Kern Council of Governments

Thomas Roads Improvement Program

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Thomas Roads Improvement Program (TRIP) is managed by the City of Bakersfield in cooperation with the County of Kern, Kern Council of Governments, and California Department of Transportation

2011/2012

PROGRESS REPORT

www.bakersfieldfreeways.us

The information included in this publication was based on current facts at the time of publication and may be updated or changed without prior notice.

William M. Thomas

The Thomas Roads Improvement Program (TRIP) is a unique, multi-agency coalition that administers the $1.3 billion investment in the metropolitan Bakersfield transportation

In August 2005, then President George W. Bush signed into law the federal highway bill entitled Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Within that legislation, Congressman William M. Thomas (retired) secured $722 million for major Kern County transportation projects -- $630 million for projects in the metropolitan Bakersfield area. The legislation included earmarks for the Bakersfield Beltway System, Centennial Corridor, State Route 178, and Rosedale Highway/24th Street (SR 58/SR 178) improvements.

These projects, along with the Westside Parkway, had been identified in the 2002 Bakersfield Systems Study as necessary components for a transportation network capable of meeting the region's current and future needs. The study was a joint effort between the City of Bakersfield, County of Kern, Caltrans and Kern COG to develop a system-wide approach to improve regional traffic issues. These four agencies formed the TRIP partnership in 2006 with a commitment to support and expedite the project delivery process. TRIP partners either provide funds directly to the project or help ensure that funds are obtained from other sources. For instance, Kern COG produces the transportation planning and programming documents that are required to access state and federal funds.

Funding for TRIP projects come from multiple sources. The federal funds that comprise nearly half of this infrastructure investment are from legislative earmarks, funded by federal fuel taxes. The majority of the Westside Parkway funding has come from allocations by the California Transportation Commission, which is charged with distributing state and federal gas tax funds. Local matches and contributions from the City and County include such sources as fuel taxes, transportation impact fees, utility fees, and the sale of government bonds.

TRIP Funding	
Federal	$604.6 million
City of Bakersfield	$309.4 million
County of Kern	$77 million
Other Local	$8.8 million
State of California	$313 million
Total Funding	**$1.3 billion**

Collaboration between the partnering agencies is vital to moving projects from concept to completion. With that in mind, the City, County, and Caltrans have assigned personnel to work in the TRIP office as a means of improving and facilitating the daily workflow. Parsons, the program management consultant, has also co-located personnel to work specifically with the TRIP team to further expedite project delivery.

Each TRIP project is moving ahead on its own timeline due to project size and complexities, but significant progress has been made on all the projects in the five years since TRIP's formation. The City and County have approved eight construction contracts to date and five of these projects have been completed and opened to traffic. As the remaining TRIP projects are completed in the coming years, the benefits of a fully-connected surface transportation system will be realized by both local residents and inter-regional travelers.

TRIP breaks ground on the Westside Parkway Phase 4 - Truxtun Tie-in

Pictured from left to right: Ted Wright, City Program Manager; Raul Rojas, City Public Works Director; Ted James, Kern County Resource Management Agency Director; Josh Stone, Dokken Engineering Project Manager; Ron Brummett, Kern COG Executive Director; Sue Benham, City Councilmember; former Congressman William M. Thomas; Rudy Salas, City Councilmember; Russell Johnson, City Councilmember; Pete Wilson, Security Paving Company Project Manager; Dave Clark, Parsons Environmental Manager; Allison Fleming, Dokken Engineering Project Manager; Ahron Hakimi, Caltrans Program Manager.

YEAR IN REVIEW

The TRIP team continues to move forward on the major road improvement projects that will improve regional mobility.

As the 2010-2011 fiscal year began, motorists were already realizing the benefits of the SR 99/7th Standard Road Interchange, SR 178/Fairfax Road Interchange, and the 7th Standard Road Widening Project, while the Mohawk Street Extension opened later in the year. Westside Parkway Phase 2 and the 7th Standard Road/BNSF grade separation were under construction (the grade separation was completed in late summer 2011).

While these projects were wrapping up, two new phases of the Westside Parkway broke ground. In late 2010, the California Transportation Commission allocated funding for Westside Parkway Phase 4 – the Truxtun Tie-in – and construction began in early 2011. This phase of construction will complete the eastern end of the Westside Parkway, including two bridges over the Kern River. The City also issued a major contract to relocate utilities at Allen Road in preparation of construction for the future Westside Parkway/Allen Road Interchange. In November 2011, the City issued a contract to construct the bridge at Allen Road, leaving only the section between Stockdale Highway/Heath Road and Allen Road to be constructed.

The remaining TRIP projects continued to move through pre-construction phases. Technical studies were completed for the SR 178/Morning Drive Interchange project and the draft environmental document was circulated to the public in September 2010. The final environmental document was adopted in 2011 and the project is currently in the final design phase. Construction is expected to begin in 2013.

The environmental process continues for the Rosedale Highway (SR 58) Widening, 24th Street Improvements, Hageman Flyover, and the SR 178 Widening projects. TRIP is currently working on the final environmental document for the Rosedale Highway project and the draft environmental documents for the remaining projects are expected to be circulated in 2012.

TRIP PROJECTS DELIVERED

- The SR 178/Fairfax Road Interchange
- SR 99/7th Standard Road Interchange
- 7th Standard Road Widening
- 7th Standard Road/BNSF Grade Separation
- Westside Parkway Phase 1 (Mohawk Street Extension)

WESTSIDE PARKWAY PHASE 1 - MOHAWK STREET EXTENSION

The first phase of the Westside Parkway (the Mohawk Street Extension) opened to traffic on June 30, 2011, nine months ahead of schedule. The new six-lane roadway extends Mohawk Street from Truxtun Avenue to Rosedale Highway, facilitating travel between northwest and southwest Bakersfield.

The project began construction in spring 2009 and included construction of three major bridge structures – across the Kern River, the future Westside Parkway, and the BNSF Railway. Incorporated into the bridge designs were special aesthetic features, such as stone facing, ornamental railing treatments, and decorative lighting fixtures. These features will be duplicated on bridges throughout the Westside Parkway project, creating a common architectural thread.

The existing intersections at both ends of the project were also expanded. A new signal was installed at Rosedale Highway while signal improvements were made at the Truxtun Avenue intersection to facilitate new traffic movements. A future Mohawk Street interchange will provide ready access to the Westside Parkway when the freeway opens in late 2012.

Special accommodations were made to keep the Kern River Bike Path open throughout the construction process. The project realigned the bike path to run beneath the new Kern River Bridge. Direct access from the bike path to Mohawk Street was established for bicyclists and pedestrians who want to travel north or south.

Funding for the $29 million construction project was made possible through a State Transportation Improvement Program (STIP) allocation by the California Transportation Commission in 2008.

TRIP opens the Westside Parkway Phase 1 - Mohawk Street Extension to traffic 9 months ahead of schedule.

[PICTURED FROM LEFT TO RIGHT] Raul Rojas, City Public Works Director; Ron Brummett, Kern COG Executive Director; Mitch Colvin, Security Paving Company (SPC) Project Superintendent; Josh Stone, Dokken Engineering Project Manager; Mike Mattivi, SPC Vice President; Todd George, Nolte Associates Construction Manager; Luis Topete, City Resident Engineer; Rudy Salas, City Councilmember; Sue Benham, City Councilmember; former Congressman William M. Thomas; David Couch, City Councilmember; Mayor Harvey L. Hall; Alan Tandy, City Manager; Chris Clark, Parsons Program Manager; Harold Hanson, City Councilmember; Ted Wright, City Program Manager.

[FROM TOP LEFT TO BOTTOM RIGHT] Bicyclists are the first to cross Mohawk Street on opening day • Mohawk Street looking north to Rosedale Highway • Kern River Bridge • Textured stone facing and decorative lighting enhance the new bridge aesthetics • Mohawk Street bridge over future Westside Parkway • BNSF Grade Separation

WESTSIDE PARKWAY FUNDING

Construction of the Westside Parkway began in 2009, after the City of Bakersfield secured funding from the California Transportation Commission (CTC).

In August 2008, the CTC allocated $131 million to the City for construction of Phases 1 and 2. The City wanted to capture every state dollar made available for the project as any unused funds would have been required to be returned to the State. To accomplish this, the City applied a creative approach during bidding that resulted in adding the construction of the Calloway Drive Interchange, Jewetta Avenue Bridge, and three more miles of freeway to the work originally planned to be completed with these funds.

In July 2010, the CTC allocated $21 million for the construction of the Truxtun Tie-in (Phase 4) and construction began in spring 2011.

To ensure full functionality of the project when it opens in late 2012, the City has invested an additional $19 million in local funds to facilitate the construction of the Allen Road Interchange.

The City anticipates receiving $26 million in State Transportation Improvement Program funds in July 2012 to fund the western end of the project – the Stockdale/Heath Tie-in (Phase 6).

[BELOW] Westside Parkway corridor looking east from Calloway Drive as trucks transport dirt

WESTSIDE PARKWAY PHASE 2

Westside Parkway Phase 2 will construct a new east-west freeway from Mohawk Street to Allen Road, a distance of approximately 4.25 miles. This phase of construction includes six lanes of freeway with interchanges at Mohawk Street, Coffee Road and Calloway Drive, and bridges at the Friant-Kern Canal and Jewetta Avenue. The project is funded by State Transportation Improvement Program funds allocated by the California Transportation Commission.

Construction began in early spring 2010, and it is anticipated that construction will be completed in late 2012. The first order of construction was to build nearly four miles of soundwalls along the adjacent residential neighborhoods to reduce the effects of construction dust and noise. The soundwalls have been completed, as has a substantial portion of all the bridge structures, and roadway excavation is well-underway for the new freeway.

The first bridge to start construction was at Calloway Drive. To minimize traffic disruptions, a four-lane detour was built to carry Calloway Drive traffic during construction. This bridge has since opened to traffic.

The Jewetta Bridge was built under a temporary road closure since the site could not accommodate a road detour. A temporary paved path was built across the construction zone to maintian bike and pedestrian traffic while the bridge was underway. This bridge has also opened to traffic.

Construction of the bridges at Coffee Road and at the Friant-Kern Canal is nearly complete. These bridges will carry Westside Parkway traffic over these facilties and are scheduled to open with the new freeway.

The contractor is completing extensive drainage systems along the entire Parkway, including a large stormwater pump station near Calloway Drive. Freeway paving is expected to begin in spring and extend through summer 2012.

The project is expected to open to traffic in late 2012.

[FROM TOP] Crews place concrete at the Coffee Road Bridge. • To minimize traffic disruptions, crews worked at night to set formwork for the bridge at Coffee Road.

TRUXTUN TIE-IN

The Truxtun Tie-in (Westside Parkway Phase 4) provides the freeway connection between the Mohawk Street Interchange and Truxtun Avenue. This phase completes the eastern end of the Westside Parkway project, and includes four lanes of freeway, two bridge structures across the Kern River, and one bridge crossing over Truxtun Avenue.

The Centennial Corridor project, which is still undergoing environmental review, would create a connection between SR 58 near SR 99 and the Westside Parkway. With this in mind, the river bridges for the Truxtun Tie-in were designed to accommodate any alternative proposed to connect at this location, eliminating potential "throw away" structures. The project will also add approximately one mile of an additional travel lane on eastbound Truxtun Avenue which will allow traffic to flow freely from the Parkway into downtown Bakersfield.

Construction began on the Truxtun Tie-in in spring 2011, but utility relocations started 18 months earlier. As with Phase 1, the contractor will minimize bike path disruptions to allow for continuous use while construction is underway.

This visual simulation provides a view of the future eastbound Westside Parkway that will "tie-in" to eastbound Truxtun Avenue.

STOCKDALE/HEATH TIE-IN

Westside Parkway Phase 6 will construct the western end of the new freeway, between the Stockdale Highway/Heath Road intersection and Allen Road. This phase has been broken into two parts: the Allen Road Interchange and the remaining two miles of freeway, which includes a bridge at Renfro Road.

Work to relocate area utilities for the Allen Road Interchange began in spring 2011, and includes construction of a box culvert and a road bypass to carry traffic during construction of the Allen Road Bridge.

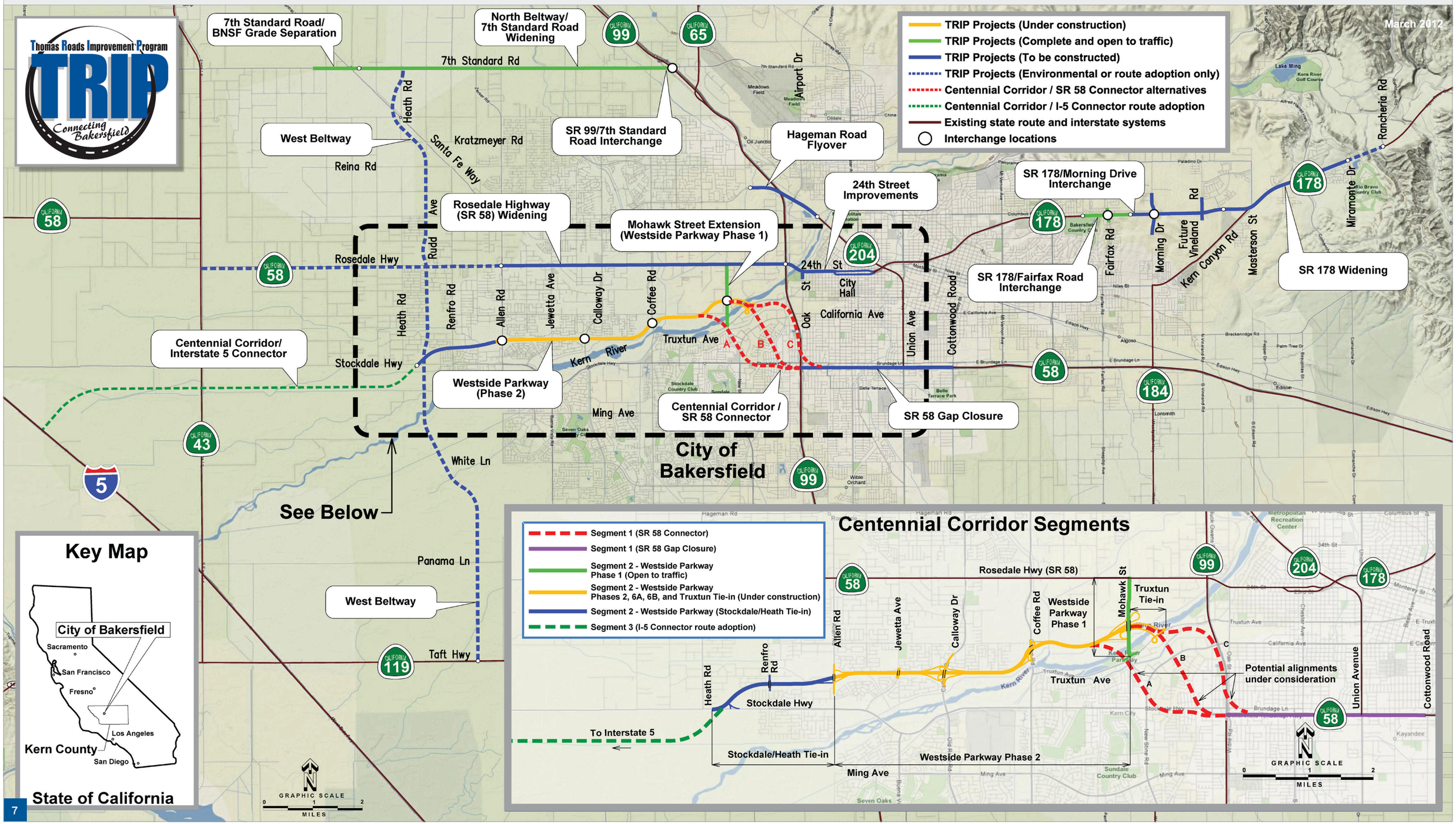
Construction of the Allen Road Bridge is scheduled to begin in early 2012. The remainder of the project is expected to be completed in mid-2014 contingent upon State Transportation Improvement Program and federal funding.

Crews complete utility relocations at Allen Road

THOMAS ROADS IMPROVEMENT PROGRAM

PROJECT MAP

For current construction information, refer to www.bakersfieldfreeways.us



Each transportation project's life cycle has five stages. The timelines on the opposite page indicate when these stages are scheduled to occur for the various TRIP projects.

Project Initiation Document

State, regional, and local agencies identify transportation needs and projects to be built within financial limitations.

Project Approval/ Environmental Document

Alternative alignments and designs are considered along with their environmental impacts. After public review and comment, a preferred alternative is selected.

Final Design

The design team develops final detailed plans, specifications, and estimates (PS&E).

Right-of-Way Acquisition

Land required for the project is acquired.

Construction

The agency awards a contract and the project is built

TRIP PROJECTS

PROJECT DESCRIPTIONS

SR 99/7th Standard Road Interchange
Improve current interchange, widen 7th Standard Road from Coffee Road to SR 99, and construct grade separation at the Union Pacific railroad track. Status: Construction complete, open to traffic.

North Beltway/7th Standard Road Widening
Widen 7th Standard Road to four lanes from Santa Fe Way to Coffee Road, and build new bridges over three canals. Status: Construction complete, open to traffic.

7th Standard Road / BNSF Grade Separation
Construct grade separation at the BNSF Railway track at 7th Standard Road with new access roads and traffic signals. Status: Construction complete, open to traffic.

Centennial Corridor/SR 58 Connector
Connect Interstate 5 (I-5) to SR 58 via Westside Parkway; adopt alignment for SR 58 west of Westside Parkway. Segment 1 would connect Westside Parkway to SR 58; three build alternatives are currently under consideration. Projected construction start (Segment 1): early 2016. Status: Environmental phase.

SR 58 Gap Closure
Widen SR 58 from SR 99 to Cottonwood Road from four to six lanes. The widening will be within the median and includes widening four bridges. Projected construction start: early 2013. Status: Environmental phase.

Hageman Road Flyover
Construct flyover across SR 99 to connect Hageman Road with Golden State Avenue (SR 204). Projected construction start: late 2014 (pending funding availability). Status: Environmental phase.

SR 178/Fairfax Road Interchange
Construct new interchange and widen SR 178 for approximately 1.5 miles. Status: Construction complete, open to traffic.

SR 178/Morning Drive Interchange
Construct new interchange at SR 178/Morning Drive and widen SR 178 to four lanes for approximately 1.5 miles. Projected construction start: late 2012. Status: Final design.

SR 178 Widening
Widen SR 178 from Canteria Drive to Rancheria Road. The first phase will widen SR 178 to four lanes from Canteria Drive to Miramonte Drive. Projected construction start: late 2013. Status: Environmental phase.

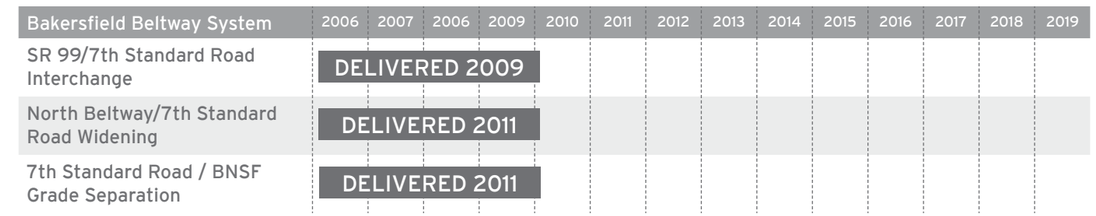
Rosedale Highway (SR 58) Widening
Widen Rosedale Highway (SR 58) from Allen Road to SR 99, from four to six lanes. Projected construction start: mid 2013. Status: Environmental phase.

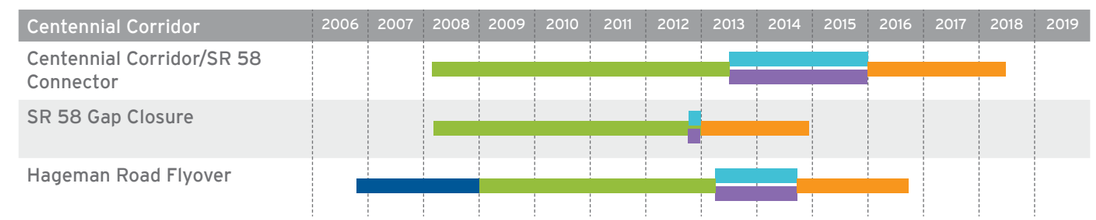
24th Street (SR 178) Improvements
Improve Oak Street/24th Street intersection; widen 24th and 23rd Streets (SR 178) from SR 99 to M Street. Projected construction start: early 2014. Status: Environmental phase.

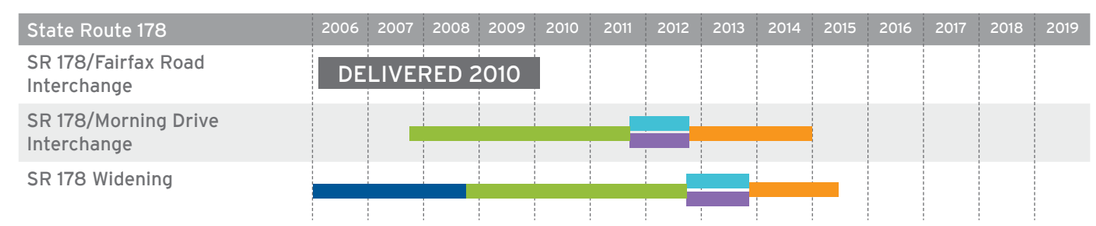
Mohawk Street Extension (Westside Parkway Phase 1)
Construct 1.2-mile long, north-south connection from Rosedale Highway to Truxtun Avenue, with three lanes in each direction, and three bridges. Status: Construction complete, open to traffic.

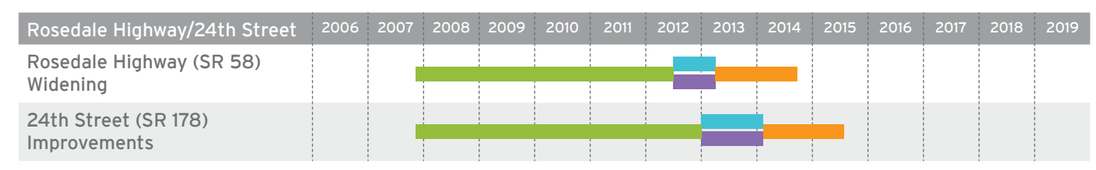
Westside Parkway
Construct new west-east freeway from Stockdale/Heath Road to Truxtun Avenue. Phase 2 constructs the new freeway from Mohawk Street to Allen Road, including interchanges at Mohawk Street, Coffee Road, and Calloway Drive. An interchange is also being constructed at Allen Road. The Truxtun Tie-in completes the eastern end of the project from Mohawk Street to Truxtun Avenue. The final phase of construction will be the Stockdale/Heath Tie-in, which completes the western end of the freeway between Allen Road and Stockdale Highway. Status: Under construction.

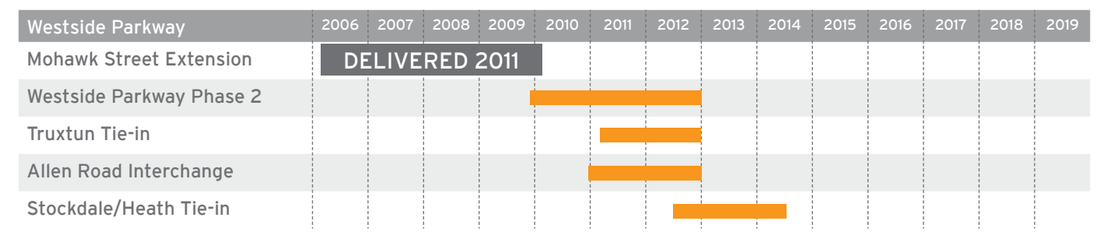
PROJECT SCHEDULE











NORTH BELTWAY - 7TH STANDARD ROAD

The County of Kern recently completed the North Beltway project, between Santa Fe Way and the William M. Thomas Terminal at Meadows Field. The multi-phase project included numerous improvements to 7th Standard Road, which is heavily used for goods movement and provides a direct connection between Interstate 5 and State Route 99. The road is bisected by two highly-active rail lines and the project included a grade separation at each to minimize traffic delays. Completion of this project has significantly improved access along the corridor.

The County completed the first phase of the project (from Quinn Road to Meadows Field) in early 2008, just prior to starting construction on the SR 99/7th Standard Road Interchange improvements. The interchange project included the realignment of Saco Road and Quinn Road; construction of a new bridge across SR 99 to carry westbound traffic; signalization of the 7th Standard Road/Golden State Avenue intersection; and a grade separation at the Union Pacific Railroad tracks. This phase was completed in 2010.

Work began on the widening of 7th Standard Road in mid-2009. This phase built six new bridges over three canals and widened the roadway from two to four lanes for six miles between Sante Fe Way and Coffee Road.

The final phase of the North Beltway project began in early 2010 and included the construction of a grade separation at the BNSF Railway. This phase completed the western end of the North Beltway project and opened in late summer 2011.

[TOP] New grade separation at 7th Standard Road and BNSF Railway

[BOTTOM LEFT] Ribbon cutting ceremony for the completion of the North Beltway. [Pictured from left to right] Chris Clark, Parsons Program Manager; Steve Ruettgers; John Schuler, Ruettgers & Schuler; Craig Pope, Kern County Roads Commissioner; Cathy Prout, Shafter City Council Member; Shafter Mayor Garry Nelson; former Congressman William M. Thomas; Kern County Supervisor Jon McQuiston; Vince Fong, District Director for Congressman McCarthy; Raul Rojas, City of Bakersfield Public Works Director.

[BOTTOM RIGHT] 7th Standard Road at Coffee Road looking west.

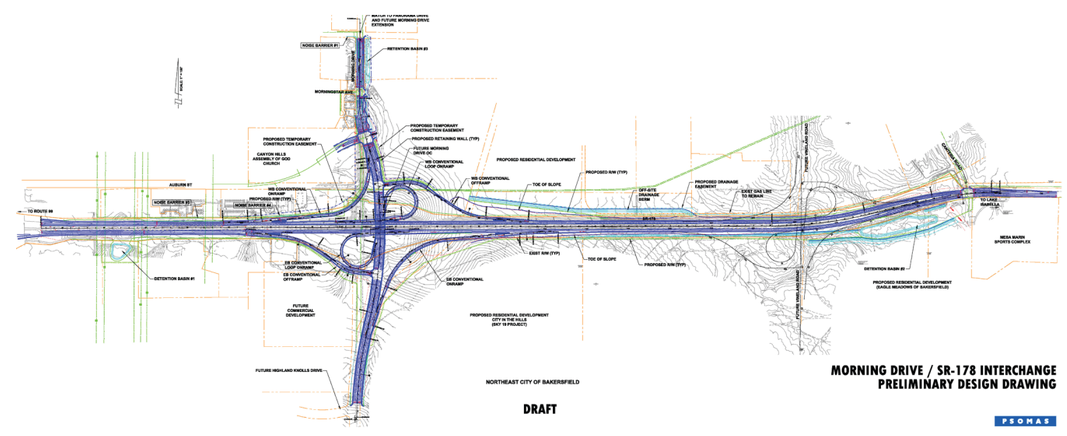
SR 178/MORNING DRIVE INTERCHANGE

The SR 178/Morning Drive Interchange project proposes to build a new interchange and replace the two-lane highway with a four-lane freeway from the recently-completed SR 178/Fairfax Road interchange project to the SR 178/Canteria Drive intersection, a distance of 2.4 miles. The project will also realign and widen Morning Drive to a six-lane divided roadway from SR 178 north to Auburn Street, and to a four-lane roadway from Auburn Street north to Panorama Drive.

The completed project is expected to reduce delays along SR 178, provide efficient access between the freeway and the planned development in adjacent areas, and accommodate the planned extension of Morning Drive south of the interchange.

Construction on this project is expected to begin in 2013.

Interested residents provided input during the September 2010 public hearing for the SR 178/Morning Drive draft environmental document.



TRIP ONLINE

To have project information updates delivered directly to your inbox, sign up at www.BakersfieldFreeways.us.

ENVIRONMENTAL MITIGATION

During the past few years, TRIP's environmental consultants have been completing multiple technical studies for six environmental documents. TRIP projects are evaluated pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) requirements.

In the last year, technical studies were completed, the draft environmental document was circulated to the public, and the final environmental document was approved for the SR 178/Morning Drive Interchange project. The draft environmental documents for the Rosedale Highway Widening and SR 178 Widening projects have been circulated, and the draft environmental documents for the 24th Street Improvements and Hageman Road Flyover projects are near completion. The draft environmental document for the larger and more complex Centennial Corridor project is expected in mid 2012.

Notices will be placed in local media and mailed to property owners adjacent to the project areas once public information meeting dates have been scheduled. Following the public comment period, the Project Development Team will prepare the final environmental document identifying the preferred alignment and project requirements for each project.

Technical studies evaluate a project's potential impacts to air and water quality, noise levels, aesthetics, and cultural resources, as well as the flora and fauna found in the vicinity of a project. The results of these studies determine the mitigation measures required. Mitigation measures may include extensive utility relocations, soundwalls, and compensation for lost habitat.

Kern County is home to a number of endangered species. One of the more notable is the San Joaquin kit fox, whose habitat encompasses the entire metropolitan Bakersfield area. Each TRIP project must include mitigation measures for the kit fox, including: design features that minimize disruption of habitat and movement and reduce vehicular mortality; compensation for lost acreage paid through the Metropolitan Bakersfield Habitat Conservation Plan (MBHCP) Trust Group; biological surveys and monitoring performed prior to and throughout construction; and kit fox avoidance training for everyone working on the construction site.

In addition to individual project mitigation measures, an innovative program has been developed to address potential cumulative effects of the TRIP program. The Sump Habitat Program is designed to provide long-term protection of kit fox denning and foraging habitat within the city limits by conserving and managing habitat in existing City-owned sumps (storm water drainage basins).

The program was collaboratively developed by TRIP, the City of Bakersfield Water Resources Department, Caltrans, AECOM biologists, and Dr. Brian Cypher with the Endangered Species Recovery Program of California State University, Stanislaus.

Nineteen sumps have been selected for the program. Many of the selected sumps currently support kit fox dens, while the others have been evaluated and targeted for their potential to offer denning opportunities. Under the program, these sumps may be enhanced by installing artificial dens, ensuring kit fox access that also excludes predators, and precautionary sump maintenance measures.

The program includes future monitoring for kit fox activity at selected locations. The Sump Habitat Program is expected to be implemented following approval of the final environmental document for the last TRIP project.

CENTENNIAL CORRIDOR UPDATE

The Centennial Corridor would establish an alignment for a transportation facility to provide increased connectivity for traffic traveling within Bakersfield and a continuous route along State Route 58 to Interstate 5.

The Project Development Team continues to work on the numerous technical studies required for the project's preliminary engineering and environmental document. These studies must be completed for each alternative under consideration, which now include:

- ALTERNATIVE A – west of SR 99, connecting to the Westside Parkway between Mohawk Street and Coffee Road
- ALTERNATIVE B – west of SR 99 and east of Alternative A, connecting to the Westside Parkway at Mohawk Street
- ALTERNATIVE C – paralleling SR 99, connecting to the Westside Parkway at Mohawk Street
- No Build

TRIP staff update the public at a meeting held on May 2011

Due to its complexity, a Citizen's Advisory Group was formed early in the project. Members of the group represent community interests, offer input, and serve as liaisons to their communities. A total of 16 public outreach meetings have been held on the Centennial Corridor project; the most recent in May 2011 which more than 200 people attended. The meeting provided the public with an opportunity to review the current proposed alternative alignment maps, to speak with staff about ongoing environmental studies and the right-of-way process, and to provide input on the project.

During the past year, the alternative alignments have been further refined and the team dropped the Alternative D alignment from further study for reasons that included prohibitive costs and conflicts with potential alignments of the California High Speed Rail project.

No alternative has been selected for the Centennial Corridor project and preliminary engineering and environmental studies continue. These studies must be repeated for each alternative prior to preparing the draft environmental document, which will provide an analysis of the impacts related to each alternative under consideration.

JOB CREATION/ECONOMIC BENEFITS TRIP

For many years, the Federal Highway Administration (FHWA) has estimated the employment impacts of highway capital expenditures. For 2007, on average, a $1 billion Federal highway expenditure supported 30,000 jobs. This analysis provides an excellent basis to examine the employment impacts of the Thomas Roads Improvement Program. The employment estimate includes direct, supporting, and induced positions, defined as:

- **Construction oriented employment**, including all jobs that are created either by the construction firms that work directly on the project or by the firms that provide direct inputs (paving materials, steel, concrete, etc.) to the construction project;
- **Supporting industries employment**, including jobs in firms that provide inputs to the industries that directly provide materials and equipment used in highway construction; and
- **Induced employment**, which includes all of the jobs supported by consumer expenditures resulting from wages to construction oriented and supporting industries employment.

Considering only the Westside Parkway project, which costs an estimated $278 million, this expenditure would be expected to result in 2,853 construction oriented jobs; 1,295 supporting industries' jobs; and 4,181 induced employment jobs.

The entire Thomas Roads Improvement Program (TRIP) is expected to spend $1.3 billion to complete all of the planned projects. This expenditure would yield the following employment results: 13,390 construction oriented jobs; 6,078 supporting industries' jobs; and 19,622 induced employment jobs; for a total of 39,000 jobs.

TRIP projects promote the creation of job opportunities in the short-term as part of the project construction work force. Once the project is complete, additional opportunities will be provided as a result of improving the regional roadway network and providing more jobs in the goods distribution businesses.

The prime contractor for the Westside Parkway project, reports that its construction team includes nine local subcontractors and 38 local suppliers. The contractor also purchased property and established a local office prior to starting work on the facility. A review of certified payrolls shows that nearly 50 percent of the workers on the first phase of the Westside Parkway were local residents, and nearly 70 percent of the workers on Phase 2 were residents. In addition, those who live elsewhere spend money locally on lodging, restaurants, gasoline, and other incidentals while working in Bakersfield.