

Caltrans Update

Fresno Council Of Governments

"Caltrans improves mobility across California"



Special points of interest:

- On September 15, 2011, the California Transportation Commission (CTC) allocated \$83 million in new funding to 21 projects, an investment that will keep Californians working and help improve the state's highways and bridges.

The funding included \$5 million from Proposition 1B, a 2006 voter-approved transportation bond. To date, the state has allocated more than \$9 billion in Proposition 1B funds. The remaining \$78 million in allocations came from assorted state and federal transportation funds.

Highlights of the funding allocations include:

An allocation of \$600,000 to realign the intersection of State Route 184 and Kimber Avenue in Bakersfield to allow safer access, improve traffic flow and eliminate the need for vehicles especially trucks to make a U-turn to access the businesses at this location.

For information about all projects that received allocations please see:
www.dot.ca.gov/docs/ctcprojectallocationsseptember2011.

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Quarterly Update on Fresno County Projects:

Westside Expressway – State Route 180 Route Adoption Study (From I-5 to Valentine Ave.): Extend Route 180 from Fresno to I-5. Addressing comments on environmental studies, including comments on the Kerman Ecological Reserve, Sheldon historic property, and Fresno Memorial Gardens. Solutions have been developed to avoid issues with these properties. Final product: Route Adoption by CTC, supported by a CEQA/NEPA Tier 1 ED. Bob Hull, Project Manager, (559) 243-3432.

Route 145 Intersection Improvement Project (Jensen Ave.): Kerman City Council approved the roundabout concept in September 2011; Fresno Co. is neutral. Intersection does not meet criteria for signals and the four-way stop sign alternative is not considered the best solution. Target dates: November 2011 for approval of ED and PA&ED; fall 2013 for construction. Suzie Holdridge, Project Manager, (559) 243-3432.

North Fresno Six Lane – State Route 99 (Ashlan Ave. to Grantland Ave.): Structures work nearing completion. NB paving and striping continues. SB excavation completed. Paving median barrier for SB started in September. Target completion date: summer 2012. Jim Bane, Project Manager, (559) 243-3469.

Island Park 6-Lane – State

Route 99 (Grantland Ave. to Ave. 7): Continue final design, ROW acquisition, and utility coordination. PS&E delivered to Office Engineer September 1. Working with PG&E on gas line issue across the San Joaquin River Bridge. Target construction date: summer 2012. Jim Bane, Project Manager, (559) 243-3469.

Herdon Auxiliary lanes – State Route 41 (Bullard Ave. to Herdon Ave.): Nearing completion, ahead of schedule. Anand Kapoor, Project Manager, (559) 243-3588.

180 to Northbound 41 Metering System (Route 180/41 Sep. to Floradora Ave. OH and Rte 180 from Fresno St. UC to First St. UC): Construction started July 2011. Completion: August 1, 2012. Funding: Minor A program. Anand Kapoor, Project Manager, (559) 243-3588.

State Route 180 Braided Ramps: (Btwn Rte 41 and Rte 168): Design-Build project. Bids were \$11 M under Caltrans' estimate. Project will be awarded in early October. Initial work will concentrate on design. Construction: spring 2012. Neil Bretz, Project Manager, (559) 488-4115.

O Street Off-ramp – State Route 41 (Btwn SR 41 SB Off-Ramp at O St. and O St.): Funded primarily by local/developer funds. In construction and 99% complete. Sched-

uled completion: 11/1/2011. Anand Kapoor, Project Manager, (559) 243-3588.

Kings Canyon Expressway Segment 1 Four Lane Expressway – State Route 180 (Temperance Ave. to Quality Ave.): Academy Ave south to Sanger opened September 8, 2011. All 4 lanes open to traffic: October 1. Ribbon-cutting ceremony held September 23, 2011. Neil Bretz, Project Manager, (559) 488-4115.

Kings Canyon Expressway Segment 2 Four Lane Expressway – State Route 180 (Academy Ave. to Smith Rd): Project shortened by one mile to the west. In design and R/W acquisition. Continuing with PS&E and completion of the appraisal process. Construction: summer 2013. Neil Bretz, Project Manager, (559) 488-4115.

Route 269 Bridge Project (Palmer Ave. to Rte 198): Project amended into 2010 SHOPP for support cost only. Local funds will be used for capital costs. Project began environmental and preliminary design process. Neil Bretz, Project Manager, (559) 488-4115.

Selma CAPM – State Route 99 (Floral Ave. to Merced St.): Project in construction and scheduled for completion October 1, 2011. Steven Milton, Project Manager, (559) 243-3456.

Division of Highways: The History of Building California



The department has been active in moving the people and commerce of California for more than 100 years from a loosely connected web of footpaths and rutted wagon routes to the sophisticated system that today serves the transportation needs of more than 30 million residents.

By the early 1850s, the state's miners and merchants had succeeded in weaving a dusty network of supply roads that bogged down into near impassability during the winter rains. However, by the turn of the century, California became one of the first states to name a Bureau of Highways Commission: R.C. Irvine of Sacramento, Marsden Manson of San Francisco and J.L. Maude of Riverside.

Meeting for the first time on April 11, 1895, in Sacramento, the three men began the first few steps in a buckboard journey that would take them over some 16,500 miles of road-

ways. A year and a half later, the three men recommended a 14,000-mile network that would become the basis for today's State Highway System.

That system was scaled down in 1916 to a network of 5560 miles. However, it included two of California's best-known routes, U.S. Routes 99 and 101, for many years the major north-south axes of California.



Getting around in Kern County (1916)

From the beginning, the commissioners worked from a simple philosophy: "The state highways should be the great arteries of a road system from which should branch out the minor highways serving counties and districts." It should link "the great belts of timber, fruit, agricultural and mineral wealth" to the state's population centers and county seats.



Bakersfield to Tebachapi

As a result, the Legislature in 1895 purchased the Lake Tahoe Wagon Toll Road as the first state highway. The route is known today as Highway 50 and slices through the Sierra Nevada from Sacramento to Placerville and South Lake Tahoe before descending into Nevada.

The state's first highway improvement bond act came in 1909 when the Legislature provided \$18 million to build the State Highway System. However, money soon ran out, and the state reached an agreement in which counties would provide



Toll Road Inyo County

Division of Highways: The History of Building California, Continued

right-of-way and build bridges while the state would construct roads. In another cost-saving measure, the state used convict laborers to build roads, a practice that continued until the 1970s.

A second bond act passed in 1919, in part due to lobbying from the automobile clubs that wanted better roads for the growing number of vehicles traversing the state. However, by 1923 the State Legislature began to realize that transportation required a more-secure revenue source. The answer was a fuel tax in which leisure and commercial travelers paid a significant portion of the cost of building the highways they used.

Following World War I, gasoline taxes began to provide stable funds for highway construction, operation, and maintenance. And the growing number of state highway departments united to



Ridge Route in Piru Gorge (1934: Old US 99)

form the American Association of State Highway Officials, which worked to establish national design standards across the country.

The seeds of the farm-to-market road system were planted in the early 1930s when the U.S. Bureau of Public Roads called on America to "get the farmer out of the mud," a slogan that led to a greatly improved and expanded system of paved rural roads. Another important milestone of the 1930s was the completion of State Route 1, the Pacific Coast Highway.

The 1940s saw the birth of the "freeway era" with completion in 1940 of the Arroyo Seco Freeway, among the first in the nation. California's freeway- and expressway-building sped up in

the 1947 with passage of the Collier-Burns Act, which laid the basis for the state's current freeway-expressway system. Within seven years President Dwight D. Eisenhower proposed the National System of Interstate And Defense Highways.

The 1950s and 1960s also were a time of technological innovation. The second Carquinez Bridge used high-strength steels and hybrid welding, and interstate freeways were cut through areas that once were believed to be virtually impassable: the Sacramento River and Truckee River canyons. And the Sacramento "boat section," a portion of Interstate 5, was built below ground water level and "anchored" by pilings and 15-foot-thick concrete.

The awarding of the 1960 Winter Olympics to Squaw Valley added impetus to building Interstate 80, the first all-weather,



Grapevine (1934)



Hollywood Freeway (1953)



*Caltrans
District 6*

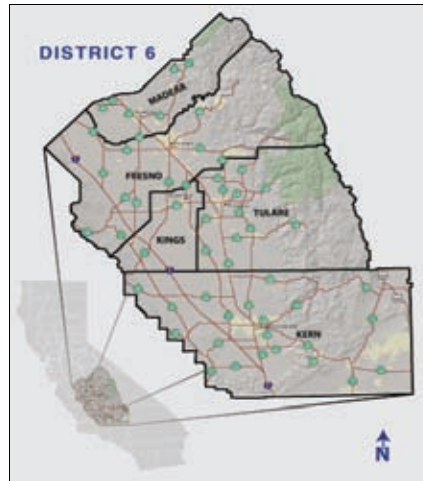
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We're here to get you there!

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.



Division of Highways: The History of Building California, Continued

trans-Sierra Nevada highway. The divided highway roughly parallels the transcontinental railroad, built in 1869, and passes by the last site of the ill-fated Donner Party of 1846.

In the wake of the frenetic 1960s, the 1970s were a time of austerity. The then-current political philosophy urged alternatives to highway building, a trend that would continue into the 1980s. Such thinking led to a new name for the department, Caltrans, short for the California Department of Transportation. The name change was emblematic of new thinking, and a rise in the concept that while highways have long been vital to the state, other forms of transportation

were emerging to complement roadways.

Caltrans' development reflects the changes of American society over more than a century. From a rural society dominated by Euro-American pioneers who exploited the state's vast natural resources to a technologically, global- and service-oriented economy, California has grown prosperous.



Stockton Channel, May 10, 1971