



State Route 178/Fairfax Road Interchange Project

Background:

The SR 178 at Fairfax Road Interchange was the first project to begin construction under the Thomas Roads Improvement Program. The project will provide additional capacity on both SR 178 and the Fairfax Road overcrossing and improve access on and off the highway.

The project includes:

- a modified diamond interchange at an existing at-grade, signalized intersection,
- a hook off-ramp and loop on-ramp with a connector to Auburn Street in the northeast quadrant of the interchange,
- adding an additional east- and west-bound lane to SR 178 for approximately 1.5 miles,
- widening Fairfax Road across SR 178,
- a sound wall on the north side of the freeway, and
- landscaping.

A \$29 million construction contract for the State Route (SR) 178 at Fairfax Road Interchange was awarded to Security Paving Company in August 2007. Work began on October 15, 2007 and completion is anticipated in summer 2009. The interchange was designed by PB Americas, Inc. and construction management services are provided by Parsons. Funding sources include TRIP project funds earmarked in the 2005 Transportation Act (SAFETEA-LU); the State Transportation Improvement Program (STIP), and City of Bakersfield traffic impact fees.

Facts & Figures:

- 60,000 tons of old roadbed material were recycled into the project as base material for the new interchange roadbed.
- Approximately 592,500 cubic yards of earth were removed from the site – about half transported to the old landfill site, off North Fairfax Road, to be used as a final cap; the remainder was used as fill dirt at the SR 99 at 7th Standard Road Interchange project.
- More than 4,000 feet of drainage pipe, inlets, and culverts are required for the project. Metal from the prior facility's drainage inlets and culverts were recycled as scrap metal.
- Each bridge abutment required approximately 400 cubic yards of concrete – enough to pave a one mile stretch of sidewalk, six feet wide by four inches deep.
- The bridge's stems and soffit required 1,300 cubic yards of concrete and about eight hours to complete.
- The bridge deck was placed in two sections, with each section requiring about 500 cubic yards of concrete.
- Future eastbound interchange ramps were constructed early in the project to carry both directions of SR 178 traffic safely through the construction zone while the Fairfax Road bridge is constructed.
- A 958-foot retaining wall was constructed adjacent to the Bakersfield Country Club on the south side of SR 178 between December 2007 and February 2008. The wall height is 30 feet at its tallest segment and 8 feet at its lowest. The wall required 1,400 cubic yards of concrete.
- A 4,000-foot long sound wall is under construction on the north side of SR 178.