PACIFIC COAST HIGHWAY PAVING
FACT SHEET

The Project
The California Department of Transportation (Caltrans) will grind 11.6 miles of concrete pavement on Pacific Coast Highway (PCH) from the Santa Monica Freeway (I-10)/PCH separation to just before Pepperdine University (Malibu Canyon Bridge) and replace it with Rubberized Asphalt Concrete (RAC). Work includes removing and replacing raised pavement markers, traffic striping and markings; adjusting manhole cover heights; and modifying loop detectors (speed sensors embedded in the roadway).

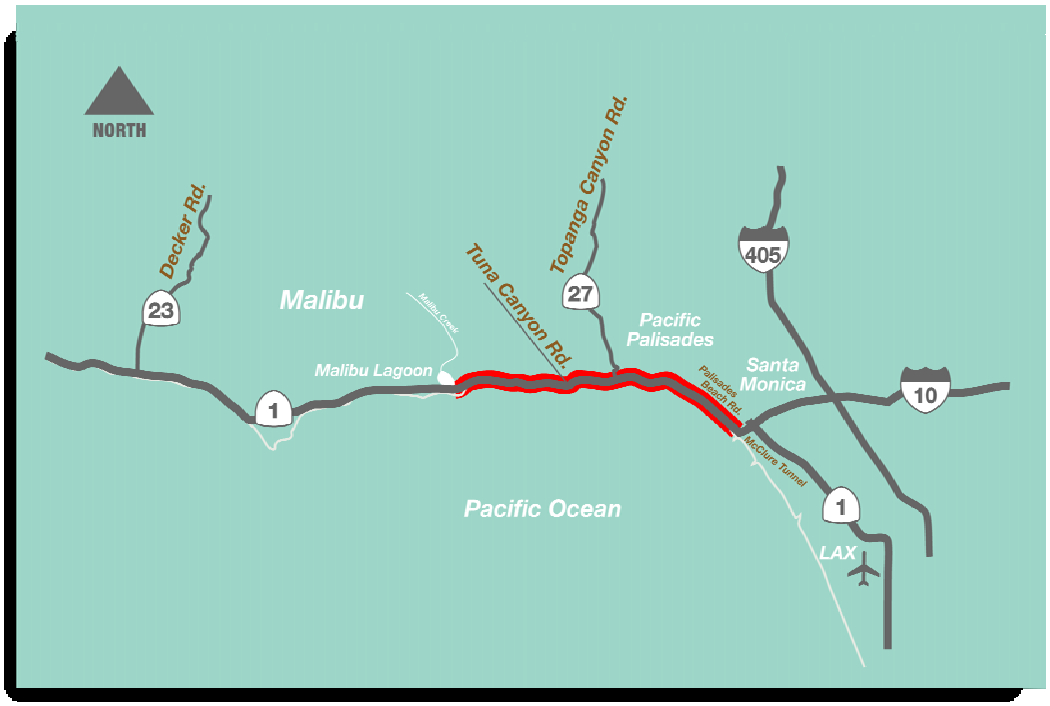
Summary
Pacific Coast Highway in Los Angeles County serves many purposes. It is a scenic route running along the ocean and, as such, an attractive road for bicyclists; it is the primary access road for residents of adjacent canyons; and it is an important north/south route for commuters between West Los Angeles and the San Fernando Valley. It is therefore extremely vital that it be maintained for optimal functionality.

Benefits
Rubberized Asphalt Concrete overlay is more durable and longer-lasting than conventional asphalt and thus requires less maintenance. RAC is not only cost-effective but can also reduce noise and provide significant environmental benefits in its use of old tires as a component. This RAC project will preserve the roadway and provide a smoother, safer driving surface for motorists.

Project Costs
$14.1 million

Project Status
Security Paving has been selected as contractor on the project. Construction will begin in early spring, as soon as the ambient temperature is warm enough for the pavement to set.

Project Schedule
Construction begins: Spring 2008
Construction Ends: Fall 2008

Contact
Caltrans Public Affairs
Judy Gish (213) 897-3487

.