

Caltrans Update



"Caltrans improves mobility across California"

Update on Fresno County Projects:

Fresno - Westside Expressway—State Route 180 Route Adoption Study

The Draft Environmental Impact Report/ Environmental Impact Statement is out for public review until May 9, 2011. A public hearing was held on March 30, 2011. Following the close of the public comment period, a final environmental document (ED) will be prepared for a selected alternative. The final ED will be approved early next year.

For more information contact: Bob Hull, Project Manager, (559)243-3443.

Fresno - Route 145 Intersection Improvement Project— State Route 145 and Jensen Avenue Intersection Improvement

John Liu, Deputy District Director of Maintenance and Traffic Operations, gave a presentation to the Kerman Planning Commission on Monday April 25th. After the presentation, the Board motioned and approved support of the proposed Caltrans roundabout project at Jensen Ave and State Route 145. A presentation will be given to the Kerman City Council on May 18, 2011.

For more information contact: Suzie Holdridge, Project Manager, (559)243-3432.

North Fresno Six Lane— State Route 99

Contractor started October 2010 and is completing work on structures in the

median. Median barrier and pavement work began in April 2011.

For more information contact: Jim Bane, Project Manager, (559)243-3469.

Fresno - Herndon Auxiliary lanes

In construction and on schedule. Milestone for the project is to accept a construction contract by January 2012, but project is ahead of schedule.

For more information contact: Anand Kapoor, Project Manager, (559)243-3588.

Fresno - State Route 180 Braided Ramps

A number of design/construction firms have teamed up to bid on the first design-build project in Fresno County. Anticipate issuing the Request for Proposal in late May 2011.

For more information contact: Neil Bretz, Project Manager, (559)243-3465

Fresno - Kings Canyon Expressway Segment 1 Four Lane Expressway—State Route 180

In construction, completed westbound lanes and switched traffic onto new lanes. Eastbound lanes will be open to traffic near the completion of the project, which is anticipated in late summer 2011.

For more information contact: Neil Bretz, Project Manager, (559)243-3465

Fresno - Kings Canyon Expressway Segment 2 Four Lane Expressway—State Route 180

Project currently in design and right of way acquisition phase, scheduled to begin construction in the summer 2013.

For more information contact: Neil Bretz, Project Manager, (559)243-3465

Fresno - Route 269 Bridge Project

In the process of amending the project into the 2010 SHOPP for support costs only. Once amendment is complete will begin environmental and preliminary design process.

For more information contact: Neil Bretz, Project Manager, (559)243-3465

Selma CAPM— State Route 99 from Floral Ave to Merced Street.

In construction with an expected completion date of October 2011.

For more information contact: Steven Milton, Project Manager, (559)243-3459.

Special points of interest:

- AB 105 Passes both Houses and is signed by Governor. Gas Tax Swap is reaffirmed. \$2 Billion in transportation funding remains intact.
- 2011 Federal Appropriations Bill Passes.
- CTC scheduled to approve programming of new projects.
- Call for Cycle 3 Federal Safe Routes to School Projects. See Page 4.

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Cindy McKim, Director of Caltrans Announces Her Retirement Date of May 17th

Sacramento—Ms. McKim has been with the Department for more than 30 years, serving in a number of high profile management positions including the Chief Financial Officer, Deputy Director for Rail, Transportation and Aeronautics; Deputy Director for Policy and Administration; Assistant Director of the Administrative Ser-

vice Center; Accounting Division Chief; Rail Division Chief; Mass Transportation Division Chief; and Assistant Director for Management and Policy Planning.

"I have enjoyed the opportunity to work with you over the years, and am proud of what we have accomplished together at Caltrans. I have personally seen the amazing

things Caltrans can do, and the commitment and dedication of talented staff that make those things happen. While many challenges are ahead of us, I am confident that Caltrans will weather those challenges and emerge stronger and more effective than ever," said Director McKim.

For more information on gateway monuments, Contact Elbert Cox at (559) 230-3146 or via email at Elbert_cox@dot.ca.gov



Contact Your Local Maintenance Office

John Lin,
Deputy District Director
1352 West Olive, Fresno, CA 93728
Hours: 7:30 AM to 4:15 PM
(559) 488 - 4144

South Region (Kern and Tulare Counties)
1226 Olive Drive, Bakersfield, CA 93308
Hours: 7:30 AM to 4:00 PM
(661) 395 - 2808

North Region (Fresno, Kings and Madera Counties)
1635 W. Pine Avenue, Fresno, CA 93728
Hours: 7:30 AM to 4:00 PM
(559) 488 - 4132

Gateway Monuments:

Cities, counties, or townships (Local Entities) often desire new and existing transportation facilities to provide identification and a favorable image of the communities in which they are located. Caltrans encourages and promotes enrichment of the cultural and visual environment for transportation system users and local communities by facilitating and coordinating the integration of Gateway Monuments within the operational highway right-of-way, through the encroachment permit process.

Integration of the transportation system to reflect community values may be achieved through enhancements that include Gateway Monuments. This program provides a method for the Department to permit enhancement of existing or new transportation facilities by local entities. A Gateway Monument is defined as any

freestanding structure or sign, nonintegral or nonrequired highway feature that will communicate the name of a Local Entity. A Gateway Monument may include the officially adopted seal or slogan of the Local Entity.

All costs for proposed Gateway Monument design, construction, access for maintenance, maintenance, and if required, removal of the Gateway Monument shall be the responsibility of the Local Entity and stipulated in detail within the preliminary and final Gateway Monument submittals.

Gateway Monuments shall be kept clean, free of graffiti, and in good repair. The Local Entity shall be required to provide for regularly scheduled maintenance, as described in the Maintenance Agreement, for its projected lifespan, including graffiti removal and restoration work to maintain the integrity of the approved Gateway

Monument. Graffiti removal shall conform to current Department policies and guidelines, which require prompt removal of offensive messages and timely removal of all other graffiti. Maintenance practices shall protect air and water quality as required by law.

The preferred location for a Gateway Monument shall be outside of State right-of-way. The Local Entity shall document all considerations for off-site locations prior to proceeding with a location within the State right-of-way. The proposed site for integration of any preliminary or final Gateway Monument shall be reviewed and approved by the Department for safety and environmental considerations prior to approval of an Encroachment Permit or Cooperative Agreement.

Automated Response Systems:

District 6 maintains about 600 miles of freeway and expressway and about 1,200 miles of conventional highway and 1,600 acres of landscaping within Fresno, Kern, Kings, Madera, and Tulare counties. Although Eastern Kern County is in District 6, it is maintained by District 9, headquartered in Bishop.

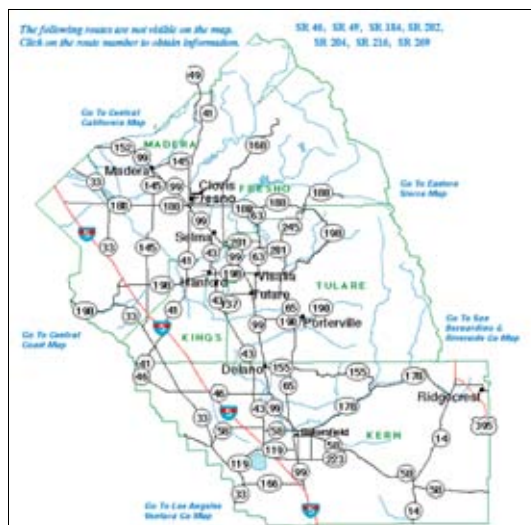
To provide better service to the public, a number of automated systems are in place to meet your transportation needs.

Requests for maintenance can be submitted at any time through our automated maintenance request system, however requests are monitored only during normal business hours. For emergency situations, you should always contact the California Highway Patrol or call 911.

Maintenance requests can be made at the following website: <http://www.dot.ca.gov/hq/maint/msrsubmit/>

Current road conditions can be checked on the web or by calling (800) 427-7623. If you

know the route you want to check, just visit us at www.dot.ca.gov and type in the highway number. District 6 also has an interactive map which lists the State Highways. <http://www.dot.ca.gov/hq/roadinfo/do6map.htm>



Scenic Highways: Unrecognized Gems of the Central Valley

Central Valley – When you hear the term scenic highway, you may think of the “Blossom Trail”, the majestic vistas of Sequoia, Kings, and Yosemite National Parks, the vast rangeland and prime farmland of the valley, or even the stark beauty of the Mojave Desert. While there are many locations which come to mind, there are no “officially” designated scenic highway within the boundaries of District 6. A number of routes have eligible segments, including State Routes 14, 41, 49, 58, 168, 180, 190, and 198.

California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263.

The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been officially designated. The status of a proposed state scenic highway changes from eligible to officially designated when the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification that the highway has been officially designated a Scenic Highway.

When a city or county nominates an eligible

scenic highway for official designation, it must identify and define the scenic corridor of the highway. Scenic corridors consist of land that is visible from the highway right of way, and is comprised primarily of scenic and natural features. Topography, vegetation, viewing distance, and/or jurisdictional lines determine the corridor boundaries. The city or county must also adopt ordinances, zoning and/or planning policies to preserve the scenic quality of the corridor or document such regulations that already exist in various portions of local codes. They should be written in sufficient detail to avoid broad discretionary interpretation and demonstrate a concise strategy to effectively maintain the scenic character of the corridor. These ordinances and/or policies make up the Corridor Protection Program.

The California poppy serves as the logo for the scenic highway program. Caltrans places signs with this logo along officially designated routes. Also, the poppy logo identifies scenic highways on travel maps, and maps produced by the State Division of Tourism.

There is no special State funding sources for preparation of scenic highway nominations. However, interested cities and counties can apply for Community Based Planning Grants for this purpose. In addition, some types of enhancement projects on scenic highways may qualify for funding

under the Transportation Enhancements (TE) Program, and the National Scenic Byways Grant Program.

Benefits of Scenic Highway Designation:

- Enhance community identity and pride, encouraging citizen commitment to preserve community values.
- Enhance land values by maintaining the scenic character of the corridor.
- Provide a vehicle for the community to promote local tourism that is consistent with the community's scenic values.

For More Information Contact Elbert Cox, District Landscape Architect at (559) 230-3146 or Mike Mills, Scenic Highway Coordinator at (559) 230-3120



Kings/Tulare 198: A Tale of Two Cities

This \$50 million dollar project will convert an approximate 10 mile section of existing two lane conventional highway to a four lane controlled access expressway. The project limits are in Kings and Tulare Counties from east of State Route 43 in Hanford to west of State Route 99 near Visalia. Approximately 7 miles are in Kings County, with approximately 3 miles in Tulare County. This is a significant agricultural goods movement corridor and also serves com-

muters traveling between Visalia, Hanford and the Lemoore Naval Air Station.

The original 10 mile section was a narrow two lane conventional highway flanked by large trees. This situation, combined with dense tule fog and increases in traffic, had resulted in a number of accidents along the corridor.

Caltrans plans to move traffic onto the newly constructed west-bound lanes this month. Winter storms have delayed

the opening of the new lanes. Construction is set to be completed in the Spring/Summer of 2012.

Caltrans would like to thank the residents and commuters for their patience during this improvement project. The public is asked to drive with extra care while traveling through the construction area and please Slow for the Cone Zone.



Aerial view of early construction on Hanford Expressway.

Federal Safe Routes to School Program



Cycle 3 of the federal **Safe Routes to School Program** "Call for Projects" has been released. The Cycle 3 Guidelines and Applications are available for access at the following website: http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts_guide.htm

The statewide funding allocation for the call is approximately \$42.0 million. The application deadline is **July 15, 2011**. Applications postmarked or submitted by this date will be accepted.

Any agency that has been flagged for not meeting the SRTS program delivery requirements will not be able to apply for this cycle of funds unless they clear the flag prior to submitting their application. The updated SRTS project delivery status has been posted to the website: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm

What is the Federal Safe Routes to School (SRTS) Program?

A reimbursement funding program for reducing injuries and fatalities through capital (engineering) projects that improve safety for children in grades K-8 who walk or bicycle to school and through non-infrastructure projects that incorporate education, encouragement, and enforcement activities that are intended to change community behavior, attitudes, and social norms to increase the numbers of chil-

dren walking and bicycling to school. Evaluation is a key component of the program and is required for both infrastructure and non-infrastructure projects.

How much funding is available?

\$42 M in federal funds is the targeted funding projected for this call based upon the total amount of programming capacity available in the current Federal Transportation Improvement Program (FTIP) to be adjusted if necessary due to a pending federal transportation act.

How are projects selected?

Caltrans Districts are apportioned funds based upon student enrollment. District review committees will score and rate applications using standardized evaluation forms furnished by Caltrans Headquarters. Once projects are selected and prioritized, Districts will submit their list to Caltrans Headquarters who will validate District selections and compile a statewide list of selected projects for Director approval. Districts will notify all applicants of the results.

Who is eligible to apply?

Any local or regional agency is eligible to apply for SRTS funds. The local or regional agency is the City/County/Metropolitan Planning Organization (MPO)/Regional Transportation Planning Agency (RTPA) who serves as the responsible agency and partner to a Project Sponsor such as the School District, County Public Health Agencies and other non-profit organizations. Federally-recognized Native American Tribes in which schools on tribal lands are benefited may also apply for SRTS funds.

What types of projects are eligible?

Capital projects must fall under the broad categories of pedestrian facilities, traffic calming measures, installation of traffic control devices, construction of bicycle facilities, and public outreach/education/enforcement. See guidelines for examples. Up to 10% of the construction cost can fund an education/encouragement/enforcement element in an infrastructure project. Stand alone non-infrastructure projects may include: conducting SRTS workshops, walkability audits, conducting student assemblies for pedestrian and bicycle safety, and developing walking,

school bus, or bicycle training programs to name a few.

Is there a local match required, and what is the maximum amount of funding that can be requested?

There is no local match required. \$1,000,000 is the maximum amount that can be requested for an infrastructure project and \$500,000 for a non-infrastructure project.

Where are the guidelines and applications posted, and how can I get more information?

www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

Where do I send my application(s)?

The application must be submitted by the on-line application process. In addition, two hard-copies (color preferred) must be sent to your Caltrans District Local Assistance Engineer (DLAE) by the deadline. Applications postmarked on the deadline are acceptable. DLAE information is available at:

www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Contact District 6 Local Programs:

Mohsen Sanawi
Safe Routes to School Coordinator
District 6
855 M Street, Suite 200
Fresno, CA 93721
(559) 324-7718

Jim Perrault
District Local Assistance Engineer
District 6
855 M Street, Suite 200
Fresno, CA 93721
(559) 445-5417





Caltrans

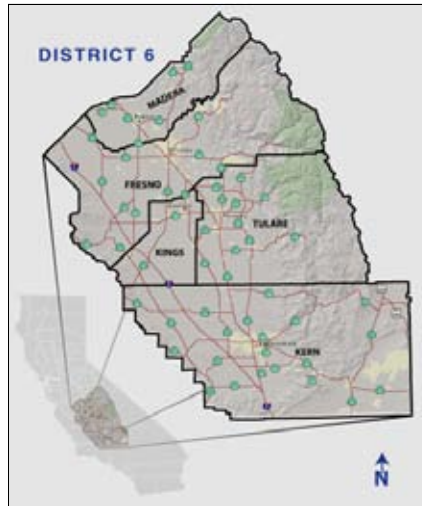
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We're here to get you there!

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

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.



As an advocate of small business participation, Caltrans District 6, as part of the Central Region, has implemented a small business Architectural & Engineering (A&E) mentor-protégé program, also known as the "Calmentor."

In promoting partnership with the private consulting industry, Calmentor supports the participation of certified Small Business Enterprise (SBE), Disadvantaged Business Enterprise (DBE), and Disabled Veterans Business Enterprises (DVBE) firms in Central Region A&E con-

tracts. Calmentor is consistent with the recent Governor's Executive Order No. S-11-06 to encourage new businesses, grow existing businesses, and promote small and emerging businesses contracting with the State.

Voluntary participation in the program is through acceptance and screening of completed applications from mentors and protégés.

Participants of the Program are Mentors, Protégés, Sponsors, and/or Steering Committee members. Mentors are established firms

who are typically prime consultants willing to commit time to help certified firms achieve their growth potential. Protégés are Certified firms who are seeking A&E contracts with Caltrans or other public agencies. Caltrans Central Region is the program's primary sponsor whose aim is to facilitate the growth of certified firms. Any public or local organization may join to co-sponsor the Program.

The program is currently accepting new members.



For more information on the Calmentor Program contact Diana Gong, Contract Manager at (559)243-3423 or by email at Diana_gong@dot.ca.gov

*Upcoming meetings:
July 12, 2011*

*Website:
<http://www.dot.ca.gov/dist6/ppm/calmentor/>*