INCREASING MOBILITY FOR BAKERSFIELD

Caltrans

Welcome to the Centennial Corridor Public Hearing

Wednesday, June 11, 2014
4:00pm to 7:00pm

Please Sign In

View our displays and give us your input concerning this project

Kern County Administrative Offices - Building Rotunda
1115 Truxtun Avenue
Bakersfield, CA

CENTENNIAL CORRIDOR PROJECT

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Why Are We Here?

- To share our findings on the project with the public
- To obtain your comments on the concepts presented
- To answer your questions
- To show our displays, answer questions, and receive your input concerning this project

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Comments

- Written comments can be placed in the comment box.
- Comments may be given orally to the court reporter tonight.
- Laptop computers are also available for you to submit your comments via our Smart Comment database.
- Written comments can also be sent to:

  Caltrans Central Region - District 6
  Office Chief, Central Region
  Environmental Southern San Joaquin Valley
  855 M Street, Suite 200
  Fresno, CA 93721
  Attn. Jennifer H. Taylor

- By phone contact Caltrans at 1-888-404-6375 or e-mail: Centennial@dot.ca.gov
- Comments should be submitted on or before July 8, 2014.

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About TRIP

The Thomas Roads Improvement Program (TRIP)

TRIP was named in honor of former Congressman William M. Thomas who led the effort to secure federal earmarks for major road improvement projects in greater Bakersfield. These earmarks included $330 million for Centennial Corridor.

TRIP is a cooperative effort between the City of Bakersfield, County of Kern, Caltrans, and the Kern Council of Governments. These agencies are committed to finding and implementing solutions that meet the region's long-term transportation needs.

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Purpose and Need

Purpose

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.

The goal of route continuity is to ease the driving task by reducing the need to change lanes and search for directional signing. Route continuity is evaluated in terms of consistent levels of service by providing an appropriate number of lanes to ease movement.

Need

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.

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Community Outreach

Caltrans has a strong commitment to community input on the Centennial Corridor Project and has held 33 meetings since March 2008. Caltrans also gained input from personal interviews and surveys conducted in neighborhoods along the alternative alignments.

5 Neighborhood public information meetings

9 Focus group meetings

1 Business information meeting

2 Agency and public scoping meetings

3 Public information/update meetings

13 Citizen Advisory Group meetings

49 One-on-one interviews

920 Written surveys

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Project Cost and Timeline

Project Cost

The current estimated cost as of May 2014

- **Alternative A - $691 million**
- **Alternative B - $570 million (Preferred alternative)**
- **Alternative C - $666 million**

Project Timeline

Draft Environmental Document	Final Environmental Document	Design Appraisal Right-of-Way Acquisitions	Begin Construction	End Construction
Spring 2014	Winter 2014	Spring 2016	Fall 2016	Winter 2018

CENTENNIAL CORRIDOR PROJECT

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.

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Environmental Process

Scoping

- Preliminary Studies to Define Project Alternatives

Alternative Analysis

- Review Preliminary Studies
- Define Any New Alternatives
- Engineering and Environmental Analysis for All Alternatives
- Draft Project Report

Draft Environmental Document

- Preliminary Results of Impact Assessment
- Develop Mitigation Measures
- Identify Preferred Alternative/Present Findings

Public/Agency Review & Comment

- Circulate Draft Environmental Document
- Public/Agency Review and Comment
- ✶ **Public Hearing - June 11, 2014**
- **End of review comment period - July 8, 2014**

State/Federal Review & Approval

- Formal Response to Comments
- Air Quality Conformity Determination
- Final Environmental Document

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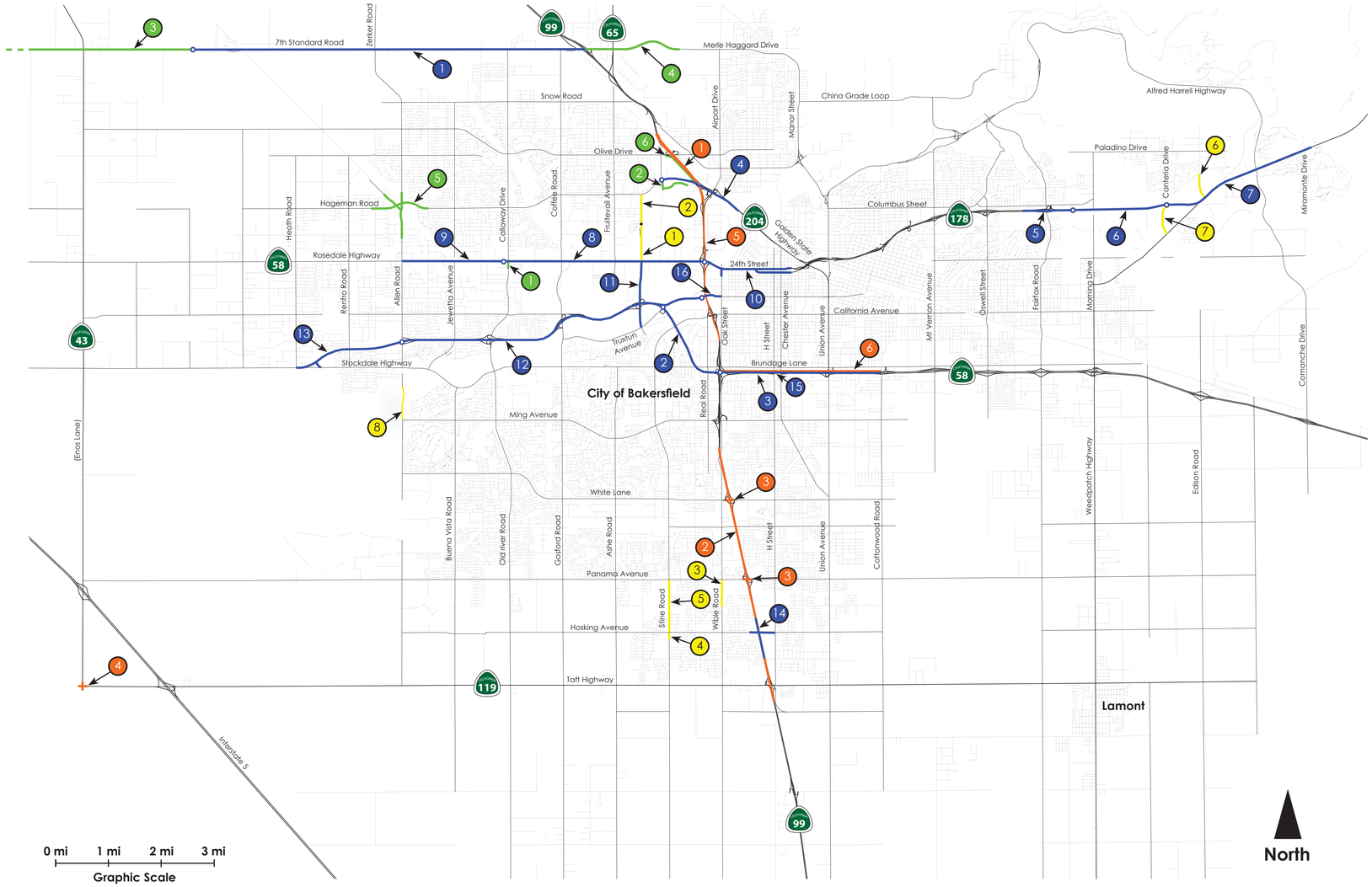
Multi-Agency Regional Transportation Improvements



For Illustrative Purpose Only

Not To Scale

Legend

Thomas Roads Improvement Program

1. North Beltway/7th Standard Road Widening (Complete)
2. Centennial Corridor (Preferred alternative) (Planned)
3. State Route 58 Gap Closure (Under Construction)
4. Hageman Road Flyover (Planned)
5. State Route 178/Fairfax Road Interchange (Complete)
6. State Route 178/Morning Drive Interchange (Under Construction)
7. State Route 178 Widening (Planned)
8. Rosedale Highway (SR-58) Widening Phase 1 (Planned)
9. Rosedale Highway (SR-58) Widening Phase 2 (Planned)
10. 24th Street Improvements (Planned)
11. Mohawk Street Extension (Complete)
12. Westside Parkway (Complete)
13. Stockdale/Heath Tie-in (Under Construction)
14. Hosking Avenue Interchange (Planned)
15. Beltway Operational Improvements (Planned)
16. Truxtun Avenue Widening from Empire Drive to Oak Street (Planned)

City of Bakersfield Public Works

1. Mohawk Street from Rosedale Highway to Siena (Complete)
2. Mohawk Street from Siena to Hageman Road (Planned)
3. Wible Road from Berkshire to Panama Lane (Complete)
4. Stine Road from Ryzona to McCutchen (Planned)
5. Stine Road from Hosking to Panama Lane (Planned)
6. Masterson Street Realignment north of SR 178 (Complete)
7. Bedford Green Drive from SR 184 to SR 178 (Complete)
8. South Allen Road from Stockdale highway to Ming Avenue (Complete)

Kern County Roads Department

1. Calloway Drive Widening at Rosedale Highway (Planned)
2. Standard Street Separation of Grade (Planned)
3. 7th Standard Road Widening from Interstate 5 to Sante Fe Way (Planned)
4. Merle Haggard Drive Widening between State Route 99 and William M. Thomas Terminal (Complete)
5. Hageman road / BNSF Railroad Grade Separation (Complete)
6. State Route 99 southbound auxiliary lane between Olive Drive and State Route 204 (Complete)

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1. State Route 99 North Widening (Complete)
2. State Route 99 South Widening (Complete)
3. Increase vertical clearance of bridges at State Route 99/ White Lane and State Route 99/Panama Lane (Planned)
4. Intersection Improvements at State Route 43 and State Route 119 (Planned)
5. Rehabilitate roadway along State Route 99 from Palm Street to Beardsley Canal (Planned)
6. Rehabilitate roadway along State Route 58 from SR-58/SR-99 interchange to Cottonwood Road (Planned)

CENTENNIAL CORRIDOR PROJECT

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.

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Technical Studies

Preliminary Geotechnical Report ..... Revised May 2012

Draft Relocation Impact Report ..... November 2012

Water Quality Assessment Report ..... November 2012

Location Hydraulic Study ..... November 2012

Initial Site Assessment (Hazardous Waste)..... November 2012

Paleontological Evaluation Report ..... November 2012

Noise Study Report ..... January 2013

Historic Property Survey Report ..... January 2013

- Historical Resource Evaluation Report ..... January 2013
- California Historic Bridge Inventory Sheet ..... October 2011
- Archaeological Survey Report ..... January 2013
- Extended Phase I (Geoarchaeological Study) ..... November 2012

Natural Environment Study ..... March 2013

Biological Assessment ..... March 2013

Noise Abatement Decision Report ..... May 2013

Visual Impact Assessment ..... September 2013

Community Impact Assessment ..... September 2013

Focused Initial Site Assessment (Hazardous Waste)..... October 2013

Air Quality Study Report ..... November 2013

Traffic Study Report for the Centennial Corridor Project ..... November 2013

Finding of Effect (Historic Resources)..... April 2014

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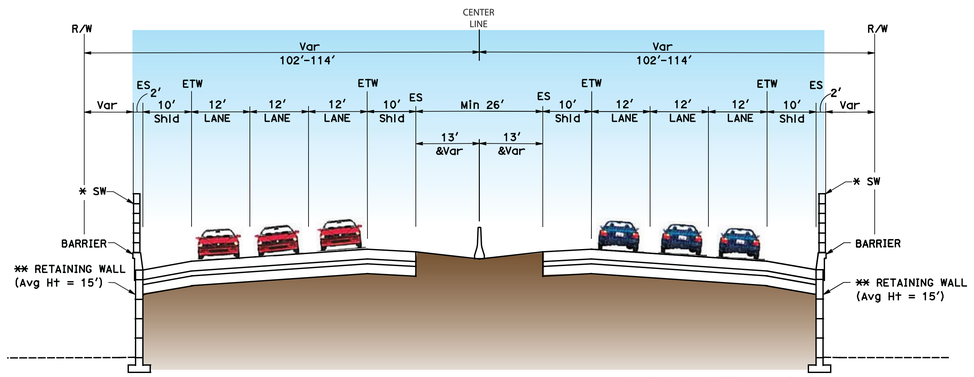
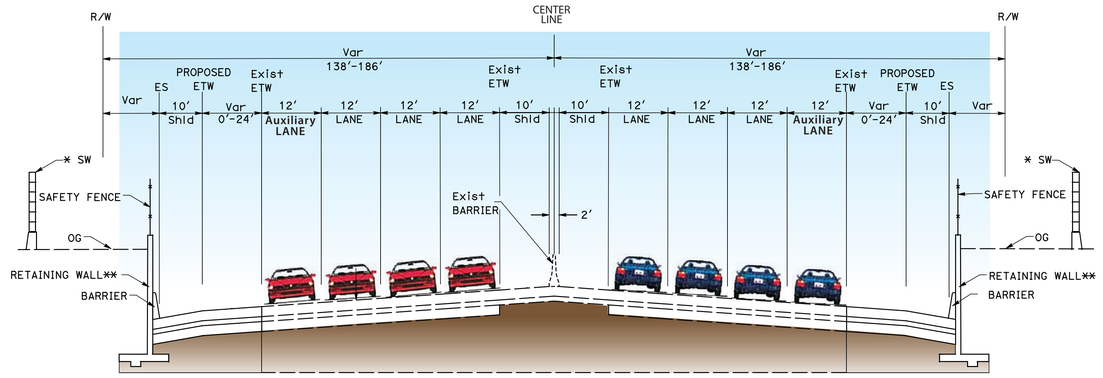
Typical Cross Sections

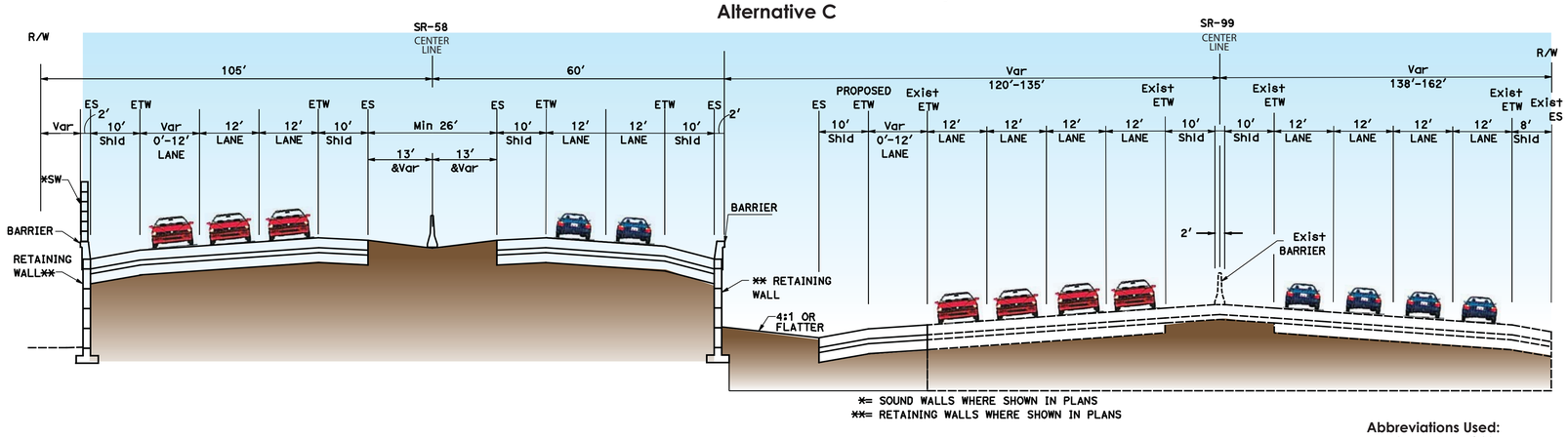
Centennial Corridor (West of SR-99)
Alternatives A, B and C



Existing State Route 58 (East of SR-99)
Alternatives A, B and C



Centennial Corridor (Parallel to SR-99)
Alternative C



Abbreviations Used:

Avg Ht = Average Height
ES = Edge of Shoulder
ETW = Edge of Traveled Way
Min = Minimum
R/W = Right-of-Way
Shld = Shoulder
SW = Soundwall
Var = Varies

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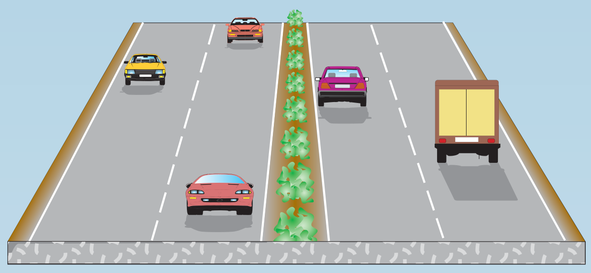
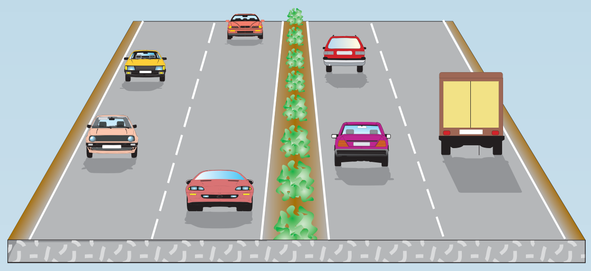
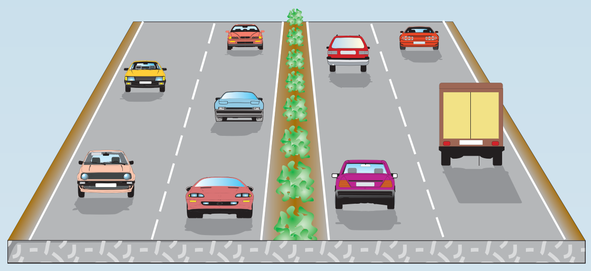
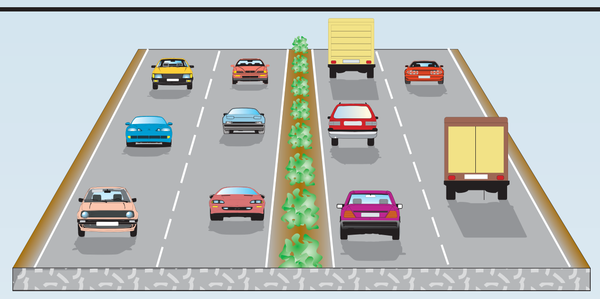
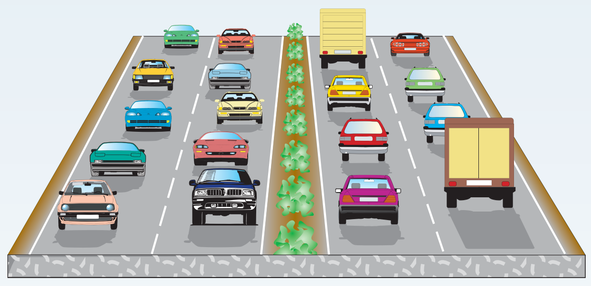
Level of Service
for Freeways

Level of Service	Flow Conditions	Operating Speed (mph)	Technical Descriptions
A		70	Highest quality of service. Traffic flows freely with little or no restrictions on speed or maneuverability. **No delays**
B		70	Traffic is stable and flows freely. The ability to maneuver in traffic is only slightly restricted. **No delays**
C		67	Few restrictions on speed. Freedom to maneuver is restricted. Drivers must be more careful making lane changes. **Minimal delays**
D		62	Speeds decline slightly and density increases. Freedom to maneuver is noticeably limited. **Minimal delays**
E		53	Vehicles are closely spaced, with little room to maneuver. Driver comfort is poor. **Significant delays**
F		<53	Very congested traffic with traffic jams, especially in areas where vehicles have to merge. **Considerable delays**

Source: Caltrans 2012

CENTENNIAL CORRIDOR PROJECT

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Level of Service

for Intersections with Traffic Signals

Level of Service	Delay per Vehicle (seconds)
A	≤10
B	11-20
C	21-35
D	36-55
E	56-80
F	>80

Source: Caltrans 2012

Factors Affecting LOS of Signalized Intersections

Traffic Signal Conditions:
- Signal Coordination
- Cycle Length
- Protected left-turn
- Timing
- Pre-timed or traffic activated signal
- Etc.

Geometric Conditions:
- Left- and right-turn lanes
- Number of lanes
- Etc.

Traffic Conditions:
- Percent of truck traffic
- Number of pedestrians
- Etc.

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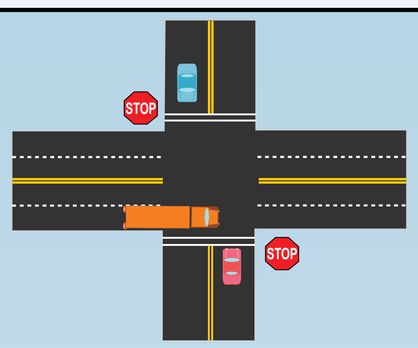
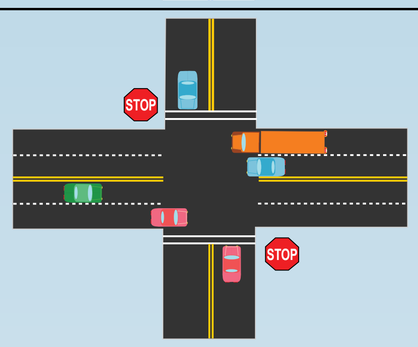
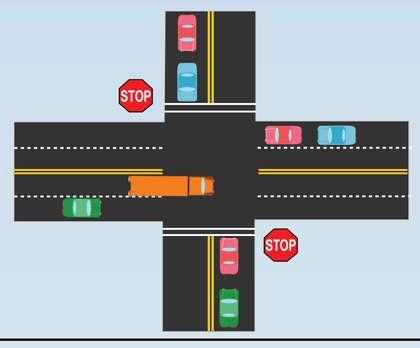
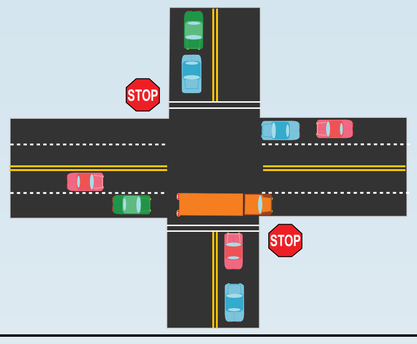
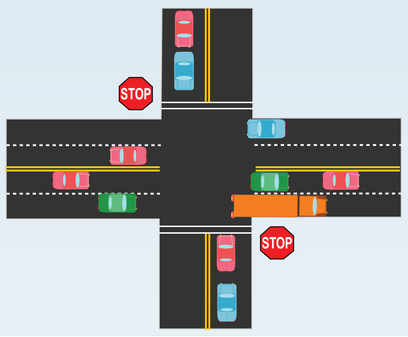
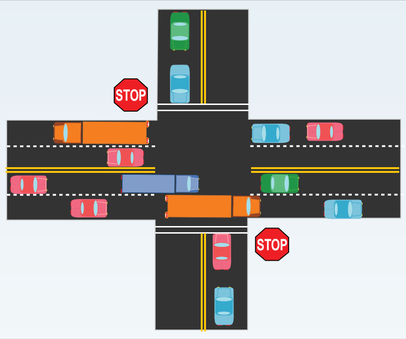
Level of Service

for Unsignalized Intersections

Level of Service	Flow Conditions	Delay per Vehicle (seconds)	Technical Descriptions
A		≤10	Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed. **Very short delays**
B		10-15	Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability. **Short delays**
C		15-25	Stable traffic flow, but less freedom to select speed, change lanes or pass. **Minimal delays**
D		25-35	Traffic flow becoming unstable. Speeds subject to sudden change. Passing is difficult. **Minimal delays**
E		35-50	Unstable traffic flow. Speeds change quickly and maneuverability is low. **Significant delays**
F		>50	Heavily congested traffic. Demand exceeds capacity and speeds vary greatly. **Considerable delays**

Source: Caltrans 2012

CENTENNIAL CORRIDOR PROJECT

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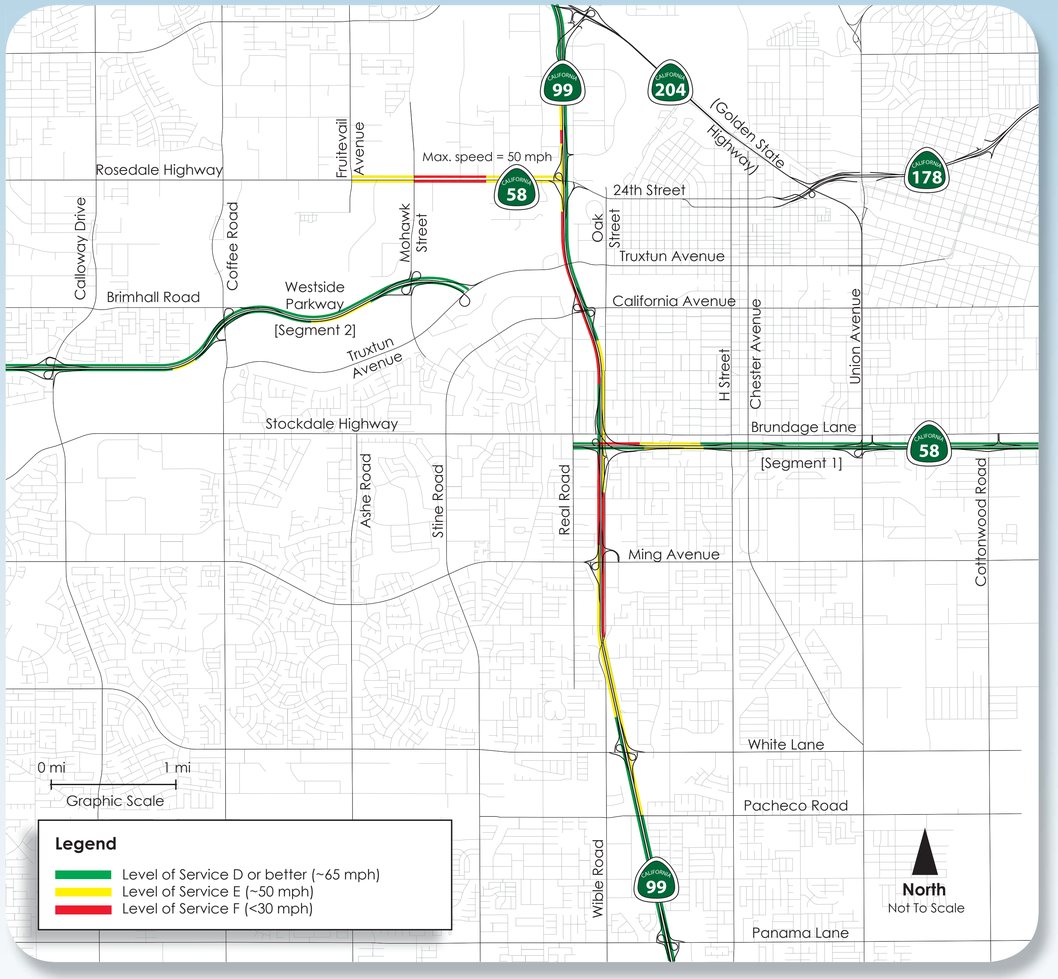
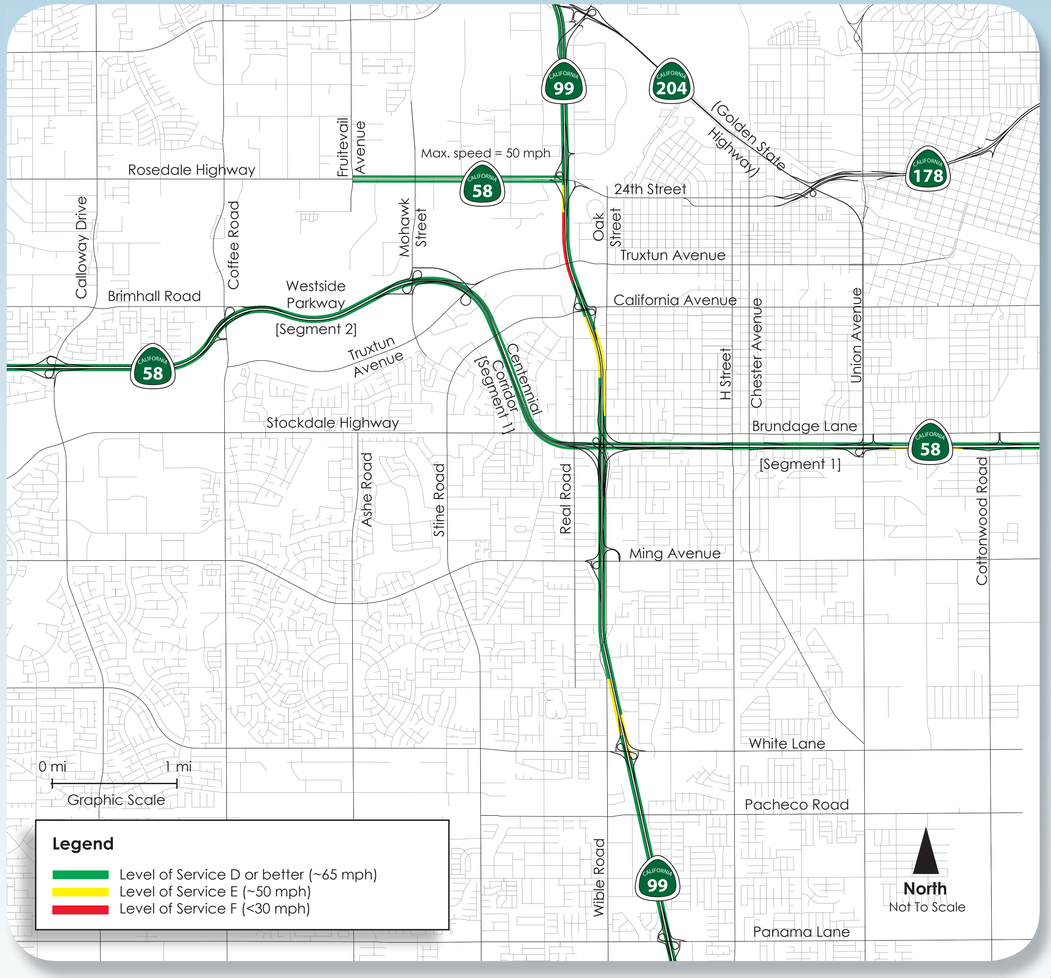
Year 2038 Forecast Traffic Operational Conditions

State Route 99 / State Route 58

No Build



Alternative B (preferred alternative)



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.

CENTENNIAL CORRIDOR PROJECT

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Summary of Major Potential Impacts

Environmental Resource		Potential Impact			
		Segment 1 Alternative A	Segment 1 Alternative B (Preferred alternative)	Segment 1 Alternative C	No-Build Alternative
Parks and Recreation		Displacement of 6.28 acres of the Kern River Parkway. This resource is protected by Section 4(f) of the Department of Transportation Act of 1966.	No impacts.	Displacement of 1.95 acres of developed and 1.32 acres of undeveloped portions of Saunders Park, totaling 3.27 acres. Replacement parkland and facilities would be provided. This resource is protected by Section 4(f) of the Department of Transportation Act of 1966.	No impacts.
Cultural Resources		Rancho Vista Historic District would be bisected requiring full take of 41 out of 81 of district contributing properties. This property is protected by Section 4(f) of the Department of Transportation Act of 1966. May possibly uncover archaeological materials during the construction period. Archaeological resources may be identified when subsurface testing of sensitive areas is conducted for the preferred alternative.	Rancho Vista Historic District would have an elevated structure and soundwalls to the north and east, which would cause an adverse effect (under Section 106 of the National Historic Preservation Act of 1966) due to it's 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. May possibly uncover archaeological materials during the construction period. Archaeological resources may be identified when subsurface testing of sensitive areas is conducted for the preferred alternative.	No impacts to known historic properties. May possibly uncover archaeological materials during the construction period. Archaeological resources may be identified when subsurface testing of sensitive areas is conducted for the preferred alternative.	No impacts to architectural or archaeological resources.
Community Character and Cohesion		Substantial neighborhood disruption, including business and residential displacements; permanent street closures; and higher exposure to vehicle noise.	Substantial neighborhood disruption, including business and residential displacements; permanent street closures; and higher exposure to vehicle noise. Would divide an existing neighborhood.	Neighborhood disruption, including business and residential displacements; permanent street closures; and higher exposure to vehicle noise. Most residential displacements would be in low income and minority neighborhoods (environmental justice communities).	No impacts.
Relocation	Business displacements	127 businesses.	121 businesses.	198 businesses; including 1 nonprofit organization.	No impacts.
	Housing displacements	356 units	310 units	133 units	No impacts.
Traffic and Transportation/ Pedestrian and Bicycle Facilities		Would provide route continuity. Deficient freeway segments 0 in 2018 4 in 2038 * Deficient intersections 26 in 2018 32 in 2038 122 parking spaces removed. Pedestrian and Bicycle Facilities Local roadways would be closed, but no Master Plan bike routes would be affected.	Would provide route continuity. Deficient freeway segments 0 in 2018 4 in 2038 * Deficient intersections 26 in 2018 33 in 2038 146 parking spaces removed. Pedestrian and Bicycle Facilities This will require a realignment of a planned Class 3 bike route. Alternative routing would be available.	Would provide route continuity. Deficient freeway segments 0 in 2018 5 in 2038 * Deficient intersections 24 in 2018 30 in 2038 142 parking spaces removed. Pedestrian and Bicycle Facilities Local roadways would be closed, but no Master Plan bike routes would be affected.	Discontinuity of east-west freeway in Bakersfield continued. Deficient freeway segments 4 in 2018 * 16 in 2038 Deficient intersections 25 in 2018 34 in 2038 No parking removed. Pedestrian and Bicycle Facilities No Master Plan bike routes would be affected.
Visual/Aesthetics		Long-term visual impacts on key viewpoints range from moderately low to moderately high. The presence of the elevated structure and soundwalls would, for some, result in obstructed views that would adversely affect the visual character of the suburban neighborhoods. The freeway that runs through the neighborhood would change the visual character of the area.	Long-term visual impacts on key viewpoints range from moderately low to moderately high. The presence of the elevated structure and soundwalls would, for some, result in obstructed views that would adversely affect the visual character of the suburban neighborhoods. The freeway that runs through the neighborhood would change the visual character of the area.	Long-term visual impacts on key viewpoints range from average to moderately high. The presence of the elevated structure and soundwalls would, for some, result in obstructed views that would adversely affect the visual character of the suburban neighborhoods.	No impacts.

* 4 deficient freeway segments are located along SR-99. See board [Year 2038 Forecast Traffic Operational Conditions].

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Summary of Major Potential Impacts Cont.

Environmental Resource	Potential Impact			
	Segment 1 Alternative A	Segment 1 Alternative B (Preferred Alternative)	Segment 1 Alternative C	No-Build Alternative
Air Quality	The project would not cause a new violation or contribute to a violation of standards, and project-level carbon monoxide conformity would be satisfied. Predicted concentrations of carbon monoxide are estimated to be less than 50 percent of the applicable standards. Predicted concentrations of annual average particulate matter (PM10) and (PM2.5) would not exceed no-build concentrations in 2018 and 2038 and conformity would be satisfied. Predicted concentrations of 24-hour average fine particulate matter (PM10) would not exceed no-build concentrations in 2018 and 2038 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. For the study area as a whole, the Mobile Source Air Toxics emissions in 2018 and 2038 would be higher than with the No-Build Alternative, except for diesel particulate matter in 2018, which would be less than with the No-Build Alternative.	The project would not cause a new violation or contribute to a violation of standards, and project-level carbon monoxide conformity would be satisfied. Predicted concentrations of carbon monoxide are estimated to be less than 50 percent of the applicable standards. Predicted concentrations of annual average particulate matter (PM10) and (PM2.5) would not exceed no-build concentrations in 2018 and 2038 and conformity would be satisfied. Predicted concentrations of 24-hour average fine particulate matter (PM10) would not exceed no-build concentrations in 2018 and 2038 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. For the study area as a whole, the Mobile Source Air Toxics emissions in 2018 and 2038 would be higher than with the No-Build Alternative.	The project would not cause a new violation or contribute to a violation of standards, and project-level carbon monoxide conformity would be satisfied. Predicted concentrations of carbon monoxide are estimated to be less than 50 percent of the applicable standards. Predicted concentrations of annual average particulate matter (PM10) and (PM2.5) would not exceed no-build concentrations in 2018 and 2038 and conformity would be satisfied. Predicted concentrations of 24-hour average fine particulate matter (PM10) would not exceed no-build concentrations in 2018 and 2038 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. For the study area as a whole, the Mobile Source Air Toxics emissions in 2018 and 2038 would be higher than with the No-Build Alternative.	Inconsistent with the long term air quality plans (Regional Transportation Plan). No construction impacts. Predicted concentrations of carbon monoxide are estimated to be less than 50 percent of the applicable standards. In general, the no-build alternative will have higher predicted concentrations of carbon monoxide when compared to the 3 build alternatives. Predicted concentrations of annual average particulate matter (PM10) and (PM2.5) for the no-build would be higher than any of the build alternatives and conformity would not be satisfied. No-build concentrations of 24-hour average fine particulate matter (PM10) would be higher than any of the build alternatives and conformity would not 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. With the No-Build Alternative, the Mobile Source Air Toxics emissions in 2018 and 2038 would be lower for the study area as a whole, when compared to the build alternatives.
Noise	There are 532 frequent outdoor use areas affected; 19 recommended feasible and reasonable soundwalls would provide feasible abatement for 461 frequent outdoor use areas. It should be noted that some affected property owners/residents (tenants) would not receive a soundwall because the reasonable and feasible criteria would not be met and therefore, would not allow one to be constructed. In these circumstances, some properties would experience increased noise levels above their current ambient levels once the freeway is constructed.	There are 484 frequent outdoor use areas affected; 24 feasible and reasonable recommended soundwalls as well as one feasible but not reasonable recommended soundwall would provide feasible abatement for 408 frequent outdoor use areas. One soundwall is feasible but not reasonable; however, since this soundwall would close a gap, it is recommended that the soundwall be built. It would minimize noise impacts for 4 frequent outdoor use areas.	There are 401 frequent outdoor use areas affected; 17 recommended feasible and reasonable soundwalls would provide feasible abatement for 325 frequent outdoor use areas. It should be noted that some affected property owners/residents (tenants) would not receive a soundwall because the reasonable and feasible criteria would not be met and therefore, would not allow one to be constructed. In these circumstances, some properties would experience increased noise levels above their current ambient levels once the freeway is constructed.	There would be 336 frequent outdoor use areas that would approach the Noise Abatement Criteria with no abatement provided in 2038
Natural Communities	Removal of 95.38 acres (24.44 permanent; 70.94 temporary) of vegetation.	Removal of 76.83 acres (11.28 permanent; 65.55 temporary) of vegetation.	Removal of 72.49 acres (10.24 permanent; 62.25 temporary) of vegetation.	No impacts.
Threatened and Endangered Species	Affects 95.38 acres of foraging habitat for the Swainson's hawk. Affects 95.38 acres of habitat and 1 active den for the San Joaquin kit fox.	Affects 76.83 acres of foraging habitat for the Swainson's hawk. Affects 76.83 acres of habitat and 3 potential dens for the San Joaquin kit fox.	Affects 72.49 acres of foraging habitat for the Swainson's hawk. Affects 72.49 acres of habitat and 1 potential den for the San Joaquin kit fox.	No Impacts.

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.

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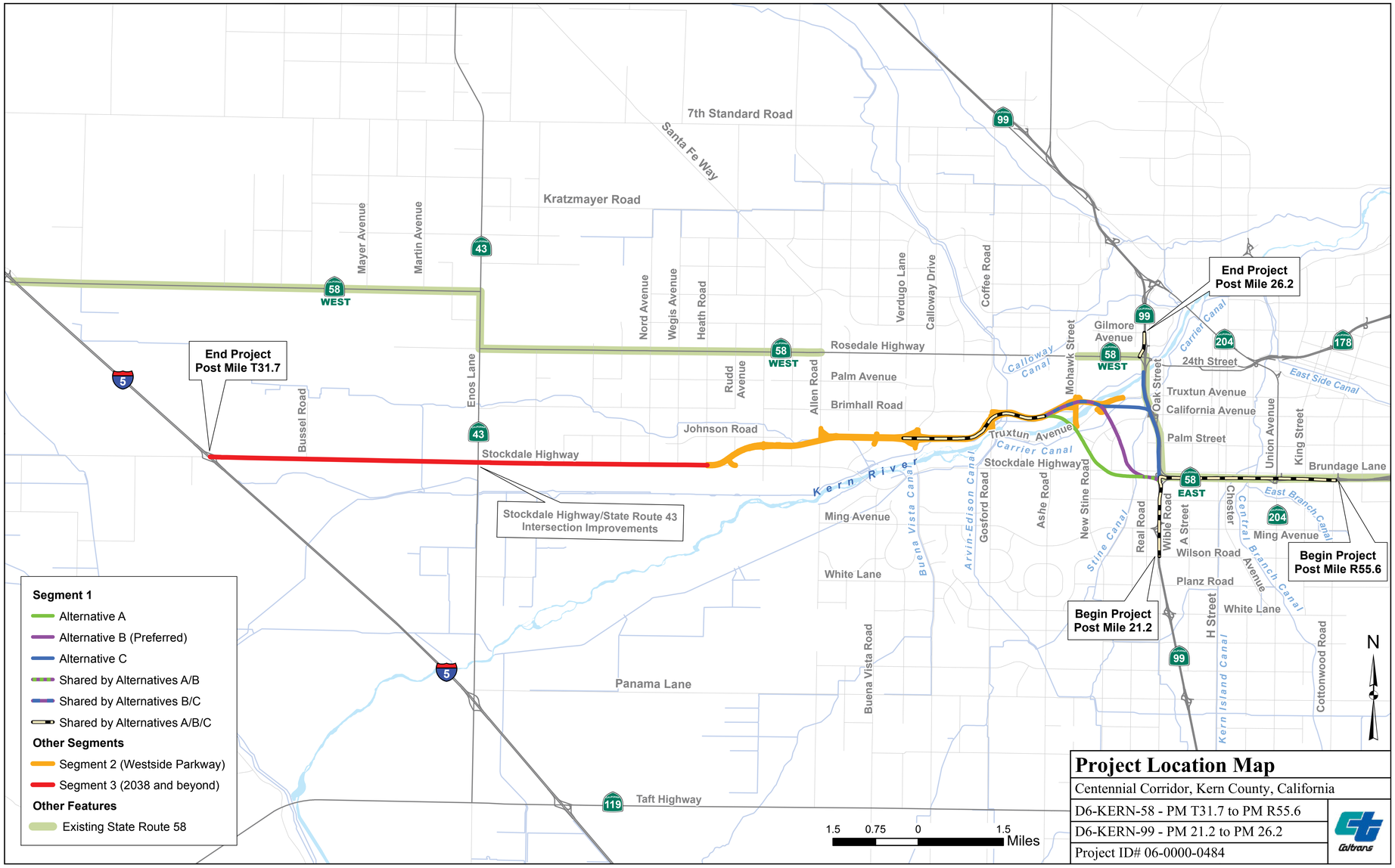
All Alternatives



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CENTENNIAL CORRIDOR PROJECT

Conservation of Kit Fox Habitat

Mitigation is needed to compensate for cumulative effects to the San Joaquin kit fox affected by this and other Thomas Roads Improvement Program projects. To this end, Caltrans and the City of Bakersfield have developed a plan in coordination with the United States Fish and Wildlife Service to provide long-term habitat conservation for the urban San Joaquin kit fox population in the metro-Bakersfield area by focusing on sumps (i.e., storm water drainage basins) which are known to be functional habitat for the species. The plan includes the following:

- Locations in the study area that are suitable for providing long-term habitat for the San Joaquin kit fox will be identified.
- All viable City-owned property will be considered for habitat conservation.
- Highest priority will be given to storm water drainage basins:
  - When studying kit fox locations/dens around Bakersfield, we found that urban kit foxes often made their dens on the slopes of these basins throughout the developed portions of the City.
  - The slopes are often unvegetated, ruderal (weedy), or grassland. All are suitable vegetation communities for the kit fox. The basins often contain no water (or not much).
  - Den locations are given the highest priority because the kit fox's reproductive stage in its life cycle is the most vulnerable to disturbance. The basins are protected from most disturbance because they are fenced.
- Storm water drainage basins that are accessible to the kit fox in Bakersfield are used for denning and the rearing of pups.
- Opportunities to enhance kit fox habitat associated with storm water drainage basins include: increasing accessibility for kit foxes and reducing accessibility for peoKile and domestic animals through appropriate fence design; increasing habitat value through the installation of artificial dens; and reducing impacts on kit foxes associated with maintenance of basins.

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Air Quality

Air Quality Pollutants—how they were tested and what the results mean for you

Pollutant	How it was Tested	Air Quality Results for this Project
Carbon monoxide (CO)	Hot Spot Analysis : Localized concentrations of carbon monoxide were estimated for existing conditions (2008), opening year (2018), and horizon year (2038) for each build alternative and for the No-Build Alternative . Air Quality Models used: • EMFAC emissions model (2007)	**Exceedance**—Alternatives A, B, and C would not violate air quality standards for carbon monoxide. Project-level carbon monoxide levels would meet conformity requirements.
Particulate matter (PM), including PM_{10} and $PM_{2.5}$ PM_{10} = small particles in the air (10 micrometers or smaller) $PM_{2.5}$ = even smaller particles in the air (2.5 micrometers and smaller)	Particulate matter levels were checked at various spots in the project area to compare estimated future emissions (in 2038) under No-Build Alternative conditions to the three build alternatives. Also, estimated 2018 emissions for Alternative B (the preferred alternative) were compared to No-Build Alternative conditions. Air Quality Models used: EMFAC emissions model (2011)	**Particulate matter emissions would decrease** with Alternatives A, B, and C compared to the No-Build Alternative.
Mobile source air toxics (MSAT): • Acrolein • Benzene • 1,3-butadiene • Diesel particulate matter plus diesel exhaust organic gases • Formaldehyde • Naphthalene • Polycyclic organic matter	Analysis was done for seven air toxics identified as priority mobile source air toxics by the U.S. Environmental Protection Agency. Emissions were estimated for Alternatives A, B, and C and the No-Build Alternative for 2008, 2018, and 2038 along segments of the eight roadways studied. The future-year analysis compared the alternatives; the 2008 emissions were included to show the effect of current vehicle miles traveled. Air Quality Models used: • EMFAC emissions model (2011) • Caltrans-EMFAC Model (Version 4.0)	**A 50 percent drop in all mobile source air toxics emissions** would occur with Alternatives A, B, and C compared with 2008 levels. When comparing the No-Build Alternative with Alternatives A, B, and C between 2018 and 2038, the results are mixed. Results for the No-Build Alternative in 2038 are generally lower when compared to 2018 levels of benzene, 1,3 butadiene, formaldehyde, and acrolein, depending upon pollutant and alternative. For naphthalene, polycyclic organics, and diesel particulate matter, the emissions in 2038 would be higher than those in 2018. Alternatives A, B, and C would be about the same in level of emissions. Alternative A would have lower mobile source air toxics emissions than Alternatives B and C in 2018 and slightly lower emissions than Alternatives B and C in 2038. The mobile source air toxics emissions level of Alternatives B and C would be about the same.

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Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966 is a key environmental law affecting federally-sponsored transportation projects. It specifically allows permanent use or temporary occupancy (or impacts) to public parks, recreation areas, wildlife and waterfowl refuge, or an historic site only if:

1. There is no prudent and feasible alternative to using land from a Section 4(f) property; and
2. The project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site.

Two public parks and one National Register-eligible historic district were identified as potentially affected Section 4(f) properties within the Centennial Corridor study area. These properties are:

- Kern River Parkway (Par Course)
- Saunders Park
- Rancho Vista Historic District

Avoiding or minimizing the use of Section 4(f) properties was one of the key criteria during the development and refinement of project alternatives. Alternative B was the only one of the three alternatives that would not involve impacts to a Section 4(f) property which required it's selection as the preferred alternative.

4(f) Property	Alternative A		Alternative B (Preferred alternative)		Alternative C	
	Use or Occupancy	Percent	Use or Occupancy	Percent	Use or Occupancy	Percent
Kern River Parkway (Par Course)	Permanent use: up to 6.28 acres	3.2	No use or occupancy	None	No use or occupancy	None
Saunders Park	No use or occupancy	None	No use or occupancy	None	Permanent use: up to 3.27 acres	43
Rancho Vista Historic District	Direct use of 46 of the 81 contributing residences	57	No use or occupancy	None	No use or occupancy	None

Note: Percentage is approximate.

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Right of Way

- Fair market value for the purchase of homes and businesses
- Relocation Assistance
  - *Referrals to suitable replacement locations;*
  - *Payment for your moving expenses;*
  - *Rental assistance or replacement housing payment;*
  - *Other help to minimize the impact of moving*

Right of Way handbooks are available tonight or can be accessed on the Caltrans web site at www.dot.ca.gov/hq/row/publications.htm

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Relocation

Type of Residential Displacements for Each Alternative

Type	Alternative A	Alternative B (Preferred)	Alternative C
Single-Family Residence	140	200	88
Duplex/Triplex (2 or 3 units)	74	16	16
Apartment House Units (Building with 4 or more units)	142	94	29
Total Residential Units Displaced	356	310	133
Total Persons Displaced (based on 3.1 persons per unit)	1,104	961	413
Source: Developed from the Community Impact Assessment 2013.			

Non-residential Displacements for Each Alternative

Type	Alternative A	Alternative B (Preferred)	Alternative C
Commercial Businesses	127	106	184
Industrial/Manufacturing Businesses	0	15	13
Non-profit Organizations	0	0	1
Total Non-residential Units Displaced	127	121	198
Source: Developed from the Community Impact Assessment 2013.			

Number of Parcels Subject to Partial Acquisitions

Land Use Type	Alternative A	Alternative B (Preferred)	Alternative C
Vacant Land	14	12	11
Single-Family Residential	13	33	8
Multi-Family Residential	5	1	1
Commercial/Industrial	16	15	22
Farmland/Agricultural	6	6	6
Permanent and/or Temporary Easements	50	61	36
Other	5	1	2
Total Partial Acquisitions	109	129	86
Source: Developed from the Community Impact Assessment 2013.			

Note:

- Unit: Refers to individual residential units (including single-family, multi-family, and mobile home)
- Non-residential unit: Refers to an individual business (commercial, industrial/manufacturing, and non-profit)
- Parcel: Refers to a distinct, continuous portion or tract of land used for zoning and land use planning and tax assessment purposes

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Early Acquisition of Property Currently Available

Under MAP-21, 23 CFR 710.501(d)

Under normal circumstances, new right-of-way for transportation projects can be purchased after the final environmental document has been signed and project funding has been identified, however, MAP-21 allows for properties to be acquired early in the process (Early Acquisition) to accommodate property owners.

- Allows federal aid funding to be used for all costs associated with acquiring property for a project
- All acquisitions must be on a voluntary basis
- Only properties which must be fully acquired are eligible for early acquisition
- Benefits of the early acquisition program will be required to comply with Uniform Relocation Assistance and TITLE VI of the Civil Rights Act of 1964
- City of Bakersfield is the Local Project Administrator and lead agency on all acquisitions associated with the Centennial Corridor Project
- Right of way staff are available tonight to explain the process and answer any questions you may have

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Caltrans

Noise Levels

Noise levels of common activities

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet Fly-over at 300 m (1000 ft)		
	100	
Gas Lawn Mower at 1 m (3 ft)		
	90	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)		Food Blender at 1 m (3 ft)
	80	Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime		
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (Background)
	20	Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

CENTENNIAL CORRIDOR PROJECT

Caltrans

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INCREASING MOBILITY FOR BAKERSFIELD

Caltrans

Proposed Soundwalls

Location Map - Alternative B (Preferred)

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CENTENNIAL CORRIDOR PROJECT

Caltrans

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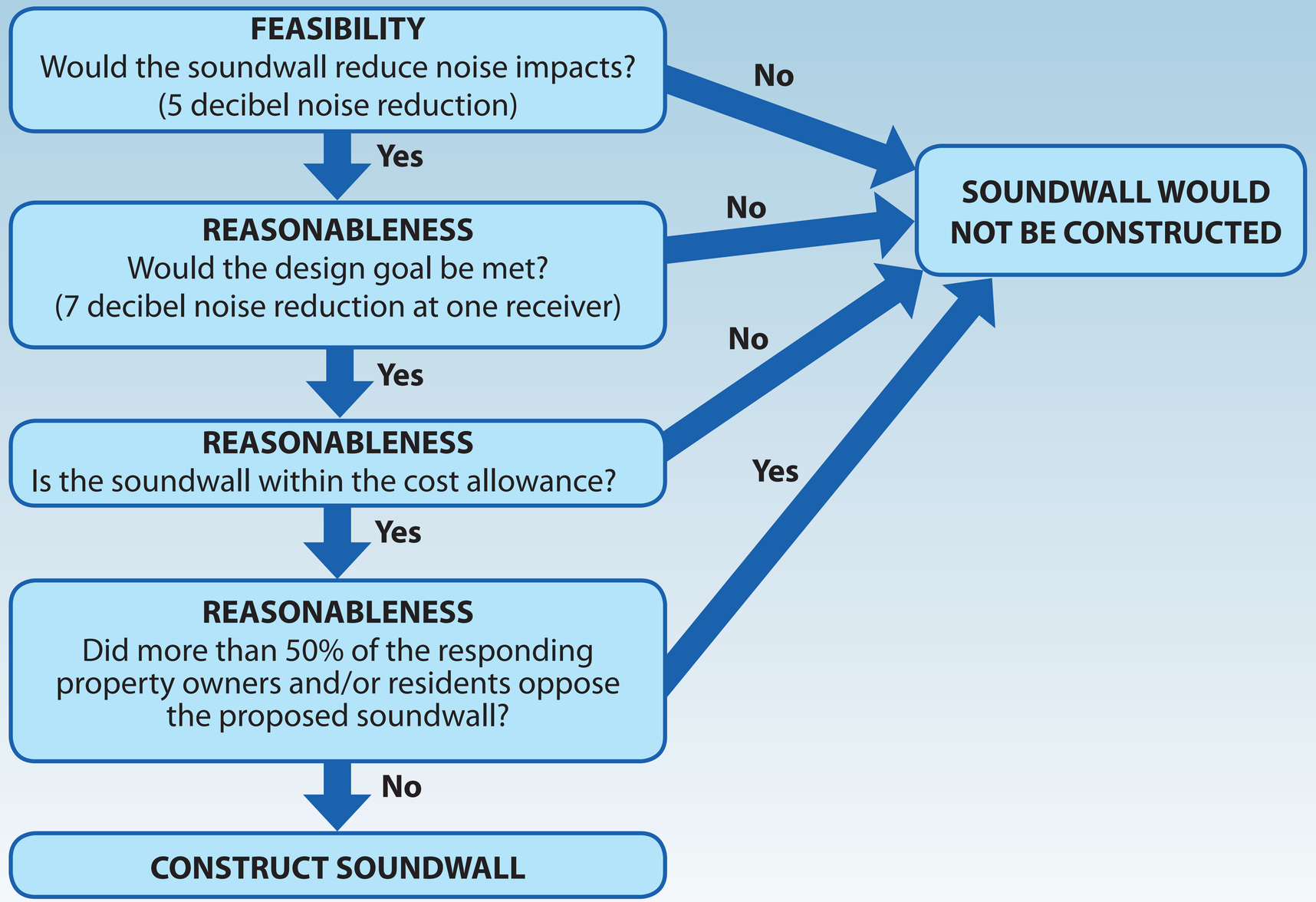
Soundwalls

- Soundwalls are proposed as part of the Project to minimize noise impacts
- Proposed soundwalls would be constructed within Caltrans' Right-of-Way
- Opinions from property owners and/or residents within the area of each soundwall are considered
- If more than 50% of the responding property owners and/or residents oppose the proposed soundwall, it will not be constructed

Soundwall Decision Process

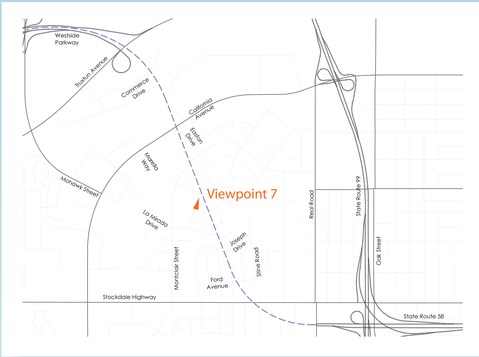


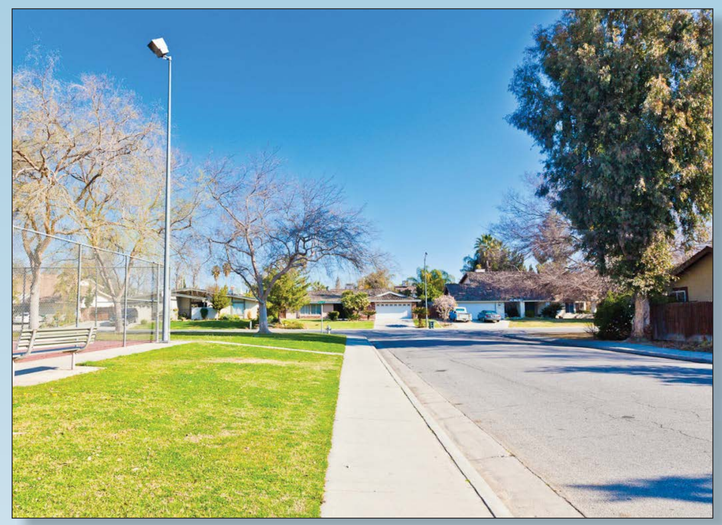
CENTENNIAL CORRIDOR PROJECT

Visual Simulation 1 of 3

Viewpoint 7

Centennial Park (looking north on Fallbrook Street toward Alternative B, the preferred alternative)



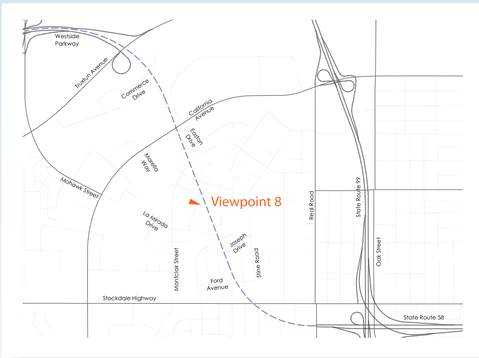


Existing View

Simulated View

Viewpoint 8

Centennial Park (looking east toward Alternative B, the preferred alternative)



Existing View

Simulated View

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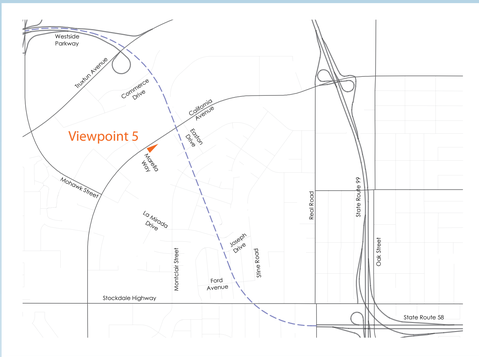
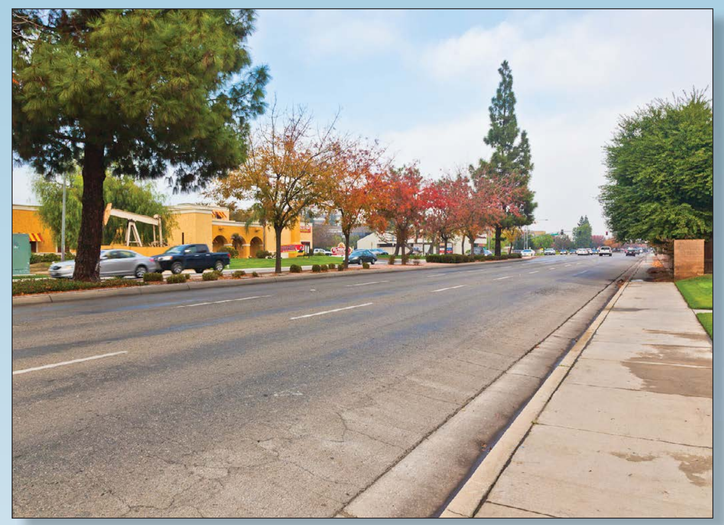
CENTENNIAL CORRIDOR PROJECT

Visual Simulation 2 of 3

Viewpoint 5

California Avenue near Marella Way (looking northeast toward Alternative B, the preferred alternative)



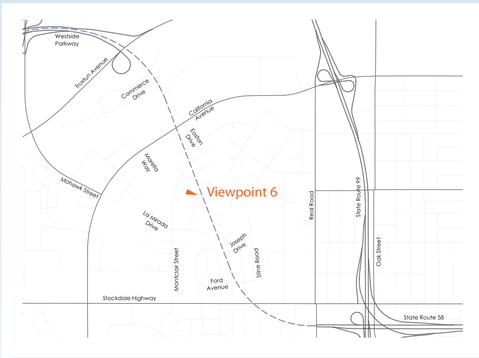


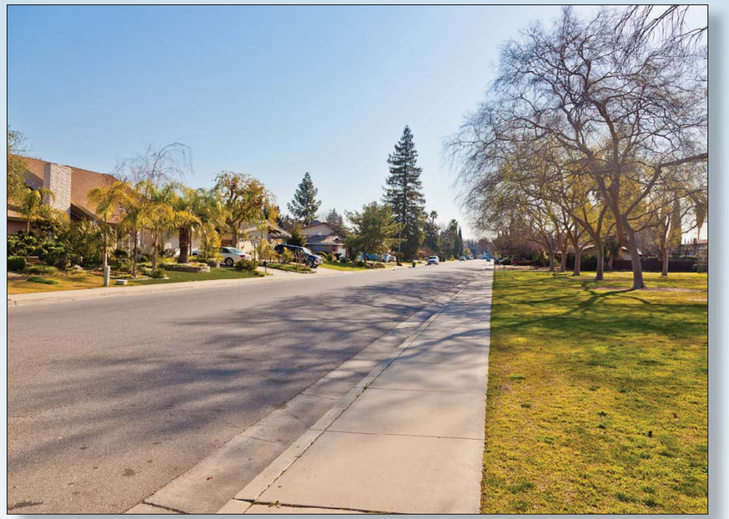
Existing View

Simulated View

Viewpoint 6

Centennial Park (looking east on Marella Way toward Alternative B, the preferred alternative)





Existing View

Simulated View

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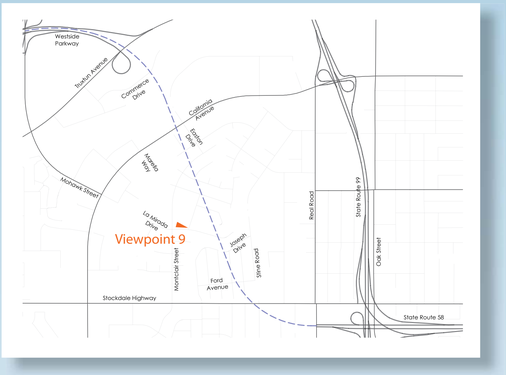
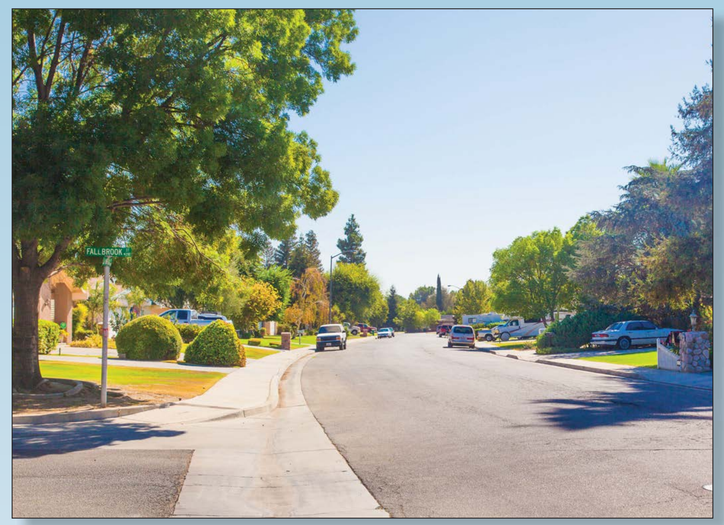
CENTENNIAL CORRIDOR PROJECT

Visual Simulation 3 of 3

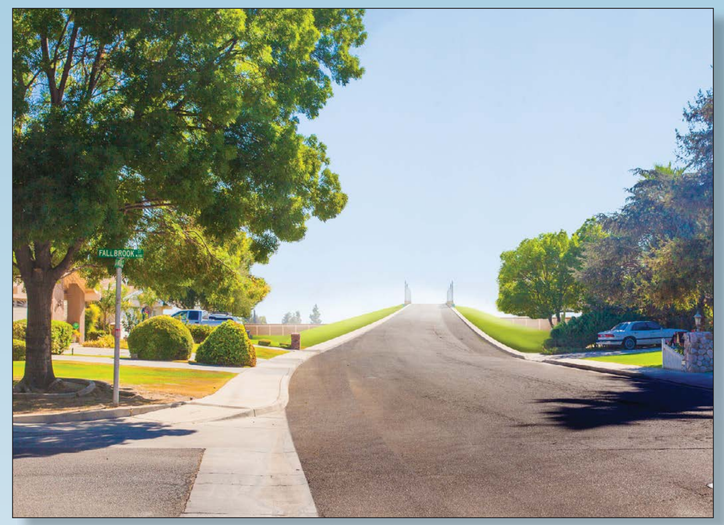
Viewpoint 9

La Mirada Drive at Fallbrook Street (looking east toward Alternative B, the preferred alternative)





Existing View



Simulated View

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What Happens Next?

The purpose of this Public Hearing is to inform the public of the outcome of the environmental document and show the impacts this project would have on the environment. After comments are received from the public and reviewing agencies, Caltrans may:

- Provide environmental approval of the project
- Do additional environmental studies or abandon the project
- After the project is environmentally approved and funding is available, Caltrans can design, acquire all necessary land, and construct the project.

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