

**KERN COUNCIL OF GOVERNMENTS**  
**Congestion Mitigation and Air Quality (CMAQ) Program**  
**PROJECT APPLICATION – Due Monday, July 17, 2023**

\*Please note this is a PDF fillable form so responses may be typed. Items 1, 2, 7, and 22 are drop downs. Totals in item 6 will automatically calculate.

- (1) Is the project included in a local agency-adopted resolution supporting the project? **Yes**
- (2) Does the proposed project meet basic eligibility requirements? **Yes**
- (3) Project background and justification: Explain the project in terms of the existing infrastructure, its impact for service, safety or any other issue that is relevant to the project (attach to application). If the project scope relates to fueling infrastructure please provide a 3-year fleet conversion plan.
- (4) Lead Agency: City of Bakersfield
- (5) Project description [(Location:) + (Limits) + (;) + (Improvement/Activity)]  
Construct curb extensions and cuts, high-visibility cross walks, additional striping, streetscaping, and class II bike lanes along 'H' Street from Hwy 58 to SR-204

(6)	Funding Type	PE	R/W	Const.	Total
Local	Gas Tax	\$	\$	\$ 1,962,288	\$ 1,962,288
Local		\$	\$	\$	\$ 0
State	ATP	\$	\$	\$ 3,200,000	\$ 3,200,000
Federal	CMAQ	\$	\$	\$ 15,145,712	\$ 15,145,712
	Total	\$ 0	\$ 0	\$ 20,308,000	\$ 20,308,000

- (7) Programming Year by Phase: PE: FY 23-24 R/W: FY 23-24 Const: FY 24-25
- (8) VMT Reduction (annual miles): 32,870
- (9) VOC Reduction (kg/day): 13.8 Additional documentation required. See instructions.
- (10) NOx Reduction (kg/day): 5.5 Additional documentation required. See instructions.
- (11) PM<sub>10</sub> Reduction (kg/day): - Additional documentation required. See instructions.
- (12) PM<sub>2.5</sub> Reduction (Kg/day): 3.5 Additional documentation required. See instructions.
- (13) CO Reduction (kg/day): 120.2 Additional documentation required. See instructions.
- (14) Cost-Effectiveness (\$/lb): 53,127.63 Additional documentation required. See instructions.
- (15) Livability and Safety: Describe how project provides the six benefits; limit to half page per benefit.
- (16) Hwy Peak Period LOS Before Project (AM/PM average): N/A
- (17) Hwy Peak period LOS After Project (AM/PM average): N/A
- (18) Bikeway Peak Period LOS Before Project (AM/PM average): N/A
- (19) Bikeway Peak period LOS After Project (AM/PM average): N/A
- (20) Pedestrian Peak period LOS Before Project (AM/PM average): N/A
- (21) Pedestrian Peak period LOS After Project (AM/PM average): N/A
- (22) Is the project identified as a RACM/BACM? **No**

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Application completed by: <u>Gavin Grimes</u>	Date Completed: <u>7/3/23</u>
E-mail: <u>ggrimes@bakersfieldcity.us</u>	Phone Number: <u>(661) 852-7016</u>
Agency: <u>City of Bakersfield</u>	
Address: <u>1501 Truxtun Avenue, Bakersfield, CA 93301</u>	

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Send completed application electronically on a flash drive with transmittal letter on agency letterhead to:  
Attn: Raquel Pacheco ❖ Kern Council of Governments, 1401 19th Street, Suite 300, Bakersfield, CA 93301  
**OR** send Digitally via [Dropbox, click here.](#)

## **PROJECT BACKGROUND AND JUSTIFICATION**

### **‘H’ Street Corridor Improvements**

The proposed project will involve streetscape improvements along ‘H’ Street from Hwy 58 to CA SR 204 (±2.4 miles). This project was originally conceived as part of the Downtown Bakersfield Corridor Enhancement Master Plan, which was completed in November of 2021.

In conjunction with the California High-Speed Rail Authority (CHSRA), the City of Bakersfield (City) has been developing the “Making Downtown Bakersfield” Vision Plan (Plan). The goal of the plan is to provide a cohesive framework and vision for the greater Downtown Bakersfield Area over the next 30 years. Drawing on the goals and values outlined in the Plan, the City worked with IBI Group to develop the Downtown Corridor Enhancement Master Plan.

The Downtown Corridor Enhancement Master Plan offers insight into the existing state and community of Downtown Bakersfield, provides a set of streetscape guidelines and design standards to promote uniformity throughout the area, and outlines improvements for the major corridors (Chester Ave, ‘H’ St, etc.). This looks to further the City’s efforts to support mobility options and create a safe pedestrian environment and is also consistent with the 2018 Regional Transportation Plan created by the Kern Council of Governments (KCOG).

The project will improve safety conditions through a number of traffic calming measures: increased pedestrian/cyclist visibility through high-visibility crosswalks, advanced stop markings, turn lane markings, striping and pedestrian-friendly street scape, shorter pedestrian crossings through the addition of bulb-outs and updated curb ramps, and wider and buffered bike lanes throughout the length of the corridor.

This project will increase the safety and number of trips accomplished by biking and other micro mobility options, advance the active transportation efforts of regional agencies, support greenhouse gas emissions reductions by reducing motorized vehicle miles traveled, and increase accessibility to active modes of transportation facilities.

## **PROJECT LIVABILITY BENEFITS**

### **Livability Benefit #1**

***Will enhance or reduce the average cost of user mobility through the creation of more convenient transportation options for travelers.***

This project will reduce the average cost of user mobility by encouraging the use of multiple modes of non-motorized transportation. Wider sidewalks and bike lanes with additional buffers (striped and landscaped) will provide more incentive to utilize non-motorized means of transportation. 'H' Street is a major gateway corridor through downtown and provides access to many amenities and employment centers within a half mile radius. This, along with the additional safety provided, will incentivize non-motorized transportation. The project will focus on updating the existing accessible infrastructure and ensuring that wheelchair users and other persons with mobility impairments will have access to and from connection points at intersections. Typically, non-motorized transportation means zero dollar cost.

### **Livability Benefit #2**

***Will improve existing transportation choices by enhancing points of modal connectivity, increasing the number of modes accommodated on existing assets, or reducing congestion on existing modal assets.***

This project will work to reduce congestion on existing streets by reducing the vehicular trips on the project corridor as well as adjacent streets. The improvements will provide increased safety for bicyclists, pedestrians, and wheelchair users. This project will also enhance multi-modal connectivity by eliminating the gaps in between existing bike lanes and pedestrian walkways in the area and providing additional safety to a major downtown thoroughfare.

### **Livability Benefit #3**

***Will improve travel between residential areas and commercial centers and jobs.***

'H' Street from Hwy 58 to CA SR-204 directly serves several well-established Bakersfield neighborhoods, namely Riviera-Westchester and the Oleander/Sunset areas, as well as the heart of the Downtown/Civic area. Providing safer non-motorized transportation access and a more visually appealing commute will give residents that live and/or work along the corridor additional incentive to choose those non-motorized modes.

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2024-26 Congestion Mitigation / Air Quality (CMAQ) Program

**Livability Benefit #4**

***Will improve accessibility and transportation services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities, or make goods, commodities, and services more readily available to these groups.***

For citizens of Bakersfield who do not or cannot drive, this project will greatly enhance their quality of life. The corridor is already a major thoroughfare and provides access, not only to the activity centers along the path (Bakersfield High School, Adventist Health, Beale Park, Commercial Centers, etc.), but to other major corridors (Truxtun Ave, California Ave, Hwy 58, etc.). Additional landscaping and trees will also work to reduce the heat island effect seen in many dense urban environments. This reduction will help to ease the physical burden of non-motorized means of transportation during the warmer months. This project is a solid step in the City's plan to revitalize the Greater Downtown Area and increase pedestrian/cyclist safety and access throughout the area.

**Livability Benefit #5**

***Is the existing Accident Rate higher than the average rate for a similar activity, and does the project reduce the Accident Rate to the average rate or lower.***

Based on studies for similar projects, riding a bike or other non-motorized form of transportation alongside motor vehicles (i.e. Class 2 bike lane) carries with it a higher risk for accidents. Pedestrians and cyclists are required to be extra vigilant given their proximity to the street and motor vehicles. By providing additional striped and landscaped buffers to the bike lane and pedestrian paths, users will be less likely to have unanticipated interactions with motor vehicles, therefore reducing non-fatal accident rates. The addition of high-visibility crosswalks and bulb-outs will shorten crossing times and increase driver awareness which will work to reduce non-fatal accident rates at crossings as well.

**Livability Benefit #6**

***Is the existing Fatality Rate higher than the average rate for a similar activity, and does the project reduce the Fatality Rate to the average rate or lower.***

Based on studies for similar projects, riding a bike or other non-motorized form of transportation alongside motor vehicles (i.e. Class 2 bike lane) carries with it a higher risk for fatal accidents. Pedestrians and cyclists are required to be extra vigilant given their proximity to the street and motor vehicles. By providing additional striped and landscaped buffers to the bike lane and pedestrian paths, users will be less likely to have unanticipated interactions with motor vehicles, therefore reducing non-fatal accident rates. The addition of high-visibility crosswalks and bulb-outs will shorten crossing times and increase driver awareness which will work to reduce non-fatal accident rates at crossings as well.

# Bicycle Facilities

Use "Tab" or "Enter" or "Page Down" keys to move through this form.

DEFINITION: Bicycle paths (Class 1) or bicycle lanes (Class 2) that are targeted to reduce commute and other non-recreational auto travel. Class 1 facilities are paths that are physically-separated from motor vehicle traffic. Class 2 facilities are striped bicycle lanes giving preferential or exclusive use to bicycles. Bike lanes should meet Caltrans' full-width standard depending on street facility type.

## Red boxes denote MV Fee projects ONLY

Air District:

Local Government:

Not Applicable

## Green boxes denote CMAQ projects ONLY

Federal Number:

Approval Date:

CALTRANS DIST EA:

County:

NEED TO KNOW: Funding dollars

Number of operating days per year

Average length of bicycle trips

Average daily traffic volume on roadway  
parallel to bicycle project

City population

Types of activity centers in the vicinity of  
the bicycle project

Length of bicycle project (path or lane)

## WHITE BOXES ARE FOR ALL USERS

Project Name or  
Short Description:

H Street Corridor Improvements

Please use descriptive project name that fits in box.

Number of category must match number of subcategory

[View Category List](#)

[Print List](#)

Category: (8) Bicycles

Use pull  
down menus.

Subcategory: (8a) Bicycle Lanes and Trails (also bridges)

Description/Scope:  
(Issues/Comments) Construct curb extensions and cuts, high-visibility cross walks,  
additional striping, streetscaping, and class II bike lanes along 18th  
and 19th Streets from 'I' St to 'O' St

Indicate if Class 1  
or 2 and give  
length of facility.

Enter funding sources. [CLICK HERE](#) for help.

Motor Vehicle Funding (MVFees):	\$0
MSRC CoFunding (MSRC):	\$0
Moyer CoFunding (Moyer):	\$0
CMAQ Funding (CMAQ):	\$15,145,712
Other CoFunding or Local Match (CoFund):	\$1,962,288

Implementing Agency or  
Project Sponsor:

Check if private-  
public partnership: ☐

Project Life (Life): 15 years

Adjust Life to  
represent the project.  
See defaults at right.

**Suggested Life Defaults:**

Class 1 projects: 20 years  
Class 2 projects: 15 years

Capital Recovery Factor (CRF): 0.08

<b>Days (D):</b>	<b>365</b> days of use/year	Consider local climate.	Length default based on National Personal Transportation Survey
<b>Average Length (L) of bicycle trips:</b>	<b>1.50</b>	<b>Miles per trip in one direction</b>	
<b>Annual Average Daily Traffic (ADT):</b>	<b>8,829</b>	<b>Trips per day</b>	<b>MAXIMUM IS 30,000</b>

Two-direction traffic volumes on roadway parallel to bike project.

ADJUSTMENT FACTORS <span>*and non-university towns &lt; 250,000</span>				
BIKE FACILITY CLASS	AVERAGE DAILY TRAFFIC (ADT)	LENGTH OF BIKE PROJECT (IN ONE DIRECTION)	ADJUSTMENT FACTORS FOR CITIES WITH POPULATION>250,000 *	ADJUSTMENT FACTORS FOR UNIVERSITY TOWNS WITH POPULATION<250,000
Class 1 ( path) and Class 2 (lane)	ADT < 12,000 vehicles per day	<1 mile >1 and <2 miles > 2 miles	.0019	.0104
			.0029	.0155
			.0038	.0207
Class 1 ( path) and Class 2 (lane)	12,000<ADT<24,000 vehicles per day	<1 mile >1 and <2 miles > 2 miles	.0014	.0073
			.0020	.0109
			.0027	.0145
Class 2 (lane)	24,000<ADT<30,000 vehicles per day MAXIMUM IS 30,000	<1 mile >1 and <2 miles > 2 miles	.0010	.0052
			.0014	.0078
			.0019	.0104

Adjustment (A) on ADT for auto trips replaced by bike trips from the bike facility:

0.0038

Use table above. Adjustments are based on facility class, ADT, project length, and community characteristics.

Credit (C) for Activity Centers near the project:

0.0030

Use Activity Centers table below.

ACTIVITY CENTER CREDITS

Types of activity centers: Bank, church, hospital or HMO, light rail station (park and ride), office park, post office, public library, shopping area or grocery store, university or junior college.

Count your activity centers. If there are:	Credit (C)	Credit (C)
	Within 1/2 mile	Within 1/4 mile
At least 3	.0005	.0010
More than 3 but less than 7	.0010	.0020
7 or more	.0015	.0030

When evaluating the impact of a new bike project, it is important to consider the location of the bike facility. What types of destinations are accessible from the project? How many of these activity centers are within one-half mile of the facility? How many are within a quarter of a mile? Examine the activity centers in the vicinity of the project and compare them to the list above. Select the Credit (C) factor that corresponds to the number of activity centers in the surrounding area.



Annual Auto Trip Reduced:	21,914	Annual Trips	$(D) * (ADT) * (A + C)$
Annual Auto VMT Reduced:	32,870	Annual Miles	$(\text{Annual Auto Trips Reduced}) * (L)$

## Emission Factors

### Auto Trip End Factors

### Auto VMT Factors

ROG Factor:	0.192	grams per trip	0.062	grams per mile
NOx Factor:	0.047		0.045	
PM2.5 Factor:	0.004		0.046	

For average auto emission factors, see Emission Factors, Table 3. For Class 2 facilities use factors for 11-15 years. For Class 1 facilities, use factors for 16-20 years.

## Emission Reductions

pounds per year

kilograms per day

Reductions in Reactive Organic Gases (ROG):	14	0.02
Reductions in Nitrogen Oxides (NOx):	6	0.01
Reductions in Particulates (PM2.5):	4	0.00
<b>TOTAL EMISSION REDUCTIONS:</b>	<b>23</b>	<b>0.03</b>

Annual Emission Reductions in pounds per year (ROG, NOx, and PM2.5) =  
 $[(\text{Annual Auto Trips Reduced}) * (\text{Auto Trip End Factor}) + (\text{Annual Auto VMT Reduced}) * (\text{Auto VMT Factor})] / 454$

Daily Emission Reductions in kilograms per day (ROG, NOx, and PM2.5) =  
 $\text{Annual Emission Reductions in pounds per year} / (2.2 * 365)$

For Caltrans Staff

## Cost-Effectiveness

dollars per lb.

dollars per ton

**MVFees Cost-Effectiveness:**

**\$0.00**

**\$0**

$$\text{MVFees CE} = ((\text{MVFees} + \text{MSRC} + \text{Moyer}) * \text{CRF}) / (\text{ROG} + \text{NOx} + \text{PM2.5})$$

**CMAQ Cost-Effectiveness:**

**\$55,629.00**

**\$111,257,993**

$$\text{CMAQ CE} = (\text{CMAQ} * \text{CRF}) / (\text{ROG} + \text{NOx} + \text{PM2.5})$$

**Total Cost-Effectiveness:**

**\$62,836.32**

**\$125,672,649**

$$\text{Total CE} = ((\text{MVFees} + \text{MSRC} + \text{Moyer} + \text{CMAQ} + \text{CoFund}) * \text{CRF}) / (\text{ROG} + \text{NOx} + \text{PM2.5})$$

Negative emissions means the project causes pollution rather than reduces pollution. If emission reductions equal zero, cost-effectiveness cannot be calculated.

For Summary Only  
Use ONLY

For One-Page Summaries  
of MV Fees Projects

[CLICK HERE  
to Preview](#)

[CLICK HERE  
to Print](#)

For One-Page Summaries  
of CMAQ Projects

[CLICK HERE  
to Preview](#)

[CLICK HERE  
to Print](#)

[Click Here to  
add another  
project of the  
same category](#)

For more summary reports of all project types, return to Main Menu, select "REPORTS MENU."

**NOTE:** You can view each project record you have entered by using the record bar at bottom of screen or the tab bar at left of screen.

End of Form

[FOR MAIN MENU](#)

[EMISSION FACTORS](#)

# H' Street Corridor Improvements

## Complete Streets/Streetscape

Funding Dollars:	\$15,145,712
Length of bicycle path:	2.40 mile/s
Operating Days per Year:	365 days
Ave. Length of Bicycle trips:	1.5 mile/s
Average Annual Daily Traffic:	8,829
City Population:	403,455 (2020 Census)
Project Class:	2
Types of Activity Centers in the vicinity:	retail, business offices, restaurants, medical office, auto shops, gas station, schools
Effective Life of Project:	15 years
Adjustment on ADT for auto trips replaced by bike trips	0.0038
Credit for Activity Centers:	0.003
Capital Recovery Factor (CRF):	0.08 ( discount rate "i" = 3%)

## Emission Factor Inputs for Auto Travel

	Auto Trip End Factor (grams/trip)	Auto VMT Factor (grams/mile)	Reduction (kg/day)
ROG Factor	0.192	0.062	13.8
NOx Factor	0.047	0.045	5.5
PM Factor	0.004	0.046	3.5
CO Factor	1.408	0.721	120.2
Total	0.243	0.153	

ANNUAL AUTO TRIP REDUCED:	21,913.58	trips per year
ANNUAL AUTO VMT REDUCED:	32,870.37	miles per year
ANNUAL EMISSION REDUCTIONS: (ROG, NOx, PM10)	22.81	lbs. per year

**COST EFFECTIVENESS:** **\$53,127.63 per lb.**

NOTE: Methods used for Calculating Cost Effectiveness is based on California Environmental Protection Agency - Air Resources Board

## Class II Buffered Bike Lane, Curb Extensions

Unit prices per recent Bid Items on the Caltrans Contract Cost Data.

All costs adjusted to 2023 dollars.

CALTRANS ITEM NO.	CALTRANS ITEM DESCRIPTION	ITEM NOTES	UNIT	UNIT COST (2023)	QUANTITY	TOTAL COST
	DEMOLITION	INCLUDES ROADWAY EXCAVATION, ALL CONCRETE REMOVAL, AND ROADWAY REPROFILING	CY	\$ 300.00	6049	\$ 1,814,590.00
730010	MINOR CONCRETE (CURB)		LF	\$ 100.00	21120	\$ 2,112,000.00
730040	MINOR CONCRETE (GUTTER)		LF	\$ 100.00	21120	\$ 2,112,000.00
731521	MINOR CONCRETE (SIDEWALK)		CY	\$ 1,000.00	989	\$ 988,523.56
731623	MINOR CONCRETE (CURB RAMP)		CY	\$ 1,200.00	109	\$ 130,660.99
730070	DETECTABLE WARNING SURFACE		SQFT	\$ 60.00	1120	\$ 67,200.00
250201	CLASS 2 AGGREGATE SUBBASE		CY	\$ 200.00	5793	\$ 1,158,518.52
204003	PLANT (GROUP C) (BALLED & BURLAPPED)	SHADE TREE	EA	\$ 200.00	520	\$ 104,000.00
	LANDSCAPING	CITY TO PROVIDE UNIT COST	SQFT	\$ 15.00	100000	\$ 1,500,000.00
840519	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	HIGH VISIBILITY CROSSWALK	SQFT	\$ 10.00	9240	\$ 92,400.00
840501	THERMOPLASTIC TRAFFIC STRIPE	4" SOLID WHITE	LF	\$ 2.00	22600	\$ 45,200.00
840505	6" THERMOPLASTIC TRAFFIC STRIPE	DETAIL 21 (6" SOLID DOUBLE YELLOW)	LF	\$ 4.00	9579	\$ 38,314.00
840505	6" THERMOPLASTIC TRAFFIC STRIPE	DETAIL 28 (6" SOLID DOUBLE YELLOW LINES)	LF	\$ 4.00	2576	\$ 10,304.00
840505	6" THERMOPLASTIC TRAFFIC STRIPE	DETAIL 39 (6" SOLID WHITE LINE)	LF	\$ 2.00	41974	\$ 83,948.00
840507	6" THERMOPLASTIC TRAFFIC STRIPE (BROKEN 8-4)	DETAIL 39A (6" BROKEN WHITE LINE)	LF	\$ 2.00	5932	\$ 11,864.00
840506	8" THERMOPLASTIC TRAFFIC STRIPE	DETAIL 38A (8" SOLID WHITE LINE)	LF	\$ 2.00	800	\$ 1,600.00
840555	12" THERMOPLASTIC TRAFFIC STRIPE	LIMIT LINE (12" SOLID WHITE LINE)	LF	\$ 4.00	2456	\$ 9,824.00
840555	12" THERMOPLASTIC TRAFFIC STRIPE	12" SOLID YELLOW	LF	\$ 4.00	100	\$ 400.00
840515	THERMOPLASTIC PAVEMENT MARKING	YIELD LINE	SQFT	\$ 13.00	210	\$ 2,730.00
840515	THERMOPLASTIC PAVEMENT MARKING	PAVEMENT MARKING ARROW	SQFT	\$ 15.00	426	\$ 6,390.00
840515	THERMOPLASTIC PAVEMENT MARKING	PAVEMENT MARKING SYMBOL	SQFT	\$ 15.00	4080	\$ 61,200.00
840515	THERMOPLASTIC PAVEMENT MARKING	PAVEMENT MARKING WORD	SQFT	\$ 15.00	2312	\$ 34,680.00
820840	ROADSIDE SIGN - ONE POST		EA	\$ 500.00	80	\$ 40,000.00
820880	INSTALL SIGN (MAST-ARM HANGER METHOD)		EA	\$ 400.00	8	\$ 3,200.00
870700	FLASHING BEACON SYSTEM	PAIR OF RECTANGULAR RAPID FLASHING BEACONS (RRFB)	LS	\$ 30,000.00	8	\$ 240,000.00
872133	MODIFYING SIGNAL AND LIGHTING SYSTEMS	LEADING PEDESTRIAN INTERVAL	LS	\$ 3,500.00	1	\$ 3,500.00
870111	INDUCTIVE LOOP DETECTOR (EA)	BIKE DETECTION LOOPS	EA	\$ 500.00	16	\$ 8,000.00
770010	SIGNAL AND LIGHTING (CITY)	BICYCLE SIGNAL HEADS	LS	\$ 12,000.00	6	\$ 72,000.00
770090	LIGHTING (CITY STREET)	PEDESTRIAN-SCALE LIGHTING	LS	\$ 1,000,000.00	1	\$ 1,000,000.00
	GREEN THERMOPLASTIC PAINT	BIKE LANE	SQFT	\$ 30.00	104746	\$ 3,142,380.00
	<b>Material Cost Subtotal</b>					<b>\$13,080,837</b>

	Mobilization (5%)	\$654,041.85
	Traffic Control (2.5%)	\$327,020.93
	Construction Cost Contingency (25%)	\$3,270,209.27
	Utility Contingency (2.5%)	\$327,020.93
	Subtotal	\$4,578,292.97
	<b>Construction Cost Subtotal</b>	<b>\$17,659,130</b>

	Construction Management	\$2,648,869.51
	Subtotal	\$2,648,869.51

<b>Total Cost</b>	<b>\$20,308,000</b>
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Actual costs may vary based on project scope and current market conditions.

Caltrans maintains historical cost indices and forecast at:

<http://www.dot.ca.gov/design/pjs/index.html>

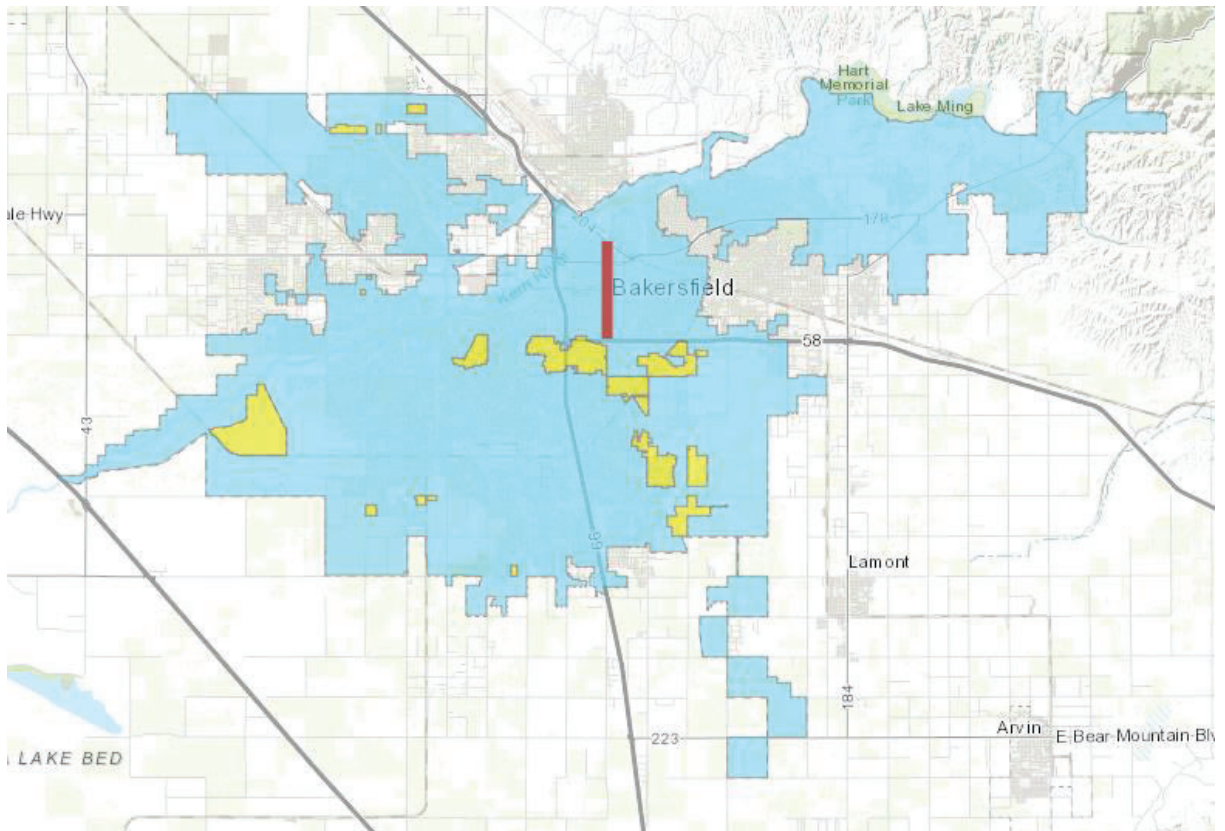
Cells of this color do not have a Caltrans Item Number

H' St Traffic Counts  
Search Criteria

Aadt Year >= 2021  
Aadt Year <= 2023  
From 1/1/1900 To 12/31/2049 12:00:00 AM Map Polygon Search

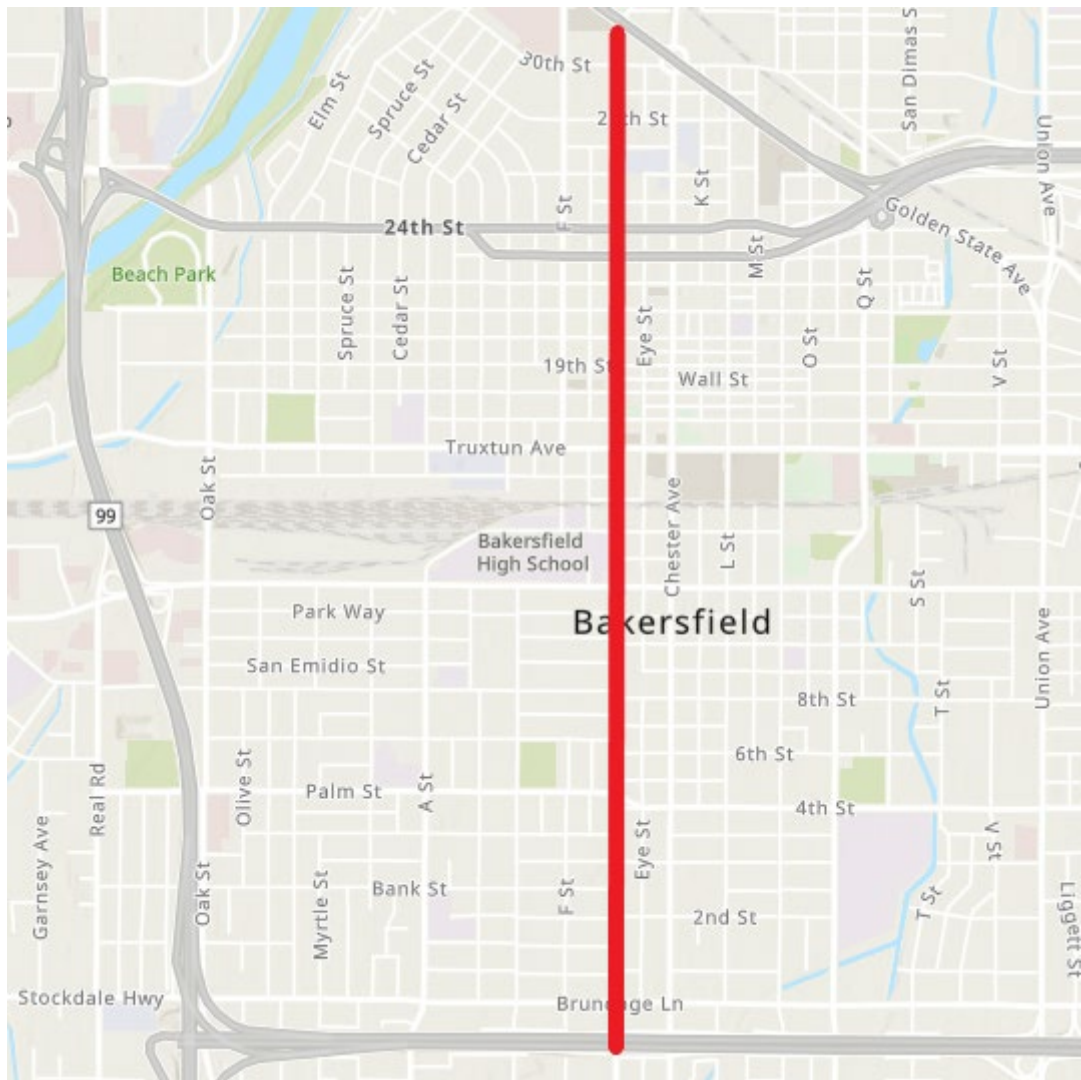
 The report is disabled. The file may have been moved, renamed, or deleted. Verify that the path points to the correct file and location.

Loc ID	County	Community	Functional Class	Rural Urban	On	From	To	Approach	At	Dir	Directions	Category	LRS ID	LRS Loc Pt	Latitude	Longitude	AADT	Latest Date
2659	KERN	Bakersfield	-		H Street			SOUTH OF	California Avenue	2-WAY	NB/SB	Class			35.36772	-119.0212	11775	1/1/2023
569	KERN	Bakersfield	-		H Street			NORTH OF	Palm Street	2-WAY	NB/SB				35.36158	-119.02126	9376	1/1/2023
570	KERN	Bakersfield	-		H Street			NORTH OF	14th Street	2-WAY	NB/SB				35.37099	-119.02121	14381	4/27/2023
571	KERN	Bakersfield	-		H Street			NORTH OF	Truxtun Avenue	2-WAY	NB/SB				35.3738	-119.0212	8409	1/1/2023
572	KERN	Bakersfield	-		H Street			NORTH OF	21st Street	2-WAY	NB/SB				35.37858	-119.02118	5428	1/1/2023
573	KERN	Bakersfield	-		H Street			NORTH OF	24th Street	2-WAY	NB/SB				35.38245	-119.02115	3605	1/1/2023
																AVERAGE	8829	



H Street Corridor Improvements (SR-204 to Hwy 58)

Project Boundary: 'H' Street from CA SR-204 to Hwy 58

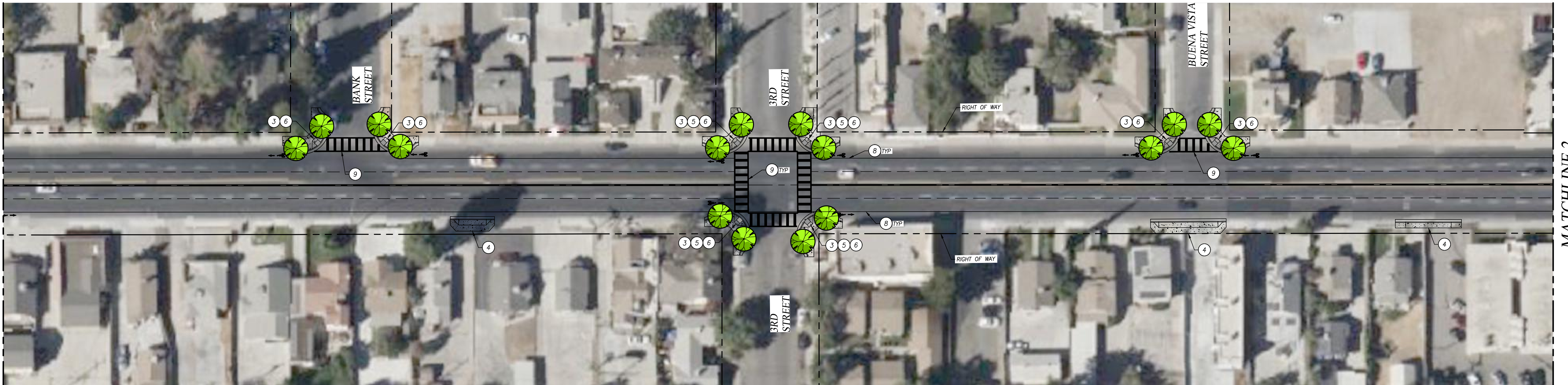
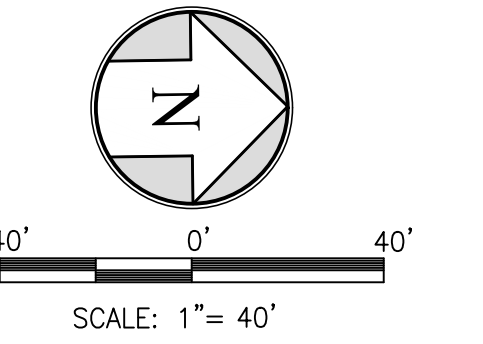
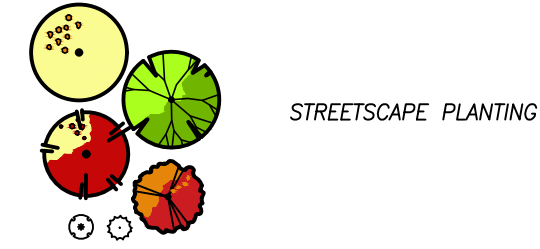




## CONSTRUCTION NOTES

1. INSTALL CITY STANDARD SIDEWALK
2. INSTALL CITY STANDARD CURB & GUTTER
3. INSTALL ADA CURB RAMP
4. INSTALL COMMERCIAL DRIVE APPROACH WITH CURB, GUTTER AND SIDEWALK
5. INSTALL CITY STANDARD CATCH BASINS WITH EXTENSIONS
6. INSTALL CURB EXTENSIONS WITH CITY STANDARD SIDEWALK AND CURB & GUTTER
7. INSTALL PEDESTRIAN PUSH BUTTON AND PEDESTAL
8. INSTALL BIKE LANE
9. INSTALL CROSSWALK

## LEGEND



## H STREET IMPROVEMENTS PROJECT PRELIMINARY PLAN

ATP  
BAKERSFIELD, CA

PROJECT NO.: 230059  
DRAWN BY: VALIE  
CHECKED BY: VALIE  
SCALE: AS SHOWN  
SHEET NO.: 1 of 5

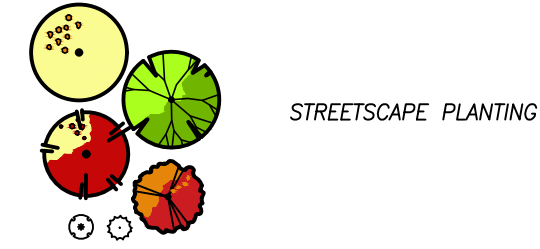




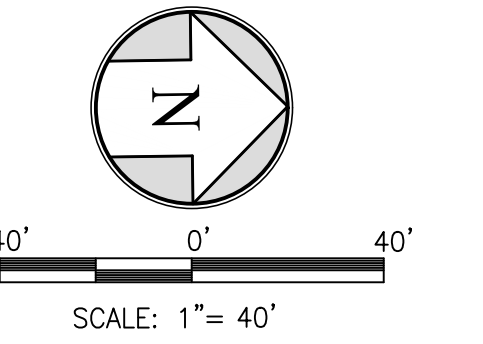
## CONSTRUCTION NOTES

1. INSTALL CITY STANDARD SIDEWALK
2. INSTALL CITY STANDARD CURB & GUTTER
3. INSTALL ADA CURB RAMP
4. INSTALL COMMERCIAL DRIVE APPROACH WITH CURB, GUTTER AND SIDEWALK
5. INSTALL CITY STANDARD CATCH BASINS WITH EXTENSIONS
6. INSTALL CURB EXTENSIONS WITH CITY STANDARD SIDEWALK AND CURB & GUTTER
7. INSTALL PEDESTRIAN PUSH BUTTON AND PEDESTAL
8. INSTALL BIKE LANE
9. INSTALL CROSSWALK

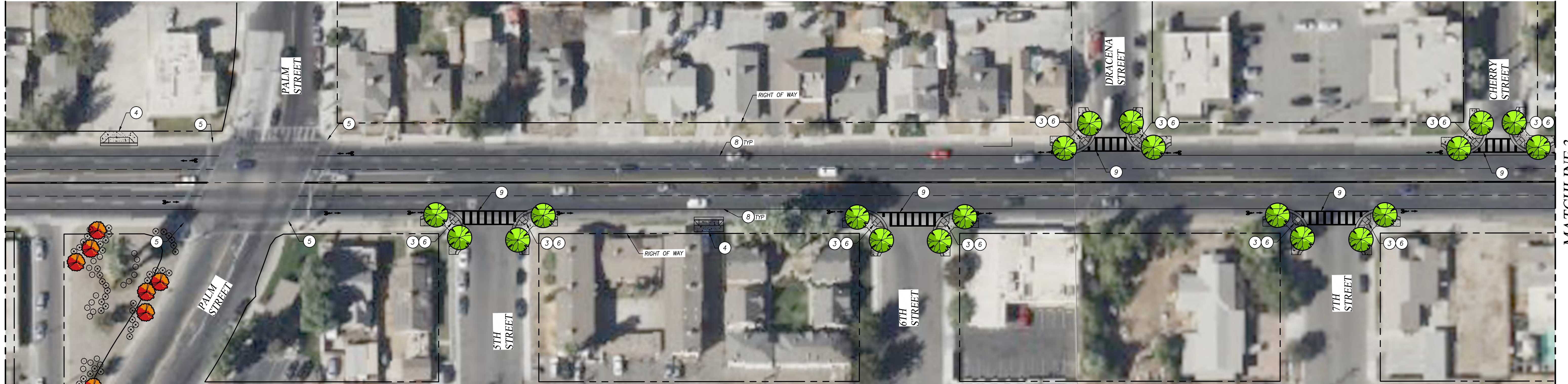
## LEGEND



STREETSCAPE PLANTING



MATCHLINE 2  
SEE SHEET 1



MATCHLINE 3  
SEE BELOW LEFT

MATCHLINE 3  
SEE ABOVE RIGHT



MATCHLINE 4  
SEE SHEET 3

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CONSTRUCTION NOTES

- 1

INSTALL CITY STANDARD SIDEWALK
- 2

INSTALL CITY STANDARD CURB & GUTTER
- 3

INSTALL ADA CURB RAMP
- 4

INSTALL COMMERCIAL DRIVE APPROACH WITH CURB, GUTTER AND SIDEWALK
- 5

INSTALL CITY STANDARD CATCH BASINS WITH EXTENSIONS

6

INSTALL CURB EXTENSIONS WITH CITY STANDARD SIDEWALK AND CURB & GUTTER

7

INSTALL PEDESTRIAN PUSH BUTTON AND PEDESTAL

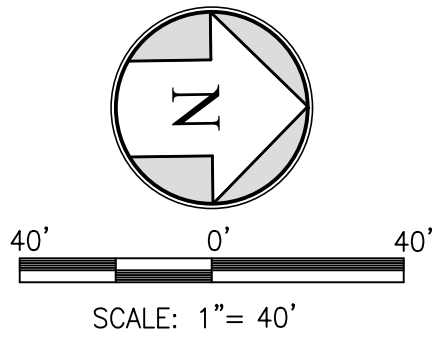
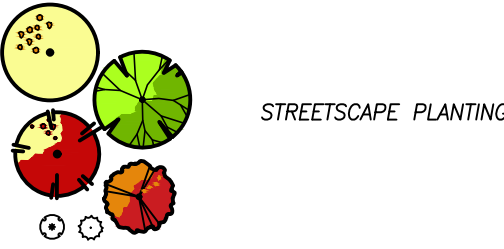
8

INSTALL BIKE LANE

9

INSTALL CROSSWALK

LEGEND

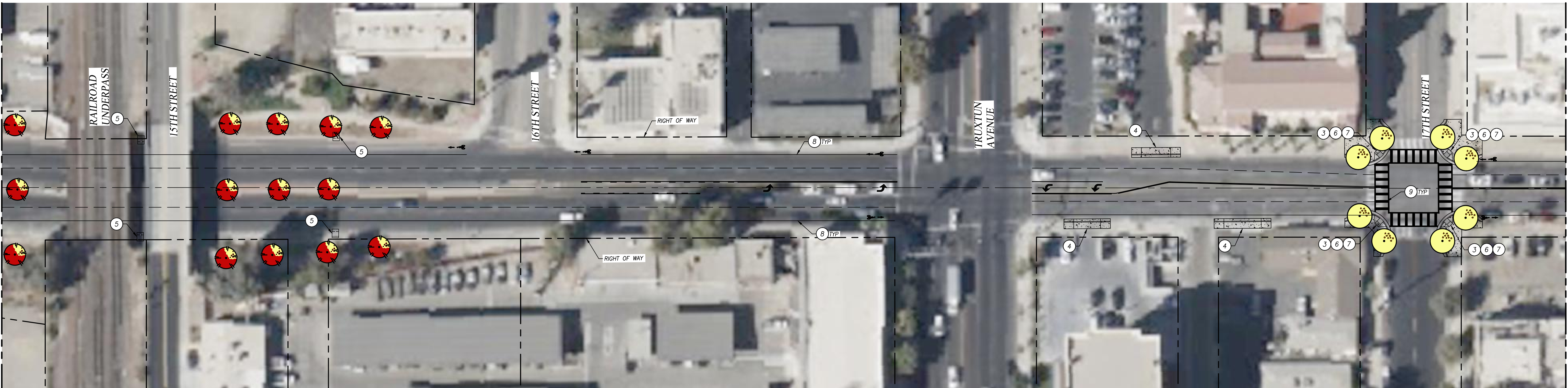


MATCHLINE 4  
SEE SHEET 2



MATCHLINE 5  
SEE BELOW LEFT

MATCHLINE 5  
SEE ABOVE RIGHT



MATCHLINE 6  
SEE SHEET 4

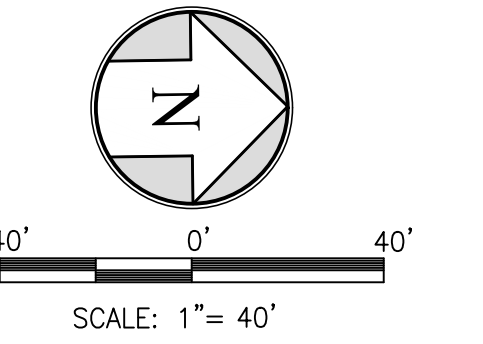
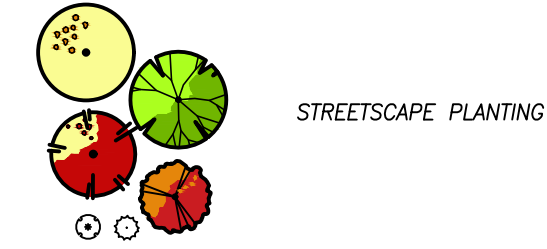
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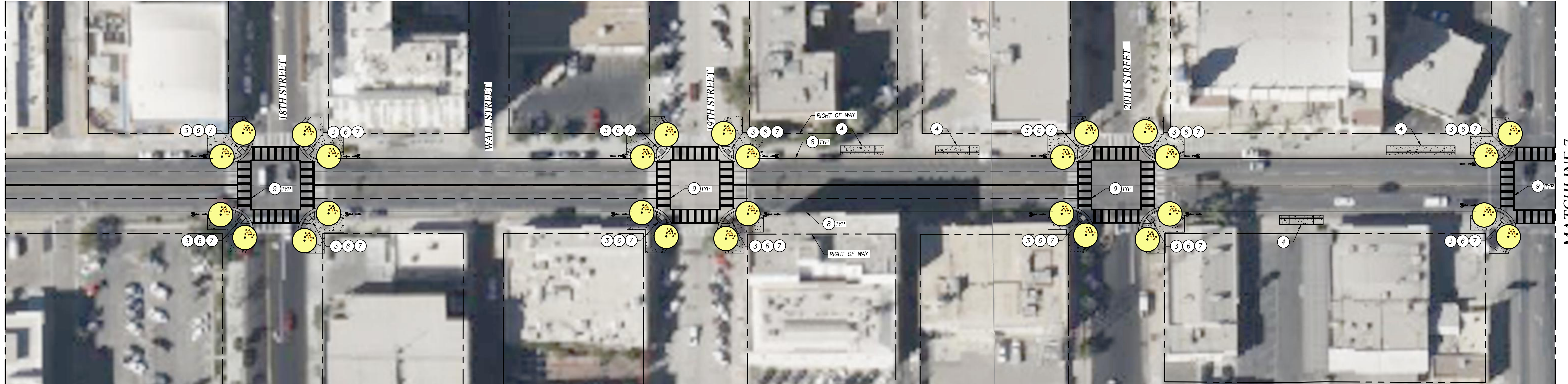
## CONSTRUCTION NOTES

1. INSTALL CITY STANDARD SIDEWALK
2. INSTALL CITY STANDARD CURB & GUTTER
3. INSTALL ADA CURB RAMP
4. INSTALL COMMERCIAL DRIVE APPROACH WITH CURB, GUTTER AND SIDEWALK
5. INSTALL CITY STANDARD CATCH BASINS WITH EXTENSIONS
6. INSTALL CURB EXTENSIONS WITH CITY STANDARD SIDEWALK AND CURB & GUTTER
7. INSTALL PEDESTRIAN PUSH BUTTON AND PEDESTAL
8. INSTALL BIKE LANE
9. INSTALL CROSSWALK

## LEGEND



MATCHLINE 6  
SEE SHEET 3



MATCHLINE 7  
SEE BELOW LEFT

MATCHLINE 7  
SEE ABOVE RIGHT



MATCHLINE 8  
SEE SHEET #

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PROJECT NO.: 230059  
DRAWN BY: VALIE  
CHECKED BY: VALIE  
SCALE: AS SHOWN  
SHEET NO.: 4 of 5

## H STREET IMPROVEMENTS PROJECT PRELIMINARY PLAN

ATP  
BAKERSFIELD, CA





CONSTRUCTION NOTES

- 1

INSTALL CITY STANDARD SIDEWALK
- 2

INSTALL CITY STANDARD CURB & GUTTER
- 3

INSTALL ADA CURB RAMP
- 4

INSTALL COMMERCIAL DRIVE APPROACH WITH CURB, GUTTER AND SIDEWALK
- 5

INSTALL CITY STANDARD CATCH BASINS WITH EXTENSIONS

6

INSTALL CURB EXTENSIONS WITH CITY STANDARD SIDEWALK AND CURB & GUTTER

7

INSTALL PEDESTRIAN PUSH BUTTON AND PEDESTAL

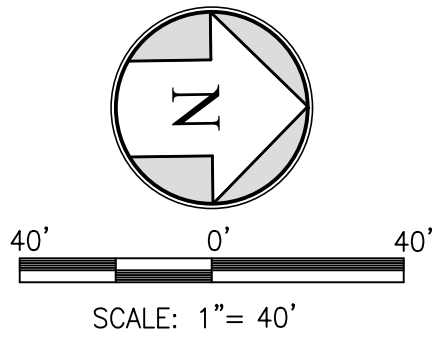
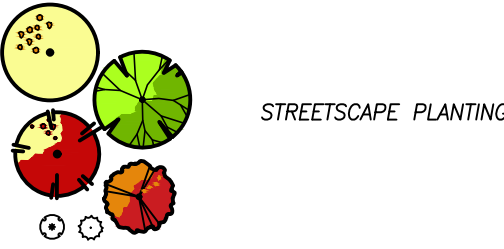
8

INSTALL BIKE LANE

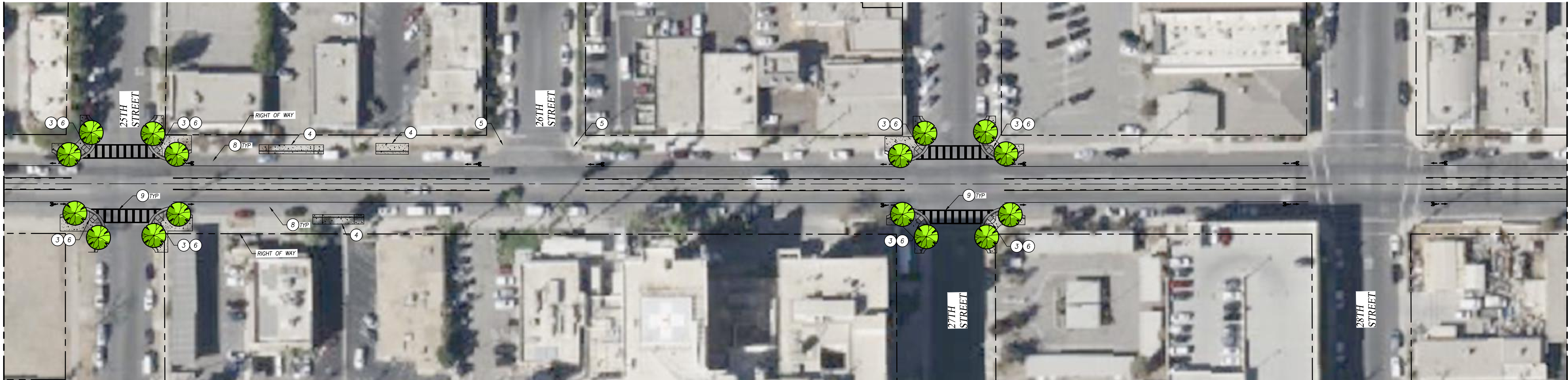
9

INSTALL CROSSWALK

LEGEND



MATCHLINE 8  
SEE SHEET 4



MATCHLINE 9  
SEE BELOW LEFT

MATCHLINE 9  
SEE ABOVE RIGHT



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H St at SR-204 (looking south)



H St at 24<sup>th</sup> St (looking south)





H St at Truxtun Ave (looking south)



H St at California Ave (looking south)





H St at 4<sup>th</sup> St/Palm St (looking south)



H St at Hwy 58 (looking north)