Centennial Corridor Project

City of Bakersfield and Kern County, CA
District 6 - KER - 58 - PM T31.7 to PM R55.6
District 6 - KER - 99 - PM 21.2 to PM 26.2

Project ID # 06-0000-0484

SCH #2008091102

Draft Environmental Impact Report/ Environmental Impact Statement and Section 4(f) Evaluation

Volume 2 of 2

Prepared by the
State of California Department of Transportation

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 the California Department of Transportation under its assumption of responsibility pursuant to 23 U.S. Code 327.

May 2014

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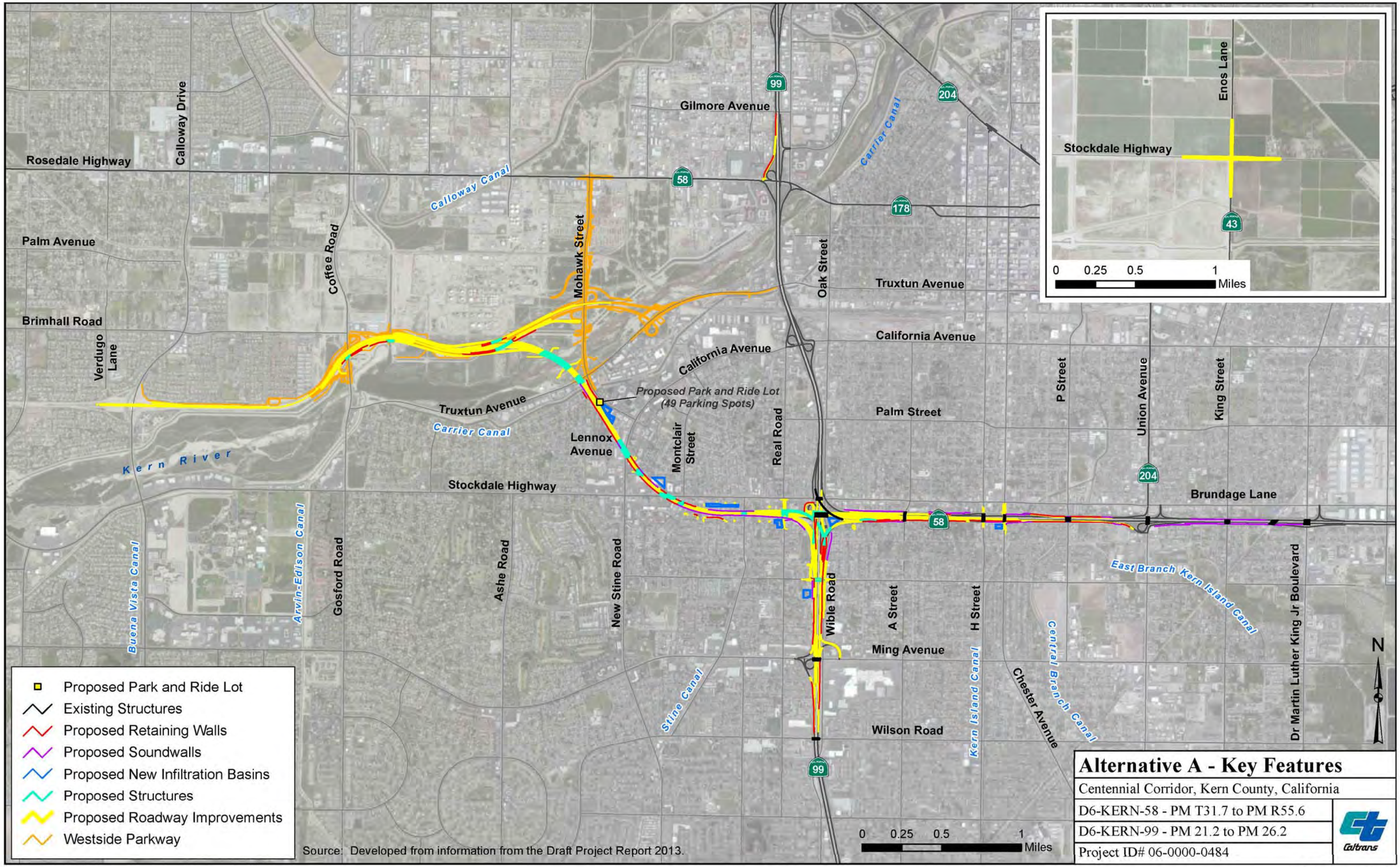

Alternative A - Key Features

Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

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Figure 2-4a

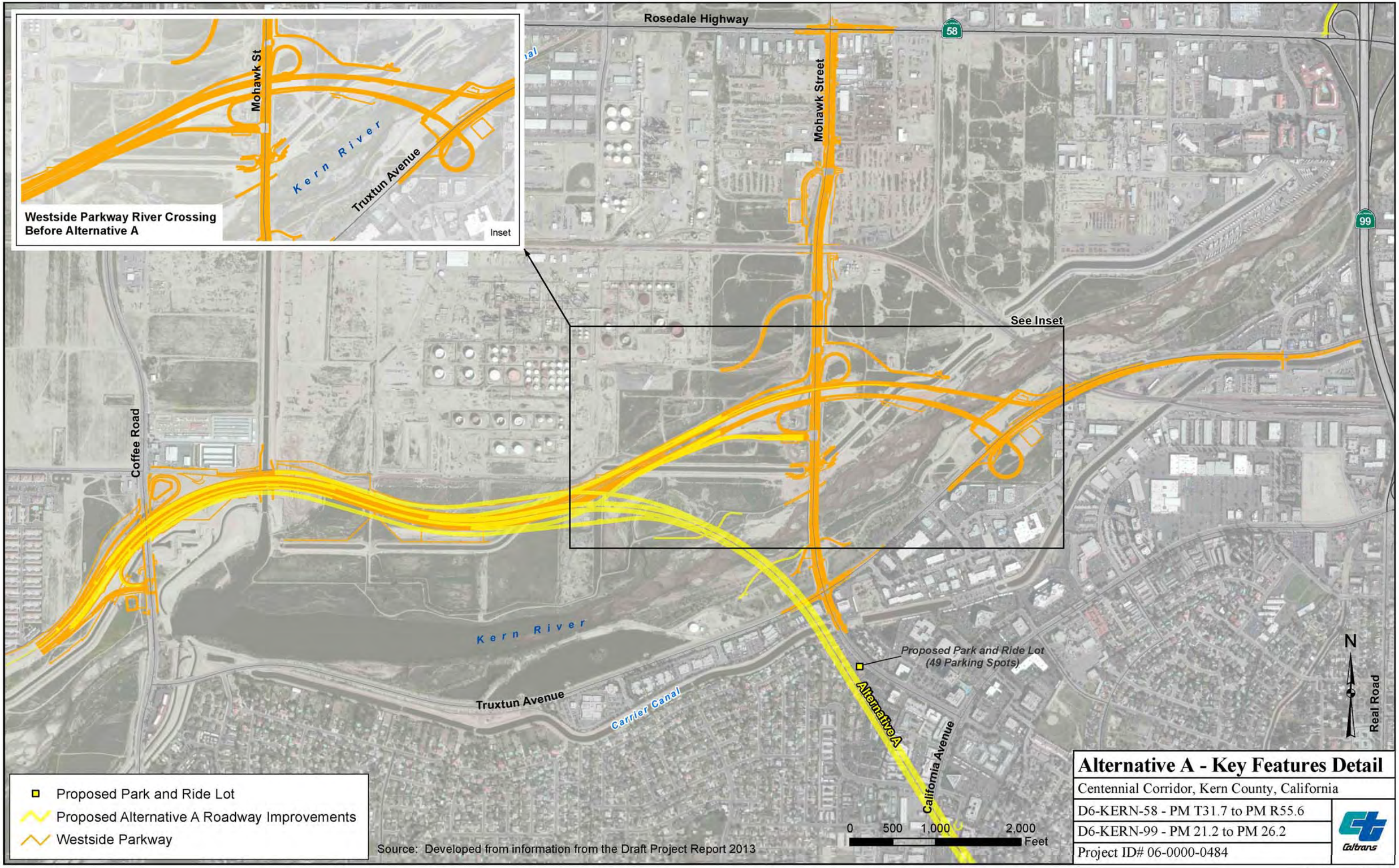
Rosedale Highway
58
99
Mohawk Street
See Inset
Mohawk St
Kern River
Truxtun Avenue
Westside Parkway River Crossing
Before Alternative A
Inset
Coffee Road
Kern River
Truxtun Avenue
Carrier Canal
Proposed Park and Ride Lot
(49 Parking Spots)
Alternative A
California Avenue
Real Road
N
Proposed Park and Ride Lot
Proposed Alternative A Roadway Improvements
Westside Parkway
0 500 1,000 2,000
Feet
Source: Developed from information from the Draft Project Report 2013
Alternative A - Key Features Detail
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.7 to PM R55.6
D6-KERN-99 - PM 21.2 to PM 26.2
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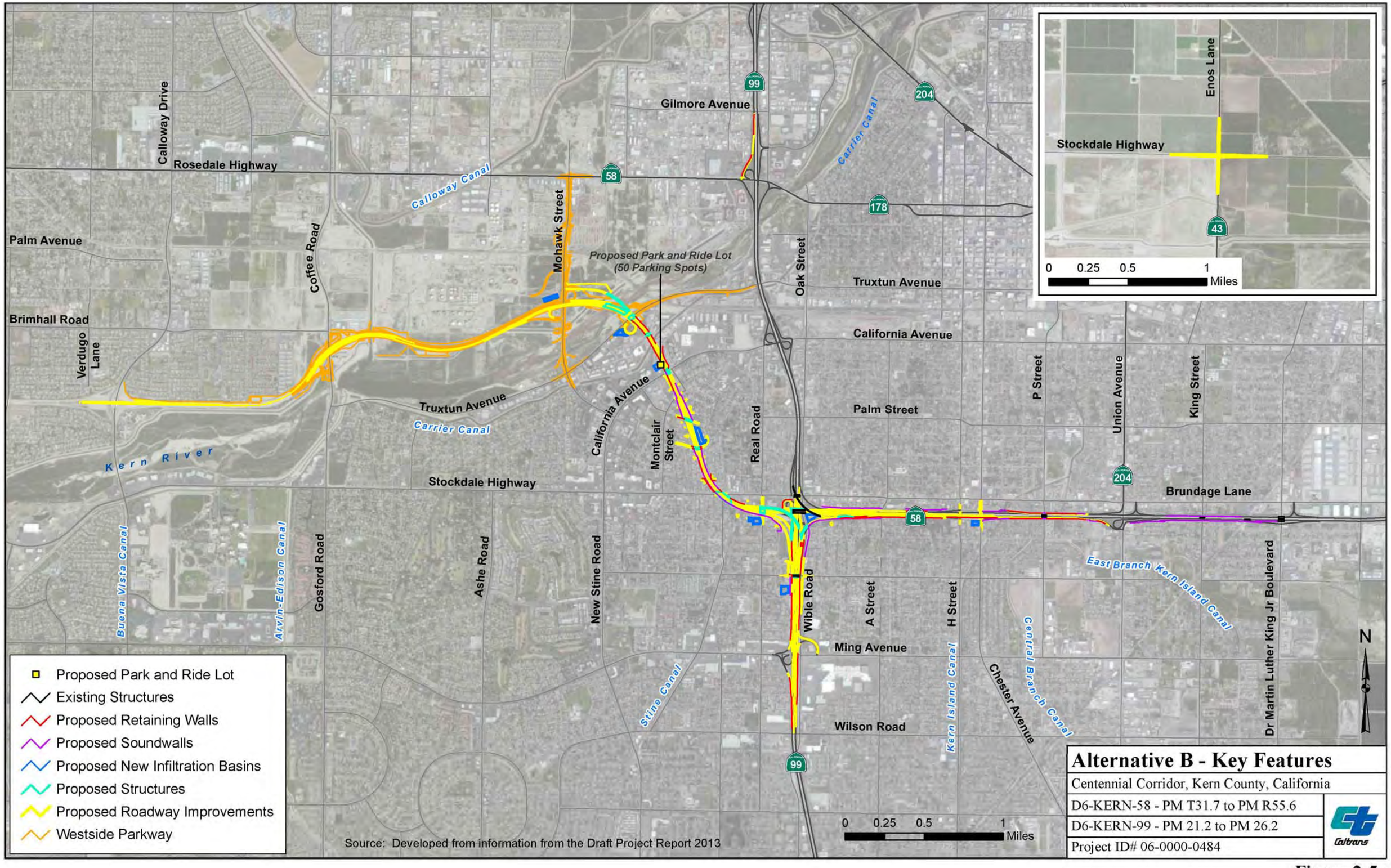
Figure 2-4b



Alternative B - Key Features

Centennial Corridor, Kern County, California

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D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

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Figure 2-5a

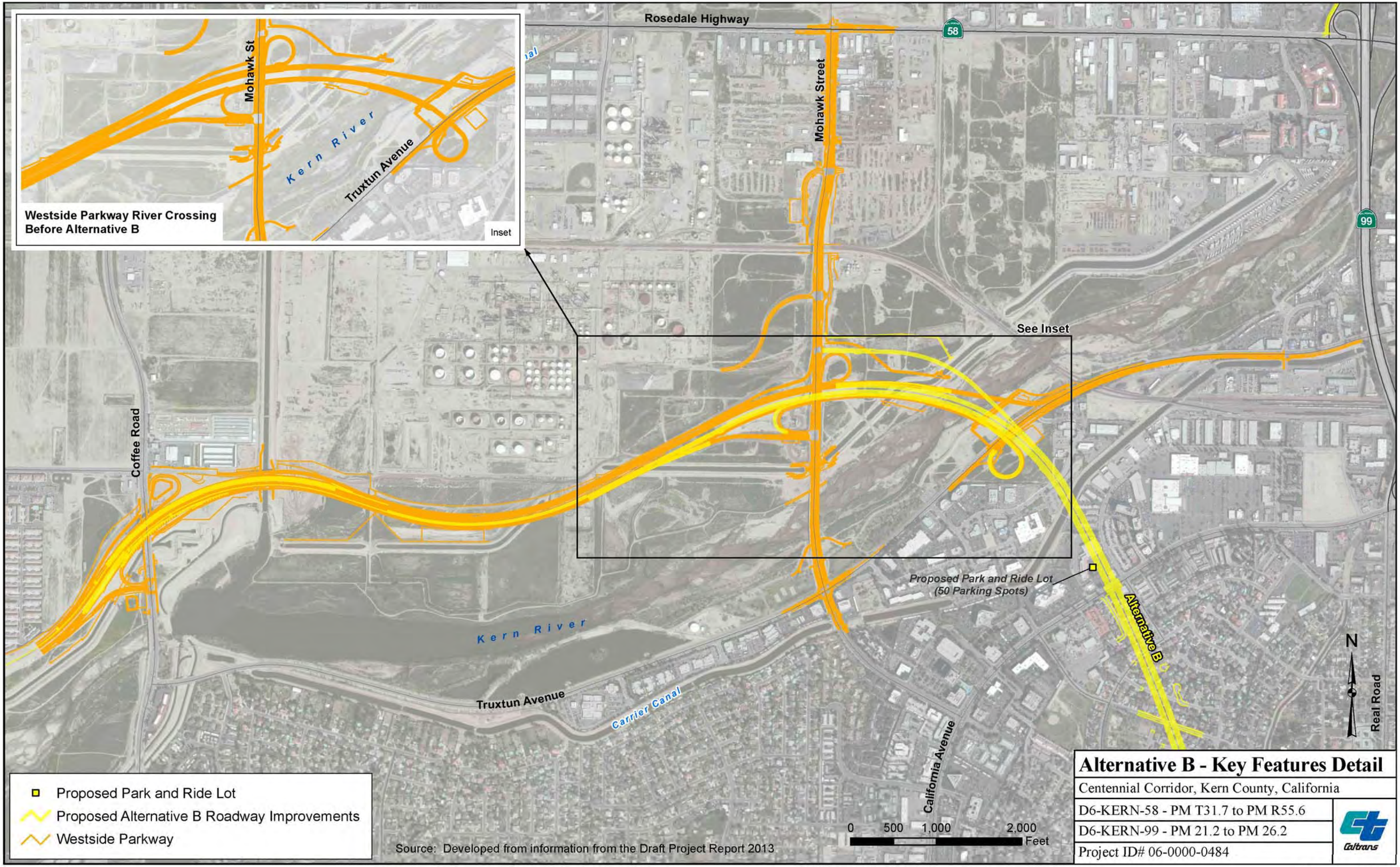
Rosedale Highway
58
99
Mohawk Street
See Inset
Coffee Road
Proposed Park and Ride Lot
(50 Parking Spots)
Alternative B
Real Road
Kern River
Truxtun Avenue
Carrier Canal
California Avenue
N
0 500 1,000 2,000 Feet
Source: Developed from information from the Draft Project Report 2013
Proposed Park and Ride Lot
Proposed Alternative B Roadway Improvements
Westside Parkway
Mohawk St
Kern River
Truxtun Avenue
Westside Parkway River Crossing
Before Alternative B
Inset
Alternative B - Key Features Detail
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.7 to PM R55.6
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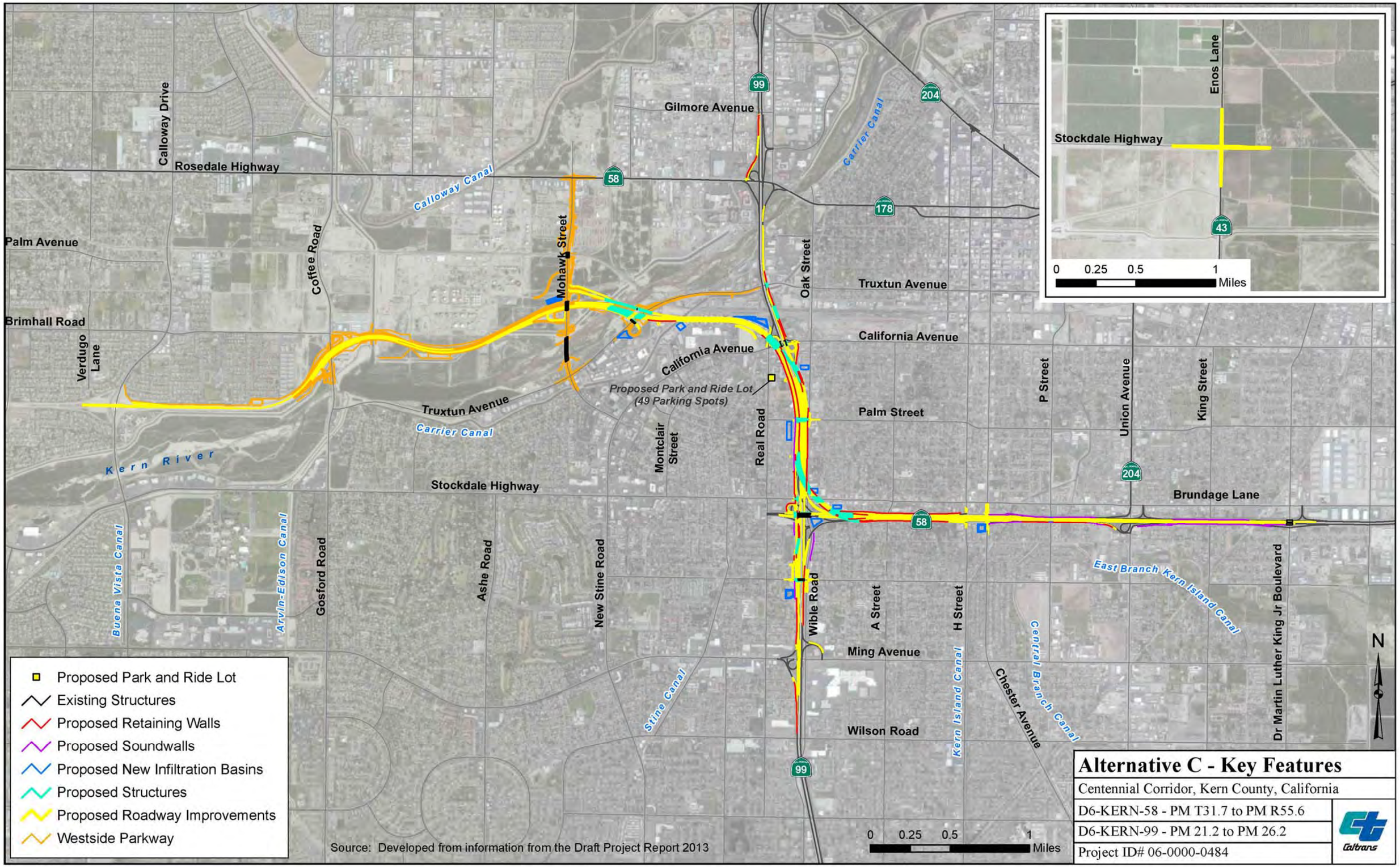
Figure 2-5b



Alternative C - Key Features

Centennial Corridor, Kern County, California

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D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

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Figure 2-6a

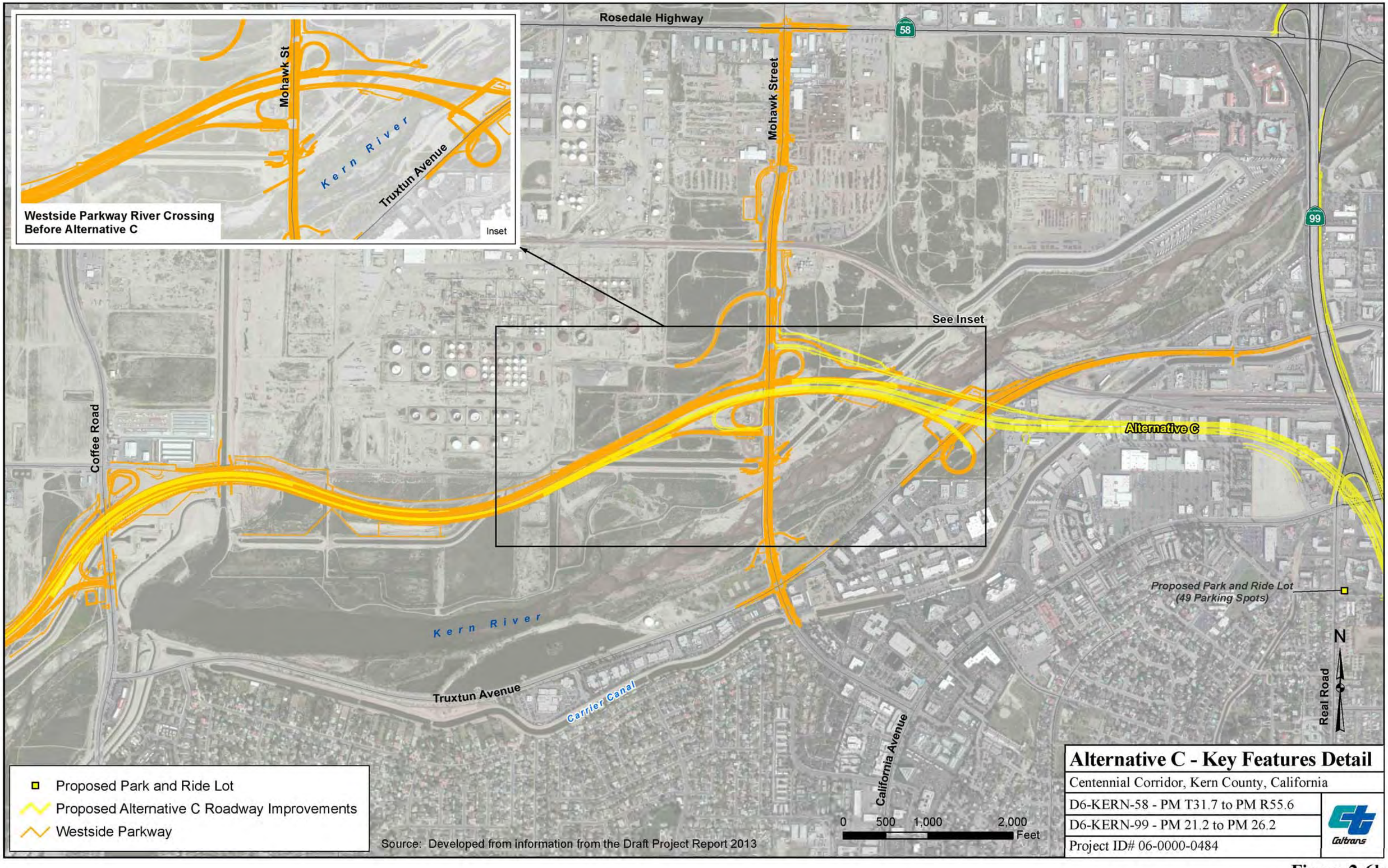
Rosedale Highway
58
Mohawk Street
99
See Inset
Alternative C
Coffee Road
Kern River
Truxtun Avenue
Carrier Canal
California Avenue
Real Road
Proposed Park and Ride Lot
(49 Parking Spots)
N
Mohawk St
Kern River
Truxtun Avenue
Westside Parkway River Crossing
Before Alternative C
Inset
Proposed Park and Ride Lot
Proposed Alternative C Roadway Improvements
Westside Parkway
0 500 1,000 2,000
Feet
Source: Developed from information from the Draft Project Report 2013
Alternative C - Key Features Detail
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.7 to PM R55.6
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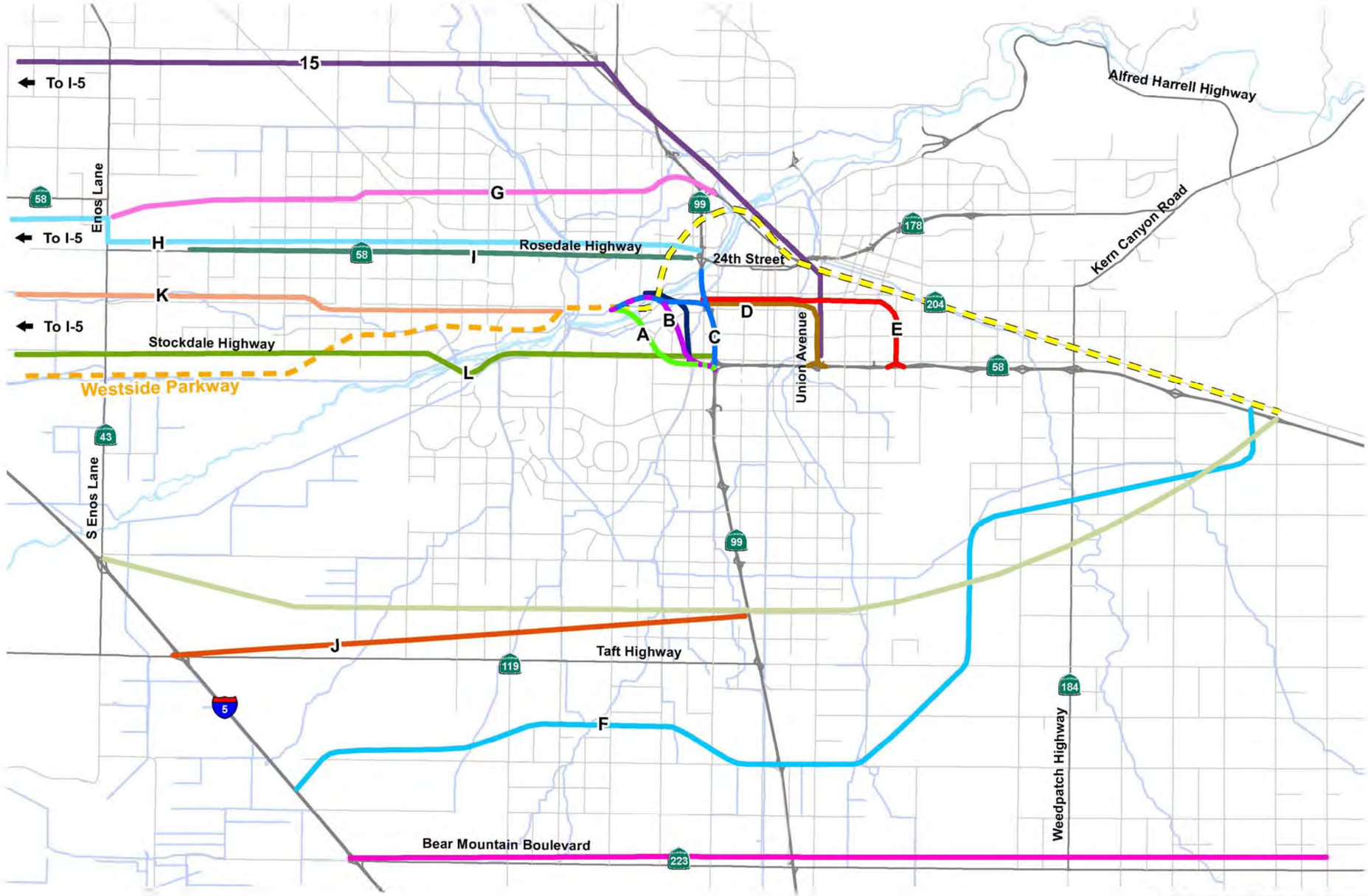
Figure 2-6b



Alternatives

- Alternative A
- Alternative B
- Alternative C
- Shared by Alternatives A/B
- Shared by Alternatives B/C
- Alternative D
- Alternative E
- Alternative F
- Alternative G
- Alternative H
- Alternative I
- Alternative J
- Alternative K
- Alternative L
- Alternative 15
- Westside Parkway
- Public Alternative 1
- Public Alternative 2
- Public Alternative 3
- Public Alternative 4

Source: Information from Caltrans 2008

Not To Scale

Alternatives Considered but Eliminated from Further Discussion

Centennial Corridor, Kern County, California

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Figure 2-7

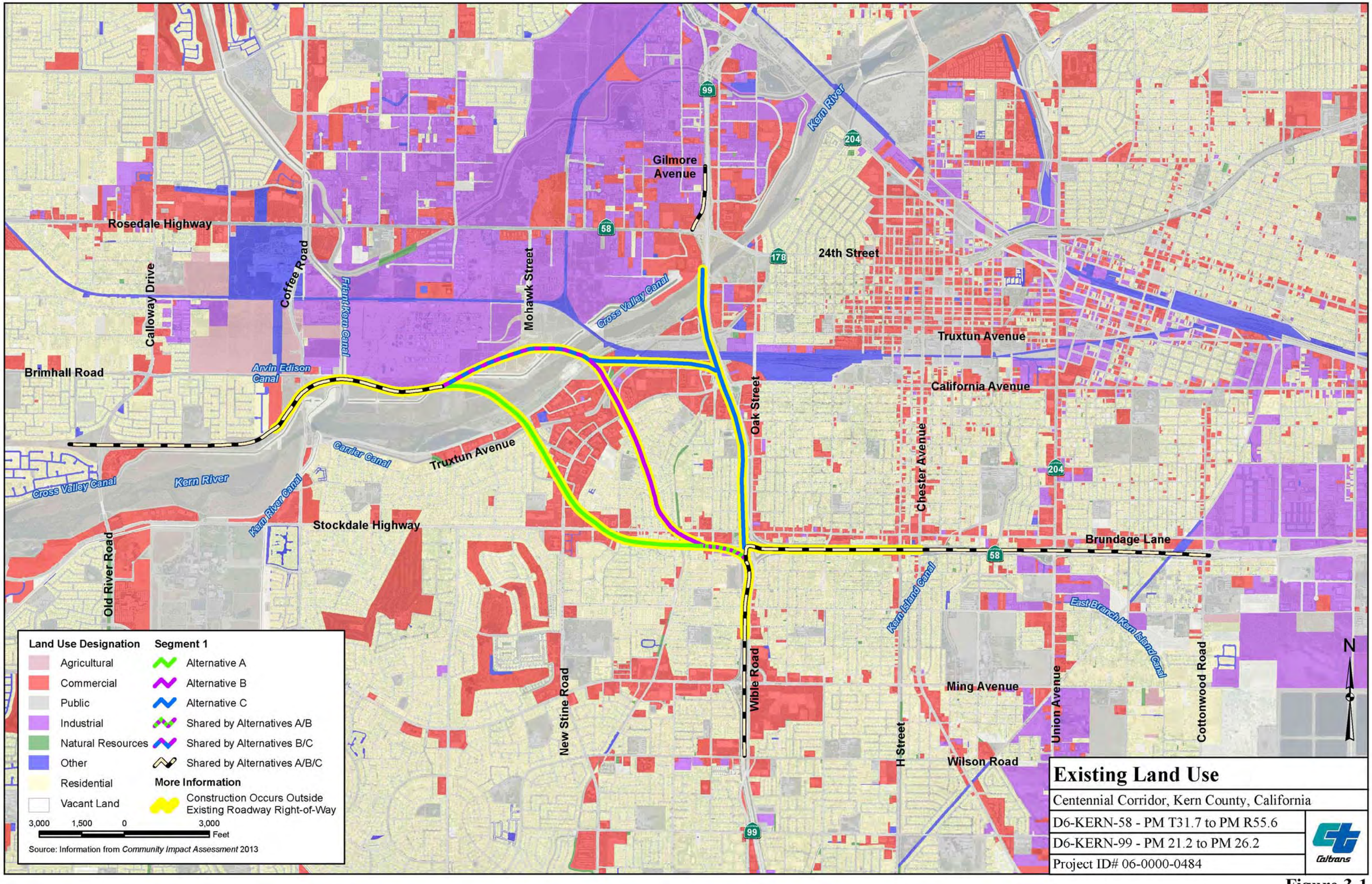
Gilmore Avenue
Rosedale Highway
Coffee Road
Calloway Drive
Friant-Kern Canal
Mohawk Street
Cross Valley Canal
24th Street
Kern River
Truxtun Avenue
Oak Street
Brimhall Road
Arvin Edison Canal
California Avenue
Carrier Canal
Truxtun Avenue
Cross Valley Canal
Kern River
Kern River Canal
Stockdale Highway
Chester Avenue
Brundage Lane
Old River Road
Kern Island Canal
East Branch Kern Island Canal
New Stine Road
Wible Road
Ming Avenue
Union Avenue
Cottonwood Road
H Street
Wilson Road
99
58
178
204
N
Land Use Designation
Agricultural
Commercial
Public
Industrial
Natural Resources
Other
Residential
Vacant Land
Segment 1
Alternative A
Alternative B
Alternative C
Shared by Alternatives A/B
Shared by Alternatives B/C
Shared by Alternatives A/B/C
More Information
Construction Occurs Outside Existing Roadway Right-of-Way
3,000 1,500 0 3,000
Feet
Source: Information from Community Impact Assessment 2013
Existing Land Use
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.7 to PM R55.6
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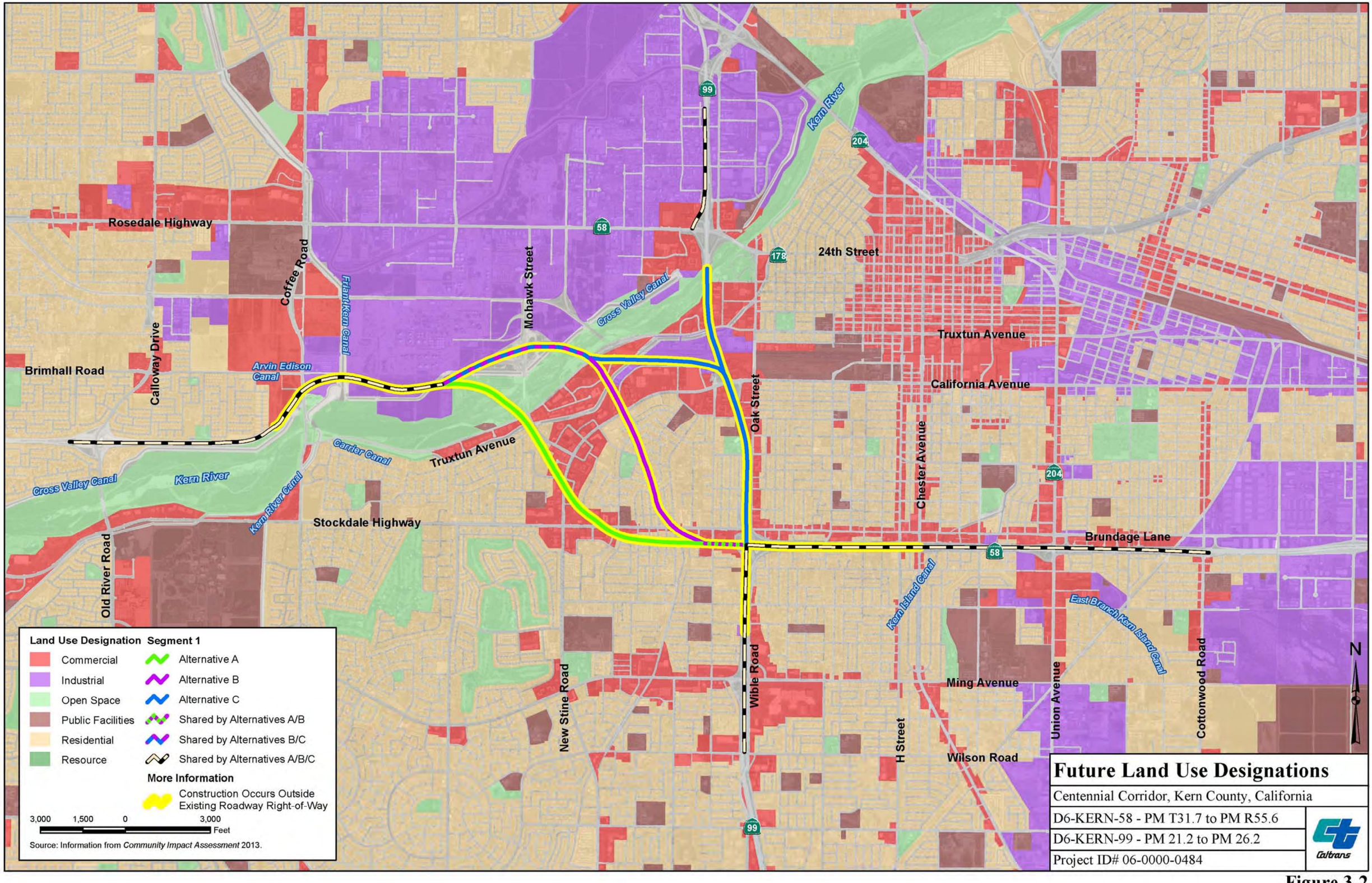
Figure 3-1



Future Land Use Designations

Centennial Corridor, Kern County, California

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Figure 3-2

Rosedale Highway
Calloway Drive
Coffee Road
Friant-Kern Canal
Mohawk Street
Brimhall Road
Arvin Edison Canal
Cross Valley Canal
Kern River
Kern River Canal
Stockdale Highway
Old River Road
Carrier Canal
Truxtun Avenue
Kern River Parkway
Gilmore Avenue
99
58
204
178
Kern River
Beach Park
Yokuts Park
Jastro Park
24th Street
Truxtun Avenue
California Avenue
Chester Avenue
Oak Street
Saunders Park
Centennial Park
Alternative B
Alternative C
Alternative A
Brundage Lane
Kern Island Canal
East Branch Kern Island Canal
Belle Terrace Park
Wayside Park
Ming Avenue
Wilson Road
Union Avenue
Cottonwood Road
H Street
Wible Road
New Stine Road

Parkland
Segment 1
Alternative A
Alternative B
Alternative C
Shared by Alternatives A/B
Shared by Alternatives B/C
Shared by Alternatives A/B/C
Other Areas
Study Area
Westside Parkway

3,500 1,750 0 3,500 Feet

Source: Information from *Community Impact Assessment* 2013; Aerial Flown 2006

N

Parks and Recreation Areas

Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.7 to PM R55.6

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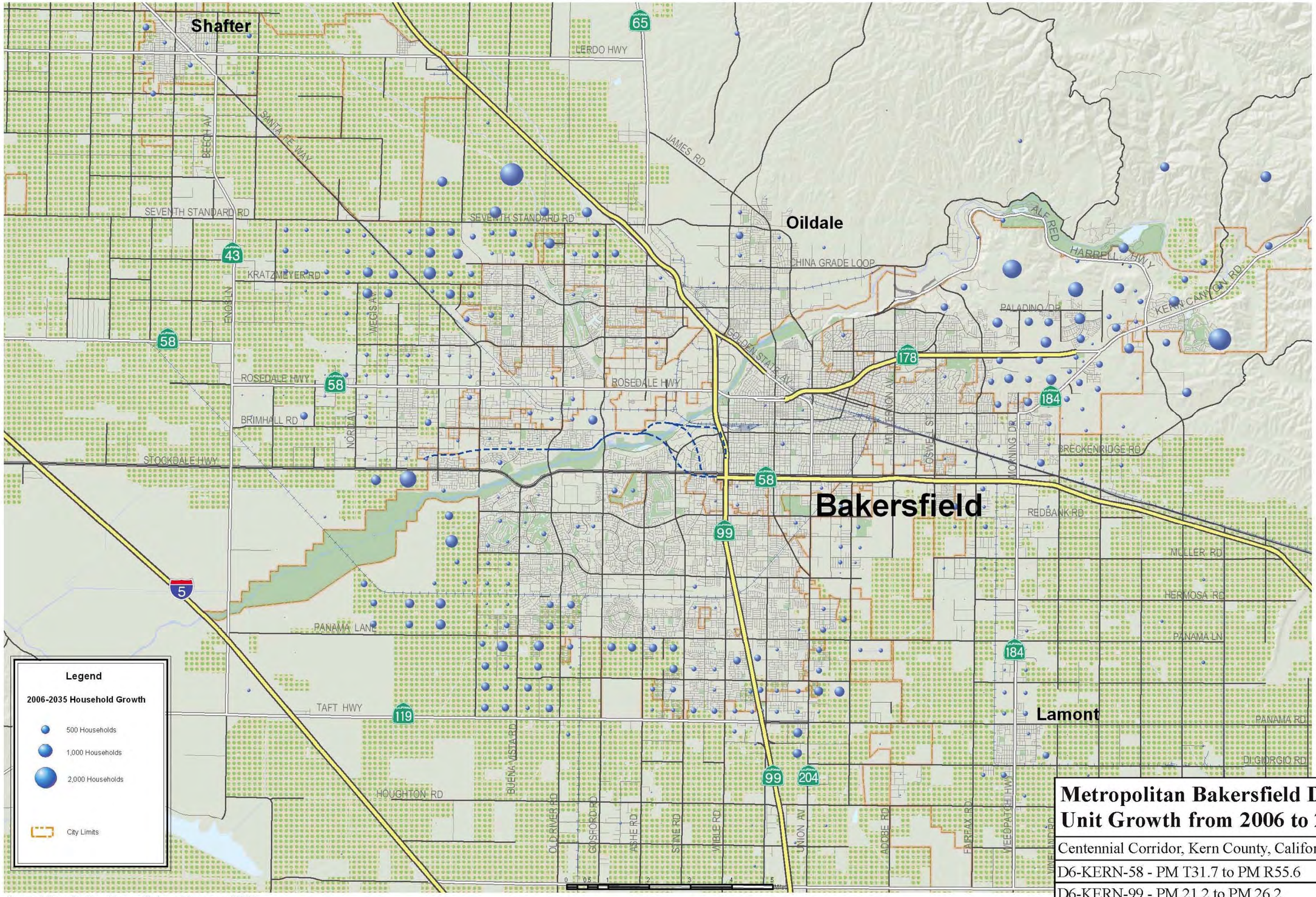
Figure 3-3



Source: Information from *Community Impact Assessment* 2013

Metropolitan Bakersfield Dwelling Unit Growth from 2006 to 2035

Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-7

Gilmore Avenue
Kern River
Rosedale Highway
Coffee Road
Fruitvale Canal
Mohawk Street
Cross Valley Canal
24th Street
Riviera-Westchester
Downtown Bakersfield
East Bakersfield
Truxtun Avenue
California Avenue
Brimhall Road
Calloway Drive
Arvin Edison Canal
Oak Street
Carrier Canal
Truxtun Avenue
Westpark
Oleander Sunset
Chester Avenue
Cross Valley Canal
Kern River
Kern River Canal
Quailwood-Park Stockdale
Stockdale Highway
Brundage Lane
Old River Road
Kern Island Canal
East Branch Kern Island Canal
Southeast Bakersfield
Wible Road
Ming Avenue
Union Avenue
Cottonwood Road
H Street
Wilson Road
New Stine Road
Southwest Bakersfield
99
58
178
204
N

Neighborhood/Community Boundary

Segment 1

- Alternative A
- Alternative B
- Alternative C
- Shared by Alternatives A/B
- Shared by Alternatives B/C
- Shared by Alternatives A/B/C

More Information

- Construction Occurs Outside Existing Roadway Right-of-Way

3,000 1,500 0 3,000 Feet

Source: Aerial Flown 2011; Information from *Community Impact Assessment* 2013

Neighborhoods/Communities

Centennial Corridor, Kern County, California

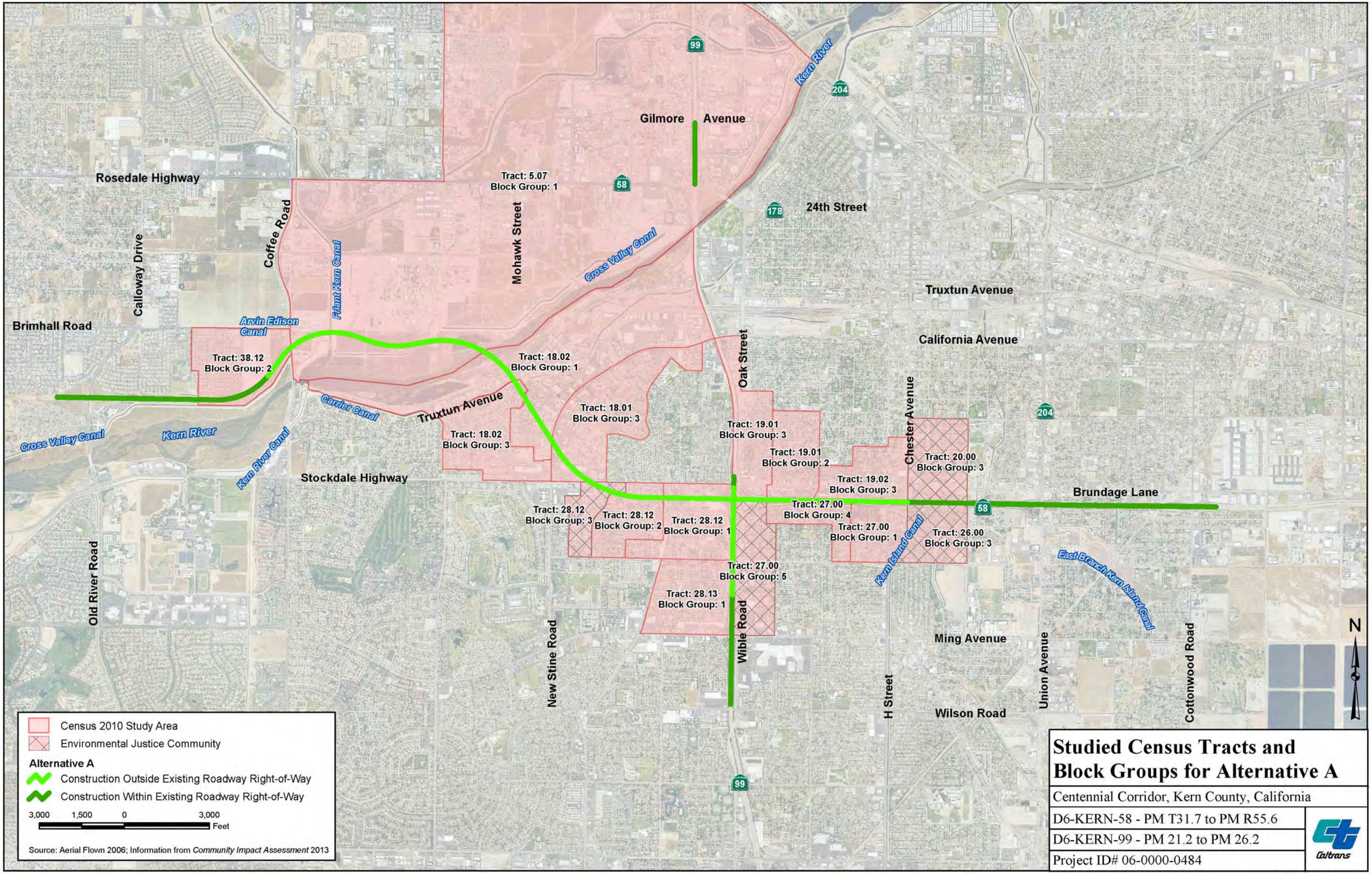
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-8



Studied Census Tracts and Block Groups for Alternative A

Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-9a

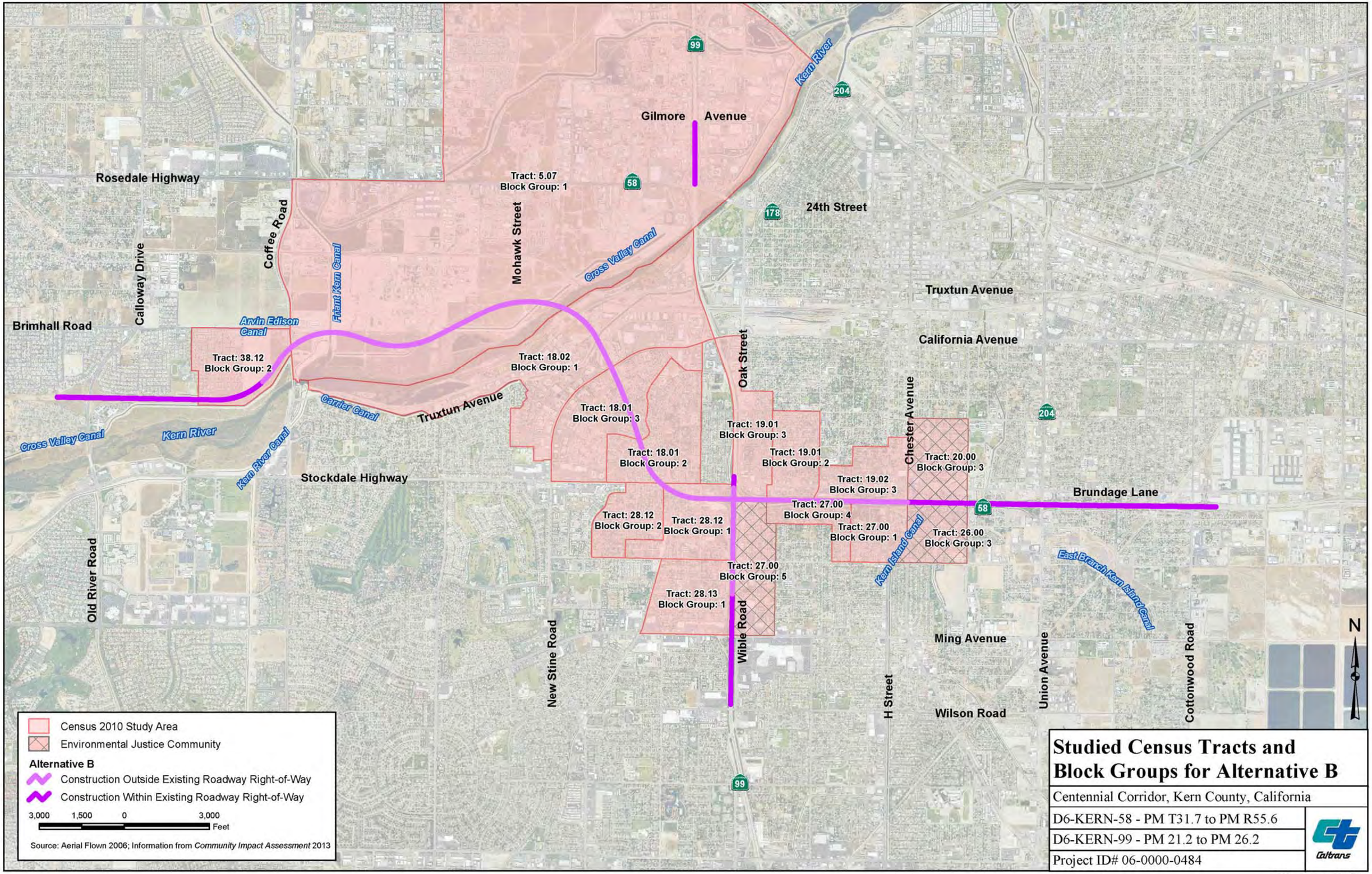
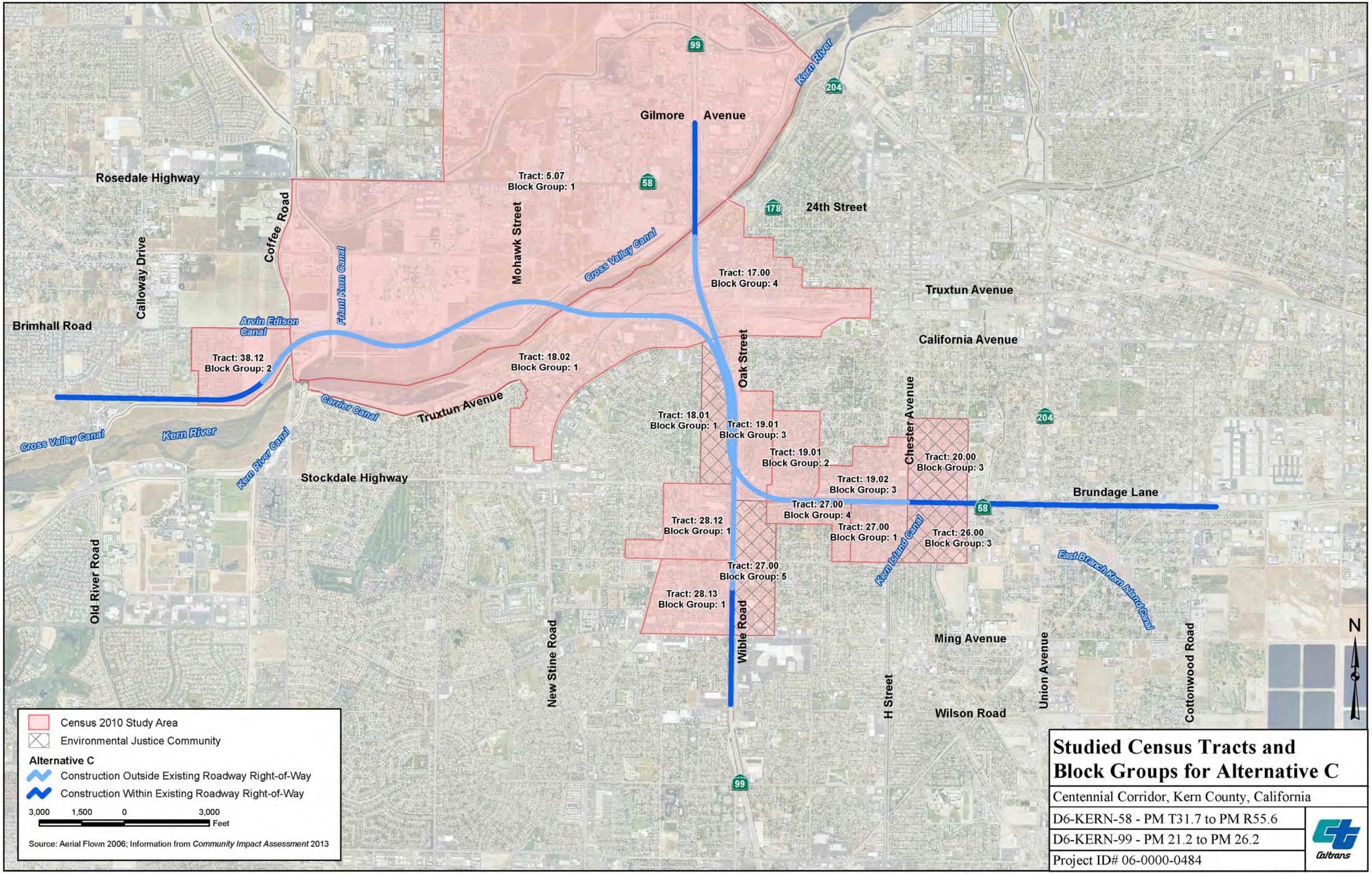

Gilmore Avenue
Rosedale Highway
Tract: 5.07
Block Group: 1
Kern River
24th Street
Coffee Road
Calloway Drive
Friant Kern Canal
Mohawk Street
Cross Valley Canal
Truxtun Avenue
Brimhall Road
Arvin Edison Canal
Tract: 38.12
Block Group: 2
Tract: 18.02
Block Group: 1
Oak Street
California Avenue
Carrier Canal
Truxtun Avenue
Chester Avenue
Tract: 18.01
Block Group: 3
Tract: 19.01
Block Group: 3
Cross Valley Canal
Kern River
Kern River Canal
Tract: 18.01
Block Group: 2
Tract: 19.01
Block Group: 2
Tract: 20.00
Block Group: 3
Stockdale Highway
Tract: 19.02
Block Group: 3
Brundage Lane
Tract: 27.00
Block Group: 4
Tract: 28.12
Block Group: 2
Tract: 28.12
Block Group: 1
Tract: 27.00
Block Group: 1
Kern Island Canal
Tract: 26.00
Block Group: 3
East Branch Kern Island Canal
Tract: 27.00
Block Group: 5
Old River Road
Tract: 28.13
Block Group: 1
New Stine Road
Wible Road
Ming Avenue
Union Avenue
Cottonwood Road
H Street
Wilson Road
99
58
178
204
N
Census 2010 Study Area
Environmental Justice Community
Alternative B
Construction Outside Existing Roadway Right-of-Way
Construction Within Existing Roadway Right-of-Way
3,000 1,500 0 3,000
Feet
Source: Aerial Flown 2006; Information from Community Impact Assessment 2013
Studied Census Tracts and Block Groups for Alternative B
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.7 to PM R55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
Caltrans

Figure 3-9b



Studied Census Tracts and Block Groups for Alternative C

Centennial Corridor, Kern County, California

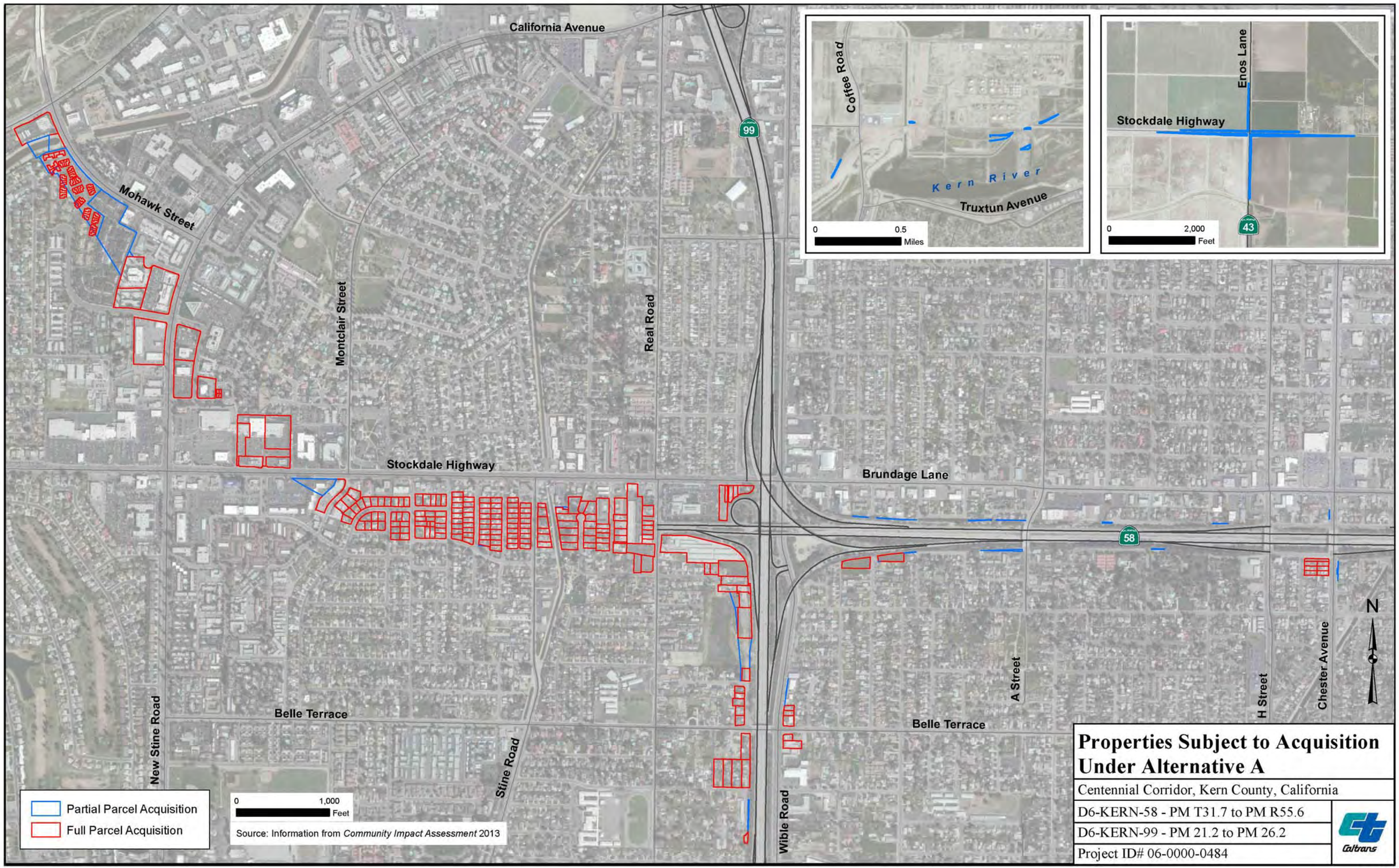
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-9c



Properties Subject to Acquisition Under Alternative A

Centennial Corridor, Kern County, California

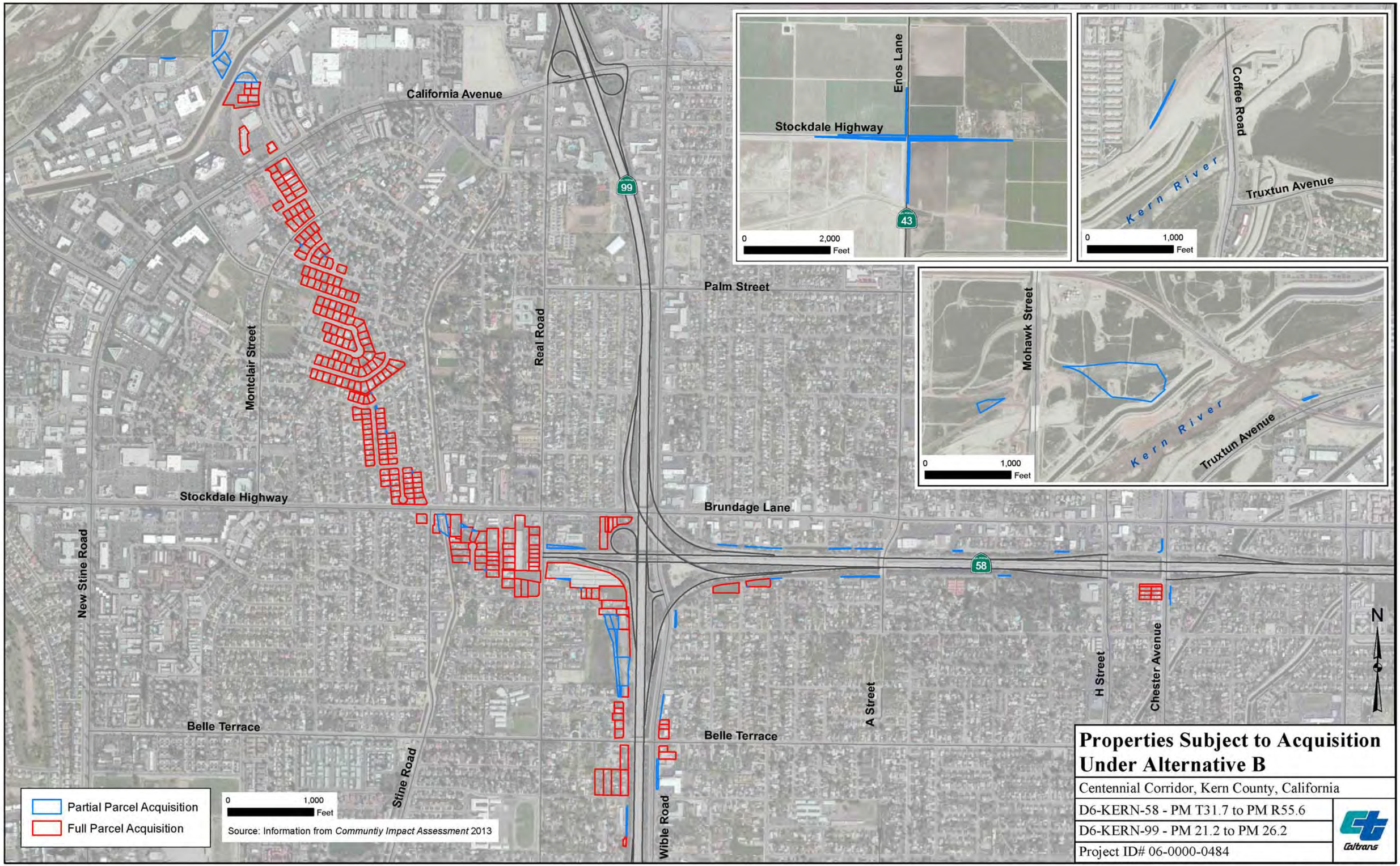
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-10a



Properties Subject to Acquisition Under Alternative B

Centennial Corridor, Kern County, California

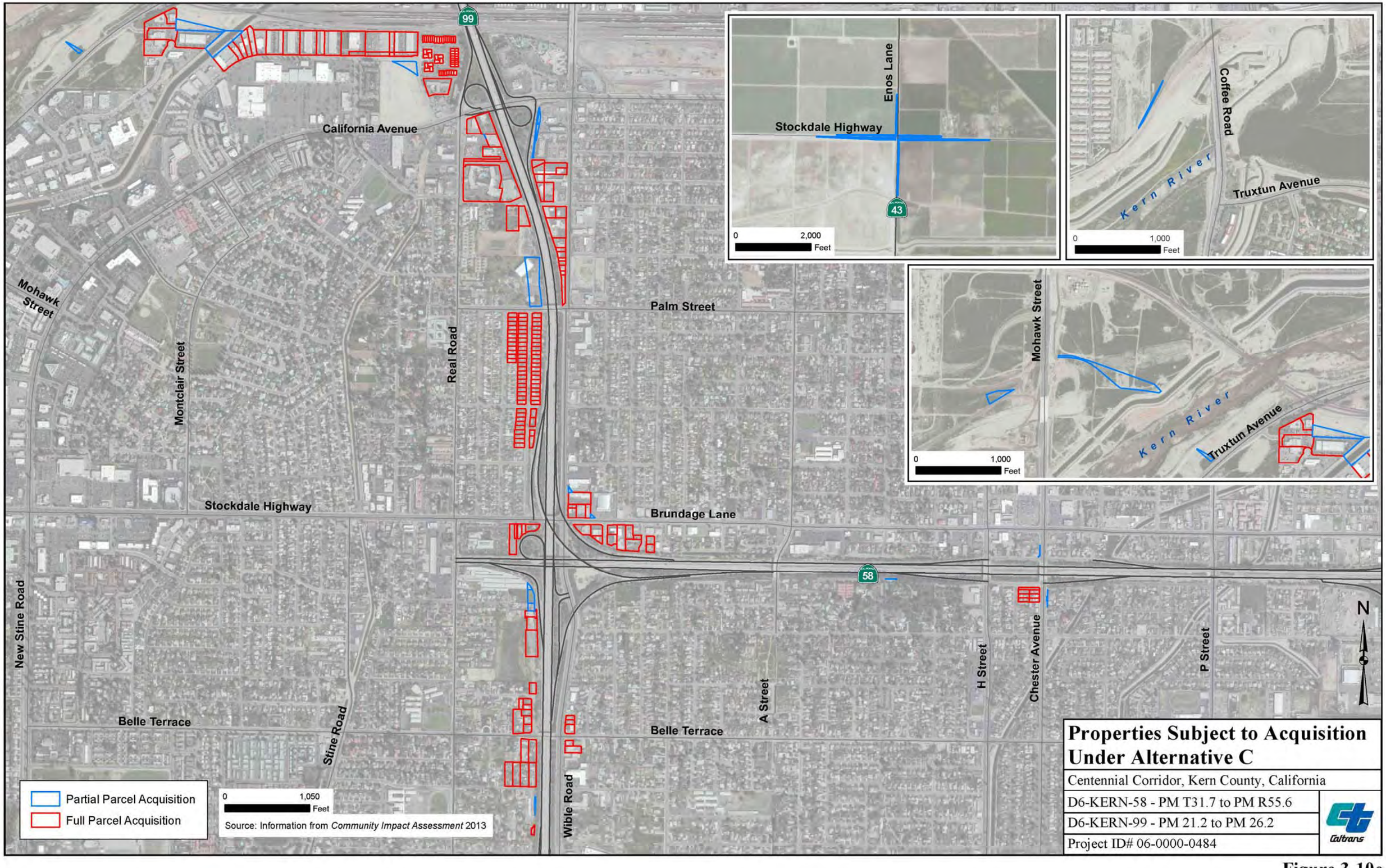
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-10b



Properties Subject to Acquisition Under Alternative C

Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-10c

Study Intersection Locations

Segment 1

- Alternative A
- Alternative B
- Alternative C
- Shared by Alternatives A/B
- Shared by Alternatives B/C
- Shared by Alternatives A/B/C

Other Segments

- Segment 2 (Westside Parkway)
- Segment 3

See Inset

Inset

Source: Information from Traffic Study Report 2012.

1 0.5 0 1 Miles

N

Study Intersection Locations

Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.7 to PM R55.6

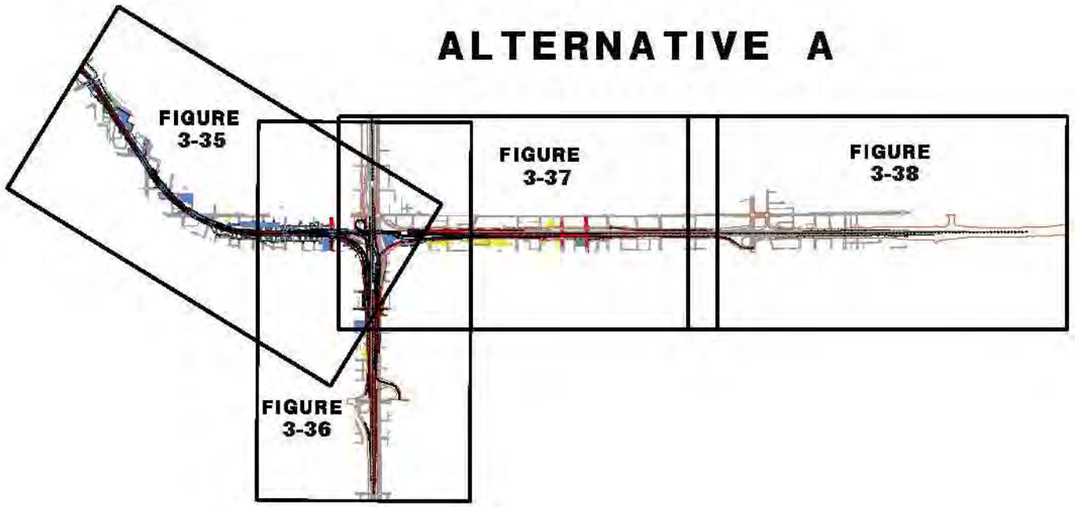
D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

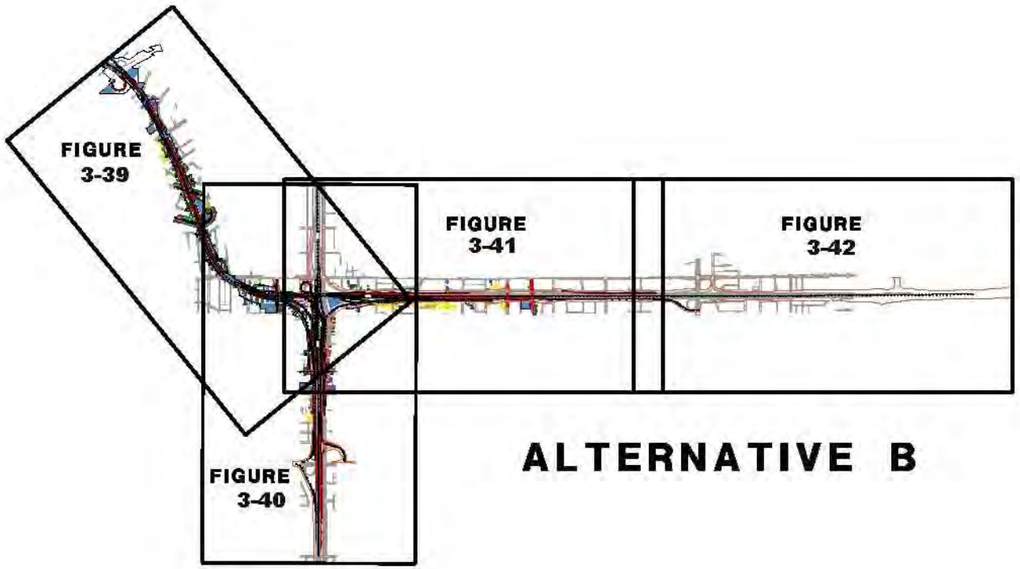
Caltrans

Figure 3-11

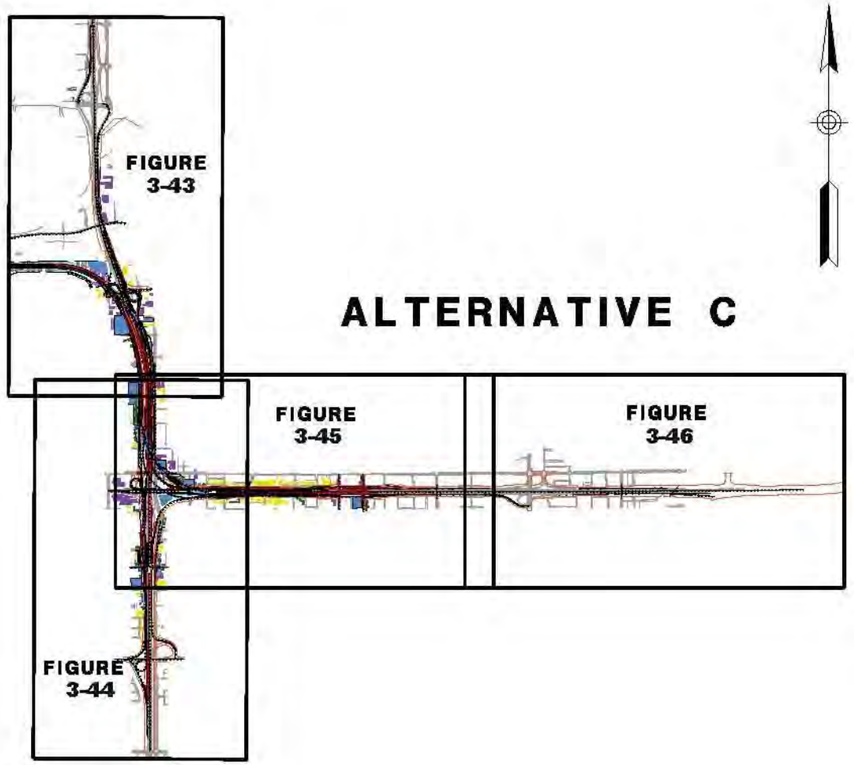
ALTERNATIVE A



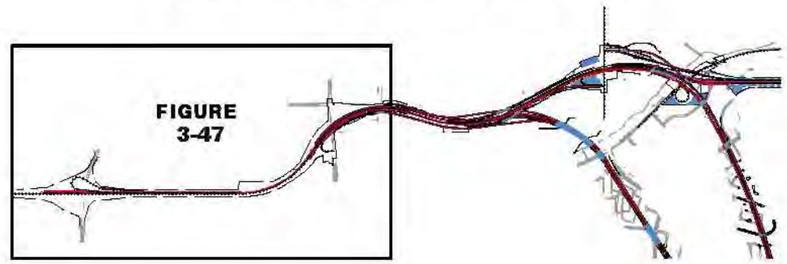
ALTERNATIVE B



ALTERNATIVE C



ALL ALTERNATIVES



Source: Information from the *Noise Abatement Decision Report* 2013 and *Noise Study Report* 2013

Centennial Corridor Key Map For Noise Measurement and Soundwall Locations

Centennial Corridor, Kern County, California

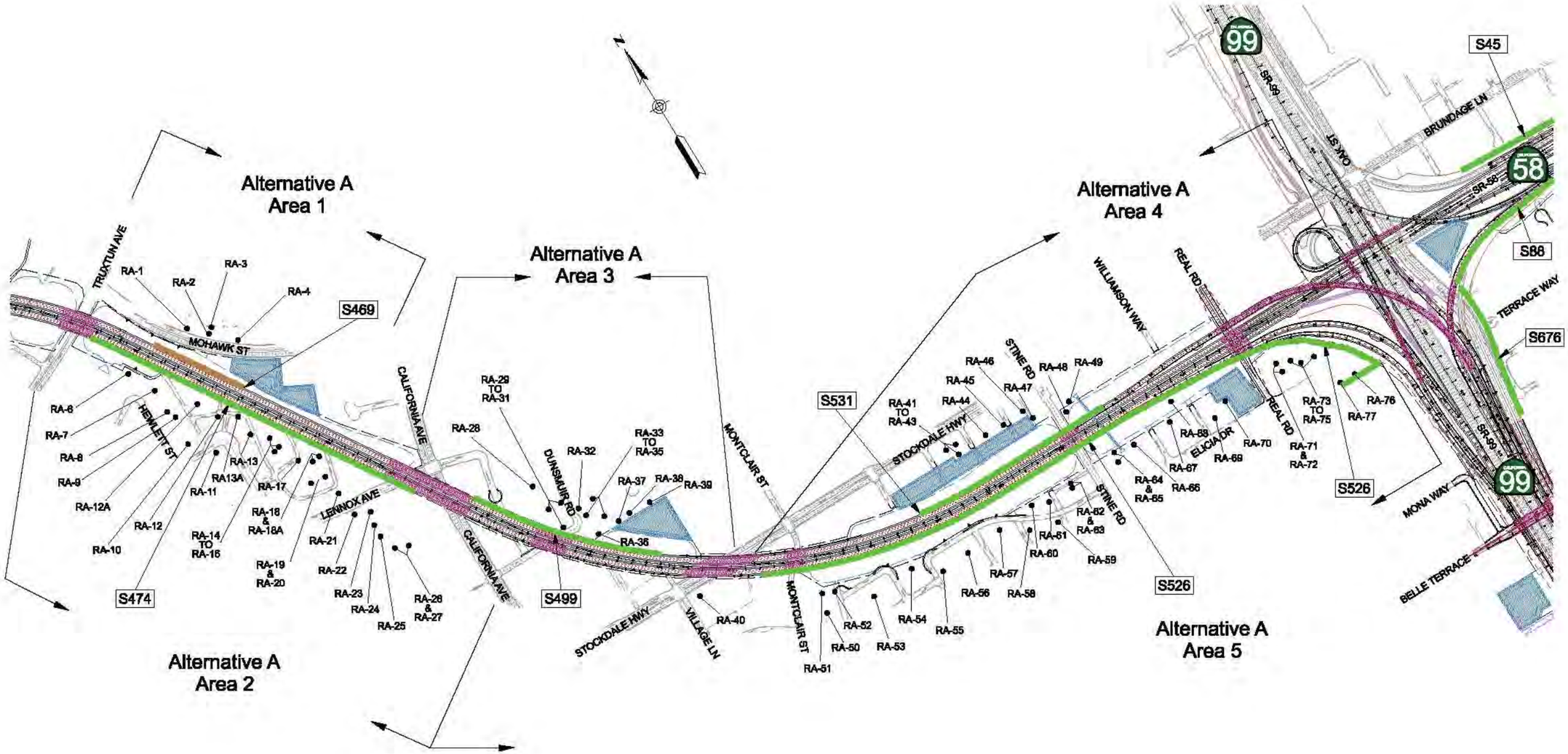
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-34



LEGEND

- ● – NOISE MEASUREMENT & ANALYSIS RECEIVERS
- – REMOVAL OF RAMP
- SXXX – SOUNDWALL IDENTIFICATION
- – RECOMMENDED SOUNDWALL
- – NOT RECOMMENDED SOUNDWALL
- – EXISTING RIGHT OF WAY
- – PROPOSED RIGHT OF WAY
- – PROPOSED ROADWAY
- – PROPOSED STRUCTURE
- – INFILTRATION BASIN

1in : 700ft

0 ft 350ft 700ft 1000ft

Source: Information from the *Noise Abatement Decision Report* 2013 and *Noise Study Report* 2013

Centennial Corridor Alt A Noise Measurement, Receiver, and Soundwall Locations

Centennial Corridor, Kern County, California

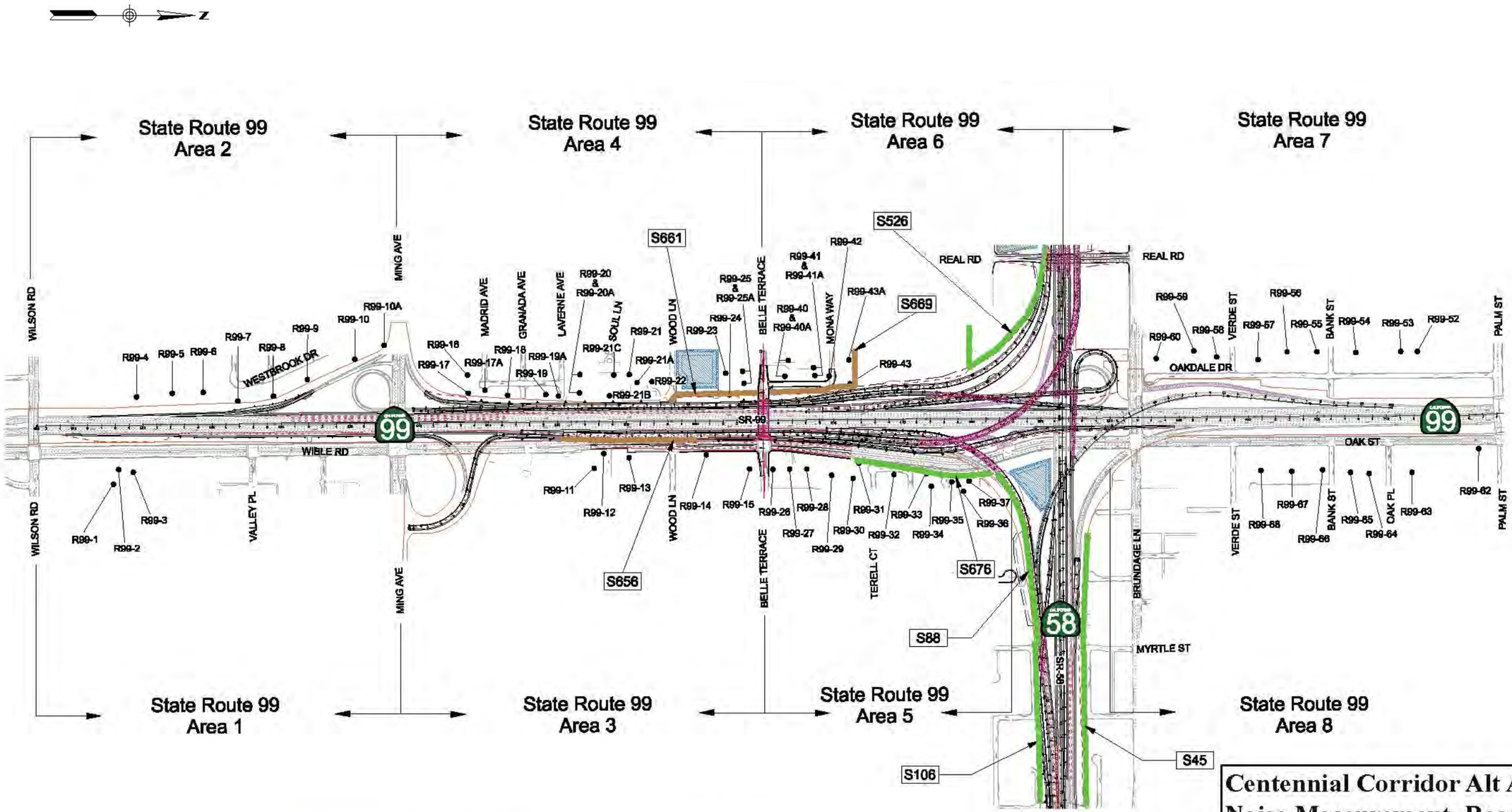
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-35



LEGEND

- ● – NOISE MEASUREMENT & ANALYSIS RECEIVERS
- – REMOVAL OF RAMP
- SXXX – SOUNDWALL IDENTIFICATION
- – RECOMMENDED SOUNDWALL
- – NOT RECOMMENDED SOUNDWALL
- – EXISTING RIGHT OF WAY
- – PROPOSED RIGHT OF WAY
- – PROPOSED ROADWAY
- – PROPOSED STRUCTURE
- – INFILTRATION BASIN

1in : 700ft

0 ft 350ft 700ft 1000ft

Source: Information from the *Noise Abatement Decision Report* 2013 and *Noise Study Report* 2013

Centennial Corridor Alt A Noise Measurement, Receiver, and Soundwall Locations

Centennial Corridor, Kern County, California

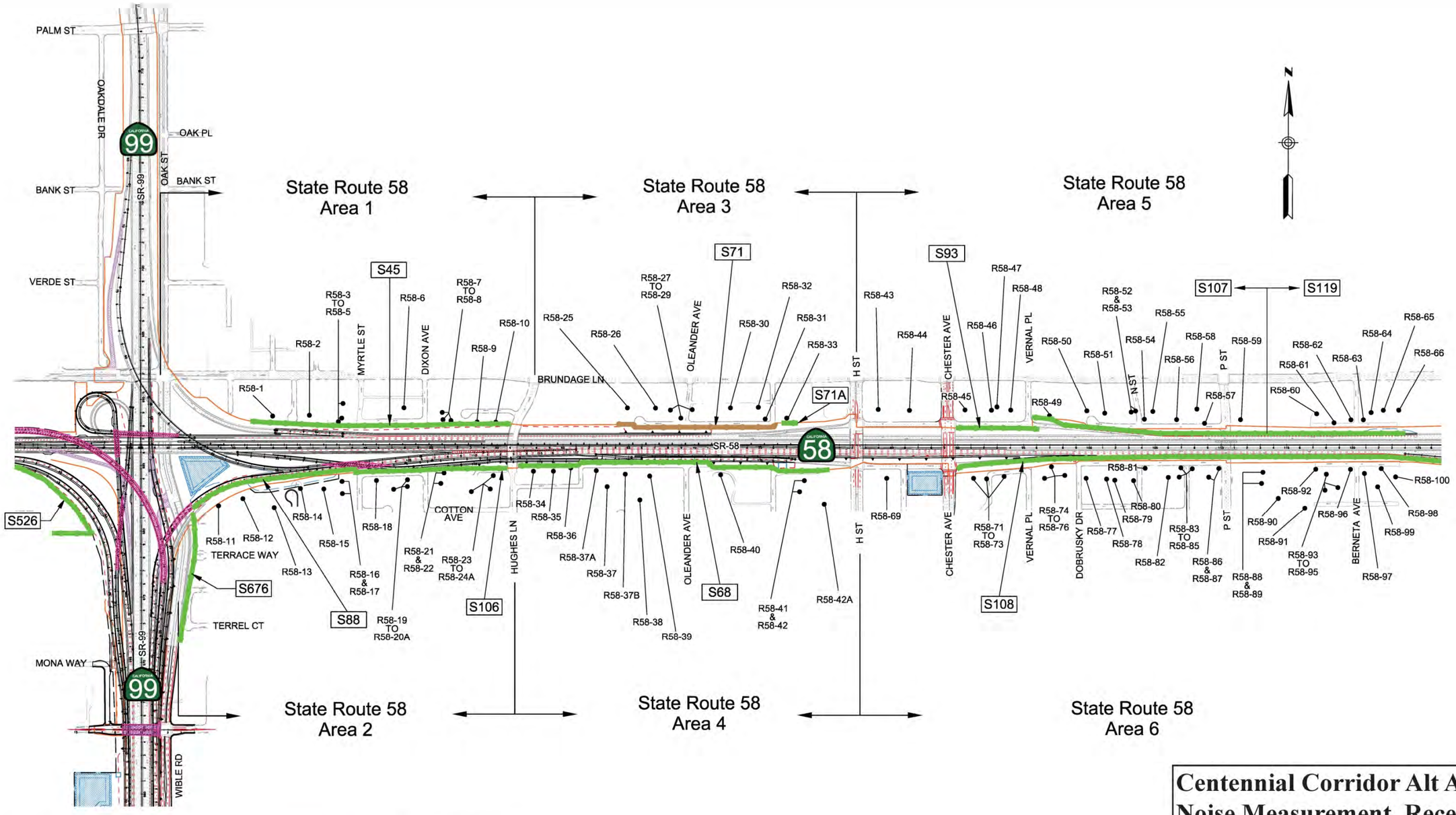
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-36



LEGEND

- ● – NOISE MEASUREMENT & ANALYSIS RECEIVERS
- – REMOVAL OF RAMP
- SXXX – SOUNDWALL IDENTIFICATION
- – RECOMMENDED SOUNDWALL
- – NOT RECOMMENDED SOUNDWALL
- – EXISTING RIGHT OF WAY
- – PROPOSED RIGHT OF WAY
- – PROPOSED ROADWAY
- – PROPOSED STRUCTURE
- – INFILTRATION BASIN

Source: Information from the *Noise Abatement Decision Report* 2013 and *Noise Study Report* 2013

Centennial Corridor Alt A Noise Measurement, Receiver, and Soundwall Locations

Centennial Corridor, Kern County, California

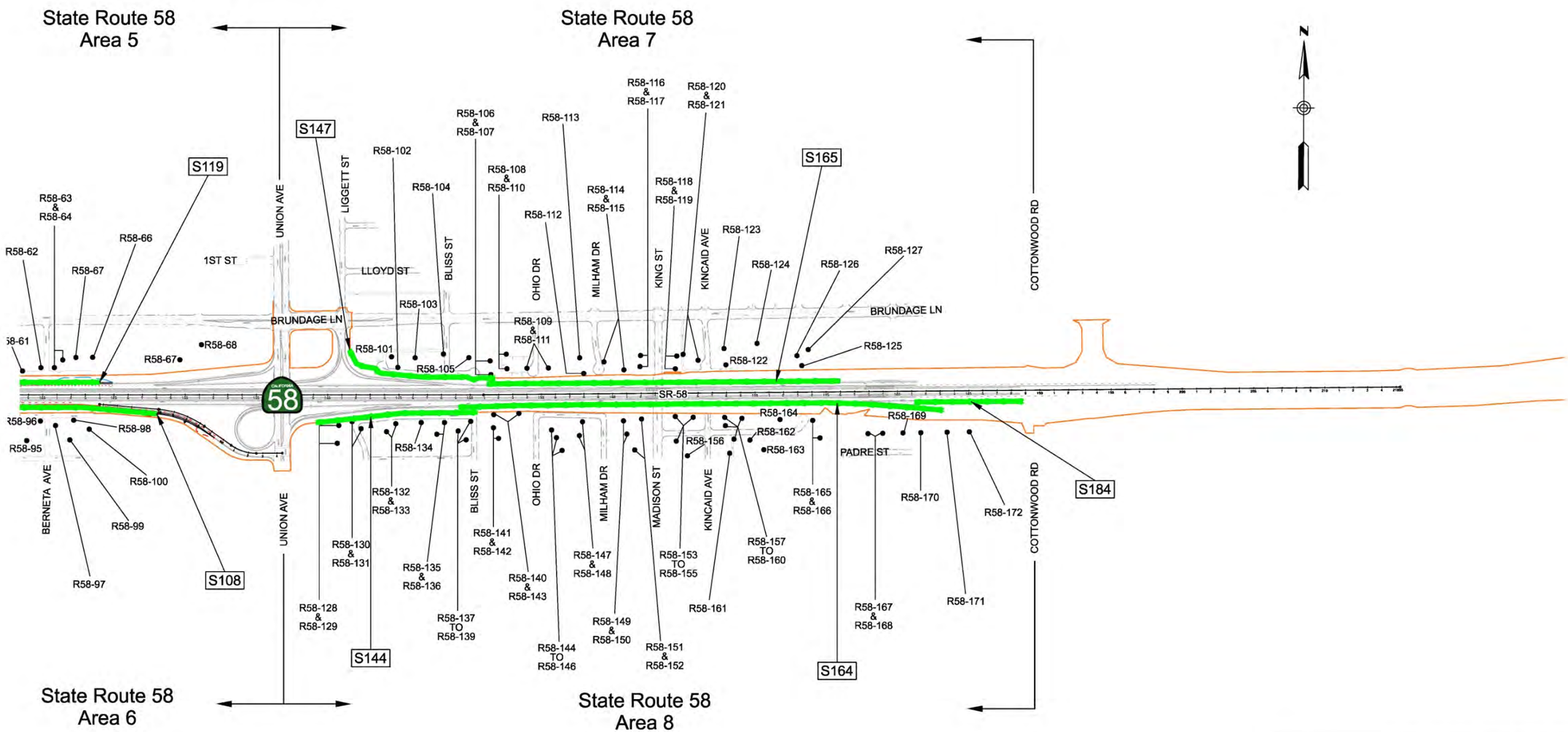
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-37



LEGEND

- ● – NOISE MEASUREMENT & ANALYSIS RECEIVERS
- – REMOVAL OF RAMP
- SXXX – SOUNDWALL IDENTIFICATION
- – RECOMMENDED SOUNDWALL
- – NOT RECOMMENDED SOUNDWALL
- – EXISTING RIGHT OF WAY
- – PROPOSED RIGHT OF WAY
- – PROPOSED ROADWAY
- – PROPOSED STRUCTURE
- – INFILTRATION BASIN

1in : 700ft

0 ft 350ft 700ft 1000ft

Source: Information from the *Noise Abatement Decision Report* 2013 and *Noise Study Report* 2013

Centennial Corridor Alt A Noise Measurement, Receiver, and Soundwall Locations

Centennial Corridor, Kern County, California

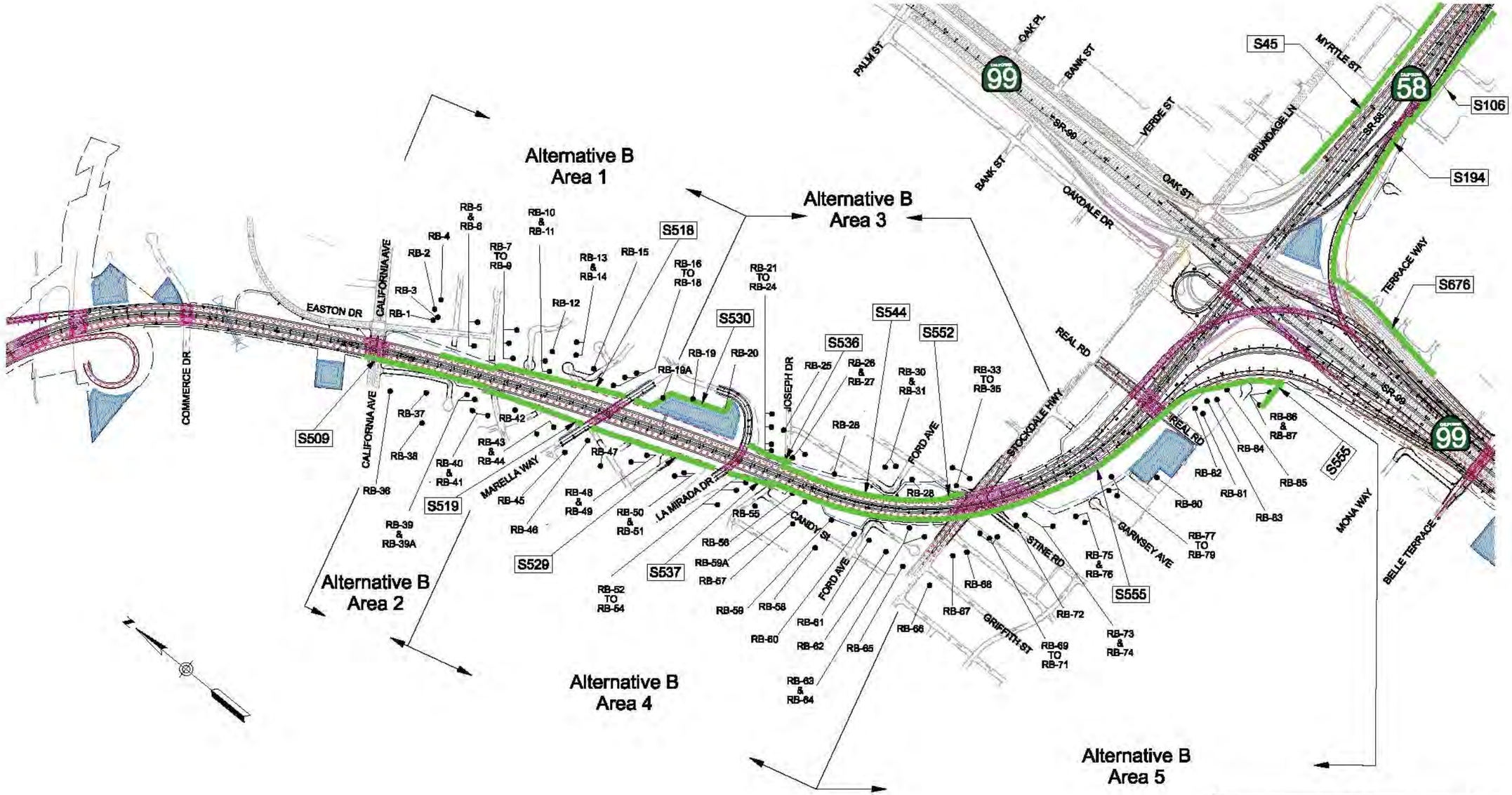
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-38



Source: Information from the *Noise Abatement Decision Report* 2013 and *Noise Study Report* 2013

Centennial Corridor Alt B Noise Measurement, Receiver, and Soundwall Locations

Centennial Corridor, Kern County, California

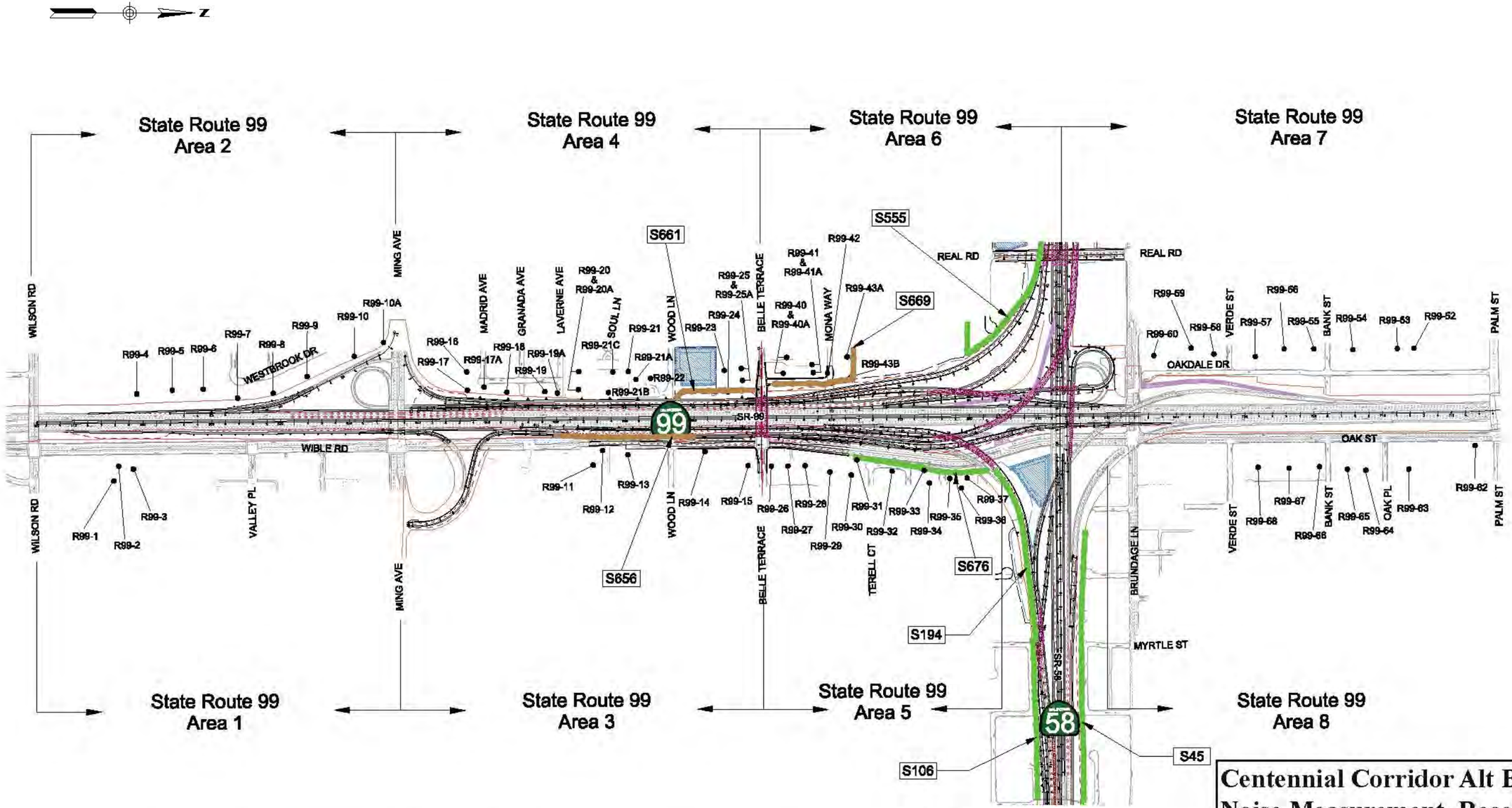
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-39



LEGEND

- ● – NOISE MEASUREMENT & ANALYSIS RECEIVERS
- – REMOVAL OF RAMP
- SXXX – SOUNDWALL IDENTIFICATION
- – RECOMMENDED SOUNDWALL
- – NOT RECOMMENDED SOUNDWALL
- – EXISTING RIGHT OF WAY
- – PROPOSED RIGHT OF WAY
- – PROPOSED ROADWAY
- – PROPOSED STRUCTURE
- – INFILTRATION BASIN

1in : 700ft

0 ft 350ft 700ft 1000ft

Source: Information from the *Noise Abatement Decision Report* 2013 and *Noise Study Report* 2013

Centennial Corridor Alt B Noise Measurement, Receiver, and Soundwall Locations

Centennial Corridor, Kern County, California

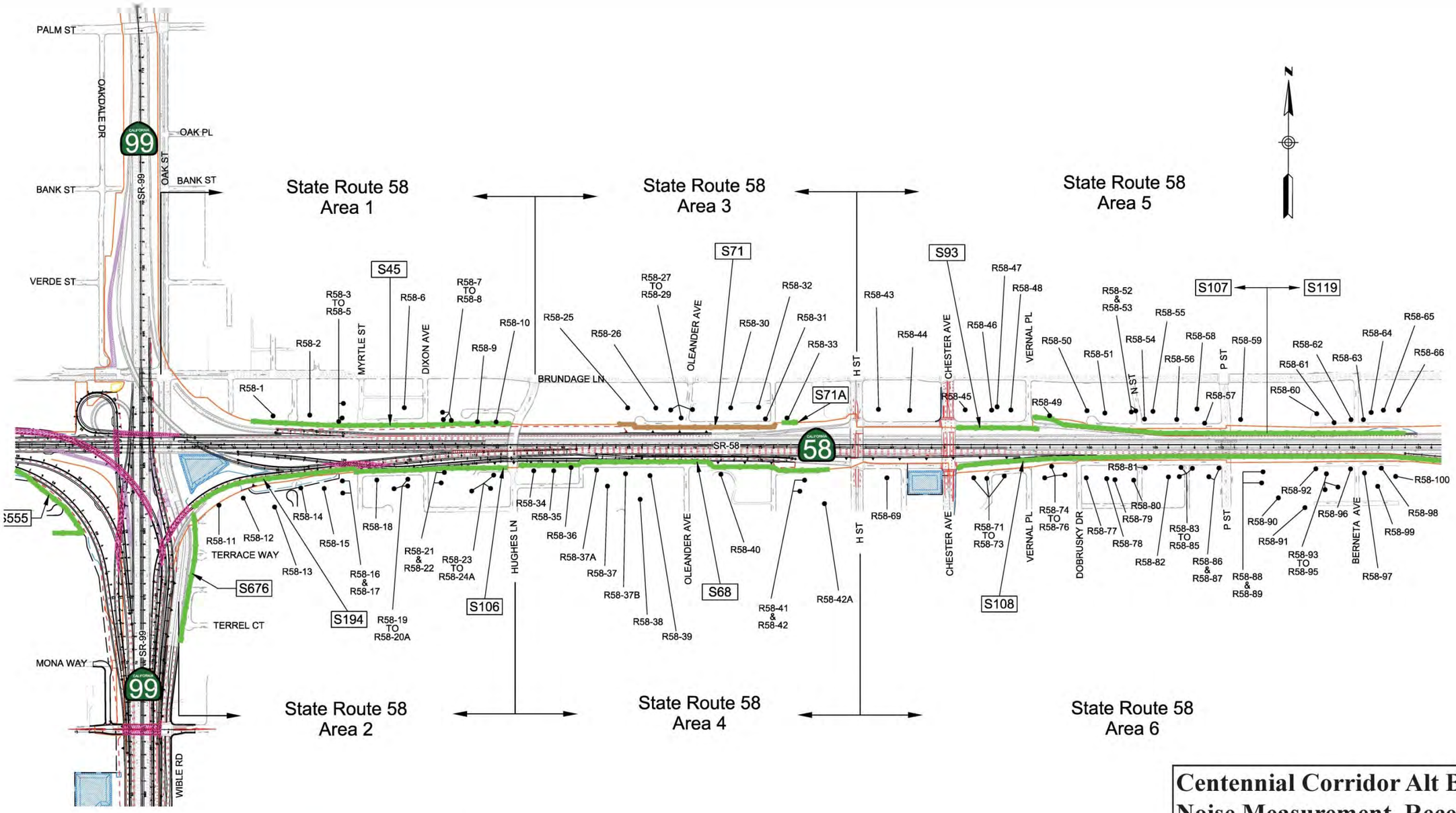
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-40



LEGEND

- ● – NOISE MEASUREMENT & ANALYSIS RECEIVERS
- – REMOVAL OF RAMP
- SXXX – SOUNDWALL IDENTIFICATION
- – RECOMMENDED SOUNDWALL
- – NOT RECOMMENDED SOUNDWALL
- – EXISTING RIGHT OF WAY
- – PROPOSED RIGHT OF WAY
- – PROPOSED ROADWAY
- – PROPOSED STRUCTURE
- – INFILTRATION BASIN

1in : 700ft

0 ft 350ft 700ft 1000ft

Source: Information from the *Noise Abatement Decision Report* 2013 and *Noise Study Report* 2013

Centennial Corridor Alt B Noise Measurement, Receiver, and Soundwall Locations

Centennial Corridor, Kern County, California

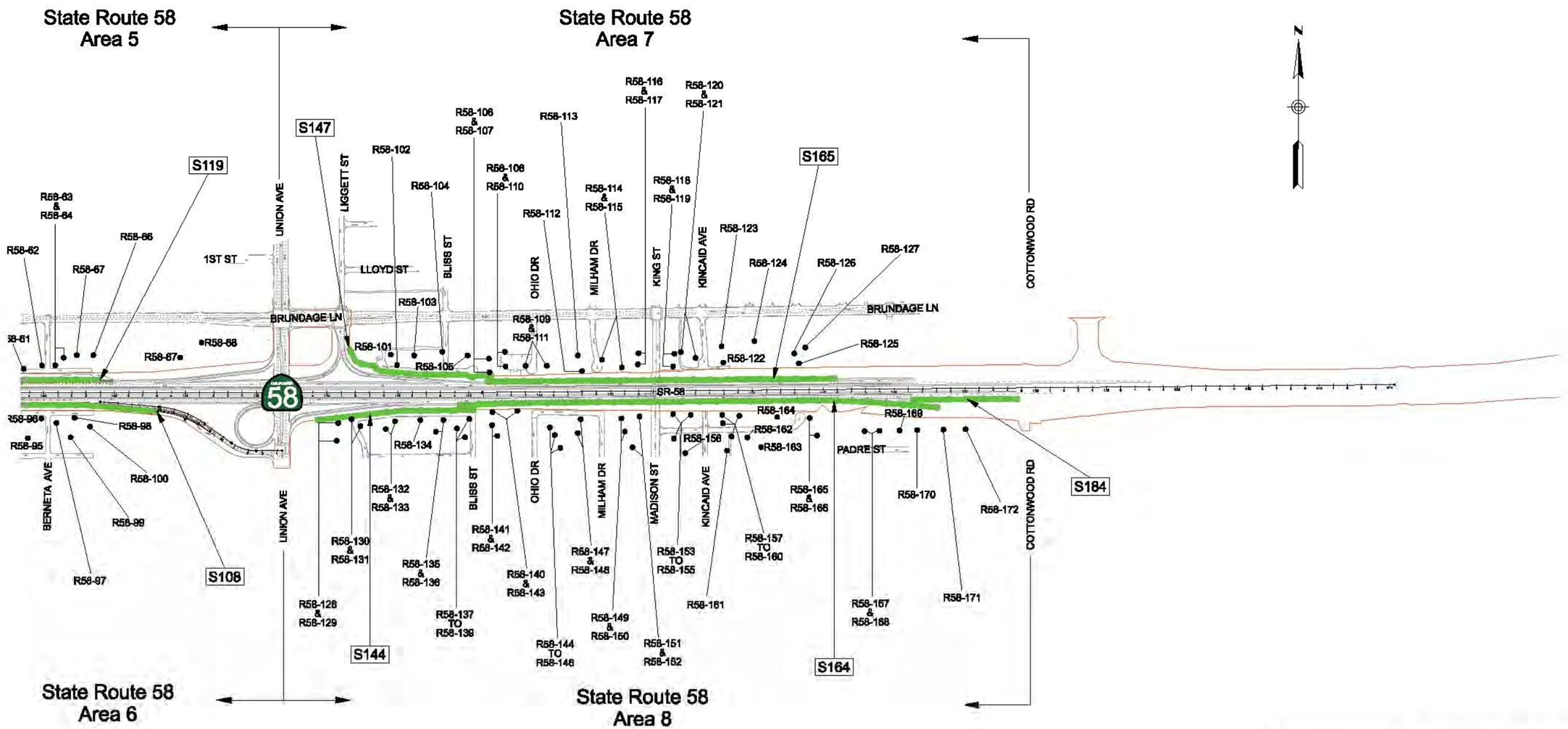
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-41



LEGEND

- ● – NOISE MEASUREMENT & ANALYSIS RECEIVERS
- – REMOVAL OF RAMP
- SXXX – SOUNDWALL IDENTIFICATION
- – RECOMMENDED SOUNDWALL
- – NOT RECOMMENDED SOUNDWALL
- – EXISTING RIGHT OF WAY
- – PROPOSED RIGHT OF WAY
- – PROPOSED ROADWAY
- – PROPOSED STRUCTURE
- – INFILTRATION BASIN

1in : 700ft

0 ft 350ft 700ft 1000ft

Source: Information from the *Noise Abatement Decision Report* 2013 and *Noise Study Report* 2013

Centennial Corridor Alt B Noise Measurement, Receiver, and Soundwall Locations

Centennial Corridor, Kern County, California

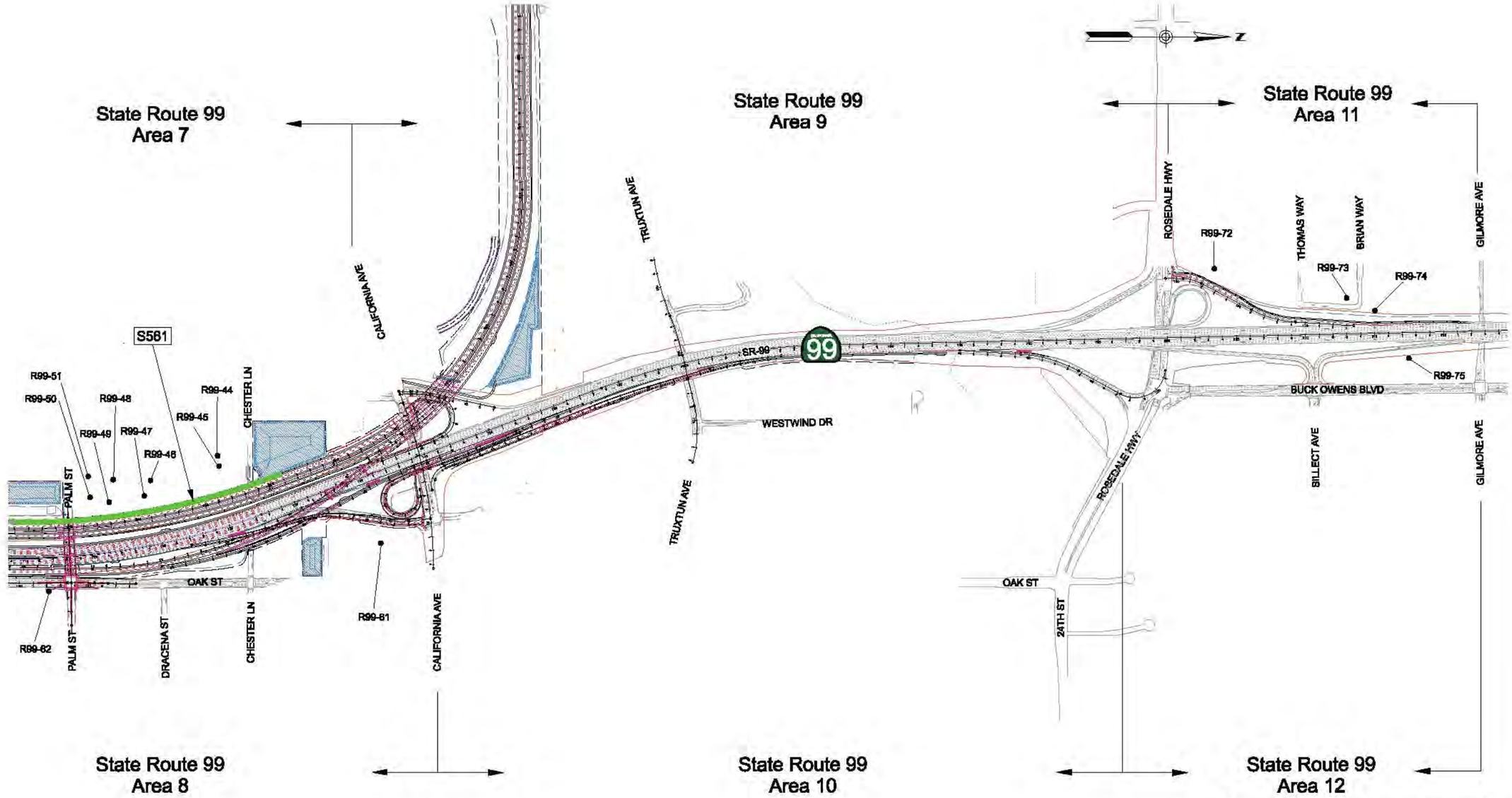
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-42



Source: Information from the *Noise Abatement Decision Report* 2013 and *Noise Study Report* 2013

Centennial Corridor Alt C Noise Measurement, Receiver, and Soundwall Locations

Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-43

LEGEND

- NOISE MEASUREMENT & ANALYSIS RECEIVERS
- REMOVAL OF RAMP
- SXXX – SOUNDWALL IDENTIFICATION
- RECOMMENDED SOUNDWALL
- NOT RECOMMENDED SOUNDWALL
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED ROADWAY
- PROPOSED STRUCTURE
- INFILTRATION BASIN

1in : 700ft

0 ft 350ft 700ft 1000ft

Source: Information from the *Noise Abatement Decision Report* 2013 and *Noise Study Report* 2013

Centennial Corridor Alt C Noise Measurement, Receiver, and Soundwall Locations

Centennial Corridor, Kern County, California

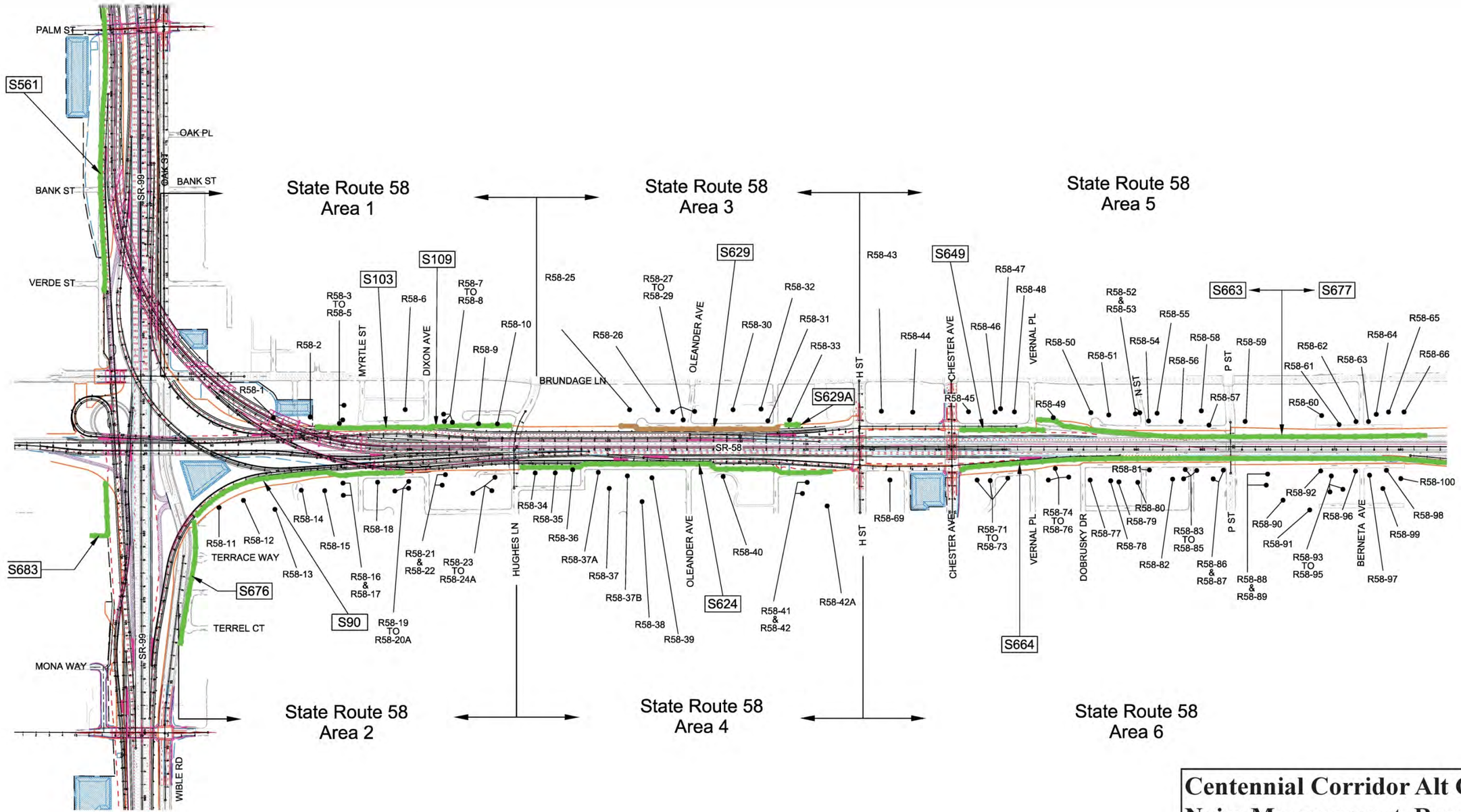
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-44



Source: Information from the *Noise Abatement Decision Report* 2013 and *Noise Study Report* 2013

Centennial Corridor Alt C Noise Measurement, Receiver, and Soundwall Locations

Centennial Corridor, Kern County, California

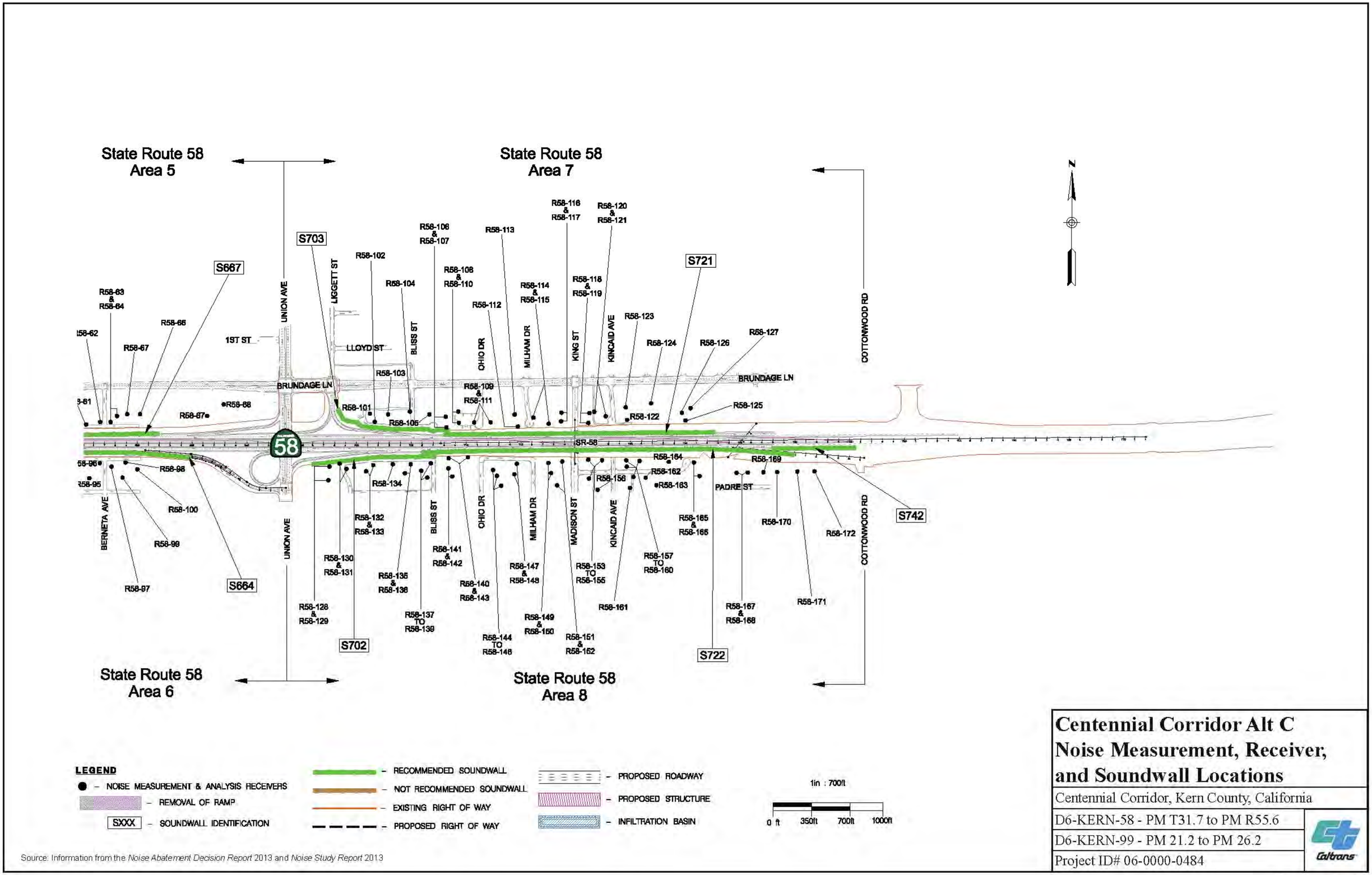
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-45



Source: Information from the *Noise Abatement Decision Report* 2013 and *Noise Study Report* 2013

Centennial Corridor Alt C Noise Measurement, Receiver, and Soundwall Locations

Centennial Corridor, Kern County, California

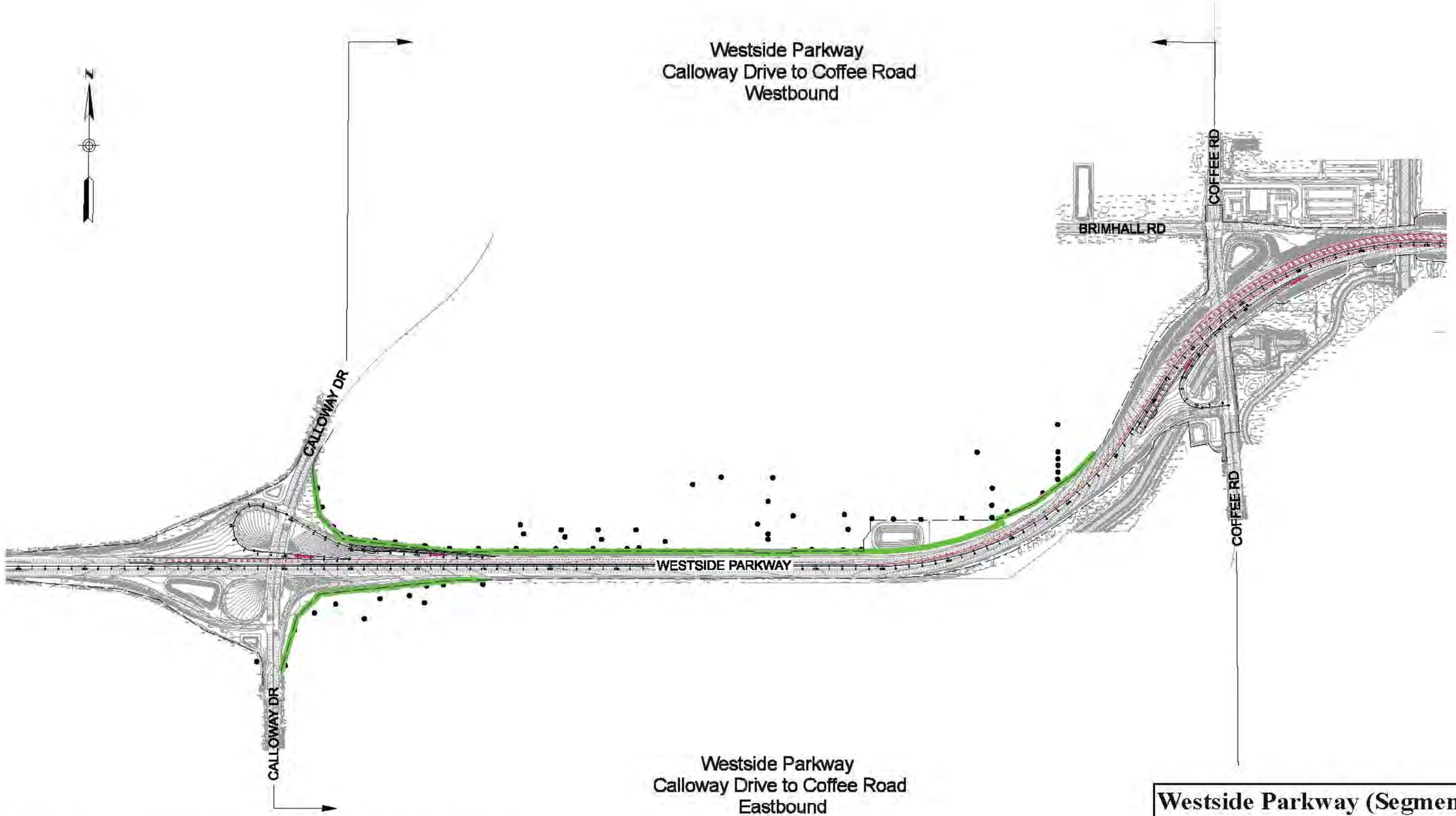
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-46



Source: Information from the *Noise Abatement Decision Report* 2013 and *Noise Study Report* 2013

Westside Parkway (Segment 2)
Noise Measurement, Receiver, and Soundwall Locations

Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-47

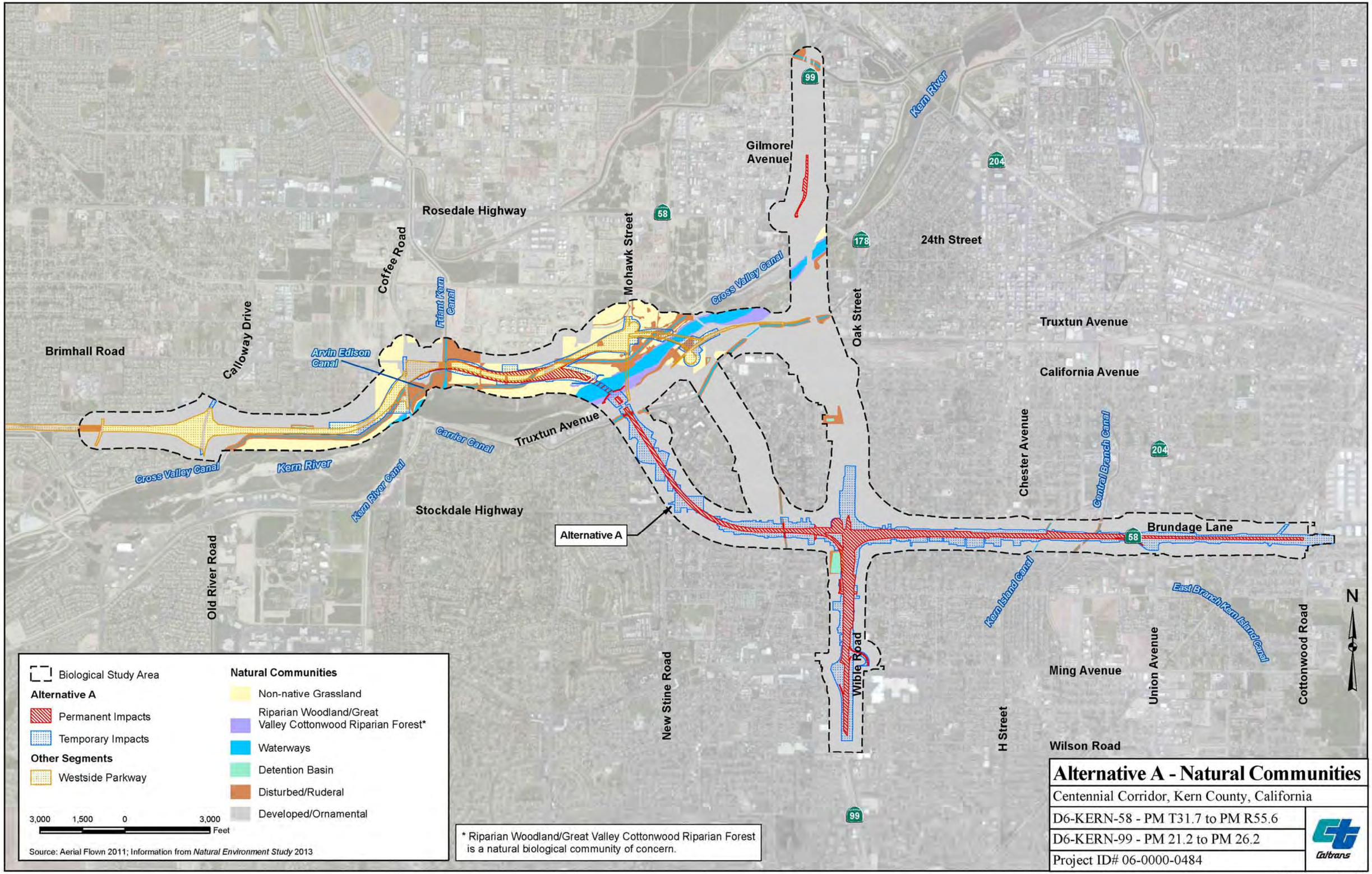

Gilmore Avenue
Kern River
Rosedale Highway
Coffee Road
Mohawk Street
Friant Kern Canal
Cross Valley Canal
24th Street
Oak Street
Truxtun Avenue
Calloway Drive
Brimhall Road
Arvin Edison Canal
California Avenue
Carrier Canal
Truxtun Avenue
Chester Avenue
Central Branch Canal
Kern River
Cross Valley Canal
Kern River Canal
Stockdale Highway
Alternative A
Brundage Lane
Old River Road
Kern Island Canal
East Branch Kern Island Canal
New Stine Road
Wible Road
Ming Avenue
Union Avenue
Cottonwood Road
H Street
Wilson Road
N
Biological Study Area
Alternative A
Permanent Impacts
Temporary Impacts
Other Segments
Westside Parkway
Natural Communities
Non-native Grassland
Riparian Woodland/Great Valley Cottonwood Riparian Forest*
Waterways
Detention Basin
Disturbed/Ruderal
Developed/Ornamental
3,000 1,500 0 3,000
Feet
Source: Aerial Flown 2011; Information from Natural Environment Study 2013
* Riparian Woodland/Great Valley Cottonwood Riparian Forest is a natural biological community of concern.
Alternative A - Natural Communities
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.7 to PM R55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
Caltrans

Figure 3-48

Gilmore Avenue
Kern River
Rosedale Highway
Coffee Road
Mohawk Street
Friant Kern Canal
Cross Valley Canal
24th Street
Oak Street
Truxtun Avenue
Brimhall Road
Calloway Drive
Arvin Edison Canal
California Avenue
Carrier Canal
Truxtun Avenue
Chester Avenue
Central Branch Canal
Cross Valley Canal
Kern River
Kern River Canal
Stockdale Highway
Brundage Lane
Alternative B
Old River Road
Kern Island Canal
East Branch Kern Island Canal
Cottonwood Road
New Stine Road
Wible Road
Ming Avenue
Union Avenue
H Street
Wilson Road
N

Biological Study Area

Alternative B

Permanent Impacts

Temporary Impacts

Other Segments

Westside Parkway

Natural Communities

Non-native Grassland

Riparian Woodland/Great Valley Cottonwood Riparian Forest*

Waterways

Detention Basin

Disturbed/Ruderal

Developed/Ornamental

3,000 1,500 0 3,000 Feet

Source: Aerial Flown 2011; Information from *Natural Environment Study* 2013

* Riparian Woodland/Great Valley Cottonwood Riparian Forest is a natural biological community of concern.

Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX,

Alternative B - Natural Communities

Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-49

Gilmore Avenue
Rosedale Highway
Coffee Road
Mohawk Street
Kern River
24th Street
Oak Street
Truxtun Avenue
California Avenue
Brimhall Road
Calloway Drive
Friant Kern Canal
Arvin Edison Canal
Cross Valley Canal
Carrier Canal
Kern River
Kern River Canal
Stockdale Highway
Old River Road
Chester Avenue
Central Branch Canal
Brundage Lane
Kern Island Canal
East Branch Kern Island Canal
Cottonwood Road
Union Avenue
Ming Avenue
Wible Road
New Stine Road
H Street
Wilson Road
Alternative C
99
58
178
204

Biological Study Area

Alternative C

- Permanent Impacts
- Temporary Impacts

Other Segments

- Westside Parkway

Natural Communities

- Non-native Grassland
- Riparian Woodland/Great Valley Cottonwood Riparian Forest*
- Waterways
- Detention Basin
- Disturbed/Ruderal
- Developed/Ornamental

3,000 1,500 0 3,000 Feet

Source: Aerial Flown 2011; Information from *Natural Environment Study* 2013

* Riparian Woodland/Great Valley Cottonwood Riparian Forest is a natural biological community of concern.

N

Alternative C - Natural Communities

Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-50

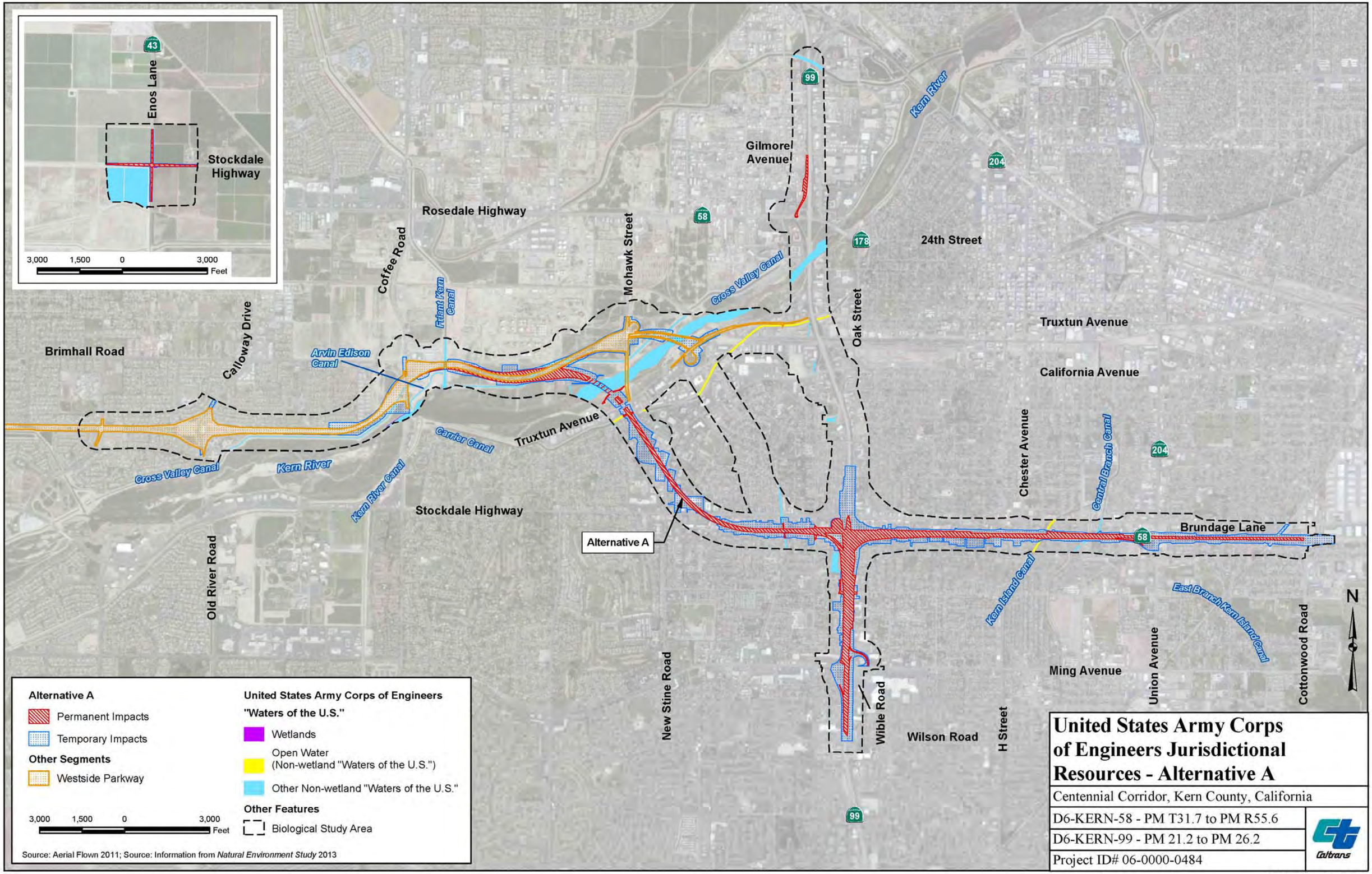
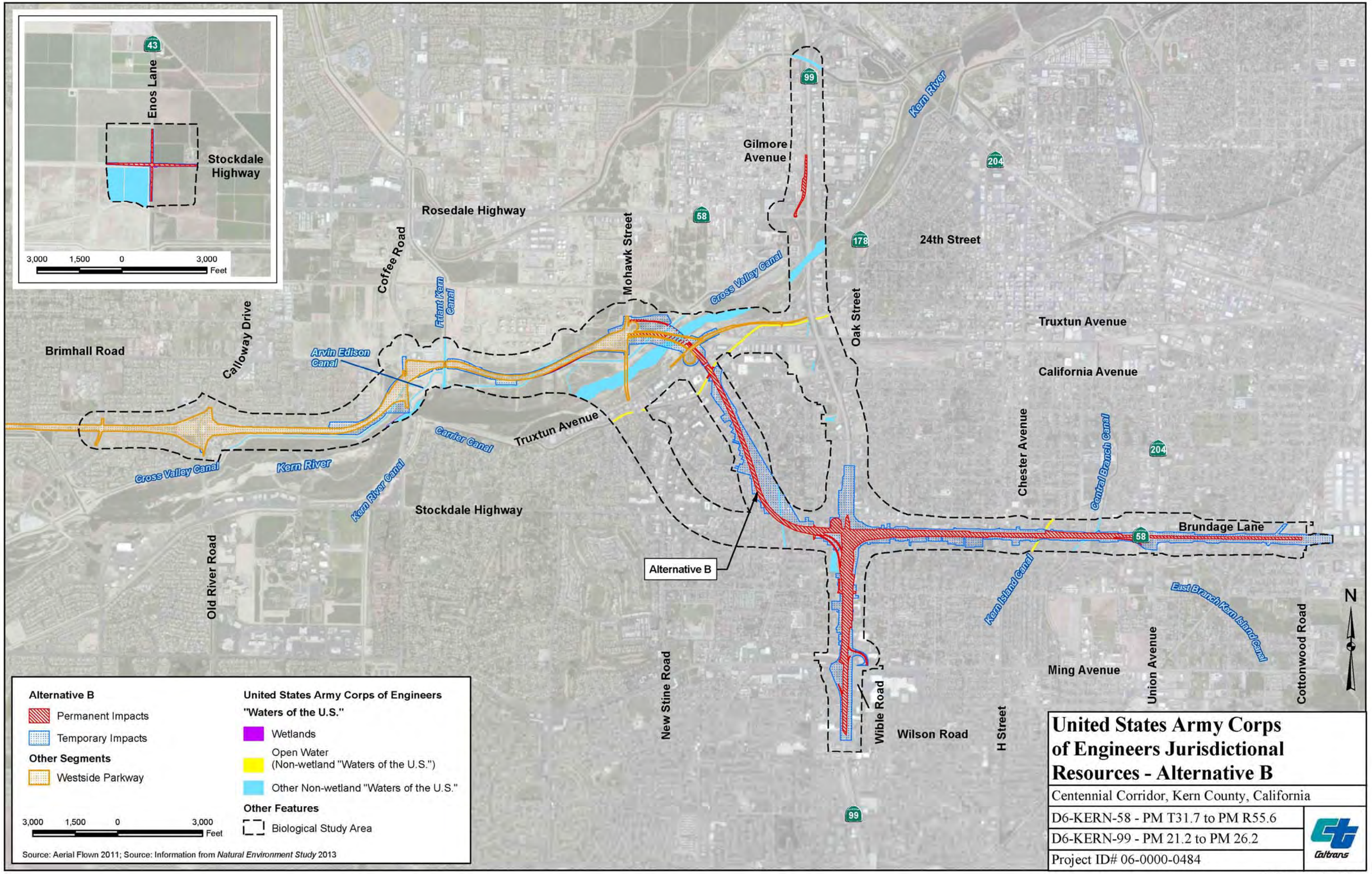

Enos Lane
Stockdale Highway
3,000 1,500 0 3,000
Feet
Rosedale Highway
Coffee Road
Calloway Drive
Brimhall Road
Arvin Edison Canal
Friant Kern Canal
Mohawk Street
Cross Valley Canal
Gilmore Avenue
Kern River
24th Street
Oak Street
Truxtun Avenue
California Avenue
Carrier Canal
Truxtun Avenue
Kern River
Cross Valley Canal
Kern River Canal
Stockdale Highway
Old River Road
Alternative A
Chester Avenue
Central Branch Canal
Brundage Lane
Kern Island Canal
East Branch Kern Island Canal
New Stine Road
Wible Road
Wilson Road
H Street
Ming Avenue
Union Avenue
Cottonwood Road
N
Alternative A
Permanent Impacts
Temporary Impacts
Other Segments
Westside Parkway
3,000 1,500 0 3,000
Feet
United States Army Corps of Engineers
"Waters of the U.S."
Wetlands
Open Water
(Non-wetland "Waters of the U.S.")
Other Non-wetland "Waters of the U.S."
Other Features
Biological Study Area
Source: Aerial Flown 2011; Source: Information from Natural Environment Study 2013
United States Army Corps of Engineers Jurisdictional Resources - Alternative A
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.7 to PM R55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
Caltrans

Figure 3-52a



United States Army Corps of Engineers Jurisdictional Resources - Alternative B

Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-52b

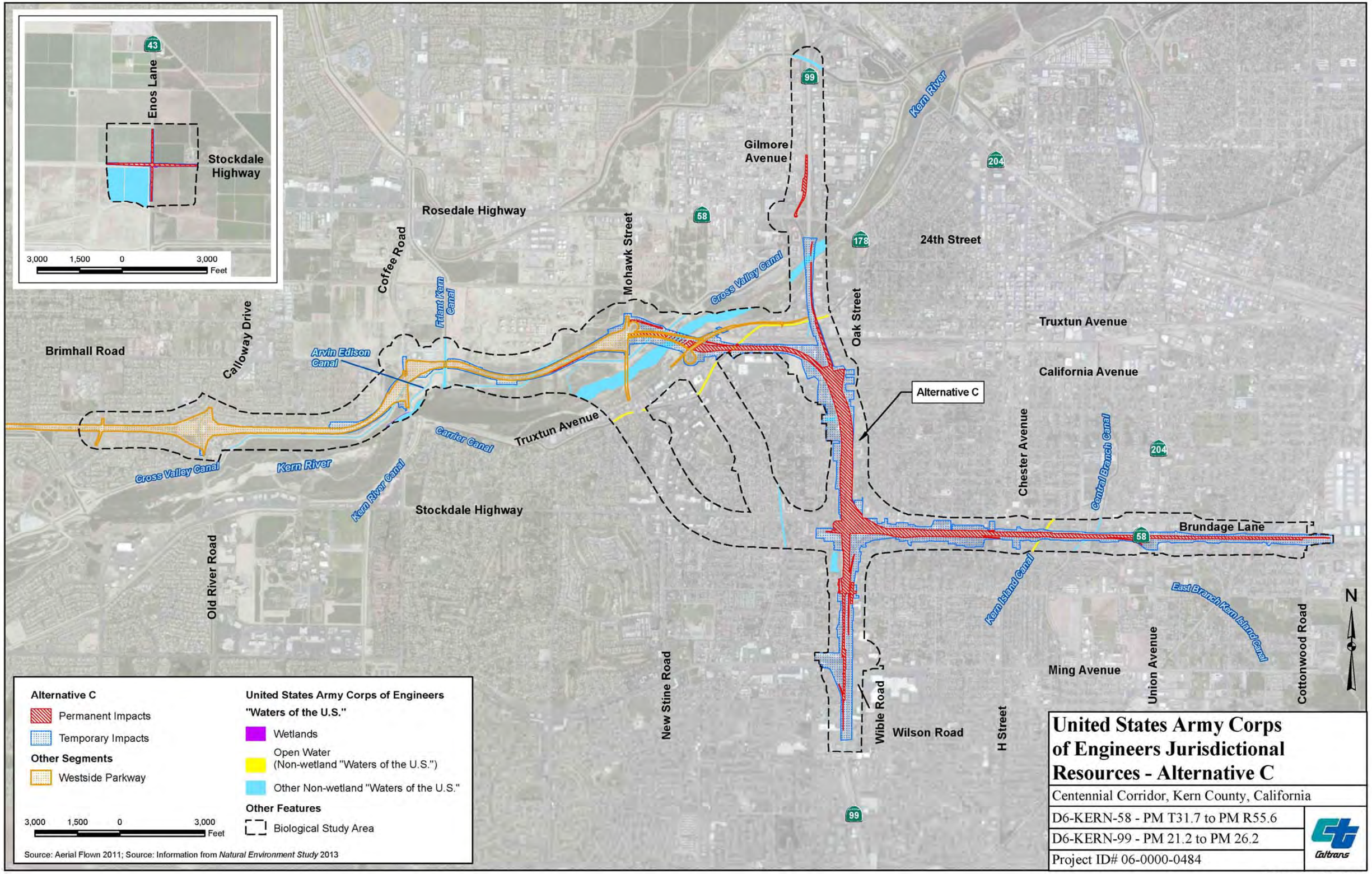
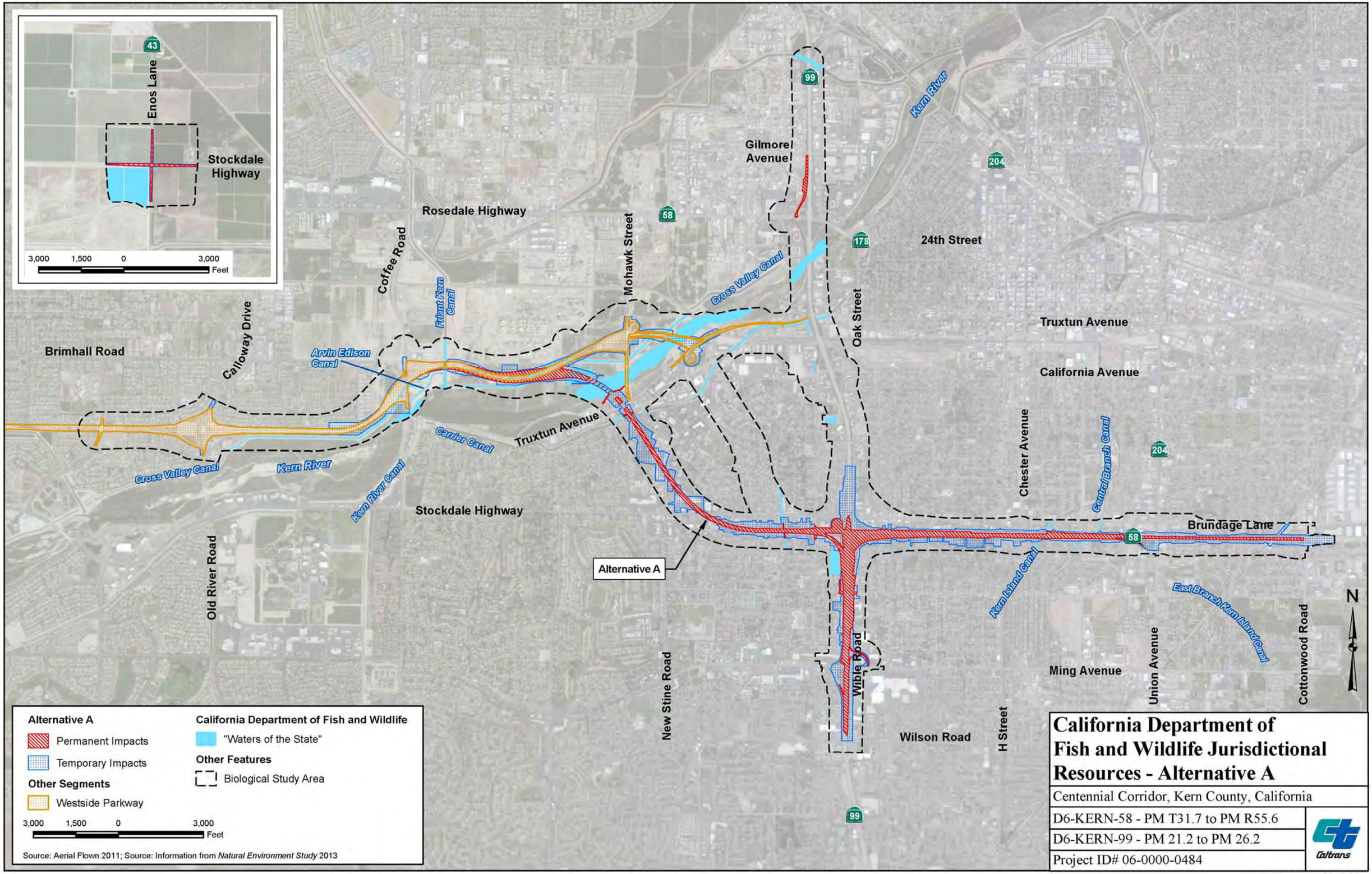

Enos Lane
Stockdale Highway
3,000 1,500 0 3,000 Feet
Rosedale Highway
Coffee Road
Mohawk Street
Gilmore Avenue
Kern River
24th Street
Truxtun Avenue
California Avenue
Oak Street
Calloway Drive
Brimhall Road
Arvin Edison Canal
Friant Kern Canal
Cross Valley Canal
Carrier Canal
Kern River
Kern River Canal
Stockdale Highway
Old River Road
Alternative C
Chester Avenue
Central Branch Canal
Brundage Lane
Kern Island Canal
East Branch Kern Island Canal
Cottonwood Road
Union Avenue
Ming Avenue
New Stine Road
Wible Road
Wilson Road
H Street
99
58
178
204
N
Alternative C
Permanent Impacts
Temporary Impacts
Other Segments
Westside Parkway
United States Army Corps of Engineers
"Waters of the U.S."
Wetlands
Open Water
(Non-wetland "Waters of the U.S.")
Other Non-wetland "Waters of the U.S."
Other Features
Biological Study Area
3,000 1,500 0 3,000 Feet
Source: Aerial Flown 2011; Source: Information from Natural Environment Study 2013
United States Army Corps of Engineers Jurisdictional Resources - Alternative C
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.7 to PM R55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
Caltrans

Figure 3-52c



California Department of Fish and Wildlife Jurisdictional Resources - Alternative A

Centennial Corridor, Kern County, California

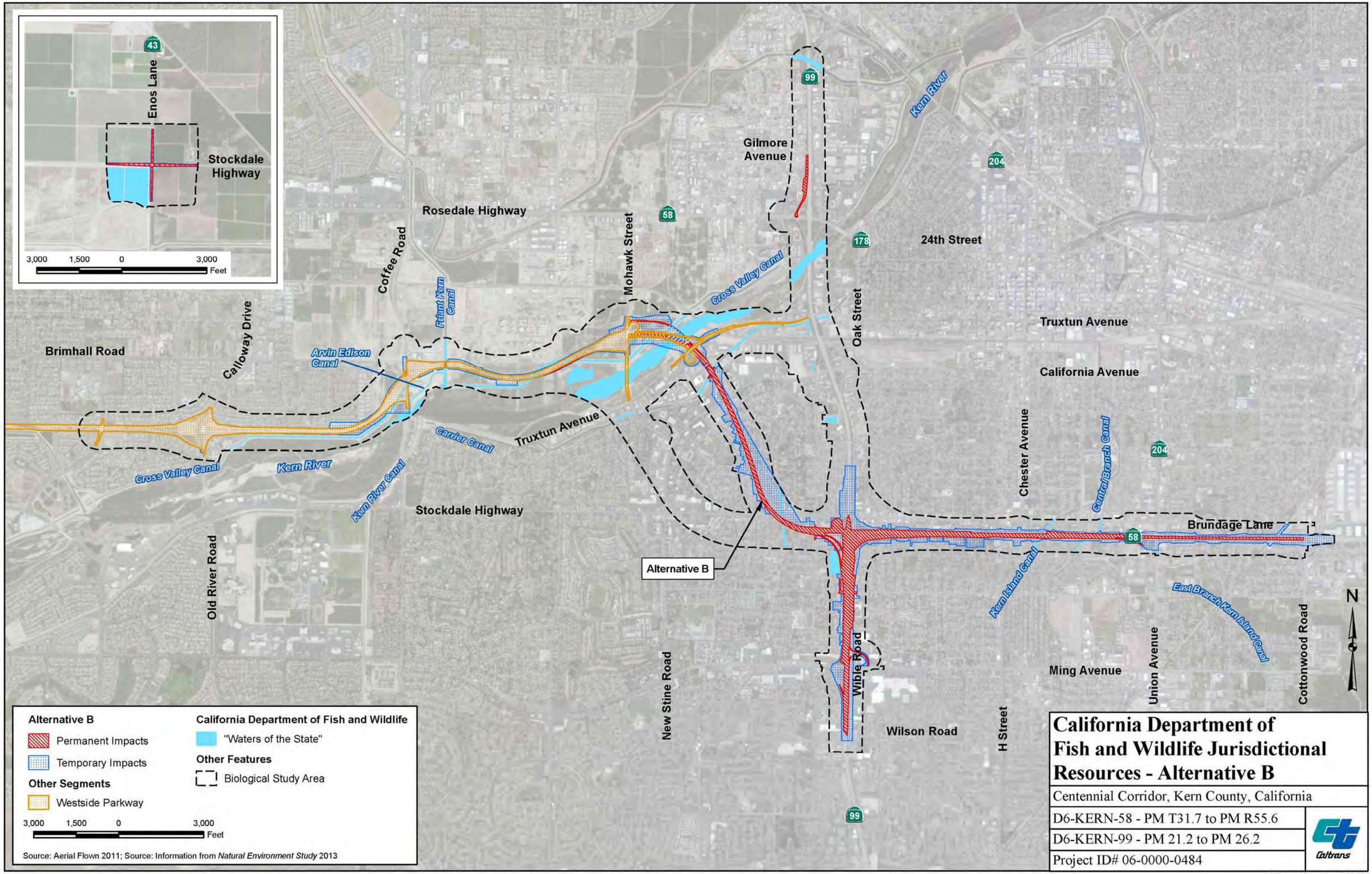
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-53a



California Department of Fish and Wildlife Jurisdictional Resources - Alternative B

Centennial Corridor, Kern County, California

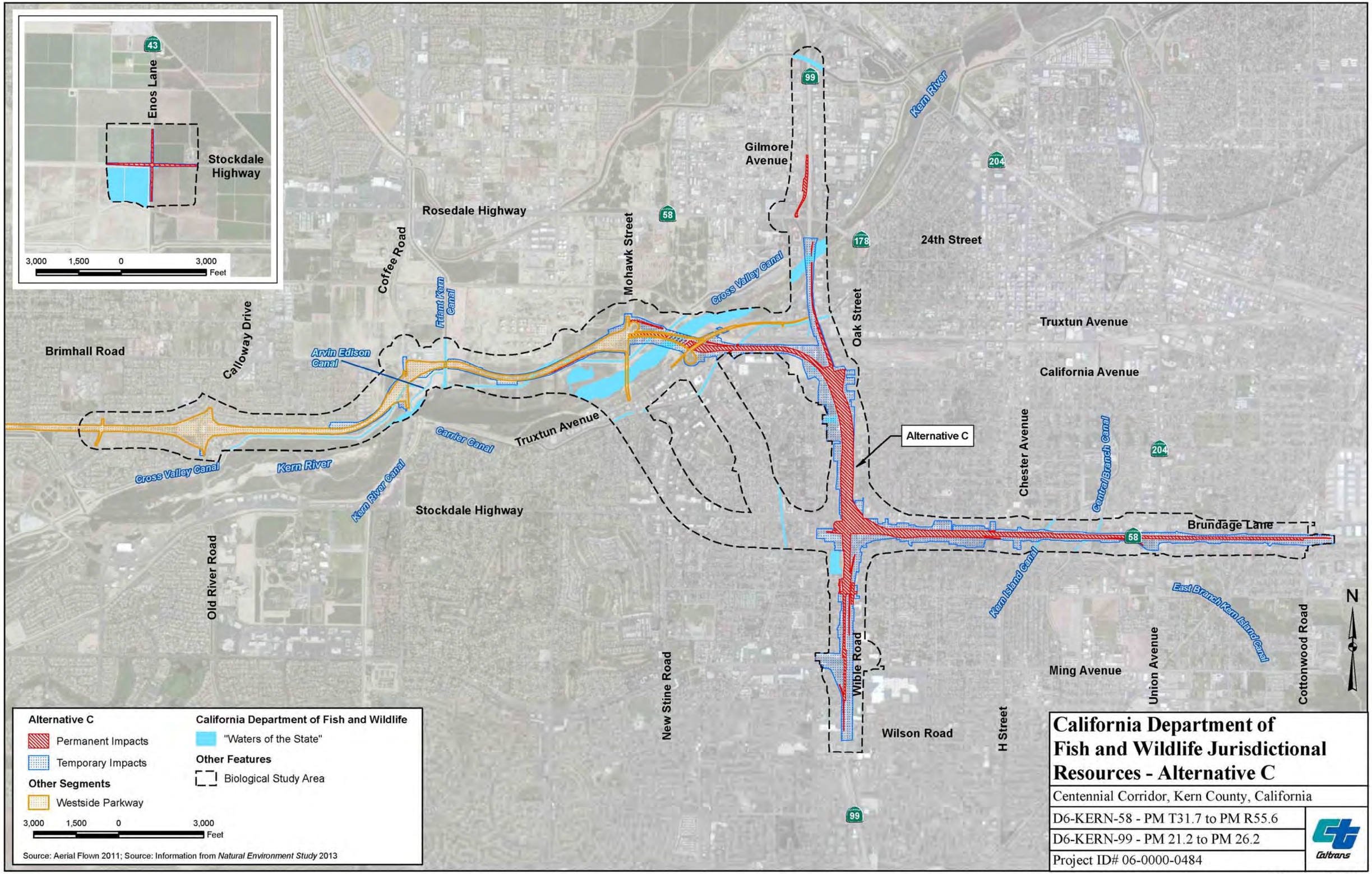
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-53b



California Department of Fish and Wildlife Jurisdictional Resources - Alternative C

Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure 3-53c

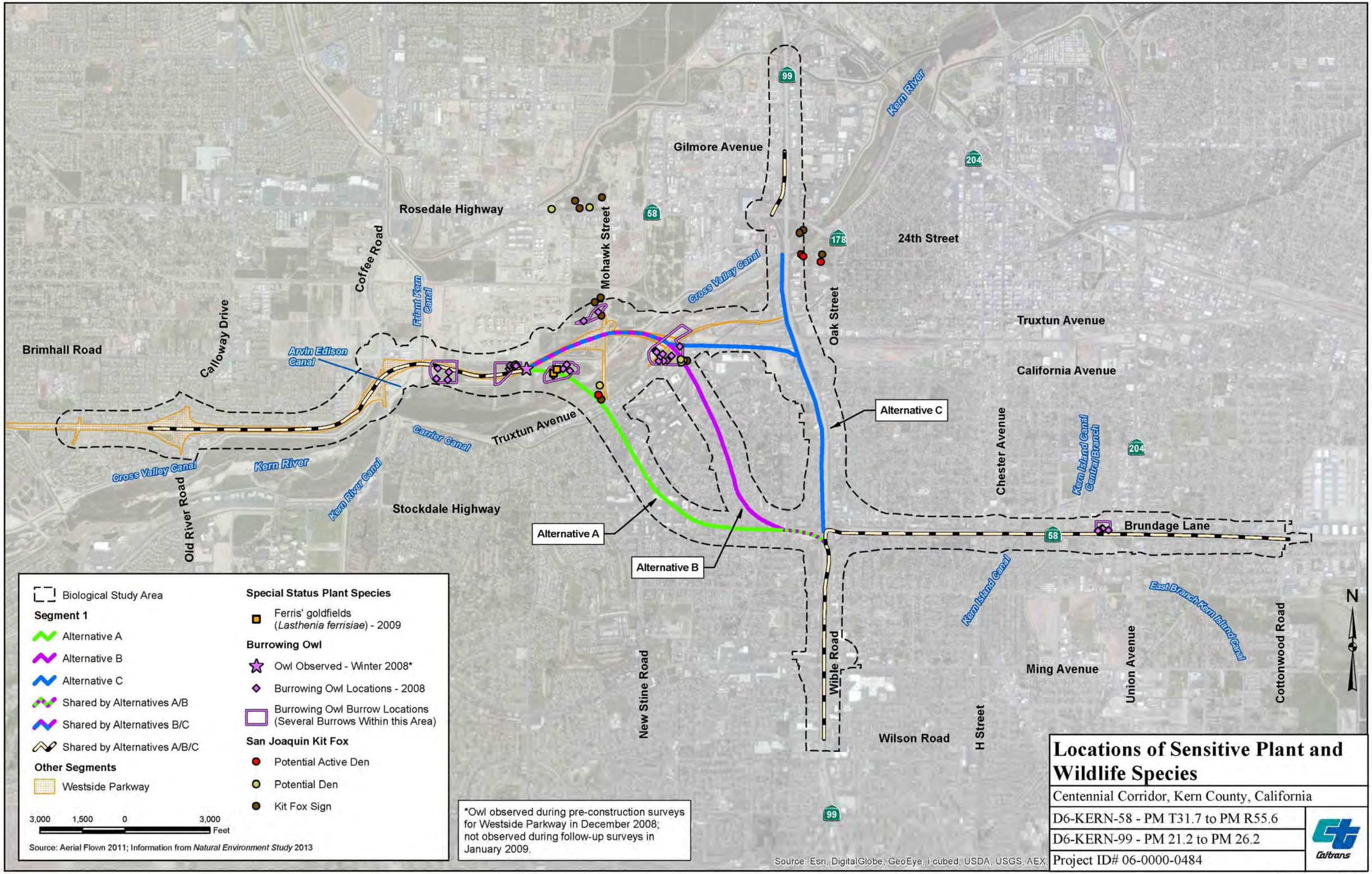

Gilmore Avenue
Kern River
Rosedale Highway
Coffee Road
Mohawk Street
Friant Kern Canal
Cross Valley Canal
24th Street
Oak Street
Truxtun Avenue
California Avenue
Calloway Drive
Brimhall Road
Arvin Edison Canal
Carrier Canal
Truxtun Avenue
Alternative C
Chester Avenue
Kern Island Canal/Central/Branch
Cross Valley Canal
Kern River
Kern River Canal
Old River Road
Stockdale Highway
Alternative A
Alternative B
Brundage Lane
Kern Island Canal
East Branch Kern Island Canal
New Stine Road
Wible Road
Union Avenue
Cottonwood Road
Ming Avenue
Wilson Road
H Street
99
58
178
204
N
Biological Study Area
Segment 1
Alternative A
Alternative B
Alternative C
Shared by Alternatives A/B
Shared by Alternatives B/C
Shared by Alternatives A/B/C
Other Segments
Westside Parkway
Special Status Plant Species
Ferris' goldfields (Lasthenia ferrisiae) - 2009
Burrowing Owl
Owl Observed - Winter 2008*
Burrowing Owl Locations - 2008
Burrowing Owl Burrow Locations (Several Burrows Within this Area)
San Joaquin Kit Fox
Potential Active Den
Potential Den
Kit Fox Sign
3,000 1,500 0 3,000 Feet
Source: Aerial Flown 2011; Information from Natural Environment Study 2013
*Owl observed during pre-construction surveys for Westside Parkway in December 2008; not observed during follow-up surveys in January 2009.
Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX,
Locations of Sensitive Plant and Wildlife Species
Centennial Corridor, Kern County, California
D6-KERN-58 - PM T31.7 to PM R55.6
D6-KERN-99 - PM 21.2 to PM 26.2
Project ID# 06-0000-0484
Caltrans

Figure 3-54

Appendix A California Environmental Quality Act Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the project. In many cases, background studies performed in connection with the projects indicate no impacts. A No Impact answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to California Environmental Quality Act, not National Environmental Policy Act impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

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?	An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document (refer to Section 4.5, Climate Change under the California Environmental Quality Act). While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.			
	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) 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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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)?	☐	☐	☐	☒
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 Section 4(f) Evaluation

Centennial Corridor Project

City of Bakersfield and Kern County, CA
District 06 - KER – 58 - PM T31.7 to PM R55.6
District 06 - KER – 99 - PM 21.2 to PM 26.2

Project ID # 06-0000-0484
SCH #2008091102

Draft Section 4(f) Evaluation

Prepared by the
State of California Department of Transportation

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 the California Department of Transportation under its assumption of responsibility pursuant to 23 U.S. Code 327.

April 2014

For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to: Department of Transportation, Attn: Ms. Jennifer H. Taylor, Office Chief, Central Region, Environmental Southern San Joaquin Valley, 855 M Street, Suite 200, Fresno, CA 93721; (888) 404-6375. Telecommunication Devices for the Deaf (TDD) users or individuals with a hearing or speech disability may contact the California Relay Services (TRS) to use a telephone system through a text phone (TTY) by dialing 711 from any telephone.

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1.0 Introduction and Overview of Section 4(f) Process

1.1 Introduction

This report evaluates the effects of establishing a new alignment for State Route 58 that would provide a continuous route along State Route 58 from Interstate 5 via the Westside Parkway to Cottonwood Road on existing State Route 58 east of State Route 99 (post miles T31.7 to R55.6). Improvements to State Route 99 (post miles 21.2 to 26.2) would also be made to accommodate the connection with State Route 58.

The following technical reports, prepared as part of the draft environmental document for the project, were used in support of the evaluation presented in this report:

- Air Quality Study Report, November 2013
- Noise Study Report, January 2013
- Natural Environment Study, March 2013
- Historical Property Survey Report, January 2013
  - Historic Resource Evaluation Report, January 2013
  - California Historic Bridge Inventory Sheet, October 2011
  - Archaeological Survey Report, January 2013
  - Extended Phase I (Geoarchaeological Study), November 2012
  - Finding of Effect, April 2014
- Visual Impact Assessment, September 2013
- Community Impact Assessment, September 2013

Alternatives A and C would result in the permanent use of two park and recreation properties and one historic district considered Section 4(f) properties. No permanent use of Section 4(f) properties would occur with implementation of Alternative B. No temporary construction easements would be required for any of the build alternatives (A, B, or C). Refer to Section 2.3 below for a more detailed description of the proposed project alternatives.

1.2 Regulatory Setting

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States 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 Department of Agriculture and the Department of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer (SHPO) is also needed.

Coordination with the Department of Agricultural and Department of Housing and Urban Development is not required for the project because there would be no impacts to National Forest System lands or federal funding from the Department of Housing and Urban Development. Since historic sites are involved, therefore coordination with the State Historic Preservation Officer is needed.

1.3 Section 4(f) Use

As defined in 23 Code of Federal Regulations (CFR) Section 774.17, use of a protected Section 4(f) property occurs when any of the following conditions is met:

- Land is permanently incorporated into a transportation facility through partial or full acquisition (i.e., direct use).
- There is a temporary occupancy of land that is adverse in terms of the preservationist purposes of Section 4(f) (i.e., temporary use).
- There is no permanent incorporation of land, but the proximity of a transportation facility results in impacts so severe that the protected activities, features, and/or attributes that qualify a property for protection under Section 4(f) are substantially impaired.

1.4 Federal Highway Administration – Section 4(f) Policy Paper

In its *Section 4(f) Policy Paper* (July 20, 2012), the Federal Highway Administration provided guidance on how Section 4(f) applies generally and to specific situations where resources meeting the Section 4(f) criteria may be involved. As it relates to publicly owned bodies of water such as portions of the Kern River (see discussion of

Kern River Parkway in Section 4.2.1), it notes that, in general, rivers are not subject to the requirements of Section 4(f), although portions of a river contained within the boundaries of otherwise designated parks could be applicable under Section 4(f).

1.5 Section 6(f)

Section 6(f)(3) of the Land and Water Conservation Fund Act (16 U.S. Code §4601-4) also contains provisions to protect federal investments in park and recreation properties and the quality of those assisted properties. The Land and Water Conservation Fund Act includes a clear "anti-conversion" requirement that applies to all parks and other sites that have been the subject of Land and Water Conservation Fund grants of any type, whether for acquisition of parkland, development, or rehabilitation of facilities.

2.0 Description of the Project

2.1 Background

The proposed continuous route, known as the Centennial Corridor, has been divided into three segments (see Figure 1). This Section 4(f) Evaluation solely focuses on Segment 1:

- Segment 1 is the easternmost portion of the Centennial Corridor project. It begins near the intersection of State Route 58 and Cottonwood Road and continues westerly to connect to the Westside Parkway. The study area for Segment 1 is bound to the east by Cottonwood Road, to the west by Coffee Road, to the north by Gilmore Avenue, and to the south by Wilson Road.
- Segment 2 is composed of the Westside Parkway, which will ultimately extend from about Truxtun Avenue to Stockdale Highway near Heath Road. The final segment of the parkway from Allen Road to Stockdale Highway is currently under construction and is expected to be completed by 2014.
- Segment 3 traffic would use Stockdale Highway between Heath Road and Interstate 5, which would serve as State Route 58 through at least the planning horizon year of 2038. Funding sources for Segment 3 have not yet been identified/programmed.

2.2 Purpose and Need for the Project

The purpose of the Centennial Corridor project is to provide route continuity and associated traffic congestion relief along State Route 58 within metropolitan Bakersfield and Kern County from existing State Route 58 (East) (at Cottonwood Road) to Interstate 5.

State Route 58 is a critical link in the state transportation network used by interstate travelers, commuters, and a large number of trucks. Under existing conditions, State Route 58 does not meet the capacity needs of the area, and this is expected to get worse as the population grows. State Route 58 lacks continuity in central Bakersfield, which results in severe traffic congestion and reduced levels of service on adjoining highways and local streets. The effectiveness of traffic operations on a transportation facility is measured in terms of "level of service", an A through F scale with level of service A representing the best traffic conditions (free-flowing traffic) and level of service F representing the worst (congestion and stop-and-go traffic). Different level of service definitions are provided for freeways, multi-lane highways, intersections with signals, and intersections without signals. This route is offset by about 1 mile at State Route 43 (known locally as Enos Lane) and by about 2 miles at State Route 99. The merging of two major state routes (State Route 58 and State Route 99) into one alignment between the eastern and western legs of State Route 58 degrades the traffic level of service on this segment of freeway. In addition, the close spacing of two State Route 99 interchanges with State Route 58 (East and West), as well as an interchange at California Avenue, results in vehicles aggressively changing lanes, which adds to the congestion. See Volume 1, Chapter 1, Purpose and Need for the Project for additional information.

2.3 Alternatives

The following provides a summary of the proposed project components. Chapter 2 of this draft environmental impact report/environmental impact statement provides additional detailed information.

2.3.1 No-Build Alternative

The No-Build Alternative would make no improvements. The Westside Parkway would be built as a local freeway but would not connect to State Route 58, State Route 99, or Interstate 5. State Route 58 (West)/Rosedale Highway would still end at State Route 99 and share the highway with State Route 99 for about 2 miles south before tying into State Route 58 (East). Normal maintenance and repairs such as roadway cleaning, pothole repair, landscape maintenance, irrigation repairs, and inspections would be undertaken for the Westside Parkway and State Route 58 (West)/Rosedale Highway.

2.3.2 Build Alternatives

Three build alternatives—Alternative A, Alternative B, and Alternative C—and the No-Build Alternative are evaluated in this Section 4(f) Evaluation.

Segment 1

As discussed above, Segment 1 is the easternmost segment of the Centennial Corridor project. It begins near the State Route 58 and Cottonwood Road intersection and continues westerly to connect to the Westside Parkway. The study area for Segment 1 is bound to the east by State Route 58 and Cottonwood Road, to the west by Westside Parkway and Coffee Road, to the north by Gilmore Avenue, and to the south by Wilson Road.

As shown in Figure 2, the three build alternatives (Alternative A, Alternative B, and Alternative C) propose new alignments that would extend from the existing State Route 58 (East) and connect to the eastern end of the Westside Parkway. Alternative A and Alternative B would be west of State Route 99; Alternative C would parallel State Route 99 to the west. Under Alternative A, the eastern end of the Westside Parkway mainline would be realigned to conform to the Alternative A alignment, and ramp connections would be provided to the Mohawk Street interchange. Under Alternatives B and C, the alignments would connect to the Westside Parkway by extending the main line lanes built as part of the Westside Parkway project. Detailed descriptions of the alternatives are provided below.

Alternative A

Alternative A would travel westerly from the existing State Route 58/ State Route 99 interchange for about 1 mile, south of Stockdale Highway, where it would turn northwesterly and span Stockdale Highway/Montclair Street, California Avenue/ Lennox Avenue, Truxtun Avenue, and the Kern River before joining the eastern end of the Westside Parkway between the Mohawk Street and Coffee Road interchanges.

A link would be provided from northbound State Route 99 to westbound State Route 58 and from eastbound State Route 58 to southbound State Route 99 via high-speed connectors. No direct connector ramps would be built from southbound State Route 99 to westbound State Route 58 or from eastbound State Route 58 to northbound State Route 99. Southbound State Route 99 would be widened to accommodate the additional traffic from eastbound State Route 58 to the southbound State Route 99 connector. The existing westbound State Route 58 to southbound State Route 99 loop-ramp connector would be realigned and would connect to the proposed eastbound State Route 58 to southbound State Route 99 connector before merging onto southbound State Route 99. The existing southbound State Route 99 to eastbound State Route 58 connector and northbound State Route 99 to eastbound State Route 58 would be preserved with some changes.

The limits of widening on State Route 99 would extend to the Wilson Road overcrossing. On northbound State Route 99, a three-lane exit would be provided just north of Wilson Road to carry the northbound State Route 99 to westbound State Route 58 traffic on two lanes and the Ming Avenue on- and off-ramp traffic on the third lane. All ramps in this area would have to be realigned to provide the additional lanes. The Wible Road on- and off-ramps just south of the existing State Route 58/ State Route 99 interchange that is in conflict with the Caltrans standards of interchange spacing would have to be removed to accommodate this design. The Stockdale Avenue off-ramp on the southbound State Route 99 to eastbound State Route 58 connector would be removed as well. Under this concept, State Route 58 would also lose its link with Real Road. In addition, Alternative A would provide an auxiliary lane on State Route 99 from south of Gilmore Avenue to the Rosedale Highway off-ramp.

Alternative B

Alternative B would run westerly from the existing State Route 58/State Route 99 interchange for about 1,000 feet, south of Stockdale Highway, where it would turn northwesterly and span Stockdale Highway/Stine Road, California Avenue, Commerce Drive, Truxtun Avenue, and the Kern River before joining the east end of Westside Parkway near the Mohawk Street interchange. This alignment would depress State Route 58 between California Avenue and Ford Avenue. Overcrossings are proposed at Marella Way and La Mirada Drive to ease traffic circulation. The option of removing the La Mirada Drive overcrossing from Alternative B is also under consideration. Removal of the overcrossing would not substantially change access, which would be provided by the Marella Way overcrossing. Removal of the La Mirada Drive overcrossing would eliminate the need to displace 13 single family homes on La Mirada Drive near Centennial Park and save about $2.5 million in construction costs. The option for adding a Ford Road undercrossing would maintain connection of Ford Road between Stine Road and McDonald Way. The undercrossing would not require the acquisition of any additional property and would add about $5.5 million in construction cost. Caltrans and the City of Bakersfield will consider the benefits associated with minimizing impacts on the remaining neighborhood, costs, and internal circulation needs. It is expected that this issue will be resolved prior to the approval of the environmental document.

Alternative B proposes the same connections to State Route 99 that Alternative A proposes and would require similar improvements on State Route 99 and existing State Route 58.

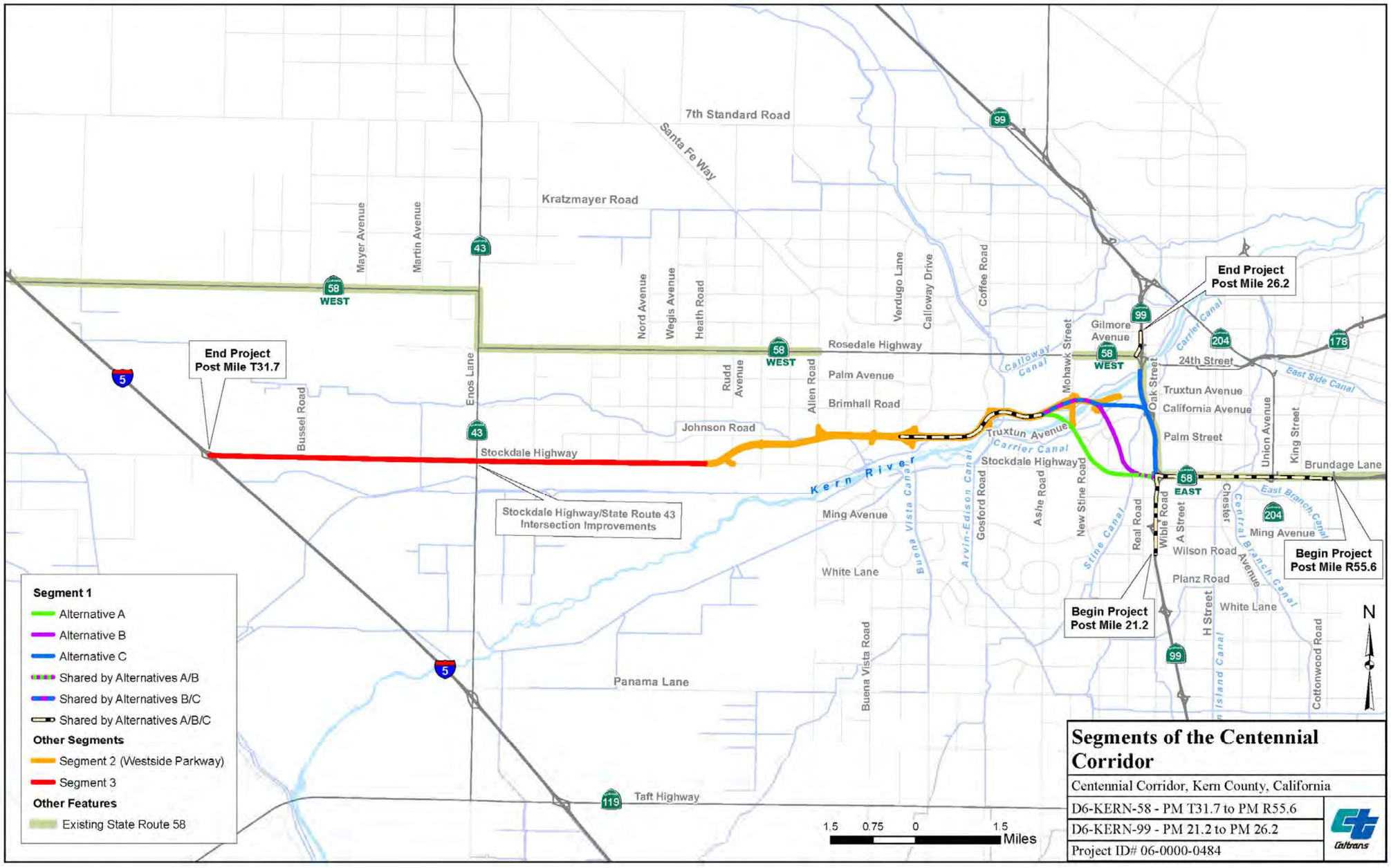


Figure 1 Segments of the Centennial Corridor

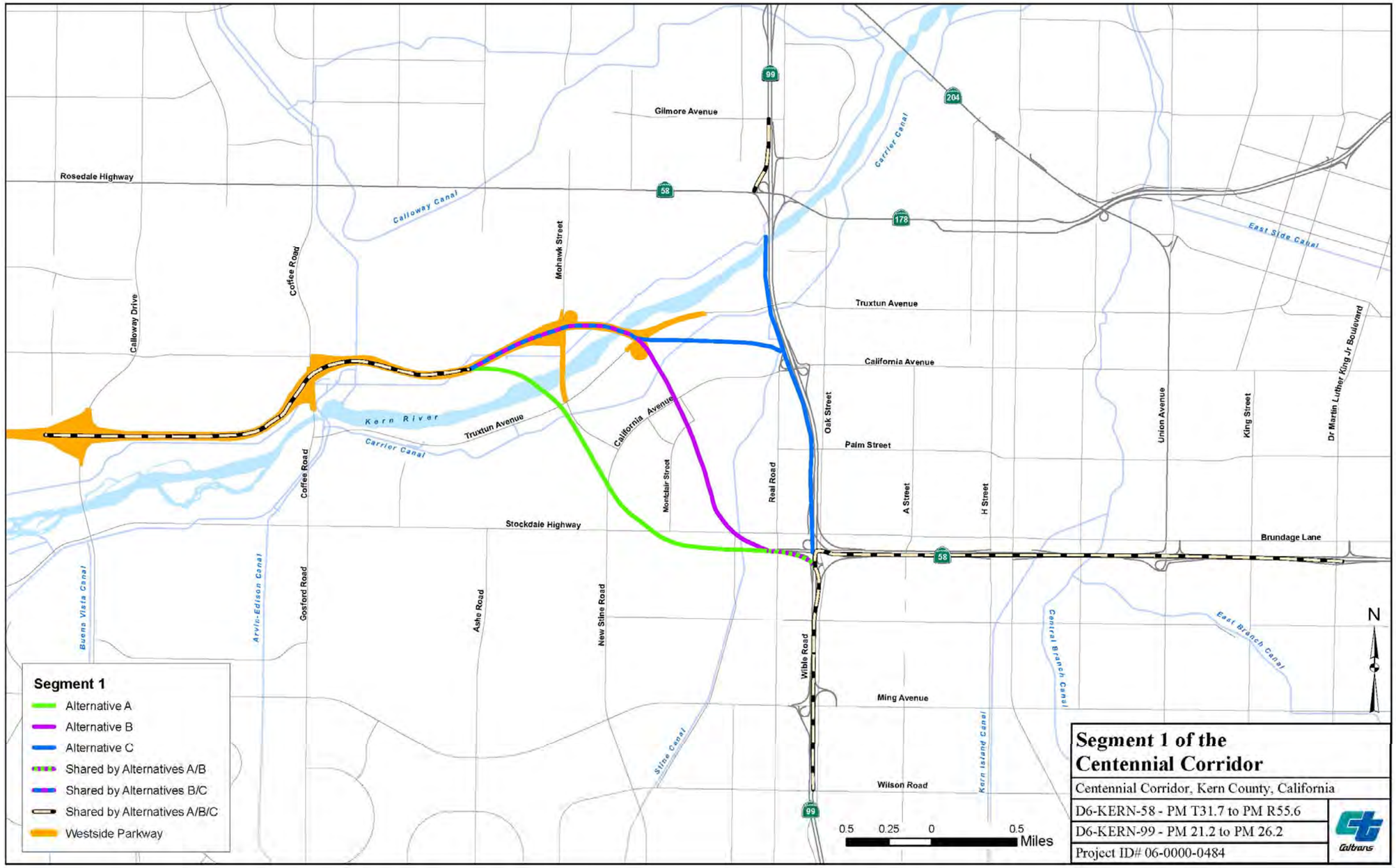


Figure 2 Segment 1 of Centennial Corridor

Alternative C

Near the existing State Route 58/ State Route 99 interchange, Alternative C would turn north and run parallel to the west of State Route 99 for about 1 mile. The freeway would turn west and span the Burlington Northern Santa Fe Railway rail yard, Truxtun Avenue, and the Kern River. This alternative proposes undercrossings at Brundage Lane, Oak Street, State Route 99, Palm Avenue, and California Avenue.

Connections would be provided from eastbound State Route 58 to southbound State Route 99 and from northbound State Route 99 to westbound State Route 58. The existing westbound State Route 58 to southbound State Route 99 loop-ramp connector would connect to the proposed eastbound State Route 58 to southbound State Route 99 connector before merging onto southbound State Route 99. The southbound State Route 99/Ming Avenue off-ramp would be moved north of the eastbound State Route 58 to southbound State Route 99 connector to ease lane changes between the Ming Avenue off-ramp and the eastbound State Route 58 to southbound State Route 99 connector traffic. An auxiliary lane on northbound State Route 99 would be provided south of California Avenue. The lane would extend to the State Route 58/ State Route 99 interchange to ease lane changes between westbound State Route 58 to northbound State Route 99 and northbound State Route 99 to westbound State Route 58.

Improvements on State Route 99 would extend from the Wilson Road overcrossing (south of the State Route 58/State Route 99 interchange) to the Gilmore Avenue overcrossing (north of the State Route 58/State Route 99 interchange). A collector-distributor road system would provide access from westbound State Route 58 to northbound State Route 99, as well as from northbound State Route 99 to westbound State Route 58. The Wible Road on- and off-ramps just south of the existing State Route 58/State Route 99 interchange would have to be removed to accommodate the northbound State Route 99 auxiliary lane. The Stockdale Avenue off-ramp on the southbound State Route 99 to eastbound State Route 58 connector would be removed as well. Under this concept, southbound State Route 99 would also lose its link with Real Road. See Volume 1, Chapter 2, Project Alternatives for additional information.

3.0 Description of the Proposed Construction Activities

3.1 Construction Scenario

Site clearing and demolition would begin once the right-of-way acquisition process is complete. The corridor would be cleared of conflicting structures and improvements in preparation for the project construction. Electrical transmission towers, oil wells, canal culverts, and other existing utilities that would interfere with construction of the

corridor improvements would be removed and relocated or encased for continuing service. In addition, utilities crossing the alignment may need to be removed and relocated to either temporary (requiring final relocation later in the construction process) or permanent locations.

A Traffic Management Plan would be developed to reduce the impacts of traffic congestion and detours during construction. With the exception of short-term closures to install bridge falsework (temporary supports while the bridge is being built), most of the arterial roadways and most secondary streets crossing the construction corridor would remain open during construction. Burlington Northern Santa Fe Railway operations would not be interrupted or delayed during construction.

The current construction schedule assumes activities would begin in 2016 and end in 2018.

4.0 Description of the Section 4(f) Properties

4.1 Identification of Section 4(f) Properties

As discussed in Section 1.2, Regulatory Setting, properties subject to the provisions of the requirements of Section 4(f) are publicly owned parks and recreation areas, wildlife and waterfowl refuges of national, state, or local significance, and historic sites of national, state, or local significance.

Two public parks and one National Register of Historic Places-eligible historic district were identified as potentially affected Section 4(f) properties within the study area, which is within a 0.5-mile radius of the proposed project. These are described in the following sections and are shown in Figure 3.

4.2 Public Parks and Recreational Facilities

Building Segment 1 would require conversion of some existing parkland and recreational areas to transportation uses, including 6.28 acres for Alternative A and 3.27 acres for Alternative C. Alternative B would not require any conversion of parkland/recreational use to transportation use. No temporary construction easements are required for any of the alternatives being considered.

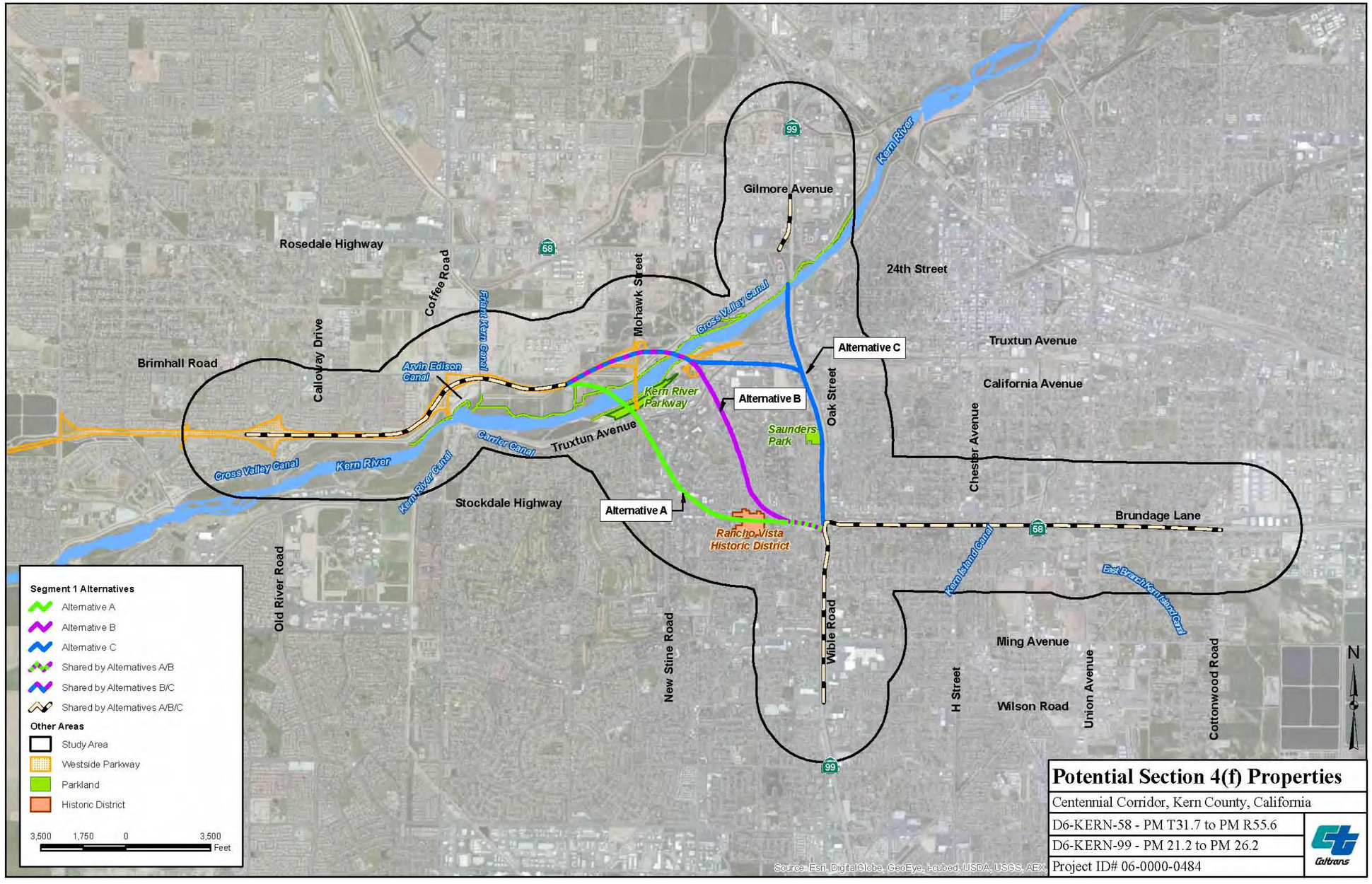


Figure 3 Potential Section 4(f) Properties

4.2.1 Kern River Parkway

The Kern River Parkway is within the city of Bakersfield and Kern County. Within Bakersfield, the Kern River Parkway consists of about 1,400 acres and extends along the Kern River from Manor Street on the east and the Stockdale Highway Bridge on the west. The width of the parkway varies, but it generally ranges from 30 to 2,200 feet, with most of it contained within the primary and secondary floodway (areas reserved for flood control and water conservation) of the Kern River. Existing and proposed recreation areas account for 220 acres. The primary river channel, habitat areas (including areas for educational studies), and recharge basins account for 1105 acres. Parking uses account for 8 acres, rest areas 2 acres, and landscaped areas 65 acres. Further details are provided in Attachment A. Of the estimated 1,400 acres that comprise the parkway, about 255 acres, or 18.2 percent, are privately owned. About 950 acres, or 67.9 percent, are owned by the City of Bakersfield and 195 acres, or 13.9 percent, are owned by other public agencies or utility companies. The Kern River Parkway Master Plan governs land use plan for the parkway and identifies proposed uses such as the primary river channel, natural open space, landscaped areas, existing and proposed recreation areas, access points, parking areas, bridge crossings, and other similar designations. The following priority uses are identified in the Kern River Parkway Draft Master Plan Environmental Impact Report (1988):

- Flood control for public safety and protection of property
- Water conservation and groundwater recharge to provide water for existing and future residents and to maintain a viable resource
- Protection and enhancement of the Kern River corridor to maintain and protect open spaces unique to the river
- Improved public access to parkway areas such as passive recreational areas where feasible.

Flood control is the major priority of the parkway because the river runs through a large metropolitan area where protection from flooding is critical. This priority is met through the Channel Maintenance Program adopted by the City of Bakersfield in January 1986. The purpose of the Channel Maintenance Program is to preserve storm flow carrying capacity of the Kern River as it passes through Bakersfield. The channel maintenance area, encompassing the entire parkway between Manor Street and Stockdale Highway Bridge, is confined primarily to the designated floodway with limited excavation in the secondary floodway.

As noted above, within Bakersfield, the Kern River Parkway is a multi-use area though not designated specifically as a park. It does contain some public parks or trails, however, which qualify as Section 4(f) properties. Because the use or ownership of parcels within the Kern River Parkway is complex, Attachment A (Kern River Parkway Memorandum) of this appendix and Section 5.2.1 provide background information and analysis on these items.

A review of the Kern River Master Plan indicates that two areas designated for recreation uses could be affected by building the Centennial Corridor. The first area (known as the Kern River Parkway Park [ParCourse] landscaped with turf and trees) is along the river (outside of the primary or secondary floodway) and extends from about Commercial Way to the vicinity of Lake Truxtun. This area is owned by the City of Bakersfield and contains a 24-acre park. Amenities include three sand volleyball courts, Frisbee golf course, multi-use trail used by bicyclists, pedestrians, joggers, and skaters, and the Hoey Trail, and three off-site surface parking areas (96 spaces). Two access points to the park are available from Truxtun Avenue. An equestrian trail is on the north side of the river about 1,000 feet from the parkway. A portion of the area (in the immediate vicinity of Mohawk Street and Truxtun Avenue) would be needed to build a Kern River overcrossing associated with Alternative A.

The second area is along the river from the existing Burlington Northern Santa Fe railroad bridge (near Truxtun Avenue) to the vicinity of Commercial Way (see Figures 5 and 6). This area, owned by the City of Bakersfield, is unimproved and its primary role is flood control. With the exception of Kern River Multi-Use Trail (paved and used for bicycling and walking) and the Hoey Trail (unpaved and used for mountain bike riding and cross-training) located along the south side of the river and the equestrian trail (unpaved and intended for use by horse and rider) located on the north side of the river, there are no park amenities contained on-site and no public access (access is also not approved outside of the designated trail areas). The Kern River Multi-Use and Hoey Trails are heavily used daily by local residents, while the Equestrian Trail and ParCourse are moderately used and mostly on weekends and evenings. These properties are protected under Section 4(f). As noted previously in Section 5.2.1 (DEIR/EIS, Volume 1), the property has never been used for park uses and is not planned for such uses in the future. A portion of the area (east of Commercial Way and Truxtun Avenue) would be needed to build a Kern River overcrossing for Alternative B and Alternative C.

4.2.2 Saunders Park

Saunders Park, 3300 Palm Street, Bakersfield, California, is an 11.3-acre public park just west of State Route 99. The park is bordered by a city-owned retention basin to the north; State Route 99 to the east; and single-family residences to the south and west. Owned by the City of Bakersfield, the park is administered by the Recreation and Parks Department.

According to the Recreation and Parks Department's website, Saunders Park is a neighborhood park mostly used by residents within a 0.75-mile radius. On average, 400 visitors access this park each week according to Dianne Hoover, Recreation and Parks Director (personal communication, March 21, 2012). Saunders Park can be accessed by vehicles, pedestrians, and bicyclists. Park facilities include two lighted full basketball courts; one equipment building/room; one picnic shelter for families; one restroom building; a roller hockey facility; four horseshoe pits; a splash/water play area; and an undeveloped area along the northern portion of the park.

The splash/water play area is a concrete pad about 70 feet wide by 100 feet long in the southeast corner of the park. Within this area are several structures used to spray water or provide water-filled buckets that spill onto the children below. Water flow is activated by rubbing an initiator. The water continues to flow for a set amount of time before automatically shutting off. A portion of the park would be required to construct Alternative C only.

4.3 Rancho Vista Historic District

Rancho Vista Historic District is a residential subdivision eligible for the National Register of Historic Places under Criterion A for its significance in incorporating innovative mass-production technology during post-World War II. Under Criterion C the Rancho Vista Historic District is an important example of a postwar subdivision consisting entirely of houses built by the whole-house prefabrication method. Rancho Vista Historic District is significant at the local level with a period of significance from 1950 to 1957 when the residences were constructed. The historic boundary of this property is generally defined by Stine Road to the east, Stockdale Highway to the north, McDonald Way to the west, and Quarter Avenue to the south. A more precise boundary, which excludes some non-contributing parcels that are part of the original tract development along perimeter streets, has been delineated as part of the Section106 (National Historic Preservation Act) documentation prepared for the project. The following are identified character-defining features of this tract:

- *Design characteristics of the tract*: Rounded concrete curbs; concrete sidewalks placed next to the curb with no planting strip; houses set back from the curb at varying distances, and mature trees that were planted as part of the initial tract development.
- *Design characteristics of the houses*: Small, one-story residences with compact plans, wood-frame construction on low concrete foundation; varied roof forms such as gable, hip, and combination roofs; wood siding in a variety of types, applied vertically and horizontally; and metal casement windows.

Under Section 106 of the National Historic Preservation Act, the Rancho Vista Historic District is eligible for the National Register. Alternative A would bisect the Rancho Vista Historic District.

5.0 Impacts on Section 4(f) Properties

This section describes how the Centennial Corridor project build alternatives would affect two public parks and one National Register-eligible historic district, all Section 4(f) properties. An assessment was made as to whether any permanent use or temporary occupancy of land from these Section 4(f) properties would result in direct effects that would substantially impair the activities, features, and/or attributes that trigger the provision of Section 4(f).

The following subsections describe the permanent uses and temporary occupancy of the parks and National Register-eligible historic district by the No-Build Alternative and Alternative A, Alternative B, and Alternative C, the build alternatives. Analysis of whether Alternative B will have a constructive use of the National Register-eligible historic district under Section 4(f) is also presented below.

In addition to identifying the permanent use and temporary occupancy impacts of the project, the effects on the Section 4(f) properties related to facilities, functions, and activities potentially affected are also addressed. The impacts on accessibility, visual changes, noise, vegetation, wildlife, air quality, and water quality are also evaluated for each project alternative. Table B.1 summarizes, by alternative, the permanent use and temporary occupancy of the parks, recreational facilities, and National Register-eligible historic district.

Alternatives to avoid the use of Section 4(f) properties are studied and discussed in Section 6.0. Minimization measures to reduce impacts to effected properties are described in Section 7.0.

Table B.1 Summary of Permanent Use and Temporary Occupancy of Section 4(f) Properties

Site	Alternative A		Alternative B		Alternative C	
	Use or Occupancy	Percent	Use or Occupancy	Percent	Use or Occupancy	Percent
Kern River Parkway Park (ParCourse)	Permanent use: up to 6.28 acres	3.2	No use or occupancy	None	No use or occupancy	None
Saunders Park	No use or occupancy	None	No use or occupancy	None	Permanent use: up to 3.27 acres	43
Rancho Vista Historic District	Direct use of 46 of the 81 contributing residences	57	No use or occupancy	None	No use or occupancy	None
Note: Percent indicated is approximate.						

5.1 No-Build Alternative

The No-Build Alternative would not construct any of the improvements proposed in Alternative A, Alternative B, and Alternative C; therefore, it would not result in the permanent use, temporary occupancy, or impairment of land from any Section 4(f) properties. The No-Build Alternative is not discussed in this section.

5.2 Build Alternatives

The following subsections describe direct use of the two parks and National Register-eligible historic district under each build alternative. An evaluation was also done to determine if indirect impacts from the build alternatives would result in substantial impairment of these properties. This is more formally referred to as a constructive use under Section 4(f). That analysis did not identify any proximity impacts resulting from the build alternatives that would be so severe that the activities, features, and/or attributes that qualify these properties for protection under Section 4(f) would be substantially impaired. The proximity impacts of the build alternatives in the vicinity of these properties would not meaningfully reduce or remove the values of these properties in terms of their Section 4(f) significance; therefore, the build alternatives were determined not to result in substantial impairment of any properties protected under Section 4(f).

5.2.1 Kern River Parkway

Facilities, Functions, and/or Activities Potentially Affected

As shown in Figure 4, Alternative A would result in the removal of a portion of the Kern River Parkway Park (ParCourse) (west side of the park) in the immediate vicinity of Mohawk Street and Truxtun Avenue. The following amenities in this area would be removed: three sand volleyball courts and most of a Frisbee golf course. Mature trees and other vegetation within the parkway would also be removed within the project footprint. No amenities on the east side of the parkway would be removed. On the south side of the river, a 1000-foot segment of the Kern River Multi-Use Trail and the Hoey Trail that borders the parkway would be moved about 200 feet northwest of its current location. On the north side of the river, a 1,500-foot segment of the existing equestrian trail would be moved about 200 feet south of its current location. Prior to building the bridge over the Kern River, the new locations for the Kern River Multi-Use Trail, the Hoey Trail, and the equestrian trail would be constructed. As a result, neither trail would be closed during construction.

The area where the volleyball courts and the Frisbee golf course are located would not be available for the public to use once construction starts. With the removal of the volleyball and Frisbee golf course, the main recreational function of this area of the Kern River Parkway would be removed and not replaced. Patrons of the east side of the park would continue to have access to grassy areas, Kern River Multi-Use Trail, and Hoey Trail. The parking areas within all areas of the park would still be available for use, and no parking spaces are planned for removal. The Kern River Multi-Use Trail, Hoey Trail, and the equestrian trail would still function as trails. Access to the parkway would continue to be available along Truxtun Avenue.

Building Alternative A would have a permanent use of about 0.15 acre of the equestrian trail, 0.18 acre of the Kern River Multi-Use Trail, 0.12 acre of the Hoey Trail, and 5.83 acres of the parkland, including the volleyball and Frisbee golf course, for a total of 6.28 acres of parkland and recreational use areas.

Alternatives B and C would cross over the Kern River on an elevated bridge structure (see Figures 5 and 6) in the vicinity of Truxtun Avenue between the Burlington Northern Santa Fe railroad bridge and Commercial Way. These alignments would not affect the Kern River Multi-Use Trail, Hoey Trail or equestrian trail because they would span this area. The Kern River Multi-Use Trail, Hoey Trail and equestrian trail would be open during both construction and operation of the Centennial Corridor project. Alternatives B and C would not directly use the Kern River Multi-Use Trail,

Hoey Trail or equestrian trail. As such, building either Alternatives B or C would not impair the activities, features, or attributes that qualify the multi-use path for protection under Section 4(f).

Because the use and ownership of the Kern River Parkway is complex, the status of the areas proposed for use by Alternatives B and C requires further discussion. The land crossing the Kern River shown in Figure 7 was previously in private ownership and was purchased by the City of Bakersfield solely in support of the Westside Parkway project. As such, this land is not being used for recreational purposes and was never intended to be used for such purposes. Therefore, the publicly owned land in this area is not subject to the provisions of Section 4(f).

Figure 9 shows land ownership along the Kern River and the Centennial Corridor project crossing the Kern River for Alternative B. The Centennial Corridor project meets the Westside Parkway project in this area where the land was purchased for purposes of the Westside Parkway project. There is enough available land purchased for Westside Parkway to accommodate either Alternative B or C of the Centennial Corridor at this location.

The Centennial Corridor project would construct bridge bents (vertical supports) in the riverbed. As discussed in Section 1.4, according to the Federal Highway Administration's *Section 4(f) Policy Paper* (July 20, 2012), Section 21, Bodies of Water, in general, such as rivers, are not subject to the requirements of Section 4(f) unless there are portions of the river that are contained within the boundaries of parks to which Section 4(f) otherwise applies. In addition, as noted in the *Section 4(f) Policy Paper*, unless portions of a water body are primarily designated for recreational use, they are not considered subject to the provisions of Section 4(f). Such is the case for the Kern River, which is designated by the Kern River Plan Element (2007) for floodway management purposes only (the City of Bakersfield has a flood management agreement in place), as its primary function. In addition, the Kern River Parkway Master Plan indicates that the primary river channel is the "area that is located within the State's designated floodway and the Kern River Channel Maintenance Program." For the reasons stated above, Alternatives B and C would not result in a Section 4(f) use of the Kern River Parkway.

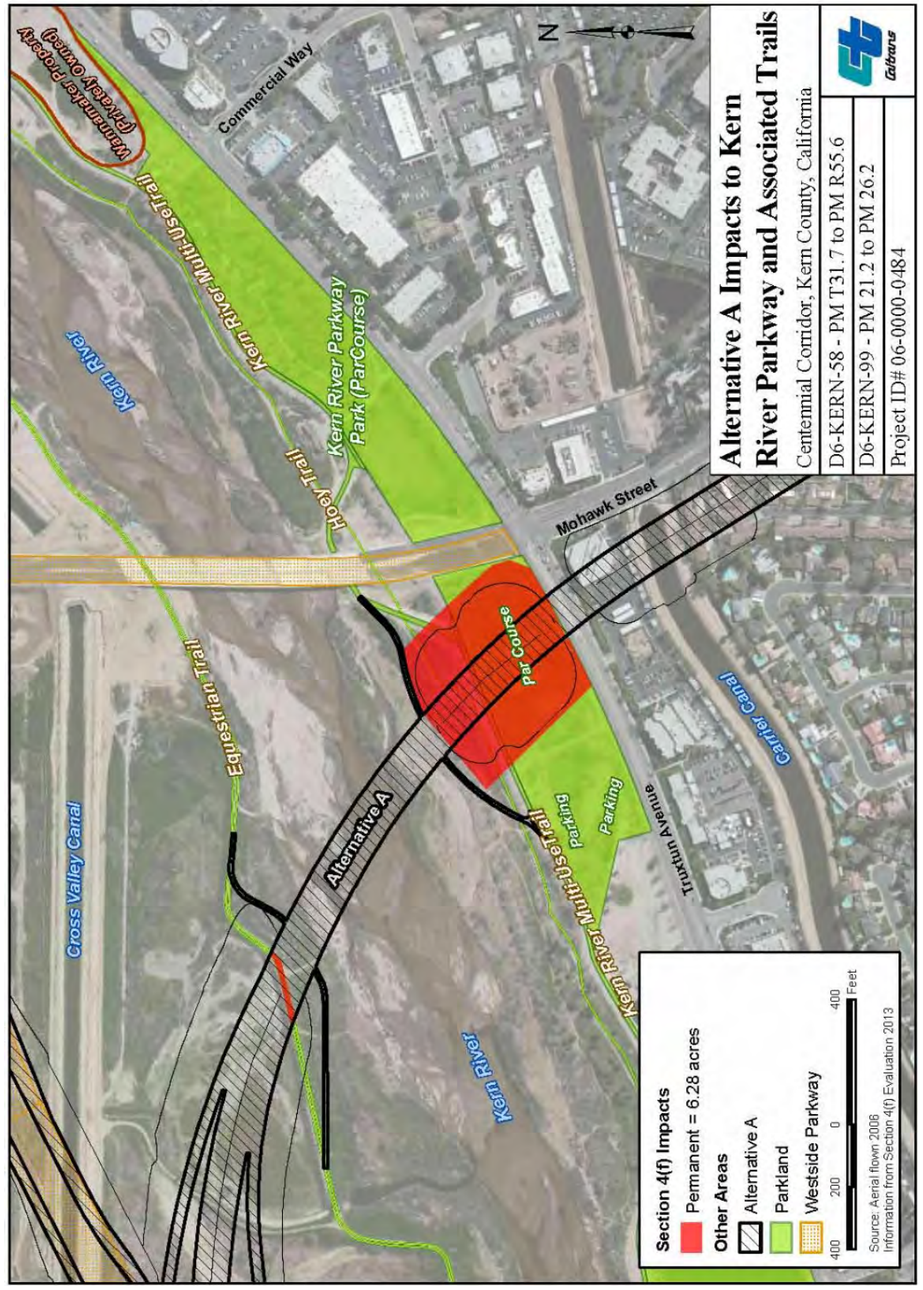


Figure 4 Alternative A Impacts along Kern River Parkway

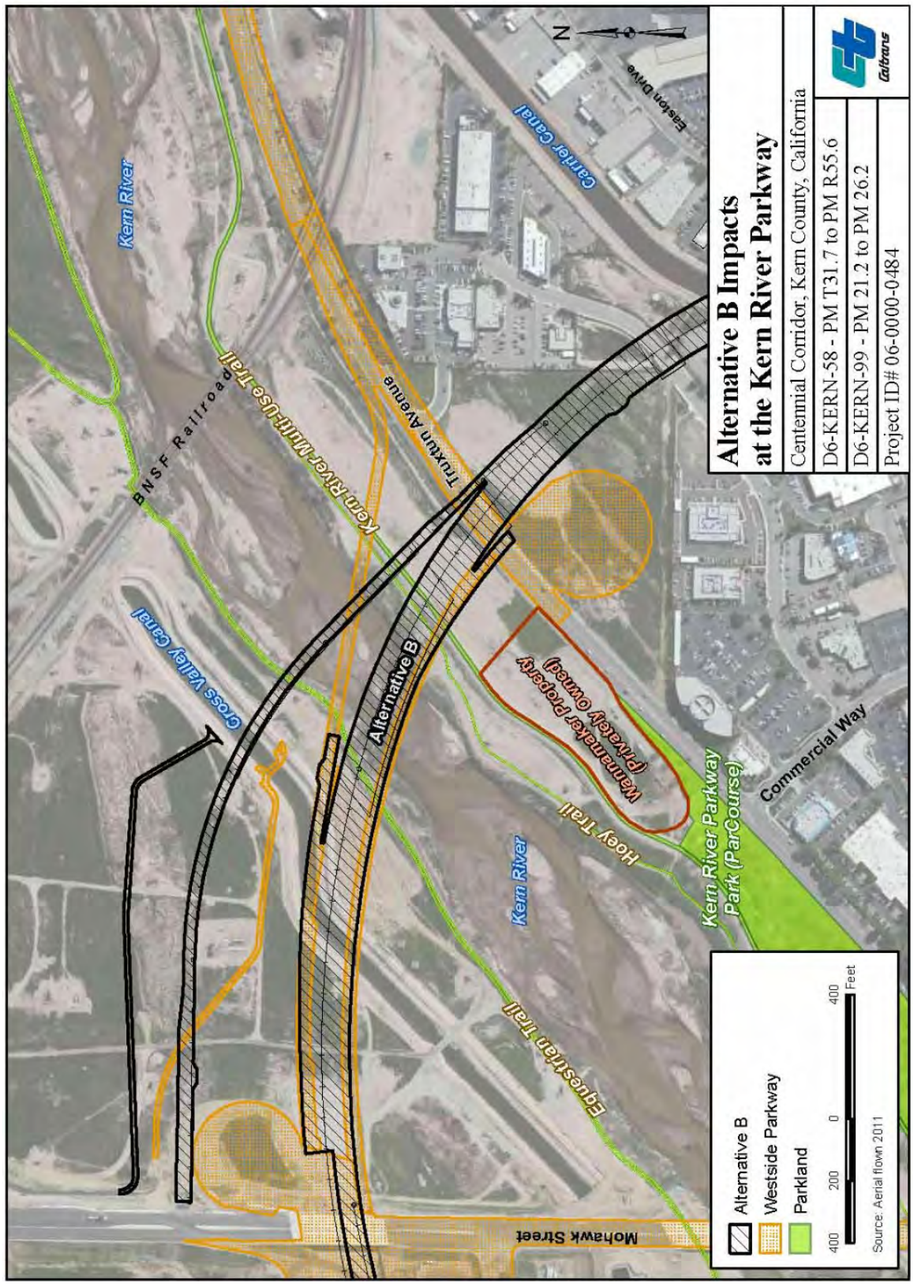


Figure 5 Alternative B Impacts at the Kern River Parkway

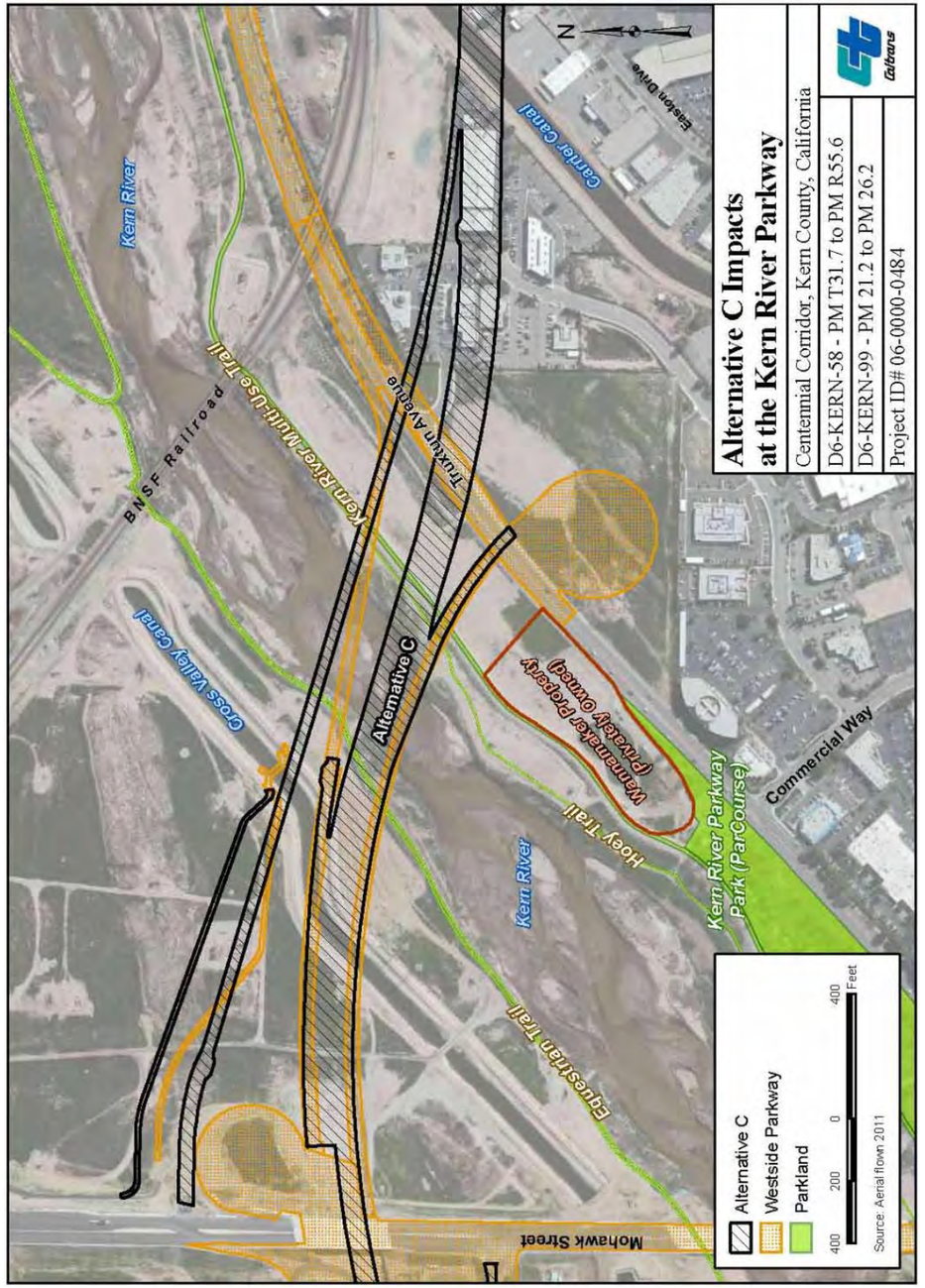


Figure 6 Alternative C Impacts at the Kern River Parkway

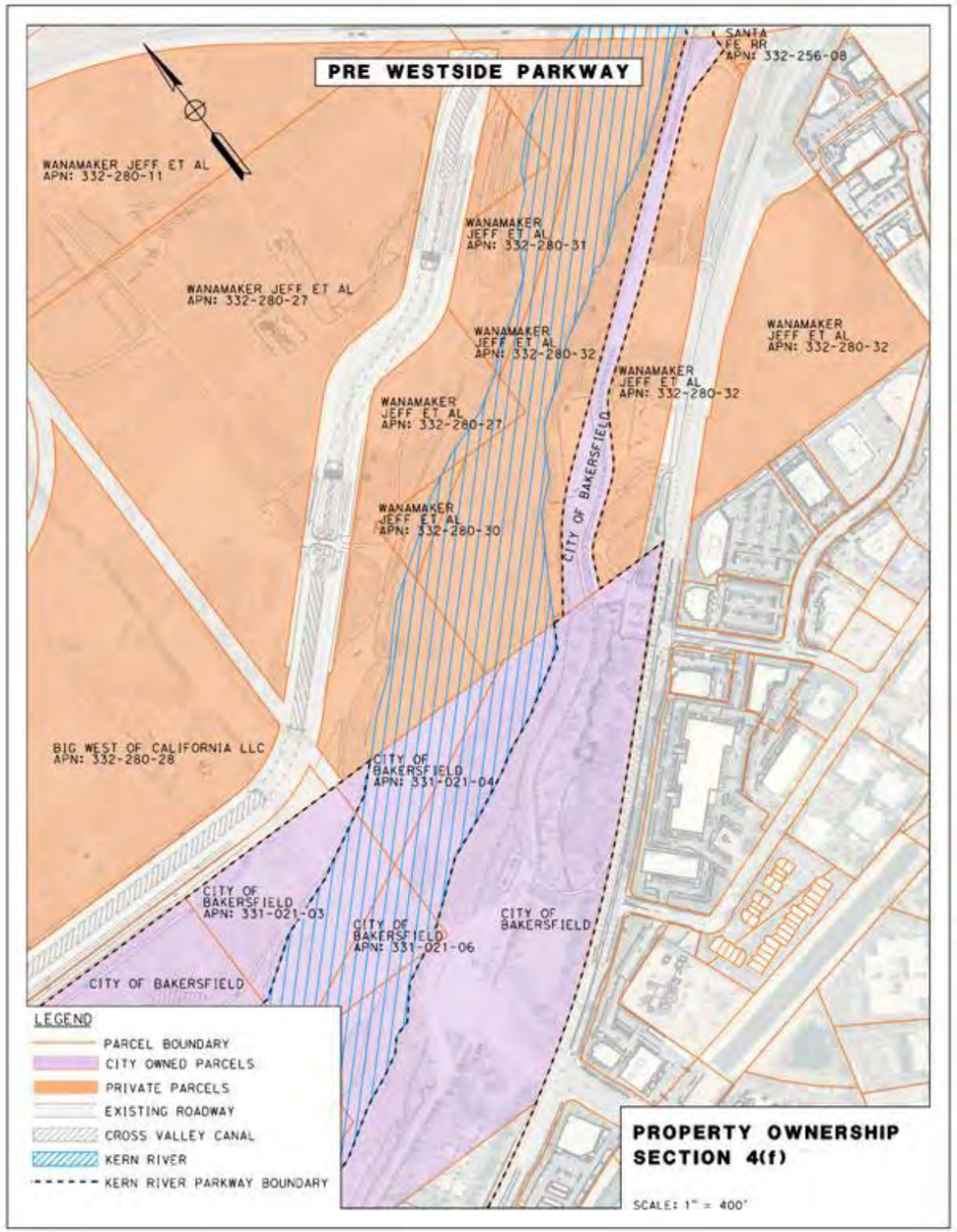


Figure 7 Kern River Parkway Ownership Prior to Westside Parkway Project

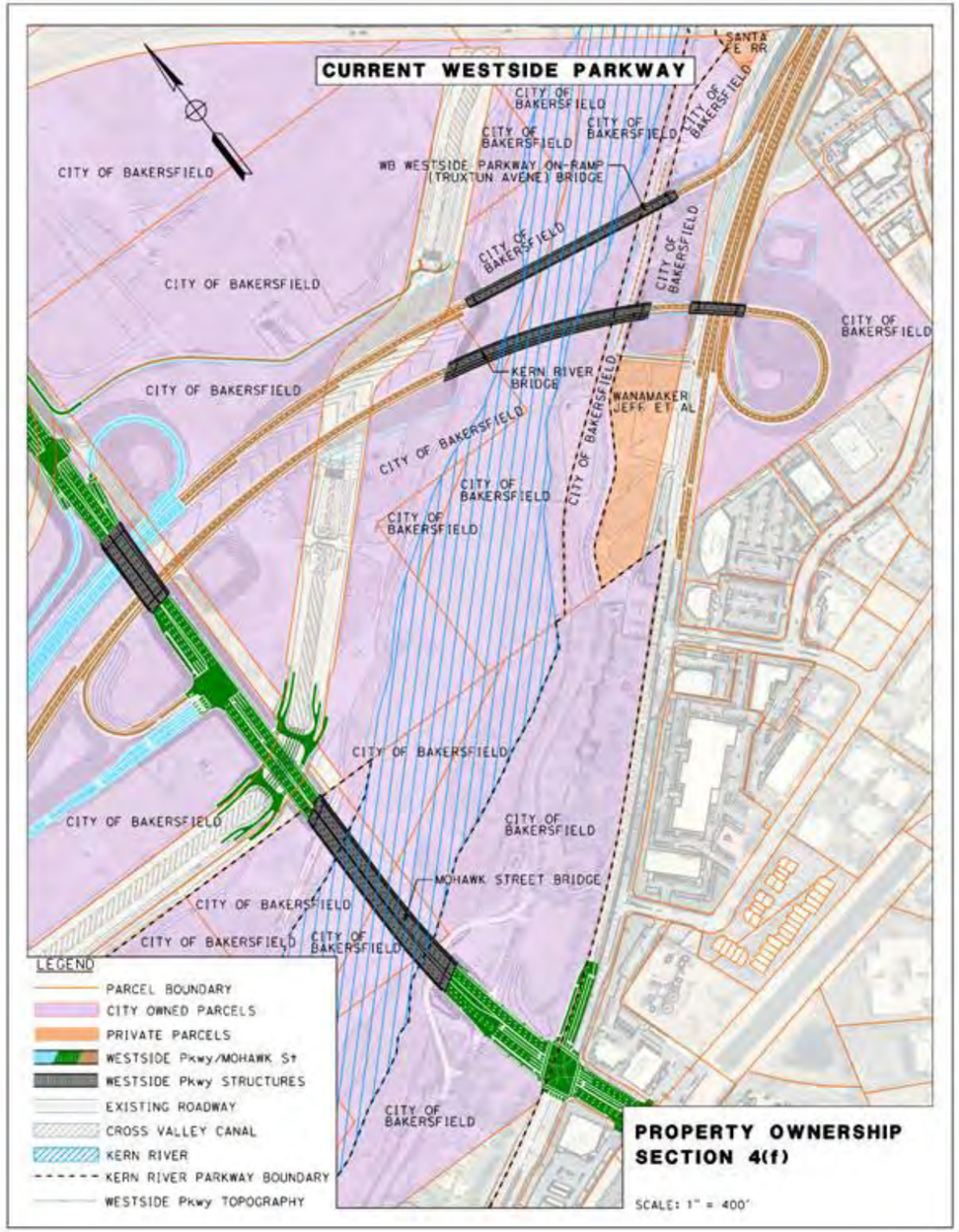


Figure 8 Kern River Parkway Ownership with Westside Parkway Project

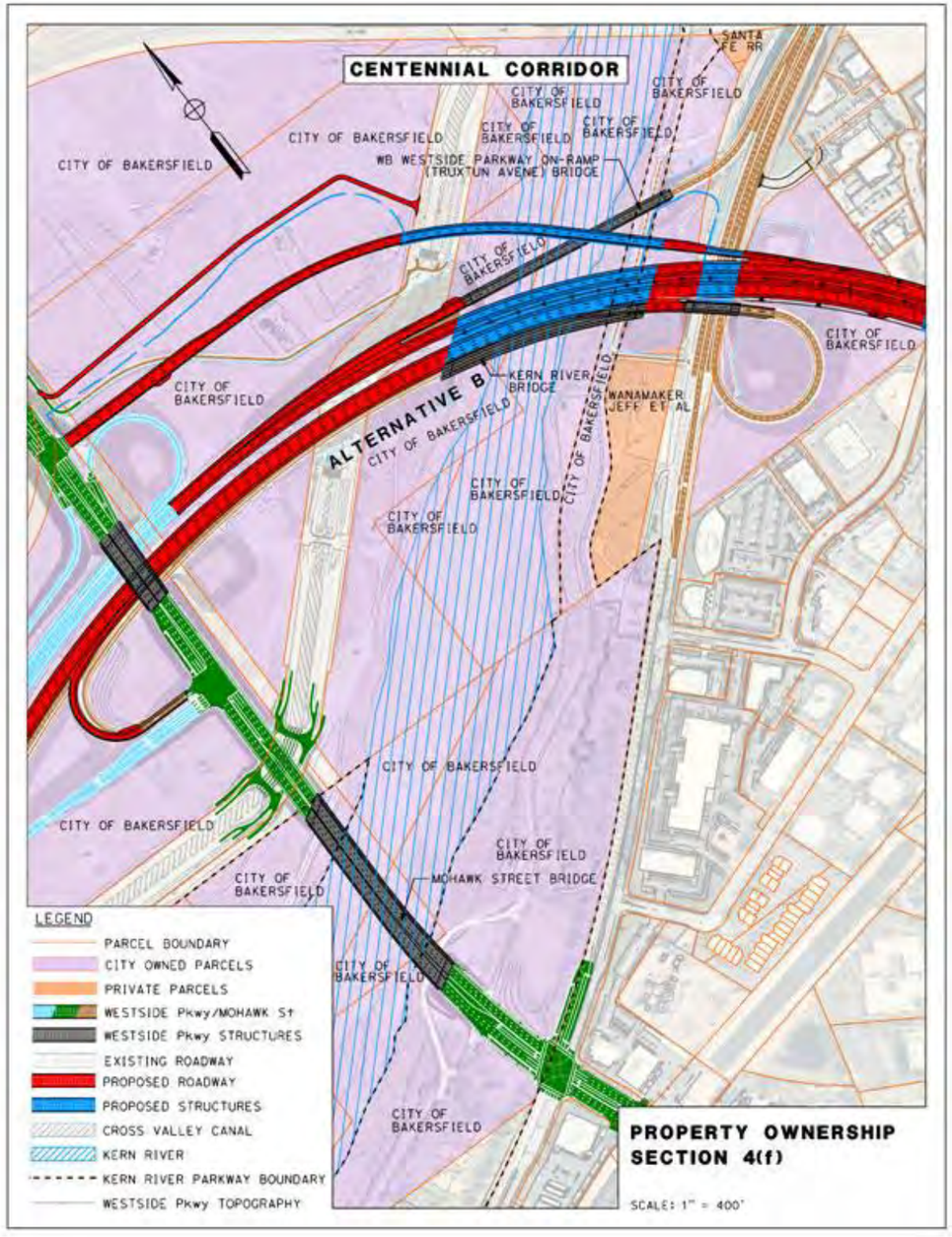


Figure 9 Kern River Parkway Ownership with the Centennial Corridor Project

Accessibility

Building Alternative A would require acquisition of parkland and some associated amenities within the west side of the Kern River Parkway in the immediate vicinity of Mohawk Street and Truxtun Avenue. Although building Alternative A would result in the removal of the three volleyball courts and most of the Frisbee golf course of the Kern River Parkway, access to the equestrian and the Kern River Multi-Use Trail and the Hoey Trail (proposed to be relocated) and the east side of the park would remain. Access to the parkway from Truxtun Avenue to the parking area would also remain unchanged. Construction hours would be 6:00 a.m. to 9:00 p.m. on weekdays and 8:00 a.m. to 9:00 p.m. on weekends, but it would not affect access to the park; therefore, while building Alternative A, access to the park would be maintained.

Building Alternative B and Alternative C would not require acquisition of parkland within the Kern River Parkway. These alternatives would be constructed over the existing Kern River Multi-Use Trail, Hoey Trail, and equestrian trail. Access to the Kern River Multi-Use Trail, Hoey Trail, and equestrian trail would be maintained throughout construction and operation of either of these alternatives. Access to the multi-purpose trail from Truxtun Avenue at this location is not publicly available and, as such, construction activities (planned from 6:00 a.m. to 9:00 p.m. on weekdays and 8:00 a.m. to 9:00 p.m. on weekends) would not affect public access; therefore, with building Alternatives B and C, access to the Kern River Multi-Use Trail, Hoey Trail, and equestrian trail at the Kern River Parkway would be maintained. Alternatives B and C would not directly use the Kern River Multi-Use Trail, Hoey Trail, or equestrian trail. As such, Alternatives B and C would not substantially impair the activities, features, and/or attributes that qualify the parkway for protection under Section 4(f).

Visual

As discussed in the *Visual Impact Assessment* (September 2013) and Section 3.1.7 of the draft environmental impact statement/environmental impact report, Alternative A would build a new retaining wall and elevated bridge structure for the freeway at Truxtun Avenue and Mohawk Street crossing the Kern River Parkway with a maximum height of 32 feet. The proposed retaining wall and elevated bridge would be a change in the visual environment of the park landscape. The new bridge would change the visual character of the Kern River Parkway because the built structure would encroach on the natural landscape. There would be a decrease in the overall visual quality with the implementation of Alternative A. The view through the Kern River Parkway at this location would be interrupted by the new transportation facility. However, there are existing urban improvements (Westside Parkway, Mohawk Street

bridge, a petroleum tank farm, and transmission towers) adjacent to the Kern River Parkway which alter and impede the existing visual environment of the park and Kern River area. Because of these existing structures, the views to and from the Kern River Parkway would be minimally adversely affected with the construction of Alternative A. The Kern River Parkway at this location is no longer in a pristine natural condition. Therefore, visual changes as a result of the proposed transportation improvements will not substantially impair the activities, features, and/or attributes that qualify the parkway for protection under Section 4(f).

Alternative B would build an elevated freeway and ramps between the Kern River and Truxtun Avenue with a maximum height of 36 feet. There would be concrete freeway decking and concrete columns supporting the new transportation facility. Support structures and a portion of the flyover (overcrossing) associated with this alternative would be visible from the parkway. In the area where Alternative B crosses the Kern River Parkway, there are several existing structures that alter the views of the users of the Kern River Multi-Use Trail, Hoey Trail, and equestrian trail. These structures include the Westside Parkway, the railroad bridge, utility lines, and oil facilities. While there would be adverse changes to views at the Kern River Parkway as a result of building Alternative B, the changes would not substantially impair the activities, features, and/or attributes that qualify the parkway for protection under Section 4(f) because the view is already altered by existing structures and the park users would see the views of the new freeway for only a moderate period of time.

The visual impacts from Alternative C would be similar to those described for Alternative B, with a maximum height of the elevated freeway of 34 feet. While there would be adverse changes to views at the Kern River Parkway as a result of building Alternative C, the changes would not substantially impair the activities, features, and/or attributes that qualify the parkway for protection under Section 4(f) because the view is already altered by existing structures and the park users would see the views of the new freeway for only a moderate period of time.

Noise

Alternative A would be a freeway alignment that crosses over Kern River Parkway. Areas of frequent human use in recreational areas require analysis for potential noise impacts. In the case of Alternative A, the areas of the park such as the volleyball courts and Frisbee golf course where people remain for longer periods would be removed. Therefore, no traffic noise impact analysis was done for the park. There are multi-use and equestrian trails crossing the proposed alignment. Noise impacts are not

evaluated for these trails because of their transient use and there are no gathering placed along the trails.

For Alternatives B and C, freeway alignments would be constructed crossing over the Kern River Parkway. There are no areas of frequent human use in the Kern River Parkway where Alternatives B and C cross the parkway; therefore, no traffic noise impact analysis has been conducted for these areas and is not required. These alternatives would not substantially impair the activities, features, and/or attributes that qualify the parkway for protection under Section 4(f).

Vegetation and Wildlife

As discussed in the *Natural Environment Study* (March 2013) and Section 3.3 of the draft environmental impact statement/environmental impact report, San Joaquin kit fox dens or sign such as scat were observed within the Kern River Parkway grasslands near Mohawk Street within the area proposed for Alternative A construction. The analysis concluded that standard construction-related avoidance and minimization measures and additional conservation measures would be expected to substantially reduce the potential for take and would compensate for residual effects. As discussed in the *Natural Environment Study* (March 2013) and Section 3.3 of the draft environmental impact statement/environmental impact report, San Joaquin kit fox dens or sign such as scat were observed within the Kern River Parkway grasslands near Mohawk Street about 0.5 mile from Alternatives B and C. These alternatives would not substantially impair the activities, features, and/or attributes that qualify the parkway for protection under Section 4(f).

Air Quality

The *Air Quality Study Report* (January 2013) and Section 3.2.6 of the draft environmental impact statement/environmental impact report concluded that, in the long term, impacts from Alternatives A, B, and C would not contribute substantially to, or cause deterioration of, air quality in the immediate project area or in the region. In addition, during project construction activities, measures such as best available control and standard control measures required by Caltrans and the San Joaquin Valley Air Pollution Control District would be used to reduce exhaust and fugitive dust emissions generated by construction equipment and activities. Therefore, the short-term and long-term air quality impacts associated with Alternatives A, B, and C would not substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

Water Quality

The discussion and analysis in this section is based on the following technical studies prepared for the Centennial Corridor: *Water Quality Assessment Report* (November 2012); *Drainage Report* (January 2012); and the *Storm Water Data Report* (November 2012) and Section 3.2.2 of the draft environmental impact statement/environmental impact report. Building Alternatives A, B, or C has potential to affect water quality.

Potential pollutant sources associated with the construction phase of these alternatives include construction activities and materials expected at the project site: vehicle fluids, concrete and masonry products, landscaping and other products, and contaminated soils. Similarly, operation of these alternatives has the potential to affect water quality. Potential pollutant sources associated with operation of the proposed project include motor vehicles, highway maintenance, illegal dumping, spills, and landscaping care; however, using minimization measures, short-term and long-term water quality impacts associated with Alternatives A, B, and C would not substantially impair the activities, features, and/or attributes that qualify the parkway for protection under Section 4(f).

5.2.2 Saunders Park

Alternatives A and B are about 0.5 mile from Saunders Park; therefore, they would not have an impact on this park. As a result, no direct or temporary use of this property would occur from either of these two alternatives. Alternative C, however, as described below, would have permanent use of up to 3.27 acres of park property.

Accessibility

The park could be accessed during project construction as well as when the project is operational.

Visual

Saunders Park is surrounded by residential neighborhoods with mature trees and other vegetation to the south and the west of the park. There are approximately 0.5 miles of mature trees and residential properties between Saunders Park and Alternatives A and B. The distance of the two alternatives from the park, combined with the built-out residential neighborhoods with mature trees mean Alternatives A and B would not be visible from the park. Therefore, Alternatives A and B would not substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

Noise

Traffic noise impacts is determined by factors such as distance from the highway, traffic volumes, traffic speeds, traffic types, ground absorption, atmospheric absorption, and meteorological effects like temperature and humidity. As distance increases from the highway, noise level drops. Generally, when distance doubles, noise level declines about 3 decibels (dB) when it travels over hard sites like asphalt. Over soft sites such as grass, when distance doubles, the noise level declines about 4.5 dB (see Figure 10).

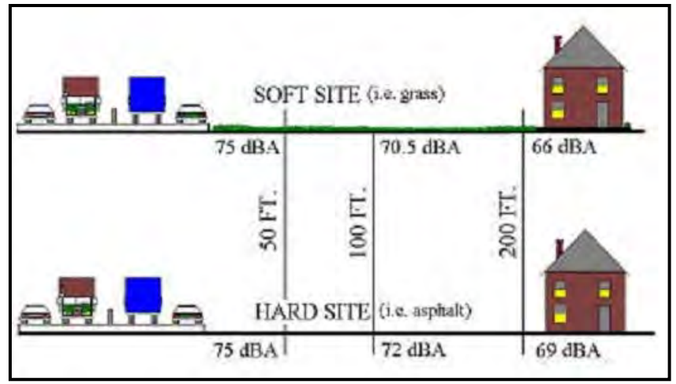


Figure 10 Graphic Representation of Noise Level Declines Over Hard and Soft Sites

The current highway traffic noise prediction model TNM has been validated 0 to 500 feet from the highway. Receptors beyond 500 feet from the project area would not be considered for analysis unless a reasonable expectation exists that noise impacts would extend beyond that boundary. It is clear that the perception of noise at any of the parks and schools, as contributed to from the project alternatives, would be reduced by the combined factors of nearby noise, distance and intervening barriers such that no increase in existing ambient noise would be perceptible. As a result, none of the alternatives would substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

Vegetation and Wildlife

Saunders Park is generally landscaped with non-native plant material. These plant materials are expected to provide very low to no value and function for wildlife (refer to Section 3.3 of the draft environmental impact statement/environmental impact statement report). Though the park provides open space, the site is surrounded by

urban development further reducing its habitat value. Saunders Park does not serve as a link in a regional wildlife travel corridor. There were no signs (such as scat) or potential dens associated with the San Joaquin kit fox in the vicinity of Saunders Park (*Biological Assessment* November 2012). As a result, none of the alternatives would substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

Air Quality

Regarding air quality, dispersion modeling results show that increases in particulate matter, if any, would only occur at distances near the project alternatives. No increases beyond a typical distance of 500 feet would be expected. Therefore, at distances of 0.25 to 0.5 mile (1,320 to 2,640 feet) from the project alternatives, no adverse air quality effects would be expected. In addition, during project construction activities, measures such as best available control and standard control measures as required by Caltrans and the San Joaquin Valley Air Pollution Control District would be used to reduce exhaust and fugitive dust emissions generated by construction equipment and activities. Therefore, short-term and long-term air quality impacts associated with any of the alternatives would not substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

Water Quality

Potential short-term water quality impacts associated with the construction phase of the Centennial Corridor Project would be minimized with the implementation of Construction Site Best Management Practices. Potential long-term water quality impacts associated with the operation and maintenance of the transportation facility would be minimized with the implementation of Treatment Best Management Practices. Preliminary engineering efforts have identified proposed Infiltration Device locations to address water quality impacts. Overall, with incorporation of Temporary and Permanent Best Management Practices, no water quality impacts are expected with implementation of the Centennial Corridor Project. Consequently, impacts to water quality as a result of the proposed project alternatives would not substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

As shown in Figure 11, Alternative C would result in partial acquisition of the park for the permanent use of that portion of Saunders Park. Permanent impacts include 1.95 acres of developed park land and 1.32 acres of undeveloped park land between the existing retention basin and State Route 99 for a total of 3.27 acres. The following park amenities or facilities would be permanently removed: on-site surface parking

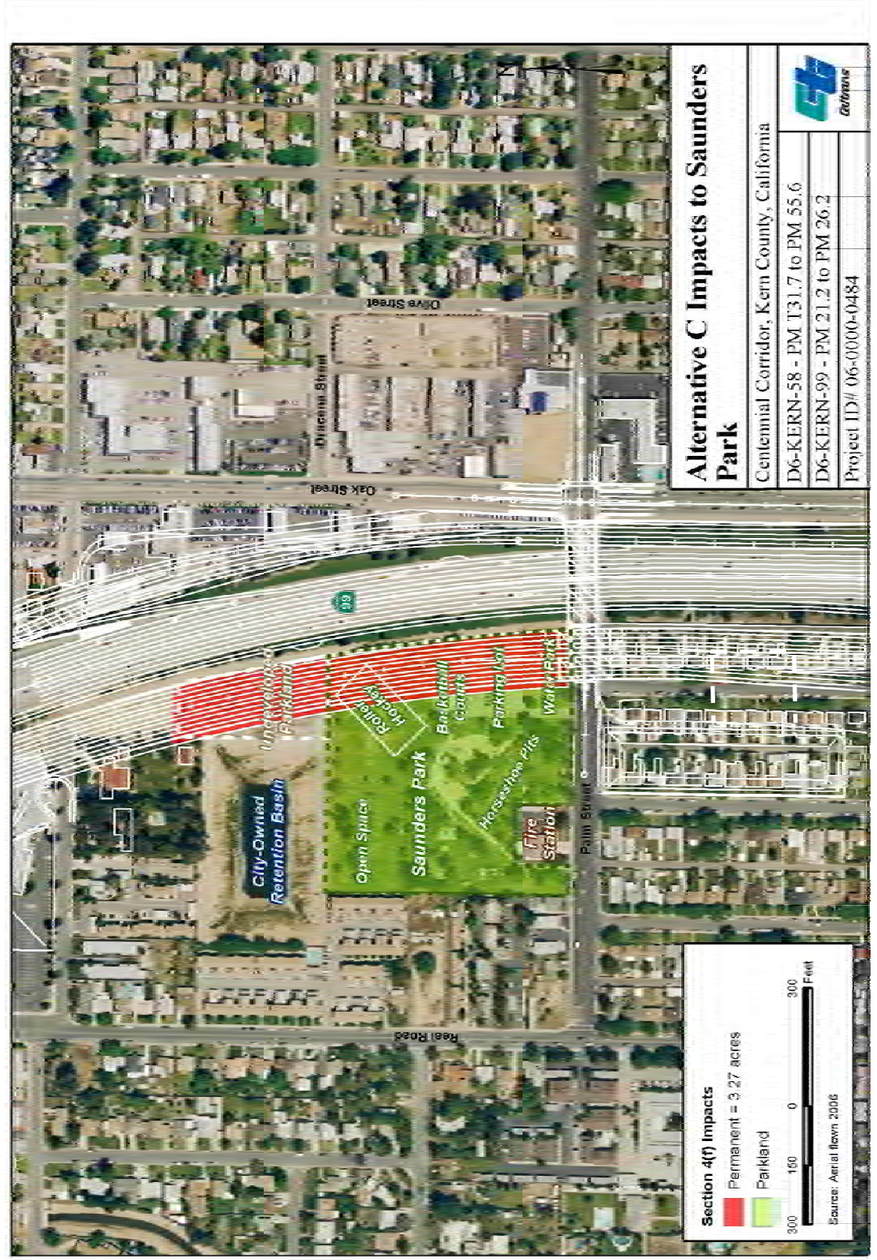


Figure 11 Alternative C Impacts at Saunders Park

(58 spaces); two basketball courts; enclosed roller hockey arena; a retention basin; splash/water play area; equipment storage room; and several mature trees.

Accessibility

Building Alternative C would require partial acquisition of parkland at Saunders Park; however, access to Saunders Park via Palm Street would be maintained at all times during construction and operation of this alternative. Off-street parking would be available on Palm Street during construction. Construction hours would be 6:00 a.m. to 9:00 p.m. on weekdays and 8:00 a.m. to 9:00 p.m. on weekends. With building Alternative C, access to Saunders Park would be maintained and would not substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

Visual

As discussed in the *Visual Impact Assessment* (September 2013) and Section 3.1.7 of the draft environmental impact statement/environmental impact report, Alternative C would include building a new elevated freeway and associated retaining wall. In addition, a soundwall would be built on top of the retaining wall to attenuate traffic noise. This alternative would also remove some mature trees within the park.

The proposed freeway and retaining wall and soundwall parallel to existing State Route 99 would be a substantial change in the visual landscape of the park. The visual character of Saunders Park would be affected by the removal of land and a new retaining wall and soundwall placed on the outside of the parking lot perimeter. There would, therefore, be adverse changes to the view with building Alternative C. In addition, during construction, park patrons and adjacent residents would be exposed to views of construction vehicles; construction-related vehicle access; staging of construction materials; grading and road and sidewalk construction; temporary safety barriers; and temporary lighting. However, Saunders Park is nestled in a suburban neighborhood surrounded by State Route 99, tract housing, and a fire station. Community residents use the park primarily for basketball, picnicking, roller hockey, and other common activities associated with a local park. This park was built for the neighborhood and does not contain natural features, such as wildlife, rivers and creeks, rock formations, and vast open space. Therefore, construction of Alternative C would not substantially impair the activities, features, and/or attributes of Saunders Park.

While there would be adverse changes to the views at Saunders Park as a result of Alternative C, building this alternative would not substantially impair the activities,

features, and/or attributes of the remaining portions of the park that qualify the park for protection under Section 4(f).

Noise

As noted in the *Noise Study Report* (January 2013) and Section 3.2.7 of the draft environmental impact statement/environmental impact report, Alternative C would require building an elevated freeway crossing and associated retaining wall that would form the eastern park boundary. Existing noise levels at the park range from 59 to 62 A-weighted decibels (dBA) (levels similar to heavy traffic at 300 feet) but would increase by 8 to 11 dB with implementation of Alternative C. Park patrons may therefore experience noise levels ranging from 69 to 72 dB (levels similar to the operation of a gas lawnmower at 30 feet) prior to mitigation. To abate this increase in noise levels, a soundwall would be built on top of the retaining wall. With the soundwall in place, noise levels at the park are anticipated to be 64 dB, which would be an increase of 2 to 5 dB above existing conditions.

The noise levels from construction activities would be short term and intermittent (coming and going); therefore, they would not affect park patrons. Project noise levels from temporary construction activities and from long-term traffic use along the elevated freeway crossing associated with Alternative C would not substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

Vegetation and Wildlife

Saunders Park is generally landscaped with non-native plant material. These plant materials are expected to provide very low to no value and function for wildlife (refer to Section 3.3 of the draft environmental impact statement/environmental impact statement report). Though the park provides open space, the site is surrounded by urban development further reducing its habitat value. Saunders Park does not serve as a link in a regional wildlife travel corridor. There were no signs (such as scat) or potential dens associated with the San Joaquin kit fox in the vicinity of Saunders Park (*Natural Environment Study* March 2013). As a result, Alternative C would not substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

Air Quality

The *Air Quality Study Report* (January 2013) and Section 3.2.6 of the draft environmental impact statement/environmental impact report concluded that, in the

long term, Alternative C would not contribute substantially to, or cause deterioration of, air quality in the immediate project area or in the region. In addition, during project construction activities, measures such as best available control and standard control measures as required by Caltrans and the San Joaquin Valley Air Pollution Control District would be used to reduce exhaust and fugitive dust emissions generated by construction equipment and activities. Therefore, the short-term and long-term air quality impacts associated with Alternative C would not substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

Water Quality

The discussion and analysis in this section are based on the following technical studies prepared for the Centennial Corridor: *Water Quality Assessment Report* (November 2012); *Drainage Report* (November 2012); and the *Storm Water Data Report* (January 2012) and Section 3.2.2 of the draft environmental impact statement/environmental impact report. Building Alternative C has the potential to affect water quality.

Potential pollutant sources from the building phase of this alternative include construction activities and materials expected at the project site: vehicle fluids; concrete and masonry products; landscaping and other products; and contaminated soils. Similarly, operation of this alternative has the potential to affect water quality. Potential pollutant sources associated with operation of this alternative include motor vehicles, highway maintenance, illegal dumping, spills, and landscaping care; however, with minimization measures, short-term and long-term water quality impacts associated with Alternative C would not substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

5.2.3 Rancho Vista Historic District

Alternative A construction of State Route 58 would pass through the center of the Rancho Vista Historic District on an elevated structure with a maximum height of 43 feet (at the Stine Road Undercrossing) and remove 46 of the 81 residences that contribute to the Rancho Vista Historic District's significance and 16 of the 27 residences that do not contribute. Removing 46 contributing residences would be a permanent use of Rancho Vista Historic District (see Figure 12). Alternative A would require one partial acquisition (562 square feet) of a noncontributing property and no partial acquisitions of contributing properties. Alternative A would not result in the temporary occupancy of land from the Rancho Vista Historic District for temporary construction easements during construction. Building Alternative A would result in a

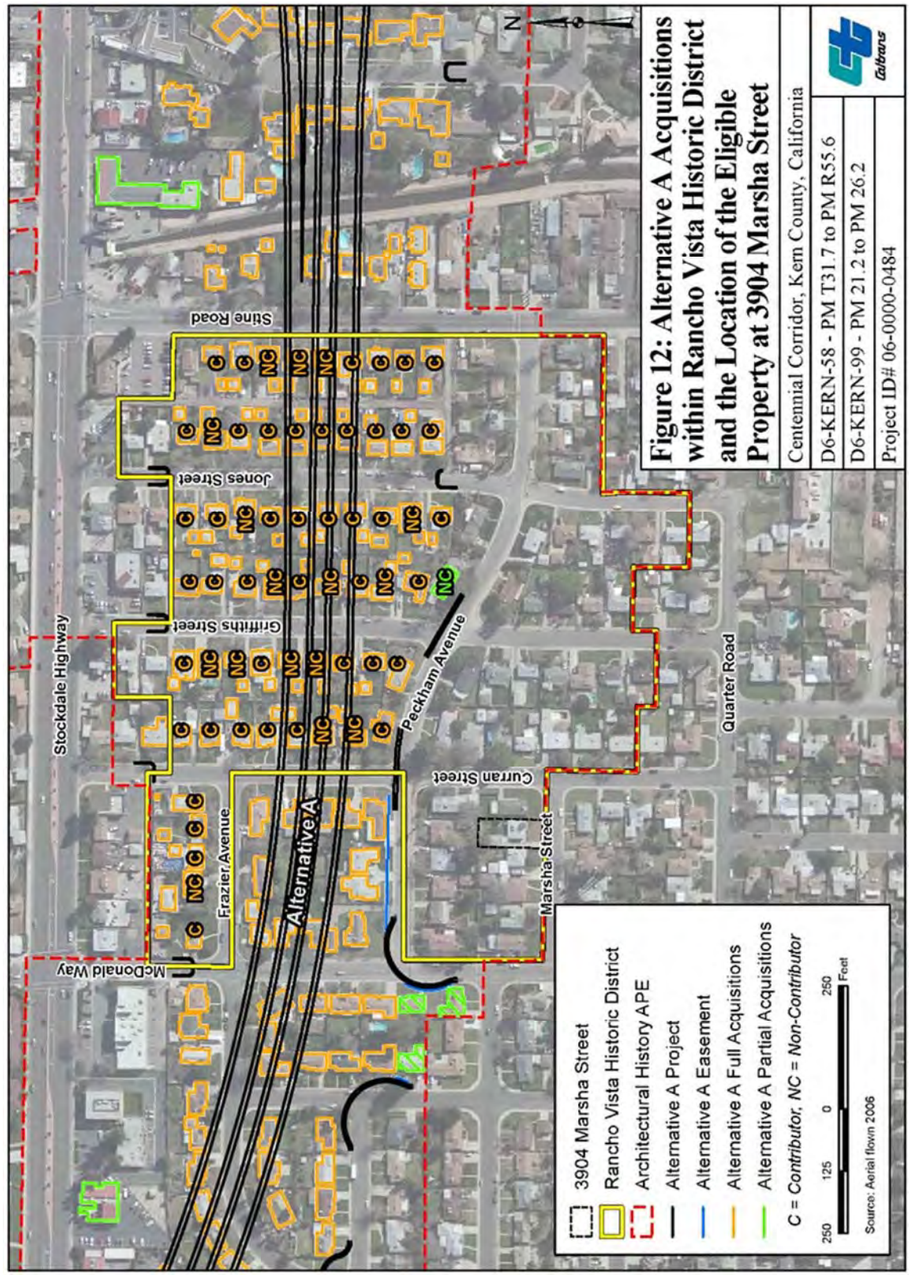


Figure 12 Alternative A Acquisitions within Rancho Vista Historic District

permanent use of this historic district by physically destroying or damaging contributing elements and character-defining features of the Rancho Vista Historic District.

The Alternative B alignment would be located about 110 feet away from the nearest contributing residence within the Rancho Vista Historic District, with a soundwall of approximately 12 to 16 feet in height being proposed, located approximately 70 feet from the closest edge of the historic property boundary (see Figure 13). Alternative B would not result in a direct use of Rancho Vista Historic District because no properties within the Rancho Vista Historic District boundary would be acquired for this alternative. In addition, the property is located in an urbanized environment characterized largely by such elements as single-story houses with uniform setbacks, mature landscaping and trees, roadways, power poles and transmission lines, fencing and other neighborhood features. Rancho Vista Historic District experiences typical periodic noise associated with neighborhood activities, such as gardening equipment, music, barking dogs, and so forth, along with those more prominent sounds generated by nearby roadway traffic, including the large number of trucks and cars traveling on the nearby Stockdale Highway. While traffic noise would increase with construction of Alternative B, the property qualifying as a Section 4(f) property (a postwar housing tract) is not a property whose significance derives from being located in a quiet setting. Noise-related proximity impacts would not substantially change the feeling, association or atmosphere of the Section 4(f) property to the point where the activities, features, or attributes of the historic district would be substantially impaired. Moreover, the proposed soundwall would reduce noise impacts generated by the project. Although the elevated roadway would alter the views from some perspectives, particularly for those looking from streets located immediately south of the new freeway or close to the northeasterly boundary of the historic property, from other parts of the historic district the freeway structure or soundwall would not be as obtrusive. As discussed below in an analysis of Alternative B, it is concluded that the proximity impacts would not substantially impair the activities, features, and attributes that qualify the Section 4(f) property under 23 CFR 774.15(f) and therefore would not constitute a constructive use.

The Section 106 analysis found that the project effects associated with implementation of Alternative B would have the result of diminishing the setting of the Rancho Vista Historic District by introducing an elevated freeway structure and soundwall that is out of scale with the neighborhood and would therefore constitute an adverse effect.

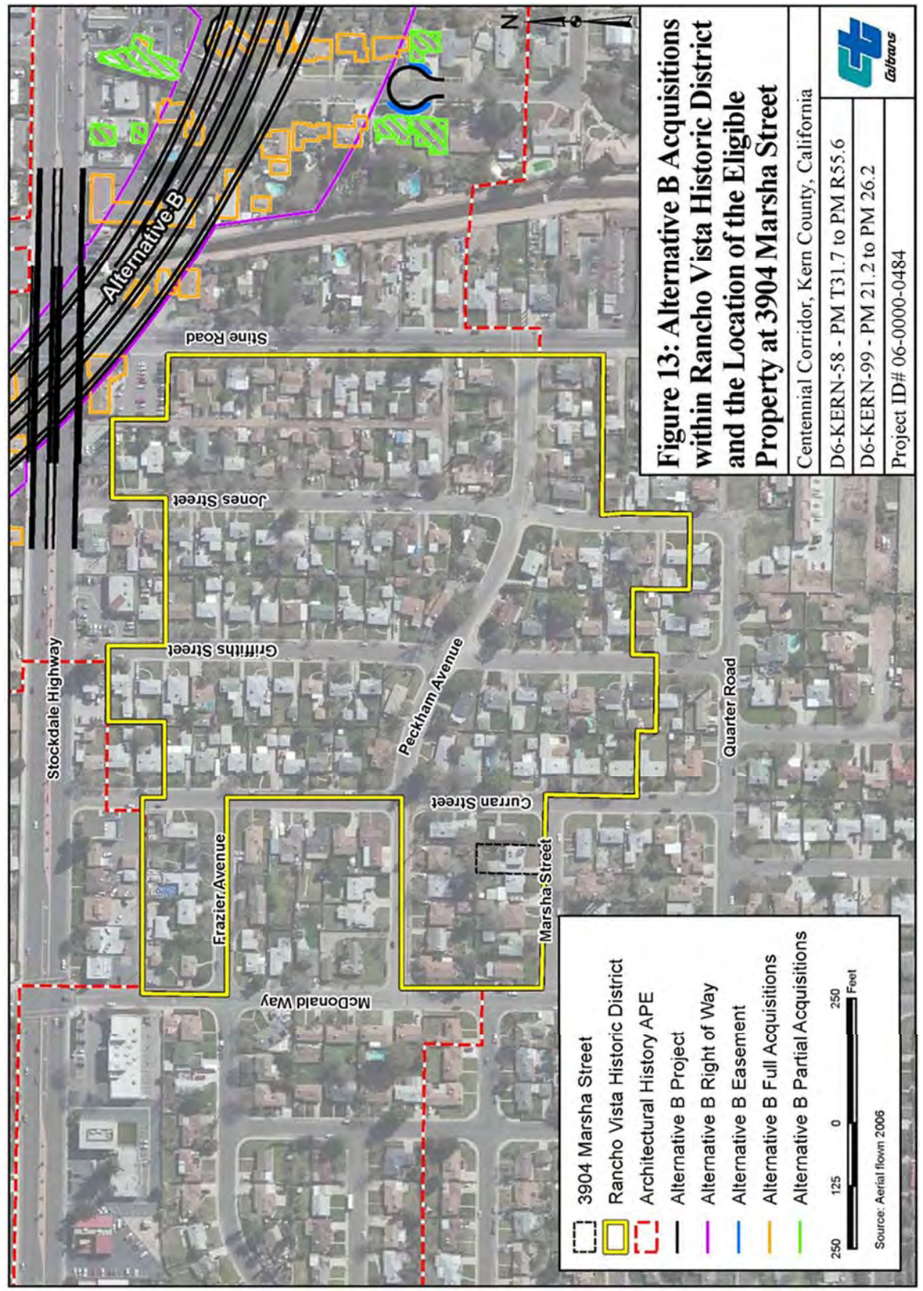


Figure 13 Alternative B Acquisitions within Rancho Vista Historic District

Alternative C is located about 1,300 feet west from Rancho Vista Historic District at its closest boundary edge. Alternative C would not result in a direct use of Rancho Vista Historic District because no properties within the Rancho Vista Historic District boundary would be acquired for this alternative.

Table B.2 summarizes the anticipated temporary construction easements, partial acquisitions, and full acquisitions under Alternatives A and B for the Rancho Vista Historic District.

Table B.2 Summary of Permanent Uses and Temporary Occupancies at Rancho Vista Historic District

Alternative A			Alternative B		
Number of Full Contributing Parcel Acquisitions	Number of Partial Contributing Parcel Acquisitions (total square feet)	Number of Parcels with Temporary Construction Easements (total square feet)	Number of Full Contributing Parcel Acquisitions	Number of Partial Contributing Parcel Acquisitions (total square feet)	Number of Parcels with Temporary Construction Easements (total square feet)
46	0	0	0	0	0

Source: *Historic Resources Evaluation Report* January 2013.

Accessibility

Building Alternative A would require full and partial property acquisitions from the Rancho Vista Historic District. Although building Alternative A would result in property acquisitions, access to the Rancho Vista Historic District would be maintained via Stine Road, McDonald Way, Curran Street, Griffiths Street, and Jones Street. Construction hours would be 6:00 a.m. to 9:00 p.m. on weekdays and 8:00 a.m. to 9:00 p.m. on weekends. With building Alternative A, access to Rancho Vista Historic District would be maintained and the alternative would not substantially impair the activities, features, and/or attributes that qualify the Rancho Vista Historic District for protection under Section 4(f).

It should be noted that accessibility impacts associated with Alternatives B and C are not discussed because these alignments are outside Rancho Vista Historic District boundaries and would not affect contributing properties. As such, impacts from these alternatives would not substantially impair the activities, features, and/or attributes that qualify the Rancho Vista Historic District for protection under Section 4(f).

Visual

Alternative A

Alternative A would require building a retention basin, a 24- to 30-foot-high elevated roadway, and soundwalls up to 12 feet high at the Rancho Vista Historic District. The proposed roadway alignment height—bridge with soundwall—would range between 34 feet (24-foot fill slope + 10 foot sound wall) to a maximum height of 43 feet (bridge deck at 32 feet – 1.5 foot super elevation + 12-foot soundwall) above Stine Road. As discussed in the *Visual Impact Assessment* (September 2013) and Section 3.1.7 of the draft environmental impact statement/environmental impact report, Alternative A would build a cul-de-sac at the end of McDonald Way and Peckham Avenue and a chain-link fence in front of a landscaped slope leading to an elevated freeway and soundwall south of Stockdale Highway crossing McDonald Way. The new freeway would introduce a new substantial above-grade structure into the residential area. The existing character of the area would change from a quiet residential street to a large-scale freeway.

The Alternative A alignment would traverse the center of the Rancho Vista Historic District. The construction of an elevated freeway structure would also introduce a visual intrusion that would not be in keeping with the character and setting of the Rancho Vista Historic District. Photo 1 shows the existing view of the Rancho Vista Historic District (taken at Stine Road near Peckham Avenue looking toward Alignment A) compared to the simulated view of the future condition with Alignment A in place.

Existing View

Simulated View with Alternative A

Photo 1. Rancho Vista Historic District taken from Stine Road and Peckham Street looking north toward Alternative A Alignment

Alternative B

Alternative B would result in an elevated roadway with soundwall built immediately northeast of the Rancho Vista Historic District (see Figures 14 and 15). The proposed roadway would include a bridge that spans the Stine Canal, Stine Road, and Stockdale Highway. The bridge height would be about 38 feet, and the proposed soundwall would be 12 to 16 feet in height. Together, the bridge and soundwall would be roughly the height of a four-story building.

Although the elevated roadway structure would alter some views when looking east and northeast from street level from the Rancho Vista Historic District, the new infrastructure would be visible from some of the spatial gaps between the houses and trees and from certain city streets. Photo 2 illustrates the existing view and simulated view of the Rancho Vista Historic District from Stine Road. Photo 3 illustrates the existing view and simulated view of the Rancho Vista Historic District from John Street).

Rancho Vista Historic District is eligible for the National Register as a significant example of a planned postwar residential subdivision with houses built using innovative whole-house prefabrication techniques, and a setting of mature landscaping and houses setback from the curbs in a uniform manner. The integrity of location, design, materials, and workmanship would remain the same. The historic association and identity of the historic property as a postwar residential housing tract and its contributing features would remain unchanged under Alternative B. However, the introduction of an elevated structure would cause a visual intrusion and be out of character with the historic district's residential setting and is therefore considered to be an adverse effect under Section 106. As a result, Caltrans will consult with the State Historic Preservation Officer and other consulting parties on development and execution of a Memorandum of Agreement to identify measures to minimize or eliminate the adverse visual effects on the historic property.

Adverse effects under Section 106 and constructive use under Section 4(f) are not equivalent. Adverse effects can occur when a project would bring about a change in the setting of the historic property, but that does not touch that historic property. Nothwithstanding an adverse effect determination, the Section 4(f) regulations limit constructive use to circumstances where a "project's proximity impacts are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired." [23 CFR 774.15(a)]

One way to measure "substantial impairment" is to consider the National Register eligibility status of the property in a before-and-after exercise scenario. If Alternative B was to be selected and an elevated structure and soundwall built immediately beyond the boundary of the Rancho Vista Historic District, as is proposed, a diminishment in the setting of the historic property would result, which is, by definition, an adverse effect. Yet, it would be difficult to imagine that the Rancho Vista Historic District would not still remain eligible for inclusion in the National Register after the project is constructed, and therefore still be considered a section 4(f) property. Rancho Vista Historic District would still have most all of the historical spatial relationships existing between the various district contributors and the larger urban landscape in which the property is situated. Access within the neighborhood would not change. The historic district would still function as a cohesive residential neighborhood and the effects of constructing an aerial structure would not result in the physical loss of any of its contributing elements. As a point of comparison, however, this would likely not be the case with implementation of Alternative A, which would permanently divide the Rancho Vista Historic District, and require acquisition and removal of 46 of the 81 property's district contributors. In such a case, it would be highly unlikely that the Rancho Vista Historic District would remain eligible for the National Register.

Thus, constructive use could only occur if the views of, or from the Rancho Vista Historic District were a protected activity, feature, or attribute of the historic resource. Therefore, there would be no use of the Section 4(f) historic property.

An extreme example of "substantial impairment" as called for by Section 4(f) definition of constructive use might be a proposed transportation facility in such close proximity to a historic property type that particularly derives its significance in large part due to its setting, such as a historic lighthouse or a historic farmstead, to give two representative examples. While every historic property's setting has some weight of importance as one of the factors for measuring integrity, a key consideration for eligibility for the National Register of Historic Places, they are not equal in terms of what might be considered a substantial impairment to them as part of the protected activities, features, or attributes that qualify the property for protection under Section 4(f).

Existing View

Simulated View with Alternative B

Photo 2. Rancho Vista Historic District taken from Stine Road four houses north of Peckham Street looking north toward Alternative B Alignment

Existing View

Simulated View with Alternative B

Photo 3. Rancho Vista Historic District taken from Jones Street south of Stockdale Highway looking northeast toward Alternative B Alignment

Alternative C

Alternative C is not near Rancho Vista Historic District; therefore, it would have no impact on the Rancho Vista Historic District and would not substantially impair the activities, features, and/or attributes that qualify the Rancho Vista Historic District for protection under Section 4(f).

Noise and Vibration

Alternative A would require soundwalls up to 12 feet high that bisect the Rancho Vista Historic District which would result in a direct use, as described earlier, but that the reduced noise levels after construction would not substantially impair the activities, features, and/or attributes that qualify the Rancho Vista Historic District for protection under Section 4(f).

Alternative B would build a bridge over Stine Canal, Stine Road, and Stockdale Highway. A 10- to 14-foot-high soundwall is proposed along this area (see Figure 14). Long term noise measurements in this area were 62 dB. The soundwall is expected to provide at least a 7- decibel reduction. This is below the Caltrans Traffic Noise Analysis Protocol Noise Abatement Category Criterion of 67 dB. Noise abatement resulting from construction of the soundwalls at this location would reduce potential noise impacts to the Rancho Vista Historic District or associated contributors; therefore, construction of this alternative would not substantially impair the activities, features, and/or attributes that qualify the Rancho Vista Historic District for protection under Section 4(f).

Alternative C, because it is not near Rancho Vista Historic District, would have no potential noise or vibrational impacts to the Rancho Vista Historic District and would not substantially impair the activities, features, and/or attributes that qualify the Rancho Vista Historic District for protection under Section 4(f).

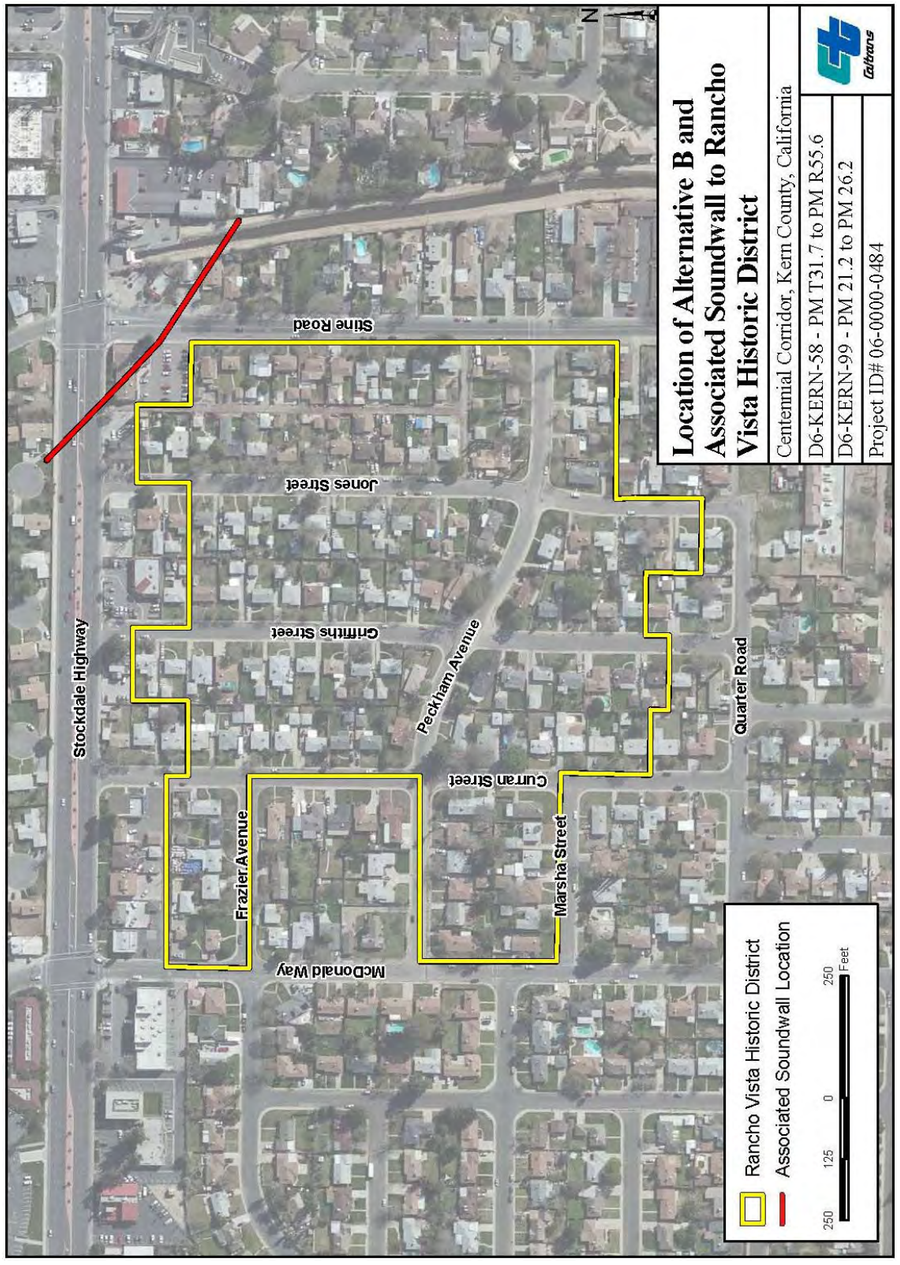


Figure 14 Location of Alternative B and Associated Soundwall to Rancho Vista Historic District

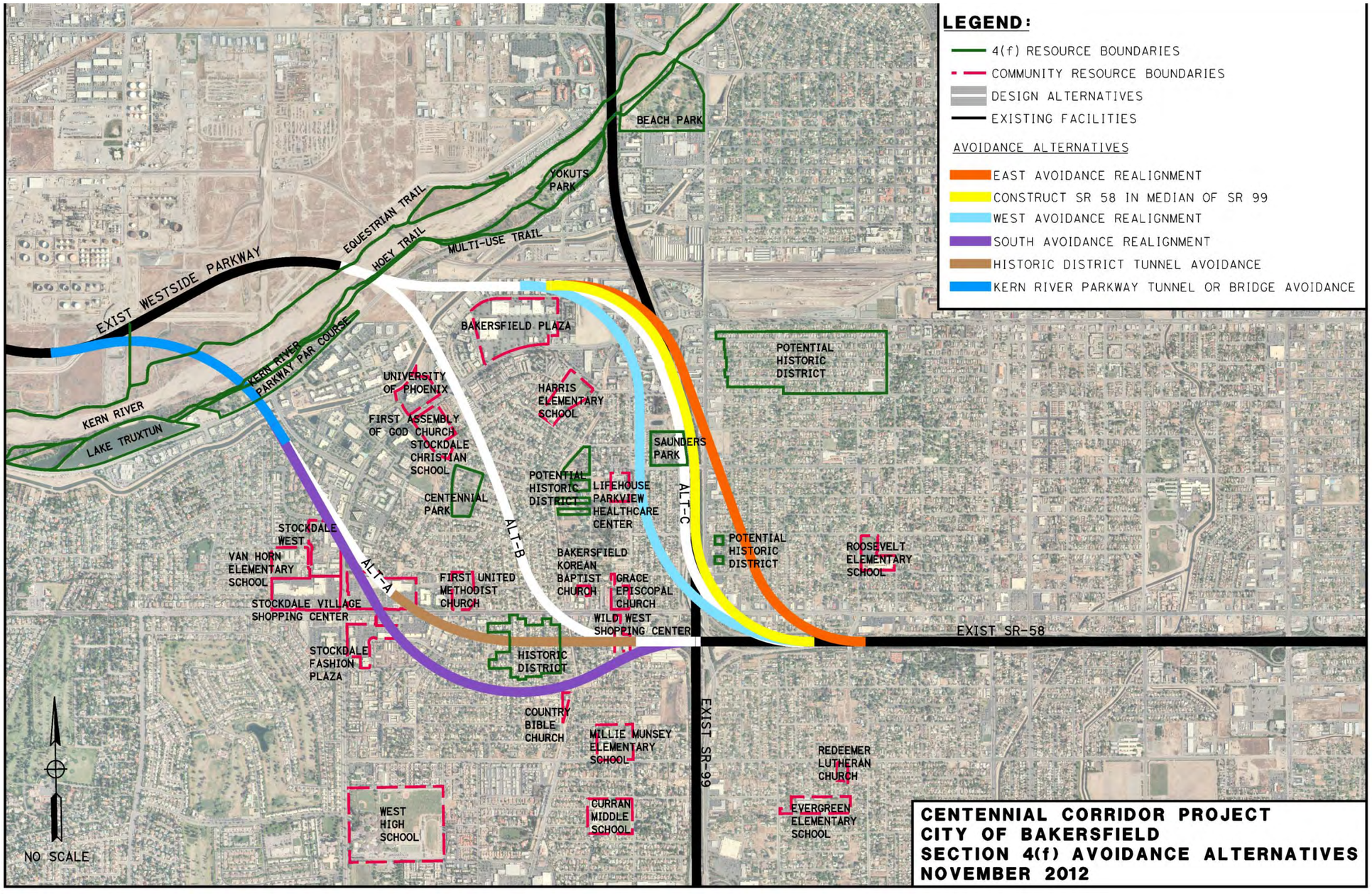


Figure 15 Avoidance Alternatives

Vegetation and Wildlife

The contributing properties within the Rancho Vista Historic District generally have mature landscaping, which was likely planted for shade and ornamental purposes when the residential buildings were originally constructed. This mature landscaping is considered a character-defining feature of the Rancho Vista Historic District; however, these plant materials are expected to provide very low to no value and function for wildlife (refer to Section 3.3 of the draft environmental impact report/environmental impact statement). Alternative A would remove approximately 20-30 mature trees within the Rancho Vista Historic District that would require full acquisition. There may also be vegetation removed for the partial acquisitions. Removal of the vegetation would not in and of itself substantially impair the activities, features, and/or attributes that qualify the Rancho Vista Historic District for protection under Section 4(f) since any mature trees removed would be replaced at a ratio of 1:1 as set forth under the Visual Resources section of this environmental document.

It should be noted that vegetation and wildlife impacts associated with Alternatives B and C are not discussed because these alignments are outside the Rancho Vista Historic District boundaries; therefore, they would not substantially impair the activities, features, and/or attributes that qualify the Rancho Vista Historic District for protection under Section 4(f).

Air Quality

The *Air Quality Study Report* (January 2013) and Section 3.2.6 of the draft environmental impact statement/environmental impact report concluded that, in the long term, Alternatives A and B would not contribute substantially to, or cause deterioration of, air quality in the immediate project area or in the region. In addition, during project construction activities, measures such as best available control and standard control measures as required by Caltrans and the San Joaquin Valley Air Pollution Control District would be used to reduce exhaust and fugitive dust emissions generated by construction equipment and activities. Therefore, the short-term and long-term air quality impacts associated with Alternatives A and B would not substantially impair the activities, features, and/or attributes that qualify the Rancho Vista Historic District for protection under Section 4(f).

It should be noted, although Alternative B is located outside of the Rancho Vista Historic District boundaries, air quality impacts were addressed due to the alternative's proximity to the contributing historic properties; however, impacts from this alternative would not substantially impair the activities, features, and/or attributes that qualify the Rancho Vista Historic District for protection under Section 4(f).

Impacts associated with Alternative C are not discussed because this alignment is about 0.5 mile to the east of the Rancho Vista Historic District boundary.

Water Quality

The discussion and analysis in this section is based on the following technical studies prepared for the Centennial Corridor: *Water Quality Assessment Report* (November 2012); *Drainage Report* (November 2012); and the *Storm Water Data Report* (January 2012) and Section 3.2.2 of the draft environmental impact statement/environmental impact report. Building Alternatives A and B has potential to affect water quality.

Potential pollutant sources associated with the construction phase of this alternative include construction activities and materials expected at the project site such as vehicle fluids; concrete and masonry products; landscaping and other products; and contaminated soils. Similarly, operation of this alternative has the potential to affect water quality. Potential pollutant sources associated with operation of this alternative include motor vehicles, highway maintenance, illegal dumping, spills, and landscaping care; however, using minimization measures, short-term and long-term water quality impacts associated with Alternatives A or B are not expected.

It should be noted that although Alternative B is located physically outside of the Rancho Vista Historic District boundaries, water quality impacts have been addressed due to the alternative's proximity to the contributing historic properties; however, impacts from this alternative would not substantially impair the activities, features, and/or attributes that qualify the Rancho Vista Historic District for protection under Section 4(f).

Impacts associated with Alternative C are not discussed because this alignment is about 0.5 mile to the east of the Rancho Vista Historic District boundary.

6.0 Avoidance Alternatives

6.1 Overview of Avoidance Alternatives

Alternative A would result in the permanent use of the Kern River Parkway and Rancho Vista Historic District Section 4(f) properties. Alternative B, however, would not affect parkland or other properties, including Rancho Vista Historic District, subject to the provisions of Section 4(f). Alternative C would result in the permanent use of Saunders Park, a Section 4(f) property, but it would not affect other properties, including Rancho Vista Historic District. As a result, consideration of feasible and prudent alternatives is

required that avoid permanent use of land from these Section 4(f) properties for the effects associated with Alternatives A and C.

This analysis of avoidance alternatives is based on the definition of "feasible and prudent avoidance alternative" in 23 CFR 774.17, that provides the following direction for determining whether an alternative is feasible and prudent:

(1) A feasible and prudent avoidance alternative avoids using Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property. In assessing the importance of protecting the Section 4(f) property, it is appropriate to consider the relative value of the resource to the preservation purpose of the statute.

(2) An alternative is not feasible if it cannot be built as a matter of sound engineering judgment.

(3) An alternative is not prudent if:

(i) It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;

(ii) It results in unacceptable safety or operational problems;

(iii) After reasonable mitigation, it still causes:

(A) Severe social, economic, or environmental impacts;

(B) Severe disruption to established communities;

(C) Severe disproportionate impacts to minority or low-income populations; or

(D) Severe impacts to environmental resources protected under other Federal statutes;

(iv) It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;

(v) It causes other unique problems or unusual factors; or

(vi) It involves multiple factors in paragraphs (3)(i) through (3)(v) of this definition, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

It should be noted that the preliminary engineering for Alternatives A and C included minimizing the use of land from Section 4(f) properties by narrowing the width of the project limits in the vicinity of those properties. Nonetheless, Alternatives A and C would result in the use of land from two parks and one historic district. These avoidance alternatives are shown in Figure 15.

6.2 Analysis of Avoidance Alternatives

All of the factors listed in the definition of "feasible and prudent avoidance alternative" were taken into consideration. In addition the following criteria specific to transportation projects were considered:

- Adherence to Caltrans Highway Design Manual standards, policies, and engineering practices
  - Proximity/spacing of existing interchanges along Westside Parkway, State Route 99 and State Route 58
  - Design speed requirements with regard to horizontal curves along main line State Route 58
- Incorporate provisions for future expansion of facilities
  - Consideration for future freeway-to-freeway connectors, not included in the current project scope
- Maintain local traffic circulation
  - Minimize out-of-direction travel
  - Minimize permanent closure of City streets

6.3 Summary of Avoidance Alternatives

The avoidance alternatives (see Figure 15) discussed below describe six variations of Alternatives A and C as well as the No-Build Alternative:

1. Kern River Parkway Bridge or Tunnel Avoidance—This variation of Alternative A would require extending the proposed State Route 58 Kern River bridge over the Kern River at Mohawk Street and Truxtun Avenue to completely span the 350-foot width of the Kern River Parkway and its volleyball courts, Frisbee golf course, and landscaped areas. A different version of this variation would require building a tunnel beneath the Kern River Parkway. The proposed 4,500-foot-long tunnel would follow the Alternative A alignment. The tunnel would begin just after South Vilas Green Brier Lane and cross under the Carrier Canal, Truxtun Avenue, Kern River Parkway, Kern River, and Cross Valley Canal.
2. Kern River Parkway Tunnel Avoidance – This variation of Alternative A would require building a tunnel beneath the Kern River Parkway. The proposed 4,500-foot-long tunnel would follow the Alternative A alignment. The tunnel would begin just after South Vilas Green Brier Lane and cross under the Carrier Canal, Truxtun Avenue, Kern River Parkway, Kern River, and Cross Valley Canal.
3. Southern Avoidance Realignment—This variation of Alternative A would introduce an S-curve beginning at the State Route 99/State Route58 interchange. The alternative

would curve to the south crossing over Stine Road between Quarter Avenue and Fishering Drive, then curve back to the north, crossing over Stockdale Highway about 700 feet farther west than Alternative A. It would then realign with the main northern segment of Alternative A in the vicinity of Carrier Canal. This variation would also extend Alternative A by an additional 0.2 mile. Replacement of the State Route 58 separation bridges above State Route 99 would be required for this variation.

4. Historic District Tunnel Avoidance—This variation of Alternative A would involve construction of a 4,500-foot-long tunnel that would begin at Real Road/State Route 58, cross under Stine Canal, and end about 750 feet south of Business Center Drive in the vicinity of California Avenue. This option would also require elevating Real Road by building a bridge over State Route 58. Similarly, a bridge would be constructed to elevate Stockdale Highway over State Route 58.

5. West Avoidance Realignment – This variation of Alternative C would realign State Route 58 about 800 feet farther to the west than that alternative's proposed location. It would also raise the height and lengthen the State Route 58 bridge over State Route 99, lengthen the California Avenue bridge, lengthen the northbound State Route 99 to westbound State Route 58 Direct Connector Bridge, require a fly over bridge from eastbound State Route 58 to southbound State Route 99 from Chester Lane to north of Stockdale Highway, replace and lengthen the Hughes Lane bridge. Additional bridges would also be required at Bank Street, Palm Street and Chester Lane.

6. East Avoidance Realignment – This variation of Alternative C would realign State Route 58 to the east of State Route 99 and two potential historic properties along Oakbank Road. It would also raise the height and lengthen the State Route 58 bridge over State Route 99, raise the height and lengthen the northbound State Route 99 to westbound State Route 58 Direct Connector Bridge, and replace the Hughes Lane bridge. Additional bridges would also be required at Oak Street, Palm Street, Bank Street and Verde Street.

7. Construct State Route 58 in Median of State Route 99—This variation of Alternative C would require building State Route 58 within the existing median of State Route 99 via an elevated structure. State Route 99 would be widened to the outside to handle the additional width required to build this variation. This would result in 16 freeway lanes within a minimum of 250 feet of right-of-way.

No-Build Alternative—Table B.3 summarizes the avoidance alternatives analysis findings.

6.4 Parks and Recreational Facilities

6.4.1 Avoidance Alternative for the Kern River Parkway

Alternatives B and C are about 0.5-mile northeast of the Kern River Parkway (Mohawk Street and Truxtun Avenue); therefore, they would avoid the parkway, resulting in no impacts. Similarly, the No-Build Alternative would not affect this property because none of the proposed build alternatives would be constructed.

Alternative A

If the Alternative A alignment is moved east or west of its current proposed location to avoid the Kern River Parkway, the alternative would no longer meet interchange spacing requirements. The Caltrans Highway Design Manual requires minimum spacing of one mile between urban freeway interchanges with local streets. The only locations available that meet this requirement are represented in the original alignments for Alternatives A, B, and C. Moving the Alternative A interchange to the east would simply put it in the same location as Alternatives B and C. Also, it is not possible to move the interchange location to the west as the Coffee Road and Calloway Drive interchanges are only 1.4 miles apart. A new interchange placed between Coffee Road and Calloway Drive would leave only 0.7 mile between interchanges. Therefore, variations to avoid the Alternative A impacts to the Kern River Parkway focus only on bridge and tunnel options.

Kern River Parkway Bridge Avoidance

This variation of Alternative A would require extending the proposed State Route 58 Kern River Bridge to completely span the 350-foot width of the Kern River Parkway. Although the bridge would span the park, a temporary occupancy of the park would be required. A temporary occupancy is considered actual Section 4(f) use if the scope of work and magnitude of change to the Section 4(f) property is more than minor in nature. A temporary occupancy is also considered Section 4(f) use if there are any permanent adverse physical impacts to the Section 4(f) property. Nor can there be any temporary or permanent interference with any of the park activities or purposes.

The temporary occupancy with this variation would be more than minor in nature because mature landscaping would be permanently removed and the setting of the volleyball courts would be permanently changed. The volleyball courts would be closed during the 18-month bridge construction period. The 141-foot-wide freeway bridges would permanently interfere with sand volleyball. Sand volleyball is associated with beaches, which in this case are along the river. Volleyball players would neither be able to enjoy the river nor the sunshine if the courts are beneath the freeway span. This essential feature of the park would be permanently compromised.

Table B.3 Summary of Avoidance Alternatives Analysis

	Avoidance Alternatives								
	Alternative A Kern River Parkway Bridge Avoidance	Alternative A Kern River Parkway Tunnel Avoidance	Alternative A Southern Avoidance Realignment	Alternative A Historic District Tunnel Avoidance	Alternative B	Alternative C West Avoidance Realignment	Alternative C East Avoidance Realignment	Alternative C Construct State Route 58 in Median of State Route 99	No-Build Alternative
Feasible/Prudent Criterion									
Avoids Section 4(f) Properties?	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Meet Project Purpose and Need?	Yes	No – the tunnel affects route continuity for certain trucks.	Yes	No – the tunnel affects route continuity for certain trucks.	Yes	Yes	Yes	Yes	No
Safety/Operational Problems?	No	No	No	No	No	No	No	No	No
Severe Social, Economic or Environmental Impacts of Extraordinary Magnitude?	No	No	No	No	No	Yes - Isolates Saunders Park and 52 residential properties in between State Route 58 and 99.	Yes – Isolates potential historic properties and 51 residential properties in between State Route 58 and 99, and proposed 58.	No	No
Severe Disruption to an Established Community of Extraordinary Magnitude?	No	No	No	No	No	No	No	No	No
Number of Residential Relocations	417	417	417	356	310	304	217	133	0
Number of Commercial Relocations	165	165	165	127	121	205	235	199	0
Total Relocations	582	582	582	483	431	509	452	332	0
Severe Disproportionate Impacts to Minority/Low Income Populations?	No	No	No	No	No	No	No	No	No
Severe Impacts to Federally Protected Environmental Resources?	No	No	No	No	No	No	No	No	No
Extraordinary Additional Costs?	Yes – total cost is $866M, which is 52% greater than Alternative B and 30% greater than Alternative C	Yes – total cost is $1.516B, which is 166% greater than Alternative B and 128% greater than Alternative C	Yes – total cost is $1.516B, which is 166% greater than Alternative B, 128% greater than Alternative C	Yes – total cost is $2.091B, which is 267% greater than Alternative B, 214% greater than Alternative C	No – total cost is $570M	Yes – total cost is $787M, which is 14% greater than Alternative A, 38% greater than Alternative B	Yes – total cost is $832M, which is 20% greater than Alternative A, 46% greater than Alternative B	Yes total cost is $871M, which is 26% greater than Alternative A, 53% greater than Alternative B	No
Other Unique/Unusual Factors?	No	No	No	No	No	Yes – Would add $9.5M to the future cost of constructing the eastbound 58 to northbound 99 and southbound 99 to westbound 58 direct connectors.	No	Yes – traffic handling and construction staging.	No
Extraordinary Cumulative Problems/Impacts?	No	No	No	No	No	No	No	No	No
Adhere to Caltrans Highway Design Manual?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Allow for Future Expansion of Facilities?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No – restricts future widening of State Route 58 without widening State Route 99 which would impact Saunders Park.	Yes
Maintain Local Traffic Circulation?	Yes	Yes	Yes	Yes	Yes	Yes	No – loss of access to westbound State Route 58 from H Street on-ramp.	Yes	Yes
Prudent?	**No**	**No**	**No**	**No**	**Yes**	**No**	**No**	**No**	**No**

Each discussion of avoidance alternatives includes a discussion of the six factors used to determine if an avoidance alternative is prudent. The six factors are listed near the beginning of Section 6.1. Cost is one of the six factors. Costs of extraordinary magnitude are defined by comparing the available funding for all other Thomas Roads Improvement Program projects ($156 million) and Alternative B ($570 million). Avoidance alternatives estimated at more than $726 million would be considered to have a cost of extraordinary magnitude. It should be noted that federal funds for the other Thomas Roads Improvement Program projects cannot be moved to the Centennial Corridor Project.

This avoidance alternative would not compromise the project, result in unacceptable safety or operational problems, create severe impacts of extraordinary magnitude, result in extraordinary operational or maintenance costs, or have extraordinary impacts caused by a combination of these items.

The construction cost of the avoidance alternative, however, would result in costs of extraordinary magnitude. The bridges over Kern River Parkway would increase the construction cost of Alternative A by $50 million. The cost of this avoidance alternative must also include the cost of Alternative A avoiding the Rancho Vista Historic District.

As discussed in Section 6.5, there are two avoidance alternatives for the Rancho Vista Historic District: a southern avoidance alternative, which would cost an additional $125 million or the Rancho Vista Historic District tunnel alternative, which would cost an additional $700 million. As a result, the total project costs for this alternative would be $866 million with the southern avoidance alignment, 52 percent greater than the cost of Alternative B and 30 percent more than the cost of Alternative C.

If the Rancho Vista Historic District tunnel option is used, the total cost of this alternative would be $1.441 billion, about 153 percent greater than the cost of Alternative B (or more than double the cost) and 116 percent greater than Alternative C (again, more than double the cost). It should be noted that Alternative B is an avoidance alternative.

The City of Bakersfield's Thomas Roads Improvement Program includes four other projects with these construction and right-of-way costs:

- 24th Street Improvement Project, estimated to cost $43 million

- State Route 58 (Rosedale Highway) Widening Project, estimated to cost $20 million
- State Route 178 Widening Project, estimated to cost $40 million
- Morning Drive Interchange Project, estimated to cost $53 million.

The combined cost of these projects is $156 million. No other projects have a scope and magnitude similar to the Centennial Corridor, which has $570 million in allocated funds for construction and right-of-way costs. The cost of this avoidance alternative would prevent construction of any other Thomas Roads Improvement Program projects. Additionally, the cost would excede the budget available for the Centennial Corridor Project. Should either combination of these avoidance alternatives be selected, the Centennial Corridor could not be built, even if funding from all other projects listed above is reallocated to the Centennial Corridor Project.

For the reasons stated above, the Kern River Parkway Bridge Avoidance Alternative is not considered prudent.

Kern River Parkway Tunnel Avoidance

This variation of Alternative A would require building a tunnel beneath the Kern River Parkway. The proposed tunnel would be 4,500 feet long and follow the Alternative A alignment. The tunnel would begin just after South Vilas Green Brier Lane, then cross under the Carrier Canal, Truxtun Avenue, the Kern River Parkway, the Kern River, and the Cross Valley Canal. The width of the tunnel would allow for six traffic lanes with provisions for two additional lanes in the future for a total of eight traffic lanes.

Tunnels provide an enclosed area where fires caused by accidents with vehicles containing hazardous materials are a safety hazard. As a result, vehicles hauling potentially hazardous materials would be prohibited from using the tunnel during certain hours. These vehicles, diverted to the local streets, would contribute to congestion. This avoidance alternative would therefore not meet the route continuity goal—the basic purpose of the project—for vehicles diverted to alternate routes.

Each discussion of avoidance alternatives includes a discussion of the six factors used to determine if an avoidance alternative is prudent. The six factors are listed near the beginning of Section 6.1. Cost is one of the six factors. Costs of extraordinary magnitude are defined by comparing the available funding for all other Thomas

Roads Improvement Program projects ($156 million) and Alternative B ($570 million). Avoidance alternatives estimated at more than $726 million would be considered to have a cost of extraordinary magnitude. It should be noted that federal funds for the other Thomas Roads Improvement Program projects cannot be moved to the Centennial Corridor Project.

This avoidance alternative would not compromise the project, result in unacceptable safety or operational problems, create severe impacts of extraordinary magnitude, result in extraordinary operational or maintenance costs, or have extraordinary impacts caused by a combination of these items.

The construction cost of the avoidance alternative, however, would reach an extraordinary magnitude. A tunnel under the Kern River Parkway would increase the construction cost of Alternative A by $700 million. The cost of this avoidance alternative must also include the cost of Alternative A avoiding the Rancho Vista Historic District.

As discussed in Section 6.5, there are two avoidance alternatives for the Rancho Vista Historic District: a southern avoidance alternative, which would cost an additional $125 million or a tunnel alternative, which would cost an additional $700 million. As a result, the total project costs for this alternative would be $1.516 billion with the southern avoidance alignment, about 166 percent greater than the cost of Alternative B (or more than double the cost), or 128 percent greater than the cost of Alternative C (again, more than double the cost).

If the Rancho Vista Historic District tunnel option is used, the total cost would be $2.091 billion, about 267 percent greater than Alternative B (or more than three times the cost), or 214 percent greater than Alternative C (again, more than three times the cost). It should be noted that Alternative B is an avoidance alternative.

As noted above, the combined cost of the other Thomas Roads Improvement Program projects, without the Centennial Corridor Project, is $156 million. No other projects have a scope and magnitude similar to the Centennial Corridor, which has $570 million in allocated funds for construction and right-of-way costs. The cost of this avoidance alternative would prevent construction of any other Thomas Roads Improvement Program projects. Additionally, the cost would exceed the budget available for the Centennial Corridor Project. Should either combination of these avoidance alternatives be selected, the Centennial Corridor could not be built, even if

the funding from all other projects listed above is reallocated to the Centennial Corridor Project. This is considered a construction cost of extraordinary magnitude.

For the reasons stated above, the Kern River Parkway Tunnel Avoidance Alternative is not considered prudent.

6.5 Avoidance Alternatives for Rancho Vista Historic District

The Alternative B alignment is located about 110 feet away from the nearest contributing residence within the Rancho Vista Historic District, with a soundwall of approximately 10 to 14 feet in height being proposed, located approximately 75 feet from the closest edge of the historic property boundary. Alternative C is located about 1,300 feet west from Rancho Vista Historic District at its closest boundary edge. Therefore, these two alternatives would avoid the Historic District and no impacts would result. Similarly, the No-Build Alternative would not affect this property because none of the proposed build alternatives would be constructed.

Alternative A

As shown above Alternative A cannot avoid the Kern River Parkway and Rancho Vista Historic District (see Figure 15). Alternative A is not a Section 4(f) avoidance alternative, regardless of the success or lack of success of avoiding the Rancho Vista Historic District. To be thorough, however, two avoidance alternatives were considered in relation to this historic district: the Southern Avoidance Realignment Alternative and the Tunnel Avoidance Alternative. A northern avoidance alternative is not included because this would be the same as Alternative B.

Southern Avoidance Realignment Alternative

The Southern Avoidance Realignment alternative would introduce an S-curve beginning at the State Route 99/State Route 58 interchange and would realign Alternative A south to avoid the Rancho Vista Historic District. The proposed alignment would curve south, cross over Stine Road between Quarter Avenue and Fishering Drive, curve north to cross over Stockdale Highway about 700 feet farther to the west than Alternative A, and connect back into the original alignment before becoming an overcrossing at Truxtun Avenue. This alternative would increase the length of State Route 58 by about 0.2 mile and require replacement of the State Route 58 separation bridges above State Route 99.

Each discussion of avoidance alternatives includes a discussion of the six factors used to determine if an avoidance alternative is prudent. The six factors are listed near the beginning of Section 6.1. Cost is one of the six factors. Costs of extraordinary magnitude are defined by comparing the available funding for all other Thomas

Roads Improvement Program projects ($156 million) and Alternative B ($570 million). Avoidance alternatives estimated at more than $726 million would be considered to have a cost of extraordinary magnitude. It should be noted that federal funds for the other Thomas Roads Improvement Program projects cannot be moved to the Centennial Corridor Project.

This avoidance alternative would not compromise the project, create severe impacts of extraordinary magnitude, or result in extraordinary operational or maintenance costs.

The S-curve geometrics (curve to the left followed immediately by a curve to the right) that would be required for this alternative are not preferred for new freeways and could lead to unacceptable safety and operational issues because it could result in decreased speeds and increased congestion. This alternative would also require the acquisition of an additional 61 residential and 38 commercial properties compared to Alternative A.

The Southern Avoidance Realignment alternative would increase Alternative A construction cost by $125 million. The cost of this avoidance alternative must also include the cost of Alternative A avoiding the Kern River Parkway. As discussed in Section 6.1, there are two avoidance alternatives for the Kern River Parkway: a tunnel alternative, which would cost an additional $700 million and a bridge alternative, which would cost an additional $50 million. As a result, the total project costs for this alternative would be $1.516 billion with the Kern River Parkway Tunnel Avoidance alternative, about 166 percent greater than the cost of Alternative B (more than double the cost) or 128 percent greater than Alternative C (more than double the cost). If the bridge option is used, total cost would be $866 million, about 52 percent greater than the cost of Alternative B or 30 percent greater than Alternative C. It should be noted, Alternative B is an avoidance alternative.

As stated above, the combined cost of the Thomas Roads Improvement Program projects, without the Centennial Corridor Project is $156 million. No other projects have a scope and magnitude similar to the Centennial Corridor, which has $570 million funds allocated for construction and right-of-way costs. The cost of this avoidance alternative would prevent construction of the Centennial Corridor even if the funding from all other Thomas Roads Improvement Program projects listed above were reallocated to the Centennial Corridor Project. This avoidance alternative is considered a construction cost of extraordinary magnitude. For the reasons stated above, the Southern Avoidance Realignment Alternative is not considered prudent.

Historic District Tunnel Avoidance

This avoidance alternative would involve construction of a tunnel about 4,500 feet in length that would begin at Real Road/State Route 58, cross under Stine Canal, and end about 750 feet south of Business Center Drive in the vicinity of California Avenue. This option would also require elevating Real Road by building a bridge over State Route 58. Similarly, a bridge would be constructed to elevate Stockdale Highway over State Route 58.

Each discussion of avoidance alternatives includes a discussion of the six factors used to determine if an avoidance alternative is prudent. The six factors are listed near the beginning of Section 6.1. Cost is one of the six factors. Costs of extraordinary magnitude are defined by comparing the available funding for all other Thomas Roads Improvement Program projects ($156 million) and Alternative B ($570 million). Avoidance alternatives estimated at more than $726 million would be considered to have a cost of extraordinary magnitude. It should be noted that federal funds for the other Thomas Roads Improvement Program projects cannot be moved to the Centennial Corridor Project.

This avoidance alternative would not substantially compromise the project, result in unacceptable safety or operational problems, create severe impacts of extraordinary magnitude, result in extraordinary operational or maintenance costs, or have extraordinary impacts caused by a combination of these items.

Tunnels provide an enclosed area where fires caused by accidents with vehicles hauling hazardous materials are a safety hazard. As a result, vehicles hauling potentially hazardous materials would be prohibited from using the tunnel during certain hours, which would require the diversion of vehicles such as trucks to local streets, contributing to congestion. This avoidance alternative would therefore not meet the goal of route continuity— the basic purpose of the project—for these vehicles.

The Historic District Tunnel Alternative would increase the construction cost of Alternative A by $700 million. The cost of this avoidance alternative must also include the cost of Alternative A avoiding the Kern River Parkway. As discussed in Section 6.1, there are two avoidance alternatives for the Kern River Parkway: the tunnel alternative, costing an additional $700 million and a bridge alternative, costing an additional $50 million. As a result, the total project costs for this alternative would be $2.091 billion with the tunnel alternative, about 267 percent greater than the cost of Alternative B (more than triple the cost) and 214 percent greater than Alternative C

(more than triple the cost). If the bridge option is used, the total cost would be $1.441 billion, about 153 percent greater than the cost of Alternative B (more than double the cost) and 116 percent greater than Alternative C (more than double the cost). It should be noted, Alternative B is an avoidance alternative.

As stated above, the combined cost of the other Thomas Roads Improvement Program projects, without the Centennial Corridor Project, is $156 million. No other projects have a scope and magnitude similar to the Centennial Corridor, which has $570 million funds allocated for construction and right-of-way costs. The cost of this avoidance alternative would prevent construction to the Centennial Corridor even if the funding from all other Thomas Roads Improvement Program projects listed above were reallocated to the Centennial Corridor Project. This avoidance alternative is considered a construction cost of extraordinary magnitude.

For the reasons stated above, the Historic District Tunnel Avoidance Alternative is not considered prudent.

6.5.1 Avoidance Alternatives for Saunders Park

Alternatives A and B are about 5,300 and 2,500 feet west, respectively, of Saunders Park; therefore, they would avoid this property and no impacts would result. Similarly, the No-Build Alternative would not affect this property because none of the proposed build alternatives would be constructed.

Alternative C

Three avoidance alternatives were considered for Alternative C: West Avoidance Realignment, East Avoidance Realignment, and Construct State Route 58 in Median of State Route 99 (see Figure 15).

West Avoidance Realignment

The West Avoidance Realignment Alternative would realign State Route 58 about 800 feet further to the west than Alternative C between California Avenue and Stockdale Highway (see Figure 15).

The proposed realignment would begin on State Route 58 about 750 feet west of the Hughes Lane bridge and begin curving to the north where it would cross over the westbound State Route 58 to northbound State Route 99 Direct Connector, the Oak Street –Wible Road/Stockdale Highway – Brundage Lane Intersection, State Route 99 about 400 feet to the south of Alternative C and the southbound State Route 99 to eastbound State Route 58 Direct Connector. The realignment would stay elevated

with bridges over Bank Street and Palm Street, continuing north between Real Road and the western boundary of Saunders Park and bridge over Chester Lane before turning west. It would then bridge over Real Road and California Avenue before connecting back with the Alternative C alignment parallel to the BNSF railroad yard.

The proposed eastbound State Route 58 to southbound State Route 99 Direct Connector would branch off of the realignment at Chester Lane and need to be constructed above and bridge over the realigned State Route 58 and connect, north of Stockdale Highway, to the connector proposed in Alternative C. The direct connector bridge would be approximately 1.3 miles long. This direct connector ramp would require additional right of way between Stockdale Highway and Chester Lane, between the proposed State Route 58 alignment and State Route 99.

The West Avoidance Realignment alternative would isolate an existing environmental justice community, leaving 52 residential units and clearing and demolishing 10 commercial properties, in the area bounded by the West Avoidance Realignment to the west, existing State Routes 99/58 to the east, California Avenue to the north, and Stockdale Highway to the south. There is no ability to depress the freeway alignment to decrease the impact to this area. The West Avoidance Realignment Alternative would increase the required acquisitions compared to Alternative C by 6 commercial relocations and 171 residential relocations.

This realignment is the best avoidance alternative (has the least impacts) that would avoid direct use of Saunders Park property by adjusting the Alternative C build alignment to the west. Moving this avoidance alternative further to the west would affect the Lifehouse Parkview Healthcare Center, a nursing home west of Real Road with one hundred and eighty four beds. Moving even further to the west, there are seven properties located along Garnsey Avenue that could potentially be historic properties under the National Register of Historic Places. If these properties were impacted this variation would not avoid potential Section 4(f) properties. Moving the West Avoidance Realignment alternative even further to the west would result in Alternative B because it is the alignment that could avoid both the Rancho Vista Historic District and Centennial Park and meet the engineering alignment standards.

Each discussion of avoidance alternatives includes a discussion of the six factors used to determine if an avoidance alternative is prudent. The six factors are listed near the beginning of Section 6.1. Cost is one of the six factors. Costs of extraordinary magnitude are defined by comparing the available funding for all other Thomas Roads Improvement Program projects ($156 million) and Alternative B ($570

million). Avoidance alternatives estimated at more than $726 million would be considered to have a cost of extraordinary magnitude. It should be noted that federal funds for the other Thomas Roads Improvement Program projects cannot be moved to the Centennial Corridor Project.

This avoidance alternative would not compromise the project, result in unacceptable safety or operational problems, create severe impacts of extraordinary magnitude, or result in extraordinary operational or maintenance costs.

The avoidance alternative would increase the construction cost of Alternative C by $121 million. As a result, the total project costs for this alternative would be $787 million, which is about 14 percent greater than the cost of Alternative A, or 38 percent greater than the cost of Alternative B. It should be noted that Alternative B is an avoidance alternative.

As noted above, the combined cost of the other Thomas Roads Improvement Program projects, without the Centennial Corridor Project is $156 million. There are no other projects of similar scope and magnitude to the Centennial Corridor, which has $570 million funds allocated for construction and right-of-way costs. The cost of this avoidance alternative would prevent construction of the Centennial Corridor even if the funding from all of the other Thomas Roads Improvement Program projects listed above were reallocated to the Centennial Corridor Project. This is considered a construction cost of extraordinary magnitude.

For the reasons stated above, the West Avoidance Realignment Alternative is not considered prudent.

East Avoidance Realignment Alternative

The East Avoidance Realignment Alternative would realign State Route 58 to the east of State Route 99 and two potential historic properties along Oakbank Road.

The proposed realignment would begin on State Route 58 about 230 feet east of the Hughes Lane bridge and begin curving to the north where it would bridge over the westbound State Route 58 to northbound State Route 99 Direct Connector, Brundage Lane/ Myrtle Street intersection, Verde Street, Bank Street, Palm Street and Oak Street. The realignment would then begin to turn west and bridge over the State Route 99/ California Avenue interchange; northbound State Route 99 off-ramp to California Avenue, northbound State Route 99 loop on-ramp from California Avenue, California Avenue, State Route 99, and the southbound State Route off-ramp to California

Avenue before connecting back with Alternative C parallel to the BNSF railroad yard. This alternative would require State Route 99 to be widened to the east between Palm Ave and Brundage Lane, to accommodate the required changes to the northbound State Route 99 to westbound State route 58 Direct Connector.

The widening of State Route 99 would require the realignment of about 2,500 feet of Oak Street, the reconstruction of the westbound State Route 58 to northbound State Route 99 Direct Connector and the tunnel it travels through underneath the Oak Street – Wible Road/Stockdale Highway – Brundage Lane intersection. The realignment of Oak Street, which is a primary north-south arterial, serving area residents, would require the acquisition of the majority of the commercial development along Oak Street from Sunset Ave to Stockdale Highway – Brundage Lane. The East Avoidance Realignment Alternative would increase the required acquisitions compared to Alternative C by 43 commercial relocations and 84 residential relocations.

Under this avoidance alternative access to westbound State Route 58 would no longer be possible from the H Street on-ramp, because of the required change to the northbound State Route 99 to westbound State Route 58 Direct Connector ramp. This avoidance alternative requires the removal of the northbound State Route 99 Collector Distributor and the braiding of the westbound State Route 58 to northbound State Route 99 Direct Connector ramp with the northbound State Route 99 to westbound State Route 58 Direct Connector ramp. This loss of access would be in addition to the closures proposed for Alternative C, which already requires closure of the Stockdale Highway off-ramp from southbound State Route 99, southbound State Route 99 on-ramp from Real Road and the Wible Road local road connection ramps on northbound State Route 99. Therefore, the nearest full-service interchange on State Route 58 east of State Route 99 would be Union Avenue, one mile to the east along State Route 58. The next nearest would be Mohawk Street (proposed State Route 58, existing Westside Parkway) located 3.5 miles to the east of H Street. These closures would cause motorists to seek alternative routes to access the shopping centers and businesses along Brundage Lane/Stockdale Highway, as well as access to downtown Bakersfield.

This realignment is the best avoidance alternative (has the least impacts) that would avoid impacts to Saunders Park by adjusting the Alternative C build alignment to the east. Moving the East Avoidance Realignment alternative further to the east of its current proposed location is restricted by Caltrans interchange spacing requirements. In addition, a potential historic district may be located in an area bound by Park Way

on the north, an irregular line running along several parcels east of Oak Street on the west, a line along portions of the north side of Chester Street on the south, and the east side of C Street on the east. As a result, potential Section 4(f) properties would not be avoided.

Each discussion of avoidance alternatives includes a discussion of the six factors used to determine if an avoidance alternative is prudent. The six factors are listed near the beginning of Section 6.1. Cost is one of the six factors. Costs of extraordinary magnitude are defined by comparing the available funding for all other Thomas Roads Improvement Program projects ($156 million) and Alternative B ($570 million). Avoidance alternatives estimated at more than $726 million would be considered to have a cost of extraordinary magnitude. It should be noted that federal funds for the other Thomas Roads Improvement Program projects cannot be moved to the Centennial Corridor Project.

This avoidance alternative would not compromise the project, result in unacceptable safety problems, create severe impacts of extraordinary magnitude, or result in extraordinary maintenance costs, but could result in unacceptable operational problems and costs.

The avoidance alternative would increase the construction cost of Alternative C by $166 million. As a result, the total project costs for this alternative would be $832 million, which is about 20 percent greater than the cost of Alternative A, or 46 percent greater than the cost of Alternative B. It should be noted that Alternative B is an avoidance alternative.

As noted above, the combined cost of the other Thomas Roads Improvement Program projects, without the Centennial Corridor Project is $156 million. There are no other projects of similar scope and magnitude to the Centennial Corridor, which has $570 million funds allocated for construction and right-of-way costs. The cost of this avoidance alternative would prevent the construction of the Centennial Corridor even if the funding from all of the other Thomas Roads Improvement Program projects listed above were reallocated to the Centennial Corridor Project. This avoidance alternative is considered a construction cost of extraordinary magnitude.

For the reasons stated above, the East Avoidance Realignment Avoidance Alternative is not considered prudent.

Construct State Route 58 in Median of State Route 99

This alternative would construct State Route 58 in the median of State Route 99 on an elevated structure for a portion of the alignment. It would also require State Route 99 to be widened to the outside to allow State Route 58 to pass below Palm Street. Moving this alternative to the west would result in the proposed Alternative C; movement to the east would result in the East Avoidance Realignment Alternative.

The widening of State Route 99 to accommodate State Route 58 in the median would require the reconstruction of the California Avenue/State Route 99 interchange and the replacement of the Bakersfield Union Pacific Railroad Yard/State Route 99 Bridge. This alternative would also restrict any future widening of State Route 58 without widening State Route 99, and any future widening of State Route 99 would impact Saunders Park, a Section 4(f) property. It should be noted the Caltrans Transportation Concept Report identifies the need for auxiliary lanes along State Route 99 which this avoidance alternative does not include. Should this alternative be built there would be no feasible and prudent alternative to avoid Saunders Park in the future.

In addition, constructing State Route 58 in the median of State Route 99 may not be feasible because of the need to maintain existing State Route 99 traffic through the construction area. The existing median is 22 feet wide and State Route 58 would require a minimum width of 140 feet.

Each discussion of avoidance alternatives includes a discussion of the six factors used to determine if an avoidance alternative is prudent. The six factors are listed near the beginning of Section 6.1. Cost is one of the six factors. Costs of extraordinary magnitude are defined by comparing the available funding for all other Thomas Roads Improvement Program projects ($156 million) and Alternative B ($570 million). Avoidance alternatives estimated at more than $726 million would be considered to have a cost of extraordinary magnitude. It should be noted that federal funds for the other Thomas Roads Improvement Program projects cannot be moved to the Centennial Corridor Project.

This avoidance alternative would not compromise the project, create severe impacts of extraordinary magnitude, or result in extraordinary maintenance costs, but could result in unacceptable safety and operational problems and have costs of extraordinary magnitude.

The avoidance alternative would increase the construction cost of Alternative C by $205 million. As a result, the total project costs for this alternative would be $871 million, about 26 percent greater than the cost of Alternative A, or 53 percent greater than Alternative B. It should be noted, Alternative B is an avoidance alternative.

As noted above, the combined cost of the other Thomas Roads Improvement Program projects, without the Centennial Corridor Project, is $156 million. No other projects have a scope and magnitude similar to the Centennial Corridor, which has $570 million funds allocated for construction and right-of-way costs. The cost of this avoidance alternative would prevent construction of the Centennial Corridor even if funding from all other Thomas Roads Improvement Program projects listed above were reallocated to the Centennial Corridor Project. The avoidance alternative is considered a construction cost of extraordinary magnitude.

For the reasons stated above, the Construct State Route 58 in Median of State Route 99 Alternative is not considered prudent.

7.0 Measures to Minimize Harm to the Section 4(f) Properties

The process of developing Alternatives A, B, and C for the Centennial Corridor project considered a wide range of engineering, feasibility, and environmental constraints, including Section 4(f) properties in the study area. Avoiding or minimizing the use of Section 4(f) properties was one of the key criteria during the alternatives development and refinement processes. Following is a discussion of specific measures to minimize harm for each protected Section 4(f) property.

7.1 Measures to Minimize Harm to the Kern River Parkway

The following mitigation measures would be incorporated to reduce impacts from Alternative A at the Kern River Parkway (mitigation measures are not required for Alternatives B and C because these proposed alignments are some 2,500 feet northeast of the park):

- The bicycle path would be moved slightly north of the existing path; however, the connection points on the east and west sides of Alternative A would align with the existing bicycle path.
- The Hoey Trail would be moved slightly north of the existing trail. The connection points on the east and west sides of Alternative A would align with the existing Hoey Trail.

- The equestrian trail would be moved slightly south of the existing trail. The connection points on the east and west sides of Alternative A would align with the existing equestrian trail.
- Mature trees or those protected by ordinance and required to be removed within the Kern River Parkway would be replaced at a 1:1 ratio.
- Vegetation, including landscaping, removed along the Kern River Parkway would be replaced in kind or with suitable, similar vegetation. Coordination with applicable agencies with jurisdiction over these resources (California Department of Fish and Game, United States Fish and Wildlife Service, and United States Army Corps of Engineers) and the procurement of applicable permits, if any, would be undertaken in advance of their removal.
- The park land proposed to be acquired and associated affected amenities would be replaced with those of equal value or utility if Alternative A is selected as the preferred alternative.

7.2 Measures to Minimize Harm to Saunders Park

Mitigation measures are not required for Alternatives A and B because these proposed alignments are about 5,300 and 2,500 feet, respectively, to the west of Saunders Park. Alternative C would result in the permanent removal of 3.27 acres (about 30 percent) of park land and would eliminate the existing basketball courts, roller hockey facility, splash/water play area, an equipment storage area, and two parking areas (58 parking spaces). Mitigation measures proposed for Alternative C at Saunders Park, if this alternative is selected as the preferred alternative, include the following:

- Conversion to parkland of the existing Bakersfield owned and operated retention basin immediately north of existing Saunders Park. This retention basin, to be used for park land and associated amenities such as turf, playground, and soccer field, would be filled in with dirt, increasing Saunders Park size 4.22 acres. Right-of-way acquisitions associated with Alternative C would add 0.87 acre for park use immediately north of the retention basin where existing State Route 99 is to the east and Chester Lane is to the north. Total replacement would be 5.09 acres of parkland for Alternative C, a net gain of 1.82 acres of parkland (12.95 acres of new parkland minus 11.13 acres of existing parkland).
- Several existing park amenities would be relocated within the park: spray/water park facility; both basketball courts; several parking spaces; and the roller hockey

facility. A draft conceptual design drawing (see Figure 16) depicts possible relocation areas within the park, assuming conversion of the retention basin and acquisition of additional land immediately north of the retention basin. This conceptual design is not final but shows the relocation of displaced existing park amenities and off-street parking. It should be noted, the conceptual plan would include 125 off-street parking spaces or a net increase of 67 spaces (125 spaces of new parkland minus 58 spaces of existing parkland). In addition, this conceptual design would include and/or expand the number and types of amenities not currently available at the park such as a soccer field, disk golf tee and target, and entry plaza (see Figure 16). A new access point would be provided at Chester Lane. The existing access on Palm Street would be expanded to two driveways.

- Security lighting would be installed as needed, particularly at the parking areas, roller hockey facility, basketball courts, and park boundaries.
- Mature trees removed from the park would be replaced at a 2:1 ratio. Vegetation such as grass would be replaced in kind as the final design of the park requires.
- Removed irrigation piping would be replaced as appropriate based on the final design of the park.
- The retaining wall(s) forming the eastern boundary of the park adjacent to State Route 99 would be built of graffiti-discouraging materials such as rough surfaces that include, but are not limited to, concrete reliefs or textured concrete. Other anti-graffiti measures may include vegetation such as trees, shrubs, or vines.
- Soundwalls about 12 feet high would be built on top of the retaining wall(s) to reduce noise impacts. Vines or other anti-graffiti measures would be employed to reduce graffiti and improve the aesthetics of the walls.

7.3 Measures to Minimize Harm to Rancho Vista Historic District

Mitigation measures are not required for Alternatives B and C because these proposed alignments are about 110 feet and 1,300 feet, respectively from the Rancho Vista Historic District. Alternative A would require the full acquisition of 46 properties that are contributors to the Rancho Vista Historic District. There are no partial property acquisitions that are contributors to the Rancho Vista Historic District. Conceptual mitigation measures proposed for Alternative A to minimize harm to the Rancho Vista Historic District include the following:

- Preparation of detailed documentation of the Rancho Vista Historic District as a whole—including each adversely affected contributing property— at a level

specified by the State Historic Preservation Officer, plus distribution to the appropriate regional information center, local public library, and other repositories to be determined. Documentation is similar to Historic American Building Survey Level II documentation: large-format archival-quality photographs, available as-built plans, and written historical data in the form of a historical report.

- Preparation of a brochure on the local history and architecture of the affected Rancho Vista Historic District.
- Preparation of information to existing social media sites dealing with related architectural topics.
- Incorporation of hardscape features, including soundwalls, landscape, and architectural treatments that are compatible with the historic character of the affected Rancho Vista Historic District such as color, texture, and vine treatment, as feasible. (see Noise, Section 3.2.7, for location and heights of proposed soundwalls. See Visual, Section 3.1.7, for integration of hardscape feature treatments).
- Demolition of contributing properties for which an adverse effect finding is made would not occur until strategies were attempted with a local agency to identify appropriate sites or offering the properties for sale for $1 (or other reasonable amount) and paying the cost of demolition and removal of each contributing property.
- Reuse of architectural and structural elements or character-defining features would be made available for other buildings of the same age and style through an architectural salvage operation. No salvage would take place until an opportunity for relocation has occurred.
- Protection of Rancho Vista Historic District-contributing buildings/structures with temporary construction easements by environmentally sensitive areas. After construction, the land, hardscape such as residential walkways, garden walks and walls, and vegetation would be replaced in-kind following the Secretary of the Interior’s Standards in Treatment for Historic Properties with Guidelines for Rehabilitation.

Figure 16 Concept Design Drawing of Saunders Park Rearrangement under Alternative C

Opportunities to further minimize the use of land from the Rancho Vista Historic District as the project develops would be sought and incorporated into the alternatives as appropriate. Minimizing land use may include location adjustment of the proposed right-of-way and anticipated project disturbance limits.

Specifically, as more detailed engineering is developed, opportunities to reduce land acquisition these Section 4(f) properties would be considered and incorporated in the project consistent with applicable engineering design standards.

Should Alternative B be selected as the preferred alternative, for those project elements visible from the Rancho Vista Historic District, consideration will be given to the incorporation of hardscape features (including soundwalls), landscape, and architectural treatments that are compatible with the historic character of the Rancho Vista Historic District, such as color, texture, and vine treatment, as project compatibility features, as feasible. (See Section 3.2.7, Noise, for location and heights of proposed soundwalls. See Visual, Section 3.1.7, for integration of hardscape feature treatments).

8.0 Coordination

A Section 4(f) evaluation requires documentation of the Section 106 process. Consultation with the State Historic Preservation Officer and the City of Bakersfield is ongoing. Prior to making Section 4(f) approvals under 23 CFR 774.3(a), the Section 4(f) evaluation must be provided for coordination and comment to the official(s) with jurisdiction over the Section 4(f) property and to the Department of the Interior. A Section 4(f) evaluation prepared under 23 CFR 774.3(a) must include sufficient supporting documentation to demonstrate why there is no feasible and prudent avoidance alternative, and it must summarize the results of all possible planning to minimize harm to the Section 4(f) property.

Caltrans has initiated consultation with the State Historic Preservation Officer in regard to the Centennial Corridor project and she concurred there are four historic properties within the Area of Potential Effects. Caltrans is currently in consultation with the State Historic Preservation Officer regarding the finding of effects to these historic properties, including the Rancho Vista Historic District, pursuant to the Caltrans Section 106 Programmatic Agreement and 36 CFR 800.6.

In addition, formal consultation as stated in the Section 4(f) requirements has been initiated with the City of Bakersfield to establish ownership and significance of

potentially effected parklands, including the Kern River Parkway and associated trails and Saunders Park (see Attachment B). Meetings were held with a City of Bakersfield representative on January 17, 2012. Meetings were also held with Recreation and Parks personnel on January 26, 2012 and March 21, 2012. Prior to completion of the environmental review process, impact determination and adequacy of proposed mitigation measures would be developed in consultation with City of Bakersfield officials having jurisdiction over the effected parklands. It should be noted that the City of Bakersfield, as the agency having jurisdiction over these properties, has provided documentation of agreement that the proposed measures to minimize harm to these parks has been undertaken to their satisfaction and are appropriate. Further, that with the foregoing determinations that the proposed project alternatives would all satisfy the requirements of 23 CFR 774.13. Prior to completion of the environmental review process, impact determination and adequacy of proposed mitigation measures would be developed in consultation with City of Bakersfield officials having jurisdiction over the effected parklands. It is expected that the City of Bakersfield, as the agency having jurisdiction over these properties, would provide documentation of agreement with the foregoing determinations that the proposed project alternatives would all satisfy the requirements of 23 CFR 774.13.

9.0 Description of Section 6(f) Properties

Section 6(f)(3) of the Land and Water Conservation Fund Act (16 United States Code §4601-4) contains provisions to protect federal investments in park and recreation properties and the quality of those assisted properties. The law recognizes the likelihood that changes in land use or development may make some properties that received federal funding obsolete over time, particularly in rapidly changing urban areas. At the same time, the law discourages casual discards of park and recreation facilities by ensuring that changes or conversations from recreation use will bear a cost—a cost that assures taxpayers that investments in the park and recreation properties will not be squandered. The Land and Water Conservation Fund Act includes a clear mandate to protect grant-assisted areas from conversions:

> *SEC. 6(f)(3) – No property acquired or developed with assistance under this section shall, without the approval of the Secretary, be converted to other than public outdoor recreation use. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other*

> *recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.*

This “anti-conversion” requirement applies to all parks and other sites that have been the subject of Land and Water Conservation Fund grants of any type, whether for acquisition of parkland, development, or rehabilitation of facilities.

When an application for Section 6(f) funding is submitted, a dated project boundary map showing the park area to be covered by Section 6(f)(3) anti-conversion protections is included. These maps do not have to be a formal survey document, but they must contain enough site-specific information to ensure that both the applicant (grantee) and the administering agency agree on the proper boundaries of the covered site at the time of project approval and that it provides the location, size indicators, and a picture of key facilities and landmarks to help later project inspectors better identify and evaluate the site.

A review of the Land and Water Conservation Fund grants database indicated that the City of Bakersfield received one grant for $157,050 in 1988/1989 and a second grant of $87,832 for the Kern River Parkway in 1989/1990. Upon consultation with City of Bakersfield officials, it has been determined that these grants were used to develop group picnic areas, open turf areas with irrigation and landscaping, and support facilities. City of Bakersfield Resolutions 43-89 and 32-90 contain Section 6(f)(3) project boundary maps indicating the area subject to Section 6(f) anti-conversion requirements. The project alternatives are from about 1,500 feet to over 1 mile from the area (now known as Yokuts Park) that is shown on the Section 6(f)(3) maps; therefore, it is not covered by anti-conversion requirements.

City of Bakersfield Water Resources Department records were also reviewed for information regarding Section 6(f) funding used for the Kern River Parkway. All other funding related to development of the Kern River Parkway has resulted from voter-approved local proposition funding only and is not related to Section 6(f) funding; therefore, no park or recreational facilities within the project footprint have been developed under Section 6(f) of the Land and Water Conservation Fund Act.

10.0 Properties Evaluated Relative to the Requirements of Section 4(f)

This section discusses parks, recreation facilities (including school playgrounds), 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 National Register-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 substantial impairment.

As noted below, the analysis includes a discussion of each property and documents the following: (1) why the property is not protected by the provisions of Section 4(f) or (2) if it is protected by Section 4(f), why none of the alternatives under consideration cause a Section 4(f) use by (a) permanently incorporating land into the project (actual use), (b) by temporarily occupying land (temporary occupancy) that is adverse to the preservationist purposes of Section 4(f), or (c) substantial impairment to the property.

For this Section 4(f) analysis, public parks, recreation facilities (including school playgrounds), wildlife refuges, and historic properties within about 0.5 mile of each of the project alternatives were identified. A total of 17 parks and/or recreation facilities and three historic properties were identified (see Table B.4 and Figure 17). As indicated below, none of the alternatives under consideration result in a Section 4(f) use of these park, recreation facilities, wildlife refuges, or historic properties and would not result in any permanent, temporary, or indirect (proximity) impacts due to the project alternatives.

Table B.4 Park, Recreation Facilities, Wildlife Refuges, and Historic Properties Evaluated Relative to the Requirements of Section 4(f)

Site	Location	Distance to Nearest Alternative (feet)	Subject to the Provisions of Section 4(f)?	Permanent Use?	Temporary Occupancy?	Substantial impairment?
Park and Recreation Facilities						
Beach Park	City of Bakersfield	2,100	Yes	No	No	No
Belle Terrace Park	City of Bakersfield	2,600	Yes	No	No	No
Centennial Park	City of Bakersfield	75	Yes	No	No	No
Jastro Park	City of Bakersfield	2,600	Yes	No	No	No
Wayside Park	City of Bakersfield	2,000	Yes	No	No	No
Yokuts Park	City of Bakersfield	1,500	Yes	No	No	No
Curran Junior High School	City of Bakersfield	2,600	Yes	No	No	No
Evergreen Elementary School	City of Bakersfield	2,000	Yes	No	No	No
Fremont Elementary School	City of Bakersfield	2,000	Yes	No	No	No
Harris Elementary School	City of Bakersfield	500	Yes	No	No	No
McKinley Elementary School	City of Bakersfield	2,000	Yes	No	No	No
Munsey Elementary School	City of Bakersfield	1,400	Yes	No	No	No
Roosevelt Elementary School	City of Bakersfield	1,200	Yes	No	No	No
Sequoia Middle School	City of Bakersfield	1,700	Yes	No	No	No
Siebert Elementary School	City of Bakersfield	2,600	Yes	No	No	No
Van Horn Elementary School	City of Bakersfield	1,000	Yes	No	No	No
Vista Continuation High School	City of Bakersfield	1,800	Yes	No	No	No
Historic Properties						
Lester H. Houchin Residence	City of Bakersfield	58	Yes	No	No	No
Friant-Kern Canal	City of Bakersfield	0	Yes	No	No	No
Property at 3904 Marsha St.	City of Bakersfield	180	Yes	No	No	No

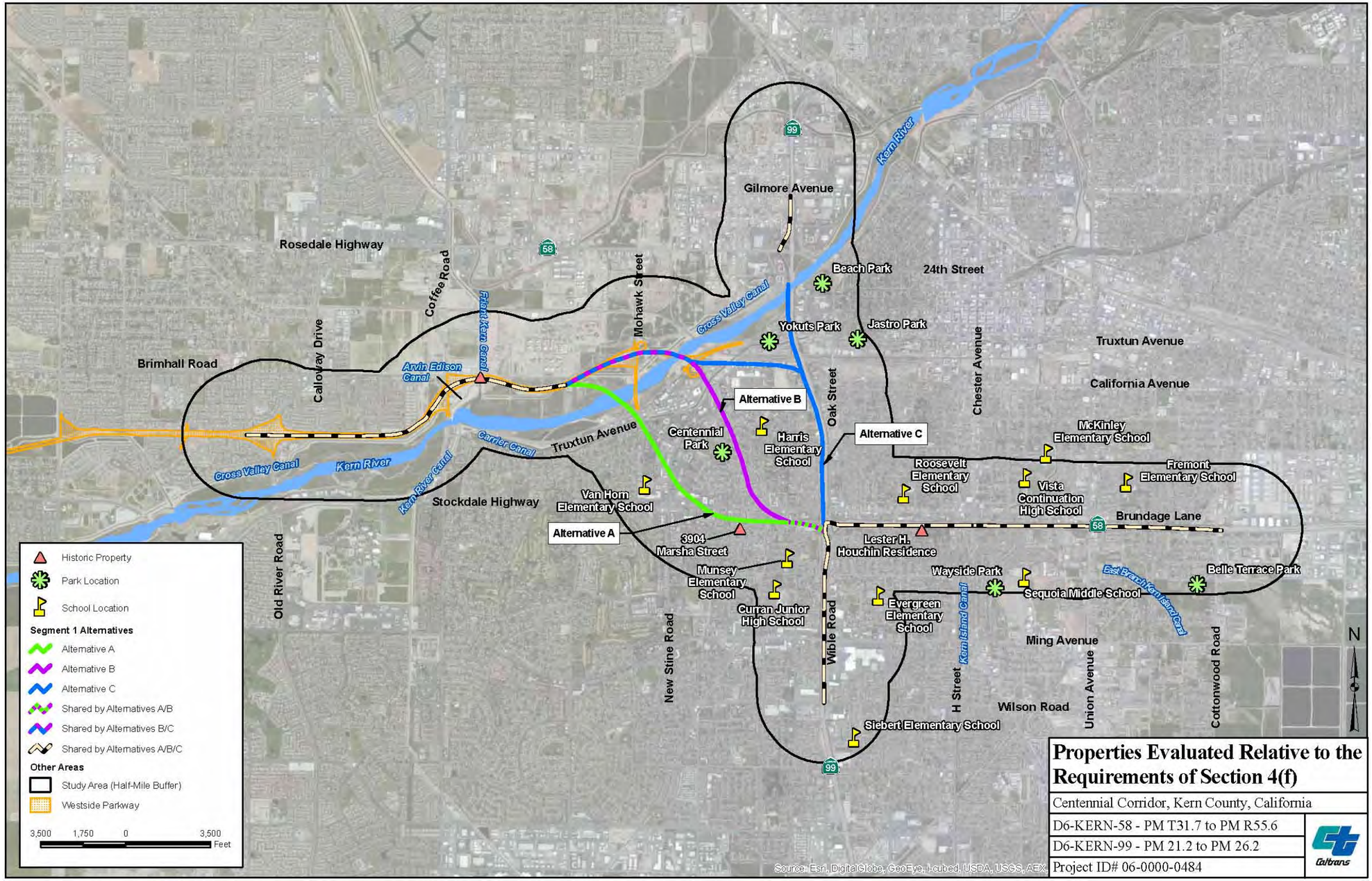


Figure 17 Location of Park, Recreation Facilities, Wildlife Refuges, and Historic Properties Evaluated Relative to the Requirements of Section 4(f)

10.1 Parks and Recreation Facilities

The potential for impacts to the 17 parks and/or recreation facilities were considered for all of the build alternatives. No permanent use of these properties would occur from any of the alternatives. Out of these 17 parks, Centennial Park is next to the Alternative B alignment; the remaining 16 are between 0.25 to 0.5 mile from the closest alternative. The following subsection provides the description and reason that supports a conclusion the facilities at these parks would not be adversely affected by the build alternative implementation. Thus Section 4(f) provisions are not triggered.

10.2 Beach Park

Beach Park is at the corner of Oak Street and 24th Street at 3400 21st Street. Beach Park is the northeast of the project alternatives at the following distances: 2,000 feet from the Alternative C alignment, over 2,500 feet from the Alternative B alignment, and over one mile from the Alternative A. As a result these distances from each alternative, no direct or temporary use of this property would occur while building or maintaining any of the alternatives.

Accessibility

The park could be accessed during project construction as well as when the project is operational.

Visual

The area south and southwest of Beach Park is built-up. Fencing, tall trees, and other buildings would block the views of Alternative C, the closest alternative alignment. Views of Alternatives A and B would be blocked by tall trees and other structures. As a result, none of the alternative alignments would substantially impair activities, features, and/or attributes that qualify Beach Park for protection under Section 4(f).

Noise

Similar to the reasons explained in subsection 5.2.2., activities at Belle Terrace Park would not be impaired by noise both during construction and operation of the new freeway.

Vegetation and Wildlife

The project biologist has reviewed the location of Beach Park and confirmed that due to the distance of the park from the proposed freeway alignments, no direct or indirect effect on biological resources in the park would occur from the construction and operation of the new freeway. Wildlife that occurs within or use the park could continue to do so during construction of the project and during operation of the project. As a result, none of the alternatives would substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

Air Quality

Similar to the reasons explained in subsection 5.2.2., activities at Belle Terrace Park would not be impaired by noise both during construction and operation of the new freeway.

Water Quality

Potential short-term water quality impacts associated with the construction phase of the Centennial Corridor Project would be minimized with the implementation of Construction Site Best Management Practices. Potential long-term water quality impacts associated with the operation and maintenance of the transportation facility would be minimized with the implementation of Treatment Best Management Practices. Preliminary engineering efforts have identified proposed Infiltration Device locations to address water quality impacts. Overall, with incorporation of Temporary and Permanent Best Management Practices, no water quality impacts are expected with implementation of the Centennial Corridor Project. Consequently, impacts to water quality as a result of the proposed project alternatives would not substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

10.2.1 Belle Terrace Park

Belle Terrace Park is on Belle Terrace between Madison Street and Cottonwood Road at 1000 East Belle Terrace. This park is directly south of the project alternatives and is over 2,600 feet from all of the alternative alignments. As a result, no direct or temporary use of this property would occur from any of the alternatives.

Accessibility

The park could be accessed during project construction as well as when the project is operational.

Visual

All three alternatives are north of Belle Terrace Park. The views from the northern end of Belle Terrace Park are of single-story residential housing. Existing State Route 58 is not

visible from Belle Terrace Park. Since the proposed project would only widen State Route 58, the proposed project alternatives would not be visible from Belle Terrace Park; therefore, none of the alternative alignments would substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

Noise

Similar to the reasons explained in subsection 5.2.2., activities at Belle Terrace Park would not be impaired by noise both during construction and operation of the new freeway.

Vegetation and Wildlife

The project biologist has reviewed the location of Belle Terrace Park and confirmed that due to the distance of the park from the proposed freeway alignments, no direct or indirect effect on biological resources in the park would occur from the construction and operation of the new freeway. Wildlife within or uses the park could continue to do so during project construction and operation. As a result, none of the alternatives would substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

Air Quality

Similar to the reasons explained in subsection 5.2.2., activities at Belle Terrace Park would not be impaired by air pollutant emissions both during construction and operation of the new freeway.

Water Quality

Potential short-term water quality impacts associated with the construction phase of the Centennial Corridor Project would be minimized with the implementation of Construction Site Best Management Practices. Potential long-term water quality impacts associated with the operation and maintenance of the transportation facility would be minimized with the implementation of Treatment Best Management Practices. Preliminary engineering efforts have identified proposed Infiltration Device locations to address water quality impacts. Overall, with incorporation of Temporary and Permanent Best Management Practices, no water quality impacts are expected with implementation of the Centennial Corridor Project. Consequently, impacts to water quality as a result of the proposed project alternatives would not substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

10.2.2 Centennial Park

Centennial Park is a neighborhood 11-acre park within the Westpark neighborhood, about 75 feet from the Alternative B alignment and over 1,300 feet from the Alternative A and C

alignments (see Figure 17). The park is owned and operated by the City of Bakersfield Recreation and Parks Department. Park amenities include picnic areas, baseball backstops, basketball courts, softball fields, volleyball courts, leash-free dog areas, and restrooms.

Accessibility

Pedestrian and vehicular access is available from neighborhood streets, including Marella Way and Montclair Street (see Figure 18). Off-street parking is also available within two surface parking lots along Marella Way and Fallbrook Street.

The Alternative B construction would maintain local access to the park (see Figure 19). Area residents would continue to have access options to the park via the following remaining roadways: Marella Way, Montclair Street, Fallbrook Street, and La Mirada Drive. The option for removing the La Mirada Drive overcrossing from Alternative B is also under consideration. Removal of the overcrossing would not substantially change access, which would be provided by the Marella Way overcrossing. Removal of the La Mirada Drive overcrossing would eliminate the need to displace 13 single family homes on La Mirada Drive near Centennial Park and save about $2.5 million in construction costs. The elimination of Hillsborough Drive and Kentfield Drive would not impair local access to the park because the remaining residents would continue to have access via Fallbrook Street.

Visual

The Westpark neighborhood is highly urbanized and available views are limited due to existing buildings. Most views include streetscapes and associated residential landscaping such as turf, shrubs, and trees. Centennial Park is only one of two green-space areas within the neighborhood. Views from the park are of the nearby single-family residences and local roadways partially obstructed by mature landscape trees. Views of the park from off-site areas are similarly obstructed depending on the viewer’s location.

Alternative B includes building a freeway overcrossing at Marella Way and Fallbrook Street near the northeast corner of the park. Although the overcrossing would be visible to park users, existing mature Chinese elm trees along Marella Way would help screen the overcrossing. Planting vines or other visually pleasing context-sensitive features such as stained concrete would also enhance the view of the overcrossing by park users. Therefore, the overall reduction in visual quality of the park would not substantially impair the activities, features, and/or attributes that qualify Centennial Park for protection under Section 4(f).

Figure 18 Existing Centennial Park Accessibility

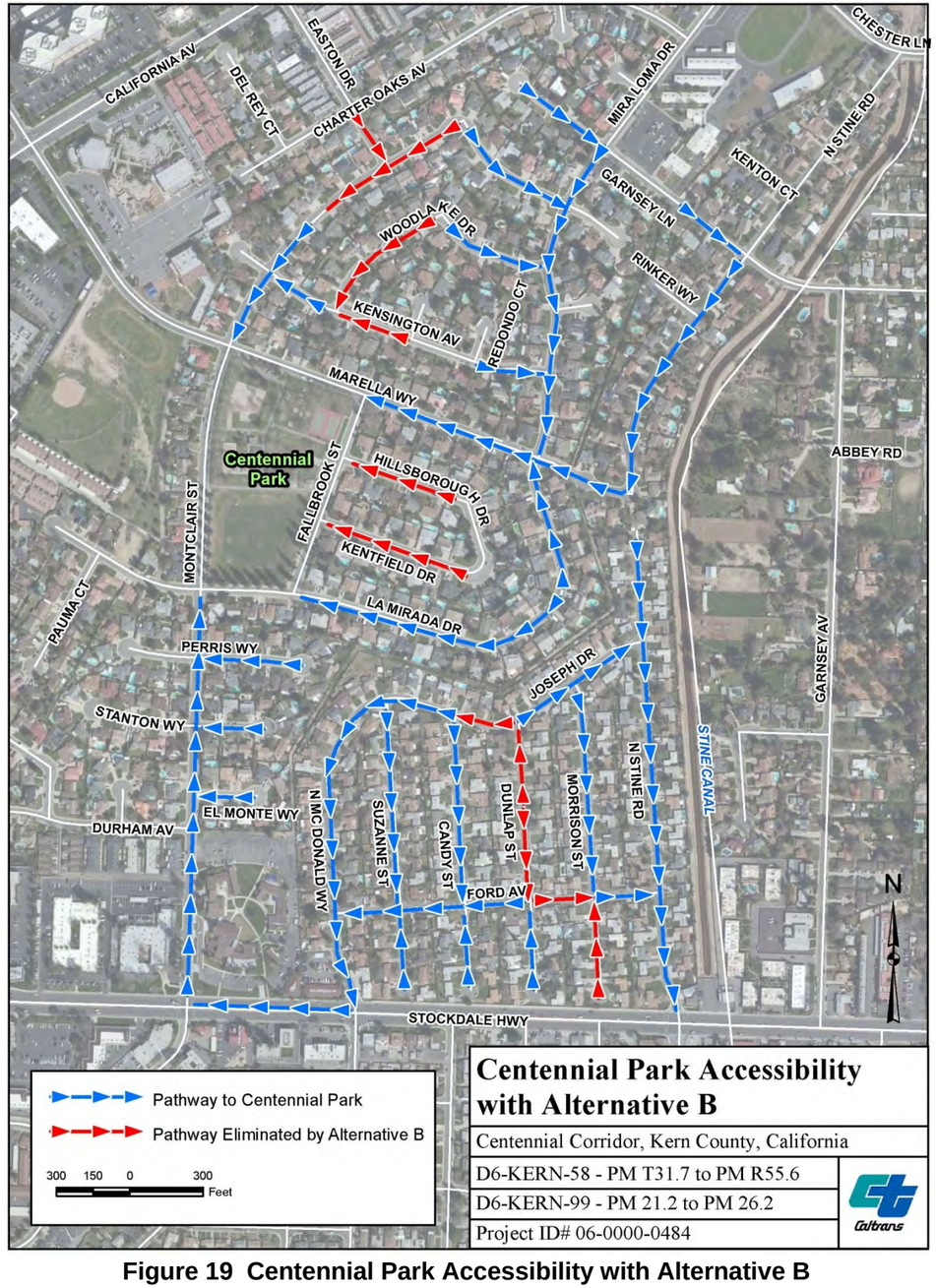


Figure 19 Centennial Park Accessibility with Alternative B

Noise

The analysis in this section is based on conclusions from the *Noise Study Report* (January 2013) prepared for this project. Alternative B would result in a new freeway alignment across Marella Way just east of Fallbrook Street diagonally to the northwest in a depressed cross-section. Marella Way would cross over the freeway on a retained structure. Because of the existing urban setting of Centennial Park surrounded by residential housing and local arterial roadways, serenity and solitude are not attributes that qualify the park for Section 4(f) protection, but rather its public ownership, accessibility, and the recreational uses: tennis courts and other typical urban park attributes.

A noise measurement in the northeast corner of Centennial Park recorded an ambient noise level of 53 dBA. The future predicted traffic noise modeling results for this location indicate an increase in noise levels of 15 dB over preproject conditions. A noise level of 68 dBA exceeds the 67-decibel minimum for considering noise abatement. An 8- to 12-foot-high soundwall was considered on the south side of the proposed Centennial freeway between Marella Way and La Mirada Drive to provide traffic noise abatement for the park and several residences. This soundwall is not considered reasonable under Caltrans noise abatement guidance since the wall would not provide a 7-decibel noise reduction for at least one receiver, the requirement to meet the soundwall design goal. However, this soundwall is still recommended due to special circumstance to close the existing 900-foot gap. This gap closure would ensure an unbroken soundwall is built to benefit the frequent outdoor use areas of the park, thereby minimizing traffic noise impacts.

Based on the reasons stated above, building Alternative B would not substantially impair the activities, features, and/or attributes that qualify Centennial Park for protection under Section 4(f).

Vegetation and Wildlife

Alternative B does would not affect threatened or endangered species in Centennial Park. Vegetation within the park is comprised of non-native shrub and tree species such as Chinese elm. Wildlife using the park is limited to species such as European starlings, opossum, and raccoons adapted to urban environments. No kit fox were observed at Centennial Park. In addition, project design incorporates features to maintain kit fox movement interrupted or prohibited by traffic. Building Alternative B would not require the removal of park landscaping that may be used by some species for foraging, nesting, and shelter. In addition, no impacts to animals using the

park would be expected because these species are accustomed to the presence of humans and associated environments such as noise, light, and traffic); therefore, building Alternative B would not substantially impair the activities, features, and/or attributes that qualify Centennial Park for protection under Section 4(f).

Air Quality

The *Air Quality Study Report* (January 2013) and Section 3.2.6 of the draft environmental impact statement/environmental impact report concluded that, in the long term, Alternative B would not contribute substantially to, or cause deterioration of, air quality in the immediate project area or in the region. In addition, during project construction activities, measures such as best available control and standard control measures as required by Caltrans and the San Joaquin Valley Air Pollution Control District would be used to reduce exhaust and fugitive dust emissions generated by construction equipment and activities,. Therefore, short-term and long-term air quality impacts associated with Alternative B would not substantially impair the activities, features, and/or attributes that qualify Centennial Park for protection under Section 4(f).

Water Quality

The discussion and analysis in this section is based on the *Water Quality Assessment Report* (November 2012) prepared for this project and Section 3.2.2 of the draft environmental impact statement/environmental impact report. Building Alternative B has potential to affect water quality. Potential pollutant sources associated with the construction phase of this alternative include construction activities and materials expected at the project site such as vehicle fluids; concrete and masonry products; landscaping and other products; and contaminated soils. Similarly, operation of this alternative has potential to affect water quality.

Potential pollutant sources associated with the operation of this alternative include motor vehicles, highway maintenance, illegal dumping, spills, and landscaping care. However, with minimization measures, short-term and long-term water quality impacts with Alternative B would not substantially impair the activities, features, and/or attributes that qualify Centennial Park for protection under Section 4(f).

In conclusion, based on the analysis above, it was determined that building Alternative B would not substantially impair the activities, features, and/or attributes that qualify the park or recreation facilities identified for analysis. Specifically, this alternative would not result in a direct use; would not result in a temporary use during

the construction period; would not have temporary effects on; would not result in changes to ownership; and would not restrict public vehicular access to these parks and recreation facilities during construction or operation. Therefore, Alternative B would not result in "use" of any of these parks or recreation facilities and the provisions of Section 4(f) are not triggered.

10.2.3 Jastro Park

Jastro Park is between Truxtun Avenue and 18th Street and just east of Oak Street at 2900 Truxtun Avenue. Jastro Park is within one-half mile of Alternative C and over one mile away from the Alternatives A and B alignments. As a result, no direct or temporary use of this property would occur from any of the alternatives.

Accessibility

The park could be accessed during project construction as well as when the project is operational.

Visual

Jastro Park is east of the nearest project alternative. The views from Jastro Park toward Alternative C (the nearest alternative) are partially blocked by vegetation planted along the park borders. Tall trees in the front yards of residences along Elm Street completely block the views of Alternative C. Alternatives A and B are farther away from Jastro Park than Alternative C. These same residential trees block the views of these alternatives as well. As a result, none of the alternatives would substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

Noise

Similar to the reasons explained in Subsection 5.2.2., the activities at Jastro Park would not be impaired by noise both during construction and operation of the new freeway.

Vegetation and Wildlife

The project biologist has reviewed the Jastro Park location and confirmed that with the distance to the park from the proposed freeway alignments, no direct or indirect effect on biological resources in the park would occur from the construction and operation of the new freeway. Wildlife that occur within or use the park could continue to do so during project construction and operation. As a result, none of the alternatives would substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

Air Quality

Similar to the reasons explained in Subsection 5.2.2., the activities at Jastro Park would not be impaired by air pollutant emissions during construction and operation of the new freeway.

Water Quality

Potential short-term water quality impacts associated with the construction phase of the Centennial Corridor Project would be minimized with the implementation of Construction Site Best Management Practices. Potential long-term water quality impacts associated with the operation and maintenance of the transportation facility would be minimized with the implementation of Treatment Best Management Practices. Preliminary engineering efforts have identified proposed Infiltration Device locations to address water quality impacts. Overall, with incorporation of Temporary and Permanent Best Management Practices, no water quality impacts are expected with implementation of the Centennial Corridor Project. Consequently, impacts to water quality as a result of the proposed project alternatives would not substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

10.2.4 Wayside Park

Wayside Park is on the corner of Ming Avenue and El Toro Drive at 1200 Ming Avenue. The park is directly south of the project alignment and is over 2,000 feet from all three alternatives alignments. As a result, no direct or temporary use of this property would occur from any of the alternatives.

Accessibility

The park could be accessed during project construction as well as when the project is operational.

Visual

All three alternatives are north of Wayside Park. Views from the northern end of Wayside Park are of single-story residential housing. Existing State Route 58 is not visible from Wayside Park. Since the proposed project would only widen State Route 58, proposed project alternatives would not be visible from Wayside Park; therefore, none of the Alternatives would substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

Noise
Similar to the reasons explained in Subsection 5.2.2, the activities at Wayside Park would not be impaired by noise both during construction and operation of the new freeway.

Vegetation and Wildlife
The project biologist has reviewed the Wayside Park location and confirmed that with the distance of the park from the proposed freeway alignments, no direct or indirect effect on biological resources in the park would occur from the construction and operation of the new freeway. Wildlife that occurs within or uses the park could continue to do so during project construction and operation. As a result, none of the alternatives would substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

Air Quality
Similar to the reasons explained in Subsection 5.2.2, the activities at Wayside Park would not be impaired by air pollutant emissions both during construction and operation of the new freeway.

Water Quality
Potential short-term water quality impacts associated with the construction phase of the Centennial Corridor Project would be minimized with the implementation of Construction Site Best Management Practices. Potential long-term water quality impacts associated with the operation and maintenance of the transportation facility would be minimized with the implementation of Treatment Best Management Practices. Preliminary engineering efforts have identified proposed Infiltration Device locations to address water quality impacts. Overall, with incorporation of Temporary and Permanent Best Management Practices, no water quality impacts are expected with implementation of the Centennial Corridor Project. Consequently, impacts to water quality as a result of the proposed project alternatives would not substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

10.2.5 Yokuts Park
Yokuts Park is just off Empire Drive north of the Truxtun Avenue extension at 4200 Empire Drive. The park is over 1,500 feet from the Alternative C alignment, over 0.5 mile from the Alternative B alignment, and over 1 mile from the Alternative A alignment. As a result, no direct or temporary use of this property would occur from any of the alternatives.

Accessibility
The park could be accessed during project construction as well as when the project is operational.

Visual
Yokuts Park sits in a depression compared to the surrounding built-up area. Thick vegetation blocks views along the Kern River toward the Union Pacific railroad bridge and toward the Westside Parkway Bridge. None of the project alternatives would be visible from the park; therefore, none of the alternatives would substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

Noise
Similar to the reasons explained in Subsection 5.2.2., activities at Yokuts Park would not be impaired by noise during construction or operation of the new freeway.

Vegetation and Wildlife
The project biologist has reviewed the Yokuts Park location and confirmed that due to the distance of the park from the proposed freeway alignments, no direct or indirect effect on biological resources in the park would occur from the construction and operation of the new freeway. Wildlife that occur within or use the park could continue to do so during project construction and project operation. As a result, none of the alternatives would substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

Air Quality
Similar to the reasons explained in Subsection 5.2.2., activities at Yokuts Park would not be impaired by air pollutant emissions during construction or operation of the new freeway.

Water Quality
Potential short-term water quality impacts associated with the construction phase of the Centennial Corridor Project would be minimized with the implementation of Construction Site Best Management Practices. Potential long-term water quality impacts associated with the operation and maintenance of the transportation facility would be minimized with the implementation of Treatment Best Management Practices. Preliminary engineering efforts have identified proposed Infiltration Device locations to address water quality impacts. Overall, with incorporation of Temporary and Permanent Best Management Practices, no water quality impacts are expected

with implementation of the Centennial Corridor Project. Consequently, impacts to water quality as a result of the proposed project alternatives would not substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

10.2.6 Public School Recreational Areas

The following are publically owned schools within the study area that have recreational areas open to the public for after school use:

- Curran Junior High School
- Evergreen Elementary School
- Fremont Elementary School
- Harris Elementary School
- Mckinley Elementary School
- Munsey Elementary School
- Roosevelt Elementary School
- Sequoia Middle School
- Siebert Elementary School
- Van Horn Elementary School
- Vista Continuation High School

The closest school to any project alignment is Harris Elementary School. Harris Elementary School is about 500 feet from the Alternative B alignment, 800 feet from the Alternative C alignment, and 1,500 feet from the Alternative A alignment. The remaining schools are between 1,000 feet to 1 mile from the alternative alignments. As a result, no direct or temporary use of these properties would occur from any of the alternatives.

Accessibility

The Harris Elementary School playground could be accessed during project construction as well as when the project is operational.

Visual

Harris Elementary School is between Alternatives B and C. The school is also in a built-up area. Trees grow along the school property line to obscure views of structures next to the school. The area around the running track has clear views of the surrounding residential and multi-story structures. The trees and structures would block the views of Alternatives B and C. These same structures would block the view

of Alternative A farther to the west. As a result, none of the alternatives would substantially impair the activities, features, and/or attributes that qualify the school for protection under Section 4(f).

The remaining schools are in similar settings: surrounded by single and multi-story structures with trees along the property lines that limit views from a few feet to a few hundred feet. As a result, none of the alternatives would substantially impair the activities, features, and/or attributes that qualify the schools for protection under Section 4(f).

Noise

Similar to the reasons explained in Subsection 5.2.2., the activities at these school playgrounds would not be impaired by noise both during construction and operation of the new freeway.

Vegetation and Wildlife

The project biologist has reviewed the location of all schools within 0.25 and 0.5 mile of the project alignments and confirmed that due to the distance of the schools from the proposed freeway alignments, no direct or indirect effect on biological resources in the school playgrounds would occur from the construction and operation of the new freeway. As a result, none of the alternatives would substantially impair the activities, features, and/or attributes that qualify the school playgrounds for protection under Section 4(f).

Air Quality

Similar to the reasons explained in Subsection 5.2.2., the activities at these school playgrounds would not be impaired by air pollutant emissions both during construction and operation of the new freeway.

Water Quality

Potential short-term water quality impacts associated with the construction phase of the Centennial Corridor Project would be minimized with the implementation of Construction Site Best Management Practices. Potential long-term water quality impacts associated with the operation and maintenance of the transportation facility would be minimized with the implementation of Treatment Best Management Practices. Preliminary engineering efforts have identified proposed Infiltration Device locations to address water quality impacts. Overall, with incorporation of Temporary and Permanent Best Management Practices, no water quality impacts are expected with implementation of the Centennial Corridor Project. Consequently, impacts to

water quality as a result of the proposed project alternatives would not substantially impair the activities, features, and/or attributes that qualify the Harris Elementary School playgound for protection under Section 4(f).

10.3 Historic Properties

In accordance with Federal Highway Administration regulations and guidance, the requirements for protection of cultural resources under Section 4(f) are triggered only by significant historic properties, defined as sites on or eligible for listing on the National Register of Historic Places, or sites otherwise determined significant by the Federal Highway Administration Administrator (23 CFR 771.135[e]).

Four properties were determined to be eligible for the National Register of Historic Places within the Area of Potential Effects for the Centennial Corridor project. These properties were evaluated for Section 4(f) protection. One property triggered protection under Section 4(f). This property is discussed in Section 3.3.1, Rancho Vista Historic District. The other three properties (discussed below) did not trigger the requirements for protection under Section 4(f).

10.3.1 Friant-Kern Canal

The Friant-Kern Canal is a 152-mile-long gravity-fed earth- and concrete-lined canal that terminates at the Kern River northwest of Bakersfield. As a key component of California's Central Valley Project, the canal has been determined eligible for listing in the National Register of Historic Places. It is historically significant at the state level under Criterion A within the context of development, construction, and operation of the Central Valley Project. The period of significance is 1945 to 1951, its period of construction. Character-defining features include its overall length, width, and its major contributing structures: major canal siphons, wasteways, checks, overchutes, an equalizing reservoir, culverts, drains, pumps, turnouts, recording houses/structures, the operation roads next to the canal on either side along its entire length, and miscellaneous structures such as irrigation pipe crossings, minor siphons, and drainage inlets). Noncontributing features consist of farm, county, state, and railroad bridges; power and utility crossings; cattle guards; historic wood trapezoidal canal; and Central Valley Project signs, fencing, and levees. The property historic boundary encompasses the canal and contributing features attached to the canal.

The Alternative A alignment would follow the recently built Westside Parkway that crosses the Friant-Kern Canal (see Photo 4—Existing View). Alternative A would provide an additional bridge crossing Friant-Kern Canal for the eastbound Coffee

Road on-ramp connector, in addition to the Westside Parkway, which has already been constructed at this location (see Photo 4—Simulated Future View). As proposed, this project feature will have no adverse effect on the historically significant canal. The architectural design of the new bridge will be similar in character to another recently constructed bridge structure over the Friant-Kern Canal, for the Westside Parkway project, for which the State Historic Preservation Officer concurred there was no adverse effect. While the Project would add a second bridge over the canal, in the context of it being a 152-mile long linear feature, there would be no direct or indirect adverse and no cumulative effect due to the length of the property. Further, the footings and abutments of the new bridge will be located outside of the National Register boundaries of the historic canal. The short bridge crossings over the canal do not diminish the historic character nor significant qualities that qualify the Friant-Kern Canal for National Register eligibility.

Therefore, Alternative A would cause no direct or indirect adverse effects to the Friant-Kern Canal. Section 4(f) provisions are not triggered by Alternative A under 36 CFR 800.5(a)(2)(i), (ii), (iii), (iv), or (v).

The Alternative B and Alternative C alignments would follow the recently built Westside Parkway that crosses the Friant-Kern Canal. Both alternatives would not require new construction over the Friant-Kern Canal or the Westside Parkway. The view of the Friant-Kern Canal will be the same as that shown in Photo 4—Existing View. Therefore, there would be no effect under Section 106 and no use of this Section 4(f) historic property.

Existing View

Simulated View with Alternative A Alignment

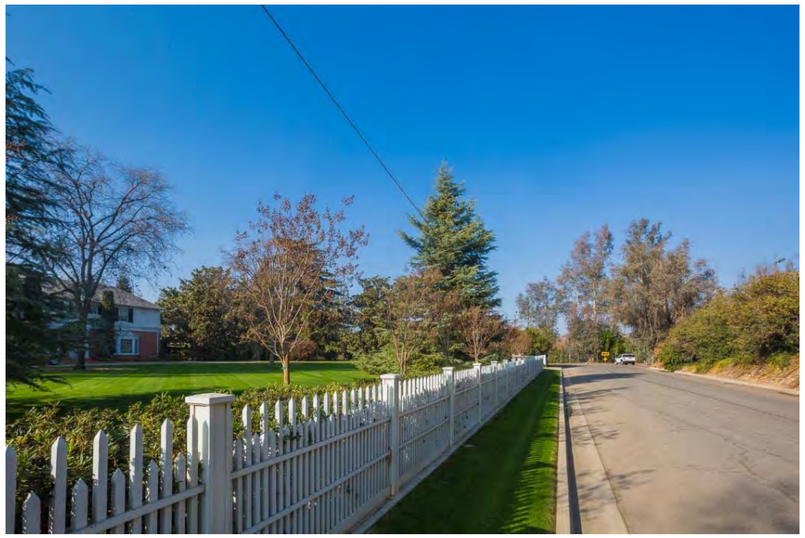
Photo 4. Friant-Kern Canal looking north toward the recently constructed Westside Parkway

10.3.2 Lester H. Houchin Residence

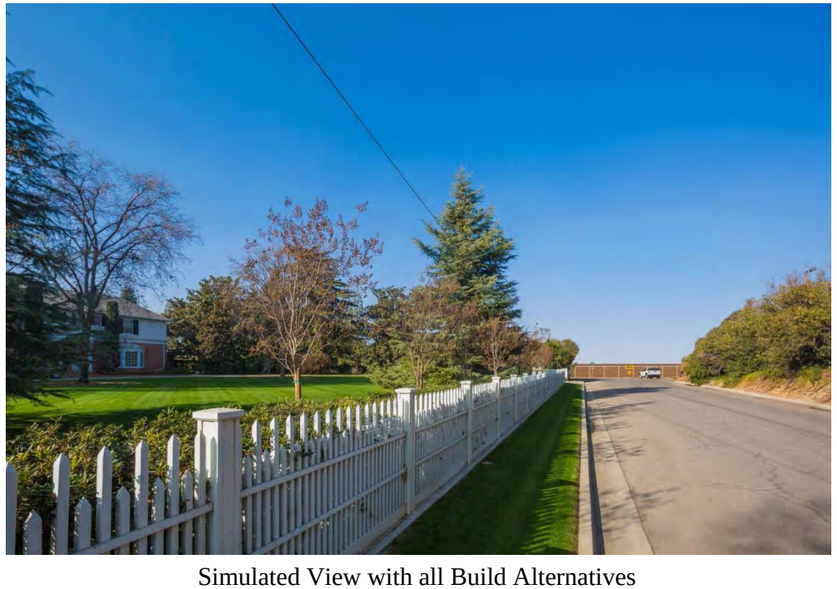
The Lester H. Houchin residence and associated detached garage, 307 South Oleander in Bakersfield (see Photo 5—Existing View), is eligible for listing in the National Register of Historic Places at the local level under Criterion A (historically important events) and Criterion C (historically important architecture) as an important local example of Colonial Revival architecture. The period of significance is 1939, the date of construction. The historic property boundary is defined by the legal parcel.

Contributing elements include the residence, two-story garage, circular driveway, and landscaping on the north, south, and east sides of the residence and garage. The pool, cabana, veranda, and other hardscape west of the residence and garage are noncontributing elements. Character-defining features include the near rectangular footprint, hip roof with flat deck, rounded portico entrance with paneled door and multi-light transom, multi-pane double-hung windows, a near symmetrical façade, stucco siding, brick veneer, elaborate detailed molding, bay windows with flared hip roofs, wood shutters, special relationships with the surrounding features on the property (circular driveway, secondary driveway leading to the garage, garage setback), open lawns, and mature trees and bushes to the side and rear of the house.

The alignment of all build alternatives would follow the existing State Route 58 located approximately 56 feet from the northern edge of this historic property's boundary and about 150 feet from the elevation on the north side of the residence. None of the alternatives would encroach into the Lester H. Houchin residential property boundaries, nor cause a change in the physical setting of the resource that would compromise the characteristics or features that qualify the resource for the National Register. Under this alternative a retaining wall and soundwall will be constructed near this historic property. The retaining wall would rise 25 feet from the base of the existing depressed freeway (State Route 58). The top of the retaining wall would be at the same level as Brite Street. The 8-foot-tall soundwall would be built atop the retaining wall along the north side of Brite Street. All proposed construction activities would be conducted within the state right-of-way; therefore, there would be no direct effects to this historic property. The soundwall, as well as construction activity, would be shielded by the existing mature and dense landscaping located along the north side of the property except for a small part at the end of Oleander Street, as shown in Photo 5—Simulated Future View with all build alternatives. No indirect adverse effects to this historic property would be expected from the introduction of new visual elements, which would be barely discernible. In addition, no adverse noise or vibration effects to this historic property would be expected.



Existing View



Simulated View with all Build Alternatives

Photo 5. Lester H. Houchin residence from Oleander Street looking north toward State Route 58 (depressed freeway)

There would be no impacts to this historic property under 36 CFR 800.5(a)(2)(i), (ii), (iii), (iv), or (v) from the construction of Alternatives A, B, or C. No indirect adverse effects to this historic property from the introduction of new visual elements are anticipated. Also, no noise or vibration from either construction or operation of any of the alternatives is anticipated to affect this historic property. Therefore, the provisions of Section 4(f) are not triggered.

10.3.3 3904 Marsha Street Property

The property at 3904 Marsha Street, Bakersfield, California is a one-story residence located in the Rancho Vista Historic District (see Photo 6). The house was built in 1956, and the garage was probably built at the same time. The house also has a fallout shelter that was probably constructed in about 1960-62. While this property is a contributor to the Rancho Vista Historic District, this property is also individually eligible for the National Register of Historic Places Criterion A (historically important events) for its association with Cold War tension between the United States and the Soviet Union, and the fear of nuclear war between the two countries. The fallout shelter at the rear of the property conveys in a stark and visceral manner the grim mindset of the time, and the lengths to which people were willing to go to survive a nuclear holocaust. Home fallout shelters provide the physical evidence that people did make such considerations, and that they calculated the probability of nuclear war in a way that justified the expense of building an underground shelter.

There would be no impacts to this historic property under 36 CFR 800.5(a)(2)(i), (ii), (iii), (iv), or (v) from the construction of Alternatives A, B, or C. The residence is located 180 feet, 1,200, and over 2,300 feet away from the southern construction limits of Alternative A, B, and C, respectively, and cannot be visualized in the simulated view of Photo 6. Therefore, none of the proposed alternatives would cause any direct or indirect adverse effects to the character-defining features of the historic property which cause it to be individually eligible, namely the entry hatch and ventilation pipe of the bomb shelter above ground, and the shelter itself buried underground in the rear yard. There would be no use under Section 4(f).

No soundwalls are proposed in the vicinity of this property under any of the alternatives, and all construction activity would be shielded by the landscaping along the north side of this property. There would be no anticipated indirect adverse effects to this historic property from the introduction of new visual elements. Also, it is anticipated no noise or vibration from either construction or operation of any of the alternatives would affect this historic property. Therefore, the provisions of Section 4(f) are not triggered.

Photo 6. 3904 Marsha Street residence taken from Marsha Street looking north-northeast toward the new freeway alignment (Alternatives A, B, and C).

11.0 List of Preparers

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ATTACHMENT A: KERN RIVER PARKWAY MEMORANDUM

PARSONS
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MEMORANDUM

Project:	**Bakersfield TRIP – Centennial Corridor, 24th Street and Hageman Road Flyover Projects**
Subject:	**Kern River Parkway Acreage Estimates and Section 6(f) Funding**
Prepared by:	**David Clark; Gary Petersen**
Date:	**May 1, 2012**

The purpose of this Memorandum is to review several sources of information that have led to differing estimates of the acreage associated with the Kern River Parkway and to recommend an appropriate accounting of its acreage and location, for purposes of the Centennial Corridor, 24th Street and Hageman Flyover Section 4(f) Evaluations and their associated analysis. The purpose of this memo is also to document Section 6(f) funding, which automatically triggers consultation on "anti-conversion". Caltrans intends to informally consult with State Parks to close out any potential Section 6(f) as an issue. The Department of the Interior requires Section 6(f) close-out as part of its Section 4(f) review.

The following sources of information are reviewed:

a. Planning Level Documents:
   a. Kern River Plan Element (July 1985; Updated – August 2007)
   b. Kern River Parkway Foundation website
   c. City of Bakersfield General Plan Update, Section 4.12 Parks and Recreation (June 2002)
   d. County of Kern Parks & Recreation Master Plan (May 2010)
   e. Metropolitan Bakersfield General Plan Update – Draft Existing Conditions, Constraints and Opportunities Report; Section 2.4: Parks and Open Space Element (April 2009)
b. Environmental Documents:
   a. Final Route 58 Route Adoption Project Tier I Environmental Impact Statement/Environmental Impact Report (May 2001)
   b. Westside Parkway Tier 2 Environmental Assessment/Final Environmental Impact Report (January 2007)
c. GIS Based Estimate:
   a. City of Bakersfield Geographic Information Systems (GIS): Property Ownership/ Kern River Plan Element Land Uses/Kern River Parkway Boundary and Trail Map

1

I. PLANNING LEVEL DOCUMENTS

Kern River Plan Element (1985)

The Kern River Plan Element is an integral part of the City of Bakersfield General Plan and the Kern County General Plan that was initially prepared in 1985 and updated in 2007. The Kern River Plan was proposed as a General Plan Element to both the City and County General Plans. The Plan included the primary and secondary floodways of the Kern River which comprises an estimated 14,250 acres. **Exhibit 1** shows the Kern River Plan extended from the mouth of the Kern River, approximately 5.5 miles east of Ming Lake, and to the crossing of I-5 and Kern River, for a total estimated length of 35 miles. Areas under the jurisdiction of both the City of Bakersfield and County of Kern are included in the Plan. No other jurisdiction is referenced.

The Kern River Plan Element addresses major issues facing the development of the Kern River. These issues include access, open space and development, riparian vegetation and wildlife habitat, flood plain management, private property and public use, mineral and petroleum. Goals and policies are provided for each of the aforementioned issues facing the Kern River. In addition, the underlying land use designations include non-jurisdictional lands (state and federal lands), physical constraint (seismic and flood hazard), public facilities (such as public and private recreation areas), residential development of varying housing densities, commercial, industrial, and resource management (agriculture, mineral and petroleum, and resource management). In view of Section 4(f) public facilities are basic physical structures and infrastructure which are provided for public service and support. Included in this land use designation is Parks and Recreation Areas (Map Code 3.1) which delineates public and private recreation facilities, campground or park areas.

The Kern River Plan references, in the Environmental Setting section, under the heading "Parks and Recreation", Kern River Park (a County facility) and non-structured uses occurring along the length of the river (e.g., rafting, hiking, riding, off road vehicle use, passive study, sight-seeing and bicycling). This section describes the Kern River Park as the largest park in the plan area. The Kern River Park "consists of Hart memorial Park, a campground, picnic areas, Lake Ming, Kern River-Foss Golf Course, and the California Living Museum (CALM). There is no reference to the Kern River Parkway in this section of the Plan. However, the Kern River Plan provides the basis for the development of the Kern River Parkway Master Plan discussed in the next section.

In Section 2.3 – History of Planning in the Kern River Area, it is stated that the focus of the Kern River Plan, from the outset, was the preservation and maintenance of the floodway channel of the Kern River.

In Section 2.6 – General Qualifications and Provisions, it is stated that "the relationship between Kern River Plan designations and City of Bakersfield zone district designations are approximations only …. correlation between the Kern River Plan land use designations and City zoning intensities and permitted uses are approximate and consistent in the City with existing zone districts."

In Section 4.11 – Recreation, a number of contemplated recreational uses are identified as proposed within the Kern River Plan area, including bikeway, foot access, fishing, nature study, photography, hiking and equestrian trails, etc., but no reference to the Kern River Parkway is mentioned.

Multi-sheet mapping of the Kern River Plan area is provided as an Appendix, but no reference to the Kern River Parkway is shown. Section 4.4-1 Parks and recreation Area (Map Code 3.1) delineates public and private recreation facilities, campground, or park areas. In addition, the Kern River Plan (Sheet 5 Golden State to Calloway Road) clearly shows the proposed future freeway alignment known at that time as the future State Highway 178 but later became known as Westside Parkway. Exhibit 2 is provided showing the land use designations and Map Codes for areas between Mohawk Street, the Truxtun Extension, and State Route 99. Within this area land use designations include Resource Management (8.5), General Commercial (6.2), Public Facilities/ Parks and Recreation and Other Facilities (3.1), and Flood Hazards (2.5).

Finding: Based on the above information, the Kern River Plan provides overall planning guidance for the Kern River, functioning primarily as a floodway and secondarily for other purposes (including recreation). The Kern River Plan Element formed the basis for the later development of the Kern River Parkway Plan (June 1988). The Kern River Plan Element, at that time, did not quantify acreages of any of the later components of the Kern River Parkway which developed later over the years.

Kern River Parkway Final Environmental Impact Report (September 1988)

The City of Bakersfield approved the Final EIR for the Kern River Parkway and Final Master Plan that would allow the continuation of the Parkway's current flood control and water conservation uses but also represented the City's long term vision of the Kern River within the City limits. The Kern River Parkway is described in the Final EIR as almost 8 miles in length and ranges from 30 to 2, 200 feet in width and comprises an estimated 1,400 acres between Manor Street on the east and the Stockdale Highway on the west. No changes were anticipated in the primary floodway but some changes within the secondary floodway were proposed with some changes outside the secondary floodway. The City Bakersfield City Council Resolutions 228-88 and 229-88 (dated November 30, 1988) certified the final environmental impact report and amended the Kern River Plan Element to allow the development of recreational areas, parking lots and protection of sensitive habitat.

Exhibit 3 shows the Final Master Plan for the Kern River Parkway approved in 1988. A detailed breakout of the existing and proposed land uses are shown in the table below.

Kern River Parkway Master Plan
Land Use Categories

Proposed Land Use Categories	Acreage	Percent Of Parkway
Primary River Channel	320	22.9
Natural Open Space	77	5.5
Service Industrial	28	1.5
Riparian Marsh	75	5.4
Riparian Area	120	8.6
Educational Studies Area	460	32.6
Landscape Areas	65	4.6
*Existing Recreation Areas	145	10.4
**Proposed Recreation Areas	75	5.4
Rest Areas	2	0.1
Recharge Basins	25	1.8
Parking Areas	8	0.6
Total	**1,400**	**100**

*Existing recreation areas include City owned Beach Park (30 acres) and County owned Riverview Park (15 acres) and Metro Park (100 acres)

** Includes 300-seat amphitheater

An important point is that the 1,400 acres comprising the Kern River Parkway, approximately 255 acres, or 18.2 percent are privately owned. Approximately 950 acres (68 percent) are owned by the City, and 195 acres (13.9) are publicly owned by other public agencies. To complete the Parkway Plan the City will purchase as much private land as possible by the time the Kern River Parkway is built out within an estimated 10-year time frame (1988-1998).

Finding: The Kern River Parkway Plan was an outgrowth of the Kern River Plan Element. The Kern River Parkway Plan is the mid- to long term vision of the City of Bakersfield. The 1,400 acres represents the best guess estimate for the Kern River Parkway within the City limits and was the most accurate accounting at the time.

Kern River Parkway Foundation (Non- Profit)

The Kern River Parkway Foundation is a 501(c)(3) non-profit foundation whose stated mission is "The restoration, preservation and improvement . . . of the lower Kern River as it flows through Bakersfield." It goes on to state "The Foundation works to establish and

maintain . . . a system of . . . river trails, parks and native flora and fauna to be called 'The Kern River Parkway.'"

On the Home Page of the Foundation's website are the following statements:

1) The Kern River Parkway (KRP) has one of the most extensive bike trails (32 miles) in the state;
2) The KRP includes 9 Bakersfield City parks (Beach, Yokuts, Park at River Walk, River Oaks, Aera, Truxtun Lake, Kern River Uplands, San Miguel Grove, & Upland) and 4 Kern County Parks (Buena Vista, Panorama, Metro Recreational Center, Kern River County Park Complex [Hart Park, Soccer Park, CALM, Kern River Golf Course & Lake Ming], and Riverview Park (in Oildale));
3) The Water Recharge/Wildlife Natural Area west of town is part of the Parkway; and
4) Over all, the Parkway encompasses 1,400 acres of wetland preserves and natural riparian area for a total of 6,000 acres of public space.

The Foundation's website features a sketch plan (**Exhibit 4**) showing a vicinity map of the Kern River extending from Buena Vista Lake on the southwest to Lake Isabella (61 miles in length) on the northeast on which is shown a highlighted conceptual plan map, identified as the Kern River Parkway, roughly corresponding to the area between Buena Vista Road on the west and Manor Street on the east, a distance of 8 miles. A sketch Map Detail is also shown that corresponds to the above limits. Sources documenting the statements as to facilities and parks encompassed are not provided, nor are sources provided for either of the maps, other than the website itself. No official boundaries are shown or indicated.

Several of the listed "as included" facilities are located in the Kern River County Park Complex which is northeast of metropolitan Bakersfield at a distance of approximately 7 miles (following the river course) from the Manor Street overcrossing of the Kern River, or approximately 5.5 miles (as the crow flies). The Bakersfield eastern city limit that includes the Kern River extends to the vicinity of China Grade Loop (to a point just west of Discovery Well Historic Site). That limit is approximately 2.5 miles west of the Kern River County Park Complex (as the crow flies). Other parks listed (e.g., Panorama, Riverview), while perhaps associated with the River, are not contiguous to it.

Since sources, boundaries or accurate mapping are not provided for the estimates of 1,400 acres of wetlands/riparian areas and 6,000 acres of public space, these estimates could not be verified.

Finding: The Kern River Foundation description of the Kern River Parkway and its associated facilities is conceptual and does not provide an accurate description, for purposes of the Centennial Corridor Section 4(f) Evaluation, because: (a) distances and acreages cannot be verified; (b) a number of the cited facilities are located beyond the Bakersfield city limits, and are therefore outside the area of potential direct effect of any of the TRIP roadway improvement projects, and the Centennial Corridor, in particular; and (c) there is no formal description provided as to the jurisdictional limits or boundaries

that constitutes the Kern River Parkway, as envisioned by the Foundation, nor is there any evidence or assertion of jurisdiction on the part of the Foundation, or any other identified public entity.

City of Bakersfield General Plan Update, Section 4.12 Parks and Recreation (June 2002)

The General Plan Update evaluated the parks and facilities in metro Bakersfield and assessed with the implementation of the General Plan Update. As indicated in Table 4.12-2, Parks Master List (**Exhibit 5**) the City provides one regional park identified as the Kern River Parkway with 580.14 acres. This information was based on data from the City of Bakersfield Department of Recreation and Parks Master Plan 2000-2005 (January 2000), City of Bakersfield web site (October 18, 2001), and the Kern County web site (October 18, 2001). The total estimated area of 580 acres for the Kern River Parkway in 2002 seems reasonable given that in 1988 the Kern River Parkway had estimated park acreage of 220 acres for existing and proposed recreation areas. It more than doubled in a 14-year time frame. It does indicate that the City is expanding recreational park facilities within the Parkway.

County of Kern Parks & Recreation Master Plan (May 2010)

This document references the Kern River County Park and several related facilities, which are located well to the east of the project vicinity. The Kern River Park is estimated to contain 1,445 acres of parkland and the collection of other facilities (Camp Okihi, Hart Memorial Park, Kern River Campground, Kern River Picnic Area, and Lake Ming & Metropolitan Recreation Center) together comprises an estimated 735 acres. Several maps of County facilities in the metropolitan Bakersfield area are shown, but none make reference to the Kern River Parkway, nor is there any assertion of County participation or jurisdiction in the Parkway.

Finding: Because there is not an apparent connection between the County of Kern and the Kern River Parkway, this source of information is judged not relevant to the inquiry at hand.

Metropolitan Bakersfield General Plan Update (April 2009) – Draft Existing Conditions, Constraints and Opportunities Report; Section 2.4: Parks and Open Space Element

This portion of the General Plan Update (April 2009) identifies the Kern River Parkway as being under the jurisdiction of the City of Bakersfield, as part of a system of more than 50 parks. Table 2.4.1-1 lists the Kern River Parkway Park as having 1,138.2 acres (**Exhibit 6**). Figure 2.4.1-1, which accompanies the text and table, identifies an area as Kern River Parkway Park (**Exhibit 7**), which corresponds visually to the area defined in terms of GIS mapping (see next Section III of this memo), but is not at a scale allowing a side-by-side comparison.

Finding: This Draft Plan Update was never approved by the City of Bakersfield, however the information is provided on the City's website. Based upon the limited information available as published in this information source, it is not possible to determine the basis for the 1,138.2 acre estimate.

II. ENVIRONMENTAL DOCUMENTS

Final Route 58 Route Adoption Tier 1 Environmental Impacts Statement/Environmental Impact Report (May 2001)

Section 4.4.8 Park, Recreational Facilities, Wildlife Refuges and Historic Properties Evaluated for Proximity Effects of the Tier 1 environmental document describes the Kern River Parkway Plan as providing for the development of recreational opportunities and habitat preservation on 1,400 acres along the Kern River from Manor Street to Stockdale Highway, a distance of approximately 14 kilometers (8.7 miles). The section includes a Conceptual Master Site Plan for the Kern River Corridor. The Conceptual Site Plan mirrors the Kern River Parkway Master Plan that was approved in 1988. Unfortunately, the environmental document does not quantify or updates the total acreage along the Kern River Parkway. In addition, Kern County Planning Department (letter dated January 20, 1998) stated that the Parkway Plan was adopted by the City of Bakersfield as an adjunct the Kern River Plan Element, and that the Parkway Plan was never adopted by the County.

Finding: The 1,400 acre estimate was based on the 1988 Kern River Parkway Master Plan. No current or updated acre estimates were provided in the environmental document.

Westside Parkway Tier 2 Environmental Assessment/Final Environmental Impact Report (January 2007)

The Westside Parkway environmental document relies heavily on information provided in the earlier Tier 1 for the Route 58 Route Adoption environmental document. The Westside Parkway environmental document incorrectly refers to the Kern River Plan as the Kern River Parkway Plan which was approved in 1988. The Kern River Plan identifies the proposed location of a future freeway alignment and proposed interchange locations; therefore, the Westside Parkway is consistent with the Kern River Plan. The Tier 2 document also indicates that the Kern River Parkway is 8.1 miles long and consists of about 1,400 acres and is bounded by Manor Street on the east and the Stockdale Highway Bridge on the west. The Tier 2 document did not reference a conceptual level site plan for the Kern River Parkway. As with the Tier I environmental document there was no verification of park acreage along the Kern River Parkway.

Finding: The 1,400 acre estimate was based on the 1988 Kern River Parkway Master Plan. No current or updated acre estimates were provided in the environmental document.

III. GIS BASED ESTIMATES

City of Bakersfield Geographic Information Systems (GIS)

The Kern River Parkway Corridor: City-Owned Property (April 2012) is attached as **Exhibit 8**. The Kern River Parkway is estimated to include 1,053 acres that is currently owned by the City within the Kern River Parkway boundaries. The estimate was determined based on the following resource file and process.

Parsons conducted GIS mapping and delineations by beginning with GIS Spatial Data, "Parks, Updated: 02/12," downloaded from the City of Bakersfield, California: GIS website, (www.bakersfieldcity.us/gis/downloads/gis_spatial_data.htm). The ownership of the parcels within this boundary shape were checked for City of Bakersfield ownership and all were confirmed except for two parcels: (1) a 1.23-acre (APN: 332-200-37) area north of and along the Union Pacific Railroad Track, where the track crosses over the Kern River north of Golden State Ave (State Route 204), and (2) 0.55 acres (APN: 122-011-40) at the northern end of the Kern River Parkway Park Boundary off of Cattani Street, owned by Jensen Revocable Living Trust, 5101 Cattani Dr. Bakersfield, CA 93308. The Kern River Parkway Park Boundary was modified to exclude these two parcels, which resulted in the park acreage of 1,053.0 acres. These two areas were excluded from the Parkway Boundary Map because the parcels contained land uses such as an operating railroad track or residential properties that did not allow for public access and do not constitute public recreational areas.

The Kern River Plan Element/Kern River Parkway Multi-Use Trail Map **(Exhibit 9)** shows the various land use designations from the 1988 Kern River Plan Element within the Kern River Parkway boundaries superimposed on a recent aerial with the existing uses within the Parkway and adjacent areas. As shown on the exhibit, Public and Private Recreation Areas (Map Coded 3.1) directly correspond to uses proposed in the 1988 Kern River Parkway Master Plan. In addition, the primary flood channel is excluded from the Kern River Parkway boundaries and is used as primary floodway.

Finding: The above-discussed GIS mapping represents the most accurate definition available for the Kern River Parkway, as it is registered directly to parcel boundaries that are cross referenced to property ownership and therefore it constitutes a verifiable source of information. In addition, the development of the Kern River Parkway is proceeding and directly correlates to land uses in the 1988 Kern River Plan Element. Both the City of Bakersfield Planning and the Recreation and Parks Departments have reviewed Exhibits 8 and 9 and have approved the accuracy of the maps. Letters of acceptance are attached **(Exhibit 10)**.

Conclusion

The GIS-based information referenced above is the most reliable source of data with which to map the area within the Kern River Parkway Park. The data are taken from the

City's GIS database and accurate real estate parcel boundaries are registered and cross referenced. In the absence of better information, the source of which is not known, this mapping is recommended for purposes of: (a) defining the general boundaries of the Kern River Parkway Park, and (b) determining areas of potential direct use pertaining to the Section 4(f) Evaluation being done for the Centennial Corridor project.

Yet to be resolved is an apparent discrepancy of 84.53 acres between the GIS-based estimate of 1,053.67 acres and the General Plan Update estimate of 1,138.2 acres. Since the General Plan Update remains a draft and unapproved by the City Planning or Parks and Recreation Departments the estimate is questionable. Both City Departments were contacted but were unable to resolve the discrepancy.

However, even if the discrepancy between the two estimates can be resolved, it is likely that the result would not have a bearing on the Section 4(f) Evaluation, since it is reasonably certain that the identified areas for Alternatives A, B and C subject to analysis for purposes of the Centennial Corridor, are sufficiently precise to assure that the findings of the Section 4(f) Evaluation would not be affected.

DESCRIPTION OF SECTION 6(F) PROPERTIES

Section 6(f)(3) of the Land and Water Conservation Fund Act (16 United States Code §4601-4) contains provisions to protect federal investments in park and recreation properties and the quality of those assisted properties. The law recognizes the likelihood that changes in land use or development may make some assisted areas obsolete over time, particularly in rapidly changing urban areas. At the same time, the law discourages casual discards of park and recreation facilities by ensuring that changes or conversations from recreation use will bear a cost – a cost that assures taxpayers that investments in the park and recreation properties will not be squandered. The Land and Water Conservation Fund Act include a clear mandate to protect grant-assisted areas from conversions:

> *SEC. 6 (f) (3) – No property acquired or developed with assistance under this section shall, without the approval of the Secretary, be converted to other than public outdoor recreation use. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.*

This "anti-conversion" requirement applies to all parks and other sites that have been the subject of Land and Water Conservation Fund grants of any type, whether for acquisition of parkland, development or rehabilitation of facilities.

A review of the Land and Water Conservation Fund grants database indicated that one grant for $157,050 was provided in the 1988/1989 timeframe and that a second grant for $87,832 was provided in the 1989/1990 timeframe for the Kern River Parkway. Upon consultation with City of Bakersfield officials from the Recreation and Parks Department

(dated January 17 and March 21, 2012), it was determined that these grants were used to develop group picnic areas, open turf areas with irrigation and landscaping, and support facilities. City of Bakersfield City Council Resolutions 43-89 and 32-90 contains 6(f)(3) Boundary Maps indicating the area where the Section 6(f) funding was used. Both City Council Resolutions and attached 6(f)(3) Boundary Maps are provided as **Exhibits 10 and 11.** At the time of the grants, the area was considered part of the Kern River Parkway; however, this area is known today as Yokuts Park. Yokuts Park became an independent park in 1993. The location of the Section 6(f) funding is outside of the project footprint.

City of Bakersfield Water Resources Department records were also reviewed for information regarding Section 6(f) funding used for the Kern River Parkway. All other funding related to development of the Kern River Parkway has resulted from voter approved local proposition funding only, and is not related to Section 6(f) funding. Therefore, no park or recreational facilities within the project footprint have been developed under Section 6(f) of the Land and Water Conservation Fund Act.

EXHIBIT 1
Kern River Plan Element
Extent of Kern River Plan

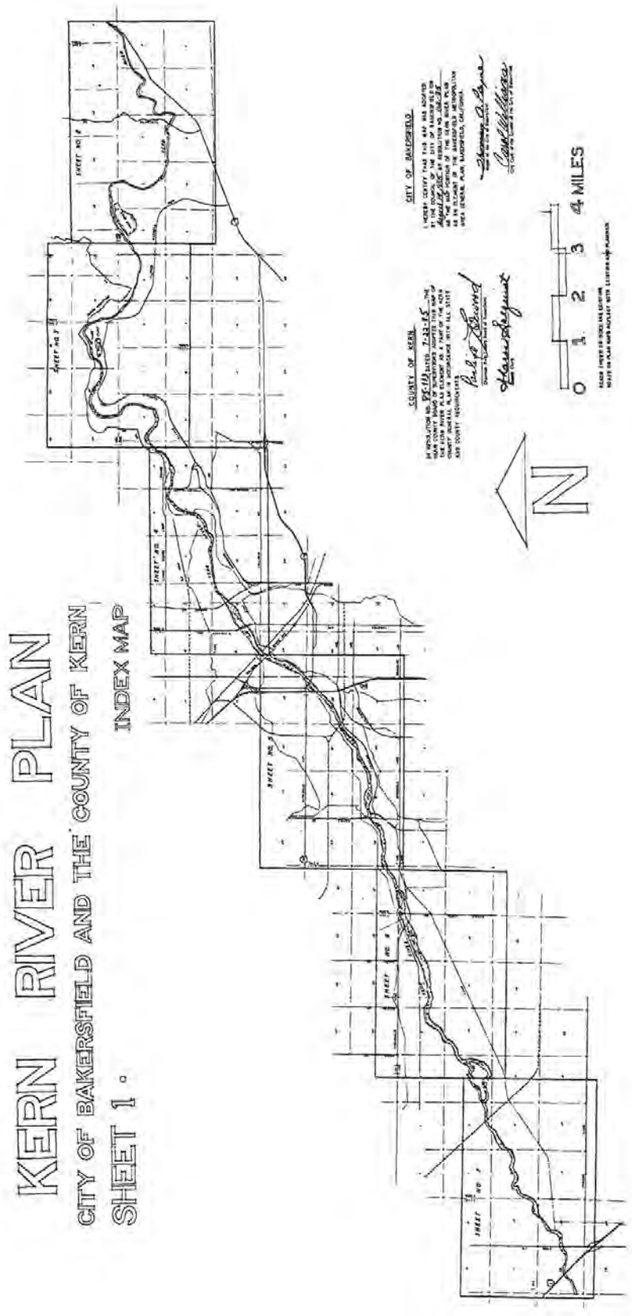


EXHIBIT 2

Kern River Plan Element

Land Use Designations within City of Bakersfield

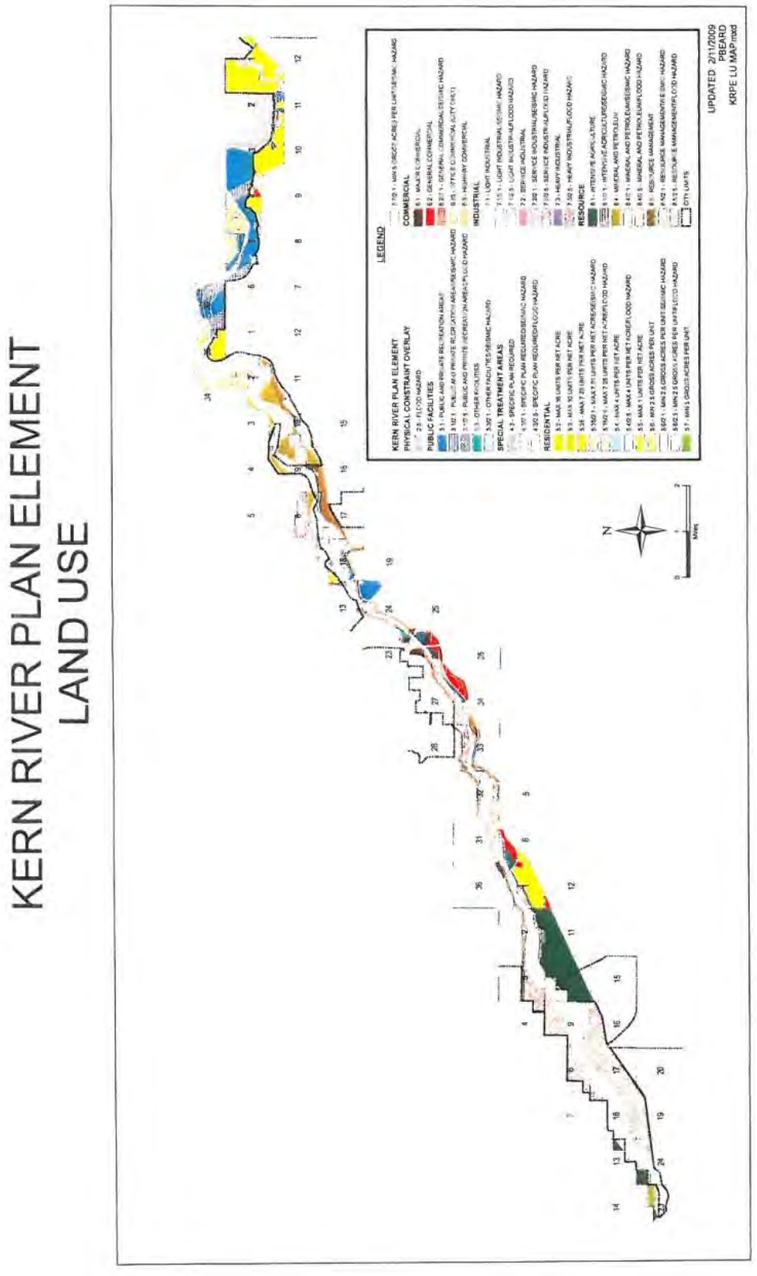
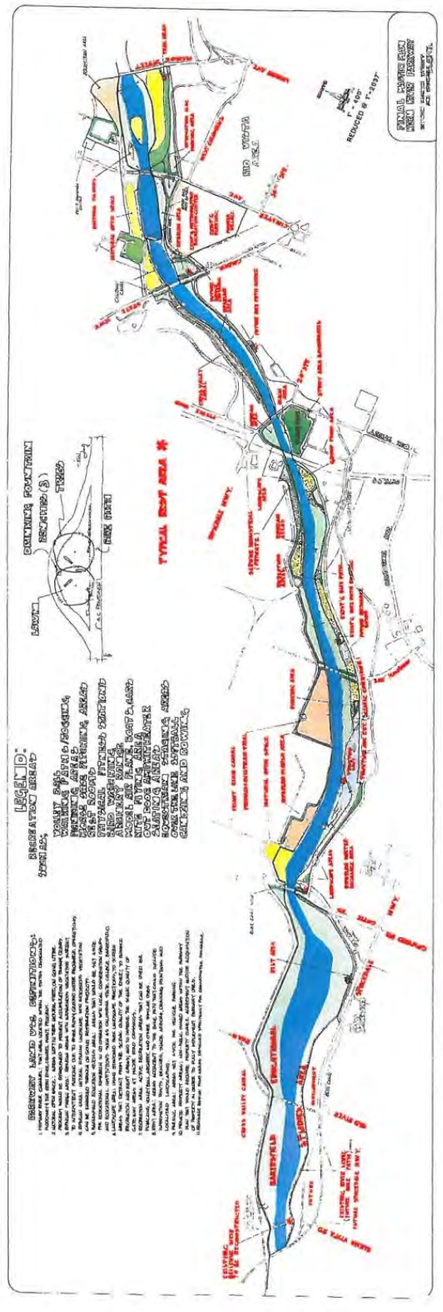


EXHIBIT 3
Kern River Parkway Master Plan
City of Bakersfield
Approved September 1988



Appendix B • Attachment A

EXHIBIT 4
Kern River Parkway Foundation
Conceptual Plan

EXHIBIT 5

City of Bakersfield General Plan Update, Section 4.12 Parks and Recreation
Table 4.12-2 Parks Master List

15

TABLE 4.12-2
PARKS MASTER LIST

Map Ref. No.	Park Name	Category	Acreage	Jurisdiction	Status
1	Almondale Park	Neighborhood	11.34	City	Developed
2	Amberton Park	Mini	2.69	City	Developed
3	Beach Park	Neighborhood	26.47	City	Developed
4	Beale Park	Neighborhood	6.98	City	Developed
5	Bear Mountain Park	Community	16.00	County	Developed
6	Belle Terrace Park	Community	20.71	County	Developed
7	Bill Park Greens	Mini	2.69	City	Developed
8	Campus Park North	Neighborhood	11.07	City	Developed
9	Campus Park South	Neighborhood	12.12	City	Developed
10	Casa Loma Park	Neighborhood	9.72	City	Developed
11	Castle Park	Mini	3.76	City	Developed
12	Centennial Park	Neighborhood	8.96	City	Developed
13	Centennial Plaza	Mini	0.63	City	Developed
14	Central Park	Neighborhood	11.41	City	Developed
15	Challenger Park	Mini	5.62	City	Developed
16	Circle Park	Neighborhood	0.12	County	Developed
17	College Park	Neighborhood	13.88	City	Developed
18	Coral Keys Park	Mini	2.25	City	Developed
19	Corvallis Park	Neighborhood	5.54	City	Developed
20	Deer Park	Neighborhood	6.04	City	Developed
21	District Office	Mini	4.01	County	Developed
22	Emerald Cove Park	Neighborhood	9.78	City	Developed
23	Fruitvale/Norris Park	Neighborhood	17.04	County	Developed
24	Garden Park	Neighborhood	5.85	City	Developed
25	Green Acres Park	Community	10.41	County	Developed
26	Greenfield Park	Neighborhood	4.87	County	Developed
27	Grissom Park	Neighborhood	11.34	City	Developed
28	Haggin Oaks Park	Neighborhood	8.87	City	Developed
29	Heritage Park	Neighborhood	19.36	County	Developed
30	International Square	Mini	1.32	City	Developed
31	Jastro Park	Neighborhood	6.71	City	Developed
32	Jefferson Park	Neighborhood	8.90	City	Developed
33	Jenkins & Hageman Park	Neighborhood	8.91	County	Undeveloped
34	Kern Delta Park	Community	12.09	County	Undeveloped
35	Kern River County Park*	Regional	13335.77	County	Developed
36	Kern River Parkway	Regional	580.14	City	Developed
37	Kroll Park	Mini	4.24	City	Developed
38	Lamont Park	Neighborhood	7.83	County	Developed
39	Liberty Park	Community	21.71	City	Developed
40	Lowell Park	Neighborhood	10.17	City	Developed
41	Madison Grove Park	Neighborhood	11.02	City	Undeveloped
42	Martin Luther King Jr. Park	Community	14.94	City	Developed
43	McCray Park	Mini	1.78	County	Developed
44	Metro Recreation Center	Regional	96.64	City	Developed
45	Mondavi Park	Neighborhood	9.13	City	Developed
46	North Beardsley Park	Neighborhood	6.58	County	Developed

Appendix B • Attachment A

METROPOLITAN BAKERSFIELD
GENERAL PLAN UPDATE EIR

TABLE 4.12-2 – CONTINUED
PARKS MASTER LIST

Map Ref. No.	Park Name	Category	Acreage	Jurisdiction	Status
47	North Highland Park	Neighborhood	9.58	County	Developed
48	North Meadows Park	Neighborhood	8.03	County	Undeveloped
49	North Rosedale Park	Neighborhood	12.70	City/County	Developed
50	Olive Park East	Mini	2.53	County	Developed
51	Olive Park West	Mini	2.51	County	Developed
52	Panorama Park	Community	24.98	City	Developed
53	Patriots Park	Neighborhood	20.02	City	Developed
54	Pin Oak Park	Neighborhood	16.81	City	Developed
55	Pioneer Park	Community	14.05	County	Developed
56	Planz Park	Neighborhood	8.25	City	Developed
57	Polo Community Park	Community	38.28	City	Undeveloped
58	Potomac Park	Neighborhood	4.34	County	Developed
59	Quailwood Park	Neighborhood	6.07	City	Developed
60	Rasmussen Senior Center	Mini	3.67	County	Developed
61	Rexland Acres Park	Neighborhood	4.44	County	Developed
62	Rio Vista Park	Community	31.31	City	Undeveloped
63	River Lakes Ranch Park	Community	28.57	City	Undeveloped
64	River Oaks Park	Neighborhood	12.36	City	Developed
65	Riverview Park	Community	17.59	County	Developed
66	Rosedale Park	Community	19.60	County	Undeveloped
67	Saunders Park	Neighborhood	8.92	City	Developed
68	Sears Park	Mini	2.05	County	Developed
69	Seasons Park	Neighborhood	9.78	City	Developed
70	Seimon Park	Neighborhood	8.20	City	Developed
71	Silver Creek Park	Community	14.44	City	Developed
72	Standard Park	Community	15.37	County	Developed
73	Steirn Park	Neighborhood	5.12	City	Developed
74	Stonecreek Park	Mini	3.32	City	Developed
75	Tevis Park	Neighborhood	7.50	City	Developed
76	University Park	Neighborhood	10.76	City	Developed
77	Virginia Avenue Park	Community	9.47	County	Developed
78	Wayside Park	Neighborhood	13.02	City	Developed
79	Weedpatch Park	Neighborhood	8.00	County	Developed
80	Weill Park	Mini	2.71	City	Developed
81	Westdale Park	Neighborhood	8.11	County	Developed
82	Westwold Park	Mini	3.90	City	Developed
83	Wilderness Park	Mini	4.87	City	Developed
84	Wilkins Park	Neighborhood	2.88	County	Developed
85	Wilson Park	Neighborhood	6.75	City	Developed
86	Windermere Park	Neighborhood	5.87	City	Undeveloped
87	Windsor Park	Neighborhood	6.01	City	Developed
88	Yokuts Parks	Community	18.94	City	Developed

*Includes Hart Memorial Park.

EXHIBIT 6

City of Bakersfield Draft General Plan Update (April 2009)
Table 2.4.1-1

Appendix B • Attachment A

DRAFT EXISTING CONDITIONS, CONSTRAINTS AND OPPORTUNITIES REPORT

6. Create a master trails plan for the Metropolitan Bakersfield planning area to include trails and trail alignments identified in the various plans. This may include recission of some existing plans that would no longer be necessary.

TABLE 2.4.1-1
EXISTING PARKS IN METROPOLITAN BAKERSFIELD

	Park Name[1]	Agency	Acreage
1	Solera Garden	City of Bakersfield	3.7
2	Kern River Parkway Park	City of Bakersfield	1138.2
3	University Park	City of Bakersfield	10.8
4	Siemon Park	City of Bakersfield	8.2
5	Mesa Marin Ball Diamonds	City of Bakersfield	17.7
6	Jefferson Park	City of Bakersfield	8.0
7	Joshua Park	City of Bakersfield	0.6
8	Weill Park	City of Bakersfield	1.7
9	Central Park	City of Bakersfield	11.2
10	Yokuts Park	City of Bakersfield	16.4
11	Jastro Park	City of Bakersfield	8.7
12	Centennial Plaza	City of Bakersfield	1.1
13	MC Murtrey Aquatic Center	City of Bakersfield	2.0
14	Martin Luther King Park	City of Bakersfield	14.0
15	Saunders Park	City of Bakersfield	9.1
16	Beale Park	City of Bakersfield	6.4
17	Lowell Park	City of Bakersfield	10.2
18	Centennial Park	City of Bakersfield	9.0
19	Quailwood Park	City of Bakersfield	10.6
20	Future Park	City of Bakersfield	38.0
21	The Park at River Walk Park	City of Bakersfield	33.2
22	Bill Park Greens Park	City of Bakersfield	2.7
23	River Oaks Park	City of Bakersfield	20.0
24	Windsor Park	City of Bakersfield	6.0
25	Kroll Park	City of Bakersfield	4.2
26	Wayside Park	City of Bakersfield	14.0
27	Deer Peak Park	City of Bakersfield	6.0
28	Patriots Park	City of Bakersfield	20.0

DRAFT EXISTING CONDITIONS, CONSTRAINTS AND OPPORTUNITIES REPORT

	Park Name[1]	Agency	Acreage
29	Amberton Park	City of Bakersfield	2.7
30	Wilson Park	City of Bakersfield	6.8
31	Haggin Oaks Park	City of Bakersfield	8.9
32	Westwold Park	City of Bakersfield	8.0
33	Castle Park	City of Bakersfield	10.6
34	Pin Oak Park	City of Bakersfield	16.8
35	Windermer Park	City of Bakersfield	6.2
36	Corvallis Park	City of Bakersfield	8.8
37	Garden Park	City of Bakersfield	5.7
38	Planz Park	City of Bakersfield	8.3
39	Campus Park N.	City of Bakersfield	11.1
40	Tevis Park	City of Bakersfield	10.7
41	Grissom Park	City of Bakersfield	11.3
42	Campus Park S.	City of Bakersfield	12.1
43	Stiern Park	City of Bakersfield	7.9
44	Silver Creek Park	City of Bakersfield	14.4
45	Coral Keys Park	City of Bakersfield	2.3
46	Wilderness Park	City of Bakersfield	4.9
47	Seasons Park	City of Bakersfield	9.8
48	Challenger Park	City of Bakersfield	5.1
49	Stone Creek Park	City of Bakersfield	6.1
50	Beach Park	City of Bakersfield	21.6
51	Weston Park	City of Bakersfield	6.0
52	Tradewinds Park	City of Bakersfield	7.9
53	Greystone Park	City of Bakersfield	10.4
54	Granite Point Park	City of Bakersfield	4.0
55	Hart Memorial Park	County of Kern	451.2
56	Kern River Golf Course	County of Kern	182.1
57	Lake Ming	County of Kern	496.6
58	College Park	County of Kern	17.1
59	Panorama Park	County of Kern	30.7
60	Wilkins Park	County of Kern	1.1
61	Metropolitan Recreation Center	County of Kern	99.5

DRAFT EXISTING CONDITIONS, CONSTRAINTS AND OPPORTUNITIES REPORT

	Park Name[1]	Agency	Acreage
62	Heritage Park	County of Kern	19.3
63	Pioneer Park	County of Kern	9.5
64	Potomac Park	County of Kern	4.4
65	Virginia Avenue Park	County of Kern	9.5
66	Belle Terrace Park	County of Kern	20.7
67	Kern Delta Park	County of Kern	12.1
68	Greenfield Park	County of Kern	4.8
69	Bear Mountain Park	County of Kern	9.1
70	Lamont Park	County of Kern	7.9
71	Rexland Acres Park	County of Kern	4.5
72	North Highland Park	North Bakersfield Parks and Recreation District	15.0
73	North Park	North Bakersfield Parks and Recreation District	4.5
74	McCray Park	North Bakersfield Parks and Recreation District	1.7
75	Sears Park	North Bakersfield Parks and Recreation District	2.1
76	Fruitvale Norris Park	North Bakersfield Parks and Recreation District	17.1
77	Standard Park	North Bakersfield Parks and Recreation District	15.4
78	North Beardley Park	North Bakersfield Parks and Recreation District	6.6
79	Olive Park West	North Bakersfield Parks and Recreation District	2.5
80	Olive Park East	North Bakersfield Parks and Recreation District	2.5
81	Riverview Park	North Bakersfield Parks and Recreation District	20.0
82	Emerald Cove Park	North Bakersfield Parks and Recreation District	10.0
83	North Rosedale Park	North Bakersfield Parks and Recreation District	13.0
84	Greenacres Park	North Bakersfield Parks and Recreation District	15.1
85	Westdale Park	North Bakersfield Parks and Recreation District	8.1
86	Liberty Park	North Bakersfield Parks and Recreation District	21.7
87	Mondavi Park	North Bakersfield Parks and Recreation District	9.1
88	Almondale Park	North Bakersfield Parks and Recreation District	11.5
89	San Lauren Park	North Bakersfield Parks and Recreation District	8.1
90	Madison Grove Park	North Bakersfield Parks and Recreation District	11.0
91	North Meadows Park	North Bakersfield Parks and Recreation District	8.8
92	Rasmussen Center	North Bakersfield Parks and Recreation District	1.3
93	Riverlakes Ranch Park	North Bakersfield Parks and Recreation District	25.7
94	Polo Community Park	North Bakersfield Parks and Recreation District	38.3

DRAFT EXISTING CONDITIONS, CONSTRAINTS AND OPPORTUNITIES REPORT

	Park Name[1]	Agency	Acreage
95	Rosedale Park	North Bakersfield Parks and Recreation District	19.6
96	Silver Oak Park	North Bakersfield Parks and Recreation District	8.9
97	Austin Creek Park	North Bakersfield Parks and Recreation District	4.8
98	Kern County Soccer Park	Soccer Park Foundation	134.0
99	Kern River State Recreation Area	State of California	130.7
	Total Acreage		**3,606.6**

[1] *Does not include water banks, private facilities or the Kern County Fairgrounds*

EXHIBIT 7

City of Bakersfield Draft General Plan Update (April 2009)
Kern River Parkway Park

Appendix B • Attachment A

DRAFT EXISTING CONDITIONS, CONSTRAINTS AND OPPORTUNITIES REPORT

FIGURE 2.4.1-1
EXISTING PARKS

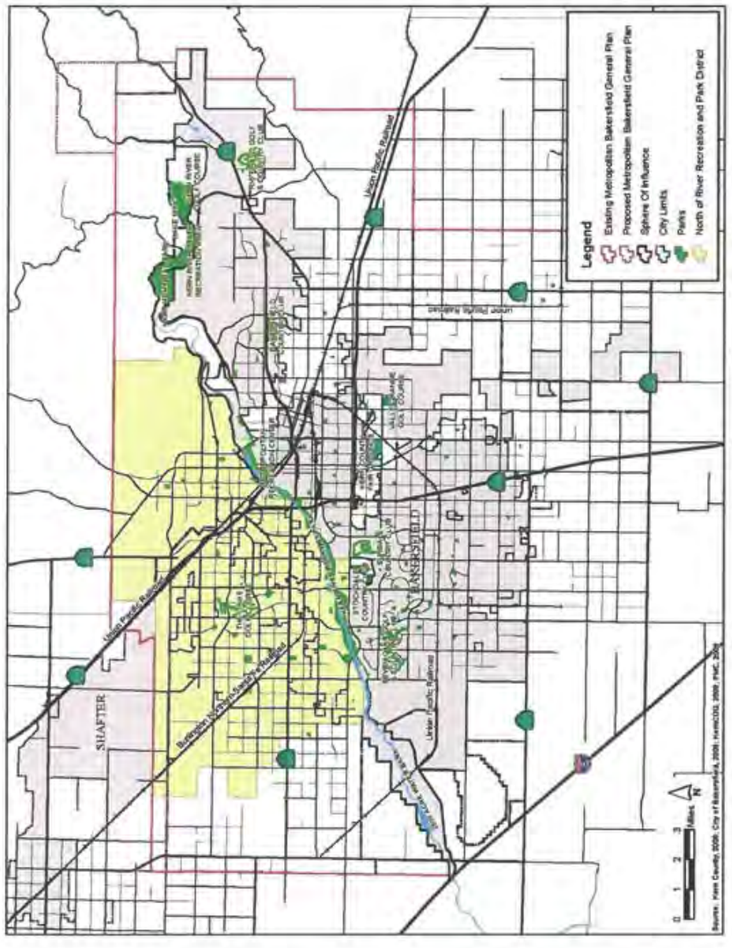


EXHIBIT 8

City of Bakersfield: Kern River Parkway Corridor: City-Owned Property
GIS Files (April 2012)

EXHIBIT 9

City of Bakersfield: Kern River Plan Element/Kern River Parkway Multi- Use Trail Map
(May 2012)

Appendix B • Attachment A

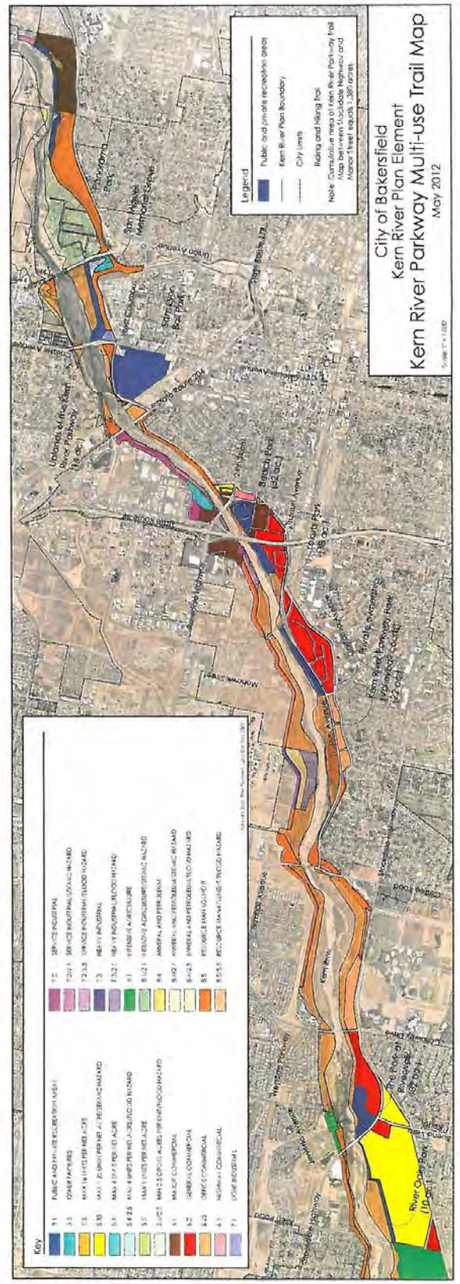


EXHIBIT 10
Acceptance from the City of Bakersfield
Planning Department
Recreation and Parks Department
(May 2012)

Appendix B • Attachment A

B A K E R S F I E L D

DEPARTMENT OF RECREATION & PARKS

DIANNE HOOVER, DIRECTOR

May 2, 2012

David Clark
TRIP – Environmental Program Manager
900 Truxtun Avenue
Bakersfield, Ca 93311

Dear Mr. Clark,

Thank you for providing a copy of the memorandum regarding the Kern River Parkway acreage estimates and section 6(f) funding for the Bakersfield TRIP Project.

The maps and corresponding acreage of public property in exhibits 8 and 9 are accurate. These exhibits reflect the public parks and the Kern River Parkway trails as they currently exist.

If you have further questions, I can be reached at (661) 326-3014.

Sincerely,
Dianne Hoover
Dianne Hoover, Director
Recreation & Parks Department

City of Bakersfield - Department of Recreation & Parks - 1600 Truxtun Avenue, 3rd Floor
Bakersfield - California - 93301
(661) 326-3866 - Fax (661) 852-2140

BAKERSFIELD
Development Services Department – Planning Division

MEMORANDUM

MAY 2, 2012

TO: DAVID CLARK, TRIP ENVIRONMENTAL PROGRAM MANAGER

FROM: JIM EGGERT, PLANNING DIRECTOR

SUBJECT: KERN RIVER PARKWAY ACREAGE ESTIMATES

I have read through the information contained in the May 1, 2012 memorandum regarding the Kern River Parkway Acreage Estimates and Section 6(f) Funding.

The information presented within that memorandum is factual with respect to the planning and land use documents prepared and on file with the Bakersfield Planning Department. Furthermore, the information depicted in the exhibits is correctly referenced and documented. Concerning Exhibits 8 and 9, they accurately represent the park boundary and the Kern River Plan Element parkway land use designations and trail system consistent with the records contained in this office.

EXHIBIT 11

City of Bakersfield City Council Resolution No. 32-90

RESOLUTION NO. 32-90

RESOLUTION OF THE COUNCIL OF THE CITY OF BAKERSFIELD AUTHORIZING APPLICATION FOR LAND AND WATER CONSERVATION FUNDS TO DEVELOP A KERN RIVER PARKWAY GROUP PICNIC AREA (PHASE 2), SUPPORT FACILITIES, AND TURF AREAS ON 15 ACRES LOCATED WEST OF STATE HIGHWAY 99, NORTH OF EMPIRE DRIVE.

WHEREAS, the Congress under Public Law 88-578 has authorized the establishment of a Federal Land and Water Conservation Fund Grant-In-Aid Program, providing matching funds to the State of California and its political subdivisions for acquiring lands and developing facilities for public outdoor recreation purposes; and

WHEREAS, the State Department of Parks and Recreation is responsible for administration of the program in the state, setting up necessary rules and procedures governing application by local agencies under the program; and

WHEREAS, said adopted procedures established by the State Department of Parks and Recreation require the applicant to certify by resolution the approval of applications and the availability of local matching funds prior to submisaion of said applications to the state; and

WHEREAS, the proposed Kern River Parkway Group Picnic, support facilities and open space turf project is consistent with the Statewide Comprehensive Recreation Resources Plan: California Outdoor Recreation Plan - 1988; and

WHEREAS, the City of Bakersfield wishes to construct a group picnic, support facilities and open space turf area on approximately 15 acres generally located west of Highway 99, south of the Kern River, and north of Empire Drive; and

WHEREAS, the project must be compatible with the land use plans of those jurisdictions immediately surrounding the project.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bakersfield as follows:

1. The Council hereby approves the filing of an application for Land and Water Conservation Fund assistance; and

CITY OF BAKERSFIELD ORIGINAL

2. The Council hereby certifies that said agency has matching funds from the following source of the California Wildlife, Coastal, and Park Land Conservation Act of 1988 (Proposition 70), Per Capita Grant Program, Fiscal Year 1990/91 appropriation, and can finance 100 percent of the project, half of which will be reimbursed; and

3. The Council hereby certifies that the project is compatible with the land use plans of those jurisdictions immediately surrounding the project; and

4. The Council hereby appoints the City Manager as agent of the City of Bakersfield to conduct all negotiations and execute and submit all documents, including, but not limited to, applications, agreements, amendments, billing statements and so on which may be necessary for the completion of the aforementioned project.

----------o0o----------

I HEREBY CERTIFY that the foregoing Resolution was passed and adopted by the Council of the City of Bakersfield on MAR 21 1990, by the following vote:

AYES: COUNCILMEMBERS: EDWARDS, DeMOND, SMITH, BRUNNI, PETERSON, McDERMOTT, SALVAGGIO
NOES: COUNCILMEMBERS: NONE
ABSENT COUNCILMEMBERS: NONE
ABSTAIN COUNCILMEMBERS: NONE

CITY CLERK and Ex Officio Clerk of the Council of the City of Bakersfield

APPROVED MAR 21 1990

CLARENCE E. MEDDERS
MAYOR of the City of Bakersfield

APPROVED as to form:

ARTHUR J. SHALFIELD
CITY ATTORNEY of the City of Bakersfield

pjt/meg
r/reepl
3/13/90

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

LAND AND WATER CONSERVATION FUND PROGRAM APPLICATION

This Form and Required Attachments Must Be Submitted for Each Project Site

TYPE OF PROJECT *(check one below)*

☐ Acquisition
☒ Development

PROJECT NAME: Kern River Parkway Group Picnic and Open Space Area (Phase 2)	AMOUNT OF GRANT REQUESTED: $ 150,000 ESTIMATED TOTAL PROJECT COST: $ 300,000
GRANT APPLICANT *(Agency and address-incl. zip code)*: City of Bakersfield, 1501 Truxtun Avenue, Bakersfield, CA 93301	COUNTY: Kern; NEAREST CITY: Bakersfield PROJECT ADDRESS: 4200 Empire Drive NEAREST CROSS STREET: Empire Drive and Truxtun Avenue CONGRESSIONAL DIST. NO.: 20; SENATE DIST. NO.: 16; ASSEMBLY DIST. NO.: 33

Grant Applicant's Representative Authorized in Resolution

J. Dale Hawley	City Manager	(805) 326-3751
Name (type)	Title	Phone

Person with day-to-day responsibility for project *(if different from authorized representative)*

Paul Dow	Community Services Manager	(805) 326-3715
Name (type)	Title	Phone

Brief description of project

Development of Phase 2 on a 15 acre site in the Kern River Parkway master plan as a group picnic area and open space turf area including support facilities. Phase 2 development includes large group, single and double picnic stations. The stations include tables, benches, barbecue stoves and utilities. Support facilities include utility systems, parking lot expansion, landscaping, irrigation and security lighting.

For Dev. projects Land Tenure — Project is: 15 acres:	For Acquisition projects Projects land will be _____ acres
15 Acres owned in fee simple by Grant Applicant	_____ Acquired in fee simple by Grant Applicant
_____ Acres available under a _____ year lease	_____ Acquired in other than fee simple *(explain)* _____
_____ Acres other interest *(explain)* _____	

I certify that the information contained in this project application form, including required attachments, is accurate and that this project is consistent with the park and recreation element of the applicable city or county general plan or the district park and recreation plan and will satisfy a high priority need.

Signed J Dale Hawley — Grant Applicant's Authorized Representative as shown in Resolution — 3-27-90 — Date

DPR 823 (1/89) (over)

CHECKLIST OF APPLICATION MATERIALS

1. LWCF Application Form (1 copy)
2. Resolution (1 copy)
3. Program Narrative (Part IV) (2 copies)
4. Development Cost Estimate or Acquisition Schedule (2 copies)
5. Applicant's Source of Funds (1 copy)
6. Location Map (2 copies)
7. 6(f)(3) Boundary Map (2 copies)
8. Site Plan or Acquisition Plan Map (2 copies)
9. Floor Plans of Buildings (2 copies)
10. Part II, Section A (OMB Form 80-R0184) (1 copy)
11. Part II, Section B (OMB Form 80-R0184) (1 copy)
12. Evidence of CEQA Compliance (2 copies of one of the following)
    a. Notice of Exemption
    b. Notice of Determination with Negative Declaration, Initial Study, and State Clearinghouse responses
    c. Notice of Determination with Final EIR, Initial Study, and State Clearinghouse responses
13. Evidence of NEPA Compliance (2 copies of one of the following)
    a. Environmental Assessment
    b. Environmental Certification
    c. Final EIR
14. Assurance of Compliance and Addendum (Title VI) (1 copy)
15. Assurance Section 504, Federal Rehabilitation Act of 1973 (1 copy)
16. Certification of Compliance — Relocation Act (PL 91-646) (1 copy)
17. Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion (1 copy)
18. SHPO Memorandum of Understanding (1 copy)
19. Approved Lease or Operating Agreement (1 copy)
20. Corps of Engineers Permit (1 copy)
21. Other required permits
22. Photographs of Site

DPR 823 (1/89) (Back)

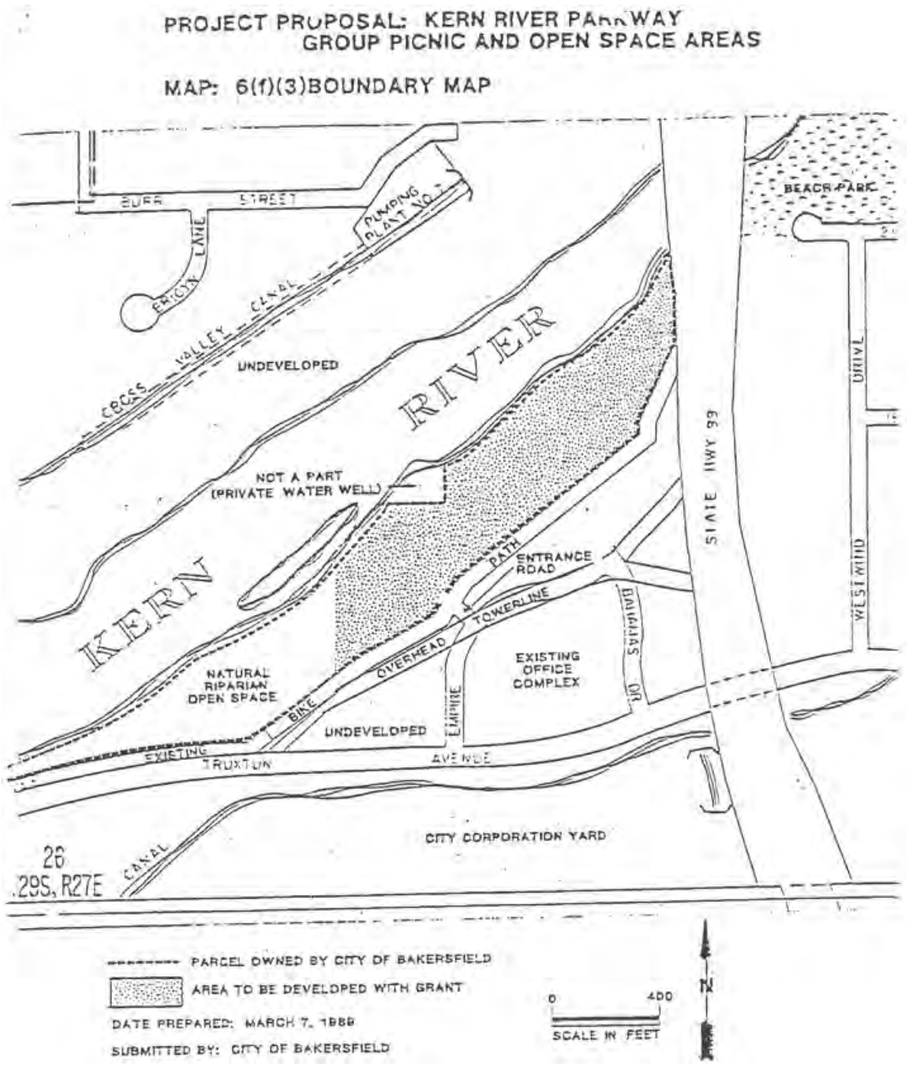


EXHIBIT 12

City of Bakersfield City Council Resolution No. 43-89

RESOLUTION NO. 43-89

RESOLUTION OF THE COUNCIL OF THE
CITY OF BAKERSFIELD

RESOLUTION AUTHORIZING APPLICATION FOR LAND AND WATER CONSERVATION FUNDS TO DEVELOP A KERN RIVER PARKWAY GROUP PICNIC AREA, SUPPORT FACILITIES, AND TURF AREAS ON 15 ACRES LOCATED WEST OF STATE HIGHWAY 99, NORTH OF EMPIRE DRIVE.

WHEREAS, the Congress under Public Law 88-578 has authorized the establishment of a Federal Land and Water Conservation Fund Grant-In-Aid Program, providing matching funds to the State of California and its political subdivisions for acquiring lands and developing facilities for public outdoor recreation purposes; and

WHEREAS, the State Department of Parks and Recreation is responsible for administration of the program in the state, setting up necessary rules and procedures governing application by local agencies under the program; and

WHEREAS, said adopted procedures established by the State Department of Parks and Recreation require the applicant to certify by resolution the approval of applications and the availability of local matching funds prior to submission of said applications to the state; and

WHEREAS, the proposed Kern River Parkway Group Picnic, support facilities and open space turf project is consistent with the Statewide Comprehensive Recreation Resources Plan: California Outdoor Recreation Plan - 1988; and

WHEREAS, the City of Bakersfield wishes to construct a group picnic, support facilities and open space turf area on approximately 15 acres generally located west of Highway 99, south of the Kern River, and north of Empire Drive; and

WHEREAS, the project must be compatible with the land use plans of those jurisdictions immediately surrounding the project;

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bakersfield as follows:

1. Approves the filing of an application for Land and Water Conservation Fund assistance; and

2. Certifies that said agency has matching funds from the following source of the California Wildlife, Coastal, and Park Land Conservation Act of 1988 (Proposition 70), Per Capita Grant Program, Fiscal Year 1989/90 appropriation; and

3. Certifies that the project is compatible with the land use plans of those jurisdictions immediately surrounding the project; and

4. Appoints the City Manager as agent of the City of Bakersfield to conduct all negotiations and execute and submit all documents, including, but not limited to, applications, agreements, amendments, billing statements, and so on which may be necessary for the completion of the aforementioned project.

----------o0o----------

I HEREBY CERTIFY that the foregoing Resolution was passed and adopted by the Council of the City of Bakersfield at a regular meeting thereof held on the 29th day of March, 1989 by the following vote:

AYES: COUNCILMEMBERS:	DeMOND, SMITH, RATTY, PETERSON, McDERMOTT SALVAGGIO
NOES: COUNCILMEMBERS:	None
ABSENT: COUNCILMEMBERS:	Childs
ABSTAINING: COUNCILMEMBERS:	None

Carol Williams
CITY CLERK and Ex Officio Clerk of the Council of the City of Bakersfield

APPROVED this 29th day of March, 19 89

Clarence E. McFadden
MAYOR of the City of Bakersfield

APPROVED as to form:

CITY ATTORNEY of the City of Bakersfield

pjt
a:res.lwl

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

LAND AND WATER CONSERVATION FUND PROGRAM
APPLICATION

This Form and Required Attachments Must Be Submitted for Each Project Site

TYPE OF PROJECT *(check one below)*

☐ Acquisition
☒ Development

PROJECT NAME: Kern River Parkway Group Picnic and Open Space Area with Support Facilities	AMOUNT OF GRANT REQUESTED: $ 84,050
	ESTIMATED TOTAL PROJECT COST: $ 168,100
GRANT APPLICANT *(Agency and address/incl. zip code)*: City of Bakerfield, 1501 Truxtun Avenue, Bakersfield, CA 93301	COUNTY: Kern; NEAREST CITY: Bakersfield
	PROJECT ADDRESS: 4200 Empire Drive
	NEAREST CROSS STREET: Truxtun Avenue
	CONGRESSIONAL DIST. NO.: 20; SENATE DIST. NO.: 16; ASSEMBLY DIST. NO.: 33

Grant Applicant's Representative Authorized in Resolution

J. Dale Hawley	City Manager	(805) 326-3751
Name *(type)*	Title	Phone

Person with day-to-day responsibility for project *(if different from authorized representative)*

Paul Dow	Community Services Manager	(805) 326-3715
Name *(type)*	Title	Phone

Brief description of project

Development of Phase I on a 15 acre site in the Kern River Parkway master plan as a group picnic area and open space turf area including support facilities. Phase I Development includes two group picnic stations accommodating up to 80 people each. The stations include concrete slab, serving shelter, tables, benches, barbecue stoves, and utilities. In addition, serveral single and double picnic tables will be placed throughout the site. Support facilities include utility systems, access road, bicycle bypass, and parking lot. The site is locate west of Highway 99, south side of the Kern River, north of Empire Drive.

For Dev. projects Land Tenure – Project is: 15 acres:	For Acquisition projects Projects land will be _____ acres
15 Acres owned in fee simple by Grant Applicant	_____ Acquired in fee simple by Grant Applicant
_____ Acres available under a _____ year lease	_____ Acquired in other than fee simple *(explain)* _____
_____ Acres other interest *(explain)* _____	

I certify that the information contained in this project application form, including required attachments, is accurate and that this project is consistent with the park and recreation element of the applicable city or county general plan or the district park and recreation plan and will satisfy a high priority need.

Signed: J Dale Hawley — Grant Applicant's Authorized Representative as shown in Resolution — Date: 3-20-89

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CHECKLIST OF APPLICATION MATERIALS

1. LWCF Application Form (1 copy)
2. Resolution (1 copy)
3. Program Narrative (Part IV) (2 copies)
4. Development Cost Estimate or Acquisition Schedule (2 copies)
5. Applicant's Source of Funds (1 copy)
6. Location Map (2 copies)
7. 6(f)(3) Boundary Map (2 copies)
8. Site Plan or Acquisition Plan Map (2 copies)
9. Floor Plans of Buildings (2 copies)
10. Part II, Section A (OMB Form 80-R0184) (1 copy)
11. Part II, Section B (OMB Form 80-R0184) (1 copy)
12. Evidence of CEQA Compliance (2 copies of one of the following)
    a. Notice of Exemption
    b. Notice of Determination with Negative Declaration, Initial Study, and State Clearinghouse responses
    c. Notice of Determination with Final EIR, Initial Study, and State Clearinghouse responses
13. Evidence of NEPA Compliance (2 copies of one of the following)
    a. Environmental Assessment
    b. Environmental Certification
    c. Final EIR
14. Assurance of Compliance and Addendum (Title VI) (1 copy)
15. Assurance Section 504, Federal Rehabilitation Act of 1973 (1 copy)
16. Certification of Compliance – Relocation Act (PL 91-646) (1 copy)
17. Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion (1 copy)
18. SHPO Memorandum of Understanding (1 copy)
19. ~~Approved Lease or Operating Agreement (1 copy)~~
20. ~~Corps of Engineers Permit (1 copy)~~
21. ~~Other required permits~~
22. Photographs of Site

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Kern River Parkway in
Group Picnic/Open Space Area

DEVELOPMENT COST ESTIMATE SCHEDULE

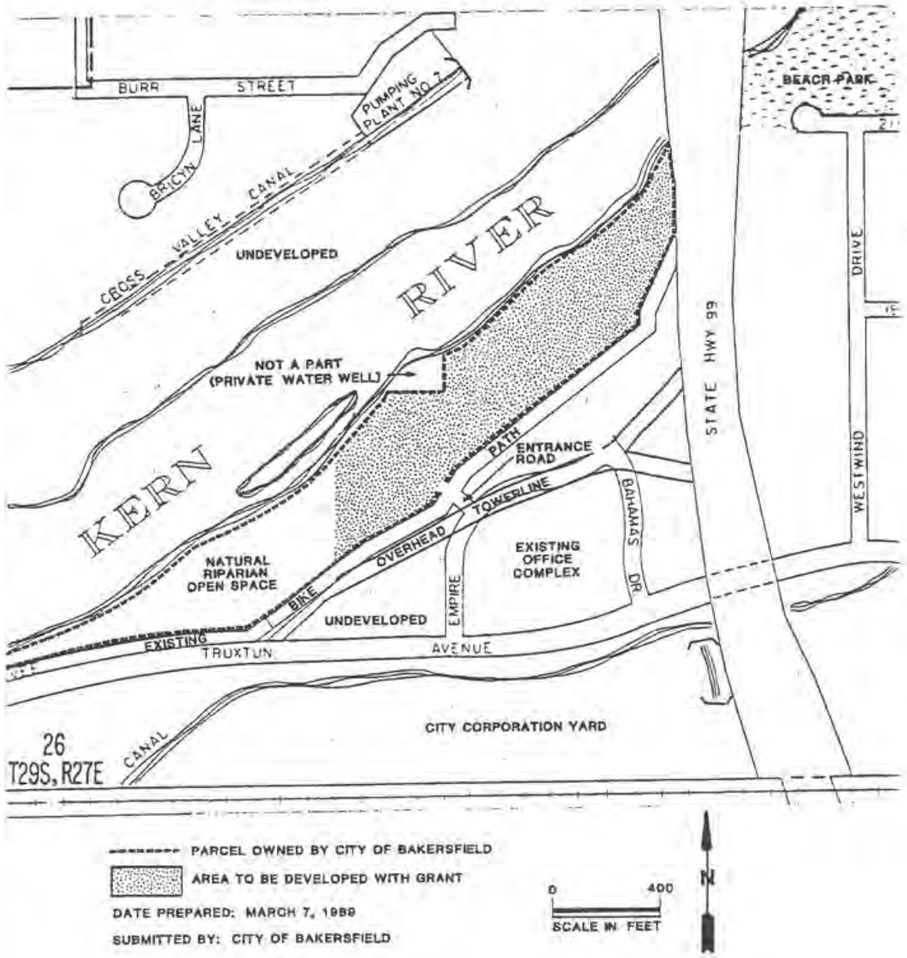
CONSTRUCTION COSTS FOR PHASE I

Earthwork site preparation (parking lot, road preparation)	$25,000
Picnic stations (2 group stations, serving shelter, concrete slab, barbecues, single & double nooks, utilities)	48,100
Restroom/concession	35,000
Sewer System	5,000
Water System (irrigation, domestic)	45,000
Electric system	2,000
Landscaping	7,000
Misc. site amenities (signage, trash receptacles)	1,000
Total	$168,100

L&WCF GRANT AMOUNT REQUESTED: $84,050

PROJECT PROPOSAL: KERN RIVER PARKWAY
GROUP PICNIC AND OPEN SPACE AREAS

MAP: 6(f)(3)BOUNDARY MAP



Appendix C Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., 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
www.dot.ca.gov

Flex your power!
Be energy efficient!

March 2013

NON-DISCRIMINATION
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, religion, sexual orientation, 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, religion, sexual orientation, 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 the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

MALCOLM DOUGHERTY
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 CFR, 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 displace in order to see that all payments and benefits are fully utilized, and that all regulations are observed, thereby avoiding the possibility of displaces 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 displaces 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 displaces 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 displaces 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 displace. 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. Displaces 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 displace 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 displace 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 displace lacks the financial ability or other valid circumstances.

After the initiation of negotiations, Caltrans will within a reasonable length of time, personally contact the displaces 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 displace buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displace.
- 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 displace 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 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 Chanin McKeighen at Chanin_McKeighen@dot.ca.gov, or (559) 445-6237.

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 Chanin McKeighen at Chanin_McKeighen @dot.ca.gov, or (559) 445-6237.

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 Project Plans/Right-of-Way Requirements

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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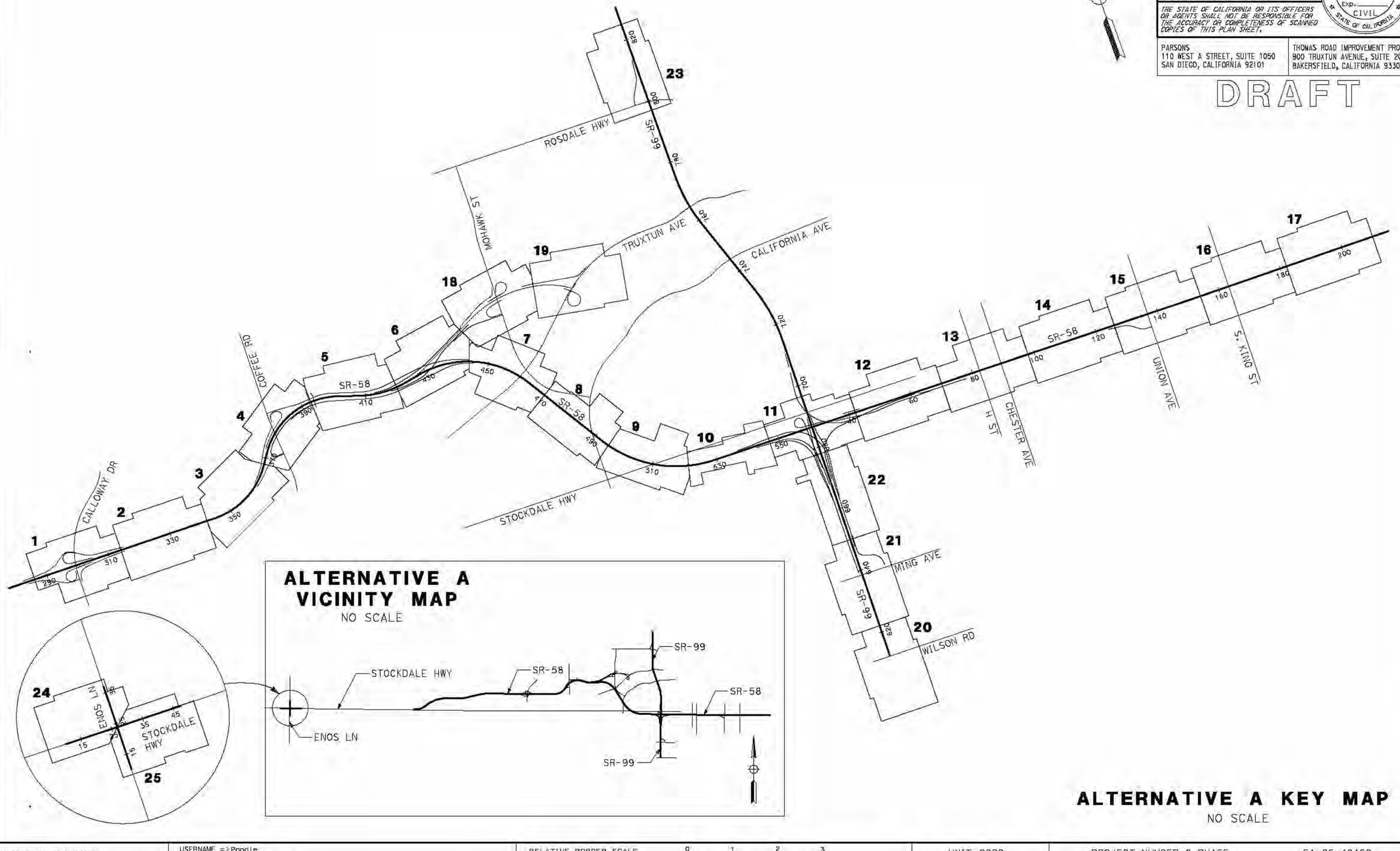

ALTERNATIVE A VICINITY MAP

NO SCALE

ALTERNATIVE A KEY MAP

NO SCALE

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

LAST REVISION DATE PLOTTED => 4/27/2012
TIME PLOTTED => 10:15:38 AM

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RIGHT-OF-WAY REQUIREMENTS

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1	500-150-01	X			
2	500-560-01	X			

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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BAKERSFIELD, CALIFORNIA 93301

DRAFT

SIOUX CREEK DR
VERDUGO LN
BAY COLONY DR
CALLOWAY DR
METHERLY HILL RD
MAIDENSFORD DR
BATTERSEA PARK DR
ASHBOURN DR
LAKEHILL WAY
GLENEAGLES DR
CROSS VALLEY CANAL

MATCH LINE STA 314+00 SEE SHEET 2

LEGEND

- EXISTING PARCEL BOUNDARY
- EXISTING STATE RIGHT OF WAY
- PROPOSED STATE RIGHT OF WAY
- PROPOSED ROADWAY
- EXISTING ROADWAY
- RETAINING WALL
- SOUNDWALL
- GRADING LIMIT (CUT)
- GRADING LIMIT (FILL)
- DRAINAGE BASIN
- TEMPORARY CONSTRUCTION EASMENT
- WALL EASEMENT
- CLOSED RAMP

ALTERNATIVE A
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

1

REVISED BY | DATE REVISED

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CONSULTANT FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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RIGHT-OF-WAY REQUIREMENTS

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2	501-010-39	X			
3	501-010-24	X			

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	2	

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DRAFT

WATERBURY DR
FORBES PARK DR
GANDOLA DR
DOVECOTES CT
CROWN POINTE DR
BATTERSEA PARK DR
MONDAVI WAY
MARKHAM WAY
MENDOCINO DR
CROSS VALLEY CANAL

MATCH LINE STA 314+00 SEE SHEET 1

315 (1) 6 7 8 9 320 1 2 3 4 325 6 7 8 9 (2) 330 1 2 3 4 335 6 7 (3) 8 9 340 1

MATCH LINE STA 342+00 SEE SHEET 3

ALTERNATIVE A
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

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RIGHT-OF-WAY REQUIREMENTS

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3	501-010-22	X			
4	501-010-12		20		
5	501-010-10		4,034		
6	501-010-14	X			
7	501-010-15	X			
8	501-010-48	X			
9	501-010-58	X			
10	501-010-56	X			

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	3	

REGISTERED CIVIL ENGINEER DATE

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SAN DIEGO, CALIFORNIA 92101

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BAKERSFIELD, CALIFORNIA 93301

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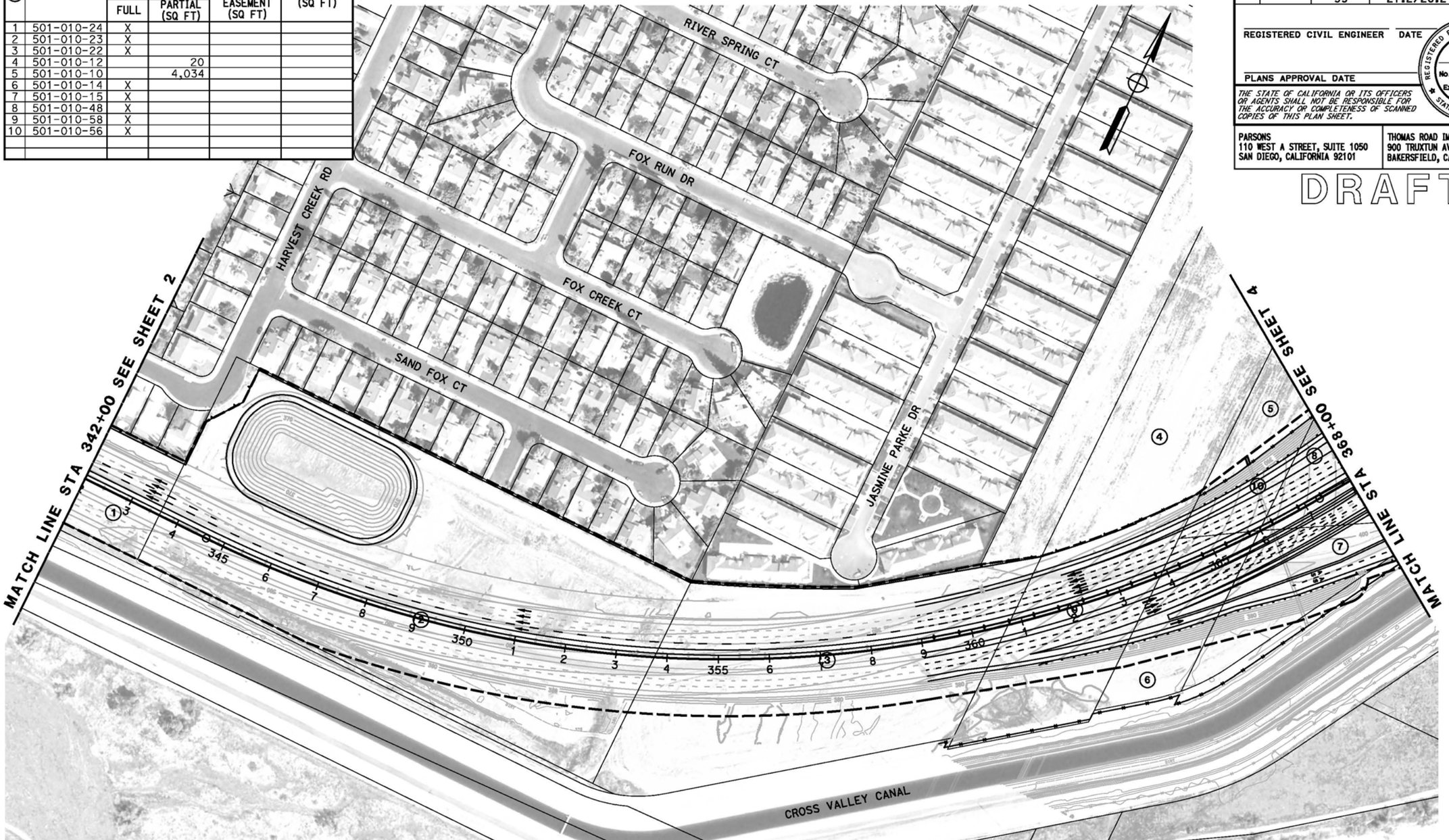

ALTERNATIVE A
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

3

REVISED BY | DATE REVISED
CALCULATED-DESIGNED BY
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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION DATE PLOTTED => @DATE
TIME PLOTTED => @TIME
06-25-12

BORDER LAST REVISED 7/2/2010

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DGN FILE => @REQUEST

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE EA 06-48460

RIGHT-OF-WAY REQUIREMENTS

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4	501-010-15	X			
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9	502-010-01	X			
10	502-010-04	X			
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12	502-010-20	X			
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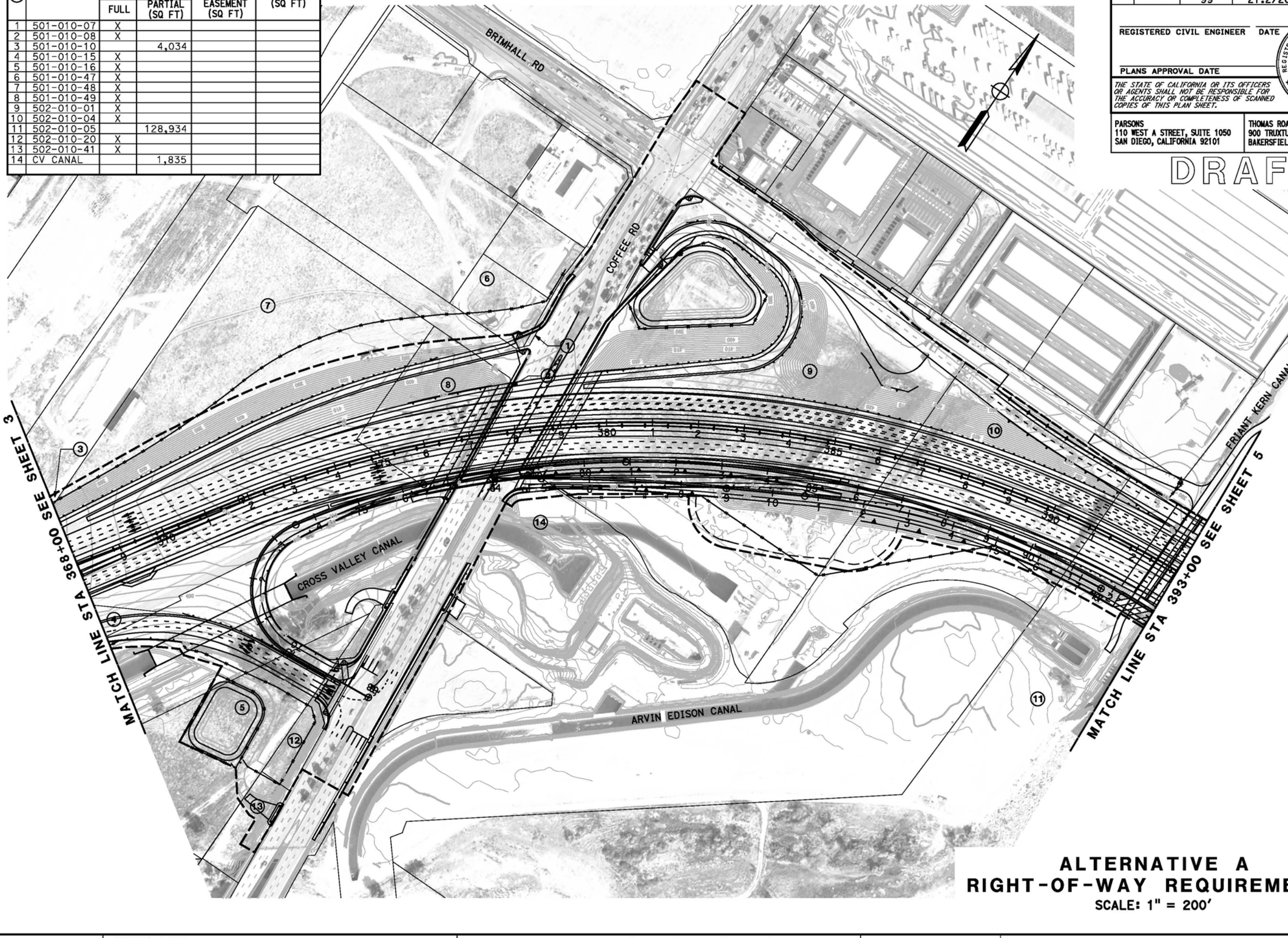

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	4	

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BAKERSFIELD, CALIFORNIA 93301

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ALTERNATIVE A
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	C.O.B	X			
2	502-010-05		128,933		
3	502-010-44	X			
4	502-010-46		217,878		
5	502-010-47	X			
6	368-040-32		3,993		
7	F.K. CANAL		8,985		
8	502-010-45	X			

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	5	

REGISTERED CIVIL ENGINEER DATE

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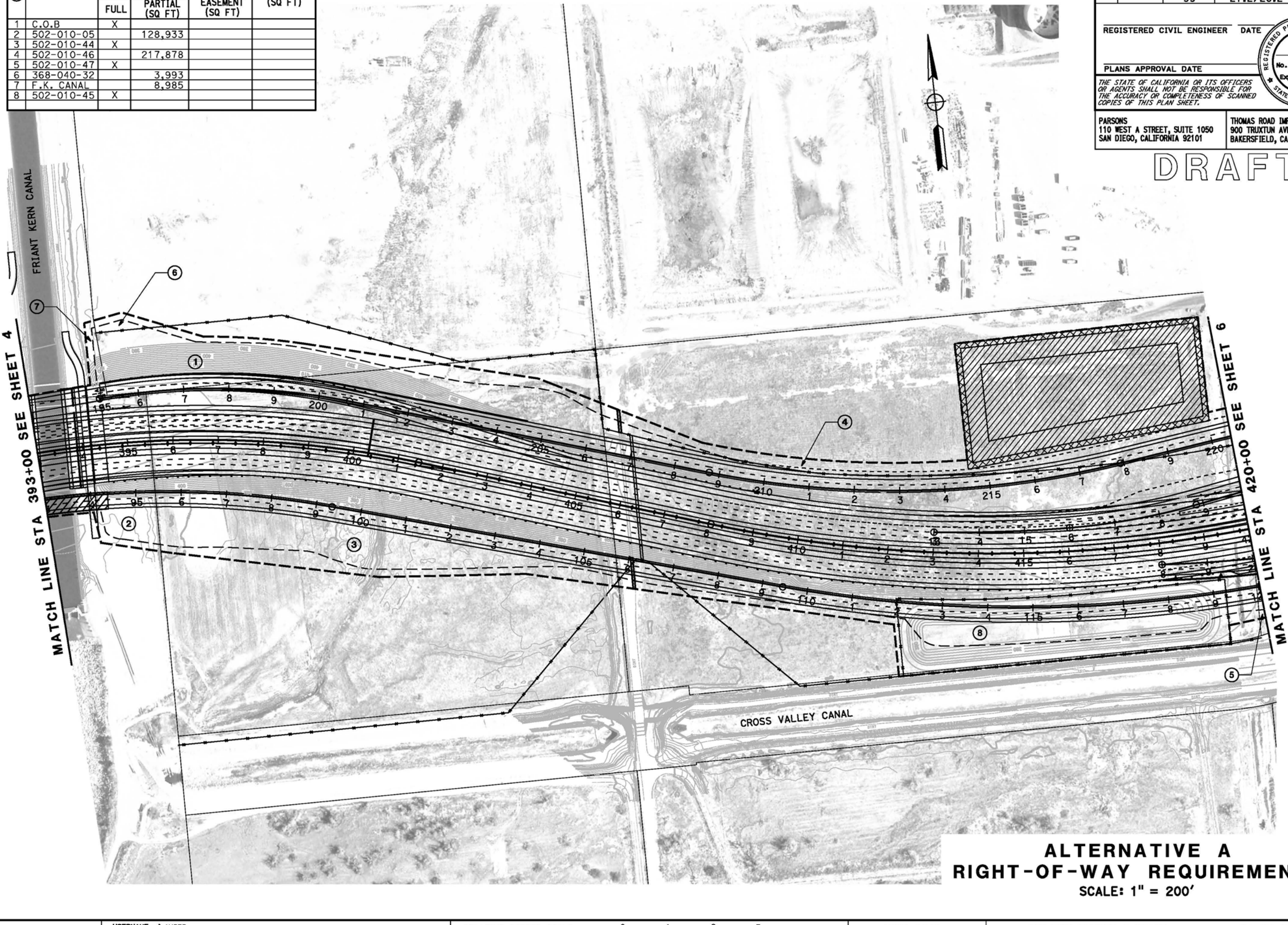

ALTERNATIVE A
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	331-021-02		572,712		
2	C.O.B	X			
3	368-040-26	X			
4	502-010-46		12,956		
5	502-010-48	X			
6	502-010-12	X			
7	332-280-17		674		
8	C.O.B	X			
9	502-010-12	X			
10	C.O.B	X			
11	332-280-28		12,280		
12	502-010-12		19,596		

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	6	

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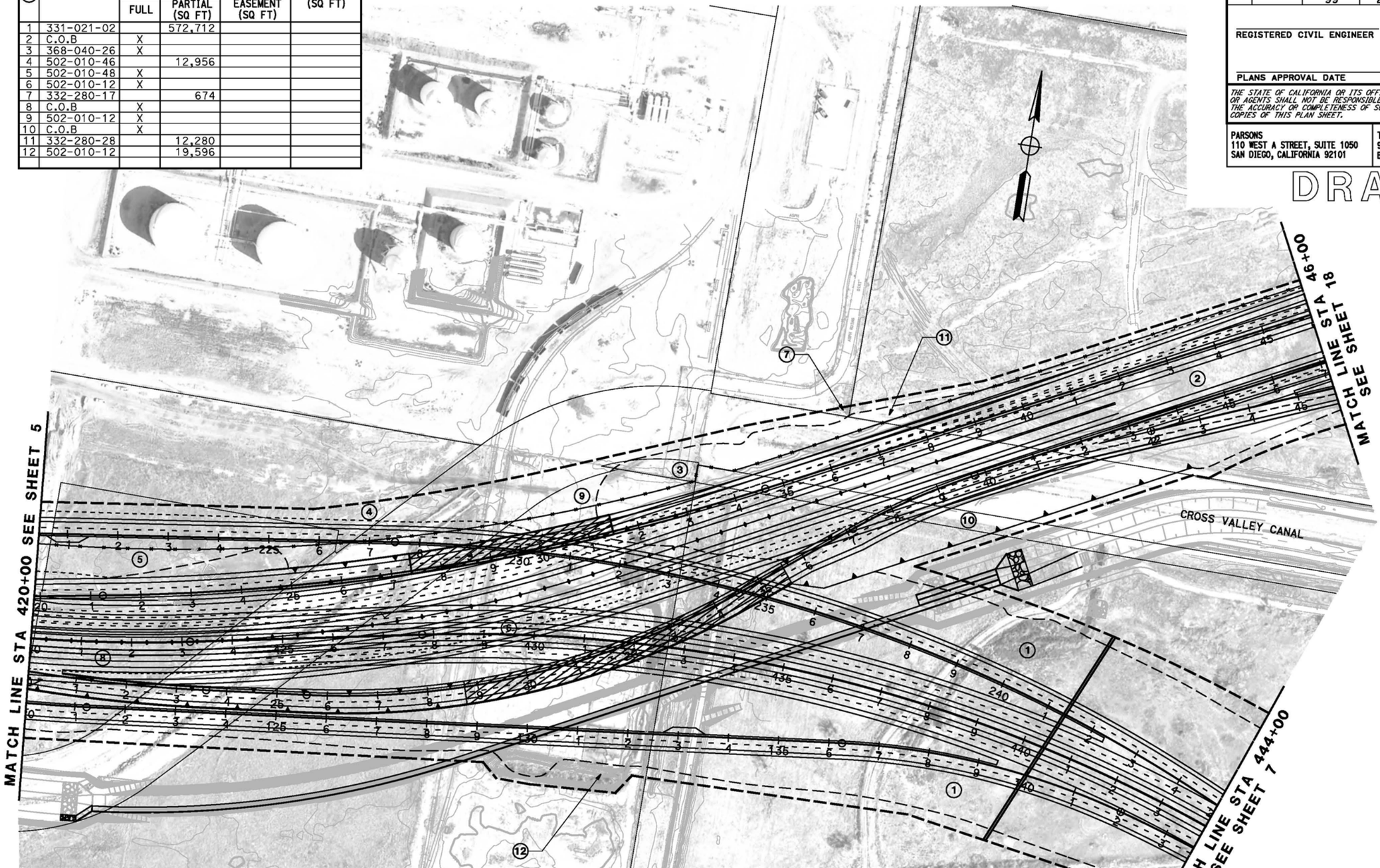

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RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2		

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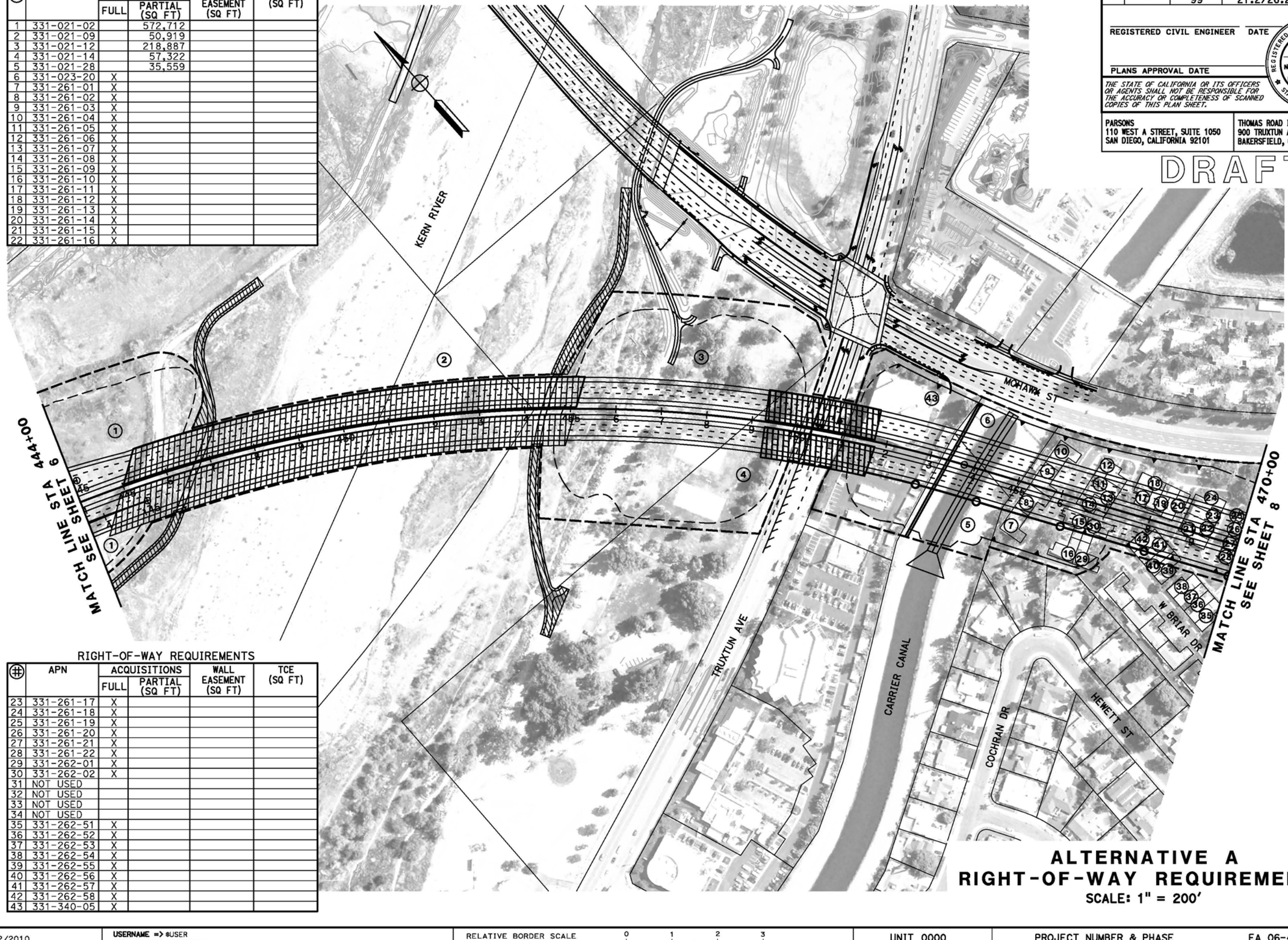
RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	331-021-02		572,712		
2	331-021-09		50,919		
3	331-021-12		218,887		
4	331-021-14		57,322		
5	331-021-28		35,559		
6	331-023-20	X			
7	331-261-01	X			
8	331-261-02	X			
9	331-261-03	X			
10	331-261-04	X			
11	331-261-05	X			
12	331-261-06	X			
13	331-261-07	X			
14	331-261-08	X			
15	331-261-09	X			
16	331-261-10	X			
17	331-261-11	X			
18	331-261-12	X			
19	331-261-13	X			
20	331-261-14	X			
21	331-261-15	X			
22	331-261-16	X			



RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
23	331-261-17	X			
24	331-261-18	X			
25	331-261-19	X			
26	331-261-20	X			
27	331-261-21	X			
28	331-261-22	X			
29	331-262-01	X			
30	331-262-02	X			
31	NOT USED				
32	NOT USED				
33	NOT USED				
34	NOT USED				
35	331-262-51	X			
36	331-262-52	X			
37	331-262-53	X			
38	331-262-54	X			
39	331-262-55	X			
40	331-262-56	X			
41	331-262-57	X			
42	331-262-58	X			
43	331-340-05	X			

ALTERNATIVE A
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

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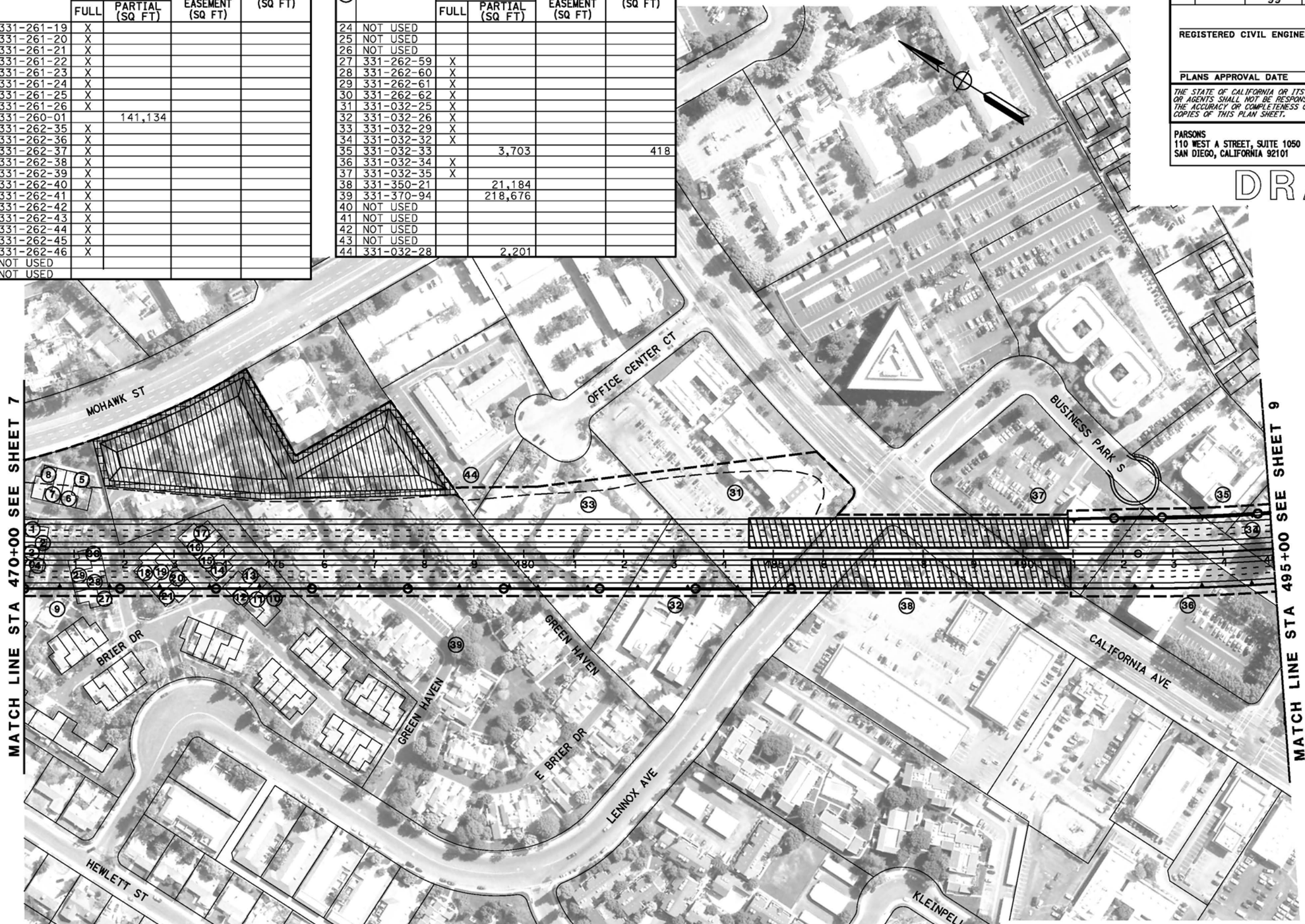
RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	331-261-19	X			
2	331-261-20	X			
3	331-261-21	X			
4	331-261-22	X			
5	331-261-23	X			
6	331-261-24	X			
7	331-261-25	X			
8	331-261-26	X			
9	331-260-01		141,134		
10	331-262-35	X			
11	331-262-36	X			
12	331-262-37	X			
13	331-262-38	X			
14	331-262-39	X			
15	331-262-40	X			
16	331-262-41	X			
17	331-262-42	X			
18	331-262-43	X			
19	331-262-44	X			
20	331-262-45	X			
21	331-262-46	X			
22	NOT USED				
23	NOT USED				

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
24	NOT USED				
25	NOT USED				
26	NOT USED				
27	331-262-59	X			
28	331-262-60	X			
29	331-262-61	X			
30	331-262-62	X			
31	331-032-25	X			
32	331-032-26	X			
33	331-032-29	X			
34	331-032-32	X			
35	331-032-33		3,703		418
36	331-032-34	X			
37	331-032-35	X			
38	331-350-21		21,184		
39	331-370-94		218,676		
40	NOT USED				
41	NOT USED				
42	NOT USED				
43	NOT USED				
44	331-032-28		2,201		



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	8	

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ALTERNATIVE A
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

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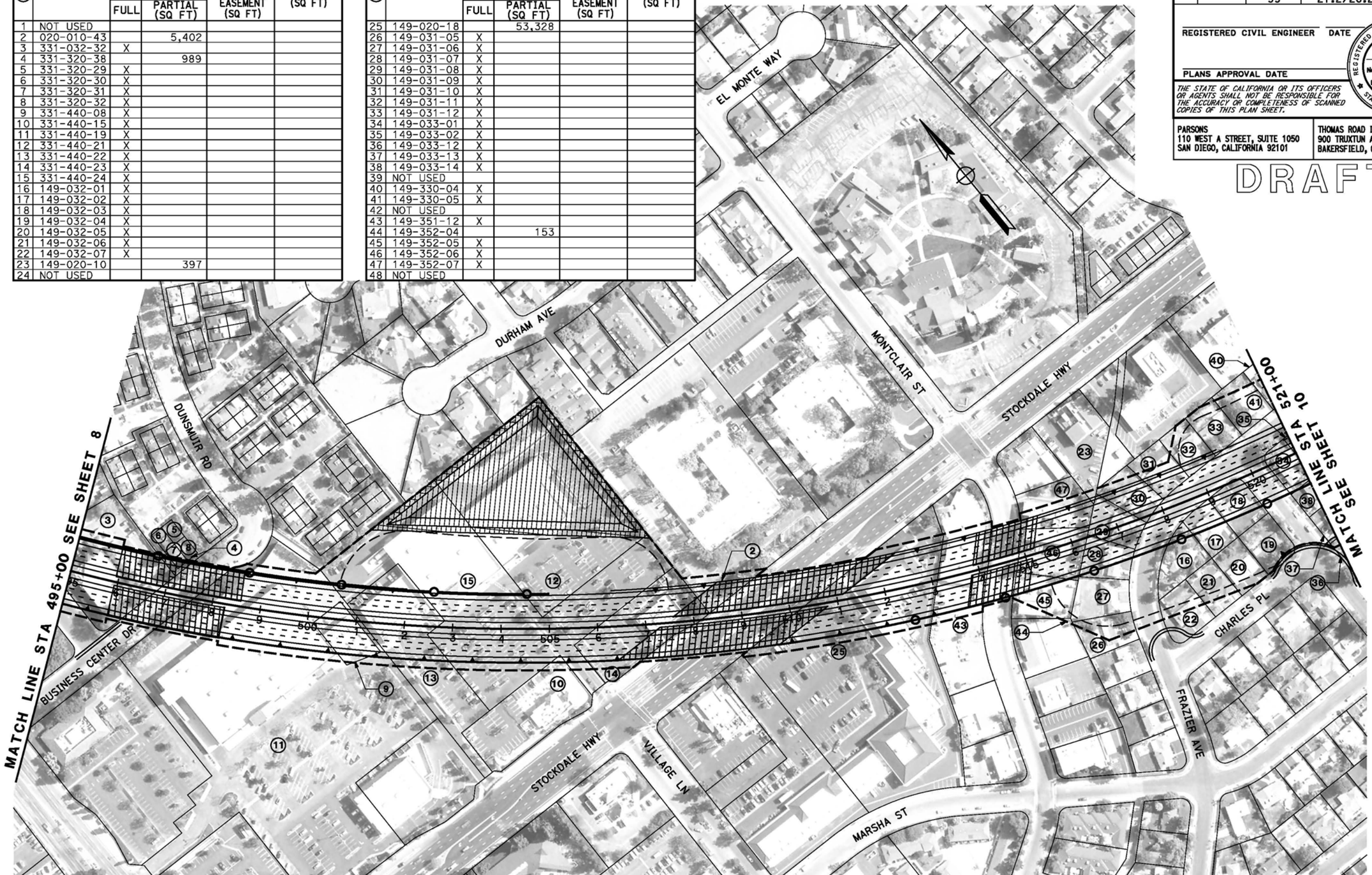
RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	NOT USED				
2	020-010-43		5,402		
3	331-032-32	X			
4	331-320-38		989		
5	331-320-29	X			
6	331-320-30	X			
7	331-320-31	X			
8	331-320-32	X			
9	331-440-08	X			
10	331-440-15	X			
11	331-440-19	X			
12	331-440-21	X			
13	331-440-22	X			
14	331-440-23	X			
15	331-440-24	X			
16	149-032-01	X			
17	149-032-02	X			
18	149-032-03	X			
19	149-032-04	X			
20	149-032-05	X			
21	149-032-06	X			
22	149-032-07	X			
23	149-020-10		397		
24	NOT USED				

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
25	149-020-18		53,328		
26	149-031-05	X			
27	149-031-06	X			
28	149-031-07	X			
29	149-031-08	X			
30	149-031-09	X			
31	149-031-10	X			
32	149-031-11	X			
33	149-031-12	X			
34	149-033-01	X			
35	149-033-02	X			
36	149-033-12	X			
37	149-033-13	X			
38	149-033-14	X			
39	NOT USED				
40	149-330-04	X			
41	149-330-05	X			
42	NOT USED				
43	149-351-12	X			
44	149-352-04		153		
45	149-352-05	X			
46	149-352-06	X			
47	149-352-07	X			
48	NOT USED				



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	9	

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ALTERNATIVE A
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	149-033-01	X			
2	149-033-02	X			
3	149-033-03	X			
4	149-033-04	X			
5	149-033-05	X			
6	149-033-06	X			
7	149-033-12	X			
8	149-033-13	X			
9	149-033-14	X			
10	149-101-04	X			
11	149-101-05	X			
12	149-101-06	X			
13	149-101-07	X			
14	149-101-08	X			
15	149-101-09	X			
16	149-101-10	X			
17	149-101-11	X			
18	149-101-12	X			
19	149-101-17	X			
20	149-101-18	X			
21	149-101-19	X			
22	149-101-20	X			
23	149-101-21	X			
24	149-101-22	X			
25	149-101-23	X			
26	149-101-24	X			
27	149-101-25	X			
28	149-101-26	X			
29	149-102-04	X			
30	149-102-05	X			
31	149-102-06	X			
32	149-102-07	X			
33	149-102-08	X			
34	149-102-09	X			
35	149-102-10	X			
36	149-102-11	X			
37	149-102-12	X			

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
38	149-102-13	X			
39	149-102-16	X			
40	149-102-17	X			
41	149-102-18	X			
42	149-102-19	X			
43	149-102-20	X			
44	149-102-21	X			
45	149-102-22	X			
46	149-102-23	X			
47	149-102-24	X			
48	149-120-04	X			
49	149-120-05	X			
50	149-120-06	X			
51	149-120-07	X			
52	149-120-08	X			
53	149-120-09	X			
54	149-120-10	X			
55	149-120-11	X			
56	149-120-12	X			
57	149-120-13	X			
58	149-120-14	X			
59	149-120-15	X			
60	149-120-16	X			
61	149-120-17	X			
62	149-120-18	X			
63	149-120-19	X			
64	149-120-20	X			
65	149-120-21	X			
66	149-141-02	X			
67	149-141-03	X			
68	149-141-04	X			
69	149-141-05	X			
70	149-141-06	X			
71	149-142-01	X			
72	149-142-03	X			
73	149-142-04	X			
74	149-142-05	X			

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
75	149-142-06	X			
76	149-142-07	X			
77	149-142-08	X			
78	149-142-09	X			
79	149-142-10	X			
80	149-142-11	X			
81	149-142-12	X			
82	149-142-14	X			
83	149-142-16	X			
84	149-142-17	X			
85	149-142-18	X			
86	149-142-19	X			
87	149-170-04		35,614		
88	149-170-05		9,188		
89	NOT USED				
90	NOT USED				
91	149-221-10	X			
92	149-221-11	X			
93	149-221-12	X			
94	149-221-13	X			
95	149-221-15	X			
96	149-221-16		1,936		
97	149-221-21	X			
98	149-221-24	X			
99	149-221-26		4,227		
100	149-221-27	X			
101	149-222-01	X			
102	149-222-12	X			

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
103	149-222-14	X			
104	149-222-15	X			
105	149-222-16	X			
106	149-222-17	X			
107	149-222-18	X			
108	149-222-26	X			
109	149-222-31	X			
110	149-222-33	X			
111	149-222-34	X			
112	149-222-35	X			
113	149-232-01	X			
114	149-232-02	X			
115	149-233-01	X			
116	149-233-02	X			

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
117	149-233-04	X			
118	149-320-01	X			
119	149-320-02	X			
120	149-320-03	X			
121	149-320-04	X			
122	149-320-05	X			
123	149-320-06	X			
124	149-320-07	X			
125	149-320-08	X			
126	149-320-09	X			
127	149-330-03	X			
128	149-330-04	X			
129	149-340-11	X			
130	149-033-07		160		201
131	149-033-08		203		229
132	149-033-11		23		95
133	149-102-15		562		

ALTERNATIVE A
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

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PROJECT NUMBER & PHASE EA 06-48460

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	11	

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	147-031-27	X			
2	147-032-27	X			
3	149-180-02	X			
4	149-180-03	X			
5	149-180-21	X			
6	149-180-24	X			
7	149-180-25	X			
8	149-190-17	X			
9	149-190-06	X			
10	149-190-08	X			
11	149-190-09	X			
12	149-190-10	X			
13	149-190-11	X			
14	149-190-16	X			
15	149-200-20	X			
16	149-200-21		13,459	2,034	9,304
17	149-190-18	X			
18	149-211-09	X			
19	149-211-10	X			

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
35	147-032-13		1,385		389
36	147-031-35			520	520
37	147-031-28			498	498
38	147-031-08			498	498
39	149-222-38				1,234
40	147-032-25			830	832
41	147-026-14		1,001	497	498
42	147-026-16		1,399	458	439
43	147-032-06			532	540

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
20	149-222-04	X			
21	149-222-05	X			
22	149-222-06	X			
23	149-222-07	X			
24	149-222-08	X			
25	149-222-09	X			
26	149-222-26	X			
27	149-222-39	X			
28	149-233-02	X			
29	149-233-03	X			
30	149-233-04	X			
31	149-240-18	X			
32	149-240-19	X			
33	149-200-05				1,857
34	149-211-01				539

WETHERLEY DR
OAKDALE DR
SR 99
OAK ST
STOCKDALE HWY
BRUNDAGE LN
NELLO ST
S OLIVE DR
STEPHENS DR
SR-58
S REAL RD
WIBLE RD
ELICIA DR
DORESTA DR
TERRACE WAY

MATCH LINE STA 547+00 SEE SHEET 10

MATCH LINE STA 42+00 SEE SHEET 12

MATCH LINE STA 678+00 SEE SHEET 22

ALTERNATIVE A
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

11

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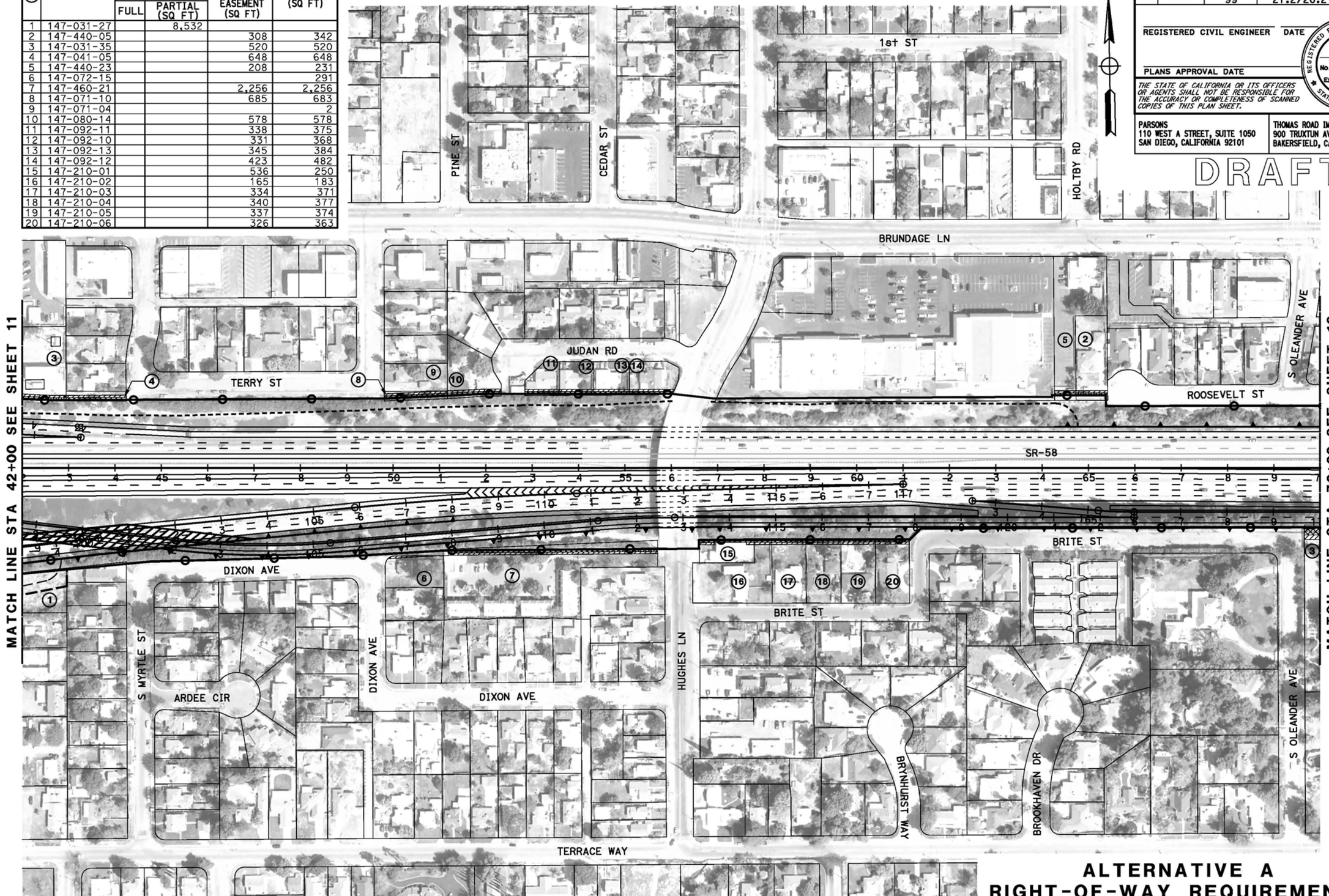
RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	147-031-27		8,532		
2	147-440-05			308	342
3	147-031-35			520	520
4	147-041-05			648	648
5	147-440-23			208	231
6	147-072-15				291
7	147-460-21			2,256	2,256
8	147-071-10			685	683
9	147-071-04				2
10	147-080-14			578	578
11	147-092-11			338	375
12	147-092-10			331	368
13	147-092-13			345	384
14	147-092-12			423	482
15	147-210-01			536	250
16	147-210-02			165	183
17	147-210-03			334	371
18	147-210-04			340	377
19	147-210-05			337	374
20	147-210-06			326	363



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	12	

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ALTERNATIVE A
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

12

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	011-111-09	X			
2	011-111-10	X			
3	011-111-11	X			
4	011-111-26	X			
5	011-111-27	X			
6	011-111-28	X			
7	011-111-37	X			
8	NOT USED				
9	147-280-01			4,210	3,837
10	147-290-11			534	534
11	147-290-02			279	279
12	011-101-09		407		252
13	011-122-18		214		131
14	011-122-17		512		302
15	011-122-16		1,016		293
16	011-122-15		358		307
17	011-122-14		209		236
18	011-122-13		115		29
19	011-101-08		332		245
20	011-101-10		799		328
21	147-310-23			1,743	1,939

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	13	

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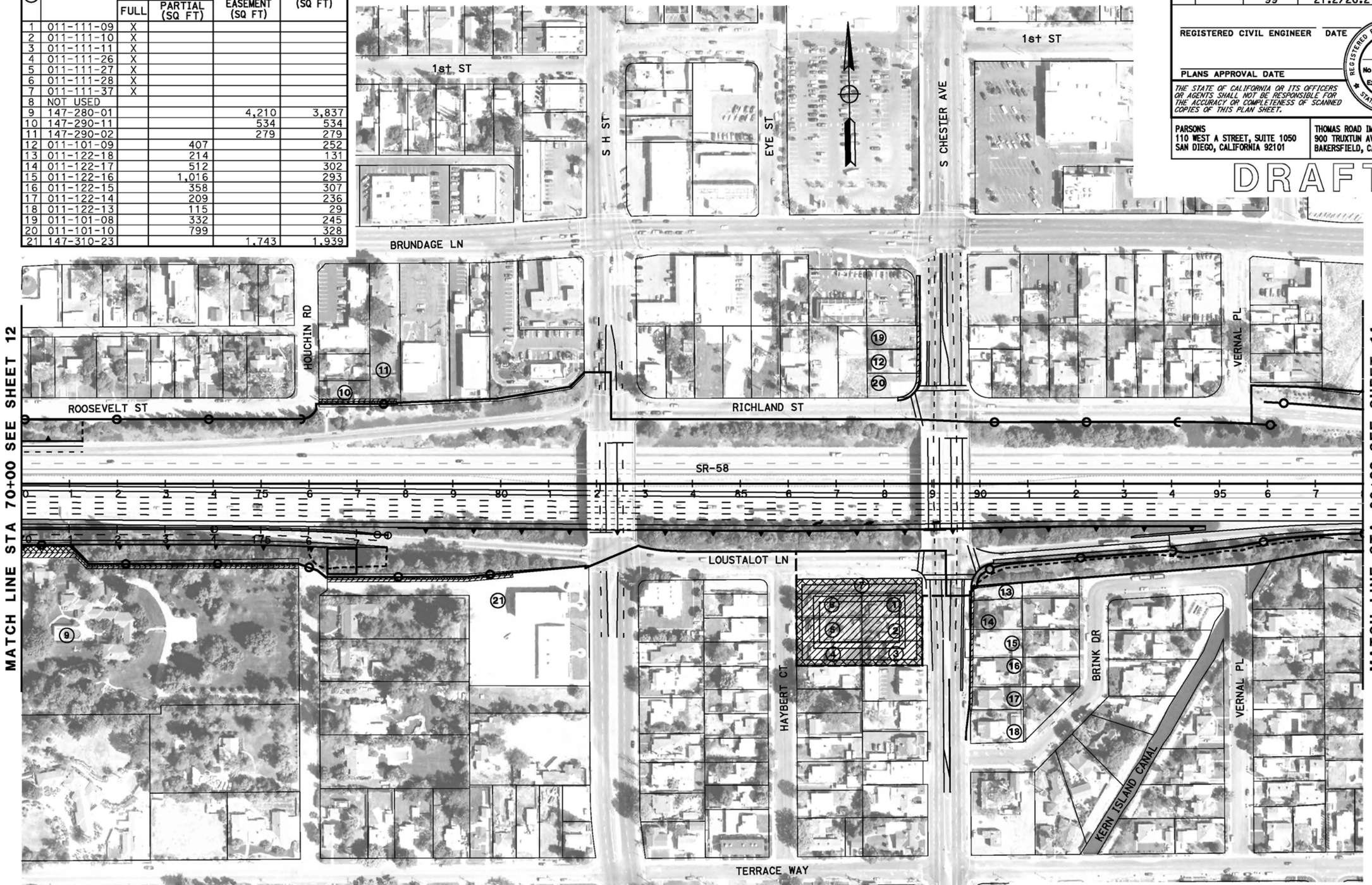

ALTERNATIVE A
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

13

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1					
2					
3					

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	14	

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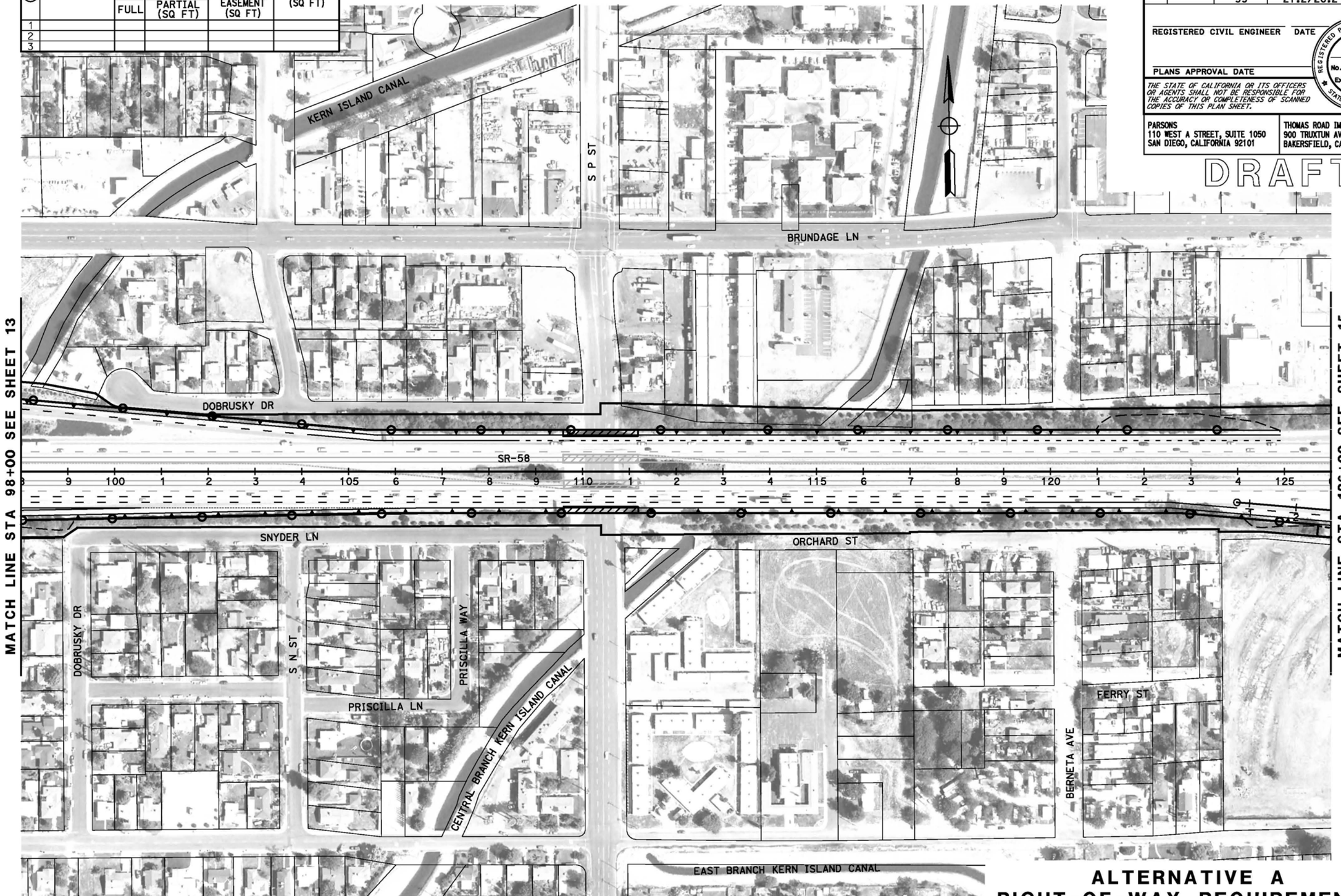

ALTERNATIVE A
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

14

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	15	

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	169-110-14			611	609
2	169-101-07			573	580
3	169-092-01			100	111
4	169-092-30			959	1025
5	169-093-11			486	381

ALTERNATIVE A
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

15

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1					
2					
3					

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	16	

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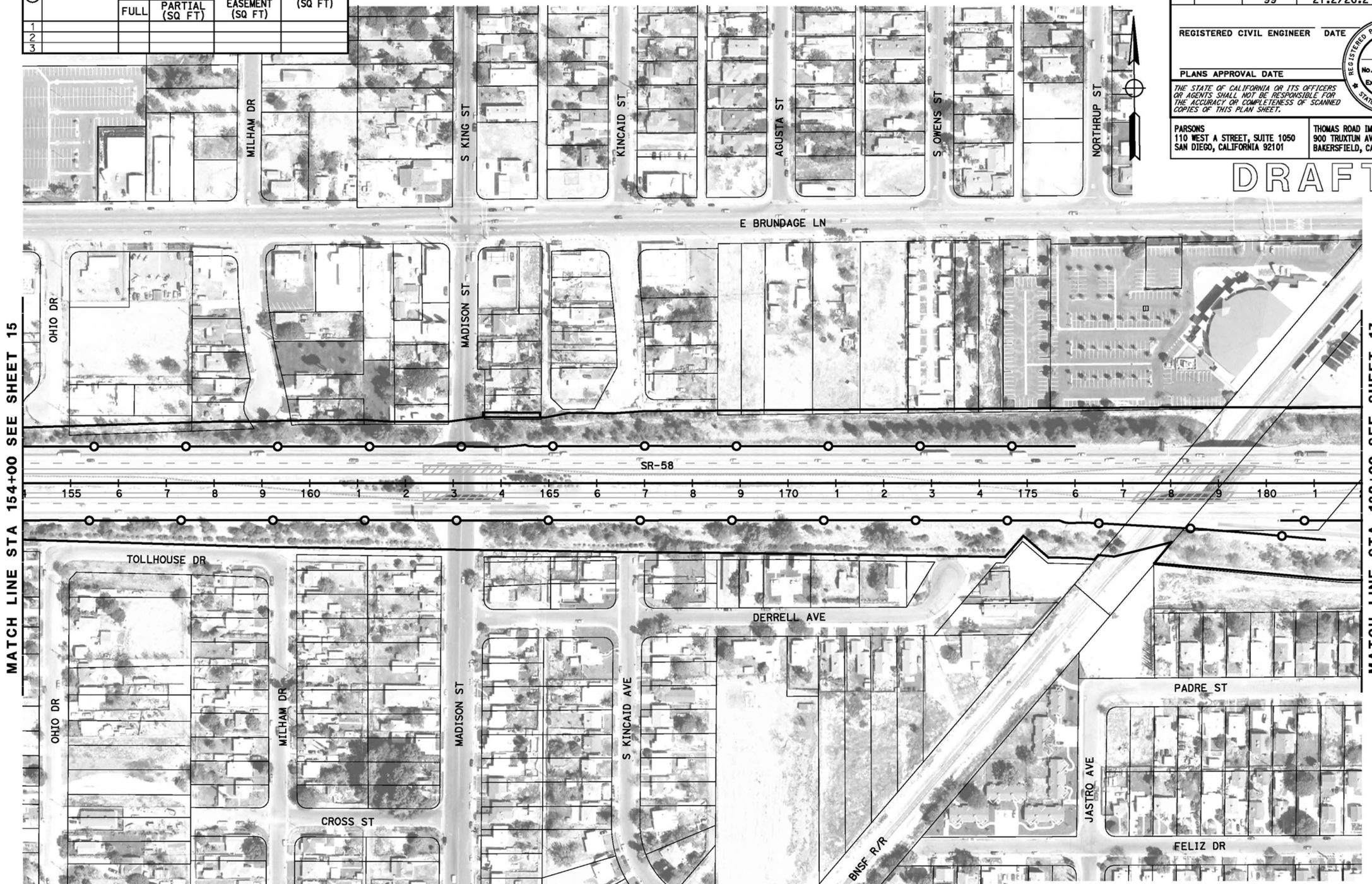

ALTERNATIVE A
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

16

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PROJECT NUMBER & PHASE
EA 06-48460

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1					
2					
3					

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	17	

REGISTERED CIVIL ENGINEER DATE

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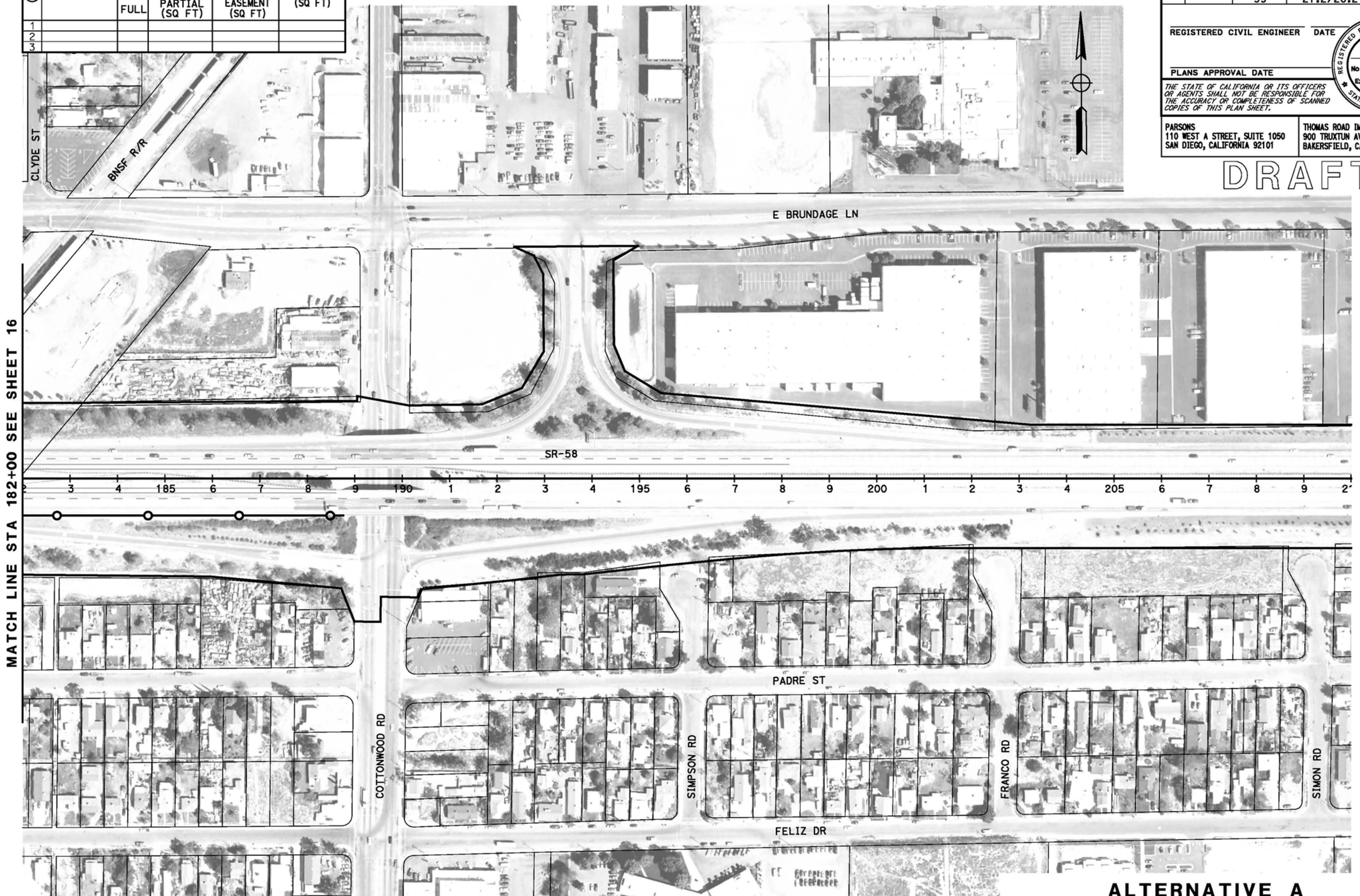

ALTERNATIVE A
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

17

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UNIT 0000

PROJECT NUMBER & PHASE

EA 06-48460

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	C.O.B	X			
2	C.O.B	X			
3	C.O.B	X			
4	C.O.B	X			

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	18	

REGISTERED CIVIL ENGINEER DATE

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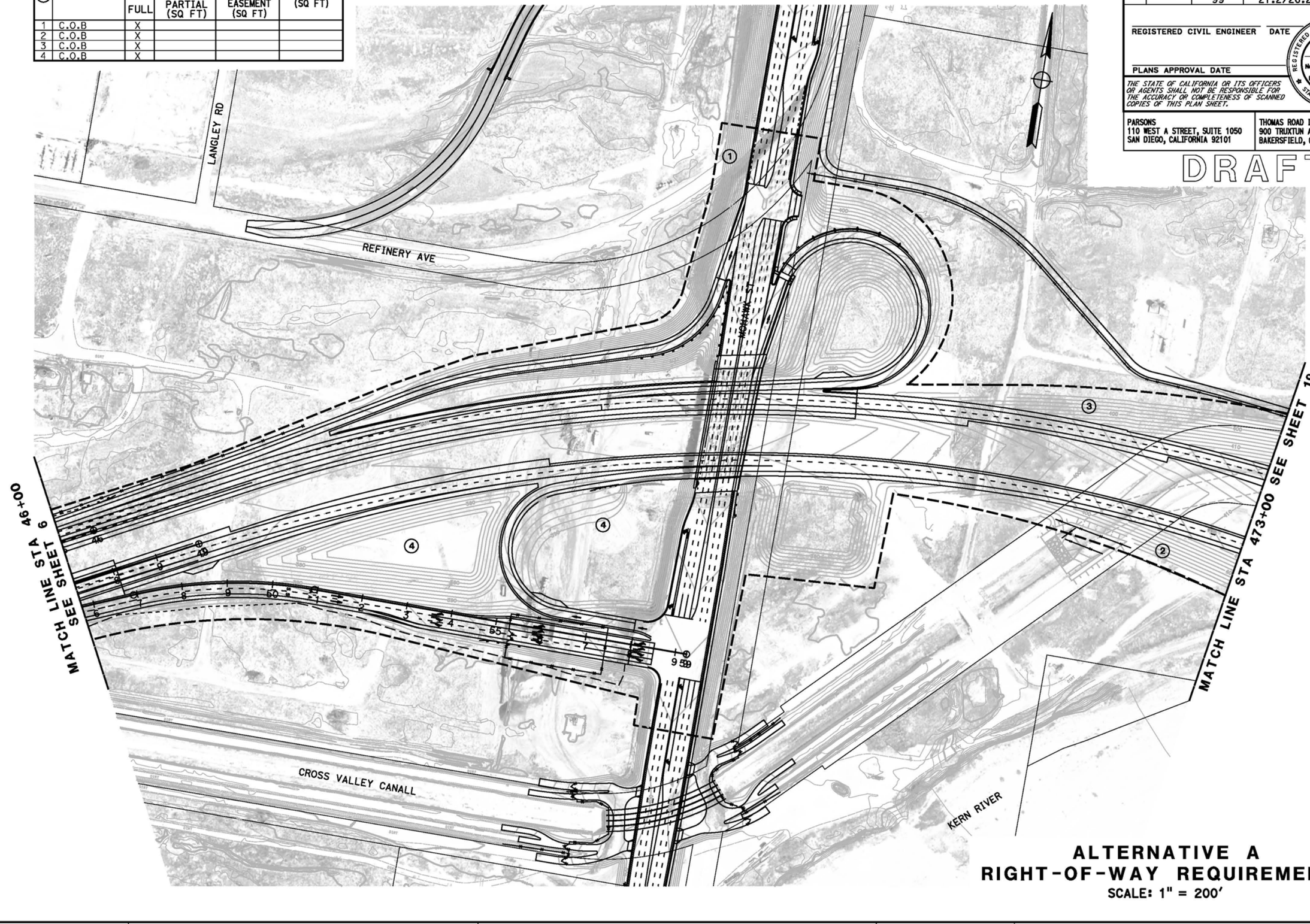

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RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	332-280-31		169		
2	C.O.B	X			
3	C.O.B	X			
4	C.O.B	X			
5	C.O.B	X			
6	C.O.B	X			
7	C.O.B	X			
8	C.O.B	X			
9	331-330-41		1,262		

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	19	

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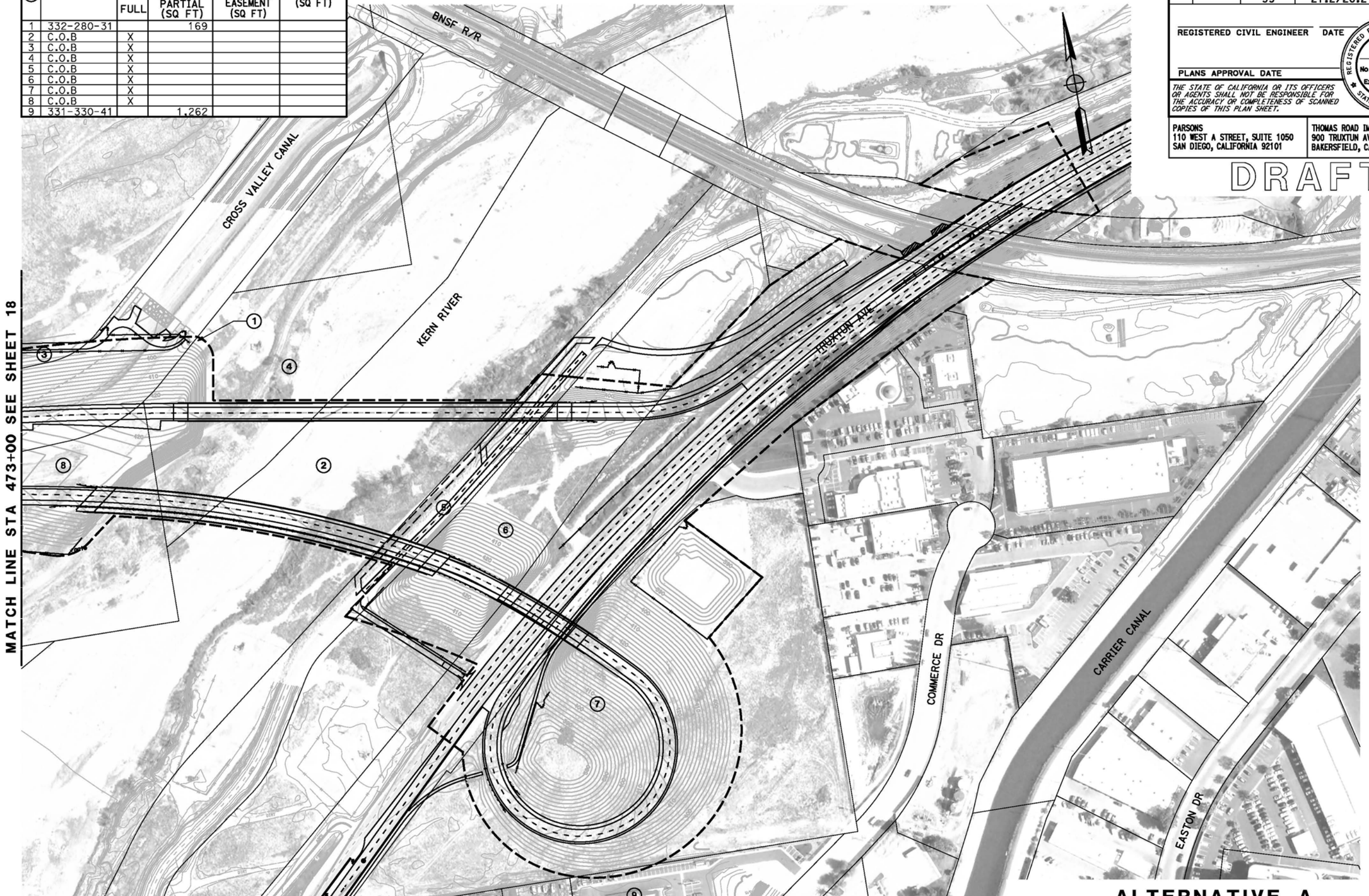

ALTERNATIVE A
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

19

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PROJECT NUMBER & PHASE

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	20	

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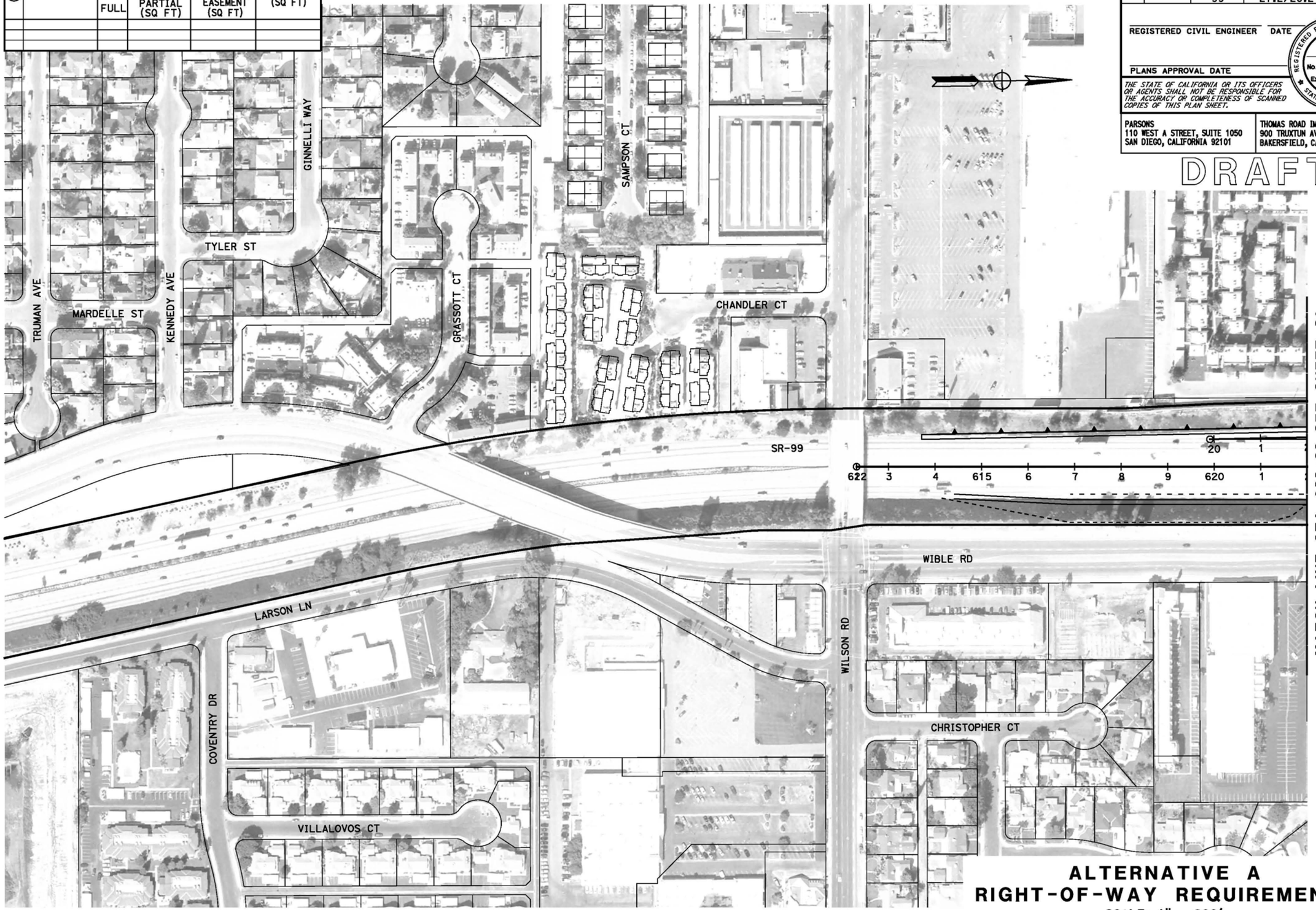
RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)



ALTERNATIVE A
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

20

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1					
2					
3					

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	21	

REGISTERED CIVIL ENGINEER DATE

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ORA VISTA AVE
WESTCHESTER AVE
SORANNO AVE
DE SOUZA PL
MING AVE
MADRID AVE
GRANADA AVE
SEVILLE ST
WESTBROOK DR
SR-99
WIBLE RD
VALLEY PLAZA
VALLEY PLAZA
VALLEY PLAZA

MATCH LINE STA 622+00 SEE SHEET 20

MATCH LINE STA 650+00 SEE SHEET 22

ALTERNATIVE A
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

21

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	164-010-08				138
2	NOT USED				
3	NOT USED				
4	149-250-50		36		255
5	148-240-37		4,263		
6	148-240-38		1,753		
7	NOT USED				
8	148-240-55		2,767		
9	149-240-07	X			
10	149-240-18	X			
11	149-240-19	X			
12	149-250-09		2,025		331
13	149-250-10	X			
14	149-250-42	X			
15	149-250-43	X			
16	149-250-47	X			
17	149-250-48	X			

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
18	149-250-49	X			
19	164-010-09				98
20	164-010-10	X			
21	164-010-18	X			
22	164-010-19	X			
23	164-010-20	X			
24	164-010-38	X			
25	164-040-30		3,037	5,140	3,605
26	164-390-02		10	230	335
27	NOT USED				
28	164-390-01	X			
29	NOT USED				
30	NOT USED				
31	NOT USED				
32	NOT USED				
33	NOT USED				
34	NOT USED				

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
35	NOT USED				
36	147-111-07				688
37	147-111-09				402
38	147-111-11				432
39	147-111-13				550
40	147-112-01				398
41	148-240-02				250
42	148-240-01	X			
43	147-112-06				10
44	147-112-07	X			
45	148-240-39	X			
46	147-112-08	X			
47	147-112-09	X			
48	147-103-12			552	535
49	147-101-14			55	164
50	147-101-21			472	460
51	147-101-20			374	277

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	22	

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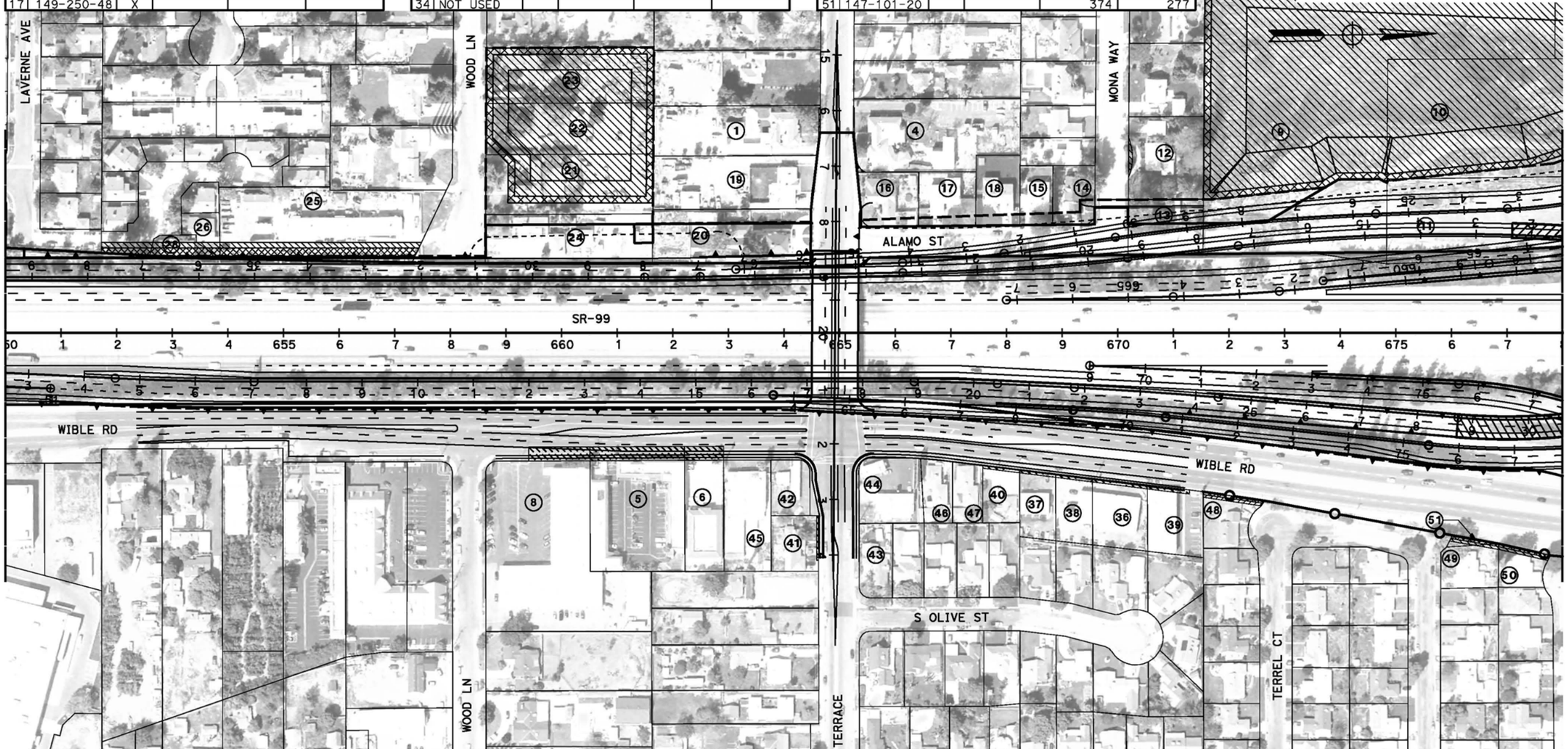

ALTERNATIVE A
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

22

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	332-152-31			57	
2	332-152-32			3,244	

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	23	

REGISTERED CIVIL ENGINEER DATE

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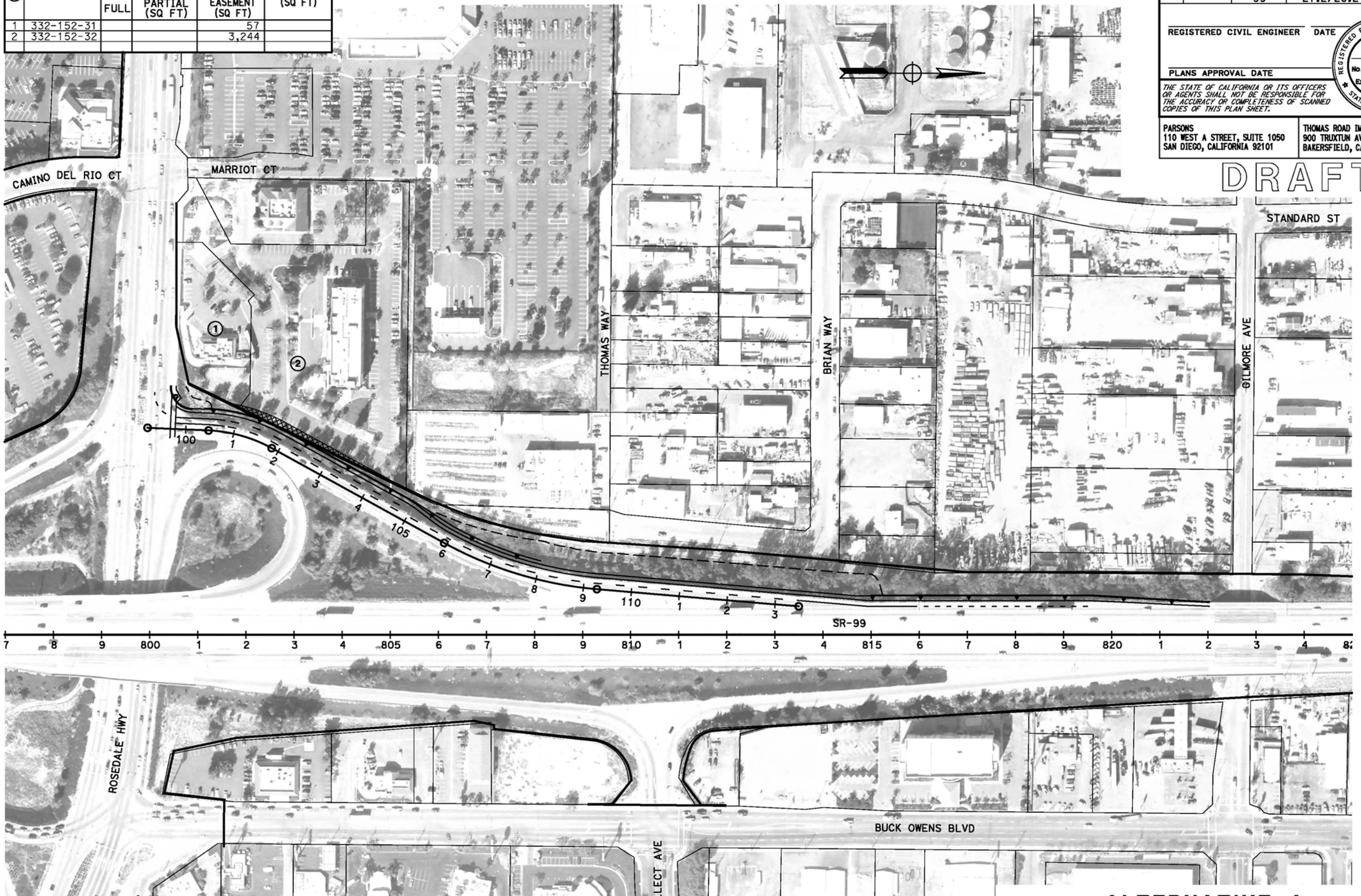

ALTERNATIVE A
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

23

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	104-291-31		404		
2	104-291-32		10,889		
3	104-291-33		12,582		
4	104-292-04		16,332		
5	160-010-07		49,505		

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	24	

REGISTERED CIVIL ENGINEER DATE

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ALTERNATIVE A
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

24

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	25	

REGISTERED CIVIL ENGINEER DATE

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	104-292-04		16,332		
2	160-010-07		49,505		
3	160-010-42		86,325		

ALTERNATIVE A
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

25

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PROJECT NUMBER & PHASE

EA 06-48460

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2		

REGISTERED CIVIL ENGINEER DATE

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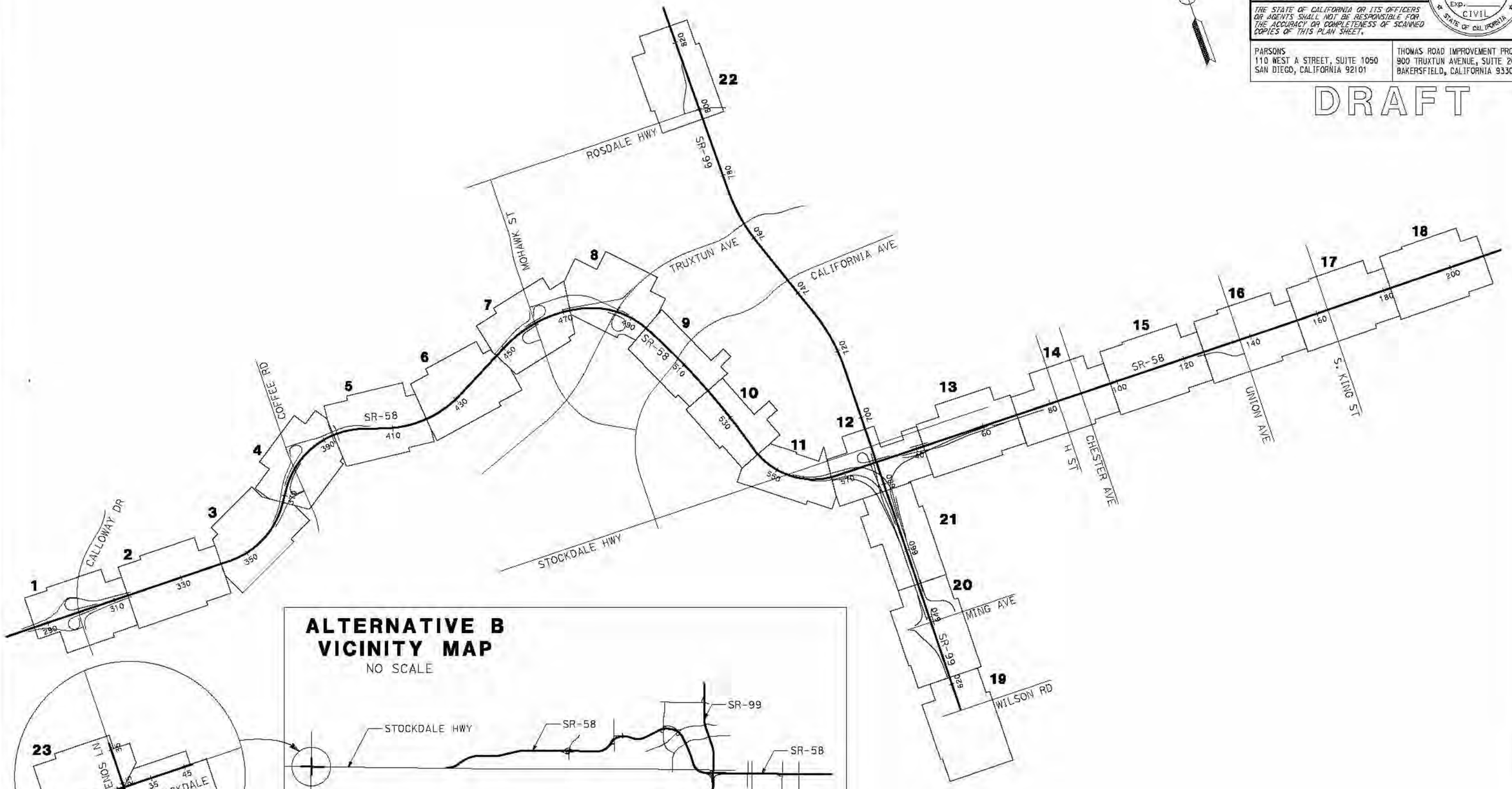
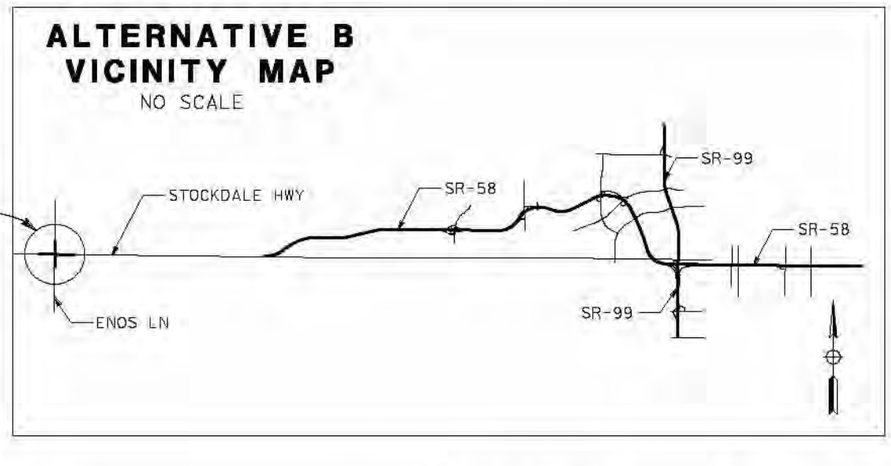


ALTERNATIVE B VICINITY MAP

NO SCALE



ALTERNATIVE B KEY MAP

NO SCALE

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	500-150-01	X			
2	500-560-01	X			

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	1	

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SIOUX CREEK DR
VERDUGO LN
BAY COLONY DR
CALLOWAY DR
METHERLY HILL RD
MAIDENSFORD DR
BATTERSEA PARK DR
ASHBOURN DR
LAKEHILL WAY
GLENEAGLES DR
CROSS VALLEY CANAL

MATCH LINE STA 314+00 SEE SHEET 2

LEGEND

- EXISTING PARCEL BOUNDARY
- EXISTING STATE RIGHT OF WAY
- PROPOSED STATE RIGHT OF WAY
- PROPOSED ROADWAY
- EXISTING ROADWAY
- RETAINING WALL
- SOUNDWALL
- GRADING LIMIT (CUT)
- GRADING LIMIT (FILL)
- DRAINAGE BASIN
- TEMPORARY CONSTRUCTION EASMENT
- WALL EASEMENT
- CLOSED RAMP

ALTERNATIVE B
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

1

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	500-150-01	X			
2	501-010-24	X			
3	501-010-39	X			

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	2	

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ALTERNATIVE B
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

2

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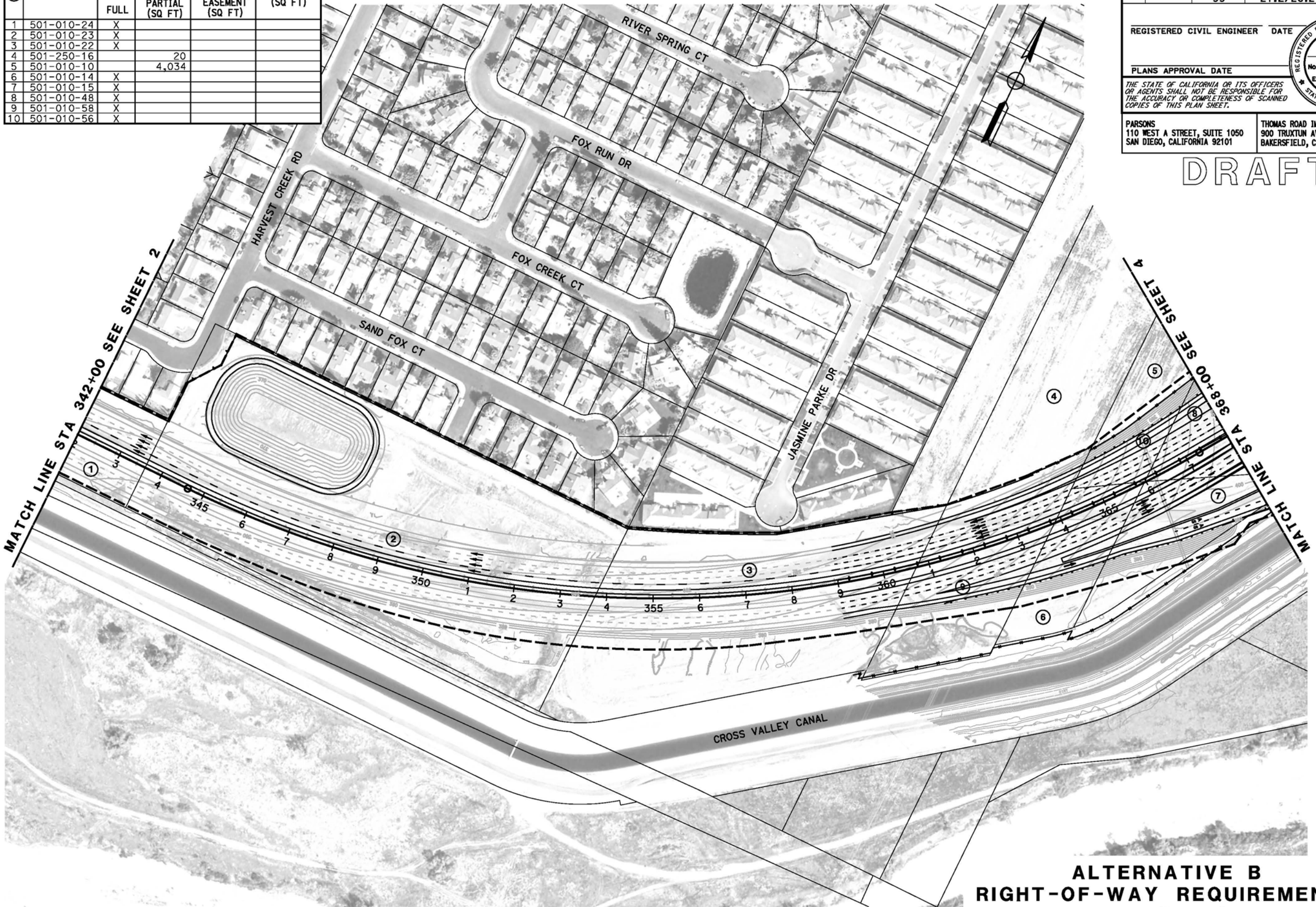
RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	501-010-24	X			
2	501-010-23	X			
3	501-010-22	X			
4	501-250-16		20		
5	501-010-10		4,034		
6	501-010-14	X			
7	501-010-15	X			
8	501-010-48	X			
9	501-010-58	X			
10	501-010-56	X			



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	3	

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ALTERNATIVE B
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

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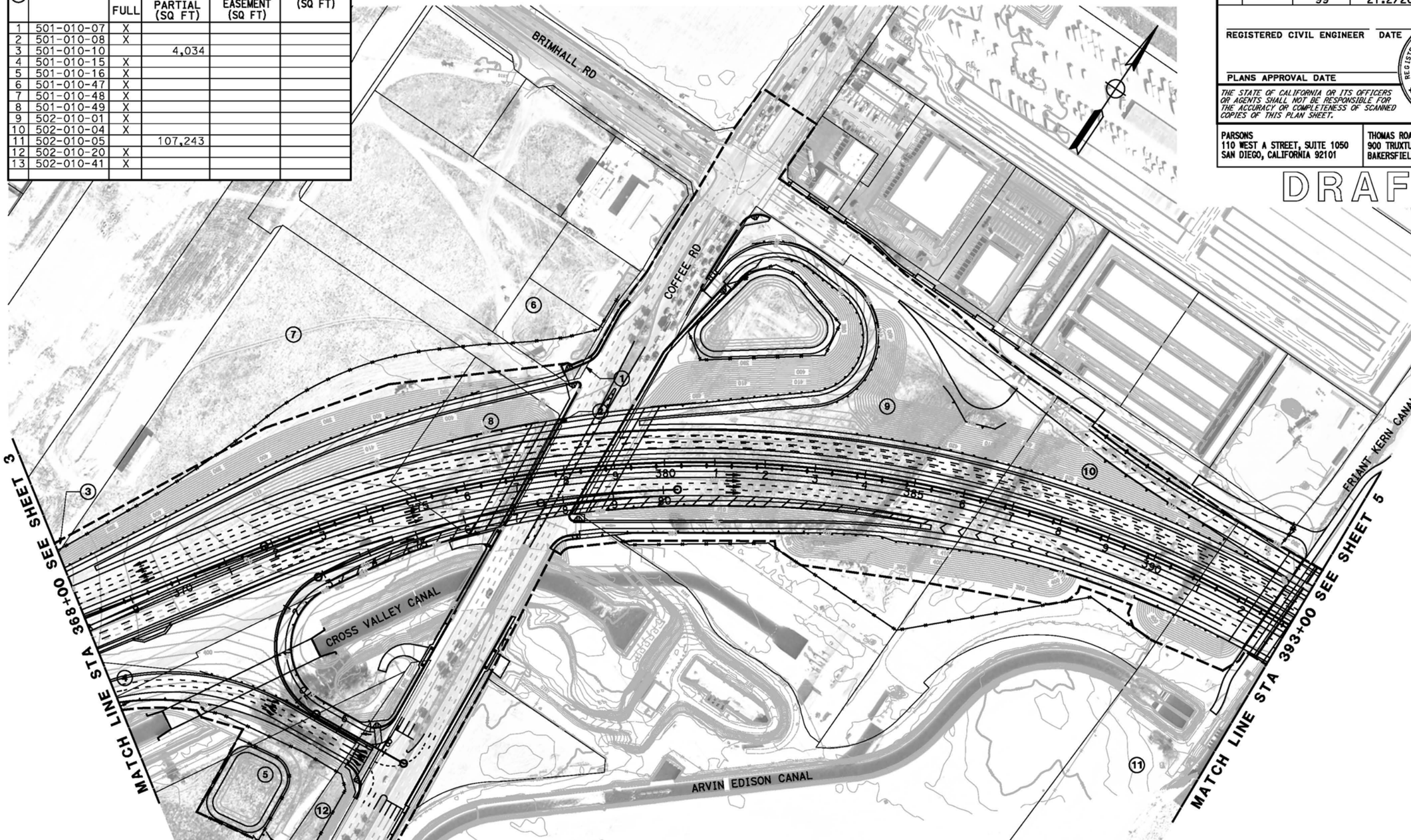
06-25-12

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	501-010-07	X			
2	501-010-08	X			
3	501-010-10		4,034		
4	501-010-15	X			
5	501-010-16	X			
6	501-010-47	X			
7	501-010-48	X			
8	501-010-49	X			
9	502-010-01	X			
10	502-010-04	X			
11	502-010-05		107,243		
12	502-010-20	X			
13	502-010-41	X			



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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	4	

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ALTERNATIVE B
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

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UNIT 0000

PROJECT NUMBER & PHASE

EA 06-48460

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	C.O.B	X			
2	502-010-05		107,243		
3	502-010-44	X			
4	502-010-45	X			

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	5	

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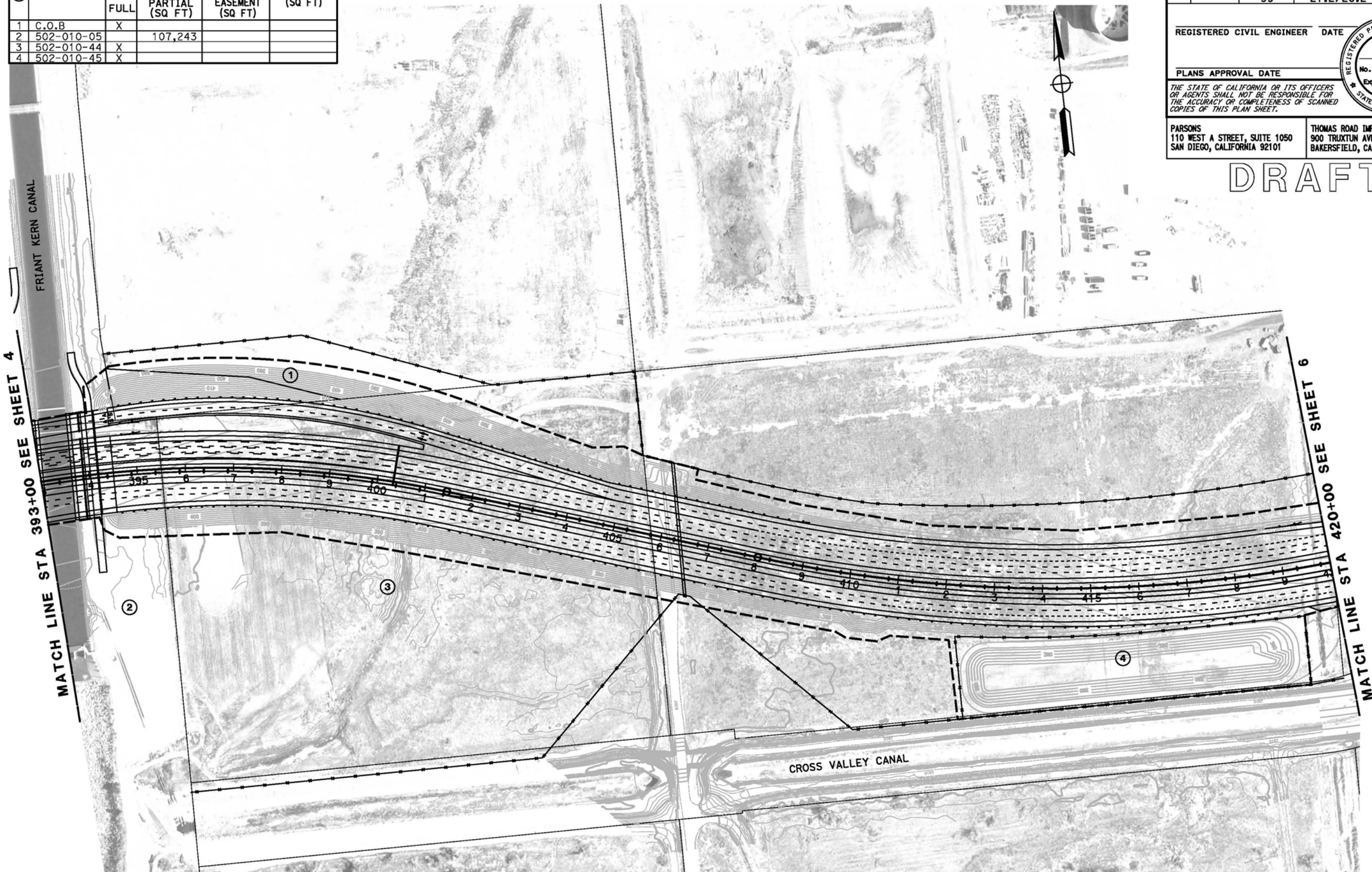

ALTERNATIVE B
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

5

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	331-021-02	X			
2	C.O.B	X			
3	502-010-47		4		
4	C.O.B	X			
5	502-010-12	X			
6	C.O.B	X			

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	6	

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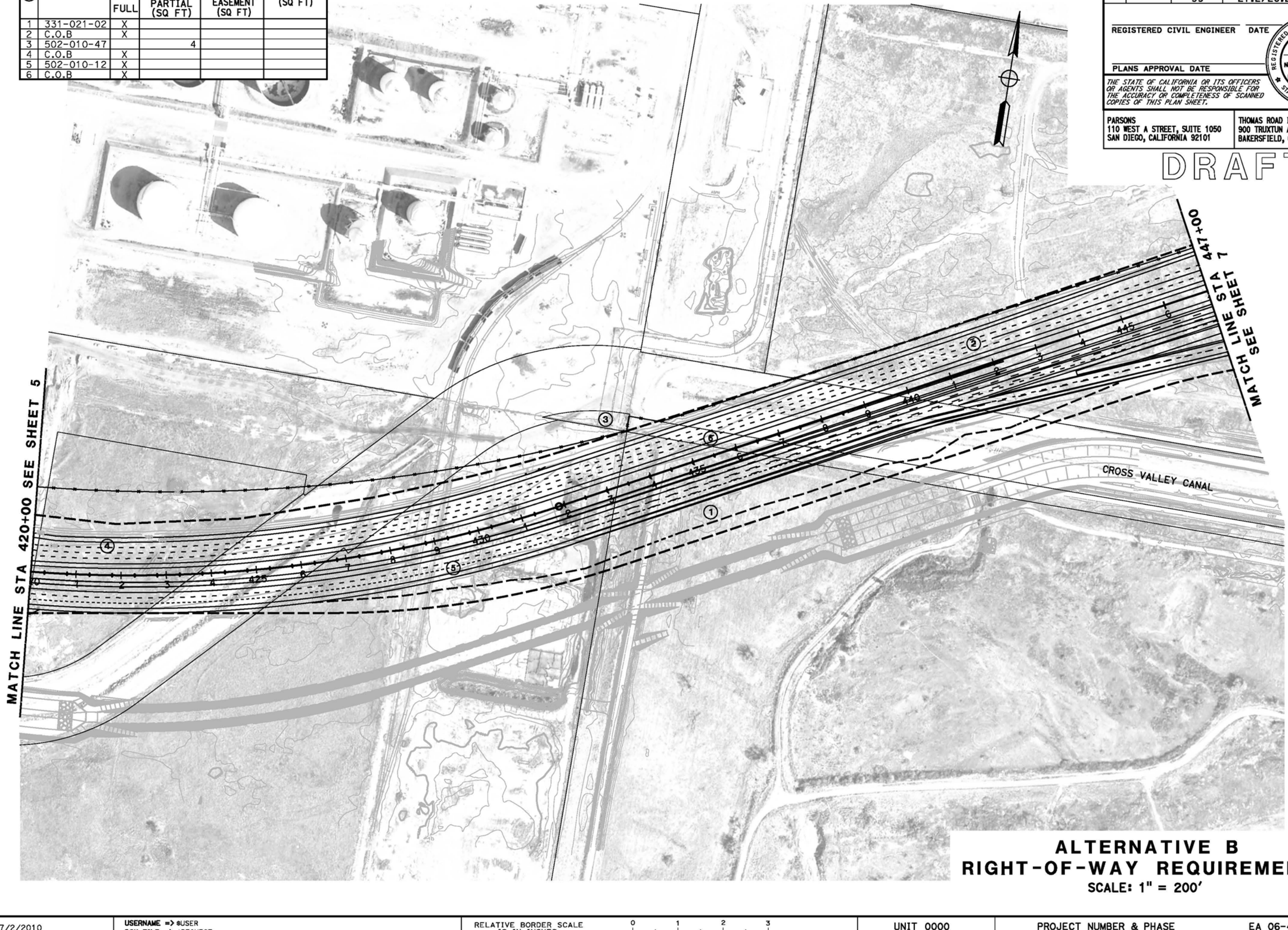

ALTERNATIVE B
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	C.O.B	X			
2	332-280-28		22,446		
3	332-280-27		333,803		
4	C.O.B	X			
5	C.O.B	X			
6	C.O.B	X			

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	7	

REGISTERED CIVIL ENGINEER DATE

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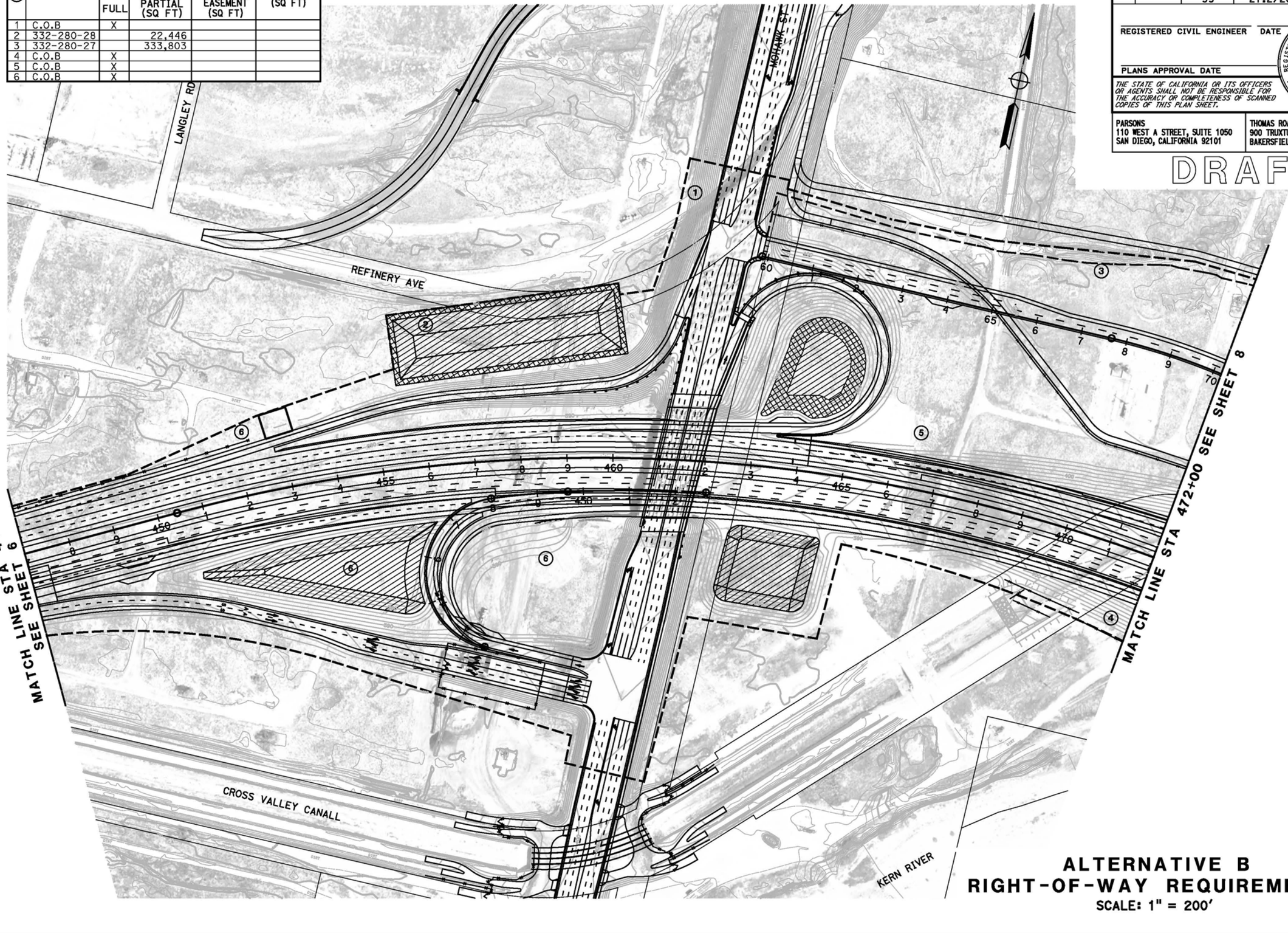

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RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	020-600-08		20,378		
2	331-330-28		8		
3	331-330-41		1,262		
4	NOT USED				
5	332-256-05		11,985		
6	NOT USED				
7	332-256-48	X			
8	NOT USED				
9	NOT USED				
10	332-280-27		333,803		
11	332-280-31		16,322		
12	C.O.B	X			
13	NOT USED				
14	NOT USED				
15	C.O.B	X			
16	C.O.B	X			
17	C.O.B	X			
18	C.O.B	X			
19	C.O.B	X			
20	C.O.B	X			
21	C.O.B	X			
22	332-280-32		7,049		

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2		

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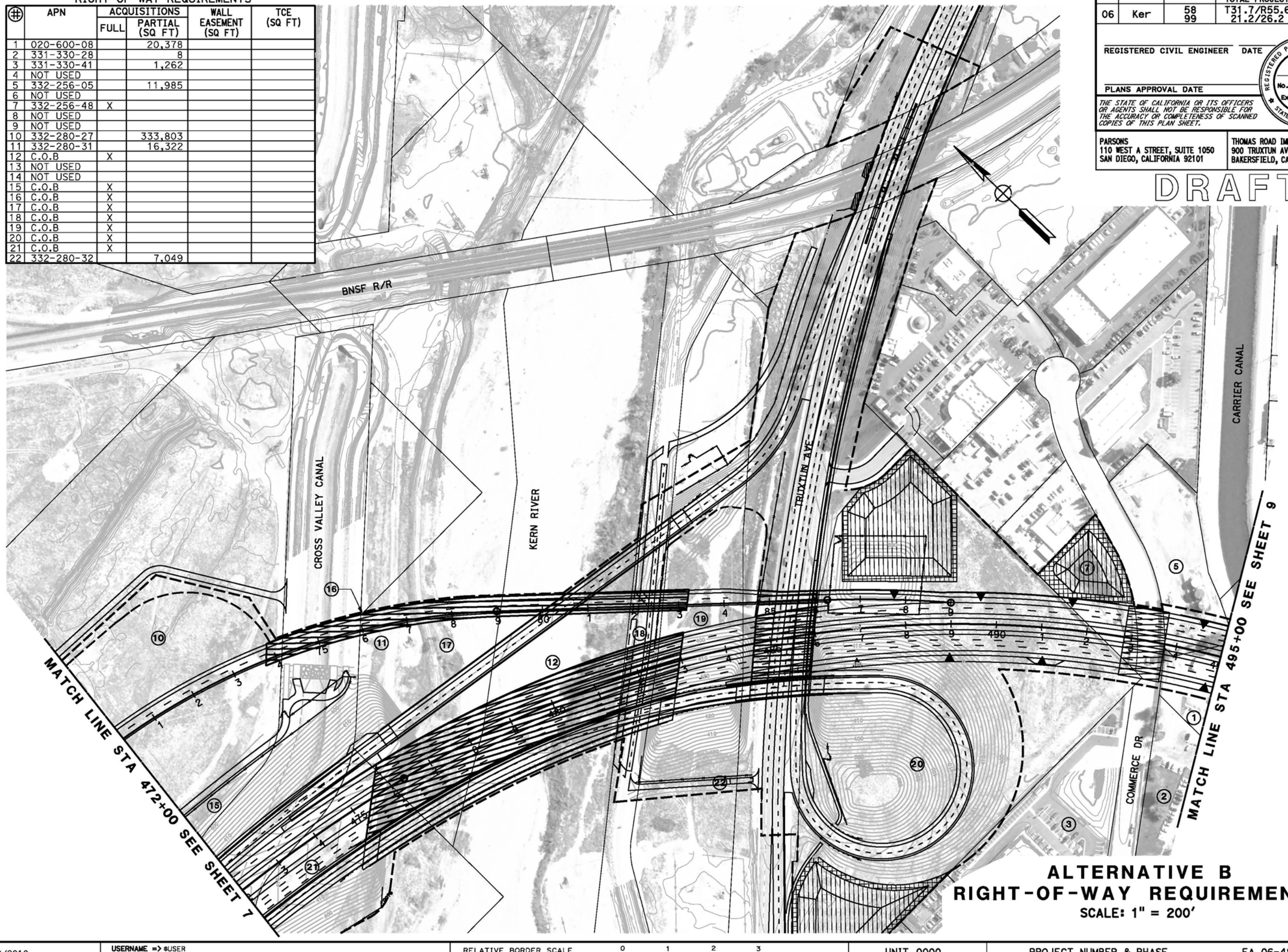

ALTERNATIVE B
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

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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 | EA 06-48460

RIGHT-OF-WAY REQUIREMENTS

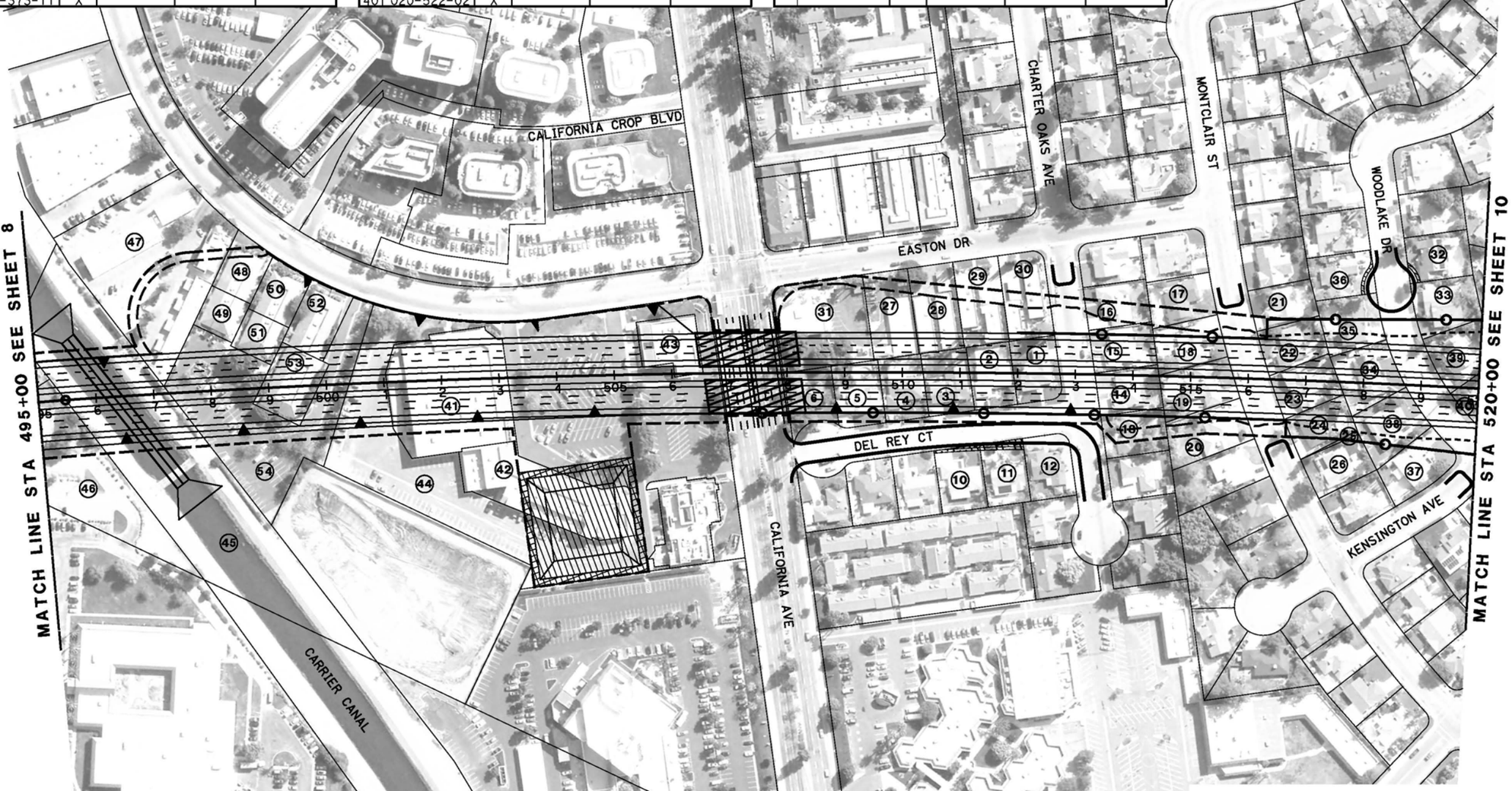
#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	020-371-01	X			
2	020-371-02	X			
3	020-371-03	X			
4	020-371-04	X			
5	020-371-05	X			
6	020-371-06	X			
7	NOT USED				
8	NOT USED				
9	NOT USED				
10	020-372-04			165	396
11	020-372-05		334	377	377
12	020-372-06	X			
13	020-373-02	X			
14	020-373-03	X			
15	020-373-04	X			
16	020-373-05	X			
17	020-373-08	X			
18	020-373-09	X			
19	020-373-10	X			
20	020-373-11	X			

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
21	020-374-04	X			
22	020-374-10	X			
23	020-374-11	X			
24	020-374-12	X			
25	020-374-13	X			
26	020-383-02	X			
27	020-401-03	X			
28	020-401-04	X			
29	020-401-05	X			
30	020-401-06	X			
31	020-401-07	X			
32	020-512-09		270		192
33	020-512-10	X			
34	020-513-01	X			
35	020-513-02	X			
36	020-513-03		673		332
37	020-521-01	X			
38	020-521-02	X			
39	020-522-01	X			
40	020-522-02	X			

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
41	020-600-01	X			
42	020-600-02	X			
43	020-600-04	X			
44	020-600-05	X			
45	020-600-07		32,692		
46	020-600-08		20,378		
47	332-332-13		22,012		
48	332-332-14	X			
49	332-332-15	X			
50	332-332-16	X			
51	332-332-17	X			
52	332-332-18	X			
53	332-332-19	X			
54	332-332-20	X			



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	9	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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PARSONS
110 WEST A STREET, SUITE 1050
SAN DIEGO, CALIFORNIA 92101

THOMAS ROAD IMPROVEMENT PROGRAM
900 TRUXTUN AVENUE, SUITE 200
BAKERSFIELD, CALIFORNIA 93301

DRAFT

ALTERNATIVE B
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

9

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	10	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY REQUIREMENTS

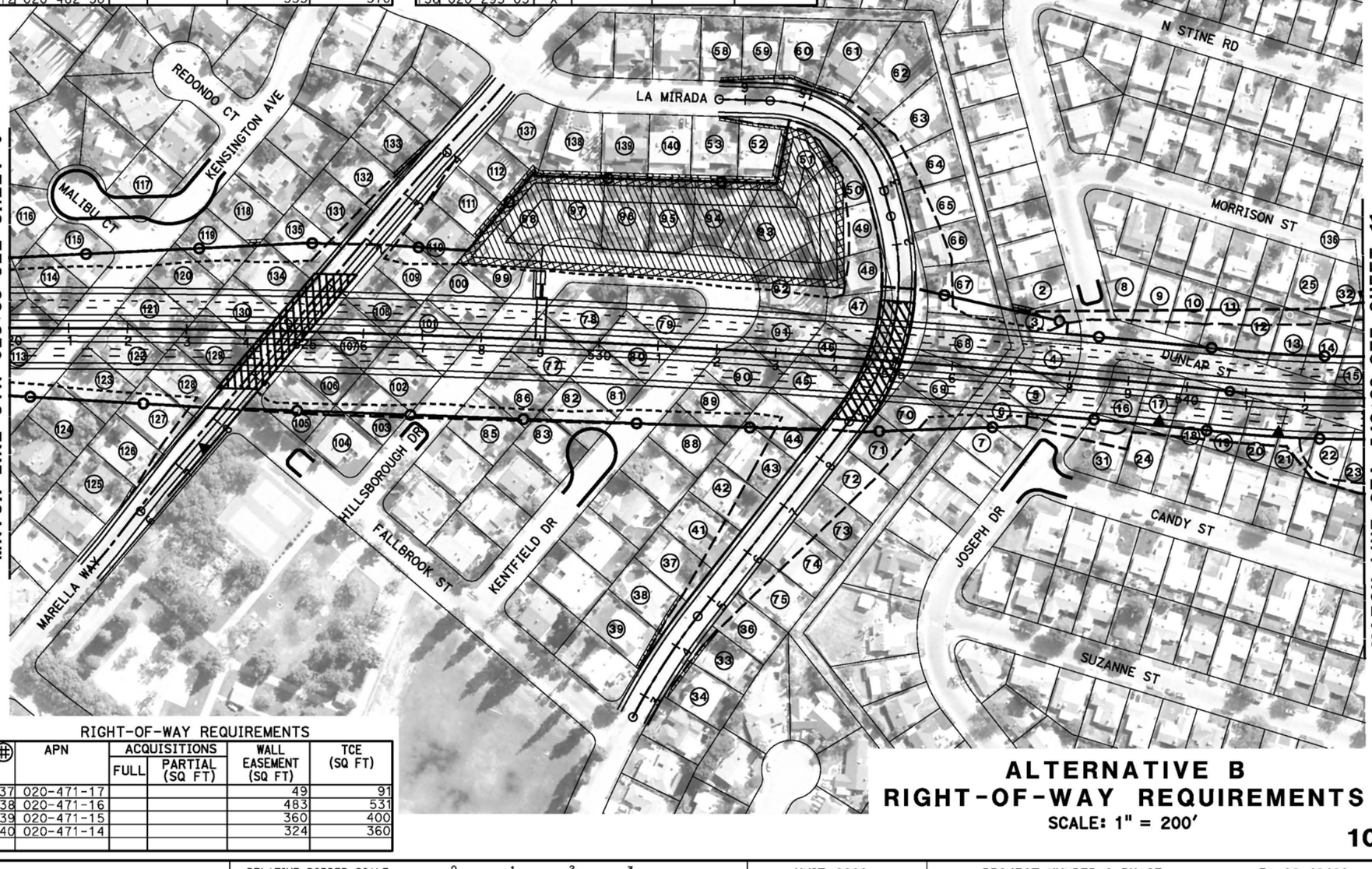
#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	NOT USED				
2	020-261-02		35	101	162
3	020-261-03	X			
4	020-261-04	X			
5	020-261-05	X			
6	020-261-06	X			
7	020-261-07	X			
8	020-262-01		78		
9	020-262-02	X			
10	020-262-03	X			
11	020-262-04	X			
12	020-262-05	X			
13	020-262-06	X			
14	020-262-07	X			
15	020-262-08	X			
16	020-265-01	X			
17	020-265-02	X			
18	020-265-03	X			
19	020-265-04	X			
20	020-265-05	X			
21	020-265-06	X			
22	020-265-07	X			
23	020-265-08	X			
24	020-265-21	X			
25	020-295-01		322		
26	NOT USED				
27	NOT USED				
28	NOT USED				
29	NOT USED				
30	NOT USED				
31	020-265-22	X			
32	020-295-02	X			
33	020-351-52		551		354
34	020-351-53		347		314
35	NOT USED				
36	020-351-55	X			
37	020-352-01	X			
38	020-352-02		590		354
39	020-352-03		198		356
40	NOT USED				
41	020-471-01	X			
42	020-471-02	X			
43	020-471-03	X			
44	020-471-04	X			
45	020-741-05	X			
46	020-471-06	X			
47	020-471-07	X			
48	020-471-08	X			
49	020-471-09	X			
50	020-471-10	X			
51	020-471-11	X			
52	020-471-12		919	694	1136
53	020-471-13		167	400	477
54	NOT USED				
55	NOT USED				
56	NOT USED				
57	NOT USED				
58	020-474-04		74		171
59	020-474-05		325		283
60	020-474-06		785		366
61	020-474-07		1109		327
62	020-474-08	X			
63	020-474-09	X			
64	020-474-10	X			
65	020-474-11	X			
66	020-474-12	X			
67	020-474-13	X			
68	020-474-14	X			
69	020-474-15	X			
70	020-474-16	X			
71	020-474-17	X			
72	020-474-18	X			
73	020-474-19	X			
74	020-474-23	X			
75	020-474-24	X			
76	NOT USED	X			
77	020-481-05	X			
78	020-481-06	X			
79	020-481-07	X			
80	020-481-08	X			
81	020-481-09	X			
82	020-481-10	X			
83	020-481-11	X			
84	NOT USED				
85	020-481-15	X			
86	020-481-16	X			
87	NOT USED				
88	020-482-06	X			

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
89	020-482-07	X			
90	020-482-08	X			
91	020-482-09	X			
92	020-482-10	X			
93	020-482-11	X			
94	020-482-12	X			
95	020-482-13	X			
96	020-482-14	X			
97	020-482-15	X			
98	020-482-16	X			
99	020-482-17	X			
100	020-482-18	X			
101	020-482-19	X			
102	020-482-20	X			
103	020-482-21	X			
104	020-482-22	X			
105	020-482-23	X			
106	020-482-24	X			
107	020-482-25	X			
108	020-482-26	X			
109	020-482-27	X			
110	020-482-28	X			
111	020-482-29			393	366
112	020-482-30			333	370

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
113	020-522-02	X			
114	020-522-03	X			
115	020-522-04	X			
116	020-522-05		747		
117	020-522-09	X			
118	020-524-06		32	87	69
119	020-524-07	X			
120	020-524-08	X			
121	020-524-09	X			
122	020-524-10	X			
123	020-524-11	X			
124	020-524-12	X			
125	020-524-16		57		488
126	020-524-17	X			
127	020-524-18	X			
128	020-524-19	X			
129	020-524-20	X			
130	020-524-21	X			
131	020-524-24	X			
132	020-524-25	X			
133	020-524-26	X			
134	020-524-28	X			
135	020-524-29	X			
136	020-295-03	X			



RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
137	020-471-17			49	91
138	020-471-16			483	531
139	020-471-15			360	400
140	020-471-14			324	360

ALTERNATIVE B
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

10

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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 EA 06-48460

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	020-262-08	X			
2	020-262-09	X			
3	020-262-10	X			
4	020-262-11	X			
5	020-262-12	X			
6	020-263-01	X			
7	020-263-02	X			
8	020-263-03	X			
9	020-263-04				53
10	020-265-08	X			
11	020-265-09	X			
12	020-265-10	X			
13	020-265-11	X			
14	020-293-02	X			
15	020-293-03	X			
16	020-293-04	X			
17	020-293-05	X			
18	020-293-06	X			
19	020-293-07	X			
20	020-293-08	X			
21	020-293-09	X			
22	020-293-10	X			
23	020-293-11	X			
24	020-293-12	X			
25	020-293-13	X			
26	020-293-14	X			

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
27	020-294-01	X			
28	020-294-02	X			
29	020-294-03	X			
30	020-294-04	X			
31	020-294-05	X			
32	020-294-06	X			
33	020-295-03	X			
34	020-295-04	X			
35	020-295-05	X			
36	020-295-06	X			
37	020-295-07	X			
38	149-101-01	X			
39	149-221-03	X			
40	149-221-04	X			
41	020-293-01		130		
42	NOT USED				
43	149-221-16	X			
44	149-221-15	X			
45	149-221-17	X			
46	NOT USED				
47	149-221-21	X			
48	149-221-26	X			
49	149-221-27	X			
50	149-222-01	X			
51	149-222-12	X			
52	149-222-14	X			

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
53	149-222-15	X			
54	149-222-16	X			
55	149-222-17	X			
56	149-222-18	X			
57	NOT USED				
58	149-222-26	X			
59	149-222-31	X			
60	149-222-33	X			
61	149-222-34	X			
62	149-222-35	X			
63	149-232-01		628		234
64	149-232-02	X			
65	149-233-01	X			
66	149-233-04	X			
67	149-233-05	X			
68	149-233-08	X			
69	149-320-01	X			
70	149-320-02	X			
71	149-320-03	X			
72	149-320-04	X			
73	149-320-05	X			
74	149-320-06	X			
75	149-320-07	X			
76	149-320-08		564		232
77	149-320-09		369		214
78	149-221-20		942		
79	149-221-05		589		
80	149-221-08		592		

ALTERNATIVE B
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

11

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	11	

REGISTERED CIVIL ENGINEER DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

PLANS APPROVAL DATE

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900 TRUXTUN AVENUE, SUITE 200
BAKERSFIELD, CALIFORNIA 93301

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	147-032-13		1,001	497	498
2	149-190-17	X			
3	147-026-14		1,001	497	498
4	147-026-16		1,399	458	439
5	147-031-08			498	
6	147-031-27	X			
7	147-032-06			477	538
8	147-032-25			746	831
9	147-032-27	X			
10	149-180-02	X			
11	149-180-03	X			
12	149-180-21	X			
13	149-180-24	X			
14	149-180-25	X			
15	149-190-18	X			
16	149-190-06	X			
17	149-190-08	X			
18	149-190-09	X			
19	149-190-10	X			
20	149-190-11	X			

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
21	149-190-16	X			
22	149-190-05		2,845		1,102
23	149-200-20	X			
24	149-200-21		11,008	2,033	7,561
25	149-211-01		863		419
26	149-211-02		603		258
27	149-211-08	X			
28	149-211-09	X			
29	149-211-10	X			
30	149-222-04	X			
31	149-222-05	X			
32	149-222-06	X			
33	149-222-07	X			
34	149-222-08	X			
35	149-222-09	X			
36	149-222-29				434
37	149-222-38	X			
38	149-222-39	X			
39	149-233-02	X			
40	149-233-03	X			
41	149-233-04	X			
42	147-031-28			448	498
43	149-212-09			300	300
44	149-212-10			750	800
45	149-213-09			234	
46	149-213-07			410	
47	149-211-07		151	146	198

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	12	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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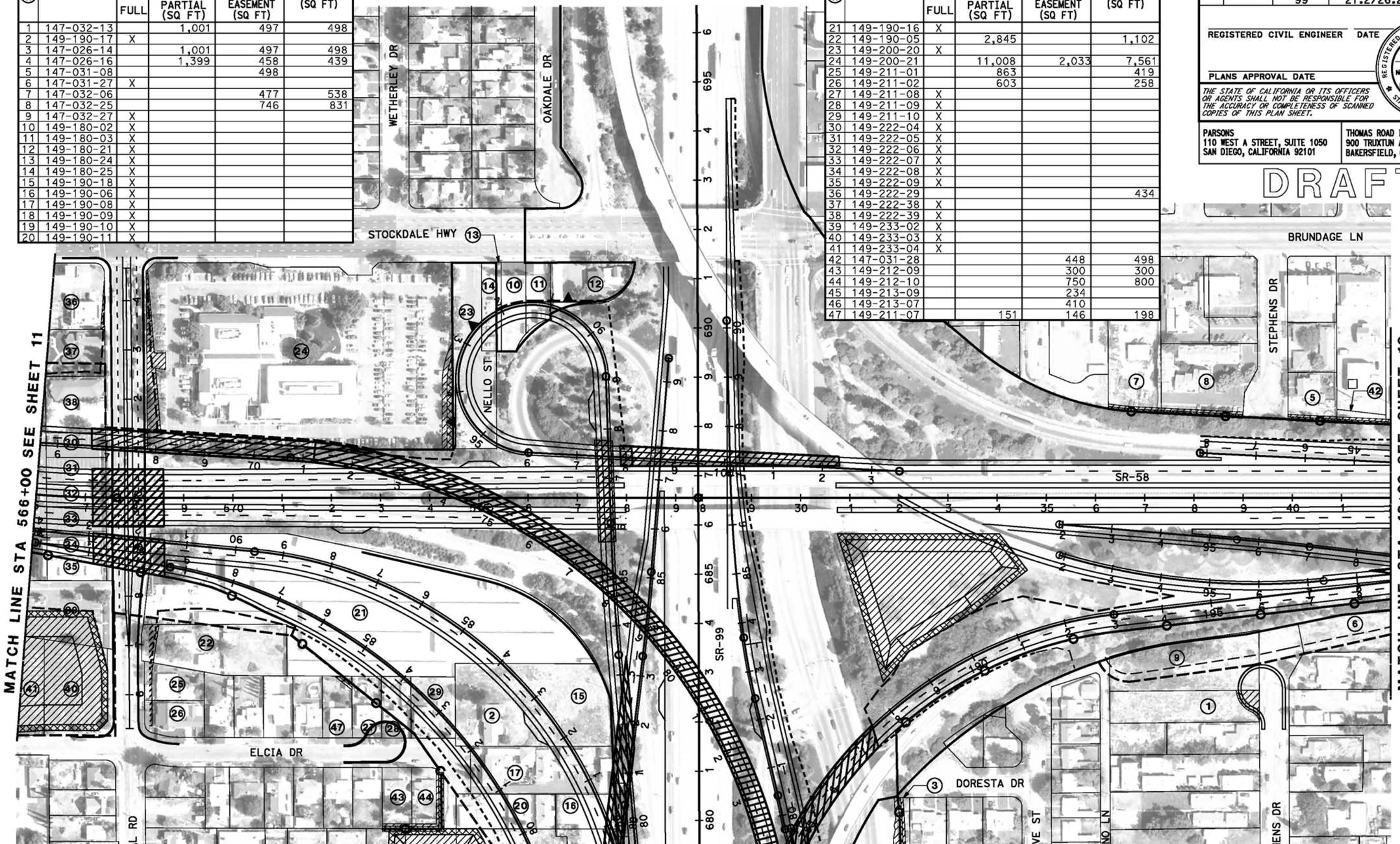

ALTERNATIVE B
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

12

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	13	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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BAKERSFIELD, CALIFORNIA 93301

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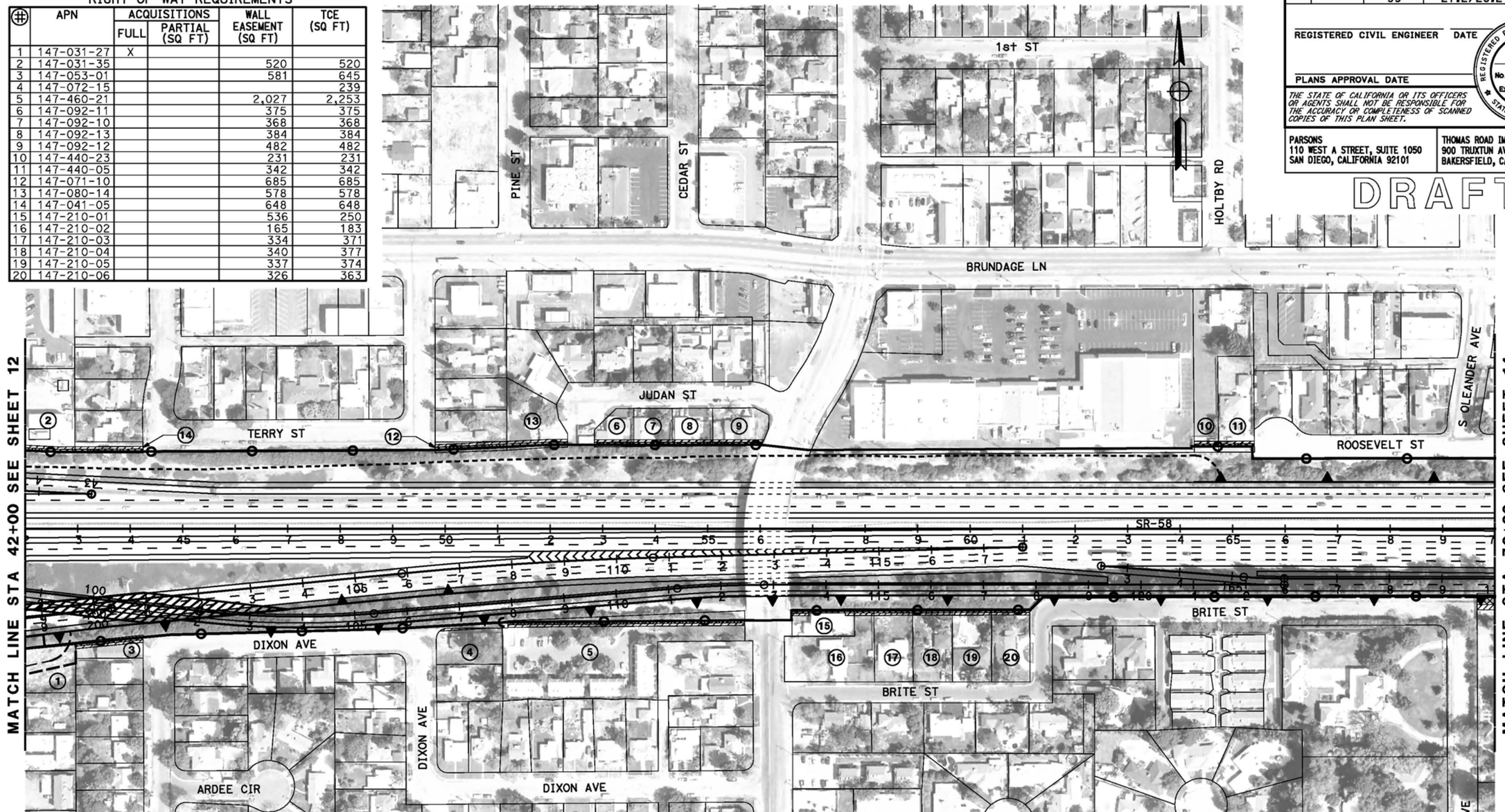
RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	147-031-27	X			
2	147-031-35			520	520
3	147-053-01			581	645
4	147-072-15				239
5	147-460-21			2,027	2,253
6	147-092-11			375	375
7	147-092-10			368	368
8	147-092-13			384	384
9	147-092-12			482	482
10	147-440-23			231	231
11	147-440-05			342	342
12	147-071-10			685	685
13	147-080-14			578	578
14	147-041-05			648	648
15	147-210-01			536	250
16	147-210-02			165	183
17	147-210-03			334	371
18	147-210-04			340	377
19	147-210-05			337	374
20	147-210-06			326	363



ALTERNATIVE B
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

13

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	14	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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900 TRUXTUN AVENUE, SUITE 200
BAKERSFIELD, CALIFORNIA 93301

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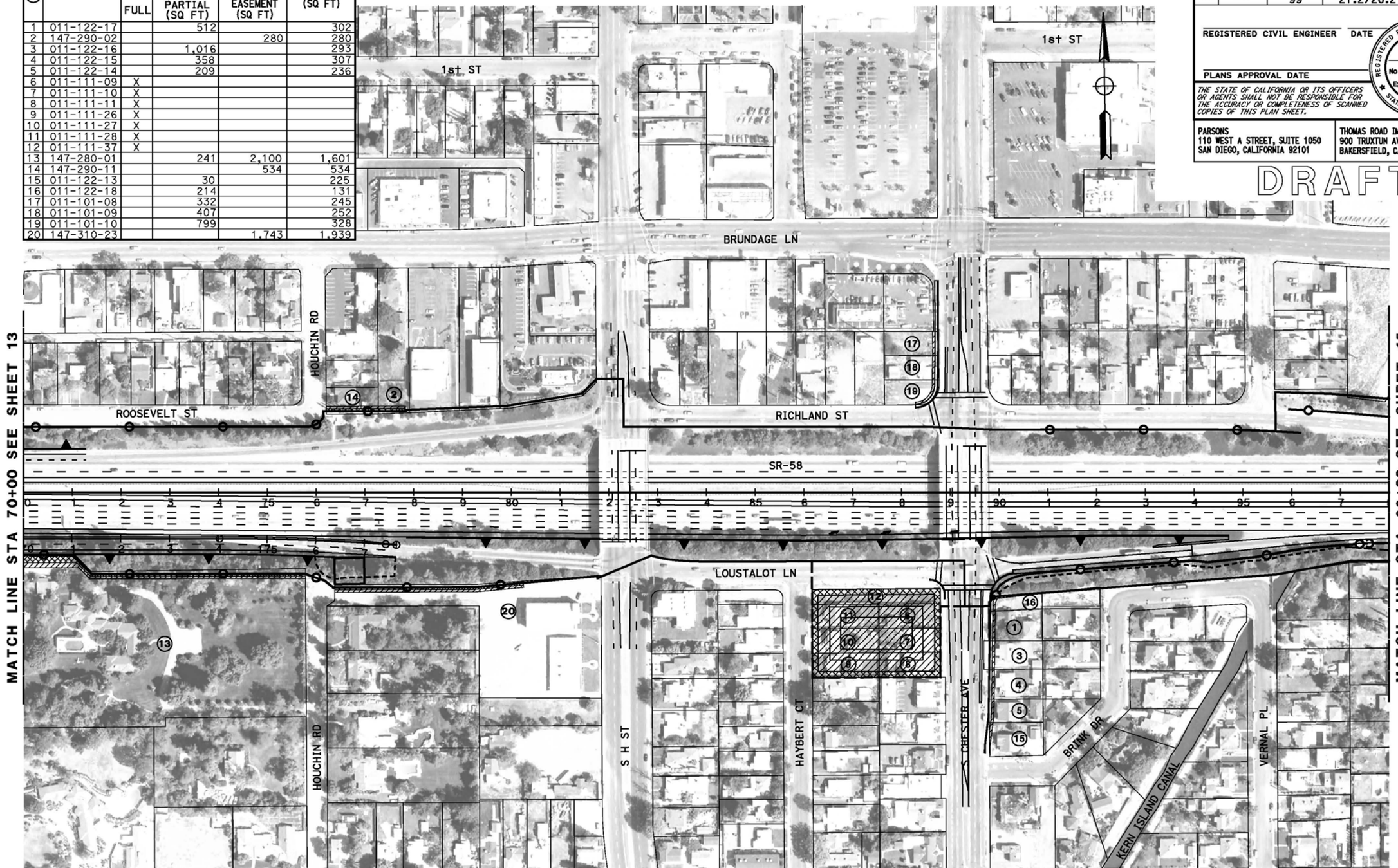
RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	011-122-17		512		302
2	147-290-02			280	280
3	011-122-16		1,016		293
4	011-122-15		358		307
5	011-122-14		209		236
6	011-111-09	X			
7	011-111-10	X			
8	011-111-11	X			
9	011-111-26	X			
10	011-111-27	X			
11	011-111-28	X			
12	011-111-37	X			
13	147-280-01		241	2,100	1,601
14	147-290-11			534	534
15	011-122-13		30		225
16	011-122-18		214		131
17	011-101-08		332		245
18	011-101-09		407		252
19	011-101-10		799		328
20	147-310-23			1,743	1,939



ALTERNATIVE B
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

14

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	15	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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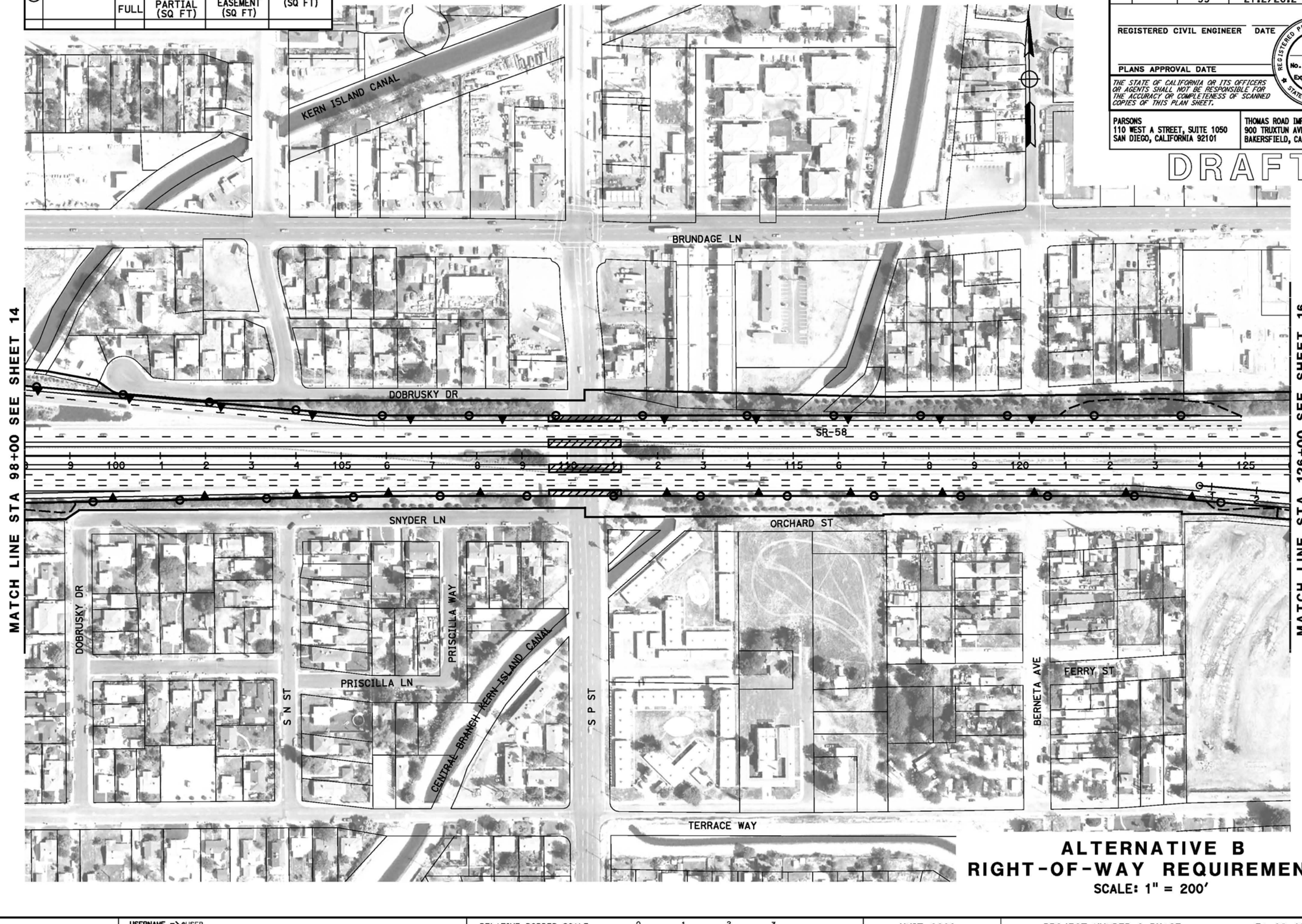
DRAFT

RIGHT-OF-WAY REQUIREMENTS

APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)



ALTERNATIVE B
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

15

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UNIT 0000

PROJECT NUMBER & PHASE

EA 06-48460

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	16	

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	169-101-07			503	580
2	169-110-14			550	610
3	169-092-01			100	111
4	169-092-30			959	1025
5	169-093-11			486	381

ALTERNATIVE B
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

16

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UNIT 0000

PROJECT NUMBER & PHASE

EA 06-48460

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	17	

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RIGHT-OF-WAY REQUIREMENTS

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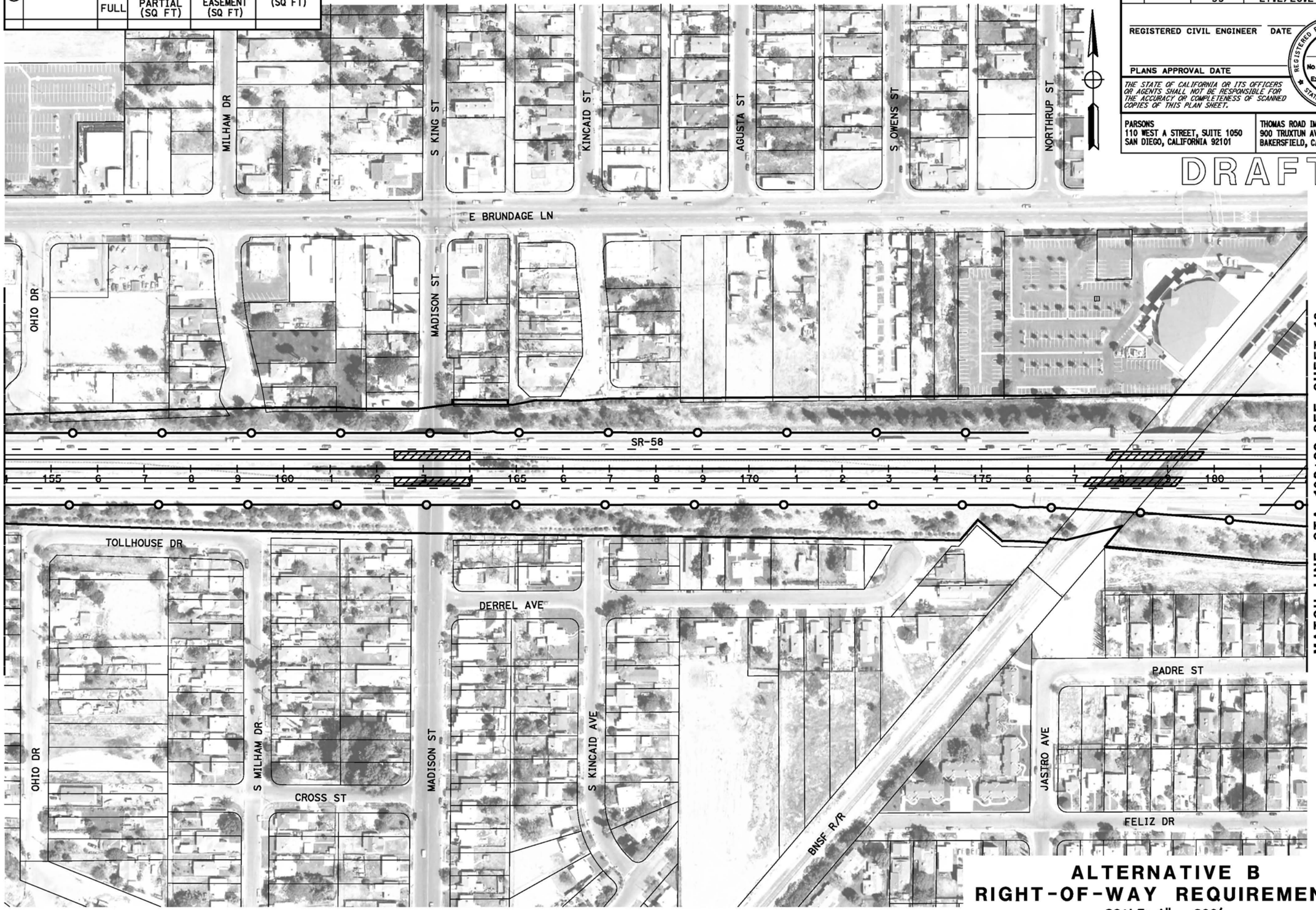

ALTERNATIVE B
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

17

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RIGHT-OF-WAY REQUIREMENTS

APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	18	

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DRAFT

CLYDE ST

BNSF R/R

E BRUNDAGE LN

SR-58

182+00 SEE SHEET 17

3 4 185 6 7 8 9 190 1 2 3 4 195 6 7 8 9 200 1 2 3 4 205 6 7 8 9 2

MATCH LINE STA 182+00

PADRE ST

COTTONWOOD RD

SIMPSON RD

FRANCO RD

SIMON RD

FELIZ DR

ALTERNATIVE B
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

18

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UNIT 0000

PROJECT NUMBER & PHASE

EA 06-48460

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	19	

REGISTERED CIVIL ENGINEER DATE

REGISTERED PROFESSIONAL ENGINEER
No.
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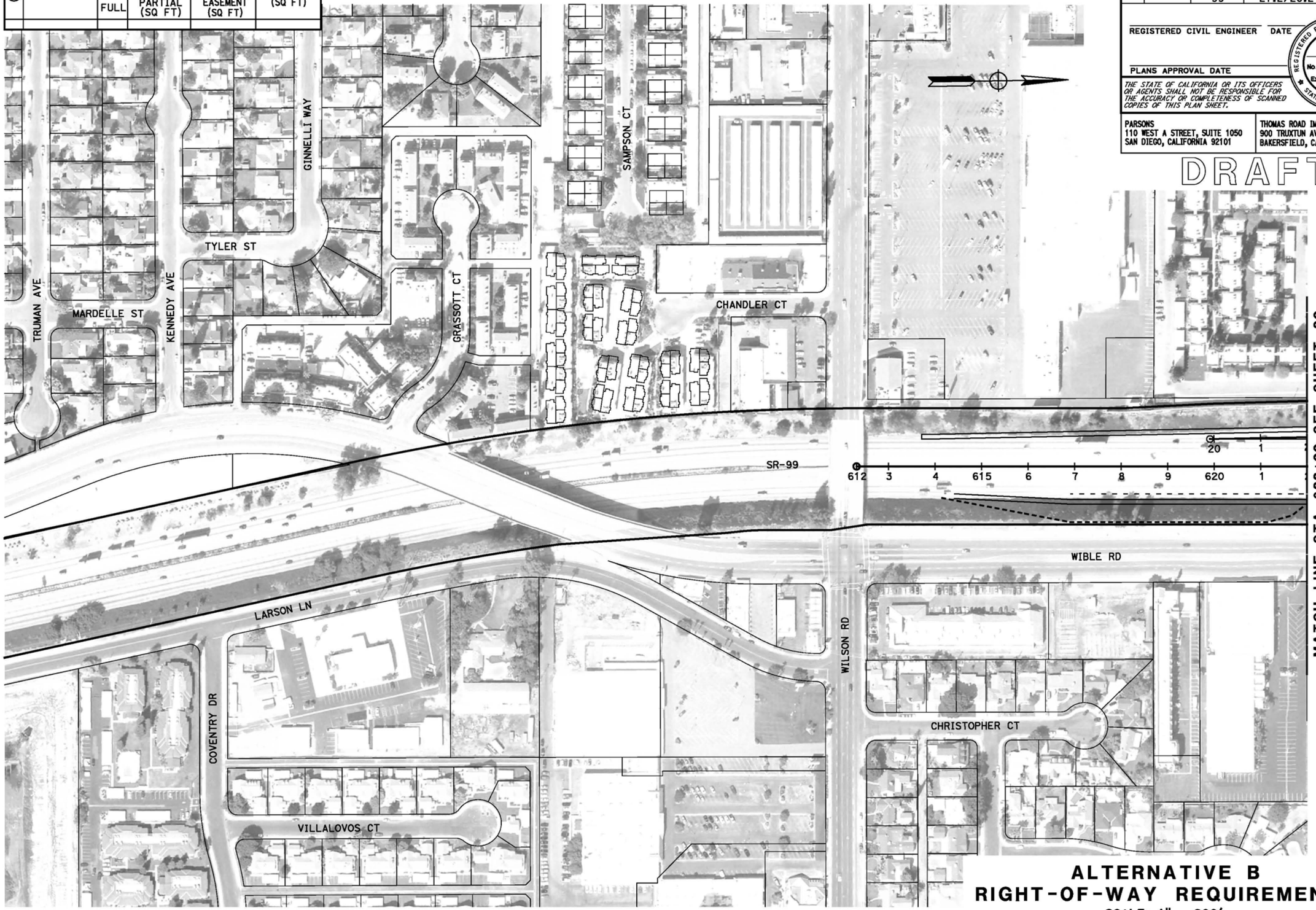
DRAFT



ALTERNATIVE B
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

19

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	20	

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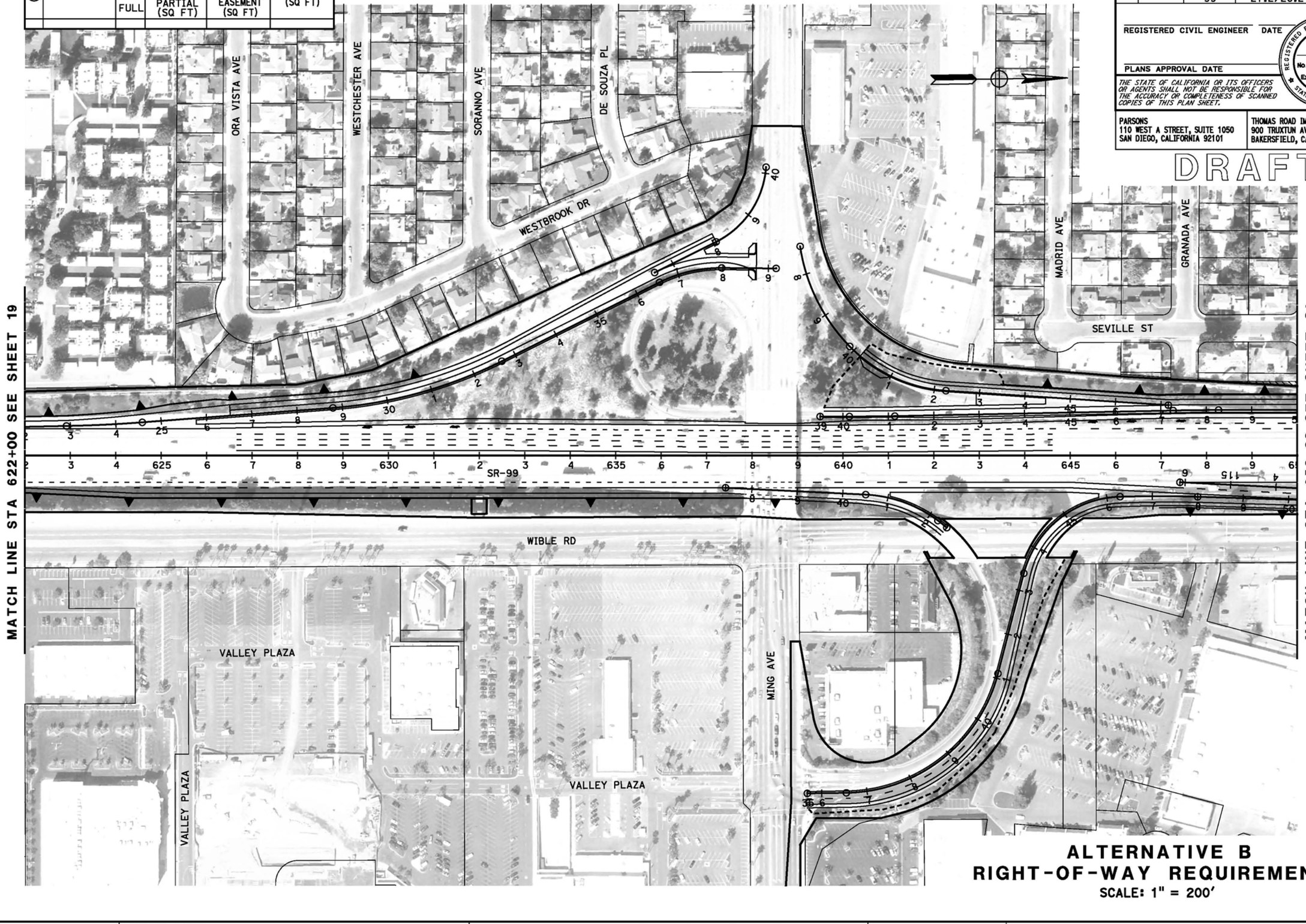
RIGHT-OF-WAY REQUIREMENTS

APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)



ALTERNATIVE B
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

20

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	147-101-12			325	283
2	147-101-14			52	152
3	147-101-21			471	458
4	147-103-12			552	535
5	147-111-07				499
6	147-111-09				326
7	147-111-11				333
8	147-111-13				587
9	147-112-01				334
10	147-112-06				324
11	147-112-07	X			
12	147-112-08	X			
13	147-112-09	X			
14	148-240-01	X			
15	148-240-02				352
16	148-240-37		3,413		851
17	148-240-38		1,403		349
18	147-240-39	X			
19	148-240-55		2,210		543
20	149-240-07		89,373		
21	149-240-18		18,918		

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
22	149-240-17	X			
23	149-250-09		5,272		
24	149-250-10	X			
25	149-250-42	X			
26	149-250-43	X			
27	149-250-47	X			
28	149-250-48	X			
29	149-250-49	X			
30	149-250-50		15		
31	164-010-08				144
32	164-010-09				97
33	164-010-10	X			
34	164-010-18	X			
35	164-010-19	X			
36	164-010-20	X			
37	164-010-38	X			
38	164-390-01	X			
39	164-390-02			223	325
40	164-010-38		1,828	6,110	3,601

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	21	

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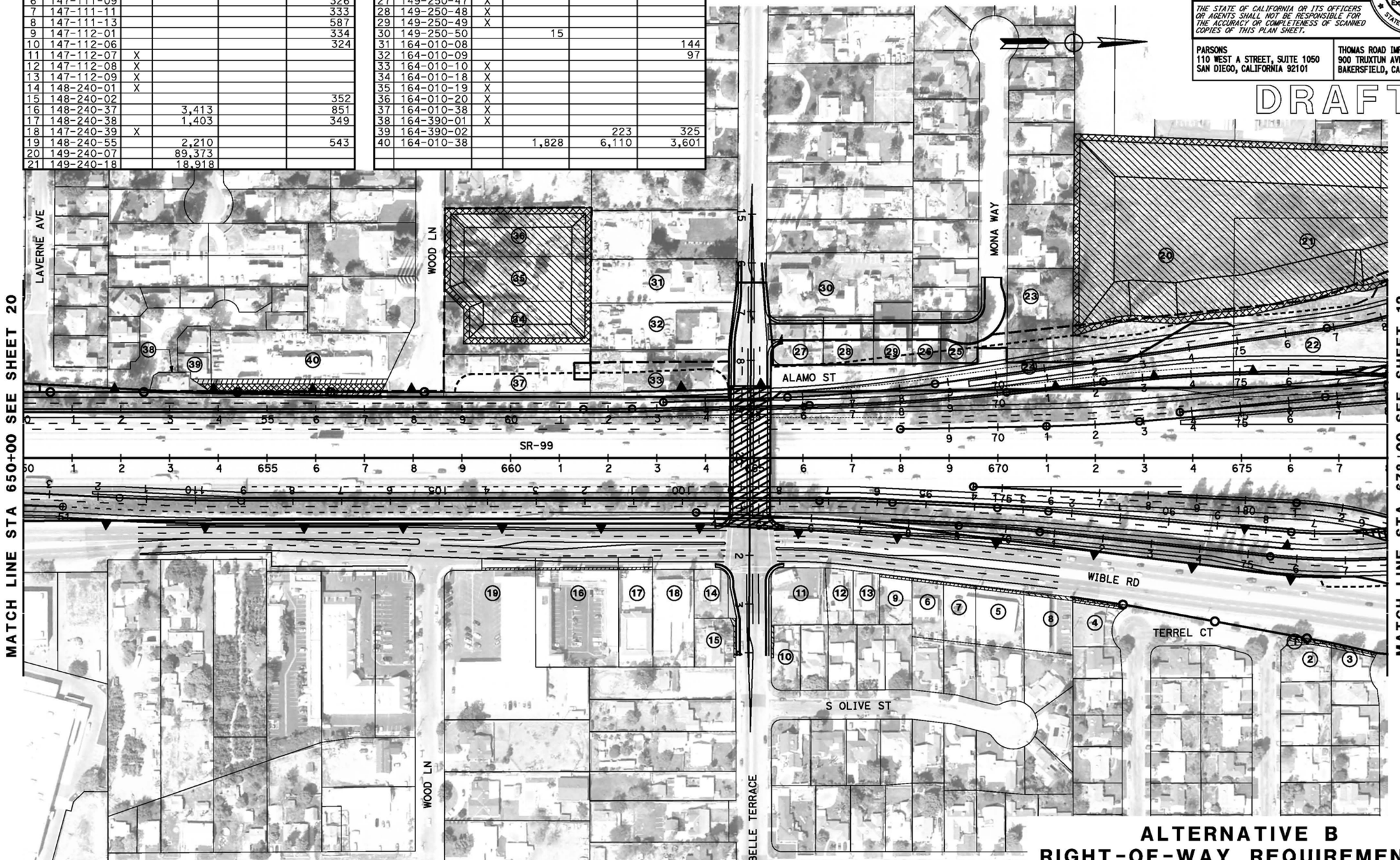

ALTERNATIVE B
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

21

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	332-152-31			57	
2	332-152-32			3,244	

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	22	

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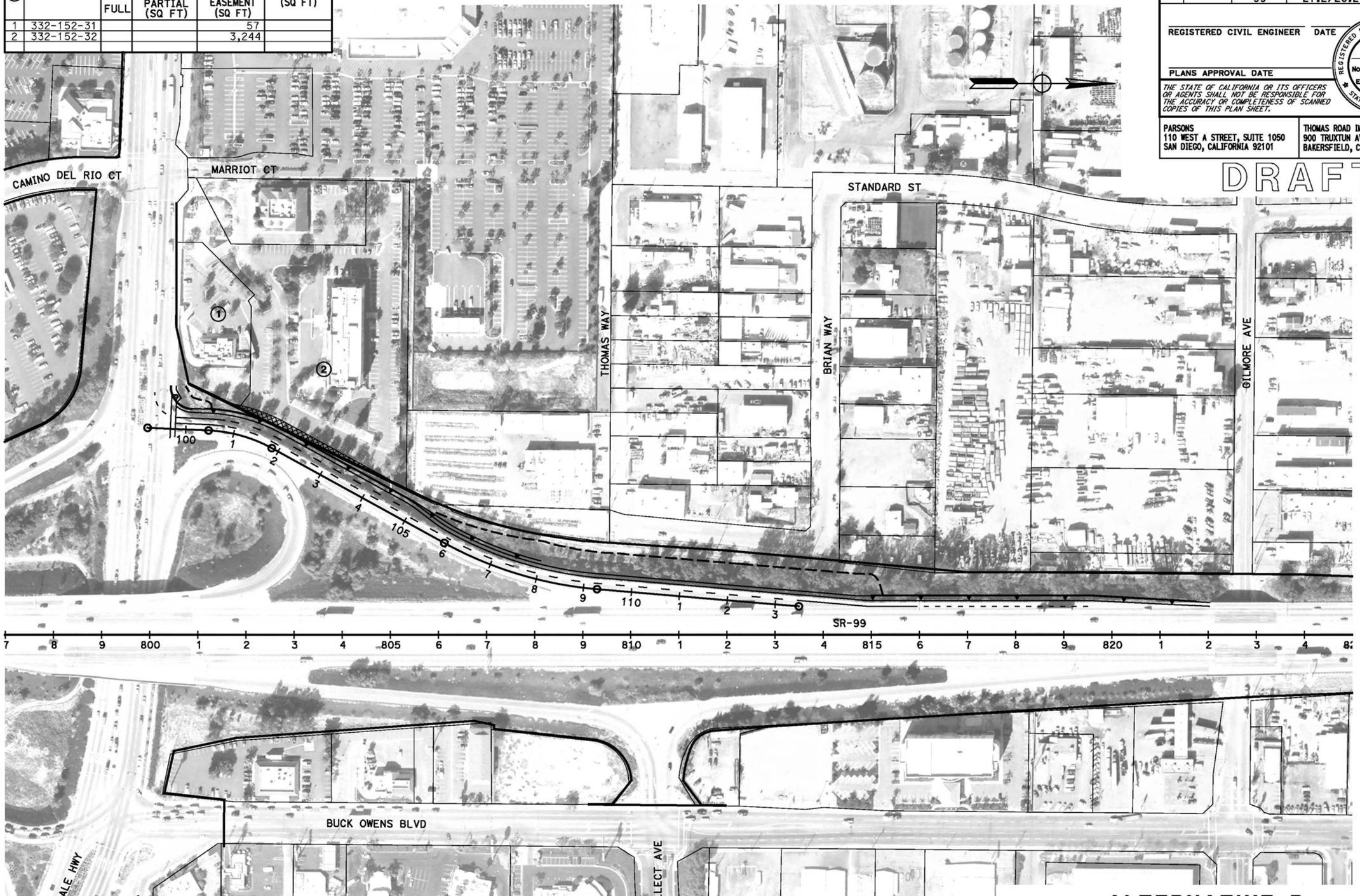

ALTERNATIVE B
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

22

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	104-291-31		404		
2	104-291-32		10,889		
3	104-291-33		12,582		
4	104-292-04		16,332		
5	160-010-07		49,505		

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	23	

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ALTERNATIVE B
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

23

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	24	

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DRAFT

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	104-292-04		16,332		
2	160-010-07		49,505		
3	160-010-42		86,325		

ALTERNATIVE B
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

24

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2		

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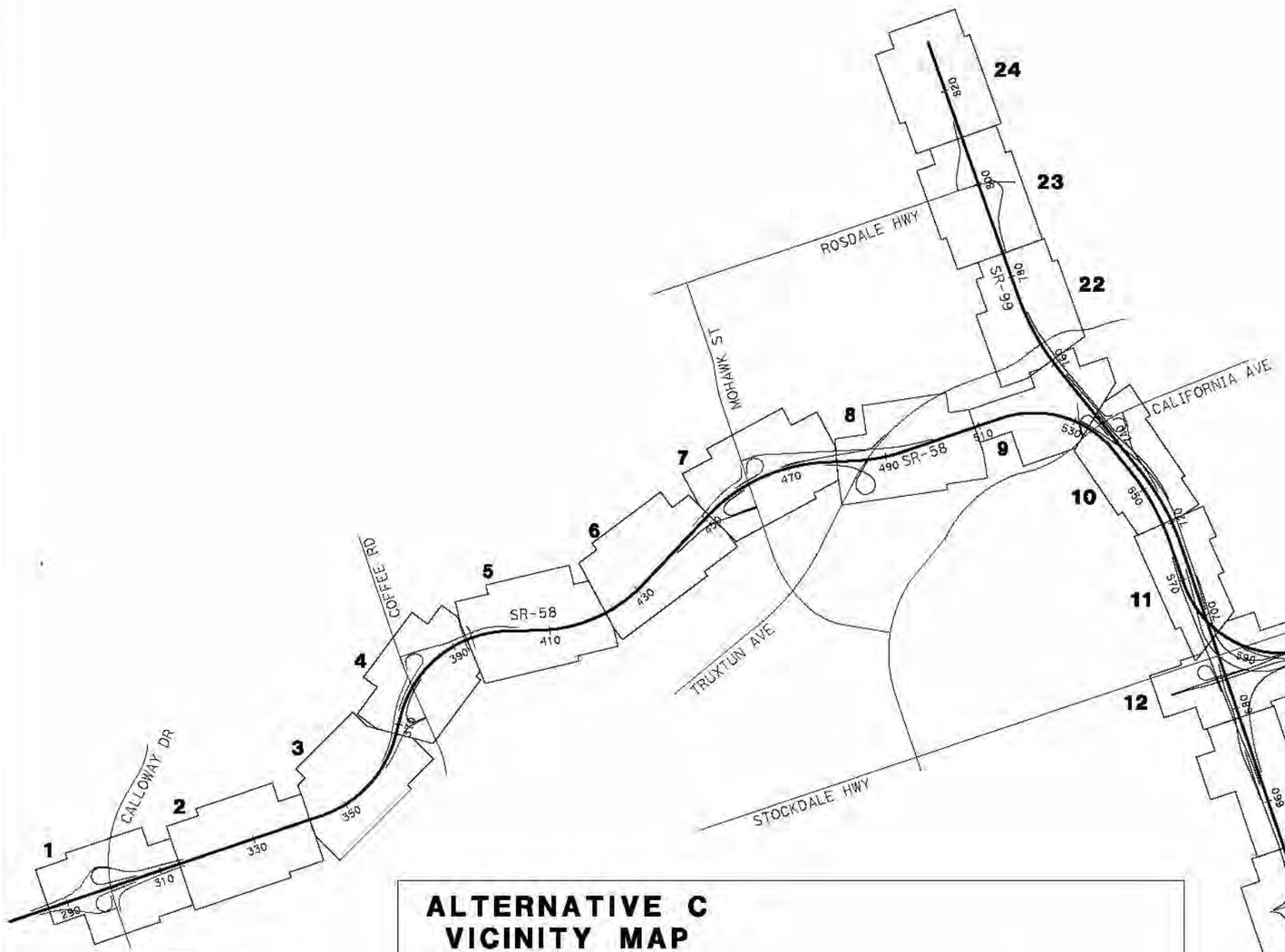
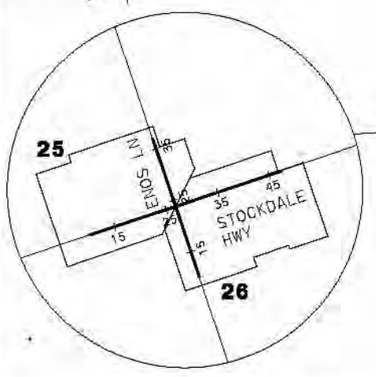
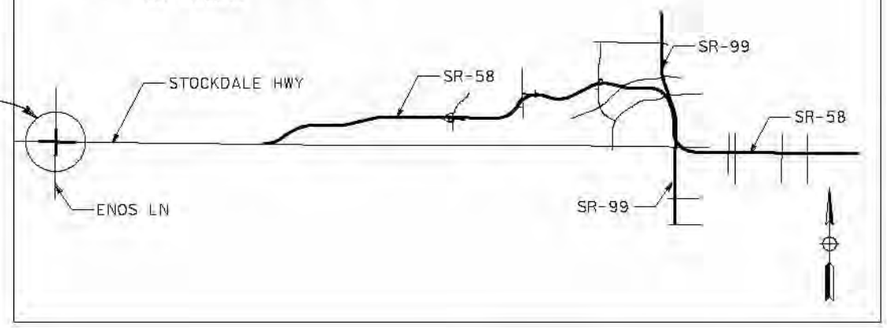




ALTERNATIVE C VICINITY MAP

NO SCALE



ALTERNATIVE C KEY MAP

NO SCALE

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	500-150-01	X			
2	500-560-01	X			

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	1	

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SIOUX CREEK DR
VERDUGO LN
BAY COLONY DR
CALLOWAY DR
METHERLY HILL RD
MAIDENSFORD DR
BATTERSEA PARK DR
ASHBOURN DR
CROSS VALLEY CANAL

MATCH LINE STA 314+00 SEE SHEET 2

LEGEND

- EXISTING PARCEL BOUNDARY
- EXISTING STATE RIGHT OF WAY
- PROPOSED STATE RIGHT OF WAY
- PROPOSED ROADWAY
- EXISTING ROADWAY
- RETAINING WALL
- SOUNDWALL
- GRADING LIMIT (CUT)
- GRADING LIMIT (FILL)
- DRAINAGE BASIN
- TEMPORARY CONSTRUCTION EASMENT
- WALL EASEMENT
- CLOSED RAMP

ALTERNATIVE C
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

1

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	500-150-01	X			
2	501-010-24	X			
3	501-010-39	X			

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	2	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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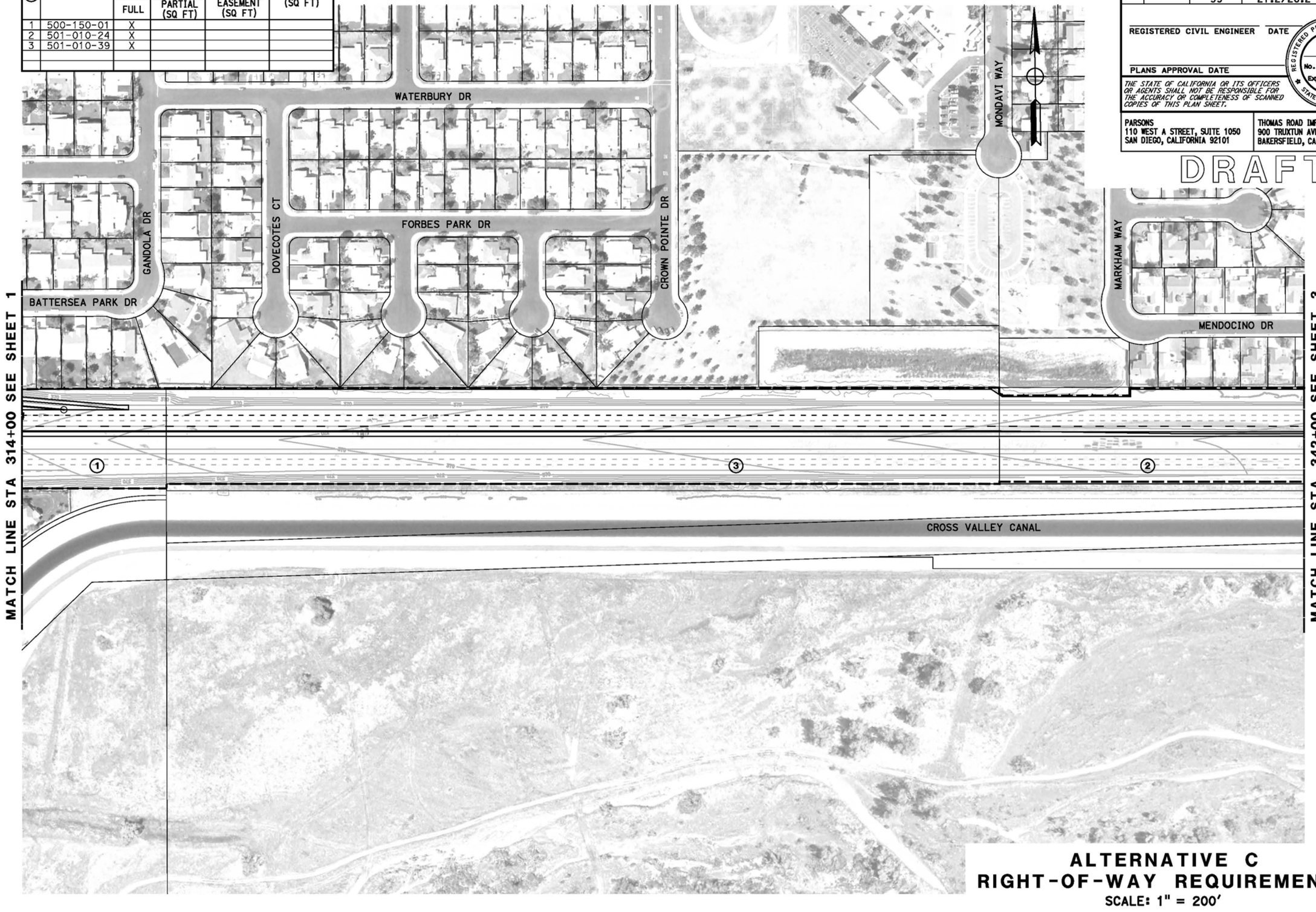

ALTERNATIVE C
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

2

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	501-010-24	X			
2	501-010-23	X			
3	501-010-22	X			
4	501-010-12		20		
5	501-010-10		4,034		
6	501-010-14	X			
7	501-010-15	X			
8	501-010-48	X			
9	C.O.B	X			
10	C.O.B	X			

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	3	

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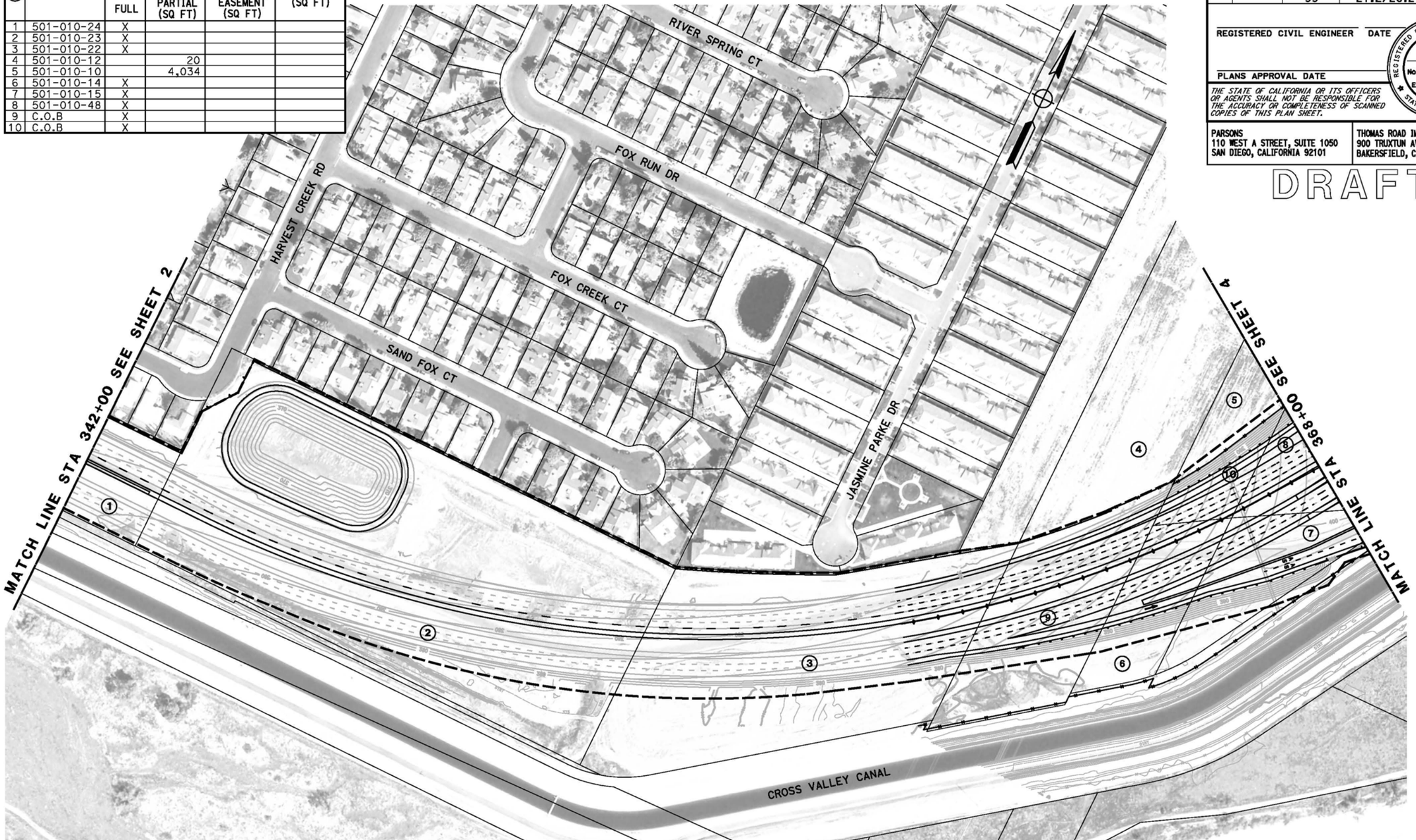

ALTERNATIVE C
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	4	

REGISTERED CIVIL ENGINEER DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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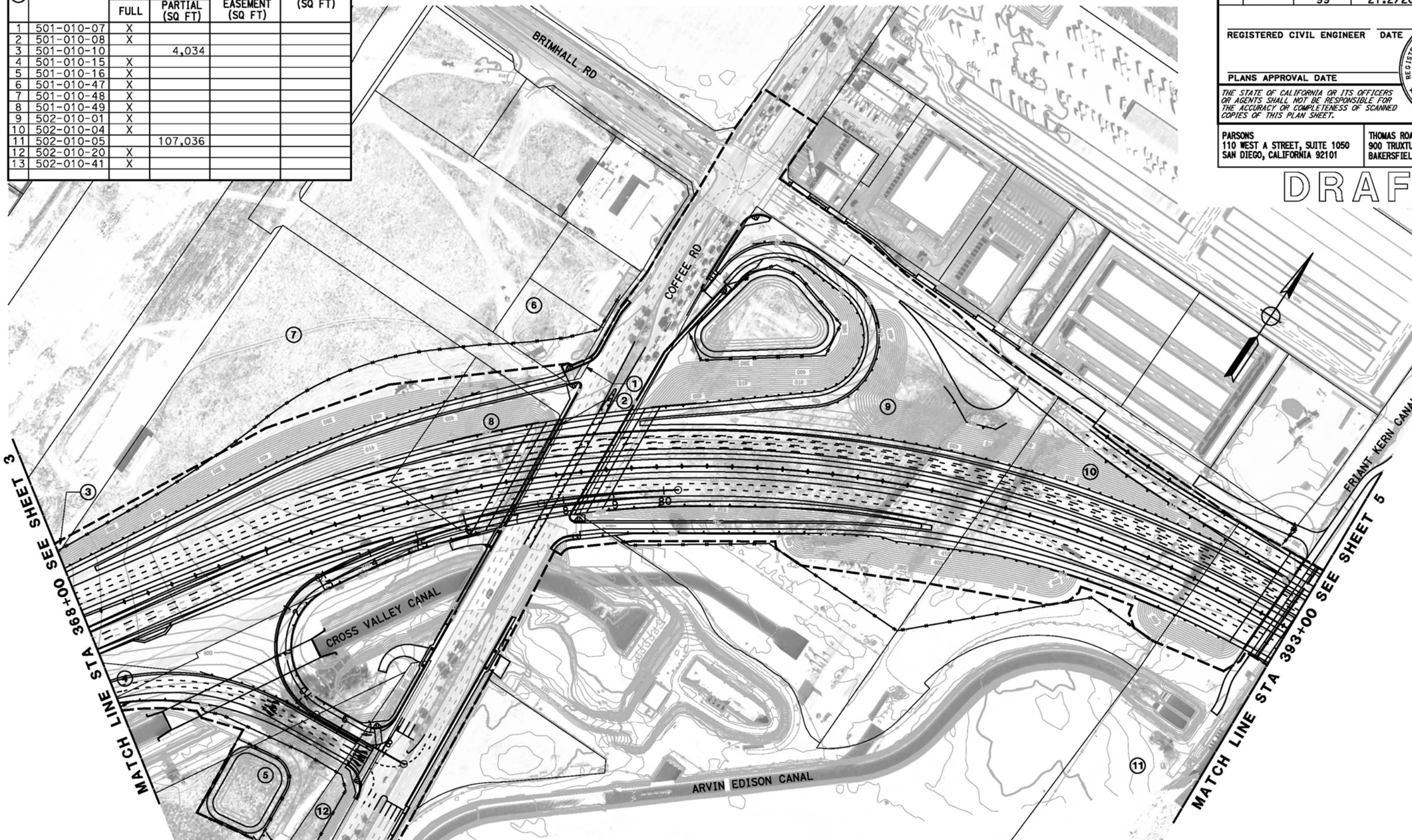
RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	501-010-07	X			
2	501-010-08	X			
3	501-010-10		4,034		
4	501-010-15	X			
5	501-010-16	X			
6	501-010-47	X			
7	501-010-48	X			
8	501-010-49	X			
9	502-010-01	X			
10	502-010-04	X			
11	502-010-05		107,036		
12	502-010-20	X			
13	502-010-41	X			



ALTERNATIVE C
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

EA 06-48460

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS		WALL EASEMENT (SQ FT)	TCE (SQ FT)
		FULL	PARTIAL (SQ FT)		
1	C.O.B	X			
2	502-010-05		107,036		
3	502-010-44	X			
4	502-010-45	X			
5	502-010-47	X			

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	5	

REGISTERED CIVIL ENGINEER DATE

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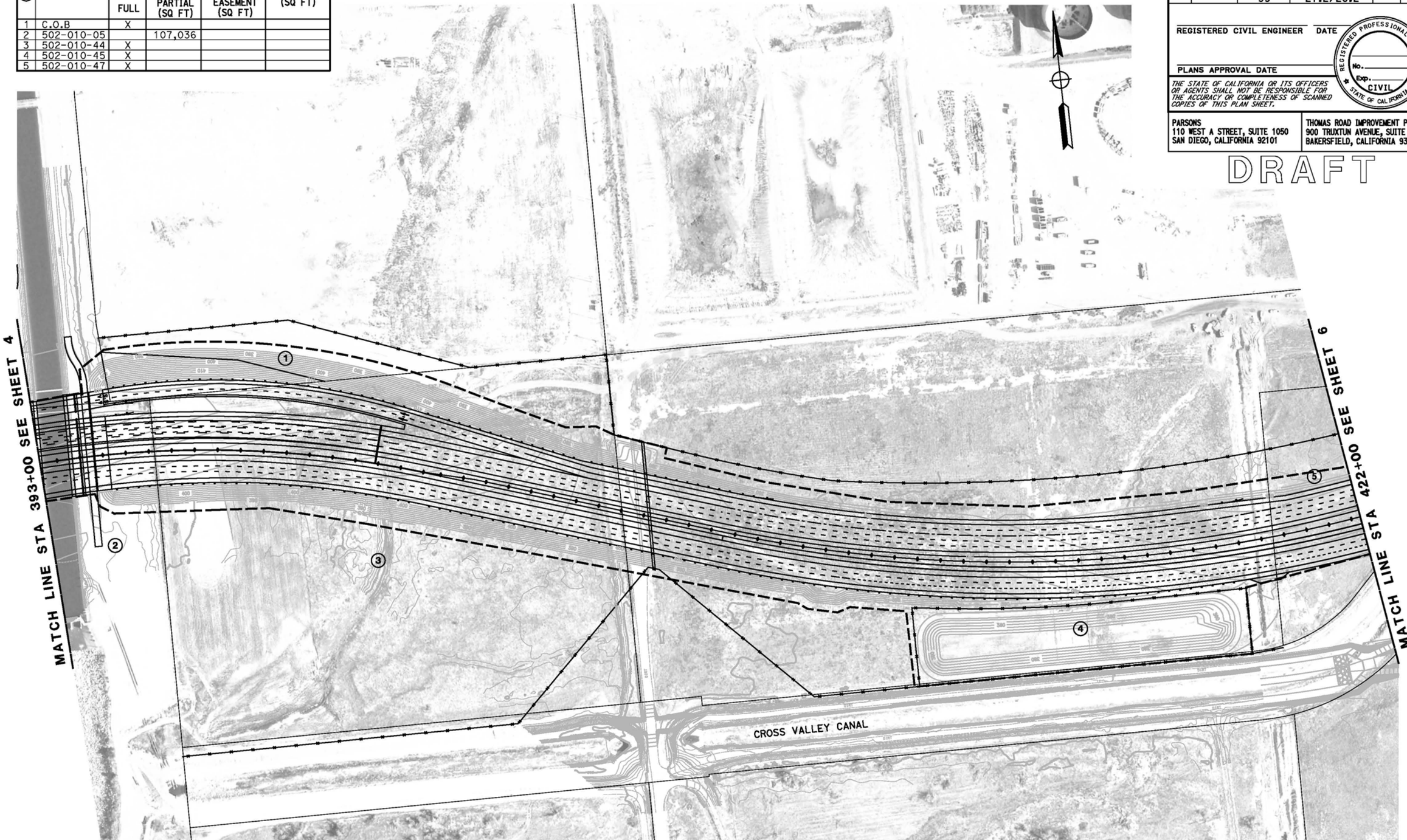

ALTERNATIVE C
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

5

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE EA 06-48460

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS		WALL EASEMENT (SQ FT)	TCE (SQ FT)
		FULL	PARTIAL (SQ FT)		
1	C.O.B	X			
2	C.O.B	X			
3	368-040-26		4		
4	C.O.B	X			
5	C.O.B	X			
6	C.O.B	X			

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	6	

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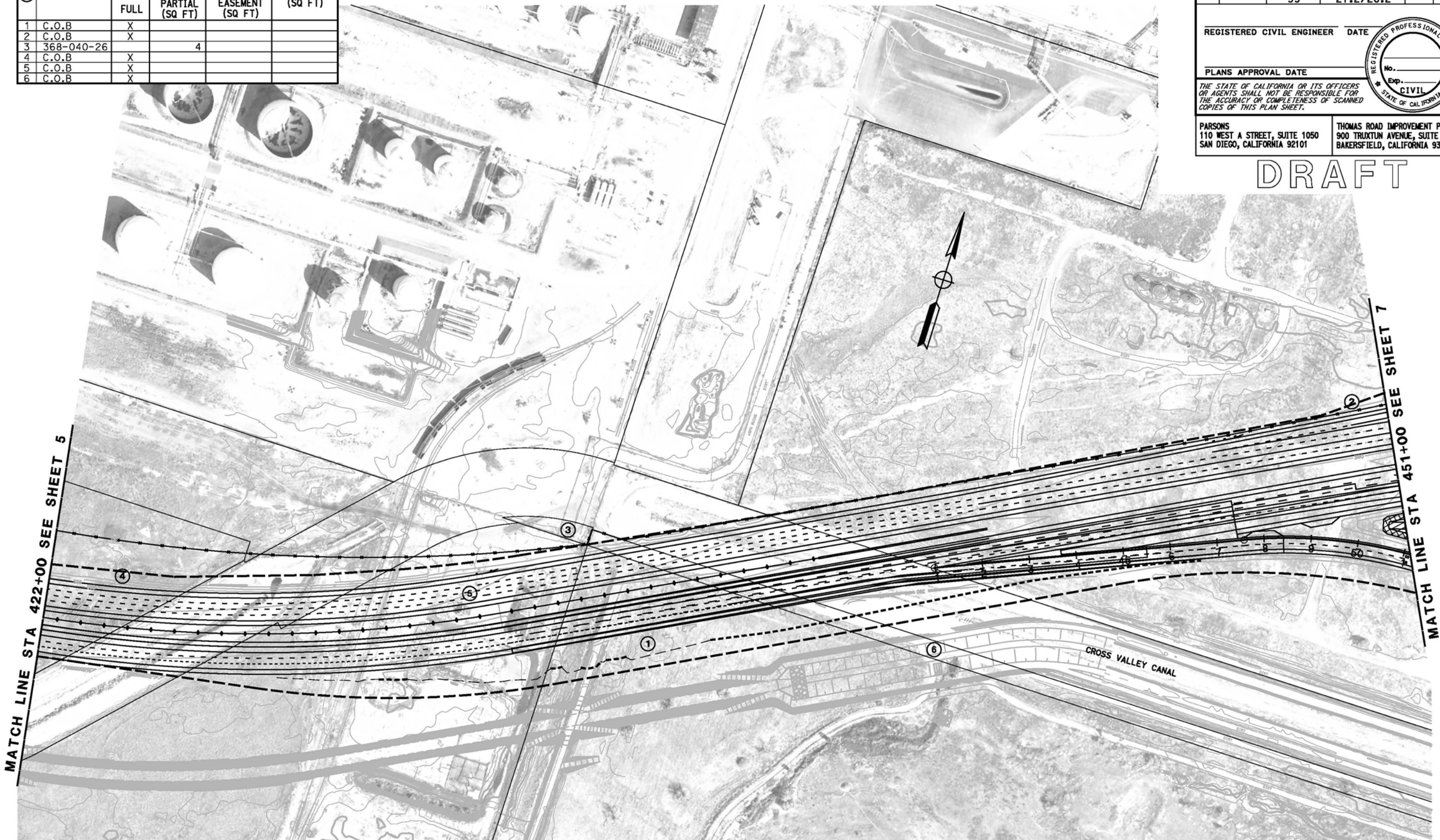

ALTERNATIVE C
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	C.O.B	X			
2	C.O.B	X			
3	C.O.B	X			
4	C.O.B	X			
5	C.O.B	X			
6	C.O.B	X			
7	332-280-28		23,338		
8	332-280-27		102,651		

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	7	

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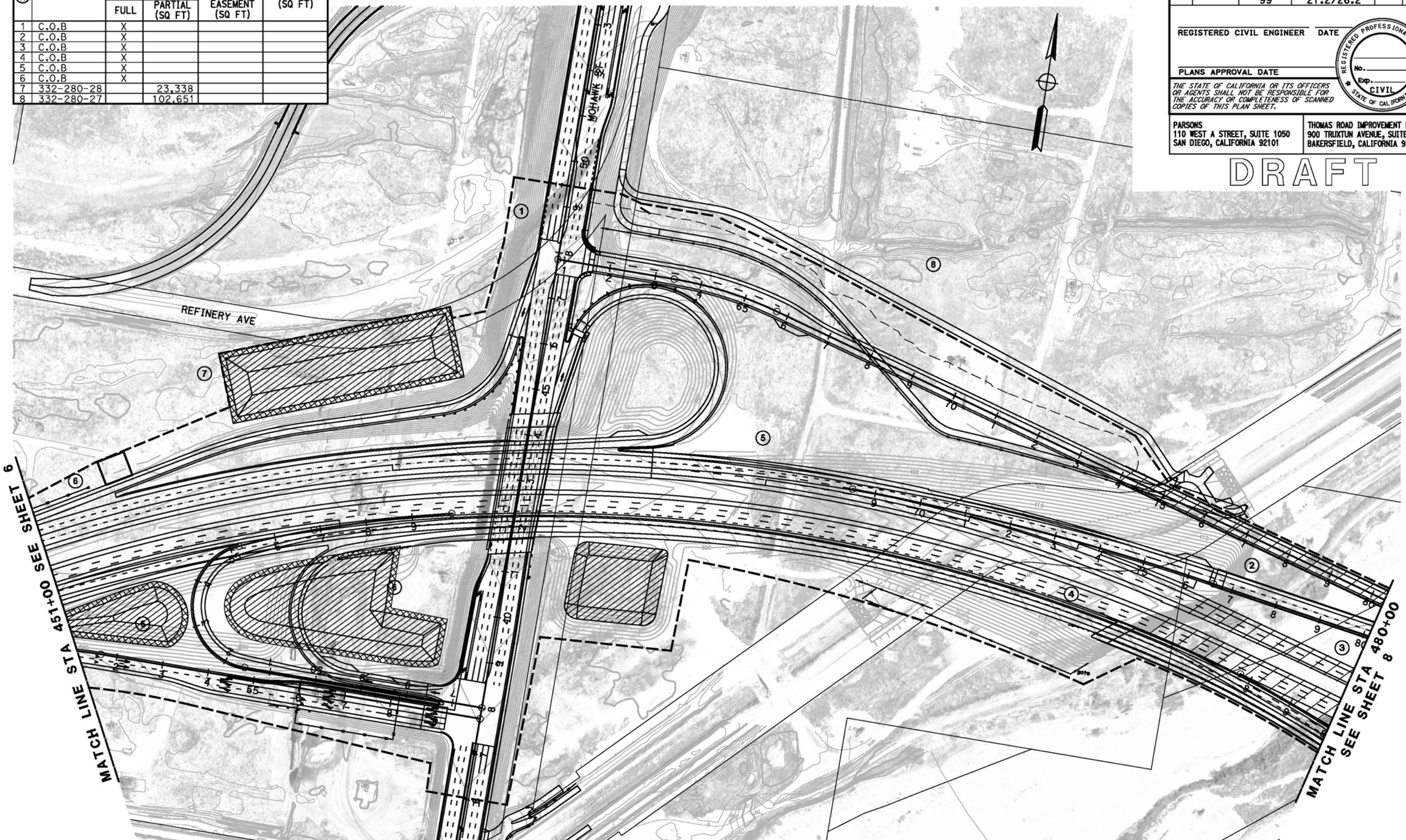

ALTERNATIVE C
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

7

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	332-332-22	X			
2	332-332-23	X			
3	NOT USED				
4	NOT USED				
5	332-256-07	X			
6	332-256-08		49,180		
7	332-256-10		63,409		
8	332-256-11	X			
9	332-256-12	X			
10	332-256-13	X			
11	332-256-14	X			
12	332-256-15	X			
13	332-256-16	X			
14	332-256-48	X			
15	NOT USED				
16	332-256-50	X			
17	332-256-53	X			
18	332-256-54	X			
19	332-256-56	X			
20	C.O.B	X			
21	C.O.B	X			

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	8	

REGISTERED CIVIL ENGINEER DATE

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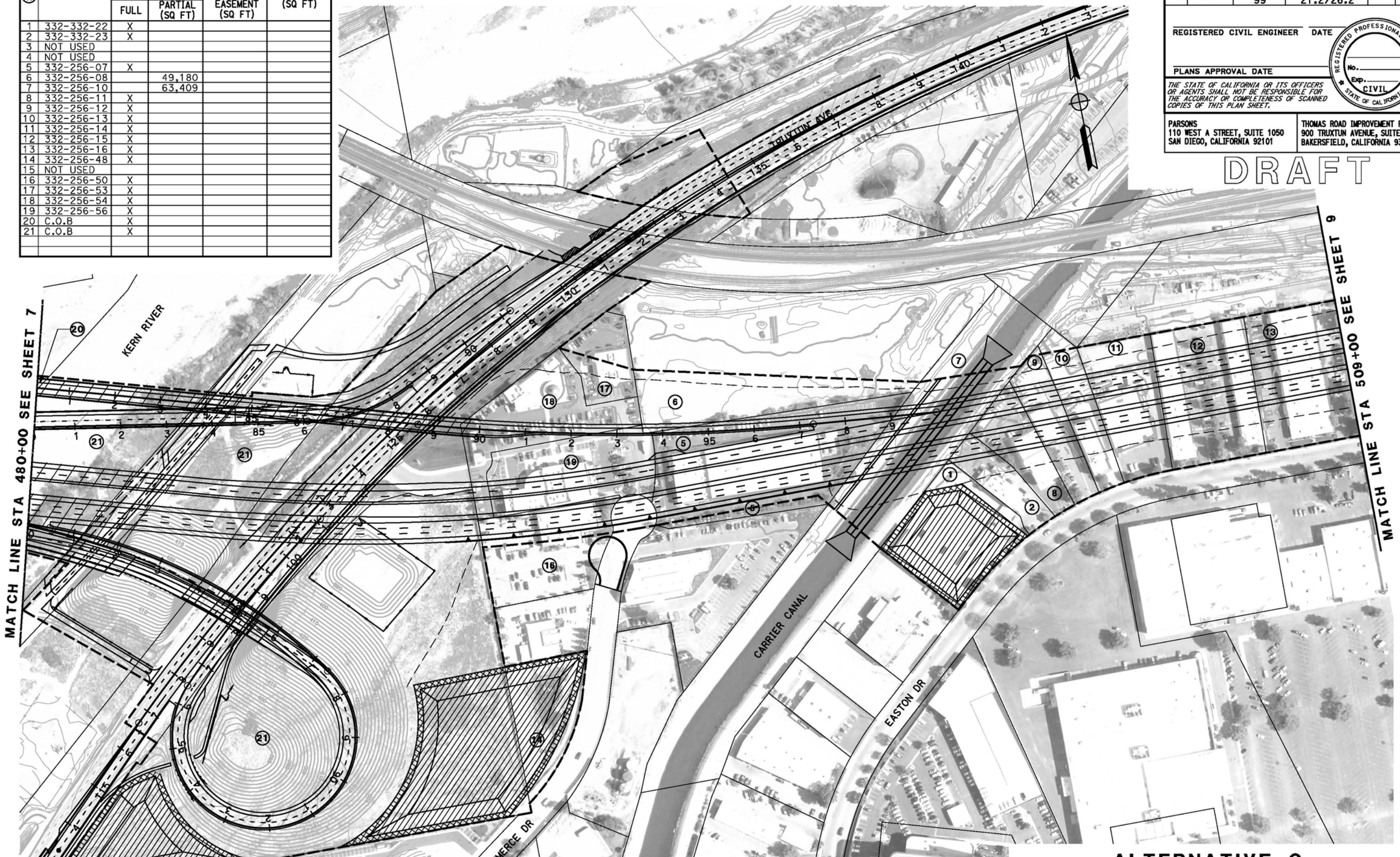

ALTERNATIVE C
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

8

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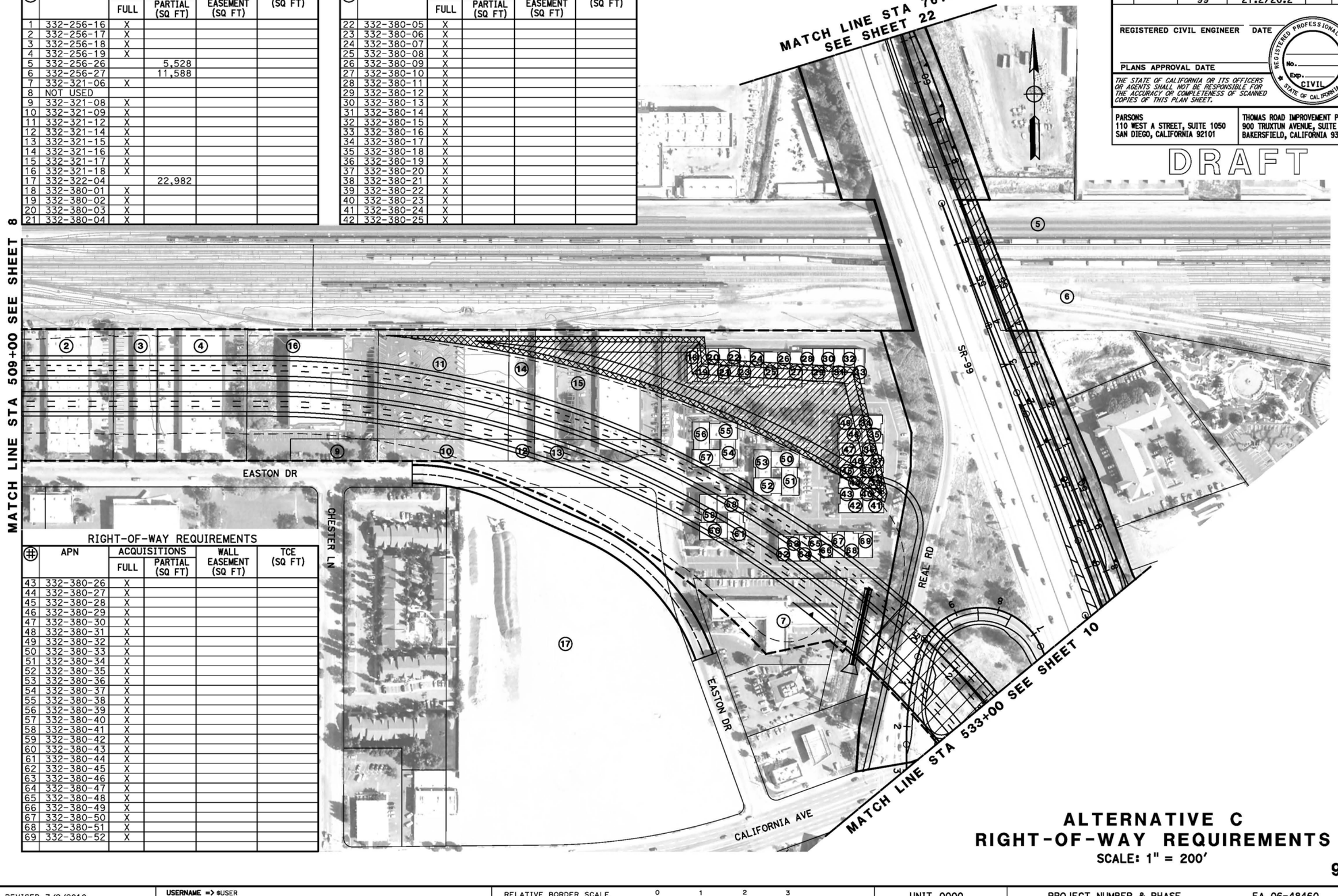
RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	332-256-16	X			
2	332-256-17	X			
3	332-256-18	X			
4	332-256-19	X			
5	332-256-26		5,528		
6	332-256-27		11,588		
7	332-321-06	X			
8	NOT USED				
9	332-321-08	X			
10	332-321-09	X			
11	332-321-12	X			
12	332-321-14	X			
13	332-321-15	X			
14	332-321-16	X			
15	332-321-17	X			
16	332-321-18	X			
17	332-322-04		22,982		
18	332-380-01	X			
19	332-380-02	X			
20	332-380-03	X			
21	332-380-04	X			

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
22	332-380-05	X			
23	332-380-06	X			
24	332-380-07	X			
25	332-380-08	X			
26	332-380-09	X			
27	332-380-10	X			
28	332-380-11	X			
29	332-380-12	X			
30	332-380-13	X			
31	332-380-14	X			
32	332-380-15	X			
33	332-380-16	X			
34	332-380-17	X			
35	332-380-18	X			
36	332-380-19	X			
37	332-380-20	X			
38	332-380-21	X			
39	332-380-22	X			
40	332-380-23	X			
41	332-380-24	X			
42	332-380-25	X			



RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
43	332-380-26	X			
44	332-380-27	X			
45	332-380-28	X			
46	332-380-29	X			
47	332-380-30	X			
48	332-380-31	X			
49	332-380-32	X			
50	332-380-33	X			
51	332-380-34	X			
52	332-380-35	X			
53	332-380-36	X			
54	332-380-37	X			
55	332-380-38	X			
56	332-380-39	X			
57	332-380-40	X			
58	332-380-41	X			
59	332-380-42	X			
60	332-380-43	X			
61	332-380-44	X			
62	332-380-45	X			
63	332-380-46	X			
64	332-380-47	X			
65	332-380-48	X			
66	332-380-49	X			
67	332-380-50	X			
68	332-380-51	X			
69	332-380-52	X			

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	9	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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ALTERNATIVE C
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

9

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	020-100-03		3,475		
2	020-100-24		1,104	234	1,055
3	020-100-28		3,278		
4	020-110-06	X			
5	020-110-11	X			
6	020-100-26		2,134		
7	020-110-16	X			
8	020-110-22		2,302		
9	020-110-23	X			
10	020-110-24	X			

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
11	020-110-25	X			
12	020-130-06	X			
13	NOT USED				
14	020-140-06				144
15	020-130-10	X			
16	020-110-14		216		
17	020-130-18	X			
18	020-130-20	X			
19	020-130-21	X			
20	020-130-22	X			
21	020-130-23	X			
22	NOT USED				
23	NOT USED				
24	020-140-07	X			
25	020-140-08	X			

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
26	020-140-25	X			
27	020-140-27	X			
28	020-140-32	X			
29	020-140-35	X			
30	020-140-41	X			
31	020-140-42	X			
32	020-150-09		84,398		
33	020-150-21	X			
34	020-150-22	X			
35	020-150-23	X			
36	020-150-24	X			
37	020-150-25	X			
38	NOT USED				
39	NOT USED				
40	020-100-16		3,348	2,822	1,079

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	10	

REGISTERED CIVIL ENGINEER DATE

REGISTERED PROFESSIONAL ENGINEER
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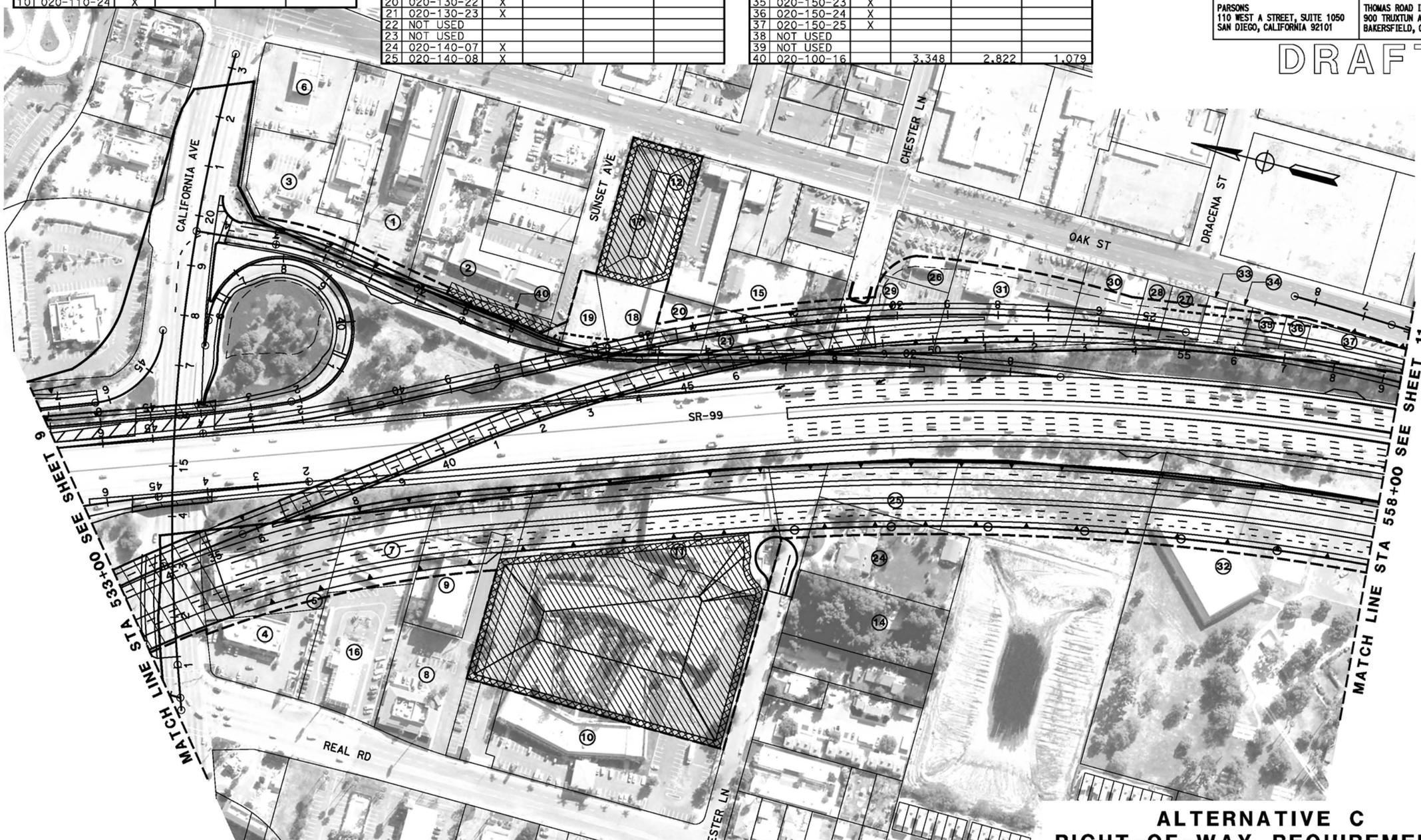

ALTERNATIVE C
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

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RIGHT-OF-WAY REQUIREMENTS

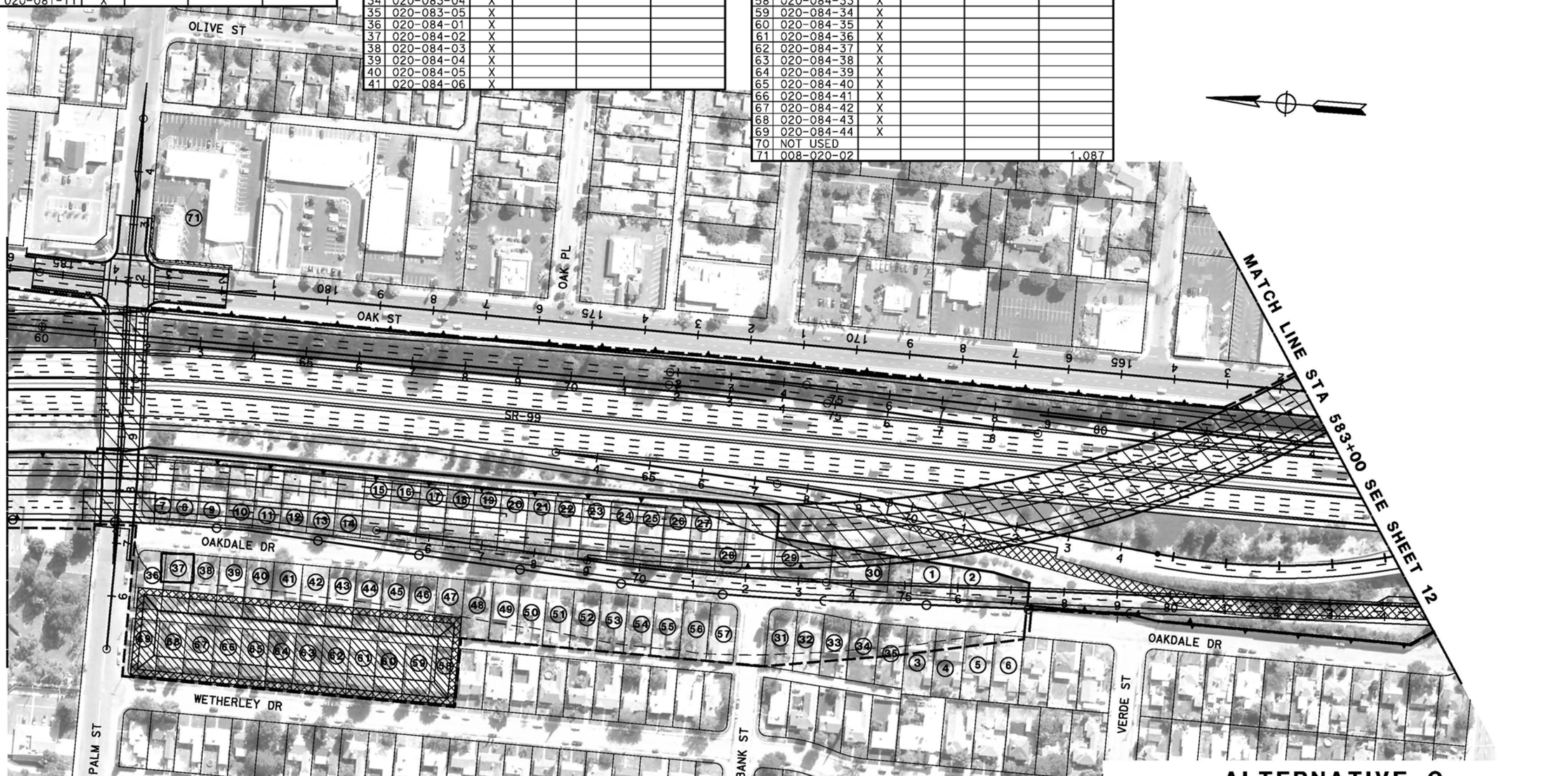
#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	020-061-09	X			
2	020-061-10	X			
3	020-064-01	X			
4	020-064-02	X			
5	020-064-03	X			
6	020-064-04	X			
7	020-081-01	X			
8	020-081-02	X			
9	020-081-03	X			
10	020-081-04	X			
11	020-081-05	X			
12	020-081-06	X			
13	020-081-07	X			
14	020-081-08	X			
15	020-081-09	X			
16	020-081-10	X			
17	020-081-11	X			

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
18	020-081-12	X			
19	020-081-13	X			
20	020-081-14	X			
21	020-081-15	X			
22	020-081-16	X			
23	020-081-17	X			
24	020-081-18	X			
25	020-081-19	X			
26	020-081-20	X			
27	020-081-21	X			
28	020-081-22	X			
29	020-082-07	X			
30	020-082-08	X			
31	020-083-01	X			
32	020-083-02	X			
33	020-083-03	X			
34	020-083-04	X			
35	020-083-05	X			
36	020-084-01	X			
37	020-084-02	X			
38	020-084-03	X			
39	020-084-04	X			
40	020-084-05	X			
41	020-084-06	X			

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
42	020-084-07	X			
43	020-084-08	X			
44	020-084-09	X			
45	020-084-10	X			
46	020-084-11	X			
47	020-084-12	X			
48	020-084-13	X			
49	020-084-14	X			
50	020-084-15	X			
51	020-084-16	X			
52	020-084-17	X			
53	020-084-18	X			
54	020-084-19	X			
55	020-084-20	X			
56	020-084-21	X			
57	020-084-22	X			
58	020-084-33	X			
59	020-084-34	X			
60	020-084-35	X			
61	020-084-36	X			
62	020-084-37	X			
63	020-084-38	X			
64	020-084-39	X			
65	020-084-40	X			
66	020-084-41	X			
67	020-084-42	X			
68	020-084-43	X			
69	020-084-44	X			
70	NOT USED				
71	008-020-02				1,087



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	11	

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REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

PLANS APPROVAL DATE

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ALTERNATIVE C
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

11

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	12	

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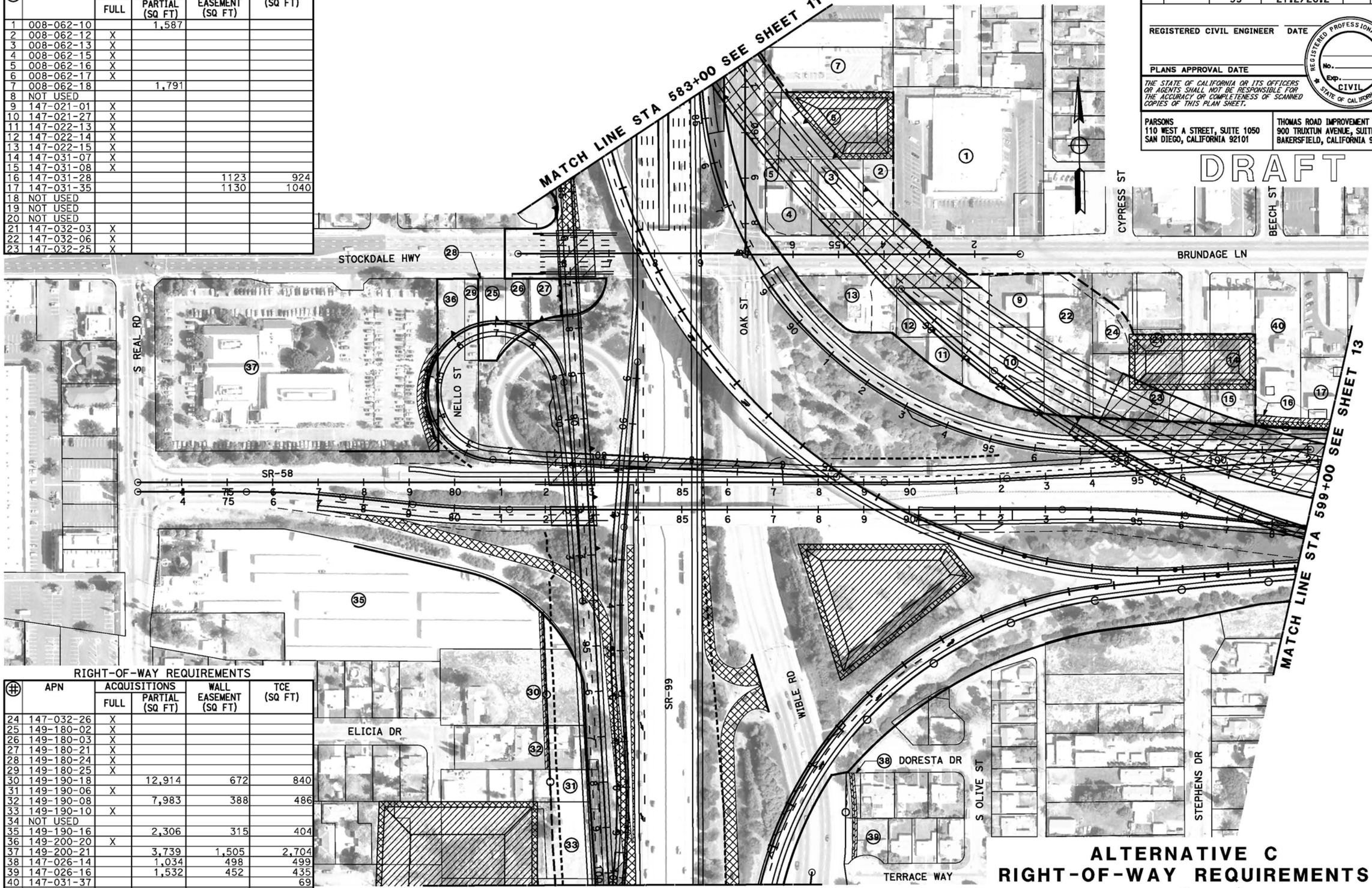
RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	008-062-10		1,587		
2	008-062-12	X			
3	008-062-13	X			
4	008-062-15	X			
5	008-062-16	X			
6	008-062-17	X			
7	008-062-18		1,791		
8	NOT USED				
9	147-021-01	X			
10	147-021-27	X			
11	147-022-13	X			
12	147-022-14	X			
13	147-022-15	X			
14	147-031-07	X			
15	147-031-08	X			
16	147-031-28			1123	924
17	147-031-35			1130	1040
18	NOT USED				
19	NOT USED				
20	NOT USED				
21	147-032-03	X			
22	147-032-06	X			
23	147-032-25	X			



RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
24	147-032-26	X			
25	149-180-02	X			
26	149-180-03	X			
27	149-180-21	X			
28	149-180-24	X			
29	149-180-25	X			
30	149-190-18		12,914	672	840
31	149-190-06	X			
32	149-190-08		7,983	388	486
33	149-190-10	X			
34	NOT USED				
35	149-190-16		2,306	315	404
36	149-200-20	X			
37	149-200-21		3,739	1,505	2,704
38	147-026-14		1,034	498	499
39	147-026-16		1,532	452	435
40	147-031-37				69

ALTERNATIVE C
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	13	

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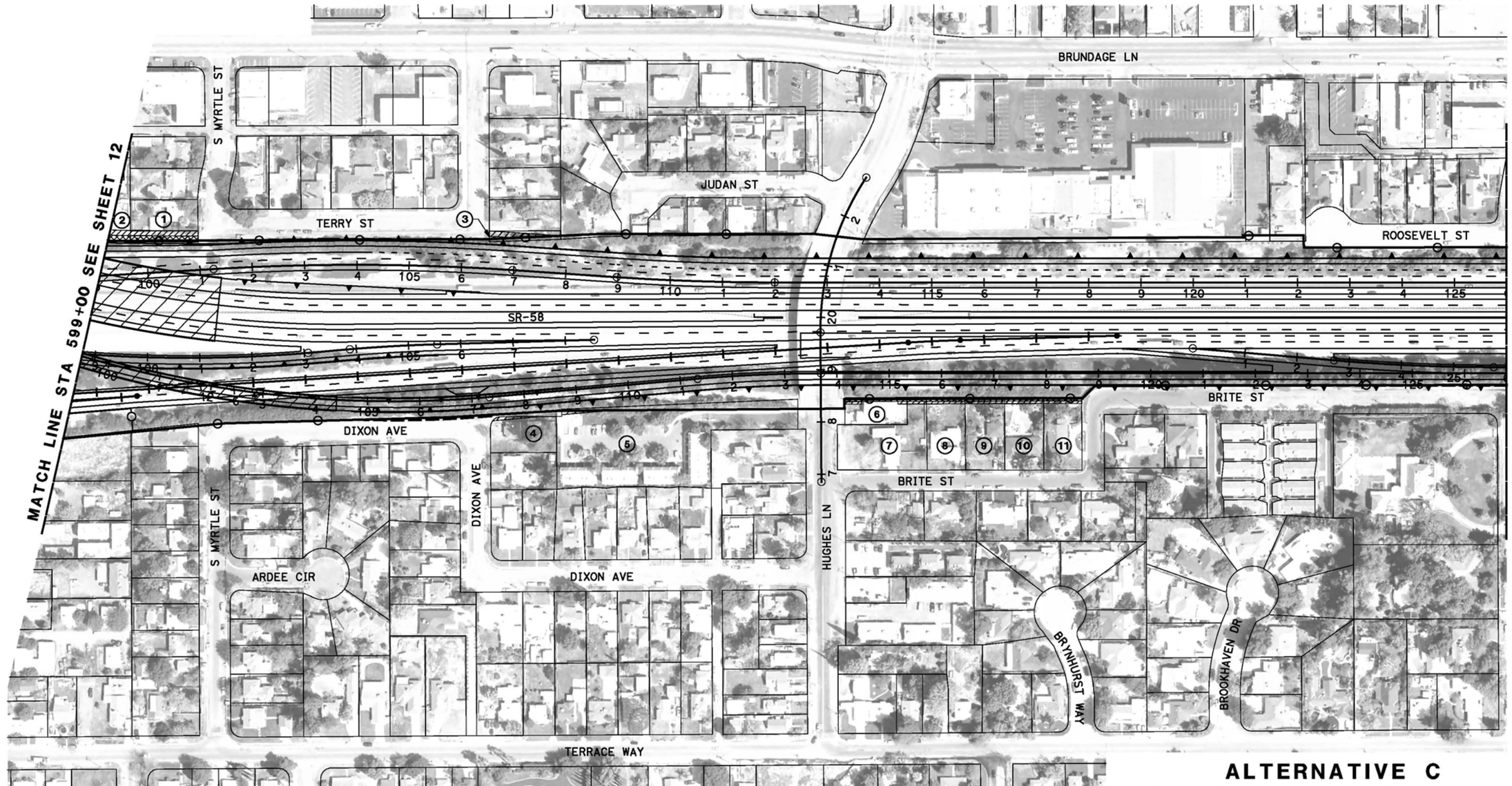
RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	147-041-05			1189	1225
2	147-031-35			1130	1040
3	147-071-10			125	927
4	147-072-15				321
5	147-460-21				353
6	147-210-01			536	250
7	147-210-02			165	183
8	147-210-03			334	371
9	147-210-04			340	377
10	147-210-05			337	374
11	147-210-06			326	363



ALTERNATIVE C
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

13

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	NOT USED				
2	011-111-09	X			
3	011-111-10	X			
4	011-111-11	X			
5	011-111-12	X			
6	011-111-24	X			
7	011-111-25	X			
8	011-111-26	X			
9	011-111-27	X			
10	011-111-28	X			
11	011-111-37	X			
12	147-280-01			4,210	3,837
13	NOT USED				
14	NOT USED				
15	NOT USED				

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
16	147-310-23			1,743	2,099
17	011-122-16		1,016		293
18	011-122-17		512		302
19	011-122-18		214		131
20	011-122-15		357		307
21	011-122-14		208		236
22	011-122-13		29		142
23	011-101-08		332		245
24	011-101-09		407		252
25	011-101-10		799		328

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	14	

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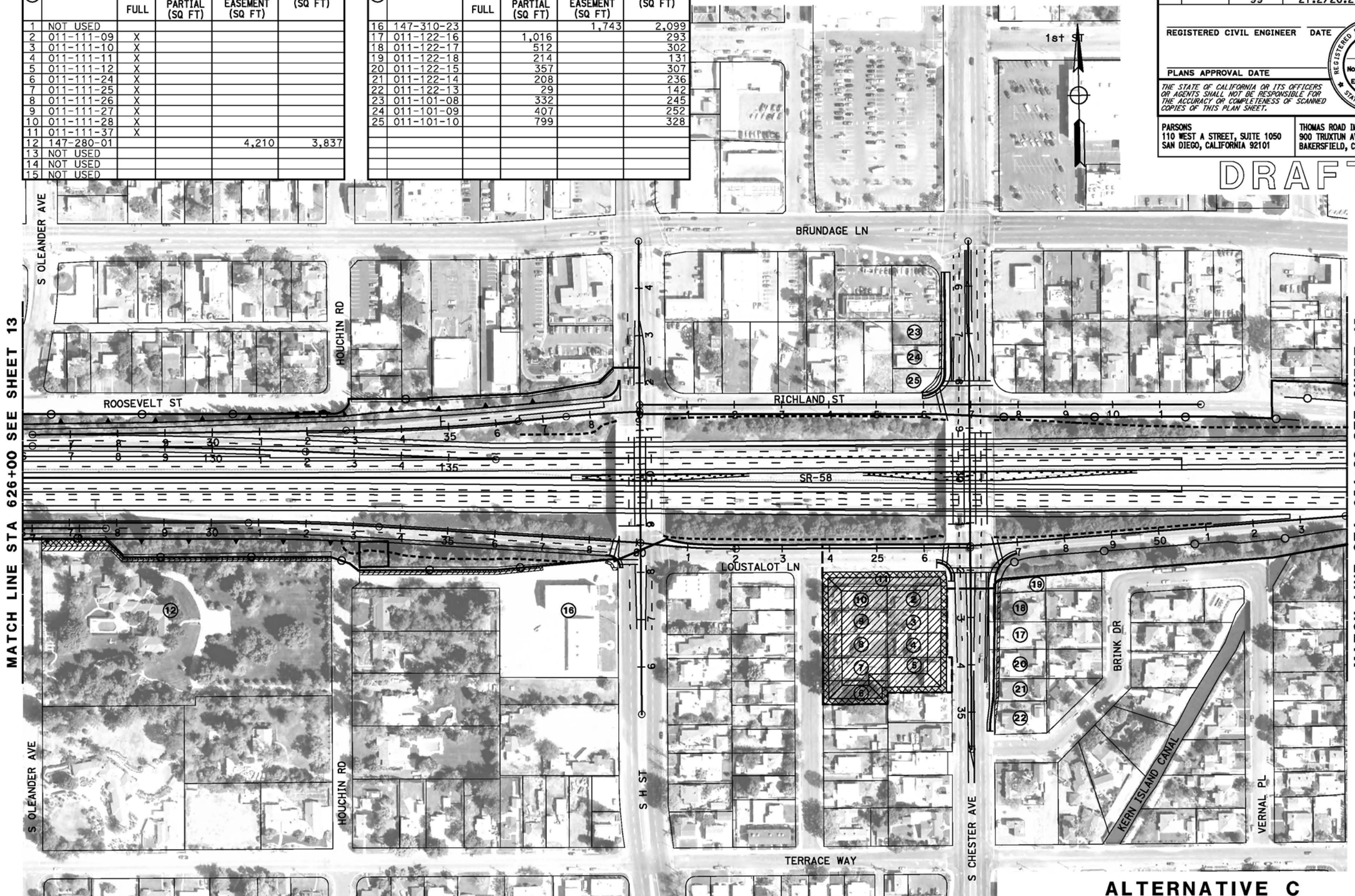

ALTERNATIVE C
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

14

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	15	

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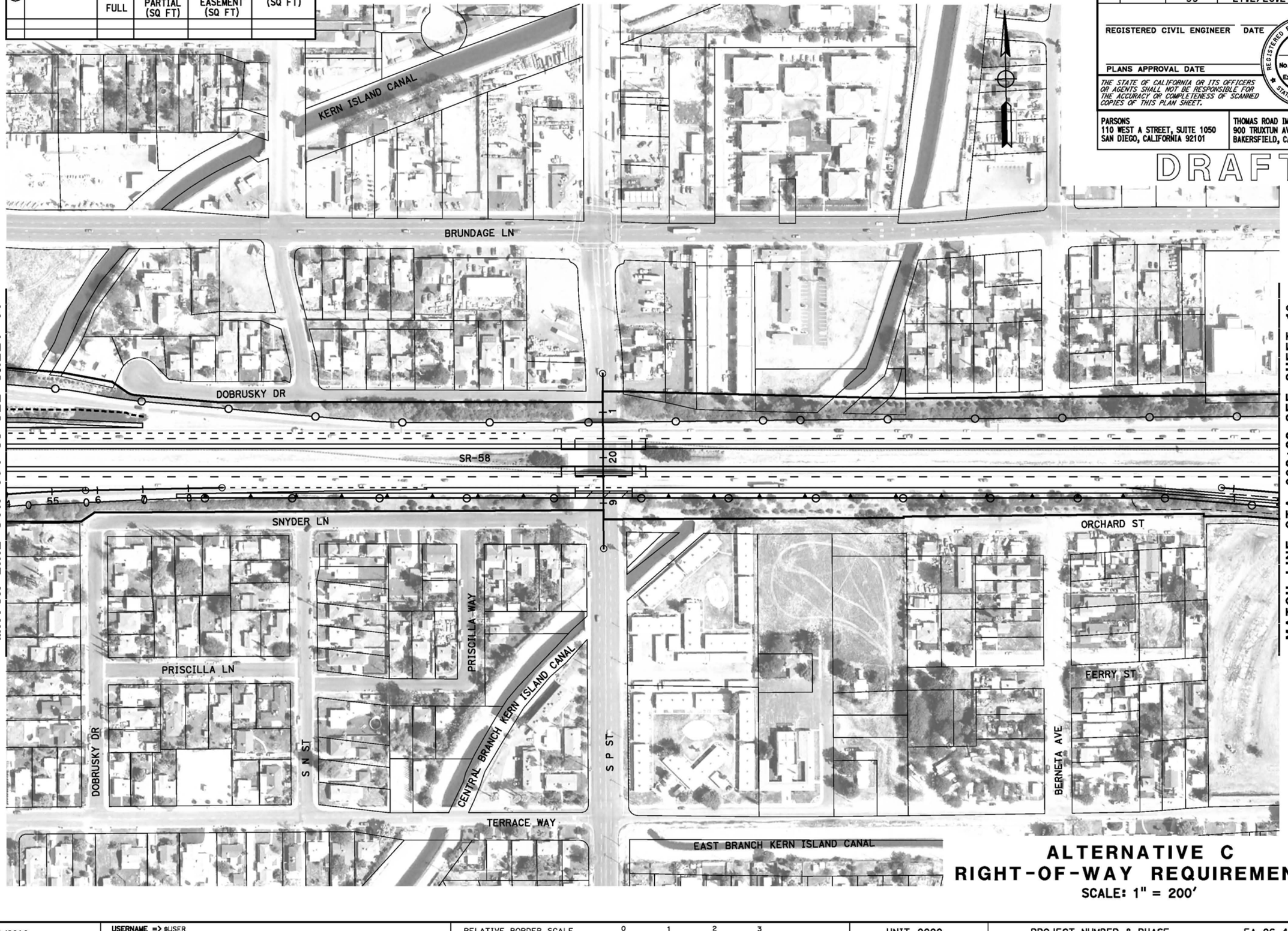

ALTERNATIVE C
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

15

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	169-101-07			503	580
2	169-110-14			550	610
3	169-092-01			100	111
4	169-092-30			959	1025
5	169-093-11			486	381

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	16	

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ALTERNATIVE C
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

16

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	17	

REGISTERED CIVIL ENGINEER DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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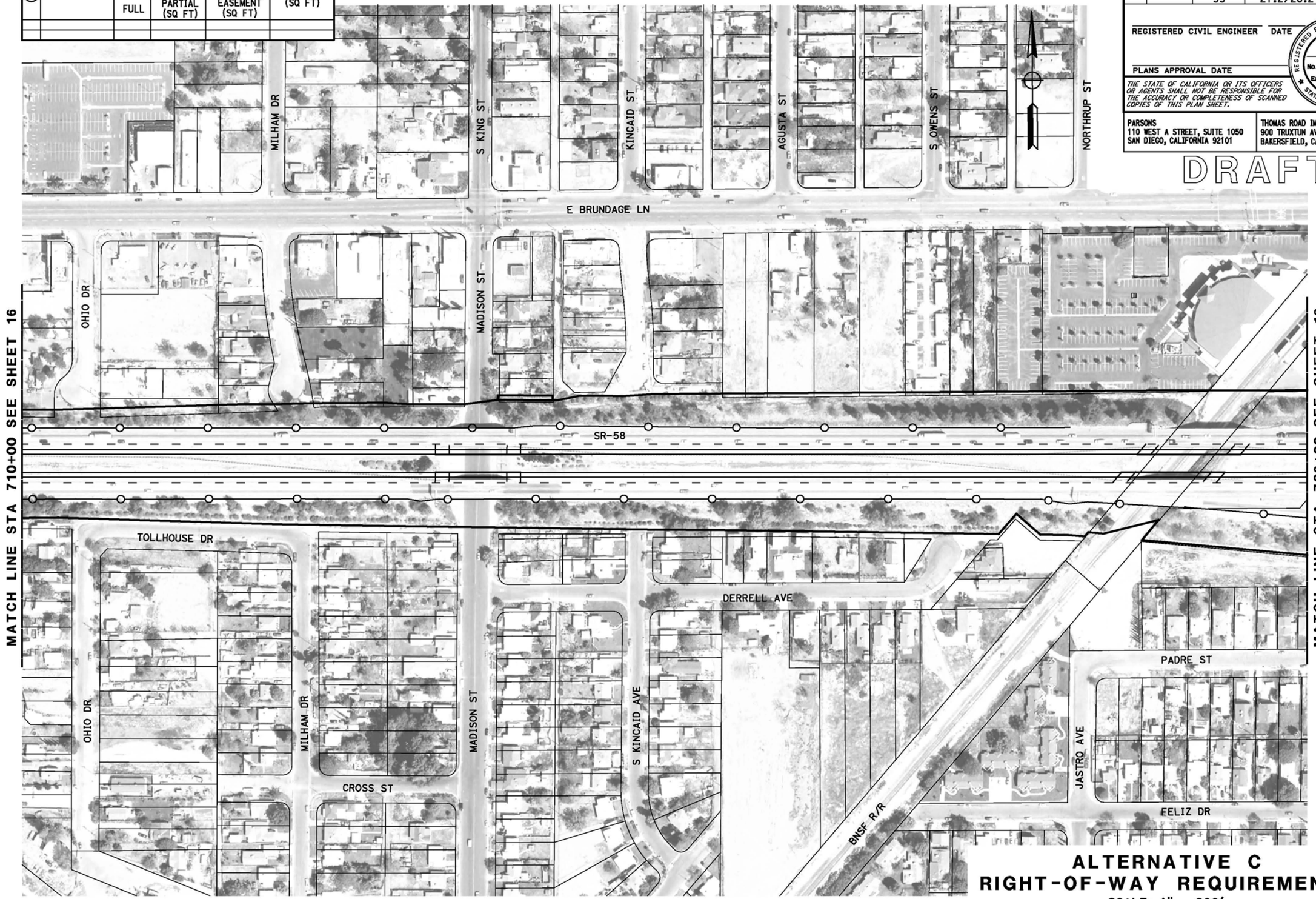

ALTERNATIVE C
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

17

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	18	

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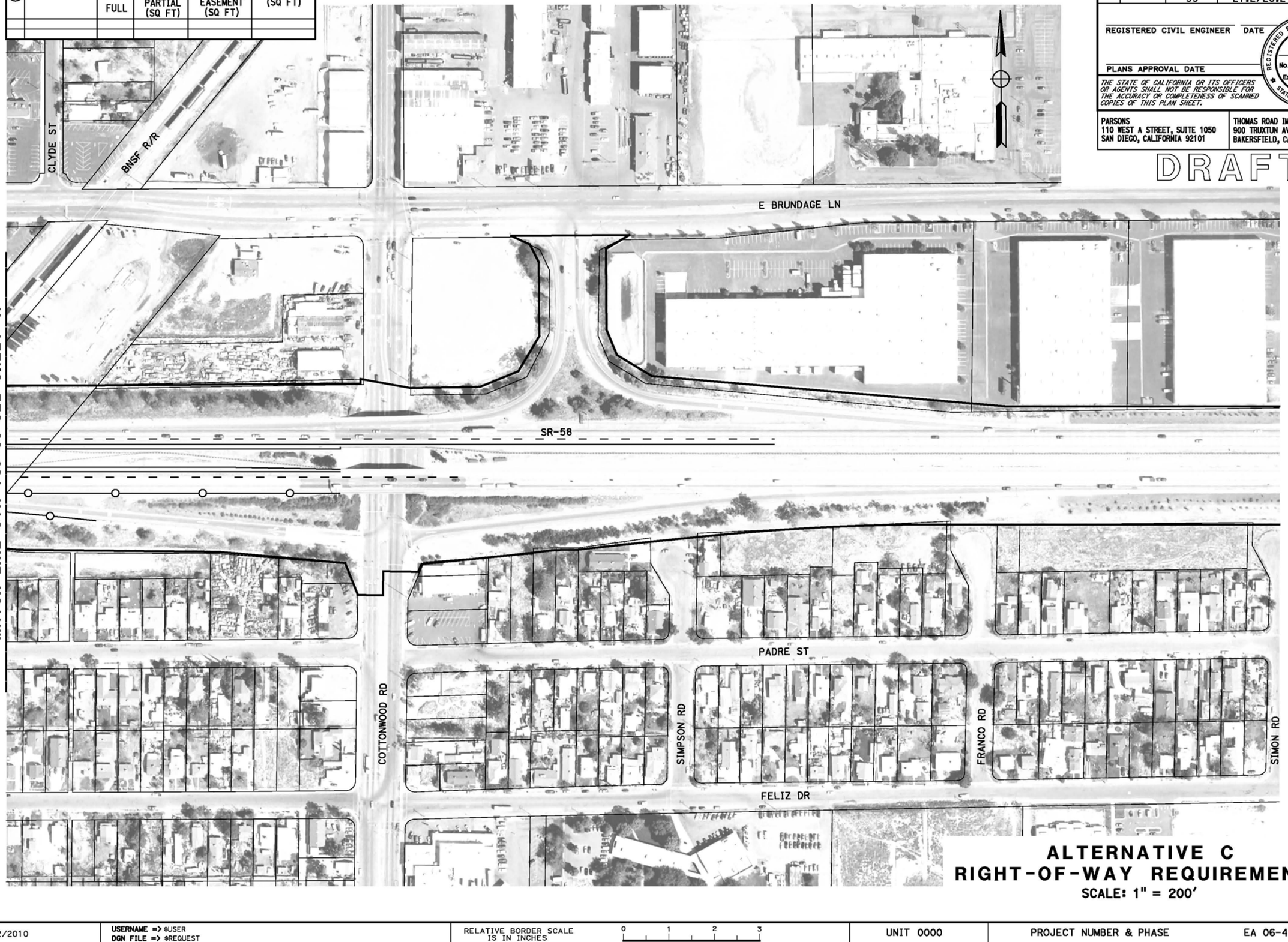

ALTERNATIVE C
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

18

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	19	

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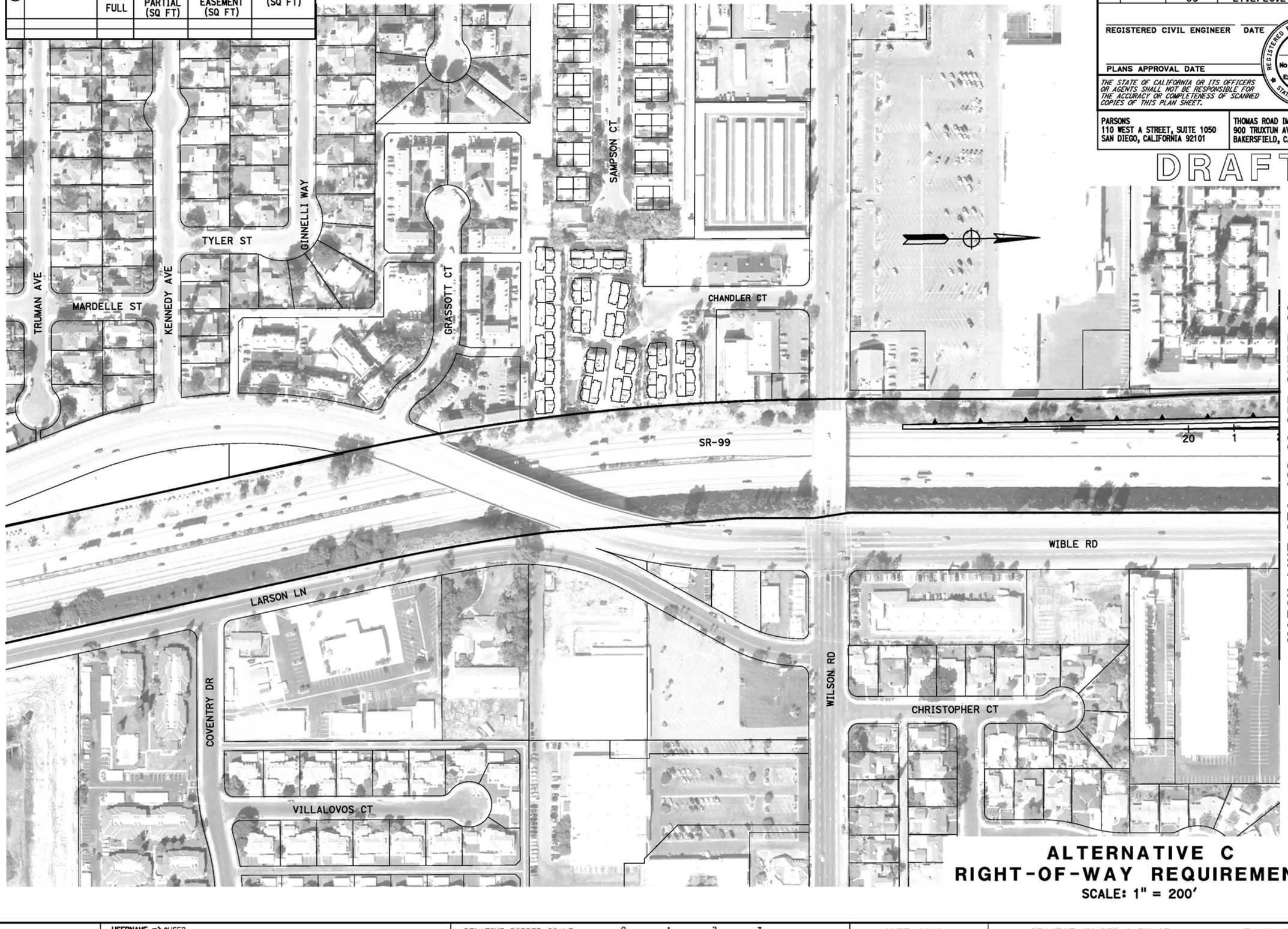

ALTERNATIVE C
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

19

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	20	

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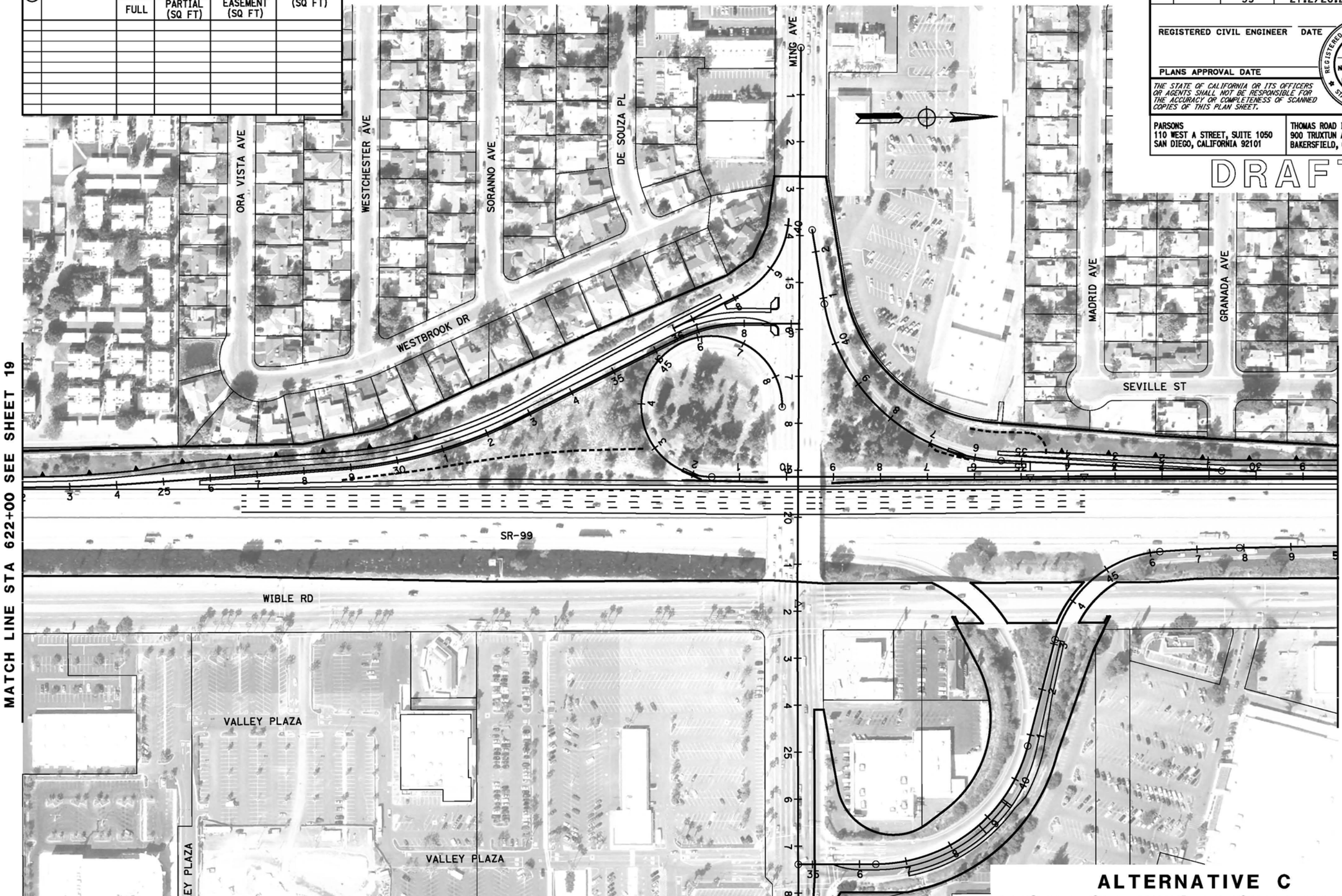

ALTERNATIVE C
RIGHT-OF-WAY REQUIREMENTS
SCALE: 1" = 200'

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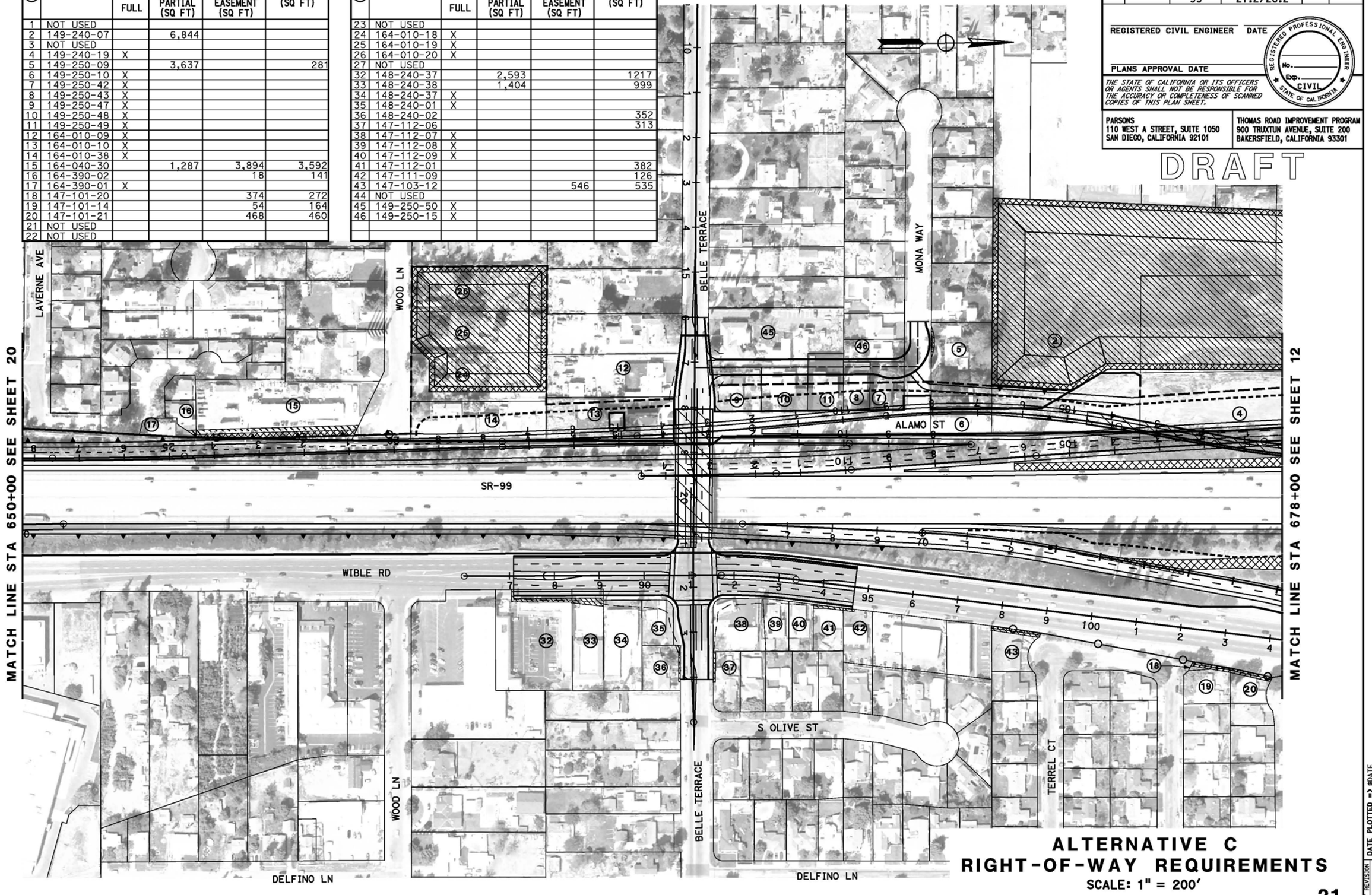
RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	NOT USED				
2	149-240-07		6,844		
3	NOT USED				
4	149-240-19	X			
5	149-250-09		3,637		281
6	149-250-10	X			
7	149-250-42	X			
8	149-250-43	X			
9	149-250-47	X			
10	149-250-48	X			
11	149-250-49	X			
12	164-010-09	X			
13	164-010-10	X			
14	164-010-38	X			
15	164-040-30		1,287	3,894	3,592
16	164-390-02			18	141
17	164-390-01	X			
18	147-101-20			374	272
19	147-101-14			54	164
20	147-101-21			468	460
21	NOT USED				
22	NOT USED				

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
23	NOT USED				
24	164-010-18	X			
25	164-010-19	X			
26	164-010-20	X			
27	NOT USED				
32	148-240-37		2,593		1217
33	148-240-38		1,404		999
34	148-240-37	X			
35	148-240-01	X			
36	148-240-02				352
37	147-112-06				313
38	147-112-07	X			
39	147-112-08	X			
40	147-112-09	X			
41	147-112-01				382
42	147-111-09				126
43	147-103-12			546	535
44	NOT USED				
45	149-250-50	X			
46	149-250-15	X			



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	21	

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ALTERNATIVE C
RIGHT-OF-WAY REQUIREMENTS

SCALE: 1" = 200'

21

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UNIT 0000

PROJECT NUMBER & PHASE EA 06-48460

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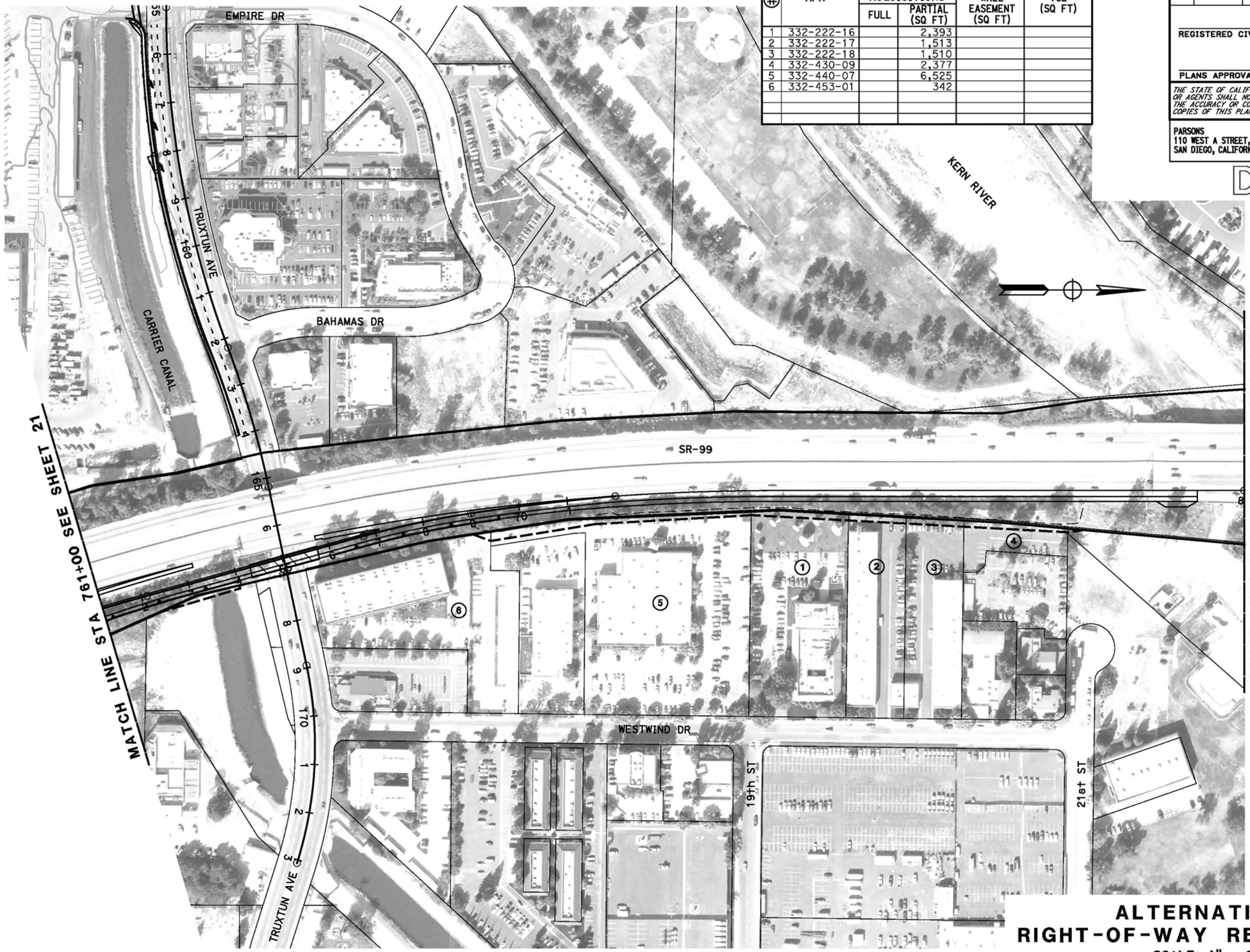
RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	332-222-16		2,393		
2	332-222-17		1,513		
3	332-222-18		1,510		
4	332-430-09		2,377		
5	332-440-07		6,525		
6	332-453-01		342		



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22

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UNIT 0000

PROJECT NUMBER & PHASE EA 06-48460

RIGHT-OF-WAY REQUIREMENTS

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1	332-152-31		57	57	
2	332-152-32		3,244	3,244	

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	23	

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RIGHT-OF-WAY REQUIREMENTS

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	24	

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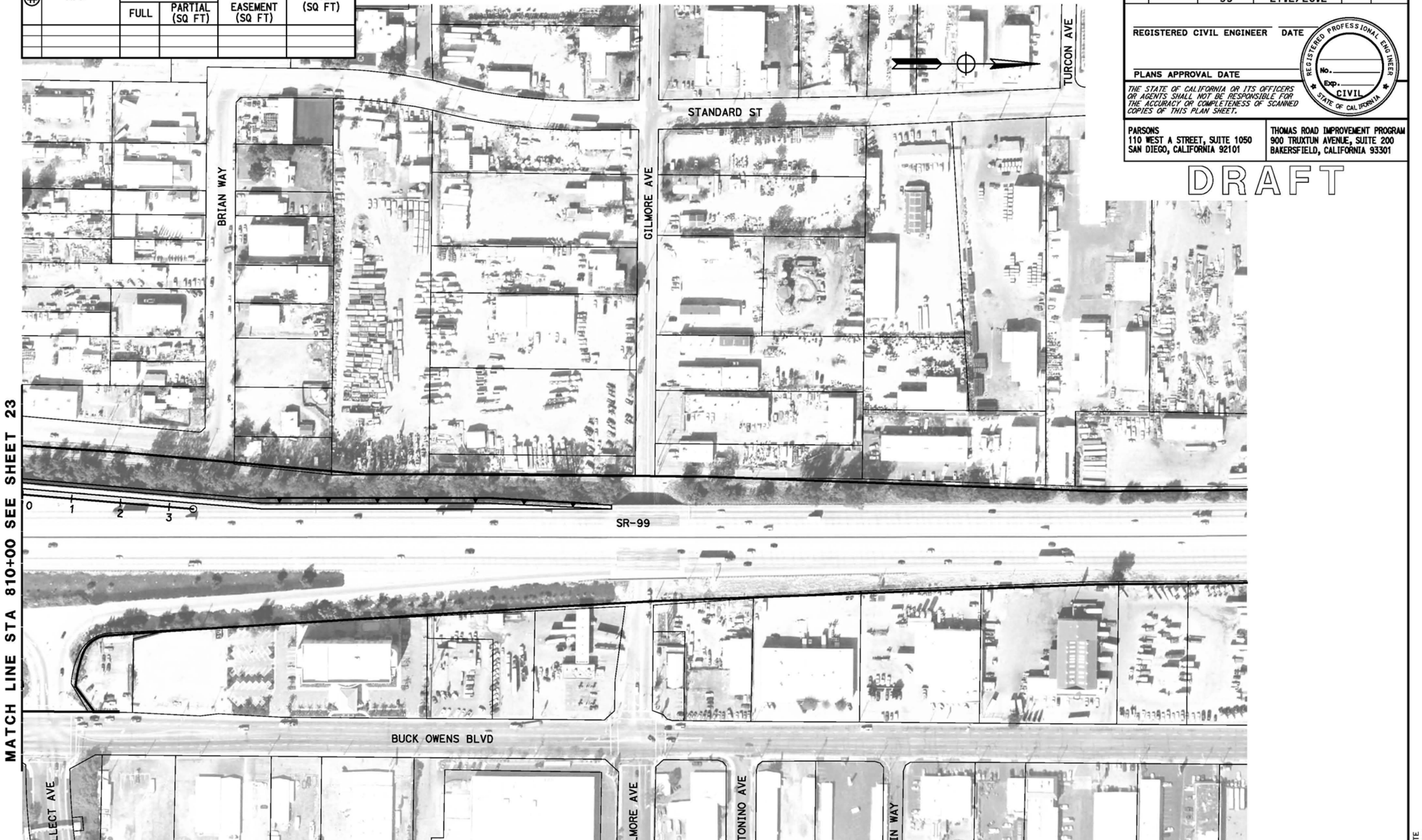

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PROJECT NUMBER & PHASE

EA 06-48460

RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	104-291-31		404		
2	104-291-32		10,889		
3	104-291-33		12,582		
4	104-292-04		16,332		
5	160-010-07		49,505		

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	58 99	T31.7/R55.6 21.2/26.2	25	

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RIGHT-OF-WAY REQUIREMENTS

#	APN	ACQUISITIONS FULL	ACQUISITIONS PARTIAL (SQ FT)	WALL EASEMENT (SQ FT)	TCE (SQ FT)
1	104-292-04		16,332		
2	160-010-07		49,505		
3	160-010-42		86,325		

ALTERNATIVE C
RIGHT-OF-WAY REQUIREMENTS

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Appendix F Avoidance, Minimization and/or Mitigation Summary

The following measures are a compilation of the avoidance, minimization, and mitigation measures identified in Chapter 3 of this environmental impact report/ environmental impact statement.

Parks and Recreation

Mitigation Measures

The following mitigation measures would apply if Alternative A is selected:

PR-1 Caltrans, in coordination with the City of Bakersfield, shall implement the following measures to minimize impacts to the Kern River Parkway:

- Prior to construction, reconstruct the Kern River Multi-Use Trail and equestrian trail that would be affected by construction activities. Locate the new realigned trails at underpasses beneath the overhead structures.

- Access to the pedestrian, bicycle, and equestrian trails shall be maintained to the extent practicable during the construction period. Signs shall be furnished for all paths and for any paths temporarily closed for public safety and security.

- Prior to construction, replace the volleyball courts and other park uses potentially displaced by the project construction at a new location within the Kern River Parkway, to be identified by the City of Bakersfield.

- After construction, replant native vegetation that would be cleared during construction of the project using similar plant materials approved by the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife. All mature trees will be replaced at a 1:1 ratio.

The following measures would apply if Alternative C is selected:

PR-2 Caltrans, in coordination with the City of Bakersfield, shall implement the following measures to minimize impacts to Saunders Park that would result from implementing Alternative C:

- Assemble and consolidate excess land in the vicinity of the park to redefine a new park boundary that is estimated to comprise an estimated 12.95 acres, a net increase of 1.65 acres.

- The park shall be developed consistent with the concept plan provided in Section 7.2, Measures to Minimize Harm to Saunders Park of the *Section 4(f) Evaluation* provided in Appendix B, Volume 2. All affected facilities shall be replaced. As shown in the concept layout, the new Saunders Park includes the following relocated facilities: basketball courts, roller hockey facility, splash/water play area, group picnic areas, and parking areas. Security lighting shall be incorporated.

Farmland

Mitigation Measure

AG-1 In conjunction with right-of-way acquisition for the improvements to the Stockdale Highway/State Route 43 intersection, Caltrans shall coordinate with the County of Kern to amend the applicable Williamson Act contract to reflect the removal of the right-of-way purchased for roadway improvements from the contract.

Community Character and Cohesion

Project design would minimize impacts to the neighborhoods as much as feasible and practicable. Mitigation measures presented in Parks and Recreation, Section 3.1.1.3, Traffic and Transportation/Pedestrian and Bicycle Facilities, Section 3.1.6; Air Quality, Section 3.2.6; Noise, Section 3.2.7; and Construction Impacts, Section 3.6 of this environmental document in Volume 1, have been developed to minimize impacts to the neighborhoods affected by the project construction and operation. The following mitigation measures are provided in addition to specific measures in respective sections indicated earlier. These specifically include the aesthetic design theme, and the assistance mandated by the Uniform Relocation Act, as amended, provided during the relocation process.

Minimization and Mitigation Measures

C-1 The overall Centennial Corridor aesthetic design theme shall be compatible with surrounding neighborhoods and in keeping with the overall Westside Parkway design theme, to the extent feasible, including landscaping, aesthetic soundwall, and bridge treatments.

C-2 Caltrans, in coordination with the City of Bakersfield, shall prepare a relocation analysis as part of the Final Relocation Impact Report. The results will be incorporated into the final environmental document. The relocation analysis will enable the relocation activities to be planned so that the problems associated with the displacement of individuals, families, and businesses are recognized in advance of moves and so that solutions are developed to minimize the adverse impacts of displacement. The scope of planning will be based on the complexity and nature of the anticipated displacement activity, including the evaluation of program resources available to carry out timely and orderly relocations.

C-3 Close coordination with the Kern County Department of Human Services shall be undertaken to prepare a special publication for the residents of the

Centennial Corridor project area that will identify the variety of social service providers available from metropolitan Bakersfield and Kern County public and private community-based organizations, including local religious institutions. The publication, which will be prepared in both English and Spanish, will also include contact numbers and the methods to obtain those services. Hard copies of the publication will be widely distributed in addition to online versions being placed on a website for viewing and downloading. The following services should be anticipated: employment opportunities and workforce development; legal services; information about financial and tax consequences of relocation; possible homeowner credit-repair counseling; first-time buyer counseling; and other services for special needs populations, including disabled, low-income, and senior citizens.

Relocation and Property Acquisition

Standard Condition

SC-R-1 Caltrans, in coordination with the City of Bakersfield, shall implement all property acquisition and relocation activities in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) of 1970 (Public Law 91-646, 84 Stat. 1894). The Uniform Act mandates that certain relocation services and payments be made available to eligible residents, businesses, and non-profit organizations displaced by the project. The Uniform Act provides uniform and equitable treatment by federal or federally assisted programs of persons displaced from their homes, businesses, or farms, and establishes uniform and equitable land acquisition policies. See Appendix D in Volume 2 for more information on the Caltrans Relocation Assistance Program.

Mitigation Measure

R-1 The following measures may be considered by Caltrans and the City of Bakersfield for incorporation into the relocation plan to minimize impacts to displaced businesses and residences:

- Disruption of children's education shall be minimized to the extent feasible. This may include, where possible, scheduling the relocation of families with school-aged children during the months of June through August, and identifying, as a priority, replacement housing options within the same Bakersfield public and private school district for those families who wish to keep their children there.
- All relocation assistance materials shall be written in a non-technical way and be available in Spanish and English. One or more of the relocation specialists shall be fluent in Spanish; have demonstrated training/be certified from the International Right-of-Way Association; and have no fewer than five years of experience in explaining to

potentially affected homeowners, tenants, and businesses, the provisions of the Uniform Relocation Act, as amended.

- To the extent applicable, relocation of residential and non-residential properties shall be phased over time so that displacees have an opportunity to select the best replacement sites without competing with other affected property owners within the same community.
- To the extent applicable, a lease-back of non-residential properties shall be considered to allow those proprietors who wish to continue to conduct their business at their current location as long as it is feasible.
- Last Resort Housing Program payments shall be used to relocate residential households being displaced, if necessary, as provided for by the Uniform Relocation Act, as amended.
- One or more specialists on the relocation team with prior experience working with people with special needs—especially the elderly, disabled, and low-income population groups—shall be made available to facilitate the relocation process.
- Supplemental transportation at no cost shall be offered for displaced persons to inspect potential relocation housing should they be unable to use their own transportation.
- At least one "business fair" shall be conducted to provide information to those businesses facing displacement. The fair will be an opportunity to provide businesses with the information and resources concerning how to optimize the impending relocations. Among people expected to participate are those working in the commercial leasing sector, moving companies, and others.
- In advance of potential relocations of minority-owned businesses, outreach to such organizations as the Kern County Black Chamber of Commerce and Kern County Hispanic Chamber of Commerce shall be undertaken to identify resources that may be of particular help to such businesses.

Utilities/Emergency Services

Minimization Measure

SC-U-1 Existing oil wells within the proposed right-of-way would be abandoned in accordance with the requirements in the California Code of Regulations. This includes filing a Notice of Intent and preparing an abandonment plan for approval by the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources. Completion of the well abandonment process in compliance with existing regulations would ensure that no environmental hazards are created by the plugging operations or the abandoned well.

Traffic and Transportation/Pedestrian and Bicycle Facilities

Minimization and Mitigation Measures

T-1 Modifications could include parking lot design modifications, space management (such as parking area restriping), or identifying parking lot replacement options.

The following measure would apply if Alternative A were selected:

T-2 For Alternative A, Caltrans shall take into consideration the means to minimize both operational and construction impacts to existing and planned bike routes and trails potentially affected by the project construction, such as rerouting the trails prior to the initiation of construction activities.

The following measure would apply if Alternative B were selected:

T-3 During final design, Caltrans shall work with the City of Bakersfield to amend the Metropolitan Bakersfield General Plan, Bikeway Master Plan to reflect the modified Class 3 bicycle route affected by Alternative B and shall take into consideration the means to minimize both operational and construction impacts to existing and planned bike routes and trails potentially affected by the project construction, including the Kern River Parkway bike path and Hoey Trail. The Kern River Parkway bike path and Hoey Trail shall be relocated, where necessary, to ensure connectivity with the existing facility on both sides of the bridge. All pedestrian facilities shall be designed to meet or exceed requirements of the Americans with Disabilities Act and current safety standards. Access to the pedestrian, bicycle, and equestrian trails shall be maintained to the extent practicable during the construction period.

The following measure would apply if Alternative C were selected:

T-4 With Alternative C, replacement parking shall be created to compensate for the loss of parking at Saunders Park. Sufficient parking shall be provided to meet zoning code requirements for the park.

Visual/Aesthetics

As identified above, the aesthetic treatment for walls, bridges, and landscaping would be consistent with the design used for the Westside Parkway to provide a cohesive visual character to the project. Figures 3-14 through 3-26 (Simulated Project View), provided in Volume 1, show the Westside Parkway treatments as they could look on the Centennial Corridor alternatives. Design features, such as depressing Alternative B between California Avenue and Ford Avenue, would minimize visual disruption of the roadway in the Westpark neighborhood. Mitigation and minimization measures listed below would be used to soften the imposition of new transportation corridor infrastructure, reduce visual impacts, and improve visual appeal to the residential, open space, and commercial areas along the proposed project alternatives. They are

also intended to mitigate the visual impacts of the proposed project for community residents, commercial employees, recreation viewers, and motorists traveling along commercial corridors near the proposed project.

Minimization Measures

V-1 In conjunction with final design, Caltrans shall develop, and the contractor shall implement, an irrigation plan that includes the following requirements:

- All drip zones of isolated trees shall be protected with fencing. In addition, the existing environmentally sensitive areas (parks, Kern River) shall remain to be protected.
- An irrigation system shall be provided to all new plantings.
- An extended three-year maintenance period after the construction is completed shall be provided for single-source maintenance through the establishment period.

V-2 The overall Centennial Corridor aesthetic design theme shall be compatible with surrounding neighborhoods and in keeping with the overall Westside Parkway design theme, to the extent feasible, including landscaping, aesthetic soundwalls, bridge treatments, and lighting fixtures. The architectural treatments are shown in the visual simulations and are primarily comprised of brick. Additionally, the simulations contain views with and without vines for walls. The City of Bakersfield and the County of Kern shall enter into maintenance agreements with Caltrans. The maintenance agreement with the City will include maintenance of the enhanced aesthetic treatment, including graffiti removal. It should be noted that the City will have to provide the beige color paint to Caltrans for graffiti removal so that it is matched with the Westside Parkway architectural treatments. In the event the City cannot provide the beige color paint, Caltrans will have to use grey color paint to remove graffiti.

V-3 As part of storm water runoff management, the infiltration basins will be designed to include buffer areas and/or plant screens to shield public views where practical.

V-4 Landscaping would be implemented upon completion of construction. Plant material would consist of native, drought tolerant, and self-sustaining species. Any adapted plant material shall be consistent with the Caltrans District 6-approved plant palette and would not include any invasive plant species.

V-5 Caltrans shall preserve as many mature trees as practical. The landscape plan will incorporate a tree replacement plan with a replacement ratio of 1:1—for every tree removed, a tree will be planted. Mature trees (larger than 20 feet high) that are to be removed shall be replaced using 20-inch box trees. A tree survey shall be completed during final design. Design

plans shall indicate locations of existing specimen-sized trees (larger than 20 feet high) to be preserved if possible. Tree replacement shall meet all Caltrans and city standards and policies.

Cultural Resources

Avoidance measures have been incorporated into the current design concepts for each of the alternative alignments near the Lester H. Houchin residence. Early design concepts assumed embankments (slopes at the edge of the freeway) would have resulted in the State Route 58 right-of-way extending onto the property of the Houchin residence. To avoid impacts to potentially eligible property, a retaining wall is proposed in this location to ensure the project does not affect this property. The retaining wall would be at the edge of right-of-way north of Brite Street. This avoids direct impacts to the Houchin residence. In addition, it allows the landscaping on the north side of the property to be retained, which provides a visual buffer to Brite Street and State Route 58.

Construction methods would also be used to avoid and minimize potential indirect adverse effects to the Rancho Vista Historic District due to vibration during construction if construction comes close to the homes. Alternative construction methods may include cast-in-drilled-hole piles rather than pile driving. Specific methods would be determined during final design.

Mitigation Measures

If either Alternative A or B is selected as the preferred alternative, a Memorandum of Agreement with the State Historic Preservation Officer and the Advisory Council on Historic Preservation would be required to identify mitigation measures to reduce the potential impacts to the Rancho Vista Historic District. Measure CR-1 provides the type of measure that would be appropriate. The following measures would apply if either Alternative A or B is selected as the preferred alternative, except as noted:

CR-1 The conceptual mitigation measures for effects to the Rancho Vista Historic District would include as appropriate:

1. Detailed documentation of the Rancho Vista Historic District as a whole, and of each adversely affected contributing property at a level specified by the State Historic Preservation Officer (similar to Historic American Building Survey Level II documentation, consisting of large format archival quality photographs, available as-built plans, and written historical data in the form of an historical report), distribution to the appropriate Regional Information Center, local public library, and other repositories to be determined.
2. Preparation of a brochure on the local history and architecture of the affected Rancho Vista Historic District.
3. Adding information to existing social media sites dealing with related architectural topics.

4. Incorporation of hardscape features (including soundwalls), landscape, and architectural treatments that are compatible with the historic character of the affected Rancho Vista Historic District, such as color, texture, and vine treatment as feasible. (See Section 3.2.7, Noise, for location and heights of proposed soundwalls.)
5. Before demolition of contributing properties (this would only occur with implementation of Alternative A) for which an adverse effect finding is made, strategies such as working with a local agency to identify appropriate sites or offering the properties for sale for $1 (or other reasonable amount) and paying up to the cost of demolition and removal of each contributing property would be attempted.
6. Architectural and structural elements or character-defining features would be made available for reuse in other buildings of the same age and style through an architectural salvage operation (this would only occur with implementation of Alternative A). No salvage would take place until an opportunity for the relocation described in item 5 above has taken place.
7. The Rancho Vista Historic District contributing buildings/structures affected by temporary construction easements would be protected by the establishment of Environmentally Sensitive Areas. After construction, the land, hardscape (e.g., residential walkways, garden walks/walls, etc.) and vegetation would be replaced in-kind per the Secretary of the Interior's *Standards for the Treatment for Historic Properties with Guidelines for Rehabilitation.*

CR-2 Contract specifications shall direct the contractor not to use pile driving for the construction of the bridge crossing at Stine Road and Stockdale Highway. The contractor shall use alternative construction methods (such as cast-in-drilled-hole piles) that would cause less than 0.12 inch per second peak particle velocity for the construction of the bridge to avoid any indirect adverse vibration effects to contributing elements of the Rancho Vista Historic District that is an Historic Property.

Hydrology and Floodplain

Standard Condition

SC-FP-1 The following measures will be incorporated into project design to minimize flood flow impacts on the Kern River:

1. Project design elements will include incorporation of bridge piers and abutments that are parallel to the direction of water flow to minimize flow obstruction.
2. Pier placement will be optimized to align the piers with existing piers in the Kern River.

3. Bridge abutments will be located outside of or as close to the limits of the floodplain as possible to minimize the reduction of conveyance capacity of the Kern River.
4. Bridges will be designed with sufficient freeboard above the 100-year flood water surface elevation to prevent the bridge deck from affecting flood flows.

Water Quality and Storm Water Runoff

Disturbed soil areas and slopes would be stabilized with permanent landscaping and/or permanent erosion-control measures as part of the Design Pollution Prevention best management practices in Caltrans' Storm Water Management Plan. In addition, velocity dissipation devices would be used in design to reduce erosion potential. Standard best management practices would maintain runoff patterns, volumes, and velocities, and would prevent erosion, channel scouring, and sediment deposition. Standard best management practices include the following:

- Consideration of downstream effects (such as flow rate and pollutant concentration) related to potentially increased flow, including peak-flow attenuation devices, reduction of paved surface, soil modification, and energy dissipation devices.
- Preservation of existing vegetation
- Concentrated flow conveyance systems (ditches, berms, dikes, and swales, overside drains, downdrains, paved spillways, channel linings, flared culvert end sections, outlet protection/velocity dissipation devices)
- Slope/Surface protection systems (specifically, vegetated surfaces, benching/terracing, slope rounding, reduce gradients, hard surfaces)

The treatment best management practices (which include use of biofiltration systems, infiltration devices, detention devices, dry weather flow diversions, gross solid removal devices, multi-chambered treatment trains, wet basins, traction sand traps, and media filters) have been evaluated for use throughout the alignments, as part of the *Storm Water Data Report*. The report found that the use of infiltration basins throughout the alignment of each build alternative would allow the storm water runoff to use the natural filtering ability of the soil to remove pollutants. Runoff from all new impervious surfaces would be directed into the infiltration basins for treatment and so would not create any surface water or groundwater quality impacts.

With the incorporation of project design features and standard best management practices into the project, no mitigation measures are required.

Hazardous Waste or Materials

Sites with potential contaminants shall be investigated, cleanup methods identified, and health and safety measures consistent with federal, state, and local requirements shall be implemented prior to and during project construction.

Minimization Measures

H-1 Prior to finalization of the environmental document, a Preliminary Site Investigation for the preferred alternative (Alternative B) shall be conducted to determine the existence and the level of contamination, if any. If contamination is identified, the wastes/materials shall be handled in accordance with all applicable federal, State, and local regulatory requirements.

H-2 Special provisions shall be included in the construction contract. Contractors will be required to prepare and work under a Health and Safety Contingency Plan(s), which will address worker safety when working with potentially hazardous materials including asbestos, lead-based paint, aerially-deposited lead and/or other construction-related materials within the project right-of-way. Asbestos-containing materials sampling and analysis of buildings subject to demolition will be done by the contractor, as needed, prior to demolition and the statement of work will be included in the specifications.

H-3 As part of project design, a Soil Management Plan shall be developed to ensure that soil excavated during the project construction which is impacted by metals or petroleum hydrocarbons is handled, stockpiled, and disposed of in accordance with federal, state, and local regulations. The Soil Management Plan will also establish Reuse Screening Levels for the excavated soils with contaminant concentrations below the Reuse Screening Levels, which may be reused during construction projects on the right-of-way, while soils with contaminant concentrations exceeding the Reuse Screening Levels will need to be managed as hazardous wastes and disposed of at a Class I landfill.

H-4 Prior to any soil disturbance at the former Tosco Coke Pile (APN#502-010-12), the Department of Toxic Substances Control shall be properly notified.

Noise

Abatement Measure

N-1 Based on the studies completed, Caltrans intends to incorporate noise abatement in the form of soundwalls that meet the criteria for reasonableness and feasibility. The recommended soundwalls would reduce the traffic noise levels by at least 5 decibels (dB) at the impacted receivers, would meet the design goal by providing a 7-decibel reduction for at least one receiver, and would cost less than the reasonableness cost allowance. If during final design, conditions have substantially changed, noise abatement may not be necessary. The final decision of the noise abatement will be made upon completion of the project design and the public involvement processes.

Prior to the formal selection of the Preferred Alternative and approval of the project, all property owners of the benefitted receptors located adjacent to each of the proposed soundwalls will be given an opportunity to vote if they want the soundwall to be constructed to abate the traffic noise in their

area or not. For soundwalls located within state right-of-way, if more than 50 percent of the votes from responding benefitted receptors oppose the abatement, the abatement will not be considered reasonable and will not be built. If the soundwall is to be located on private property (or properties), 100 percent of the property owners must vote in favor of the soundwall for it to be constructed. However, at this time, none of the recommended soundwalls are on private property.

The soundwalls that meet the feasibility and reasonableness criteria are shown in Tables F-1 through F-9 at the end of this Appendix.

Wetlands and Other Waters

Mitigation Measure

B-1 Prior to initiation of construction, Caltrans shall coordinate with and obtain necessary permits from the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and Regional Water Quality Control Board regarding compensation for impact to jurisdictional habitat. Due to the small effect of the alternatives on jurisdictional areas, replacement habitat shall be incorporated into the jurisdictional habitat replacement plan developed for the Westside Parkway project. The mitigation approach will be negotiated with the resource agencies and will consist of a combination of the following: 1) purchase of credits at a jurisdictional resources mitigation bank; 2) enhancement of jurisdictional resources; 3) restoration of jurisdictional resources; or 4) purchase of existing jurisdictional resources and placing a conservation easement over it.

Plant Species

Mitigation Measure

The following measure would apply to Alternative A in Segment 1:

B-2 If Alternative A is selected as the preferred alternative and the two populations of Ferris' goldfields cannot be avoided, Caltrans shall develop a mitigation and monitoring program to compensate for the loss of Ferris' goldfields before this species is affected. The mitigation program shall include preservation and/or enhancement of occupied habitat for this species or it shall include seed collection within the impact area and planting within a suitable mitigation site. The mitigation and monitoring plan shall be prepared by a qualified biologist and shall contain appropriate performance criteria.

Threatened and Endangered Species

Mitigation Measures

B-3 Special Status Plant Species: Prior to project groundbreaking, a U.S. Fish and Wildlife-approved biologist(s) shall conduct updated protocol-level botanical surveys within the project footprint during the appropriate blooming periods for the following four species: the California

jewelflower, the Kern mallow, the San Joaquin woollythreads, and the Bakersfield cactus. Surveys shall be conducted in accordance with the most current protocols accepted by the U.S. Fish and Wildlife Service.

To the greatest extent practicable, efforts shall be made to avoid the species during project design. If one of these species is observed within the impact area at Stockdale Highway and State Route 43 and it cannot be avoided, Caltrans shall obtain a take authorization from the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife before impacts to this species. Caltrans shall consult with the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife to determine the appropriate conservation measures to mitigate for impacts on this species. The mitigation shall include payment to an in-lieu fee program; preservation or enhancement of occupied habitat for the species; or collection of seed within the impact area and planting within a mitigation site with the appropriate microhabitat for this species. A detailed mitigation and monitoring program shall be prepared by a qualified biologist and approved by the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife.

B-4 S*an Joaquin kit fox:* Measures have been developed from standard recommendations described in the *USFWS Standardized Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance* (USFWS 2011b). In addition, project design changes have been identified to reduce impacts on the kit fox and have been incorporated into the design plans for the project. The main objective of project design changes is to maintain opportunities for kit foxes to cross over the road surface while reducing the potential for unintentional vehicle strikes. Construction of the new roadway would also incorporate several features to allow continued kit fox movement, including maintaining existing movement corridors along existing linear habitat features. These features include:

- Permeable fencing shall be installed along the proposed right-of-way in all areas where there is known San Joaquin kit fox activity and lower traffic speeds/volumes. Permanent exclusionary fencing shall be installed along the proposed right-of-way in high-density residential areas and/or in areas with higher traffic speeds/volumes. In areas in need of new permeable fencing, at least one design option featured below shall be adopted to provide the San Joaquin kit fox with passage and movement opportunities, and to minimize the potential to disrupt species movement and habitat fragmentation of the project area: (1) elevate the bottom of the fence 5 inches above ground to allow unobstructed movement by San Joaquin kit fox under the fence; (2) 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; and (3)

install fencing with a minimum mesh size of 3½ by 7 inches, preferably 5 by 12 inches, to allow unlimited movement through the fence.

- Curbed medians shall be used as part of the project design and their height shall be no greater than ten inches. Either 6-inch-high curbed medians with low vegetation (that is, less than 6 inches) or 10-inch-high unvegetated curbed medians shall be constructed 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 landscaping shall be planted with low-level vegetation (i.e., less than 6 inches tall at maturity), or be mowed frequently to prevent overgrowth and provide an unobstructed line of sight for the species, or shall have gaps installed measuring no less than 4-feet-wide every 12 feet in areas landscaped with trees and shrubs. If required, landscaping shall 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. Median barriers will be required in some areas of the project for the purpose of public safety. The Caltrans-designed modified median barrier type 60/S shall be used. Caltrans type 60/S design previously has been utilized in other projects (e.g., reinitiated Biological Opinion for the State Route 99 Goshen to Kingsburg 6-Lane Project, in Tulare and Fresno Counties; Service File number 81420-2009-F-0752) and includes 9-inch radius openings (semi-circular openings 9 inches high by 18 inches) spaced every 150 feet to allow passage by the San Joaquin kit fox. Maintaining permeability in this manner shall also reduce the potential to disrupt species movement and connectivity in the project area.

- In areas of known San Joaquin kit fox activity and high traffic volumes and/or speeds, existing San Joaquin kit fox movement corridors like the canal channels and the Kern River, as well as railroad right-of-ways (e.g., BNSF), shall be preserved through the use of bridges and/or culverts to facilitate crossings. Some segments of the canals under the new roadways shall be converted from trapezoidal channels to box culverts; other segments of the canals with existing box culverts shall be extended. Toe-of-road fill and bridge support walls shall be maintained and new walls will be designed no less than 20 feet from the centerlines of canal access roads and railroad.
  - An elevated bridge currently exists at the location where the Westside Parkway crosses the trapezoidal channel of the Friant-Kern Canal. Species access will continue to be provided along an elevated access road located parallel to the canal.
  - An above-grade bridge will be constructed over the trapezoidal channel of the Stine Canal. This will allow the species to move freely below the roadway.

  - An above-grade bridge (westbound Mohawk St. off-ramp) will be constructed over the Cross Valley Canal, which exists as a double box culvert. The Kern River corridor is located proximate to the canal and so it provides existing access for the species in the area; no additional crossing features are proposed at this canal site.

- Two design options are proposed for the location where the new roadway will cross the Carrier Canal: (1) box culvert – if this design is chosen, a crossing structure (with proposed 5 x 5 inch mesh size and 10 inch diameter escape pipes within a 60 inch diameter crossing culvert) will be installed to connect the access roads on the north side of the canal; (2) bridge – if this design is chosen, no additional crossing features will be necessary since the elevated bridge above the trapezoidal canal will allow the species to move freely below the roadway.

- Warning signage alerting drivers to potential kit fox presence is proposed at several locations. The need for and number of appropriate signage at intersections shall continue to be evaluated as project design advances.

- Caltrans shall verify that the City compensates for the permanent loss of 11.28 acres and temporary disturbance to 65.55 acres of habitat consisting of non-native grassland, riparian woodland/Great Valley cottonwood riparian forest, ruderal/disturbed areas, desiccated waterways, detention basins, and agricultural land suitable for the San Joaquin kit fox by purchasing 105.95 acres (using a 1:1 compensation ratio for permanent effects and 1.1:1 compensation ratio for temporary effects) through the Metropolitan Bakersfield Habitat Conservation Plan. Prior to construction, the limits of affected habitat acreage by vegetation type shall be verified and delineated on a map, and submitted for approval to the U.S. Fish and Wildlife Service. This shall be done prior to its submittal to the City Planning Department for fee payment.

Project design changes, when implemented together, are expected to reduce the potential for adverse effects on the kit fox. Project design shall be re-evaluated and adjusted as appropriate during the final project design phase and if changes are made plans shall be submitted for review and approval to the U.S. Fish and Wildlife Service.

The actions to be applied during construction are identified in Section 3.6, Construction Impacts, as part of Mitigation Measure CI-25. Mitigation CUM-1, provided in the Cumulative Impacts discussion, also addresses the San Joaquin kit fox.

Construction Impacts

Community Impacts

Standard Conditions

SC-CI-1 To the extent practical, street closures required during construction shall be scheduled to occur during nighttime hours. This requirement will be addressed in the Traffic Management Plan to be prepared during the final design phase of project development.

SC-CI-2 To the extent practical, the contractor shall avoid blocking or limiting access to businesses during construction during normal business hours. Businesses will be contacted and advised of nearby construction activities before their commencement.

SC-CI-3 Caltrans shall notify emergency service providers, such as fire, police, and ambulance services in advance of construction of the timing, location, and duration of construction activities and the locations of detours and lane closures.

SC-CI-4 During the final design phase, the City of Bakersfield and Caltrans in coordination with affected facility owners or operators shall develop and implement access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools.

Utilities and Emergency Services

Standard Conditions

SC-CI-5 Caltrans and the City of Bakersfield shall coordinate with all affected private and public service utilities in advance of the construction. Per Caltrans requirements, all linear underground utilities within Caltrans' right-of-way will be encased from right-of-way to right-of-way in either steel or concrete.

SC-CI-6 In accordance with the requirements in the California Code of Regulations, prior to the initiation of construction, the contractor shall coordinate and notify the operators of underground or overhead utility and service lines prior to any excavation activities. This coordination would avoid damage to existing utility lines and would limit disruption to existing utility services to the existing developments near the proposed alignments.

The following standard condition would avoid and/or minimize adverse effects of the Centennial Corridor on emergency services:

SC-CI-7 The contractor shall conduct construction activities in accordance with the approved Traffic Management Plan for the project and Caltrans' Manual of Uniform Traffic Control Devices to reduce impacts to emergency services and response. Coordination of roadway closures with appropriate

emergency services would be addressed in the Transportation Management Plan.

Traffic and Transportation/Pedestrian and Bicycle Facilities

Standard Conditions

SC-CI-8 Caltrans shall require the design team to develop a Traffic Management Plan to offset the effects of access restrictions and traffic congestion during construction of the freeway, ramps, and on local streets. The Traffic Management Plan will consider methods such as adjustment of signal timing and/or signal coordination to increase roadway efficiency; turn restrictions at intersections and roadways necessary to reduce congestion and improve safety; and parking restrictions on detour routes during work hours to increase capacity, reduce traffic conflicts, and improve access. The Traffic Management Plan will include a traffic contingency plan with procedures to be implemented for possible unforeseen circumstances and emergencies.

SC-CI-9 Caltrans shall require the contractor to provide motorist alert and awareness information during construction, as appropriate for the conditions, to include the following options: changeable message signs, stationary ground-mounted signs, traffic radio announcements, and the Caltrans Highway Information Network.

SC-CI-10 Caltrans, in coordination with the City of Bakersfield, shall coordinate with Golden Empire Transit and other affected transit providers to request and comply with applicable procedures for any required temporary bus stop relocations or other disruptions to transit service during construction.

Visual/Aesthetics

Measures V-1 presented in Section 3.1.7, Visual/Aesthetics would minimize visual impacts during construction.

Cultural Resources

In addition to the standard conditions and minimization measures listed below, Mitigation Measure CR-2 provided above and in Section 3.1.8, Cultural Resources, in Volume 1 and identified above, would reduce indirect adverse vibration effects to contributing elements of Rancho Vista Historic District, associated with the construction of Alternative A.

Standard Conditions

SC-CI-11 In accordance with Caltrans standard specifications, if cultural materials are discovered during construction, all earth-moving activities 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, Section 7050.5 of the State Health and Safety Code states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the county coroner shall be

contacted. Pursuant to Section 5097.98 of the Public Resources Code, if the remains are thought to be Native American, the coroner will notify the Resident Engineer and the Native American Heritage Commission, who will then notify the Most Likely Descendent. At this time, the Resident Engineer 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 Section 5097.98 of the Public Resources Code are to be followed as applicable.

SC-CI-12 It is Caltrans' policy to avoid cultural resources whenever possible. Further investigation may be needed if resources cannot be avoided by the project. Additional survey(s) will be required if the project changes to include areas not previously surveyed.

Minimization Measures

CI-1 Prior to finalization of the environmental document, Caltrans shall conduct Stage II of the archaeological sensitivity model to field-check the preliminary buried site sensitivity model and to further analyze the areas believed to have high and very high archaeological sensitivity. Phase II subsurface testing, will focus on those locations along the selected alternative that require excavation into native sediments that are identified as high and very high sensitivity.

Pursuant to Caltrans' policy regarding Native American monitoring during construction activities in areas where there is a high probability of buried resources, and to ensure that Native American concerns are considered, Caltrans shall retain a Native American monitor from the Santa Rosa Rancheria Tachi Yokut Tribe, or other tribe expressing interest in the project, to monitor all subsurface testing related to Stage II of the buried site sensitivity model.

CI-2 Before starting construction activities in the areas identified as a result of the Stage II of the archaeological sensitivity model, Caltrans shall retain a qualified archaeologist and Native American representative to observe grading activities and to salvage and catalogue archaeological resources, as necessary. The archaeologist and Native American representative shall also:

- Be present at the pre-construction conference.
- Establish areas of archaeological sensitivity that would need archaeological resource surveillance based on data gathered from the field survey and the Extended Phase I Geoarchaeological Study.
- In cooperation with the Caltrans Resident Engineer, establish procedures for temporarily halting or redirecting work (including sampling, identification, and evaluation) to be followed in the event artifacts are discovered.

Water Quality and Storm Water Runoff

Standard Conditions

SC-CI-13 The project shall conform to the requirements of the Caltrans' National Pollutant Discharge Elimination System Statewide Storm Water Permit (Order No. 2012-0011-DWQ, NPDES No. CAS000003), adopted by the State Water Resources Control Board on July 1, 2013, and any subsequent permit in effect at the time of construction. In addition, the contractor shall comply with the requirements of the General National Pollutant Discharge Elimination System Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002, as amended by 2010-0014-DWQ), also referred to as the Construction General Permit, as well as implementation of the best management practices specified in the Caltrans Storm Water Management Plan, to be prepared during the final design of the project.

SC-CI-14 The contractor shall develop an acceptable Storm Water Pollution Prevention Plan containing proven best management practices to minimize storm water pollution that have the potential to affect water quality. All construction site best management practices would follow the latest edition of the Storm Water Quality Handbooks and the Construction Site Best Management Practices Manual. In addition, the Storm Water Pollution Prevention Plan shall include implementation of specific stormwater effluent monitoring requirements based on the project's risk level to ensure water quality standards are met.

SC-CI-15 During construction, when dewatering is required, the contractor shall fully conform to the requirements specified in Order No. R5-00-175, General Waste Discharge requirements for Discharges to Surface Water which Pose an Insignificant (De Minimus) Threat to Water Quality, from the Central Valley Regional Water Quality Control Board.

SC-CI-16 The contractor shall comply with all requirements of the Section 404 Permit issued by the U.S. Army Corps of Engineers for the discharge of dredged or fill material into waters of the United States.

SC-CI-17 The contractor shall comply with all requirements of the Section 401 Certification issued by the Regional Water Quality Control Board to ensure that all discharges comply with applicable federal and state effluent limitations and water quality standards.

SC-CI-18 The contractor shall comply with all requirements of the Streambed Alteration Agreement per Section 1602 of the California Fish and Game Code.

Paleontology

Mitigation Measures

A Paleontological Mitigation Plan will be prepared prior to project construction. The plan would include the following mitigation measures:

CI-3 Specifications for paleontological mitigation shall be included in the construction contract special provisions section for this project to advise the construction contractor of the requirement to cooperate with the salvage of paleontological resources, particularly fossil remains and associated locality data.

CI-4 A qualified principal paleontologist approved by Caltrans shall prepare a detailed Paleontological Mitigation Plan before the start of construction. The paleontologist must have a Master of Science/Arts (M.S./M.A.) or Doctor of Philosophy (Ph.D.) degree in paleontology or geology and will be familiar with paleontological salvage or mitigation procedures and techniques. All geological work will be performed under the supervision of a California Professional Geologist.

CI-5 Caltrans will perform paleontological monitoring and salvage during construction-related excavation and other earth-moving activities. Within the boundaries of the project area, no earth-moving activity shall be allowed without written authorization of the Resident Engineer. Caltrans will provide a Paleontological Salvage Team consisting of a qualified Principal Paleontologist and Paleontological Monitors. The Resident Engineer will make arrangements for the Paleontological Salvage Team to be at the job site.

CI-6 If unanticipated fossils are discovered in an area of the project site not being actively monitored, the remains shall not be disturbed. The Resident Engineer shall direct that all work within a 60-foot radius of the discovery be stopped and that the area be protected. The Resident Engineer, in consultation with the paleontologist, will investigate and modify the dimensions of the protected area, if necessary. Paleontological resources will not be removed from the project site without authorization. Work will not resume within the specified radius of the discovery until authorized by the Resident Engineer.

CI-7 The Paleontological Salvage Team will be notified 15 days in advance of the start of excavation or any other earth-moving activity.

CI-8 The construction contractor shall attend a pre-construction meeting with the Paleontological Salvage Team and the Resident Engineer to establish procedures for cooperation in the event fossil remains are encountered and to provide for worker safety during monitoring and salvage activities. The Principal Paleontologist and the Caltrans paleontology coordinator will be

present at pre-grading meetings to consult with grading and excavation contractors.

CI-9 Before any earth-moving activity, the Principal Paleontologist shall conduct an employee environmental awareness training session for all persons involved in that earth-moving activity.

CI-10 Before the start of earth-moving activities, the Paleontological Salvage Team will conduct a pre-construction field survey of the project area, and any exposed fossil remains will be recovered. A qualified Paleontological Monitor, under the direction of the Principal Paleontologist, will be onsite to inspect cuts and debris piles to allow for the discovery and recovery of larger fossil remains. Monitoring will be conducted at all times during original grading in areas underlain by highly important rock units. If necessary, additional personnel will be assigned to recover an unusually large or numerous fossil occurrence.

CI-11 The Paleontological Salvage Team will salvage fossil remains exposed by excavation and other earth-moving activities. The Resident Engineer, at the request of the Paleontological Salvage Team, may temporarily divert or stop such activities in the vicinity of a fossil locality to avoid disturbing the locality pending removal of the remains. When fossil remains are discovered, the Paleontological Monitor will recover them and contact a Principal Paleontologist for assistance, if necessary. Earth-moving activities in these areas shall be halted or diverted to allow for the recovery of the remains in a timely manner.

CI-12 Bulk sediment or rock samples will be recovered from fossiliferous horizons and processed to allow for the recovery of microvertebrate and other microfossil remains, as determined necessary by the Principal Paleontologist.

CI-13 Fossil remains collected as a result of monitoring and salvage or sample processing will be cleaned, prepared, sorted, curated, and cataloged. Recovered specimens will be identified by appropriate paleontological specialists.

CI-14 Prepared fossils, along with copies of all pertinent field notes, photographs, and maps, shall then be deposited in a Caltrans-approved museum repository with paleontological collections and made available for future scientific study.

CI-15 A final report shall be completed by the Principal Paleontologist. The report shall outline the results of the mitigation program and will be signed by the Principal Paleontologist and Professional Geologist. A copy of the report will be supplied to the museum repository and to Caltrans.

CI-16 At the completion of the project, the Caltrans paleontological coordinator will prepare a paleontological stewardship summary with a list of any long-term commitments. The list will be provided to both Maintenance and Operations staff, including the Encroachment Permits office.

Hazardous Waste or Materials

Standard Conditions

SC-CI-19 A Health and Safety Contingency Plan shall be prepared as part of the standard engineering design process.

Air Quality

Standard Conditions

SC-CI-20 Caltrans shall incorporate requirements into the contract specifications requiring that the contractor comply with the San Joaquin Valley Air Pollution Control District's Rule 9510 (Indirect Source Review). This rule applies to transportation or transit projects with construction exhaust emissions of at least 2 tons of nitrogen oxides or 2 tons of particulate matter (PM_{10}) per year. These projects are required to reduce their construction exhaust emissions of nitrogen oxides and particulate matter (PM_{10}), by 20 and 45 percent, respectively, compared to the statewide average for construction equipment. If, after implementation of all feasible onsite mitigation measures, the required emission reduction is not achieved, the rule provides a mechanism by which Caltrans can pay an offsite mitigation fee to the district. Methods of calculating the offsite emission reduction fee are provided in Section 7.1.1 of Rule 9510 and the District's Rule 3180. District Rule 3180 establishes a 4 percent administration fee to cover the district's cost of operating an offsite emission reduction program.

Achieving a 20 percent nitrogen oxides reduction in exhaust emissions compared to the statewide fleet average can be met by implementing one or more of the following measures:

- Operate equipment with engines newer than 1996.
- Retrofit the existing equipment with control devices (e.g., exhaust oxidation catalyst).
- Use cleaner fuels such as liquid natural gas, compressed natural gas, or aqueous diesel fuel, where feasible.
- Prohibit truck idling in excess of 10 minutes, whenever practical.
- Use only well-maintained equipment; use proper planning to reduce rework and multiple handling of earth materials.
- Pay a mitigation fee to the air district to obtain reductions through incentive and other programs.

SC-CI-21 Caltrans shall incorporate requirements into the contract specifications requiring that the contractor comply with the San Joaquin Valley Air Pollution Control District's Regulation VIII (Fugitive PM_{10} Prohibitions) and shall implement all applicable control measures included in the District's Guide for Assessing and Mitigating Air Quality Impacts, specifically those measures listed in Table 6-2 (Regulation VIII Control Measures) and Table 6-3 (Enhanced and Additional Control Measures) of the document. Applicable mitigation measures as listed in these tables include the following:

- All disturbed areas, including storage piles that are not being actively used for construction purposes shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant, or they shall be covered with a tarp, another suitable cover, or vegetative ground cover.
- All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer/suppressant.
- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions by applying water or by pre-soaking.
- With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demolition.
- When materials are transported offsite, all material shall be covered or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container shall be maintained.
- All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.
- Within urban areas, an owner/operator shall prevent carryout and trackout, or immediately remove carryout and trackout when it extends 50 feet or more from the nearest unpaved surface exit point of the site.
- Any construction site with 150 or more vehicle trips per day shall prevent carryout and trackout.
- The following measures shall be implemented at construction sites with high emissions of fugitive dust:
  - Limit traffic speed on unpaved roads to 15 miles per hour.

- Install sandbags or other erosion-control measures to prevent silt runoff to public roadways from sites with a slope greater than 1 percent.

- The following measures shall be implemented at large construction sites near sensitive receptors:
  - Install wheel washers for all exiting trucks, or wash off tires of trucks and equipment leaving the site.
  - Install wind breaks at windward side(s) of construction areas.
  - Suspend excavation and grading activities when wind exceeds 20 miles per hour.
  - Limit areas subject to excavation, grading, and other earthwork activity at any one time.

SC-CI-22 Caltrans shall incorporate requirements into the contract specifications requiring that the contractor comply with the limitations of the National Emissions Standards for Hazardous Air Pollutants regulations as listed in the Code of Federal Regulations (CFR) requiring notification and inspection for the construction activities that are involved with demolition, renovation, or removal of asbestos-containing materials. Before starting any demolition or renovation of any building, Caltrans shall require the contractor to consult with the San Joaquin Valley Air Pollution Control District's Compliance Division to determine inspection and compliance requirements.

Noise and Vibration

In addition to the standard conditions and minimization measure listed below, Mitigation Measure CR-2 provided in Section 3.1.8, Cultural Resources, in Volume 1 and identified above, would reduce indirect adverse vibration effects to contributing elements of Rancho Vista Historic District, associated with the construction of Alternative A.

Standard Conditions

SC-CI-23 The contractor shall be required to adhere to the following equipment noise-control measures:

- Each internal combustion engine used for any purpose on the job or related to the job shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the job site without an appropriate muffler.
- Construction methods or equipment that will provide the lowest level of noise and ground vibration impact (for example, avoid impact pile driving near residences and consider alternative methods that are also suitable for the soil condition) shall be used.
- Idling equipment shall be turned off.

- Construction activities shall be coordinated to build recommended permanent soundwalls during the first phase of construction to protect sensitive receivers from subsequent construction noise, dust, light, glare, and other impacts, to the extent feasible.
- Temporary noise barriers shall be used and relocated, as needed, to protect sensitive receptors against excessive noise from construction activities involving large equipment and by small items such as compressors, generators, pneumatic tools, and jackhammers. Noise barriers can be made of heavy plywood, moveable insulated sound blankets, or other best available control techniques.
- Newer equipment with improved noise muffling shall be used, and all equipment items shall have the manufacturers' recommended noise-abatement measures (such as mufflers, engine covers, and engine vibration isolators) intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment shall be inspected at periodic intervals to ensure proper maintenance and presence of noise-control devices (such as mufflers and shrouding).
- Construction activities shall be minimized to the extent possible in residential areas during evening, nighttime, weekend, and holiday periods. Noise impacts are typically minimized when construction activities are performed during daytime hours. However, nighttime construction may be desirable (such as in commercial areas where businesses may be disrupted during daytime hours) or necessary to avoid major traffic disruption. Coordination with the City or County shall occur before construction can be performed in noise-sensitive areas between 9:00 in the evening and 6:00 in the morning.
- Construction lay-down or staging areas shall be selected in industrially zoned districts. If industrially zoned areas are not available, commercially zoned areas may be used, or locations that are at least 100 feet from any noise-sensitive land use (such as residences, hotels, and motels).

SC-CI-24 The contractor shall be required to adhere to the following administrative noise control measures:

- Once details of the construction activities become available, the contractor shall work with local authorities to develop an acceptable approach to minimize interference with the business and residential communities, traffic disruptions, and the total duration of the construction.
- Good public relations shall be maintained with the community to minimize objections to unavoidable construction impacts. Frequent activity updates of all construction activities shall be provided. A

construction noise monitoring program to track sound levels and limit the impacts shall be implemented.

- In case of construction noise complaints by the public, the Resident Engineer shall coordinate with the construction manager, and the specific noise-producing activity may be changed, altered, or temporarily suspended, if necessary.

SC-CI-25 The contractor shall be required to adhere to the following vibration-control measures:

- Restrict the hours of vibration-intensive equipment or activities such as vibratory rollers so that impacts to residents are minimal (e.g., weekdays during daytime hours only when as many residents as possible are away from home.
- The owner of a building close enough to a construction vibration source that damage to that structure due to vibration is possible would be entitled to a pre-construction building inspection to document the pre-construction condition of that structure.
- Conduct vibration monitoring during vibration-intensive activities.

Minimization Measure

CI-17 The contractor shall prepare a Noise and Vibration Monitoring and Mitigation Plan by a qualified Acoustical Engineer and submit it for approval. The plan must outline noise- and vibration-monitoring procedures at predetermined noise- and vibration-sensitive sites as well as historic properties. The plan also must include calculated noise and vibration levels for various construction phases and mitigation measures that may need to meet the project specifications. The contractor shall not start any construction work or operate any noise-generating construction equipment at the construction site before approval of the plan. The plan must be updated every three months or sooner if there are any changes to the construction activities.

Energy

Standard Condition

SC-CI-26 The contractor shall identify specific measures that reduce the amount of refuse generated by construction of the proposed project, consistent with the waste reduction requirements established by the California Integrated Waste Management Act of 1989.

Biological Environment

Standard Condition

SC-CI-27 ***Invasive Species:*** In compliance with the Executive Order on Invasive Species (Executive Order 13112) and subsequent guidance from the Federal Highway Administration, Caltrans shall not use species listed as invasive as part of landscaping erosion control measures. In areas of

particular sensitivity, extra precautions shall be taken if invasive species are found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur. To adhere to this requirement, 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 in the proposed landscaping plan. If the plan contains noxious weeds/invasive species, the reviewing biologist shall recommend suitable substitutes.

Minimization Measures

CI-18 ***Wetlands and Other Waters:*** Before starting 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/or California Department of Fish and Wildlife, the contractor shall install fencing, flagging, lath and rope, or another device to delineate the jurisdictional areas that would not be affected by the project. The purpose of the fencing is to protect the jurisdictional areas from inadvertent disturbance. Placement of the fencing shall be done under the supervision of a qualified biological monitor.

CI-19 ***Western Spadefoot, Western Pond Turtle, Coast Horned Lizard, Silvery Legless Lizard:*** A pre-construction survey for western spadefoot, western pond turtle, coast horned lizard, and silvery legless lizard shall be conducted by a qualified biologist within the proposed impact area before construction. If these species are observed on or adjacent to the impact area and are in imminent danger from construction activities, a qualified biologist shall capture and relocate individuals to an appropriate location outside the impact area. Suitable habitat (such as pools for western spadefoot tadpoles or pond turtles) into which to relocate the individuals will be identified by the biologist and approved by the California Department of Fish and Wildlife before individuals are translocated. The biologist conducting the surveys shall hold necessary permits to handle the species. If animals are not in imminent danger, they shall be allowed to leave the impact area on their own.

CI-20 ***White-tailed Kite:*** A pre-construction survey for nesting raptors shall be done by a qualified biologist within the limits of project disturbance and shall be repeated annually. Any active nest found during survey efforts shall be mapped on the construction plans. If nesting activity is present, the active site shall be protected until nesting activity ends to ensure compliance with Section 3503.5 of the *California Fish and Game Code.*

Nesting activity for raptors in the region normally occurs from February 1 to August 31. If no active nests are found, no further mitigation would be

required. Results of the surveys shall be provided to the California Department of Fish and Wildlife.

To protect any white-tailed kite nest site, the following restrictions on construction would be required between February 1 and August 31 (or until nests are no longer active, as determined by a qualified biologist): (1) clearing limits shall be established a minimum of 600 feet in any direction from any occupied nest; (2) access and surveying shall be restricted within 600 feet of any occupied nest; and (3) full-time biological monitoring shall be required when construction is within 600 feet of an active nest. Any encroachment into the buffer area around the known nest shall be allowed only if it is determined by a qualified biologist that the proposed activity shall not disturb the nest occupants. Construction during the non-nesting season can occur only at the sites if a qualified biologist determines that fledglings have left the nest.

CI-21 ***Burrowing Owl**:* A pre-construction survey shall be conducted by a qualified biologist in accordance with the survey requirements detailed in the California Department of Fish and Game's March 7, 2012 *Staff Report on Burrowing Owl* no less than 14 days before initial ground-disturbing activities (California Department of Fish and Game 2012) and shall be repeated annually. Any active burrow found during pre-construction survey efforts shall be mapped and provided to the construction foreman. If no active burrows are found, no further mitigation shall be required.

No disturbance shall occur within buffers around burrows determined to be occupied. Recommended buffer distances are based on time of year and level of disturbance.

Time of Year	Level of Disturbance		
	Low	Medium	High
April 1 – August 15	656 feet	1,640 feet	1,640 feet
August 16 – October 15	656 feet	656 feet	1,640 feet
October 16 – March 31	164 feet	328 feet	1,640 feet

Source: *Staff Report on Burrowing Owl* (California Department of Fish and Game 2012).

If owls must be moved away from the disturbance area, passive relocation is preferable to trapping. Relocation shall be implemented only during the non-breeding season by a qualified biologist and would occur in coordination with the California Department of Fish and Wildlife. Owls shall be excluded from burrows in the immediate impact zone by installing one-way doors in burrow entrances. One-way doors shall be left in place for 48 hours to ensure owls have left the burrow before excavation.

An effort shall be made to preserve foraging habitat contiguous with occupied burrow sites for each pair of breeding burrowing owls or for every single unpaired resident bird.

Compensatory mitigation for the San Joaquin kit fox (discussed below) shall also mitigate for the loss of burrowing owl habitat. Additional compensatory mitigation for burrowing owls shall be required only if burrowing owls found within buffer distances specified above 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 City Sump Habitat Program for the San Joaquin kit fox.

CI-22 ***Loggerhead Shrike**:* A qualified biologist shall survey annually within the limits of project disturbance for the presence of any nesting locations. Any active nest found during survey efforts shall be mapped and provided to the construction foreman. If no active nests are found, no further mitigation would be required.

If nesting activity is present, the active site shall be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code. Nesting activity for birds in the region normally occurs from February 1 to August 31. To protect any nest site, the following restrictions on construction are required between February 1 to August 31 (or until nests are no longer active, as determined by a qualified biologist): (1) clearing limits shall be established a minimum of 300 feet in any direction from any occupied nest and (2) access and surveying shall be restricted within 200 feet of any occupied nest. Any encroachment into the 300-/200-foot buffer area around the known nest shall be allowed only if a qualified biologist determines that the proposed activity will not disturb the nest occupants.

CI-23 ***Western Mastiff Bat:*** During construction, when nightwork is required, lighting during the early evening twilight hours (i.e., two hours before sunrise and two hours after sunset) adjacent to open space areas shall be minimized or avoided to the greatest extent possible. Permanent night lighting for the project shall be directed away from natural open space areas.

CI-24 ***Swainson's Hawk**:* Tree removal within 500 feet of non-native grassland, agricultural areas, and detention basins shall occur outside the Swainson's hawk nesting season. An updated focused survey (5 visits) for Swainson's hawk nests shall be conducted during the breeding season before construction activities. A qualified biologist shall survey within the limits of the biological study area and within a 0.5-mile radius around the biological study area for the presence of an active nest in accordance with the Swainson's Hawk Technical Advisory Committee's *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California, Central Valley.* Any active nest found during survey efforts shall be mapped and provided to the construction foreman. If a Swainson's

hawk is nesting within 0.5 mile of the proposed impact area, the California Department of Fish and Wildlife shall be consulted to evaluate the potential for disturbance of the nesting birds during construction and to approve measures that would avoid impacts on the active nest; authorization to proceed shall be obtained before work starts. The active site shall be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code and the California Endangered Species Act. If no active nests are found, no further mitigation would be required. Results of the surveys shall be provided to the California Department of Fish and Wildlife.

A pre-construction survey (5 visits from March15 to April 30) shall be conducted annually before construction activities. To protect an active Swainson's hawk nest site, the following restrictions on construction are required between February 1 and August 31 (or until nests are no longer active, as determined by a qualified biologist): (1) clearing limits shall be established a minimum of 600 feet in any direction from any occupied Swainson's hawk nest; (2) access and surveying shall be restricted within 600 feet of any occupied Swainson's hawk nest; and (3) full-time biological monitoring shall be required when construction is within 600 feet of an active nest. Any encroachment into the 600-foot buffer area around the known nest shall be allowed only if the qualified biologist determines that the proposed activity will not disturb the nest occupants.

Mitigation Measure

CI-25 ***San Joaquin Kit Fox:*** The following measures shall be implemented before and during construction:

- Construction activities shall adhere to the standard construction and operational requirements, as described in the U.S. Fish and Wildlife Service's *Standardized Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance* (USFWS 2011b).
- No less than 30 but no more than 60 days prior to road construction, a U.S. Fish and Wildlife Service-approved biologist(s) shall conduct pre-construction surveys for San Joaquin kit fox dens both in the project footprint and within 200 feet of the footprint (project footprint plus temporary construction zone), inclusive of any utilities relocations. A letter report and map of known and potential kit fox dens shall be submitted to the U.S. Fish and Wildlife Service prior to the start of ground disturbance and/or construction activities. Repeat clearance surveys shall be conducted no more than 14 days before construction or after any delays in construction of over 2 weeks. Any new known or potential San Joaquin kit fox dens identified in the interim shall be reported to the U.S. Fish and Wildlife Service in a letter report and map. If no new known or potential San Joaquin kit fox dens are identified, an internal record shall be maintained that includes

the survey date, the designated biologist conducting the survey, and the general survey findings. The records will be submitted to the U.S. Fish and Wildlife Service upon request.

- Disturbance to all San Joaquin kit fox dens shall be avoided to the maximum extent possible. If known or potential dens are identified within the project footprint during 60-day and/or 14-day pre-construction surveys, Caltrans shall request to monitor and excavate those dens that are expected to be affected directly by the project and cannot be avoided. Active dens shall not be excavated during the natal season (January 1–June 30). The U.S. Fish and Wildlife Service-approved biologist(s) shall monitor potential dens for three consecutive nights using tracking medium and/or a remote sensor camera, shall submit monitoring results in a letter report to the U.S. Fish and Wildlife Service, and also shall oversee the hand excavation of dens that have been determined to be vacant following approval by the U.S. Fish and Wildlife Service. The U.S. Fish and Wildlife Service-approved biologist(s) also shall submit results of the den excavation and exclusion activities in a letter report to the agencies. The following measures shall be applied to dens that are not excavated:
  - Dens that are identified during pre-construction surveys of the project footprint boundary and a 200-foot area outside of the project footprint shall be monitored and protected by an exclusion zone around dens, as measured outward from the entrance or cluster of entrances of each den. Potential and atypical dens within 50 feet of the project footprint shall be protected with a 50-foot zone delineated by flagged stakes. Known dens within 100 feet of the project footprint shall be protected with a 100-foot zone. To ensure protection, the exclusion zone shall be demarcated by fencing/flagging that does not prevent access to the den by the San Joaquin kit fox. Acceptable designs shall have openings for San Joaquin kit fox ingress/egress but shall keep humans and equipment out, e.g., wooden posts connected with caution tape; orange construction cones; orange construction fencing with a mesh size less than 2 inches in diameter (to prevent the San Joaquin kit fox from becoming entangled in the fencing) with gaps every 50 feet. Fencing/flagging shall be maintained until all construction-related disturbances have been terminated. At that time, all fencing/flagging shall be removed to avoid attracting subsequent attention at the dens. .
  - If natal/pupping dens are discovered either within the project footprint or within 200 feet of the project footprint, Caltrans shall immediately notify the U.S. Fish and Wildlife Service.
- The U.S. Fish and Wildlife Service-approved biologist(s) shall 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 the San Joaquin kit fox to occur on site, the effects on the species from construction activities, how to minimize effects to the species, and the penalties for non-exempted take. The training shall be repeated to all new crew members working in San Joaquin kit fox habitat. Crew members shall sign an attendance sheet and confirm that they understand the protection measures and construction restrictions. Training materials and records of attendees shall be submitted to the U.S. Fish and Wildlife Service.

- The U.S. Fish and Wildlife Service-approved biologist(s) shall monitor road construction on a daily basis and shall verify that construction complies with the measures laid out in the Biological Opinion. The U.S. Fish and Wildlife Service-approved biologist(s) shall maintain a log of daily monitoring notes that can be summarized and transmitted to the U.S. Fish and Wildlife Service by request.
- Upon completion of project construction, all areas subject to temporary ground disturbance, including storage and staging areas, shall be restored to original grade and contour. Appropriate methods and plant species used to revegetate shall be determined on a site-specific basis in consultation with revegetation experts.
- To minimize opportunistic predatory effects to the San Joaquin kit fox, the City and Caltrans shall condition contracts with contractors to require that trash be removed at least once daily from project areas and disposed of off site so as not to attract predator species like coyotes (*Canis latrans*) and bobcats (*Lynx rufus*) to the project area.
- The City and Caltrans shall condition contracts with contractors to require that contained water sources, which are inaccessible to the San Joaquin kit fox (e.g., elevated water trucks), be used for dust control and other construction water activities.

Cumulative Impacts

Mitigation Measure

CUM-1 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 goals in detail that are integral to the implementation and success of the Sump Habitat Program: 1) the selection of sumps that maintain San Joaquin kit fox accessibility and/or habitat (i.e. 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 (i.e. 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 (i.e. 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 (i.e. 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 (i.e. individual conservation easements for each sump; a perpetual non-wasting endowment for management, maintenance, and monitoring costs associated with ongoing implementation; and a Service-approved Long-Term Management Plan. The proposed easement and endowment holder(s) will be Service-approved third-party organizations). Further details in regards to these five core measures can be found in the Draft Sump Habitat Program Plan.

a. The Sump Habitat Program will continue to be updated, refined, and ultimately finalized through an ongoing collaborative consultation process involving Caltrans, the City, Parsons/Thomas Roads Improvement Program, and the Service over the course of the final remaining Thomas Roads Improvement Program project.

b. 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 Roads Improvement Program projects; the City will 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 this biological opinion and will be responsible for the overall implementation of the Sump Habitat Program, while the City will be responsible for enhancing sumps and conducting long term management of the Sump Habitat Program. A Service-approved third-party will be responsible for administering endowment funds and providing compliance oversight with the terms of the conservation easements for each sump in the Sump Habitat Program.

ATTACHMENT F-1
List of Soundwalls to be Incorporated into Project Design to Abate Traffic Noise Impacts

Alternative A

Under Alternative A, the soundwalls identified in Tables F-1 through F-3 below meet the feasibility and reasonableness criteria.

Table F-1 Summary of Noise Barrier Key Information – Alternative A

Location	Barrier	Height (feet)	Acoustically Feasible?	Number of Benefited Residences[1]	Total Reasonable Allowance	Masonry Estimated Construction Cost	Reasonable? (Cost Less Than Allowance?)
West of State Route 99	S474	14	Yes	9 SFR, 62 MFR, 1 REC	$3,960,000	$726,000	Yes
	S499	14	Yes	3 SFR, 51 MFR	$2,970,000	$400,000	Yes
	S526	10–16	Yes	43 SFR, 3 MFR	$2,530,000	$1,752,000	Yes
	S531	12	Yes	11 SFR	$605,000	$497,000	Yes

[1] SFR: single-family residence; MFR: multi-family residence; REC: recreational.
Source: *Noise Study Report* 2013 *and Noise Abatement Decision Report* 2013.

Table F-2 Summary of Noise Barrier Key Information – Alternative A

Location	Barrier	Height (feet)	Acoustically Feasible?	Number of Benefited Residences[1]	Total Reasonable Allowance	Masonry Estimated Construction Cost	Reasonable? (Cost Less Than Allowance?)
South of State Route 58	S676	10	Yes	13 SFR	$715,000	$370,000	Yes

[1] SFR: single-family residence.
Source: *Noise Study Report* 2013 *and Noise Abatement Decision Report* 2013.

Table F-3 Summary of Abatement Measures – Alternative A

Location	Barrier	Height (feet)	Acoustically Feasible?	Number of Benefited Residences[1]	Total Reasonable Allowance	Masonry Estimated Construction Cost	Reasonable? (Cost Less Than Allowance?)
East of State Route 99	S45	12	Yes	17 SFR, 5 MFR	$1,210,000	$978,000	Yes
	S68	8–10	Yes	11 SFR, 4 MFR	$825,000	$739,000	Yes
	S71A	8	Yes	2 SFR	$110,000	$65,000	Yes
	S88	12	Yes	12 SFR	$660,000	$435,000	Yes
	S93	16	Yes	7 SFR	$385,000	$345,000	Yes
	S106	8–12	Yes	8 SFR, 1 REC	$495,000	$471,000	Yes
	S107	10–12	Yes	18 SFR	$990,000	$421,000	Yes
	S108	12–14	Yes	34 SFR, 24 MFR	$3,190,000	$1,036,000	Yes
	S119	10–12	Yes	12 SFR	$660,000	$276,000	Yes

Table F-3 Summary of Abatement Measures – Alternative A

Location	Barrier	Height (feet)	Acoustically Feasible?	Number of Benefited Residences[1]	Total Reasonable Allowance	Masonry Estimated Construction Cost	Reasonable? (Cost Less Than Allowance?)
	S144	10–12	Yes	8 SFR	$440,000	$445,000	Yes (Estimated cost almost identical to reasonableness allowance)
	S147 and S165	10–12	Yes	31 SFR, 10 MFR, 22 MH	$3,465,000	$1,253,000	Yes
	S164 and S184	10–14	Yes	67 SFR, 4 MFR	$3,905,000	$1,365,000	Yes

[1] SFR: single-family residence, MFR: multi-family residence; REC: recreational.
Source: *Noise Study Report* 2013 *and Noise Abatement Decision Report* 2013.

Alternative B

Under Alternative B, the soundwalls identified in the Tables F-4 through F-6 meet the feasibility and reasonableness criteria.

Table F-4 Summary of Noise Barrier Key Information – Alternative B

Location	Barrier	Height (feet)	Acoustically Feasible?	Number of Benefited Residences[1]	Total Reasonable Allowance	Masonry Estimated Construction Cost	Reasonable? (Cost Less Than Allowance?)
West of State Route 99	S509 and S519	14	Yes	14 SFR, 15 MFR, 1 SCH	$1,650,000	$643,000	Yes
	S518	14–16	Yes	19 SFR	$1,045,000	$667,000	Yes
	S529	8–12	Yes	3 SFR	$165,000	$328,000	No*
	S530	10–12	Yes	8 SFR	$440,000	$379,000	Yes
	S536, S544, and S552	12–14	Yes	19 SFR	$1,045,000	$616,000	Yes
	S537 and S555	12–16	Yes	51 SFR	$2,805,000	$1,774,000	Yes

[1] SFR: single-family residence; MFR; multi-family residence; SCH: school.
*: Soundwall is recommended for gap closure.
Source: *Noise Study Report* 2013 *and Noise Abatement Decision Report* 2013.

Table F-5 Summary of Noise Barrier Key Information – Alternative B

Location	Barrier	Height (feet)	Acoustically Feasible?	Number of Benefited Residences[1]	Total Reasonable Allowance	Masonry Estimated Construction Cost	Reasonable? (Cost Less Than Allowance?)
South of State Route 58	S676	12–14	Yes	9 SFR	$495,000	$426,000	Yes

[1] SFR: single-family residence.
Source: *Noise Study Report* 2013 *and Noise Abatement Decision Report* 2013.

Table F-6 Summary of Noise Barrier Key Information – Alternative B

Location	Barrier	Height (feet)	Acoustically Feasible?	Number of Benefited Residences[1]	Total Reasonable Allowance	Masonry Estimated Construction Cost	Reasonable? (Cost Less Than Allowance?)
East of State Route 99	S45	12–14	Yes	17 SFR, 5 MFR	$1,210,000	$994,000	Yes
	S68	8–10	Yes	11 SFR, 4 MFR	$825,000	$739,000	Yes
	S71A	8	Yes	2 SFR	$110,000	$65,000	Yes
	S93	16	Yes	7 SFR	$385,000	$345,000	Yes
	S106	14	Yes	15 SFR, 1 REC	$880,000	$628,000	Yes
	S107	10–12	Yes	18 SFR	$990,000	$421,000	Yes
	S108	12–14	Yes	34 SFR, 24 MFR	$3,190,000	$1,036,000	Yes
	S119	10–12	Yes	12 SFR	$660,000	$276,000	Yes
	S144	10–12	Yes	8 SFR	$440,000	$445,000	Yes (Estimated cost almost identical to reasonableness allowance).
	S164 and S184	10–14	Yes	67 SFR, 4 MFR	$3,905,000	$1,365,000	Yes
	S147 and S165	10–12	Yes	31 SFR, 10 MFR, 22 MH	$3,465,000	$1,253,000	Yes
	S194	12	Yes	12 SFR	$660,000	$447,000	Yes

[1] SFR: single-family residence; MFR: multi-family residence; MH: mobile home; REC: recreational.
Source: *Noise Study Report* 2013 *and Noise Abatement Decision Report* 2013.

Alternative C

Under Alternative C, the soundwalls identified in the Tables F-7 through F-9 meet the feasibility and reasonableness criteria.

Table F-7 Summary of Noise Barrier Key Information – Alternative C

Location	Barrier	Height (feet)	Acoustically Feasible?	Number of Benefited Residences[1]	Total Reasonable Allowance	Masonry Estimated Construction Cost	Reasonable? (Cost Less Than Allowance?)
West of State Route 99	S561	10–16	Yes	21 SFR, 4 MFR, 3 REC	$1,540,000	$1,017,000	Yes

Note:
[1] SFR: single-family residence; MFR: multi-family residence; REC: recreational.
Source: *Noise Study Report* 2013 *and Noise Abatement Decision Report* 2013

Table F-8 Summary of Noise Barrier Key Information – Alternative C

Location	Barrier	Height (feet)	Acoustically Feasible?	Number of Benefited Residences[1]	Total Reasonable Allowance	Masonry Estimated Construction Cost	Reasonable? (Cost Less Than Allowance?)
South of State Route 58	S676	10	Yes	13 SFR	$715,000	$375,000	Yes
	S683	16	Yes	1 SFR, 7 MFR	$440,000	$366,000	Yes

[1] SFR: single-family residence; MFR: multi-family residence.
Source: *Noise Study Report* 2013 *and Noise Abatement Decision Report* 2013.

Table F-9 Summary of Noise Barrier Key Information – Alternative C

Location	Barrier	Height (feet)	Acoustically Feasible?	Number of Benefited Residences[1]	Total Reasonable Allowance	Masonry Estimated Construction Cost	Reasonable? (Cost Less Than Allowance?)
East of State Route 99	S90	12–14	Yes	13 SFR	$715,000	$639,000	Yes
	S103 and S109	10–14	Yes	14 SFR	$770,000	$492,000	Yes
	S624	8–10	Yes	11 SFR, 4 MFR	$825,000	$739,000	Yes
	S629A	8	Yes	2 SFR	$110,000	$65,000	Yes
	S649	16	Yes	7 SFR	$385,000	$192,000	Yes
	S663	10–12	Yes	20 SFR	$1,100,000	$592,000	Yes
	S664	10–14	Yes	34 SFR, 24 MFR	$3,190,000	$1,000,000	Yes
	S677	10–12	Yes	12 SFR	$660,000	$340,000	Yes
	S702	10–12	Yes	8 SFR	$440,000	$445,000	Yes (Estimated cost almost identical to reasonableness allowance).
	S703 and S721	10–12	Yes	31 SFR, 10 MFR, 22 MH	$3,465,000	$1,253,000	Yes
	S722 and S742	12–14	Yes	67 SFR, 4 MFR	$3,905,000	$1,390,000	Yes

[1] SFR: single-family residence; MFR: multi-family residence; MH: mobile home.
Source: *Noise Study Report* 2013 *and Noise Abatement Decision Report* 2013.

Appendix G Right-of-Way Acquisition Summary

Table G.1 List of Acquisitions for Alternative A

Impact ID	Site Address	Present Use	Type of Take
1	15 CHESTER AVE, BAKERSFIELD CA 93301	Vacant	Partial
2	13 CHESTER AVE, BAKERSFIELD CA 93301	Store	Partial
3		Parking	Partial
4	229 CHESTER AVE, BAKERSFIELD CA 93301	SFR	Full
5	136 HAYBERT CT, BAKERSFIELD CA 93304	Vacant	Full
6	233 S CHESTER AVE, BAKERSFIELD CA 93304-3648	SFR	Full
7	301 S CHESTER AVE, BAKERSFIELD CA 93304-3650	SFR	Full
8	216 HAYBERT CT, BAKERSFIELD CA 93304-1849	SFR	Full
9	206 HAYBERT CT, BAKERSFIELD CA 93304-1849	SFR	Full
10	204 HAYBERT CT, BAKERSFIELD CA 93304-1849	SFR	Full
11	318 S CHESTER AVE, BAKERSFIELD CA 93304	SFR	Perm Esmt
12	308 CHESTER AVE, BAKERSFIELD CA 93304	4-plex	Partial
13	304 S CHESTER AVE, BAKERSFIELD CA 93304	SFR	Partial
14	234 CHESTER AVE, BAKERSFIELD CA 93304	SFR	Partial
15	230 S CHESTER AVE, BAKERSFIELD CA 93304	Duplex	Partial
16		Vacant	Partial
17	4800 STOCKDALE HWY, BAKERSFIELD CA 93309-2636	Office Building	Partial
18		Farm land	Partial
19		Farm land	Partial
20		Farm land	Partial
21		Farm land	Partial
22		Vacant	Partial
23	3112 TERRACE WAY, BAKERSFIELD CA 93304	SFR	Partial
24		SFR	Perm Esmt
25		Vacant	Full
26		Vacant	Perm Esmt
27			Perm Esmt
28		Access Lane	Perm Esmt
29		Auto Repair	Perm Esmt
30	321 STEPHENS DR, BAKERSFIELD CA 93304	Vacant	Partial
31		Apartments	Perm Esmt
32	313 STEPHENS DR, BAKERSFIELD CA 93304	Vacant	Full
33	201 S MYRTLE ST, BAKERSFIELD CA 93304-3335	SFR	Perm Esmt
34	123 DIXON AVE, BAKERSFIELD CA 93304	SFR	TCE
35		RES LOT	Perm Esmt
36	300 DIXON AVE, BAKERSFIELD CA 93304-3388	SFR	TCE
37	205 JUDAN ST, BAKERSFIELD CA 93304	SFR	Perm Esmt
38	2405 ROBBIN RD, BAKERSFIELD CA 93304	SFR	Perm Esmt
39	2407 ROBBIN RD, BAKERSFIELD CA 93304	SFR	Perm Esmt
40	2401 ROBBIN RD, BAKERSFIELD CA 93304	SFR	Perm Esmt
41	2403 ROBBIN RD, BAKERSFIELD CA 93304	SFR	Perm Esmt
42	3120 TERREL CT, BAKERSFIELD CA 93304	SFR	Perm Esmt
43		Vacant lot	Perm Esmt
44	3117 TERRACE WAY, BAKERSFIELD CA 93304	SFR	Perm Esmt
45	3152 TERREL CT, BAKERSFIELD CA 93304	SFR	Perm Esmt
46	606 WIBLE RD, BAKERSFIELD CA 93304	Acapulco Tires Auto Repair	TCE
47	612 WIBLE RD, BAKERSFIELD CA 93304	Xpress Lube	TCE

Table G.1 List of Acquisitions for Alternative A

Impact ID	Site Address	Present Use	Type of Take
48	608 WIBLE RD, BAKERSFIELD CA 93304	Distinctive Coach Auto Body	TCE
49	700 WIBLE RD, BAKERSFIELD CA 93304	Fleet Auto Brokers/Estradas Car Wash	TCE
50	520 WIBLE RD, BAKERSFIELD CA 93304	Computer Smog Specialists	TCE
51	717 S OLIVE ST, BAKERSFIELD CA 93304	SFR	TCE
52	720 WIBLE RD, BAKERSFIELD CA 93304	Larson's Food & Gas	Full
53	708 WIBLE RD, BAKERSFIELD, CA 93304	Duplex	Full
54	704 WIBLE RD, BAKERSFIELD, CA 93304	Duplex	Full
55	206 HUGHES LN, BAKERSFIELD, CA 93304	SFR	Perm Esmt
56	210 HUGHES LN, BAKERSFIELD, CA 93304	SFR	Perm Esmt
57	2396 BRITE ST, BAKERSFIELD, CA 93304	SFR	Perm Esmt
58	2394 BRITE ST, BAKERSFIELD, CA 93304	SFR	Perm Esmt
59	2324 BRITE ST, BAKERSFIELD, CA 93304	SFR	Perm Esmt
60	2300 BRITE ST, BAKERSFIELD, CA 93304	SFR	Perm Esmt
61	309 HOUCHIN RD, BAKERSFIELD CA 93304-3409	Estate	Perm Esmt
62		SFR	Perm Esmt
63		SFR	Perm Esmt
64	203 H ST, BAKERSFIELD CA, 93304	Church	Perm Esmt
65	2200 ROOSEVELT ST, BAKERSFIELD CA 93304	SFR	Perm Esmt
66	2129 BRUNDAGE LN, BAKERSFIELD CA 93304	Restaurant	Perm Esmt
67		Apartments	Partial
68	800 WIBLE RD, BAKERSFIELD, CA 93304	Jolly Kone	Full
69	3109 BELLE TER, BAKERSFIELD CA 93304	SFR	TCE
70	830 WIBLE RD, BAKERSFIELD CA 93304	Motel	Partial
71	812 WIBLE RD, BAKERSFIELD CA 93304	Motel	Partial
72	806 WIBLE RD, BAKERSFIELD, CA 93304	Mr. Matress Store	Full
73	930 WIBLE RD, BAKERSFIELD CA 93304	Shopping Center	Partial
74	4545 STOCKDALE HWY D, BAKERSFIELD CA 93309-2024	Office Building	Partial
75	4709 STOCKDALE HWY, BAKERSFIELD CA 93309-2639	Retail Center	Partial
76	4528 FRAZIER AVE, BAKERSFIELD CA 93309-3108	SFR	Full
77	4524 FRAZIER AVE, BAKERSFIELD CA 93309-3108	SFR	Full
78	4520 FRAZIER AVE, BAKERSFIELD CA 93309-3108	SFR	Full
79	4516 FRAZIER AVE, BAKERSFIELD CA 93309-3108	SFR	Full
80	4512 FRAZIER AVE, BAKERSFIELD CA 93309-3108	SFR	Full
81	4508 FRAZIER AVE, BAKERSFIELD CA 93309-3108	SFR	Full
82	4502 FRAZIER AVE, BAKERSFIELD CA 93309-3108	SFR	Full
83	4418 FRAZIER AVE, BAKERSFIELD CA 93309-3106	SFR	Full
84	4519 FRAZIER AVE, BAKERSFIELD CA 93309-3107	SFR	Full
85	4509 FRAZIER AVE, BAKERSFIELD CA 93309-3107	SFR	Full
86	4503 FRAZIER AVE, BAKERSFIELD CA 93309-3107	SFR	Full
87	4502 CHARLES PL, BAKERSFIELD CA 93309-3104	SFR	Full
88	4508 CHARLES PL, BAKERSFIELD CA 93309-3104	SFR	Full
89	4514 CHARLES PL, BAKERSFIELD CA 93309-3104	SFR	Full
90	4520 CHARLES PL, BAKERSFIELD CA 93309-3104	SFR	Full
91	4411 FRAZIER AVE, BAKERSFIELD CA 93309-3105	SFR	Full
92	4407 FRAZIER AVE, BAKERSFIELD CA 93309-3105	SFR	Full

Table G.1 List of Acquisitions for Alternative A

Impact ID	Site Address	Present Use	Type of Take
93	201 MCDONALD WAY, BAKERSFIELD CA 93309-3129	SFR	Full
94	209 MCDONALD WAY, BAKERSFIELD CA 93309-3129	SFR	Full
95	215 MCDONALD WAY, BAKERSFIELD CA 93309-3129	SFR	Full
96	221 MCDONALD WAY, BAKERSFIELD CA 93309-3129	SFR	Full
97		SFR	Partial
98		SFR	Partial
99		SFR	Partial
100	220 WESTWOOD ST, BAKERSFIELD CA 93309-3134	SFR	Full
101	214 WESTWOOD ST, BAKERSFIELD CA 93309-3134	SFR	Full
102	208 WESTWOOD ST, BAKERSFIELD CA 93309-3134	SFR	Full
103	21 STINE RD, BAKERSFIELD CA 93309-2010	SFR	Full
104	101 STINE RD, BAKERSFIELD CA 93309-2012	SFR	Full
105	105 STINE RD, BAKERSFIELD CA 93309-2012	SFR	Full
106	109 STINE RD, BAKERSFIELD CA 93309-2012	SFR	Full
107	113 STINE RD, BAKERSFIELD CA 93309-2012	SFR	Full
108	117 STINE RD, BAKERSFIELD CA 93309-2012	SFR	Full
109	121 STINE RD, BAKERSFIELD CA 93309-2012	SFR	Full
110	125 STINE RD, BAKERSFIELD CA 93309-2012	SFR	Full
111	129 STINE RD, BAKERSFIELD CA 93309-2012	SFR	Full
112	128 JONES ST, BAKERSFIELD CA 93309-2009	SFR	Full
113	124 JONES ST, BAKERSFIELD CA 93309-2009	SFR	Full
114	120 JONES ST, BAKERSFIELD CA 93309-2009	SFR	Full
115	116 JONES ST, BAKERSFIELD CA 93309-2009	SFR	Full
116	112 JONES ST, BAKERSFIELD CA 93309-2009	SFR	Full
117	108 JONES ST, BAKERSFIELD CA 93309-2009	SFR	Full
118	104 JONES ST, BAKERSFIELD CA 93309-2009	SFR	Full
119	100 JONES ST, BAKERSFIELD CA 93309-2009	SFR	Full
120	20 JONES ST, BAKERSFIELD CA 93309-2032	SFR	Full
121	16 JONES ST, BAKERSFIELD CA 93309-2032	SFR	Full
122	17 JONES ST, BAKERSFIELD CA 93309-2041	SFR	Full
123	21 JONES ST, BAKERSFIELD CA 93309-2041	SFR	Full
124	101 JONES ST, BAKERSFIELD CA 93309-2008	SFR	Full
125	105 JONES ST, BAKERSFIELD CA 93309-2008	SFR	Full
126	109 JONES ST, BAKERSFIELD CA 93309-2008	SFR	Full
127	113 JONES ST, BAKERSFIELD CA 93309-2008	SFR	Full
128	117 JONES ST, BAKERSFIELD CA 93309-2008	SFR	Full
129	121 JONES ST, BAKERSFIELD CA 93309-2008	SFR	Full
130	125 JONES ST, BAKERSFIELD CA 93309-2008	SFR	Full
131	129 JONES ST, BAKERSFIELD CA 93309-2008	SFR	Full
132		SFR	Partial
133	124 GRIFFITHS ST, BAKERSFIELD CA 93309-2007	SFR	Full
134	120 GRIFFITHS ST, BAKERSFIELD CA 93309-2007	SFR	Full
135	116 GRIFFITHS ST, BAKERSFIELD CA 93309-2007	SFR	Full
136	112 GRIFFITHS ST, BAKERSFIELD CA 93309-2007	SFR	Full
137	108 GRIFFITHS ST, BAKERSFIELD CA 93309-2007	SFR	Full
138	104 GRIFFITHS ST, BAKERSFIELD CA 93309-2007	SFR	Full
139	100 GRIFFITHS ST, BAKERSFIELD CA 93309-2007	SFR	Full
140	20 GRIFFITHS ST, BAKERSFIELD CA 93309-2030	SFR	Full

Table G.1 List of Acquisitions for Alternative A

Impact ID	Site Address	Present Use	Type of Take
141	16 GRIFFITHS ST, BAKERSFIELD CA 93309-2030	SFR	Full
142	17 GRIFFITHS ST, BAKERSFIELD CA 93309-2028	SFR	Full
143	21 GRIFFITHS ST, BAKERSFIELD CA 93309-2028	SFR	Full
144	101 GRIFFITHS ST, BAKERSFIELD CA 93309-2006	SFR	Full
145	105 GRIFFITHS ST, BAKERSFIELD CA 93309-2006	SFR	Full
146	109 GRIFFITHS ST, BAKERSFIELD CA 93309-2006	SFR	Full
147	113 GRIFFITHS ST, BAKERSFIELD CA 93309-2006	SFR	Full
148	117 GRIFFITHS ST, BAKERSFIELD CA 93309-2006	SFR	Full
149	121 GRIFFITHS ST, BAKERSFIELD CA 93309-2006	SFR	Full
150	3806 PECKHAM AVE, BAKERSFIELD CA 93309-3250	SFR	Full
151	3816 PECKHAM AVE, BAKERSFIELD CA 93309-3250	SFR	Full
152	116 CURRAN ST, BAKERSFIELD CA 93309-2004	SFR	Full
153	112 CURRAN ST, BAKERSFIELD CA 93309-2004	SFR	Full
154	108 CURRAN ST, BAKERSFIELD CA 93309-2004	SFR	Full
155	104 CURRAN ST, BAKERSFIELD CA 93309-2004	SFR	Full
156	100 CURRAN ST, BAKERSFIELD CA 93309-2004	SFR	Full
157	20 CURRAN ST, BAKERSFIELD CA 93309-2002	SFR	Full
158	16 CURRAN ST, BAKERSFIELD CA 93309-2002	SFR	Full
159	12 CURRAN ST, BAKERSFIELD CA 93309-2002	SFR	Full
160	17 CURRAN ST, BAKERSFIELD CA 93309-2001	SFR	Full
161	3904 FRAZIER AVE, BAKERSFIELD CA 93309-2005	SFR	Full
162	3908 FRAZIER AVE, BAKERSFIELD CA 93309-2005	SFR	Full
163	3912 FRAZIER AVE, BAKERSFIELD CA 93309-2005	DUPLEX	Full
164	3920 FRAZIER AVE, BAKERSFIELD CA 93309-2005	SFR	Full
165	101 CURRAN ST, BAKERSFIELD CA 93309-2003	SFR	Full
166	113 CURRAN ST, BAKERSFIELD CA 93309-2003	SFR	Full
167	113 CURRAN ST, BAKERSFIELD CA 93309-2003	RES LOT	Full
168	117 CURRAN ST, BAKERSFIELD CA 93309-2003	SFR	Full
169	121 CURRAN ST, BAKERSFIELD CA 93309-2003	SFR	Full
170	3908 PECKHAM AVE, BAKERSFIELD CA 93309-3252	SFR	Full
171	3912 PECKHAM AVE, BAKERSFIELD CA 93309-3252	SFR	Full
172	3990 PECKHAM AVE, BAKERSFIELD CA 93309-3252	SFR	Full
173		RES LOT	Full
174	114 MCDONALD WAY, BAKERSFIELD CA 93309-3128	SFR	Full
175	109 CURRAN ST, BAKERSFIELD CA 93309-2003	SFR	Full
176	109 CURRAN ST, BAKERSFIELD CA 93309-2003	RES LOT	Full
177	110 MCDONALD WAY, BAKERSFIELD CA 93309-3128	SFR	Full
178		RES LOT	Full
179	3911 FRAZIER AVE, BAKERSFIELD CA 93309-2000	SFR	Full
180	40 MCDONALD WAY, BAKERSFIELD CA 93309-3109	SFR	Full
181		Flood Control	Perm Esmt
182		Flood Control	Perm Esmt
183	3333 STOCKDALE HWY, BAKERSFIELD CA 93309	Utilities	Full
184		Vacant	Full
185		Vacant	Full
186	3403 STOCKDALE HWY, BAKERSFIELD CA 93309-2143	Office building	Full
187		Park & Ride	Full
188		Park & Ride	Full

Table G.1 List of Acquisitions for Alternative A

Impact ID	Site Address	Present Use	Type of Take
189		Vacant lot	Full
190		Vacant	Full
191		Vacant	Full
192	3330 ELCIA DR, BAKERSFIELD CA 93309-3340	MFR	Full
193	3320 ELCIA DR, BAKERSFIELD CA 93309-3301	Duplex	Full
194	200 S REAL RD, BAKERSFIELD CA 93309-2140	Storage	Full
195	200 S REAL RD, BAKERSFIELD CA 93309	Vacant lot	Full
196	3324 ELCIA DR, BAKERSFIELD CA 93309	SFR	Full
197	210 S REAL RD, BAKERSFIELD CA 93309-2140	SFR	Partial
198	3501 STOCKDALE HWY, BAKERSFIELD CA 93309-2150	Hospital	Partial
199		SFR	Partial
200	3404 ELCIA DR, BAKERSFIELD CA 93309-3327	SFR	Full
201	3400 ELCIA DR, BAKERSFIELD CA 93309-3327	SFR	Full
202	26 STINE RD, BAKERSFIELD CA 93309-2011	SFR	Full
203	22 STINE RD, BAKERSFIELD CA 93309-2011	SFR	Full
204	16 STINE RD, BAKERSFIELD CA 93309-2011	SFR	Full
205	20 STINE RD, BAKERSFIELD CA 93309-2011	SFR	Full
206		Vacant	Partial
207	195 S GARNSEY AVE, BAKERSFIELD CA 93309-2144	SFR	Full
208	30 STINE RD, BAKERSFIELD CA 93309-2011	MFR	Full
209		Parking	Partial
210	100 S GARNSEY AVE, BAKERSFIELD CA 93309-2191	SFR	Full
211	20 WILLIAMSON WAY, BAKERSFIELD CA 93309-2158	Apartments	Full
212	3617 STOCKDALE HWY, BAKERSFIELD CA 93309	Shopping Center	Full
213	201 S REAL RD, BAKERSFIELD CA 93309	Office Building	Full
214	205 S REAL RD, BAKERSFIELD CA 93309	Office Building	Full
215	101 S REAL RD, BAKERSFIELD CA 93309	Parking	Full
216	115 S REAL RD, BAKERSFIELD CA 93309	Parking	Full
217	131 S REAL RD, BAKERSFIELD CA 93309	Parking	Full
218	141 S REAL RD, BAKERSFIELD CA 93309	Parking	Full
219	209 S REAL RD, BAKERSFIELD CA 93309	Parking	Full
220	96 WILLIAMSON WAY, BAKERSFIELD CA 93309-2142	SFR	Full
221	209 WILLIAMSON WAY, BAKERSFIELD CA 93309-2199	2 SFRs	Full
222	205 WILLIAMSON WAY, BAKERSFIELD CA 93309-2199	SFR	Full
223	201 WILLIAMSON WAY, BAKERSFIELD CA 93309-2199	SFR	Full
224	125 WILLIAMSON WAY, BAKERSFIELD CA 93309-2197	SFR	Full
225	25 WILLIAMSON WAY, BAKERSFIELD CA 93309-2112	Apartments	Full
226	206 WILLIAMSON WAY, BAKERSFIELD CA 93309-0900	SFR	Full
227		Res lot	Full
228	100 WILLIAMSON WAY, BAKERSFIELD CA 93309-2179	Apartments	Full
229	200 WILLIAMSON WAY, BAKERSFIELD CA 93309-2180	Apartments	Full
230	204 WILLIAMSON WAY, BAKERSFIELD CA 93309-2181	Apartments	Full
231		Office Building	Full
232	33 S REAL RD, BAKERSFIELD CA 93309-2135	Office Building	Full
233	300 S GARNSEY AVE, BAKERSFIELD CA 93309-2134	SFR	Full
234	215 WILLIAMSON WAY, BAKERSFIELD CA 93309-2199	SFR	Full
235	219 S REAL RD, BAKERSFIELD CA 93309	Parking	Full
236	3610 ELCIA DR, BAKERSFIELD CA 93309	Parking	Full

Table G.1 List of Acquisitions for Alternative A

Impact ID	Site Address	Present Use	Type of Take
237	3232 MONA WAY, BAKERSFIELD CA 93309-3395	SFR	Partial
238		Vacant	Full
239	3201 MONA WAY, BAKERSFIELD CA 93309-3395	SFR	Full
240	601 ALAMO ST, BAKERSFIELD CA 93309-3355	SFR	Full
241	627 ALAMO ST, BAKERSFIELD CA 93309	SFR	Full
242	619 ALAMO ST, BAKERSFIELD CA 93309-3355	SFR	Full
243	611 ALAMO ST, BAKERSFIELD CA 93309-3355	SFR	Full
244	3234 BELLE TER, BAKERSFIELD CA 93309	Private School	Partial
245	200 S GARNSEY AVE, BAKERSFIELD CA 93309-2196	SFR	Full
246	206 S GARNSEY AVE, BAKERSFIELD CA 93309-2196	SFR	Full
247	212 S GARNSEY AVE, BAKERSFIELD CA 93309-2196	SFR	Full
248	218 S GARNSEY AVE, BAKERSFIELD CA 93309-2196	SFR	Full
249	201 S GARNSEY AVE, BAKERSFIELD CA 93309-2133	SFR	Full
250	201 S GARNSEY AVE, BAKERSFIELD CA 93309-2133	SFR	Full
251	205 S GARNSEY AVE, BAKERSFIELD CA 93309-2133	SFR	Full
252	209 S GARNSEY AVE, BAKERSFIELD CA 93309-2133	SFR	Full
253	221 GARNSEY AVE, BAKERSFIELD CA 93309	SFR	Full
254	255 GARNSEY AVE, BAKERSFIELD CA 93309	SFR	Full
255	4400 FRAZIER AVE, BAKERSFIELD CA 93309-3106	SFR	Full
256	4404 FRAZIER AVE, BAKERSFIELD CA 93309-3106	SFR	Full
257	4414 FRAZIER AVE, BAKERSFIELD CA 93309-3106	SFR	Full
258	96 STINE RD, BAKERSFIELD CA 93309-2058	4-plex	Full
259	4701 STOCKDALE HWY, BAKERSFIELD CA 93309-2641	Office Building	Full
260	200 S MONTCLAIR ST, BAKERSFIELD CA 93309-3110	Office Building	Partial
261	140 S MONTCLAIR ST, BAKERSFIELD CA 93309-3162	Office Building	Full
262	110 S MONTCLAIR ST, BAKERSFIELD CA 93309-3118	Office Building	Full
263	110 S MONTCLAIR ST, BAKERSFIELD CA 93309-3118	Office Building	Full
264	22645 STOCKDALE HWY, BAKERSFIELD CA 93305-2432	Farm land	Partial
265		Farm land	Partial
266	3231 BELLE TER, BAKERSFIELD CA 93309	SFR	TCE
267	3229 BELLE TER, BAKERSFIELD CA 93309-4101	SFR	TCE
268	3227 BELLE TER, BAKERSFIELD CA 93309-4101	2 SFRs	Full
269	3310 WOOD LN, BAKERSFIELD CA 93309-7321	2 SFRs	Full
270	3320 WOOD LN, BAKERSFIELD CA 93309-7321	SFR	Full
271	3330 WOOD LN, BAKERSFIELD CA 93309-7321	SFR	Full
272	3308 WOOD LN, BAKERSFIELD CA 93309-7321	2 SFRs	Full
273	1117 WIBLE RD, BAKERSFIELD CA 93304	Auto Repair	Full
274	3317 LAVERNE AVE, BAKERSFIELD CA 93309	SFR	Full
275	3316 LAVERNE AVE B, BAKERSFIELD CA 93309-4122	SFR	Partial
276	201 E BRUNDAGE LN, BAKERSFIELD, CA 93304	Church	Perm Esmt
277	200 WAYCROSS ST, BAKERSFIELD, CA 93304	Church	Perm Esmt
278	340 WAYCROSS ST, BAKERSFIELD, CA 93304	SFR	Perm Esmt
279	200 S UNION AVE, BAKERSFIELD CA 93307	Auto Sales	Perm Esmt
280		Paved Access	Perm Esmt
281		Park/Preserve	Partial
282		Park/Preserve	Partial
283		Park/Preserve	Partial
284		Park/Preserve	Partial

Table G.1 List of Acquisitions for Alternative A

Impact ID	Site Address	Present Use	Type of Take
285		Flood Control	Partial
286		Flood Control	Full
287	5300 CALIFORNIA AVE 200, BAKERSFIELD CA 93309-1642	Office Building (Nursing School)	Full
288	5300 LENNOX AVE, BAKERSFIELD CA 93309-1662	Office Building	Full
289	5329 OFFICE CENTER CT, BAKERSFIELD CA 93309-7425	Office Building	Full
290		Office Building	Partial
291	5555 BUSINESS PARK S, BAKERSFIELD CA 93309-1677	Office Building	Full
292	5531 BUSINESS PARK S, BAKERSFIELD CA 93309-1668	Office Building	Partial
293	5555 CALIFORNIA AVE, BAKERSFIELD CA 93309-1648	Office Building	Full
294	5401 CALIFORNIA AVE, BAKERSFIELD CA 93309-0702	Retail Bank & Office Building	Full
295		HOA Commons	Partial
296	1001 MOHAWK ST 16, BAKERSFIELD CA 93309-1576	Condo	Full
297	1001 MOHAWK ST 14, BAKERSFIELD CA 93309-1576	Condo	Full
298	1001 MOHAWK ST 12, BAKERSFIELD CA 93309-1576	Condo	Full
299	1001 MOHAWK ST, BAKERSFIELD CA 93309-1523	Condo	Full
300	1001 MOHAWK ST, BAKERSFIELD CA 93309-1523	Condo	Full
301	1001 MOHAWK ST, BAKERSFIELD CA 93309-1523	Condo	Full
302	1001 MOHAWK ST, BAKERSFIELD CA 93309-1523	Condo	Full
303	1001 MOHAWK ST, BAKERSFIELD CA 93309-1523	Condo	Full
304	1001 MOHAWK ST, BAKERSFIELD CA 93309-1523	Condo	Full
305	1001 MOHAWK ST 19, BAKERSFIELD CA 93309-1576	Condo	Full
306	1001 MOHAWK ST 7, BAKERSFIELD CA 93309-1575	Condo	Full
307	1001 MOHAWK ST, BAKERSFIELD CA 93309-1523	Condo	Full
308	1001 MOHAWK ST, BAKERSFIELD CA 93309-1523	Condo	Full
309	1001 MOHAWK ST 1, BAKERSFIELD CA 93309-1575	Condo	Full
310	1001 MOHAWK ST, BAKERSFIELD CA 93309-1523	Condo	Full
311	1001 MOHAWK ST, BAKERSFIELD CA 93309-1523	Condo	Full
312	1001 MOHAWK ST, BAKERSFIELD CA 93309-1523	Condo	Full
313	1001 MOHAWK ST, BAKERSFIELD CA 93309-1523	Condo	Full
314	1001 MOHAWK ST 76, BAKERSFIELD CA 93309-1577	Condo	Full
315	1001 MOHAWK ST, BAKERSFIELD CA 93309-1523	Condo	Full
316	1001 MOHAWK ST, BAKERSFIELD CA 93309-1523	Condo	Full
317	1001 MOHAWK ST, BAKERSFIELD CA 93309-1523	Condo	Full
318	1001 MOHAWK ST, BAKERSFIELD CA 93309-1523	Condo	Full
319	1001 MOHAWK ST 64, BAKERSFIELD CA 93309-1578	Condo	Full
320	1001 MOHAWK ST 66, BAKERSFIELD CA 93309-1578	Condo	Full
321	1001 MOHAWK ST 68, BAKERSFIELD CA 93309-1578	Condo	Full
322	5500 LENNOX AVE, BAKERSFIELD CA 93309-1569	Condo	Full
323	5500 LENNOX AVE 59, BAKERSFIELD CA 93309-1568	Condo	Full
324	5500 LENNOX AVE, BAKERSFIELD CA 93309-1569	Condo	Full
325	5500 LENNOX AVE, BAKERSFIELD CA 93309-1569	Condo	Full
326	5500 LENNOX AVE 22, BAKERSFIELD CA 93309-1571	Condo	Full
327	5500 LENNOX AVE 24, BAKERSFIELD CA 93309-1571	Condo	Full
328	5500 LENNOX AVE, BAKERSFIELD CA 93309-1569	Condo	Full
329	5500 LENNOX AVE, BAKERSFIELD CA 93309-1569	Condo	Full
330	5500 LENNOX AVE, BAKERSFIELD CA 93309-1569	Condo	Full

Table G.1 List of Acquisitions for Alternative A

Impact ID	Site Address	Present Use	Type of Take
331	5500 LENNOX AVE, BAKERSFIELD CA 93309-1569	Condo	Full
332	5500 LENNOX AVE 31, BAKERSFIELD CA 93309-1567	Condo	Full
333	5500 LENNOX AVE, BAKERSFIELD CA 93309-1569	Condo	Full
334	5500 LENNOX AVE 27, BAKERSFIELD CA 93309-1571	Condo	Full
335	5500 LENNOX AVE 25, BAKERSFIELD CA 93309-1571	Condo	Full
336	5500 LENNOX AVE 42, BAKERSFIELD CA 93309-1556	Condo	Full
337	5500 LENNOX AVE, BAKERSFIELD CA 93309-1569	Condo	Full
338	5500 LENNOX AVE, BAKERSFIELD CA 93309-1569	Condo	Full
339	5500 LENNOX AVE 48, BAKERSFIELD CA 93309-1556	Condo	Full
340	5500 LENNOX AVE, BAKERSFIELD CA 93309-1569	Condo	Full
341	5500 LENNOX AVE 52, BAKERSFIELD CA 93309-1563	Condo	Full
342	5500 LENNOX AVE 54, BAKERSFIELD CA 93309-1563	Condo	Full
343	5500 LENNOX AVE 56, BAKERSFIELD CA 93309-1568	Condo	Full
344	5500 LENNOX AVE 61, BAKERSFIELD CA 93309-1568	Condo	Full
345	5500 LENNOX AVE 63, BAKERSFIELD CA 93309-1568	Condo	Full
346	5500 LENNOX AVE 65, BAKERSFIELD CA 93309-1568	Condo	Full
347	5500 LENNOX AVE 67, BAKERSFIELD CA 93309-1568	Condo	Full
348	5500 DUNSMUIR RD 29, BAKERSFIELD CA 93309-8563	Condo	Full
349	5500 DUNSMUIR RD 30, BAKERSFIELD CA 93309-8563	Condo	Full
350	5500 DUNSMUIR RD 31, BAKERSFIELD CA 93309-8563	Condo	Full
351	5500 DUNSMUIR RD 32, BAKERSFIELD CA 93309-8576	Condo	Full
352	5400 DUNSMUIR RD, BAKERSFIELD CA 93309-8523	HOA Commons	Partial
353		Medical	Partial
354	5601 TRUXTUN AVE 190, BAKERSFIELD CA 93309-0627	Office Building	Full
355		Retail Strip	Partial
356	901 MOHAWK ST, BAKERSFIELD CA 93309-1508	Apartments	Partial
357	5180 STOCKDALE HWY, BAKERSFIELD CA 93309-2672	Retail Center	Full
358	5190 STOCKDALE HWY, BAKERSFIELD CA 93309	Retail Market	Full
359	5200 STOCKDALE HWY, BAKERSFIELD CA 93309	Retail Store	Full
360	5100 STOCKDALE HWY, BAKERSFIELD CA 93309-2671	Fast Food	Full
361	4980 STOCKDALE HWY, BAKERSFIELD CA 93309-2638	Retail Store	Full
362	5120 STOCKDALE HWY, BAKERSFIELD CA 93309-2671	Retail Center	Full
363	4950 STOCKDALE HWY, BAKERSFIELD CA 93309-2600	Restaurant	Full
364	5000 STOCKDALE HWY, BAKERSFIELD CA 93309-2650	Retail Store	Full
365	3520 ROSEDALE HWY, BAKERSFIELD CA 93308-6229	Carl's Jr	Perm Esmt
366	3540 ROSEDALE HWY, BAKERSFIELD CA 93308-6229	Hotel	Perm Esmt
367		Vacant	Partial
368		Vacant	Partial
369		Vacant	Partial
370		Vacant	Full
371		Vacant	Partial
372		Vacant	Partial
373		Vacant	Partial
374		Vacant	Partial
375		Vacant	Partial
376		Vacant	Partial
377		Vacant	Full
378		Drainage	Full

Table G.1 List of Acquisitions for Alternative A

Impact ID	Site Address	Present Use	Type of Take
379		Drainage	Full
380		Drainage	Full
381		Vacant	Full
382	CALLOWAY DR, BAKERSFIELD CA	Vacant	Full
383		Esmt	Full
384		Vacant	Full
385		Vacant	Full
386		Vacant	Full
387		vacant	Full
388		Vacant	Full
389		Vacant	Full
390		Vacant	Full
391		Vacant	Full
392	COFFEE RD, BAKERSFIELD CA	Vacant	Full
393	PRESIDIO WAY, BAKERSFIELD CA	Vacant	Full
394	COFFEE RD, BAKERSFIELD CA	Vacant	Full
395		Vacant	Full
396		Vacant	Full
397		Vacant	Full
398		Vacant	Full
399		Vacant	Partial
400		Vacant	Full
401		Vacant	Full
402		Vacant	Full
403		Vacant	Full
404		Vacant	Full

Table G.2 Business Inventory List for Alternative A

Truxtun Avenue to California Avenue	
1	Frank J. Cicone Law Corporation
2	Gregory D. Bynam and Associates. Inc. (real estate development)
3	Bonanza Creek Energy, Inc.
4	Morgan Stanley
5	Platinum Home Mortgage
6	The Trade Center
7	CTB Commercial Trade Inc.
8	Global Business Communication Solutions
9	California Retina Consultants
10	Physicians Network Billing Service, Inc.
11	Better Way Services Inc.
12	Saba Agency (Media Marketing Design)
13	Quantum Data Systems
14	New Your Life
15	Dr. Park Dentistry
16	Penolope S. Sutes, O.D., Elizabeth Torres, O.D.
17	A+ The Employment Company
18	Alliance Human Services
19	Consumer Credit Counselors
20	Comprehensive Cardiovascular
21	Thompson Family Chiropractor
22	Kern LAFCO
23	Pacific Health Education Center
24	Santa Barbara Business College
25	Taj Mahal *
26	Pho Hut *
27	Backstage Style & Barber
California Avenue to Stockdale Avenue	
28	Wells Fargo
29	Chevron Valley Credit Union
30	Mid State Development
31	Paychex
32	Trusted Pardon Services
33	Kelly Management
34	Quest Imaging
35	Move International
36	Northern Digital
37	Kern Farming Corp.
38	Carter Carter & Associates (Real Estate)
39	American Financial Network
40	The Barrentine Company
41	Advanced Network Solutions

Table G.2 Business Inventory List for Alternative A

42	Christian Counseling Services
43	White Gold Cotton LLC.
44	Turkey Cotton Compress LLC.
45	Brian Rice Construction, Inc.
46	Morgan Corporation
47	In N Out
48	Chipotle
49	Sports Chalet
50	Fresh & Easy
51	Jamba Juice
52	Star Nails Spa
53	Image Hair Supply
54	Panda Express
55	Jersey Mike's Subs
56	Bakersfield Dental Group
57	Bed Bath & Beyond
58	Smart & Final
Along Stockdale from Stockdale to Real Road	
59	Houston Jewelers
60	Jules
61	Café Med
62	H&R Block
63	David Yurman (Jewelers)
64	Cartier (Jewelers)
65	A.B.L.E. (Adult Based Life Experience)
66	Path Point
67	Spherion
68	Jay E Fisher (Clinical Psychologist)
69	Merriman Hurst & Associates (Real Estate)
70	Meyer Civil Engineering
71	One America Financial Partner
72	KAXL (radio station)
73	Gary Crabtree Affiliated Appraisers
74	A2Z Escrow, Inc.
75	Northern Mutual Financial Network
76	Mit Wolfe & Associates (Environmental Consulting)
77	Quick & Easy Income Tax Service
78	Great Hands Massage
79	Vincent Tran – Attorney at Law
80	Immigration Attorney
81	Intuitive Touch Massage Therapy
82	Practical Options Legal Document Services
83	E-Fitness Studio
84	Aflac

Table G.2 Business Inventory List for Alternative A

85	TrafficSchoolForm.com
86	TrafficSchoolExperts.com
87	TrafficSchoolpeople.com
88	WayTooEasyTrafficSchool.com
89	MyEasyTrafficSchool.com
90	PainFreeTrafficSchool.com
91	Ellis Island Pizza Company
92	Avon
93	Alliance Investments (real estate) *
94	Insurance
95	Select Staffing *
96	Massage Body & Feet
97	Southern California Medical College
98	The Book Exchange
99	Launderland
100	High Desert Medical College
101	Santa Barbara Business College
102	Advanced Internet Property Management & Real Estate
103	Canto's Industrial Alliance
104	Power House Realty
105	Exam One – A Quest Diagnostics Company
106	Marta Valdez – Real Estate Broker
107	Cal Title Loans
108	Infinity Auto Insurance
109	Willies Bookkeeping & Tax Service
Along and west of SR 99 from Stockdale to Ming	
110	Payless Mini Storage
111	Hugie Offices / Sun Trail, Inc. (Law Firm)
Along and east of SR 99 from Stockdale to Ming	
112	Jolly Cone Drive Thru
113	Mr. Mattress
114	Larsons's (Food and Gas)
Along and north of SR 58 from Oak to Union	
	None
Along and south of SR 58 from Oak to Union	
	None
* Minority Oriented Business	

Table G.3 List of Acquisitions for Alternative B

Impact ID	Site Address	Present Use	Type of Take
1	13 CHESTER AVE, BAKERSFIELD CA 93301	Store	Partial
2	15 CHESTER AVE, BAKERSFIELD CA 93301	Vacant	Partial
3		Parking	Partial
4	229 CHESTER AVE, BAKERSFIELD CA 93301	SFR	Full
5	136 HAYBERT CT, BAKERSFIELD CA 93304	Vacant	Full
6	233 S CHESTER AVE, BAKERSFIELD CA 93304-3648	SFR	Full
7	301 S CHESTER AVE, BAKERSFIELD CA 93304-3650	SFR	Full
8	216 HAYBERT CT, BAKERSFIELD CA 93304-1849	SFR	Full
9	206 HAYBERT CT, BAKERSFIELD CA 93304-1849	SFR	Full
10	204 HAYBERT CT, BAKERSFIELD CA 93304-1849	SFR	Full
11	318 S CHESTER AVE, BAKERSFIELD CA 93304	SFR	Perm Esmt
12	308 CHESTER AVE, BAKERSFIELD CA 93304	4-plex	Perm Esmt
13	304 S CHESTER AVE, BAKERSFIELD CA 93304	SFR	Perm Esmt
14	234 CHESTER AVE, BAKERSFIELD CA 93304	SFR	Partial
15	230 S CHESTER AVE, BAKERSFIELD CA 93304	Duplex	Partial
16		Vacant	Partial
17		City Park	Perm Esmt
18	4208 JOSEPH DR, BAKERSFIELD CA 93309-2042	SFR	Partial
19	4212 JOSEPH DR, BAKERSFIELD CA 93309-2042	SFR	Full
20	4300 JOSEPH DR, BAKERSFIELD CA 93309-2053	SFR	Full
21	4304 JOSEPH DR, BAKERSFIELD CA 93309-2053	SFR	Full
22	4308 JOSEPH DR, BAKERSFIELD CA 93309-2053	SFR	Full
23	4312 JOSEPH DR, BAKERSFIELD CA 93309-2053	SFR	Full
24	144 DUNLAP ST, BAKERSFIELD CA 93309-2038	SFR	Partial
25	140 DUNLAP ST, BAKERSFIELD CA 93309-2038	SFR	Full
26	136 DUNLAP ST, BAKERSFIELD CA 93309-2038	SFR	Full
27	132 DUNLAP ST, BAKERSFIELD CA 93309-2038	SFR	Full
28	128 DUNLAP ST, BAKERSFIELD CA 93309-2038	SFR	Full
29	124 DUNLAP ST, BAKERSFIELD CA 93309-2038	SFR	Full
30	120 DUNLAP ST, BAKERSFIELD CA 93309-2038	SFR	Full
31	116 DUNLAP ST, BAKERSFIELD CA 93309-2038	SFR	Full
32	112 DUNLAP ST, BAKERSFIELD CA 93309-2038	SFR	Full
33	108 DUNLAP ST, BAKERSFIELD CA 93309-2038	SFR	Full
34	104 DUNLAP ST, BAKERSFIELD CA 93309-2038	SFR	Full
35	100 DUNLAP ST, BAKERSFIELD CA 93309-2038	SFR	Full
36	22 DUNLAP ST, BAKERSFIELD CA 93309-2036	SFR	Full
37	18 DUNLAP ST, BAKERSFIELD CA 93309-2036	SFR	Full
38	14 DUNLAP ST, BAKERSFIELD CA 93309-2036	SFR	Full
39	10 DUNLAP ST, BAKERSFIELD CA 93309-2036	SFR	TCE
40	141 DUNLAP ST, BAKERSFIELD CA 93309-2037	SFR	Full
41	137 DUNLAP ST, BAKERSFIELD CA 93309-2037	SFR	Full
42	133 DUNLAP ST, BAKERSFIELD CA 93309-2037	SFR	Full
43	129 DUNLAP ST, BAKERSFIELD CA 93309-2037	SFR	Full
44	125 DUNLAP ST, BAKERSFIELD CA 93309-2037	SFR	Full
45	121 DUNLAP ST, BAKERSFIELD CA 93309-2037	SFR	Full
46	117 DUNLAP ST, BAKERSFIELD CA 93309-2037	SFR	Full
47	113 DUNLAP ST, BAKERSFIELD CA 93309-2037	SFR	Full
48	109 DUNLAP ST, BAKERSFIELD CA 93309-2037	SFR	Full

Table G.3 List of Acquisitions for Alternative B

Impact ID	Site Address	Present Use	Type of Take
49	105 DUNLAP ST, BAKERSFIELD CA 93309-2037	SFR	Full
50	101 DUNLAP ST, BAKERSFIELD CA 93309-2037	SFR	Full
51	136 CANDY ST, BAKERSFIELD CA 93309-2035	SFR	Full
52	140 CANDY ST, BAKERSFIELD CA 93309-2035	SFR	Full
53	27 N STINE RD, BAKERSFIELD CA 93309	SFR	Partial
54	23 N STINE RD, BAKERSFIELD CA 93309-2014	SFR	Full
55	19 N STINE RD, BAKERSFIELD CA 93309-2014	SFR	Full
56	15 N STINE RD, BAKERSFIELD CA 93309-2014	SFR	Full
57	11 STINE RD, BAKERSFIELD CA 93309	SFR	Full
58	7 STINE RD, BAKERSFIELD CA 93309	SFR	Full
59	1 N STINE RD, BAKERSFIELD CA 93309-2014	SFR	Full
60	2 MORRISON ST, BAKERSFIELD CA 93309-2052	SFR	Full
61	6 MORRISON ST, BAKERSFIELD CA 93309-2052	SFR	Full
62	10 MORRISON ST, BAKERSFIELD CA 93309-2052	SFR	Full
63	14 MORRISON ST, BAKERSFIELD CA 93309-2052	SFR	Full
64	18 MORRISON ST, BAKERSFIELD CA 93309-2052	SFR	Full
65	22 MORRISON ST, BAKERSFIELD CA 93309-2052	SFR	Full
66	26 MORRISON ST, BAKERSFIELD CA 93309-2052	SFR	Full
67	25 MORRISON ST, BAKERSFIELD CA 93309-2052	SFR	Full
68	19 MORRISON ST, BAKERSFIELD CA 93309-2052	SFR	Full
69	15 MORRISON ST, BAKERSFIELD CA 93309-2052	SFR	Full
70	11 MORRISON ST, BAKERSFIELD CA 93309-2052	SFR	Full
71	7 MORRISON ST, BAKERSFIELD CA 93309-2052	SFR	Full
72	1 MORRISON ST, BAKERSFIELD CA 93309-2052	SFR	Full
73	125 MORRISON ST, BAKERSFIELD CA 93309	SFR	Partial
74	121 MORRISON ST, BAKERSFIELD CA 93309-2047	SFR	Full
75	117 MORRISON ST, BAKERSFIELD CA 93309-2047	SFR	Full
76	113 MORRISON ST, BAKERSFIELD CA 93309-2047	SFR	Full
77	109 MORRISON ST, BAKERSFIELD CA 93309-2047	SFR	Full
78	105 MORRISON ST, BAKERSFIELD CA 93309-2047	SFR	Full
79	101 MORRISON ST, BAKERSFIELD CA 93309-2047	SFR	Full
80	4501 LA MIRADA DR, BAKERSFIELD CA 93309-1727	SFR	Partial
81	4505 LA MIRADA DR, BAKERSFIELD CA 93309-1727	SFR	Partial
82	4417 LA MIRADA DR, BAKERSFIELD CA 93309-1725	SFR	Full
83	4416 LA MIRADA DR, BAKERSFIELD CA 93309-1726	SFR	Full
84	4500 LA MIRADA DR, BAKERSFIELD CA 93309-1798	SFR	Partial
85	4504 LA MIRADA DR, BAKERSFIELD CA 93309-1798	SFR	Partial
86	800 DEL REY CT, BAKERSFIELD CA 93309-1138	SFR	Full
87	804 DEL REY CT, BAKERSFIELD CA 93309-1138	SFR	Full
88	808 DEL REY CT, BAKERSFIELD CA 93309-1138	SFR	Full
89	812 DEL REY CT, BAKERSFIELD CA 93309-1138	SFR	Full
90	816 DEL REY CT, BAKERSFIELD CA 93309-1138	SFR	Full
91	820 DEL REY CT, BAKERSFIELD CA 93309-1138	SFR	Full
92	809 DEL REY CT, BAKERSFIELD CA 93309-1138	SFR	Perm Esmt
93	805 DEL REY CT, BAKERSFIELD CA 93309-1138	SFR	Partial
94	801 DEL REY CT, BAKERSFIELD CA 93309-1138	SFR	Full
95	4601 CHARTER OAKS AVE, BAKERSFIELD CA 93309-1118	SFR	Full
96	4515 CHARTER OAKS AVE, BAKERSFIELD CA 93309-1115	SFR	Full

Table G.3 List of Acquisitions for Alternative B

Impact ID	Site Address	Present Use	Type of Take
97	4509 CHARTER OAKS AVE, BAKERSFIELD CA 93309-1115	SFR	Full
98	4505 CHARTER OAKS AVE, BAKERSFIELD CA 93309-1115	SFR	Full
99	713 MONTCLAIR ST, BAKERSFIELD CA 93309-1759	SFR	Full
100	709 MONTCLAIR ST, BAKERSFIELD CA 93309-1759	SFR	Full
101	705 MONTCLAIR ST, BAKERSFIELD CA 93309-1759	SFR	Full
102	701 MONTCLAIR ST, BAKERSFIELD CA 93309-1759	SFR	Full
103	708 MONTCLAIR ST, BAKERSFIELD CA 93309-1760	SFR	Full
104	704 MONTCLAIR ST, BAKERSFIELD CA 93309-1760	SFR	Full
105	700 MONTCLAIR ST, BAKERSFIELD CA 93309-1760	SFR	Full
106	608 MONTCLAIR ST, BAKERSFIELD CA 93309-8545	SFR	Full
107		Res lot	Full
108	604 MONTCLAIR ST, BAKERSFIELD CA 93309-8545	SFR	Full
109	4601 CALIFORNIA AVE, BAKERSFIELD CA 93309-1105	School	Full
110	5041 EASTON DR, BAKERSFIELD CA 93309	School parking/storage	Full
111	5071 EASTON DR, BAKERSFIELD CA 93309-1153	4-plex	Full
112	5085 EASTON DR, BAKERSFIELD CA 93309-1154	4-plex	Full
113	5091 EASTON DR, BAKERSFIELD CA 93309-7010	4-plex	Full
114	4412 LA MIRADA DR, BAKERSFIELD CA 93309-1726	SFR	Full
115	4408 LA MIRADA DR, BAKERSFIELD CA 93309-1726	SFR	Full
116	4404 LA MIRADA DR, BAKERSFIELD CA 93309-1726	SFR	Full
117	4400 LA MIRADA DR, BAKERSFIELD CA 93309-1726	SFR	Full
118	4316 LA MIRADA DR, BAKERSFIELD CA 93309-1724	SFR	Full
119	4312 LA MIRADA DR, BAKERSFIELD CA 93309-1724	SFR	Full
120	4306 LA MIRADA DR, BAKERSFIELD CA 93309-1724	SFR	Full
121	4300 LA MIRADA DR, BAKERSFIELD CA 93309-1724	SFR	Full
122	4224 LA MIRADA DR, BAKERSFIELD CA 93309-1722	SFR	Full
123	4220 LA MIRADA DR, BAKERSFIELD CA 93309-1722	SFR	Full
124	4212 LA MIRADA DR, BAKERSFIELD CA 93309-1722	SFR	Full
125	4204 LA MIRADA DR, BAKERSFIELD CA 93309-1722	SFR	Partial
126	4200 LA MIRADA DR, BAKERSFIELD CA 93309-1722	SFR	Partial
127	4112 LA MIRADA DR, BAKERSFIELD, CA 93309-1722	SFR	Perm Esmt
128	4108 LA MIRADA DR, BAKERSFIELD, CA 93309-1722	SFR	Perm Esmt
129	4104 LA MIRADA DR, BAKERSFIELD, CA 93309-1722	SFR	Perm Esmt
130	4100 LA MIRADA DR, BAKERSFIELD, CA 93309-1722	SFR	Perm Esmt
131	4201 LA MIRADA DR, BAKERSFIELD CA 93309-1721	SFR	Partial
132	4205 LA MIRADA DR, BAKERSFIELD CA 93309-1721	SFR	Partial
133	4209 LA MIRADA DR, BAKERSFIELD CA 93309-1721	SFR	Partial
134	4213 LA MIRADA DR, BAKERSFIELD CA 93309-1721	SFR	Partial
135	4217 LA MIRADA DR, BAKERSFIELD CA 93309-1721	SFR	Full
136	4221 LA MIRADA DR, BAKERSFIELD CA 93309-1721	SFR	Full
137	4225 LA MIRADA DR, BAKERSFIELD CA 93309-1721	SFR	Full
138	4229 LA MIRADA DR, BAKERSFIELD CA 93309-1721	SFR	Full
139	4233 LA MIRADA DR, BAKERSFIELD CA 93309-1721	SFR	Full
140	4301 LA MIRADA DR, BAKERSFIELD CA 93309-1723	SFR	Full
141	4305 LA MIRADA DR, BAKERSFIELD CA 93309-1723	SFR	Full
142	4309 LA MIRADA DR, BAKERSFIELD CA 93309-1723	SFR	Full
143	4313 LA MIRADA DR, BAKERSFIELD CA 93309-1723	SFR	Full
144	4317 LA MIRADA DR, BAKERSFIELD CA 93309-1723	SFR	Full

Table G.3 List of Acquisitions for Alternative B

Impact ID	Site Address	Present Use	Type of Take
145	4401 LA MIRADA DR, BAKERSFIELD CA 93309-1725	SFR	Full
146	4405 LA MIRADA DR, BAKERSFIELD CA 93309-1725	SFR	Full
147	4409 LA MIRADA DR, BAKERSFIELD CA 93309-1725	SFR	Full
148	4413 LA MIRADA DR, BAKERSFIELD CA 93309-1725	SFR	Full
149	4307 HILLSBOROUGH DR, BAKERSFIELD CA 93309-1711	SFR	Full
150	4301 HILLSBOROUGH DR, BAKERSFIELD CA 93309-1711	SFR	Full
151	4300 KENTFIELD DR, BAKERSFIELD CA 93309-8546	SFR	Full
152	4312 KENTFIELD DR, BAKERSFIELD CA 93309-8546	SFR	Full
153	4316 KENTFIELD DR, BAKERSFIELD CA 93309-8546	SFR	Full
154	4400 KENTFIELD DR, BAKERSFIELD CA 93309-1716	SFR	Full
155	4404 KENTFIELD DR, BAKERSFIELD CA 93309-1716	SFR	Full
156	4405 HILLSBOROUGH DR, BAKERSFIELD CA 93309-1713	SFR	Full
157	4401 HILLSBOROUGH DR, BAKERSFIELD CA 93309-1713	SFR	Full
158	4317 KENTFIELD DR, BAKERSFIELD CA 93309-8547	SFR	Full
159	4313 KENTFIELD DR, BAKERSFIELD CA 93309-8547	SFR	Full
160	4309 KENTFIELD DR, BAKERSFIELD CA 93309-8547	SFR	Full
161	4305 KENTFIELD DR, BAKERSFIELD CA 93309-8547	SFR	Full
162	4301 KENTFIELD DR, BAKERSFIELD CA 93309-8547	SFR	Full
163	4200 HILLSBOROUGH DR, BAKERSFIELD CA 93309-1710	SFR	Full
164	4204 HILLSBOROUGH DR, BAKERSFIELD CA 93309-1710	SFR	Full
165	4208 HILLSBOROUGH DR, BAKERSFIELD CA 93309-1710	SFR	Full
166	4212 HILLSBOROUGH DR, BAKERSFIELD CA 93309-1710	SFR	Full
167	4216 HILLSBOROUGH DR, BAKERSFIELD CA 93309-1710	SFR	Full
168	4300 HILLSBOROUGH DR, BAKERSFIELD CA 93309-1712	SFR	Full
169	4304 HILLSBOROUGH DR, BAKERSFIELD CA 93309-1712	SFR	Full
170	4308 HILLSBOROUGH DR, BAKERSFIELD CA 93309-1712	SFR	Full
171	4400 HILLSBOROUGH DR, BAKERSFIELD CA 93309-1714	SFR	Full
172	4404 HILLSBOROUGH DR, BAKERSFIELD CA 93309-1714	SFR	Full
173	4408 HILLSBOROUGH DR, BAKERSFIELD CA 93309-1714	SFR	Full
174	4412 HILLSBOROUGH DR, BAKERSFIELD CA 93309-1714	SFR	Full
175	4409 MARELLA WAY, BAKERSFIELD CA 93309-1735	SFR	Full
176	4405 MARELLA WAY, BAKERSFIELD CA 93309-1735	SFR	Full
177	4401 MARELLA WAY, BAKERSFIELD CA 93309-1735	SFR	Full
178	4313 MARELLA WAY, BAKERSFIELD CA 93309-1733	SFR	Full
179	4309 MARELLA WAY, BAKERSFIELD CA 93309-1733	SFR	Full
180	4305 MARELLA WAY, BAKERSFIELD CA 93309-1733	SFR	Full
181	4301 MARELLA WAY, BAKERSFIELD CA 93309-1733	SFR	Full
182	4205 MARELLA WAY, BAKERSFIELD, CA 93309-1733	SFR	Perm Esmt
183	4413 WOODLAKE DR, BAKERSFIELD CA 93309-8551	SFR	Partial
184	4417 WOODLAKE DR, BAKERSFIELD CA 93309-8551	SFR	Full
185	4500 WOODLAKE DR, BAKERSFIELD CA 93309-8549	SFR	Full
186	4416 WOODLAKE DR, BAKERSFIELD CA 93309-8548	SFR	Full
187	4412 WOODLAKE DR, BAKERSFIELD CA 93309-8548	SFR	Partial
188	4508 WOODLAKE DR, BAKERSFIELD CA 93309-8549	SFR	Full
189	4504 WOODLAKE DR, BAKERSFIELD CA 93309-8549	SFR	Full
190	4501 WOODLAKE DR, BAKERSFIELD CA 93309-8550	SFR	Full
191	4507 WOODLAKE DR, BAKERSFIELD CA 93309-8550	SFR	Full
192	4414 KENSINGTON AVE, BAKERSFIELD CA 93309-1748	SFR	Full

Table G.3 List of Acquisitions for Alternative B

Impact ID	Site Address	Present Use	Type of Take
193	4408 KENSINGTON AVE, BAKERSFIELD CA 93309-1748	SFR	Full
194	505 MALIBU CT, BAKERSFIELD CA 93309-1752	SFR	Partial
195		SFR	Full
196	4321 KENSINGTON AVE, BAKERSFIELD CA 93309-1745	SFR	Partial
197	4401 KENSINGTON AVE, BAKERSFIELD CA 93309-1747	SFR	Full
198	4405 KENSINGTON AVE, BAKERSFIELD CA 93309-1747	SFR	Full
199	4409 KENSINGTON AVE, BAKERSFIELD CA 93309-1747	SFR	Full
200	4415 KENSINGTON AVE, BAKERSFIELD CA 93309-1747	SFR	Full
201	4419 KENSINGTON AVE, BAKERSFIELD CA 93309-1747	SFR	Full
202	4421 KENSINGTON AVE, BAKERSFIELD CA 93309-1747	SFR	Full
203	4428 MARELLA WAY, BAKERSFIELD CA 93309-1736	SFR	Partial
204	4424 MARELLA WAY, BAKERSFIELD CA 93309-1736	SFR	Full
205	4420 MARELLA WAY, BAKERSFIELD CA 93309-1736	SFR	Full
206	4416 MARELLA WAY, BAKERSFIELD CA 93309-1736	SFR	Full
207	4412 MARELLA WAY, BAKERSFIELD CA 93309-1736	SFR	Full
208	4408 MARELLA WAY, BAKERSFIELD CA 93309-1736	SFR	Full
209	4310 MARELLA WAY, BAKERSFIELD CA 93309-1734	SFR	Full
210	4308 MARELLA WAY, BAKERSFIELD CA 93309-1734	SFR	Full
211	4304 MARELLA WAY, BAKERSFIELD CA 93309-1734	SFR	Full
212	4404 MARELLA WAY, BAKERSFIELD CA 93309-1736	SFR	Full
213	4400 MARELLA WAY, BAKERSFIELD CA 93309-1736	SFR	Full
214	4606 CALIFORNIA AVE, BAKERSFIELD CA 93309-1106	Retail center	Full
215	4600 CALIFORNIA AVE, BAKERSFIELD CA 93309-1100	Com	Full
216	CALIFORNIA-PRKNG AV, BAKERSFIELD CA	Parking Lot	Full
217	4600 CALIFORNIA AVE, BAKERSFIELD CA 93309-1100	Bank	Full
218		Storm Drain	Partial
219		Hospital	Partial
220		Farm land	Partial
221		Farm land	Partial
222		Farm land	Partial
223		Farm land	Partial
224		Vacant	Partial
225	3112 TERRACE WAY, BAKERSFIELD CA 93304	SFR	Partial
226		SFR	Perm Esmt
227		Vacant	Full
228		Vacant	Perm Esmt
229			Perm Esmt
230		Access Lane	Perm Esmt
231		Auto Repair	Perm Esmt
232	321 STEPHENS DR, BAKERSFIELD CA 93304	Vacant	Partial
233		Apartments	Perm Esmt
234	313 STEPHENS DR, BAKERSFIELD CA 93304	Vacant	Full
235	201 S MYRTLE ST, BAKERSFIELD CA 93304-3335	SFR	Perm Esmt
236		RES LOT	Perm Esmt
237	300 DIXON AVE, BAKERSFIELD CA 93304-3388	SFR	Perm Esmt
238	205 JUDAN ST, BAKERSFIELD CA 93304	SFR	Perm Esmt
239	2405 ROBBIN RD, BAKERSFIELD CA 93304	SFR	Perm Esmt
240	2407 ROBBIN RD, BAKERSFIELD CA 93304	SFR	Perm Esmt

Table G.3 List of Acquisitions for Alternative B

Impact ID	Site Address	Present Use	Type of Take
241	2401 ROBBIN RD, BAKERSFIELD CA 93304	SFR	Perm Esmt
242	2403 ROBBIN RD, BAKERSFIELD CA 93304	SFR	Perm Esmt
243	3120 TERREL CT, BAKERSFIELD CA 93304	SFR	Perm Esmt
244		Vacant lot	Perm Esmt
245	3117 TERRACE WAY, BAKERSFIELD CA 93304	SFR	Perm Esmt
246	3152 TERREL CT, BAKERSFIELD CA 93304	SFR	Perm Esmt
247	606 WIBLE RD, BAKERSFIELD CA 93304	Acapulco Tires Auto Repair	TCE
248	612 WIBLE RD, BAKERSFIELD CA 93304	Xpress Lube	TCE
249	608 WIBLE RD, BAKERSFIELD CA 93304	Distinctive Coach Auto Body	TCE
250	700 WIBLE RD, BAKERSFIELD CA 93304	Fleet Auto Brokers/Estradas Car Wash	TCE
251	520 WIBLE RD, BAKERSFIELD CA 93304	Computer Smog Specialists	TCE
252	717 S OLIVE ST, BAKERSFIELD CA 93304	SFR	TCE
253	720 WIBLE RD, BAKERSFIELD CA 93304	Larson's Food & Gas	Full
254	708 WIBLE RD, BAKERSFIELD, CA 93304	Duplex	Full
255	704 WIBLE RD, BAKERSFIELD, CA 93304	Duplex	Full
256	206 HUGHES LN, BAKERSFIELD, CA 93304	SFR	Perm Esmt
257	210 HUGHES LN, BAKERSFIELD, CA 93304	SFR	Perm Esmt
258	2396 BRITE ST, BAKERSFIELD, CA 93304	SFR	Perm Esmt
259	2394 BRITE ST, BAKERSFIELD, CA 93304	SFR	Perm Esmt
260	2324 BRITE ST, BAKERSFIELD, CA 93304	SFR	Perm Esmt
261	2300 BRITE ST, BAKERSFIELD, CA 93304	SFR	Perm Esmt
262	309 HOUCHIN RD, BAKERSFIELD CA 93304-3409	Estate	Perm Esmt
263		SFR	Perm Esmt
264		SFR	Perm Esmt
265	203 H ST, BAKERSFIELD, CA 93304	Church	Perm Esmt
266	2200 ROOSEVELT ST, BAKERSFIELD CA 93304	SFR	Perm Esmt
267	2129 BRUNDAGE LN, BAKERSFIELD CA 93304	Restaurant	Perm Esmt
268		Apartments	Partial
269	800 WIBLE RD, BAKERSFIELD, CA 93304	Jolly Kone	Full
270	3109 BELLE TER, BAKERSFIELD CA 93304	SFR	TCE
271	830 WIBLE RD, BAKERSFIELD CA 93304	Motel	Partial
272	812 WIBLE RD, BAKERSFIELD CA 93304	Motel	Partial
273	806 WIBLE RD, BAKERSFIELD, CA 93304	Mr. Matress Store	Full
274	930 WIBLE RD, BAKERSFIELD CA 93304	Shopping Center	Partial
275	3857 STOCKDALE HWY, BAKERSFIELD CA 93309-2187	Medical	Full
276		Flood Control	Perm Esmt
277	3847 STOCKDALE HWY, BAKERSFIELD CA 93309-2156	Barber Shop	Full
278	3333 STOCKDALE HWY, BAKERSFIELD CA 93309	Utilities	Full
279		Vacant	Full
280		Vacant	Full
281	3403 STOCKDALE HWY, BAKERSFIELD CA 93309-2143	Office building	Full
282		Park & Ride	Full
283		Park & Ride	Full
284		Vacant lot	Full

Table G.3 List of Acquisitions for Alternative B

Impact ID	Site Address	Present Use	Type of Take
285		Vacant	Full
286		Vacant	Full
287	3330 ELCIA DR, BAKERSFIELD CA 93309-3340	MFR	Full
288	3320 ELCIA DR, BAKERSFIELD CA 93309-3301	Duplex	Full
289		Storage	Full
290	200 S REAL RD, BAKERSFIELD CA 93309	Vacant lot	Full
291	3324 ELCIA DR, BAKERSFIELD CA 93309	SFR	Full
292	210 S REAL RD, BAKERSFIELD CA 93309-2140	SFR	Partial
293	3501 STOCKDALE HWY, BAKERSFIELD CA 93309-2150	Hospital	Partial
294		SFR	Partial
295	240 REAL RD, BAKERSFIELD CA 93309	SFR	Partial
296	3412 ELCIA DR, BAKERSFIELD CA 93309-3327	SFR	Partial
297	3408 ELCIA DR, BAKERSFIELD CA 93309-3327	SFR	Full
298	3404 ELCIA DR, BAKERSFIELD CA 93309-3327	SFR	Full
299	3400 ELCIA DR, BAKERSFIELD CA 93309-3327	SFR	Full
300	3405 ELCIA DR, BAKERSFIELD CA 93309	SFR	Perm Esmt
301	3401 ELCIA DR, BAKERSFIELD CA 93309	SFR	Perm Esmt
302	3845 STOCKDALE HWY, BAKERSFIELD CA 93309-3192	Office Building	Full
303		Vacant	Full
304	3815 STOCKDALE HWY, BAKERSFIELD CA 93309-2156	Office building	Partial
305	3737 STOCKDALE HWY, BAKERSFIELD CA 93309-2100	Office building	Partial
306		Parking Lot	Full
307	201 S GARNSEY AVE, BAKERSFIELD CA 93309-2133	SFR	Full
308	201 S GARNSEY AVE, BAKERSFIELD CA 93309-2133	SFR	Full
309		Triplex	Full
310	3839 STOCKDALE HWY, BAKERSFIELD CA 93309-2156	Retail Building	Partial
311	195 S GARNSEY AVE, BAKERSFIELD CA 93309-2144	SFR	Full
312	100 S GARNSEY AVE, BAKERSFIELD CA 93309-2191	SFR	Full
313	20 WILLIAMSON WAY, BAKERSFIELD CA 93309-2158	MFR	Full
314	3617 STOCKDALE HWY, BAKERSFIELD CA 93309	Shopping Center	Full
315	201 S REAL RD, BAKERSFIELD CA 93309	Office building	Full
316	205 S REAL RD, BAKERSFIELD CA 93309	Office building	Full
317	101 S REAL RD, BAKERSFIELD CA 93309	Parking	Full
318	115 S REAL RD, BAKERSFIELD CA 93309	Parking	Full
319	131 S REAL RD, BAKERSFIELD CA 93309	Parking	Full
320	141 S REAL RD, BAKERSFIELD CA 93309	Parking	Full
321	209 S REAL RD, BAKERSFIELD CA 93309	Parking	Full
322	96 WILLIAMSON WAY, BAKERSFIELD CA 93309-2142	SFR	Full
323	209 WILLIAMSON WAY, BAKERSFIELD CA 93309-2199	2 SFRs	Full
324	205 WILLIAMSON WAY, BAKERSFIELD CA 93309-2199	SFR	Full
325	201 WILLIAMSON WAY, BAKERSFIELD CA 93309-2199	SFR	Full
326	125 WILLIAMSON WAY, BAKERSFIELD CA 93309-2197	SFR	Full
327	25 WILLIAMSON WAY, BAKERSFIELD CA 93309-2112	Apartments	Full
328	3601 STOCKDALE HWY, BAKERSFIELD CA 93309-2152	Gas Station	TCE
329	206 WILLIAMSON WAY, BAKERSFIELD CA 93309-0900	SFR	Full
330		Res lot	Full
331	100 WILLIAMSON WAY, BAKERSFIELD CA 93309-2179	Apartments	Full
332	200 WILLIAMSON WAY, BAKERSFIELD CA 93309-2180	Apartments	Full

Table G.3 List of Acquisitions for Alternative B

Impact ID	Site Address	Present Use	Type of Take
333	204 WILLIAMSON WAY, BAKERSFIELD CA 93309-2181	Apartments	Full
334	31 S REAL RD, BAKERSFIELD CA 93309-2110	Office building	Full
335	33 S REAL RD, BAKERSFIELD CA 93309-2135	Office building	Full
336	300 S GARNSEY AVE, BAKERSFIELD CA 93309-2134	SFR	Partial
337	215 WILLIAMSON WAY, BAKERSFIELD CA 93309-2199	SFR	Full
338	219 S REAL RD, BAKERSFIELD CA 93309	Parking	Full
339	3610 ELCIA DR, BAKERSFIELD CA 93309	Parking	Full
340	3618 ELCIA DR, BAKERSFIELD CA 93309-3329	SFR	Full
341	218 WILLIAMSON WAY, BAKERSFIELD CA 93309-0900	SFR	Full
342	3232 MONA WAY, BAKERSFIELD CA 93309-3395	SFR	Partial
343		Vacant	Full
344	3201 MONA WAY, BAKERSFIELD CA 93309-3395	SFR	Full
345	601 ALAMO ST, BAKERSFIELD CA 93309-3355	SFR	Full
346	627 ALAMO ST, BAKERSFIELD CA 93309	SFR	Full
347	619 ALAMO ST, BAKERSFIELD CA 93309-3355	SFR	Full
348	611 ALAMO ST, BAKERSFIELD CA 93309-3355	SFR	Full
349	3234 BELLE TER, BAKERSFIELD CA 93309	Private School	Partial
350	200 S GARNSEY AVE, BAKERSFIELD CA 93309-2196	SFR	Full
351	206 S GARNSEY AVE, BAKERSFIELD CA 93309-2196	SFR	Full
352	212 S GARNSEY AVE, BAKERSFIELD CA 93309-2196	SFR	Full
353	218 S GARNSEY AVE, BAKERSFIELD CA 93309-2196	SFR	Full
354	205 S GARNSEY AVE, BAKERSFIELD CA 93309-2133	SFR	Full
355	209 S GARNSEY AVE, BAKERSFIELD CA 93309-2133	SFR	Full
356	221 GARNSEY AVE, BAKERSFIELD CA 93309	SFR	Partial
357	255 GARNSEY AVE, BAKERSFIELD CA 93309	SFR	Partial
358	22645 STOCKDALE HWY, BAKERSFIELD CA 93305-2432	Farm land	Partial
359		Farm land	Partial
360	3231 BELLE TER, BAKERSFIELD CA 93309	SFR	TCE
361	3229 BELLE TER, BAKERSFIELD CA 93309-4101	SFR	TCE
362	3227 BELLE TER, BAKERSFIELD CA 93309-4101	2 SFRs	Full
363	3310 WOOD LN, BAKERSFIELD CA 93309-7321	2 SFRs	Full
364	3320 WOOD LN, BAKERSFIELD CA 93309-7321	SFR	Full
365	3330 WOOD LN, BAKERSFIELD CA 93309-7321	SFR	Full
366	3308 WOOD LN, BAKERSFIELD CA 93309-7321	2 SFRs	Full
367	1117 WIBLE RD, BAKERSFIELD CA 93304	Auto Repair	Full
368	3317 LAVERNE AVE, BAKERSFIELD CA 93309	SFR	Full
369	3316 LAVERNE AVE B, BAKERSFIELD CA 93309-4122	SFR	Perm Esmt
370	201 E BRUNDAGE LN, BAKERSFIELD, CA 93304	Church	Perm Esmt
371	200 WAYCROSS ST, BAKERSFIELD, CA 93304	Church	Perm Esmt
372	340 WAYCROSS ST, BAKERSFIELD, CA 93304	SFR	Perm Esmt
373		Auto Sales	Perm Esmt
374		Paved Access	Perm Esmt
375	5001 COMMERCE DR, BAKERSFIELD CA 93309-0648	Hospital	Partial
376	5000 COMMERCE DR, BAKERSFIELD CA 93309	Medical	Partial
377	3520 ROSEDALE HWY, BAKERSFIELD CA 93308-6229	Carl's Jr	Perm Esmt
378	3540 ROSEDALE HWY, BAKERSFIELD CA 93308-6229	Hotel	Perm Esmt
379		Oil Extraction	Partial
380	4950 COMMERCE DR, BAKERSFIELD CA 93309	Basin	Full

Table G.3 List of Acquisitions for Alternative B

Impact ID	Site Address	Present Use	Type of Take
381		Vacant	Partial
382		Vacant	Partial
383	4700 EASTON DR, BAKERSFIELD CA 93309-9426	Offices	Partial
384	4800 EASTON DR, BAKERSFIELD CA 93309-9423	Offices	Full
385	4800 EASTON DR, BAKERSFIELD CA 93309-9423	Offices	Full
386	4800 EASTON DR, BAKERSFIELD CA 93309-9427	Offices	Full
387	4800 EASTON DR, BAKERSFIELD CA 93309-9427	Offices	Full
388	4800 EASTON DR 114, BAKERSFIELD CA 93309-9424	Offices	Full
389	4800 EASTON DR, BAKERSFIELD CA 93309-9427	Offices	Full
390		Parking Lot	Full
391		Vacant	Partial
392		Vacant	Partial
393		Vacant	Partial
394		Vacant	Partial
395		Drainage	Full
396		Drainage	Partial
397		Drainage	Partial
398		Park/Preserve	Full
399		Vacant	Full
400	CALLOWAY DR, BAKERSFIELD CA	Vacant	Full
401		Esmt	Full
402		Vacant	Full
403		Vacant	Full
404		Vacant	Full
405		vacant	Full
406		Vacant	Full
407		Vacant	Full
408		Vacant	Full
409		Vacant	Full
410	COFFEE RD, BAKERSFIELD CA	Vacant	Full
411	PRESIDIO WAY, BAKERSFIELD CA	Vacant	Full
412	COFFEE RD, BAKERSFIELD CA	Vacant	Full
413		Vacant	Full
414		Vacant	Full
415		Vacant	Full
416		Vacant	Full
417		Vacant	Partial
418		Vacant	Full
419		Vacant	Full
420		Vacant	Full
421		Vacant	Full
422		Vacant	Full

Table G.4 Business Inventory List for Alternative B

Truxtun Avenue to California Avenue	
1	ECBMC
2	NCR
3	Clean Tech Janitorial
4	01’s Racing
5	Jim Warren, X-Ray Solution Service
6	Cravens Performance
7	Cal-Air
8	Rutherford Vision, Inc.
9	GNM Computer Repair
10	ClearATicket.com
11	EasyToFinishTrafficSchool.com
12	Less Time Traffic School
13	OneGoodDriver.com
14	Green Light Traffic School
15	One Day Traffic School
16	SimpleToFinishTrafficSchool.com
17	InADayTrafficSchool.com
18	Self Paced Traffic School
19	Crystal Glass Window Repair
20	Pensinger Properties – Property Management
21	Farmers Insurance Agency
22	Brian L Ward – Structural Engineer
23	KBS – Property Management & Real Estate
24	Arrache & Potter – Attorneys at Law
25	Walls Hearing Aid Center
26	Century 21 Hometown Reality
27	Christopher J. Aasness, CPA
28	Number Crunchers (Bookkeeping and tax services)
29	Ironwood (Retirement Plan Consultants)
30	ProCare hospice
31	John B Linford Attorney at Law
32	Law office of Phillip H. Darling
33	Pacific Geotechnical Assoc., Inc.
34	Simply Scrapbooks
35	A Total Health (Salon, Nutritionist, Refloxology)
36	Pinnacle Civil Engineering
37	Kumon – Math & Reading Center
38	Affordable Dentures
39	Family Dentistry
40	Affordable Dentures
41	Citizens Business Bank

Table G.4 Business Inventory List for Alternative B

California Avenue to Stockdale Avenue	
42	Little Red School House
Along Stockdale from Stockdale to Real Road	
43	Quick & Easy Income Tax Service
44	Great Hands Massage
45	Vincent Tran – Attorney at Law
46	Immigration Attorney
447	Intuitive Touch Massage Therapy
48	Practical Options Legal Document Services
49	E-Fitness Studio
50	Aflac
51	TrafficSchoolForm.com
52	TrafficSchoolExperts.com
53	TrafficSchoolpeople.com
54	WayTooEasyTrafficSchool.com
55	MyEasyTrafficSchool.com
56	PainFreeTrafficSchool.com
57	Ellis Island Pizza Company
58	Avon
59	Alliance Investments (real estate) *
60	Insurance
61	Select Staffing *
62	Massage Body & Feet
63	Southern California Medical College
64	The Book Exchange
65	Launderland
66	High Desert Medical College
67	Santa Barbara Business College
68	Advanced Internet Property Management & Real Estate
69	Canto's Industrial Alliance
70	Power House Realty
71	Exam One – A Quest Diagnostics Company
72	Marta Valdez – Real Estate Broker *
73	Cal Title Loans
74	Infinity Auto Insurance
75	Willies Bookkeeping & Tax Service
Significant Parking Loss – 3737 Stockdale Hwy (76-79)	
76	Daniel Purdy – Pediatric Dentistry
77	San Joaquin Chiropractic Clinic
78	JVE Multi Services (Income Tax & Bookkeeping)
79	Unknown Business *

Table G.4 Business Inventory List for Alternative B

Along and west of SR 99 from Stockdale to Ming	
80	Payless Mini Storage
81	Hugie Offices / Sun Trail, Inc. (Law Firm)
Along and east of SR 99 from Stockdale to Ming	
82	Jolly Cone Drive Thru
83	Mr. Mattress
84	Larsons's (Food and Gas)
Along and north of SR 58 from Oak to Union	
	None
Along and south of SR 58 from Oak to Union	
	None

* Minority Oriented Business

Table G.5 List of Residential and Non-Residential Acquisitions for Alternative C

Impact ID	Site Address	Present Use	Type of Take
1	350 OAK ST, BAKERSFIELD CA 93304	Motel	TCE
2	3030 BRUNDAGE LN, BAKERSFIELD CA 93304	Youngs Market	Partial
3	3040 BRUNDAGE LN, BAKERSFIELD CA 93304	Commercial Showroom	Full
4	3050 BRUNDAGE LN, BAKERSFIELD CA 93304	Commercial	Full
5	2 OAK ST, BAKERSFIELD CA 93304	Service Station	Full
6	90 OAK ST, BAKERSFIELD CA 93304		Full
7	92 OAK ST, BAKERSFIELD CA 93304	Auto Repair	Full
8	100 OAK ST, BAKERSFIELD CA 93304	Retail	Partial
9	15 CHESTER AVE, BAKERSFIELD CA 93301	Store	Partial
10	13 CHESTER AVE, BAKERSFIELD CA 93301	Vacant	Partial
11		Parking	Partial
12	229 CHESTER AVE, BAKERSFIELD CA 93301	SFR	Full
13	136 HAYBERT CT, BAKERSFIELD CA 93304	Vacant	Full
14	233 S CHESTER AVE, BAKERSFIELD CA 93304-3648	SFR	Full
15	301 S CHESTER AVE, BAKERSFIELD CA 93304-3650	SFR	Full
16		Mixed Residential & Commercial	Full
17		SFR	Full
18		SFR	Full
19	216 HAYBERT CT, BAKERSFIELD CA 93304-1849	SFR	Full
20	206 HAYBERT CT, BAKERSFIELD CA 93304-1849	SFR	Full
21	204 HAYBERT CT, BAKERSFIELD CA 93304-1849	SFR	Full
22	318 S CHESTER AVE, BAKERSFIELD CA 93304	SFR	Partial
23	308 CHESTER AVE, BAKERSFIELD CA 93304	4-plex	Partial
24	304 S CHESTER AVE, BAKERSFIELD CA 93304	SFR	Partial
25	234 CHESTER AVE, BAKERSFIELD CA 93304	SFR	Partial
26	230 S CHESTER AVE, BAKERSFIELD CA 93304	Duplex	Partial
27		Vacant	Partial
28	140 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
29	132 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
30	139 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
31	135 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
32	131 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
33	127 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
34	3231 PALM ST, BAKERSFIELD CA 93309	SFR	Full
35	356 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
36	352 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
37	348 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
38	344 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
39	340 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
40	336 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
41	332 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
42	328 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
43	324 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
44	320 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
45	316 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
46	312 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full

Table G.5 List of Residential and Non-Residential Acquisitions for Alternative C

Impact ID	Site Address	Present Use	Type of Take
47	308 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
48	304 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
49	300 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
50	240 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
51	236 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
52	232 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
53	228 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
54	224 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
55	3230 BANK ST, BAKERSFIELD CA 93309	SFR	Full
56	220 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
57	200 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
58	3301 BANK ST, BAKERSFIELD CA 93309	SFR	Full
59	213 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
60	209 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
61	205 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
62	201 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
63	3301 PALM ST, BAKERSFIELD CA 93309	SFR	Full
64	357 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
65	353 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
66	349 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
67	345 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
68	341 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
69	337 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
70	333 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
71	329 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
72	325 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
73	321 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
74	317 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
75	313 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
76	309 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
77	305 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
78	301 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
79	241 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
80	237 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
81	233 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
82	229 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
83	225 OAKDALE DR, BAKERSFIELD CA 93309	SFR	Full
84	3300 BANK ST, BAKERSFIELD CA 93309	SFR	Full
85	316 WETHERLEY DR, BAKERSFIELD CA 93309	SFR	Full
86	320 WETHERLEY DR, BAKERSFIELD CA 93309	SFR	Full
87	324 WETHERLEY DR, BAKERSFIELD CA 93309	SFR	Full
88	328 WETHERLEY DR, BAKERSFIELD CA 93309	SFR	Full
89	332 WETHERLEY DR, BAKERSFIELD CA 93309	SFR	Full
90	336 WETHERLEY DR, BAKERSFIELD CA 93309	SFR	Full
91	340 WETHERLEY DR, BAKERSFIELD CA 93309	SFR	Full
92	344 WETHERLEY DR, BAKERSFIELD CA 93309	SFR	Full

Table G.5 List of Residential and Non-Residential Acquisitions for Alternative C

Impact ID	Site Address	Present Use	Type of Take
93	348 WETHERLEY DR, BAKERSFIELD CA 93309	SFR	Full
94	352 WETHERLEY DR, BAKERSFIELD CA 93309	SFR	Full
95	356 WETHERLEY DR, BAKERSFIELD CA 93309	SFR	Full
96	3331 PALM ST, BAKERSFIELD CA 93309	SFR	Full
97	1017 OAK ST, BAKERSFIELD CA 93304	Hotel	Partial
98		Parking lot	Partial
99	1011 OAK ST, BAKERSFIELD CA 93304	Commercial	Partial
100	963 OAK ST, BAKERSFIELD CA 93304		Partial
101	1131 OAK ST, BAKERSFIELD CA 93304	Chevron Gas	Partial
102	3621 CALIFORNIA AVE, BAKERSFIELD CA 93309	Commercial	Full
103	3501 CALIFORNIA AVE, BAKERSFIELD CA 93309	Commercial	Full
104	1000 REAL RD, BAKERSFIELD CA 93309	McDonalds	Partial
105	1000 REAL RD, BAKERSFIELD CA 93309	Parking Lot	Full
106	900 REAL RD, BAKERSFIELD CA 93309	Restaurant	Partial
107	828 REAL RD, BAKERSFIELD CA 93309	Hotel	Full
108	818 REAL RD, BAKERSFIELD CA 93309	Hotel & Restaurant	Full
109	820 REAL RD, BAKERSFIELD CA 93309	Commercial	Full
110	911 OAK ST, BAKERSFIELD CA 93304	Auto Dealership	Full
111	911 OAK ST, BAKERSFIELD CA 93304	Auto Village Sales	Full
112			Full
113		Car Lot	Full
114	3212 CHESTER LN, BAKERSFIELD CA 93304	MFR	Full
115		Industrial	Full
116	3232 CHESTER LN, BAKERSFIELD CA 93304	Industrial	Full
117	3311 CHESTER LN, BAKERSFIELD CA 93309	SFR	TCE
118	3289 CHESTER LN, BAKERSFIELD CA 93309	MFR	Full
119	3279 CHESTER LN, BAKERSFIELD CA 93309	Vacant	Full
120	727 OAK ST, BAKERSFIELD CA 93304	First Car Loans	Full
121	601 OAK ST, BAKERSFIELD CA 93304	Vacant Auto Sales	Full
122	601 OAK ST, BAKERSFIELD CA 93304	Vacant Auto Sales	Full
123	3231 CHESTER LN, BAKERSFIELD CA 93304	BK Transmissions	Full
124	601 OAK ST, BAKERSFIELD CA 93304	Vacant Auto Sales	Full
125	711 OAK ST, BAKERSFIELD CA 93304	Auto Planet Super Store	Full
126		City Park	Partial
127	555 OAK ST, BAKERSFIELD CA 93304	Auto Repair	Full
128	555 OAK ST, BAKERSFIELD CA 93304	Parking Lot	Full
129	525 OAK ST, BAKERSFIELD CA 93304	Commercial	Full
130		Barts Parts	Full
131		Auto Sales	Full
132		Farm land	Partial
133		Farm land	Partial
134		Farm land	Partial
135		Farm land	Partial
136	2911 BRUNDAGE LN, BAKERSFIELD CA 93304	Commercial	Full
137	16 OLIVE ST, BAKERSFIELD CA 93304	Commercial	Full
138		Auto Related Commercial	Full

Table G.5 List of Residential and Non-Residential Acquisitions for Alternative C

Impact ID	Site Address	Present Use	Type of Take
139	3001 BRUNDAGE LN, BAKERSFIELD CA 93304	Auto Related Commercial	Full
140	3011 BRUNDAGE LN, BAKERSFIELD CA 93304	KFC	Full
141	2907 BRUNDAGE LN, BAKERSFIELD CA 93304	Auto Repair	Full
142		Vacant	Partial
143	3112 TERRACE WAY, BAKERSFIELD CA 93304	SFR	Partial
144	24 STEPHENS DR, BAKERSFIELD CA 93304	4-plex	Full
145	28 STEPHENS DR, BAKERSFIELD CA 93304	SFR	Full
146		Commercial	Perm Esmt
147	2819 BRUNDAGE LN 1/2, BAKERSFIELD CA 93304	Warehouse	Perm Esmt
148		Access Lane	Perm Esmt
149	2821 BRUNDAGE LN, BAKERSFIELD CA 93304		TCE
150		Parking lot	Full
151	117 STEPHENS DR, BAKERSFIELD CA 93304	Apartments	Full
152	2905 BRUNDAGE LN, BAKERSFIELD CA 93304	Animal Hospital	Full
153		RES LOT	Perm Esmt
154	300 DIXON AVE, BAKERSFIELD CA 93304	SFR	TCE
155	3120 TERREL CT, BAKERSFIELD CA 93304	SFR	Perm Esmt
156		Vacant lot	Perm Esmt
157	3117 TERRACE WAY, BAKERSFIELD CA 93304	SFR	Perm Esmt
158	3152 TERREL CT, BAKERSFIELD CA 93304	SFR	Perm Esmt
159	612 WIBLE RD, BAKERSFIELD CA 93304	Xpress Lube	TCE
160	700 WIBLE RD, BAKERSFIELD CA 93304	Fleet Auto Brokers/Estradas Car Wash	TCE
161	717 S OLIVE ST, BAKERSFIELD CA 93304	SFR	TCE
162	720 WIBLE RD, BAKERSFIELD CA 93304	Larson's Food & Gas	Full
163	708 WIBLE RD, BAKERSFIELD, CA 93304	Duplex	Full
164	704 WIBLE RD, BAKERSFIELD, CA 93304	Duplex	Full
165	206 HUGHES LN, BAKERSFIELD, CA 93304	SFR	Perm Esmt
166	210 HUGHES LN, BAKERSFIELD, CA 93304	SFR	Perm Esmt
167	2396 BRITE ST, BAKERSFIELD, CA 93304	SFR	Perm Esmt
168	2394 BRITE ST, BAKERSFIELD, CA 93304	SFR	Perm Esmt
169	2324 BRITE ST, BAKERSFIELD, CA 93304	SFR	Perm Esmt
170	2300 BRITE ST, BAKERSFIELD, CA 93304	SFR	Perm Esmt
171	309 HOUCHIN RD, BAKERSFIELD CA 93304-3409	Estate	Perm Esmt
172	203 H ST, BAKERSFIELD CA 93304	Church	Perm Esmt
173		Apartments	TCE
174	800 WIBLE RD, BAKERSFIELD, CA 93304	Jolly Kone	Full
175	3109 BELLE TER, BAKERSFIELD CA 93304	SFR	TCE
176	830 WIBLE RD, BAKERSFIELD CA 93304	Motel	Partial
177	812 WIBLE RD, BAKERSFIELD CA 93304	Motel	Partial
178	806 WIBLE RD, BAKERSFIELD, CA 93304	Mr. Matress Store	Full
179	3333 STOCKDALE HWY, BAKERSFIELD CA 93309	Utilities	Full
180		Water Service Site	Full
181		Vacant	Full
182	3403 STOCKDALE HWY, BAKERSFIELD CA 93309	Office Building	Full

Table G.5 List of Residential and Non-Residential Acquisitions for Alternative C

Impact ID	Site Address	Present Use	Type of Take
183		Park & Ride	Full
184		Park & Ride	Full
185		Vacant lot	Full
186		Vacant	Full
187		Vacant	Full
188		MFR	Partial
189		Storage	Partial
190	200 S REAL RD, BAKERSFIELD CA 93309	Vacant lot	Partial
191	3501 STOCKDALE HWY, BAKERSFIELD CA 93309	Hospital	Partial
192	3232 MONA WAY, BAKERSFIELD CA 93309	SFR	Partial
193		Vacant	Full
194	3209 MONA WAY, BAKERSFIELD CA 93309	SFR	Full
195	3201 MONA WAY, BAKERSFIELD CA 93309	SFR	Full
196	601 ALAMO ST, BAKERSFIELD CA 93309	SFR	Full
197	627 ALAMO ST, BAKERSFIELD CA 93309	SFR	Full
198	619 ALAMO ST, BAKERSFIELD CA 93309	SFR	Full
199	611 ALAMO ST, BAKERSFIELD CA 93309	SFR	Full
200	3234 BELLE TER, BAKERSFIELD CA 93309	Private School	Full
201	22645 STOCKDALE HWY, BAKERSFIELD CA 93305-2432	Farm land	Partial
202		Farm land	Partial
203	3229 BELLE TER, BAKERSFIELD CA 93309	SFR	Full
204	3227 BELLE TER, BAKERSFIELD CA 93309	2 SFRs	Full
205	3310 WOOD LN, BAKERSFIELD CA 93309	2 SFRs	Full
206	3320 WOOD LN, BAKERSFIELD CA 93309	SFR	Full
207	3330 WOOD LN, BAKERSFIELD CA 93309	SFR	Full
208	3308 WOOD LN, BAKERSFIELD CA 93309	2 SFRs	Full
209	1117 WIBLE RD, BAKERSFIELD CA 93304	Auto Repair	Full
210	3317 LAVERNE AVE, BAKERSFIELD CA 93309	SFR	Full
211	3316 LAVERNE AVE B, BAKERSFIELD CA 93309	SFR	Perm Esmt
212	201 E BRUNDAGE LN, BAKERSFIELD, CA 93304	Church	Perm Esmt
213	200 WAYCROSS ST, BAKERSFIELD, CA 93304	Church	Perm Esmt
214	340 WAYCROSS ST, BAKERSFIELD, CA 93304	SFR	Perm Esmt
215	200 S UNION AVE, BAKERSFIELD CA 93307	Auto Sales	Perm Esmt
216		Paved Access	Perm Esmt
217		Medical	Partial
218	3520 ROSEDALE HWY, BAKERSFIELD CA 93308-6229	Carl's Jr	Perm Esmt
219	3540 ROSEDALE HWY, BAKERSFIELD CA 93308-6229	Hotel	Perm Esmt
220	1901 WESTWIND DR, BAKERSFIELD CA 93301	Communications Building	Partial
221	2001 WESTWIND DR, BAKERSFIELD CA 93301	Office Building	Partial
222	2015 WESTWIND DR, BAKERSFIELD CA 93301	Office Building	Partial
223	4901 COMMERCE DR, BAKERSFIELD CA 93309	Kern County Department of Human Services	Full
224		Vacant	Partial
225		RR	Perm Esmt
226		RR	Perm Esmt

Table G.5 List of Residential and Non-Residential Acquisitions for Alternative C

Impact ID	Site Address	Present Use	Type of Take
227		Flood Control	Partial
228	4440 EASTON DR, BAKERSFIELD CA 93309	IndustrialOffice	Full
229	4430 EASTON DR, BAKERSFIELD CA 93309	Industrial office	Full
230	4420 EASTON DR 102A, BAKERSFIELD CA 93309	Professional Office	Full
231	4400 EASTON DR, BAKERSFIELD CA 93309	Print Shop	Full
232	4300 EASTON DR 2, BAKERSFIELD CA 93309	Multi-tenant Industrial Office Warehouse	Full
233	4200 EASTON DR, BAKERSFIELD CA 93309	Multi-tenant Industrial Office Warehouse	Full
234	4100 EASTON DR, BAKERSFIELD CA 93309	Multi-tenant Industrial Office Warehouse	Full
235	4040 EASTON DR, BAKERSFIELD CA 93309	Multi-tenant Industrial Office Warehouse	Full
236	4000 EASTON DR, BAKERSFIELD CA 93309	Multi-tenant Individual Office Warehouse	Full
237	4950 COMMERCE DR, BAKERSFIELD CA 93309	Basin	Full
238	4850 COMMERCE DR, BAKERSFIELD CA 93309	Beautologie	Full
239	4801 TRUXTUN AVE, BAKERSFIELD CA 93309	Interim Healthcare	Full
240	4865 TRUXTUN AVE, BAKERSFIELD CA 93309	Paragon Salon Spa	Full
241	4885 TRUXTUN AVE, BAKERSFIELD CA 93309	Commercial Businesses	Full
242		Vacant	Partial
243	1350 EASTON DR, BAKERSFIELD CA 93309	Motel 6	Full
244	4040 EASTON DR, BAKERSFIELD CA 93309	Industrial Manufacture	Full
245		parking lot	Full
246		parking lot	Full
247		parking lot	Full
248		Vacant	Full
249		Vacant	Full
250	3700 EASTON DR, BAKERSFIELD CA 93309	Multi-tenant Industrial Office Warehouse	Full
251		Industrial Office Warehouse	Full
252	3800 CALIFORNIA AVE, BAKERSFIELD CA 93309	Vacant	Partial
253	4540 EASTON DR, BAKERSFIELD CA 93309	Industrial Warehouse Manufacture	Full
254	4510 EASTON DR, BAKERSFIELD CA 93309	Industrial Warehouse Manufacture	Full
255	1400 EASTON DR 101, BAKERSFIELD CA 93309	Industrial Office/ Warehouse	Full
256	1400 EASTON DR 102, BAKERSFIELD CA 93309	Industrial Office/ Warehouse	Full
257	1400 EASTON DR 103, BAKERSFIELD CA 93309	Industrial Office/ Warehouse	Full
258	1400 EASTON DR 104, BAKERSFIELD CA 93309	Industrial Office/ Warehouse	Full
259	1400 EASTON DR 105, BAKERSFIELD CA 93309	Industrial Office/ Warehouse	Full
260	1400 EASTON DR 106, BAKERSFIELD CA 93309	Industrial Office/ Warehouse	Full
261	1400 EASTON DR 107, BAKERSFIELD CA 93309	Industrial Office/ Warehouse	Full

Table G.5 List of Residential and Non-Residential Acquisitions for Alternative C

Impact ID	Site Address	Present Use	Type of Take
262	1400 EASTON DR 108, BAKERSFIELD CA 93309	Industrial Office/ Warehouse	Full
263	1400 EASTON DR 109, BAKERSFIELD CA 93309	Industrial Office/ Warehouse	Full
264	1400 EASTON DR 110, BAKERSFIELD CA 93309	Industrial Office/ Warehouse	Full
265	1400 EASTON DR 111, BAKERSFIELD CA 93309	Industrial Office/ Warehouse	Full
266	1400 EASTON DR 112, BAKERSFIELD CA 93309	Industrial Office/ Warehouse	Full
267	1400 EASTON DR 113, BAKERSFIELD CA 93309	Industrial Office/ Warehouse	Full
268	1400 EASTON DR 114, BAKERSFIELD CA 93309	Industrial Office/ Warehouse	Full
269	1400 EASTON DR 115, BAKERSFIELD CA 93309	Industrial Office/ Warehouse	Full
270	1400 EASTON DR 116, BAKERSFIELD CA 93309	Industrial Office/ Warehouse	Full
271	1400 EASTON DR 117, BAKERSFIELD CA 93309	Vacant	Full
272	1400 EASTON DR 118, BAKERSFIELD CA 93309	Office	Full
273	1400 EASTON DR 119, BAKERSFIELD CA 93309	Vacant	Full
274	1400 EASTON DR 120, BAKERSFIELD CA 93309	Shop	Full
275	1400 EASTON DR 121, BAKERSFIELD CA 93309	Office	Full
276	1400 EASTON DR 122, BAKERSFIELD CA 93309	Office	Full
277	1400 EASTON DR 123, BAKERSFIELD CA 93309	Medical Office	Full
278	1400 EASTON DR 124, BAKERSFIELD CA 93309	Auto Glass & Tint Service	Full
279	1400 EASTON DR 125, BAKERSFIELD CA 93309	Office	Full
280	1400 EASTON DR 126, BAKERSFIELD CA 93309	Office	Full
281	1400 EASTON DR 129, BAKERSFIELD CA 93309	Office	Full
282	1400 EASTON DR 130, BAKERSFIELD CA 93309	Office	Full
283	1400 EASTON DR 134, BAKERSFIELD CA 93309	DJ Booth & Office	Full
284	1400 EASTON DR 144, BAKERSFIELD CA 93309	Office	Full
285	1400 EASTON DR 127, BAKERSFIELD CA 93309	Vacant	Full
286	1400 EASTON DR 128, BAKERSFIELD CA 93309	Office	Full
287	1400 EASTON DR 131, BAKERSFIELD CA 93309	Vacant	Full
288	1400 EASTON DR 132, BAKERSFIELD CA 93309	Industrial Office/ Warehouse	Full
289	1400 EASTON DR 133, BAKERSFIELD CA 93309	Office	Full
290	1400 EASTON DR 135, BAKERSFIELD CA 93309	Professional Office	Full
291	1400 EASTON DR 136, BAKERSFIELD CA 93309	Professional Office	Full
292	1400 EASTON DR 137, BAKERSFIELD CA 93309	Professional Office	Full
293	1400 EASTON DR 138, BAKERSFIELD CA 93309	Professional Office	Full
294	1400 EASTON DR 139, BAKERSFIELD CA 93309	Office	Full
295	1400 EASTON DR 140, BAKERSFIELD CA 93309	Office	Full
296	1400 EASTON DR 141, BAKERSFIELD CA 93309	Office	Full
297	1400 EASTON DR 142, BAKERSFIELD CA 93309	Office	Full
298	1400 EASTON DR 143, BAKERSFIELD CA 93309	Office	Full
299	1400 EASTON DR 145, BAKERSFIELD CA 93309	Office	Full

Table G.5 List of Residential and Non-Residential Acquisitions for Alternative C

Impact ID	Site Address	Present Use	Type of Take
300	1400 EASTON DR 146, BAKERSFIELD CA 93309	Office	Full
301	1400 EASTON DR 147, BAKERSFIELD CA 93309	Office	Full
302	1400 EASTON DR 148, BAKERSFIELD CA 93309	Office	Full
303	1400 EASTON DR 149, BAKERSFIELD CA 93309	Office/ Warehouse	Full
304	1400 EASTON DR 150, BAKERSFIELD CA 93309	Office	Full
305	1400 EASTON DR 151, BAKERSFIELD CA 93309	Office	Full
306	1400 EASTON DR 152, BAKERSFIELD CA 93309	Office	Full
307	2025 WESTWIND DR 5, BAKERSFIELD CA 93301	Parking lot	Partial
308	1801 WESTWIND DR, BAKERSFIELD CA 93301	Office Building	Partial
309	1701 WESTWIND DR, BAKERSFIELD CA 93301	Office Building	Partial
310		Vacant	Partial
311		Vacant	Partial
312		Vacant	Partial
313		Vacant	Partial
314		Drainage	Partial
315		Park/Preserve	Full
316		Vacant	Full
317	CALLOWAY DR, BAKERSFIELD CA	Vacant	Full
318		Esmt	Full
319		Vacant	Full
320		Vacant	Full
321		Vacant	Full
322		Vacant	Full
323		Vacant	Full
324		Vacant	Full
325		Vacant	Full
326		Vacant	Full
327	COFFEE RD, BAKERSFIELD CA	Vacant	Full
328	PRESIDIO WAY, BAKERSFIELD CA	Vacant	Full
329	COFFEE RD, BAKERSFIELD CA	Vacant	Full
330		Vacant	Full
331		Vacant	Full
332		Vacant	Full
333		Vacant	Full
334		Vacant	Partial
335		Vacant	Full
336		Vacant	Full
337	COFFEE RD, BAKERSFIELD CA 93309	Vacant	Full
338		Vacant	Full
339		Vacant	Full
340		Vacant	Full

Table G.6 Business Inventory List for Alternative C

North of California along SR 99	
1	Extended Stay America
Along Easton Drive	
2	Motel 6
3	American General Media
4	E&B Natural Resources
5	Western Continental Operating Company
6	NCR (calculating & accounting machines, except electronic computers)
7	San Joaquin Energy Consultants
8	Ultrex Business Solutions – Ultimate Digital Copier Company
9	KC Thomas Cattle Company
10	Scott McHone, CPA
11	CRC Consulting Group
12	Mendez Petty – CPA & Consultants
13	ADT Alarm Company
14	Sunshine Interiors
15	Canines & Kids, Inc. (Licensed Clinical Social Worker)
16	Heise Media Group
17	ABM Janitorial Services
18	Ferguson Resources - Energy Investments
19	Auto Tint West
20	American General Media
21	Dale Bender CPA
22	SLM Staffing & Associates
23	The Auction Group
24	San Joaquin Art Glass
25	First Choice Medical Supply
26	Allure Salon
27	La Bonita Mexican Food Products *
28	Urban Land Advisors
29	Weybridge Asset Management Inc
30	Kern County Family Magazine
31	RAP Services (Emission Measurement Consultants)
32	Phan T. Huynh Chiropractor
33	HCS Real Estate Loans
34	Four Corners Inc (?)
35	Lloyd E. Plank – Real Estate Consultants
36	David Janes Company – Accounting Services
37	Gerald Congdon – Builder
38	Key West Real Estate
39	Potter Services (Bookkeeping)
40	California Veterans Assistance Foundation
41	Joseph Etienne (?)

Table G.6 Business Inventory List for Alternative C

42	Trek Imaging – Bakersfield Blue Print and Copy
43	Golden Valley Supportive Services
44	P&L Interior Designs
45	Brown Bag It
46	NV Catering
47	Gary Williams O.D.
48	Optical Lab
49	Matson Alarm Company
50	Angels Auto Detailing
51	Custom Works
52	Audio Visual Plus
53	Granger Industrial Supply
54	C&C Printing
55	All About You Driving School
56	Alpha Dog Graphics
57	Griffin Graphics
58	Cal Western Resources, Inc
59	Reece Homecare Services
60	Studio 9 – Dance Studio
61	www.77SunsetBooks.com
62	Kennedy's Home & Office Improvement Services
63	Coconut Joes Studios
64	Direct Distributing
65	Ammo Dump
66	Bailey Hardwood Floor Service
67	Classy Canine Cuts
68	Advanced Billing Solutions
69	Preferred Power Solutions
70	Dish Network
71	Life Journey Christian Church
72	Valadons Plumbing Service, Inc
73	V.A. Kali-Karate
74	Crystal Glass Window Repair
75	Watson Strip Shop
76	MGW Electric, Inc.
77	JJ Griswold Products & Supplies
78	Gargoyle Stained Glass Shop
79	Rehan Industrial Supply/Marcos Enterprises
80	The Andersons Rail Group
81	CBS Inc. – (Coffee Break Service)
82	Petro Resources, Inc.
83	Absher – title Services & Notary
84	San Joaquin Valley Railroad Co.
85	Personally Yours – Custom Embroidery

Table G.6 Business Inventory List for Alternative C

86	Lanpro Systems, Inc. (Computer Support, IT, Network)
87	Hillis Insurance Agency / Allstate Insurance
88	NICR – National Institute of Clinical Research
89	Northwest Petroleum, Inc.
90	Don Kinzel construction
91	Spectrum Technologies
92	Keigly Promotional Group
93	American Toner
94	Moses Master Carpet
95	Photography by Silvia
96	Bakersfield Pool Supply
97	Animal Emergency & Urgent Care
98	Great Scott Builders, Inc.
99	Great Eats, Inc.
100	Gallo Wine Company
101	Lee's Printing Center
102	Elite Real Estate Services
103	Bowen Accounting
104	Acme Maintenance
105	Portfolio Properties (Real Estate Management)
106	Traffic Schools
107	Applied Technology Group
108	ATG – Internet
109	Accu Word – Business Support Services
110	Minuteman Press
111	Roofline Supply
Along Commerce Drive	
112	Optometrists' Offices
113	California Department of Rehabilitation
114	Trovato Wealth Management
115	Beautologue Medical Group
116	Hocking, Denton, & Palmquist (HDP) CPA's
117	Moo Creamery (Restaurant)
118	Charles Schwab
119	Interim Health Care
120	Paragon Salon & Spa
Along Oak from California to Palm	
121	Nexcar USA (Car Sales lot)
122	America's Best Value in (hotel)
123	Auto Village (Car Sales lot)
124	Kern Computer Corp (office)
125	Chris Bruff Corp (Office)
126	BK Transmissions (Auto Repair)
127	Auto Planet Superstore (Auto Repair)

Table G.6 Business Inventory List for Alternative C

128	Fiat Bakersfield (Car Sales lot)
129	Quan's Auto Pro *
130	Bakersfield Auto Repair and Smog
131	Bart's Parts (Auto Repair)
132	Superior Used cars (Car Sales lot)
West of SR 99 between California and Stockdale	
133	T-Mobile
134	Quiznos Subs
135	U-NO Smoke Shop
136	Last Call Lounge
137	SBI Boardshop/Wavelengths Surf shop (Clothing, Surf, Skating)
138	McDonalds
139	Ramada Hotel
140	Days Inn
141	Millennium Events & Restaurant
142	Elevation Lounge
143	Regency Bowling Lanes
144	Pro Shop (Bowling)
145	Martinis Lounge
Along Oak from Palm to Stockdale	
146	Panda Palace (Restaurant) *
147	California Keyboards Music Center (Shopping)
148	Barnet Tire (Auto Repair)
149	Mobil Mart (Gas Station)
150	The Belvedere (Bar)
151	Ideal Cleaners
152	Brundage Lane Florist (Shopping)
Adjacent and North of SR 58	
153	Kentucky Fried Chicken (Restaurant)
154	Carroll's Tire Warehouse (Auto Repair)
155	Enterprise Rent a Car (Auto)
156	Kern Transmission (Auto)
157	Southwest Veterinary Hospital
158	SAE Auto electric (Auto Repair)
159	Havoline Express Lube (Auto Repair)
160	Brooks Brothers Interiors (Furniture)
161	Dollar Outlet Plus (Shopping) *
162	Kleenerz (Dry Cleaning)
163	Brundage Nails (Salon)
164	Studio 555
165	Oden Beauty World (Salon) *
166	J's Laundromat *
167	Society for Disabled Children

Table G.6 Business Inventory List for Alternative C

168	Eliseo's Transmission Service (Auto Repair) *
169	Unknown Business (Building and fence covered with on sale blankets and bean sacks) Was formerly known as Confetti Pinata Party. This may be what Bryan Apper referred to in his email. *
Adjacent and South of SR 58	
170	California Foot and Ankle Doctors (shown as residential)
Adjacent and East of Wible between Ming and SR 58	
171	Larsens Food & Gas
172	Jolly Cone (Burgers & shakes)
173	Mr. Mattress Furniture Depot
West of SR 99 and south of Stockdale	
174	Hugie Offices / Sun Trail, Inc. (Law Firm)
175	Payless Mini Storage
176	Addis Automotive
177	Ricks Frame & Auto Body
178	Conway's Auto and Diesel & Mobile Service
* Minority Oriented Business	

G.7 Preliminary Parking Impact Assessment for Build Alternatives

Assessor's Parcel Number	Location	Current Use	Owner	Current Number of Parking Spaces	Parking Spaces Affected or Lost	Remaining Spaces	Potential Impacts
ALTERNATIVE A							
020-010-43	4800 Stockdale Highway, Bakersfield, CA 93309-2636	Office Building	4800 Stockdale Partnership	190	14	176	Access driveway aisle must be reconfigured.
149-020-18	4709 Stockdale Highway, Bakersfield, CA 93309-2639	Retail Center	Goldman Enterprises Ltd. Partnership	162+	48	114+	Assumes removal of building space within acquisition area (13,504 sq. ft.), plus parking. Several shops to be relocated. Loss of one of two access points to rear of lot.
149-200-21	3501 Stockdale Highway, Bakersfield, CA 93309-2150	Hospital (2-story)	Kaiser Foundation Health Plan	315	69 (temporary)	315	Temporary impact to the western driveway and parking spaces.
149-221-26	--	Parking	Fillerup Inv. Company	18	12	6	Assumes partial take in order to save parking spaces for large office building.
149-330-07	5401 Business Park South, Bakersfield, CA	Office Building	Ch & M Family, L.P.	315	12	303	Take area includes loss of access around rear of first building.
149-352-04	200 S. Montclair Street, Bakersfield, CA 93309-3110	Office Building	Kaiser Prop. LLC	17	3	14	
331-032-28	--	Office Building	Moss	64	6	58	Partial acquisition includes parking, dumpster area, and concrete paving.

G.7 Preliminary Parking Impact Assessment for Build Alternatives

Assessor's Parcel Number	Location	Current Use	Owner	Current Number of Parking Spaces	Parking Spaces Affected or Lost	Remaining Spaces	Potential Impacts
331-032-33	5531 Business Park South, Bakersfield, CA 93309-1668	Office Building	DVD Properties LLC	~60	4 (temporary)	~60	Assumes building not affected and driveway access on south side of building can be maintained. Possible fire access issue. Loss of 4 parking spaces can be mitigated by using excess land from adjacent full acquisition parcel.
331-350-21	--	Retail Strip	LLC DDM	~200	27	~173	Corner building of retail strip center (8,475 sq. ft.) and other stand-alone buildings (4,785 sq. ft.) are assumed to be lost. Several tenant relocations required.
332-152-31	3520 Rosedale Highway, Bakersfield, CA 93308-6229	Carl's Jr Restaurant	Frank J. Andrews	~75	2 (temporary)	~75	Requires Carl's Jr. permanent easement and temporary construction easement impact along easterly edge of parcel.
332-152-32	3540 Rosedale Highway, Bakersfield, CA 93308-6229	Hotel	Chang Family Trust	~160	34 (temporary)	~160	Requires Clarion Hotel permanent easement and temporary construction easement impact easterly edge of parcel.
147-112-01	700 Wible Road, Bakersfield, CA 93304	Fleet Auto Brokers/ Estradas Car Wash	Eldon & Boydean Fussel	~10	5 (temporary)	~10	Parking required for temporary construction easement. Assumes access to property will be maintained during construction.
149-180-25	P.O. Box 12616, Fresno, CA 93778-2616	Public Land	State of California	49	49	49	Paved parking lot used for Park & Ride. Replacement Park & Ride facilities would be provided off Mohawk Street, between California Avenue and Truxtun Avenue using residual property acquired for the project.
Totals (the number of impacted space does not include on-street parking impact):				~1,635	~285	~1,513	---

G.7 Preliminary Parking Impact Assessment for Build Alternatives

Assessor's Parcel Number	Location	Current Use	Owner	Current Number of Parking Spaces	Parking Spaces Affected or Lost	Remaining Spaces	Potential Impacts
ALTERNATIVE B							
020-600-08	Commerce Drive, Bakersfield, CA 93309	Hospital	Bakersfield Regional Rehab. Hospital, Inc.	~230	27	205	Parking lot servicing adjacent hospital parcel. Assumes hospital parking lot (parcel 331-330-28) can be reconfigured to maintain sufficient parking.
149-200-21	3501 Stockdale Highway, Bakersfield, CA 93309-2150	Hospital (2-story)	Kaiser Foundation Health Plan	315	66 (temporary)	315	Temporary impact to the western driveway and parking spaces..
149-222-19	3703 Stockdale Highway, Bakersfield, CA 93309-2154	Carwash	Bonifas B I & Waheed B	~15	2	~13	Simple partial acquisition of southwest parcel corner.
331-330-28	5001 Commerce Drive, Bakersfield, CA 93309-0648	Hospital	HealthSouth Bakersfield Rehabilitation	(see parcel no. 020-600-08 above)			Larger parcel with 020-600-08. Assumes parking lot can be reconfigured and restriped to save parking loss from adjoining parcel.
331-330-41	5000 Commerce Drive, Bakersfield, CA 93309	Medical Office	Santosh Gupta	128	6	122	Loss of dumpster area in addition to parking spaces.
332-332-13	4700 Easton Drive, Bakersfield, CA 93309-9426	Offices	Independent Mercedes Service	~121	~100	~21	Several (37) relocations required with loss of three southernmost buildings combined.
332-152-31	3520 Rosedale Highway, Bakersfield, CA 93308-6229	Carl's Jr. Restaurant	Frank J. Andrews	~75	2 (temporary)	~75	Requires Carl's Jr. permanent easement and temporary construction easement impact along easterly edge of parcel.
332-152-32	3540 Rosedale Highway, Bakersfield, CA 93308-6229	Hotel	Chang Family Trust	~160	34 (temporary)	~160	Requires Clarion Hotel permanent easement and temporary construction easement impact easterly edge of parcel.
332-256-49	4900 Commerce Drive, Bakersfield, CA 93309-0418	Offices	Gregg A. German	~42	10	~32	Parking, and carport impacts due to both permanent and temporary construction easements.

G.7 Preliminary Parking Impact Assessment for Build Alternatives

Assessor's Parcel Number	Location	Current Use	Owner	Current Number of Parking Spaces	Parking Spaces Affected or Lost	Remaining Spaces	Potential Impacts
332-256-50	4850 Commerce Drive, Bakersfield, CA 93309-0415	Offices	Ganesh Investment Group LLC	75	4	71	Parking impacts due to both permanent and temporary construction easements.
149-180-25	P.O. Box 12616, Fresno, CA 93778-2616	Public Land	State of California	49	49	50	Paved parking lot used for Park & Ride. Replacement Park & Ride facilities would be provided north of California Avenue, adjacent to the Centennial Corridor using residual property acquired for the project.
Totals (the number of affected space does not include on-street parking impact):				~1,210	~300	~1,064	---
ALTERNATIVE C							
020-100-28	East of SR 99 off-ramp to California Avenue	Parking lot	Bailey James G	79	17	62	Loss of both parking and asphalt paving.
008-062-10	3030 Brundage Lane, Bakersfield, CA 93304	Youngs Market	C & C Acquisition Group LLC	124	4	120	Loss of one driveway and a few parking spaces on the west end of parking lot. Assume business could reconfigure warehouse, move baling machine to east end of warehouse, with truck access at east end driveway.
020-100-16	1011 Oak Street, Bakersfield, CA 93304	Commercial	Cal Oak Hospitality LLC	89	30	59	Loss of freeway sign near exit ramp, several guest parking spaces and asphalt paving.
332-440-07	1801 Westwind Drive, Bakersfield, CA 93301	Office Building	Cardinal Group LLC	242	53	189	Partial acquisition of rear parking lot and asphalt paving.
020-150-09	Saunders Park & Fire Station No 3	City Park	City of Bakersfield	67	67 (temporary)	125	Assume partial acquisition to retain fire station and keep a portion of the park open. Partial acquisition would result in loss of parking lot. Conceptual park design proposes two parking lots with 125 spaces.

G.7 Preliminary Parking Impact Assessment for Build Alternatives

Assessor's Parcel Number	Location	Current Use	Owner	Current Number of Parking Spaces	Parking Spaces Affected or Lost	Remaining Spaces	Potential Impacts
332-321-07	1300 Easton Drive, Bakersfield, CA 93309	Carrows Restaurant	Easton Investments	61	2	59	Loss of asphalt paving and parking for restaurant use.
020-110-22	900 Real Road, Bakersfield, CA 93309	Restaurant	Fay R Page	74	24	50	State right-of-way takes high percentage of parking; assume business relocation to allow different commercial use.
020-100-03	1017 Oak Street, Bakersfield, CA 93304	Hotel	James G Bailey	54	12	42	Loss of guest parking spaces, asphalt paving and parking lot lights.
149-190-16	200 S. Real Road, Bakersfield, CA 03309	Storage	John A & Terry M Thomsen	~140+	~30	~110+	Loss of one storage building (eastern most building; 46 individual units) at public storage facility.
149-200-21	3501 Stockdale Highway, Bakersfield, CA 93309	Hospital (2-story)	Kaiser Foundation Health Plan	315	31 (temporary)	315	The loss of 15 parking spaces can be mitigated by using excess land from an adjacent parcel being acquired for the project.
332-453-01	1701 Westwind Drive, Bakersfield, CA 93301	Office Building	Riverlakes Professional Plaza	~125	1	~124	Minor loss of parking and concrete paving anticipated.
332-430-09	2025 Westwind Drive #5, Bakersfield, CA 93301	Parking lot	Westwind Retail Plaza Parking	~83	~17	~66	Partial acquisition of rear parking lot required.
147-440-23	2129 Brundage Lane, Bakersfield, CA 93304	Mariscos Birrieria	Yaovaluck & Rachen Iamlaor	34	10	24	Partial acquisition of rear parking lot required.
332-152-32	3540 Rosedale Highway, Bakersfield, CA 93308-6229	Hotel	Chang Family Trust	~160	34 (temp.)	~160	Requires Clarion Hotel permanent easement and temporary construction easement impact easterly edge of parcel.
332-152-31	3520 Rosedale Highway, Bakersfield, CA 93308-6229	Carl's Jr	Frank J Andrews	~75	2 (temp.)	~75	Requires Carl's Jr. permanent easement and temporary construction easement impact along easterly edge of parcel.

G.7 Preliminary Parking Impact Assessment for Build Alternatives

Assessor's Parcel Number	Location	Current Use	Owner	Current Number of Parking Spaces	Parking Spaces Affected or Lost	Remaining Spaces	Potential Impacts
149-200-20	P.O. Box 12616, Fresno, CA 93778-2616	Public Land	State of California	49	49	49	Paved parking lot used for Park & Ride. Replacement Park & Ride facilities would be provided at Real Road and Chester Lane using residual property acquired for the project.
Totals (the number of impacted space does not include on-street parking impact):				1,771	383	1,629	---

Appendix H Hazardous Materials Ranked Parcels

Table H-1 Hazardous Materials Ranked Parcels

Alternative	Property Type	Address/ Assessor's Parcel Number (APN)	Notes	Rank	Rank Rationale
COMMON TO ALL ALTERNATIVES					
A, B, C	Public Land	No Address/ APN 331-021-02	This is a vacant parcel adjacent to the Cross Valley Canal and north of the Kern River. No wells or underground storage tanks have been reported. A partial acquisition is needed from this parcel for Alternative A. This parcel will be a full acquisition for Alternative B and Alternative C.	1	Adjacent to Big West Refinery. Oil cake sand was found at this site. There is also potential for contamination from adjacent refinery activities.
A, B, C	Vacant	No Street Number Langley Road/ APN 332-280-28	This is a vacant parcel adjacent to a refinery. Ten wells have been reported. A partial acquisition is needed from this parcel for Alternative A. This parcel will be a full acquisition for Alternative B and Alternative C.	1	Oil cake sand was found at the eastern and southwestern portions of the parcel. California oil, gas, and geothermal resources maps indicate that there are five active oil wells, one active injector well, and one plugged well on site. There is suspected contamination from oil pumping activities.
A, B, C	Vacant	No Address/ APN 368-040-26	This is a vacant parcel adjacent to the Cross Valley Canal. No wells or underground storage tanks have been reported. The parcel will be a full acquisition.	1	Oil cake sand was found on the site.
A, B, C	Vacant	No Address/ APN 368-040-32	This is a vacant parcel with storage of containers adjacent to the Texaco/ Bakersfield Refinery. One well has been reported. A partial acquisition is needed from this parcel.	1	An encapsulated area of fill was found on site, most likely related to oil cake sand found in the vicinity of this parcel.

Table H-1 Hazardous Materials Ranked Parcels

Alternative	Property Type	Address/ Assessor's Parcel Number (APN)	Notes	Rank	Rank Rationale
A, B, C	Public Land	No Address/ APN 502-010-12	This is an oil refinery. One well has been reported. A partial acquisition is needed from this parcel.	1	Three sheet metal barns were demolished on site in 2003. Oil cake sand was found on this site and there is potential contamination from refinery activities. California oil, gas, and geothermal resources maps indicate that there is one inactive oil well on site. There is also suspected contamination from oil pumping activities.
A, B, C	Agricultural	No Address/ APN 160-010-42	This is farmland in Segment 3. Six wells have been reported. A partial acquisition is needed from this parcel.	2	California oil, gas, and geothermal resources maps indicate that there are five active oil wells, one dry hole, and one active injector well on site. There is also suspected contamination from oil pumping activities.
A, B, C	Vacant	No Address/ APN 332-280-31	This is a vacant parcel north of the Kern River. Two wells have been reported. The parcel will be a full acquisition.	2	California oil, gas, and geothermal resources maps indicate that there are two active water disposal/ injection wells on site. There is also suspected contamination from oil pumping activities.
A, B, C	Vacant	No Street Number Truxtun Avenue/ APN 332-280-32	This is a vacant parcel with oil wells that is part of the Kern River. Nine wells have been reported. The parcel will be a full acquisition.	2	California oil, gas, and geothermal resources maps indicate that there are five active oil and gas production wells, one active water disposal/injection well, one plugged water-flood/injection well, one plugged water disposal/injection well, and one plugged oil and gas well on site. There is also suspected contamination from oil pumping activities.
A, B, C	Public Land	No Address/ APN 502-010-45	This is an oil refinery. No wells or underground storage tanks have been reported. The parcel will be a full acquisition.	2	There is suspected contamination from refinery activities.
A, B, C	Public Land	No Address/ APN 502-010-47	This is an oil refinery. One well has been reported. The parcel will be a full acquisition.	2	There is suspected contamination from refinery activities. California oil, gas, and geothermal resources maps indicate that there is one plugged oil well on site. There is also suspected contamination from oil pumping activities.

Table H-1 Hazardous Materials Ranked Parcels

Alternative	Property Type	Address/ Assessor's Parcel Number (APN)	Notes	Rank	Rank Rationale
A, B, C	Commercial	201 Stephens Drive/ APN 147-032-25	This is an automotive-related commercial property. No wells or underground storage tanks have been reported. A permanent easement is required from this parcel.	3	Potential for contamination exists due to use as auto shop.
A, B, C	Commercial	612 Wible Road/ APN 147-111-09	This parcel is an auto repair/garage. One underground storage tank was reported. A temporary construction easement is required from this parcel.	3	The Lube & Brake Shop is listed as a Small Quantity Generator of hazardous waste and as having manifested and disposed of hazardous wastes. No violations were reported for this site. The Lube & Brake Shop is listed on the Underground Storage Tank database as having one 1,000-gallon waste oil tank. No releases were reported for the site.
A, B, C	Commercial	720 Wible Road/ APN 147-112-07	This is a commercial property (grocery store). Four underground storage tanks have been reported. Full acquisition of this parcel is required.	3	Larson's Food Store is listed on the Underground Storage Tank database as having four underground storage tanks: two 10,000-gallon gasoline tanks and two 6,000-gallon gasoline tanks. No releases were reported for the site.
A, B, C	Public Land	3333 Stockdale Highway/ APN 149-180-03	This is a commercial property (offices). One underground storage tank was reported. This parcel will be a full acquisition.	3	The site is listed in the database report as "California Water Service Co" and had one 285-gallon diesel underground storage tank installed in 1967. No releases were reported for the site.
A, B, C	Commercial	1117 Wible Road/ APN 164-040-30	This is an auto body/paint shop and auto repair garage. No wells or underground storage tanks have been reported. Partial acquisition of this parcel is needed.	3	Potential for contamination exists due to use as auto repair and paint shop.
COMMON TO ALTERNATIVE A AND ALTERNATIVE B					
A, B	Commercial	606 Wible Road/ APN 147-111-07	This is an auto repair/garage. No wells or underground storage tanks have been reported. A temporary construction easement is required of this parcel.	3	Potential for contamination exists due to use as auto shop.

Table H-1 Hazardous Materials Ranked Parcels

Alternative	Property Type	Address/ Assessor's Parcel Number (APN)	Notes	Rank	Rank Rationale
A, B	Commercial	608 Wible Road/ APN 147-111-11	This is an auto repair/garage. No wells or underground storage tanks have been reported. A temporary construction easement of this parcel is needed.	3	Potential for contamination exists due to use as auto shop.
A, B	Commercial	520 Wible Road/ APN 147-111-13	This is a multi-use/ commercial property. No wells or underground storage tanks have been reported. A temporary construction easement of this parcel space is needed.	3	Computer Smog Specialist is listed as having manifested and disposed of hazardous wastes.
A, B	Commercial	201 South Garnsey Avenue/ APN 149-221-15	This is a commercial property. One underground storage tank has been reported. This parcel will be a full acquisition.	3	The site is listed on the Underground Storage Tank database as having one 550-gallon gasoline tank. No releases were reported for the site.
A, B	Residential	3321 Belle Terrace/ APN 164-010-08	This Is a single-family residential parcel. Two underground storage tanks have been reported. A temporary construction easement of this parcel is needed.	3	Bakersfield Fire Department records indicate the presence of two 500-gallon underground storage tanks at this site. This site also has one 1,000-gallon diesel aboveground tank, one 330-gallon oil aboveground tank, and one 55-gallon waste oil aboveground tank. No releases from the underground or aboveground tanks were reported.
ALTERNATIVE A					
A	Commercial	4709 Stockdale Highway/ APN 149-020-18	This is a commercial property. One well has been reported. A partial acquisition of this parcel is needed.	2	California oil, gas, and geothermal resources maps indicate that there is one inactive oil well on site. There is also suspected contamination from former oil pumping activities.
A	Public Land	No Address/ APN 331-021-12	This is a vacant parcel south of the Kern River (Lake Truxtun). Two wells have been reported. A partial acquisition of this parcel is needed.	2	California oil, gas, and geothermal resources maps indicate that there are two active oil wells on site. There is also suspected contamination from oil pumping activities.

Table H-1 Hazardous Materials Ranked Parcels

Alternative	Property Type	Address/ Assessor's Parcel Number (APN)	Notes	Rank	Rank Rationale
A	Commercial	5329 Office Center Court/ APN 331-032-29	This is a commercial property (offices). One well has been reported. Full acquisition of this parcel is needed.	2	California oil, gas, and geothermal resources maps indicate that there is one active oil well on site. There is also suspected contamination from oil pumping activities.
A	Commercial	5555 Business Park Drive/ APN 331-032-32	This is a commercial property (offices). One well has been reported. Full acquisition of this parcel is needed.	2	California oil, gas, and geothermal resources maps indicate that there is one active oil well on site. There is also suspected contamination from oil pumping activities.
A	Residential	5500 Lennox Avenue/ APN 331-262-35	This is a residential (condominium) property. One well has been reported. This parcel will be a full acquisition.	2	California oil, gas, and geothermal resources maps indicate that there is one plugged, inactive oil well on site. There is also suspected contamination from former oil pumping activities.
A	Commercial	5474 California Avenue/ APN 331-350-21	This is a commercial property (retail). One well has been reported. A partial acquisition of this parcel is needed.	2	California oil, gas, and geothermal resources maps indicate that there is one active oil well on site. There is also suspected contamination from oil pumping activities. A dry cleaning facility is located on site. There is one 100-gallon perchloroethylene aboveground tank located on site. No releases of hazardous substances were reported.
A	Commercial	5200 Stockdale Highway/ APN 331-440-29	This is a commercial property (retail). One well has been reported. This parcel will be a full acquisition.	2	California oil, gas, and geothermal resources maps indicate that there is one plugged oil well on site. There is also suspected contamination from former oil pumping activities.
A	Vacant	No Address/ APN 332-280-17	This is a vacant parcel adjacent to a refinery.	2	There is suspected contamination from refinery activities. Kern County Assessor-Recorder Online indicates that a permit has been issued for this parcel for the installation of pipe supports and equipment foundations.
A	Vacant	No Address/ APN 502-010-46	This is an oil refinery. No wells or underground storage tanks have been reported. A partial acquisition of this parcel is needed.	2	There is suspected contamination from refinery activities.

Table H-1 Hazardous Materials Ranked Parcels

Alternative	Property Type	Address/ Assessor's Parcel Number (APN)	Notes	Rank	Rank Rationale
A	Vacant	No Address/ APN 502-010-48	This is an oil refinery. One well has been reported. This parcel will be a full acquisition.	2	There is suspected contamination from refinery activities. California oil, gas, and geothermal resources maps indicate that there is one plugged oil well on site. There is also suspected contamination from oil pumping activities.
A	Commercial	4800 Stockdale Highway/ APN 020-010-43	This is a commercial property (offices). One underground storage tank has been reported. A partial acquisition of this parcel is needed.	3	Weatherford Enterra US_LP is listed as having manifested and disposed of hazardous wastes. Weatherford Enterra US_LP is listed on the Underground Storage Tank database as having one 4,200-gallon waste oil tank. No releases were reported for the site.
A	Commercial	4545 Stockdale Highway/ 149-020-10	This is a commercial property. No wells or underground storage tanks have been reported. Partial acquisition of this parcel is needed.	3	As In-Line Chiropractic, this site is known to be a generator of latex hazardous waste. A fallen utility pole also caused transformer leaks on the property in 2001.
A	Commercial	5601 Truxtun Avenue/ APN 331-340-05	This is a commercial property (offices). One well has been reported. Full acquisition of this parcel is needed.	3	California oil, gas, and geothermal resources maps indicate that there is one completed water disposal well on site. There is also potential contamination from water disposal well on site.
A	Commercial	5000 Stockdale Highway/ APN 331-440-24	This is a commercial property (retail). One underground storage tank has been reported. This parcel will be a full acquisition.	3	The site had one 10,000-gallon gasoline underground storage tank installed in 1974 and one waste oil underground storage tank installed in 1970. The 10,000-gallon gasoline tank was removed in November 1989 and received no further action approval in October 1989. No releases were reported. The site was abated for asbestos-containing materials. American Real Estate Partner is listed as having manifested and disposed of hazardous wastes.
ALTERNATIVE B					
B	Residential	4201 La Mirada Drive/ APN 020-474-04	This is a single-family residence. One well has been reported. A partial acquisition of this parcel is needed.	2	California oil, gas, and geothermal resources maps indicate that there is one inactive oil well on site. There is also suspected contamination from oil pumping activities.

Table H-1 Hazardous Materials Ranked Parcels

Alternative	Property Type	Address/ Assessor's Parcel Number (APN)	Notes	Rank	Rank Rationale
B	Commercial	4600 California Avenue/ APN 020-600-02	This is a commercial property (retail). One well has been reported. This parcel will be a full acquisition.	2	California oil, gas, and geothermal resources maps indicate that there is one active oil well on site. There is also suspected contamination from oil pumping activities.
B	Commercial	3601 Stockdale Highway/ APN 149-222-29	This is a gasoline service station. Three underground storage tanks have been reported. A temporary construction easement of this parcel is needed.	2	7-11 Number 17721 is listed on the Underground Storage Tank database as having three 10,000-gallon gasoline tanks. 7-11 Number 17721 is listed on the Leaking Underground Storage Tank database as having a release of gasoline to soil. The site achieved regulatory case closure for the release in 2002.
B	Commercial	5001 Commerce Road/ APN 331-330-28	This is a commercial property. One underground storage tank and two wells have been reported. Partial acquisition of this parcel is needed.	2	The site is listed in the database report under the business names Bakersfield Rehabilitation System, Bakersfield Regional Rehab Hosp, and Bakersfield Rehab Hospital as generators of photochemicals/photo processing waste. One 1,000-gallon diesel underground storage tank and one 1,000-gallon diesel aboveground storage tank has been identified on site. The site is reported as having emitted hazardous air pollutants. California oil, gas, and geothermal resources maps indicate that there are two plugged and abandoned oil wells on site. There is also suspected contamination from oil pumping activities. Bakersfield Rehab Hospital is listed as having manifested and disposed of hazardous wastes.
B	Industrial	No Street Number Commerce Drive/ APN 332-256-05	This is an oil pumping station. One well has been reported. A partial acquisition of this parcel is needed.	2	California oil, gas, and geothermal resources maps indicate that there is one active oil well on site. There is also suspected contamination from oil pumping activities.

Table H-1 Hazardous Materials Ranked Parcels

Alternative	Property Type	Address/ Assessor's Parcel Number (APN)	Notes	Rank	Rank Rationale
B	Commercial	4800 Easton Drive/ APN 332-332-20	This is a commercial property (parking lot). One well has been reported. This parcel will be a full acquisition.	2	The site reported three releases of oil and water from pipes leading to three off-site oil wells in 2007. The leaks were of oil and water. In 2000, crude oil leaked from an underground pipeline at this address. The site is listed in the database report as Titan Transportation, Inc. and was a handler of hazardous waste. California oil, gas, and geothermal resources maps indicate that there is one active oil well on site. There is also suspected contamination from oil pumping activities.
B	Commercial	4700 Easton Drive/ APN 332-332-13	This is a commercial property. No wells or underground storage tanks have been reported. A partial acquisition of this parcel is needed.	3	The site is listed on the Clandestine Drug Labs database with law enforcement agencies reporting chemicals or other items found on site indicating the presence of either a clandestine drug laboratory or dumpsite.
B	Commercial	4800 Easton Drive/ APN 332-332-14	This is a commercial property. No wells or underground storage tanks have been reported. This parcel will be a full acquisition.	3	Cal Easton Association is listed as having manifested and disposed of hazardous wastes.
ALTERNATIVE C					
C	Commercial	2 Oak Street/ APN 008-062-15	This is a gasoline service station/market. Eight underground storage tanks have been reported. This parcel will be a full acquisition.	2	Mobile S/S Number 10-GAZ is listed on the Leaking Underground Storage Tank database as having a release of gasoline to soil. The site achieved regulatory case closure for the release in 2002. Mobile S/S Number 10-GAZ is also listed as having manifested and disposed of hazardous wastes. The site is also listed on the Underground Storage Tank database as having had eight underground storage tanks: one 550-gallon waste oil tank; one 6,000-gallon gasoline tank; one 8,000-gallon gasoline tank; four 10,000-gallon gasoline tanks; and one 1,000-gallon waste oil tank.

Table H-1 Hazardous Materials Ranked Parcels

Alternative	Property Type	Address/ Assessor's Parcel Number (APN)	Notes	Rank	Rank Rationale
C	Commercial	90 Oak Street/ APN 008-062-16	This is a gasoline service station; the northern portion of the gasoline service station has an address of 2 Oak Street. The underground storage tanks are included in the count for Assessor Parcel Number 008-062-15. This parcel will be a full acquisition.	2	Mobile S/S Number 10-GAZ is listed on the Leaking Underground Storage Tank database as having a release of gasoline to soil. The site achieved regulatory case closure for the release in 2002. Mobile S/S Number 10-GAZ is also listed as having manifested and disposed of hazardous wastes. The site is also listed on the Underground Storage Tank database as having had eight underground storage tanks: one 550-gallon waste oil tank; one 6,000-gallon gasoline tank; one 8,000-gallon gasoline tank; four 10,000-gallon gasoline tanks; and one 10,000-gallon waste oil tank.
C	Commercial	92 Oak Street/ APN 008-062-17	This is a commercial property. One well has been reported. This parcel will be a full acquisition.	2	California oil, gas, and geothermal resources maps indicate that there is one inactive oil well on site. There is also suspected contamination from oil pumping activities.
C	Commercial	1131 Oak Street/ APN 020-100-26	This is a gasoline service station. Four underground storage tanks have been reported. A partial acquisition of this parcel is needed.	2	Chevron - Oak Street is listed on the Leaking Underground Storage Tank database as having a release of other solvent or non-petroleum hydrocarbon to soil. The site achieved regulatory case closure for the release in 1995. Chevron-Oak Street is listed on the Underground Storage Tank database as having three 10,000-gallon gasoline and one 10,000-gallon diesel underground storage tanks on site.

Table H-1 Hazardous Materials Ranked Parcels

Alternative	Property Type	Address/ Assessor's Parcel Number (APN)	Notes	Rank	Rank Rationale
C	Commercial	3621 California Avenue/ APN 020-110-06	This is a commercial property. Four underground storage tanks have been reported. This parcel will be a full acquisition.	2	Texaco Service Station Number 121164 is listed as a Small Quantity Generator of hazardous waste and having manifested and disposed of hazardous wastes. No violations were reported for this site. The Shell Service Station is listed on the Underground Storage Tank database as having four underground storage tanks: two 12,000-gallon unleaded gasoline tanks; one 12,000-gallon regular gasoline tank; and one 8,000-gallon diesel tank. No releases were reported for the site.
C	Commercial	911 Oak Street/ APN 020-130-06	This is a commercial property. One underground storage tank has been reported. This parcel will be a full acquisition.	2	Bill Wright Toyota is listed on the Leaking Underground Storage Tank database as having a release of waste oil to soil. The site has one 500-gallon waste oil underground storage tank on site. The site achieved regulatory case closure for the release in 1995.
C	Industrial	1901 Westwind Drive/ APN 332-222-16	This is a commercial property. One well has been reported. A partial acquisition of this parcel is needed.	2	California oil, gas, and geothermal resources maps indicate that there is one inactive oil well on site. There is also suspected contamination from oil pumping activities.
C	Commercial	4801 Truxtun Avenue/ APN 332-256-53	This is a commercial property (offices). One well has been reported. Full acquisition of this parcel is needed.	2	California oil, gas, and geothermal resources maps indicate that there is one plugged and abandoned oil well on site. There is also suspected contamination from oil pumping activities.
C	Commercial	4865 Truxtun Avenue/ APN 332-256-54	This is a commercial property (retail). One well has been reported. Full acquisition of this parcel is needed.	2	California oil, gas, and geothermal resources maps indicate that there is one plugged oil well on site. There is also suspected contamination from oil pumping activities.
C	Commercial	100 Oak Street/ APN 008-062-18	This is a commercial property (retail). No wells or underground storage tanks have been reported. A partial acquisition of this parcel is needed.	3	The site is listed on the Underground Storage Tank database as having one 550-gallon gasoline tank. The tank was removed in May 1990. No releases were reported for the site. The site received no further action in June 1990.

Table H-1 Hazardous Materials Ranked Parcels

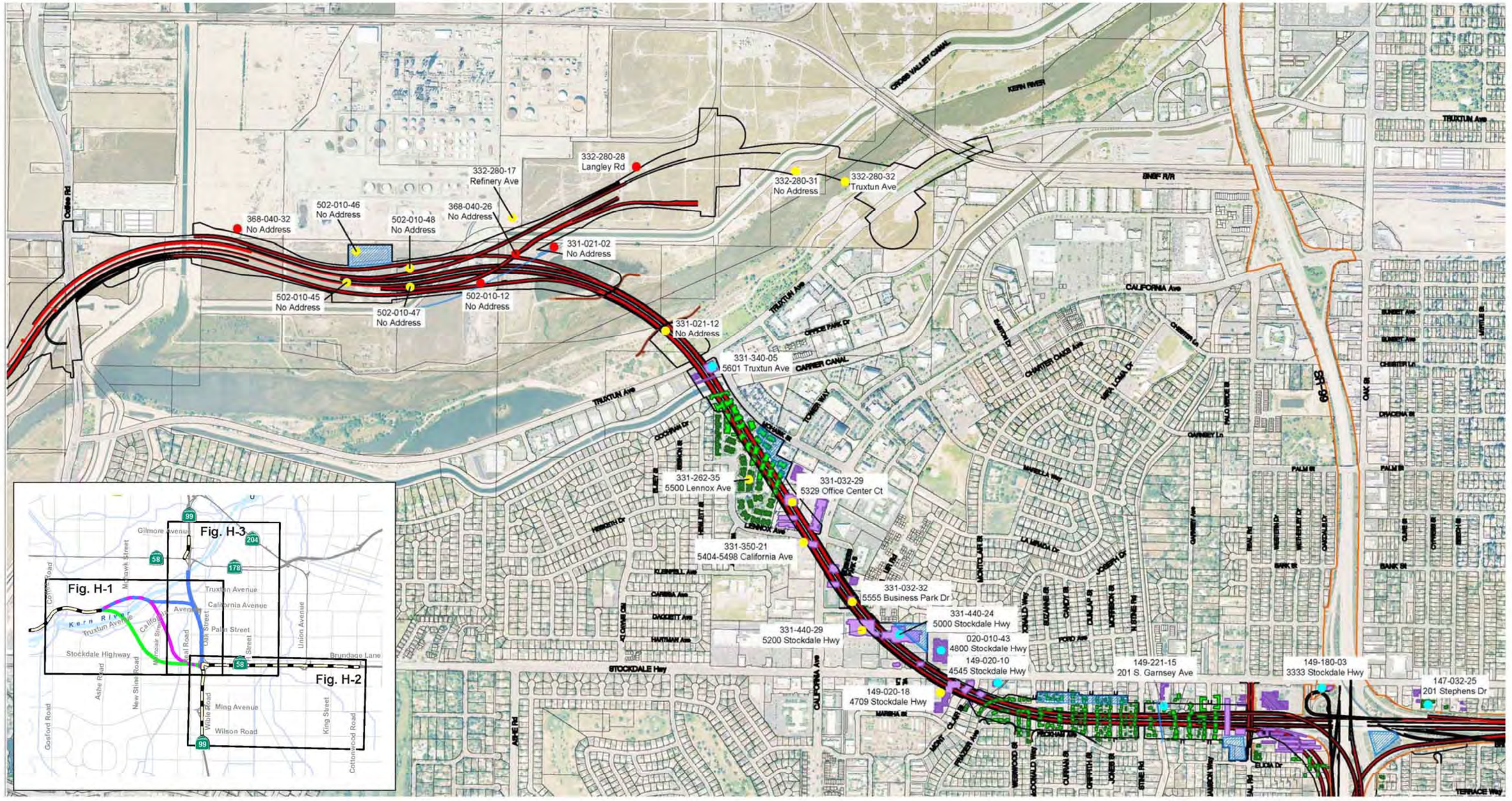
Alternative	Property Type	Address/ Assessor's Parcel Number (APN)	Notes	Rank	Rank Rationale
C	Residential	348 Oakdale Drive/ APN 020-081-04	This is a residential property. No wells or underground storage tanks have been reported. This parcel will be a full acquisition.	3	Brian Healey is listed as having manifested and disposed of hazardous wastes.
C	Residential	321 Oakdale Drive/ APN 020-084-11	This is a single-family residential property. No wells or underground storage tanks have been reported. This parcel will be a full acquisition.	3	The site is listed on the Clandestine Drug Labs database with law enforcement agencies reporting chemicals or other items found on site indicating the presence of either a clandestine drug laboratory or dumpsite.
C	Commercial	711 Oak Street/ APN 020-140-42	This Is a commercial property. One underground storage tank has been reported. This parcel will be a full acquisition.	3	Van Wyks of Bakersfield is listed as a Small Quantity Generator of hazardous waste and as having manifested and disposed of hazardous wastes. No violations were reported for this site. Van Wyks of Bakersfield is listed on the Underground Storage Tank database as having one 550-gallon waste oil tank. No releases were reported for the site.
C	Commercial	2911 Brundage Lane/ APN 147-021-01	This is a commercial property (automotive related). No wells or underground storage tanks have been reported. This parcel will be a full acquisition.	3	Potential for contamination exists due to use as auto shop.
C	Commercial	16 Olive Street/ APN 147-021-27	This is a commercial property (automotive related). No wells or underground storage tanks have been reported. This parcel will be a full acquisition.	3	Potential for contamination exists due to use as auto shop. The site is identified as having one 550-gallon waste oil underground storage tank. The tank was removed in November 1995. No releases were reported.
C	Commercial	17 Olive Street/ APN 147-022-13	This is an automotive repair/garage. No wells or underground storage tanks have been reported. This parcel will be a full acquisition.	3	The potential for contamination exists due to use as auto shop.
C	Commercial	4300 Easton Drive/ APN 332-256-15	This is a commercial property. No wells or underground storage tanks have been reported. This parcel will be a full acquisition.	3	Kern Animal Emergency Clinic is listed as having manifested and disposed of hazardous wastes.

Table H-1 Hazardous Materials Ranked Parcels

Alternative	Property Type	Address/ Assessor's Parcel Number (APN)	Notes	Rank	Rank Rationale
C	Commercial	4100 Easton Drive/ APN 332-256-17	This is a commercial property. No wells or underground storage tanks have been reported. This parcel will be a full acquisition.	3	Watsons Strip Shop is listed as having manifested and disposed of hazardous wastes.
C	Railroad	No Address/ APN 332-256-26	This parcel is railroad tracks. No wells or underground storage tanks have been reported. A partial acquisition of this parcel is needed.	3	There is the potential for contamination from railroad activities.
C	Railroad	No Address/ APN 332-256-27	This parcel is railroad tracks. No wells or underground storage tanks have been reported. A partial acquisition of this parcel is needed.	3	There is the potential for contamination from railroad activities.
C	Commercial	3700 Easton Drive/ APN 332-321-15	This is a commercial property. No wells or underground storage tanks have been reported. This parcel will be a full acquisition.	3	Trek Imagining is listed as having manifested and disposed of hazardous wastes.
C	Industrial	4040 Easton Drive/ APN 332-321-18	This is an industrial manufacturing property. No wells or underground storage tanks have been reported. This parcel will be a full acquisition.	3	Grainger Inc is listed as having manifested and disposed of hazardous wastes.
C	Vacant	3800 California Avenue/ APN 332-322-04	This is a commercial property. No wells or underground storage tanks have been reported. A partial acquisition of this parcel will be needed.	3	Potential for contamination exists due to use as an auto shop. The site is identified as formerly having one 10,000-gallon gasoline underground storage tank on site. The tank was removed in March 2010. No releases were reported.
C	Commercial	1400 Easton Drive/ APN 332-380-01	This is Suite 101 of a commercial property with multiple occupants. No wells or underground storage tanks have been reported. This parcel will be a full acquisition.	3	Tenants on site generated hazardous wastes, such as liquids with halogenated organic compounds and photochemical or photo processing waste, oil-containing wastes, and liquids with organic residues.

Table H-1 Hazardous Materials Ranked Parcels

Alternative	Property Type	Address/ Assessor's Parcel Number (APN)	Notes	Rank	Rank Rationale
C	Commercial	1400 Easton Drive/ APN 332-380-13	This is Suite 113 of a commercial property with multiple occupants. No wells or underground storage tanks have been reported. This parcel will be a full acquisition.	3	Tenants on site generated hazardous wastes, such as liquids with halogenated organic compounds and photochemical or photo processing waste, oil-containing wastes, and liquids with organic residues.
C	Commercial	1400 Easton Drive/ APN 332-380-14	This is Suite 114 of a commercial property with multiple occupants. No wells or underground storage tanks have been reported. This parcel will be a full acquisition.	3	Tenants on site generated hazardous wastes, such as liquids with halogenated organic compounds and photochemical or photo processing waste, oil-containing wastes, and liquids with organic residues.
C	Commercial	1400 Easton Drive/ APN 332-380-16	This is Suite 116 of a commercial property with multiple occupants. No wells or underground storage tanks have been reported. This parcel will be a full acquisition.	3	Tenants on site generated hazardous wastes, such as liquids with halogenated organic compounds and photochemical or photo processing waste, oil-containing wastes, and liquids with organic residues.
APN: Assessor's Parcel Number					



LEGEND

- Proposed Alignment
- Existing State Right of Way
- Rank 1 - Known Contamination
- Rank 2 - Suspected Contamination
- Rank 3 - Potential Contamination
- Retention Basin
- Temporary Construction Eastment
- Full Take Parcel (Residential)
- Full Take Parcel (Commercial)
- Partial Take Parcel (Residential)
- Partial Take Parcel (Commercial)

0 1200
FEET

N

Source: Initial Site Assessment 2012

Alternative A
Parcels of Potential Concern

Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure H-1

149-180-03
3333 Stockdale Hwy

147-032-25
201 Stephens Dr

147-111-13
520 Wible Rd

147-111-07
606 Wible Rd

147-111-11
608 Wible Rd

147-111-09
612 Wible Rd

164-010-08
3231 Belle Terrace

147-112-07
720 Wible Rd

164-040-30
1117 Wible Rd

SR-58

Fig. H-1

Fig. H-2

Fig. H-3

LEGEND

- Proposed Alignment
- Existing State Right of Way
- Rank 1 - Known Contamination
- Rank 2 - Suspected Contamination
- Rank 3 - Potential Contamination
- Retention Basin
- Temporary Construction Eastment
- Full Take Parcel (Residential)
- Full Take Parcel (Commercial)
- Partial Take Parcel (Residential)
- Partial Take Parcel (Commercial)

0 1200
FEET

N

Source: Initial Site Assessment 2012

Alternative A
Parcels of Potential Concern

Centennial Corridor, Kern County, California

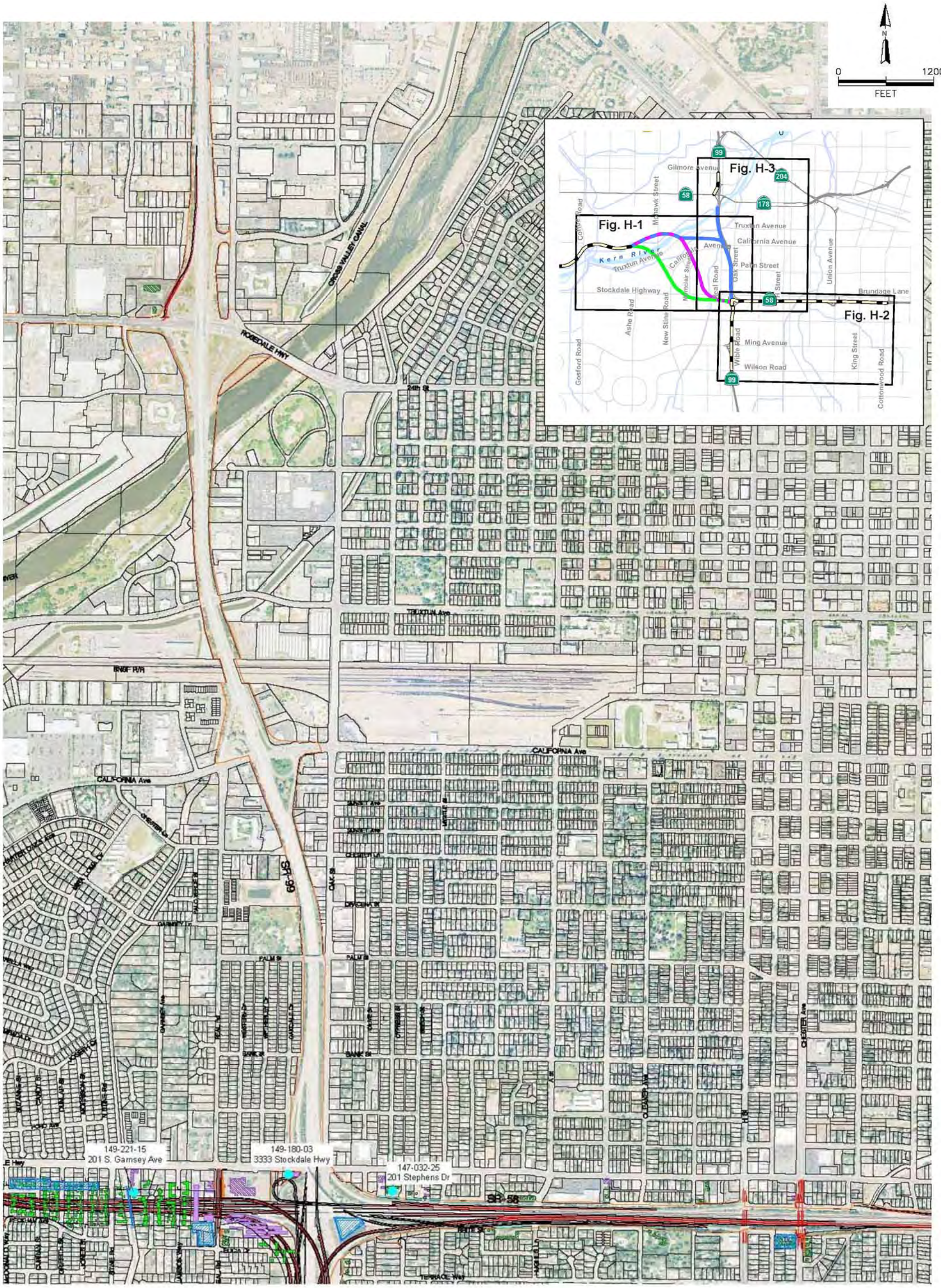
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure H-2



LEGEND

- Proposed Alignment
- Existing State Right of Way
- Rank 1 - Known Contamination
- Rank 2 - Suspected Contamination
- Rank 3 - Potential Contamination
- Retention Basin
- Temporary Construction Eastment
- Full Take Parcel (Residential)
- Full Take Parcel (Commercial)
- Partial Take Parcel (Residential)
- Partial Take Parcel (Commercial)

Alternative A
Parcels of Potential Concern

Centennial Corridor, Kern County, California

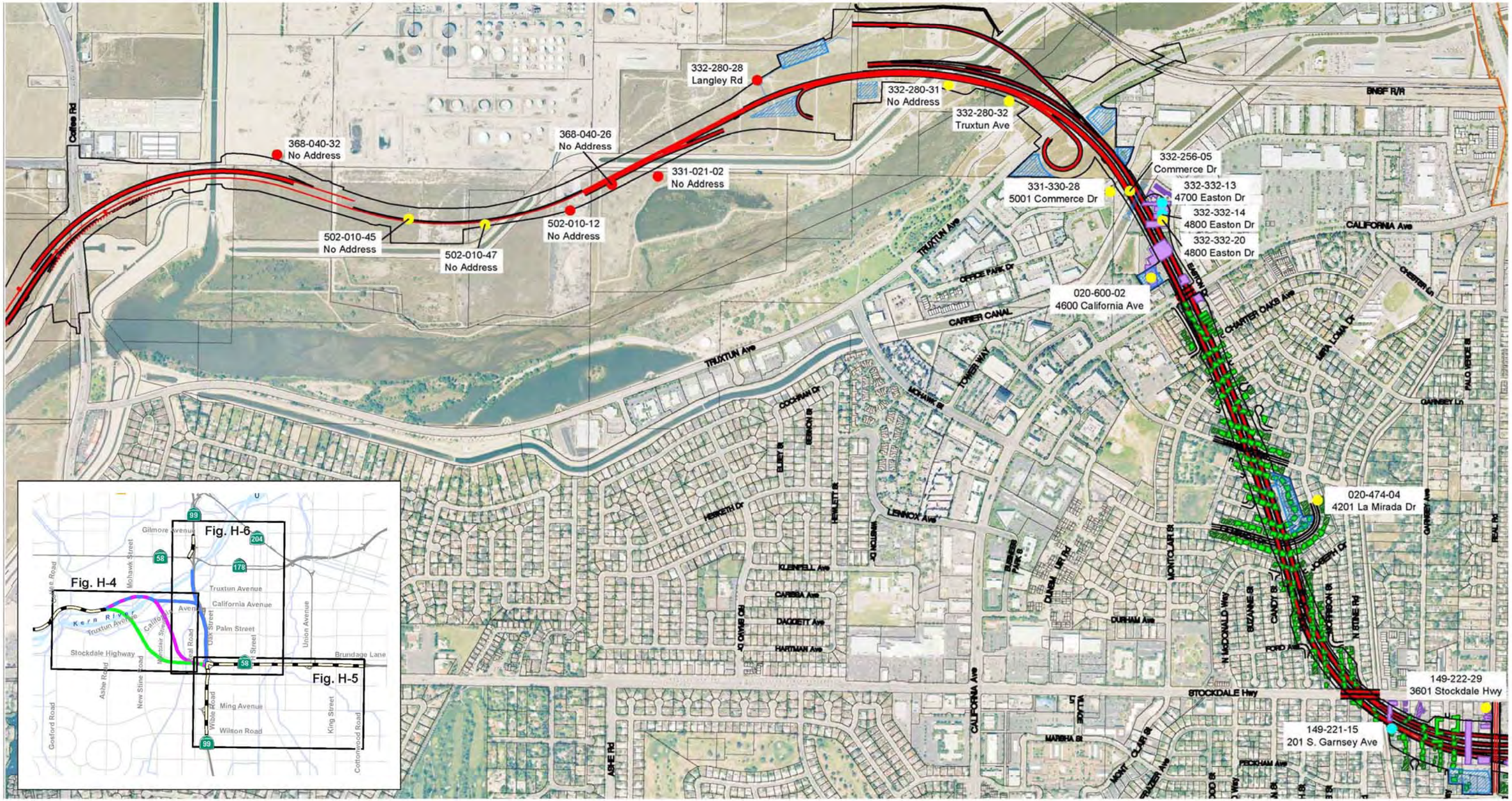
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure H-3



LEGEND

- Proposed Alignment
- Existing State Right of Way
- Rank 1 - Known Contamination
- Rank 2 - Suspected Contamination
- Rank 3 - Potential Contamination
- Retention Basin
- Temporary Construction Eastment
- Full Take Parcel (Residential)
- Full Take Parcel (Commercial)
- Partial Take Parcel (Residential)
- Partial Take Parcel (Commercial)

0 1200
FEET

N

Source: Initial Site Assessment 2012

Alternative B
Parcels of Potential Concern

Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure H-4

149-222-29
3601 Stockdale Hwy

149-180-03
3333 Stockdale Hwy

147-032-25
201 Stephens Dr

147-111-13
520 Wible Rd

147-111-07
606 Wible Rd

147-111-11
608 Wible Rd

147-111-09
612 Wible Rd

164-010-08
3231 Belle Terrace

147-112-07
720 Wible Rd

164-040-30
1117 Wible Rd

SR-58

Fig. H-4

Fig. H-5

Fig. H-6

LEGEND

- Proposed Alignment
- Existing State Right of Way
- Rank 1 - Known Contamination
- Rank 2 - Suspected Contamination
- Rank 3 - Potential Contamination
- Retention Basin
- Temporary Construction Eastment
- Full Take Parcel (Residential)
- Full Take Parcel (Commercial)
- Partial Take Parcel (Residential)
- Partial Take Parcel (Commercial)

0 1200
FEET

N

Source: Initial Site Assessment 2012

Alternative B
Parcels of Potential Concern

Centennial Corridor, Kern County, California

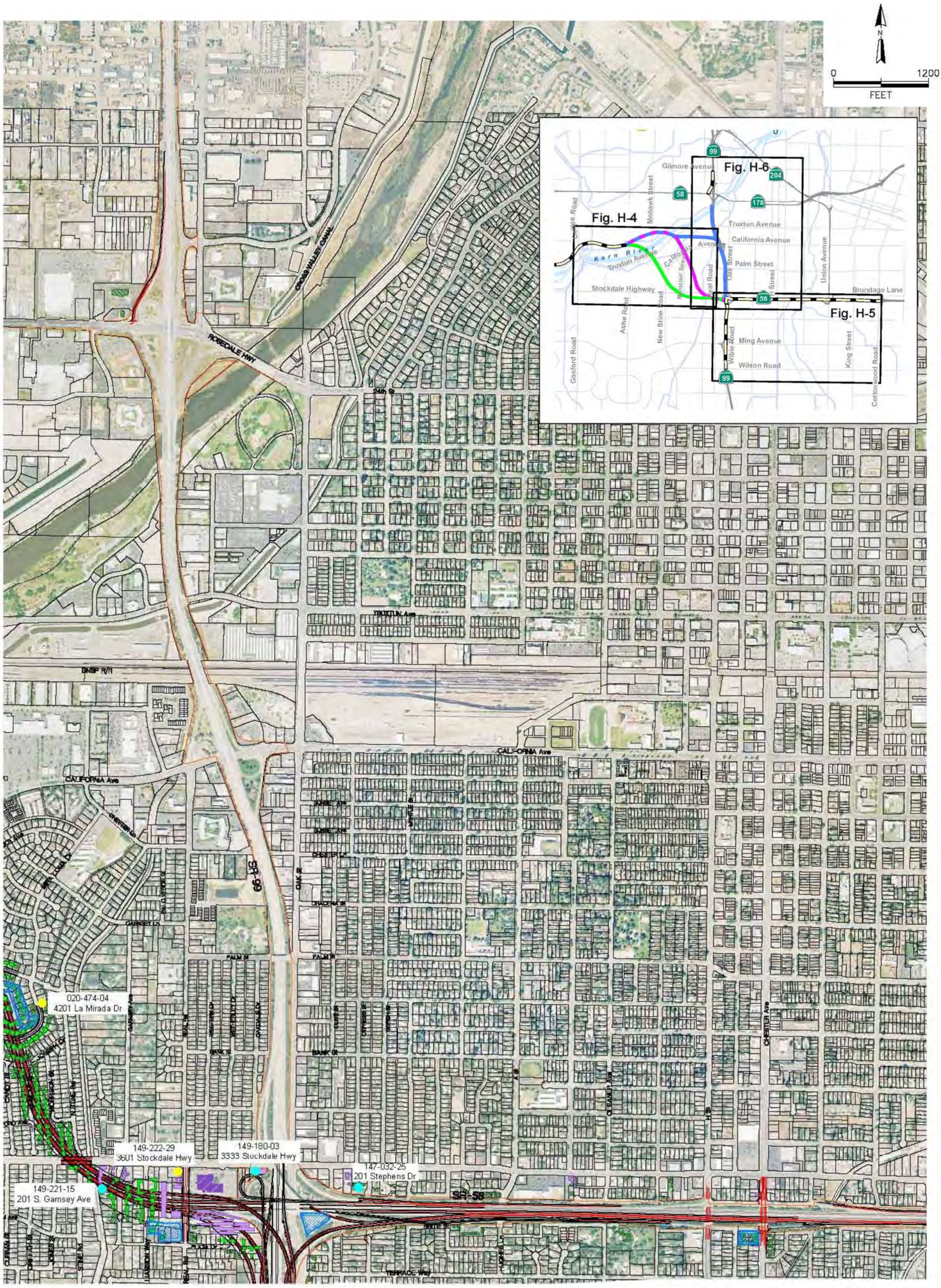
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure H-5



LEGEND

- Proposed Alignment
- Existing State Right of Way
- Rank 1 - Known Contamination
- Rank 2 - Suspected Contamination
- Rank 3 - Potential Contamination
- Retention Basin
- Temporary Construction Eastment
- Full Take Parcel (Residential)
- Full Take Parcel (Commercial)
- Partial Take Parcel (Residential)
- Partial Take Parcel (Commercial)

Alternative B
Parcels of Potential Concern

Centennial Corridor, Kern County, California

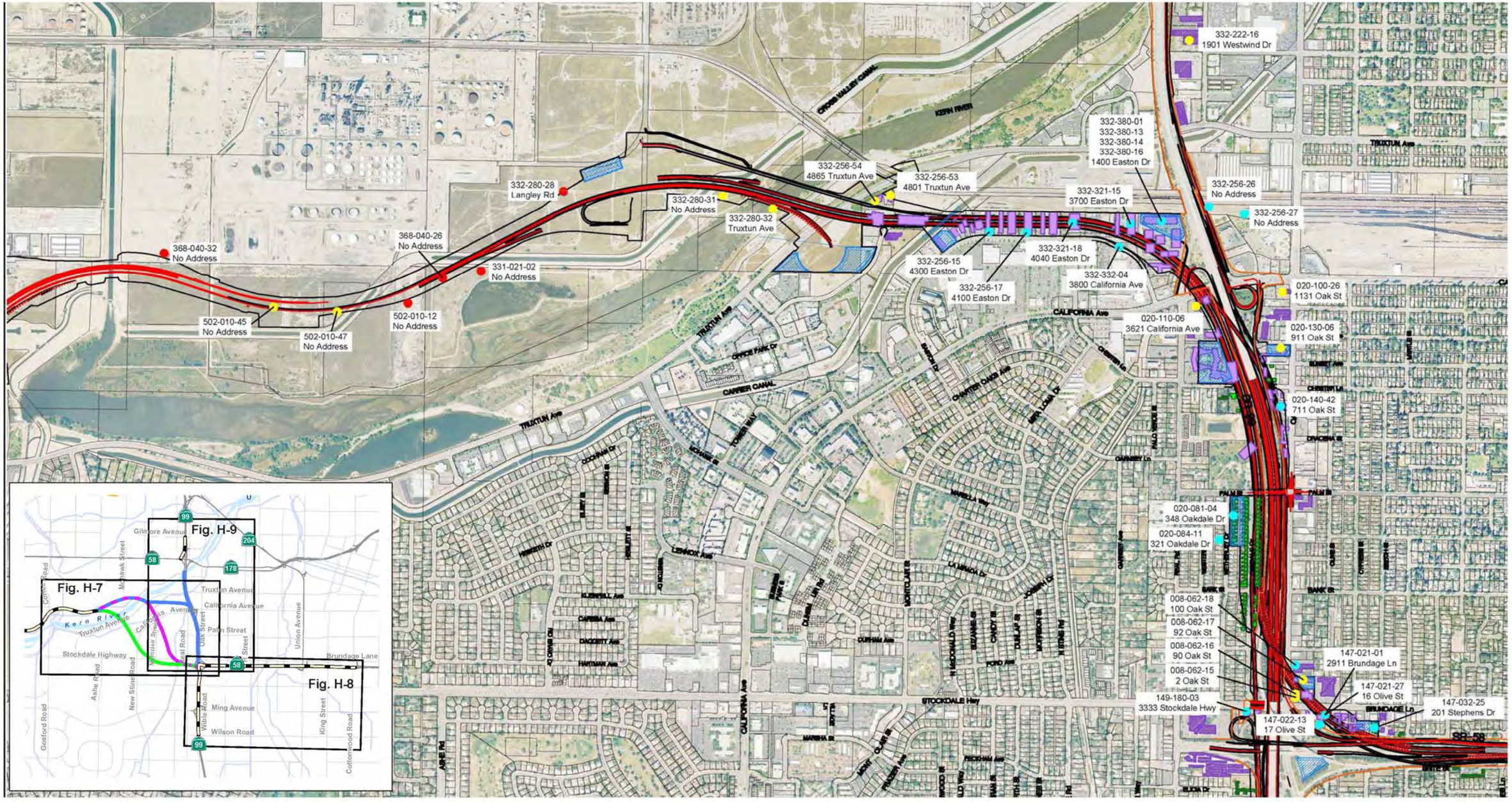
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure H-6



LEGEND

- Proposed Alignment
- Existing State Right of Way
- Rank 1 - Known Contamination
- Rank 2 - Suspected Contamination
- Rank 3 - Potential Contamination
- Retention Basin
- Temporary Construction Eastment
- Full Take Parcel (Residential)
- Full Take Parcel (Commercial)
- Partial Take Parcel (Residential)
- Partial Take Parcel (Commercial)

0 1200 FEET

N

Source: Initial Site Assessment 2012

Alternative C
Parcels of Potential Concern

Centennial Corridor, Kern County, California

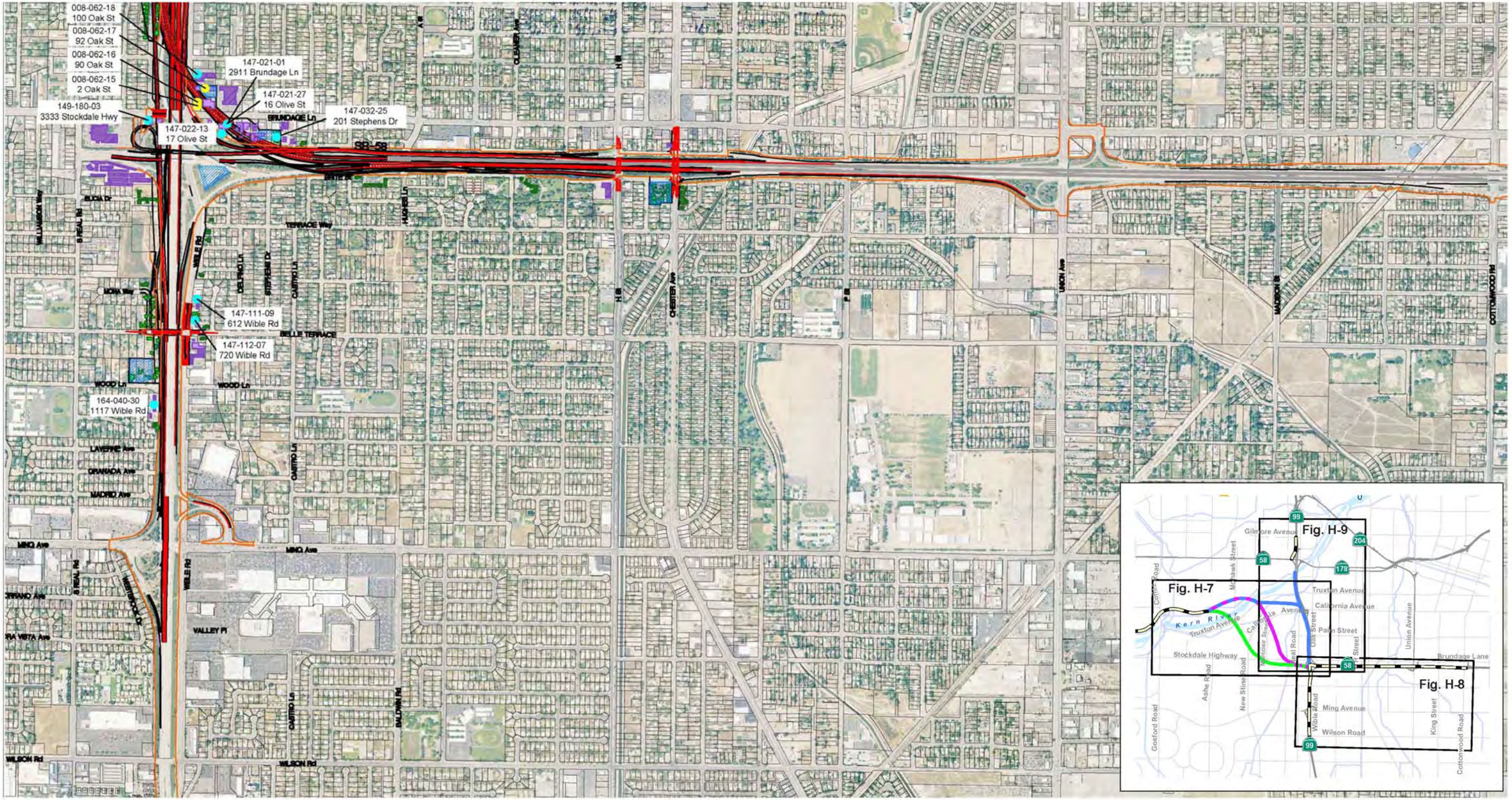
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure H-7



LEGEND

- Proposed Alignment
- Existing State Right of Way
- Rank 1 - Known Contamination
- Rank 2 - Suspected Contamination
- Rank 3 - Potential Contamination
- Retention Basin
- Temporary Construction Eastment
- Full Take Parcel (Residential)
- Full Take Parcel (Commercial)
- Partial Take Parcel (Residential)
- Partial Take Parcel (Commercial)

0 1200 FEET

N

Source: Initial Site Assessment 2012

Alternative C
Parcels of Potential Concern

Centennial Corridor, Kern County, California

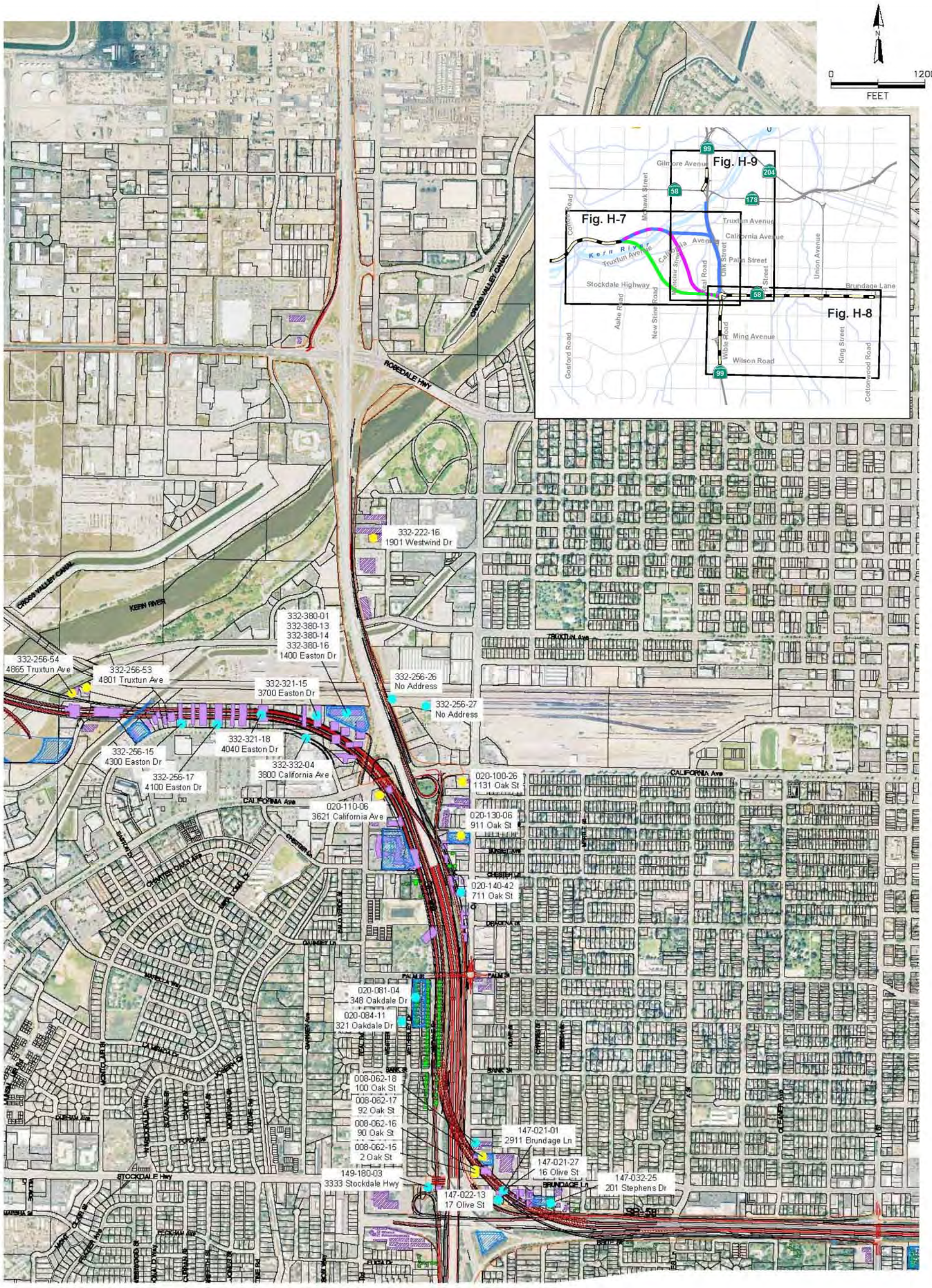
D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure H-8



LEGEND

- Proposed Alignment
- Existing State Right of Way
- Rank 1 - Known Contamination
- Rank 2 - Suspected Contamination
- Rank 3 - Potential Contamination
- Retention Basin
- Temporary Construction Eastment
- Full Take Parcel (Residential)
- Full Take Parcel (Commercial)
- Partial Take Parcel (Residential)
- Partial Take Parcel (Commercial)

Alternative C
Parcels of Potential Concern

Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure H-9

LEGEND

Proposed Alignment

Rank 2 – Suspected Contamination

0 1200

FEET

N

Source: Initial Site Assessment 2012

State Route 43/Stockdale Highway Intersection

Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Caltrans

Figure H-10

Appendix I Special Status Species and Biological Opinion

United States Department of the Interior
FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825

September 18, 2013

Document Number: 130918032707

Subject: Species List for Centennial Corridor

Dear: Interested party

We are sending this official species list in response to your September 18, 2013 request for information about endangered and threatened species. The list covers the California counties and/or U.S. Geological Survey 7½ minute quad or quads you requested.

Our database was developed primarily to assist Federal agencies that are consulting with us. Therefore, our lists include all of the sensitive species that have been found in a certain area *and also ones that may be affected by projects in the area*. For example, a fish may be on the list for a quad if it lives somewhere downstream from that quad. Birds are included even if they only migrate through an area. In other words, we include all of the species we want people to consider when they do something that affects the environment.

Please read Important Information About Your Species List (below). It explains how we made the list and describes your responsibilities under the Endangered Species Act.

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be December 17, 2013.

Please contact us if your project may affect endangered or threatened species or if you have any questions about the attached list or your responsibilities under the Endangered Species Act. A list of Endangered Species Program contacts can be found here.

Endangered Species Division

TAKE PRIDE IN AMERICA

U.S. Fish & Wildlife Service
Sacramento Fish & Wildlife Office
Federal Endangered and Threatened Species that Occur in or may be Affected by Projects in the Counties and/or U.S.G.S. 7 1/2 Minute Quads you requested
Document Number: 130918032707
Database Last Updated: September 18, 2011

Quad Lists

Listed Species

Invertebrates
Branchinecta lynchi
vernal pool fairy shrimp (T)
Desmocerus californicus dimorphus
valley elderberry longhorn beetle (T)

Fish
Hypomesus transpacificus
delta smelt (T)

Amphibians
Rana draytonii
California red-legged frog (T)

Reptiles
Gambelia (=Crotaphytus) sila
blunt-nosed leopard lizard (E)
Thamnophis gigas
giant garter snake (T)

Birds
Charadrius alexandrinus nivosus
western snowy plover (T)
Empidonax traillii extimus
southwestern willow flycatcher (E)
Gymnogyps californianus
California condor (E)

Mammals
Dipodomys ingens
giant kangaroo rat (E)
Dipodomys nitratoides nitratoides
Tipton kangaroo rat (E)
Sorex ornatus relictus
Buena Vista Lake shrew (E)
Critical habitat, Buena Vista Lake shrew (X)
Vulpes macrotis mutica
San Joaquin kit fox (E)

Plants
Caulanthus californicus
California jewelflower (E)
Eremalche kernensis
Kern mallow (E)
Monolopia congdonii (=Lembertia congdonii)

San Joaquin woolly-threads (E)

Opuntia treleasei
Bakersfield cactus (E)

Quads Containing Listed, Proposed or Candidate Species:

WEED PATCH (214B)
CONNER (215A)
MILLUX (215B)
MOUTH OF KERN (216A)
TAFT (216B)
OIL CENTER (239B)
LAMONT (239C)
EDISON (239D)
OILDALE (240A)
ROSEDALE (240B)
STEVENS (240C)
GOSFORD (240D)
RIO BRAVO (241A)
BUTTONWILLOW (241B)
EAST ELK HILLS (241C)
TUPMAN (241D)
NORTH OF OILDALE (263D)

Key:

(E) Endangered - Listed as being in danger of extinction.
(T) Threatened - Listed as likely to become endangered within the foreseeable future.
(P) Proposed - Officially proposed in the Federal Register for listing as endangered or threatened.
(NMFS) Species under the Jurisdiction of the National Oceanic & Atmospheric Administration Fisheries Service.
Consult with them directly about these species.
Critical Habitat - Area essential to the conservation of a species.
(PX) Proposed Critical Habitat - The species is already listed. Critical habitat is being proposed for it.
(C) Candidate - Candidate to become a proposed species.
(V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.
(X) Critical Habitat designated for this species

Important Information About Your Species List

How We Make Species Lists

We store information about endangered and threatened species lists by U.S. Geological Survey 7½ minute quads. The United States is divided into these quads, which are about the size of San Francisco.

The animals on your species list are ones that occur within, **or may be affected by** projects within, the quads covered by the list.

- Fish and other aquatic species appear on your list if they are in the same watershed as your quad or if water use in your quad might affect them.
- Amphibians will be on the list for a quad or county if pesticides applied in that area may be carried to their habitat by air currents.

- Birds are shown regardless of whether they are resident or migratory. Relevant birds on the county list should be considered regardless of whether they appear on a quad list.

Plants

Any plants on your list are ones that have actually been observed in the area covered by the list. Plants may exist in an area without ever having been detected there. You can find out what's in the surrounding quads through the California Native Plant Society's online Inventory of Rare and Endangered Plants.

Surveying

Some of the species on your list may not be affected by your project. A trained biologist and/or botanist, familiar with the habitat requirements of the species on your list, should determine whether they or habitats suitable for them may be affected by your project. We recommend that your surveys include any proposed and candidate species on your list. See our Protocol and Recovery Permits pages.

For plant surveys, we recommend using the Guidelines for Conducting and Reporting Botanical Inventories. The results of your surveys should be published in any environmental documents prepared for your project.

Your Responsibilities Under the Endangered Species Act

All animals identified as listed above are fully protected under the Endangered Species Act of 1973, as amended. Section 9 of the Act and its implementing regulations prohibit the take of a federally listed wildlife species. Take is defined by the Act as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" any such animal.

Take may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or shelter (50 CFR §17.3).

Take incidental to an otherwise lawful activity may be authorized by one of two procedures:

- If a Federal agency is involved with the permitting, funding, or carrying out of a project that may result in take, then that agency must engage in a formal consultation with the Service.

  During formal consultation, the Federal agency, the applicant and the Service work together to avoid or minimize the impact on listed species and their habitat. Such consultation would result in a biological opinion by the Service addressing the anticipated effect of the project on listed and proposed species. The opinion may authorize a limited level of incidental take.

- If no Federal agency is involved with the project, and federally listed species may be taken as part of the project, then you, the applicant, should apply for an incidental take permit. The Service may issue such a permit if you submit a satisfactory conservation plan for the species that would be affected by your project.

  Should your survey determine that federally listed or proposed species occur in the area and are likely to be affected by the project, we recommend that you work with this office and the California Department of Fish and Game to develop a plan that minimizes the project's direct and indirect impacts to listed species and compensates for project-related loss of habitat. You should include the plan in any environmental documents you file.

Critical Habitat

When a species is listed as endangered or threatened, areas of habitat considered essential to its conservation may be designated as critical habitat. These areas may require special management considerations or protection. They provide needed space for growth and normal behavior; food, water, air, light, other nutritional or physiological requirements; cover or shelter; and sites for breeding, reproduction, rearing of offspring, germination or seed dispersal.

Although critical habitat may be designated on private or State lands, activities on these lands are not restricted unless there is Federal involvement in the activities or direct harm to listed wildlife.

If any species has proposed or designated critical habitat within a quad, there will be a separate line for this on the species list. Boundary descriptions of the critical habitat may be found in the Federal Register. The information is also reprinted in the Code of Federal Regulations (50 CFR 17.95). See our Map Room page.

Candidate Species

We recommend that you address impacts to candidate species. We put plants and animals on our candidate list when we have enough scientific information to eventually propose them for listing as threatened or endangered. By considering these species early in your planning process you may be able to avoid the problems that could develop if one of these candidates was listed before the end of your project.

Species of Concern

The Sacramento Fish & Wildlife Office no longer maintains a list of species of concern. However, various other agencies and organizations maintain lists of at-risk species. These lists provide essential information for land management planning and conservation efforts. More info

Wetlands

If your project will impact wetlands, riparian habitat, or other jurisdictional waters as defined by section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act, you will need to obtain a permit from the U.S. Army Corps of Engineers. Impacts to wetland habitats require site specific mitigation and monitoring. For questions regarding wetlands, please contact Mark Littlefield of this office at (916) 414-6520.

Updates

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be December 17, 2013.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825-1846

In Reply Refer To:
08ESMF00-2013-F-0373

DEC 20 2013

Mr. Javier Almaguer
Chief, Central Region Biology South Branch
California Department of Transportation, District 6
855 M Street, Suite 200
Fresno, California 93721

Subject: Formal Consultation for the Centennial Corridor Project (part of the Thomas Roads Improvement Program [TRIP]), City of Bakersfield, Kern County, California (California Department of Transportation EA 06-48460; 06-KERN-58-PM T31.7 to PM 55.6; 06-KERN-99-PM 21.2 to PM 26.2)

Dear Mr. Almaguer:

This is the U.S. Fish and Wildlife Service's (Service) response to the California Department of Transportation's (Caltrans) request for initiation of formal consultation on the proposed Centennial Corridor Project (project) in Kern County, California.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law on July 16, 2012. Caltrans was approved to participate in the MAP-21 Surface Transportation Project Delivery Program through the National Environmental Policy Act (NEPA) assignment Memorandum of Understanding (MOU) between the Federal Highway Administration (FHWA) and Caltrans (effective October 1, 2012), as codified in 23 U.S.C. 327. The MOU allows Caltrans to assume the FHWA's responsibilities under NEPA as well as FHWA's consultation and coordination responsibilities under Federal environmental laws for the majority of transportation projects in California.

This project is part of the larger Thomas Roads Improvement Program (TRIP), a collection of six road improvement projects designed to meet the long-term transportation needs of the greater City of Bakersfield (City) area; four projects have already completed consultation and one other is beginning consultation. TRIP is a cooperative effort between the City, County of Kern, Caltrans, and the Kern Council of Governments. Your letter, dated July 16, 2013, providing additional information and requesting the initiation of formal consultation, was received in this office on July 22, 2013. At issue are potential effects to the federally-listed as endangered San Joaquin kit fox (*Vulpes macrotis mutica*). This document represents the Service's biological opinion on the effects of the proposed project on the listed species. This document has been

prepared in accordance with section 7(a)(2) of the Endangered Species Act of 1973, as amended (16 U.S.C. § 1531 *et seq.*) (Act).

The findings and recommendations of this biological opinion are based on: (1) the consultation between Caltrans and the Service; (2) the biological opinions for the first four TRIP projects for which consultation has been completed: the *Morning Drive/State Route 178 Interchange Project*, issued to Caltrans on August 18, 2011, the *State Route 58 Rosedale Highway Widening Project*, issued to Caltrans on April 24, 2012, the *SR 178 Widening Project*, issued to Caltrans on August 10, 2012, and the *24th Street Improvement Project*, issued to Caltrans on September 21, 2012; and (3) other information available to the Service.

Caltrans has determined that the project is likely to adversely affect the San Joaquin kit fox. The Service has reviewed the proposed project and concurs with Caltrans' determination.

Caltrans has determined that the proposed project will have no effect on the California jewelflower (*Caulanthus californicus*), the Kern mallow (*Eremalche kernensis*), the San Joaquin woolly-threads (*Monolopia congdonii*), and the Bakersfield cactus (*Opuntiabasilaris* var. *treleasei*) based on the results of botanical surveys and the distance of recorded occurrences from the project footprint. Focused botanical surveys were conducted for the corridor portion of the project first in 2008 on March 24, 27, and 28, and on May 15, 21, and 22; and then in 2009 from March 24-27 and from May 5-7. Additional, more recent focused botanical surveys were conducted at the Stockdale Highway/State Route 43 (Enos Lane) intersection portion of the project on March 27 and June 4, 2012. No detections of the species were made at either location. Surveys were conducted in the appropriate blooming periods and followed standard methods in accordance with the California Department of Fish and Wildlife's (CDFW; formerly the California Department of Fish and Game [CDFG]) revised 2009 *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities*, and the California Native Plant Society's 2001 *Botanical Survey Guidelines*.

According to the California Natural Diversity Database (CNDDB; CDFW, 2013), the closest recorded historic occurrence of the California jewelflower to the project footprint is approximately 4.5 miles (mi) away. Additionally, the closest two recorded occurrences of the Kern mallow (dating from 1994 and 2008) are approximately 1.4 mi and 1.6 mi from the project footprint, respectively; the closest recorded occurrence of the San Joaquin woolly-threads (dating from 2009) is approximately 1.4 mi from the footprint; and the closest recorded occurrence of the Bakersfield cactus (dating from 1989) is approximately 4.2 mi from the project footprint.

Because habitat in the project area is still considered to be marginally suitable and provides the potential for these species to establish in the future, Caltrans has incorporated an additional minimization measure specifically addressing these plants. The measure is further described under the *Proposed Avoidance and Minimization Measures* section.

If changes are made to the proposed project or if new information becomes available such that adverse effects to the California jewelflower, the Kern mallow, the San Joaquin woolly-threads, and the Bakersfield cactus have occurred, or are likely to occur, then Caltrans must initiate

formal consultation for these listed plant species. The remainder of this biological opinion will address the effects of the proposed project on the San Joaquin kit fox.

Consultation History

TRIP background and coordination

November 20, 2007. The Service, Caltrans, AECOM, Parsons/TRIP, the CDFW, and the City (participating agencies) met. Parsons/TRIP requested that AECOM develop a strategy memo addressing compliance with the Act; Caltrans and the Service agreed that TRIP should take a project-specific approach. All participants agreed that a San Joaquin kit fox technical study for all TRIP projects should be conducted by AECOM, in conjunction with support from the Endangered Species Recovery Program (ESRP); such a study would be useful for supporting conclusions in future TRIP project BAs.

August 26, 2008. AECOM presented preliminary results of the San Joaquin kit fox surveys to the participating agencies. This included a presentation of the methodologies, data, and effects analysis strategy and mitigation options. The Service identified habitat connectivity and the maintenance of corridors connecting San Joaquin kit fox populations as a major issue facing the species in Bakersfield. Participants discussed potential compensatory mitigation options, including culverts, refugia, and artificial kit fox dens.

September 10, 2009. The participating agencies met. Discussion focused on the early July 2009, *Draft Thomas Roads Improvement Program San Joaquin Kit Fox Life History, Effects Analysis, and Conceptual Mitigation Strategy* (2009 Draft Strategy Plan).

October 7, 2009. The Service issued a concurrence letter approving the conceptual framework for the San Joaquin kit fox compensation strategy plan outlined in the 2009 Draft Strategy Plan.

February 26, 2010. The Service received two hard copies of the comprehensive February 2010 *Draft Thomas Roads Improvement Program San Joaquin Kit Fox Effects Analysis, Mitigation Strategy, and Implementation Plan* (2010 Draft Implementation Plan).

March 11, 2010. The participating agencies met at the CDFW office in Fresno to discuss the 2010 Draft Implementation Plan; topics included an overview of the 2010 Draft Implementation Plan, potential issues with the Metro-Bakersfield Habitat Conservation Plan (MBHCP) expiration date, and funding for the proposed Sump Habitat Program (SHP).

April 12-13, 2010. AECOM sent an electronic-mail (e-mail) to the Service and the CDFW to request guidance on what AECOM could use as a template for developing a long term management plan for the SHP. AECOM suggested using the U.S. Army Corps of Engineers' (Corps) template. The Service replied on April 13 to confirm that this was acceptable, and provided a management plan outline illustrating what the Service would expect to see in a potential management plan.

May 5, 2010. An informal conference call was held between AECOM and the Service to discuss recent developments that would be covered in the upcoming meeting that the Service would be unable to attend: Parsons/TRIP had successfully presented the six projects to the MBHCP Trust Group; the real estate meeting between AECOM and the City resulted in the discovery that easements on four of the 19 sumps were owned outright by the City, four were owned by the City but had deed restrictions; and 11 were not owned by the City. AECOM also had specific questions regarding what the Service would look for in the upcoming BA.

May 11, 2010. The participating agencies met at the CDFW office in Fresno to discuss the SHP.

July 14, 2010. A meeting was held at the SFWO amongst all the participating agencies. Parties agreed on the content of the project BA regarding avoidance and minimization measures and a general description of the SHP, compensation, eventual inclusion of a third chapter in the 2010 Draft Implementation Plan describing the finalized SHP in detail, endowment/easement updates, and schedules.

August 18, 2010. The participating agencies met at the CDFW's Fresno office to discuss the latest developments in compliance, BA preparation, and the SHP. Major topics included TRIP eligibility for participation in the MBHCP, BA content, and further details concerning the SHP (e.g. easement and program management, endowments, and sump selection).

September 15, 2010. The CDFW contacted the Service with information concerning language in accordance with the California Endangered Species Act (CESA) that the CDFW would like to see included in the project biological opinion so that it would be able to issue a Consistency Determination (CD) and avoid undertaking a lengthier 2081 Incidental Take Permit process. The Service responded to discuss this information with the CDFW.

September 30, 2010. The Service, AECOM, Parsons/TRIP, and Caltrans held a conference call to discuss paying MBHCP compensation fees for the six TRIP projects in advance of the 2014 MBHCP expiration. Although the construction schedule for at least one project is not anticipated to begin until after 2014, it still could be compensated for prior to the expiration date. In a revised September 1, 2010, letter which included details of all six projects and compensation ratios, a blanket concurrence from the MBHCP Trust Group to use the MBHCP was given to the City and Caltrans. The Service suggested that an MOU with all parties involved could be implemented for paying fees in advance and provided an MOU template to AECOM.

October 22, 2010. The Service met internally to discuss the need for an MOU/memorandum of agreement (MOA) between the Service, Caltrans and the City regarding MBHCP compensation. It decided that it would be more appropriate to have an agreement between the City and Caltrans and the MBHCP Trust Group to avoid pre-decisional commitments by the Service.

December 8, 2010. The Service e-mailed Caltrans to request a copy of the *Draft Thomas Roads Improvement Program Mitigation for Cumulative Effects to the San Joaquin Kit Fox* (Draft SHP Plan), dated September 2, 2010, which outlines the basic conceptual framework for the proposed SHP. Caltrans e-mailed a copy and stated this would later be incorporated into a third chapter in the 2010 Draft Implementation Plan.

January 20, 2011. The Service e-mailed Caltrans and AECOM to provide them with an update on what the SFWO had concluded regarding the concerns with CDs, CESA language, and BOs: the Service stated it would not include the CDFW's conditions in the Terms and Conditions of its biological opinions; however, the CDFW's conditions could be included in the project description and conservation measures. The Service does not have the authority to use the type of language the CDFW is looking for (e.g. financial assurances, letters of credit) as terms and conditions to minimize incidental take.

January 25, 2011. E-mails were exchanged between AECOM, the CDFW, and the ESRP concerning fence design for the SHP. The CDFW was concerned that the proposed 8x8 inch gaps were too big and would allow predator species in the sump locations. The CDFW suggested that 4x6 inch or 5x5 inch gaps would be more appropriate. The ESRP responded that 4x6 inch openings would be fine, but 6x6 inch openings would be better for the San Joaquin kit fox and would still exclude predators. AECOM noted that the gap design objective for the sumps was different from that for the road design modifications (keeping predators out versus maintaining movement and permeability).

March 21, 2011. Caltrans informed the Service that following a meeting with the CDFW to discuss the project, Caltrans had decided not to pursue a 2081 Incidental Take Permit or a CD under CESA with the CDFW, as it had determined that take of the San Joaquin kit fox, as defined under CESA, could be avoided.

June 22, 2011. A meeting was held at the SFWO and attended by the Service, AECOM, Parsons/TRIP, the City, and Caltrans. Participants discussed updates regarding the status of the TRIP projects, the SHP, conservation easements and endowments, future work products, and possible additional funding support for the TRIP projects.

July 1, 2011. AECOM e-mailed draft notes from the June 22 meeting for circulation and comment.

January 30, 2012. A meeting was held at the SFWO and attended by the Service, AECOM, Parsons/TRIP, the City, and Caltrans. Participants discussed updates regarding the status of all the TRIP projects, the resolution of encumbrances, options for providing long-term conservation assurances, potential funding mechanisms, the proposed schedule for continued development and eventual implementation of the SHP, and preparation of the Long-Term Management Plan.

February 20, 2012. AECOM e-mailed draft notes and action items from the January 30 meeting for circulation and comment.

Project-specific coordination

April 16, 2013. The Service received a letter from Caltrans requesting initiation of formal consultation for the current project. The request included a biological assessment (BA) titled *Centennial Corridor Project, State Route 99 to Interstate 5 Biological Assessment,* dated March 2013, and prepared by the consultant, BonTerra Consulting.

May 16, 2013. The Service emailed Caltrans to inquire why three different alternatives were presented in the BA. The Service emphasized that it could not consult on multiple alternatives and therefore consultation could not proceed until an alternative was selected and a specific project defined.

May 20 - June 3, 2013. The Service and Caltrans continued to discuss the issue of the alternatives.

June 5, 2013. Caltrans informed the Service that it had selected Alternative B.

June 18, 2013. The Service emailed Caltrans with a request for additional information and clarifications regarding the BA.

July 22, 2013. The Service received a letter from Caltrans responding to the Service's June 18 request for additional information and inquiring if the project was now deemed complete such that Caltrans could initiate formal consultation. Included with the letter were a comment resolution form and a revised copy of the BA.

July 24, 2013. The Service confirmed with Caltrans that the project initiation package was considered complete and that formal consultation was initiated on July 22.

November 21, 2013. The Service emailed Caltrans to follow-up with several project clarification questions.

December 6, 2013. Caltrans emailed the Service the consultant's responses to the Service's November 21 request.

BIOLOGICAL OPINION

Proposed Project

The City, in coordination with Caltrans, proposes to construct a new freeway corridor connecting the eastern end of a local freeway, known as the Westside Parkway, to the existing State Route (SR) 58 (East) freeway. In conjunction with this, the project also proposes to improve the intersection at Stockdale Highway and SR 43 (known locally as Enos Lane) in order to accommodate additional traffic. The purpose of the project is to improve route continuity along SR 58 between SR 99 and Interstate (I)-5 within Metropolitan Bakersfield and wider Kern County. SR 58 is a critical highway in the State transportation network used by interstate travelers, commuters, and truckers, but it currently lacks continuity in central Bakersfield, which results in severe traffic congestion and reduced levels of service on adjoining highways and local streets.

Centennial Corridor (Segment 1)

Caltrans has selected the approximately 8.6 mi long Alternative B as the build alternative for the corridor construction. This will involve building a six-lane freeway heading west from the

Centennial Corridor (Segment 1)

Caltrans has selected the approximately 8.6 mi long Alternative B as the build alternative for the corridor construction. This will involve building a six-lane freeway heading west from the existing SR 58/SR 99 interchange for approximately 1,000 feet (ft.) along an alignment situated south of Stockdale Highway, then heading northwest and spanning Stockdale Highway/Stine Road, California Avenue, Commerce Drive, Truxtun Avenue, and the Kern River, and finally joining the east end of the Westside Parkway between the Mohawk Street and Coffee Road interchanges. The segment of SR 58 between California Avenue and Ford Avenue will be depressed (the roadway will be below grade) in order to minimize the visual effects of the corridor on the surrounding neighborhood. Overcrossings are proposed at Marella Way and La Mirada Drive to facilitate improved traffic circulation.

Alternative B also includes adding connections to SR 99 and improvements to SR 99 and the existing segment of SR 58. Linkages will be provided from northbound SR 99 to westbound SR 58 and from eastbound SR 58 to southbound SR 99 via high-speed connectors. Southbound SR 99 will be widened to accommodate additional traffic heading from eastbound SR 58 to the southbound SR 99 connector. The limits of widening on SR 99 will extend to the Wilson Road overcrossing. Ramps will need to be realigned to accommodate the additional constructed lanes. Several on- and off-ramps (e.g. Wible Road, south of the SR 58/SR 99 interchange; Stockdale Highway, on southbound SR 99 to eastbound SR 58 connector) are presently in conflict with Caltrans' standards of interchange spacing, and so will be removed.

Excavation associated with Alternative B will reach a maximum depth of 25 ft. near SR 58 between Stephens Drive and H Street in order to accommodate the widened ramps, as well as between California Avenue and Ford Avenue where the freeway will be constructed below the existing grade. On SR 99, the maximum depth of excavation will be approximately 18.5 ft. between Belle Terrace and Ming Avenue.

Stockdale Highway/SR 43(Enos Lane) Interchange

Improvements will include widening the intersection and adding signals to control traffic. This intersection currently operates at a deficient level of service due to its existing configuration. When the corridor segment of the project connects to the Westside Parkway, traffic volumes will increase on Stockdale Highway, so the improvements at this intersection are needed to accommodate the anticipated additional traffic demand. SR 43 will be expanded to add a dedicated left-turn lane in both directions, while Stockdale Highway will be widened to add a dedicated left-turn lane and a shared through/right-turn lane in both directions.

Other Project Elements

Detours, utilities, and drainage: Traffic detours will be implemented on existing streets; further details regarding these routes will be developed during later project design phases. The relocation and reconstruction of utilities and drainage facilities within the project right-of-way (ROW) will include power poles, underground utilities, and storm drains. Utility relocations are expected to be done without interruption to services and drainage improvements will involve

operational Best Management Practices (BMPs). Eight new drainage basins will be installed throughout the project area to retain stormwater while six existing basins will be modified.

Borrow, Staging and Access: All borrow, disposal, vehicle access, staging, storage, utility relocations, and other construction activities will occur within the defined limits of disturbance, i.e. the project footprint.

Scheduling: According to Caltrans' anticipated project schedule, design was expected to begin in mid-2013 and be completed by mid-2015. Construction is then anticipated to start in 2016 and continue year-round through 2018.

Proposed Avoidance and Minimization Measures

According to the BA, the Draft SHP Plan, the 2010 Draft Implementation Plan, and measures previously established in the Morning Drive/SR 178 Interchange Project, SR 58 Rosedale Highway Widening Project, SR 178 Widening Project, and 24th Street Improvement Project biological opinions, in addition to further discussion with Caltrans, the City and Caltrans propose to implement protection provisions in order to minimize adverse effects to the San Joaquin kit fox. Several of these are developed, in part, from the Service's most recent guidelines; currently, this is the January 2011 *U.S. Fish and Wildlife Service Standardized Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance* (Recommendations). Additional measures are developed to be project- or program-specific:

1. Caltrans will include Special Provisions that include the avoidance and minimization measures of this biological opinion when soliciting contractor bid packages.

2. Prior to project groundbreaking, a Service-approved biologist(s) will conduct updated protocol-level botanical surveys within the project footprint during the appropriate blooming periods for the following four species: the California jewelflower, the Kern mallow, the San Joaquin woolly-threads, and the Bakersfield cactus. Surveys will be conducted in accordance with the most current protocols accepted by the Service. The intention will be to discover any changes in, or new additions to, the floristic composition of federally-listed plant species at the project site.

3. Caltrans and the City will follow the construction and on-going operational requirements described in the Service's Recommendations.

4. No less than 30 days but no more than 60 days prior to road construction, a Service-approved biologist(s) will conduct preconstruction surveys for San Joaquin kit fox dens both in the project footprint and within 200 ft. of the footprint, inclusive of any utilities relocations. A letter report and map of known and potential San Joaquin kit fox dens will be submitted to the Service prior to the start of ground disturbance and/or construction activities. 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 known or potential San Joaquin kit fox dens identified in the interim will be reported to the Service in a letter report and map. If no new known or potential San Joaquin kit fox dens are

approved biologist(s), and general survey findings. Records will be submitted to the Service upon request.

5. Disturbance to all San Joaquin kit fox dens will be avoided to the maximum extent possible. If known or potential dens are identified within the footprint during the 60-day and/or 14-day preconstruction surveys, Caltrans will request to monitor and excavate those dens that are expected to be affected directly by the project and cannot be avoided. Active dens will not be excavated during the natal season (approximately January 1 - June 30). The Service-approved biologist(s) will monitor potential dens for three consecutive nights using tracking medium and/or a remote sensor camera, will submit monitoring results in a letter report to the Service, and also will oversee the hand excavation of dens that have been determined vacant following approval by the Service. The Service-approved biologist(s) also will submit results of den excavation and exclusion activities in a letter report to the agencies. The following measures will be applied to dens that are not excavated:

    a. Dens that are identified during preconstruction surveys of the project footprint boundary and a 200 ft. area outside of the project footprint will be monitored and protected by an exclusion zone around dens, as measured outward from the entrance or cluster of entrances of each den.

        i. Potential and atypical dens within 50 ft. of the project footprint will be protected with a 50 ft. zone delineated by flagged stakes;

        ii. Known dens within 100 ft. of the project footprint will be protected with a 100 ft. zone. To ensure protection, the exclusion zone will be demarcated by fencing/flagging that does not prevent access to the den by the San Joaquin kit fox. Acceptable designs will have openings for San Joaquin kit fox ingress/egress but will keep humans and equipment out, e.g. wooden posts connected with caution tape; orange construction cones; orange construction fencing with a mesh size less than 2 inches in diameter (to prevent the San Joaquin kit fox from becoming entangled in the fencing) with gaps every 50 ft. Fencing/flagging will be maintained until all construction-related disturbances have been terminated. At that time, all fencing/flagging will be removed to avoid attracting subsequent attention to the dens.

    b. If natal/pupping dens are discovered either within the project footprint or within 200 ft. of the project footprint, Caltrans will immediately notify the Service.

6. The Service-approved biologist(s) 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 the San Joaquin kit fox to occur on-site, the effects on the species from construction activities, how to minimize effects to the species, and the penalties for non-exempted take. The training will be repeated to all new

crew members and annually to all 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 Service.

7. The Service-approved biologist(s) will monitor road construction on a daily basis and will verify that construction complies with the measures laid out in this biological opinion. The Service-approved biologist(s) will maintain a log of daily monitoring notes that can be summarized and transmitted to the Service by request.

8. Permeable fencing will be installed along the proposed ROW in all areas where there is known San Joaquin kit fox activity and lower traffic speeds/volumes. Permanent exclusionary fencing will be installed along the proposed ROW in high-density residential areas and/or in areas with higher traffic speeds/volumes. In all areas in need of new permeable fencing, at least one design option featured below will be adopted to provide the San Joaquin kit fox with passage and movement opportunities, and to minimize the potential to disrupt species movement and habitat fragmentation of the project area:

    a. Elevate the bottom of the fence 5 inches above ground to allow unobstructed movement by the San Joaquin kit fox under the fence.

    b. Install ground-level 8 x 8 inch wide gaps no more than 100 ft. apart along the length of the fence to allow for San Joaquin kit fox movement at regular intervals along the ROW.

    c. Install fencing with a minimum mesh size of 3.5 x 7 inches, preferably 5 x 12 inches, to allow unlimited movement through the fence.

9. Curbed medians will be used as part of the project design and their height will be no greater than 10 inches. Either 6-inch high curbed medians with low vegetation or 10-inch high un-vegetated curbed medians will be constructed 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 landscaping will be planted with low-level vegetation (i.e. less than 6 inches tall at maturity), or be mowed frequently to prevent overgrowth and provide an unobstructed line of sight for the species, or will have gaps installed measuring no less than 4 ft. wide every 12 ft. in areas landscaped with trees and shrubs.

    a. If required, 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.

10. Median barriers will be required in some areas of the project for the purpose of public safety. The Caltrans-designed modified median barrier type 60/S will be used. Caltrans' type 60/S design previously has been utilized in other projects (e.g. reinitiated Biological

Opinion for the State Route 99 Goshen to Kingsburg 6-Lane Project, in Tulare and Fresno Counties; Service File number 81420-2009-F-0752) and includes 9-inch radius openings (semicircular openings 9 inches high x 18 inches wide) spaced every 150 ft. to allow passage by the San Joaquin kit fox. Maintaining permeability in this manner will also reduce the potential to disrupt species movement and connectivity in the project area.

11. In areas of known San Joaquin kit fox activity and high traffic volumes and/or speeds, existing San Joaquin kit fox movement corridors like the canal channels and the Kern River, as well as railroad ROWs (e.g. BNSF), will be preserved through the use of bridges and/or culverts to facilitate crossings. Some segments of the canals under the new roadways will be converted from trapezoidal channels to box culverts; other segments of the canals with existing box culverts will be extended. Toe-of-road fill and bridge support walls will be maintained and new walls will be designed no less than 20 ft. from the centerlines of canal access roads and railroads.

    a. An elevated bridge currently exists at the location where the Westside Parkway crosses the trapezoidal channel of the Friant-Kern Canal. Species access will continue to be provided along an elevated access road located parallel to the canal.

    b. An above-grade bridge will be constructed over the trapezoidal channel of the Stine Canal. This will allow the species to move freely below the roadway.

    c. An above-grade bridge (westbound Mohawk St. off-ramp) will be constructed over the Cross Valley Canal, which exists as a double box culvert. The Kern River corridor is located proximate to the canal and so it provides existing access for the species in the area; no additional crossing features are proposed at this canal site.

    d. Two design options are proposed for the location where the new roadway will cross the Carrier Canal: 1) box culvert → if this design is chosen, a crossing structure (with proposed 5 x 5 inch mesh size and 10 inch diameter escape pipes within a 60 inch diameter crossing culvert) will be installed to connect the access roads on the north side of the canal; 2) bridge → if this design is chosen, no additional crossing features will be necessary since the elevated bridge above the trapezoidal canal will allow the species to move freely below the roadway.

The MBHCP Trust Group provided a letter to the City, dated December 3, 2010, in which it approved the ongoing use of the MBHCP for proposed compensation obligations for all TRIP projects; it also permitted payment to occur on an individual project basis after the approval of the final environmental document (FED) for each project. The City will pay the appropriate fee amount to the Trust Group and the Trust Group will acquire the required acreage amounts to be protected in perpetuity.

12. Caltrans will verify that the City compensates for the permanent loss of 11.28 ac and temporary disturbance to 65.55 ac of habitat consisting of non-native grassland, riparian woodland/Great Valley cottonwood riparian forest, ruderal/disturbed areas, desiccated waterways, detention basins, and agricultural land suitable for the San Joaquin kit fox by purchasing 105.95 ac (using a 3:1 compensation ratio for permanent effects and 1.1:1 compensation ratio for temporary effects) through the MBHCP.

    a. Prior to construction, the limits of affected habitat acreage by vegetation type will be verified and delineated on a map, and submitted for approval to the Service. This will be done prior to its submittal to the City Planning Department for fee payment.

13. Upon completion of project construction, all areas subject to temporary ground disturbance, including storage and staging areas, will be restored to original grade and contour. Appropriate methods and plant species used to re-vegetate will be determined on a site-specific basis in consultation with re-vegetation experts.

14. To minimize opportunistic predatory effects to the San Joaquin kit fox, the City and Caltrans will condition contracts with contractors to require that trash be removed at least once daily from project areas and disposed of off-site so as not to attract predator species like coyotes (*Canis latrans*) and bobcats (*Lynx rufus*) to the project area.

15. The City and Caltrans will condition contracts with contractors to require that contained water sources, which are inaccessible to the San Joaquin kit fox (e.g. elevated water trucks), be used for dust control and other construction water activities.

The SHP will provide long-term habitat conservation for the urban San Joaquin kit fox population in the metro-Bakersfield area by focusing on sumps (i.e. stormwater drainage basins); sumps in Bakersfield are a functional habitat type for the species and many sumps are either currently known to support San Joaquin kit fox dens or offer potential denning opportunities. The City, in coordination with Caltrans, proposes to utilize the SHP to minimize collective effects to the San Joaquin kit fox engendered by all six TRIP road improvement projects. Conservation measures of the SHP include the installation of artificial dens in selected sumps, the enhancement of San Joaquin kit fox habitat by controlling vegetation in and around dens, the increase of San Joaquin kit fox accessibility to sumps through installation of fence/gate openings (with proposed dimensions of 6 x 6 inches to exclude predators like coyotes and medium- to large-sized dogs), and the reduction in the potential for effects to the species associated with regular maintenance activities and predation. The City provided a letter of commitment to the Service, dated August 10, 2010, fully supporting and providing assurance of the implementation and management of the SHP and its conservation efforts.

16. The basic conceptual framework for the SHP is described in the September 2010 Draft SHP Plan, which addresses five core conservation goals in detail that are integral to the implementation and success of the SHP: 1) the selection of sumps that maintain San Joaquin kit fox accessibility and/or habitat (i.e. 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 (i.e. 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 (i.e. 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 (i.e. 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 (i.e. individual conservation easements for each sump; a perpetual non-wasting endowment for management, maintenance, and monitoring costs associated with ongoing implementation; and a Service-approved Long-Term Management Plan. The proposed easement and endowment holder(s) will be Service-approved third-party organizations). Further details in regards to these five core measures can be found in the Draft SHP Plan.

a. The SHP will continue to be updated, refined, and ultimately finalized through an ongoing collaborative consultation process involving Caltrans, the City, Parsons/TRIP, and the Service over the course of the final remaining TRIP project.

b. The finalized SHP will be established and implemented within one year of the approval of the FED for the last of the six TRIP projects; the City will fully fund the SHP within one year of this approval. Caltrans and the City will share responsibility for the SHP; Caltrans will adhere to the proposed avoidance and minimization measures and terms and conditions of this biological opinion and will be responsible for the overall implementation of the SHP, while the City will be responsible for enhancing sumps and conducting long term management of the SHP. A Service-approved third-party will be responsible for administering endowment funds and providing compliance oversight with the terms of the conservation easements for each sump in the SHP.

Action Area

The action area is defined in 50 CFR § 402.02, as "all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action." The action area for this project is composed of the project footprint, which includes the limits of construction for the proposed freeway corridor (alternative B) and the Stockdale Highway/SR 43 intersection within the existing and proposed Caltrans ROW, plus a temporary construction area extending 25 ft. out from the edge of the construction boundaries to allow for equipment maneuvering. Habitat types within the footprint include non-native grassland, riparian woodland/Great Valley Cottonwood riparian forest, disturbed/ruderal land, agricultural areas, developed/ornamental areas, waterways (e.g. segments of the Kern River and canals), and detention basins. The action area also includes portions of these lands that extend approximately 200 ft. from the project

footprint which will experience further-reaching effects of new road construction and intersection improvements such as noise and visual disturbance.

Analytical Framework for the Jeopardy/No Jeopardy Determination

In accordance with policy and regulation, the following analysis relies on four components to support the jeopardy/no jeopardy determination for the San Joaquin kit fox: (1) the *Status of the Species*, which evaluates the species' range-wide conditions, the factors responsible for those conditions, and its survival and recovery needs; (2) the *Environmental Baseline*, which evaluates the condition of the species in the action area, the factors responsible for that condition, and the role of the action area in the species' survival and recovery; (3) the *Effects of the Action*, which determines the direct and indirect effects of the proposed Federal action and the effects of any interrelated or interdependent activities on the species; and (4) *Cumulative Effects*, which evaluates the effects of future, non-Federal activities in the action area on the species.

In accordance with policy and regulation, the jeopardy/no jeopardy determination is made by evaluating the effects of the proposed Federal action in the context of the species' current status, taking into account any cumulative effects, to determine if implementation of the proposed action is likely to cause an appreciable reduction in the likelihood of both the survival and recovery of the San Joaquin kit fox in the wild.

The following analysis places an emphasis on consideration of the range-wide survival and recovery needs of the species and the role of the action area in meeting those needs as the context for evaluating the significance of the effects of the proposed Federal action, combined with cumulative effects, for purposes of making the jeopardy/no jeopardy determination. In short, a non-jeopardy determination is warranted if the proposed action is consistent with maintaining the role of habitat for the species' populations in the action area for the survival and recovery of the species.

Status of the Species

Refer to the *San Joaquin Kit Fox (Vulpes macrotis mutica) 5-Year Review: Summary and Evaluation* (Service, 2010) for the current Status of the Species. The 5-Year Review provides a description of the species, including its distribution, habitat requirements and other life history information, current threats, an analysis of progress made in recovering the species, and recommendations for recovery actions over a future five year period.

The urban Bakersfield San Joaquin kit fox population is the only substantial population of the species known to occur outside the core areas of western Kern, Carrizo Plain Natural Area, and Ciervo-Panoche (Cypher and Warrick, 1993; Cypher *et al.*, 2000), which contain significantly greater areas of less disturbed natural habitat. The Bakersfield population therefore comprises a important satellite population also identified as significant for recovery of the species.

According to the CNDDB (2013) there are 48 recorded occurrences of the San Joaquin kit fox within the Gosford, Lamont, Tupman. and Stevens United States Geological Survey (USGS) 7.5 minute quadrangles, in which the action area is located; these numerous species observations are

located all around the project site. The closest record is from 2006 and is located approximately 0.7 mi from the project footprint. Within the vicinity of the action area, one potential den, four presumed active dens, and six incidences of San Joaquin kit fox sign were identified during a survey conducted in September 2008 by AECOM; these were all found in open spaces along the Kern River between approximately Mohawk Street and 24th Street. Data adapted from Bjurlin *et al.* (2005) in the 2010 Draft Implementation Plan also identified three nearby instances of San Joaquin kit fox vehicle-related mortalities on the south side of the Kern River near Mohawk Street and Truxtun Avenue.

As an area where the San Joaquin kit fox has adapted to the urban environment, traffic-related incidents have been and will continue to be the primary source of mortality in Bakersfield (Cypher, 2000; Bjurlin *et al.*, 2005). Other dangers posed by the urban environment of the metro-Bakersfield area include predation from domestic dogs and entanglement in playing field and schoolyard equipment like soccer nets. We are aware of eight separate Federal actions concerning effects to the San Joaquin kit fox, located in the immediate vicinity of the action area, that have previously completed consultation with the Service: the Westside Parkway Project (Service file number 1-1-98-F-0139; as reinitiated and amended 1-1-00-F-0185, 1-1-04-F-0194, 81420-2008-F-0368-27, 81420-2008-F-0368-28); the reinitiation of Phase 4 of the Westside Parkway Project (Service file number 81420-2008-F-0368-R001-1); the California Avenue On-Ramp Project (Service file number 81420-2011-I-0527-1); the SR 58 Rosedale Highway Widening Project (Service file number 08ESMF00-2012-F-0049); the 24th Street Improvement Project (Service file number 08ESMF00-2012-F-0290); the Cawelo Water District Calloway Canal Lining Project (Service file number 08ESMF00-2013-I-0135); the Big West-Flying J Clean Fuels Refinery Upgrade Project (Service file number 81420-2008-F-0616); and the Bakersfield Emergency Bridge and Utility Repair Project (Service file number 08ESMF00-2012-IE-0601).

Environmental Baseline

Contiguous tracts of undisturbed habitat suitable for the San Joaquin kit fox existed in the action area to a greater extent prior to the origination and expansion of urban development in central Bakersfield. It is reasonably likely that the conversion of natural lands to residential, industrial, commercial, and agricultural areas and the introduction of transportation infrastructure such as the initial construction of SR 99 and SR 58, in addition to networks of arterial roads, have affected the species. Ongoing urbanization has continued to result in habitat loss and fragmentation while roadway- and vehicle-related risks pose threats of injury and mortality to the species. Of the habitat types that will be affected directly by the project, non-native grassland comprises approximately 66 percent of the total action area acreage still considered to be suitable for use by the San Joaquin kit fox; ruderal/disturbed areas comprise approximately 23 percent of the total acreage; and segments of waterways (e.g. the Kern River channel and canal beds), riparian woodland/Great Valley Cottonwood riparian forest, three detention basins, and agricultural lands make up the remaining total habitat.

Despite the continuation of these effects, the action area nevertheless provides suitable denning and foraging habitat for the San Joaquin kit fox; furthermore, San Joaquin kit fox sign has been

identified in the action area. Although the CNDDB (2013) has no records of the species or its sign within the action area, information from the MBHCP database, as illustrated in the 2010 Draft Implementation Plan, shows that there are multiple San Joaquin kit fox records documented within the proposed corridor footprint. The corridor portion of the project was surveyed on September 17, 2008, and the Stockdale Highway/SR 43 intersection portion was surveyed more recently on April 4, 2012 since this additional component of the project was added after the initial surveys were conducted. Surveys followed a methodology established for all of the TRIP projects and approved by the Service and the CDFW as described in the 2010 Draft Implementation Plan. These surveys identified three potential dens in the corridor portion of the project along the Kern River near Mohawk Street and adjacent grasslands and in City Basin 143, as well as two incidences of San Joaquin kit fox sign.

San Joaquin kit foxes in Bakersfield have been found to move along linear habitat features. The Kern River corridor is an established natural movement corridor that the San Joaquin kit fox utilizes in the action area. The river channel consists of an open, sandy wash, with segments either sparsely vegetated or else devoid of vegetation. Segments of five constructed, unlined canals and one concrete-lined canal run through the action area; according to the 2010 Draft Implementation Plan, these canals (Cross Valley, Carrier, Stine, Kern Island, Central Branch Kern Island, and Friant-Kern) also serve as recognized movement corridors for the San Joaquin kit fox. At the time of vegetation mapping surveys in the spring of 2008 and 2009, four of these canals, with the exceptions of the Cross Valley and Friant-Kern Canals, did not contain water, but signs indicated that they do so intermittently. They also appeared to be regularly maintained by disking or mowing.

The Service anticipates that the San Joaquin kit fox is reasonably certain to occur in the action area based on the biology and ecology of the species; the presence of suitable habitat for denning and foraging, and known corridors for movement; and the documentation of San Joaquin kit fox sign in the action area.

Effects of the Proposed Action

Habitat Loss and Disturbance

The proposed project is likely to result in a number of adverse effects to the San Joaquin kit fox. Construction work, such as the excavation, filling, and paving activities associated with constructing the new freeway corridor, adding connections to SR 99, improving existing segments of SR 99 and SR 58, and improving the Stockdale Highway/SR 43 intersection will result in the permanent loss of 11.28 ac of suitable habitat for the San Joaquin kit fox; there also will be temporary disturbance to 65.55 ac of suitable habitat due to activities such as grading, staging, and access. Temporary disturbance is defined here as a short-term event in which effects do not degrade the habitat beyond its ability to recover after completion of project construction. Because the project is anticipated to last for significantly longer than one year, the disturbance to habitat areas will be ongoing and therefore the habitat will likely take longer to recover. Therefore, it is reasonable to expect this disturbance to result in harm to the San Joaquin kit fox.

Based on currently available information, there are three potential dens within the project footprint that are likely to be permanently eliminated during construction. If a large number of known or potential dens are identified in the project footprint during preconstruction surveys and require excavation (following appropriate monitoring), their destruction would remove shelter and cover for the species. This would be reasonably likely to adversely affect local San Joaquin kit fox survival by reducing the number and distribution of escape refuges from predators.

To offset the loss of habitat, the City, through participation in the MBHCP, will purchase conservation land that is of commensurate or higher quality to the habitat lost due to project construction, ensuring that the species can continue to breed, feed, shelter, and meet all its life cycle functions. The MBHCP's goal is to acquire, preserve, and enhance large, contiguous native habitats that support listed and sensitive species like the San Joaquin kit fox. The City, in coordination with Caltrans, is also developing the SHP, a comprehensive and extensive conservation plan specifically designed to address habitat loss and effects to the San Joaquin kit fox. The SHP will reduce and minimize the collective construction effects deriving from the six TRIP projects in the metro-Bakersfield area by protecting and enhancing sumps (identified as a crucial habitat type for the urban Bakersfield San Joaquin kit fox population) located throughout the City through easement holdings. Participation in the MBHCP and implementation of the SHP will preserve and enhance suitable San Joaquin kit fox habitat and will contribute to protecting and managing the habitat for the conservation of the species in perpetuity. These lands also will help maintain the geographic distribution of the species and will contribute to the recovery of the species.

Entombment and Strikes

Since suitable denning habitat and potential San Joaquin kit fox dens exist in the action area, it is important that effects are reduced to the greatest extent possible. With the implementation of proposed conservation measures such as preconstruction surveys, den monitoring, exclusion zones, and hand excavation of vacant dens, the risk of crushing or entombing the San Joaquin kit fox in dens (natural and man-made) during groundbreaking activities and construction is not reasonably likely to occur.

The proposed conservation measures are designed to minimize the risk of construction vehicle strikes. Therefore, it is not reasonably likely that the species will be hit by project equipment or vehicles while occupying or moving through the action area.

Road Mortality

Injury and mortality are likely to occur to the San Joaquin kit fox when individuals attempt to cross roads. Each highway and roadway associated with the construction of the new corridor and the accompanying improvements (e.g. SR 99, SR 58, Westside Parkway) is already an existing hazard for this widely ranging, dispersing species, and each highway/roadway will continue to be a hazard for the San Joaquin kit fox. With the creation of the Centennial Corridor, this too will introduce hazards to the species and it is reasonably likely that the species will be struck by vehicles on the new roadway.

However, to reduce the risk of injury and mortality to the San Joaquin kit fox that will stem specifically from vehicle strikes on the new roadway, Caltrans has developed the best available information to incorporate into the project through discussions with the ESRP, the Service, the CDFW, the City, and a previous consultant, AECOM. Using various methods of on-site project design modifications relating to permeability and connectivity, Caltrans has integrated measures believed to present the greatest value to the species in the context of the project. Because the action area is known to be used by the San Joaquin kit fox, and a portion of the new corridor alignment is within a known San Joaquin kit fox concentration area (Cypher, pers. comm., 2009a), the primary objectives of these modifications are to provide opportunities for the San Joaquin kit fox to cross the roadway in spite of construction effects; to minimize the potential for an increase in vehicular injury and mortality (although it is not possible to quantify the extent to which these will be minimized); and to maintain San Joaquin kit fox movement through preserving existing physical corridors such as the Kern River and canals that the species can safely continue to utilize.

Cumulative Effects

Cumulative effects include the effects of future State, Tribal, local, or private actions that are reasonably certain to occur in the action area considered in this biological opinion. Future Federal actions that are unrelated to the proposed action are not considered in this section because they require separate consultation pursuant to section 7 of the Act.

The Service is not aware of any future non-Federal actions currently planned specifically in the action area that will further directly affect the San Joaquin kit fox or remove or disturb its habitat.

Conclusion

Conservation measures set forth for implementation before, during, and following project work; project design modifications; and the SHP, which is intended to address the collective effects resulting from this and five other TRIP projects in the metro-Bakersfield area, will all serve to minimize both program- and project-level effects and the extent of take associated with the San Joaquin kit fox. After reviewing the current status of the San Joaquin kit fox, the environmental baseline for the action area for the species, the effects of the proposed project on the species, and the cumulative effects, it is the Service's biological opinion that the project, as proposed, is not likely to jeopardize the continued existence of the San Joaquin kit fox.

INCIDENTAL TAKE STATEMENT

Section 9 of the Act and Federal regulation pursuant to section 4(d) of the Act prohibit the take of endangered and threatened species, respectively, without special exemption. Take is defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect, or to attempt to engage in any such conduct. Harass is defined by FWS regulations at 50 CFR 17.3 as an intentional or negligent act or omission which creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavior patterns which include, but are not limited to, breeding, feeding, or sheltering. Harm is defined by the same regulations

as an act which actually kills or injures wildlife. Harm is further defined to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing essential behavior patterns, including breeding, feeding, or sheltering. Incidental take is defined as take that is incidental to, and not the purpose of, the carrying out of an otherwise lawful activity. Under the terms of section 7(b)(4) and section 7(o)(2), taking that is incidental to and not intended as part of the agency action is not considered to be prohibited taking under the Act provided that such taking is in compliance with the terms and conditions of this Incidental Take Statement.

The measures described are nondiscretionary, and must be undertaken by Caltrans for the exemption in section 7(o)(2) to apply. Caltrans has a continuing duty to regulate the activity covered by this incidental take statement. If Caltrans (1) fails to assume and implement the terms and conditions, or (2) fails to require any of its contractors to adhere to the terms and conditions of the incidental take statement through enforceable terms that are added to the permit or grant document, the protective coverage of section 7(o)(2) may lapse. In order to monitor the impact of incidental take, Caltrans must report the progress of the action and its impact on the species to the Service as specified in the incidental take statement. [50 CFR §402.14(i)(3)].

Amount or Extent of Take

It is infeasible for the Service to quantify the exact number of San Joaquin kit foxes that will be taken as a result of the proposed action because the number of individuals in the action area is unknown and estimates of population density in the action area are unavailable. In instances in which the number of individuals that may be taken cannot be determined, the Service may quantify take in the amount of lost or disturbed habitat as a result of the project action; since take is expected to result from these effects to habitat, the quantification of habitat becomes a direct surrogate for the species that will be taken. Therefore, the Service anticipates take incidental to the project as the 76.83 ac of suitable San Joaquin kit fox habitat that will be lost and disturbed. Dens may be destroyed as a result of project construction and a small number of dens could also be disturbed by activities associated with the SHP. Upon implementation of the *Reasonable and Prudent Measures*, *Terms and Conditions*, and the *Proposed Avoidance and Minimization Measures* considered herein, incidental take within this acreage in the form of harm due to new freeway construction, freeway and intersection improvements, sump activities, and other associated construction work leading to habitat loss and disturbance, as well as den excavation and destruction; and in the form of injury and mortality due to vehicle strikes on the new freeway, will become exempt from the prohibitions described under section 9 of the Act.

Effect of the Take

The Service has determined that the level of anticipated take is not likely to jeopardize the continued existence of the San Joaquin kit fox.

Reasonable and Prudent Measures

The following reasonable and prudent measure is necessary and appropriate to minimize the effects of the proposed action on the San Joaquin kit fox.

1. All of the conservation measures proposed in the BA, the Draft SHP Plan, the *Project Description*, and as supplemented and modified in the Terms and Conditions below, must be fully implemented.

Terms and Conditions

In order to be exempt from the prohibitions of section 9 of the Act, Caltrans, the City, as well as any contractor acting on the City's behalf, must comply with the following Terms and Conditions, which implement the reasonable and prudent measure described above. These Terms and Conditions are nondiscretionary.

The following Terms and Conditions implement Reasonable and Prudent Measure one:

1. Caltrans shall be responsible for implementing all measures described in this biological opinion. Term and Condition 3.b., which applies to contractor activities, shall be conditioned in contracts for the work.

2. In order to promote both effective communication and implementation of the terms and conditions, the lead Service-approved biologist shall meet weekly with the Resident Engineer and contractor to review the week's upcoming ground-disturbing activities - including any possible changes from the project as analyzed in this biological opinion - as well as the measures that will be implemented to minimize effects to listed species. These meetings shall be documented and reported every two weeks to Caltrans; Caltrans in turn will report this information to the Service, as described in Term and Condition 3a.

3. 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 CFR 402.16.

    a. For those components of the action that will result in habitat loss or degradation whereby incidental take in the form of harm is anticipated, Caltrans shall provide updates every two weeks to the Service with a precise accounting of the total acreage of habitat affected and the number of dens lost. Updates also shall include any information about changes in project implementation that result in habitat disturbance or other effects to the species not described in the *Project Description* and not analyzed in this biological opinion.

    b. For those components of the action that 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 likely, Caltrans shall immediately contact the Service's SFWO at (916) 414-6600 to report the encounter. If an encounter occurs after normal working hours, Caltrans shall contact the SFWO 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.

c. Before construction starts on this project, the Service shall be provided with the final documents related to protection of conservation acres, including MBHCP fee payment of habitat conservation acreage. Easement and endowment documentation for each sump included in the SHP will be established following the approval of the FED for the last of the six TRIP projects. The City will fully fund the SHP within one year of that approval.

d. A post-construction report detailing compliance with the project design criteria and proposed conservation measures described under the *Project Description* section of this biological opinion shall be provided to the Service within 60 calendar days of completion of the project. The report shall include: (1) dates of project groundbreaking and completion; (2) pertinent information concerning the success of the project in meeting the conservation measures; (3) an explanation of failure to meet such measures, if any; (4) known project effects on the San Joaquin kit fox, if any; (5) observed incidences of injury to or mortality of the San Joaquin kit fox, if any; (6) the number of dens lost, if any; and, (7) any other pertinent information.

Salvage and Disposition of Individuals

In the case of an injured and/or dead San Joaquin kit fox, the Service shall be notified of events within one day and the animal shall be handled only by a Service-approved biologist. Injured animals shall be cared for by a licensed veterinarian or other Service-approved person. In the case of a dead San Joaquin kit fox, the animal shall be preserved, as appropriate, and shall be bagged and labeled (i.e. species type; who found or reported the incident; when the report was made; when and where the incident occurred; and if possible, cause of death). Carcasses shall be held in a secure location, such as a freezer or cooler, until instructions are received from the Service regarding the disposition of the specimen or until the Service, or another appropriate agency or Service-approved person, takes custody of the specimen. Caltrans must report to the Service within one calendar day any information about take or suspected take of federally-listed species not exempted in this opinion. Notification must include the date, time, and location of the incident or of the finding of a dead or injured animal. The Service contacts are Daniel Russell, Deputy Assistant Field Supervisor, Endangered Species Program, Sacramento, at (916) 414-6600 and the Service's Law Enforcement Division at (916) 569-8444.

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 Service within one calendar day.

CONSERVATION RECOMMENDATIONS

Conservation recommendations are suggestions of the Service regarding discretionary measures to minimize or avoid further adverse effects of a proposed action on listed, proposed, or candidate species or on designated critical habitat, or regarding the development of new information. They may also serve as suggestions on how action agencies can assist species conservation in furtherance of their responsibilities under section 7(a)(1) of the Act, or recommend studies improving an understanding of a species' biology or ecology. Wherever possible, conservation recommendations should be tied to tasks identified in recovery plans. The Service is providing you with the following conservation recommendations:

1. Caltrans should 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. Crossing structures contribute to creating safe dispersal corridors for multiple wildlife species, and will help reduce wildlife road mortalities and enhance public safety. Caltrans is encouraged to explore designs and include photos, plans, and other information in its BAs concerning the incorporation of wildlife passageway designs into its projects.

2. Caltrans should report new sightings of the San Joaquin kit fox or its dens to the CNDDB. A copy of the reporting form and a topographic map clearly marked with the location in which the animals were observed also should be provided to the Service.

In order for the Service to be kept informed of actions minimizing or avoiding adverse effects or benefitting listed species or their habitats, the Service requests notification of the implementation of any conservation recommendations.

REINITIATION—CLOSING STATEMENT

This concludes the Service's review of the proposed Centennial Corridor Project, as outlined in your letter. As provided in 50 CFR § 402.16, reinitiation of formal consultation is required where discretionary Federal agency involvement or control over the action has been maintained or is authorized by law and if: (1) the amount or extent of incidental take is exceeded; (2) new information reveals effects of the agency action that may affect listed species or critical habitat in a manner or an extent not considered in this biological opinion; (3) the agency action is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in this biological opinion; or (4) a new species is listed or critical habitat designated that may be affected by the action.

Please contact Jen Schofield, Fish and Wildlife Biologist, or Thomas Leeman, Chief, San Joaquin Valley Division, at the letterhead address or at (916) 414-6600 if you have any questions regarding this letter.

Sincerely,

Jennifer Norris
Field Supervisor

cc:
Annee Ferranti, California Department of Fish and Wildlife, Fresno, California

Literature Cited

Bjurlin, C.D., B.L. Cypher, C.M. Wingert, and C.L. Van Horn Job. 2005. *Urban Roads and the Endangered San Joaquin Kit Fox.* California State University-Stanislaus, Endangered Species Recovery Program, Fresno, California.

City of Bakersfield. 2008. Metropolitan Bakersfield Habitat Conservation Plan Database – San Joaquin kit fox dens. City of Bakersfield Planning Department. Bakersfield, California.

(CNDDB) California Natural Diversity Database. 2013. Natural Heritage Division, California Department of Fish and Wildlife. RareFind 5. Accessed November 15, 18-19, 2013. Sacramento, California

Cypher, B.L. 2000. *Effects of Roads on San Joaquin Kit Foxes: A Review and Synthesis of Existing Data.* Endangered Species Recovery Program, California State University, Fresno, California.

Cypher, B.L., and G.D. Warrick. 1993. *Use of Human-derived Food Items by Urban Kit Foxes.* 1993 Transactions of the Western Section of The Wildlife Society 29:34-37.

Cypher, B.L., G.D. Warrick, M.R.M. Otten, T.P. O'Farrell, W.H. Berry, E.C. Harris, T.T. Kato, P.M. McCue, J.H. Scrivner, and B.W. Zoellick. 2000. *Population Dynamics of San Joaquin Kit Foxes at the Naval Petroleum Reserve in California.* Wildlife Monographs 145. 43 pp.

(Service) U.S. Fish and Wildlife Service. 2010. San Joaquin Kit Fox (*Vulpes macrotis mutica*) 5-Year Review: Summary and Evaluation. Sacramento Fish and Wildlife Office, Sacramento, California. 122 pp.

Personal Communications

Cypher, B.L. 2009a. Research ecologist. Endangered Species Recovery Program, California State Universities, Stanislaus and Bakersfield, California. June 2, 2009 – meeting with Stephanie Coppeto of AECOM to discuss San Joaquin kit fox concentration areas, movement corridors, and potential mitigation for the conceptual strategy.

Appendix J Key Correspondence

Throughout the coordination process, Caltrans has received correspondence from several agencies regarding the project. The information in this correspondence is reflected in the environmental document. The correspondence is listed below and provided in Appendix J:

- Faxed letter from California Department of Fish and Game, Central Region (September 1, 2009). The letter is a response to Caltrans' invitation to the Centennial Corridor Project Agency Coordination Meeting held on August 26, 2009. The letter provides a written summary of California Department of Fish and Game outstanding concerns related to the project.

- Letter from Metropolitan Bakersfield Habitat Conservation Plan (December 3, 2010). The letter states that the Trust Group concurs with the use of the Metropolitan Bakersfield Habitat Conservation Plan for compensatory mitigation required by the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife.

- Letter to Office of Historic Preservation, Department of Parks and Recreation, State Historic Preservation Officer (February 15, 2013). The letter initiates consultation with the State Historic Preservation Officer.

- Email from Santa Rosa Rancheria Tachi Yokut Tribe (March 6, 2013). The email was sent to consult with Caltrans on the Project.

- Letter from Office of Historic Preservation, Department of Parks and Recreation, State Historic Preservation Officer (April 15, 2013). This is the letter of concurrence from the State Historic Preservation Officer.

- Letter to United States Fish and Wildlife Service (April 15, 2013). The letter is requesting formal project-specific Section 7 consultation for the San Joaquin kit fox.

- Letter from Office of Historic Preservation, Department of Parks and Recreation, State Historic Preservation Officer (April 10, 2014). The letter provides the following two comments to the finding of No Adverse Effect: (1) it appears that Caltrans has not completed their archaeological resources identification and is extending further archaeological studies until a preferred alternative is selected;

and (2) a proposed soundwall results in a visual intrusion to the Rancho Vista Historic District that would be out of character with the neighborhood.

- Letter from State of California, Department of Transportation, Division of Environmental Analysis (April 18, 2014). The letter is a response to the two comments provided in the letter from the Office of Historic Preservation, Department of Parks and Recreation, State Historic Preservation Officer, dated April 10, 2014.

  In response to the first comment that Caltrans has not completed their archaeology identification and is extending further archaeological studies until a preferred alternative is selected, Caltrans understands that the State Historic Preservation Officer (SHPO) could not concur with the finding of no adverse effect on archaeological resources until the identification phase of the Section 106 process has been completed. While the pedestrian survey did not identify any archaeological resources to be within the archaeological APE, Caltrans has proposed that it carry out a two-stage Extended Phase I archaeological survey. The first stage was completed and submitted to SHPO as part of the Historic Property Survey Report (HPSR) in February 2013. As presented to SHPO, the second stage would be undertaken for the Preferred Alternative and would focus on the presence of archaeological resources in sensitive soils and sediments. A Supplemental HPSR will be prepared by Caltrans and submitted to the SHPO and other consulting parties if the geoarchaeology identification efforts identify archaeological resources for the Centennial Corridor Project.

  In response to the second comment that a proposed structure results in a visual intrusion to the Rancho Vista Historic District and would result in an adverse effect to the historic district, Caltrans has concluded that the elevated structure, though located outside of the Rancho Vista Historic District boundaries, would constitute a visual intrusion and diminish the historic property's setting. This would create an adverse effect as defined by 36 CFR 800.5. As a result, Caltrans will be working with SHPO and other consulting parties to explore possible measures to resolve adverse effects by minimizing or eliminating the adverse visual effects on the historic property. A separate draft Memorandum of Agreement (MOA) will be submitted following the circulation of the Draft EIR/EIS and receipt of public comment.

09-01-09 12:31 FROM-DFG 559 2433004 T-697 P.001/007 F-627

RESOURCES AGENCY CALIFORNIA DEPARTMENT FISH & GAME

FACSIMILIE LEADER PAGE

California Department of Fish and Game
Central Region
Region 4
1234 East Shaw Avenue
Fresno, California 93710
INFO (559) 243-4017 **FAX (559) 243-3004**

DATE: 9/1/09 **PAGE 1 OF** 7

TO: Kristen Helton
Caltrans, District 6

FAX: (559) 243-8215 **PHONE:**

FROM: Laura Peterson-Diaz

INSTRUCTIONS: Original to follow by mail.

09-01-09 12:31 FROM-DFG 559 2433004 T-697 P.002/007 F-627

DEPARTMENT OF FISH AND GAME
Central Region
1234 East Shaw Avenue
Fresno, California 93710
(559) 243-4005
http://www.dfg.ca.gov

DONALD KOCH, Director

September 1, 2009

Kirsten Helton
California Department of Transportation, District 6
2015 East Shields Avenue, Suite100
Fresno, California 93726

Subject: Invitation to the Centennial Corridor Project Agency Coordination Meeting
06-KER 58 Alignment EA 06-48460

Dear Ms. Gassner:

This letter is in response to your invitation to the Centennial Corridor Project Agency Coordination Meeting on August 26, 2009, at 10:00 AM via webinar hosted by Caltrans. As discussed during that meeting, the following provides a written summary of our outstanding concerns related to this Project.

It appears that the major focus is on the segment to the east of the Westside Parkway Segment. However, the Department of Fish and Game (DFG) remains significantly concerned that the Western Segment at the junction with Interstate 5 (I5) continues to show the alignment through Kern Water Bank Authority's Kern Water Bank. The Biological Services Study Plan sent with the invitation to the webinar states that the Western Segment and the Westside Parkway portions of the Project have been addressed in previous environmental documents, pursuant to the California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA), and that the Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) will incorporate by reference these previous two documents:

- Final Route 58 Adoption Project, a Tier 1 EIS/EIR, 2002 (SR 58 EIR)
- Westside Parkway Environmental Assessment/ Final EIR, 2006 (Westside Parkway EIR)

Further, for these two segments of the Project, the analysis in the Centennial Corridor EIR/EIS will serve as a **revalidation of the previous documents**. New information will be provided to the extent necessary to ensure the environmental record is reflective of the current conditions.

Given the information provided in our previous comment letter, it is not appropriate to simply "revalidate the previous documents"; the State Route (SR) 58 EIR failed to accurately present the conditions that were present in 2002 and as a result, the associated potential Project-related impacts were not adequately characterized nor disclosed. Impacts to the Kern Water Bank are erroneously described as Agricultural lands in Table 4-5 of the SR 58 EIR, which includes the potential impacts with "Terrestrial Vegetation" and does not include wetlands. Figure 3-7 of the SR 58 EIR is a map of "Terrestrial Vegetation Types" and despite the notation on the Map,

which says "Land cultivated prior to 1987, but converted to recharge basins; managed by Kern Water Bank Authority" the area is still given dots which the Legend identifies as "Agricultural Land (indicates land **currently** in cultivation)". (Emphasis added.) This is incorrect and does not reflect the conditions that were present in 2002 or the existing conditions.

On October 20, 2008, DFG commented on the Notice of Preparation (NOP) for the Centennial Corridor Project in a letter also addressed to Sarah Gassner, representing the City of Bakersfield. Some of DFG's comments provided in the October 2008 letter are reiterated in this comment letter. DFG has significant concerns with the single alternative identified for the western portion of the alignment, which traverses through the Kern Water Bank. The lands and wetlands within the Kern Water Bank are critically important in a regional conservation and recovery context for many threatened and endangered species and other wildlife. As a result, we feel that implementation of the western portion of this Project in the currently proposed location is ill advised and should not proceed as proposed. We recommend reconsideration of one or more alternate Project locations that would not impact the Kern Water Bank.

The Kern River alignment is no longer even shown as an alternative. The only route shown on the map at the western end of the Project is the Cross Valley Canal Option, which cuts through the Kern Water Bank. While the Kern River Alternative could result in impacts to a small isolated piece of Valley Saltbush Scrub/Valley Sink Scrub (Scrub), these impacts would be minor in comparison to the significant impacts that would occur to Kern Water Bank with the currently identified preferred alternative. In addition, the impacts to the Scrub habitat associated with the Kern River Alternative could be minimized by making slight alterations to the design shown in Figure 3-8. For example, the northbound I5 off-ramp could be moved just a bit farther east, outside the Scrub habitat. In addition, much of the disturbed Scrub identified in Figure 3-8 west of I5 has already been converted to irrigated agriculture since the Alternatives analysis was conducted. Another Alternative which does not seem to have been given full consideration is connecting to the current Stockdale Highway just west of SR 43, which would only require a single-lane overpass.

DFG has concerns regarding the potential discharge of storm water runoff from the proposed Cross Valley Canal Option. A highway through the wetlands present on Kern Water Bank could result in hazardous substances such as oil, other petroleum products, antifreeze, coolant, and heavy metals entering the wetlands from the roadway. Further, a letter from the Kern Water Bank Authority to Caltrans on July 9, 2008, indicated that not only would the proposed Project impact sensitive and threatened plant and animal species protected by the Kern Water Bank Authority Habitat Conservation Plan (HCP)/Natural Communities Conservation Plan (NCCP), but also that this alternative would also impact ground water recharge, recovery, and water quality. The permeable nature of the soils in this area, which make the area particularly suitable for ground water recharge, also means that the area would be extremely susceptible to contaminants associated with vehicles and roadways. The EIR/EIS prepared for this Project should address this potential significant threat to water quality.

Wetlands and Water Quality: On page 4-28, the Westside Parkway EIR states that the United States Army Corps of Engineers (ACOE) was informed that the preferred Alternative for SR 58, the Kern River alignment, did not cross any jurisdictional wetlands. The ACOE responded that

a Nationwide Permit 14 would likely be required and 404 coordination would not be applicable. However, Figure 3-8 of the SR 58 EIR, which is entitled "Impacts to Potential Jurisdictional Wetlands", indicates that the southbound I5 off-ramp would impact potential jurisdictional wetlands. It is unclear whether this was considered when the ACOE was told that the Kern River alignment did not cross any jurisdictional wetlands, or whether the term Kern River alignment was erroneously used when referring to the Cross Valley Canal Option. Prior to the 1997 letter saying the NEPA 404 process would not be applicable, a letter from the ACOE dated October 30, 1995, states "since the project would affect wetlands, a special aquatic site, your assessment that the NEPA/404 MOU would not apply is incorrect. The procedures described in that MOU would have to be followed."

Regardless of the conflicting wetland and associated permitting issues described above, it appears that the portion of the Project alignment west of SR 43 would cross approximately 1.5 miles of recharge ponds within the Kern Water Bank, which are functional wetlands.

Riparian Habitat and Wetlands: Riparian habitat is of extreme importance to a wide variety of plant and wildlife species. Riparian habitat and wetlands are present along the Kern River as well as throughout the Kern Water Bank. DFG considers projects that impact these resources as significant if they result in a net loss of acreage or habitat value. DFG has a no-net-loss policy regarding impacts to wetlands. Potential impacts to special status resources posed by wetland creation should also be considered. Wetlands that have been inadvertently created by leaks, dams or other structures, or failures in man-made water systems are not exempt from this policy. Wetlands should be designated on a site map and included in the final environmental documents, and the size of the buffers should be clearly delineated both on the map and in the text of the mitigation measures.

Portions of Kern Water Bank, once farmed, have been returned to seasonal wetlands and upland habitat that were present in that area historically. Water from the Kern River, the State Water Project, and other sources are used to periodically flood portions of Kern Water Bank. Prior to agricultural development in the area encompassed by the Kern Water Bank, much of the land was regularly flooded by Kern River flood flows. The area is unique in California in its ability to absorb water at an extremely high rate and to retain it in aquifers. Approximately 4,700 acres of Kern Water Bank are used for recharge basins, which are managed in a way that provides high quality wetland habitat, a rare resource in the southern San Joaquin Valley. It is these wetlands that would not only be directly impacted by the highway footprint, but would also be severed and made disjunct by the placement of the preferred alternative through Kern Water Bank. Under the HCP/NCCP, the remainder of the Kern Water Bank is managed as habitat for threatened and endangered species, and a portion of this habitat is operated as a conservation bank, which sells credits to third parties to mitigate the impacts of their projects to threatened and endangered species, such as San Joaquin kit fox and Tipton kangaroo rat. Caltrans has utilized this conservation bank to compensate for impacts to threatened and endangered species associated with other projects. Conservation Easements are recorded in favor of DFG on the Conservation Bank portion of Kern Water Bank. Implementation of the Cross Valley Canal Option, would require condemnation of parcels with State Conservation Easements on them.

Conflicts with HCPs and NCCPs: As noted above, the Kern Water Bank is covered by an HCP and NCCP. We do not believe that the proposed Project is compatible with these plans, and that the Project as proposed would result in conflicts with these plans.

In addition, the Cheng parcel (T30S, R24E, NW ¼ S4 and N ½ S5) was acquired with both Valley Floor Habitat Conservation Plan (VFHCP) implementation funding as well as with mitigation funding from the California Department of Water Resources to offset impacts to threatened and endangered species associated with construction of Coastal Aqueduct Phase II. This parcel supports good quality saltbush scrub habitat. The VFHCP is not yet finalized, but the initial habitat acquisitions associated with the VFHCP are important for finalization. It is unclear from the figure included in the NOP whether or not the Cheng parcel is within the Project footprint. If it is not within the Project footprint it is likely immediately adjacent to the new highway alignment, and this mitigation parcel, which is to be managed in perpetuity for the purposes of threatened and endangered species conservation, will be impacted.

Section 4(f) Consideration: Section 4(f) of the Department of Transportation Act of 1966, codified in Federal law at 49 U.S.C.A. Section 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." The SR 58 EIR, by describing the Kern Water Bank lands which would potentially be impacted by this Project as agricultural lands, incorrectly dismisses the potential for these lands to be considered under Section 4(f) as wetlands and/or as a wildlife and waterfowl refuge. However, both of these designations are quite applicable to the Kern Water Bank lands which would be impacted by the only identified alternative on this portion of the alignment, the Cross Valley Canal Option.

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: (emphasis added)

(1) There is no prudent and feasible alternative to using that land; and

(2) 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 which use lands protected by section 4(f).

There are prudent and feasible alternatives to going through the Kern Water Bank, so to comply with Section 4(f) of the Department of Transportation Act, the Cross Valley Canal Option should not move forward as the route adopted for the "established alignment".

cc: Tim Kuhn
United States Fish and Wildlife Service
2800 Cottage Way, Room W-2605
Sacramento, California 95825-1846

Kate Dadey
San Joaquin Valley Office
United States Army Corps of Engineers
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City of Bakersfield
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ec: Laura Peterson-Diaz
Department of Fish and Game

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

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
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Flex your power!
Be energy efficient!

February 15, 2013

Dr. Carol Roland-Nawi
State Historic Preservation Officer
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001

06-KER-58-PM T31.7/R55.6;
06-KER-99-PM 21.2/26.2
EA 05-48460

RE: Determinations of Eligibility for the Centennial Corridor Project, City of Bakersfield and Kern County, California

Dear Dr. Roland-Nawi:

The California Department of Transportation (Caltrans) is initiating consultation with you regarding the Centennial Corridor Project. This consultation is being undertaken in accordance with the January 1, 2004 Section 106 Programmatic Agreement and as part of federal responsibilities delegated to Caltrans by the Federal Highway Administration (FHWA), pursuant to 23 USC 327 and effective October 1, 2012.

Enclosed you will find an Historic Property Survey Report (HPSR) for the proposed undertaking. The HPSR fulfills three responsibilities under Section 106 of the National Historic Preservation Act: (1) determination of the Area of Potential Effects (APE); (2) documentation of the identification efforts for cultural resources located within the APE completed to date; and (3) evaluation of historic-period resources to determine their eligibility to the National Register of Historic Places (NRHP). Under the PA, Caltrans is responsible for ensuring the appropriateness of the APE (Stipulation VIII.A) and the adequacy of historic property identification efforts (Stipulation VIII.B). At this time, under PA Stipulation VIII.C.5, we seek your concurrence on Caltrans' determinations of eligibility for potential historic properties.

Project Description
Caltrans proposes to establish a new alignment for State Route 58, which would provide a continuous route along State Route 58 from Cottonwood Road on existing State Route 58, east of State Route 99, to Interstate 5. Improvements to State Route 99 and Westside Parkway would also be made to accommodate the connection with State Route 58. A complete project description can be found on page 4 of the enclosed HPSR.

Resources Identified
To date, identification efforts for the Centennial Corridor Project have resulted in the identification and documentation of 639 buildings or groups of buildings within the

APE of the undertaking. The resources were documented on 169 DPR 523 forms (see HPSR Exhibit 3, sheets A-O).

- Twenty-seven of these resources were **previously determined not eligible** for the National Register.

Properties Previously Determined Not Eligible for the National Register

APN	Address / Name	Community	Year Built	OHP Status Code	Map Reference No.	Exhibit
N/A	Kern Island Canal	Bakersfield	1874	6Z, 7N1	04-01	3C
149-101-03	17 Stine Rd	Bakersfield	1951	6Y	09-21	3J
149-120-13	3816 Peckham Ave	Bakersfield	1951	6Y	09-21	3J
020-091-07	337 Wetherley Dr	Bakersfield	1952	6Y	10-01	3F
147-031-08	28 Stephens Dr	Bakersfield	1945, 1948	6Y	N/A	3E
147-031-12	314 Stephens Dr	Bakersfield	1941	6Y	N/A	3E
147-031-37	2821 Brundage Ln	Bakersfield	1924–1972	6Y	N/A	3E
147-060-03	311 Dixon Ave	Bakersfield	1947	6Z	N/A	3E
147-071-02	116 Dixon Ave	Bakersfield	1941	6Y	N/A	3E
147-071-03	118 Dixon Ave	Bakersfield	1941	6Y	N/A	3E
147-071-04	120 Dixon Ave	Bakersfield	1941	6Z	N/A	3E
147-072-03	221-223 Hughes Ln	Bakersfield	1912–1952	6Y	N/A	3E
147-072-14	304 Dixon Ave	Bakersfield	1941	6Y	N/A	3E
147-072-15	300 Dixon Ave	Bakersfield	1940	6Y	N/A	3E
147-210-10	2329 Brite St	Bakersfield	1949	6Y	N/A	3E
149-222-12	96 Williamson Way	Bakersfield	1915–1989	6Y	N/A	3E
149-233-05	3618 Elcia Dr	Bakersfield	1941	6Y	N/A	3E
149-233-07	3624 Elcia Dr	Bakersfield	1924	6Y	N/A	3E
149-233-08	218 Williamson Way	Bakersfield	1918	6Y	N/A	3E
N/A	Arvin-Edison Canal	Bakersfield	1960s	6Y	N/A	3L
N/A	Calloway Canal	Bakersfield	1870s	6Z, 6Y	N/A	NA
N/A	Carrier (Gates) Canal	Bakersfield	1872–1873, 1960s	6Y	N/A	3L
N/A	Stine Canal	Bakersfield	1873, 1879, 1884	6Y	N/A	3F
N/A	Red Ribbon Lease 1, No. 3	Bakersfield	1949	6Z	N/A	N/A
N/A	Red Ribbon Ranch No. 14	Bakersfield	1942	6Z	N/A	N/A
N/A	Red Ribbon Ranch No. 17	Bakersfield	1944	6Z	N/A	N/A
N/A	Red Ribbon Ranch No. 23	Bakersfield	1944	6Z	N/A	N/A

- Three of these were **determined to be eligible** for the National Register: 307 S. Oleander Ave., Rancho Vista (Tract 1522) and 3904 Marsha Street.
- One was **previously determined eligible** for the National Register (The Friant-Kern Canal).

All other resources identified within the APE are **exempt from formal evaluation** pursuant to Programmatic Agreement Stipulation VIII.C.1 and Attachment 4 ("Properties Exempt from Evaluation").

Geoarchaeological Study
The pedestrian archaeological survey did not identify any archaeological resources within the APE. However, because the vast majority of the surface of the archaeological APE is covered by modern development, it is possible that buried sites are still present. For this reason, a two-staged Extended Phase I was initiated. The first stage was a Geoarchaeological Study (See Attachment 3 of the HPSR). This paper study addressed the vertical APE by conducting a geomorphic evaluation. Specific areas along the planned and alternate routes were evaluated. Stage II will test the sensitivity model and identify resources in any of the sensitive area. This stage of the Extended Phase I will be completed after the selection of the preferred alternative.

Findings
Caltrans is requesting your concurrence on the following determinations of eligibility pursuant to Stipulation VIII.C.5 of the Programmatic Agreement.

1. As assigned by the Federal Highway Administration pursuant to 23 USC 327, Caltrans has determined that the following three built-environment resources are eligible for listing in the NRHP.

Properties Appearing Eligible for the NRHP as a Result of the Current Study

APN	Address / Name	Community	Year Built	OHP Status Code	Map Reference No.	HPSR Exhibit
147-240-14	307 S Oleander Ave	Bakersfield	1939	3S	05-04	3E
Various (See HRER)	Rancho Vista (Tract 1522)	Bakersfield	1950–1957	3S	09-21	3J
149-131-03	3904 Marsha Street	Bakersfield	1956	3B	09-21A	3J

OHP Status Code: Office of Historic Preservation historical resources classification code for resources identified through a regulatory process or local government survey; HRER: Historic Resources Evaluation Report.

2. As assigned by the Federal Highway Administration pursuant to 23 USC 327, Caltrans has determined that the following 165 built-environment resources are not eligible for listing in the NRHP (see table on next five pages).

Properties Determined not Eligible for the National Register as a Result of the Current Study

APN	Address / Name	Community	Year Built	OHP Status Code	Map Reference No.	HPSR Exhibit
168-141-06	929- 931 E Brundage Ln	Bakersfield	ca. 1940–1951	6Z	02-01	3B
Various; See HPSR Appendix E	Tract 1492	Bakersfield	1950–1951	6Z	02-02	3B
169-031-06	122 Madison St	Bakersfield	1953	6Z	02-03	3B
169-031-25	121 S Milham Dr	Bakersfield	1946	6Z	02-04	3B

Properties Determined not Eligible for the National Register as a Result of the Current Study

APN	Address / Name	Community	Year Built	OHP Status Code	Map Reference No.	HPSR Exhibit
169-050-10	107 S Milham Dr	Bakersfield	1948	6Z	02-05	3B
169-032-22	122 S Milham Dr	Bakersfield	1952	6Z	02-06	3B
169-032-26	108 S Milham Dr	Bakersfield	1946	6Z	02-07	3B
169-062-06	132 Ohio Dr	Bakersfield	1929, 1959, 1984	6Z	03-01	3B
Various; See HPSR Appendix E	Tract 1503	Bakersfield	1949–1951	6Z	03-02	3B
011-043-05	501 Orchard St	Bakersfield	1940	6Z	03-03	3C
011-041-08	506 Fig St	Bakersfield	1920	6Z	03-04	3C
011-041-09	510 Fig St	Bakersfield	1924	6Z	03-05	3C
011-048-10	616 Fig St	Bakersfield	ca. 1920s	6Z	03-06	3C
011-046-02	621 Orchard St	Bakersfield	1963	6Z	03-07	3C
169-092-01	201 E Brundage Ln	Bakersfield	1954	6Z	03-08	3C
N/A	Kern Island Canal	Bakersfield	1874	6Z	04-01	3C
011-084-04	901 Snyder Ln	Bakersfield	1955	6Z	04-02	3C
011-060-17	123 S P St	Bakersfield	1955	6Z	04-03	3C
011-084-03	909 Snyder Ln	Bakersfield	1955	6Z	04-04	3C
011-060-15	912 Dobrusky Dr	Bakersfield	1957	6Z	04-05	3C
011-060-08	916 Dobrusky Dr	Bakersfield	1957	6Z	04-06	3C
011-060-14	920 Dobrusky Dr	Bakersfield	1957	6Z	04-07	3C
011-060-13	1000 Dobrusky Dr	Bakersfield	1948	6Z	04-08	3C
011-083-12	1001 Snyder Ln	Bakersfield	1955	6Z	04-09	3C
011-083-02	1005 Snyder Ln	Bakersfield	1943	6Z	04-10	3C
Various; See HPSR Appendix E	Tract 1061	Bakersfield	1938–1941	6Z	04-11	3C
011-083-01	1011 Snyder Ln	Bakersfield	1950	6Z	04-12	3C
011-082-05	301 S N St	Bakersfield	1946, 1947	6Z	04-13	3C
011-082-03	1119 Snyder Ln	Bakersfield	1954	6Z	04-14	3C
011-082-01	1129 Snyder Ln	Bakersfield	1950, 1960	6Z	04-15	3C
011-081-01	1200 Dobrusky Dr	Bakersfield	1951	6Z	04-16	3C
011-130-07	212 Vernal Pl	Bakersfield	1948	6Z	04-17	3C
011-102-11	1304 Richland St	Bakersfield	1926	6Z	04-18	3C
011-121-31	208-214 Brink Dr	Bakersfield	1946	6Z	04-19	3C
011-102-12	1324 Richland St	Bakersfield	1925	6Z	04-20	3C
011-102-13	1330 Richland St	Bakersfield	1924	6Z	04-21	3C
011-102-14	1416 Richland St	Bakersfield	1930	6Z	04-22	3C
011-122-09	209 Brink Dr	Bakersfield	1939	6Z	04-23	3C
011-122-14	308-314 S Chester Ave	Bakersfield	1939	6Z	04-24	3C
011-122-15	304 S Chester Ave	Bakersfield	1926	6Z	04-25	3C
011-122-16	234 S Chester Ave	Bakersfield	1925	6Z	04-26	3C
011-111-13	313-317 S Chester Ave	Bakersfield	1927	6Z	04-27	3C
011-111-12	305-309 S Chester Ave	Bakersfield	1935–1936, 1969	6Z	04-28	3C
011-111-11	301 S Chester Ave	Bakersfield	1932	6Z	04-29	3C
011-111-10	233 S Chester Ave	Bakersfield	1932	6Z	04-30	3C

Properties Determined not Eligible for the National Register as a Result of the Current Study

APN	Address / Name	Community	Year Built	OHP Status Code	Map Reference No.	HPSR Exhibit
011-111-09	229 S Chester Ave	Bakersfield	1936	6Z	04-31	3C
011-111-24	230 Haybert Ct	Bakersfield	1926	6Z	04-32	3C
011-111-25	228 Haybert Ct	Bakersfield	1926	6Z	04-33	3C
011-111-27	206 Haybert Ct	Bakersfield	1925	6Z	04-34	3C
011-111-28	204 Haybert Ct	Bakersfield	1927	6Z	04-35	3C
011-112-14	301 Haybert Ct	Bakersfield	1947	6Z	04-36	3C
011-112-13	231 Haybert Ct	Bakersfield	1945	6Z	04-37	3C
011-112-12	225 Haybert Ct	Bakersfield	1945	6Z	04-38	3C
011-112-11	219 Haybert Ct	Bakersfield	1927	6Z	04-39	3C
011-112-10	215 Haybert Ct	Bakersfield	1926	6Z	04-40	3C
011-112-09	207 Haybert Ct	Bakersfield	1939	6Z	04-41	3C
147-310-18	310 Houchin Rd	Bakersfield	1937	6Z	04-42	3C
147-290-03	1819 Brundage Ln	Bakersfield	1953	6Z	04-43	3C
147-290-02	1825 Brundage Ln	Bakersfield	1926	6Z	04-44	3C
147-290-11	124 Houchin Rd	Bakersfield	1937	6Z	04-45	3C
147-290-12	120 Houchin Rd	Bakersfield	1938	6Z	04-46	3C and 3E
147-280-01	309 Houchin Rd	Bakersfield	1939	6Z	05-01	3C and 3E
Various; See HPSR Appendix E	Tract 1010	Bakersfield	1936–1952	6Z	05-02	3C and 3E
Various; See HPSR Appendix E	Tract 1235	Bakersfield	1946–1950	6Z	05-03	3E
147-440-05	2200 Roosevelt St	Bakersfield	1956	6Z	05-05	3E
147-240-03	2293 Brite St	Bakersfield	1951	6Z	05-06	3E
147-240-02	2207 Brite St	Bakersfield	1956	6Z	05-07	3E
147-240-01	2291 Brite St	Bakersfield	1953, 1965	6Z	05-08	3E
147-210-06	2300 Brite St	Bakersfield	1951	6Z	05-09	3E
147-210-05	2324 Brite St	Bakersfield	1951	6Z	05-10	3E
147-210-04	2394 Brite St	Bakersfield	1950	6Z	05-11	3E
147-210-11	2331 Brite St	Bakersfield	1949	6Z	05-12	3E
147-210-03	2396 Brite St	Bakersfield	1949	6Z	05-13	3E
147-210-12	300 Hughes Ln	Bakersfield	1945, 1979	6Z	05-14	3E
147-091-03	2402 Robbin Rd	Bakersfield	1951	6Z	05-15	3E
147-091-04	2404 Robbin Rd	Bakersfield	1951	6Z	05-16	3E
147-091-05	2406 Robbin Rd	Bakersfield	1948	6Z	05-17	3E
147-080-03	2408 Robbin Rd	Bakersfield	1951	6Z	05-18	3E
147-080-04	203 Judan St	Bakersfield	1950	6Z	05-19	3E
147-080-14	205 Judan St	Bakersfield	1953	6Z	05-20	3E
147-072-13	2530 Colton St	Bakersfield	1941	6Z	05-21	3E
Various; See HPSR Appendix E	Tract 1402	Bakersfield	1949–1954	6Z	05-22	3E
147-060-04	313 Dixon Ave	Bakersfield	1940	6Z	05-23	3E
147-060-02	305 Dixon Ave	Bakersfield	1957	6Z	05-24	3E
147-053-03	209 Myrtle	Bakersfield	1949	6Z	05-25	3E
147-053-02	205 S Myrtle St	Bakersfield	1949	6Z	05-26	3E
147-031-07	24 Stephens Dr	Bakersfield	1963	6Z	05-27	3E

Properties Determined not Eligible for the National Register as a Result of the Current Study

APN	Address / Name	Community	Year Built	OHP Status Code	Map Reference No.	HPSR Exhibit
Various; See HPSR Appendix E	Tract 1527	Bakersfield	1950	6Z	05-28	3E
Various; See HPSR Appendix E	Olive Street Tract	Bakersfield	1950	6Z	05-29	3E
Various; See HPSR Appendix E	Tract 1549	Bakersfield	1950	6Z	05-30	3E
164-101-13	3400 Madrid Ave	Bakersfield	1961	6Z	07-01	3D
Various; See HPSR Appendix E	Tract 1915	Bakersfield	1957–1959	6Z	07-02	3D and 3E
164-040-30	1117 Wible Rd	Bakersfield	1961, 1967	6Z	07-03	3E
164-040-20	3309 Wood Ln	Bakersfield	ca. 1950s	6Z	07-04	3E
164-040-01	3311 Wood Ln	Bakersfield	1959	6Z	07-05	3E
164-091-08	3407 Wood Ln	Bakersfield	1959	6Z	07-06	3E
164-010-38	3308 Wood Ln	Bakersfield	1957	6Z	08-01	3E
164-010-18	3310 Wood Ln	Bakersfield	1946	6Z	08-02	3E
164-010-19	3320 Wood Ln	Bakersfield	1948	6Z	08-03	3E
164-010-09	3229 Belle Terrace	Bakersfield	1948	6Z	08-04	3E
Various; See HPSR Appendix E	Tract 1562	Bakersfield	1951–1955	6Z	08-05	3E
149-250-50	3234 Belle Terrace	Bakersfield	1952	6Z	08-06	3E
149-250-15	3209 Mona Way	Bakersfield	1959	6Z	08-07	3E
149-250-16	3213 Mona Way	Bakersfield	1959	6Z	08-08	3E
149-250-09	3232 Mona Wy	Bakersfield	1947	6Z	08-09	3E
149-250-08	3326 Mona Way	Bakersfield	1952	6Z	08-10	3E
Various; See HPSR Appendix E	Tract 1579	Bakersfield	1951	6Z	08-11	3E
149-190-08 149-190-11	3330 Elcia Dr 3320 Elcia Dr	Bakersfield Bakersfield	1956, 1963 1963	6Z	08-12	3E
149-190-17	3324 Elcia Dr	Bakersfield	1961	6Z	08-13	3E
149-211-10	3400 Elcia Dr	Bakersfield	1953	6Z	08-14	3E
149-212-10	3401 Elcia Dr	Bakersfield	1953	6Z	08-15	3E
149-211-09	3404 Elcia Dr	Bakersfield	1953	6Z	08-16	3E
149-212-09	3405 Elcia Dr	Bakersfield	1953	6Z	08-17	3E
149-211-08	3408 Elcia Dr	Bakersfield	1953	6Z	08-18	3E
149-212-08	3409 Elcia Dr	Bakersfield	1953	6Z	08-19	3E
149-211-07	3412 Elcia Dr	Bakersfield	1953	6Z	08-20	3E
149-212-07	3413 Elcia Dr	Bakersfield	1953	6Z	08-21	3E
149-211-06	3416 Elcia Dr	Bakersfield	1953	6Z	08-22	3E
149-211-05	3500 Elcia Dr	Bakersfield	1949	6Z	08-23	3E
149-200-05	210 S Real Rd	Bakersfield	1929	6Z	08-24	3E
149-211-04	3502 Elcia Dr	Bakersfield	1953	6Z	08-25	3E
149-211-01	236 S Real Rd	Bakersfield	1953, 1968	6Z	08-26	3E
149-231-18	301 S Real Rd	Bakersfield	1940	6Z	08-27	3E
149-232-04	225 Williamson Way	Bakersfield	1954	6Z	08-28	3E
149-232-03	217 Williamson Way	Bakersfield	1954	6Z	08-29	3E
149-232-02	215 Williamson Way	Bakersfield	1955	6Z	08-30	3E

Properties Determined not Eligible for the National Register as a Result of the Current Study

APN	Address / Name	Community	Year Built	OHP Status Code	Map Reference No.	HPSR Exhibit
149-232-14	320 S Garnsey Ave	Bakersfield	1943	6Z	08-31	3E
149-232-08	306 S Garnsey Ave	Bakersfield	1959	6Z	08-32	3E
149-232-01	300 S Garnsey Ave	Bakersfield	1959	6Z	08-33	3E
149-340-10	100 Stine Rd	Bakersfield	1950, 1965	6Z	08-34	3E
149-211-03	3504 Elcia Dr	Bakersfield	1949	6Z	08-35	3E
008-062-17	92 Oak St	Bakersfield	1962–1963	6Z	09-01	3E
008-062-13	3050-3090 Brundage Ln	Bakersfield	1956	6Z	09-02	3E
008-061-22	3116-3118 Verde St	Bakersfield	1954	6Z	09-03	3E
Various; See HPSR Appendix E	Tract 1397	Bakersfield	1948–1950	6Z	09-04	3E
149-222-01	20 Williamson Way	Bakersfield	1964	6Z	09-05	3E
149-222-21	3621 Stockdale Hwy	Bakersfield	1962	6Z	09-06	3E
149-222-14	209 Williamson Way	Bakersfield	1957	6Z	09-07	3E
149-222-15	205 Williamson Way	Bakersfield	1957	6Z	09-08	3E
149-222-16	201 Williamson Way	Bakersfield	1957	6Z	09-09	3E
149-222-17	125 Williamson Way	Bakersfield	1957	6Z	09-10	3E
Various; See HPSR Appendix E	Tract 1938	Bakersfield	1957–1960	6Z	09-11	3J
149-221-21	195 S Garnsey Ave	Bakersfield	ca. 1930, 1950	6Z	09-12	3J
149-221-03	3847-3849 Stockdale Hwy	Bakersfield	1961	6Z	09-13	3J
020-200-12	3808 Stockdale Hwy	Bakersfield	1960	6Z	09-14	3J
149-221-24	30 Stine Rd	Bakersfield	1935	6Z	09-15	3J
149-221-11	22 Stine Rd	Bakersfield	1940	6Z	09-16	3J
149-221-12	16 Stine Rd	Bakersfield	1935	6Z	09-17	3J
149-221-13	20 Stine Rd	Bakersfield	1956	6Z	09-18	3J
149-221-17	3899 Stockdale Hwy	Bakersfield	1932, 1977	6Z	09-19	3J
Various; See HPSR Appendix E	Stockdale Manor (Tracts 1750, 1753)	Bakersfield	1955	6Z	09-20	3J
Various; See HPSR Appendix E	Tract 1530	Bakersfield	1950–1954	6Z	10-01	3F
020-150-09	3300 Palm St	Bakersfield	1956-58c	6Z	10-02	3F
020-140-25 020-140-35 020-140-42	3231 Chester Ln	Bakersfield	1962, 1964, ca. 1968–1975, 1993	6Z	10-03	3F
020-140-06	3311 Chester Ln	Bakersfield	1950	6Z	10-04	3F
020-130-23	3232 Chester Ln	Bakersfield	1963–1964	6Z	10-05	3F
Various; See HPSR Appendix E	Tract 1005	Bakersfield	1957–1959	6Z	15-01	3J

Properties Determined not Eligible for the National Register as a Result of the Current Study

APN	Address / Name	Community	Year Built	OHP Status Code	Map Reference No.	HPSR Exhibit
149-142-08	3990 Peckham Ave	Bakersfield	1935	6Z	15-02	3J
149-142-19	40 McDonald Way	Bakersfield	1938	6Z	15-03	3J
Various; See HPSR Appendix E	Tract 1610	Bakersfield	1952–1954	6Z	15-04	3J
149-330-03	4400 Frazier Ave	Bakersfield	1955	6Z	15-05	3J
149-330-04	4404 Frazier Ave	Bakersfield	1955	6Z	15-06	3J
N/A	K.C.L._Wells No. A53, D65, D66, D67, D77	Bakersfield	ca. 1950–1953	6Z	16-01	3J and 3K
N/A	Kernland Wells No 5 & 10	Bakersfield	1949, 1953, ca. 1965	6Z	17-01	3J and 3K
N/A	Red Ribbon Ranch Wells No. 22, 31, 42	Bakersfield	1945, 1948, 1952	6Z	19-01	3K
OHP Status Code: Office of Historic Preservation historical resources classification code for resources identified through a regulatory process or local government survey						

Summary
We look forward to receiving your response within 30 days of your receipt of this HPSR submittal, in accordance with Programmatic Agreement Stipulation VIII.C.5a. A Supplemental HPSR will be submitted after an alternative is selected and further identification efforts for archaeological resources have been completed.

This letter and the enclosed HPSR are concurrently being distributed to the Caltrans Cultural Communities Studies Office and three Native American tribes.

Thank you for your assistance with this undertaking. If you need any additional information, please feel free to contact Caltrans architectural historian Philip Vallejo at (559) 445-5997; Fax (559) 445-6236; or e-mail: philip_vallejo@dot.ca.gov.

Sincerely,

Jeanne Day Binning, Ph.D.
Branch Chief, Central California Cultural Resource Branch

Enc: Historic Property Survey Report, Centennial Corridor Project

cc: Todd Jaffke, Caltrans Section 106 Coordinator, Cultural and Community Studies Office
Clarence Atwell, Chairperson, Santa Rosa Rancheria (attention Lalo Franco)
Neil Peyron, Chairperson, Tule River Indian Tribe
Kathryn Montes Morgan, Chairwoman, Tejon Indian Tribe

Appendix J • Key Correspondence

Shana Brum <SBrum@tachi-yokut-nsn.gov> 03/06/2013 09:48 AM
To: "philip_vallejo@dot.ca.gov" <philip_vallejo@dot.ca.gov>
CC: "mandy.marine@dot.ca.gov" <mandy.marine@dot.ca.gov>
Subject: Centennial Corridor Project

Dear Philip Vallejo,

I am writing to you on behalf of Santa Rosa Rancheria Tachi Yokut Tribe's Cultural Department to consult on the Centennial Corridor Project. Due to the likelihood of buried archaeological deposits, we are recommending the creation of a Native American Monitoring Program for segment 2 and the river crossing of the preferred route during the construction phase of this project. If alternative C is the preferred route, we recommend monitoring the entire construction phase of this segment. Santa Rosa Rancheria's Cultural Department, is willing to assist you in this process. Also, we would like to request a site visit to survey the project area of Segment 2. We look forward to working with you. Thank you for your time.

Sincerely,

Shana Brum
Santa Rosa Rancheria Tachi Yokut Tribe
Cultural and Historic Preservation Department
Cultural Specialist/Archaeological Technician
Office: (559)924-1278 Ext 4013
Wk. Cell: (559)997-9919
Email: SBrum@tachi-yokut-nsn.gov

STATE OF CALIFORNIA – THE NATURAL RESOURCES AGENCY EDMUND G. BROWN, JR., *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
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April 15, 2013 Reply To: FHWA_2013_0319_002

Jeanne Day Binning, Ph.D.
Branch Chief, Central California Cultural Resource Branch
Caltrans
50 Higuera Street
San Luis Obispo, CA 93401-5415

Re: Determinations of Eligibility for the Proposed Centennial Corridor Project, City of Bakersfield and Kern County, CA

Dear Ms. Binning:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA).

Caltrans has determined that the 165 properties listed under Findings number 2 from your letter of February 15, 2013 (attached) are not eligible for the National Register of Historic Places (NRHP).

Caltrans has also found that the following properties are eligible for the NRHP for the following reasons:

- 307 S Oleander Avenue – Caltrans found this property eligible under Criterion C at the local level of significance as a finely executed local example of Colonial Revival architecture. The period of significance is 1939, the year the house and garage were built.

- Rancho Vista (Tract 22) – Caltrans found this district eligible under Criteria A and C at the local level of significance. Under Criterion A the tract is eligible for its incorporation of innovative mass-production techniques during the postwar period. It is also eligible under Criterion C as a local example of a postwar subdivision comprised entirely of houses that were built using a whole-house prefabrication method. The period of significance for the Rancho Vista tract extends from 1950 through 1957. These reflect the years that the houses were delivered to the tract.

- 3904 Marsha Street – Caltrans found this property eligible as both a contributor to the Rancho Vista tract as well as individually eligible. On an individual basis the property is eligible under Criterion A at the local level of significance for its association with Cold War tension between the United States and the Soviet Union, and the fear of nuclear war between the two countries. The fallout shelter conveys the mindset of the time and the lengths people were willing to go to survive a nuclear holocaust.

Based on review of the submitted documentation, I concur with the foregoing determinations.

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

Sincerely,

Susan K Stratton for

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

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
50 HIGUERA STREET
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FAX (805) 549-3329
TTY 711
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April 15, 2013

Mr. Thomas Leeman
Division Chief, San Joaquin Valley
Sacramento Field Office
U.S. Fish and Wildlife Service
2800 Cottage Way, Room W-2605
Sacramento , CA 95825

Dear Mr. Leeman::

Caltrans is initiating consultation as part of its NEPA assignment of federal responsibilities by the Federal Highway Administration (FHWA), effective October 1, 2012 and pursuant to 23 USC 327. The enclosed biological assessment details the anticipated effects upon federally listed species resulting from the proposed realignment and widening of Highway 58 through Bakersfield, in Kern County. The "Centennial Corridor" project is a part of the Thomas Roads Improvement Program (TRIP).

Our assessment concludes that the proposed project may affect, and is likely to adversely affect the San Joaquin kit fox population in the City of Bakersfield but would is not likely to affect any other species listed under the Federal Endangered Species Act.

If you have questions or wish to discuss the project, please contact me at (805) 549-3622 or at chuck.cesena@dot.ca.gov.

Sincerely,

Chuck Cesena
Senior Environmental Planner

Enclosure: Centennial Corridor Biological Assessment

STATE OF CALIFORNIA – THE NATURAL RESOURCES AGENCY EDMUND G. BROWN, JR., *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov

April 10, 2014 Reply To: FHWA_2013_0319_002

Anmarie Medin
Chief, Cultural Studies Office
Caltrans Division of Environmental Analysis, MS 27
PO Box 942874
Sacramento, CA 94274-0001

Re: Finding of Effect for the Proposed Centennial Corridor Project, Bakersfield, Kern County, CA

Dear Ms. Medin:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA).

Caltrans has found that the proposed project will have no adverse effect to the following properties that have been previously determined eligible for the National Register of Historic Places (NRHP):

- Friant-Kern Canal
- Lester H. Houchin residence
- 3904 Marsha Street
- Rancho Vista Historic District

It is Caltrans' opinion that a finding of No Adverse Effect without Standard Conditions is appropriate because the effects to the Rancho Vista Historic District property will not result in the loss or impairment of character-defining features, essential physical features, or aspects of integrity that make the Tract eligible for inclusion in the NRHP.

Based on my review of the submitted documentation I object to the finding of No Adverse Effect for the following reasons:

1. At this point in time it does not appear that Caltrans has completed their identification effort with regards to archeology. It appears as though Caltrans is planning to defer extended archeological studies until a preferred alternative has been selected.

2. The sound wall proposed for the project results in a visual intrusion to the Rancho Vista Historic District that is out of scale with the neighborhood and greatly affects the residential feel of the neighborhood. While incompatible changes may have

affected the setting of the neighborhood in the past the elevated nature of the sound wall being proposed is very imposing and in my opinion would result in an adverse effect to the historic district.

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

Sincerely,

Carol Roland-Nawi, Ph.D.

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

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr. Governor

DEPARTMENT OF TRANSPORTATION
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April 18, 2014

Dr. Carol Roland-Nawi
California State Historic Preservation Officer
Office of Historic Preservation
California Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

OHP File: FHWA 2013 0319 002

Centennial Corridor Project

Subject: Section 106 Consultation on Finding of Effect for the Proposed Centennial Corridor Project, Bakersfield, Kern County, CA.

Attention: Ms. Natalie Lindquist

Dear Dr. Roland-Nawi:

The California Department of Transportation (Caltrans), *in coordination with the City of Bakersfield*, is continuing consultation with the California State Historic Preservation Officer (SHPO) for the undertaking titled Centennial Corridor Project. This consultation is undertaken in accordance with the 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act as it Pertains to the Administration of the Federal-Aid Highway Program in California* (Section 106 PA).

Thank you for your letter of April 10, 2014 providing your comments concerning the Finding of Effect documentation submitted to your office by Caltrans. You objected to a finding of No Adverse Effect without Standard Conditions based on the following reasons:

1. At the point in time it does not appear that Caltrans has completed their identification effort with regards to archaeology. It appears as though Caltrans is planning to defer extended archaeological studies until a preferred alternative has been selected.

2. The sound wall proposed for the project results in a visual intrusion to the Rancho Vista Historic District that is out of scale with the neighborhood and greatly affects the residential feel of the neighborhood. While incompatible changes may have affected the setting of the neighborhood in the past the elevated nature of the sound wall being proposed is very imposing and in my opinion would result in an adverse effect to the historic district.

Accordingly, as a result of the preceding SHPO comments, Caltrans has reassessed the undertaking and its anticipated effects on historic properties under Section 106 PA Section X, and 36 CFR 800.5. Caltrans has revised the finding to be a finding of Adverse Effect for the Centennial Corridor Project based on the consideration of your two comments, addressed further below in reverse order.

Regarding the second comment, Caltrans has concluded that the elevated sound wall, though located outside of the Rancho Vista Historic District boundaries, would constitute a visual intrusion and diminish the historic property's setting. Thus, this would create an adverse effect as defined at 36 CFR 800.5. As a result, Caltrans will be working with SHPO and other consulting parties to explore possible measures to resolve adverse effects by minimizing or eliminating the adverse visual effects on the historic property. A separate draft Memorandum of Agreement (MOA) will be submitted to you following circulation of the Draft Environmental Impact Statement and receipt of public comment.

Regarding the first comment, we understand the SHPO could not concur with the Caltrans finding of no adverse effect on archaeological resources until the identification phase of the Section 106 process had been completed.

As Caltrans detailed in the Historic Property Survey Report (HPSR), the records search indicated four archaeological resources were recorded within 0.5-mile of the archaeological APE (CA-KER-167, CA-KER-3072, CA-KER-7232, and CA-KER-7233). None of the sites are within the archaeological Area of Potential Effects (APE) itself; therefore, they would not be impacted by the undertaking. While the pedestrian survey did not identify any archaeological resources to be within the archaeological APE, due to the archaeological sensitivity of the area, the dearth of previous archaeological surveys, and the extent of urban development, Caltrans recognizes that archaeological resources may lie buried within the area of direct impact for the project and further identification efforts would be needed.

Caltrans has proposed that it carry out a two-stage Extended Phase I. The first stage (already completed and submitted to SHPO as part of the HPSR in February 2013) consisted primarily of a background paper study assessing the vertical APE and evaluating the potential for buried archaeological deposits. The focus of the second stage is to test for the presence of archaeological resources in sensitive soils and sediments. As presented to the SHPO, the Stage II portion of the Extended Phase I Geoarchaeological Report would be undertaken for the preferred alternative. A Supplemental HPSR will be prepared by Caltrans and will be submitted to the SHPO and other consulting parties if the geoarchaeology identification efforts identify any archaeological resources for the Centennial Corridor Project.

If archaeological deposits or sites are discovered as a result of the Stage II fieldwork, and such sites or deposits are not otherwise included in the list of archaeological property types and features exempt from evaluation as provided in the Section 106 PA Attachment 4, then a Phase II investigation (Archaeological Evaluation Report) would be prepared to determine site boundaries and the potential National Register of Historic Places (NRHP) eligibility of any newly identified

site(s). Should archaeological resources be determined to be historic properties and they will be adversely affected by the project, mitigation of these properties will be addressed in the MOA to be developed for this undertaking (Phase III excavations, public outreach, etc.). Moreover, the MOA will outline a protocol to address the inadvertent discovery of previously undocumented archaeological resources in accordance with 36 CFR 800. 6(c) (6). It will include the communication protocol between your office and Caltrans. The MOA will also stipulate that destructive mitigation of archaeological historic properties will take place only after design plans are sufficiently developed and it has been determined that the historic property could not be avoided.

Upon reevaluation of your concerns and the project, we have determined that the Centennial Corridor project will have an adverse effect on historic properties, and request your expedited concurrence with this finding by providing your signature on the concurrence line below. Caltrans will continue consulting with you on the two concerns as we develop the MOA. If you have any questions or concerns, please do not hesitate to contact me at (916) 653-6187.

Sincerely,

ANMARIE MEDIN
Chief
Cultural Studies Office

Concur: Carol Roland-Nawi, Ph.D.

Carol Roland-Nawi
State Historic Preservation Officer

April 24, 2014
Date

c: Natalie Lindquist –OHP

cc: Kelly Hobbs, Section 106 Coordinator (via electronic transmission)
Jennifer Taylor, D6 Office Chief (via electronic transmission)

Jeanne Binning, D6 Branch Chief (via electronic transmission)
Phillip Vallejo, D6 Architectural Historian (via electronic transmission)
Bob Pavlik, Central Region Environmental Coordinator (via electronic transmission)

Appendix K Notice of Preparation

NOTICE OF PREPARATION

To: (Recipient)

From: California Dept. of Transportation
2015 E. Shields Avenue, Suite 100
Fresno, CA 93726
Attention: Sarah Gassner
Senior Environmental Planner

Subject: **Notice of Preparation of a Draft Environmental Impact Report**
Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

Project Title: Centennial Corridor

Project Location: City of Bakersfield and the County of Kern

Project Description: The proposed project is a route adoption study to establish an alignment for the extension of Route 58 as a limited access facility from its current terminus at Route 99 in the City of Bakersfield westerly to Interstate 5 (I-5) in unincorporated Kern County. In addition, this Environmental Impact Report/Environmental Impact Statement (EIR/EIS) would provide environmental compliance documentation for construction of the project from State Route 58 to Heath Road. The project would incorporate the Westside Parkway, a proposed limited access facility approved by the City of Bakersfield and the Federal Highway Administration in 2006 as a component of the project. Construction of the Westside Parkway is projected to be initiated in 2009 and will extend from Mohawk Street to Heath Road.

This is to inform you that the California Department of Transportation will be the lead agency and will prepare an environmental impact report for the project described below. Your participation as a responsible agency is requested in the preparation and review of this document.

We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

A more detailed project description, location map, and the potential environmental effects are contained in the attached materials.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please direct your response to Sarah Gassner, Senior Environmental Planner, Southern Sierra Environmental Analysis Branch at the address shown above. Please provide us with the name of a contact person in your agency.

Date 9/16/08

Signature Carrie L. Bowen
CARRIE L. BOWEN,
Chief, Central Region
Environmental

Notice of Preparation of a Draft Environmental Impact Report for the Centennial Corridor Project

The California Department of Transportation (the Department), the Lead Agency, is preparing environmental documentation to address impacts associated with a route adoption study for State Route 58 as a limited access facility from its current terminus at State Route 99 to Interstate 5. In addition, this Environmental Impact Report/Environmental Impact Statement (EIR/EIS) would provide environmental compliance documentation for construction of the project from State Route 58 to Heath Road. The document will be prepared as a joint document pursuant to the California Environmental Quality Act and the National Environmental Policy Act. The Department will be preparing an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the project, which is known as the Centennial Corridor Project. As required by CEQA, the Department is distributing this Notice of Preparation requesting comments from responsible and trustee agencies regarding the significant environmental issues, reasonable alternatives, and reasonable mitigation measures that need to be discussed in the Draft EIR/EIS to address each agency's concern. An Initial Study has not been prepared for this project and is therefore, not attached to this Notice of Preparation.

Project Location
The project would traverse the Metropolitan Bakersfield area and is located between existing State Route 58 – East in the vicinity of Union Avenue (State Route 204) (about 2.0 miles east of State Route 99), and Interstate 5 in Kern County, California. The project would be located in both the City of Bakersfield and unincorporated portions of Kern County. Figure 1 provides a Regional Location Map and Figure 2 is the Local Vicinity Map.

Project Description
The project would establish an alignment for a new limited access facility that would connect State Route 58 to Interstate 5. In addition, construction level analysis would be provided for the portion of the project east of Heath Road. The portion of the project from Heath Road to Interstate 5 would remain at the route location level of detail.

For purposes of this EIR/EIS, the project has been divided into three segments:
(1) Eastern Connection, which would connect the Westside Parkway to the existing Route 58 Freeway;
(2) Westside Parkway, which extends from Heath Road to Mohawk Street; and,
(3) Western Segment, which extends from I-5 to Heath Road.

The Western Segment and the Westside Parkway portions of the project have been addressed in previous environmental documents prepared pursuant to CEQA and NEPA. This EIR/ EIS will incorporate by reference these previous two documents:

- *Final Route 58 Route Adoption Project, A Tier 1 Environmental Impact Statement/Environmental Impact Report* (Tier 1 EIS/EIR) (2002), which addresses the Western Segment of the project, and
- *Westside Parkway Environmental Assessment/Final Environmental Impact Report* (EA/FEIR) (2006), which addresses the Westside Parkway segment of the project.

For these two segments of the project, the analysis in the Centennial Corridor EIR/EIS will serve as a revalidation of the previous documents. New information will be provided to the extent necessary to ensure the environmental record is reflective of the current conditions.

Construction of the facility would be phased. The timeframe for construction of the Western Segment is unknown and is not anticipated in the near future. Therefore, the level of analysis for this segment will remain at the route location level of detail, not construction level. The focus of the analysis for the Westside Parkway segment will be on improvements necessary to upgrade

the facility to state highway standards for adoption into the State Highway System. Consistent with the *Westside Parkway EA/FEIR*, the updated analysis for the Westside Parkway segment will be at a construction level of detail. Construction of the Westside Parkway is anticipated to start in 2009 utilizing the previous EA/FEIR.

The Eastern Connection has not been subject to previous environmental studies. Various alternatives to connect State Route 58 to the Westside Parkway are under consideration, including options west of State Route 99, east of State Route 99, and parallel to State Route 99 as well as a "No Build" alternative, a transit alternative, and a transportation systems management alternative. The Department will continue to screen the alternatives identified through the scoping process and only carry forward those alternatives that are considered viable for evaluation in the EIR/EIS. The following alternatives are currently under consideration:

- Alternative A proposes to construct a new freeway west of the State Route 58/99 interchange. The alignment would travel in a westerly direction for approximately one mile on the south side of Stockdale Highway, at which point it would turn in a northwesterly direction and span the Carrier Canal, Truxtun Avenue, and the Kern River. The proposed route would then connect to the Westside Parkway alignment between Mohawk Street and Coffee Road. The total length of the project from the existing State Route 99/State Route 58 interchange to Interstate 5 utilizing Alternative A would be approximately 16.31 miles.

- Alternative B proposes to construct a new freeway west of the State Route 58/99 interchange. The alignment would travel in a westerly direction for approximately one-half mile on the south side of Stockdale Highway, at which point it would turn to the northwest, span the Carrier Canal, Truxtun Avenue, and the Kern River. Alternative B would connect to the Westside Parkway alignment at the Mohawk Street interchange. The total length of the project from the existing State Route 99/State Route 58 interchange to Interstate 5 utilizing Alternative B is approximately 16.61 miles.

- Alternative C proposes to connect existing State Route 58 to the Westside Parkway by means of routing new lanes adjacent and parallel to existing State Route 99. These additional lanes would run parallel to and independent of State Route 99. Movements between State Route 58, State Route 99 and the Westside Parkway would likely be facilitated by braided ramps and freeway-to-freeway connector ramps. The total length of the project from State Route 99 to Interstate 5 utilizing Alternative C is approximately 18.51 miles.

- Alternative D proposes to construct a new freeway in the vicinity of Union Avenue (State Route 204). The roadway would extend north from State Route 58 for approximately one mile, where it would turn to the west and run parallel to the Burlington Northern Santa Fe railroad tracks. Alternative D would connect to the Westside Parkway alignment at the new interchange at Mohawk Street. The total length of the project from State Route 58 at Union Avenue to Interstate 5 is approximately 18.98 miles.

- The "No Build" alternative, would not construct any improvements. State Route 58 - East would continue to end at State Route 99 where it would jog to the north to tie into State Route 58 – West (Rosedale Highway). The Westside Parkway would be constructed as a local facility, but would not connect to State Route 58, State Route 99, or Interstate 5.

- Alternative M would evaluate Transit and Transportation Systems Management (TSM) improvements. TSM focuses on low capital, environmentally-responsive improvements that maximize efficiency of existing facilities. An example of TSM improvements would be providing signal interconnects to facilitate the flow of traffic or providing bus turn-out bays to minimize the interruption of buses along a specific route. Specific transit and TSM

measures have not been developed at this point. Preliminary traffic data is required to determine the most effective transit and TSM measures. Once the traffic data is available it would be determined if transit and TSM improvements would be separate alternatives or if it is more effective to evaluate a single alternative that includes both transit and TSM improvements.

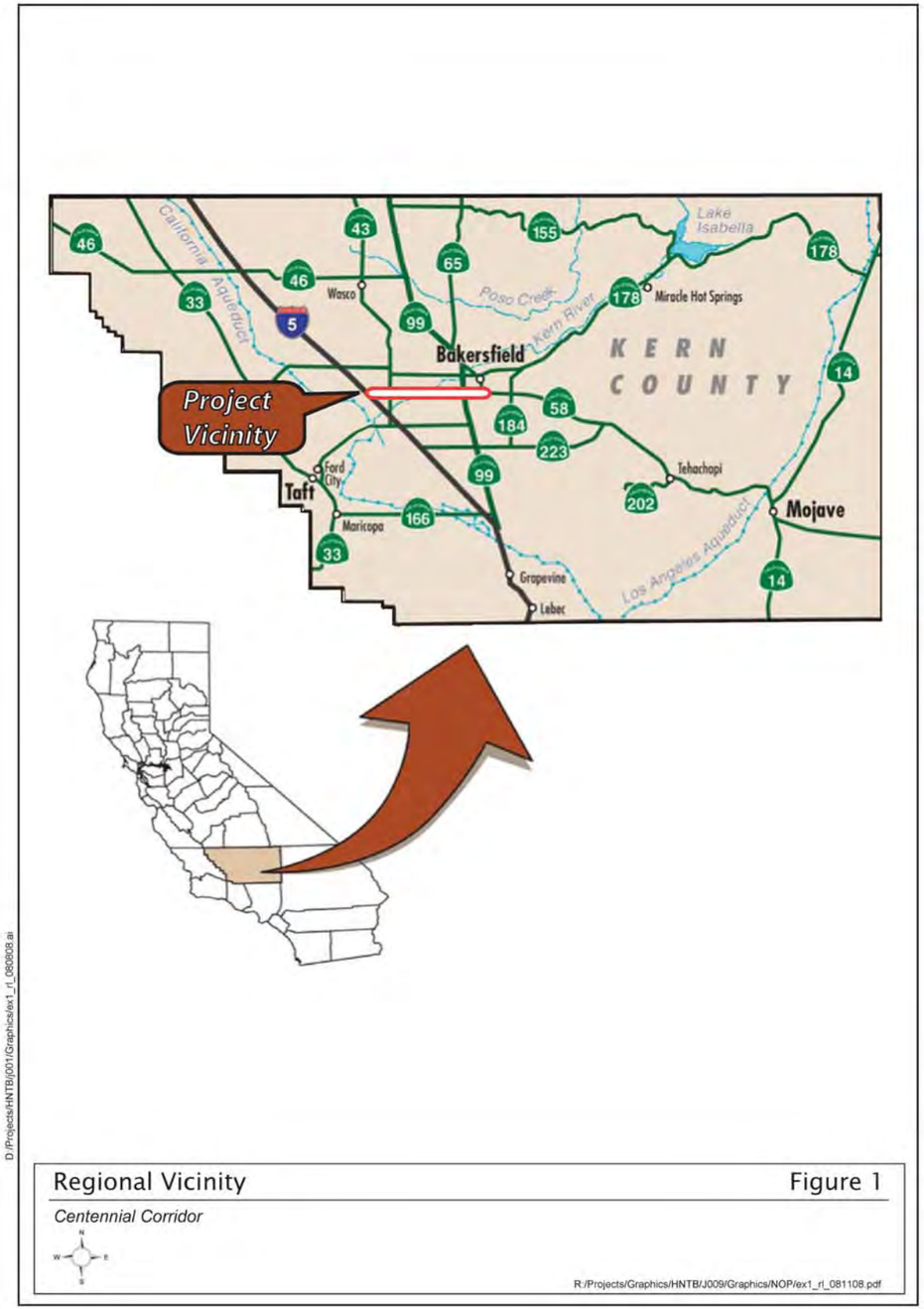
Environmental Effects

Probable effects of the project include impacts to farmland, residences, businesses and industrial uses; visual resources; cultural resources; water quality; air quality; noise standards; and biological resources. The following technical studies will be prepared as part of the EIR/EIS:

- Community Impact Assessment
- Relocation Impact Studies
- Natural Environment Study
- Visual Impact Assessment
- Air Quality Study
- Noise Report and Noise Abatement Decision Report
- Historic Property Survey Report (historical architecture, historic resources, and archaeological resources)
- Initial Site Assessment (hazardous materials)
- Floodplain Study
- Water Quality Report
- Paleontological Studies

Scoping Process

In addition to this Notice of Preparation, the Department will conduct a public scoping meeting. The meeting will be held on October 2, 2008 from 4:30 PM to 7:30 PM at the Kern County Administrative Offices, in the Building Rotunda located at 1115 Truxtun Avenue, in Bakersfield, California. Information on the project will be available at the meeting. There will also be opportunities for agencies and members of the public to provide input on the proposed project.



D:/Projects/HNTB/j001/Graphics/ex1_rl_080808.ai

Regional Vicinity — Figure 1

Centennial Corridor

R:/Projects/Graphics/HNTB/J009/Graphics/NOP/ex1_rl_081108.pdf

List of Technical Studies that are Bound Separately

Draft Relocation Impact Report ..... November 2012
Air Quality Study Report ..... November 2013
Noise Study Report ..... January 2013
Noise Abatement Decision Report ..... May 2013
Water Quality Assessment Report ..... November 2012
Natural Environment Study ..... March 2013
Biological Assessment ..... March 2013
Location Hydraulic Study ..... November 2012
Historical Property Survey Report ..... January 2013

- Historic Resource Evaluation Report ..... January 2013
- California Historic Bridge Inventory Sheet ..... October 2011
- Archaeological Survey Report ..... January 2013
- Extended Phase I (Geoarchaeological Study) ..... November 2012

Finding of Effect ..... April 2014
Initial Site Assessment ..... November 2012
Focused Initial Site Assessment ..... October 2013
Visual Impact Assessment ..... September 2013
Paleontological Evaluation Report ..... November 2012
Community Impact Assessment ..... September 2013
Traffic Study Report for the Centennial Corridor Project ..... November 2012
Preliminary Geotechnical Report ..... Revised May 2012