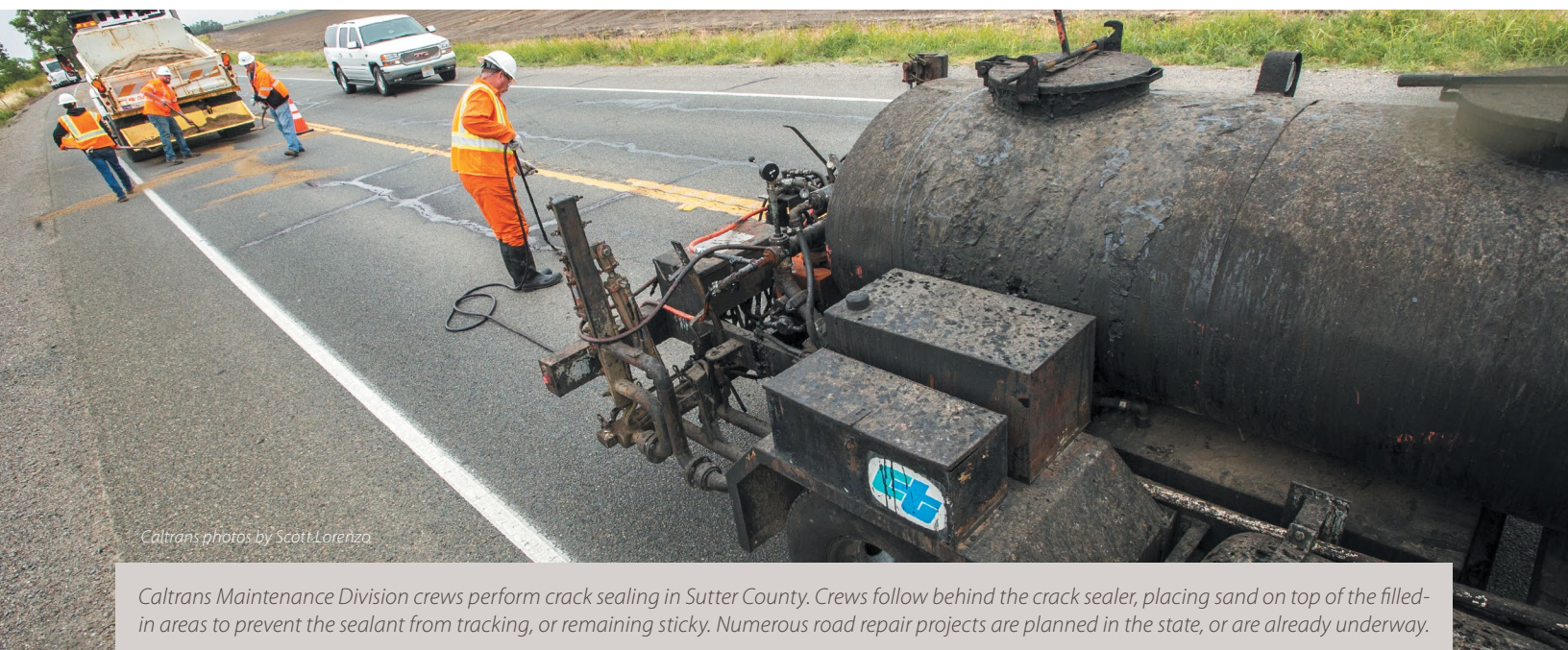


Starting to Fill In the Gaps

Busy Slate of Road Repairs Launched, Major Projects Around State Lined Up



Caltrans photos by Scott Lorenzo

Caltrans Maintenance Division crews perform crack sealing in Sutter County. Crews follow behind the crack sealer, placing sand on top of the filled-in areas to prevent the sealant from tracking, or remaining sticky. Numerous road repair projects are planned in the state, or are already underway.

From the planning stage to shovel-ready projects, Caltrans is wasting no time laying the groundwork for the revitalization of the state transportation network in California.

Although revenues from the [Road Repair and Accountability Act of 2017](#) (Senate Bill 1) won't begin flowing until November, Caltrans and its partners have taken actions through the summer to begin reversing decades of deterioration that's hobbled the state's far-flung state highway system.

State and local governments will split a projected \$54 billion during the next decade through higher gas and diesel taxes beginning in November, and a new vehicle registration fee taking effect in 2018. A special fee on zero-emission vehicles begins in 2020. The fuel taxes will be adjusted for inflation beginning in fiscal year 2020-21.

The accelerated construction spurred by SB 1 has already begun. Almost \$43 million in pavement projects,

13 in all, started in July and represent the first round of improvements taking place up and down California, in urban, suburban and rural areas.

Altogether, Caltrans has been given the go-ahead to begin about \$1.4 billion in major repairs and upgrades to critical parts of the highway system this fall, before SB 1 funding arrives.

As construction projects take shape and break ground, the California Transportation Commission (CTC) has been developing guidelines and taking input on competitive SB 1-financed transportation programs. The new law gives the Commission oversight over five [SB 1-created programs](#), and [meetings](#) will be held through the end of the year, and into 2018 in some cases, to decide funding guidelines and specific projects.

It's estimated that the new law will generate \$900 million in first-year revenue and earlier loan repayments for Caltrans highway repair projects in the

2017-18 fiscal year. Beginning in FY 2018-19, Caltrans should receive about \$1.9 billion annually through SB 1 for maintenance and repair of state roads, bridges, culverts, and traffic management systems.

Ultimately, Caltrans will be responsible for fixing more than 17,000 lane miles of pavement, at least 500 bridges and 55,000 culverts, and 7,700 ramp meters, traffic cameras and electric highway message boards that help reduce highway congestion.

By 2027, 98 percent of pavement on state facilities is required to be good or fair condition, up from 85 percent today.

Caltrans also has been conducting an active outreach program to cooperate and consult with participating stakeholders on SB 1 implementation. Partnering forums are being held with representatives of cities, counties, resource agencies, regional partners and contractors. Discussions have already been held with construction industry officials on issues such as safety, labor force, trucking, traffic concerns, and equipment availability.

The Department also is looking to fill about 1,100 positions statewide as it gears up for heavier workloads from SB 1-related projects. A busy slate of [career fairs](#) has been lined up through the next year to find workers in various capacities.



Maintenance crews replace tri-beam guard rails in the median of Interstate 205 near Tracy. There will be \$50 million spent on guard rail repairs throughout the state starting in late fall.

SB 1 Programs Under CTC Oversight

Program	Amount Per Year	SB 1 Mandate	Estimated Timeline
Local Streets and Roads	\$1.5 billion	To repair or upgrade local/regional transportation systems	List of eligible cities and counties due for release in December
Active Transportation Program	\$100 million	To expand the state's growing network of pedestrian and cycle routes	Eligible projects are to be chosen by December
Local Partnership Program	\$200 million	To be used as matching funds for local entities to make their own extra investment in transportation	Program adoption in June 2018
Congested Corridors Program	\$250 million	To develop comprehensive corridor plans without expanding present highway capacity	May 2018 adoption
Trade Corridor Enhancement Program	\$300 million	To fund freight-related transportation system upgrades	May 2018 adoption



This photo shows a section of westbound Interstate 80 in West Sacramento that was prepared for a resurfacing project. Much of the existing asphalt concrete overlay, topping the Portland cement concrete pavement, was grinded away by crews in advance of the resurfacing work.

Here's a summary of SB 1-related actions taken to this point:

What's starting now

- The 13 pavement resurfacing or replacement projects taking place in 11 of Caltrans' 12 regional districts.
- Expedited design work for 50 more major pavement projects on the state highway system, with an estimated cost of about \$243 million. The work is intended to smooth and fix highways that have taken a pounding through the years, as well as extend the service lives of those routes. Construction should start by early 2018.
- Road striping contracts worth about \$150 million are being prepared for sections of six heavily traveled highways in the state: on Interstate 5 from Mexico to the Oregon border, I-10 from Los Angeles to Arizona border, I-15 from San Diego to Nevada border, I-80 from the San Francisco Bay Area to Nevada border, U.S. 101 from Los Angeles to north of San Francisco, and Highway 99 from the Grapevine north past Sacramento. The striping projects (*page 27*) will lay down high-visibility, wider lines that will be easier for travelers – and autonomous vehicles – to see.
- Guard rail repairs estimated at \$50 million are planned for late fall in all of Caltrans' 12 regional districts around the state. Twenty projects will be undertaken as the first round in an overall rehabilitation effort.

The inclusion of the new projects in Caltrans' State Highway Operation and Protection Program (SHOPP) puts them on a faster track toward completion.

What's coming

At its August meeting, the CTC approved nearly \$690 million in funding for 32 major projects. The work will involve extensive pavement preservation, culvert and bridge rehabilitation, or upgrades of Caltrans' traffic management systems along several congested corridors. The inclusion of the new projects in Caltrans' State Highway Operation and Protection Program (SHOPP) puts them on a faster track toward completion.

Plans for additional major projects are being prepared for the CTC's October meeting.

Caltrans is embarking on an ambitious bridge repair/replacement program. Thirty spans have been targeted for vertical clearance or weight limit upgrades under the Accelerated Bridge Freight Corridor Program (*page 17*). Another 30 are scheduled to be considered for the accelerated list at the next CTC meeting.

Under the accelerated program, project funding can start a year earlier than previously planned. Getting projects off to earlier start also moves up the de-

livery date, which can yield significant cost savings by keeping price inflation in check.

Status of other programs that will receive SB 1 funds from Caltrans

- The Freeway Service Patrol that dispatches tow trucks to aid stranded motorists on urban freeways will be getting an additional \$25 million a year. Plans call for expanding the hours and areas of service.
- Local planning grants to aid in creating sustainable communities are set to be awarded in December, with grant applications for the \$25 million available each year due in October. The same timelines apply to a program that disburses money to eligible communities that conduct climate adaptation planning, with \$20 million available in annual grants over the next three years.
- The new law requires Caltrans to identify \$100 million yearly in efficiency measures to the CTC. The savings in those areas will be applied to other

Getting projects off to earlier start also moves up the delivery date, which can yield significant cost savings by keeping price inflation in check.

maintenance and repair work. To this point, the Department expects to see cost savings through a streamlined project delivery process that has been used to remove the foundations of the old San Francisco-Oakland Bay Bridge, as well as Highway 99 realignment in Fresno, and will be used for more projects in the future. More efficiencies are expected by reducing overhead costs, and improving internal processes. **MM**

Source: Caltrans Public Affairs Office; Caltrans Executive Office



Maintenance Division crews in Stockton-based District 10 repair a pothole with patching material on Interstate 5 outside Lodi.



This pothole developed between the asphalt concrete shoulder and Portland cement concrete pavement. Repairs were made.