

**DOCKET****09-AFC-9**DATE MAY 05 2010RECD. MAY 05 2010

**From:** Eric Solorio  
**To:** April Albright  
**Date:** 5/5/2010 1:40 PM  
**Subject:** Fwd: Ridgecrest Solar Power Project: Comments on SA/DEIS

April,

Can you please print the attached email and its attachments then docket everything as a public comment on the Ridgecrest SA/DEIS? Thanks.

Eric

>>> "Robert L. Thompson" <[rthompson777@sbcglobal.net](mailto:rthompson777@sbcglobal.net)> 4/30/2010 5:29 PM >>>  
Dear Mr. Solorio and Ms. Eubanks,

Attached for the record are [the Brown Road \(Old US 395, FAS State Route 145, and County Road No 587\)](#) and Kern County Case Map for T26S, R39E, MDM, showing Brown Road as a 100 foot right of way through public lands within the proposed project site.

We request that this project be conditioned (1) with recognition of Kern County road right of way as a Kern County road established pursuant to the applicable sections of the California Streets and Highways Code and (2) that all improvements associated with this project be subject to encroachment permit if located within the existing 100 foot right of way of Brown Road and, further, (3) that provision be made for an ultimate 110 feet of right of way in view of Brown Road's Kern County General Plan Classification as a Major Arterial and pending federal classification as a Rural Minor Arterial on the CRS. See attached letter with explanation of importance of Brown Road to the people of the Town of Inyokern and travelers on US 395 when an alternate route is required for incident management handling.

Also incorporated by reference and submitted for response through this SA/DEIS are my scoping comments (attached).

If you have any questions, please feel free to call me at Cell (559) 907-1411.

Thank you.

Sincerely,

Robert L. Thompson, P. E.

Civil Engineering and Land Surveying

328 W. Antonio Drive

Clovis, CA 93612

Cell (559) 907-1411

-----Original Message-----

From: Christina Grogan [<mailto:cgrogan@co.kern.ca.us>]

Sent: Friday, April 30, 2010 4:04 PM

To: [rthompson777@sbcglobal.net](mailto:rthompson777@sbcglobal.net)

Subject: Freeway Agreements

Mr. Thompson,

Per your request, I have attached the 1962 & 64 Agreements and the Viewers report for Road 587.

Christina Grogan  
Clerk of the Board's Office  
1115 Truxtun Ave., 5th floor  
Bakersfield, CA 93301  
(661) 868-3607  
[cgrogan@co.kern.ca.us](mailto:cgrogan@co.kern.ca.us)

**Robert L. Thompson, P. E.**  
328 W. Antonio Drive  
Clovis, CA 93612  
(559) 292-5172 Office (559) 907-1411 Cell

January 21, 2010

California Energy Commission  
Attention: Eric K. Solorio, Project Manager  
1516 Ninth Street, MS-15  
Sacramento, CA 95814-5512

Transmitted by Email to: [esolorio@energy.state.ca.us](mailto:esolorio@energy.state.ca.us)

Subject: Ridgecrest Solar Power Project (RSPP)  
Scoping Comments on SA/DEIS (CEQA and NEPA )

Dear Mr. Solorio,

Attached are comments written pursuant to the CEQA and NEPA Scoping Hearings held for the proposed Ridgecrest Solar Power Project (RSPP) at Ridgecrest City Hall and at Inyokern Town Hall on January 5 and 6, 2010.

These comments are derived from 30+ years of professional engineering in county service involving public works and land development projects. My reason for comment, however, relates to real property interests in the Indian Wells Valley (IWW) whose roots reach back to 1909 when Robert R. Thompson envisioned development of the Indian Wells Valley (IWW) as a farming community similar to that of Fresno, Riverside, and Redlands and with apple, raisin, alfalfa, and fig production.

Although I am in support of alternative energy projects in general, such support is reserved for those projects whose impacted resources have been fully disclosed, evaluated, and reasonably mitigated to the level of insignificance. With such an approach, it is hoped that the risk for legal challenge is minimized and timely final approval or denial of a proposed project results.

These comments are directed toward satisfactory scoping of the Staff Analysis and Draft Environmental Impact Study (SA/DEIS) for the RSPP.

Please accept my appreciation of the professional manner and patience by which the January 5 and 6, 2010 Informational and Scoping Workshops and Hearings were conducted by CA-CEC, US-BLM, and RSPP.

Also, please verify that my Email address of [rthompson777@sbcglobal.net](mailto:rthompson777@sbcglobal.net) has been added to the notification list for information related to this project.

If you have any questions, please feel free to call me at Cell (559) 907-1411.

Respectfully submitted,



Robert L. Thompson, P. E.

Attachment A  
Scoping Comments for SA/DEIS

1. **Address in summary form the highest and best use for the project site for each of the RA's considered in the SA/DEIS.**
2. **Address in summary form by RA in the SA/DEIS the benefits afforded and disadvantages imposed by the proposed project to the present and future population living within the Indian Wells Valley.** A beneficial project is one in which the resources consumed by the proposed project from within the IWW are offset by comparable return in kind to those resources consumed by the IWW population, e.g., commercial and residential electricity and potable water. A project that simply consumes IWW resources while exporting the product to others outside of the IWW and not enhancing the IWW community is unacceptable.
3. **Address status of Brown Road as a County-maintained road within the proposed project area in terms of a public road right-of-way or permitted encroachment over federal lands and the effect the California Streets and Highways Code has on encroachments within, over, or under Brown Road.** Applicability of county franchise regulations to the project both on-site as well as off-site improvements should be discussed.
4. **Address potable and non-potable water use by the project and require a net-zero impact to potable groundwater resources within the IWW.** The SA/DEIS should consider offsetting project use of available potable groundwater, whether from on-site well(s) or by water service from others, by including in the project scope a requirement to treat an equivalent amount of non-potable water to potable standards.
5. **Include in the cumulative impacts discussion on potable groundwater resource impacts those impacts from the pending BRAC for China Lake and other pending city and county projects.** A list of such projects should be reviewed under SA prior to incorporation for DEIS preparation.
6. **Include in the project mitigation and monitoring plan a requirement for ensuring treatment of non-potable water at least compensates for the use of potable groundwater.**
7. **Include in the SA/DEIS a discussion of existing groundwater conditions in the IWW in terms of mounding near natural and man-made recharge areas and depressions near areas of significant groundwater withdrawal.**
8. **Address in the cumulative impacts discussion on potable groundwater the critically-stressed IWW aquifer(s) and the various approaches the current and future IWW population may rely upon to maintain the status quo.** A decision to accelerate the consumption of critically-limited potable groundwater for such a project as this should first be tempered with a reasonable estimation of future demands for the limited water resource. For example, if this project is allowed to show net-zero impact by funding an IWW-wide change-out to 'low-flow' faucets, showers, and toilets, that cost-effective alternative will not be available to IWW residents in the future, leaving consideration to the more costly approaches only.
9. **Add Air Quality as a Resource Area (RA) to the SA/DEIS:** Because of significant health, safety, and welfare issues related to PM 10 and 2.5 dust and because up to 2111 acres of native desert soils is proposed to be disturbed with project grading, the SA/DEIS should add this RA for identification of the level that wind-driven dust will be a significant issue during the construction and operational phases of the project.

10. **Address displacement of all historical recreational activities under the Land Use Resource Area in the SA/DEIS:** Existing recreational uses of public lands within the project area were cited in the scoping meetings, including, but not limited to, astronomy, camping, hiking, and Off-Highway Vehicle activities. Such activities and their extent should be disclosed and commensurate mitigation be required. Such mitigation should include similar qualities of experience within a reasonable distance from the project site.
11. **Address in the Biological Resource Area potential impacts to identified ESA species within the project site arising from perennial flash floods.** Viability of the El Paso Wash and other drainages within the project site as effective, long-term refuge areas should be evaluated given that mortality of Threatened Species during flash flood is potentially significant. The use of setback buffers from these drainages should be considered to allow adequate refuge from such hazards.
12. **Address the potential environmental impacts of a 'Cash for Grass' program if such a program is proposed to mitigate impacts to a critically-stressed aquifer.** If buyout of high water use crops in the valley such as alfalfa farming is to be considered, impacts to ESA species commonly present with such crops should be discussed and addressed. Viability of such a program depends on thorough identification of such reasonably foreseeable impacts prior to project approval.
13. **Address impact of proposed above-ground changes to the view-shed by considering the use of patterns on buildings and fences that blend into the natural terrain and vegetation.** A variegated, pattern e.g., desert camouflage, as opposed to a single color as shown in the project materials is preferred and recommended for above ground fences and structures visible from off-site.
14. **Address project lighting impacts and consider lighting and security systems that minimize impacts to the naturally dark IWW and its recreational users.** The maintenance of project facilities should include the consideration of non-visible light for security purposes and 'as-needed' visible lighting for night-time inspection and repairs.
15. **Address the project's impact to discharge of surface runoff for the 100-year storm event for both on-site and downstream improvements.** An engineering drainage study which discloses all surface drainage design parameters should be presented for review and should mitigate all increases in discharge for both flow rate and volume upstream and downstream for the 2, 5, 10, 50, and 100-year flood events consistent with Kern County development standards. Design parameters should include but not be limited to, existing soil permeability, compacted surfaces, Manning's roughness coefficients for existing and proposed channels and drainages, time of concentration. Data from the FEMA Flood Insurance Study dated 9/26/2008 for the El Poso washes should be incorporated into the drainage study. If the project increases storm runoff, containment of the additional water should be considered.
16. **Consider interception of storm water discharges and methods as a mitigation measure for potable water usage by recharging or injection of such waters into the groundwater before they reach areas of non-potable groundwater.** Such methods would include detention levees, drain wells in areas where storm water is trapped or detained such as west of US 395.
17. **Address the need for setbacks of the project improvements from natural drainage channels to allow free passage of flood waters and evacuation by wildlife.**
18. **Identify and address how existing survey monumentation will be perpetuated within the project site.**
19. **Address in the SA/DEIR a rehabilitation plan that would return the project site to the pre-project conditions and include in the discussion the form of security that would guarantee such rehabilitation should the project fail for any reason.**

FREEWAY AGREEMENT

This agreement made and entered into, in duplicate, this 10th day of April, 1962, by and between the State of California, acting by and through the Department of Public Works, Division of Highways, hereinafter for convenience referred to as "the State", and the County of Kern, hereinafter for convenience referred to as "the County", witnesseth:

WHEREAS the California Highway Commission has adopted a resolution on July 20, 1960, declaring that certain section of State Highway Route 145 in the Counties of San Bernardino and Kern between 1.1 mile south of Johannesburg and 1.5 miles north of Inyokern, to be a freeway and,

WHEREAS a plan map for such freeway has heretofore been prepared showing the proposed plan of the State as it affects County highways, including provisions for closing County highways, for carrying County highways over or under or to a connection with such freeway, and for relocations of County highways, and for construction of frontage roads and other local roads.

NOW THEREFORE, it is agreed:

1. The County agrees and consents to the closing of County highways, relocation of County highways, construction of frontage roads and other local roads, and other construction affecting County highways, all as shown on said plan map attached hereto marked Exhibit "A", between Kern-San Bernardino County Line and 1.5 miles north of Inyokern and made a part hereof by this reference.

2. The State in the construction of said freeway will, at the State's expense, make such changes affecting County highways in accordance with the said plans attached hereto or as the same may hereafter be modified by subsequent agreement between the parties hereto.

FILED  
JUL 15 1962  
CLERK OF BOARD  
DEPUTY

3. The County will accept control and maintenance over each of the relocated or reconstructed County Highways, and the frontage roads and other State constructed local roads, on notice to the County Engineer from the State that the work thereon has been completed, except as to any portion thereof which is adopted by the State as a part of the freeway proper. The County will also accept title to the portions of such roads lying outside the freeway limits, upon relinquishment by the State.

4. The grade separations shown on plan map Exhibit "A" will either be underpasses or overpasses as detailed engineering studies may determine will best fit the locality. It is understood between the parties that the right of way may be acquired in sections or units and that, both as to the acquisition of right of way and the construction of the freeway projects, the obligations of State hereunder shall be carried out at such time and for such unit or units of the project as funds are budgeted and made lawfully available for such expenditures.

5. This agreement may be modified at any time by the mutual consent of the parties hereto, as may become necessary for the best accomplishment through State and County cooperation of the whole freeway project for the benefit of the people of the State and of the County.

IN WITNESS WHEREOF, the parties hereunto have set their hands and seals the day above first written.

STATE OF CALIFORNIA  
Department of Public Works

ROBERT B. BRADFORD  
Director of Public Works

APPROVED:

*[Signature]*  
State Highway Engineer

APPROVED AS TO FORM:

*[Signature]*  
Attorney (State)

By

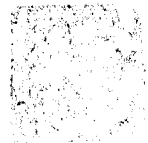
*[Signature]*

T. Fred Bagshaw  
Assistant Director

JUL 3 1962

THE COUNTY OF

*[Signature]*  
*[Signature]*  
Chairman, Board of Supervisors





**Certified Copy of Resolution Authorizing Chairman to Sign Instrument**

WHEREAS, the Board of Supervisors of the County of Kern has determined that it is for the best interests of said County to be a party to, and to execute that certain instrument dated the 10th day of April, 1962,  
entitled **Freeway Agreement,**  
and to which **State of California, Department of Public Works, Division of Highways,**  
is the other contracting party, for the purpose of **closing and relation of County highways, construction of frontage roads, etc. between Kern-San Bernardino County line and 1.5 mile North of Inyokern (IX-Ker-145-A,B,C).**

NOW, THEREFORE, BE IT RESOLVED by the said Board of Supervisors, on motion of Supervisor Holt, seconded by Supervisor Woollomes, that said instrument be, and it is hereby executed on behalf and in the name of the County of Kern, State of California, this 10th day of April, 1962, and that the Chairman of said Board of Supervisors is hereby authorized and directed to sign his name thereto as chairman by the following vote, to wit:

- Ayes: **Woollomes, Holt, Ming, Webb, Salzer**
- Noes: **None**
- Absent: **None**

I hereby certify that the foregoing resolution was duly passed and adopted by said Board of Supervisors on said 10th day of April, 1962, by the vote referred to therein, and that I have carefully compared it with the original in my office entered in Minute Book 152 on Page \_\_\_\_\_, and that the foregoing is a full, true and correct copy thereof. I further certify that on said date **Honorable Vance A. Webb** was the duly elected and acting Chairman of said Board of Supervisors and that I have examined the instrument named in said resolution and I attest his signature there-to as genuine.

WITNESS my hand and Seal of said Board of Supervisors, this 10th day of April, 1962.

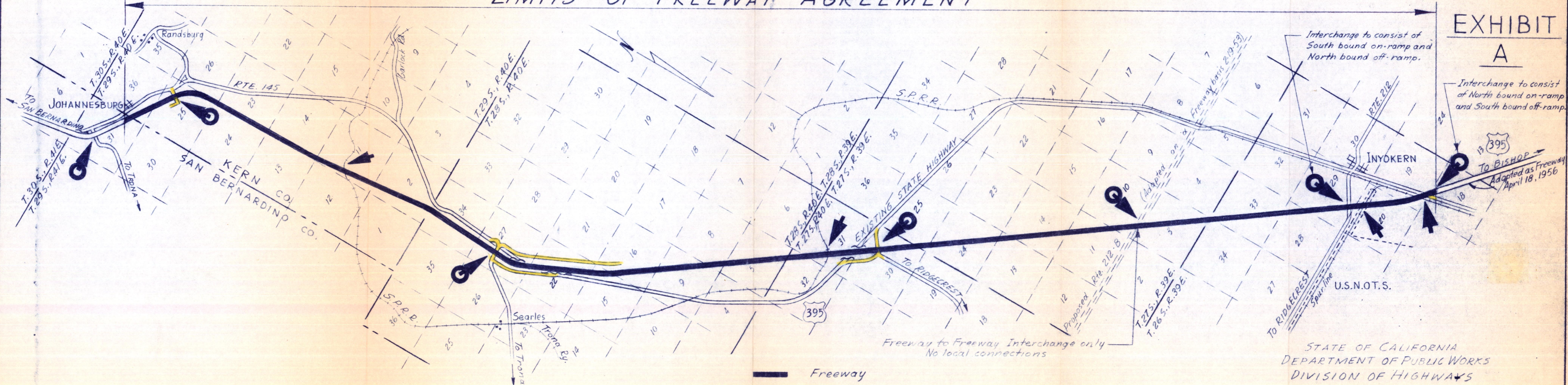
**VERA K. GIBSON**  
VERA K. GIBSON, Clerk of Board of Supervisors,  
By [Signature], Deputy.



# LIMITS OF FREEWAY AGREEMENT

EXHIBIT

A



- Freeway
- Grade Separation (R. R. Separation only)
- Grade Separation with Interchange Facilities (Initial Intersection At Grade)
- County Highway Relocations, Connections and Frontage Roads
- Road Closures

STATE OF CALIFORNIA  
 DEPARTMENT OF PUBLIC WORKS  
 DIVISION OF HIGHWAYS  
 IX · KER · 145 · A, B, C  
**FREEWAY**  
**IN KERN COUNTY**

BETWEEN KERN-SAN BERNARDINO COUNTY LINE  
 AND 1.5 MILES NORTH OF INYOKERN  
 Scale · 1" = 1 mi.

29  
61



**SUPPLEMENTAL FREEWAY AGREEMENT**

THIS AGREEMENT, made and entered into, in duplicate this 15<sup>th</sup> day of December, 1964 by and between the State of California acting by and through the Department of Public Works, Division of Highways, hereinafter for convenience referred to as "State", and the County of Kern, hereinafter for convenience referred to as "County," witnesseth:

WHEREAS, State and County have heretofore entered into a Freeway Agreement dated April 10, 1962 relating to that certain portion of State Highway Route 395 in the County of Kern between the San Bernardino-Kern County Line and 1.5 miles north of Inyokern; and

WHEREAS, the plan of construction as shown on Exhibit "A" attached to said agreement, has been altered in certain respects by a proposed relocation of the U.S.N.O.T.S. spur line railroad tracks, and

WHEREAS, a new plan has been prepared showing the altered plan of construction;

NOW, THEREFORE, IT IS AGREED:

1. That the plan map attached hereto, marked "Revised Exhibit 'A'" shall be substituted for Exhibit "A" attached to the Freeway Agreement dated April 10, 1962 and become a part of said agreement for all purposes;
2. That except for the substitution of the revised plan map, said Freeway Agreement dated April 10, 1962 shall remain in full force and effect unmodified by any

**Freeway Agreement**

-2-

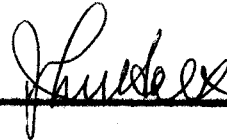
**IN WITNESS WHEREOF**, the parties hereunto  
have set their hands and seal the day above first  
written.

**STATE OF CALIFORNIA**  
**Department of Public Works**

**JOHN ERRECA**  
**Director of Public Works**

**APPROVED:**

By



**State Highway Engineer**

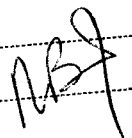
**APPROVED AS TO FORM:**

**THE COUNTY OF KERN**

**Attorney (State)**

APPROVED AS TO FORM  
Office of County Counsel  
Kern County

By.....  
Date.....



Code No.....

9-5-395

BY ORDER OF THE BD/SUPV.

12-15-64

referred to.....

for.....

Copies furnished:

4 copies sent to

**Certified Copy of Resolution Authorizing Chairman to Sign Instrument**

WHEREAS, the Board of Supervisors of the County of Kern has determined that it is for the best interests of said County to be a party to, and to execute that certain instrument dated the 15th day of December, 1964,

entitled **Supplemental Freeway Agreement**

and to which **State of California Department of Public Works**

is the other contracting party, for the purpose of **amending Freeway Agreement dated April 10, 1964, relating to that certain portion of State Highway, Route 395, in Kern County between San Bernardino-Kern County line and 1.5 miles north of Inyo Kern;**

NOW, THEREFORE, BE IT RESOLVED by the said Board of Supervisors, on motion of Supervisor Slater, seconded by Supervisor Fairbairn,

that said instrument be, and it is hereby executed on behalf and in the name of the County of Kern, State of California, this 15th day of December, 1964, and that the Chairman of said Board of Supervisors is hereby authorized and directed to sign his name thereto as chairman by the following vote, to wit:

- Ayes: **Slater, Holt, Fairbairn, Salzer**
- Noes: **None**
- Absent: **Webb**

I hereby certify that the foregoing resolution was duly passed and adopted by said Board of Supervisors on said 15th day of December, 1964, by the vote referred to therein, and that I have carefully compared it with the original in my office entered in Minute Book 171 on Page       , and that the foregoing is a full, true and correct copy thereof. I further certify that on said date **Honorable John Holt** was the duly elected and acting Chairman of said Board of Supervisors and that I have examined the instrument named in said resolution and I attest his signature thereto as genuine.

WITNESS my hand and Seal of said Board of Supervisors, this 15th day of December, 1964.

**VERA K. GIBSON**

VERA K. GIBSON, Clerk of Board of Supervisors,

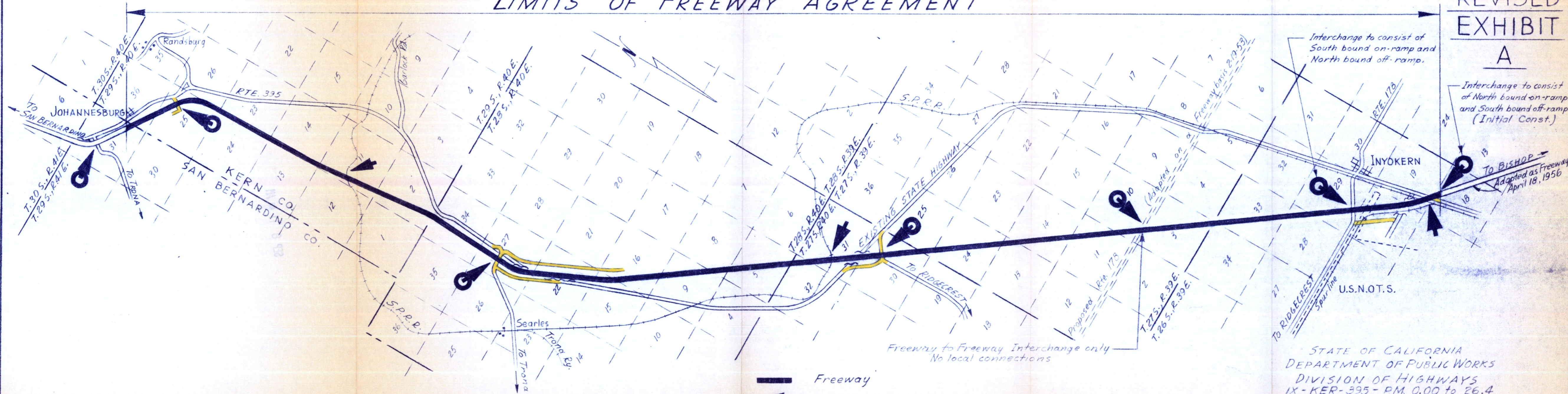
By *[Signature]*, Deputy.



# LIMITS OF FREEWAY AGREEMENT

REVISED  
EXHIBIT

A



STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF HIGHWAYS  
IX-KER-395-PM. 0.00 to 26.4  
(OLD IX-KER-145)

## FREEWAY IN KERN COUNTY

BETWEEN KERN-SAN BERNARDINO COUNTY LINE  
AND 1.5 MILES NORTH OF INYOKERN  
Scale 1" = 1 mi.

1964



STATE BUSINESS: FREE  
GOVERNMENT CODE 6103

R 8 4 9  
Passed by C.H.C.

RECORDING REQUESTED BY  
Division of Highways  
When Recorded Mail To  
Division of Highways  
P. O. Box 847  
Bishop, California

NOV 16 1966

NOV-30-66 62893 \*8:20 $\frac{1}{2}$  \* A T8 FBk  $\frac{3}{4}$  0.00

Recorded By RAY A. VERCANIMEN, Kern Co. Recorder

RELINQUISHMENT OF STATE HIGHWAY IN THE  
COUNTY OF KERN, ROAD 09-KER-395-14.6-26.4  
REQUEST NO. 1132

NO BEE

WHEREAS, portions of State highway within the County of Kern, between 0.5 mile south of China Lake Road and 1.5 miles north of Inyokern, road 09-Ker-395, hereinafter particularly described, have been superseded by a change in the location of said highway; and

WHEREAS, the California Highway Commission on July 20, 1960, adopted a resolution declaring a certain section of State highway, road 09-Ker-395, to be a freeway; and

WHEREAS, by freeway agreement dated April 10, 1962, and by supplemental freeway agreement dated December 15, 1964, between the County of Kern and the State of California, the county agreed to accept title to a frontage road and a public road connection upon relinquishment thereof to said county by the State of California; and

WHEREAS, the State of California has acquired right of way for and has constructed said roads in the County of Kern between 0.5 mile south of China Lake Road and 1.5 miles north of Inyokern, road 09-Ker-395, in connection with said freeway; and

WHEREAS, this Commission has found and determined, and does hereby find and determine, that it is desirable and in the public interest that said portions of the State highway so superseded and said roads be relinquished to the County of Kern for use as county highways;

NOW, THEREFORE, IT IS VOTED by the California Highway Commission that it relinquish, and it does hereby relinquish, to the County of Kern, effective upon the recordation of a certified copy hereof with the Recorder of Kern County, all of the State of California's right, title and interest in and to said portions of superseded State highway and said roads in said county, together with the right of way and appurtenances thereof, described as follows:



## Parcel 1:

That part of superseded State highway traversing Section 31 of T. 27 S., R. 40 E., and Sections 25, 26, 27, 28, 21, 16, 17, 8 and 5 of T. 27 S., R. 39 E., M.D.B. & M., and Sections 32, 29, 30, 19 and 18 of T. 26 S., R. 39 E., M.D.B. & M., lying Westerly from the new State highway alignment as delineated on the attached index map of relinquishment lying between the terminal limits, lines A and B described as follows:

Line A. Beginning at a point in the S/E $\frac{1}{4}$  of the N/W $\frac{1}{4}$  of said Section 31 on the southerly line of existing State highway Right of Way, said point being distant S. 55° 35' 55" E., 359.68 feet from the B.L.M. brass cap marking the N/W corner of said Section 31, THENCE (1), N. 35° 25' 36" W., 617.67 feet to a point on the northerly line of said existing State highway right of way; thence (2), continuing N. 35° 25' 36" W., 81.57 feet; thence (3), S. 54° 34' 24" W., 69.33 feet to a point on said northerly line, said point being distant S. 54° 34' 24" W., 451.33 feet from Engineer's Station 346+50.00 on the survey centerline of State Highway from China Lake Road to 1.5 miles north of Inyokern, Road 9-Ker-395, P.M. 14.6/26.4. Said described line being the southerly terminus of the portion of existing State Highway to be Relinquished.

Line B. Beginning at a point in the S/W $\frac{1}{4}$  of the S/E $\frac{1}{4}$  of said Section 18 on the easterly line of the said existing State highway Right of Way, said point being distant N. 87° 54' 15" W., 1723.38 feet from the burnt and rotted hub marking the S/E corner of said Section 18; THENCE S. 69° 15' 28" W., 100.75 feet to a point on the westerly line of said existing State highway Right of Way, said point being distant N. 76° 14' 09" E., 50.00 feet from Engineer's Station 326+00 on the centerline of said existing State Highway. Said described line is the northerly terminus of the existing State Highway to be Relinquished.

EXCEPTING and RESERVING to the State of California as to Parcel 1 above, any and all rights of ingress to and egress from the superseded highway hereby relinquished, in and to the adjacent and adjoining freeway lying Easterly of the above

described Line A, over and across the Southeasterly 529.24 feet on the course numbered (1) of said Line A, in and to said freeway.

ALSO EXCEPTING and RESERVING, however, to the State of California the following two portions of said superseded State highway:

1. That portion in the S/E $\frac{1}{4}$  of Section 5 and in the N/E $\frac{1}{4}$  of Section 8, T. 27 S., R. 39 E., M.D.B. & M. lying in the 200 foot strip of Right of Way for the proposed future Rte. 178 (adopted for freeway purposes February 19, 1953) and
2. That portion in the N/E $\frac{1}{4}$  of Section 30 and in the N/W $\frac{1}{4}$  of Section 29, T. 26 S., R. 39 E., M.D.B. & M., at the townsite of Inyokern lying within the Right of Way for the existing alignment of the present Rte. 178.

Parcel 2:

That certain frontage road traversing the south half of Section 20 of T. 26 S., R. 39 E., M.D.B. & M. bounded and described as follows:

Beginning at a point in the S/W $\frac{1}{4}$  of the S/E $\frac{1}{4}$  of said Section 20, said point being distant S. 36° 44' 34" E., 6637.86 feet from the burnt and rotted hub marking the N/W corner of said section; THENCE (1), N. 6° 16' 30" W., 188.42 feet; thence (2), N. 74° 19' 31" W., 711.84 feet; thence (3), N. 35° 25' 36" W., 2385.00 feet; thence (4), N. 26° 12' 15" E., 227.30 feet; thence (5), N. 0° 01' 28" E., 50.00 feet; thence (6), N. 89° 58' 32" W., 342.50 feet to a point distant N. 54° 34' 24" E., 155.00 feet from Engineer's Station 198+72.38 on the above described survey centerline, said point being also distant S. 30° 53' 22" E., 3195.13 feet from the said burnt and rotted hub marking the N/W corner of Section 20; thence (7), S. 35° 25' 36" E., 2732.38 feet; thence (8), along a tangent curve to the left with a radius of 425 feet, through an angle of 65° 07' 26", an arc distance of 483.07 feet to a point of reverse curvature; thence (9), from a tangent bearing N. 79° 26' 58" E., along a curve to the right with a radius of 215 feet, through an angle of 94° 07' 22", an arc distance of 353.19 feet; thence (10), N. 83° 34' 20" E., 70.00 feet to the point of beginning.

EXCEPTING and RESERVING to the State of California any and all rights of ingress to and egress from the highway hereby relinquished, in and to the adjacent and adjoining freeway lying generally Westerly of Parcel 2, except at such points as now are or may be established by resolution of this Commission.

Parcel 3:

That portion of the Public Road connection in the N/W $\frac{1}{4}$  of the S/E $\frac{1}{4}$  of Section 18, T. 26 S., R. 39 E., M.D.B. & M. bounded and described as follows:

Beginning at a point in said N/W $\frac{1}{4}$  of the S/E $\frac{1}{4}$  of Section 18, said point being distant N. 54° 43' 39" W., 2451.52 feet from the burnt and rotted hub marking the southeast corner of said Section 18, said point being also distant N. 31° 39' 09" E. 270.54 feet from Engineer's Station 253+81.66 on the above mentioned survey centerline. THENCE (1), from a tangent bearing N. 13° 44' 51" W. along a curve to the left with a radius of 2030 feet, through an angle of 5° 00', an arc distance of 177.15 feet; thence (2), N. 18° 53' 26" W., 396.20 feet; thence (3), from a tangent bearing N. 18° 44' 51" W. along a curve to the right with a radius of 1970.99 feet, through an angle of 4° 59', an arc distance of 171.43 feet to a point on the easterly right of way line of Brown Road (County Road No. 629-Z); thence (4), along said right of way line, S. 13° 45' 51" E., 742.76 feet; thence (5), N. 76° 14' 09" E., 50.53 feet to the point of beginning.

Bearings above are grid bearings on the California Coordinate System, Zone 4. Distances are ground.



THIS IS TO CERTIFY That the foregoing is a full and correct copy of the original resolution duly passed by the California Highway Commission at its meeting regularly called and held on the 16th day of November, 1966, in the City of Sacramento.

Dated this 18th day of November, 1966.

*Robert T. Martin*  
 ROBERT T. MARTIN  
 ASSISTANT SECRETARY OF THE  
 CALIFORNIA HIGHWAY COMMISSION

EST. 3523. 26820-500 7-64 5M OSP

END OF DOCUMENT

# INYOKERN COMMUNITY SERVICES DISTRICT

## DIRECTORS

*R. O'Brien*  
*R. Farris*  
*J. Kurley*  
*E. Ernst*  
*T. Lyster*



P.O. Box 1418  
1429 Broadway Ave.  
Inyokern, Ca 93527

Telephone: (760) 377-4708  
FAX: (760) 377-4327

*J. Stuebner, Manager-Secretary*

April 14, 2010

Patricia Ebel, Development Review Engineer  
Kern County Roads Department  
2700 M Street, Suite 400  
Bakersfield, CA 93301

On April 14, 2010 at a combined meeting of the Inyokern Community Services District (ICSD) and Municipal Advisory Council (IMAC), this Board met to consider supporting Robert L. Thompson's request to Kern County asking that the County accelerate its application for Brown Road's classification to 'Rural Minor Arterial' or 'Rural Other Principal Arterial' on the federal Classified Road System (CRS). The current federal CRS maps show Brown Road as 'unclassified' or local.

It should be noted that Brown Road is used as a main detour route for both Highway 14 and Highway 395 when road closures occur on either highway. When these closures happen, all traffic from the highway is diverted through Inyokern via Brown Road. Since both highways are main routes connecting southern and northern California the traffic includes both regular traffic and numerous semi-trucks. This should indicate that the classification should be 'Rural Other Principal Arterial'.

We understand that classifying Brown Road's entire nineteen mile length as a 'Rural Minor Arterial' or 'Rural Other Principal Arterial' on the federal CRS would be consistent with Kern County's classification of 'Major Arterial' and the cost of maintaining and improving Brown Road and its bridges in the future could be defrayed with better access to funding from federal gas tax revenues.

IMAC was formed to provide input to the County of Kern regarding items of concern within the general area of Inyokern. ICSD is responsible for the water and sewer systems in Inyokern. We feel that Mr. Thompson may have a valid suggestion regarding Brown road.. We would like to add support to Mr. Thompson's request for Brown Road's federal classification and look forward to any response the County of Kern may have towards his suggestion. We would be willing to meet with your staff for a public meeting if you feels it is warranted.

Sincerely,



Joe Kurley  
President, ICSD Board of Directors  
Chair, IMAC

CC: Robert L. Thompson, P.E.  
Jon McQuiston, Supervisor District 1

# Notice of the Hearing Report of Viewers on Proposed Road No. 587

Office of the Clerk of the Board of Supervisors of the County of Kern,  
State of California.

To All Non-consenting Owners of the Hereinafter Described Lands Take Notice:

That the report of viewers heretofore appointed by the above-named Board to view and lay  
out proposed County Road No. 587 ~~XXXXXXXXXX~~

has been set down for hearing by the said Board of Supervisors at their rooms in the County  
Court House in the City of Bakersfield, said County and State for January 15, 1923  
at 10 o'clock A. M. where any and all interested therein may appear and make  
objection thereto if deemed proper.

The said road will pass over, through and upon the lands owned by:

By order of the Board of Supervisors of the County of Kern, State of California, made  
December 18, 19 22.

(Publish in 3 issues and furnish  
affidavit of publication prior  
to January 15, 1923)

F. E. Smith  
County Clerk and ex-Officio Clerk of  
the Board of Supervisors

By M. G. Downey, Deputy Clerk

Bakersfield, California.

To the Honorable the Board of Supervisors,  
Kern County, California.

Gentlemen:

We, the undersigned Viewers on proposed County Road No. 587, beg to submit the following report.

The road, as laid out on the ground, will be sixty feet in width, lying along and for 30 feet on each side of the following described centerline: Beginning at a point on the north boundary of Section Two (2), Township Twenty-five (25) south, Range Thirty-eight (38) east, MDB&M., which point lies on the west side of and 130 feet distant, measured at right angles, from the center line of the Southern Pacific Railroad and running thence  $S13^{\circ}37'E.$ , and parallel to said railroad to a point lying north of and 132.43 feet from the north boundary of reservation claimed by said railroad, in Section 36, T25S., R38E., thence  $S17^{\circ}50'W.$ , 169.70 feet to a point which bears  $S85^{\circ}20'W.$ , 32.47 feet from the northwest corner of said reservation, thence  $S13^{\circ}37'E.$ , and parallel to said railroad 3024.85 feet thence  $S72^{\circ}10'E.$ , 169.70 feet to a point lying 130 feet from the centerline of said railroad, thence  $S13^{\circ}37'E.$ , and parallel to said railroad to the centerline of Orchard Street, according to the Map of the Town of Inyo-kern filed for record in the Office of the Recorder of Kern County California July 25th, 1914, thence westerly and along center line of said Orchard Street to the center line of Broadway, according to said Map, thence southerly and along centerline of said Broadway to the centerline of Locust Avenue, according to said Map, thence easterly and along the center line of said Locust Avenue to a point lying on the west side of and 130 feet from the center line of the Southern Pacific Railroad, thence southeasterly and parallel to Southern Pacific Railroad, to a point lying north of and 1288.65 feet from the north boundary of reservation claimed by Southern Pacific Railroad at Terrace Station, thence  $N62^{\circ}50'E.$ , 260.0 feet, thence  $S27^{\circ}10'E.$ , 1202.05 feet, thence  $S57^{\circ}10'E.$ , 100.0 feet to a point bear-

ing N62° 50'E., 30 feet from the northeast corner of the additional right of way of the Southern Pacific Railroad at Terese Station, thence S27°10'E., and parallel to Southern Pacific Railroad 3000.0 feet, thence S2°50'W., 100.0 feet; thence S27°10'E., and parallel to Southern Pacific Railroad 6314.0 feet, thence S50°57'E., 691.80 feet, thence S64°29'E., 639.40 feet, thence S75°41½'E., 20500.0 feet, thence S76°34'E., 2400.0 feet, thence S74°07'E., 1599.90 feet, thence S62°55'E., 614.50 feet, thence S49°20'E., 782.90 feet, thence S34°52'E., 678.10 feet, thence S19°25'E., 699.50 feet; thence S7°15½'E., 1489.95 feet, thence S33°41'E., 4174.65 feet; thence S53°34'W., 260.0 feet; thence S36°26'E., 1585.4 feet; thence S50°32'E., 5808.4 feet; thence S37°03'E., 1707.30 feet; thence S47°48½'E., 1155.40 feet, thence S16°49½'E., 852.40 feet; Thence S25°01½'W., 493.80 feet; thence S36°17'W., 332.90 feet; thence S14°13'E., 3497.30 feet; thence S16°37'E., 728.60 feet; thence S 6°55½'E., 1878.20 feet; thence S 9°13½'E., 2308.20 feet; thence S 2°43'W., 693.70 feet; thence S0°11'E., 977.50 feet; thence S16°22½'E., 1497.60 feet; thence S29°52'W., 1244.80 feet; thence S33°42'W., 1016.70 feet; thence S36°38'W., 988.90 feet; thence S28°00'W., 422.60 feet; thence S0°31'E., 579.75 feet; thence S27°01½'E., 906.30 feet; thence S20°01½'E., 1557.60 feet; thence S37°42½'E., 334.0 feet; thence S69°55'E., 434.20 feet; thence S46°40½'W., 1902.90 feet; thence S36°00'W., 775.0 feet; thence S47°09'W., 1188.30 feet; thence S38°30'W., 795.10 feet; thence S32°59'W., 795.40 feet; thence S47°45'W., 779.75 feet; thence S66°27'W., 195.70 feet; thence S49°39'W., 555.45 feet; thence S61°52½'W., 494.30 feet; thence S23°25½'W., 321.75 feet; thence S17°55½'W., 678.85 feet; thence S55°33'W., 705.20 feet; thence S37°26½'W., 952.65 feet; thence S63°30'W., 382.85 feet; thence S80°25½'W., 667.90 feet; thence S69°08'W., 607.00 feet; thence S29°19'W., 1092.50 feet; thence S46°47'W., 552.80 feet; thence S62°35'W., 1556.40 feet; thence S78°01'W., 527.80 feet; thence S88°39'W., 579.50 feet; thence S37°06'W., 1489.60 feet; thence S18° 13'W., 294.79 feet; thence S38°23'E., 398.50 feet; to an intersection with the Goler-Rand branch of the proposed road, thence S31°47'E., 1015.50 feet; thence

thence S15°44'W., 219.90 feet; thence S12°22'E., 360.90 feet; thence S42°40'E., 419.80 feet; thence S53°00'E., 967.40 feet; thence S32°44'E., 511.00 feet; thence S14°44'E., 441.10 feet; thence S33°47'E., 16200.0 feet to the Randsburg-Johannesburg Highway.

Also beginning at the above described intersection with the Goler-Rand Road, and running thence S83°45'W., 490.40 feet; thence N74°53'W., 2696.80 feet; thence N69°47'W., 462.30 feet; thence N79°21'W., 809.60 feet; thence S78°49'W., 394.40 feet; thence N78°31'W., 414.10 feet; thence N31°01'W., 350.20 feet; thence N68°43'W., 204.90 feet; thence S86°31'W., 561.60 feet; thence N86°31'W., 1185.90 feet; thence N82°37'W., 1296.20 feet; thence S73°54'W., 2261.0 feet; thence N44°54'W., 253.50 feet; thence S59°06'W., 297.70 feet; thence S45°38'W., 239.30 feet; thence S76°07'W., 2269.70 feet; thence S73°59'W., 900.50 feet; thence S75°05'W., 3210.50 feet; thence S83°37'W., 1307.40 feet; thence S88°17'W., 885.20 feet; thence N79°21'W., 439.70 feet; then thence N85°49'W., 347.10 feet; thence N66°04'W., 572.70 feet; thence S58°28'W., 600.60 feet; thence S73°47'W., 377.0 feet; thence S83°46'W., 637.10 feet; thence S61°28'W., 515.90 feet; thence S78°19'W., 637.60 feet; thence N89°48'W., 597.30 feet; thence S63°36'W., 715.0 feet; thence S25°53'W., 1009.70 feet; thence S65°18'W., 1296.80 feet; thence S70°08'W., 1187.70 feet; thence S21°57'W., 1204.70 feet; thence S42°29'W., 1076.40 feet; thence S30°24'W., 885.0 feet; thence S13°44'W., 895.40 feet to intersect County Road No. 186.

Total length *42.9 miles* Width 60 feet.

Probable Cost of Construction:

We estimate no damage to any landowner over whose land the road will pass.

The following landowners consent to give the necessary right of way for the proposed road.

- None -

The following landowners do not consent to give the necessary right of way for the proposed road, neither do they state the amount of damages they would claim.

Helen E. McAloon	North half	Section 2 - 25/38.
George F. Brown	SE $\frac{1}{4}$ W $\frac{1}{2}$ of NE $\frac{1}{4}$	Section 2 - 25/38. Section 11 - 25/38.



Mary Hallsig	E $\frac{1}{2}$ of E $\frac{1}{2}$	Section 11 - 25/38.
Zacchus P. Barker	E $\frac{1}{2}$	Section 14 - 25/38.
Wm. L. Richer	N $\frac{1}{2}$	Section 13 - 25/38.
Hattie C. Alderson	S $\frac{1}{2}$	Section 13 - 25/38.
A. J. Akers	N $\frac{1}{2}$	Section 24 - 25/38.
Elizabeth A. Atkins	S $\frac{1}{2}$	Section 24 - 25/38.
Leonard F. Swanson	N $\frac{1}{2}$	Section 25 - 25/38.
Grace Schellhouse	N $\frac{1}{2}$ of SE $\frac{1}{4}$ ) SE $\frac{1}{4}$ of SE $\frac{1}{4}$ )	Section 25 - 25/38.
Roger M. Lindsley	SW $\frac{1}{4}$ of SE $\frac{1}{4}$	Section 25 - 25/38.
John A. Drinkhouse		Section 36 - 25/38.
Eugene C. Siebenthal	NE $\frac{1}{4}$	Section 1 - 26/38.
Harry L. Kelling	NW $\frac{1}{4}$	Section 6 - 26/39.
Josephine W. Barnett	N $\frac{1}{2}$ of NW $\frac{1}{4}$ W $\frac{1}{2}$ of SW $\frac{1}{4}$	Section 7 - 26/39. Section 6 - 26/39.
Joseph McNeal	S $\frac{1}{2}$ of NW $\frac{1}{4}$ SW $\frac{1}{4}$	Section 7 - 26/39. Section 7 - 26/39.
E. M. Berry	E $\frac{1}{2}$ of W $\frac{1}{2}$	Section 18-26/39.
Jessie Taylor	SE $\frac{1}{4}$	Section 18-26/39.
Orin H. Wakefield	(That portion of N $\frac{1}{2}$ (lying west of S.P. R. R. right of way.	Section 19- 26/39
Gardner S. Turrill	SE $\frac{1}{4}$	Section 19 - 26/39.
Sallie Thum	(That portion of NE $\frac{1}{4}$ of NE $\frac{1}{4}$ (lying north of Inyokern Townsite.	Section 30 - 26/39
F. H. Hill	SW $\frac{1}{4}$	Section 29 - 26/39.
G. F. Wagner	NW $\frac{1}{4}$	Section 32 - 26/39.
Fred C. Martz	SW $\frac{1}{4}$	Section 32 - 26/39.
L. H. Sterling	NW $\frac{1}{4}$	Section 5 - 27/39.
Douglas Mornington	E $\frac{1}{2}$	Section 5 - 27/39.
Frank E. Looney	NE $\frac{1}{4}$	Section 8 - 27/39.
E. C. Osterburg	SE $\frac{1}{4}$	Section 8 - 27/39.
Jas. E. Gordon	NE $\frac{1}{4}$	Section 17 - 27/39.
J. F. Lobingier and R. M. Davis	All	Section 16 - 27/39.
Ethel L. Gordon	NW $\frac{1}{4}$	Section 21 - 27/39.
H. O. Standard	NE $\frac{1}{4}$	Section 21 - 27/39.
Howard T. Thompson	S $\frac{1}{2}$	Section 21 - 27/39.
U. S. A.	Sections 28, 27, 26, 25,	- 27/39.

U. S. A. (Cont.)

Sections 31, 32. T27S - R40E.

Sections 5, 4, 9, 10, 15,  
22, 27, 34 T28S - R40E.

Sections 2, 3, 10, 15, 22,  
27, 26, 35, 8, 7 T29S - R40E

SE $\frac{1}{4}$  of NE $\frac{1}{4}$  Section 15  
All Section 14,  
All Section 12,  
NW $\frac{1}{4}$  Section 13 T29S - R39E.

Southern Pacific Land Co. S $\frac{1}{4}$  Section 9 - 29/40.  
NE $\frac{1}{4}$  Section 13 - 29/39.  
SE $\frac{1}{4}$  Section 15 - 29/39.  
S $\frac{1}{2}$  of SW $\frac{1}{4}$  Section 15 - 29/39.

Charles Koehn N $\frac{1}{2}$  of SW $\frac{1}{4}$  Section 15 - 29/39.  
SE $\frac{1}{4}$  of NE $\frac{1}{4}$  Section 15 - 29/39.

Bakersfield Land and  
Development Company Section 16 - 29/40.

We recommend that the proposed road be declared open as a  
public highway.

Respectfully submitted,

J. A. Hathaway  
Viewer.

J. R. Drouin  
Viewer.

\_\_\_\_\_  
Viewer.

WE J. R. Thornton, J. A. Hathaway and C. W. Cline

....., do  
solemnly swear that we will support the Constitution of the United States, and the Constitution  
of the State of California, and that we will well and faithfully perform the duties of Road Viewers  
on Proposed County Road No. 587.

J. A. Hathaway, Viewer.  
....., Viewer.  
....., Viewer.

Sworn to and subscribed before me this 18<sup>th</sup> day of December, 1917

J. R. Thornton D. Sweeney

J. R. Thornton, Viewer.  
....., Viewer.

Sworn to and subscribed before me this ..... day of ....., 191.....

STATE OF CALIFORNIA, )  
County of Kern. ) ss.

The undersigned being duly sworn each for himself says that he is a resident and free holder in Kern County, California, and worth the sum for which he binds himself in the foregoing bond over and above his just debts and liabilities and exclusive of his property exempt from levy and sale on execution.

*John McNeal* (Seal)  
*J. Talley* (Seal)  
..... (Seal)  
..... (Seal)

Subscribed and sworn to before me this

*27th* day of *Nov.*, 192*2*

*M. D. Early,*  
notary Public for Kern Co.

# Petition for Road

To the Honorable the Board of Supervisors,  
of Kern County, State of California.

Gentlemen:

We, the undersigned freeholders of the County of Kern, three of whom are taxpayers and residents of Road District.....#1....., respectfully petition your honorable body to lay out, construct and open a road or public highway wholly within said county and within said Road Districts, described as follows:

Beginning at a point on the north boundary of Kern County, on the west side of the Nevada and California Railroad and running thence southeasterly, as near as practicable along said Railroad to a crossing about 3/4 mile north of Terese Station, thence southeasterly along Railroad about 2 miles to old Railroad Grade, thence southeasterly along said grade as near as practicable to crossing near Rademacher, thence /crossing Sections 4, 9, 10, 15, 22, 27, 34, in T28S., R40E., and Sections, 2, 9, and 10, in T29S., R40E., to the crossing at Rand, thence along present travelled road southeasterly to the Randsburg highway in Sec. 35, T29S., R40E. Also beginning at Goler and running thence easterly through Sections 15, 14, 13 and 12, T29S., R39E., and crossing Railroad in Section 7 - T29S., R40E., thence running easterly through Sections 7, 8, and 9, T29S., R40E., to intersect above described Inyokern-Randsburg Road.

The said proposed road or public highway as above set out will pass over and through lands owned by.....

.....  
.....  
.....  
.....  
.....  
.....  
.....  
.....  
.....  
.....

and otherwise unknown to your petitioners.

(Note: Ten petitioners must sign below.)

And we do hereby represent that we will be accommodated by the opening of said Road.

*Geo. W. Kasper*  
*J. Paul Holley*  
*W. J. Hill*  
*W. J. Hill*  
*W. J. Hill*  
*R. H. Berry*  
*W. J. Hill*  
*W. H. Morgan*  
*J. W. Ingels*

*Inyokern Cal.*  
*Inyokern, Cal.*  
"  
"  
"  
"  
"  
"  
"

### BOND

KNOW ALL MEN BY THESE PRESENTS:

That we, ..... and  
....., are held and firmly bound  
unto the people of the State of California in the sum of.....  
.....dollars, the payment of which well and truly to  
be made we bind ourselves, our heirs, executors and administrators jointly and firmly by these  
presents.

Sealed with our seals and dated this..... day of....., 192.....

The condition of the above obligation is such, that whereas a petition in due form praying  
the establishment for a road or public highway has been duly filed with the Board of Super-  
visors of Kern County, which said petition is hereto attached and made a part hereof, therefore  
we do hereby agree and bind ourselves as aforesaid to pay all the costs of viewing and survey-  
ing said road or public highway in case the prayer of said petition be not granted.

*John McNeal* (Seal)  
*John McNeal* (Seal)  
..... (Seal)  
..... (Seal)

### NOTICE

Persons signing this petition are not qualified to sign this Bond.  
All blanks on Bond must be filled out.  
Bond must be executed, on back, before Notary.

Road # 587

No. 21

PETITION OF

Holley, Culp, et al

VIEWERS

J. R. Stanton

J. A. Hathaway

C. W. Cline

PETITION AND BOND FOR ROAD

Sec. , T. , S., R. E.

Within Bond approved this day of , 192

Chairman Board

Filed Dec. 4, 192

J. E. Smith

Clerk Board of Supervisors

By M. E. Downey Deputy Clerk

Received

Presented Dec. 4, 192

Continued to 2 3/4 61

Bond Approved Dec. 4, 192

Set for Hearing

Advertised in 2 3/4 61

Accepted Dec. 4, 192

Granted

Declared Highway

Approved



