

**ATTACHMENT G**  
**RIGHT OF WAY DATA SHEETS**

To: Steven Milton  
Project Manager  
District 6

Date: 06/07/12

Attn: Rick Helgeson  
Design Senior  
District 6

Co. Ker Rte. SR-58 & SR-99  
Expense Authorization EA 06-48460

Subject: **RIGHT OF WAY DATA SHEET – LOCAL PUBLIC AGENCIES**

Project Description: **Centennial Corridor Alternative A**  
**D06-Ker-58 PM T31.7 / PM R55.6, D06-Ker-99 PM 21.2 / PM 26.2**

Right of way necessary for the subject project will be the responsibility of the City of Bakersfield.

The information in this data sheet was developed by Chris LaBonte of Overland, Pacific & Cutler, Inc. in collaboration with Daniel Wagner, PE, of Parsons.

**I. Right of Way Engineering**

Will Right of Way Engineering be required for this project?

- No
- Yes  (If yes, submit a copy of the *Right of Way Engineering Surveys and Mapping Services checklist for Locally Funded Projects*. This checklist includes, but is not limited to, the following items.)

- Hard copy (base map)
- Appraisal map
- Acquisition documents
- Property Transfer Documents
- R/W Record Map
- Record of Survey

The final Right of Way Requirements have not been established at this time.

**II. Engineering Surveys**

1. Is any surveying or photogrammetric mapping required?  
No  Yes  if yes, complete the following:

Photogrammetric mapping was completed in conjunction with the PSR. Engineering surveying will be performed in the PA/ED and PS&E phases of the project.

2. Datum Requirements

Yes  Project will adhere to the following criteria:

- Horizontal – NAD 83 (NSRS2007), CCS83 Zone 6.
- Vertical – NAVD 88.
- Units – US Survey Feet

3. Will land survey monument perpetuation be scoped into the project, if required?

Yes   
 No  Provide explanation on additional page.

**This item will be a part of the PS&E phase.**

**III. Parcel Information (Land and Improvements)**

Are there any property rights required within the proposed project limits?

No  Yes  (Complete the following.)

	Part Take	Full Take	Estimate \$
A. Number of Vacant Land Parcels	14	44	\$ 1,526,711
B. Number of Single Family Residential Units	13	139	\$ 10,637,605
C. Number of Multifamily Residential Units	5	72	\$ 23,078,063
D. Number of Commercial/Industrial Parcels	16	36	\$ 81,962,342
E. Number of Farm/Agricultural Parcels	6	0	\$ 1,804,379
F. Permanent and/or Temporary Easements	50	0	\$ 646,216
G. Other Parcels (define in "Remarks" section)	5	4	\$ 1,444,629
<b>Totals (w/ 20% contingency and 2 yr. esc.)*</b>	<b>109</b>	<b>295</b>	<b>\$ 154,169,919</b>

\*Right of way costs have been escalated by 3% per year for 2 years.

Provide a general description of the right of way and excess lands required (zoning, use, improvements, critical, or sensitive parcels, etc.).

The proposed project impacts a heavily developed area of the City of Bakersfield. Because the project proposes to add new highway facilities connecting SR-58 to Westside Parkway, the proposed roadway inevitably affects many fully improved and developed parcels, resulting in both full and partial acquisitions. Generally speaking, the project impacts single and multi-family residential properties, commercial properties including, but not limited to, office, retail, restaurant, auto repair, motel, grocery store and shopping center facilities, light industrial properties, public lands, open space facilities, flood channels, vacant land and railroad properties.

Due to long lead times, it will be critical early on to address any acquisitions that need to be made for utility relocations, railroad parcels, and parcels that are known to contain hazardous materials.

**IV. Dedications**

Are there any property rights which have been acquired, or anticipate will be acquired, through the “dedication” process for the Project?

No  Yes  (Complete the following.)

Number of dedicated parcels 0

Have the dedication parcel(s) been accepted by the municipality involved?

N/A

**V. Excess Lands/Relinquishments**

Are there Caltrans property rights which may become excess lands or potential relinquishment areas?

No  Yes  (Provide an explanation on additional page.)

At this stage of the project, no areas of State right of way have been identified as excess lands or relinquishment areas. However, it is anticipated that many properties to be acquired in full will have remnants that may become excess land parcels.

**VI. Relocation Information**

Are relocation displacements anticipated?

No  Yes  (Complete the Following.)

A. Number of Single Family Residential Units		
Estimated RAP Payments	<u>140</u>	\$ <u>4,170,000</u>
B. Number of Multifamily Residential Units		
Estimated RAP Payments	<u>216</u>	\$ <u>6,440,000</u>
C. Number of Business/Nonprofit		
Estimated RAP Payments	<u>127</u>	\$ <u>12,350,000</u>
D. Number of Farms		
Estimated RAP Payments	<u>0</u>	\$ <u>0</u>
E. Other (define in the “Remarks” section)		
Estimated RAP Payments	<u>405</u>	\$ <u>202,500</u>
Total	<u>888</u>	\$ <u>23,162,500</u>
<b>Total w/ 20% Contingency</b>	<b><u>888</u></b>	<b>\$ <u>27,795,000</u></b>

**VII. Utility Relocation Information**

Do you anticipate any utility facilities or utility rights of way to be affected?

No  Yes  (Complete the following.)

	Facility	Owners	Estimated Relocation Expense		
			State Obligation	Local Obligation	Utility Owner Obligation
A	(See attached conflict matrix)	(See Matrix)	\$0	\$15,185,760	\$0
	Contingency (25%)			\$3,796,440	
	<b>Grand Total</b>		<b>\$0</b>	<b>\$18,982,200</b>	<b>\$0</b>

Number of Facilities **217**

Any additional information concerning utility involvement on this project?

Due to the number of facilities affected, the cost for each facility has not been included on this Data Sheet. Please see the attached Utility Relocation Cost Matrix provided by Parsons for a detailed analysis of the cost of each utility impact.

**VIII. Rail Information**

Are railroad facilities or railroad rights of way affected?

No  Yes  (Complete the following.)

Describe the railroad facilities to be affected.

Owner's Name	Transverse Crossing	Longitudinal Encroachment
A. BNSF	Location 1 – Along SR-58 Between Madison St. and Cottonwood Rd. Construction of new sound wall on existing structure.	

Discuss types of agreements and rights required from railroads. Are grade crossings that require services contracts, or grade separations that require construction and maintenance agreements involved?

Title to the RR corridor has not yet been performed; it is assumed that most of the rail corridor is owned in fee while other portions are owned simply as easement. There is one transverse grade separated crossing which will require modifications to existing agreements with BNSF. We anticipate entering into a Service Agreement with the Burlington North Santa Fe Railroad for flaggers and inspection during periods of work on the operating corridor. We also anticipate a C+M Agreement and OE clearance, Section 13 Clauses for insertion into Specifications. A CPUC Application, General Order 88B, will be required where existing bridge structures will be widened and a Formal 26D application will be necessary where new connectors or bridges will be constructed. All costs associated with the acquisition of fee, easement and temporary interests in the railroad right of way have been included in the R/W estimate. Also note that any major work will

have to be planned in a way that does not severely impact or shut down BNSF operations as this is their only route between Northern and Southern California.

It should also be noted that there is specific intent to adopt Stockdale Hwy as the interim SR-58 while the Centennial Corridor project is being constructed which will inevitably increase traffic along Stockdale Hwy. While no RR properties will see direct impacts as a result, attention should be given to the at-grade crossing of Stockdale Hwy approximately 0.9 miles east of SR-43 operated by San Joaquin Valley Railroad which will likewise see a significant increase in traffic.

**IX. Clearance Information**

Are there improvements that require clearance?

No  Yes  (Complete the following.)

A. Number of structures to be Demolished 235  
 Estimated Cost of Demolition (w/ 20% cont.) \$9,616,560

**X. Hazardous Materials/Waste**

Are there any site(s) and/or improvements(s) in the Project Limits that are known to contain

*hazardous materials*? None  Yes  (Explain in the “Remarks” section.)

Are there any site(s) and or improvement(s) in the Project Limits that are suspected to contain

*hazardous waste*? None  Yes  (Explain in the “Remarks” section.)

**XI. Project Scheduling**

	Proposed lead time	Completion Date
* Preliminary Engineering Surveys	<u>3</u> months	<u></u>
* R/W Engineering Submittals	<u>6</u> months	<u></u>
* R/W Appraisals/Acquisition	<u>36</u> months	<u></u>
Proposed Environmental Clearance	<u>17</u> months	<u>July 2013</u>
Proposed R/W Certification	<u>2</u> months	<u>Jan 2016</u>

**XII. Proposed Funding**

	Local	State	Federal	Other
Acquisition	\$154,169,919			
Utilities	\$18,982,200			
Relocation Assistance Program	\$27,795,000			
Loss of Business Goodwill	\$15,492,000			
Structures Testing + Demolition	\$9,616,560			
Condemnation / Settlement	\$6,298,586			
R/W Support Cost (appraisals, title/escrow, ROWE, consultants)	\$12,398,760			
TOTAL	\$244,753,025			
<b>COMBINED TOTAL (Rounded)</b>	<b>\$244,754,000</b>			

**XIII. Remarks**

In Section III, above, the “Other” parcels refer to churches, park and ride facilities, flood channels, parks, drainage basins and public lands. In Section VI, above, the “Other” RAP payments are associated with the payment for the removal of personal property from self-storage units.

Regarding Section X, above, there are five parcels that are known to contain hazardous materials. The APNs for such parcels are listed and described below:

**368-040-26:** Oil cake sand was found on this parcel.

**331-021-02:** Adjacent to Big West Refinery. Oil cake sand was found at this parcel. There is also potential for contamination from adjacent refinery activities.

**332-280-28:** Oil cake sand was found at the eastern and southwestern portion of the parcel. California oil, gas, and geothermal resources maps indicated that there are seven active oil and gas production wells, one active water disposal/injection well, one active oil, gas, and water disposal well, and one active cyclic stream/injection well and active oil and gas production well on site. Therefore, there is suspected contamination from oil pumping activities.

**368-040-32:** An encapsulated area of fill was found on site, most likely related to oil cake sand found in the vicinity of this parcel.

**502-010-12:** Three sheet metal barns were demolished on site in 2003. Oil cake sand was found at this parcel. There is also potential contamination from refinery activities. California oil, gas, and geothermal resources maps indicated there is one inactive oil well on site. There is suspected contamination from oil pumping activities.

Also, a number of other parcels are suspected to contain hazardous materials. These include gas stations, auto repair/painting facilities and some industrial sites. It is recommended that Phase I and Phase II testing be performed on these properties at a minimum.

(Signatures on following page)

Project Sponsor Consultant  
Prepared by:

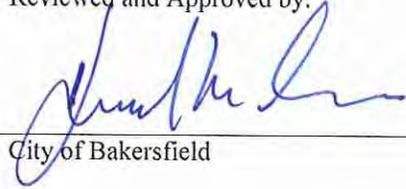


Chris LaBonte  
Project Manager  
Overland, Pacific & Cutler, Inc.

6/7/12

Date

Project Sponsor  
Reviewed and Approved by:

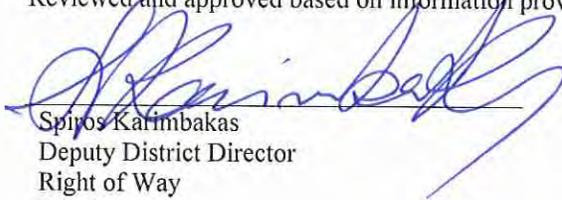


City of Bakersfield

6-14-2012

Date

Caltrans  
Reviewed and approved based on information provided to date:



Spiros Karimbakas  
Deputy District Director  
Right of Way  
District 6

6/20/12

Date

To: Steven Milton  
Project Manager  
District 6

Date: 06/07/12

Attn: Rick Helgeson  
Design Senior  
District 6

Co. Ker Rte. SR-58 & SR-99  
Expense Authorization EA 06-48460

Subject: **RIGHT OF WAY DATA SHEET – LOCAL PUBLIC AGENCIES**

Project Description: **Centennial Corridor Alternative B  
D06-Ker-58 PM T31.7 / PM R55.6, D06-Ker-99 PM 21.2 / PM 26.2**

Right of way necessary for the subject project will be the responsibility of the City of Bakersfield.

The information in this data sheet was developed by Chris LaBonte of Overland, Pacific & Cutler, Inc. in collaboration with Daniel Wagner, PE, of Parsons.

**I. Right of Way Engineering**

Will Right of Way Engineering be required for this project?

- No
- Yes  (If yes, submit a copy of the *Right of Way Engineering Surveys and Mapping Services checklist for Locally Funded Projects*. This checklist includes, but is not limited to, the following items.)
  - Hard copy (base map)
  - Appraisal map
  - Acquisition documents
  - Property Transfer Documents
  - R/W Record Map
  - Record of Survey

The final Right of Way Requirements have not been established at this time.

**II. Engineering Surveys**

1. Is any surveying or photogrammetric mapping required?  
No  Yes  if yes, complete the following:

Photogrammetric mapping was completed in conjunction with the PSR. Engineering surveying will be performed in the PA/ED and PS&E phases of the project.

2. Datum Requirements

- Yes  Project will adhere to the following criteria:
- Horizontal – NAD 83 (NSRS2007), CCS83 Zone 6.
  - Vertical – NAVD 88.
  - Units – US Survey Feet.

3. Will land survey monument perpetuation be scoped into the project, if required?

Yes   
 No  Provide explanation on additional page.

**This item will be a part of the PS&E phase.**

**III. Parcel Information (Land and Improvements)**

Are there any property rights required within the proposed project limits?

No  Yes  (Complete the following.)

	Part Take	Full Take	Estimate \$
A. Number of Vacant Land Parcels	12	38	\$ 934,007
B. Number of Single Family Residential Units	33	199	\$ 23,208,788
C. Number of Multifamily Residential Units	1	16	\$ 3,549,530
D. Number of Commercial/Industrial Parcels	15	36	\$ 38,431,398
E. Number of Farm/Agricultural Parcels	6	0	\$ 1,804,379
F. Permanent and/or Temporary Easements	61	0	\$ 473,337
G. Other Parcels (define in "Remarks" section)	1	4	\$ 457,277
<b>Totals (w/ 20% contingency and 2 yr. esc.)*</b>	<b>129</b>	<b>293</b>	<b>\$ 87,662,654</b>

\*Right of way costs have been escalated by 3% per year for 2 years.

Provide a general description of the right of way and excess lands required (zoning, use, improvements, critical, or sensitive parcels, etc.).

The proposed project impacts a heavily developed area of the City of Bakersfield. Because the project proposes to add new highway facilities connecting SR-58 to Westside Parkway, the proposed roadway inevitably affects many fully improved and developed parcels, resulting in both full and partial acquisitions. Generally speaking, the project impacts single and multi-family residential properties, commercial properties including, but not limited to, office, retail, restaurant, auto repair, motel, grocery store and shopping center facilities, light industrial properties, public lands, open space facilities, flood channels, vacant land and railroad properties.

Due to long lead times, it will be critical early on to address any acquisitions that need to be made for utility relocations, railroad parcels, and parcels that are known to contain hazardous materials.

**IV. Dedications**

Are there any property rights which have been acquired, or anticipate will be acquired, through the “dedication” process for the Project?

No  Yes  (Complete the following.)

Number of dedicated parcels 0

Have the dedication parcel(s) been accepted by the municipality involved?

N/A

**V. Excess Lands/Relinquishments**

Are there Caltrans property rights which may become excess lands or potential relinquishment areas?

No  Yes  (Provide an explanation on additional page.)

At this stage of the project, no areas of State right of way have been identified as excess lands or relinquishment areas. However, it is anticipated that many properties to be acquired in full will have remnants that may become excess land parcels.

**VI. Relocation Information**

Are relocation displacements anticipated?

No  Yes  (Complete the Following.)

A. Number of Single Family Residential Units		
Estimated RAP Payments	<u>200</u>	\$ <u>6,000,000</u>
B. Number of Multifamily Residential Units		
Estimated RAP Payments	<u>110</u>	\$ <u>3,250,000</u>
C. Number of Business/Nonprofit		
Estimated RAP Payments	<u>121</u>	\$ <u>8,255,000</u>
D. Number of Farms		
Estimated RAP Payments	<u>0</u>	\$ <u>0</u>
E. Other (define in the “Remarks” section)		
Estimated RAP Payments	<u>405</u>	\$ <u>202,500</u>
Total	<u>836</u>	\$ <u>17,707,500</u>
Total w/ 20% Contingency and 2 yr. escalation	<u>836</u>	\$ <u>21,249,000</u>

**VII. Utility Relocation Information**

Do you anticipate any utility facilities or utility rights of way to be affected?

No  Yes  (Complete the following.)

Facility	Owners	Estimated Relocation Expense		
		State Obligation	Local Obligation	Utility Owner Obligation
A (See attached conflict matrix)	(See Matrix)	\$0	\$23,778,250	\$0
Contingency (25%)			\$5,944,563	
<b>Grand Total</b>		<b>\$0</b>	<b>\$29,722,813</b>	<b>\$0</b>

Number of Facilities **120**

Any additional information concerning utility involvement on this project?

Due to the number of facilities affected, the cost for each facility has not been included on this Data Sheet. Please see the attached Utility Relocation Cost Matrix provided by Parsons for a detailed analysis of the cost of each utility impact.

**VIII. Rail Information**

Are railroad facilities or railroad rights of way affected?

No  Yes  (Complete the following.)

Describe the railroad facilities to be affected.

Owner's Name	Transverse Crossing	Longitudinal Encroachment
A. BNSF	Location 1 – Along SR-58 Between Madison St. and Cottonwood Rd. Construction of new sound wall on existing structure.	

Discuss types of agreements and rights required from railroads. Are grade crossings that require services contracts, or grade separations that require construction and maintenance agreements involved?

Title to the RR corridor has not yet been performed; it is assumed that most of the rail corridor is owned in fee while other portions are owned simply as easement. There is one transverse grade separated crossing which will require modifications to existing agreements with BNSF. We anticipate entering into a Service Agreement with the Burlington North Santa Fe Railroad for flaggers and inspection during periods of work on the operating corridor. We also anticipate a C+M Agreement and OE clearance, Section 13 Clauses for insertion into Specifications. A CPUC Application, General Order 88B, will be required where existing bridge structures will be widened and a Formal 26D application will be necessary where new connectors or bridges will be constructed. All costs associated with the acquisition of fee, easement and temporary interests in the

railroad right of way have been included in the R/W estimate. Also note that any major work will have to be planned in a way that does not severely impact or shut down BNSF operations as this is their only route between Northern and Southern California.

It should also be noted that there is specific intent to adopt Stockdale Hwy as the interim SR-58 while the Centennial Corridor project is being constructed which will inevitably increase traffic along Stockdale Hwy. While no RR properties will see direct impacts as a result, attention should be given to the at-grade crossing of Stockdale Hwy approximately 0.9 miles east of SR-43 operated by San Joaquin Valley Railroad which will likewise see a significant increase in traffic.

**IX. Clearance Information**

Are there improvements that require clearance?

No  Yes  (Complete the following.)

A. Number of structures to be Demolished 264  
 Estimated Cost of Demolition (w/ 20% cont.) \$8,411,160

**X. Hazardous Materials/Waste**

Are there any site(s) and/or improvements(s) in the Project Limits that are known to contain

*hazardous materials?* None  Yes  (Explain in the "Remarks" section.)

Are there any site(s) and or improvement(s) in the Project Limits that are suspected to contain

*hazardous waste?* None  Yes  (Explain in the "Remarks" section.)

**XI. Project Scheduling**

	Proposed lead time	Completion Date
* Preliminary Engineering Surveys	<u>3</u> months	<u></u>
* R/W Engineering Submittals	<u>6</u> months	<u></u>
* R/W Appraisals/Acquisition	<u>36</u> months	<u></u>
Proposed Environmental Clearance	<u>17</u> months	<u>July 2013</u>
Proposed R/W Certification	<u>2</u> months	<u>Jan 2016</u>

**XII. Proposed Funding**

	Local	State	Federal	Other
Acquisition	\$87,662,654			
Utilities	\$29,722,813			
Relocation Assistance Program	\$21,249,000			
Loss of Business Goodwill	\$7,158,000			
Structures Testing + Demolition	\$8,411,160			
Condemnation / Settlement	\$4,960,255			
R/W Support Cost (appraisals, title/escrow, ROWE, consultants)	\$11,695,914			
TOTAL	\$170,859,796			
<b>COMBINED TOTAL (Rounded)</b>	<b>\$170,860,000</b>			

**XIII. Remarks**

In Section III, above, the “Other” parcels refer to churches, park and ride facilities, flood channels, parks, drainage basins and public lands. In Section VI, above, the “Other” RAP payments are associated with the payment for the removal of personal property from self-storage units.

Regarding Section X, above, there are four parcels that are known to contain hazardous materials. The APNs for such parcels are listed and described below:

**368-040-26:** Oil cake sand was found on the site.

**331-021-02:** Adjacent to the Big West Refinery. Oil cake sand was found at this parcel. There is also potential for contamination from adjacent refinery activities.

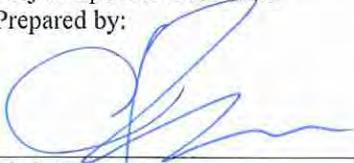
**332-280-28:** Oil cake sand was found at the eastern and southwestern portion of the parcel. California oil, gas, and geothermal resources maps indicated that there are seven active oil and gas production wells, one active water disposal/injection well, one active oil, gas, and water disposal well, and one active cyclic stream/injection well and active oil and gas production well on site. There is suspected contamination from oil pumping activities.

**502-010-12:** Three sheet metal barns were demolished on site in 2003. Oil cake sand was found at this parcel. There is also potential contamination from refinery activities. California oil, gas, and geothermal resources maps indicated that there is one inactive oil well on site. There is suspected contamination from oil pumping activities.

Alos, a number of other parcels are suspected to contain hazardous materials. These include gas stations, auto repair/painting facilities and some industrial sites. It is recommended that Phase I and Phase II testing be performed on these properties at a minimum.

(Signatures on following page)

Project Sponsor Consultant  
Prepared by:

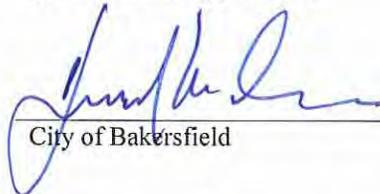


Chris LaBonte  
Project Manager  
Overland, Pacific & Cutler, Inc.

6/7/12

Date

Project Sponsor  
Reviewed and Approved by:

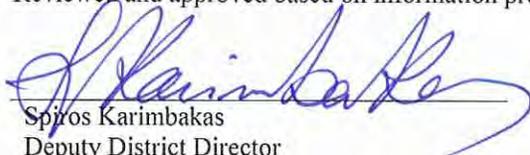


City of Bakersfield

6/14/2012

Date

Caltrans  
Reviewed and approved based on information provided to date:



Spiros Karimbakas  
Deputy District Director  
Right of Way  
District 6

6/20/12

Date

To: Steven Milton  
Project Manager  
District 6

Date: 06/07/12

Attn: Rick Helgeson  
Design Senior  
District 6

Co. Ker Rte. SR-58 & SR-99  
Expense Authorization EA 06-48460

Subject: **RIGHT OF WAY DATA SHEET – LOCAL PUBLIC AGENCIES**

Project Description: **Centennial Corridor Alternative C**  
**D06-Ker-58 PM T31.7 / PM R55.6, D06-Ker-99 PM 21.2 / PM 26.2**

Right of way necessary for the subject project will be the responsibility of the City of Bakersfield.

The information in this data sheet was developed by Chris LaBonte of Overland, Pacific & Cutler, Inc. in collaboration with Daniel Wagner, PE, of Parsons.

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Will Right of Way Engineering be required for this project?

- No
- Yes  (If yes, submit a copy of the *Right of Way Engineering Surveys and Mapping Services checklist for Locally Funded Projects*. This checklist includes, but is not limited to, the following items.)
  - Hard copy (base map)
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  - Record of Survey

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**II. Engineering Surveys**

1. Is any surveying or photogrammetric mapping required?  
No  Yes  if yes, complete the following:

Photogrammetric mapping was completed in conjunction with the PSR. Engineering surveying will be performed in the PA/ED and PS&E phases of the project.

2. Datum Requirements

- Yes  Project will adhere to the following criteria:
- Horizontal – NAD 83 (NSRS2007), CCS83 Zone 6.
  - Vertical – NAVD 88.
  - Units – US Survey Feet.

3. Will land survey monument perpetuation be scoped into the project, if required?

Yes   
 No  Provide explanation on additional page.

**This item will be a part of the PS&E phase.**

**III. Parcel Information (Land and Improvements)**

Are there any property rights required within the proposed project limits?

No  Yes  (Complete the following.)

	Part Take	Full Take	Estimate \$
A. Number of Vacant Land Parcels	11	33	\$ 929,949
B. Number of Single Family Residential Units	8	88	\$ 6,352,260
C. Number of Multifamily Residential Units	1	10	\$ 2,239,522
D. Number of Commercial/Industrial Parcels	22	119	\$ 77,044,982
E. Number of Farm/Agricultural Parcels	6	0	\$ 1,804,379
F. Permanent and/or Temporary Easements	36	0	\$ 491,616
G. Other Parcels (define in "Remarks" section)	2	4	\$ 1,173,882
<b>Totals (w/ 20% contingency and 2 yr. esc.)*</b>	<b>86</b>	<b>254</b>	<b>\$ 115,005,707</b>

\*Right of way costs have been escalated by 3% per year for 2 years.

Provide a general description of the right of way and excess lands required (zoning, use, improvements, critical, or sensitive parcels, etc.).

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**IV. Dedications**

Are there any property rights which have been acquired, or anticipate will be acquired, through the “dedication” process for the Project?

No  Yes  (Complete the following.)

Number of dedicated parcels 0

Have the dedication parcel(s) been accepted by the municipality involved?

N/A

**V. Excess Lands/Relinquishments**

Are there Caltrans property rights which may become excess lands or potential relinquishment areas?

No  Yes  (Provide an explanation on additional page.)

At this stage of the project, no areas of State right of way have been identified as excess lands or relinquishment areas. However, it is anticipated that many properties to be acquired in full will have remnants that may become excess land parcels.

**VI. Relocation Information**

Are relocation displacements anticipated?

No  Yes  (Complete the Following.)

A. Number of Single Family Residential Units		
Estimated RAP Payments	<u>88</u>	\$ <u>2,685,000</u>
B. Number of Multifamily Residential Units		
Estimated RAP Payments	<u>45</u>	\$ <u>1,365,000</u>
C. Number of Business/Nonprofit		
Estimated RAP Payments	<u>198</u>	\$ <u>15,950,000</u>
D. Number of Farms		
Estimated RAP Payments	<u>0</u>	\$ <u>0</u>
E. Other (define in the “Remarks” section)		
Estimated RAP Payments	<u>1</u>	\$ <u>250,000</u>
Total	<u>332</u>	\$ <u>20,250,000</u>
<b>Total w/ 20% Contingency</b>	<u>332</u>	\$ <u>24,300,000</u>

**VII. Utility Relocation Information**

Do you anticipate any utility facilities or utility rights of way to be affected?

No  Yes  (Complete the following.)

Facility	Owners	Estimated Relocation Expense		
		State Obligation	Local Obligation	Utility Owner Obligation
A (See attached conflict matrix)	(See Matrix)	\$0	\$23,205,450	\$0
Contingency (25%)			\$5,801,363	
<b>Grand Total</b>		<b>\$0</b>	<b>\$29,006,813</b>	<b>\$0</b>

Number of Facilities **104**

Any additional information concerning utility involvement on this project?

Due to the number of facilities affected, the cost for each facility has not been included on this Data Sheet. Please see the attached Utility Relocation Cost Matrix provided by Parsons for a detailed analysis of the cost of each utility impact.

**VIII. Rail Information**

Are railroad facilities or railroad rights of way affected?

No  Yes  (Complete the following.)

Describe the railroad facilities to be affected.

Owner's Name	Transverse Crossing	Longitudinal Encroachment
A. BNSF		Location 1 – Bakersfield Rail Yard East of Truxtun Ave. Right of way impact.
B. BNSF	Location 2 – Along SR-99 Between California Ave. and Truxtun Ave. Widening existing structure.	
C. BNSF	Location 3 – Along SR-58 Between Madison St. and Cottonwood Rd. Construction of new sound wall on existing structure.	

Discuss types of agreements and rights required from railroads. Are grade crossings that require services contracts, or grade separations that require construction and maintenance agreements involved?

Title to the RR corridor has not yet been performed; it is assumed that most of the rail corridor is owned in fee while other portions are owned simply as easement. There are two transverse grade separated crossing which will require modifications to existing agreements with BNSF. A small

portion of the southern part of the yard will need to be acquired in fee to accommodate the r/w required to build the project as currently planned. We anticipate entering into a Service Agreement with the Burlington North Santa Fe Railroad for flaggers and inspection during periods of work on the operating corridor. We also anticipate a C+M Agreement and OE clearance, Section 13 Clauses for insertion into Specifications. A CPUC Application, General Order 88B, will be required where existing bridge structures will be widened and a Formal 26D application will be necessary where new connectors or bridges will be constructed. All costs associated with the acquisition of fee, easement and temporary interests in the railroad right of way have been included in the R/W estimate. Also note that any major work will have to be planned in a way that does not severely impact or shut down BNSF operations as this is their only route between Northern and Southern California.

It should also be noted that there is specific intent to adopt Stockdale Hwy as the interim SR-58 while the Centennial Corridor project is being constructed which will inevitably increase traffic along Stockdale Hwy. While no RR properties will see direct impacts as a result, attention should be given to the at-grade crossing of Stockdale Hwy approximately 0.9 miles east of SR-43 operated by San Joaquin Valley Railroad which will likewise see a significant increase in traffic.

**IX. Clearance Information**

Are there improvements that require clearance?

No  Yes  (Complete the following.)

A. Number of structures to be Demolished	170	
Estimated Cost of Demolition (w/ 10% cont.)		\$8,161,800

**X. Hazardous Materials/Waste**

Are there any site(s) and/or improvements(s) in the Project Limits that are known to contain

*hazardous materials?* None  Yes  (Explain in the “Remarks” section.)

Are there any site(s) and or improvement(s) in the Project Limits that are suspected to contain

*hazardous waste?* None  Yes  (Explain in the “Remarks” section.)

**XI. Project Scheduling**

	Proposed lead time	Completion Date
* Preliminary Engineering Surveys	3 months	
* R/W Engineering Submittals	6 months	
* R/W Appraisals/Acquisition	36 months	
Proposed Environmental Clearance	17 months	July 2013
Proposed R/W Certification	2 months	Jan 2016

**XII. Proposed Funding**

	Local	State	Federal	Other
Acquisition	\$115,005,707			
Utilities	\$29,006,813			
Relocation Assistance Program	\$24,300,000			
Loss of Business Goodwill	\$12,498,000			
Structures Testing + Demolition	\$8,161,800			
Condemnation / Settlement	\$4,378,213			
R/W Support Cost (appraisals, title/escrow, ROWE, consultants)	\$12,296,815			
TOTAL	\$205,647,347			
<b>COMBINED TOTAL (Rounded)</b>	<b>\$205,648,000</b>			

**XIII. Remarks**

In Section III, above, the “Other” parcels refer to churches, park and ride facilities, flood channels, parks, drainage basins and public lands. In Section VI, above, the “Other” RAP payments are associated with the payment for the removal of personal property from self-storage units.

Regarding Section X, above, there are three parcels that are known to contain hazardous materials. The APNs for such parcels are listed and described below:

**331-021-02:** Adjacent to Big West Refinery. Oil cake sand was found at this parcel. There is also potential for contamination from adjacent refinery activities.

**332-280-28:** Oil cake sand was found at the eastern and southwestern portion of the parcel. California oil, gas, and geothermal resources maps indicated that there are seven active oil and gas production wells, one active water disposal/injection well, one active oil, gas, and water disposal well, and one active cyclic stream/injection well and active oil and gas production well on site. Therefore, there is suspected contamination from oil pumping activities.

**502-010-12:** Three sheet metal barns were demolished on site in 2003. Oil cake sand was found at this parcel. There is also potential contamination from refinery activities. California oil, gas, and geothermal resources maps indicated there is one inactive oil well on site. There is suspected contamination from oil pumping activities.

Also, a number of other parcels are suspected to contain hazardous materials. These include gas stations, auto repair/painting facilities and some industrial sites. It is recommended that Phase I and Phase II testing be performed on these properties at a minimum.

(Signatures on following page)

Project Sponsor Consultant  
Prepared by:



Chris LaBonte  
Project Manager  
Overland, Pacific & Cutler, Inc.

6/7/12  
Date

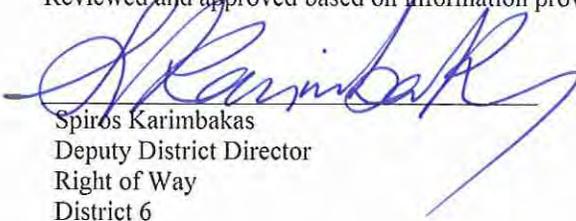
Project Sponsor  
Reviewed and Approved by:



City of Bakersfield

6-14-2012  
Date

Caltrans  
Reviewed and approved based on information provided to date:



Spiros Karimbakas  
Deputy District Director  
Right of Way  
District 6

6/20/12  
Date