



**Metro**


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**January 9, 2014**

**TO:** BOARD OF DIRECTORS

**THROUGH:** ARTHUR T. LEAHY   
CHIEF EXECUTIVE OFFICER

**FROM:** KRISHNIAH N. MURTHY   
EXECUTIVE DIRECTOR OF TRANSIT PROJECT DELIVERY

**SUBJECT:** I-405 SEPULVEDA PASS IMPROVEMENTS PROJECT  
NORTHBOUND I-405 FREEWAY 80-HOUR CLOSURE

**ISSUE**

In efforts to assist in completing work on the I-405 Sepulveda Pass Improvements Project by mid-2014, Caltrans has given its permission for contractor Kiewit Infrastructure West Co. to conduct a partial 80-hour daytime freeway lane reduction and full night-time northbound 405 closure on President's Day Weekend, February 14-18, 2014 to conduct critical roadway paving work. The alternative to one 80-hour closure would be to conduct six separate 55 hour closures over six consecutive weekends.

The planned northbound freeway lane closures will extend approximately 5.6 miles in the Sepulveda Pass between Getty Center Drive and Ventura Boulevard. Kiewit plans to pave a major segment of the future northbound I-405 High-Occupancy Vehicle Lane during the 80-hour operation.

While two lanes will remain open, three out of five lanes, or approximately 60 percent of northbound 405 vehicle lane capacity, will be closed during day-time hours. All lanes on the northbound 405 in this area will be closed late at night, ranging between 12 a.m. and 7 a.m.

The Southbound 405 will remain open, but one to two lanes will be reduced during the night-time (12 a.m. – 7 a.m.) only paving operations. In essence, half of all lanes will be closed during night-time paving.

The closure will enable the contractor to complete two-weeks worth of work in three days and conduct four complex phases of freeway paving work at once. This work will reduce the number of overall freeway closures and ensure the use of better quality paving materials that will result in a more durable product for the public.

Northbound daytime lane reductions and full nighttime directional closures are scheduled to begin Friday, February 14 at 11 p.m. and last until Tuesday, February 18 at 5 a.m.

Full northbound night-time freeway closure times are as follows:

- **Friday night, February 14** (early Saturday morning) – 1 a.m. to 6 a.m.
- **Saturday night, February 15** (early Sunday morning) – 2 a.m. to 7 a.m.
- **Sunday night, February 16** (early Monday morning) – 12 a.m. to 5 a.m.
- **Monday night, February 17** (early Tuesday morning) – 12 a.m. to 5 a.m.

The Northbound Sunset, Moraga, Getty and Skirball on-ramps will be closed as early as 10 p.m. each night for the full directional freeway closure. Some ramps, such as the Moraga on-ramp, will be closed during day-time hours to reduce merging onto an already congested mainline.

In 2013, the Project conducted a 55-hour freeway closure which resulted in significant impacts to the traveling public with 90 to 120 minute traffic delays. A lesson learned from the 55-hour closure is that Metro and its Agency partners need to employ an aggressive outreach campaign advising motorists to stay away from the project closure area and eliminate freeway trips if at all possible. Motorists who must travel north through the Los Angeles metropolitan area will be advised to use alternate freeways within the region to completely bypass the Westwood area and Sepulveda Pass.

Traffic going Eastbound on I-10 will be detoured using Eastbound I-10, to Northbound CA 110, Northbound US 101, and onto Northbound I-405.

Traffic going Westbound on I-10, east of I-5, will be detoured primarily to Northbound I-5, Westbound CA 134, Northbound US 101 and onto Northbound I-405.

Sepulveda Boulevard will be open and will be the an alternate route for local resident access and emergency vehicles only.

Traffic control officers will be deployed along key ramps to guide motorists through the construction zone.

Caltrans will also provide freeway alerts on its changeable message signs in advance. Kiewit will place portable message signs within the project area in advance of the closure.

In addition to signage, Metro will outreach to the Los Angeles Fire Department, Los Angeles Police Department, California Highway Patrol, and City of Los Angeles Department of Transportation, among others, to ensure stakeholders are informed about the lane closures. A draft traffic management plan has been prepared and shared with local agencies, City and County representatives and local Elected Officials. The plan details staging areas for closing and reopening lanes, detours, contingencies for emergencies, and public information strategies. Informational meetings with interested parties began in December 2013 and will continue as the lane closure date approaches.

## **BACKGROUND**

Over the last four years of major construction, Kiewit has accomplished hundreds of directional closures on the project. Metro anticipates the contractor will conduct 50 additional night-time directional closures in order to substantially complete work by mid-2014.

The project accomplished a similar 55-hour closure March 2013. There were 90-120 minute traffic delays during that closure which were resolved well before the completion of the 55-hour period. For this closure, the project team will conduct extensive outreach to increase public awareness. Following this planned 80-hour closure, the project team anticipates conducting one additional Southbound I-405 55-hour closure, but no additional 55-hour Northbound freeway closures.

The project team and Caltrans will evaluate the next available three-day weekend to conduct this operation. However, it was determined that the project would not see any schedule savings by waiting for a subsequent three-day weekend to perform work. Therefore, the project has determined that this Presidents Day weekend will provide schedule advantages needed to reach the mid-2014 completion date.

If Kiewit does not conduct this 80-hour closure over a three-day holiday weekend, the alternative would be to conduct up to six separate 55-hour closures over six consecutive weekends to perform needed paving work or extensive nightly closures. This would create much more severe impacts to motorists over a much longer period of time. Performing an 80-hour closure will save 275 hours of reduced lane capacity compared with the alternative. The 80-hour lane closure will save time and cost required for City and County staff to support the construction activity, and minimizes closure impacts to the community and traveling public.

## **NEXT STEPS**

Metro will coordinate with its Agency partners to initiate an aggressive public outreach campaign to advise motorists to stay away from the freeway closure area to avoid significant congestion. Tactics will include news conferences, English and Spanish online, print and radio advertising and outreach to community stakeholders. Social media will be heavily utilized and the public will be encouraged to follow the project via

metro.net. Motorists will be advised to eliminate trips on the northbound I-405 in West L.A. and the Sepulveda Pass. For compulsory trips such as work or commerce, motorists will be advised to divert onto other freeways to completely bypass the area. We will continue to advise the Board of forthcoming public outreach activities regarding this closure activity.