Volume 6, Issue 2

April—May—June 2016

Caltrans Update

Kern Council of Governments

CALTRANS MISSION:

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability

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Caltrans Releases the 1st Quarter 2016 Issue of *The Mile Marker: A Caltrans Performance Report*

Caltrans is pleased to provide you and the public with this 1st Quarter 2016 issue of *The Mile Marker: A Caltrans Performance Report*.

Caltrans continues to improve its transparency and accountability, and this issue of *The Mile Marker* offers clear indicators of our continuing transformation, our focus on a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

In this issue of *The Mile Marker*, we look at new ways to view our infrastructure with the advent of our Asset Management program. We also examine how declining gas tax revenues will affect our ability to deliver programs going forward and we detail a pilot to study the possibility of replacing the gas tax with a road charge.

To view the publication, please go to:

http://www.dot.ca.gov/MileMarker/2016-1/index.html.

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Protect Every Drop Stormwater Public Education and Outreach Campaign

Caltrans has unveiled its new stormwater public education and outreach campaign *"Protect Every Drop"* to educate Californians about the sources and pathways of stormwater pollution, and encourage motorists to reduce the pollutants that affect water quality in California's streams, rivers, lakes and coastal waters, keeping them drinkable, swimmable and fishable.

"Clean water is essential for our quality of life in California, and it's important to '*Protect Every Drop',"* said Caltrans Director Malcolm Dougherty. "Every motorist needs to do their part to keep California's waterways clean."

The campaign will address several actions the public can take, including:

- Performing routine vehicle and tire maintenance, which reduces pollution from vehicles.
- Properly disposing of trash and recycling.
- Covering truck loads that may fall or blow off during travel.

The *"Protect Every Drop"* campaign builds on the past successful "*Don't Trash California"* public awareness campaign, broadening the focus beyond litter and trash to address other stormwater pollutants such as sediment, metals from tire and brake wear, fluid leaks and contents from unsecured vehicle loads.

The campaign will also address other pollutants found in highway stormwater that may originate from non-highway sources such as pesticides and bacteria from natural sources.

Caltrans owns and operates storm drain systems along more than 15,000 miles of the state highway system, which discharge into every major watershed of the state. Stormwater picks up pollution washed off of vehicles and roadways when it rains, which makes its way through ditches and pipes that make up storm drain systems. The polluted water then discharges either to an adjacent city or county storm drain system, or to a stream, river or lake – and eventually to bays and the ocean.

"Stormwater testing shows that virtually all our lakes, rivers, bays and ocean waters get polluted after it rains, all across California," said State Water Board Member Steven Moore. "Some of those most impacted waters are those around our bigger cities, like Los Angeles, San Diego, San Jose and Sacramento. The pollutants that can be carried in stormwater impair the beneficial uses of our waters that belong to all Californians. We can all contribute to helping keep every drop of water in our rivers, lakes and ocean clean."

About the Campaign

The three-year *"Protect Every Drop"* educational campaign will include a cohesive and integrated public relations, advertising and community outreach program across California in order to help change the behavior of Californians in a way that leads to improved water quality. The campaign is being guided by a steering committee that includes Caltrans, the State Water Boards and the California Stormwater Quality Association.

Caltrans Seeks Public Input on Statewide Long-Range Transportation Plan

Caltrans invites the public to help shape the state's transportation future by offering input and comments on the *California Transportation Plan 2040* (CTP 2040). The Plan lays out a vision for California's transportation future to provide mobility, support a vibrant economy and meet greenhouse gas emission reduction goals.

"The public can play a key role in the long-term vision we are creating for California's transportation system," said Caltrans Director Malcolm Dougherty. "Our population is growing, the way we live and move is changing, our transportation system needs evolving, and therefore our game plan needs to be forward-thinking."

The CTP 2040 envisions a fully integrated, multimodal and sustainable transportation system in California. Caltrans seeks public input to help ensure the CTP 2040 is fully consistent with the department's mission of delivering a low-carbon transportation system capable of meeting our goals of mobility, safety and sustainability.

The CTP 2040 supports Governor Brown's goal of reducing greenhouse gas emissions. It will help meet goals consistent with California's existing commitment to reduce emissions 80 percent below 1990 levels by 2050.

The development of the CTP is an open and collaborative planning process that includes early and continuous engagement with governmental agencies at all levels, the private sector, advocacy groups, community organizations, and the public.

The public can review and comment on the plan via the following website address, www.californiatransportationplan2040.org. Comments may also be submitted by email to ctp2040@dot.ca.gov or by sending a letter or a completed comment form to: California Department of Transportation, Division of Transportation Planning, Office of State Planning, 1120 N St., MS 32, Sacramento, CA 95814. Comments must be submitted by 5 p.m., March 29, 2016.

Road Charge Pilot Program

California is actively seeking 5,000 volunteers to take part in a free study that could shape the way drivers are charged for road usage. Called for by the Legislature in 2014, the Road Charge Pilot Program will produce information for further study on the concept of a "road charge" program. State officials aim to recruit a large number of volunteers reflective of the vast geographic and socioeconomic diversity of the state.

The California Road Charge Technical Advisory Committee released its final recommendations for the statewide road charge pilot study—a system where drivers could pay for road maintenance and repairs based on the number of miles they drive, rather than how much gas they consume. Senate Bill (SB) 1077, signed by the Governor in September 2014, called for the pilot program. The free pilot program will inform the Legislature's decision on whether moving forward with a full-scale permanent road charge program, potentially replacing the gas tax, is worthwhile. The state's current transportation funding system relies on revenue from fuel taxes, which continue to decline with fluctuating gas prices, increased use of hybrid and electric vehicles and overall improvements in new vehicles' fuel economy.

Volunteer participation and feedback will be vital in fine-tuning the proposed program that could eventually tie highway funding with road usage rather than gas tax proceeds. Volunteer drivers will be able to choose from one of several mileage reporting methods that California will be testing. Volunteering is free and no actual money will be exchanged. Participants will have the choice of submitting mock payments via mail or a secure website for testing purposes. Volunteers can enroll at www.CaliforniaRoadChargePilot.com.

"Our recommendations reflect the input we received from hundreds of stakeholders and individuals that represent every region of the state," said Jim Madaffer, Chair of the Technical Advisory Committee. "While this endeavor has been rigorous, it resulted in the unique opportunity to examine a per-mile road charge mechanism as a potential long term solution to the issue of declining transportation revenue facing California."

Caltrans maintains 50,000 lane-miles of highway and nearly 13,000 state-owned bridges. However, the state's current fuel excise tax is sufficient to fund only $2.3 billion of work, leaving $5.7 billion in unfunded repairs each year. If this trend continues, the transportation funding gap will continue to grow and road maintenance and repair needs will continue to escalate.

"The gas tax is outdated and no longer capable of meeting all of our future transportation revenue needs," said Will Kempton, Executive Director of the California Transportation Commission. "The pilot is an excellent opportunity to study road charging and should provide the Legislature the data it needs to better determine whether and how this idea might work in California."

At the conclusion of the pilot, the California State Transportation Agency will issue a report with its findings to the Legislature, the Road Charge Technical Advisory Committee, and the California

Road Charge Pilot Program, Continued

Transportation Commission. Following receipt of that report, the Commission will make its recommendations regarding the pilot program to the Legislature, which will consider whether to proceed with implementing a road charge system in California.

More information about the California Road Charge Pilot Program and participant volunteer information is available at .

Caltrans Announces Four Firms to Manage Road Charge Pilot Accounts

Caltrans has announced that four firms have been selected to provide account management services to volunteers in the California Road Charge Pilot, which is scheduled to launch this summer.

Drivers of passenger vehicles who participate in the pilot will be able to select between Azuga and Intelligent Mechatronic Systems Inc. ("IMS") to manage their road charge mileage account, or they may choose a state-run account management service, which will be supported by Arvato Mobility Solutions. Accounts for heavy vehicles will be serviced by EROAD, Inc.

These firms will offer the full range of mileage reporting options recommended by the California Transportation Commission's Road Charge Technical Advisory Committee. These options range from low-tech options like manual odometer readings to fully automated reporting based on vehicle telematics. Azuga, IMS, and EROAD may also provide value added services such as vehicle health reports or driver-safety feedback at no cost to participants for the duration of the pilot. Pilot participants will be able to view detailed information about their account management choices starting in May and choose an account manager starting in June.

Supporting the account managers are Vehcon, Inc. and Driveway, Inc., which both provide Smartphone solutions.

For more information on the Road Charge Pilot Program or to enroll as a volunteer, please see:

www.CaliforniaRoadChargePilot.com

California Department of Transportation Launches California State Rail Plan

Caltrans is beginning work on the next California State Rail Plan, which will provide the framework for California's rail network and set the stage for new and improved rail and community connections in the state for the next 20 years. Caltrans is seeking early and meaningful public participation throughout the formulation of the plan, with several options available for providing input and feedback.

"To meet the challenges that come with a growing California, this Rail Plan will be part of defining a more sustainable transportation system for the future," said Caltrans Director Malcolm Dougherty. "Improvements and expansion of California's rail system will have a positive effect on the future mobility, environmental health and economic vitality of this state."

The Rail Plan, to be completed in 2018, will be used as a planning tool for improving the overall state rail system. It will provide a long-term strategy that will enable Caltrans, the California High-Speed Rail Authority, intercity and commuter rail operators, freight railroads, and communities to plan for the future. The Rail Plan is intended to prioritize state funding and actions for integrating the statewide rail network.

The 2018 Rail Plan is considered more ambitious than previous statewide rail plans, as it will build on regional plans and provide a statewide vision for an integrated high speed, intercity and commuter passenger rail system with reliable, timed connections and more transportation options. The Rail Plan will also define the state's priorities for investments in freight rail infrastructure that support the California economy and meet greenhouse gas emissions reduction mandates.

For the latest project information, please visit: www.california staterail-plan.com or join the plan email list to receive future notifications and updates.

Caltrans Announces Completion of Latest Round of Projects to Streamline Operations

Caltrans has announced it has concluded work on nine projects that changed practices, improved processes and reduced delays from wasteful or unnecessary practices, through its innovative Lean 6-Sigma program. These improvements are expected to not only diminish delays in services, but ultimately save taxpayer money.

In early 2014, the Governor's Office of Business and Economic Development and the Government Operations Agency partnered to train the first group of state agencies to pilot a Lean 6-Sigma program within 11 state departments, including Caltrans. As part of the Caltrans Improvement Plan and the department's Strategic Management Plan, Caltrans launched its own Lean 6-Sigma Initiative in July 2015 to train participants in the program's methodologies, and is the only state department to do so outside the Governor's Office to date.

"The Lean 6-Sigma Program is vastly improving efficiency and operations within Caltrans," said Caltrans Director Malcolm Dougherty. "The resulting improvements are having a direct and positive impact on how the department is able to do business, both internally and with the public."

Lean 6-Sigma is a data-driven process management approach that originated in the private sector and is increasingly being used by government agencies to pinpoint waste and inefficiencies. The methodologies and tools of the Lean 6-Sigma approach are applied within projects that then translate into the means by which organizations can transform their processes and culture.

Early indications are that Caltrans' Lean 6-Sigma projects are resulting in significant improvements that meet or exceed stated project goals. This round of projects include efforts to:

- **Improve fleet vehicle/equipment use, replacement and procurement process:** The amount of time from the identification of a need to replace a piece of equipment to final approval for a replacement averaged 243 days and ranged up to 400 days. This process was completely re-engineered, reducing the time needed to identify a need to the final approval by 95 percent. The time needed to order replacement equipment was reduced to less than 90 days.
- **Reduce the time to make new hires in Field Maintenance**: The existing hiring process for field maintenance staff is cumbersome and hinders the program's ability to make a hire and/or hire the most qualified individuals and can take four to six months. As a result of this project, the time taken between a hiring request and an offer of employment was reduced to eight weeks.
- **Reduction of Unreported Labor Expenses**: In the past, Caltrans has been unable to capture all of its personnel service costs due to employee timesheets that were not submitted and/or approved. This becomes a problem because Caltrans does not recover costs reimbursed to its programs by federal and local governments for unrecorded personnel service costs. Based on the current rate of time-sheet approval improvements that Caltrans is already seeing after streamlining its timekeeping system, the department will likely be able to recover reimbursements from federal and local governments annually.
- **Reduce time to process "Relocation Agreements" for outdoor advertising displays**: Relocation agreements can take an extremely long time to execute and did not follow a standardized process, resulting in the average time from the date of the request to an initial offer averaging over two years and ranging up to four years. The process has now been standardized, simplified and re-engineered. The new estimated

Caltrans Announces Completion of Latest Round of Projects to Streamline Operations, Continued

time to process an outdoor advertising relocation agreement has now been reduced to three months.

- **Reduce the time to develop Scope of Work for Architectural and Engineering (A&E) contracts:** The time from the A&E planning stage to completion of a Scope of Work and supporting contract documents averaged 111 days and ranged up to 180 days. The process was re-engineered, moving contracts from the planning stage to the completion of Scope of Work and other supporting documents in just 29 days.
- **Reduce the time to process A&E contracts:** The time from the date the Division of Procurement and Contracts approves a customer's completed scope of work and supporting contract documents to the date the contract is executed averaged 125 days and ranged up to 180 days. The process is being simplified and the new estimated time is 45 days.
- **District 12 (Orange County) Streamline the Safety Review process for capital projects:** The Safety Review Process currently used in the District averaged 28.1 working days and has ranged to over 100 working days. This project used a number of Lean 6-Sigma techniques to streamline the Safety Review Process, and with these improvements in place, the project team estimates the average completion time has been reduced to 8.7 days – representing a 69% time savings.
- **Improve the Quality Control practice of documents prior to circulation for approvals**: Project reports can contain an unacceptable number of errors and defects prior to their circulation for approval; defects that often require numerous resubmittals that waste resources. A sampling of project reports revealed a baseline capability of 12.7 defects per page. The project team focused on reducing the most frequent defects, such as formatting and spelling, and the most critical, such as missing or incorrect data. With the improvements made, defects will be reduced by over 75% to less than 3 defects per page. Although not a primary metric, completion time will be reduced with the elimination of rework loops.
- **Reduce time to process Disciplinary Actions:** The average processing time of formal disciplinary actions from request to service has been 99 days, resulting in perceptions of ineffectiveness and unaccountability. Failure to address employee issues also affects morale, disrupts the workplace and can create a hostile work environment. Under the reworked process, four out of five cases now take less than 14 days.

The next round of process-examining projects to undergo the Lean 6-Sigma program will focus on direct services Caltrans provides to the public. Starting in February, these projects will include:

- **Encroachment Permits Process**: Reduce the time to issue or deny an encroachment permit so that 95 percent of those requests are processed and completed within 30 days.
- **Public Records Act (PRA) Request Process**: Reduce the PRA request processing time so that 95 percent of all requests are answered within 24 days (as prescribed by statute).
- **New Products Submittal Process**: Reduce the number of pending New Products submittals (backlog) and reduce the time to process and respond to submittals so that 95 percent are completed within 3 months.
- **Project Delivery Process**: Reduce the project delivery processing time between Milestone 377 (Plans, Specifications & Estimates) and Milestone 500 (Contract Approval) so that 95 percent are completed within 4 months.

Project Delivery Permit Acquisition Process: Improve project delivery permit acquisition process to reduce the number of Project Change Requests related to permitting delays by 50 percent.

Update on Kern County Projects

Buena Vista Median Barrier: Install median barrier on I-5 in Kern County from the Buena Vista Canal Road to the SR 5/43 separation bridge. Funding: SHOPP. Advertise spring 2016. Mehran Akhavan, Project Manager, (559) 243-3442.

Buttonwillow SRRA Sewer Upgrade: Water and sewer rehabilitation at the Buttonwillow Safety Roadside Rest Area on I-5 in Kern County. Funding: SHOPP. In PA&ED; 95% complete; Ready to List early 2017. Paul Pineda, Project Manager, (661) 326-3416.

Lost Hills Lane Replacement: Grind pavement & overlay CAPM on I-5 between Lerdo overcrossing and the I-5/SR 46 separation near the community of Lost Hills. Funding: SHOPP. In construction; about 50% complete; on schedule; complete construction summer 2018. Paul Pineda, Project Manager, (559) 243-3416.

Mojave Maintenance Station Phase II: Construct crew facility on SR 14 in Mojave at the Mohave Maintenance Station. Funding: Minor A. Redoing PS&E, Ready to list, CTC vote dates for early 2016/2017 fiscal year. Minerva Rodriguez, Project Manager, (559) 243-3518.

Freeman Gulch Widening - Segment 2: Convert SR 14 from a 2-lane to a 4-lane expressway near Ridgecrest, from south of SR 178 West of north of SR 178 West. Funding: RIP, IIP. Ready to List late 2016. Mehran Akhavan, Project Manager, (559) 243-3442.

Freeman Gulch Widening - Segment 1: Convert SR 14 from a 2-lane to a 4-lane expressway near Ridgecrest, from 0.5 miles south of the SR 178 West/SR 14 I/C to 1.7 miles north of SR 178 East. Funding: RIP/IIP. Ready to List spring 2016. Minerva Rodriguez, Project Manager, (559) 243-3518.

Shafter Wasco ADA Ramp: Construct ADA curb ramps on SR 43 in Shafter and Wasco. Funding: SHOPP/ADA. Ready to List spring 2016. Chris Gardner, Project Manager, (559) 243-3444.

California Aqueduct Lost Hills ADA: Pedestrian and ADA improvements on SR 46 near Lost Hills from the California Aqueduct to Lost Hills Road. Funding: STIP, TE. Construction complete. Emad Abi-Rached, Project Manager, (559) 243-3460.

Famoso SR 46/99 Bridge: Bridge replacement at the SR 46/99 Separation. Funding: SHOPP. Ready to List late spring 2016; advertise summer 2016. Chris Gardner, Project Manager, (559)243-3444.

Centennial Corridor Project: Construct 6/8 lane freeway on SR 58, between I-5 and Cottonwood Road. Funding: RIP, Oversight, and Demo. Ready to List late 2016. Minerva Rodriguez, Project Manager, (559) 243-3518.

Rosedale Rumble Strip: Widen shoulders and install rumble strips on SR 58 between east of Gaston Street to SR 43 west of the City of Bakersfield. Funding: SHOPP. Construction complete. Chris Gardner, Project Manager, (559) 243-3444.

Rosedale Highway Improvements: Widen SR 58 to 4 or 6 lanes between Allen Road and east of Gibson Street in the City of Bakersfield. Funding: Demo, local. Construction is about 60% complete. Paul Pineda, Project Manager, (559) 326-3416.

SR 58 Rubberized BWC: Install temporary K-Rail and friction treatment at the SR 58/SR 99 separation in Bakersfield. Funding: SHOPP. Project is Ready to List; waiting to be advertised. Paul Pineda, Project Manager, (559) 243-3426.

Beltway Operational Improvements: Operational improvements on SR 58 in the City of Bakersfield from the SR 58/SR 99 separation to Cottonwood Road. Funding: Local. In construction. Minerva Rodriguez, Project Manager, (559) 243-3518.

Gap Closure Rehab: Pavement rehabilitation on SR 58 in the City of Bakersfield from the SR 58/SR 99 separation to Cottonwood Road. Funding: SHOPP. Ready to List spring 2016; PS&E/RW. Minerva Rodriguez, Project Manager, (559) 243-3518.

Update on Kern County Projects, Continued

Cottonwood East Rehab: Pavement rehabilitation (2R) on SR 58 in Bakersfield from the Cottonwood Road undercrossing to just east of the SR 58/184 separation. Funding: SHOPP. Ready to List spring 2017. Jeannie Wiley, Project Manager, (559) 243-3432.

Tehachapi CAPM: Pavement preservation on SR 58 in and near the City of Tehachapi from west of Tehachapi Creek to Cache Creek. Funding: SHOPP. In construction. Minerva Rodriguez, Project Manager, (559) 243-3518.

Tehachapi Blvd Intersection Improvement: Widen the intersection at the SR 58/Tehachapi Summit interchange. Funding: SHOPP. Construction complete. Minerva Rodriguez, Project Manager, (559) 243-3518.

East Bound Sand Canyon Bridge: Bridge replacement on SR 58 near Tehachapi. Funding: SHOPP. Ready to List achieved January 29, 2015; bids opened; begin construction winter 2015; complete construction summer 2016. Minerva Rodriguez, Project Manager, (559) 243-3518.

Boron Overlay: Rubberized asphalt concrete (RAC) overlay on SR 58 in Kern County near Boron from west of the West Boron overcrossing to the San Bernardino County Line. Funding: SHOPP. In construction. Emad Abi-Rached, Project Manager, (559) 243-3460.

Kern/Tulare VDS: Install Vehicle Detection Stations on SR 99 in Kern and Tulare Counties at various locations. Funding: Minor A. PA&ED; Ready to List achieved February 2016; begin construction summer 2016. Jeannie Wiley, Project Manager, (559) 243-3432.

SR 99 MVDS: Install Vehicle Detection Systems on SR 99 in Kern County from PM 0.3 to PM 15.9 and from PM 21.8 to PM 57.3. Funding: Minor A. PSE&E/RW; Ready to List early 2017. Jeannie Wiley, Project Manager, (559) 243-3432.

SR 99 Taft Highway 2R Rehab: Pavement rehabilitation on SR 99 near the City of Bakersfield from north of the Herring Road overcrossing to the Pacheco Road undercrossing. Funding: SHOPP. PA&ED in progress; about 85% complete; on schedule. Paul Pineda, Project Manager, (559) 243-3416,

Hoskings Road Interchange: Construct new interchange on SR 99 at Hoskings Road in the City of Bakersfield. Funding: Local. In construction; construction about 98% complete; interchange open to traffic. Paul Pineda, Project Manager, (559) 326-3416.

Planz Road/California Avenue Pullouts: Freeway maintenance access on SR 99 in Bakersfield at various locations from the Planz Road overcrossing to north of the California Avenue undercrossing. Funding: SHOPP. In construction. Chris Gardner, Project Manager, (559) 243-3444.

Bakersfield 99 Rehab: Roadway rehabilitation on SR 99 in Bakersfield, from the Palm Ave overcrossing to the Beardsley Canal Bridge. Funding: SHOPP. Ready to List spring 2017. Paul Pineda, Project Manager, (661) 326-3416.

Rosedale Ramp SB: Widen the SR 99/Rosedale Highway southbound off ramp in Bakersfield. Funding: Local. In construction. Minerva Rodriguez, Project Manager, (559) 243-3518.

Kern County Seismic Restoration: Seismic restoration at the SR 99/Airport Drive overcrossing and at the SR 99/Golden State Avenue Separation. Funding: SHOPP/Seismic. Ready to List spring 2016. Judy Aguilar-Luna, Project Manager, (559) 243-3457.

Kern Ave POC: ADA compliance upgrades on SR 99 in Kern County at the Kern Avenue pedestrian overcrossing. Funding: SHOPP. In PS&E/RW; Ready to List spring 2016; on schedule. Paul Pineda, Project Manager, (661) 326-3416.

Cherry Avenue Truck Climbing Lanes: Construct truck climbing lanes on SR 119 in Elk Hills, northeast of the City of Taft. Funding: RIP, STIP. In construction; in winter suspension. Paul Pineda, Project Manager, (661) 326-3416.

Delano Intersection Improvement: Intersection improvements at SR 155 and Browning Rd. Funding: SHOPP. Ready to

Update on Kern County Projects, Continued

List early 2017. Chris Gardner, Project Manager, (559) 243-3444.

178 Operational Improvements: Intersection improvements and widening of 24th St (SR 178). Funding: Local, oversight. PSE and right-of-way phase in progress. Ready to List late summer 2016. Paul Pineda, Project Manager, (661) 326-3416.

24th St (SR 178) Widening: Widen 24th Street (SR 178) by one lane in each direction in the City of Bakersfield between east of the Kern River Bridge to west of Golden State Avenue undercrossing. Funding: Demo. PSE phase is about 65% complete; right-of-way phase in progress; Ready to List spring 2016. Paul Pineda, Project Manager, (661) 326-3416.

Kern 178 Maintenance Access: Freeway maintenance access in Bakersfield on SR 178 at various locations from "M" St to east of Fairfax Rd. Funding: SHOPP. PID; Ready to List early 2017. Anand Kapoor, Project Manager, (559) 243-3588.

Sunny Lane POC: ADA compliance upgrades on SR 178 in Kern County at the Sunny Lane pedestrian overcrossing/SR 178. Funding: SHOPP. In construction; about 98% complete. Paul Pineda, Project Manager, (559) 243-3586. (661) 326-3416.

SR 178 Morning Drive I/C: Construct new interchange on SR 178 between Fairfax Road & Canteria Road & on Morning Drive between south of SR 178 in the City of Bakersfield. Funding: Demo. In construction. Minerva Rodriguez, Project Manager, (559) 243-3518.

SR 178 Widening: Widen SR 178 near Morning Drive in the City of Bakersfield. Funding: Demo, local. In construction. Minerva Rodriguez, Project Manager, (559) 243-3518.

Ridgecrest Median Island Improvement: Reconstruct center median with raised center median on SR 178 in Ridgecrest, from China Lake Blvd to Gemstone St. Funding: SHOPP Accelerated. Construction complete. Minerva Rodriguez, Project Manager, (559) 243-3518.

Bakersfield Bridge Preventative Maintenance: Place deck overlay, replace joint seals, and paint on SR 204, between SR 99 and SR 178 at various locations. Funding: SHOPP. In construction; in winter suspension; complete construction fall 2017. Paul Pineda, Project Manager, (559) 243-3416.

Hageman Flyover: Extension and connection to SR 204 on SR 99 between SR 204 and Airport Dr. Funding: Local, oversight. PS&E/RW; Ready to List summer 2016. Minerva Rodriguez, Project Manager, (559) 243-3518.

Johannesburg Overlay: Rubberized asphalt concrete (RAC) overlay on SR 395 in Kern County near Johannesburg from the San Bernardino County Line to SR 178. Funding: SHOPP. In construction. Emad Abi-Rached, Project Manager, (559) 243-3460.

Ker-Kin-Tul Drought Relief: Repair irrigation systems and replace booster pumps at various locations in Kern Kings, and Tulare Counties. Funding: SHOPP. In construction. Victor Shaw, Project Manager, (559) 243-3441.

Kern Wire Theft Restoration II: Wire theft restoration in Kern County on I-5 and SRs 46, 58, 99, 178, and 204, Funding: SHOPP. Ready to List spring 2017. Mehran Akhavan, Project Manager, (559) 243- 3442.

Kern Sign Panel Upgrade: Upgrade sign panels on SRs 58, 99, and 178 in Kern County at various locations. Funding: SHOPP. In construction. Emad Abi-Rached, Project Manager, (559) 243-3460.

Signal Countdown/Accessible Pedestrian Signals: Install signal countdown heads/accessible pedestrian signs in Fresno, Kern, Kings, Madera and Tulare at various locations. Funding: SHOPP. Construction complete. Curt Hatton, Project Manager, (559) 243-3445.

HST – Bakersfield to Fresno Segment: High Speed Train System from the City of Bakersfield to the City of Fresno station. Funding: CHSRA (ARRA). Begin construction summer 2015; end construction summer 2018. Garth Fernandez, Project Manager, (559) 243-8012.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

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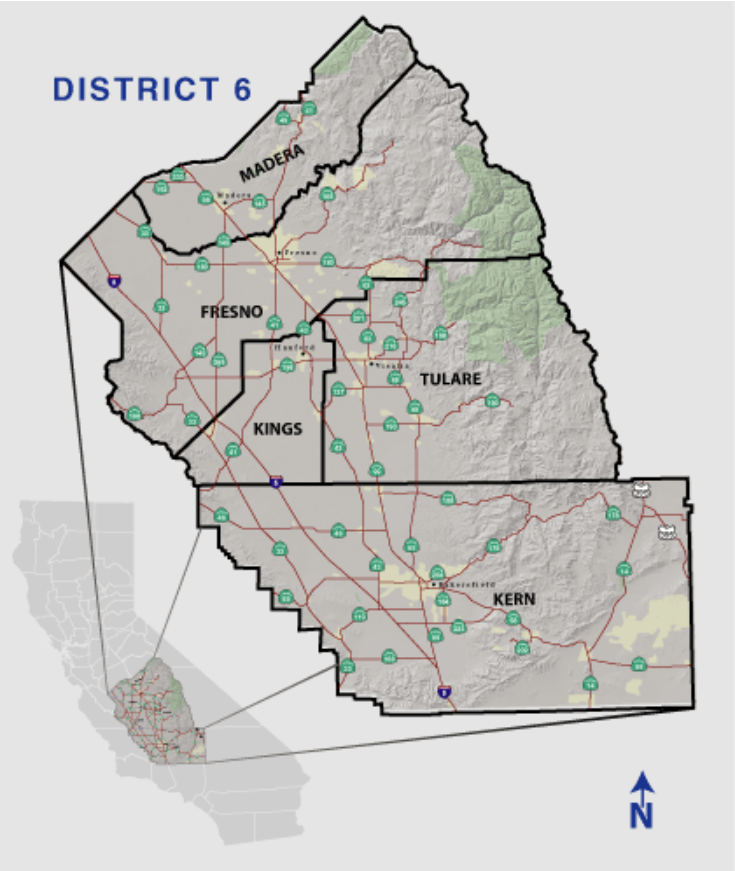
The California Department of Transportation (Caltrans) District 6 is headquartered in Fresno. This geographically diverse district is the second largest of the 12 Districts statewide, stretching from the southernmost part of Yosemite National Park in the north to the Mojave Desert. It includes Madera, Fresno, Tulare, Kings and Kern counties. Interstate 5 and State Route 99 run the length of District 6, serving as the main north-south arteries for not just the Central Valley, but for the entire state as well.



Visit District 6 on the web at www.dot.ca.gov/dist6/