Maintenance workers seal cracks on State Route 113 near Davis in Yolo County. Crews all over California will be even busier in the next decade as they bring the state highway system's pavement — as well as bridges, culverts and the Transportation Management System — up to national standards.

Maintenance

Although new revenue from the Road Repair and Accountability Act of 2017 will not start to flow until November, Caltrans Maintenance Division will accelerate its activities with pavement and striping when the fiscal year begins July 1.

Many more projects will be lined up in the years ahead, on top of the daily unplanned maintenance responsibilities.

The department is at the start of a massive statewide effort to repair California's infrastructure with funding from the Road Repair and Accountability Act (Senate Bill 1). The funding and oversight package passed through the Legislature in April on a two-thirds supermajority vote, and was signed by Gov. Edmund G. Brown, Jr.

It is expected to generate $54 billion over the next decade, with $19 billion of that directed to address deferred maintenance on the state highway system. The goal is to raise 98 percent of California's highway pavement to either "good" or "fair" condition.

Similar expectations have been set for culverts, bridges and transportation management system elements *(see story, page 13).*

The key to success will be making repairs faster than the state highway system can deteriorate. A more robust Maintenance Division will tend to a significantly larger workload. But many of the more complex, time-consuming projects will be assigned to contractors who can free up Caltrans crews for a larger number of projects.

The first three or four years are expected to involve more field maintenance projects than SHOPP projects. This shift from smaller projects to larger, more complex and expensive projects aligns well with the expected rate of revenue growth produced through SB-1 *(see the SB-1 funding story, page 11).*

Recognizing that the state highway system will continue to experience wear and tear from the usual sources, such as weather and vehicle traffic, the Maintenance Division has established guidelines intended to keep repair costs relatively low by getting to maintenance needs quickly.

Maintenance, while responsible for all roads on the state highway system, will give proportional attention to interstates and interregional highways, which carry the bulk of the state's freight traffic. To illustrate this need, consider that one heavily loaded semi-truck can do as much damage as 800 single-occupant vehicles, and that some interstates experience 100,000 truck trips daily.

The new legislation also directs Caltrans to improve the state's trade corridors — the state's major interstates. Beginning July 1, Maintenance will begin improving the pavement on those corridors — including
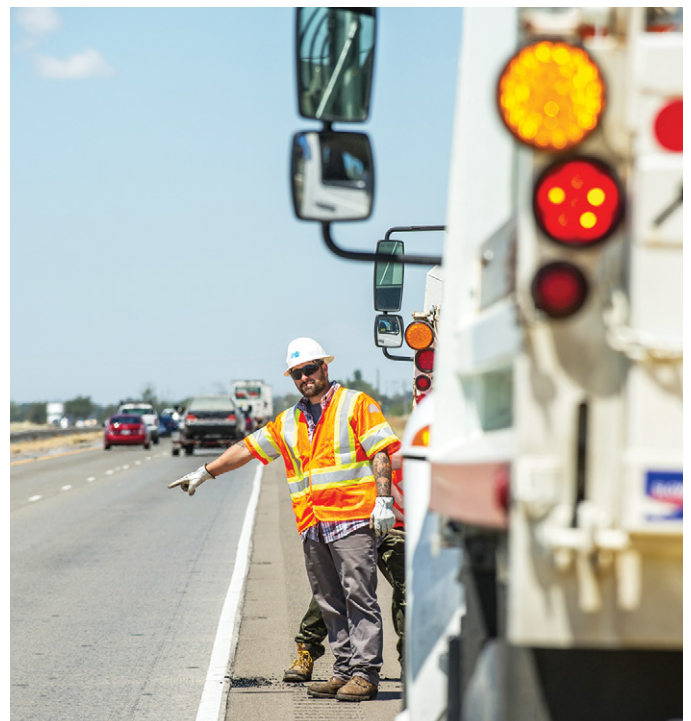
Maintenance workers keep an eye out for traffic. Safety will continue to be the top priority as repairs are made throughout California.

Interstates 5, 10, 15, 80) — as well as restriping them, replacing the 4-inch white traffic stripes with 6-inch stripes for better visibility at night and rainy conditions *(See story on page 17).*

The division also has many maintenance service requests for litter and debris cleanup to catch up to. It is looking to increase agreements with other partners such as the Department of Corrections and Rehabilitation, the Adopt-A-Highway Program, and certain counties such as San Diego, Los Angeles and Santa Clara, as well as state entities.

Half of the funding generated by SB-1 is designated for local jurisdictions, so local roads will be improved also. M**M**

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Source: Caltrans Division of Maintenance

Caltrans photos by Scott Lorenzo

Caltrans maintenance crews keep the equipment humming as they repair pavement and guardrails along State Route 113 near Davis in Yolo County.