State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 29-30, 2008

Reference No.: 2.2a.(1)
Action Item

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Subject: **SUMMARY – NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT, STATE ROUTE 58 IN KERN COUNTY – ROUTE ADOPTION STUDY TO EXTEND STATE ROUTE 58 NEAR BAKERSFIELD**

ISSUE:

The California Transportation Commission (Commission) is being asked to review and comment at its October 2008 Commission meeting on the following Notice of Preparation (NOP):

- 06-Ker-58, PM 31.7/55.9, Route 58 in Kern County – Route Adoption Study for future location of Route 58 extension near Bakersfield.

PROGRAMMING:

This is a study that will evaluate a range of alternative route alignments for Route 58 as a limited access facility from its current terminus at Route 99 to Route 5. Upon completion of the Environmental Impact Report (EIR), a proposed route adoption will be presented to the Commission. The EIR will be divided into three segments:

- Eastern Connection – Connection of Westside Parkway to existing Route 58
- Westside Parkway – Mohawk Street to Heath Road, 6 Phases
- Western Segment – Heath Road to Route 5

The entire corridor is not fully funded. Funding for the Eastern Connection has been identified in the Regional Transportation Plan, but the project is currently not programmed. Estimated total cost of this segment is $650 million, with construction estimated to begin in Fiscal Year 2015. Phase 1, 2, 3, and 4 of the Westside Parkway project are fully funded in the 2008 State Transportation Improvement Program. Estimated cost, capital and support, is $234 million. Phases 5 and 6 are currently not programmed. The Western Segment is currently not programmed.

The Westside Parkway and Western Segment portions have been previously addressed in CEQA and NEPA environmental documents; however, the Eastern Connection remains to be evaluated. This EIR will incorporate by reference the previously analyzed segments to revalidate these segments and evaluate current conditions and impacts of the Eastern Connection segment. This EIR and the subsequent route adoption would incorporate the Westside Parkway into the State Highway

System after environmental evaluation of impacts to air, noise and traffic volumes. The Westside Parkway will begin construction in phases in FY 2008-09 utilizing the previous EIR. The Western Segment does not have an estimated start construction date.

ALTERNATIVES BEING CONSIDERED:

Alternative A

Alternative A proposes to construct a new freeway west of the 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 Route 99/Route 58 interchange to Route 5 utilizing Alternative A would be approximately 16.31 miles.

Alternative B

Alternative B proposes to construct a new freeway west of the 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 Route 99/Route 58 interchange to Route 5 utilizing Alternative B is approximately 16.61 miles.

Alternative C

Alternative C proposes to connect existing Route 58 to the Westside Parkway by means of routing new lanes adjacent and parallel to existing Route 99. These additional lanes would run parallel to and independent of Route 99. Movements between Route 58, 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 Route 99 to Route 5 utilizing Alternative C is approximately 18.51 miles.

Alternative D

Alternative D proposes to construct a new freeway in the vicinity of Union Avenue (Route 204). The roadway would extend north from 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 Route 58 at Union Avenue to Route 5 is approximately 18.98 miles.

The "No Build" alternative

The "No Build" alternative would not construct any improvements. Route 58 – East would continue to end at Route 99 where it would jog to the north to tie into Route 58 – West (Rosedale Highway). The Westside Parkway would be constructed as a local facility but would not connect to Route 58, Route 99, or Route 5.

Alternative M

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.

POTENTIAL SIGNIFICANT ENVIRONMENTAL EFFECTS:

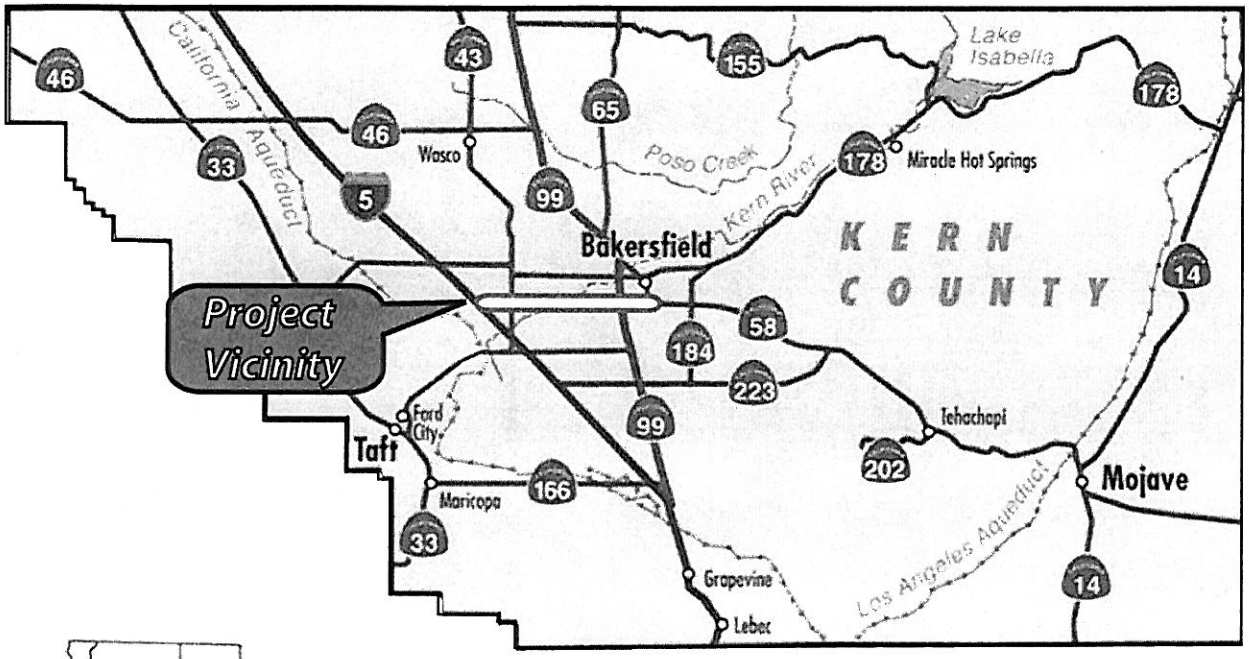
- Agriculture
- Air Quality
- Biological resources
- Cultural resources
- Housing
- Hydrology
- Noise
- Public services
- Transportation
- Utilities and service systems
- Visual resources
- Water quality

An EIR will be prepared for the project because the study encompasses an extensive area and has generated public controversy. The project could potentially result in substantial environmental impacts to these resources.

PROPOSED MEASURES TO MINIMIZE HARM:

- Employ Best Management Practices for erosion control.
- Use established water quality Best Management Practices on project site.
- Consider appropriate noise attenuation.
- Implement housing relocation policies following federal regulations.
- Retain on-site monitors for paleontological and cultural resources.
- Purchase land or mitigation credits.
- Incorporate design characteristics and aesthetic treatments to minimize visual impacts.
- Obtain an encroachment permit from the Reclamation Control Board

Attachments



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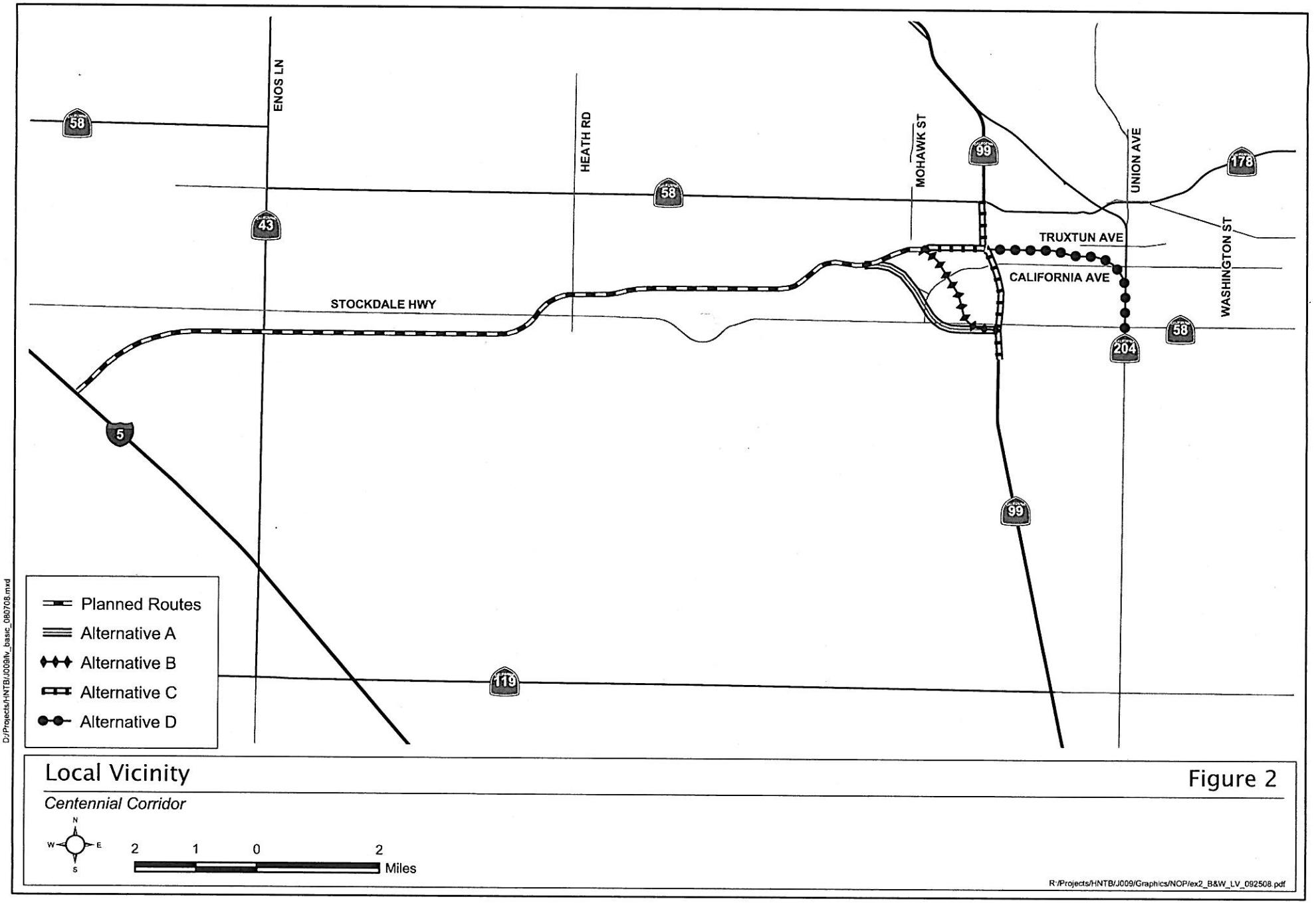
Regional Vicinity

Figure 1

Centennial Corridor

R:/Projects/Graphics/HNTB/J009/Graphics/NOP/ex1_rl_081108.pdf



Local Vicinity

Figure 2

Centennial Corridor