BUILD ALTERNATIVE
ROAD WIDENING
SHEET G4 OF G13

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TIME PLOTTED = $TIME

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58	46.1/51.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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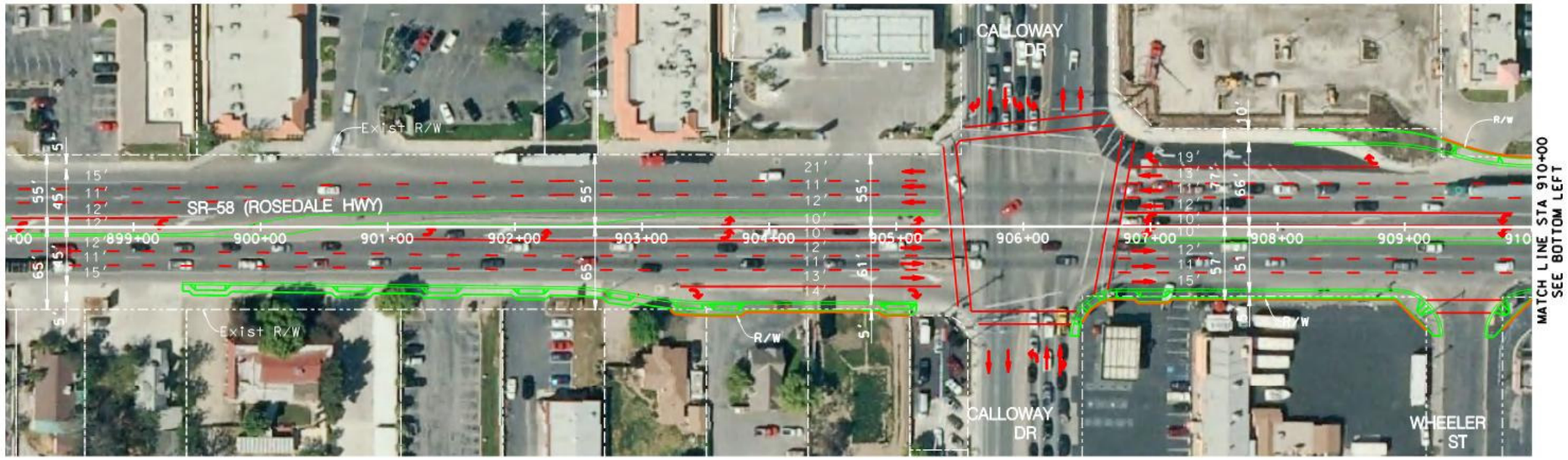
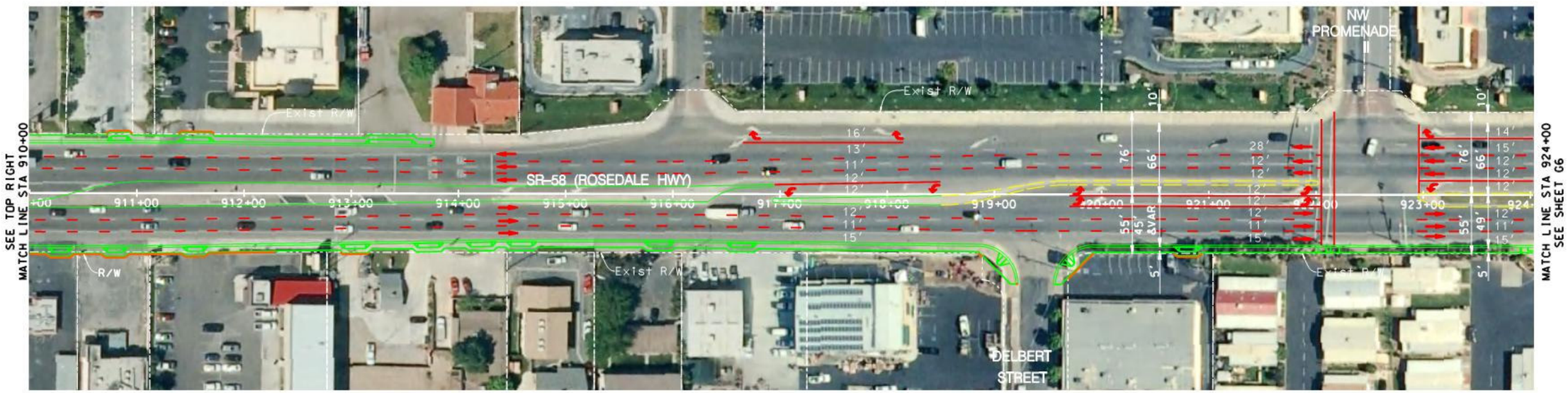
SUITE 200
BAKERSFIELD, CA 93301

HNTB CORPORATION
200 E. SANDPOINTE AVE
SUITE 200
SANTA ANA, CA 92707





PRELIMINARY
NOT FOR CONSTRUCTION

SCALE: 1" = 50'

SR-58 (ROSEDALE HIGHWAY) WIDENING
BUILD ALTERNATIVE
ROAD WIDENING
SHEET G5 OF G13

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY
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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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TIME PLOTTED = ¢$TIME

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58	46.1/51.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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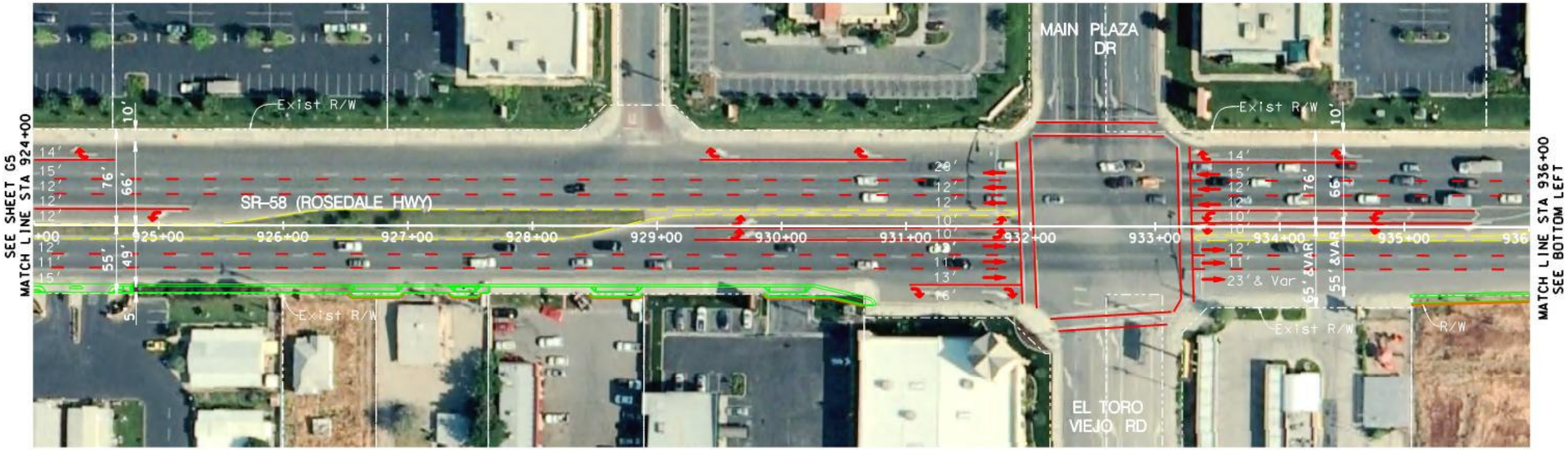
SUITE 200
BAKERSFIELD, CA 93301

HNTB CORPORATION
200 E. SANDPOINTE AVE
SUITE 200
SANTA ANA, CA 92707



PRELIMINARY
NOT FOR CONSTRUCTION

SCALE: 1" = 50'

SR-58 (ROSEDALE HIGHWAY) WIDENING
BUILD ALTERNATIVE
ROAD WIDENING
SHEET G6 OF G13

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58	46.1/51.7		

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PLANS APPROVAL DATE

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BAKERSFIELD, CA 93301

HNTB CORPORATION
200 E. SANDPOINTE AVE
SUITE 200
SANTA ANA, CA 92707

PRELIMINARY
NOT FOR CONSTRUCTION

SCALE: 1" = 50'

SR-58 (ROSEDALE HIGHWAY) WIDENING
BUILD ALTERNATIVE
ROAD WIDENING
SHEET G7 OF G13

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58	46.1/51.7		

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PLANS APPROVAL DATE

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BAKERSFIELD, CA 93301

HNTB CORPORATION
200 E. SANDPOINTE AVE
SUITE 200
SANTA ANA, CA 92707

PRELIMINARY
NOT FOR CONSTRUCTION

SCALE: 1" = 50'

SR-58 (ROSEDALE HIGHWAY) WIDENING
BUILD ALTERNATIVE
ROAD WIDENING
SHEET G8 OF G13

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONSULTANT FUNCTIONAL SUPERVISOR

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED = $DATE

TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010

USERNAME = $USER
DGN FILE = $REQUEST

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 00000000001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58	46.1/51.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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SUITE 200
BAKERSFIELD, CA 93301

HNTB CORPORATION
200 E. SANDPOINTE AVE
SUITE 200
SANTA ANA, CA 92707

PRELIMINARY
NOT FOR CONSTRUCTION

SCALE: 1" = 50'

SR-58 (ROSEDALE HIGHWAY) WIDENING
BUILD ALTERNATIVE
ROAD WIDENING
SHEET G9 OF G13

REVISED BY | DATE REVISED
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BORDER LAST REVISED 7/2/2010 | USERNAME =¢$USER | DGN FILE =¢$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58	46.1/51.7		

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PLANS APPROVAL DATE

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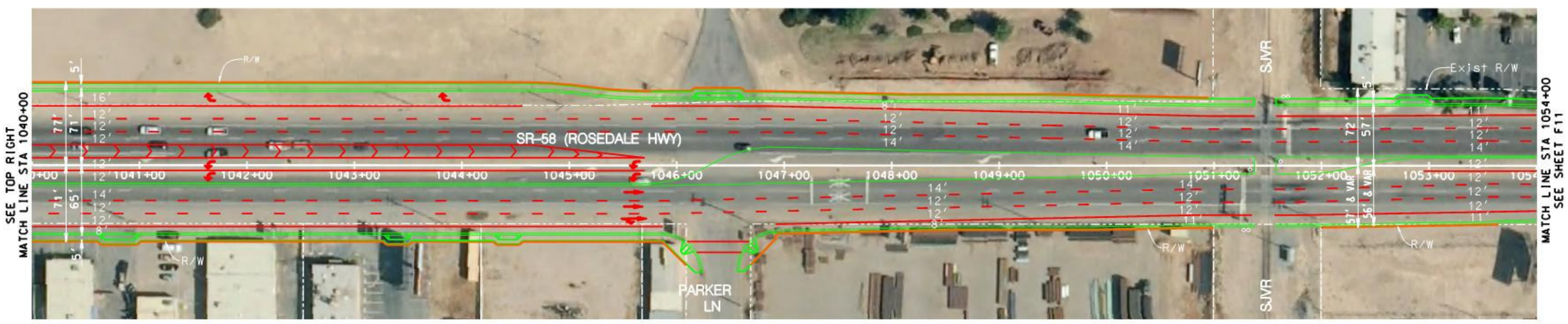
SUITE 200
BAKERSFIELD, CA 93301

HNTB CORPORATION
200 E. SANDPOINTE AVE
SUITE 200
SANTA ANA, CA 92707



PRELIMINARY
NOT FOR CONSTRUCTION

SCALE: 1" = 50'

SR-58 (ROSEDALE HIGHWAY) WIDENING
BUILD ALTERNATIVE - ROAD WIDENING
SHEET G10 OF G13

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LAST REVISION 00-00-00

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TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010

USERNAME = $USER
DGN FILE = $REQUEST

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 00000000001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58	46.1/51.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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BAKERSFIELD, CA 93301

HNTB CORPORATION
200 E. SANDPOINTE AVE
SUITE 200
SANTA ANA, CA 92707

PRELIMINARY
NOT FOR CONSTRUCTION

SCALE: 1" = 50'

SR-58 (ROSEDALE HIGHWAY) WIDENING
BUILD ALTERNATIVE
ROAD WIDENING
SHEET G11 OF G13

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BORDER LAST REVISED 7/2/2010 | USERNAME = ₵$USER | DGN FILE = ₵$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Ker	58	46.1/51.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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SUITE 200
BAKERSFIELD, CA 93301

HNTB CORPORATION
200 E. SANDPOINTE AVE
SUITE 200
SANTA ANA, CA 92707

PRELIMINARY
NOT FOR CONSTRUCTION

SCALE: 1" = 50'

SR-58 (ROSEDALE HIGHWAY) WIDENING
BUILD ALTERNATIVE
ROAD WIDENING
SHEET G12 OF G13

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58	46.1/51.7		

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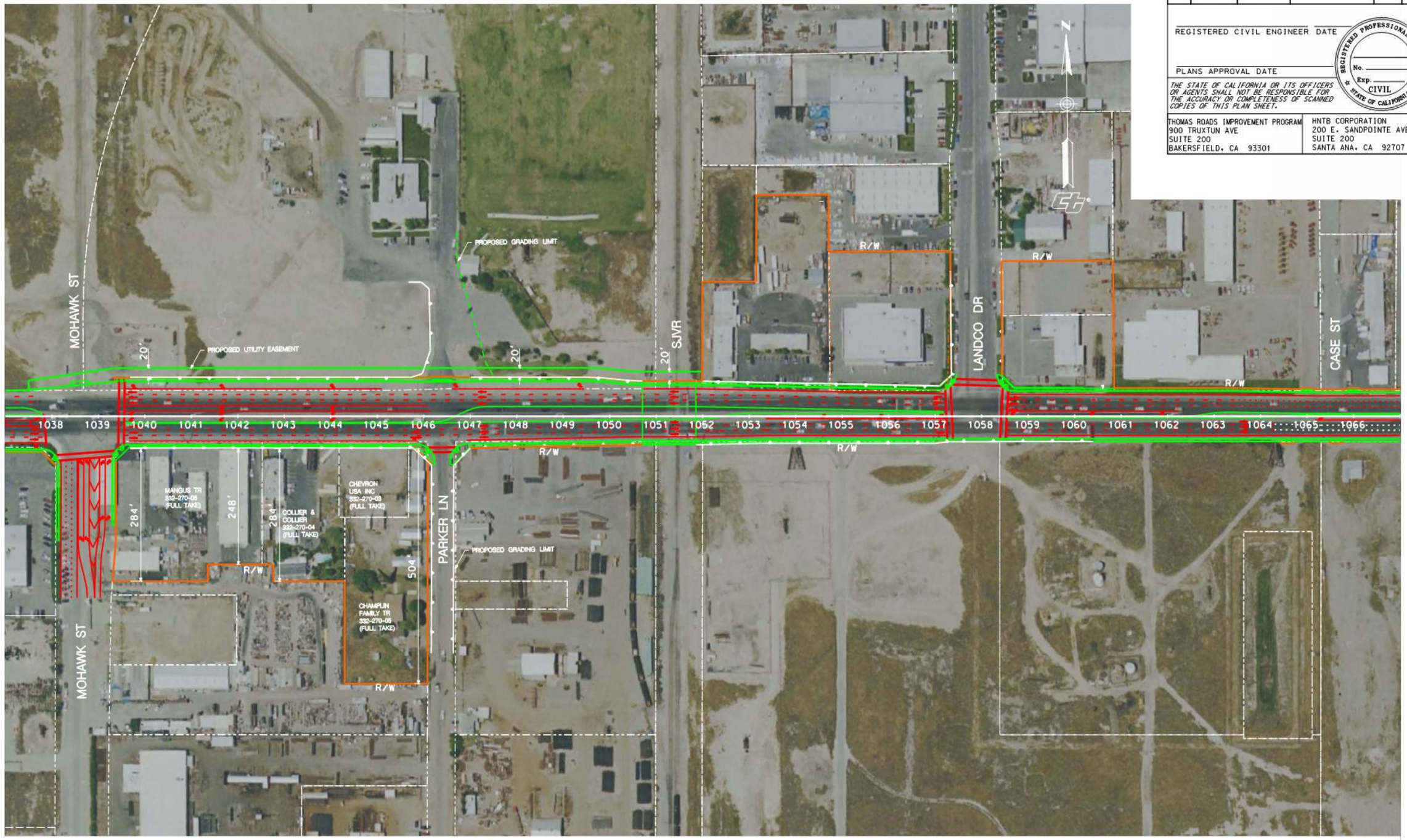
SUITE 200
BAKERSFIELD, CA 93301

HNTB CORPORATION
200 E. SANDPOINTE AVE
SUITE 200
SANTA ANA, CA 92707



PRELIMINARY
NOT FOR CONSTRUCTION

SCALE: 1" = 100'

SR-58 (ROSEDALE HIGHWAY) WIDENING
BUILD ALTERNATIVE
SJVR GRADE SEPARATION
SHEET G13 OF G13

REVISED BY | DATE REVISED

CALCULATED-
DESIGNED BY

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Appendix H Traffic Level of Service Figures

Existing Morning Peak Hour Level of Service

State Route 58 (Rosedale Highway) Widening Project

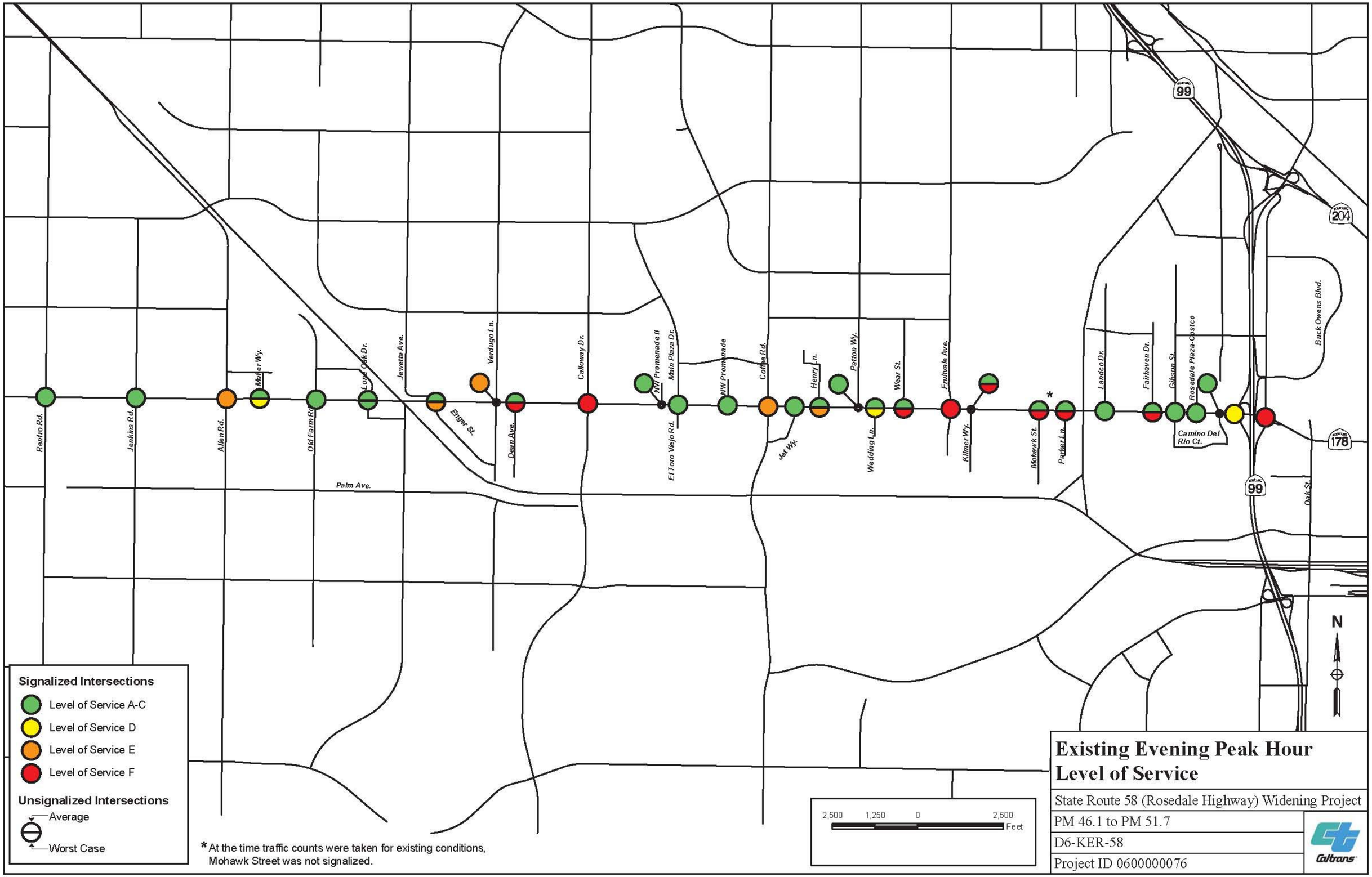
PM 46.1 to PM 51.7

D6-KER-58

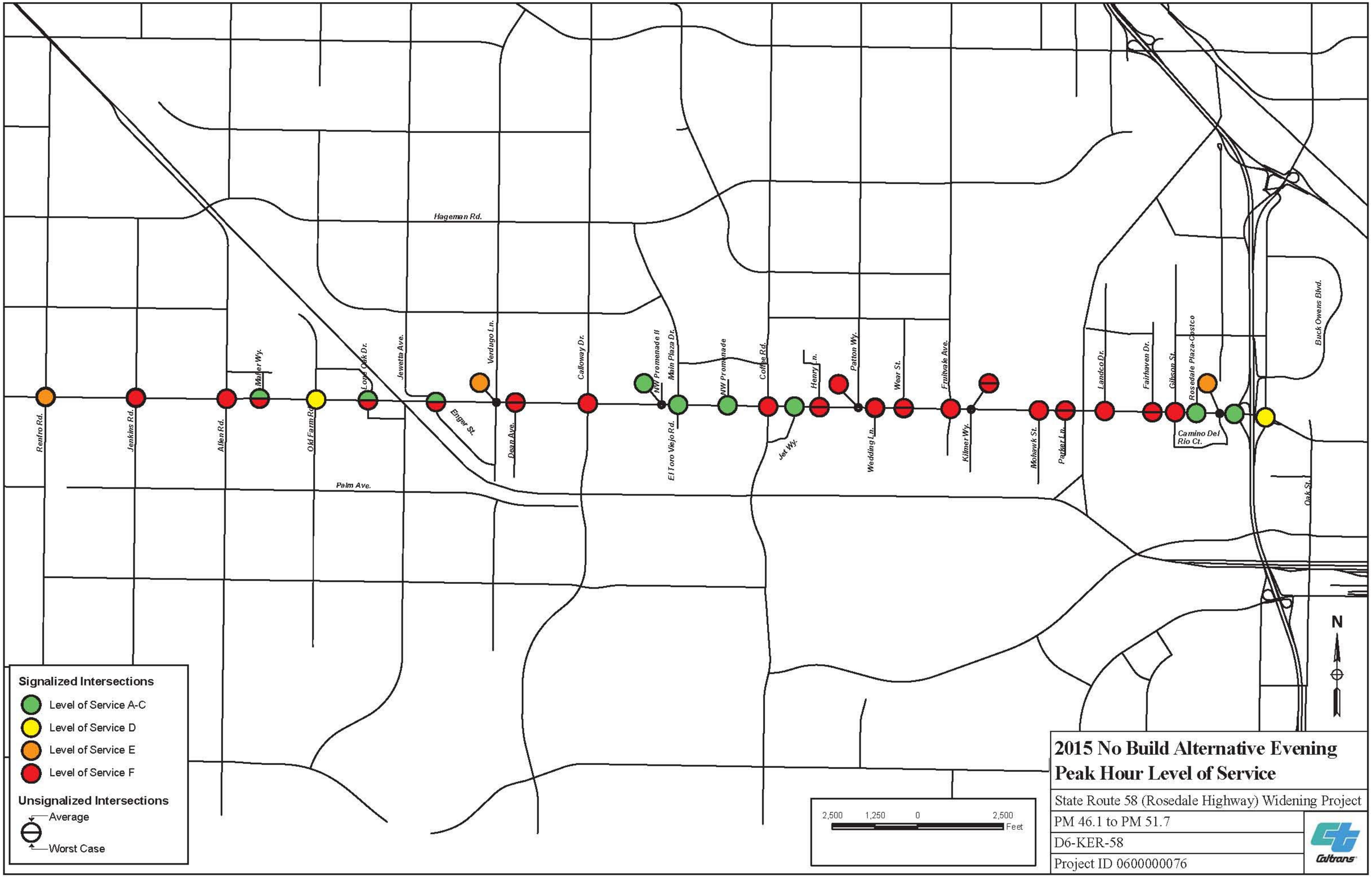
Project ID 0600000076

Caltrans

Appendix H-1


Renfro Rd.
Jenkins Rd.
Allen Rd.
Meiler Wy.
Old Farm Rd.
Lone Oak Dr.
Jewetta Ave.
Enger St.
Verdugo Ln.
Dean Ave.
Calloway Dr.
NW Promenade II
Main Plaza Dr.
El Toro Viejo Rd.
NW Promenade
Coffee Rd.
Jet Wy.
Henry Ln.
Patton Wy.
Wedding Ln.
Wear St.
Fruitvale Ave.
Kilmer Wy.
Mohawk St.
Parker Ln.
Landco Dr.
Fairhaven Dr.
Gibson St.
Rosedale Plaza-Costco
Camino Del Rio Ct.
Buck Owens Blvd.
Oak St.
Palm Ave.
99
204
178
N
Signalized Intersections
Level of Service A-C
Level of Service D
Level of Service E
Level of Service F
Unsignalized Intersections
Average
Worst Case
* At the time traffic counts were taken for existing conditions, Mohawk Street was not signalized.
2,500 1,250 0 2,500
Feet
Existing Evening Peak Hour Level of Service
State Route 58 (Rosedale Highway) Widening Project
PM 46.1 to PM 51.7
D6-KER-58
Project ID 0600000076
Caltrans

Renfro Rd.
Jenkins Rd.
Allen Rd.
Meller Wy.
Old Farm Rd.
Lone Oak Dr.
Jewetta Ave.
Enger St.
Verdugo Ln.
Dean Ave.
Calloway Dr.
NW Promenade II
Main Plaza Dr.
El Toro Viejo Rd.
NW Promenade
Coffee Rd.
Jet Wy.
Henry Ln.
Patton Wy.
Wedding Ln.
Wear St.
Fruitvale Ave.
Kilmer Wy.
Mohawk St.
Parker Ln.
Landco Dr.
Fairhaven Dr.
Gibson St.
Rosedale Plaza-Costco
Camino Del Rio Ct.
Buck Owens Blvd.
Oak St.
Palm Ave.
99
204
178
N
Signalized Intersections
Level of Service A-C
Level of Service D
Level of Service E
Level of Service F
Unsignalized Intersections
Average
Worst Case
2,500 1,250 0 2,500
Feet
2015 No Build Alternative Morning Peak Hour Level of Service
State Route 58 (Rosedale Highway) Widening Project
PM 46.1 to PM 51.7
D6-KER-58
Project ID 0600000076
Caltrans


Hageman Rd.
Palm Ave.
Renfro Rd.
Jenkins Rd.
Allen Rd.
Meller Wy.
Old Farm Rd.
Lone Oak Dr.
Jewetta Ave.
Enger St.
Verdugo Ln.
Dean Ave.
Calloway Dr.
NW Promenade II
Main Plaza Dr.
El Toro Viejo Rd.
NW Promenade
Coffee Rd.
Jet Wy.
Henry Ln.
Patton Wy.
Wedding Ln.
Wear St.
Fruitvale Ave.
Kilmer Wy.
Mohawk St.
Parker Ln.
Landco Dr.
Fairhaven Dr.
Gibson St.
Rosedale Plaza-Costco
Camino Del Rio Ct.
Buck Owens Blvd.
Oak St.
N
Signalized Intersections
Level of Service A-C
Level of Service D
Level of Service E
Level of Service F
Unsignalized Intersections
Average
Worst Case
2,500 1,250 0 2,500
Feet
2015 No Build Alternative Evening Peak Hour Level of Service
State Route 58 (Rosedale Highway) Widening Project
PM 46.1 to PM 51.7
D6-KER-58
Project ID 0600000076
Caltrans

* At the time traffic counts were taken for existing conditions, Mohawk Street was not signalized.

2015 Proposed Build Alternative
Evening Peak Hour Level of Service

State Route 58 (Rosedale Highway) Widening Project

PM 46.1 to PM 51.7

D6-KER-58

Project ID 0600000076

Caltrans

2035 No Build Alternative Morning Peak Hour Level of Service

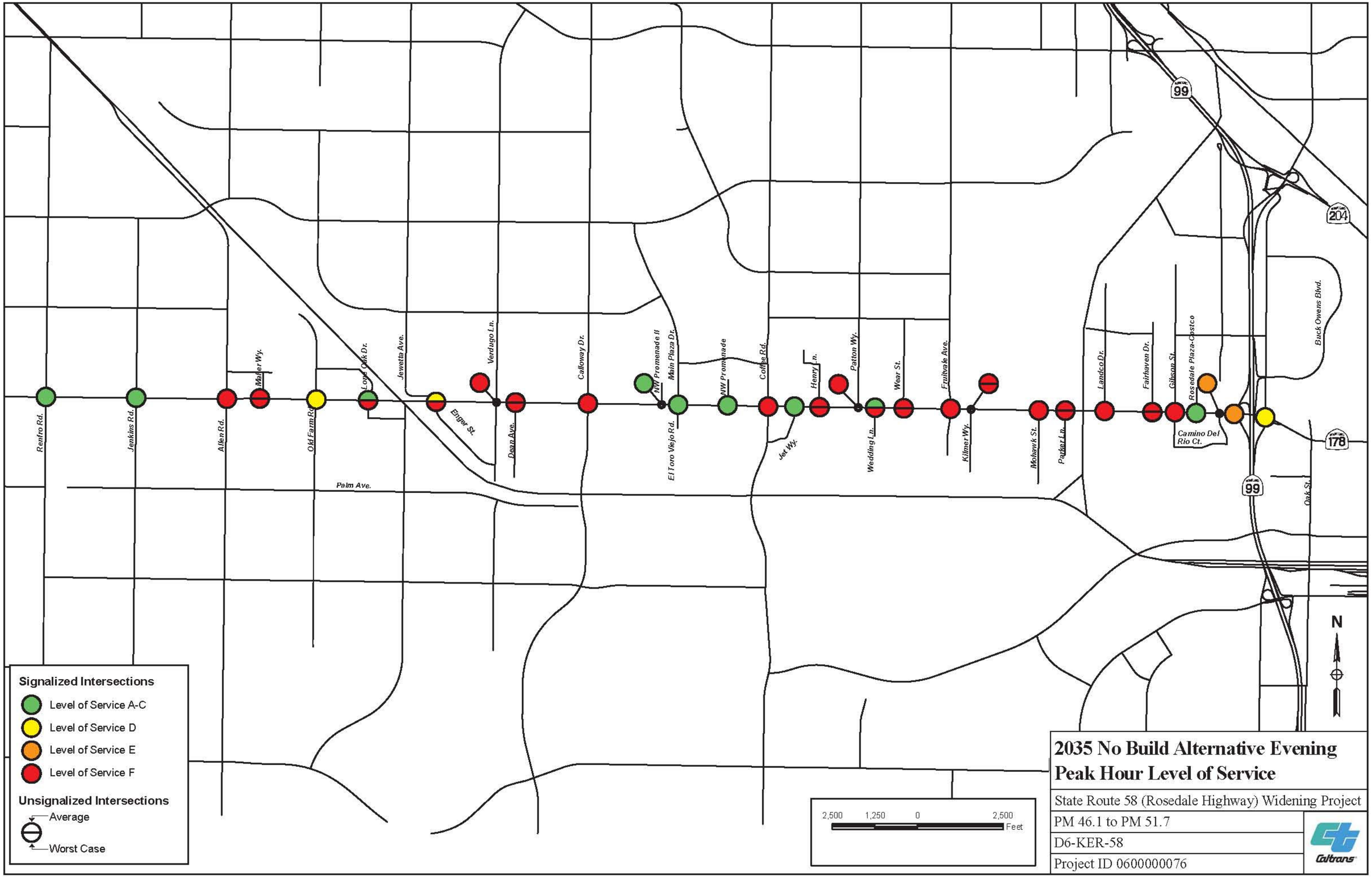
State Route 58 (Rosedale Highway) Widening Project

PM 46.1 to PM 51.7

D6-KER-58

Project ID 0600000076

Caltrans



2035 No Build Alternative Evening Peak Hour Level of Service

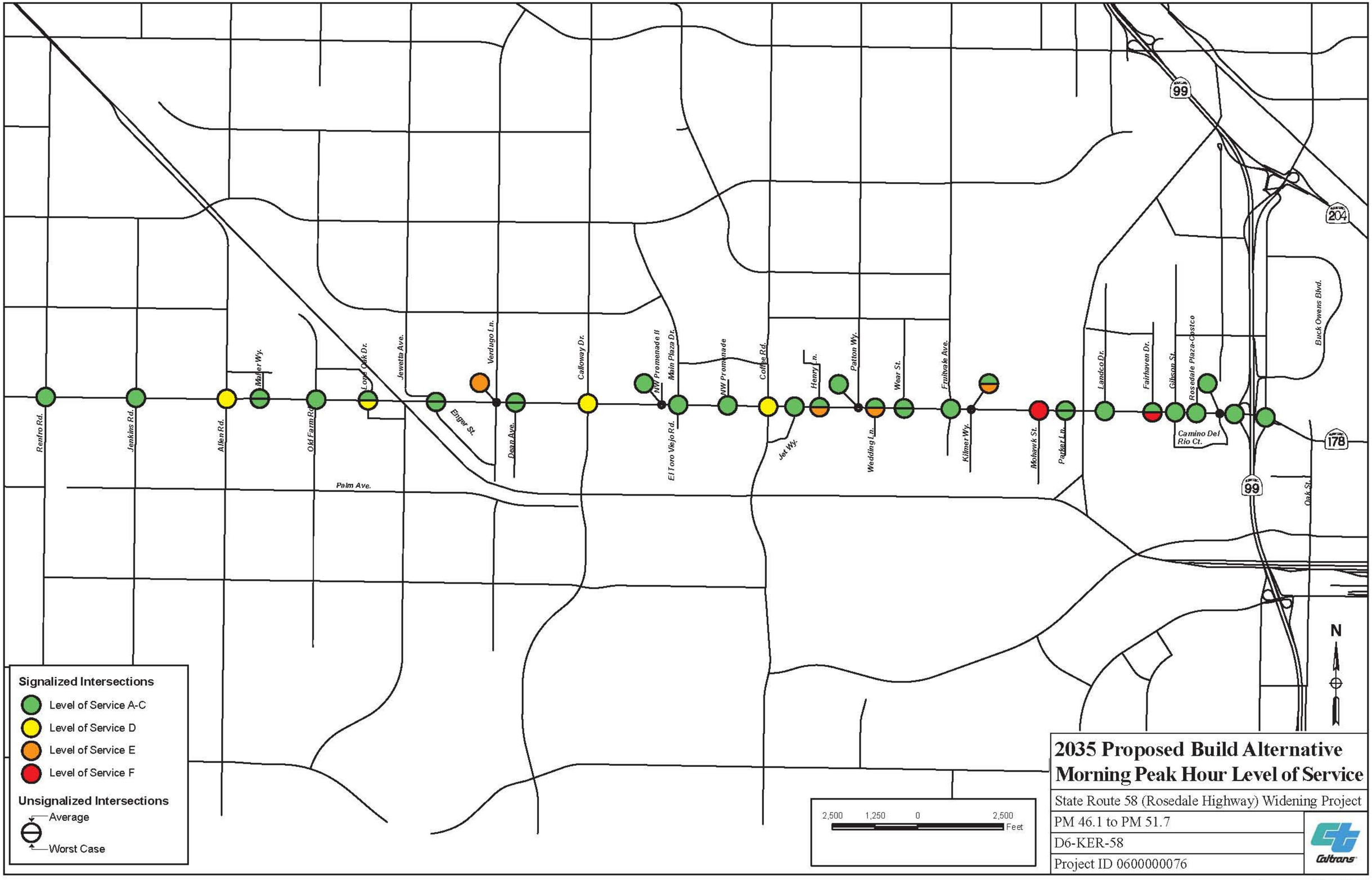
State Route 58 (Rosedale Highway) Widening Project

PM 46.1 to PM 51.7

D6-KER-58

Project ID 0600000076

Caltrans



2035 Proposed Build Alternative Morning Peak Hour Level of Service

State Route 58 (Rosedale Highway) Widening Project

PM 46.1 to PM 51.7

D6-KER-58

Project ID 0600000076

Caltrans

2035 Proposed Build Alternative
Evening Peak Hour Level of Service

State Route 58 (Rosedale Highway) Widening Project

PM 46.1 to PM 51.7

D6-KER-58

Project ID 0600000076

Caltrans

Appendix I Locations Ranked for Hazardous Materials Figures and Site Listing

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58	46.1/51.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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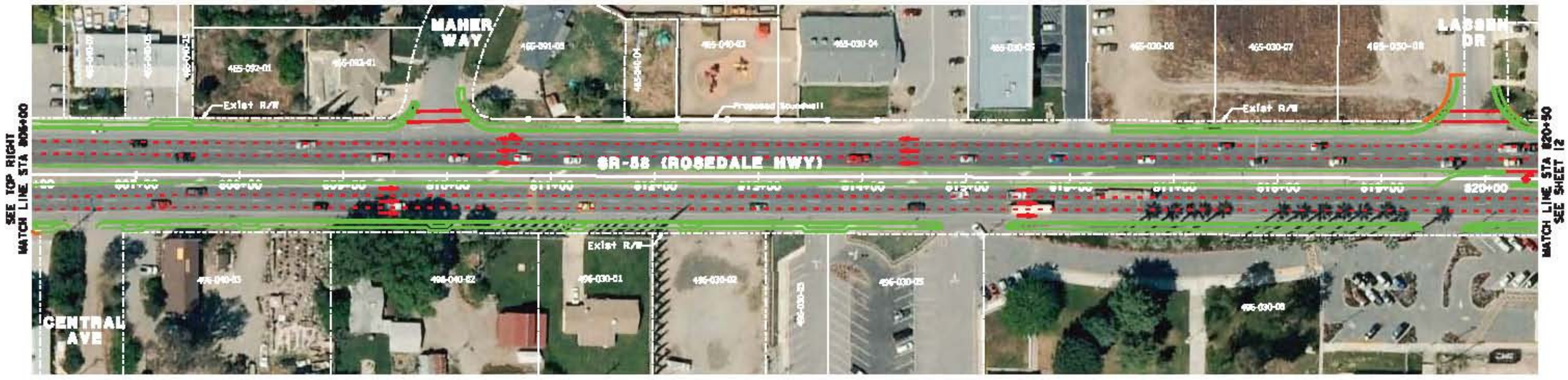
SUITE 200
BAKERSFIELD, CA 93301

HNTB CORPORATION
200 E. SANDPOINTE AVE
SUITE 200
SANTA ANA, CA 92707



LEGEND

111-11-11	Parcel Number
N1-1	Site Ranked as 1
N2-1	Site Ranked as 2
N3-1	Site Ranked as 3

PRELIMINARY
NOT FOR CONSTRUCTION

SCALE: 1" = 50'

ROSEDALE HIGHWAY WIDENING
BUILD ALTERNATIVE
SHEET 11 OF 112

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58	46.1/51.7		

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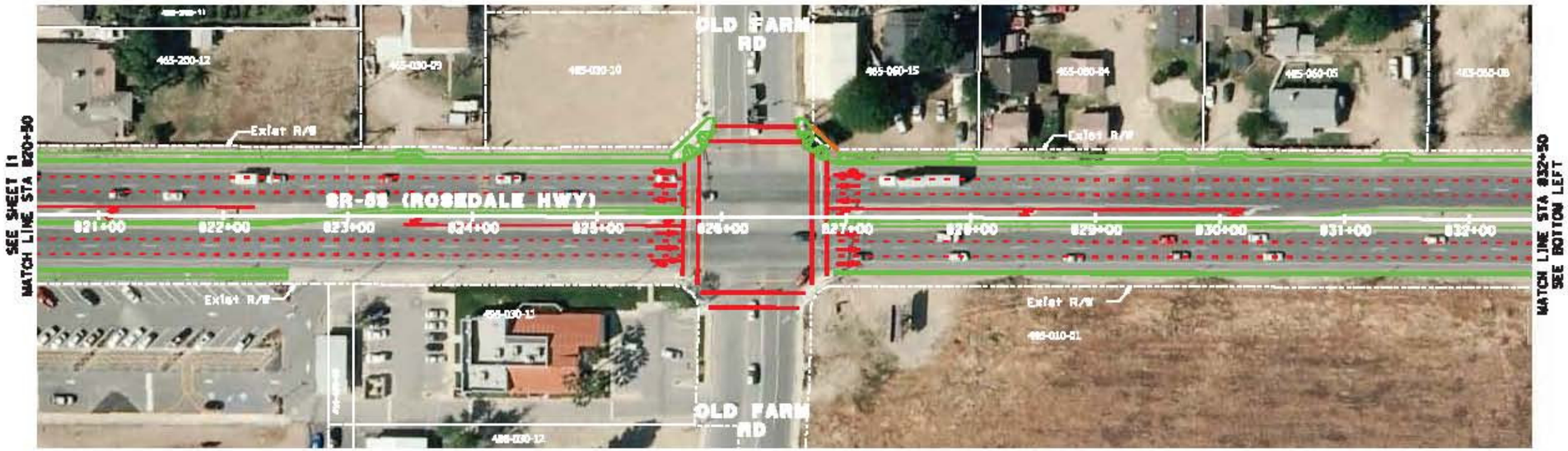
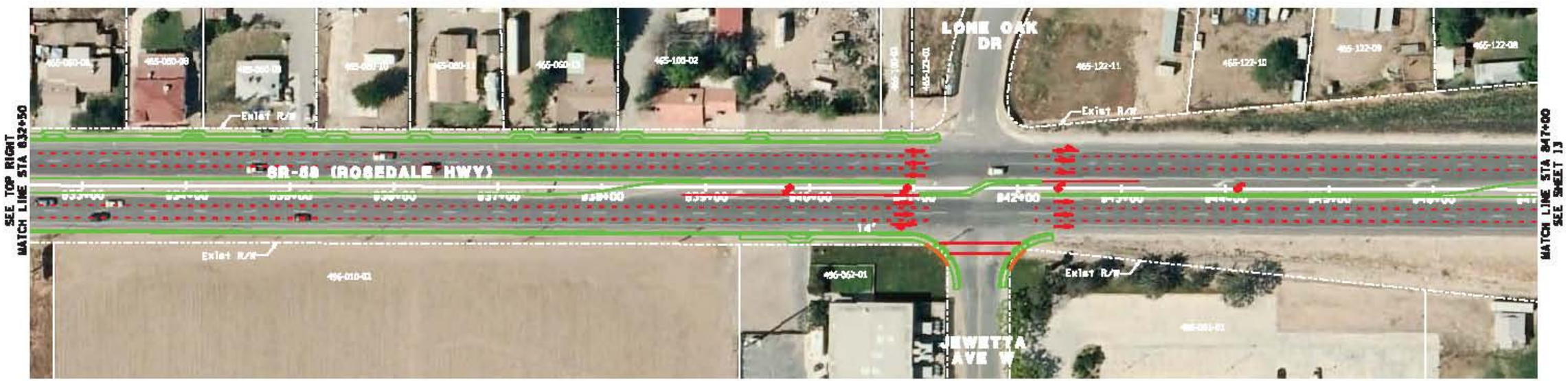
BAKERSFIELD, CA 93301

KHTE CORPORATION
200 E. SANDPOINTE AVE
SUITE 200
SANTA ANA, CA 92707





N

LEGEND

111-11-11	Parcel Number
N1-1	Site Ranked as 1
N2-1	Site Ranked as 2
N3-1	Site Ranked as 3

PRELIMINARY
NOT FOR CONSTRUCTION

SCALE: 1" = 50'

ROSEDALE HIGHWAY WIDENING
BUILD ALTERNATIVE
SHEET 12 OF 112

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONSULTANT FUNCTIONAL SUPERVISOR

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58	46.1/51.7		

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BAKERSFIELD, CA 93301

HNTB CORPORATION
200 E. SANDPOINTE AVE
SUITE 200
SANTA ANA, CA 92707

N

LEGEND

111-11-11	Parcel Number
N1-1	Site Ranked as 1
N2-1	Site Ranked as 2
N3-1	Site Ranked as 3

PRELIMINARY
NOT FOR CONSTRUCTION

SCALE: 1" = 50'

ROSEDALE HIGHWAY WIDENING
BUILD ALTERNATIVE
SHEET 13 OF 112

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CALCULATED-DESIGNED BY | CHECKED BY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | CONSULTANT FUNCTIONAL SUPERVISOR

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TIME PLOTTED => HOUR MINUTE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58	48.1/51.7		

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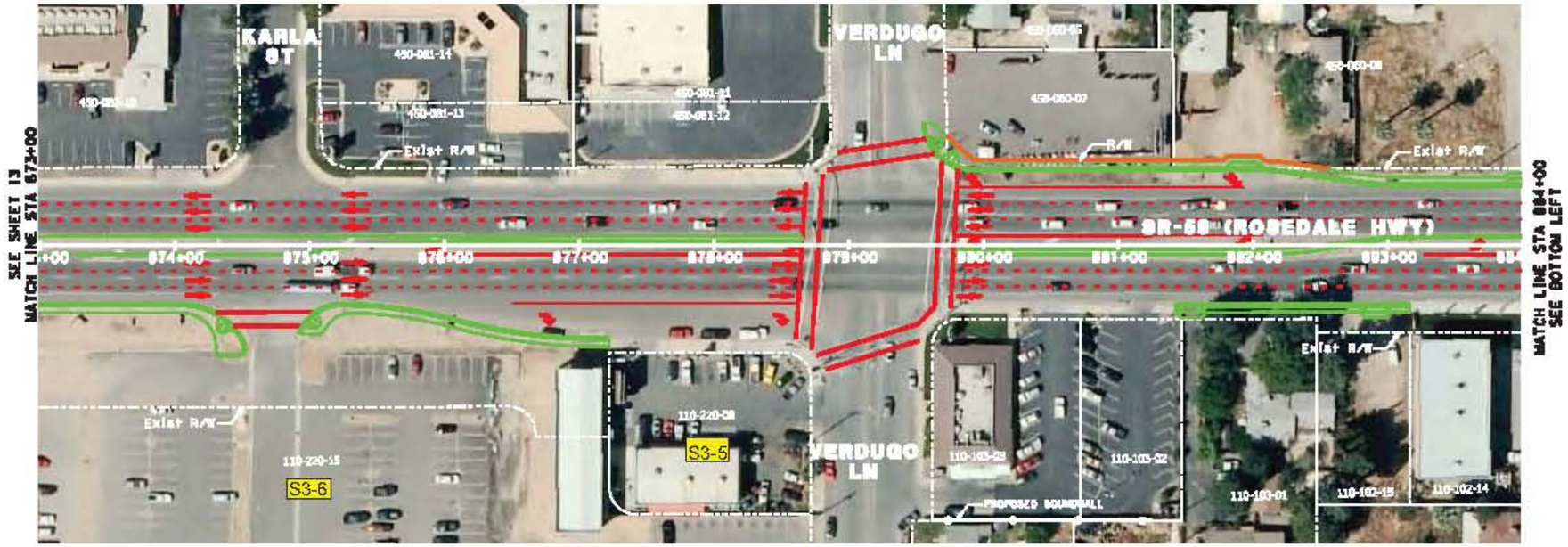
SUITE 200
BAKERSFIELD, CA 93301

HNTB CORPORATION
200 E. SANDPOINTE AVE
SUITE 200
SANTA ANA, CA 92707



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LEGEND

111-11-11	Parcel Number
N1-1	Site Ranked as 1
N2-1	Site Ranked as 2
N3-1	Site Ranked as 3

PRELIMINARY
NOT FOR CONSTRUCTION

SCALE: 1" = 50'

ROSEDALE HIGHWAY WIDENING
BUILD ALTERNATIVE
SHEET 14 OF 112

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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RELATIVE BORDER SCALE IN IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 00000000001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58	46.1/51.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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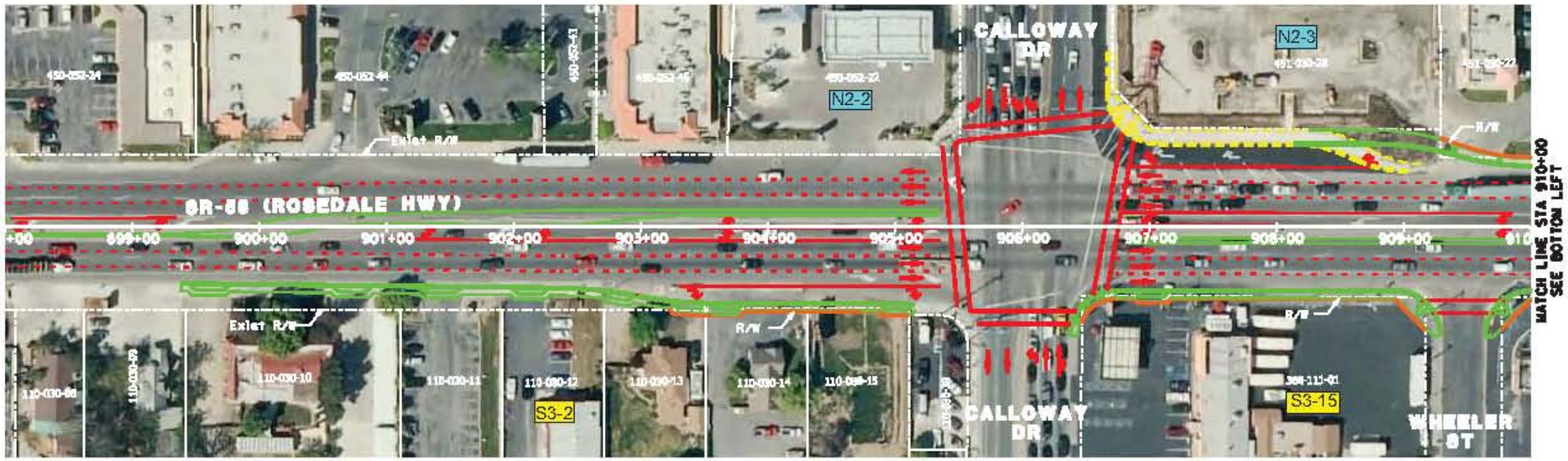
SUITE 200
SANTA ANA, CA 92707



LEGEND

111-11-11	Parcel Number
N1-1	Site Ranked as 1
N2-1	Site Ranked as 2
N3-1	Site Ranked as 3

PRELIMINARY
NOT FOR CONSTRUCTION

SCALE: 1" = 50'

ROSEDALE HIGHWAY WIDENING
BUILD ALTERNATIVE
SHEET 15 OF 112

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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UNIT 0000

PROJECT NUMBER & PHASE 00000000001

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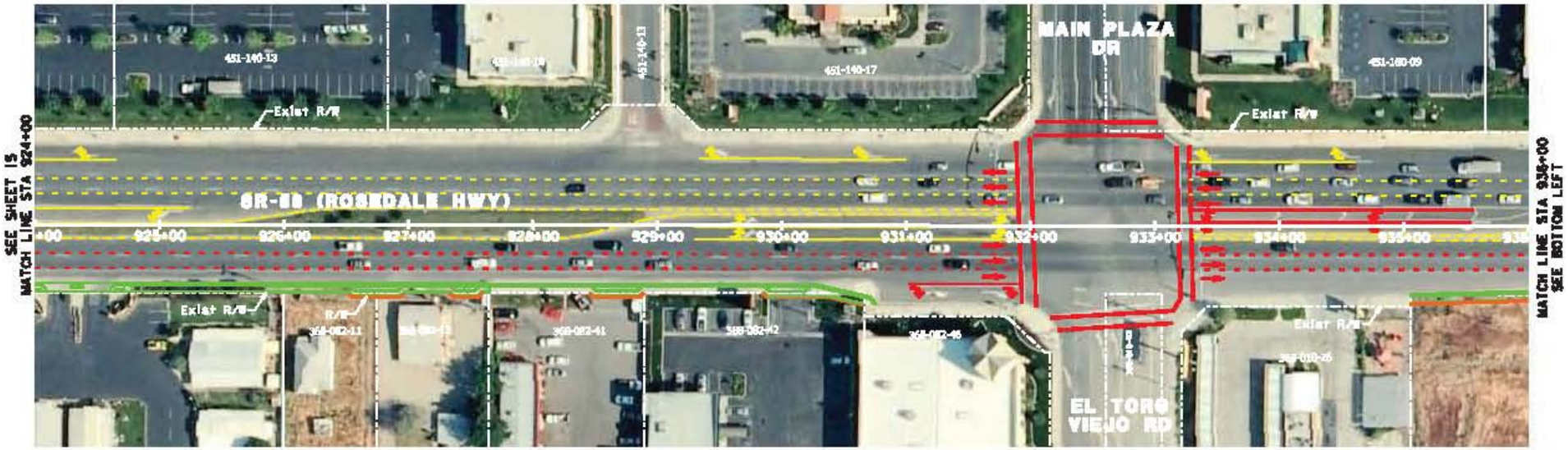

LEGEND

111-11-11	Parcel Number
N1-1	Site Ranked as 1
N2-1	Site Ranked as 2
N3-1	Site Ranked as 3

PRELIMINARY
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SCALE: 1" = 50'

ROSEDALE HIGHWAY WIDENING
BUILD ALTERNATIVE
SHEET 16 OF 112

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LEGEND

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ROSEDALE HIGHWAY WIDENING
BUILD ALTERNATIVE
SHEET 17 OF 112

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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DATE REVISED

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LEGEND

111-11-11	Parcel Number
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N3-1	Site Ranked as 3

PRELIMINARY
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SCALE: 1" = 50'

ROSEDALE HIGHWAY WIDENING
BUILD ALTERNATIVE
SHEET 18 OF 112

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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HNTB CORPORATION
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SUITE 200
SANTA ANA, CA 92707

LEGEND

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N1-1	Site Ranked as 1
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N3-1	Site Ranked as 3

PRELIMINARY
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SCALE: 1" = 50'

ROSEDALE HIGHWAY WIDENING
BUILD ALTERNATIVE
SHEET 19 OF 112

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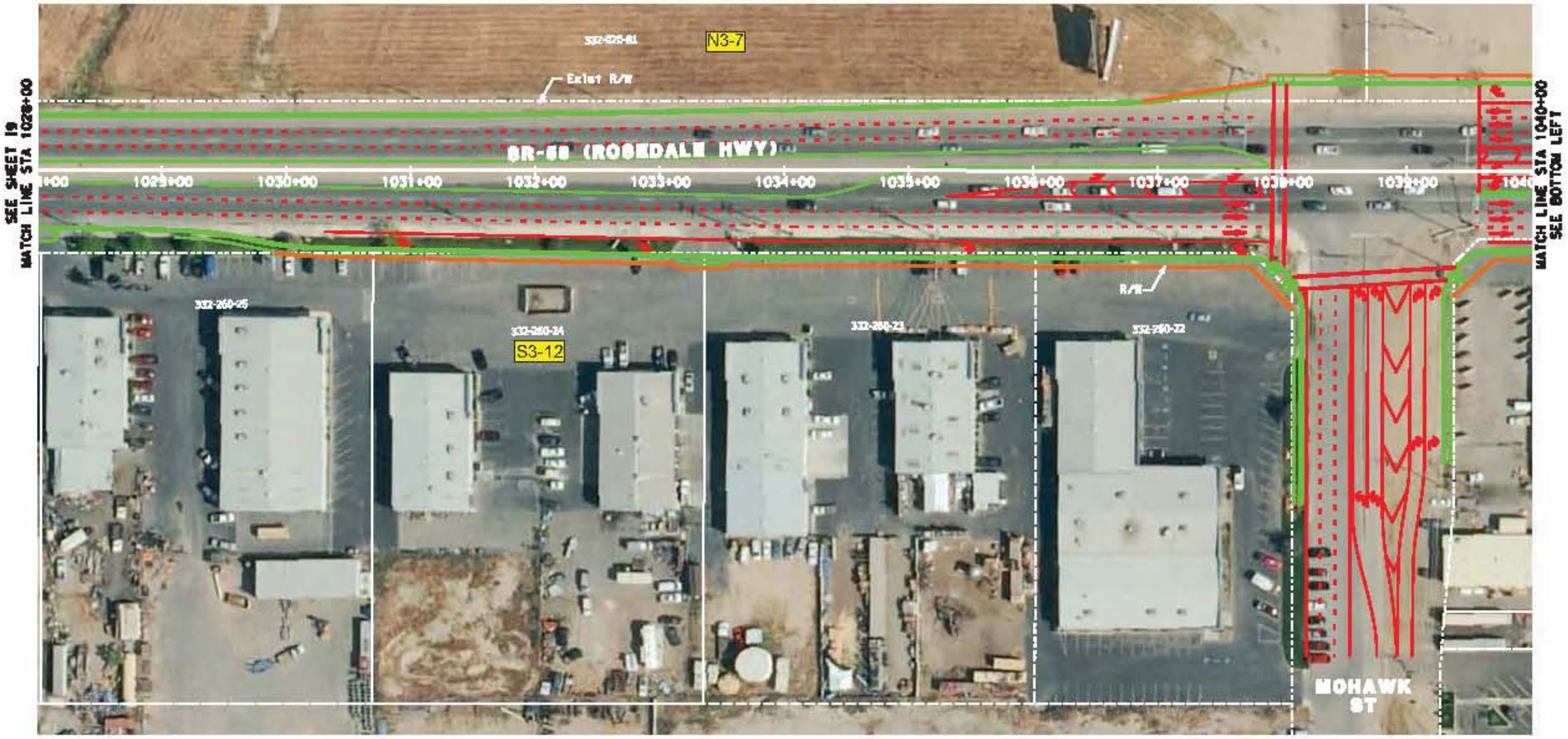
SUITE 200
BAKERSFIELD, CA 93301

HNTB CORPORATION
200 E. SANDPOINTE AVE
SUITE 200
SANTA ANA, CA 92707



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LEGEND

111-11-11	Parcel Number
N1-1	Site Ranked as 1
N2-1	Site Ranked as 2
N3-1	Site Ranked as 3

PRELIMINARY
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SCALE: 1" = 50'

ROSEDALE HIGHWAY WIDENING
BUILD ALTERNATIVE
SHEET 110 OF 112

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONSULTANT FUNCTIONAL SUPERVISOR

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DATE REVISED

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BORDER LAST REVISED 7/2/2010

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 00000000001

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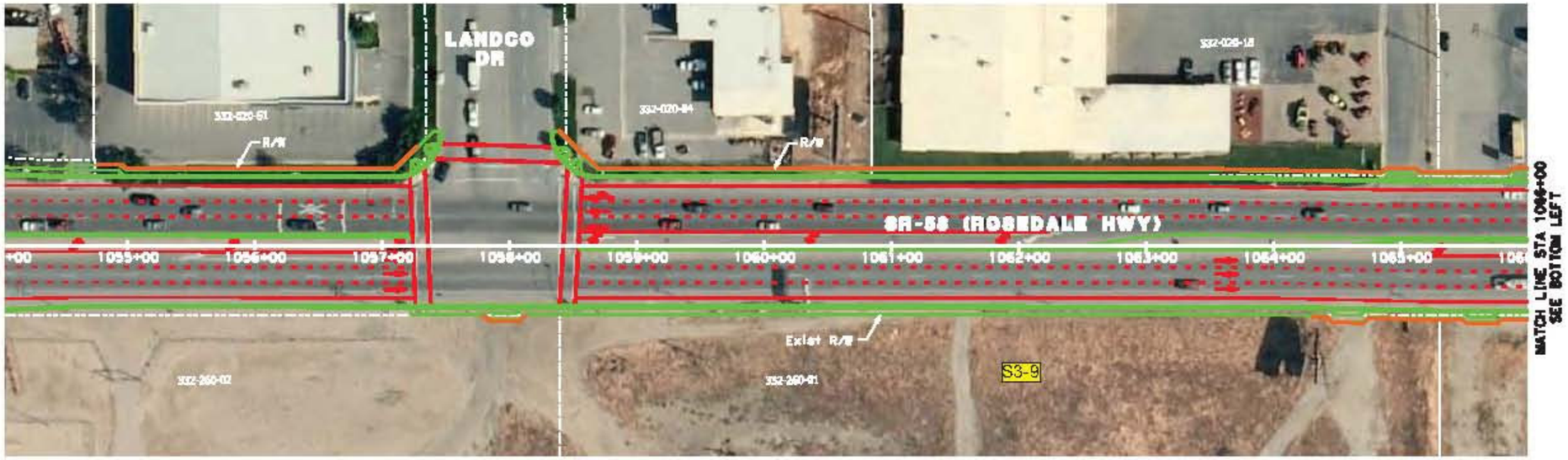

LEGEND

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ROSEDALE HIGHWAY WIDENING
BUILD ALTERNATIVE
SHEET 111 OF 112

REVISED BY | DATE REVISED

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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N

LEGEND

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ROSEDALE HIGHWAY WIDENING
BUILD ALTERNATIVE
SHEET 112 OF 112

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 00000000001

Rank 1 Parcels

Rank 1 Parcels are known to be contaminated with hazardous wastes or substances. The two Rank 1 Parcels within the project study area are discussed in Table I-1. Both of these sites have acknowledged impacts to area groundwater that may extend under the project area. It is unlikely that the highway widening construction would encounter groundwater; therefore construction impacts from these two sites are likely to be minimal.

Table I-1
Rank 1 Parcels –Sites With Known Contamination

Assessor Parcel Number	Figure Number	Site Name/Address	Comments
332-260-12 332-260-14	Figure I-9 Sites S1-1 and S1-2	Big West Oil 6451 Rosedale Highway	Release of reformate was discovered in 1987. Remediation began in June of that year and continued until September 1990, recovering approximately 2,750 barrels of reformate. Releases of methyl tertiary butyl ether (MTBE) occurred in March 1999, December 2000, and April 2001, impacting groundwater at the three locations. An air-sparge system, vapor extraction, and pump-and-treat units are being used for treatment and containment.
368-010-03	Figure I-6 Site S1-3	Former Pacific Gas and Electric site 2401 Coffee Road	Records indicate that (1) there is past visible soil contamination resulting from Gibson Oil activities at the site; (2) a plume of petroleum hydrocarbons originating off site has migrated underneath the power plant; (3) there are pesticides and herbicides that appear to pose no health risks; and (4) arsenic levels in soil and groundwater are elevated. A groundwater monitoring report from ENV America (April 2003) states that all eight groundwater monitoring wells have stable or declining chromium concentrations, all of which are below the Maximum Contaminant Level, and the arsenic concentrations detected in the groundwater are within range of background concentrations. Pollutants of concern are listed as chromium and petroleum/fuel/oils. It is possible that groundwater contamination from this site extends under the project area. Right-of-way would be acquired from this parcel for the roadway widening.

Rank 2 Parcels

Rank 2 Parcels are suspected of being contaminated with hazardous wastes or substances. Twelve parcels were Rank 2. Given past or current site activities, these sites are suspected to have impacts to soil and/or groundwater that could potentially affect project construction depending on the final alignment.

Table I-2
Rank 2 Parcels – Sites With Suspected Contamination

Assessor Parcel Number	Figure Number/Site Number	Site Name/Address	Comments
332-152-04	Figure I-11 Site N2-1	Shell Service Station 3940 Rosedale Highway	Underground tanks are 30 feet north of the highway. Service station activities may have resulted in soil impacts in the project area. There were no leaks or stains observed. No right-of-way is needed from this parcel.
450-052-22	Figure I-5 Site N2-2	Ray Sutton Chevron 9700 Rosedale Highway	Underground tanks are 40 feet north of the highway. Service station activities may have resulted in soil impacts in the project area. There were no leaks or stains observed. No right-of-way is needed from this parcel.
451-030-28	Figure I-5 Site N2-3	Shell Service Station 9628 Rosedale Highway	Underground tanks are 20 feet north of the highway. Service station activities may have resulted in soil impacts in the project area. There were no leaks or stains observed. No right-of-way is needed from this parcel.
452-110-11	Figure I-9 Site N2-4	Hungry Market Service Station 6600 Rosedale Highway	Underground tanks are 80 feet north of the highway and pumps 60 feet north of highway. Service station activities may have resulted in soil impacts in the project area. There were no leaks or stains observed. No right-of-way is needed from this parcel.
464-052-30	Figure I-1 Site N2-7	7-11 Gas Station 12916 Rosedale Highway	Pumps are 50 feet north of the highway. Service station activities may have resulted in soil impacts in the project area. There were no leaks or stains observed. No right-of-way is needed from this parcel.
110-091-14	Figure I-4 Site S2-1	Former Sav-Mor Oil State Route 58 between Dean Avenue and Calloway Drive	Former service station with unknown status of the underground tanks. Service station activities may have resulted in soil impacts in the project area. No right-of-way is needed from this parcel.

Assessor Parcel Number	Figure Number/Site Number	Site Name/Address	Comments
332-270-01	Figure I-10 Site S2-3	Asbury Transportation 17955 Rosedale Highway	Site is used to park trucks. Three underground storage tanks were removed in 1991. Kern County allowed the impacted soil to be left under the pavement. Right-of-way is needed from this parcel for the roadway widening and for the grade separation. This portion of the roadway will be within State ownership.
332-470-05	Figure I-12 Site S2-4	Shell Service Station 3605 Rosedale Highway	Pumps are located 40 feet south of the highway. An earlier groundwater remediation program was closed by the Regional Water Quality Control Board with no further action required. Service station activities may have resulted in soil impacts within project area. There were no leaks or stains observed. No right-of-way is needed from this parcel.
368-060-71	Figure I-7 Site S2-5	ARCO Service Station 7851 Rosedale Highway	Underground tanks are 45 feet south of the highway. Service station activities may have resulted in soil impacts in the project area. There were no leaks or stains observed. No right-of-way is needed from this parcel.
495-010-36	Figure I-1 Site S2-6	Chevron Service Station 13003 Rosedale Highway	Pumps are located 70 feet south of the highway. Service station activities may have resulted in soil impacts in the project area. There were no leaks or stains observed. No right-of-way is needed from this parcel.
496-050-04	Figure I-1 Site S2-7	Jaco Oil Service Station 12851 Rosedale Highway	Underground tanks and pumps are 30 feet south of highway. Service station activities may have resulted in soil impacts in the project area. There were no leaks or stains observed. No right-of-way is needed from this parcel.
496-050-05	Figure I-1 Site S2-8	Jaco Oil Service Station 12851 Rosedale Highway	Underground tanks and pumps are 50 feet south of highway. Service station activities may have resulted in soil impacts in the project area. There were no leaks or stains observed. No right-of-way is needed from this parcel.

Rank 3 Parcels

Twenty-four parcels were identified as Rank 3. Potential contaminants are associated with oil fields, pesticide and herbicide use, equipment and vehicle storage, and other chemical usage.

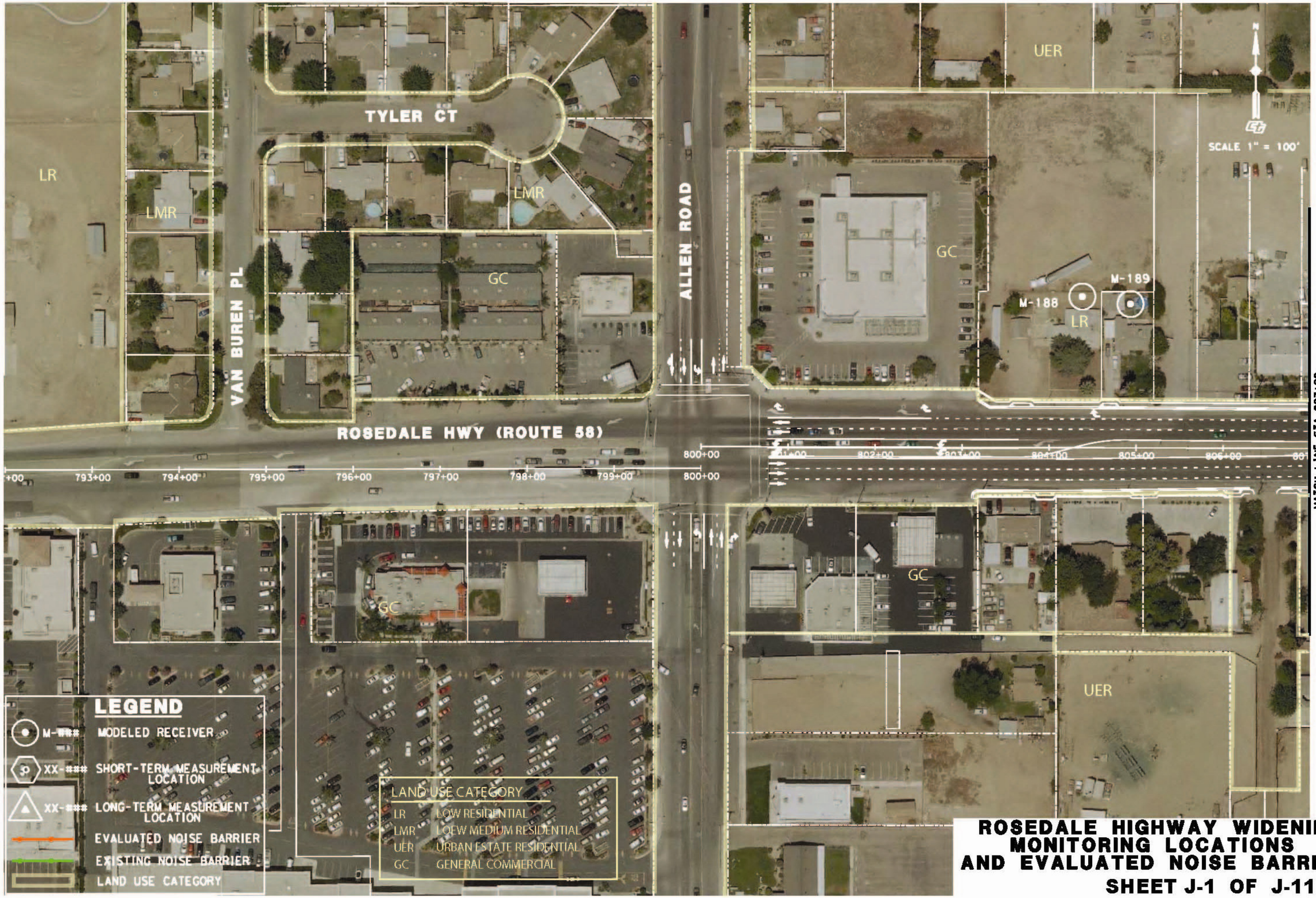
Table I-3
Rank 3 Parcels - Sites with Potential for Contamination

Assessor Parcel Number	Figure Number	Site Name/Address	Comments
332-020-81	Figures I-9 and I-10 Site N3-7	Oil Field with four wells	An oil field that was previously used for agriculture. It is located more than 50 feet north of the roadway. There are aboveground pipelines and three natural gas and petroleum pipeline markers that indicate underground pipelines. Right-of-way is needed from this parcel for both the roadway widening and the grade separation. This portion of the roadway will be within State ownership.
332-141-73	Figure I-11 Site N3-8	Neon City	Large rectangular saw cut and patch in parking lot with potential underground storage tank removal. Right-of-way is needed from this parcel for roadway widening. This portion of the roadway will be within State ownership.
332-142-03	Figure I-11 Site N3-9	Santana Motors	This is a used car lot and former Baker Tanks site. There is no sign of tanks or removal of underground storage tanks. Chemical handling was potentially done as part of former operations. Right-of-way is needed from this parcel for roadway widening. This portion of the roadway will be within State ownership.
450-052-32	Figure I-4 Site N3-10	Shops. Former Gotland Oil, Incorporated site	There are no signs of oil wells or industrial activity. This may have been an old business office. Petroleum handling was potentially done as part of former operations. No right-of-way is needed from this parcel.
452-060-24	Figure I-8 Site N3-11	Majestic Palms Home and Garden Center	This was formerly Petrotherm. Petroleum handling was potentially done as part of former operations. No right-of-way is needed from this parcel.
452-110-12	Figures I-9 and I-10 Site N3-12	Kern Security Systems	An oil well is located on the south property boundary behind Hungry's Market, approximately 100 feet north of the roadway. Petroleum handling was potentially done as part of former operations. No right-of-way is needed from this parcel.

Assessor Parcel Number	Figure Number	Site Name/Address	Comments
110-030-12	Figure I-5 Site S3-2	Rosedale Collision, Emil's Body Work 7431 Rosedale Highway	Potential chemical usage on site. No right-of-way is needed from this parcel.
110-091-24	Figure I-4 Site S3-3	Matt's Texaco, EZ Lube State Route 58 between Dean Avenue and Mosasco Street	Potential chemical usage on site. No right-of-way is needed from this parcel.
110-091-25	Figure I-4 Site S3-4	Speedway #2, Fleet Card Fuel State Route 58 between Dean Avenue and Calloway Drive	Potential chemical usage on site. No right-of-way is needed from this parcel.
110-220-08	Figure I-4 Site S3-5	Rosedale Automotive State Route 58 between Cresenta Drive and Verdugo Lane	Potential chemical usage on site. No right-of-way is needed from this parcel.
110-220-15	Figure I-4 Site S3-6	Parking lot next to Rosedale Automotive State Route 58 between Cresenta Drive and Verdugo Lane	Potential chemical usage on site. No right-of-way is needed from this parcel.
332-230-60	Figure I-11 Site S3-7	RCS Rentals (Sierra Valley, Prime Equipment, Jensen International) 4117 Rosedale Highway	Rents portable water tanks and Bobcats. Potential chemical usage on site. Right-of-way is needed from this parcel for the roadway widening. This portion of the roadway will be within State ownership.
332-230-63	Figure I-11 Site S3-8	Kalifornia Custom Wheels State Route 58 between Landco Drive and Fairhaven Drive	Potential chemical usage on site. Right-of-way is needed from this parcel for the roadway widening. This portion of the roadway will be within State ownership.
332-260-01	Figure I-11 Site S3-9	Oil Field State Route 58 between Landco Drive and Fairhaven Drive	This is a field with oil tanks and wells that is located greater than 110 feet south of highway. There is an abandoned and rusted aboveground storage tank located about 50 feet south of the roadway with some underground piping. Right-of-way is needed from this parcel for both the roadway widening and the grade separation. This portion of the roadway will be within State ownership.
332-260-02	Figure I-10 Site S3-10	Open Field State Route 58 between Parker Lane and Landco Drive	This is a field south of Hall Letter Stamp (across Rosedale Highway) with oil tanks and wells. Petroleum handling occurs on site. Right-of-way is needed from this parcel for both the roadway widening and the grade separation. This portion of the roadway will be within State ownership.
332-260-07	Figure I-9 Site S3-11	Guinn IRV Construction State Route 58 between Fruitvale Avenue and Kilmer Way	Petroleum handling occurs on site. No right-of-way is needed from this parcel.

Assessor Parcel Number	Figure Number	Site Name/Address	Comments
332-260-24	Figure I-10 Site S3-12	Transmission Doctor, Kawasaki of Bakersfield 5919 Rosedale Highway	Petroleum handling occurs on site. Right-of-way is needed from this parcel for roadway widening.
332-270-02	Figure I-10 Site S3-13	Several businesses State Route 58 and Parker Lane	There are several automotive service shops and a parking lot adjacent to the street. Potential chemical usage occurs on site. Right-of-way is needed from this parcel for the roadway widening. The parcel will be a full acquisition for the grade separation. This portion of the roadway will be within State ownership.
368-030-23	Figure I-9 Site S3-14	Guinn IRV Construction State Route 58 at Fruitvale Avenue	There is a gas pipeline marker directly north of the gas tank bordering the property. Potential chemical usage occurs on site. No right-of-way is needed from this parcel.
368-111-01	Figure I-5 Site S3-15	Jaco Oil Service Station 9629 Rosedale Highway	Pumps are located 55 feet south of the roadway and the underground storage tanks are about 80 feet from the road. Petroleum handling occurs on site. Right-of-way is required from this parcel for the roadway widening.
368-112-03	Figure I-5 Site S3-16	Abate-A-Weed, Incorporated State Route 58 between Calloway Drive and Delbert Street	A wholesaler of fertilizer and pesticides. No tanks were observed on site. No right-of-way is needed from this parcel.
368-112-04	Figure I-5 Site S3-17	Abate-A-Weed, Incorporated State Route 58 between Calloway Drive and Delbert Street	A wholesaler of fertilizer and pesticides. No tanks were observed on site. No right-of-way is needed from this parcel.
368-112-06	Figure I-5 Site S3-18	Abate-A-Weed, Incorporated State Route 58 between Calloway Drive and Delbert Street	A wholesaler of fertilizer and pesticides. No tanks were observed on site. No right-of-way is needed from this parcel.
368-112-07	Figure I-5 Site S3-19	Abate-A-Weed, Incorporated State Route 58 between Calloway Drive and Delbert Street	A wholesaler of fertilizer and pesticides. No tanks were observed on site. Right-of-way is required from this parcel for roadway widening.

Appendix J Noise Modeling and Barrier Location Figures

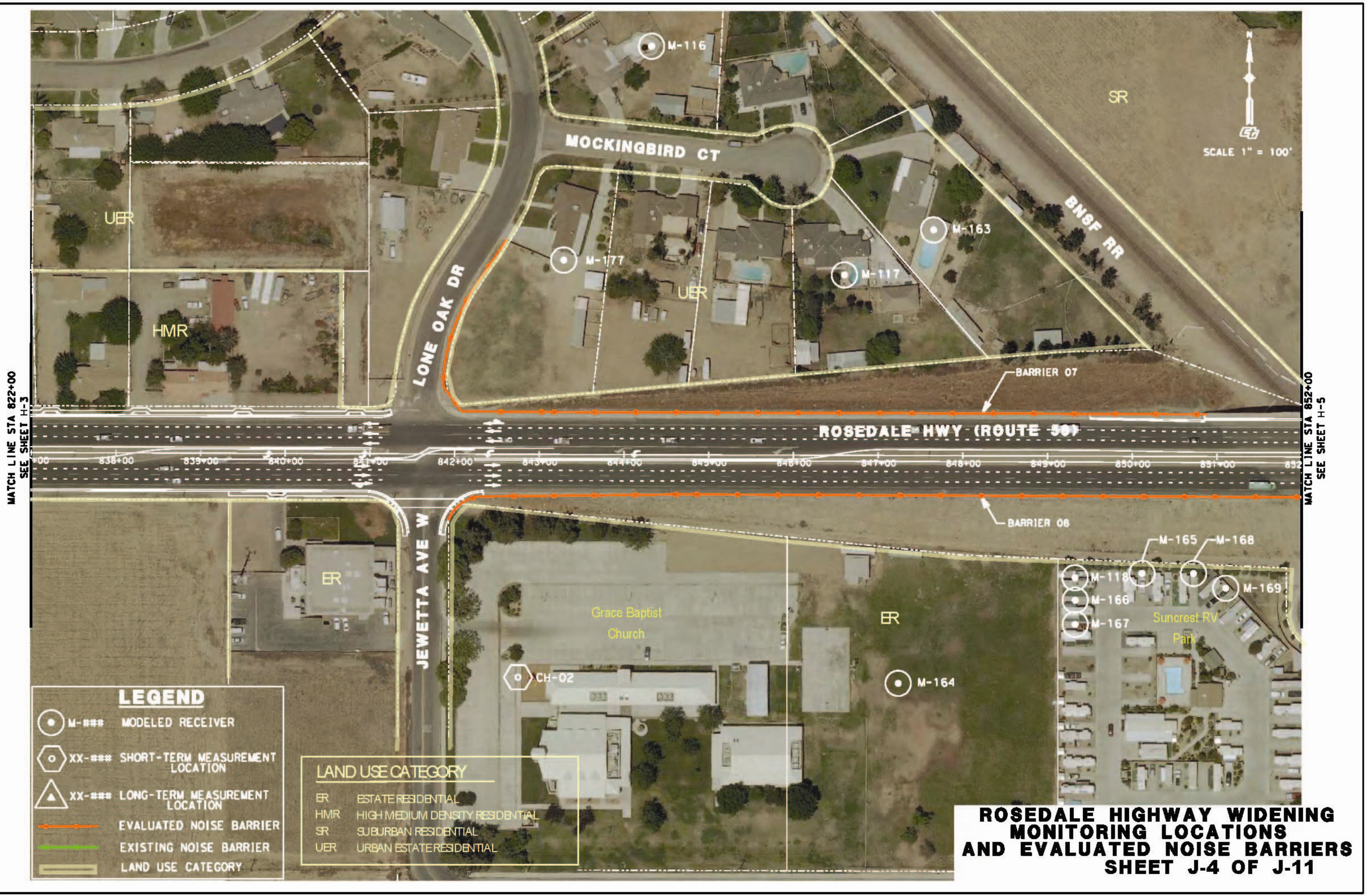


ROSEDALE HIGHWAY WIDENING MONITORING LOCATIONS AND EVALUATED NOISE BARRIERS

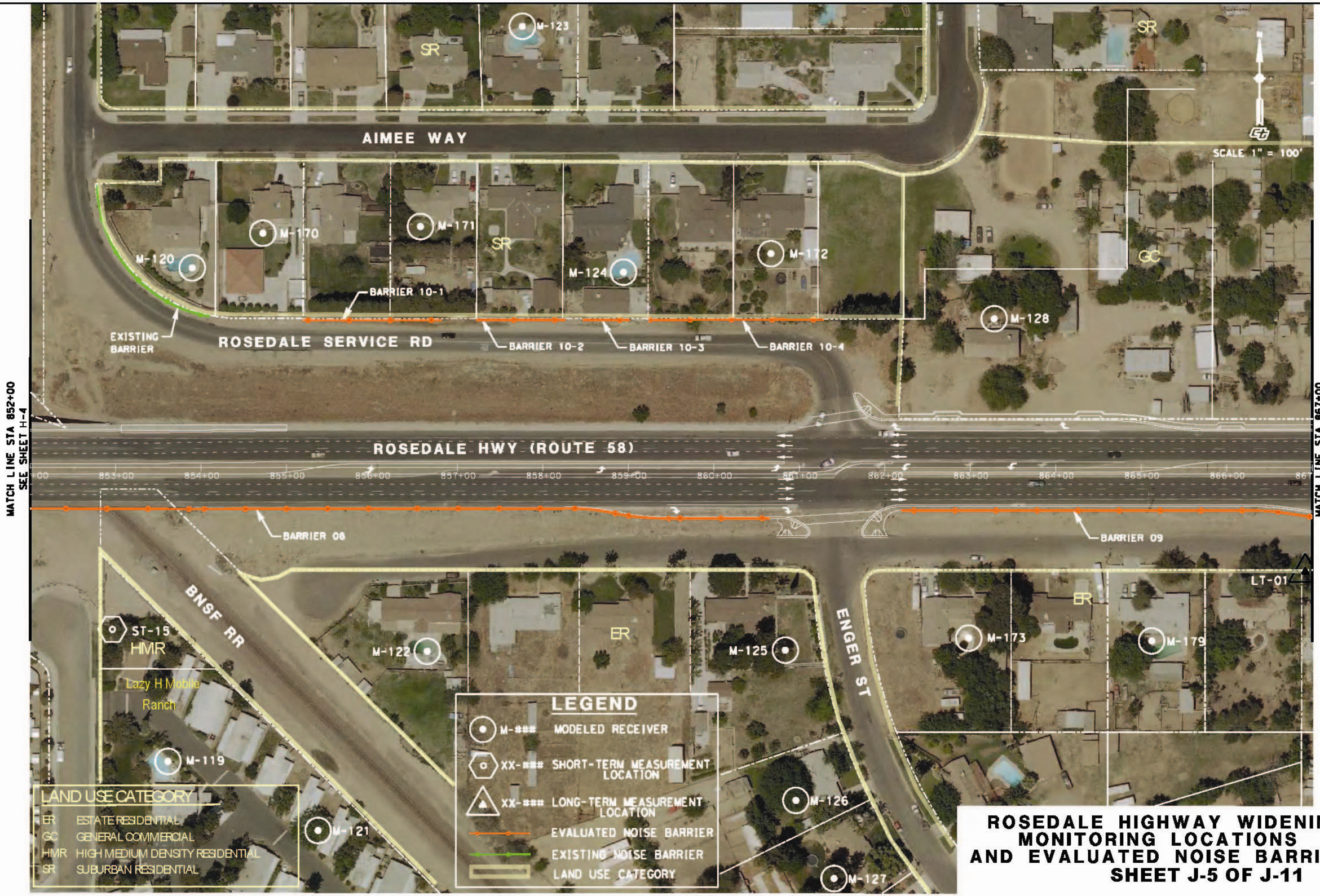
SHEET J-1 OF J-11

ROSEDALE HIGHWAY WIDENING
MONITORING LOCATIONS
AND EVALUATED NOISE BARRIERS
SHEET J-2 OF J-11

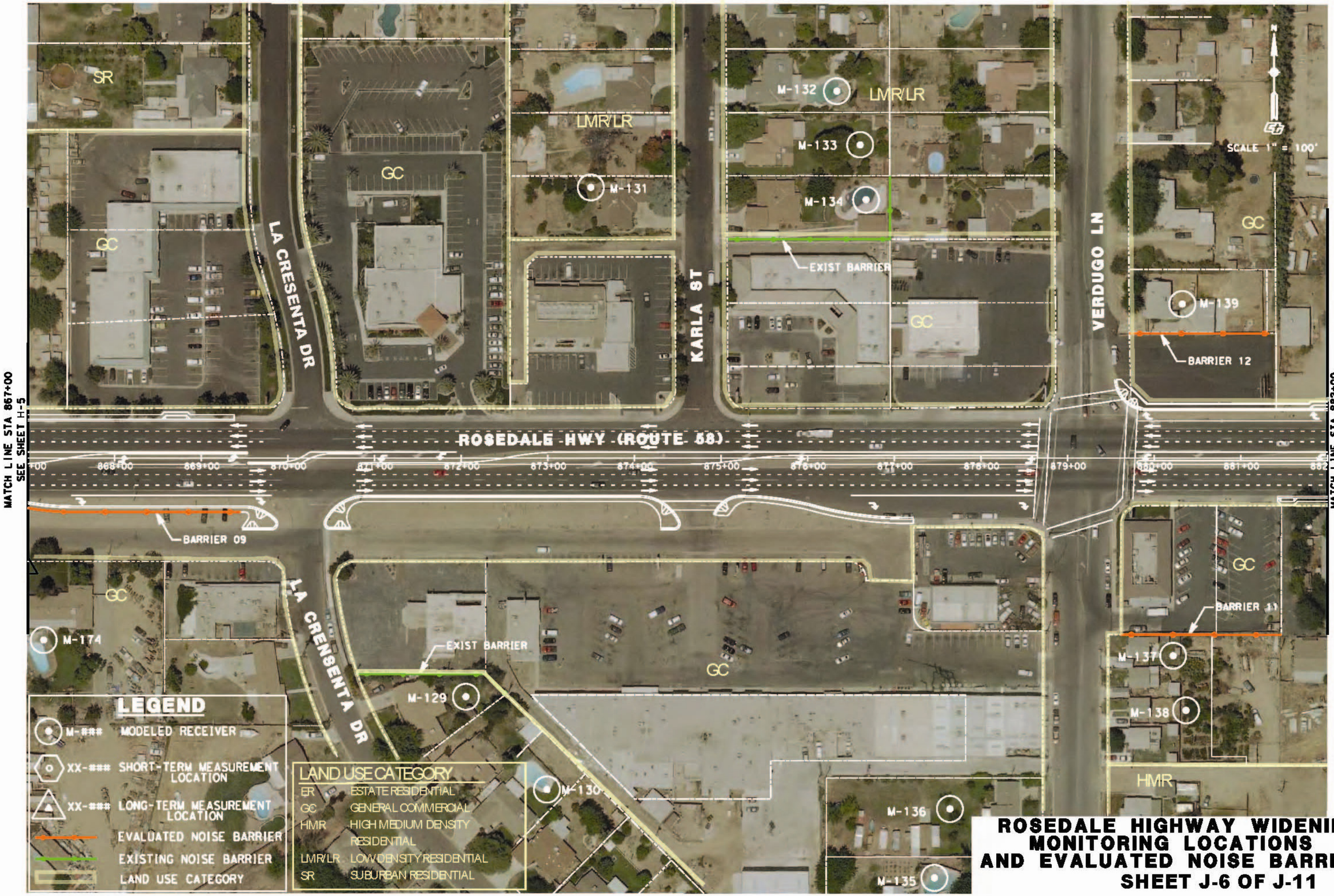
ROSEDALE HIGHWAY WIDENING
MONITORING LOCATIONS
AND EVALUATED NOISE BARRIERS
SHEET J-3 OF J-11



ROSEDALE HIGHWAY WIDENING
MONITORING LOCATIONS
AND EVALUATED NOISE BARRIERS
SHEET J-4 OF J-11

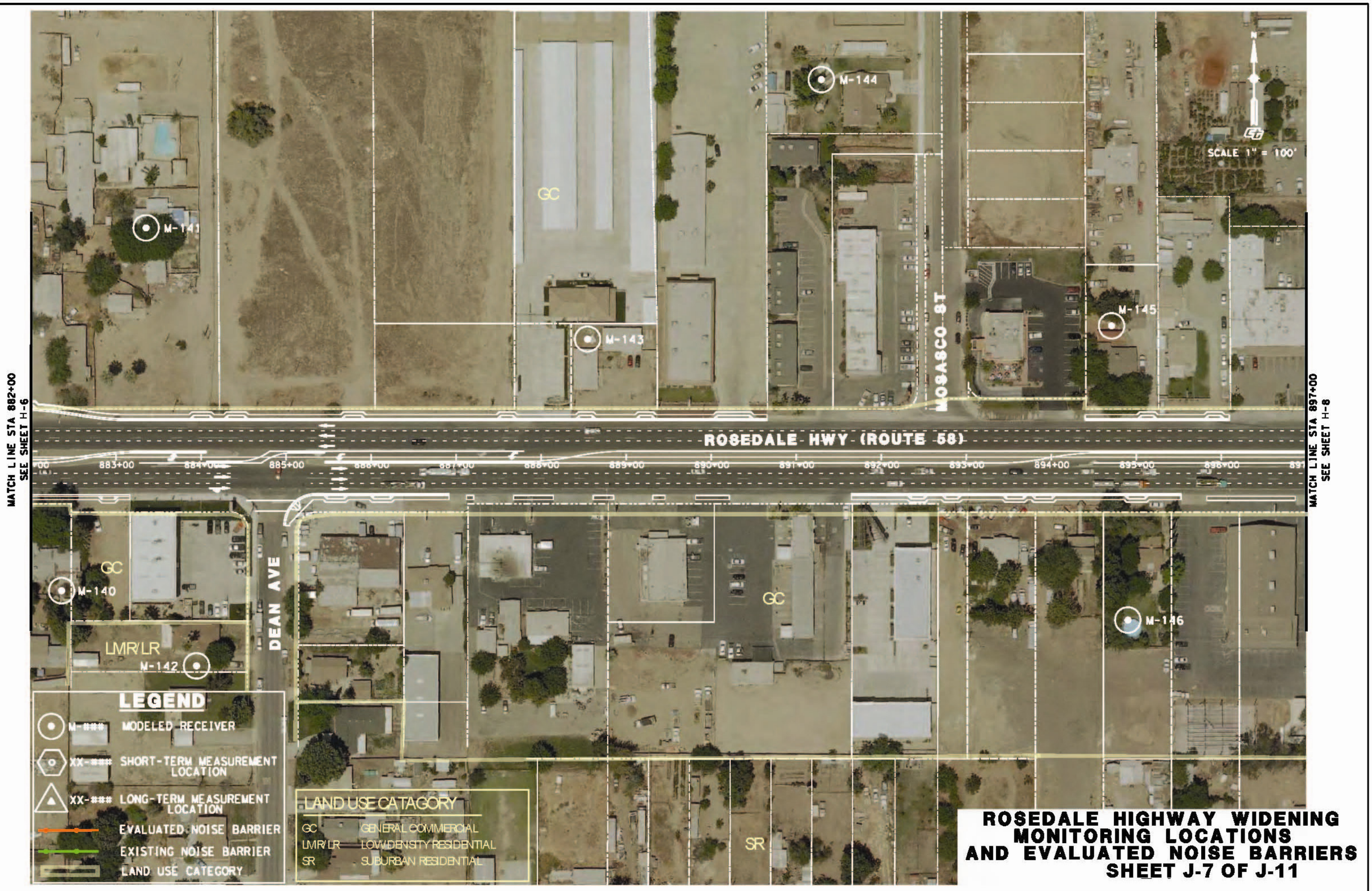


ROSEDALE HIGHWAY WIDENING MONITORING LOCATIONS AND EVALUATED NOISE BARRIERS SHEET J-5 OF J-11



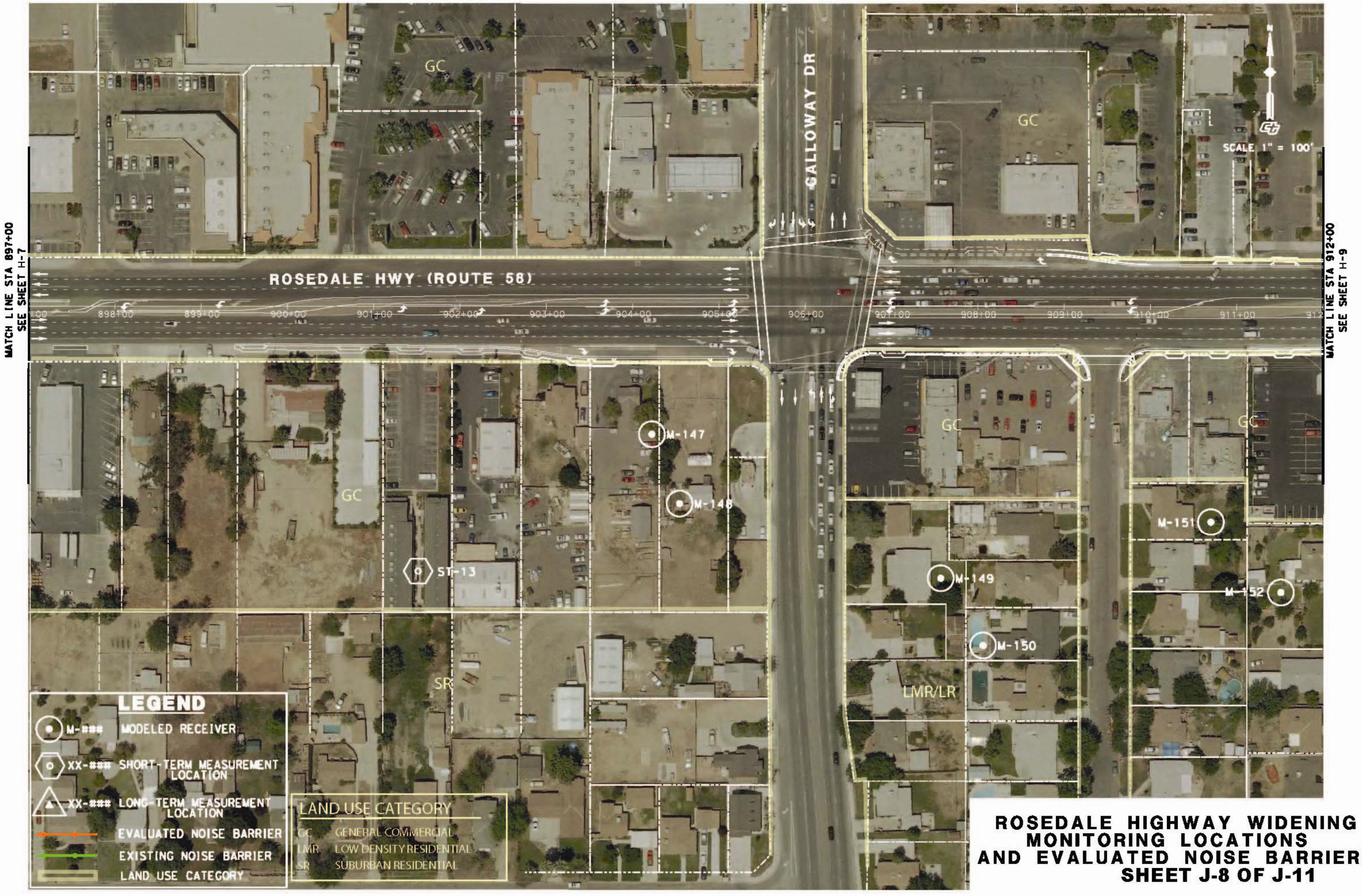
ROSEDALE HIGHWAY WIDENING MONITORING LOCATIONS AND EVALUATED NOISE BARRIERS

SHEET J-6 OF J-11

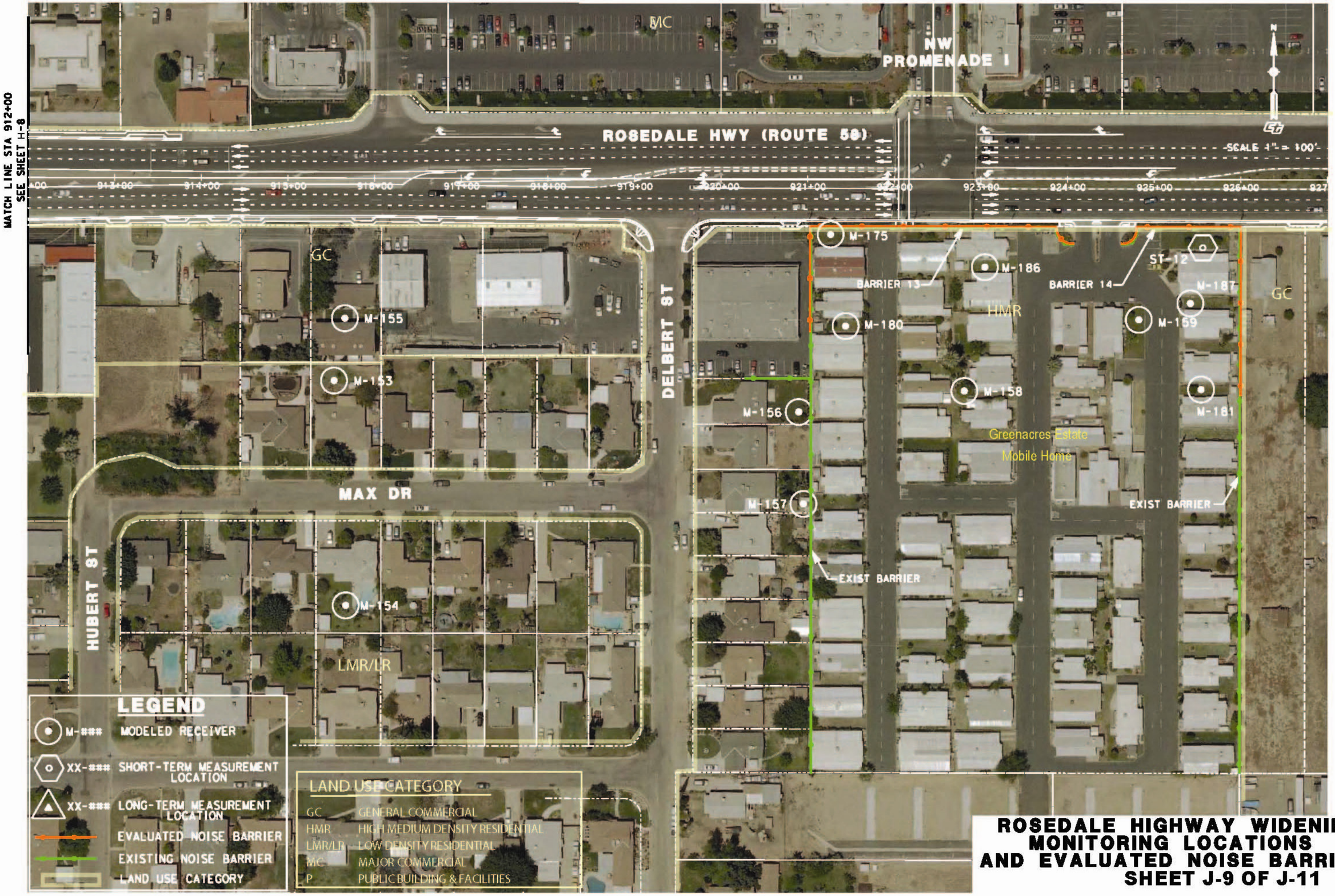


ROSEDALE HIGHWAY WIDENING MONITORING LOCATIONS AND EVALUATED NOISE BARRIERS

SHEET J-7 OF J-11



ROSEDALE HIGHWAY WIDENING
MONITORING LOCATIONS
AND EVALUATED NOISE BARRIERS
SHEET J-8 OF J-11



ROSEDALE HIGHWAY WIDENING MONITORING LOCATIONS AND EVALUATED NOISE BARRIERS SHEET J-9 OF J-11

ROSEDALE HIGHWAY WIDENING MONITORING LOCATIONS AND EVALUATED NOISE BARRIERS SHEET J-10 OF J-11

ROSEDALE HIGHWAY WIDENING
MONITORING LOCATIONS
AND EVALUATED NOISE BARRIERS
SHEET J-11 OF J-11

Appendix K Right-of-Way Impact

Roadway Widening
Right-of-Way Acquisition

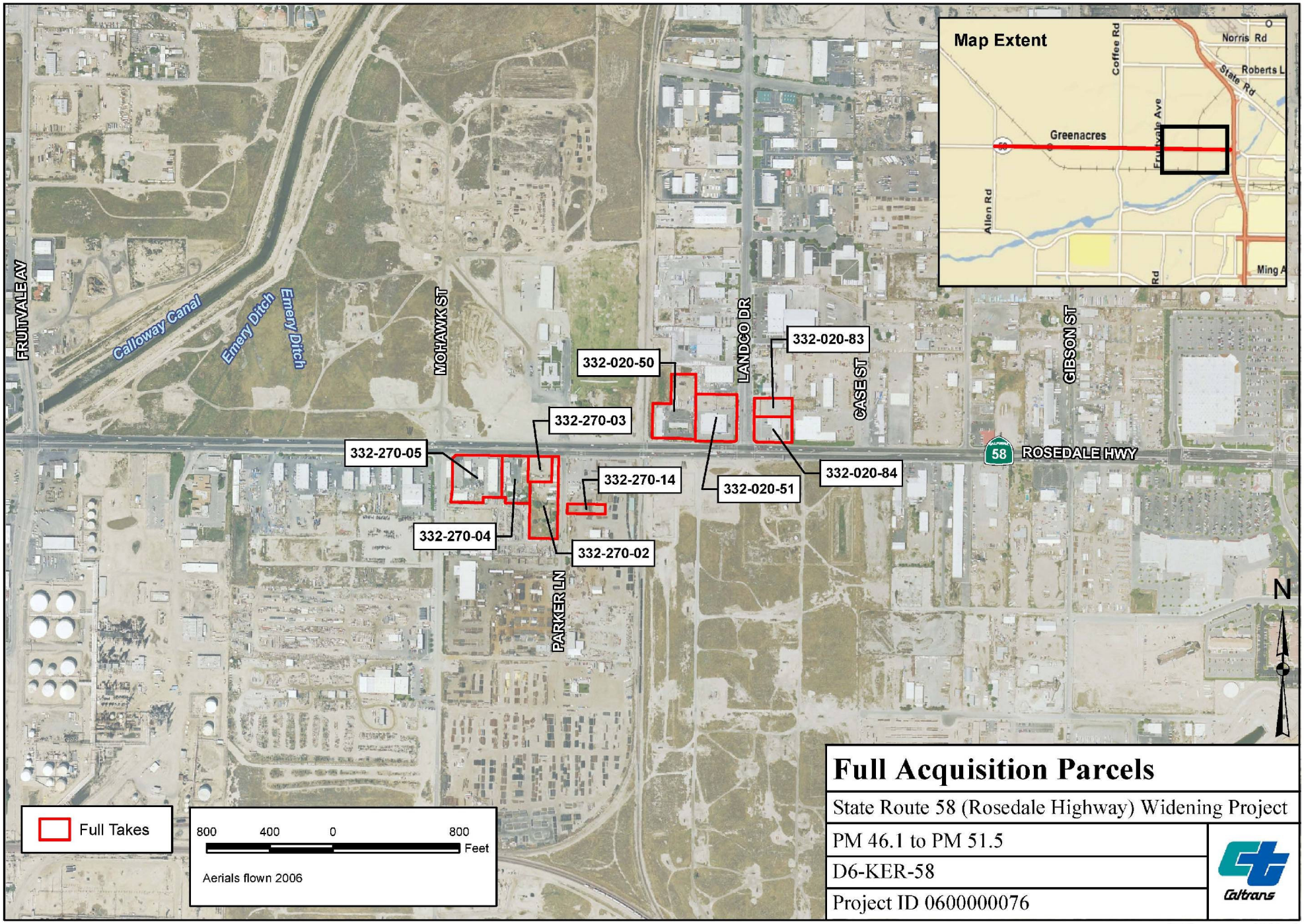
Parcel	R/W Area SF Acquired	Lot Area SF	Acquisition	Land Use
465-040-26	257	61,855	P	Residential
466-040-11	57	7,405	P	Residential
465-040-05			P+	Commercial
496-050-03	267	15,300	P	Commercial
496-050-16	160	16,117	P	Commercial
496-050-15	28	16,117	P	Commercial
465-030-08	911	32,197	P	Commercial
465-200-12	11	27,820	P	Residential
465-060-15	125	21,038	P	Residential
496-062-01	78	87,022	P	Utility
496-061-01	39	164,952	P	Church
450-150-10	1,891	77,108	P	Commercial
450-060-07	1,160	14,821	P	Commercial
450-060-08	665	149,753	P	Residential
451-030-27	360	41,633	P	Commercial
110-030-13	120	23,260	P	Commercial
110-030-14	259	23,260	P	Commercial
110-030-15	238	23,265	P	Commercial
368-010-03	3,005	10,567	P	Industrial
368-111-01	1,109	45,975	P+	Commercial
451-030-12	61	10,010	P	Parking Lot
368-111-21	490	10,141	P+	Commercial
368-111-22	217	10,141	P+	Commercial
368-111-25	190	32,419	P	Commercial
368-112-07	10	26,947	P	Commercial
368-082-27	203	23,760	P+	Commercial
368-082-11	72	47,351	P	Residential
368-082-12	149	56,822	P	Combo, Res.-Store
368-082-41	139	27,500	P	Industrial
368-082-42	352	162,954	P	Commercial
452-060-02	360	42,600	P+	Commercial
452-060-12	345	31,745	P	Commercial
368-060-07	79	51,061	P	Commercial
332-260-25	180	96,145	P+	Commercial
332-260-24	1,570	96,145	P+	Commercial
332-260-23	2,642	96,145	P+	Commercial
332-260-22	2,377	74,377	P+	Commercial
332-020-81	2,533	2,540,495	P+	Commercial

Right-of-Way Acquisition (Continued)

Parcel	R/W Area SF Acquired	Lot Area SF	Acquisition	Land Use
332-020-80	19,097	1,948,234	P	Commercial
332-270-05	5,600	90,196	P+	Commercial
332-270-04	2,800	50,475	P+	Commercial
332-270-03	2,492	24,381	P	Commercial
332-270-02	930	70,421	P+	Commercial
332-270-01	3,030	256,998	P+	Commercial
332-020-50			P+	Commercial
332-020-51	1,630	74,019	P+	Commercial
332-020-84	1,830	38,797	P+	Commercial
332-020-16	2,360	256,028	P	Commercial
332-020-74	655	61,640	P	Commercial
332-280-16	1,900			Railroad
332-260-01	350	370,919	P	Commercial
332-260-02	405	3,016,851	P	Commercial
332-230-01	730	175,105	P	Commercial
332-230-63	330	48,565	P+	Commercial
332-230-64	745	126,054	P+	Commercial
332-230-05	480	108,325	P+	Commercial
332-230-06	485	107,653	P+	Commercial
332-230-60	870	127,291	P+	Commercial
332-230-09	350	19,509	P	Residential
332-230-10	330	115,604	P	Residential
332-142-03	570	93,045	P	Commercial
332-141-72	52	109,382	P	Commercial
332-141-73	106	67,735	P	Commercial
332-141-17	437	90,188	P+	Commercial
332-230-41	1,150	50,461	P+	Commercial
332-141-39	712	13,939	P+	Commercial
465-040-09	18	17,860	P	Commercial
368-050-09	261	359,370	P	School
Total	**73,414**			
R/W: right-of-way; SF: square footage; P+: Partial +; P: Partial				

Grade Separation
Right-of-Way Acquisition

Parcel	R/W Area SF Acquired	Lot Area SF	Acquisition	Land Use
332-020-81	900	2,537,962	P	Commercial
332-020-80	15,965	1,929,137	P	Commercial
332-280-16	2,529		P	Railroad
332-270-05	84,596	84,696	F	Commercial
332-270-04	47,675	47,675	F	Commercial
332-270-03	21,889	21,889	F	Commercial
332-270-02	69,491	69,491	F	Commercial
332-270-01	2,327	254,373	P	Commercial
332-020-50	87,068	87,068	F	Commercial
332-020-51	72,389	72,469	F	Commercial
332-020-83	28,222	28,222	F	Commercial
332-020-84	38,787	38,787	F	Commercial
332-260-02	2,986	3,016,851	P	Commercial
332-260-01	129	370,919	P	Commercial
332-270-14	14,400	14,400	F	Commercial
Total	**489,353**			
R/W: right-of-way; SF: square footage; P: Partial; F: Full				



Full Acquisition Parcels

State Route 58 (Rosedale Highway) Widening Project

PM 46.1 to PM 51.5

D6-KER-58

Project ID 0600000076

Caltrans

Figure K-1

Appendix L Key Correspondence

METROPOLITAN BAKERSFIELD HABITAT CONSERVATION PLAN

August 30, 2010

Mr. Raul Rojas, Director of Public Works
City of Bakersfield
1600 Truxtun Avenue
Bakersfield, CA 93301

Re: MBHCP as Mitigation for Thomas Roads Improvement Program (TRIP) Projects

Dear Mr. Rojas:

We understand from our discussions with you that the City of Bakersfield (City) in cooperation with Caltrans is consulting with the US Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) for potential impacts to San Joaquin kit fox and other sensitive species by TRIP roadway projects and improvements which occur within the boundaries of the MBHCP. We also understand that the City desires to continue to use the MBHCP for each of the TRIP projects including: 24th Street Improvements, Rosedale Highway Widening, Hageman Road Flyover, SR 178/Morning Drive Interchange, SR 178 Widening, and Centennial Corridor/SR 58 Connector.

We agree that the City will use the MBHCP for compensatory mitigation for each project. As the amount of required mitigation in acreage is determined for each project by the resource agencies and the City, the City will request corresponding acreage credits from the MBHCP Trust Group. The City will pay the appropriate fee amount to the Trust Group for the acreage credits and the Trust Group will then acquire the required acreage amounts.

On behalf of the Trust Group Board, we welcome the opportunity to assist the City and Caltrans in completing TRIP projects and fulfilling your mitigation requirements. Please note that this letter supersedes our previous correspondence dated August 3, 2010. Feel free to contact me if you have further questions.

Sincerely,

Martin Ortiz
MBHCP Trust Administrator

cc

1715 Chester Avenue, Bakersfield CA 93301

METROPOLITAN BAKERSFIELD HABITAT CONSERVATION PLAN

December 3, 2010

Mr. Raul Rojas, Director of Public Works Department
City of Bakersfield
1600 Truxtun Avenue
Bakersfield, CA 93301

Re: MBHCP as Mitigation for Thomas Roads Improvement Program (TRIP) Projects

Dear Mr. Rojas:

We understand from our discussions with you that the City of Bakersfield (City) in cooperation with Caltrans is consulting with the US Fish and Wildlife Service (USWS) and the California Department of Fish and Game (CDFG) for potential impacts to the San Joaquin kit fox and other sensitive species by TRIP projects and improvements to the circulation system, which occur within the boundaries of the MBHCP. We also understand from our conversation that City desires to continue to use the MBHCP for the TRIP projects that includes: 24th Street Improvements, Rosedale Highway Widening, Hageman Road Flyover, SR 178 Widening, Centennial Corridor/SR 58 Connector, and SR 178/Morning Drive Interchange.

We agree that the City will continue to use the MBHCP for compensatory mitigation required by USWS and CDFG for the TRIP projects and payment could occur after approval of the final environmental document for each project. The City will pay the appropriate fee amount to the Trust Group for the acreage disturbed and the Trust Group will acquire the required acreage amounts.

We welcome the opportunity to assist the City and Caltrans in completing TRIP projects and fulfilling your mitigation requirements. Please feel free to contact me if you have further questions.

Sincerely,

Martin Ortiz, MBHCP Trust Administrator

CC: Ted Wright, Civil Engineer IV – TRIP Manager
David Clark, Environmental Coordinator

\letter to PW Dir re,TRIP - Dec 2010.doc

1715 Chester Avenue, Bakersfield CA 93301

<Joseph.Vaughn@dot.gov>
08/01/2011 09:37 AM

To <terry_goewert@dot.ca.gov>
cc <OConnor.Karina@epamail.epa.gov>, <mike_brady@dot.ca.gov>, <cari@caconsulting.org>, <ken_j_romero@dot.ca.gov>
Subject RE: IAC PM memo KER-58 Widening Rosedale Ave-EA-06-0F3600-6005 for review & concurrence

FHWA concurs that this is not a project of air quality concern.

Joseph Vaughn
Air Quality Specialist/MPO Coordinator
FHWA, CA Division
(916) 498-5346

Karina OConnor
<OConnor.Karina@epamail.epa.gov>
07/27/2011 04:11 PM

To Terry Goewert <terry_goewert@dot.ca.gov>

cc Abhijit Bagde <abhijit_bagde@dot.ca.gov>, Andy Chesley <achesley@sjcog.org>, Alex Marcucci <Alex@sierraresearch.com>, Arvinder Bajwa <arvinder_bajwa@dot.ca.gov>, <BGiuliani@co.tulare.ca.us>, Barbara Steck <bjsteck@fresnocog.org>, Bruce Abanathie <Bruce.Abanathie@co.kings.ca.us>, Cari Anderson <cari@caconsulting.org>, Dana Cowell <cowell@sjcog.org>, Carlos Yamzon <CYAMZON@Stancog.org>, Dan Barber <daniel.barber@valleyair.org>, DennisJacobs <dennis_jacobs@dot.ca.gov>, <derek@maderactc.org>, Doris Lo <Lo.Doris@epamail.epa.gov>, Errol Villegas <errol.villegas@valleyair.org>, Eddie Wendt <Ewendt@co.tulare.ca.us>, Elizabeth Wright <EWright@co.tulare.ca.us>, Frances Wicher <Wicher.Frances@epamail.epa.gov>, Garth Hopkins <garth.hopkins@dot.ca.gov>, Heidi Andrade <heidi_andrade@dot.ca.gov>, Aaron Hoyt <Hoyt@sjcog.org>, Jim Perrault <james.perrault@dot.ca.gov>, Jaylen French <JCFRENCH@Stancog.org>, Jesse B Brown <Jesse.Brown@mcagov.org>, JosephVaughn <Joseph.Vaughn@dot.gov>, Jim Schoeffling <JSCHOEFFLING@Stancog.org>, Joseph Stramaglia <jstramaglia@kerncog.org>, Katy Linebach <Katy.Linebach@valleyair.org>, Sam Kaur <Kaur@sjcog.org>, Kristine Cai <kcai@fresnocog.org>, KenBaxter <ken_baxter@dot.ca.gov>, Ken Romero <ken_j_romero@dot.ca.gov>, Kai Han <khan@fresnocog.org>, Kim Kloeb <kkloeb@sjcog.org>, Kym Sterner <ksterner@dowlinginc.com>, La Nae VanValen <la.nae.van.valen@dot.ca.gov>, Lauren Dawson <ldawson@fresnocog.org>, Lima Huy <Lima_huy@dot.ca.gov>, Mark Hays <MAHays@co.tulare.ca.us>, Marjorie Kirn <Marjie.Kirn@mcagov.org>, <Matt.Fell@mcagov.org>, Mike Bitner <mbitner@fresnocog.org>, Michael Costa <MCOSTA@Stancog.org>, Melissa Garza <mgarza@fresnocog.org>, Mike Brady <Mike_Brady@dot.ca.gov>, MuhanedAljabiry <Muhaned.Aljabiry@dot.ca.gov>, Patricia Taylor <patricia@maderactc.org>, Pat Robledo <pat_robledo@dot.ca.gov>, <Rachel.Audino@co.kings.ca.us>, RobBall <rball@kerncog.org>, Roberto Brady <RBrady@co.tulare.ca.us>, Ronald E Brummett <RBrummett@kerncog.org>, Richard Poythress <richard@maderactc.org>, Wil Ridder <ridder@sjcog.org>, RaquelPacheco <rpacheco@kerncog.org>, Robert Phipps <rphipps@kerncog.org>, <Scott.Carson@dot.gov>, SharriBender Ehlert <sharri_bender_ehlert@dot.ca.gov>, Sinaren Pheng <sinarath_pheng@dot.ca.gov>, <steve_curti@dot.ca.gov>, Tanisha Taylor <Taylor@sjcog.org>, Tony Boren <tboren@fresnocog.org>, Ted Matley <Ted.Matley@fta.dot.gov>, Terri King <Terri.King@co.kings.ca.us>, Terry Goewert <terry_goewert@dot.ca.gov>, Troy Hightower <thightower@kerncog.org>, Tom Dumas <tom_dumas@dot.ca.gov>, TedSmalley <tsmalley@co.tulare.ca.us>, Ty Phimmasone <Ty.Phimmasone@mcagov.org>, Vince Harris <VHARRIS@Stancog.org>, Vincent Liu <vliu@kerncog.org>

Subject Re: IAC PM memo KER-58 Widening Rosedale Ave-EA-06-0F3600-6005 for review & concurrence

EPA concurs that this is not a project of air quality concern.

Karina O'Connor
Environmental Engineer
EPA, Region 9,
Planning Office
(775) 434-8176
oconnor.karina@epa.gov

John R. Stilley
Manager Public Projects

BNSF Railway Company
740 East Carnegie Drive
San Bernardino, CA 92408
(909) 386-4474 (office)
(909) 386-4479 (fax)
john.stilley@bnsf.com

April 25, 2011

California Public Utilities Commission
Consumer Protection and Safety Division
Rail Safety and Crossing Branch
180 Promenade Circle, Suite 115
Sacramento, California 95834

Subject: BNSF Railway Company concurrence with the Rosedale Highway (DOT# 029473N) Crossing Upgrades in Bakersfield, California.

To Whom It May Concern:

The BNSF Railway Company is in concurrence with the modifications that have been proposed for the Rosedale Highway crossing in the City of Bakersfield's letter dated April 13, 2011 and plans dated January 17, 2011. We look forward to working with City of Bakersfield, California to bring this project to its successful completion.

If I can be of further assistance, please feel free to contact me.

Sincerely,

John R. Stilley
Manager Public Projects
Northern California and Oregon
909-386-4474

RECEIVED
MAY 02 2011
TRIP

SAN JOAQUIN VALLEY RAILROAD

221 North F Street • P.O. Box 937 • Exeter, CA • 93221 • Phone: 559.592.1857 • Fax: 559.592.1859

March 25, 2011

Raul M. Rojas
Public Works Director
City of Bakersfield
1501 Truxtun Avenue
Bakersfield, CA 93301

Re.: SR 58 – Rosedale Highway Railroad Crossing MP 113.24 - DOT #029473N

Dear Mr. Rojas:

The San Joaquin Valley Railroad has no objections to the conceptual plans for Rosedale Highway Widening dated 1/17/11.

Sincerely,

Marc Bader
Chief Engineer – West Region

A RailAmerica Company

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 444-2583
FAX (559) 488-4088
TTY (559) 488-4066

Flex your power!
Be energy efficient!

October 18, 2004

2103-IGR/CEQA
6-KER 58-51.25
Denio Plaza
(predevelopment review)

Mr. Bruce Anderson
B & L Anderson Consulting
1965 Airport Drive
Bakersfield, CA 93308

Dear Mr. Anderson:

Thank you for providing Caltrans with the opportunity to review the proposed Denio Plaza commercial development at the northwest corner of State Route (SR) 58 and Fairhaven. Caltrans offers the following comments.

- The preferred distance for driveways is a minimum of 200 feet beyond an intersection. If this distance cannot be provided due to the limited frontage of the parcel, a lesser distance will be considered.
- The intersection of SR 58 and Fairhaven Drive is not planned to be signalized in the future. Left-turn movements out of Fairhaven Drive will be prohibited in the future with the installation of a raised median on SR 58.
- Curb, gutter, and sidewalk will be required along the property frontage at the ultimate location. SR 58 is planned as a six-lane conventional highway. The basic right-of-way width for a six-lane conventional highway is 134 feet, with the face of curb placed 57 feet from centerline. However, the proposed project is located between Gibson Street and Landco Drive, both of which will have expanded intersections. Therefore the wider right-of-way will be maintained between the intersections. To be consistent with the widening towards the east, 8 foot shoulder will be allowed instead of 12 foot shoulders. The face of curb should be placed 59 feet from centerline, with an additional 10 feet for the sidewalk area.
- Case A curb ramp per 2004 Caltrans Standard Plan A88A is preferred over Case B.
- Any landscaping within the State right-of-way should be reviewed by the District 6 Landscape Architect.
- An encroachment permit must be obtained for all proposed activities for placement of encroachments within, under or over the State highway rights- of-way. Activity and work planned in the State right-of-way shall be performed to State standards and specifications, at no cost to the State. Engineering plans, calculations, specifications,

"Caltrans improves mobility across California"

Mr. Bruce Anderson
October 18, 2004
Page 2

and reports (documents) shall be stamped and signed by a licensed Engineer or Architect. Engineering documents for activity and work in the State right-of-way shall be submitted using Metric Units. However, dual units may be used for activity and work in the right-of-way costing $1,000,000 or less, or by an exception approved by the Director. The preferred method of delineating dual units is by showing the English unit first then the Metric unit next to it in parenthesis. The Permit Department and the Environmental Planning Branch will review and approve the activity and work in the State right-of-way before an encroachment permit is issued. Encroachment permits will be issued in accordance with Streets and Highway Codes, Section 671.5, "Time Limitations."

Please contact me with any questions regarding this matter.

Sincerely,

Jeff Sorensen
Associate Transportation Planner

"Caltrans improves mobility across California"