

MINUTE ITEM
This Calendar Item No. C07
was approved as Minute Item
No. 7 by the State Lands
Commission by a vote of 3
to 0 at its 7/10/89
meeting.

CALENDAR ITEM

C07

A 33

S 16

07/10/89

W 23792 PRC 7306

Fong

**APPROVAL OF A PUBLIC AGENCY PERMIT
AND RIGHT-OF-WAY MAP**

APPLICANT: California Department of Transportation,
District 6
Attn: Bruce Webber
P.O. Box 12616
1352 W. Olive Avenue
Fresno, California 93778

AREA, TYPE LAND AND LOCATION:
Approximately 3.7 acres of sovereign land
located in the bed of the Kern River, Kern
County.

LAND USE: Highway purposes, specifically to reconstruct
the Rosedale Interchange and widen State
Highway 99 and 178 bridges across the Kern
River (Section 101.5 of the Streets and
Highways Code).

TERMS OF PROPOSED PERMIT:
Indefinite period from July, 1, 1989.

CONSIDERATION: As set forth within Section 101.5, Streets and
Highways Code, and the public use and benefit.

STATUTORY AND OTHER REFERENCES:
A. P.R.C.: Div. 6, Parts 1 and 2; Div. 13.
B. Cal. Code Regs.: Title 2, Div. 3;
Title 14, Div. 6.
C. Streets and Highways Code: Section 101.5

AB 824: N/A.

OTHER PERTINENT INFORMATION:

1. The State Department of Transportation has submitted an application for the required right-of-way over State sovereign lands to widen the existing bridges across the Kern River at the Highway 99 and 178 crossings.
2. The annual rental value of the site is estimated to be \$729.
3. A Negative Declaration was prepared and adopted for this project by the California Department of Transportation. The State Lands Commission's staff has reviewed such document and believes that it complies with the requirements of the CEQA.

APPROVALS OBTAINED:

Department of Fish and Game, United States Army Corps of Engineers, Water Quality Control Board, and the Reclamation Board.

EXHIBITS:

- A. Right-of-Way Map.
- B. Location Map.
- C. Negative Declaration.

IT IS RECOMMENDED THAT THE COMMISSION:

1. FIND THAT A NEGATIVE DECLARATION WAS PREPARED AND ADOPTED FOR THIS PROJECT BY THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED THEREIN.
2. DETERMINE THAT THE PROJECT, AS APPROVED, WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.
3. AUTHORIZE ISSUANCE TO CALIFORNIA DEPARTMENT OF TRANSPORTATION OF A PUBLIC AGENCY PERMIT FOR AN INDEFINITE PERIOD, BEGINNING JULY 1, 1989; FOR HIGHWAY PURPOSES ON THE LAND DESCRIBED ON EXHIBIT "A" ATTACHED AND BY REFERENCE MADE A PART HEREOF.

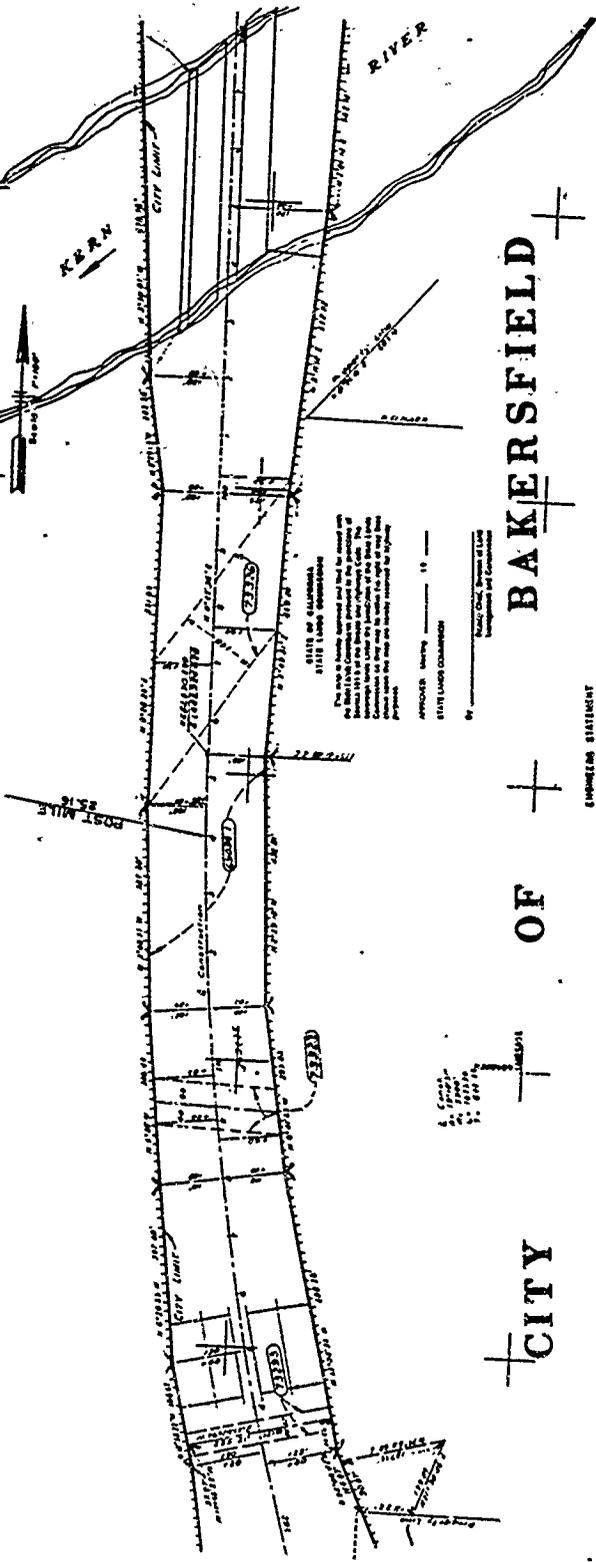
DATE	COUNTY	ROUTE	TOTAL LENGTH
04	Kern	99	1.17 Miles

REVISIONS CIVIL ENGINEER

DATE APPROVAL DATE



T. 29 S., R. 27 E., M.D.S. 4 (A)
Section 26



CITY OF BAKERSFIELD

STATE OF CALIFORNIA
STATE LAND COMMISSION

APPROVER: [Signature]
DATE: 11/17/71

ENGINEER'S STATEMENT
This map was prepared by me or under my direction in accordance with the provisions of the Act of March 1911 and the Act of March 1913 of the State of California. I am a duly Licensed Professional Engineer in the State of California. My License No. is 11571.

THIS MAP IS MADE BY THE SURVEILLOR OF THE COUNTY OF KERN, CALIFORNIA, IN ACCORDANCE WITH THE ACT OF MARCH 1911 AND THE ACT OF MARCH 1913 OF THE STATE OF CALIFORNIA. THE SURVEILLOR IS NOT RESPONSIBLE FOR THE ACCURACY OF THE DATA OR THE CORRECTNESS OF THE INFORMATION CONTAINED HEREIN.

NO.	DATE	REVISIONS
1	11/17/71	Initial
2	11/17/71	Final

NO.	DATE	REVISIONS	REMARKS
1	11/17/71	Initial	
2	11/17/71	Final	

CHECKED BY	DATE	REVISIONS

FOR RECORDED PLANS
ORIGINAL SCALE IS IN INCHES

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CALENDAR PAGE

EXHIBIT

W 202

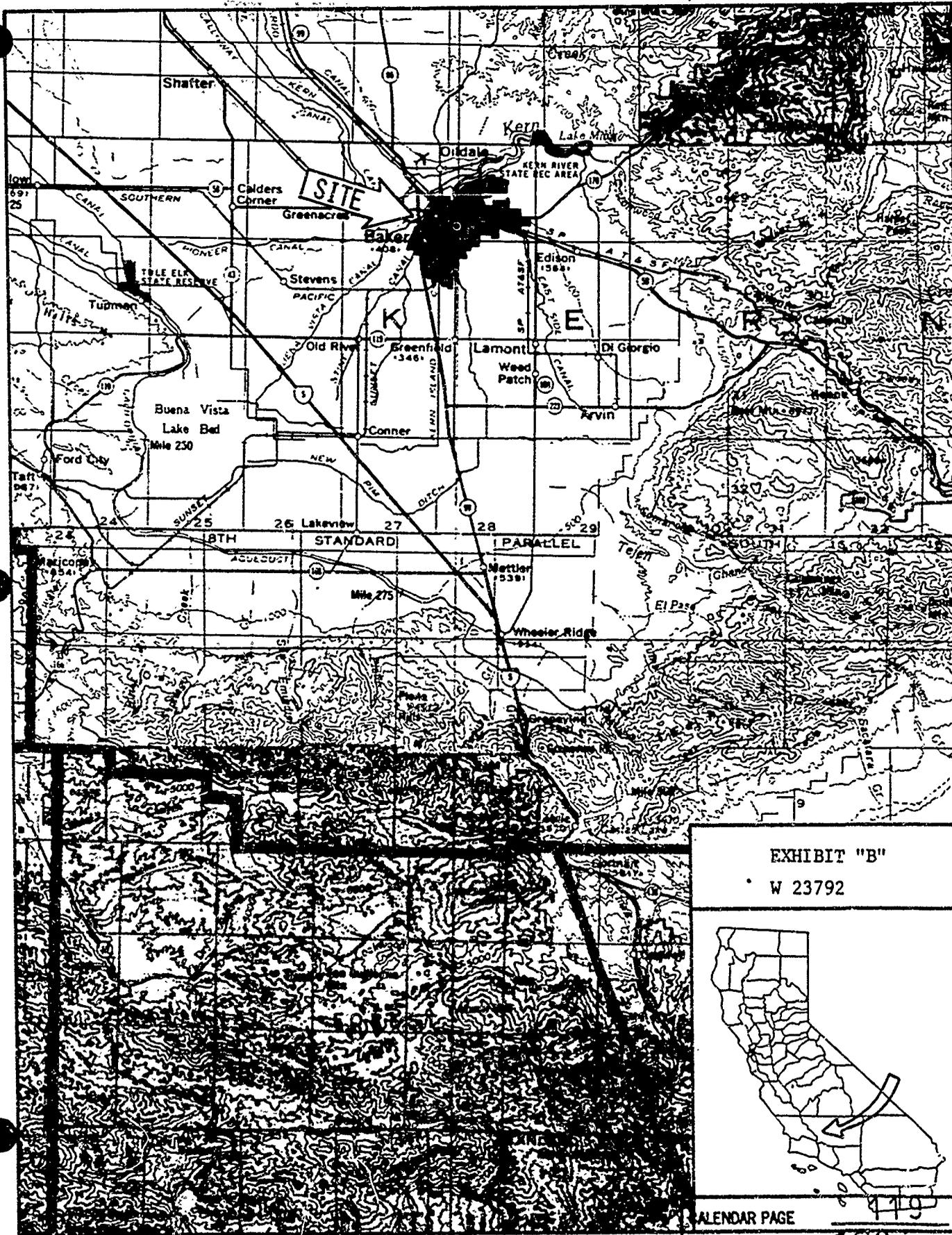


EXHIBIT "B"

W 23792



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179

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1764

RCVD BY CTC

EXHIBIT "C"

OCT 1 1987

PL

SCH 87010503
6-Ker-99-25.3/26.2

NOTICE OF DETERMINATION

To: Office of Planning and Research
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

SUBJECT: Filing of Notice in Compliance with Section 21108 of the Public Resources Code

PROJECT DESCRIPTION

Route 99 in Kern County - Reconstruct the Route 99/Rosedale interchange in the City of Bakersfield.

This is to advise you that the California Department of Transportation and the California Transportation Commission have approved the above-described project and have made the following determinations:

1. The project will not have a significant effect on the environment.
2. A Negative Declaration was prepared for this project pursuant to the provisions of CEQA. A copy of the Negative Declaration may be examined at the Department of Transportation office located at 1352 West Olive Avenue, Fresno, CA 93728.

Submitted by the California Department of Transportation and the California Transportation Commission this 22nd day of September, 1987.

California Department
of Transportation
by

Leo J. Crombatore
LEO J. CROMBATORE
Director of Transportation

California Transportation
Commission
by

Robert T. Remien
ROBERT T. REMIEN
Chief, Deputy Director

FILED AND POSTED BY
Governor's Office of
Planning and Research
SEP 24 1987

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STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENTAL IMPACT STATEMENT

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION



**RECONSTRUCT INTERCHANGE
IN BAKERSFIELD
AT NORTH JUNCTION ROUTE
99/58 SEPARATION
NEGATIVE DECLARATION
SCH NO. 87010503
AND FINDING OF NO SIGNIFICANT IMPACT**

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**



ENVIRONMENTAL PLANNING BRANCH

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NEGATIVE DECLARATION (CEQA)

Pursuant to: Division 13, Public Resources Code
(California Environmental Quality Act)

DESCRIPTION

Reconstruct Route 99/Rosedale Highway Interchange in the City of Bakersfield. Existing ramps will be realigned and new southbound and northbound Route 99 ramps will be added. Approximately 1.5 acres of new right of way will be required.

The proposed project is located approximately one mile westerly of central Bakersfield on Route 99 at the Route 58 (Rosedale Highway) and Route 178 Interchange.

The area is generally flat with elevations of between 400 and 410 feet above mean sea level. The only significant natural feature in the generally uniform terrain is the Kern River, located approximately 700 feet southeast of the study area.

The land within the project limits is zoned for commercial, light industry, medium density residential and open space.

The need for the project is based on capacity. Traffic congestion has come about due to population growth and urban expansion. Because of existing traffic congestion during peak hour conditions, vehicle accidents and time delays have increased.

DETERMINATION

An Environmental Assessment (Initial Study) has been prepared by the California Department of Transportation (Caltrans). On the basis of this study it is determined that the proposed action will not have a significant effect upon the environment for the following reasons.

- o The project would have no effect on land use, parklands, community growth, neighborhoods, residences or educational facilities. No archaeological, historic or cultural resources are found within the area. No wetlands would be taken. No sensitive, endangered or threatened plants or animals are known from the project area. The project would not affect the composition of traffic, but would improve the efficiency of traffic movement.

- o The project would have no significant effect on recreational areas, sensitive noise receptors, aesthetics or farmlands. The Kern River Bike Path next to Beach Park will be kept open during construction. There would be minimal but nonsignificant effect on floodplains. The project will most probably improve air quality.
- o Impacts from vegetation removal on the fill slope south of Route 178 and north of Beach Park will be mitigated by revegetation of the slopes. Underground storage tanks found within the limits of the project will be removed in accordance with applicable state standards prior to construction. Two business establishments will be acquired. Business relocation assistance benefits will be available if needed.

E. W. Blackmer

E. W. BLACKMER, Chief
Environmental Analysis
California Department of Transportation

7-10-87

Date

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR
THE PROPOSED PROJECT TO REVISE THE
ROUTES 58/99 INTERCHANGE IN KERN COUNTY

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the attached environmental assessment, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

Aug 12, 1987
Date

Michael E. Cannon
for Bruce E. Cannon, Division Administrator

STRENGTH TO 2357

RECONSTRUCT INTERCHANGE
IN THE CITY OF BAKERSFIELD
AT
NORTH JUNCTION ROUTE 99/58 SEPARATION
PM 25.3/26.2

INITIAL STUDY/
ENVIRONMENTAL ASSESSMENT

State of California
Department of Transportation

and

U.S. Department of Transportation
Federal Highway Administration

Pursuant to: 42 U.S.C. 4332(2)(C) - National Environmental
Policy Act of 1969 and Amendments

E. W. Blackmer

E. W. BLACKMER, Chief
Environmental Analysis
California Department of Transportation

Nov 5, 1986

Date

Michael A. Cook

for BRUCE E. CANNON
Division Administrator
Federal Highway Administration

12-11-86

Date

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VICINITY MAP

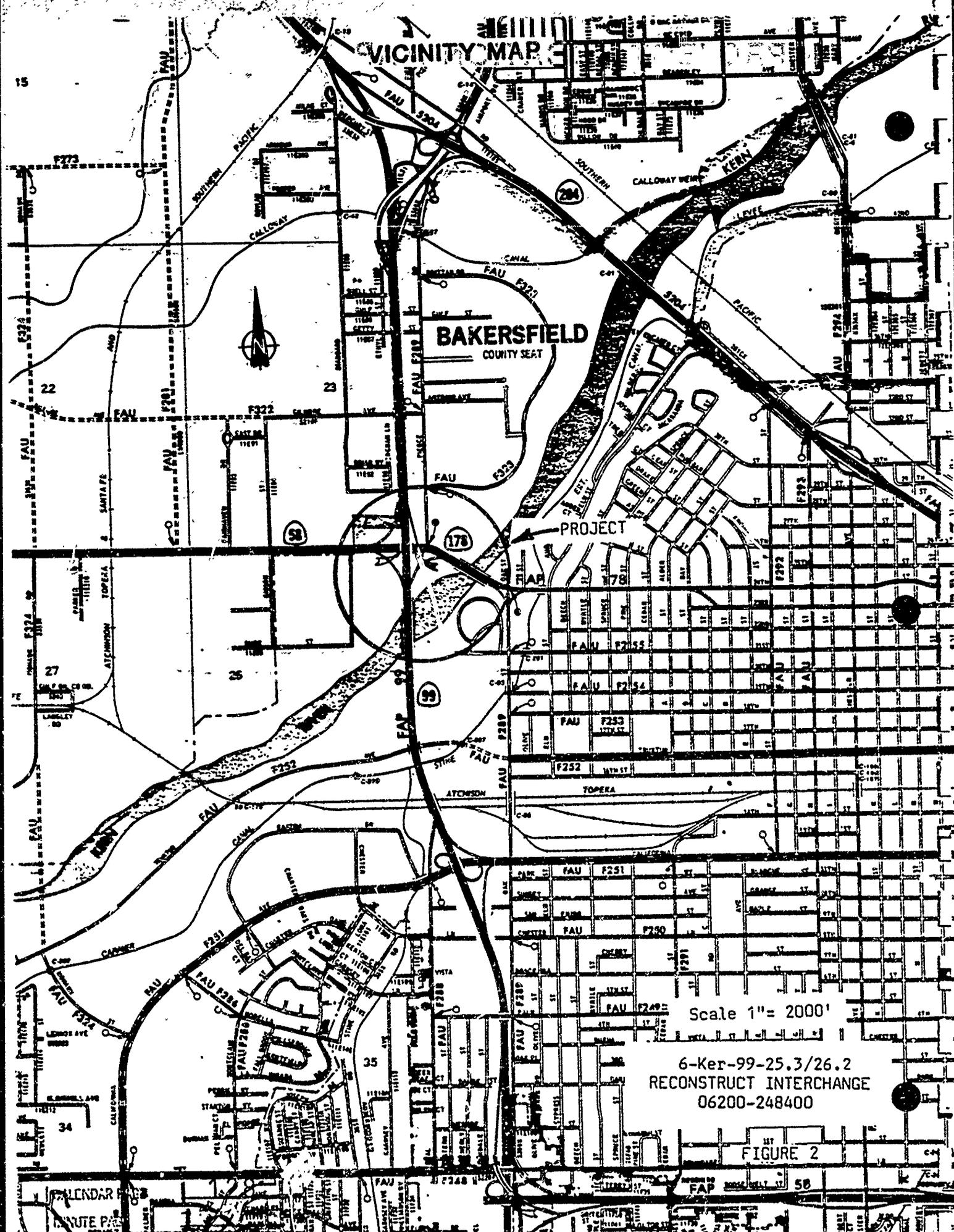
BAKERSFIELD
COUNTY SEAT

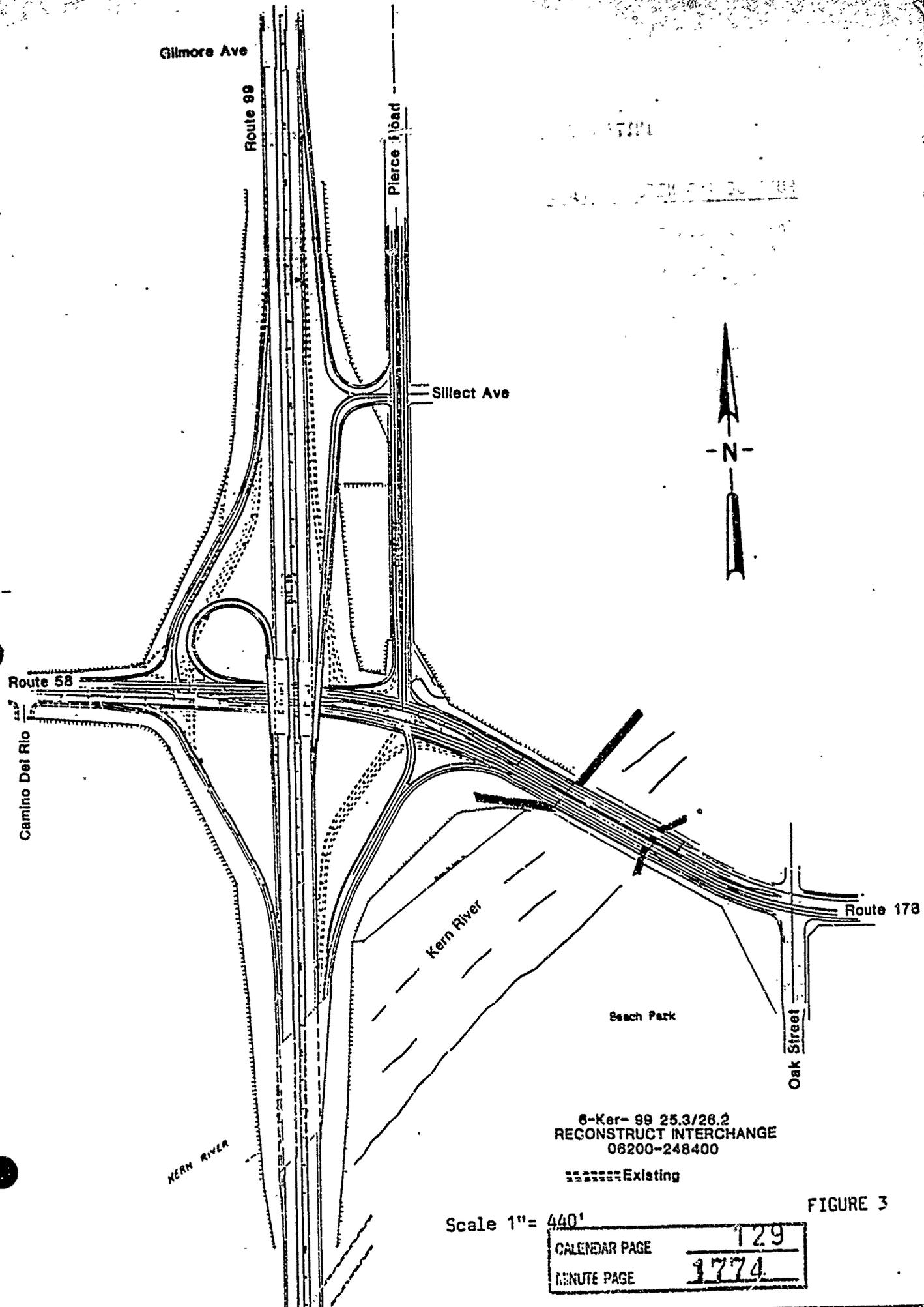
PROJECT

Scale 1" = 2000'

6-Ker-99-25.3/26.2
RECONSTRUCT INTERCHANGE
06200-248400

FIGURE 2





6-Ker-99 25.3/28.2
 RECONSTRUCT INTERCHANGE
 06200-248400

----- Existing

Scale 1" = 440'

FIGURE 3

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INITIAL STUDY (CEQA)/ENVIRONMENTAL ASSESSMENT (NEPA)

PURPOSE AND NEED FOR PROJECT

The proposed project to reconstruct the interchange that connects Routes 58/99/178 at Route 99 is needed to relieve the increasing problem of traffic accidents, congestion, and time delays. Route 99 between California Avenue and Rosedale Highway (Route 58/178) now carries the heaviest volume of traffic of any other location along Route 99 outside the Sacramento metropolitan area. With a current volume of 100,000 vehicles daily, by year 2010, the traffic on this route south of Rosedale Highway is projected to increase to approximately 145,000 vehicles daily. Even if the present six-lane freeway is developed to its ultimate eight lanes and no further major improvements are made, it is projected that this portion of Route 99 will be operating near level of service "E".

The following table shows traffic statistical data for the three routes:

Location	Year 1985		Year 1995		Year 2010	
	ADT	DHV	ADT	DHV	ADT	DHV
Route 58 West of Route 99	39,000	3,900	45,000	4,500	54,500	5,450
Route 99 South of Route 58/178	100,000	10,000	118,000	11,800	145,000	14,500
Route 99 North of Route 58/178	67,000	6,700	81,000	8,100	101,000	10,100
Route 178 East of Route 99	31,500	4,700	41,500	6,250	57,000	8,500

In the three-year period, October 1, 1982 to September 30, 1985, the following accidents occurred:

Location	Deaths	Injuries	Acc/MVM	State Avg.
Route 58 875' W. to Rte. 99	1	22	2.85	2.54
Route 99 1 Mi. S. to 2380' N.	4	103	2.37	1.06
Route 178 Rte. 99 to 2140' E.	0	31	4.67	4.50

ADT-Average Daily Traffic, DHV-Design Hourly Volume, Acc-Accidents
MVM-Million Vehicle Miles

DESCRIPTION OF PROPOSED PROJECT

Alternative 1 - (Preferred Alternative)

The proposed project is located at the north junction of Route 99/58 separation in the City of Bakersfield. The limits of the project are from 200 feet south of the Kern River (PM 25.3) to approximately 700 feet north of Gilmore Avenue Undercrossing (PM 26.2) on Route 99 and from Camino Del Rio east on Route 58 to Oak Street on Route 178 (see figures 2 and 3). Approximately 1.5 acres of new right of way will be required.

The proposal is to construct a new loop-ramp in the northwest quadrant for westbound to southbound Route 99 traffic. The existing southbound off-ramp at this location would be moved westerly to accommodate the loop-ramp. On the northeast quadrant, the existing northbound on-ramp would be taken out and moved northerly opposite Sillect Avenue and combined at this location as an on-off-hook-ramp for Route 99. Pierce Road would be widened from Sillect Avenue approximately 360 feet north and 440 feet south to provide for left-turn channelization to the hook-ramp of Route 99.

The proposal will also involve moving the existing northbound off-ramp in the southeast quadrant easterly of its present location, but still in line with Pierce Road, to provide for smoother traffic flow. The existing southbound on-ramp to Route 99 will have minor work in realigning the on-ramp curve just south of Route 58.

To accommodate the proposed ramp reconstruction, the existing northbound Route 99 Kern River bridge would be widened on the east side. The widening would be on a diagonal, from approximately 14 feet on the south end to approximately 22 feet on the north end for northbound traffic movement to the off-ramps. The 99/58 separation would be widened on both east and west sides, and the Gilmore Avenue Undercrossing would be widened on the east side.

In addition, Route 58 from Camino Del Rio to Route 99 would be widened to six lanes and Route 178 from Route 99 to Oak Street would be widened to six lanes with an additional lane from the northbound Route 99 off-ramp across the Kern River to Oak Street.

The existing route 178 Kern River bridges would be widened and connected to provide one bridge that would accommodate seven lanes plus a sidewalk on the north side of bridge. In addition, sidewalks would be constructed on the north side of Rosedale Highway from the existing sidewalk at the extension of Camino Del Rio to the existing sidewalk east of the Kern River bridge (except for roadway openings). Lighting would be provided under this bridge at the bike path for safety.

Coordination with the Department of Fish and Game (DF&G) and the Corps of Engineers has begun for work proposed in the Kern River.

The project will include erosion control measures and revegetation of the slopes opposite the City of Bakersfield's Beach Park.

The current cost estimate for the proposed project is \$12,600,000 (6/86) for construction and \$623,000 for right of way. Funding source will be from the "New Construction and Cross Traffic Improvement Program" with construction scheduled for the 1989-90 fiscal year. This project is in the 1985 State Transportation Improvement Program as Project No. 179A.

Alternative 2 - (No-Build)

With the no-build alternative, Route 99, Route 58, and Route 178 within the project limits would remain unchanged. As traffic increases to forecasted volumes, congestion, time delays, and the accident rate could also be expected to increase. The conditions of level of service "E" would be reached and the identified transportation needs of the community would not be met.

TSM Alternative

Transportation System Management (TSM) is an alternate mode of transportation to more efficiently use the existing highways and streets through complementary measures such as transit service, ridesharing programs, providing High Occupancy Vehicles (HOV) lanes and parking disincentives. TSM is not a new concept for the Bakersfield area. Many actions have already been taken by the City to alleviate traffic problems. For instance, signalized intersections have been programmed to facilitate through traffic, ridesharing programs and bicycle use are being actively promoted, and park-and-ride facilities are being developed. High Occupancy Vehicle (HOV) measures have been considered whereby travelers are induced to shift from low occupancy vehicles to high occupancy vehicles, two or more persons per car, by means of preferential treatment for buses and carpools.

Because of the minimal length and nature of this proposed project no provision for HOV lanes were included.

While the climate in Kern County is very well suited for bicycle travel, bike-ways are few in the County. One prominent trail in the study area is the Kern River bike path between Manor Street and Beach Park. This bike path traverses under the Kern River bridge at Route 178 and will be protected during construction. The falsework at the Kern River bridge will be constructed in such a manner that will enable the bike path to remain open throughout construction.

AFFECTED ENVIRONMENT

General Description

The project site is relatively flat with elevations of between 400 and 410 feet above mean sea level. The only significant natural feature crossing the project area is the Kern River which flows in a southwesterly direction. The average annual air temperature is 60 degrees F. Average annual rainfall is just under 6 inches, occurring primarily from November through April.

Geology

The White Wolf Fault is approximately 20 miles southerly of the study area. To the west lies the San Andreas Fault, approximately 40 miles away.

In July of 1952, a quake from the White Wolf Fault registered a magnitude of 7.7 on the Richter Scale. One of its after shocks was the Bakersfield quake of August 22, 1952, registering a magnitude of 5.8, which was sufficient to cause major damage to many downtown buildings.

There are no known active faults underlying the proposed project.

Vegetation

Vegetation in the project site is limited to highway planting with some grasses existing on vacant lots. Approximately 60 mature eucalyptus trees would be removed in the construction of the ramps on the proposed project.

Wildlife

Urban development has displaced the native animals of the area. The highway plants and trees provide cover and food for some species of birds. No endangered or threatened species of animals exist in the project area.

Kern River

The Kern River enters the San Joaquin Valley through the Kern River Canyon. It flows through the City of Bakersfield in a southwesterly direction to the Elk Hills on the western side of the valley. There the channel divides into two tributaries, one leading southeast to Buena Vista Lake Bed, and the other following a northwesterly course to the Tulare Lake bed.

Hydrology

The Federal Emergency Management Agency maps indicate the Kern River bridges on Route 99 and on Route 178 are within the 100-year base floodplain boundary designated zone (see figure 4).

Historic and Cultural Resources

A historic property survey was conducted by the District's heritage resources coordinator and a "Historic Property Survey Report" with negative findings was prepared (see Appendix A).

These findings complete the requirements of Section 106 of the National Historic Preservation Act (16 USC 470) and its implementing regulations, "Protection of Historic and Cultural Properties (36 CFR Part 800)".

Socioeconomics

Existing Land Use - The proposed project is located entirely within the Bakersfield metropolitan area. The surrounding land use is a mixture of commercial strip development along the major streets, industrial and residential development along the side streets. The land immediately adjacent to the project area, with the exception of Beach Park (an active sports park), is developed either as commercial, residential or office space and little change can be expected in the future.

ENVIRONMENTAL EVALUATION

Several technical studies were developed to assist in making the environmental evaluation of this project. The following studies are incorporated by reference into this Initial Study/Environmental Assessment and are available from Caltrans District 6 Office, 1352 West Olive Avenue, Fresno, CA 93728.

Studies on air quality, noise impacts, energy, biology, wetlands and floodplain encroachment were performed.

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ENVIRONMENTAL SIGNIFICANCE CHECKLIST

This checklist was used to identify physical, biological, social and economic factors which might be impacted by the proposed

project. In many cases, the background studies performed in connection with this project clearly indicate the project will not effect a particular item. A "NO" answer in the first column documents this determination. Where there is a need for clarifying discussion, an asterisk is shown next to the answer. The discussion is in the section following the checklist.

	YES	NO	IF YES, IS IT SIGNIFICANT?	
			YES	NO
PHYSICAL. Will the proposal either directly or indirectly:				
1. Appreciably change the topography or ground surface relief features? _____	YES			*
2. Destroy, cover, or modify any unique geologic or physical features? _____		NO		
3. Result in unstable earth surfaces or increase the exposure of people or property to geologic or seismic hazards? _____		NO		
4. Result in or be affected by soil erosion or siltation (whether by water or wind)? _____	YES			*
5. Result in the increased use of fuel or energy in large amounts or in a wasteful manner? _____		NO		*
6. Result in an increase in the rate of use of any natural resource? _____		NO		
7. Result in the substantial depletion of any nonrenewable resource? _____		NO		
8. Violate any published Federal, State, or local standards pertaining to hazardous waste, solid waste or litter control? _____		NO		*
9. Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake? _____	YES			*
10. Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves? _____	YES			*
11. Adversely affect the quantity or quality of surface water, groundwater, or public water supply? _____		NO		*
12. Result in the use of water in large amounts or in a wasteful manner? _____		NO		
13. Affect wetlands or riparian vegetation? _____		NO		*
14. Violate or be inconsistent with Federal, State, or local water quality standards? _____		NO		
15. Result in changes in air movement, moisture, or temperature, or any climatic conditions? _____		NO		
16. Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality? _____		NO		*
17. Result in the creation of objectionable odors? _____		NO		
18. Violate or be inconsistent with Federal, State, or local air standards or control plans? _____		NO		*
19. Result in an increase in noise levels or vibration for adjoining areas? _____	YES			*
20. Result in any Federal, State, or local noise criteria being equal or exceeded? _____	YES			*
21. Produce new light, glare, or shadows? _____	YES			*
BIOLOGICAL. Will the proposal result in (either directly or indirectly):				
22. Change in the diversity of species or number of any species of plants (including trees, shrubs, grass, microflora, and aquatic plants)? _____	YES			*
23. Reduction of the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of plants? _____		NO		
24. Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species? _____		NO		
25. Reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique, or other farmland of State or local importance? _____		NO		*
26. Removal or deterioration of existing fish or wildlife habitat? _____		NO		
27. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)? _____		NO		*
28. Reduction of the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of animals? _____		NO		
29. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? _____		NO		

ENVIRONMENTAL SIGNIFICANCE CHECKLIST
ENVIRONMENTAL SIGNIFICANCE CHECKLIST (Cont.)

SOCIAL AND ECONOMIC. Will the proposal directly or indirectly:	YES		NO		IF YES, IS IT SIGNIFICANT	
	YES	NO	YES	NO	YES	NO
30. Cause disruption of orderly planned development?				NO		
31. Be inconsistent with any elements of adopted community plans, policies or goals, or the California Urban Strategy?				NO		
32. Be inconsistent with a Coastal Zone Management Plan?				NO		
33. Affect the location, distribution, density, or growth rate of the human population of an area?				NO		
34. Affect life-styles, or neighborhood character or stability?				NO		
35. Affect minority, elderly, handicapped, transit-dependent, or other specific interest groups?				NO		
36. Divide or disrupt an established community?				NO		
37. Affect existing housing, require the acquisition of residential improvements or the displacement of people or create a demand for additional housing?				NO		
38. Affect employment, industry or commerce, or require the displacement of businesses or farms?		YES				*
39. Affect property values or the local tax base?		YES				*
40. Affect any community facilities (including medical, educational, scientific, recreational, or religious institutions, ceremonial sites or sacred shrines)?				NO		
41. Affect public utilities, or police, fire, emergency or other public services?		YES				*
42. Have substantial impact on existing transportation systems or alter present patterns of circulation or movement of people and/or goods?		YES				*
43. Generate additional traffic?				NO		
44. Affect or be affected by existing parking facilities or result in demand for new parking?				NO		
45. Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise adversely affect overall public safety?				NO		
46. Result in alterations to waterborne, rail or air traffic?				NO		
47. Support large commercial or residential development?				NO		
48. Affect a significant archaeological or historic site, structure, object, or building?				NO		*
49. Affect wild or scenic rivers or natural landmarks?				NO		
50. Affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view?				NO		
51. Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?				NO		*
52. Result in the use of any publicly-owned land from a park, recreation area, or wildlife and waterfowl refuge?				NO		

MANDATORY FINDINGS OF SIGNIFICANCE

	YES	NO
53. Does the project have the potential to substantially 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, 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?		NO
54. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)		NO
55. Does the project have environmental effects which are individually limited, but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual 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. It includes the effects of other projects which interact with this project and, together, are considerable.		NO
56. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		NO

DISCUSSION OF ENVIRONMENTAL EVALUATION

Following are explanations of the items indicated on the Environmental Significance Checklist as needing additional discussion:

Physical

1. & 4. Topography and Ground Surface Relief Features

Either cut or fill will be required for the new ramps. The minor change in topography or ground surface relief features is not considered to be significant. New slopes will be protected with the placement of straw, thereby minimizing erosion.

5. Energy

The project will have a minor positive benefit by reducing energy or fuel due to free traffic flow. There will be a one-time energy use during construction due to materials, operations, and equipment.

8. Toxic, Hazardous Waste

Northwest Quadrant - The area of right of way required for the project at this location is a sliver of land needed for a portion of the southbound off-ramp of Route 99. At this location Trico Industries, Inc. steam cleans oil field equipment on their property and some of the runoff from the steam cleaning operation ends up in a portion of the land required for the project. A field investigation was conducted at Trico Industries by Woodward-Clyde consultants to evaluate whether the surrounding soils were contaminated with toxic metals since heavy metals are used as part of the oil well drilling operation. Laboratory findings concluded that none of the samples tested exhibited hazardous levels of toxic metals.

In the Investigation Report, Woodward-Clyde consultants recommended that further investigation be conducted in this area to evaluate the presence of volatile and semivolatile organic contaminants including petroleum hydrocarbons. Kern County Environmental Health Services, in consultation with Caltrans, made a site investigation at Trico Industries, Inc. to determine the extent of contamination, if any. As a result of the investigation Kern County Environmental Health Services contacted Caltrans by telephone and indicated that the hydrocarbons in the surrounding soils are not considered toxic or a danger to the public. However, since Trico Industries was storing possible hazardous or combustible materials in a tank without a permit, they will have to comply with Kern County Environmental Health Services requirements and file for a permit (see Appendix D).

Northeast Quadrant - At this location the existing Caltrans landscape maintenance yard will be removed for construction of portion of the proposed loop ramps. This construction will require the removal of underground fuel storage tanks. Recent testing, by Caltrans maintenance people found that the underground fuel storage tanks were sound and without any indication of leaks. It has been determined by Kern County Environmental Health Services records that the underground fuel storage tanks believed to have been buried at the American Tire Service Company property located in front of the Caltrans landscape maintenance yard were pressure tested and found free from leakage at the time of removal five to six years previous.

No contamination has been identified. The requirements of State and Local regulatory agencies and applicable standards relative to Hazardous Wastes shall be met.

9, 10,
& 13.

Stream Modification and Floodplain

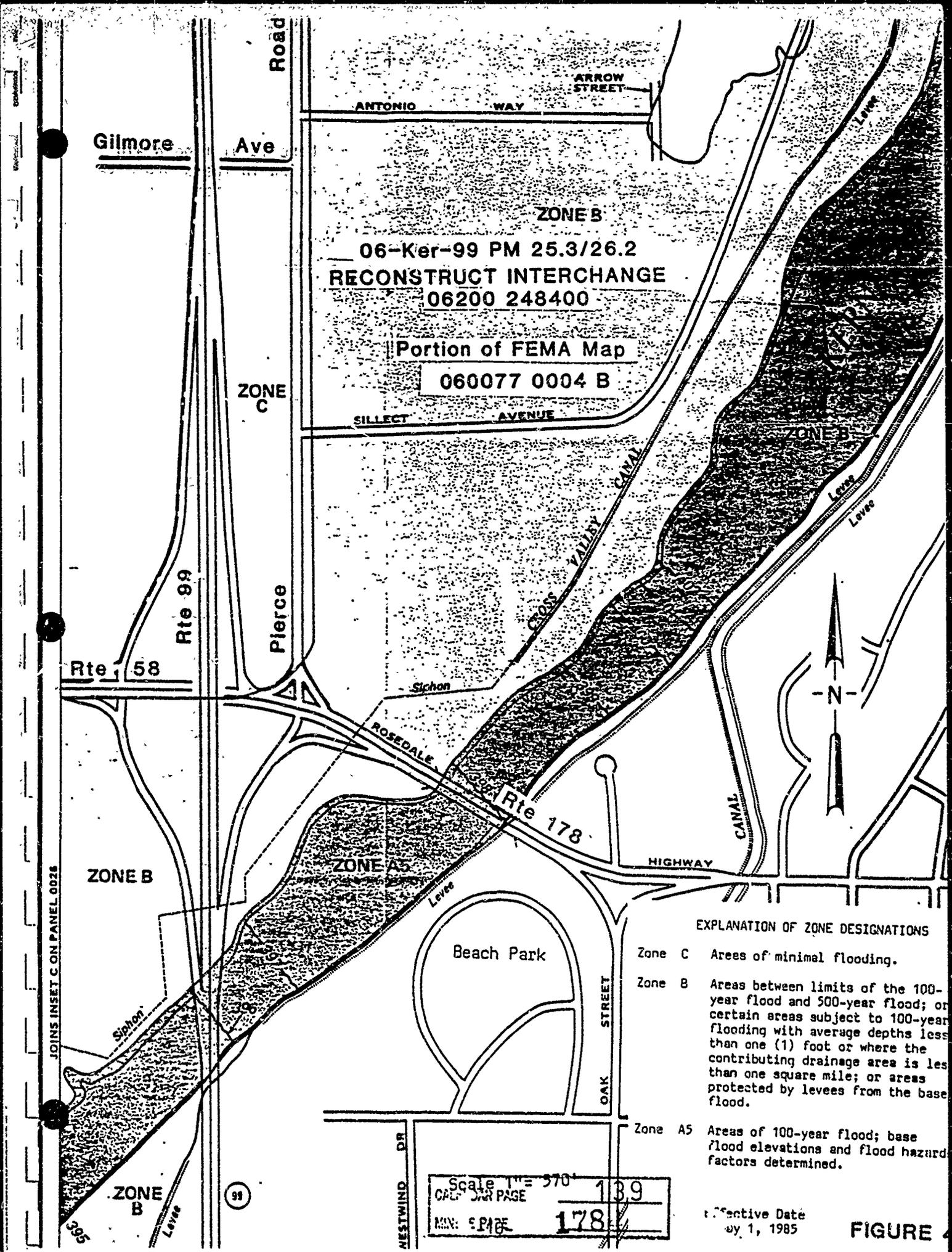
Caltrans is consulting with the Corps of Engineers for possible 404 permit, with the Department of Fish and Game (DF&G) for 1601 agreement in connection with bridge widening on both Route 99 and Route 178 in the Kern River. Caltrans will also obtain a permit for work that takes place in the Kern River Designated Floodway from the Reclamation Board, Department of Water Resources. The widening will require minor encroachment in the river bottom with the extension of the piers and abutments. This minor encroachment is considered insignificant.

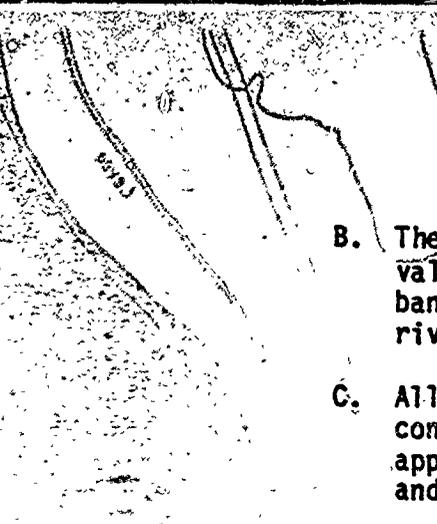
The channel, dry during part of the summer, has a sandy, shifting bottom and is crossed at various points by permanent diversion weirs directing water into major irrigation canals. Channel clearing, snag removal, and levee repair on the channel between Bakersfield and Buena Vista and Tulare Lakes is part of a continuing maintenance program called the "Kern River Channel Maintenance Program" by the City of Bakersfield and County of Kern. This program is intended to preserve the storm flow carrying capacity of the Kern River. Removal of sand, soil and vegetation, together with channel straightening, will permit passage of an intermediate regional flood through the designated floodway. The area of the proposed project in the Kern River channel is covered under this maintenance program.

Federal Emergency Management Agency (FEMA) maps indicate the Kern River bridges on Route 99 and on Route 178 are within the 100-year base floodplain boundary designated zone (see figure 4).

The following statements summarize the minimal effects the project will have within the 100-year base floodplain:

- A. The risks associated with the implementation of the proposed action are minimal. The minor widening of bridge piers and abutments to improve the bridges on Route 99 and Route 178 within the limits of the (100-year) base floodplain will not significantly raise the elevation of the (100-year) base flood.



- 
- B. There will be no impacts on natural and beneficial floodplain values. Minimal, if any, riparian vegetation in the south river bank on Route 99 will be removed. To prevent erosion along the river banks rip-rap will be placed.
- C. All work performed on the Kern River bridges will be done in consultation with Department of Fish and Game (DF&G) and the applicable sections of the Caltrans Standard Specifications and Special Provisions.

11. Quantity or Quality of Surface Water

Minimal effects on water quality would occur as a result of the ramp reconstruction. Erosion from cut and fill slopes will be minimal with placement of straw slope protection.

Scour and fill around bridge piers and abutments will be mitigated by rip-rap slope protection at abutments and by extending piers below maximum scour depth.

16. & 18. Air Quality

The Environmental Protection Agency conditionally approved the Kern County 1979 Air Quality Plan, as published in the Federal Register (46 FR 4250) on August 21, 1981. The County was redesignated for attainment of the carbon monoxide standard on January 25, 1982 (47 FR 55919), thereby eliminating one element of the conditional approval. On February 24, 1984, the Environmental Protection Agency issued a "SIP call" for an ozone attainment plan in Kern County. This plan was not approved by the California Air Resources Board. It appears that Kern County will not make the December 31, 1987 deadline for attainment of the Federal ozone standard. As a result of non-attainment by the statutory deadline, Kern County is expected to fall under the "Reasonable Extra Efforts Program" (REEP). This program is currently being conducted by the EPA in four California Post '87 attainment areas.

This project is in an area where the State Implementation Plan does not contain any transportation control measures. Therefore, the conformity procedures of 23 CFR 77 do not apply to this project.

Carbon monoxide values were calculated for this project using the Federal Highway Administration (FHWA) approved paper "Guidelines and Technical Procedures for Assessing the Air Quality Impact of Transportation Projects" and "CO Microscale Screening Procedure" written by the Transportation Laboratory, California Department of Transportation.

Ambient values used to calculate a "worst case" scenario for the project were 11 ppm for 1-hour and 6.9 ppm for 8-hour CO levels, obtained from the "1986 Update to the Kern County Nonattainment Area

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Plan for Ozone and Carbon Monoxide". Calculations dictated by the screening process resulted in predicted CO levels of 11.9 ppm for 1-hour and 7.5 ppm for 8-hour time periods for year 2000. These values fall well within National Ambient Air Quality Standards (1-hour = 35 ppm, 8-hour = 9 ppm) and California Air Quality Standards (1-hour = 20 pp, 8-hour = 9 ppm). Since the screening process is a conservative approach to building a worst case scenario, it is concluded that the proposed project will not have a significant adverse impact on air quality in regards to carbon monoxide.

19. & 20. Noise Levels

Existing and predicted Leq Noise Levels for the proposed project with the build and no-build conditions are the same for sensitive receptors along Route 99. Some of the more sensitive locations are as follows:

Loc.	Post Mile	Distance From C.L.	Receptor Type	1986 (dBA)	2010 (dBA)	Impact (dBA)	FHWA N.A.C.
1.	25.42	646' Rt.	Beach Park	63	65	2	67
2.	25.43	972' Rt.	Beach Park	59	61	2	67
3.	25.44	820' Rt.	Beach Park	61	63	2	67
4.	25.49	1365' Rt.	Beach Park	65	67	2	67
5.	25.52	1056' Rt.	Beach Park	62	64	2	67
6.	25.56	1373' Rt.	Convenience store	67	69	2	72
7.	25.63	700' Rt.	Motel	67	69	2	67
8.	25.69	234' Rt.	Fast Food Restaurant	69	71	2	72
9.	25.76	165' Rt.	Motel	68	72	4	67
10.	25.96	196' Rt.	Truck Refuel Stop	67	69	2	72
11.	25.44	235' Lt.	Motel	67	69	2	67
12.	25.56	268' Lt.	Motel	64	66	2	67
13.	25.69	569' Lt.	Industrial	65	68	3	72
14.	25.89	237' Lt.	Residence	61	63	2	67
15.	25.89	147' Lt.	Residence	63	65	2	67

Loc. - Location, C.L. - Centerline, N.A.C. - Noise Abatement Criteria

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NOTE:

As shown above, some existing and predicted Leq Noise Levels exceed established Federal guidelines. However, these exceedences are a combination of park traffic and surrounding local street traffic noises (see figure 5 for receptor locations).

Construction of a noise barrier at Beach Park would be ineffective because of the varied directions from which traffic noise sources emanate. Construction of noise barriers at other locations of the project would also not be feasible because of the traffic noise from local streets. The reflection of traffic noise from a noise barrier would compound the noise problem. For these reasons, no noise attenuation measures are proposed for this project.

21. Light

New lighting in the form of high-pressure sodium (HPS) lamps for night driving would be installed for the new ramps where required on the proposed project. Because of the bridge widening, new lighting will be added under the Kern River bridge on Route 178 along the bike path. Existing businesses would not be significantly affected by the proposed lighting.

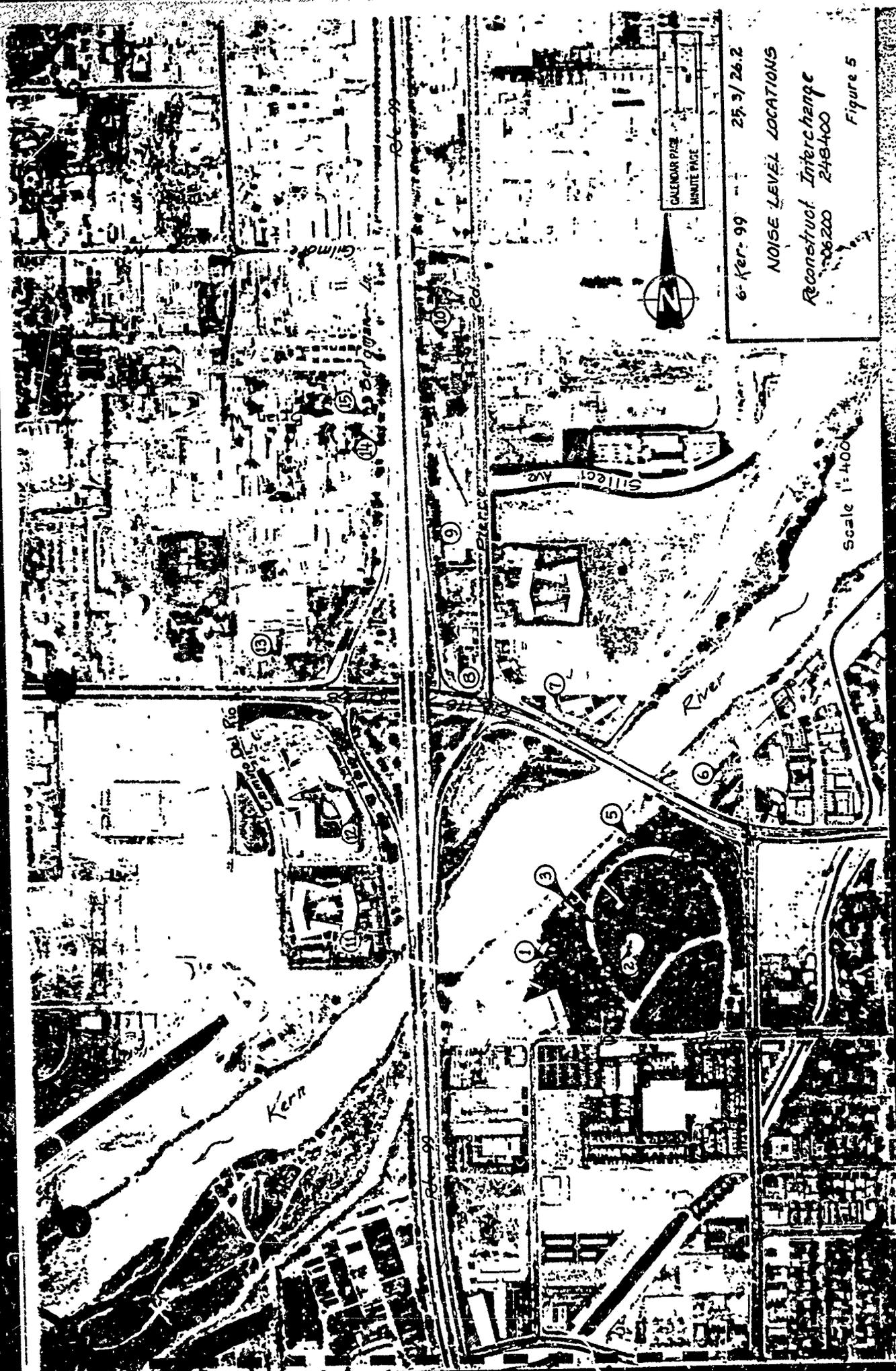
Biological

22. & 27. Flora and Fauna

There are no threatened or endangered species or unique natural communities which will be affected by this project adjacent to the Kern River. Small birds and animals utilize the river's edge, park and highway landscaping. Loss of riparian habitat in some part is due to the dry state of the river during part of the summer months.

25. Farmland

Approximately 1.5 acres of new right of way will be required for the proposed project. The U.S. Department of Agriculture, Soil Conservation Service indicates that the soil located in the project site is designated as being prime farmland; however it is no longer being farmed and has not been for many years. This area is currently zoned industrial in the Rosedale General Plan and the Bakersfield Metropolitan Area General Plan. Based upon the very low total point value shown on the rating form, the project will have no significant impact upon prime farmlands (see Appendix B for Farmland Conversion Impact Rating).



Social and Economic

38. & 39. Business Displacement, Local Tax Base

The proposed project will displace two business establishments (American Tire Service and Burger Haven). The project area is going through a redevelopment phase at this time, and there are some relocation sites nearby. If needed, relocation assistance benefits will be made available should the businesses wish to reestablish themselves at new locations. Should they choose not to relocate, the tax base loss is insignificant when compared to the number of businesses in the study area.

41. & 42. Public Service and Traffic Circulation

The proposed project will benefit law enforcement, fire, emergency and other public service vehicles, by allowing driver maneuverability and saving time in using the new ramps, and added lanes, or freeway shoulders.

48. Archaeological or historic site

Archaeological and historic Architectural surveys for the area were performed by Caltrans and others. Inspection of the Area of Potential Environmental Impact (APEI) identified no resources.

Compliance with 36 CFR 800 (procedures of historic and cultural properties is complete. (See Appendix A)

51. Traffic Detours

Minor traffic detours to one lane in each direction over each bridge would have to be provided during bridge widening over the Route 178 Kern River bridges. The minor traffic detouring is considered insignificant.

CONSULTATION AND COORDINATION

Public Meeting

An announced public information meeting was held January 23, 1987 at the West High School Student Center (Cafeteria) in Bakersfield, California. Approximately fifty people were in attendance, including area residents, several public officials, and members of the Caltrans Project Development Team.

The majority of the people attending the meeting expressed support for the project, asking how soon before construction could begin. Other substantive concerns expressed at the meeting were concerns about traffic congestion in the immediate area of the interchange and to the south on Route 99. Caltrans officials stated that the improvement at the Rosedale Interchange would alleviate some of the congestion south of the interchange by improving traffic movement in the proposed project area.

The following agencies and organizations were consulted and coordinated with during project developing:

- o City of Bakersfield Department of Public Works
- o City of Bakersfield Planning Department
- o City of Bakersfield Parks Division
- o Kern County Department of Public Works
- o Kern County Planning Department
- o Kern County Water Agency
- o Kern Council of Governments
- o California Highway Patrol

ENVIRONMENTAL EVALUATION PERSONNEL AND PROJECT DEVELOPMENT TEAM

Albert J. ZimmermanProject Development, Caltrans
Randy McClellan, Team Leader.....Project Development, Caltrans
Roger A. Cook.....Environmental Planning, Caltrans
David C. Parra.....Environmental Planning, Caltrans
José Ruano.....District Landscape Architect, Caltrans
Bob Rice.....Materials Lab, Caltrans
Stan W. Greene.....Right of Way, Caltrans
Mike Yoshimoto.....Traffic, Caltrans
Robert J. Felton.....Headquarters OPP&D, Caltrans
Barry Hayslett.....Public Works, Kern County
Lloyd L. Norton.....Public Works, Kern County
Glen G. Rains.....Planning Department, Kern County
Bob Bellue.....Kern County Water Agency
Stephen Walker.....Public Works, City of Bakersfield
Brent Moore.....Kern County Council of Governments
Lt. John Molitoris.....California Highway Patrol
Sgt. Ed Ederra.....California Highway Patrol
Daniel M. Mathis.....Area Engineer, FHWA

6-Ker-99
PM 25.3/26.2
06200-248400

DETERMINATION (CEQA)

On the basis of this initial evaluation, it is determined that the appropriate environmental document for the proposal is:

ND. The proposal could not have a significant effect on the environment.

EIR. May have significant effect.

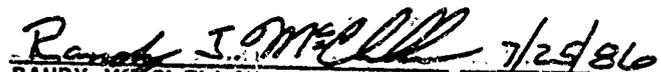
Categorically exempt. Class ____, Section 1510 ____ of the Environmental Regulations.

ND. Although the proposal could have a significant effect on the environment, there will not be a significant effect because the mitigation measures described have been added to the project.



ROGER A. COOK, Chief
Environmental Planning Branch

7/25/86
Date



RANDY MC CLELLAN
Project Development Team Leader

7/29/86
Date

Department of Transportation
HISTORIC PROPERTY SURVEY REPORT - NEGATIVE FINDINGS

1. HIGHWAY PROJECT DESCRIPTION AND LOCATION

District County Route Post Mile Charge Unit Expenditure Authorization

6 Kern 99 25.3/26.2 06200 248400

Reconstruct Route 99/58 Interchange at Pierce Road and Rosedale Highway. (Rtes. 99-58-178) (See Exhibits 1, 2 & 3)

2. AREA OF POTENTIAL ENVIRONMENTAL IMPACT (APEI)

FHWA Area Engineer Approval (Name Dan Mathis (Date) 9-2-86

Description: Along existing Right of Way lines with additional Right of Way at New Ramp connections. (See Exhibit 4)

3. SOURCES CONSULTED

	Month and Year
<input checked="" type="checkbox"/> National Register of Historic Places	Thru July 1986
<input checked="" type="checkbox"/> California Inventory of Historic Resources	Year 1986
<input checked="" type="checkbox"/> California Historical Landmarks	Year 1983
<input checked="" type="checkbox"/> Archaeological Site Records (Name(s) of Institution(s) Cal. Dept. Parks And Recreation	Date 1986
<input checked="" type="checkbox"/> Local Historical Society (Name) Kern County Historical Society	Date 1986

Corespondence Attached 1986

SRPO: (See attached Exhibit) Date

Other:

4. RESUME OF SURVEY

Archaeological Survey Report (Attachment 5)	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
Bridge Evaluation (Attachment 6)	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
Historic Architectural Evaluation (Attachment 6)	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
Historic Research Evaluation Report (Attachment 5)	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
Native American Input (Attachment 5)	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
Other (Specify) (Attachment 5)	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A

5. CALTRANS APPROVALS

Recommended for Approval: A. B. Clayton 9/6/86
 District Heritage Preservation Coordinator Date

Approved: [Signature] 9/1/86
 Chief Environmental Planning Branch Date

6. FHWA DETERMINATION

Check One

- A. No cultural resources are present within or adjacent to the project's APEI.
 B. Cultural resources within or adjacent to the project's APEI do not possess any historical, architectural, archaeological or cultural value.

Cultural studies are complete and satisfactory. The requirements of 36 CFR 800 have been completed.

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Daniel M. Mathis
 FHWA Area/District Engineer

9/2/86
 Date

U.S. Department of Agriculture — 06200-248400

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request		May 8, 1986	
Name Of Project 6-Ker-99 Post mile 25.3/126.2		Federal Agency Involved		FHWA	
Proposed Land Use Reconstruct interchange		County And State		Kern - California	
PART II (To be completed by SCS)		Date Request Received By SCS		May 12, 1986	
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply — do not complete additional parts of this form):		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated	Average Farm Size
				972,400	1473
Major Crop(s) Cotton, Grapes, Potatoes	Farmable Land In Govt. Jurisdiction Acres: 1,044,200 % 20	Amount Of Farmland As Defined In FPPA Acres: DATA NOT AVAILABLE		Date Land Evaluation Returned By SCS May 23, 1986 RR	
Name Of Land Evaluation System Used Calif. - State System	Name Of Local Site Assessment System NONE	Alternative Site Rating			
PART III (To be completed by Federal Agency)		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		1.5			
B. Total Acres To Be Converted Indirectly		0			
C. Total Acres In Site		1.5			
PART IV (To be completed by SCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		1.5			
B. Total Acres Statewide And Local Important Farmland					
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		1000/			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		DATA NOT AVAILABLE			
PART V (To be completed by SCS) Land Evaluation Criterion					
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		80			
PART VI (To be completed by Federal Agency)					
Site Assessment Criterion (These criteria are explained in 7 CFR 659.5(b))	Maximum Points				
1. Area In Nonurban Use	15	0			
2. Perimeter In Nonurban Use	10	0			
3. Percent Of Site Being Farmed	20	0			
4. Protection Provided By State And Local Government	20	0			
5. Distance From Urban Builtup Area	0	0			
6. Distance To Urban Support Services	0	0			
7. Size Of Present Farm Unit Compared To Average	10	0			
8. Creation Of Nonfarmable Farmland	25	0			
9. Availability Of Farm Support Services	5	0			
10. On-Farm Investments	20	0			
11. Effects Of Conversion On Farm Support Services	25	0			
12. Compatibility With Existing Agricultural Use	10	0			
TOTAL SITE ASSESSMENT POINTS	160	0			
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	80			
Total Site Assessment (From Part VI above or a local site assessment)	160	0			
TOTAL POINTS (Total of above 2 lines)	260	80			
Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>			

Reason For Selection:

SCS Sections completed by Raul Ramirez, Soil Conservationist
 Bakersfield, CA 93301

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APPENDIX B

CITY OF BAKERSFIELD CALIFORNIA
COMMUNITY SERVICES DEPARTMENT



PAUL DOW, Manager
GENE BOGART, Director of Water Resources
FLORN CORE, Assistant Director of Water Resources
FRANK FABBRI, Parks Superintendent, 326-3781
JIM LEDOUX, Recreation Superintendent, 326-3701
ROBERT HART, Sanitation Superintendent, 326-3781

November 17, 1986

Mr. Roger A. Cook
California Department of Transportation
P.O. Box 12616
Fresno, CA 93778

Dear Mr. Cook,

In regard to our telephone conversation on November 17, 1986, we recognize that the proposed work on Rosedale Interchange will be within the existing Caltrans highway right of way.

We do not consider the work involved adjacent to Beach Park within Caltrans' right of way to be a use or taking of park land as per Section 4(F) of the Department of Transportation Act (49 U.S.C. 303 or 23 U.S.C. 138).

If you have any questions, please call me at (805) 326-3117.

Sincerely,

Frank Fabbri
Frank Fabbri
Parks Superintendent

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1700 Flower Street
Bakersfield, California 93305
Telephone (805) 861-3636

KERN COUNTY HEALTH DEPARTMENT

ENVIRONMENTAL HEALTH DIVISION

HEALTH OFFICER
Leon M. Hebertson, M.D.
DIRECTOR OF ENVIRONMENTAL HEALTH
Vernon S. Reichard



June 30, 1987

AJZ 6AM
GIVEN TO TAP

Department of Transportation
Bill Patterson
P. O. Box 12616
Fresno, California 93778

Dear Mr. Patterson:

A representative from this department performed a complaint inspection of Trico Industries, Inc., located on 3515 Thomas Avenue in Bakersfield, California. The inspector was taken to an underground storage tank, access opening which was surrounded by dark - contaminated soil. The inspector was told that the tank contained rinsate collected while cleaning oilfield equipment. The tank was not permitted through the Health Department. The branch manager was contacted, and informed of the requirements to permit tanks which store hazardous or combustible materials. He stated his plans to replace this tank. He was given an application for a permit to operate and abandon. This department is presently waiting to receive a completed application before issuing a permit specifying additional requirements for this facility.

If you have any additional questions on the status of this investigation, please call me at (805) 861-3636.

Sincerely,

Amy E. Green
Environmental Health Specialist
Hazardous Materials Management Program

AEG:sw

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APPENDIX D

6-Ker-99-25.3/26.2

06200-248400

SCH NO. 87010503

COMMENTS RECEIVED

ON

NEGATIVE DECLARATION

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT

The Negative Declaration and Environmental Assessment (Initial Study) was distributed by the Office of Planning and Research (State Clearinghouse) to various State Agencies for review and comment. The environmental document was also sent to the Kern Council of Governments (Regional Clearinghouse). A combined Public Notice announcing the availability of the Negative Declaration and the opportunity to request a public hearing was published in the "Bakersfield Californian", the local newspaper serving the area. The notices were published on January 14, and February 6, 1987. Copies of the Negative Declaration were also available at the Beale Memorial Library main branch. A copy of the State Clearinghouse's letter dated February 5, 1987 is attached.

During the public review period of this Negative Declaration and Environmental Assessment, few responses were received. The responses received covering substantive comments are attached. Following each letter is our response.

After evaluating the results of the circulation of the environmental document, it is concluded that the findings reported in the Negative Declaration are still valid.

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OFFICE OF PLANNING AND RESEARCH

400 TENTH STREET
SACRAMENTO, CA 95814G.A.H.
FEB 10 5 38 AM '87

February 5, 1987

Gordon Marts
CA Department of Transportation
1352 West Olive Avenue
Fresno, CA 93778A.S.Z.
P.M.Subject: Reconstruct Route 99 Rosedale Highway Interchange
SCH# 87010503

Dear Mr. Marts:

The State Clearinghouse submitted the above named proposed Negative Declaration to selected state agencies for review. The review period is closed and the comments of the individual agency(ies) is(are) enclosed. Also, on the enclosed Notice of Completion, the Clearinghouse has checked which agencies have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the package is not in order, please notify the State Clearinghouse immediately. Your eight-digit State Clearinghouse number should be used so that we may respond promptly.

Please note that recent legislation requires that a responsible agency or other public agency shall only make substantive comments on a project which are within the area of the agency's expertise or which relate to activities which that agency must carry out or approve. (AB 2583, Ch. 1514, Stats. 1984.)

These comments are forwarded for your use in adopting your Negative Declaration. If you need more information or clarification, we suggest you contact the commenting agency at your earliest convenience.

Please contact Peggy Osborn at 916/445-0613 if you have any questions regarding the environmental review process.

Sincerely,

John B. Chanian
Chief Deputy Director
Office of Planning and Research

cc: Resources Agency

Enclosures

Feb. 10, 1987

AJZ
GAT

FEB 13 9 59 AM '87

624 Ray St.

Bakersfield, CA 93308

Caltrans

Box 12616

Fresno, CA

Gentlemen:

I would like to request a public hearing regarding the proposed reconstruction of the hysw.99/58/178 interchange.

I have two major concerns with this project. First, there should be some provision provision for pedestrians along Rte.58 / Rte. 178. They should not be forced to walk in the roadway, down at the bottom of an embankment, or along a narrow bridge guardrail as is the case now. Except for freeways, pedestrians have every much a right to use highway right-of-ways as automobile drivers. I was told by one of your highway engineers that sidewalks will be built along the north side of Rts. 58/178, but due to the presence of transition ramps on the south side, would not be built there. This is not real reassuring. There are also ramps on the north side of Rte. 58/178, so if this is the governing factor, wouldn't this preclude placing sidewalks along the north side as well?

My second concern is the lack of landscaping. In particular, I would like to see native plants put in along your right-of-way adjacent to the Kern River (southeast quadrant of the project) to screen Freeway 99 from the river corridor.

The Kern River is becoming more and more an important recreation resource for Bakersfield. By native plants, I don't mean native to California, but native to the Kern River.

My choices would be Fremont cottonwood, buttonbush, and to a lesser extent, California sycamore. These species, planted fairly densely in a random sort of pattern, would create a natural-looking landscape. I realize, however, their effectiveness as a screen would diminish somewhat in the winter due to their being deciduous.

Sincerely,

John Sweetser
John Sweetser

CALTRANS Response to Mr. Sweetser's Comments

1. On February 20, 1987 staff from Caltrans met with Mr. Sweetser to answer his concerns about sidewalks and landscaping. It was explained to Mr. Sweetser that for safety considerations and the proposed final configuration of the northbound off-ramp, that sidewalks would not be feasible or practicable on the south side of Route 178. Mr. Sweetser concurred. Sidewalks are provided on the north side of Route 178. It was explained to Mr. Sweetser that landscaping had been included in the original project concept but had been first deferred and then traded off for higher priority highway work by Kern COG. It was also explained that a landscaping project for the Rosedale Interchange would have to be added to the STIP by Kern COG as a high priority project and that if others are able to fund 100 percent of the landscape costs, then this would ensure that the interchange is landscaped. It was also explained that since the existing interchange is not currently landscaped, that landscaping is not considered an environmental impact to the proposed project.

2/10/87



**Kern River
Parkway Committee**

P.O. Box 1851 • Bakersfield, CA 93303
MBP 04 AH '87

CAL-TRANS
Fresno, Calif.

Gentlemen;

The Kern River Parkway Committee would like to request a public hearing to be held in Bakersfield regarding the redesign and reconstruction of the intersection of Highways 99 and 178 (24th st.).

We to express our interest in landscaping of this intersection. The aesthetics at this entrance to Bakersfield is important to our community as it offers for many the first eye's view of our city and its interplay at this point with the Kern River. We would like this landscaping and Off Ramp design to be among other examples of community efforts along Kern River Plan Corridor and Bakersfield Beautification projects.

The Kern River Parkway Committee would like the landscaping to include a Riparian thene of California Sycamore trees and river boulders on the riverward side of Hwy 99 and more dressed landscaping feature landward and between offramps.

We are willing and equipped to procure donations of material and labor through the Foundation and will work with Cal-Trans in other matters.

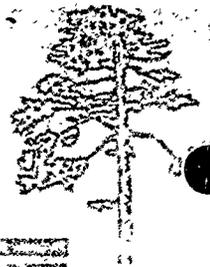
Thank you for your considerations.

Richard O'Neil
Vice Chairman
Kern River Parkway Committee

cc;
City Manager, George Carvalho
Mayor Tom Payne
County Supervisor, Pauline Larwood
Bakersfield Beautiful Committee, Jan Duncan
Kern Cog, Mark Gibb
Cal-Trans, Sacramento

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Kern River
Parkway Committee
P.O. Box 1801 • Bakersfield, CA 93302



CALTRANS Response to the Kern River Parkway Committee

1. On March 4, 1987 staff from Caltrans met with the Kern River Parkway Committee to answer their concerns about landscaping. It was explained to the Kern River Parkway Committee that landscaping had been included in the original project concept but had been first deferred and then traded off for higher priority highway work by Kern COG. It was also explained that a landscaping project for the Rosedale Interchange would have to be added to the STIP by Kern COG as a high priority project and that if the Kern River Parkway Committee was able to fund 100 percent of the landscaping costs, then this would ensure that the interchange is landscaped. It was also explained that since the existing interchange is not currently landscaped, that landscaping is not considered an environmental impact to the proposed project. The committee was very interested in the process and degree of commitment that they would have to make.