



Interstate 5 North Stockton Improvement Project Update

Volume I, Issue 3

March 12, 2012

What's Behind the K-rail?

While driving along Interstate 5 through Stockton on your way to work or maybe to play at the many Stockton attractions, have you ever wondered what is on the other side of the k-rail now in place from Hammer Lane to Country Club Boulevard?

On the outside of the current travel lanes (to the right of your car) crews have begun work on the soundwalls. Prior to building the actual walls, crews will remove some of the embankment. They will then add the footing for the new walls, replace the embankment, and install drainage. Then the work on the wall will begin.

On the inside of the freeway, in the median, to the left of your car, crews are doing two different types of activities. The first is to widen the freeway at the structures by closing the gaps between the northside and southside of the freeway, such as over March Lane and Benjamin Holt Drive. Between the structures, where the oleanders were, crews are excavating the base and sub-base which were under the pavement. They will then fill the area with new material and a layer of rebar before paving the entire stretch from Hammer Lane to Country Club Boulevard with Continuously Reinforced Concrete Pavement. By replacing the base and adding a layer of rebar, instead of just repaving, we are increasing the integrity of the system and lengthening the life of the pavement. It is estimated that the new pavement will last 40 years!

Removal of the old fill and delivery of the new material requires trucks entering and leaving the median



via the #1 (left) lane. Please be cautious of these vehicles while driving through the work zone.

Once the structures have been widened and the median paved, traffic in the northbound lanes will be shifted to the median so that crews can replace the base and repave those lanes. Then the same will happen for southbound. After both the northbound and southbound lanes are complete, crews will build a concrete median barrier, similar to the one on State Route 99, and stripe the roadway for the new High Occupancy Vehicle lanes, auxiliary lanes and shoulders.

The project is currently on schedule to open to normal traffic in 2015. Caltrans would like to thank everyone for their cooperation and patience during this project. It will be worth the wait!



Follow this project on:

facebook

twitter

Blogger

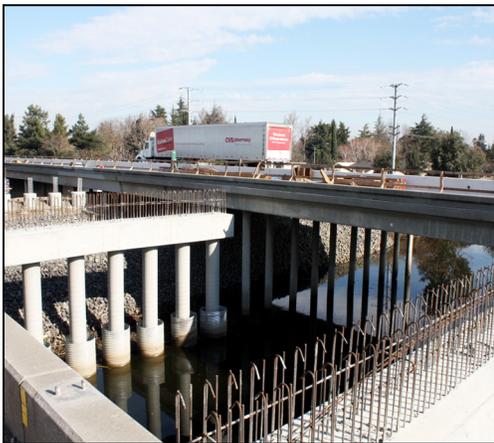
CT D10 PUBLIC INFORMATION HOTLINE
942-6062

Project partners:



Update on River and Brookside Road Closures

Brookside and River Roads under Interstate 5 in Stockton are currently closed to vehicle traffic for the safety of motorists during bridge construction. Because of clearances and the construction activities, there is not enough vertical clearance under these structures for the installation of falsework unless the road is closed.



Caltrans anticipated these roads to be closed for six months; however, we are not able to meet this timeframe and will need to keep the roads closed until July.

The six month timeframe was based on the original schedule provided by the contractor. Construction activities are behind from permitting issues and flood control oversight activities in these areas causing the closure to continue. Another factor in the delayed opening had to do with subcontractor work for the pile driving. The original subcontractor went out of business and valuable time was used to find a suitable replacement and getting them to the work site.

Caltrans apologizes for the delay in the opening of these roads, but it is necessary in order to complete the widening of the structure at the Calaveras River prior to starting on Stage 2 of the project.



Reduced Vertical Clearance

Vertical clearance will be reduced on local cross streets under Interstate 5 (I-5) as part of the I-5 North Stockton Improvement Project.

Crews need to reduce the vertical clearance to a minimum of 14'4" at Country Club Boulevard, Michigan Avenue, Telegraph Avenue, March Lane and Benjamin Holt Drive for the falsework required in order to widen the structures on I-5 at these locations. The reduced clearance will allow for the widening of the structures without having to close the local roads for several months.

Crews began reducing the clearance at the Country Club Boulevard undercrossing on Tuesday, February 21, 2012. Each structure is anticipated to operate in this capacity for up to four months, but could be extended due to equipment availability and weather conditions.



Get There Safe!
In Construction Zones
Reduce Speed to

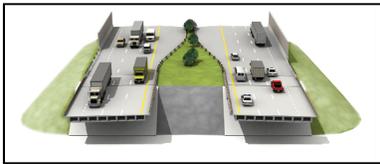
55 MPH



I-5 North Stockton Improvement Project Construction Stages

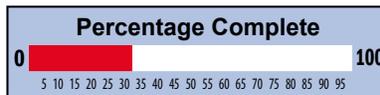
Existing Condition

Currently 3 through lanes in each direction. Soundwalls exist south of March Lane. The median is open over local streets and landscaped with shrubs



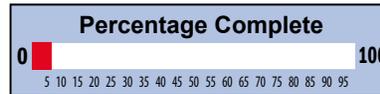
Stage 1

Shift traffic to outside freeway barriers. Widen the median of the freeway and bridges. Construct retaining walls along the northbound shoulder between March Lane and Hammer Lane. 1.5 to 2 year construction period. Stage 1 construction begins in August 2011, complete in Spring 2013



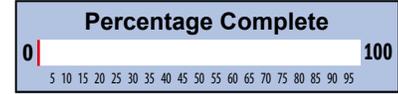
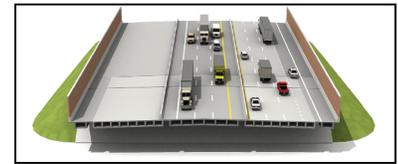
Stage 2

Shift northbound traffic to median. 3 travel lanes will remain open in each direction. Replace northbound freeway pavement. Construct outside auxiliary lanes and soundwalls. One year period, complete in Spring 2014



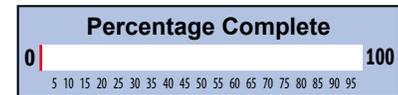
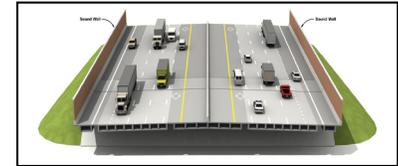
Stage 3

Shift southbound traffic to median. 3 travel lanes will remain open in each direction. Replace southbound freeway pavement. Construct outside auxiliary lanes and soundwalls. One year period, complete in Spring 2015



Stage 4

Shift southbound traffic back to southbound lanes. Remove temporary barriers, construct permanent median barrier. Final signing and striping, 6 month period, complete in Fall 2015



This \$122.1 million project includes:

The first High Occupancy Vehicle or car-pool lanes in San Joaquin County, soundwalls, auxiliary lanes from Hammer Lane to Benjamin Holt Drive and Benjamin Holt Drive to March Lane. This project will also reconstruct all pavement with continuously reinforced concrete pavement.

Funding for this project is provided by:

The State Highway Operation and Protection Program, Proposition 1B Corridor Mobility Improvement Account, The City of Stockton, and The San Joaquin Council of Government's Measure K Program.



Use "Notify Me" for Text and Email updates

Here's how it works:

Send an email to: public_affairs_district10@dot.ca.gov with "Notify Me" in the subject line. In the body of your email include the name of the Caltrans Construction Project you want updates on, and either the email address you want updates sent to, or the text number—it's that simple to get the latest news and information on the Caltrans District 10 construction projects that matter to you. Or, stay up-to-date by following us via popular social media sites or our D10 Hotline.

facebook
 twitter
 Blogger
 CT D10 PUBLIC INFORMATION HOTLINE 209 **942-6062**

Contact Information:

Caltrans District 10 Public Information Office, P.O. Box 2048, Stockton, CA 95201
 Phone: Hotline (209) 942-6062 Fax: (209) 948-3895
 E-mail: public_affairs_district10@dot.ca.gov

