

REQUEST	RESPONSE	SUGGESTED REPLY
A. One southbound lane must be open.	Since inside and outside shoulders are not available now, the contractor will not have sufficient space to perform the construction duties. Therefore in view of the safety of the workers and the travelling public, the southbound lanes must be closed during the 20 weekends.	Caltrans supply diagrams to demonstrate the need for the full southbound closure. Consider a southbound lane open to bicycles and pedestrians. Other ideas, discussion.
B. Firm dates for the week-end closures must be disclosed.	Caltrans will provide the weekend closure schedule, sixty days prior to the extended week-end closures.	Does sixty days meet the needs of the community? Discussion.
C. Specific weekends must be excluded from closures in cooperation with local venues.	...The only venue identified is the 'Rose Bowl'. 'Rose Parade.'	See below for known dates. Stakeholders will provide dates of other community events.

- 3/14 Heritage Sq reading of Don Benito Wilson • 3/20 Heritage Sq. Fashion Show (250) • 4/11 LA Heritage Day (800+) • 5/1 Lummis Fundraiser
- 5/9 Mother's Day • 5/16/10 MOTA (Heritage Sq. alone 1,200) • 5/29 Wedding Heritage Sq. • TBD Women of the Arroyo Heritage Sq.
- 6/6/10 Lummis Day, (500 to 1,000 at Heritage Sq. alone, 2 other venues) • 6/12 Classic Car Show Heritage Sq • 7/10 Montecito Heights Centennial
- 7/10, 7/17, 7/24 Classic Movie Nights Heritage Sq. • TBD 3rd Annual Concerts at Heritage Sq, Thursdays in July, Dates TBD (100-300)
- 7/31, 8/7, 8/18, 8/21, 8/28 Fall Volunteer Training Heritage Sq • 9/18 Wedding Heritage Sq. • TBD Square Dancing Heritage Sq.
- 9/25 Heritage Square Society Appreciation Day • 10/23-4 Halloween Mourning Tours Heritage Sq (400)
- 11/20 + all weekends until 1/15/11 Holiday Heritage: A Southern California Christmas at
- 12/4-5 Annual Holiday Lamplight Celebration Heritage Sq. (400 visitors plus 60+ volunteers)

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D. Details of equipment staging area must be disclosed.	Caltrans will not permit any equipment within the state right of way (R/W). However the equipment will be parked within State R/W only during the construction window.	Please answer the original question in detail. Per Heritage Square, unauthorized equipment already had to be removed from their parking area.
E. Shuttles, free Gold Line service be provided.	Caltrans in general does not provide Shuttle and free Gold Line service. We are contributing \$50,000 to the Los Angeles Department of Transportation to mitigate the impact of the closure.	Please detail how the \$50k will be spent. Ideas to provide alternative routes and methods? Discussion
F. Graffiti control must not be left to the contractor as a low priority.	The contractor will be instructed to remove the graffiti as soon as possible.	The contract needs to be amended to include funds to ensure graffiti removal within 48 hours. Discussion.
G. On/offramps must not be capped with impermeable hardscape and must include landscaping appropriate to the area as a first priority.	Landscape at on/offramps would be in conflict with Caltrans safety standards at these locations.	Please detail how permeability/landscaping conflicts with safety in this watershed region? Suggest plans and alternatives. Discussion.

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H. Historic light fixture.	The specific historic light fixture included in your letter does not meet current safety standards as it is made of concrete-like materials that may shatter into flying debris if met with high speed impact. The reproduction lighting that will be used was designed based on photographs of the original lighting, and will meet the current safety standards.	Community expects compliance with historic preservation standards for reconstruction.
I. Center median design needs to adhere to the historic style of the parkway with an articulated surface to discourage tagging and reduce noise.	The center median design was inspired by the shape and Art Deco design of the Figueroa Street Tunnels, and was designed by Caltrans after concerns raised by Nicole Possert during the Section 106 public participation meeting regarding the original design.	Suggestions from stakeholders for an historic design that can discourage tagging.
J. The side barrier facing of broken concrete must adhere to the 1940s style of the Parkway with a variety of color stains.	The side barrier pattern was designed for minimal visual intrusion. As the barriers are not historic, the intent was for them to reflect the original design of the Parkway, while also blending into the environment. A variety of color stains would negate that effect. Multiple colored stains could also not be maintained, as this would present a safety hazard for maintenance crews assigned to paint over graffiti.	The stained broken concrete appears elsewhere on the 110. Discussion.
K. Side barrier fencing must be optimized for the viewshed within the limitations of safety.	Chain link fencing has historically been used on the Parkway, and untreated chain link fence with two-inch openings will be installed on top of the concrete side barriers. The fence will eventually develop a patina that will more fully enable it to blend into the environment.	Please provide evidence and/or photographs of instances of this patina. Discussion.