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Project ID: 600000076  
PM: 46.1/51.7

From: Kathleen Brady  
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Subject: State Route 58 (Rosedale Highway) Widening – Project Description Update and Text Clarifications

The City of Bakersfield, in cooperation with the California Department of Transportation (Caltrans) and the County of Kern, proposes improvements to State Route 58 from west of Allen Road to east of Gibson Street.

The project description in the Community Impact Assessment (CIA) identified the project post miles (PM) as being PM 46.1 to PM 51.5. Subsequent to the approval of the technical study, the eastern limit of the project was extended to PM 51.7. The project is 5.6 miles in length, rather than 5.4 miles as previously identified. The limits of physical disturbance have not changed. Therefore, there is no need to modify the technical analysis contained in the CIA due to the change in project limits.

In addition, since the submittal of the CIA in June 2011, two additional partial acquisitions have been identified. The first parcel is the Pacific Gas and Electric (PG&E) site. This site is classified as an industrial use. The engineering plans did identify a small amount of right-of-way acquisition; however, the parcel number did not get included in the right-of-way tables. As a result, the impacts were assumed but the tables and parcel count did not include this parcel. A sidewalk has also been added at this location. The second new parcel is a commercial use on Calloway Drive. Acquisition is required in this location due to the need to extend the right-turn pocket on Calloway Drive. Other text changes are recommended based on comments on the screencheck Initial Study/Environmental Assessment. These changes do not change the technical analysis but do improve the readability of the document. Therefore, the text clarifications are being made throughout the CIA.

BonTerra Consulting has reviewed the project description and finds that the current CIA remains applicable to the project with the following revisions, which are proposed by way of this errata memorandum: (1) clarify the project limits; (2) address the partial acquisition of an additional parcel acquisition; and (3) provide text clarifications. Where it facilitates the review, the recommended text changes are shown in redline/strikeout format.

If you have any questions, please contact me at (714) 444-9199.

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**CIA ERRATA**

**Project Description**

The City of Bakersfield, in cooperation with the California Department of Transportation (Caltrans) and the County of Kern, proposes improvements to a 5.6 mile segment of State Route 58 from west of Allen Road (post mile 46.1) to State Route 99 (post mile 51.7). The project involves the construction of two additional lanes (one in each direction) on State Route 58 between Allen Road and Gibson Street. East of Gibson Street, the project would modify lane striping and the median to transition to the existing lane configuration.

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Table 9 has been revised to reflect the additional partial acquisitions on Calloway Drive (360 square feet) and on the Pacific Gas & Electric parcel (3,005 square feet). In addition, the explanation of "P+" properties has been clarified. The changes have not been shown in redline/strikeout because it is difficult to read in that format when it is in a table.

**TABLE 1  
 LAND USES AFFECTED BY THE BUILD ALTERNATIVE**

Land Use	Number of Full Acquisitions	Partial Acquisitions (P+) <sup>a</sup>	Partial Acquisitions (P)	Impact Area (square feet)	Impact Area (acre)	Conflict With On-site Improvements
<b>LAND USES AFFECTED BY ROADWAY WIDENING</b>						
Church	0	0	1	39	<0.001	
Utility	0	0	1	78	<0.002	
Commercial	0	26	28	66,218	1.520	Parking and signs
Residential	0	0	8	1,867	<0.043	
Industrial	0	0	2	3,144	0.072	
Railroad <sup>b</sup>	0	0	1	1,900	0.044	Utility easement
<i>Total for Roadway Widening</i>	<b>0</b>	<b>26</b>	<b>41</b>	<b>73,246</b>	<b>1.681</b>	
<b>LAND USES AFFECTED BY THE GRADE SEPARATION</b>						
Industrial/Commercial	7	0	5	402,933	9.250	Oil Well access and 9 structures
Industrial/Residential	1	0	0	69,491	1.595	5 structures, including a residential use
Railroad <sup>b</sup>	0	0	1	2,529	0.058	Utility easement
<i>Total for Grade Separation</i>	<b>8</b>	<b>0</b>	<b>6</b>	<b>474,953</b>	<b>10.903</b>	
<b>Total for Build Alternative</b>	<b>8</b>	<b>26</b>	<b>47</b>	<b>545,724</b>	<b>12.528</b>	
<sup>a</sup> Locations of partial acquisitions where compensation would also be provided for the loss of improvements (typically associated with loss of parking or signage), as well as right-of-way. The amount would be determined as part of the appraisal process. Two P+ parcels do not involve actual right-of-way acquisitions but would have compensation due to sign relocation or loss of parking associated with driveway modifications. <sup>b</sup> No property acquisition is required; however, road widening would require a roadway easement and the grade separation would require an aerial easement. It should be noted that impacts to the railroad right-of-way would be minor and would not affect the function or use of this parcel. Source: Table compiled by BonTerra Consulting, data provided by HNTB 2011.						

**Page 34, last paragraph**

The following modifications to the discussion of land use impact on Industrial/Commercial uses have been made:

The Proposed Build Alternative would have a direct impact on 69 parcels with industrial and commercial uses.. Of the 69 affected industrial/commercial parcels, 59 of these parcels would be partial acquisition and 8 parcels would be full acquisition. For the remaining two parcels there would be no property acquisitions required. However, signage and landscaping that have been done in the state right-of-way would need to be removed. All of the full acquisitions would be associated with the construction of the grade separation. These would be acquired closer to the 2025 start of construction.

**Page 36, Section 2.1.3, first paragraph, last sentence.**

The discussion refers the reader to Section 2.1.3.2, Relocations and Real Property Acquisition, for further discussion of compensating property owners with the fair market value of the property, if private property is required for the roadway. The appropriate section reference in the CIA is Section 4.4.

**Page 39–40**

At the time the CIA was prepared, amendments to the Regional Transportation Plan and the Regional Transportation Improvement Program were pending at the Kern Council of Governments. Action has been taken. The following reflects the most current status of these programs, as well as the identification of the applicable policies.

***Regional Transportation Plan:*** The Regional Transportation Plan establishes a set of regional transportation goals, objectives, policies, and actions intended to guide development of the planned multimodal transportation systems in Kern County over the next 20 years. It was developed through a continuing, comprehensive and cooperative planning process, and provides for effective coordination between local, regional, State, and federal agencies. The proposed project is included in the approved 2011 Regional Transportation Plan (Project Identification Numbers KER08RTP007, KER08RTP090, and KER08RTP118). The Federal Highway Administration and Federal Transit Administration adopted the 2011 plan on December 14, 2010. Construction for the first two phases of the project (the roadway widening) would start in mid-2014 with an end construction date of mid-2015. Construction for the final phase (the grade-separation) would start in mid-2025 and end in mid-2027.

The Regional Transportation Plan contains the following policies relevant to the project:

- Policy 8: Investigate new federal, state and local funding opportunities to maintain the current transportation system and promote future transportation development.
- Policy 23: Coordinate planning efforts to ensure efficient, economical and environmentally sound movement of goods.
- Policy 27: Maintain existing roadway infrastructure and provide for its efficient use.

**Regional Transportation Improvement Program:** The Regional Transportation Improvement Program is the formal slate of projects local agencies wish to implement within the next four years. The local metropolitan planning organization, in this case the Kern Council of Governments, uses these projects in their regional planning efforts for transportation and air quality conformity. Once projects are approved in the Regional Transportation Plan, they are incorporated into the Regional Transportation Improvement Program for ultimate inclusion into the State Transportation Improvement Program and Federal Transportation Improvement Program. The proposed roadway widening is included in the 2011 Federal Transportation Improvement Program (Project Identification Numbers KER080110 and KER100602). The Federal Highway Administration and Federal Transit Administration adopted the 2011 plan on December 14, 2010. The grade-separation is not listed in the Kern Council of Governments' 2011 Federal Transportation Improvement Program because it addresses projects that are programmed for construction by the 2015–2016 fiscal year. In addition, the grade-separation will be locally funded.

The Regional Transportation Improvement Program contains the following goal relevant to the project:

- The Regional Transportation Improvement Program supports maintaining the open to traffic dates of regionally significant projects, which are programmed over the next five years.

**Page 63, first paragraph, first sentence**

The following correction has been made:

Between 1970 and 2000, the Kern County population almost doubled, from 331,100 to 661,645 (U.S. Census 1970, 2000). Based on growth forecasts for Kern County, population figures are anticipated to continue this positive growth into the foreseeable future (see Table 12, Kern County Population: 2000–2030 Projections).

**Page 68, last paragraph, last sentence**

In the discussion of Neighborhoods/Communities, an addition item has been added to the discussion of the Build Alternative.

Where the grade separation at the San Joaquin Valley Railroad is proposed, the project would change site-specific land uses, but the acquisitions would not affect community cohesion because (1) the Proposed Build Alternative would not bisect a neighborhood or community; (2) it would not cut off access to the existing community's services; (3) it would not change existing commute patterns or transit routes; and (4) it would not displace any community-serving facilities. Only one residential parcel would be acquired.

**Page 82, last paragraph**

The discussion of housing for the Build Alternative has been revised as follows:

As identified in Chapter 2, implementation of the Build Alternative would require the acquisition of property and structures located within the right-of-way along State Route 58. The construction of the grade-separation would result in the full acquisition of eight parcels and potentially 14

displacements. In 2011, of the eight parcels that would need to be acquired for the grade-separation, seven have structures and one is undeveloped. There are 14 structures on the 7 developed parcels slated for acquisition; of these, 9 currently contain operating businesses, 3 buildings are currently unoccupied (vacant), and the status of 1 building is unknown. In addition, one parcel that is designated for industrial use has a residence, which appears to be a non-conforming use. Though not all the buildings are currently occupied, since the grade-separation is not proposed to be constructed until 2025, it is possible that at the time of construction all the structures could be occupied. If this were the case, the acquisitions would result in the need for relocation of 13 commercial/industrial uses and 1 non-conforming residential use. The undeveloped parcel contains an oil well. It is anticipated that the oil well would be retained on site with access provided. The parcels requiring full acquisition are shown in Table 17 and are depicted on Figure 16, Displacement Areas.

#### **Page 85, last paragraph**

The following additional text has been added:

Relocation assistance and compensation would be provided in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act and the Caltrans Relocation Assistance Program. None of these uses would require special consideration with regards to relocation.

#### **Page 86, Avoidance, Minimization, and Mitigation Measures, first bullet item**

The text has been revised to clarify that the City or County will be responsible for obtaining the necessary right-of-way.

- Prior to the initiation of construction, the City, or County will obtain all required right-of-way.

#### **Pages 91–92**

The following discussion has been added to discussion of Environmental Justice:

Factors other than right-of-way impacts were also evaluated when assessing the potential for environmental justice impacts. Consideration was given to whether the project would result in other environmental impacts, such as greater air emissions, noise, or modification to transit service that would be most heavily borne by the minority, or low-income groups. The project would not increase localized air pollution levels. Since the project would improve traffic flow, the air emissions would be reduced compared to the No Build Alternative. The proposed project would result in a slight increase in traffic noise compared to existing conditions and the No-Build Alternative. Generally a change of over 5 A-weighted decibels is readily noticeable. There are no locations where there would be an increase of 5 A-weighted decibels or more compared to existing conditions. Generally, the increased traffic noise would not be perceptible, especially when it is recognized that the increased noise level would occur over a 20-year period. The increase in noise would be relatively consistent throughout the study area and would not disproportionately impact minorities or low-income populations. The project would not necessitate any modifications to transit operations, often a concern to minority, elderly, or low-income groups who are more likely to be transit dependent. Existing bus lines and bus

stops would be maintained during construction. The Build Alternative would not result in impacts to facilities that provide services to minority, elderly, or low-income groups.

**Appendix D (Right-of-Way Tables)**

Parcels 451-030-27 and 368-010-03 have been included in the table that identifies acquisitions for the roadway widening. This necessitated a change in the total square feet of right-of-way that is required. These revisions are shown below.

**Roadway Widening  
Right-of-Way Acquisition**

<b>Parcel</b>	<b>R/W Area SF Acquired</b>	<b>Lot Area SF</b>	<b>Acquisition</b>	<b>Land Use</b>
451-030-27	360	41,633	P	Commercial
368-010-03	3,005	10,567	P	Industrial
<b>Total</b>	<b>73,246</b>			