



Board Report

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**CONSTRUCTION COMMITTEE
FEBRUARY 19, 2025**

SUBJECT: CALTRANS QUARTERLY CONSTRUCTION PROJECTS UPDATE

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE the quarterly oral report on the status of the Caltrans construction projects.

ISSUE

Caltrans is a Metro funding partner and the lead agency on a few highway projects that are under construction in Los Angeles County. These projects include, but are not limited to, safety, mobility and operational improvements on freeways and state highways that are Measure M-funded.

At the request of Directors Horvath and Hahn, this report includes an update on the status of the Pacific Coast Highway Safety Enhancement Project and the I-105 at Studebaker Safety Enhancement Project, respectively.

EQUITY PLATFORM

Projects administered by Caltrans have federal aid and Disadvantaged Business Enterprise (DBE) commitment goals based on the contract bid amount for federal aid projects.

The I-405 Crenshaw Auxiliary Lane Project’s DBE goal of 14% has been achieved. The I-405 Crenshaw Auxiliary Lane Project has been open to traffic for some time, only plant establishment construction activities remain.

The SR-71 South Segment Project did not have federal participation, so a DBE goal was not required, however, the Contractor achieved 0.45% in DBE participation. The SR-71 South Segment Project is under construction and expected to be completed and open to traffic by October 2025.

The Pacific Coast Highway (PCH) Safety Enhancement Project and the I-105 at Studebaker Safety Enhancement Project were emergency contracts administered by Caltrans to address unsafe conditions. The proposed safety and operational improvements for PCH Safety Enhancement Project are intended to reduce speeds and collision rates along the corridor, enhance safety through increased surveillance, and provide better and safer access for those who choose to walk, roll, cycle

or drive.

The I-105 at Studebaker Safety Enhancement Project in Norwalk is located within equity focused communities and the SR71 South Segment Project is in Pomona which is reported to be a disadvantaged community. Both cities have communities that stand to benefit from the proposed improvements that address operational deficiencies and unsafe conditions.

As the lead agency, Caltrans is responsible for all the project development phases including procurement, environmental process, outreach, final design, and construction. Caltrans, in coordination with the local jurisdictions, determined community engagement processes specific to the type of transportation improvement. This coordination is aligned with the Caltrans Race & Equity Action Plan to address systemic racial inequities that exist within the transportation sector.

Throughout the construction phase for the projects noted, outreach efforts consisted of sending press releases to cities, communities, elected officials, and multiple media outlets (talk radio, cable news) and social media platforms (X/Twitter, Instagram) that cover Los Angeles and Ventura Counties. Specific notices regarding construction work and/or detours were made available in multiple languages (English, Spanish, Chinese, etc.) based on the affected communities. In addition, Caltrans uses fixed and portable changeable message signs to report lane, ramp and/or local road closures; and QuikMap, a digital application, to provide real-time traffic information (including road closures) for motorists traversing to and through project areas impacted by construction activities. Caltrans also provides updates that are posted on Caltrans and Metro websites about active construction sites. Every effort is made to avoid, minimize, and/or mitigate construction impacts to communities by providing advance notice to the public when there are freeway and/or ramp lane closures for construction work and/or planned detours. Any unintended equity impacts that may arise will be responded to on a case-by-case basis by the appropriate project partners.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods.

SR-71 South Segment Phase 1 Project

This project will likely increase VMT in Los Angeles County as it involves a construction project that adds an additional mixed flow lane approximately 3.1 miles in each direction that encourages driving alone (and also adds one HOV lane that extends north to the I-10 freeway to close the gap in the HOV system, provide mobility options, and promote increased carpool, vanpool and bus transit usage along the SR-71 corridor).

This safety and mobility improvement project along SR-71 is identified in the voter approved Measure M expenditure plan and was cleared environmentally decades ago; prior to Metro enacting VMT analyses. The Project has been under construction for almost four years and is scheduled to be opened to traffic in July 2025.

I-405/Crenshaw Boulevard Improvements Project

This project will likely increase VMT in Los Angeles County as the on- and off-ramp improvements will encourage driving alone. The operational improvements will enhance safety and mobility by eliminating the weaving and merging conflicts on I-405 between Western Avenue and Crenshaw Boulevard, and provide more ramp storage for vehicles to reduce congestion and prevent excess traffic from backing up and queueing along local arterials (Crenshaw Boulevard and 182nd Street). According to the Analysis of Collision Data in the Project Report, most of the ramp collisions were rear ends followed by sideswipes, hit objects, and overturns. Most of the collisions were caused by speeding, followed by improper lane change, improper turn, failure to yield, improper driving, and influence of alcohol.

The Project is identified in the voter-approved Measure R expenditure plan and was cleared environmentally in 2016. Construction began in 2021 without conducting a VMT analysis, and the new on- and off-ramps were opened to traffic in May 2024 (southbound) and June 2024 (northbound). With 97 percent of the construction completed to date, only plant establishment work remains.

Although the projects included may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

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Caltrans Projects Status Report

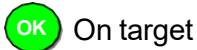
February 2025

Construction Committee
Los Angeles County Metropolitan Transportation Authority



Project Budget & Schedule Status Summary Chart

		Cost Performance		Schedule Performance		
Project	DBE Goal	Variance Approved LOP	Variance Revised Budget	Variance Original	Variance Revised Schedule	Comments
1. SR-71 South Segment	N/A					Contract progress: 70% complete. Working with Contractor for schedule recovery along with resolving outstanding claims. RW131 soil nail wall construction is completed. NB-71 outside lanes open to traffic. Rio Rancho on-ramp to NB-71 is realigned and opened to traffic. Contractor currently working in Stage 2 median drainage crossover and grading for paving concrete roadway. Currently structure work on SW221A and RW138.
2. I-405 Crenshaw Aux Lane	14%					Contract progress: 97% complete. Contractor is working on planting throughout the project and is in plant establishment



On target





Possible problem (5-10% variance)





Significant Impact (over 10% variance)



SR-71 South Segment

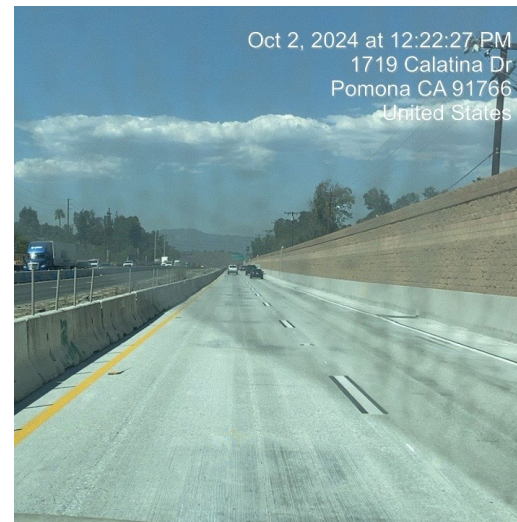
BUDGET	FA	Approved LOP*	Previous Period	Current Forecast
	\$124.1M	\$124.1M	\$124.1M	\$124.1M
Variance from Approved LOP:			\$0 (0%)	\$0 (0%) 
Variance from Revised Budget:				\$0 

SCHEDULE	Original	Approved Rebaseline	Previous Period	Current Forecast
	Spring 2024	N/A	Spring 2024	Summer 2025*
Variance from Original:			0 WD (0%)	248 WD (26%)* 
Variance from Revised Schedule:				N/A 

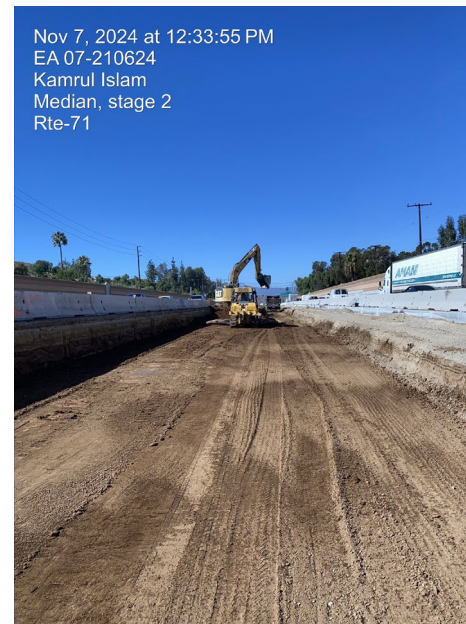
*Pending from time extension approval based on claim resolution

SR-71 South Segment

- Contract progress: 70% complete.
- RW 131 soil nail retaining wall is completed.
- Drainage System (DS) 16-1 Reinforced Concrete Box (RCB) is completed. Currently backfilling and removing shoring system.
- NB 71 outside lanes and Rio Rancho on-ramp is complete and opened to traffic on September 22, 2024. (Stage 1)
- Currently in Stage 2 median work. Lateral drainage tie-ins, roadway excavation and grading underway. Concurrently, SB-71 Stage 3 grading and base had started at the north end of work limits.
- Contractor is still preparing claim backup documentation. Once received, Department will verify and resolve all current potential claims on the project.



NB-71, completed stage 1 roadway.



Stage 2 Median, roadway excavation and grading.





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I-405 Crenshaw Aux Lane

BUDGET				
	FA	Approved LOP	Previous Period	Current Forecast
	\$62.0M	\$62.0M	\$62.0M	\$62.0M
	Variance from Approved LOP:		\$0 (0%)	\$0 (0%) 
Variance from Revised Budget:			\$0 	

SCHEDULE				
	Original	Approved Rebaseline	Previous Period	Current Forecast
	Spring 2024	N/A	Spring 2024	Summer 2024
	Variance from Original:		0 WD (0%)	65 WD (11.2%) 
Variance from Revised Schedule:			0 WD 	

I-405 Crenshaw Aux Lane

- Contract progress: 97% complete.
- The new northbound Crenshaw Boulevard ramp to southbound I-405 was opened to traffic in May 2024.
- The new northbound Crenshaw Boulevard ramp to northbound I-405 was opened to traffic in June 2024.
- The Contractor started the plant establishment period on July 22, 2024.
- The Contractor has met the DBE goal.
- There are no major issues. The Project will be accepted on May 30, 2025.



North side of Crenshaw Blvd UC (Looking South) showing Crenshaw Blvd improvements/auxiliary lane for new NB loop ramp.



South side of Crenshaw Blvd UC (Looking North) showing Crenshaw Blvd improvements/auxiliary lane for realigned SB on ramp and new NB Crenshaw Blvd to SB 405 on ramp



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Pacific Coast Highway (PCH) Safety Enhancement Project*

Project Limit

- State Route 1 from McClure tunnel to LA/Ventura County line

Schedule

- December 2023 to March 2025

Cost

- \$4,255,000

Scope

- Striping improvement
- QWICK KURB for better visibility
- Radar feedback signs
- Pedestrian countdown signals
- Sign Installations

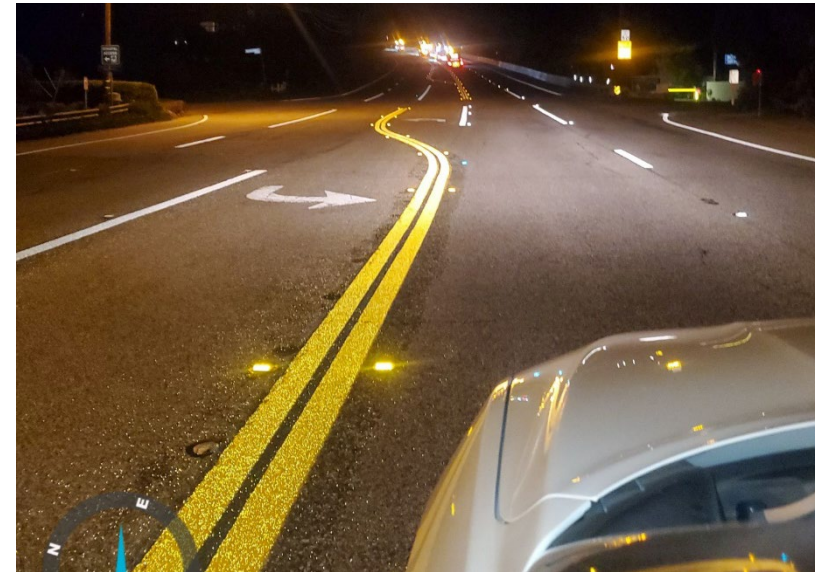
*Caltrans Emergency Contract



PCH Safety Enhancement Project

STRIPING:

- Permanent thermoplastic striping for lane delineation completed.
- Completed thermoplastic pavement markings (installation of crosswalks, speed limit demarcations on the pavement and speed reduction bars).



QWICK KURB:

- All Qwick Kurb installation has been completed per plans. Per request from City of Malibu, some locations were replaced with shorter reflective markers to enhance motorist visibility. All work completed.



PCH Safety Enhancement Project

RADAR SPEED FEEDBACK SIGNS:

- Temporary radar speed feedback signs installed at 10 locations as of December 2023. The permanent poles are ordered and waiting for delivery.

PEDESTRIAN COUNTDOWN SIGNALS:

- Installation is completed for all 44 signals.

SIGNS:

- Caltrans team is continuously taking inventory of all signs that need to be removed or replaced to improve visibility. The removal and replacement are ongoing.



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I-105 at Studebaker Safety Enhancement Project**

Project Limit

- Interstate Route 105 ramp to Studebaker

Schedule

- February 2024 to August 2024
- Contract was completed and accepted on 08/06/2024

Cost

- \$460,000

Scope

- Rumble strips
- Flashing beacon
- LED flashing sign panels
- Reflective back plates

**Caltrans Minor Contract



I-105 Safety Enhancement Project

RUMBLE STRIPS:

- Completed: Installed four sets of Rumble Strips on exit ramp ahead of Studebaker intersection



CROSSWALK MARKINGS:

- Completed: Installed Continental Crosswalk Marking



I-105 Safety Enhancement Project

FLASHING BEACON SIGN:

- Completed: Installed flashing beacons on ground-mounted “END FREEWAY ½ MI” sign

REFLECTIVE BACK PLATES:

- Completed: Installed reflective backplates on the traffic signal heads at the intersection of I-105 and Studebaker Rd

LED FLASHING SIGN PANELS:

- Completed: Installed LED flashing signs at the intersection of I-105 and Studebaker Rd

Sentry Water-Cable Barrier:

- Completed: Installed two layers of Sentry barriers on October 3, 2024

