State Route 58 (Rosedale Highway) Widening Project

5.6-mile segment of State Route 58

Project limits extend from west of Allen Road to State Route 99

KERN COUNTY, CALIFORNIA

06-KER-58-PM 46.1/51.7

Project ID 0600000076

Initial Study with Mitigated Negative Declaration / Environmental Assessment with Finding of No Significant Impact

Prepared by the

State of California Department of Transportation

and City of Bakersfield

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 2012

Caltrans

CITY OF BAKERSFIELD INCORPORATED JANUARY 11 1898 CALIFORNIA

General Information About This Document

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: Bryan Apper, Southern Valley Environmental Analysis Branch, Central Region Environmental Division, 855 M Street, Suite 200, Fresno, California 93721; (559) 445-6282. Voice, or use the California Relay Service TTY number: (559) 488-4067.

FHWA Highway ID No. NCIIPL 5109(109)

SCH No. 2011122028
06-KER-58-PM 46.1/51.7
Project ID: 06-0000-0076
Project EA: 06-0F360

Widen State Route 58 (Rosedale Highway) from the western edge of the Allen Road intersection (post mile 46.1) to State Route 99 (post mile 51.7)

INITIAL STUDY
WITH MITIGATED NEGATIVE DECLARATION/ ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 U.S. Code 4332(2)(C) and 23 U.S. Code 327

THE STATE OF CALIFORNIA
Department of Transportation

and

THE CITY OF BAKERSFIELD

5/30/12
Date of Approval

Jennifer H. Taylor, Office Chief South
Central Region Environmental Division
California Department of Transportation
National Environmental Policy Act Lead Agency

5/24/12
Date of Approval

Raul Rojas
Director of Public Works
City of Bakersfield
California Environmental Quality Act Lead Agency

The following persons may be contacted for additional information concerning this document:

Bryan Apper, Senior Environmental Planner
California Department of Transportation
District 6, 855 M Street, Suite 200
Fresno, CA 93721
(559) 445-6282

Theodore D. Wright, City Program Manager
City of Bakersfield
900 Truxtun Avenue, Suite 201
Bakersfield, CA 93301
(661) 326-3700

CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDING OF NO SIGNIFICANT IMPACT

FOR

State Route 58 (Rosedale Highway) Widening Project
06-KER-58-PM 46.1/51.7

The California Department of Transportation (Caltrans) has determined that the Build Alternative will have no significant impact on the human environment. This Finding of No Significant Impact is based on the attached environmental assessment and associated technical studies and design documents independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached environmental assessment and associated technical studies and design documents.

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 Caltrans under its assumption of responsibility pursuant to 23 U.S. Code 327.

Notwithstanding any other provision of law, a claim arising under federal law seeking judicial review of the permit, license or approval issued by a federal agency for a highway or public transportation project shall be barred unless it is filed within 180 days after publication of a notice in the Federal Register announcing that the permit, license, or approval is final pursuant to the law under which agency action is taken, unless a shorter time is specified in the federal law pursuant to which judicial review is allowed.

6/27/12
Date

Jennifer H. Taylor, Office Chief South
Central Region Environmental Division
California Department of Transportation
National Environmental Policy Act Lead Agency

SCH No. 2011122028
Project ID: 06-0000-0076
Project EA: 06-0F360

Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The City of Bakersfield, the California Environmental Quality Act lead agency, in conjunction with the California Department of Transportation (Caltrans), proposes improvements to State Route 58 (known locally as Rosedale Highway) from west of Allen Road (post mile 46.1) to State Route 99 (post mile 51.7).

The project is located within the City of Bakersfield and in portions of unincorporated Kern County. The project proposes to build two additional lanes (one in each direction) on State Route 58 between Allen Road and State Route 99. East of Gibson Street, the project would transition to the existing lane configuration. Other improvements include minor changes, such as restriping approach lanes to provide an additional turn lane on the side street approaches to State Route 58. With the proposed improvements, State Route 58 would increase from a four-lane roadway to a six-lane roadway from Allen Road to State Route 99. In addition, a grade-separated rail crossing (the road would go over the railroad) would ultimately be built where State Route 58 crosses the San Joaquin Valley Railroad rail line between Mohawk Street and Landco Drive.

Construction of the project would be divided into three phases. The first phase would be from Calloway Drive to State Route 99. The second phase would be from Allen Road to Calloway Drive. The grade separation at the San Joaquin Valley Railroad would be the final phase. On March 28, 2012, the California Transportation Commission approved the relinquishment of State Route 58 from Allen Road to Mohawk Street to the City of Bakersfield and Kern County. The relinquishment will be finalized on June 25, 2012, making that segment of roadway a local facility rather than a state route.

Determination

The City of Bakersfield has prepared an initial study for this project, and following public review, has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

- The project would have no effect on the coastal zone; wild and scenic rivers; parks, farmland and timberlands; floodplain and hydrology; water quality and storm water runoff; geology/soils/seismic/topography; pedestrian and bicycle facilities; plant species; or paleontological resources. These resources are either not in the study area or would not be affected by the project.

- There would be a less than significant effect on community character and cohesion and growth within the community. The project is reflected in the current General Plans and other local documents and is located within an existing major transportation corridor. In addition, the project would have less than significant effects on the following: existing and future land uses and relocation; utilities and emergency services; traffic and transportation; visual resources; cultural resources; hazardous waste/materials; noise; and natural resources, including wetlands.
- The project would have no significantly adverse effect on animal species or threatened and endangered species because the following mitigation measures would reduce potential effects to insignificance:
  - Compensatory mitigation for burrowing owls shall be required if burrowing owls found within 250 feet of construction activities during pre-construction surveys cannot be avoided during construction. In this event, a Burrowing Owl Mitigation Plan would be developed in consultation with the California Department of Fish and Game. 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 Kit Fox Habitat Program.
  - The potential loss of San Joaquin kit fox habitat resulting from implementation of the project shall be mitigated for at a no-net-loss ratio. The City shall implement a mitigation ratio of 3:1 for permanent impacts and 1.1:1 for temporary impacts to these habitat types. Before construction, the limits of permanent impacts would be verified and mapped by habitat type. The map would be submitted for approval by the U.S. Fish and Wildlife Service before payment of fees by the City of Bakersfield.

Raul Rojas
Director of Public Works
City of Bakersfield

Date

Summary

Changes have been made to this environmental document since the public circulation of the draft environmental document. Public agency comments received during circulation of the draft initial study with Proposed Mitigated Negative Declaration / environmental assessment and the related public open house held during circulation, have resulted in refinements that have been incorporated into this final environmental document. A vertical line in the outside margin indicates changes in the document.

Proposed Action

The City of Bakersfield and the California Department of Transportation (Caltrans) propose improvements to State Route 58 (known locally as Rosedale Highway) from west of Allen Road (post mile 46.1) to State Route 99 (post mile 51.7).

The City of Bakersfield is the project proponent and the lead agency under the California Environmental Quality Act. Effective July 1, 2007, Caltrans has been assigned environmental review and consultation responsibilities under the National Environmental Policy Act pursuant to 23 U.S. Code 327.

The project is located within the City of Bakersfield and in portions of unincorporated Kern County.

Identification of the Preferred Alternative

Caltrans and the City of Bakersfield evaluated the environmental impacts associated with the State Route 58 (Rosedale Highway) Widening project. All comments received during the 45-day public review period from December 7, 2011 to January 24, 2012 were considered, including comments received at the City of Bakersfield Planning Commission Meeting on January 5, 2012 held as part of the California Environmental Quality Act process, plus the public open house held on January 10, 2012, part of the National Environmental Policy Act process. Using that information, Caltrans and the City of Bakersfield weighed the ability of the alternatives to meet the project objectives and recommended the Build Alternative as the Preferred Alternative. This determination is discussed in more detail in Chapter 1.

Build Alternative (Preferred Alternative)

The Preferred Alternative proposes construction of two additional lanes (one in each direction) between Allen Road and Gibson Street. East of Gibson Street, the project would transition to the existing lane configuration. As a result, State Route 58 would be a six-lane highway from Allen Road to State Route 99. Other improvements would

include minor changes, such as restriping approach lanes to provide an additional turn lane on the side street approaches to State Route 58. Figures showing the roadway width are provided in Chapter 1. In addition, a grade-separated rail crossing (the road would go over railroad) would ultimately be built where State Route 58 crosses the San Joaquin Valley Railroad rail line between Mohawk Street and Landco Drive.

Construction of the project would be divided into three phases. The first phase would be roadway widening from Calloway Drive to State Route 99. The second phase would be roadway widening from Allen Road to Calloway Drive. The grade separation at the San Joaquin Valley Railroad would be the final phase.

On March 28, 2012, the California Transportation Commission approved the relinquishment of State Route 58 from west of Allen Road to Mohawk Street (post miles 45.96 to 50.61) to the City of Bakersfield and Kern County. Caltrans and the local agencies will finalize the relinquishment on June 25, 2012, making that segment of roadway a local facility rather than a state route.

Summary of Potential Impacts

Table S.1 provides a brief comparison of the impacts associated with the Build Alternative (Preferred Alternative) and the No-Build (No-Action) Alternative.

Table S.1 Summary of Major Potential Impacts from Alternatives

Resources		Build Alternative (Preferred Alternative)	No-Build Alternative
Land Use	**Consistency with the Metropolitan Bakersfield General Plan**	Yes	No
	Consistency with the County of Kern General Plan	Yes	No
Growth		No impacts	No impacts
Community Character and Cohesion		No Impacts	No impacts
Relocation	**Business displacements**	The grade separation would remove 13 industrial/ commercial uses.	No impacts
	Housing displacements	The grade separation would remove 1 non-conforming residential use.	No impacts
	Utility service relocation	Utilities would need to be moved as part of the highway widening.	No impacts

Resources	Build Alternative (Preferred Alternative)	No-Build Alternative
Environmental Justice	No impacts	No Impacts
Utilities/Emergency Services	***Utilities*** Utilities would need to be moved, but there would be no noticeable service disruptions. ***Emergency Services*** Long-term benefit from level of service improvement. Short-term traffic delays could occur due to construction activities.	***Utilities*** No Impacts ***Emergency Services*** There would be no short-term impacts. Over time, response times could get longer because of traffic congestion.
Traffic and Transportation/Pedestrian and Bicycle Facilities	***Traffic and Transportation*** *Long-term Impacts* In 2015, one intersection with signals (Camino Del Rio Court) is projected to operate worse than level of service D during one or both peak hours. The intersections just west of the project limits are also projected to operate at deficient levels of service. In addition, five study intersections without signals would have at least one of the movements (such as left turns) operate at worse than level of service D during one or both peak hours. In 2035, six study intersections with signals are projected to operate worse than level of service D during one or both peak hours. In addition, four study intersections without signals would have at least one of the movements (such as left turns) projected to operate worse than level of service D during one or both peak hours. The reduction in the number of deficient intersections is a project benefit.	***Traffic and Transportation*** *Long-term Impacts* In 2015, 12 study intersections with signals are projected to operate worse than level of service D during one or both peak hours. In addition, 10 study intersections without signals would have at least one of the movements (such as left turns) operate at worse than level of service D during one or both peak hours. In 2035, 11 study intersections with signals and 10 study intersections without signals are projected to operate worse than level of service D during one or both peak hours. In addition, 10 study intersections without signals would have at least one of the movements (such as left turns) operate at worse than level of service D during one or both peak hours. The No-Build Alternative would not provide any circulation benefits.

Resources	Build Alternative (Preferred Alternative)	No-Build Alternative
Traffic and Transportation/Pedestrian and Bicycle Facilities	*Construction-related Impacts* Construction-related impacts, such as delays, would occur but the roadway would remain open. ***Pedestrian/Bike Facilities*** No impacts ***Parking*** The Build Alternative would affect 103 parking spaces and result in the permanent removal of approximately 33 parking spaces.	*Construction-related Impacts* No impacts ***Pedestrian/Bike Facilities*** No impacts ***Parking*** No impacts
Visual/Aesthetics	No impacts	No impacts
Cultural Resources	No impacts	No impacts
Paleontology	No Impacts	No Impacts
Hazardous Waste/Materials	No impact by implementing existing regulations for lead-based paint and asbestos.	No impacts
Air Quality	Temporary impacts during construction, though they would be below thresholds adopted by the San Joaquin Unified Air Pollution Control District.	No impacts
Noise	Noise levels at 14 locations would approach or exceed the noise abatement criteria. Two of the locations are recommended for noise barrier construction. Construction of the noise barriers would be a project benefit.	Noise levels at 14 locations would approach or exceed the noise abatement criteria. No noise barriers would be built with the No-Build Alternative.
Natural Communities	The project would permanently affect 1.21 acres of habitat areas (0.18 acre of non-native grassland, 1.00 acre of ruderal/disturbed areas, and 0.03 acre of open water/waterway) and would temporarily affect 6.61 acres of habitat areas (3.25 acres of non-native grassland, 3.30 acres of ruderal/disturbed areas, and 0.06 acre of open water/waterway).	No impacts

Resources	Build Alternative (Preferred Alternative)	No-Build Alternative
Wetlands and Other Waters	The project would affect 0.057 acre (0.002 acre permanent and 0.055 acre temporary) of non-wetland "waters of the U.S." and 0.058 acre (0.003 acre permanent structural, 0.029 acre permanent shade, 0.026 acre temporary) of areas under the jurisdiction of the California Department of Fish and Game.	No impacts
Animal Species	There would be impacts to habitat for non-listed wildlife species, including the southwestern pond turtle (0.03 acre permanent and 0.055 acre temporary), white-tailed kite (foraging habitat: 1.21 acres permanent and 6.61 acres temporary), burrowing owl (foraging and nesting habitat: 1.21 acres permanent and 6.61 acres temporary), and loggerhead shrike (foraging habitat: 1.21 acres permanent and 6.61 acres temporary).	No impacts
Threatened and Endangered Species	There would be impacts to 7.82 acres (1.21 permanent, 6.61 temporary) of habitat used by the San Joaquin kit fox.	No impacts
Invasive Species	With incorporation of avoidance and minimization measures, no impacts are expected.	No impacts
Construction	There would be temporary impacts associated with construction activities, traffic delays, dust and air emissions from construction vehicles, and construction noise.	No impacts
Cumulative Impacts	The project would permanently affect 1.21 acres of habitat for the San Joaquin kit fox.	No impacts

Measures have been identified to reduce the impact of the project. Many of these are standard conditions; standard conditions are measures that would apply to all projects to help avoid or minimize impacts.

Standard conditions are often regulations that have been adopted by state, regional, or local agencies. In addition, mitigation measures that have been recommended for this project would reduce the impacts. Mitigation measures are identified at the end of each section of this document and are summarized in Appendix E.

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Chapter 1 Proposed Project

1.1 Introduction

The City of Bakersfield, as the California Environmental Quality Act lead agency, and the California Department of Transportation (Caltrans), as the National Environmental Policy Act lead agency, propose improvements to State Route 58 (known locally as Rosedale Highway) from west of Allen Road (post mile 46.1) to State Route 99 (post mile 51.7). The project is located within the City of Bakersfield and in portions of unincorporated Kern County (see Figures 1-1 and 1-2).

The project would increase State Route 58 from a four-lane roadway to a six-lane roadway from Allen Road to State Route 99. The project would build two additional travel lanes (one in each direction) between Allen Road and Gibson Street. East of Gibson Street, the project would transition to the existing lane configuration. As a result, State Route 58 would be a six-lane roadway from the western edge of the Allen Road intersection to State Route 99. Other improvements include minor changes such as restriping approach lanes to provide an additional turn lane on the side street approaches to State Route 58. A grade-separated rail crossing (the road would go over the railroad) would ultimately be built where State Route 58 crosses the San Joaquin Valley Railroad rail line between Mohawk Street and Landco Drive.

Construction of the project would be divided into three phases. The first phase would be roadway improvements from Calloway Drive to State Route 99. The second phase would be roadway widening from Allen Road to Calloway Drive. The grade separation at the San Joaquin Valley Railroad would be the final phase. On March 28, 2012, the California Transportation Commission approved the relinquishment of State Route 58 from Allen Road to Mohawk Street to the City of Bakersfield and Kern County. Caltrans and the local agencies will finalize the relinquishment on June 25, 2012, making that segment of roadway a local facility rather than a state route.

The City of Bakersfield is the lead agency for the project pursuant to the California Environmental Quality Act, and Caltrans is the lead agency for the National Environmental Policy Act. Effective July 1, 2007, Caltrans has been assigned environmental review and consultation responsibilities under the National Environmental Policy Act pursuant to 23 U.S. Code 327.

The project is included in the California Federal Statewide Transportation Program. It is also included in the Kern Council of Governments' 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.

The roadway widening is also included in the Kern Council of Governments' 2011 Federal Transportation Improvement Program Amendment 4, which was federally approved on June 2, 2011 (Project Identification Numbers KER080110 and KER100602). The widening is funded and listed under the Constrained Program of Projects for Major Highways Improvements.

Construction for the first two phases of the project (the roadway widening) would start in mid-2014 and end in mid-2015. Construction for the final phase (the grade separation) would start in mid-2025 and end in mid-2027. The grade separation is not listed in the Kern Council of Governments' 2011 Federal Transportation Improvement Program because this document addresses projects that are programmed for construction by the 2015/2016 fiscal year. In addition, the grade separation will be locally funded.

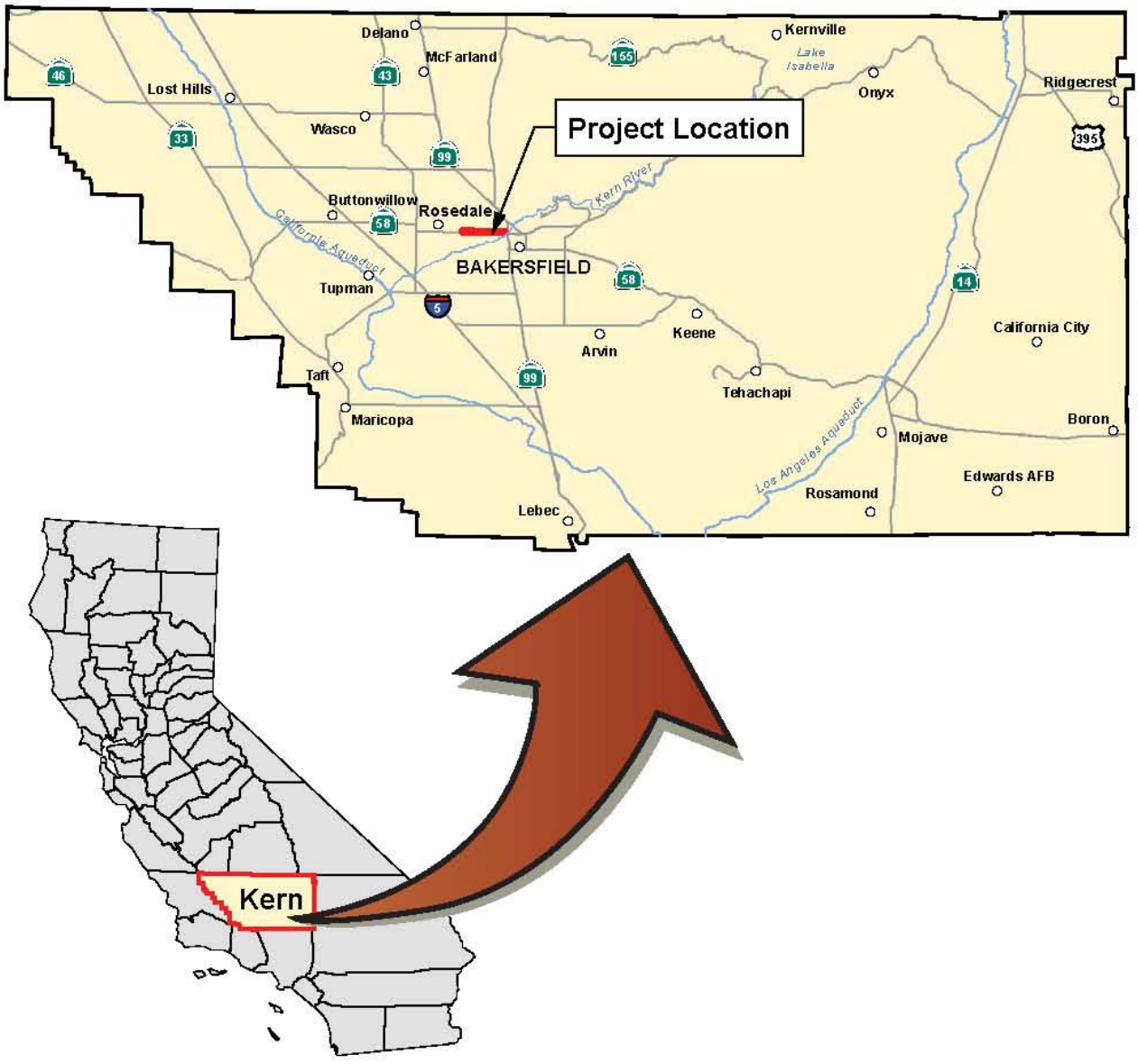
1.2 Purpose and Need

1.2.1 Purpose

The purpose of the project is to reduce existing and future traffic congestion on State Route 58 between Allen Road and State Route 99 to improve local and regional east-west traffic flow.

1.2.2 Need

The project is needed to serve existing and projected travel demand along State Route 58. The project extends through the urban core area of metropolitan Bakersfield, where State Route 58 is used to access jobs and commercial areas within the city. This portion of State Route 58 has traffic congestion, especially during the busiest times of the day.



Regional Vicinity

State Route 58 (Rosedale Highway) Widening Project

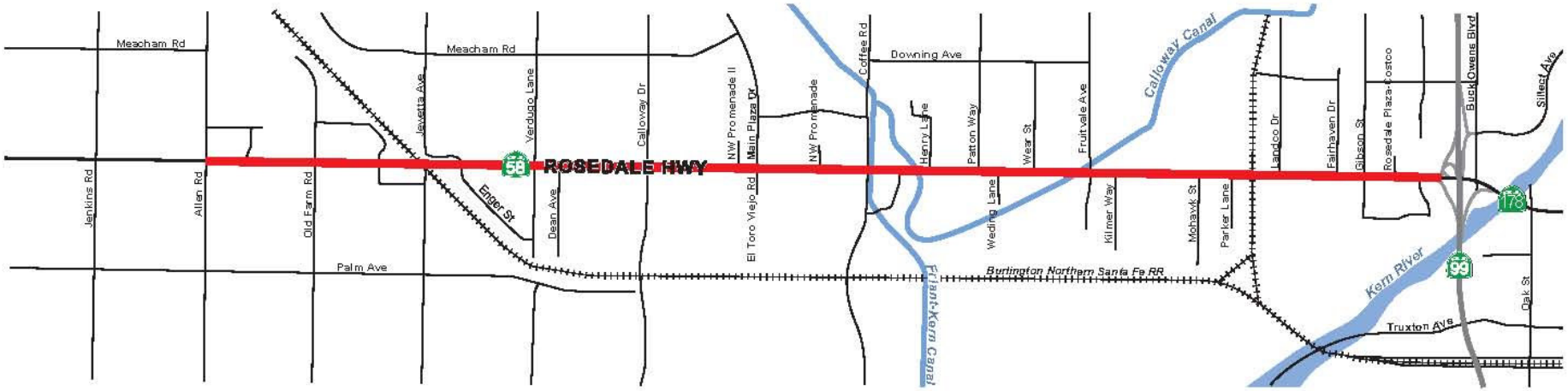
PM 46.1 to PM 51.7

D6-KER-58

Project ID 0600000076

Caltrans

Figure 1-1



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Project Location

State Route 58 (Rosedale Highway) Widening Project

PM 46.1 to PM 51.7

D6-KER-58

Project ID 0600000076

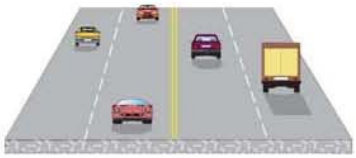
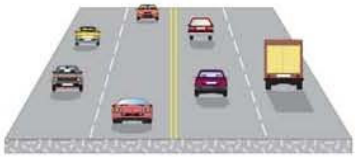
Map Not to Scale

Caltrans

Figure 1-2

LEVELS OF SERVICE

for Multi-Lane Highways

Level of Service	Flow Conditions	Operating Speed (mph)	Technical Descriptions
A		60	Highest level of service. Traffic flows freely with little or no restrictions on maneuverability. **No delays**
B		60	Traffic flows freely, but drivers have slightly less freedom to maneuver. **No delays**
C		60	Density becomes noticeable with ability to maneuver limited by other vehicles. **Minimal delays**
D		57	Speed and ability to maneuver is severely restricted by increasing density of vehicles. **Minimal delays**
E		55	Unstable traffic flow. Speeds vary greatly and are unpredictable. **Minimal delays**
F		<55	Traffic flow is unstable, with brief periods of movement followed by forced stops. **Significant delays**

Source: HCM 2000

Levels of Service	
State Route 58 (Rosedale Highway) Widening Project	
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Figure 1-3

Need to Improve East-West Traffic Flow

The effectiveness of traffic operations on a transportation facility is measured in terms of "level of service," with level of service A representing the best operating conditions and level of service F representing the worst. The level of service descriptions are shown in Figure 1-3. In addition to evaluating the intersections within the project limits, the traffic study evaluated intersections west of the proposed improvements to determine if there would be impacts outside the project limits that would be affected by the project.

Existing Roadway Deficiencies and Projected Demand

According to the California Department of Finance, the population of the City of Bakersfield is expected to increase by 69 percent between 2000 and 2020. This increase is expected to result in increased traffic congestion on many of the local arterial highways during commute hours unless roadway improvements are made.

Table 1.1 summarizes existing and forecasted average daily traffic predicted for the project area in 2007 (baseline conditions), 2015 (opening year of the project), and 2035 (design year of the project). Overall, forecasts for 2035 are higher than those for 2015.

Table 1.1 Existing and Forecasted Annual Average Daily Traffic Summary

Location along State Route 58 (Rosedale Highway)		Annual Average Daily Traffic Volume[1]					
	Direction	Existing	Truck Percentage	2015	Truck Percentage	2035	Truck Percentage
Between Jenkins Road and Allen Road	Eastbound Westbound	16,500 11,500	9	18,300 12,800	9	22,600 15,900	8
Between Verdugo Lane and Calloway Drive	Eastbound Westbound	17,200 18,900	7	18,900 20,500	7	23,100 24,300	6
Between Fruitvale Road and Mohawk Street	Eastbound Westbound	22,900 26,500	7	24,900 29,600	7	29,800 37,300	6
Between Mohawk Street and State Route 99	Eastbound Westbound	27,600 30,300	7	29,800 34,200	7	35,300 43,900	6

Notes:
[1] Daily volume is the average 24-hour volume measured over a continuous 72-hour period (Tuesday through Thursday). Volumes are rounded.
[2] Based on Caltrans 2007 truck data.
Source: *Traffic Operations Report* 2011.

Table 1.2 provides more detailed information on the existing and future traffic conditions for the project segment of State Route 58 by providing a comparison of the level of service in 2007, 2015, and 2035, without the project. This comparison uses the level of service during the busiest times of the day (peak hours). This information is also shown graphically in Appendix H. For the intersections without signals, both the average and worst-case conditions are provided (the worst case is the most delayed movement, such as left turns). Traffic is much worse when trains are crossing on the rail line between Mohawk Street and Landco Drive. The study area intersection locations identified in Table 1.2 are shown in Figure 1-2, Project Location.

Under baseline conditions (2007), within the project study area limits, six intersections with signals operated at worse than level of service D during one or both peak hour periods. In addition, nine intersections without signals, based on the highest delayed turning movement, operated at a deficient level of service.

Under 2015 no-build conditions, 22 intersections (12 with signals and 10 without signals) in the project study area are projected to operate at worse than level of service D during one or both peak hour periods. Under 2035 no-build conditions, 21 intersections (11 with signals and 10 without signals) in the project study area are projected to operate at worse than level of service D during one or both peak hours. For details, see Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities.

Table 1.2 Intersection Levels of Service (Existing, 2015, and 2035)

Intersection	Existing Conditions			2015			2035		
	Traffic Control	Peak Hour	LOS[a] Average (Worst Case)[b]	Traffic Control	Peak Hour	No-Build Alternative LOS[a] Average (Worst Case)[b]	Traffic Control	Peak Hour	No-Build Alternative LOS[a]
Renfro Road/State Route 58	Signals	AM	C	Signals	AM	D	Signals	AM	C
		PM	C		PM	**E**		PM	C
Jenkins Road/State Route 58	Signals	AM	B	Signals	AM	C	Signals	AM	B
		PM	C		PM	**F**		PM	C
Allen Road/State Route 58	Signals	AM	D	Signals	AM	**E**	Signals	AM	**F**
		PM	**E**		PM	**F**		PM	**F**
Maher Way/State Route 58	Side Street Stop	AM	A (C)	Side Street Stop[d]	AM	A **(F)**	Side Street Stop[d]	AM	A **(F)**
		PM	A (D)		PM	C **(F)**		PM	**F (F)**
Old Farm Road/State Route 58	Signals	AM	B	Signals	AM	C	Signals	AM	D
		PM	C		PM	D		PM	D
Jewetta West-Lone Oak Drive/State Route 58	Side Street Stop	AM	A (C)	Side Street Stop[d]	AM	A **(E)**	Side Street Stop[d]	AM	A **(F)**
		PM	A (C)		PM	A **(F)**		PM	A **(F)**
Enger Lane-Jewetta East/State Route 58	Side Street Stop	AM	A (C)	Side Street Stop[d]	AM	A (C)	Side Street Stop[d]	AM	A **(D)**
		PM	A **(E)**		PM	B **(F)**		PM	C **(F)**
Verdugo Lane/State Route 58	Signals	AM	D	Signals	AM	**E**	Signals	AM	**E**
		PM	**E**		PM	**E**		PM	**F**
Dean Avenue/State Route 58	Side Street Stop	AM	A **(E)**	Side Street Stop[d]	AM	**F (F)**	Side Street Stop[d]	AM	**F (F)**
		PM	B **(F)**		PM	**F (F)**		PM	**F (F)**
Calloway Drive/State Route 58	Signals	AM	**E**	Signals	AM	**F**	Signals	AM	**F**
		PM	**F**		PM	**F**		PM	**F**
NW Promenade II/State Route 58	Signals	AM	A	Signals	AM	A	Signals	AM	A
		PM	B		PM	B		PM	B
Main Plaza Drive-El Toro Viejo/State Route 58	Signals	AM	B	Signals	AM	B	Signals	AM	C
		PM	C		PM	C		PM	C
NW Promenade/State Route 58	Signals	AM	B	Signals	AM	B	Signals	AM	B
		PM	B		PM	B		PM	B
Coffee Road/State Route 58	Signals	AM	**E**	Signals	AM	**F**	Signals	AM	**F**
		PM	**E**		PM	**F**		PM	**F**

Intersection	Existing Conditions			2015			2035		
	Traffic Control	**Peak Hour**	**LOS[a] Average (Worst Case)[b]**	**Traffic Control**	**Peak Hour**	**No-Build Alternative LOS[a] Average (Worst Case)[b]**	**Traffic Control**	**Peak Hour**	**No-Build Alternative LOS[a]**
Jet Way/State Route 58	Signals	AM	C	Signals	AM	B	Signals	AM	B
		PM	B		PM	B		PM	B
Henry Lane/State Route 58	Side Street Stop	AM	A (**E**)	Side Street Stop[d]	AM	**F (F)**	Side Street Stop[d]	AM	**F (F)**
		PM	A (**E**)		PM	**F (F)**		PM	**F (F)**
Patton Way/State Route 58	Signals	AM	B	Signals	AM	**F**	Signals	AM	**F**
		PM	B		PM	**F**		PM	**F**
Wedding Lane/State Route 58	Side Street Stop	AM	F **(F)**	Side Street Stop[d]	AM	**F (F)**	Side Street Stop[d]	AM	**F (F)**
		PM	A (D)		PM	F **(F)**		PM	**F (F)**
Wear Street/State Route 58	Side Street Stop	AM	**F (F)**	Side Street Stop[d]	AM	**F (F)**	Side Street Stop[d]	AM	**F (F)**
		PM	C **(F)**		PM	**F (F)**		PM	**F (F)**
Fruitvale Avenue/State Route 58	Signals	AM	**F**	Signals	AM	**F**	Signals	AM	**F**
		PM	**F**		PM	**F**		PM	**F**
Kilmer Way/State Route 58	Side Street Stop	AM	A **(F)**	Side Street Stop[d]	AM	**F (F)**	Side Street Stop[3]	AM	A **(F)**
		PM	A **(F)**		PM	**F (F)**		PM	**F (F)**
Mohawk Street/State Route 58	Side Street Stop[c]	AM	A **(F)**	Signals	AM	**F**	Signals	AM	**F**
		PM	A **(F)**		PM	**F**		PM	**F**
Parker Lane/State Route 58	Side Street Stop	AM	A **(F)**	Side Street Stop[d]	AM	**F (F)**	Side Street Stop[d]	AM	**F (F)**
		PM	A **(F)**		PM	**F (F)**		PM	**F (F)**
Landco Drive/State Route 58	Signals	AM	C	Signals	AM	**E**	Signals	AM	**E**
		PM	C		PM	**F**		PM	**F**
Fairhaven Drive/State Route 58	Sides Street Stop	AM	**F (F)**	Side Street Stop[d]	AM	**F (F)**	Side Street Stop[d]	AM	**F (F)**
		PM	A **(F)**		PM	**F (F)**		PM	**F (F)**
Gibson Street/State Route 58	Signals	AM	C	Signals	AM	**F**	Signals	AM	**F**
		PM	C		PM	**F**		PM	**F**
Rosedale Plaza-Costco/State Route 58	Signals	AM	A	Signals	AM	A	Signals	AM	A
		PM	B		PM	C		PM	C
Camino del Rio Court/State Route 58	Signals	AM	C	Signals	AM	D	Signals	AM	C
		PM	C		PM	**E**		PM	**E**
State Route 99 Southbound Ramps/State Route 58	Signals	AM	D	Signals	AM	B	Signals	AM	C
		PM	D		PM	C		PM	**F**

Intersection	Existing Conditions			2015			2035		
	Traffic Control	**Peak Hour**	**LOS[a] Average (Worst Case)[b]**	**Traffic Control**	**Peak Hour**	**No-Build Alternative LOS[a] Average (Worst Case)[b]**	**Traffic Control**	**Peak Hour**	**No-Build Alternative LOS[a]**
Buck Owens Boulevard/State Route 58	Signals	AM	D	Signals	AM	C	Signals	AM	C
		PM	**F**		PM	D		PM	D

Note: **Bold** font and shading indicates intersection operations worse than LOS D.
LOS – level of service
[a] Level of service calculations completed using the Synchro 6 analysis software package.
[b] Average conditions represent the operations of the entire intersection while the worst-case scenario represents the most delayed travel movement (e.g., the left-turn lane).
[c] At the time traffic counts were done for the existing conditions, Mohawk Street did not have signals. A signal has subsequently been installed.
[d] Side street stop may operate better than analysis estimates due to available gaps in major street traffic.

Source: *Traffic Operations Report* 2011.

Legislation

In September 2006, then-Governor Arnold Schwarzenegger signed Assembly Bill 1858, which allows Caltrans to transfer portions of State Routes 58, 178, and 204 to local control (meaning the City and County, not the State, would own the roadway). This is called a relinquishment process. Assembly Bill 1858 also provides for State Route 58 to be widened. The language for Assembly Bill 1858 was changed when the governor signed Senate Bill 1318 (the Omnibus Bill) on September 29, 2010. The change became effective on January 1, 2011. On March 28, 2012, the California Transportation Commission approved the relinquishment of State Route 58 from west of Allen Road to Mohawk Street (post miles 45.96 to 50.61) to the City of Bakersfield and the County of Kern. Caltrans and the local agencies will finalize the relinquishment on June 25, 2012, making that segment of roadway a local facility rather than a state route.

The Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), signed into law on August 10, 2005, earmarked federal funding for local projects in the Bakersfield area. SAFETEA-LU Section 1302, the National Corridor Infrastructure Improvement Program, identifies federal funding for design, planning, and construction of State Route 58 in Bakersfield.

1.3 Alternatives

This section describes the proposed action developed to meet the identified need and accomplish the defined project purposes, while avoiding or minimizing environmental impacts. One Build Alternative and a No-Build Alternative have been evaluated. The Build Alternative was selected as the preferred alternative based on the alternative's ability to meet the project purpose and need. Impacts on the community and environment as well as cost were also considered.

The project extends from west of Allen Road to State Route 99. The project would address the need for improvements on the portion of State Route 58 that experiences the most traffic.

1.3.1 Build Alternative (Preferred Alternative)

The Build Alternative (Preferred Alternative) would build two new lanes from Allen Road to Gibson Street, which would increase the roadway from four lanes to six lanes. East of Gibson Street, the project would transition to the existing lane

configurations. Project improvements would connect to previous improvements near State Route 99 and provide a continuous six-lane facility between Allen Road and State Route 99. Cross streets may also be restriped at their intersections with State Route 58 to improve traffic operations. To accommodate the wider roadway width, the bridge at the west crossing of the Calloway Canal would be widened. See Appendix G for a set of conceptual project plans.

Ultimate improvements would include a grade-separated rail crossing that would be built between Mohawk Street and Landco Drive. As part of the first phase of improvements, the road would be widened to six lanes, the railroad gates would be installed, and 11-foot turnouts would be provided to allow trucks and busses to move outside traffic lanes. In the first two phases of improvements, the road would be widened to six lanes. In the final phase of the project, the grade-separated rail crossing (where the road would go over the railroad tracks) would be built.

The roadway would be designed to local (city and county) standards for the portion of the project between Allen Road and Mohawk Street (post miles 45.96 to 50.61). This portion of roadway will be relinquished to the City of Bakersfield and Kern County on June 25, 2012. Between Mohawk Street and State Route 99, the roadway would be designed to state standards.

Though roadway width may vary, six lanes (three in each direction) would be provided the entire length of the project. The eastbound and westbound travel lanes would be separated by a raised median, similar to what currently exists. Figure 1-4 shows what the typical cross section (number of lanes and lane width) would look like for the portion of the project from Allen Road to Mohawk Street. Figure 1-5 shows what the roadway would look like for the portion of the project from Mohawk Street to Gibson Street.

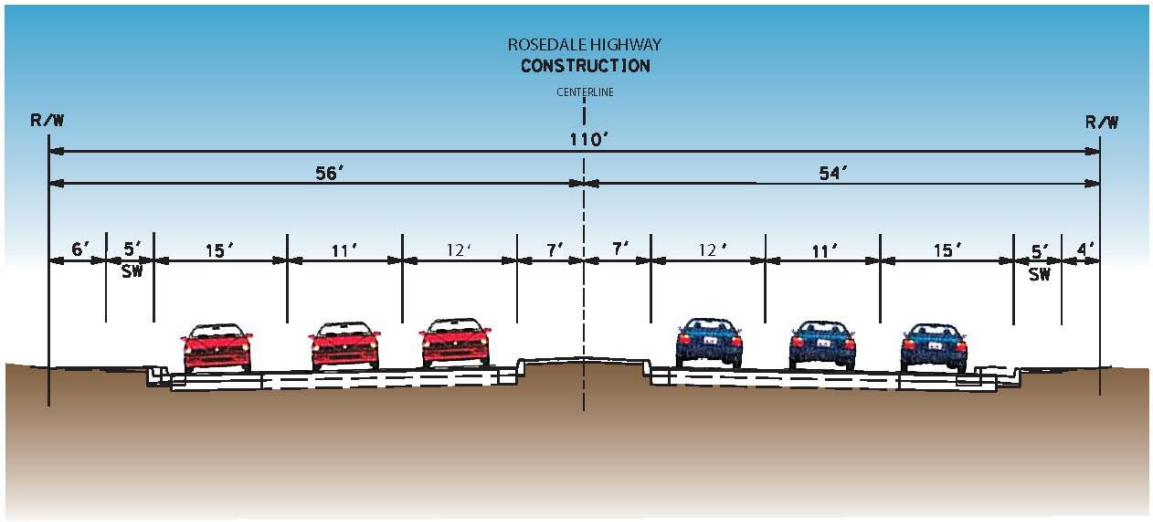

Figure 1-4 Roadway Design Features from Allen Road to Mohawk Street

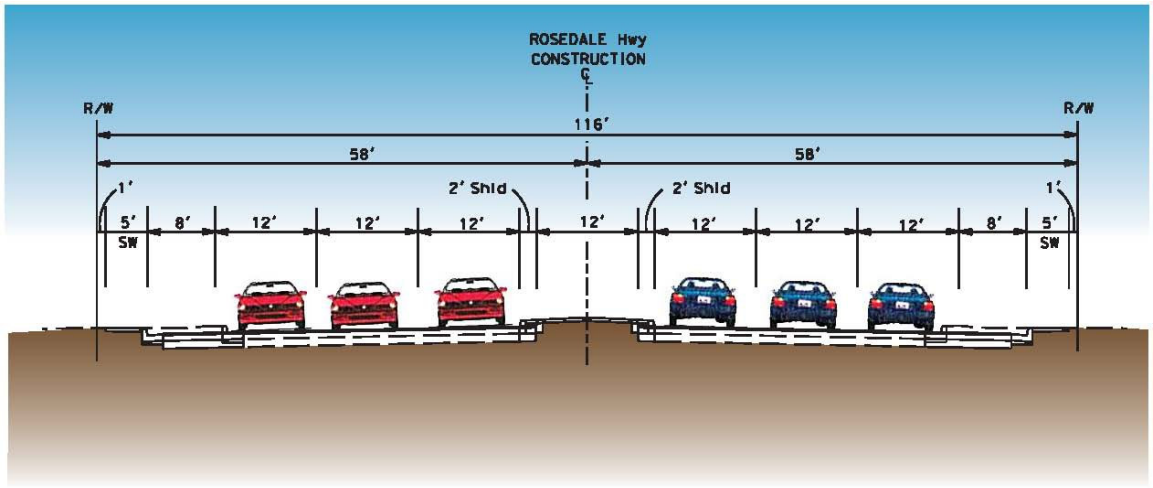

Figure 1-5 Roadway Design Features from Mohawk Street to Gibson Street

Other Improvements

Along with roadway widening, the following changes would be made:

- Traffic signals and signage would be relocated to accommodate a wider road.
- Minor changes, such as restriping approach lanes to provide an additional turn lane on the side street approaches to State Route 58, would occur at the cross streets because State Route 58 would be wider.
- Utilities and drainage facilities (storm drain inlets and above-ground utilities such as power poles) would be relocated.

- Existing landscaping and irrigation in the median along the project alignment would be replaced if damaged by construction.
- Noise barriers found to be reasonable and feasible would be built.

The depth of construction for the State Route 58 widening is expected to be 5 feet or less in all locations except where new bridge columns are necessary to support a wider bridge at the west crossing of the Calloway Canal and at the proposed overcrossing. In those locations, the maximum depth of ground disturbance is expected to be about 45 feet from pile driving (no major excavation).

The new raised median on State Route 58 would allow left turns into the side streets, but only right turns out at the following side streets:

- Dean Avenue
- Henry Avenue
- Wedding Lane
- Wear Street
- Kilmer Way
- Fairhaven Drive

On State Route 58, at Maher Way and Parker Lane, the median would be closed, and only right-in and right-out movement would be allowed. Similarly, at Rosedale Middle School, the existing westbound turn lane at the eastern median opening would remain open, but there would be a full median closure at the western median opening. The proposed full median closure at the western median opening in front of Rosedale Middle School would require motorists to drive to the next intersection and make a U-turn to access the school.

Slightly more than 73,000 square feet (about 1.7 acres) of property would have to be purchased to widen State Route 58 between Allen Road and Gibson Street. About 489,300 square feet (about 11.2 acres) of property would be purchased for the grade separation.

The cost estimate for the road widening is about $19.8 million, which includes about $16.8 million for construction costs and $3.0 million for right-of way costs. The cost of the grade separation is about $22.7 million for construction and $13.8 for right-of-way costs for a total of $36.5 million. The combined roadway and grade separation cost would be about $56.3 million.

San Joaquin Valley Railroad Grade Separation

The Build Alternative (Preferred Alternative) proposes a grade separation over the San Joaquin Valley Railroad (rail line between Mohawk Street and Landco Drive). The proposed grade separation would be built on the current alignment for State Route 58. Borrow material (dirt brought in from another location) would be required for the grade separation. A borrow site for the off-site material has not been identified. This decision is typically made closer to construction time. It is expected that the borrow material would come from another construction site, and the environmental documentation for the borrow material would be the contractor's responsibility.

Project Phasing

Construction would be done in three phases. The first phase would be roadway widening from Calloway Drive to State Route 99. The second phase would be roadway widening from Allen Road to Calloway Drive. Construction on the first two phases is expected to start in early 2014 and be completed in mid-2015. The grade separation at the San Joaquin Valley Railroad would be built in the final phase, with construction projected to start in 2025 and end in 2027. Construction for all phases is expected to be completed within this project's 20-year horizon.

The roadway would be open through all phases of construction. No detours are expected. During construction of the grade separation, a temporary route on the north side of the roadway would be provided to allow traffic to continue to use State Route 58. The temporary route would be next to the roadway and would use property bought for the project.

1.3.2 No-Build (No-Action) Alternative

The No-Build Alternative would not provide any improvements to State Route 58. The environmental review considers the effects of not implementing the project. The No-Build Alternative would not provide congestion relief, causing the traffic level of service to continue to deteriorate. The Build Alternative (Preferred Alternative) proposes noise abatement at two locations. The No-Build Alternative would not provide this benefit. This alternative would not meet the purpose and need for the project.

1.3.3 Comparison of Alternatives

Table S.1 provides a comparison of the impacts between the Build Alternative (Preferred Alternative) and the No-Build Alternative for each of the topics analyzed in this document. Table 1.3 compares the project alternatives.

Table 1.3 Comparison of Alternatives

Criteria		Build Alternative (Preferred Alternative)	No-Build Alternative
Meets the project purpose and need		Yes	No
Requires acquisition of the least amount of right-of-way	Number of Parcels Affected	73 partial 9 full (grade separation)	0
	Number Acres	1.685 for roadway 11.234 for grade separation	0
Avoids substantial environmental effects		Yes	Yes
Cost of Alternative		$19.8 million roadway $36.5 million grade separation	$0

All comments received during the public circulation period were considered. The City of Bakersfield and Caltrans then selected a preferred alternative and made the final determination of the project's effect on the environment. In accordance with the California Environmental Quality Act, since no unmitigable significant adverse impacts were identified, the City of Bakersfield has prepared a Mitigated Negative Declaration. Similarly, since Caltrans has determined that the action does not significantly affect the environment, Caltrans, as assigned by the Federal Highway Administration, has issued a Finding of No Significant Impact in accordance with the National Environmental Policy Act.

1.3.4 Identification of a Preferred Alternative

Caltrans and the City of Bakersfield compared and weighed the benefits and impacts of the State Route 58 (Rosedale Highway) Widening Project feasible alternatives (i.e., Build Alternative and No-Build Alternative) summarized in Table S.1, Summary of Major Potential Impacts from Alternatives. Caltrans and the City of Bakersfield considered all comments received during the public review period, including those received at the two public meetings for the project. Additionally, Caltrans and the City of Bakersfield evaluated the ability of the two alternatives to meet the purpose and need for the project. Using that information, Caltrans and the City of Bakersfield selected the Build Alternative as the preferred alternative.

Only the Build Alternative was able to accomplish the purpose that was established for the project. Based on the findings in this environmental document, with implementation of mitigation measures, the Build Alternative would have no significant adverse effects pursuant to the California Environmental Quality Act.

Table S.1 provides a brief overview of the potential effects of the Build Alternative. All conditions and mitigation measures applicable to the project are listed in Appendix E. The following are several of the key standard conditions and mitigation measures that would reduce the impacts associated with the project:

- Pay fair market value for all property acquired to widen the roadway and construct the grade separation.
- Restripe parking lots to reduce the loss of parking spaces.
- Develop a Traffic Management Plan to improve traffic flow during construction.
- Comply with all requirements associated with the handling of hazardous materials would reduce the potential impacts from hazardous materials that may be encountered during construction (such as petroleum products, lead-based paint, or asbestos).
- Construct two sound walls to reduce noise levels that currently exceed the noise abatement criteria.
- Identify U.S. Fish and Wildlife Service measures to reduce potential impacts on biological resources.

The purpose of the project is to reduce existing and future traffic congestion on State Route 58 between Allen Road and State Route 99 and improve local and regional east-west traffic flow. Widening State Route 58 from four to six lanes (the Preferred Alternative) would meet the project need and purpose. The Build Alternative would improve local and regional east-west traffic flow by reducing traffic congestion on State Route 58 between Allen Road and State Route 99, as compared to State Route 58 without project conditions in 2007 (baseline), 2015 (opening year), and 2035 (design year).

The No-Build Alternative would not provide any congestion relief and the traffic projections identify that the problem would increase in future years. The No-Build Alternative does not address the project purpose.

1.3.5 Alternatives Considered but Eliminated from Further Discussion

Alternatives Considered but Eliminated from Further Discussion

Throughout the project study process, several alternatives were considered but not carried forward because they did not meet the project objectives or were not feasible because they would cost more than available funding.

Alternative Project Limits

During the preliminary planning efforts for this project, three alternatives were evaluated that proposed to widen a 12-mile segment of State Route 58. From State Route 43 (Enos Lane) to Allen Road, the roadway would be widened from two lanes to four lanes. East of Allen Road, six lanes were proposed. Each of these alternatives required the acquisition of additional right-of-way. Additionally, the traffic study showed that the improvements west of Allen Road would not be needed until 2025.

The following provides an overview of each of these alternatives, followed by the reasons the Alternative Project Limits alternatives were not carried forward.

Alternative A

Alternative A proposed a 110-foot cross-section, similar to what is proposed with the Build Alternative. To be more consistent with Caltrans standards, additional area for wider shoulders was proposed in many locations. This required about 1,019,346 square feet (about 23.4 acres) of property to be purchased. The roadway widening would have required acquisition of 3 full parcels and a portion of 238 parcels, at a cost of about $87 million.

Two other variations of Alternative A were also considered as part of the early planning process. The length of the widening and number of lanes were the same as described above, but the proposed typical cross-sections were wider. One of the variations proposed a 126-foot-wide typical cross-section. The other variation proposed a 134-foot-wide typical cross-section. Both of these variations would have required purchase of even more property.

Alternative B

Alternative B proposed a 126-foot cross-section. This increased the amount of right-of-way that would need to be acquired. For the improvements from State Route 43 to

Gibson Street, Alternative B required about 1,266,642 square feet (or 29.078 acres) of right-of-way. This included 16 full acquisitions and 262 partial acquisitions and would have cost about $124 million.

Alternative C

This alternative proposed to widen State Route 58 to full Caltrans design standards consistent with the Caltrans Highway Design Manual. The road was proposed at 134 feet wide. To build Alternative C from State Route 58 to State Route 43 would have required 27 full acquisitions and 260 partial acquisitions.

Alternatives A through C were not carried forward for the following reasons:

- The additional traffic capacity west of Allen Road would not be required before 2035 (the project design year).
- The impact on the community would be greater because of the number of parcels that would require property acquisition.
- The wider shoulders were designed to be consistent with Caltrans design standards. When these early studies were done, it was thought that the project would be built as a Caltrans project. Since that time, a Relinquishment Agreement was developed by Caltrans, the City of Bakersfield, and Kern County. Therefore, the road improvements would not need to be designed to Caltrans standards. The relinquishment will become effective on June 25, 2012.
- The cost of the project would be more than the funding available for the project.

Transit and Transportation System Management Alternative

The Transit and Transportation System Management Alternative would improve east-west traffic movement by using signal coordination, minor road widening, and transit improvements (such as having bus turnouts outside of travel lanes) to reduce delay and to increase the person-carrying capacity of State Route 58.

While these improvements have been shown to improve traffic, this alternative was not carried forward for the following reasons:

- Traffic signals on State Route 58 are already coordinated from State Route 99 to Allen Road during morning and afternoon peak commute periods; therefore, additional signal coordination improvements would not result in major improvements to person-carrying capacity.

- Minor road widening and intersection improvements would not provide sufficient capacity to serve projected traffic volume, resulting in unacceptable level of service operations.
- Increased transit service on State Route 58 would provide reduced headways for transit users, but would not provide the required mode shift from automobiles to transit to reduce traffic volumes on State Route 58.
- Bus turnout lanes, transit signal priority and improved transit station design would benefit transit users, but would not improve the travel time due to insufficient roadway capacity

Undercrossing of the San Joaquin Valley Railroad Grade Separation

An alternative design was considered for the San Joaquin Valley Railroad grade separation. Rather than having the roadway go over the railroad tracks, the roadway would have gone under the railroad tracks. This approach was not carried forward for the following reasons:

- An undercrossing would require temporary tracks during construction (a "shoofly") while the roadway is being built under the existing tracks. This added to the expense, complexity of construction, and the amount of right-of-way required.
- An undercrossing would require a temporary roadway for through traffic during construction.
- An undercrossing would require a pump station to ensure that proper drainage is maintained.
- The cost of the undercrossing was about $10 million more than the overcrossing.

1.4 Permits and Approvals Needed

The permits, reviews, and approvals required for project construction are provided in Table 1.4.

Table 1.4 Project Permits and Approvals

Agency	Permit/Approval	Status
U.S. Fish and Wildlife Service	Section 7 Consultation, as required by the Endangered Species Act for the San Joaquin kit fox. Review and Comment on 404 Permit	The Biological Assessment has been completed. Meetings have been held with the U.S. Fish and Wildlife Service as part of the required consultation. A Biological Opinion on the effects on the San Joaquin kit fox was issued on April 24, 2012.
U.S. Army Corps of Engineers	Nationwide Section 404 Permit pursuant to the Clean Water Act for filling or dredging "Waters of the United States"	A jurisdictional delineation has been completed; Concurrence on the use of a Nationwide Permit will be received before the start of construction.
Federal Highway Administration	Air Quality Conformity Determination	The Federal Highway Administration has concurred with Caltrans on the finding that the project is consistent with the requirements of the Clean Air Act. The Federal Highway Administration is anticipated to issue an air quality conformity determination letter on May 1, 2012.
California Department of Fish and Game	Section 1602 Agreement for Streambed Alteration pursuant to Section 1600 of the California Fish and Game Code	A jurisdictional delineation has been completed. The 1602 Agreement will be finalized before the start of construction.
California Water Resources Board (Central Valley-Region 5)	Water Discharge Permit; National Pollutant Discharge Elimination System Coordination.	Compliance with (1) the Statewide Storm Water Permit and Waste Discharge Requirements for the State of California (Order Number 99-06-DWQ, NPDES No. CAS000003) and (2) the General Permit, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity (Order No. 99-08-DWQ, NPDES No. CAS000002).
	Section 401 Certification pursuant to the Clean Water Act	The permit will be obtained before construction.
San Joaquin Valley Railroad (RailAmerica Corporation)	Right-of-Entry permit and a temporary construction easement	Through the conceptual design process, project engineering staff members have coordinated with rail representatives. This coordination will continue through the design process. The permit will be acquired after project approval and before construction.
City of Bakersfield and the County of Kern	Cooperative Agreement	A cooperative agreement between the City of Bakersfield and County of Kern outlining their respective responsibilities for project implementation will be executed before construction. Both agencies have received preliminary design information and technical studies to ensure the project meets the needs of the local jurisdictions.
San Joaquin Valley Air Pollution Control District	Dust Control Permit and Approved Air Impact Assessment per Rule 9510, Indirect Source Review	Coordination at a staff level has occurred as part of preparation of the Air Quality Study Report. The permit will be acquired after project approval and before construction.

Agency	Permit/Approval	Status
Caltrans, the City of Bakersfield, and the County of Kern	Relinquishment Agreement	The City of Bakersfield, Kern County, and Caltrans finalized an agreement to relinquish state right-of-way to the local jurisdictions for the portion of State Route 58 from Allen Road to Mohawk Street. The California Transportation Commission approved the relinquishment on March 28, 2012.
Public Utilities Commission	Widening the roadway and providing a grade separation at the railroad tracks will require Public Utilities Commission authorization	Preliminary coordination with Public Utilities Commission staff has been initiated. The roadway widening, which would require relocation of the railroad gates, would be allowed under General Order 88-B. The grade separation will require a formal application and issuance of a permit.
North Kern Water Storage District and the City of Bakersfield	License Agreement or Common Use Agreement	Based on current design plans, additional right-of-way is required for widening the westerly crossing of Calloway Canal. Prior to the initiation of construction, the City of Bakersfield will enter into an agreement with the North Kern Water Storage District.