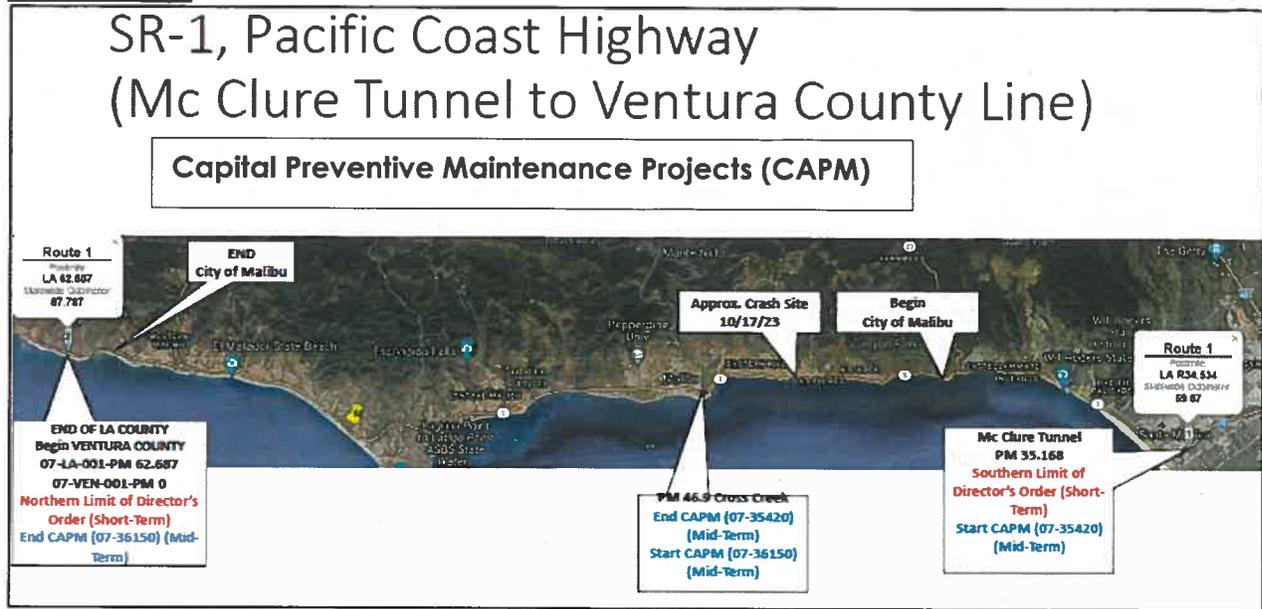


**Overall Map:**



**Director's Order (estimate: \$4,255,000)**

**Summary:**

From western terminus of I-10 to Los Angeles/Ventura County Line, the project includes optical speed bars at 10 locations, 13 speed feedback signs at 10 locations, enhanced striping at curves, speed limit placed on roadway pavement (white pavement markings), restriping crosswalks (upgrade to ladder type where needed) at 22 locations, replace or add new warning and regulatory signs at approximately 30 locations, install delineators along curves north of Pepperdine University entrance, and updates to traffic signals (loop detector relocation) as needed.

**Draft DO submittal week of 12/4/23; Approved:12/13/23; Awarded: 12/15/23**  
**Anticipated to begin January 2024 and completion expected April 2024**

**DETAILS:**

Items in Estimate for Director's Order (\*denotes at/in vicinity of crash site)

- Optical Speed Bars at 10 locations

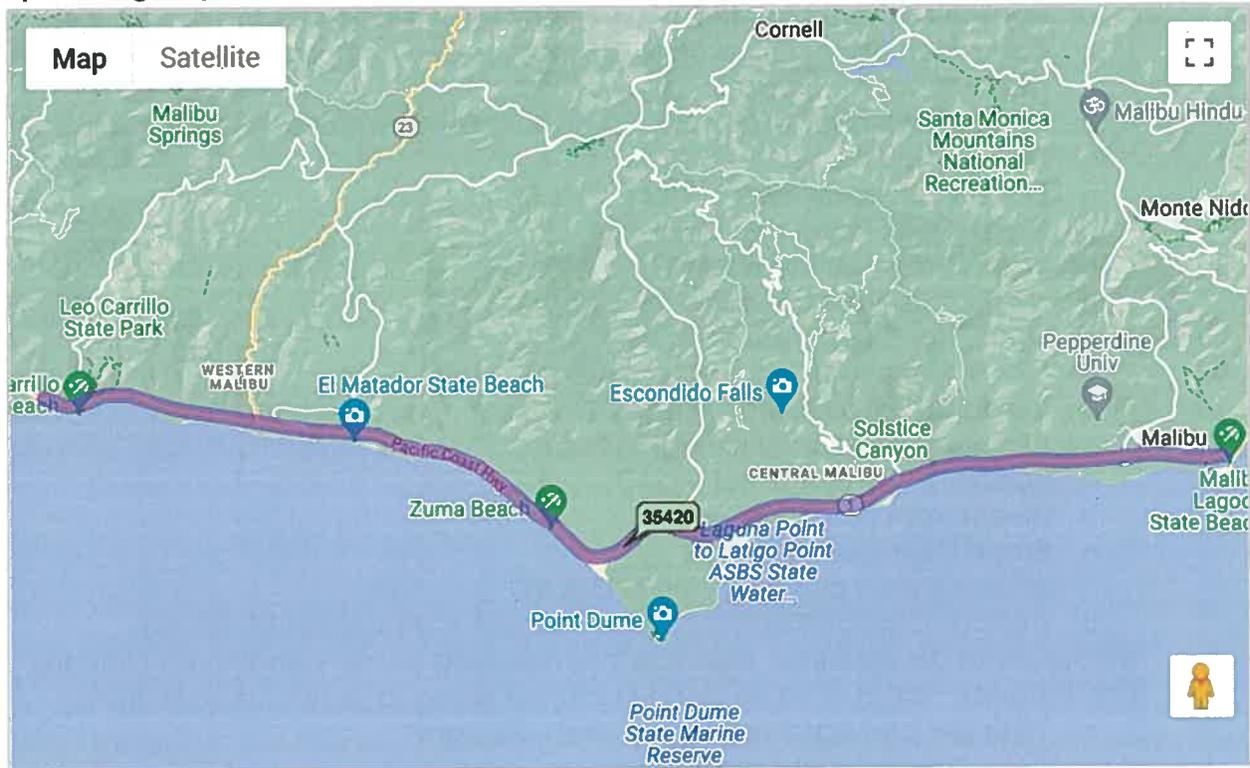
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- NB approaching McClure Tunnel, approx. 3,200 LF
- NB & SB approaching Coastline along the curved section by the Getty
- NB & SB along curved sections approaching Topanga Canyon Blvd
- NB & SB, approaching all PED signal Xing from Carbon Canyon to Malibu Pier, (5 Pedestrian crosswalks)\*
- NB & SB, approaching Malibu Canyon Road
- NB & SB, approaching John Tyler Road
- NB & SB approaching Malibu Seafood Restaurant (Corral Canyon)
- Winding Way to via Escondido, at straight and flat segments
- Trancas Canyon Road/Broad Beach Road, speed changes from 50 MPH to 55 MPH
- NB & SB at Mulholland Hwy
- Speed Feedback Signs at 10 locations (13 Speed Feedback Signs)
  - SB approaching Bel Air Bay Club (replacement, damaged speed feedback sign)
  - SB South of Carbon Canyon\*
  - SB Malibu Beach RV Park
  - NB & SB approaching Latigo Canyon Road due to slope
  - North of Paradise Cove Road, facing NB, before the S-curve
  - North of Paradise Cove Road, facing SB after the S-curves
  - Approaching Kanan Dume Signalized Intersection, prior to the S-curves
  - South of Morning View, facing SB, before the S-curve
  - NB & SB Decker Canyon Road
  - NB & SB at Mulholland Hwy
- Enhanced Striping at curves (6" wide edge lines and 6" lane lines)
  - Material: Enhanced Wet Night Visibility Thermoplastic or MMA
  - Includes recessing edge line striping and retroreflective markers (plus replacement of existing retroreflective markers) where road is scraped by Maintenance to clear debris flows at times.
    - Areas where Maintenance does not clear roadway with a blade or scraper, striping and retroreflective markers will be installed on pavement surface.
  - Some specific locations are:
    - NB & SB approaching Coastline along the curved section by the Getty Villa
    - NB & SB along curved sections approaching Topanga Canyon Blvd
    - NB & SB south of Carbon Canyon Rd\*
    - Approaching Kanan Dume Signalized Intersection, prior to the S-curves
- On Pavement Speed Limit Markings to remind drivers of the speed limit. Every mile in each lane.\*
- Restriping/modify striping of crosswalks at 11 locations, and various intersections at 22 locations (from pending Installation Orders)
  - Big Rock plus minor leg
  - Las Flores Canyon Road plus minor leg\*
  - Rambla Pacifico plus minor leg\*
  - La Costa Pedestrian Hybrid Beacon (near La Costa Beach Club)\*

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- Carbon Canyon Road plus minor leg\*
- Pedestrian Signal PM 45.56 (between Carbon Canyon and Malibu Pier)
- Pedestrian Signal PM 45.80 (between Carbon Canyon and Malibu Pier)
- Pedestrian Signal PM 46.08 (between Carbon Canyon and Malibu Pier, near McDonalds/Nobu)
- Pedestrian Signal Malibu Inn PM 46.40 (between Carbon Canyon and Malibu Pier)
- Pedestrian Signal Malibu Pier PM 46.54
- Cross Creek Road plus minor leg
- Webb Way plus minor leg
- Malibu Canyon Road plus minor leg
- John Tyler Road plus minor leg
- Corral Canyon Road plus minor leg
- Paradise Cove plus minor leg
- Zumeriz Drive plus minor leg
- Kanan Dume plus minor leg
- Heathercliff plus minor leg
- Busch Drive plus minor leg
- Morning View plus minor leg (YELLOW)
- Trancas Canyon Road (Location is under construction EA 29140)
- Various roadside signs from pending Investigations (either pending for Caltrans Maintenance Forces or to be done in project going to construction in 2026).
  - 18 single post signs: regulatory and bike signs\*
  - 3 double post signs: street signs
  - 6 remove roadside signs
  - 1 relocate roadside sign
  - 2 install panel on existing frame: for lane configuration/assignment sign
  - Replace speed limit signs with new signs (to ensure visibility at night).
    - Initial estimate completed. Additional locations may be identified in field during construction, or during additional field reviews staff are continuing to conduct.
    - Areas north of John Tyler Drive (entrance to Pepperdine University)
- Placement of curve warning signs (including chevrons) at approximately 4 curves; must work through challenges of Environmentally Sensitive Area
- Delineator placement at curves in northern section of roadway (north of John Tyler Drive), and possibly others **[ITEM FROM 2015 MALIBU PCH SAFETY STUDY LIST of 130 ITEMS]**
- Updating loop detectors, where feasible, at signals that are not currently in projects going to construction soon. **[ITEM FROM 2015 MALIBU PCH SAFETY STUDY LIST of 130 ITEMS]** (Contingency in DO increased to account for this unknown cost)
- Higher contingency in DO to provide for items that can be added from the initial RSA in vicinity of October 2023 crash, plus the day and night reviews that will be done over entire length.
- Construction Traffic Handling item increased to provide flexibility and sufficient funds for work to be done.
- COZEEP funding is \$150,000 to allow for supplemental CHP units to perform speed enforcement along corridor during construction operations.

Upcoming Capital Preventive Maintenance Projects

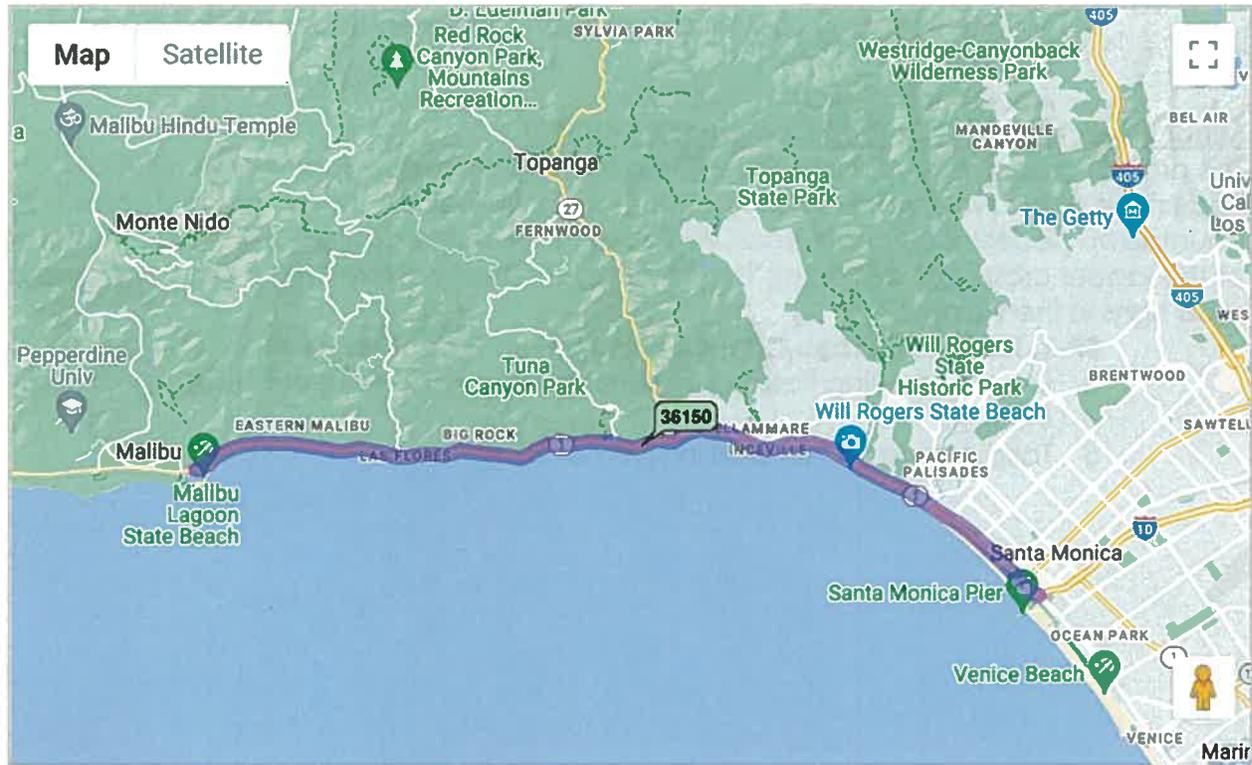


**North PCH CAPM Project (EA# 35420)**

The project addresses pavement needs on State Route 1 (SR-1) and proposes to resurface 63.4 lane miles by cold plane and overlaying the mainline and shoulders. Damaged Portland Cement Concrete (PCC) slabs will be replaced with Jointed Plain Concrete Pavement (JPCP) slabs of the same thickness. The Capital Preventive Maintenance (CAPM) strategies will extend the service life of the roadway. Complete Street Elements will also upgrade select existing curb ramps within the project limits to current Americans with Disabilities Act (ADA) standards and include Class III bike lanes. The project will also propose pedestrian access improvements to the bus stop located at Pacific Coast Highway and Heathercliff Road. The project is currently looking at proposing Class II bike lanes on SR-1 from near Via Escondido Drive to Busch Drive and from near Malibu RV Park Rd (PM 50.2) to Via Escondido Dr (PM 51.7)

- Northern Project — Cross Creek Road/Malibu Lagoon to LA/VEN County Line
  - Road Safety Audit: late January and February 2024
  - Design underway, to complete spring/summer 2024
  - Will add items from the RSA to the project
  - Construction to start late 2024

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### **South PCH CAPM Project (EA# 36150)**

The project proposes to rehabilitate the existing distressed Asphalt Concrete (AC) pavement with Rubberized Hot Mix Asphalt (RHMA). It also includes dig-outs and reconstructing damaged pavement structural sections with high density of Alligator B cracking, upgrading the existing Metal Beam Guardrails (MBGR) to Midwest Guardrail System (MGS), installing Intelligent Transportation System (ITS), replacing/repairing/cleaning out drainage culverts, upgrading existing non-standard ADA curb ramps, and converting bus pads from AC to Portland Concrete Cement (PCC).

- Southern Project — McClure Tunnel to Cross Creek Road/Malibu Lagoon
  - Road Safety Audit: April and May 2024
  - Preliminary Design, seeking project approval late 2024
  - Design completion spring 2026
  - Construction begins late 2026
  - Will add items from RSA to this project

### **Other projects:**

#### **SHOPP Safety Project at Las Flores (EA# 35490)**

The scope of work is as follows: a) Install protected left-turning phasing for southbound Pacific Coast Highway to Las Flores Canyon Road, b) Upgrade signal poles, and other traffic signal hardware, c) Upgrade advance flashing beacon warning system, and d) Install Speed Feedback Device.

#### **SR-1 and Las Flores: In Construction (SHOPP SAFETY)**

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- Modify signal and add protective left turn for southbound SR-1 to Las Flores
- Target completion: spring 2024

### **Minor Project North of Carbon Canyon (EA# 4V380)**

This project proposes to replace the existing flashing yellow beacon system with a Pedestrian signal system. The scope of the project will include installing signal poles, countdown pedestrian signal heads, APS, and new service cabinet enclosure; restriping of the ladder crosswalk; replacing the existing yield lines with limit lines; and replacing all road signs in the vicinity.

### **SR-1, North of Carbon Canyon Road (Minor Proactive Safety)**

- Convert existing flashing pedestrian beacon to full pedestrian signal
- In design
- Target construction start in summer 2024