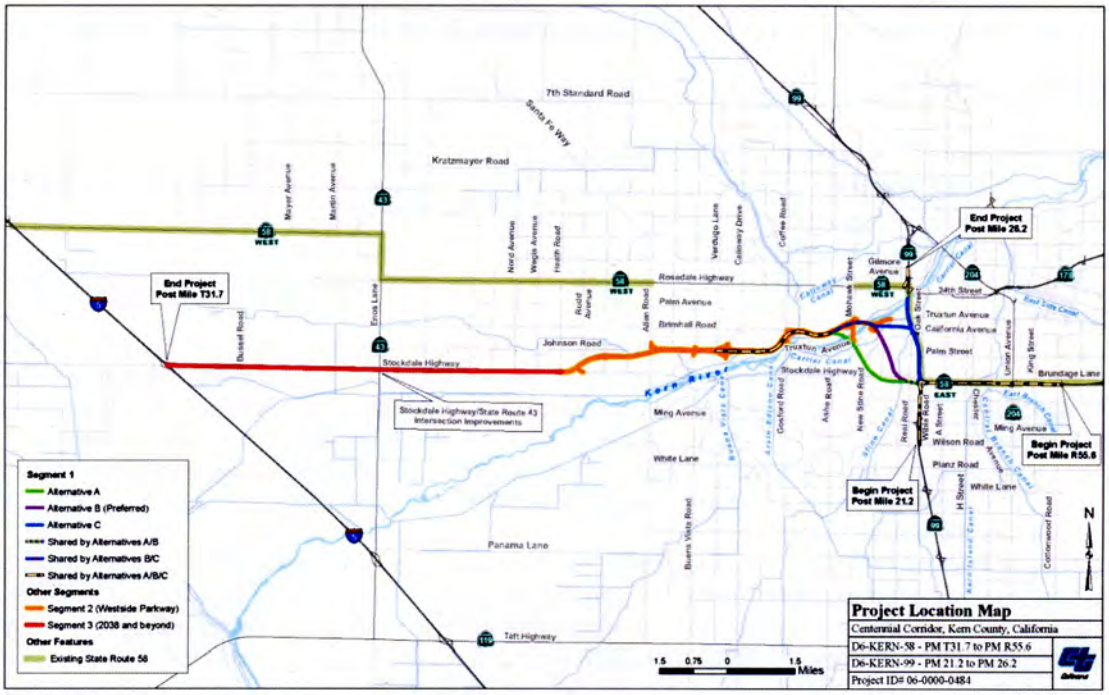
PROJECT FACT SHEET
Centennial Corridor Freeway
06-48460
KER-58/99

PROJECT MANAGER: Steven Milton (559-243-3451)

LOCATION MAP:



PROJECT DESCRIPTION/SCOPE

- **LIMITS:** On State Route 58 between Interstate 5 (PM T31.7) and Cottonwood Road (PM 55.6) and on State Route 99 between Wilson Road (PM 21.1) and Gilmore Road (PM 26.2) in Bakersfield.
- **DESCRIPTION (General):** Construct a new freeway alignment for SR 58
- **PURPOSE/BENEFITS:** State Route 58 is a critical link in the state transportation network and is used by interstate travelers, local commuters within metropolitan Bakersfield, and a great number of regional and inter-regional trucks. However, the efficient movement of traffic, goods, and materials through the metropolitan Bakersfield and incorporated areas is limited by the existing transportation network. The purpose of the Centennial Corridor project is to provide route continuity and associated traffic congestion relief along State Route 58 within metropolitan Bakersfield and Kern County from State Route 58 (East) (at Cottonwood Road) to Interstate 5.

FUNDING STATUS

Current Construction Estimate: $ 390,000,000 (FY 2016)
Current Right of Way Estimate: $ 180,000,000 (FY 2014)

Programmed Construction Amount: Same
Programmed Right of Way Amount: Same

Fund Source: SAFETEA-LU Section 1301
SAFETEA-LU Section 1302
TEA 21
State STIP-RIP
City of Bakersfield
County of Kern

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SCHEDULE STATUS

Environmental Approval	Begin R/W Appraisals & Acquisition	District PS&E	R/W Certification	Ready To List	Advertise	Begin Construction	Construction Complete
4/2015	4/1/2014	12/2015	3/2016	5/2016	6/2016	8/2016	12/2018

PROJECT ISSUES

- **GENERAL:** The freeway would divide an existing neighborhood. It would also create route continuity along SR-58.
- **COMMUNITY INTEREST:** Westpark Neighborhood. Citizens Advisory Group (CAG).
- **ENVIRONMENTAL IMPACTS (Alternative B [preferred alternative])[1]:**
- Community Character & Cohesion – Substantial neighborhood disruption, including business and residential displacements; permanent street closures; and higher exposure to vehicle noise
- Relocation – Business displacements (121 businesses) and housing displacements (310 units)
- Sensitive species - Affects 76.83 acres of foraging habitat for Swainson's hawk and 76.83 acres of habitat and 3 potential dens for San Joaquin kit fox.
- Cultural Resources - Rancho Vista Historic District would have an elevated structure and soundwalls to the north and east of the District which constitutes an adverse effect (under Section 106 of the National Historic Preservation Act of 1966) due to its impact on the historic setting. This property is also protected by Section 4(f) of the Department of Transportation Act of 1966 and implementation of this alternative would not result in a constructive use. Archaeological resources may be identified when subsurface testing of sensitive areas is conducted for the preferred alternative. Archaeological materials could be uncovered during the construction period.
- Parks & Recreation – No impacts.
- Air Quality - The project would not cause a new violation or contribute to a violation of standards Project-level carbon monoxide conformity would be satisfied. Predicted concentrations of 24-hour average particulate matter (PM10) and annual average fine particulate matter (PM2.5) would be within applicable federal standards and conformity would be satisfied. There would be a decrease in 2018 and 2038 Mobile Source Air Toxics emissions compared to 2008 levels. The decrease is primarily due to the improved pollutant emission performance resulting from federal and state rules for cleaner fuel and cleaner engines and fleet turnover.

ELECTED OFFICIALS

Assembly District: 30
State Senate District(s): 16, 18
U.S. Congressional Districts: 20, 22
U.S. Senators:

Revised date: 6/10/2014

[1] **Preferred Alternative.** Caltrans has preliminarily identified Alternative B as the preferred alternative. Alternative B is a feasible and prudent alternative that avoids impacts to Section 4(f) properties, such as parkland and historic properties. Therefore, after comparing and weighing the benefits and impacts of all of the feasible alternatives (Alternatives A through C), Caltrans has identified Alternative B as the preferred alternative, subject to public review. Final identification of a preferred alternative will occur after the public review and comment period.