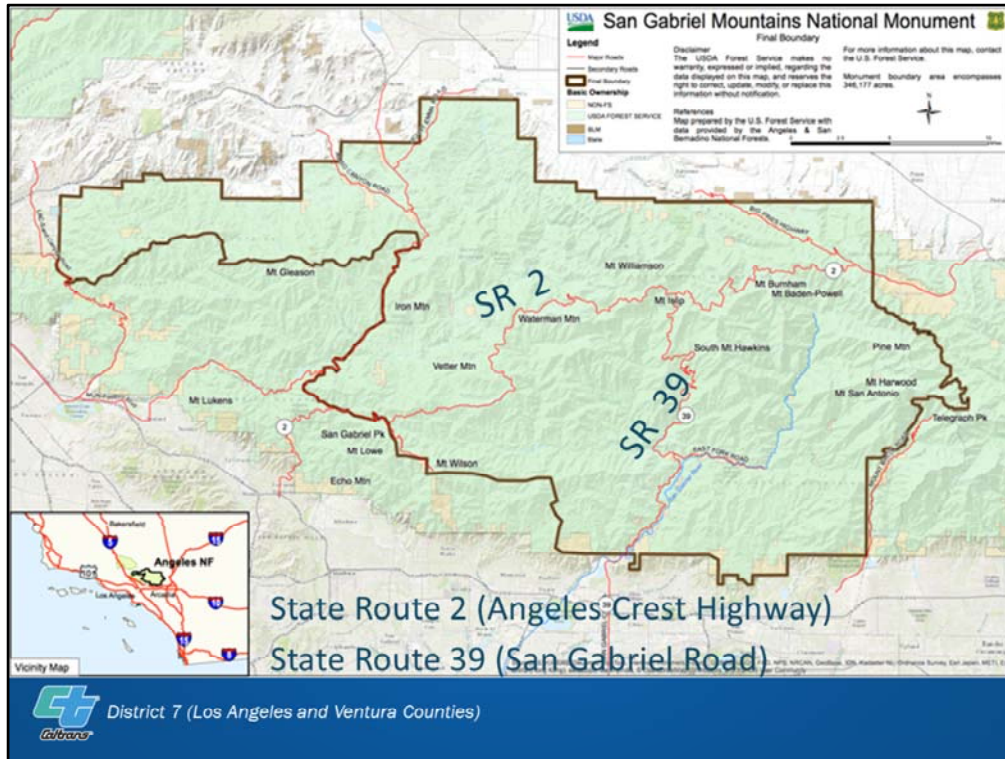


On behalf of Caltrans, it is a pleasure to be here today to describe the State Highway System in and around the San Gabriel Mountains National Monument.

First, I would like to start by noting that Caltrans is committed to providing a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability.

- To start, I'll explain a bit about the State Highways within the National Monument area
- I'll describe some of the challenges of maintaining the roadways and various activities underway and planned
- Briefly address the 4 ½ mile closed segment of Route 39 (San Gabriel Road), which reaches up to 6,800 feet in elevation at the route's northern terminus, where it connects to Route 2, the Angeles Crest Highway. This segment of Route 39 has been closed since 1978 (almost 40 years) when it experienced massive mud and rockslides caused by heavy rains and floods.
- And I'll wrap up with describing opportunities

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There are only two state highways within the National Monument area:

- About 50 miles of State Route 2 (Angeles Crest Highway) and
- About 27 miles of State Route 39 (San Gabriel Road)
- The State has been operating these roads under a special permit with the US Forest Service, dating to the early 1900s, when these highways were built.

Current Maintenance Activities

- Drainage Repair
- Guardrail Repair
- Pothole Repair
- Shoulder Repair
- Delineation
- Sign Repair/Replacement



 District 7 (Los Angeles and Ventura Counties)

Caltrans has maintenance crews dedicated to Route 2 and Route 39 to ensure these roads are safe for all who may use the highways. This is obviously an even greater responsibility with the expected increase in visitors to the new National Monument.

Maintenance has worked on 11 projects along SR-39 since 2004, totaling over \$13 million

Current Construction Projects

SR 2

- \$5.6, Pavement Rehabilitation - Completion June 2017

SR 39

- \$2 M, Repair Storm Damage – Just opened
- \$5 M, Bridge Rehabilitation (June 2017)
- \$3.2 M, Repair Slope Failure (June 2017)



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Some other recent work has included construction projects to stabilize slopes, restore roadway and repair drainages in the closed section at a cost of more than \$6 million and Caltrans spends \$1.5 million annually for maintenance of the roadway.

The highway south of the Crystal Lake turnoff has experienced additional damage, which has resulted in the road being closed - - - which just opened.

Caltrans has awarded contracts for the following three construction projects:

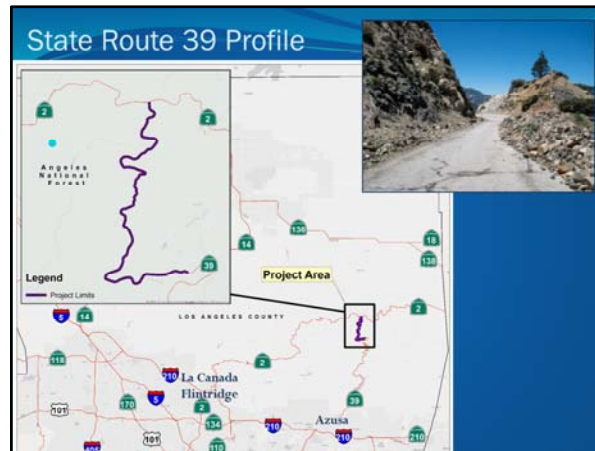
- Emergency project to clear slide material from storm damage at five locations to reopen the road
- Slope stabilization project at two locations, which will maintain access during construction
- Bridge replacement project which will allow traffic access at all times



Caltrans has two projects in the early planning and engineering phase (PID):

Both projects involve installing and upgrading Metal Guard Rail

- About 58 miles along Route 2 at a cost of \$6.5 Million and it is scheduled to begin in 2021
- And for Route 39, about 7 miles will have this work done at a cost of \$2.0 Million and it is scheduled to begin in 2021



This is a location map of the closed segment of Route 39.

There is currently about a 4 ½ mile “gap” between Route 2 and Route 39. Route 39 has been closed since 1978 (almost 40 years) when it experienced massive mud and rockslides caused by heavy rains and floods.

Caltrans Maintenance have been maintaining the closed segment since 1990, making it traversable. Past maintenance activities have included cleaning drainage culverts and the erection of a dirt berm. These improvements have made the roadway passable, but it becomes constricted as it approaches its northerly terminus, and is open only as a service road and emergency route.

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SR 39 Closed Section (PM 40-44.4)

- Closed Since 1978
- Environmental Document to reopen completed 2009
- Nelson's Bighorn Sheep
- Funding Shortfall



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An environmental document (EIR/EA) was completed in 2009 to evaluate the re-opening of Route 39 of the closed section between north of the Crystal Lake turnoff to Route 2 at an estimated cost of \$32 million.

After this approval, however, Caltrans was notified by the California Fish and Wildlife that the Nelson's Bighorn Sheep are a fully protected species, which means that not a single sheep can be harmed or killed during the construction of the project or after the opening of the road.

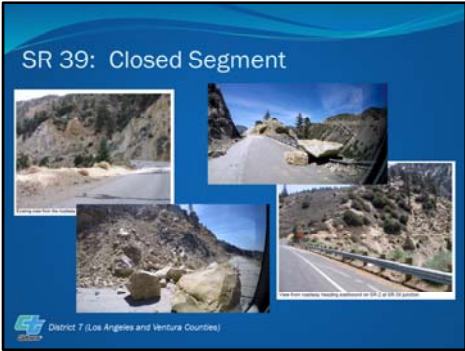
Subsequent surveys confirmed a bighorn sheep population that lives and breeds in the project area that crosses the road to travel up and down the slopes.

As a result, Caltrans is required to complete another environmental document to study the impacts to the bighorn sheep during construction and after opening the roadway to public traffic.

Today, with escalation, the construction cost would substantially exceed the previous programmed amount due to the need for major engineering redesign to protect the users of the facility as well as the bighorn sheep.

In May 2012, Caltrans determined that it was no longer realistic or cost effective to pursue the reopening of SR-39 in consideration of the escalating construction costs, geological instability, and circumstances surrounding the Nelson's Big Horn Sheep's "Fully Protected" status as designated by the California Department of Fish and Wildlife.

Caltrans is willing to partner with other agencies and/or the private sector to fund the project needed to reopen SR-39.



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Caltrans has recently updated our mission and vision.

We are committed to Sustainable Mobility, which includes not only providing for the operation and maintenance of state highways, but also increasing safety and access for other modes of travel, such as walking, bicycling, bus and rail transit to improve livability and economic vitality.

Caltrans embraces the opportunity to collaborate with agencies and other stakeholders to build a fully integrated transportation plan for the National Monument.