

Claims and Victims' Compensation Board if over \$5,000.

7. How can I be sure I receive the most up to date project information?

Send your email address to Judy.Gish@dot.ca.gov to be added to the I-405 project update list, check Caltrans website at www.dot.ca.gov/dist07, or call (213) 897-3487.

8. Why does Caltrans use small plants and shrubs? It will take forever for them to grow to full size.

The Department's policy is to landscape with 5-gallon sized plants because the survival rate is much higher than for mature plantings. Cost is also a factor.

9. The streets in my neighborhood are in terrible condition as a result of this project. When does Caltrans intend to repair them?

City streets are under the jurisdiction of the city in which they are located. At the beginning of this project, the Department looked into complaints that construction vehicles were damaging local streets and discovered that the streets in question were in serious disrepair of long standing, having nothing to do with this project. Nevertheless, after project completion, Caltrans will assess the project's potential contribution to wear and tear on the streets and will come to an agreement with the cities at that time.

Why Hov Lanes

The California Department of Transportation (Caltrans) is committed to developing HOV lanes because they are a proven congestion relief strategy, saving users an estimated one minute per mile during peak hours compared to mixed flow lanes.

Caltrans District 7, covering Los Angeles and Ventura counties, is home to the nation's most extensive HOV program, with 470 lane miles, or 36 percent of the total HOV lane miles in California. The District will add carpool lanes to virtually every freeway in the Los Angeles area, bringing the total number of HOV lanes to 700.

The central concept of the HOV program is to move more people instead of cars. Caltrans cannot build our way out of future growth and congestion, by simply adding more and more lanes. The HOV were system was designed to:

- a. Increase the person-movement capacity of the freeway
- b. Be cost-effective, by reducing commute costs
- c. Provide rideshare incentives, such as saving time and trip reliability.

The results of these goals improve air quality, conserve energy, increase mobility and efficiency of all trips, and reduce congestion. Even if motorists are not able to rideshare, adding HOV lanes also helps the solo commute, by reducing congestion on all freeway lanes.



The San Diego Freeway (I-405) looking northbound from the Palms Boulevard Bridge.

The purpose of this newsletter is to inform motorists and the communities in the San Diego Freeway (I-405) HOV (High Occupancy Vehicle, or carpool) lane project area of construction status and what can be expected between now and its estimated completion in summer 2009. When this project completes, only one segment (northbound I-405 from I-10 to U.S. 101) will remain to be constructed before there is a continuous HOV lane on I-405 in both directions from the San Fernando Valley to the Orange County Line. This final segment begins construction in 2009.

This project has been especially complex because it involves not only widening the freeway but also providing improvements to three city streets: Culver Boulevard; Palms Boulevard; and National Boulevard.

Measuring Our Progress

- Widening work on all freeway bridges has been completed.
- 95 percent of soundwalls and retaining walls have been completed.
- Culver Boulevard work is 90 percent complete. Remaining work involves final striping for the on-ramp, landscape and hardscape on the bike path, and lighting on the south side of the boulevard.
- The Palms Boulevard Bridge is fully operational to two-lane traffic in each direction with lighting and sidewalk complete. Landscaping, final paving and final striping remain.



This map shows the project area.

- Freeway work on I-405 from Ballona Creek to Route 90 is 80 percent complete; from Ballona Creek to Culver Boulevard is 80 percent complete; and from Culver Boulevard to I-10 is 70 percent complete. Landscaping is ongoing and expected to complete by early 2009. Median work is expected to begin in early 2009 and complete summer 2009.
- Northbound I-405 Culver Boulevard off-ramp is completed and open to traffic.

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Save lives - SLOW FOR THE CONEZONE

A Neighborhood Glance At Construction



The Culver Boulevard bike and walking path has been landscaped with river rock and decorative lighting.

Culver City

Work on Culver Boulevard involves realignment between Sawtelle Boulevard and Sepulveda Boulevard; construction of a northbound freeway off-ramp leading directly onto Culver Boulevard; relocation of the bike path and pedestrian walkway to the northern section of Culver Boulevard and landscaping.

Where Are We?

- Culver Boulevard paving has been completed.
- Culver Boulevard on-ramp to northbound I-405 will open before the end of 2008, when irrigation and planting conclude. Ramp metering at the gore area (where ramp meets freeway) will be installed by early 2009.
- Electrical work along Culver Boulevard, involving installation of underground sensors and erection of electrical poles, is ongoing and expected to complete before the end of 2008.
- A freeway sign structure will be installed on the west side of Sawtelle Boulevard, south of Culver Boulevard.
- Stamped concrete work and landscaping in the Culver Boulevard median is continuing with completion expected the first part of 2009.

Del Rey/Sunkist Park

Where Are We?

- The Youngworth Street and Purdue Avenue realignment will begin before spring 2009 and is estimated to complete in summer 2009. The area currently is being utilized as a storage yard.
- Work on the soundwall and drainage system behind it, adjacent to Youngworth and Purdue, is ongoing with work

expected to complete by the beginning of 2009. Ingress/egress is currently via Purdue Avenue.

- Freeway work: All major work on the south side of the freeway from Ballona Creek to SR-90 has been completed. Landscaping is ongoing and expected to complete by early 2009. Median work is expected to begin in early 2009 and complete summer 2009.



The Palms Boulevard Bridge has been restriped for two lanes in each direction.

Mar Vista

Street work in the Mar Vista area consists of replacing the Palms Boulevard Bridge between Sawtelle Boulevard and Sepulveda Boulevard.

Where Are We?

- The Palms Boulevard Bridge has been striped to two lanes in each direction and is open to traffic. This striping is temporary to enable daytime landscape work on the north side of the boulevard. This work will complete late 2008.
- Final striping and Asphalt Concrete (AC) capping will follow the landscaping. The bridge is expected to be fully complete by early 2009.
- On the freeway:
 - Work on sections of the retaining walls and soundwalls in both directions between Venice Boulevard and Palms Boulevard is ongoing and expected to complete the beginning of 2009;
 - Concrete pavement work in that area has started and will complete before spring 2009, at which time work will begin in the median, with completion estimated summer 2009.
 - Landscape work is ongoing and will complete early 2009.



Work on National Boulevard is underway and will complete spring 2009.

West Los Angeles

Work in this area involves widening and realigning National Boulevard between Sawtelle Boulevard and Sepulveda Boulevard, upgrading traffic signals and restructuring the National Boulevard freeway ramps at the terminus.

Where Are We?

- National Boulevard work includes demolition of existing curb and gutter and portions of the street. Completion is expected by spring 2009. It will be necessary to close lanes during some of this work.
- The National Boulevard northbound I-405 off-ramp and southbound I-405 on-ramp are expected to complete spring 2009.
- Electrical work and traffic signals will complete in early 2009.
- Lane closures on National Boulevard and Sepulveda Boulevard can be expected during this work. Motorists should anticipate some delays.
- On the freeway:
 - Work in the median between Palms Boulevard and National Boulevard began in August 2008 and will complete in summer 2009.



Some construction work takes place below ground, and out of sight.

Frequently Asked Questions

1. How can I file a claim for damage to my property?

For claims under \$5,000, please contact the Caltrans Claims Office at (213) 897-0816.

For claims over \$5,000, please contact the California Government Claims and Victims' Compensation Board at 1-800-955-0045.

2. I have heard many different dates for completion of the project and the street work. What is causing the delays?

On the freeway portion, discovery of an undisclosed water line set the project back a year while the line was relocated. That delay had a domino effect on the other project areas, causing them to begin later than anticipated. Regarding individual streets, delays were a result of errors in the utility map, necessitating unexpected utility relocation; right of way issues; and emergency work by the city that had to take precedence over the Caltrans improvements.

3. Work delays in my area are causing major problems. Why can't you finish this work before starting somewhere else?

Sometimes, there are unanticipated delays at one location. In order not to lose further time, the contractor may elect to move the crew to another location within the project area. The contractor's work schedule and deployment of crews are at his discretion.

4. I drive by certain construction areas in my neighborhood and at times it seems that no one is working. Why is that?

Some construction, utility work for example, takes place underground and is not visible from the road. Often, work is performed at night. And, it might be that workers have temporarily been deployed to another area.

5. Why can't Caltrans exercise more control over its contractor and force him to comply with deadlines so that work in my neighborhood will complete on time?

The contractor is required to complete the total contract within a set number of days. Until that date has past, (in the case of this contract, summer 2009) Caltrans cannot impose any sanctions. Once the contractor exceeds that date, steep fines apply per day.

6. I believe this project has caused damage to my property and my neighborhood. Why can't Caltrans simply fix these problems?

When Caltrans plans a project, it requests a certain amount of funding from the California Transportation Commission (CTC). These funds are dedicated to constructing the project, with no discretionary monies available for compensating residents or performing any work outside of the project scope (fixing city streets, for example). Residents are encouraged to file claims with Caltrans if under \$5,000 and the California Government