

# Thomas Roads Improvement Program

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**PRESS RELEASE**  
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**FOR IMMEDIATE RELEASE**

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## UPDATE

### **TRIP ANNOUNCES FOUR ADDITIONAL CENTENNIAL CORRIDOR ALTERNATIVES REMOVED FROM FURTHER CONSIDERATION**

*Four alternatives are eliminated from further study due to cost.  
Six alternatives and the no-build option will be studied further.*

**Bakersfield**— Based on a subsequent Centennial Corridor Project screening process meeting conducted September 9, 2008, Caltrans, in cooperation with The Thomas Roads Improvement Program (TRIP) Project Development Team, determined that four previously considered conceptual alternatives will not be carried forward for further environmental review due to excessive project cost.

Alternatives that exceeded the \$800 million project cost threshold and were eliminated from further study include:

**Alternative G** (Hageman Road, taken from Tier 1 Environmental Impact Report) proposed to construct a freeway near Hageman Road. The roadway would begin at Interstate 5 and parallel Rosedale Highway approximately one mile to the south for about four miles;

**Alternative H** (An elevated alignment near Rosedale Highway, submitted by the public) proposed a roadway to begin at a future connection with the Hageman Road Alternative G;

**Alternative I** (Widen State Route 58—taken from Tier 1 EIR) proposed to construct a freeway along the existing State Route 58 alignment. This roadway would begin at the intersection of State Route 99 and proceed west along existing State Route 58 to terminate at Interstate 5;

**Alternative L** (Submitted by the public) proposed to construct a freeway near Stockdale Highway that would begin at Interstate 5 and proceed east along Stockdale Highway, terminating at State Route 99.

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## Four additional Centennial Corridor alternatives eliminated

### 2-2-2

The alternatives that are anticipated to be carried into the environmental review process include: Alternative A - West of SR 99 connecting to Westside Parkway between Mohawk St and Coffee Road; Alternative B - West of SR 99 connecting to Westside Parkway at Mohawk St.; Alternative C - Parallels State Route 99; Alternative D - Union Avenue Alignment; Mass Transit alternative; and Transportation System Management (TSM) alternative; as well as the No-Build alternative which will also be carried through the environmental analysis phase.

Consistent with the preliminary screening, the team used specific environmental and engineering criteria to determine which alternatives were reasonable. Reasonable alternatives include those that are practical or feasible from a technical and economic standpoint.

Alternatives that exceeded \$800 million in estimated project costs were considered economically unfeasible. Additionally, alternatives which did not meet the purpose and need, or were determined operationally and safety deficient were eliminated from further consideration.

"To ensure the best use of available funding, only those alternatives that passed the screening process and are potentially viable alternatives are anticipated to be carried through the environmental review process," said Ahron Hakimi, Caltrans' program manager for the Centennial Corridor project.

Caltrans and TRIP will present all alternatives from the preliminary and subsequent screening process at a public meeting slated for October 2 and include details of those alternatives projected to be carried forward and those eliminated from further study.

The Centennial Corridor is one of a dozen transportation projects moving forward under TRIP, which is a unique collaboration between Caltrans, the City of Bakersfield, Kern County, and Kern Council of Governments. The organization was created to manage the freeway-type projects designated for funding in the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). It is named in honor of former Congressman William M. Thomas, who successfully earmarked \$630 million in federal funds for Metropolitan Bakersfield.

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