I-405 Sepulveda Pass Improvements Project
Community Advisory Committee
November 10, 2010
Skirball Bridge and Ramps
Skirball Bridge and Ramps

Alternative ramp/bridge designs considered

- Keep Skirball ramp location as is
- Shift Skirball Bridge north or south of its current location
- Create a “single-point interchange” on Skirball Bridge
- Create “split diamond” southbound ramps at Mulholland Bridge
- Relocate southbound ramps south of current Skirball Bridge
Skirball Bridge and Ramps

Based on CAC feedback and engineering review, two alternatives remain

Alt 1  Keep Skirball ramp location as is
Alt 2  Relocate southbound ramps south of current Skirball Bridge
Skirball Bridge and Ramps

Evaluation Process

EIR by Caltrans and its consultant showed problem at Skirball/Sepulveda

City conducted analysis

HNTB conducted detailed traffic analysis,
Skirball Bridge and Ramps

Tonight’s Agenda

1. Description of alternatives
2. HNTB study methodology
3. HNTB study results
   • Level of service comparison
   • Intersection capacity comparison
   • Travel time comparison
4. Project design benefits
5. Q&A
Skirball Bridge and Ramps
Traffic Analysis
Alternative 1: Southbound Skirball ramps remain in their current location in a diamond-ramp configuration

- Assumes improvements to Mulholland Bridge and Skirball Center Dr
Traffic Analysis

Alternative 1 - Sepulveda / Skirball / SB Ramps

Skirball Cultural Center

Skirball Center Dr

N Sepulveda Blvd

Metro

HNTB
Alternative 2: Southbound Skirball ramps relocated approximately 2,000 feet south of their current location in a hook-ramp configuration

- Assumes improvements to Mulholland Bridge, Skirball Center Dr and Sepulveda Bl
Traffic Analysis

Alternative 2 - Sepulveda / SB Ramps

N Sepulveda Blvd
Traffic Analysis

HNTB Traffic Analysis Methodology

- Thursday, April 29, 2010
- Typical weather (no rain)
- Schools in session
- UCLA in session
- Observations made during AM and PM Peak Hour
- Gathered before major construction began
### Traffic Analysis

**HNTB Traffic Analysis Methodology (Contd.)**

<table>
<thead>
<tr>
<th>Observation</th>
<th>Date Conducted (2010)</th>
<th>Periods Observed (AM)</th>
<th>Periods Observed (PM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Count</td>
<td>Thursday, April 29</td>
<td>7:00-10:00</td>
<td>3:00-6:00</td>
</tr>
<tr>
<td>Pedestrian Count</td>
<td>Thursday, July 1</td>
<td>5:30-8:30</td>
<td></td>
</tr>
<tr>
<td>Queue Length</td>
<td>Tuesday, September 21</td>
<td>7:00-8:30</td>
<td></td>
</tr>
<tr>
<td>Bus/Truck Count</td>
<td>Tuesday, October 5</td>
<td>7:30-8:30</td>
<td>3:00-4:00</td>
</tr>
</tbody>
</table>
Traffic Analysis

- The total amount of time saved by morning peak hour (7am to 8am) commuters in the Skirball/Mulholland system, due to the relocation of the SB ramps, is over 16,000 hours annually.

- The total amount of time saved by evening peak hour (4pm to 5pm) commuters in the Skirball/Mulholland system, due to the relocation of the SB ramps, is over 2,100 hours annually.
## Traffic Analysis

### Level of Service (LOS) and Reduced Delay

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Morning Peak Hour (Secs)</th>
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<td>B</td>
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</tr>
</tbody>
</table>
## Traffic Analysis Results

### Local Street Network Throughput—Mulholland-Skirball Area

<table>
<thead>
<tr>
<th></th>
<th>Alt 1</th>
<th>Alt 2</th>
<th>Increase</th>
<th>Increase (%)</th>
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<tbody>
<tr>
<td>AM</td>
<td>4,884</td>
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<td>3,216</td>
<td>229</td>
<td>7.7</td>
</tr>
</tbody>
</table>
Travel Times—An Overview

Symbols found on the following maps:

- Red circle: Local point of interest (PCI)
- Green circle: Local point of interest (PCI)
- Red square: Signalized intersection may be travel route begin/end

POIs shown on the following maps are:
POIs shown on the following maps are:

- The Mirman School
- Sepulveda Tunnel
- Sepulveda Blvd and Mountaingate Dr
- Mulholland Dr and Casiano Rd
- Skirball Cultural Center

Symbols found on the following maps:

- **Local point of interest (PCI)**
- **Signalized intersection** may be travel route begin/end

PCIs shown on the following maps are:

- Shapell Caltrans Center
- and Masia teenage Dr
Travel Times—An Overview

Origins are shown as red nodes.

Destinations are shown as green nodes.

Symbols found on the following maps:

- **Signalized Intersection** may be travel route begin/end
- **Local point of interest (PCI)**
- **Freeway access point (FAP)**
An “N” indicates an access point on northbound I-405.

An “S” indicates an access point on southbound I-405.

Symbols found on the following maps:

- Signalized Intersection: may be travel route begin/end
- Local point of interest (POI)
- Freeway access point (FAP)
Travel routes are from origins to destinations.
Travel Times—An Overview

Symbols found on the following maps:

- Signalized intersection: may be travel route begin/end
- Local point of interest (POI)
- Freeway access point (FAP)

Travel occurring on I-405 is shown as a black line.
In some cases, travel routes begin and end at local POIs.

Symbols found on the following maps:

- **Signalized intersection**: May be travel route begin/end
- **Local point of interest (POI)**: Red color indicates the start of the travel route
- **Local point of interest (POI)**: Green color indicates the end of the travel route
- **Travel route**
- **Travel route on I-405**
Travel Times—An Overview

In others, travel routes begin on the freeway and end at a local POI.

Symbols found on the following maps:

- **Signalized Intersection**: may be travel route begin/end
- **Local point of interest (POI)**
- **Freeway access point (FAP)**
- Travel route
- **Travel route on I-405**

Map details:
- Sepulveda Tunnel
- The Mirman School
- Skirball Cultural Center
- Stephen S. Wise Temple Elementary School
- MULHOLLAND DR
- N. HOLLAND DR
- CASANO RD
- ROSCOMARE RD
- SEPULEDA BLVD
- MULHOLLAND DR
- MULHOLLAND DR
- MULHOLLAND DR
- MULHOLLAND DR
Travel Times—An Overview

Symbols found on the following maps:

- **Signalized Intersection** may be travel route begin/end
- **Local point of interest (POI)**
- **Freeway access point (FAP)**
- **Travel route**
- **Travel route on I-405**

Alternative 1
Relocate ramps and signalized intersection

Alternative 2

Symbols found on the following maps:

- Signalized Intersection may be travel route begin/end
- Local point of interest (POI)
- Freeway access point (FAP)
- Travel route
- Travel route on I-405
Travel Times—An Overview

Symbols found on the following maps:

- **Signalized Intersection**: may be travel route begin/end
- **Local point of interest (POI)**
- **Freeway access point (FAP)**
- **Travel route**
- **Travel route on I-405**

Alternative 2

Uniform cycle length for more efficient coordination
Traffic Analysis

TRAVEL ROUTE: Casiano Rd to SB I-405 (MORNING PEAK HOUR)

TRAVEL TIME: 12m 57s
Alternative 1

TRAVEL TIME: 6m 58s
Alternative 2

Signalized intersection may be travel route begin/end
- Travel route
- Travel route on I-405
  - Travel route begins (Mulholland Dr and Casiano Rd)
  - Travel route ends (SB I-405 on-ramp)

REDUCTION: 5m 59s
Traffic Analysis

TRAVEL ROUTE: The Mirman School to NB I-405 (MORNING PEAK HOUR)

TRAVEL TIME: 3m 49s
Alternative 1

TRAVEL TIME: 2m 03s
Alternative 2

REDUCTION: 1m 46s
Traffic Analysis

TRAVEL ROUTE: The Mirman School to SB I-405 (MORNING PEAK HOUR)

- **Signalized intersection**: may be travel route begin/end
- **Travel route**: yellow line
- **Travel route on I-405**: black line
- **Travel route begins**: (The Mirman School)
- **Travel route ends**: (SB I-405 on-ramp)

**REDUCTION:** 3m 24s

**TRAVEL TIME:**
- **Alternative 1**: 10m 31s
- **Alternative 2**: 7m 07s
Traffic Analysis

TRAVEL ROUTE: Sepulveda Tunnel to The Mirman School (MORNING PEAK HOUR)

Signalized intersection may be travel route begin/end
- Travel route
- Travel route begins (Sepulveda Tunnel)
- Travel route ends (The Mirman School)

REDUCTION: 0m 13s

TRAVEL TIME: 4m 24s
Alternative 1

TRAVEL TIME: 4m 11s
Alternative 2
Traffic Analysis

TRAVEL ROUTE: Sepulveda Tunnel to Mountaingate Dr (MORNING PEAK HOUR)

INCREASE: 0m 5s

TRAVEL TIME: 2m 57s
Alternative 1

TRAVEL TIME: 3m 02s
Alternative 2
Traffic Analysis

TRAVEL ROUTE: NB I-405 to The Mirman School (MORNING PEAK HOUR)

INCREASE: 0m 44s

TRAVEL TIME: 2m 32s
Alternative 1

TRAVEL TIME: 3m 16s
Alternative 2
Traffic Analysis

TRAVEL ROUTE: SB I-405 to The Mirman School (MORNING PEAK HOUR)

INCREASE: 1m 29s

TRAVEL TIME: 4m 01s
Alternative 1

TRAVEL TIME: 5m 30s
Alternative 2
Traffic Analysis

TRAVEL ROUTE: Casiano Rd to SB I-405 (EVENING PEAK HOUR)

Signalized intersection may be travel route begin/end

- Travel route
- Travel route on I-405
- Travel route begins (Muhlolland Dr and Casiano Rd)
- Travel route ends (SB I-405 on-ramp)

REDUCTION: 1m 41s

TRAVEL TIME: 6m 01s
Alternative 1

TRAVEL TIME: 4m 20s
Alternative 2

37
Traffic Analysis

TRAVEL ROUTE: Mountaingate Dr to NB I-405 (EVENING PEAK HOUR)

Signalized intersection may be travel route begin/endpoint

Travel route

Travel route begins (Sepulveda Blvd and Mountaingate Dr)

Travel route ends (NB I-405 on ramp)

REDUCTION: 0m 16s

TRAVEL TIME: 4m 51s
Alternative 1

TRAVEL TIME: 4m 35s
Alternative 2
Traffic Analysis

TRAVEL ROUTE: Skirball Cultural Center to NB I-405 (EVENING PEAK HOUR)

Signalized intersection may be travel route begins/ends
- Travel route
- Travel route begins (Skirball Cultural Center)
- Travel route ends (NB I-405 on-ramp)

REDUCTION: 0m 24s

TRAVEL TIME: 3m 36s
Alternative 1

TRAVEL TIME: 3m 12s
Alternative 2
Traffic Analysis

TRAVEL ROUTE: Skirball Cultural Center to SB I-405 (EVENING PEAK HOUR)

Signalized intersection may be travel route begin/end
- Travel route
- Travel route on I-405
- Travel route begins (Skirball Cultural Center)
- Travel route ends (SB I-405 on-ramp)

TRAVEL TIME: 4m 24s
Alternative 1

REDUCTION: 2m 06s

TRAVEL TIME: 2m 18s
Alternative 2
Traffic Analysis

TRAVEL ROUTE: NB I-405 to Casiano Rd (EVENING PEAK HOUR)

Signalized intersection may be travel route begin/end

- Travel route
- Travel route begins (NB I-405 off-ramp)
- Travel route ends (Mulholland Dr and Casiano Rd)

INCREASE: 0m 05s

TRAVEL TIME: 2m 09s
Alternative 1

TRAVEL TIME: 2m 14s
Alternative 2
Traffic Analysis

TRAVEL ROUTE: NB I-405 to The Mirman School (EVENING PEAK HOUR)

INCREASE: 0m 06s

TRAVEL TIME: 2m 25s
Alternative 1

TRAVEL TIME: 2m 31s
Alternative 2
## Traffic Analysis

<table>
<thead>
<tr>
<th>To/From</th>
<th>AM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Travel Time Reductions (Min/Sec) with Alt 2</td>
</tr>
<tr>
<td>Casiano Rd to SB on-ramp</td>
<td>5m 59s</td>
</tr>
<tr>
<td>Mirman School to NB on-ramp</td>
<td>1m 46s</td>
</tr>
<tr>
<td>Mirman School to SB on-ramp</td>
<td>3m 24s</td>
</tr>
<tr>
<td>Sepulveda Tunnel to Mirman School</td>
<td>13s</td>
</tr>
<tr>
<td>Sepulveda Tunnel to Mountain Gate Dr</td>
<td>-5s</td>
</tr>
<tr>
<td>Sepulveda Tunnel to SB on-ramp</td>
<td>-26s</td>
</tr>
<tr>
<td>NB off-ramp to Mirman School</td>
<td>44s</td>
</tr>
<tr>
<td>SB off-ramp to Mirman School</td>
<td>-1m 29s</td>
</tr>
</tbody>
</table>
## Traffic Analysis

<table>
<thead>
<tr>
<th>To/From</th>
<th>PM Peak Hour</th>
<th>Travel Time Reductions (Min/Sec) with Alt 2</th>
<th>Total Vehicles Affected</th>
<th>Yearly Delay Reductions (Hr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Casiano Rd to SB on-ramp</td>
<td></td>
<td>1m 41s</td>
<td>161</td>
<td>1,083.90</td>
</tr>
<tr>
<td>Mountain Gate Dr to Sepulveda Tunnel</td>
<td></td>
<td>-19s</td>
<td>591</td>
<td>-757.55</td>
</tr>
<tr>
<td>Mountain Gate Dr to NB on-ramp</td>
<td></td>
<td>16s</td>
<td>143</td>
<td>149.17</td>
</tr>
<tr>
<td>Skirball Center to NB on-ramp</td>
<td></td>
<td>24s</td>
<td>9</td>
<td>14.40</td>
</tr>
<tr>
<td>Skirball Center to SB on-ramp</td>
<td></td>
<td>2m 6s</td>
<td>5</td>
<td>42.00</td>
</tr>
<tr>
<td>NB off-ramp to Casiano Rd</td>
<td></td>
<td>-5s</td>
<td>66</td>
<td>-22.35</td>
</tr>
<tr>
<td>NB off-ramp to Mirman School</td>
<td></td>
<td>-6s</td>
<td>135</td>
<td>-48.35</td>
</tr>
<tr>
<td>NB off-ramp to Sepulveda Tunnel</td>
<td></td>
<td>1m 2s</td>
<td>5</td>
<td>20.60</td>
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Traffic Analysis

- The total amount of time saved by morning peak hour (7am to 8am) commuters in the Skirball/Mulholland system, due to the relocation of the SB ramps, is over 16,000 hours annually.

- The total amount of time saved by evening peak hour (4pm to 5pm) commuters in the Skirball/Mulholland system, due to the relocation of the SB ramps, is over 2,100 hours annually.
## Traffic Analysis

### Level of Service (LOS) and Reduced Delay

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<td>E</td>
<td>C</td>
<td>34</td>
</tr>
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<td>Skirball/NB Ramps</td>
<td>D</td>
<td>C</td>
<td>18</td>
</tr>
<tr>
<td>Skirball/SB Ramps</td>
<td>E</td>
<td>B</td>
<td>49</td>
</tr>
<tr>
<td>Skirball/Sepulveda</td>
<td>B</td>
<td>B</td>
<td>0</td>
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## Traffic Analysis Results

### Local Street Network Throughput—Mulholland-Skirball Area

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Project Design Benefits
Moving the ramps to the proposed location will reduce the cycle length at the Skirball/Sepulveda intersection by 60-90 seconds.

Reducing the cycle length at Skirball/Sepulveda would reduce average wait times at other Sepulveda intersections, including:

- Mountain Gate Dr
- Bel Air Crest Rd
- Herscher Wy
- Bergreen Pl
Project Design Benefits

- Traffic Lane Added to Skirball Center Dr east of I-405
- Sidewalk added to west side of Skirball Center Dr from new Mulholland bridge to Skirball bridge
- Sidewalk added to north side of Skirball Bridge
- Skirball Bridge shoulders—more space for bicyclists
Project Design Benefits (Contd.)

- New signage directs visitors to Skirball Cultural Center
- Relocated southbound ramps include a dedicated northbound right-turn lane between new ramps and Skirball Bridge
- Bicycle lanes will be added to Sepulveda BI between Skirball Bridge and new southbound ramps
- New southbound hook ramps will provide greater ramp storage capacity
Project Design Benefits

- Dedicated right-turn lane from northbound Sepulveda Bl onto new southbound I-405 on-ramp eliminates conflict with through traffic
- Dedicated double left-turn lane moves traffic from southbound Sepulveda Bl onto southbound I-405 more quickly
- Safer Sepulveda/Skirball intersection includes wider lanes and fewer conflicting movements
Thirty-Day Construction Look Ahead
Top 5 Upcoming Activities

- Ohio Av utility relocation, bridge demo and widening
- Santa Monica bridge demo, ramp construction
- Wall construction along NB 405, from Ohio to Constitution
- Beloit Av widening, sound wall demo and reconstruction
- SB I-405 at Wilshire abutment forming and bridge work
<table>
<thead>
<tr>
<th>Location</th>
<th>Activity</th>
<th>Closures/Notes</th>
<th>Work Hours</th>
<th>Projected Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wilshire Blvd loops, W of 405</td>
<td>Build MSE wall</td>
<td></td>
<td>D/N</td>
<td>On-going</td>
</tr>
<tr>
<td></td>
<td>Pouring and forming abutments</td>
<td></td>
<td>Night</td>
<td>December</td>
</tr>
<tr>
<td></td>
<td>Replacing on-ramp</td>
<td>WB Wilshire to SB I-405 on-ramp closed 14 days</td>
<td>Night</td>
<td>January 2011</td>
</tr>
<tr>
<td>Wilshire UC</td>
<td>Set girders and false work</td>
<td>Temporary full closure of Wilshire Bl</td>
<td>Night</td>
<td>November</td>
</tr>
</tbody>
</table>
## Wilshire Segment

<table>
<thead>
<tr>
<th>Location</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Walls 1672/1686, North of Wilshire, East of I-405</td>
<td>Build MSE retaining/sound wall</td>
<td>Lane reductions on Sepulveda Bl, NB 405</td>
<td>D/N</td>
<td>On-going</td>
</tr>
<tr>
<td>Wall 1685, N of Constitution, West of I-405</td>
<td>Build MSE retaining/sound wall</td>
<td>Lane reductions on Sepulveda Bl, Bike path will be closed with detour</td>
<td>Night</td>
<td>On-going</td>
</tr>
</tbody>
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## Wilshire Segment

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<tbody>
<tr>
<td>Santa Monica Bl</td>
<td>Build retaining/ sound wall</td>
<td>Temp night closures of ramps, 405</td>
<td>D/N</td>
<td>Nov/Dec</td>
</tr>
<tr>
<td></td>
<td>Widen bridge</td>
<td>Temp night closures of ramps, 405</td>
<td>D/N</td>
<td>Nov/Dec</td>
</tr>
<tr>
<td></td>
<td>Ramp wall construction</td>
<td>Temp night closures of ramps, 405</td>
<td>D/N</td>
<td>November</td>
</tr>
<tr>
<td>Ohio Ave</td>
<td>Relocate multiple utilities</td>
<td>Temp closures of Ohio Av</td>
<td>Day</td>
<td>Nov/Dec</td>
</tr>
<tr>
<td></td>
<td>Demolish barrier</td>
<td>Temp closures of Ohio Av and 405</td>
<td>Night</td>
<td>Dec</td>
</tr>
<tr>
<td></td>
<td>Widen bridge, drive pile</td>
<td>Lane reduction on Ohio Av</td>
<td>Day</td>
<td>Jan 2011</td>
</tr>
</tbody>
</table>
### Wilshire Segment

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<tbody>
<tr>
<td>Beloit Av, Santa Monica to Olympic Bl</td>
<td>Demo outer portions of sound wall</td>
<td></td>
<td>Night</td>
<td>December</td>
</tr>
<tr>
<td></td>
<td>Drill shafts, build new MSE sound wall</td>
<td></td>
<td>Day</td>
<td>Jan 2011</td>
</tr>
<tr>
<td></td>
<td>Demo existing sound wall</td>
<td></td>
<td>D/N</td>
<td>April 2011</td>
</tr>
<tr>
<td>E. Dowlen Dr (VA property)</td>
<td>Jack and bore pit</td>
<td>Closure of E. Dowlen until late Aug</td>
<td>D/N</td>
<td>On-going</td>
</tr>
</tbody>
</table>
Wilshire Segment

Proposed Wilshire Ramps

Proposed off-ramp

Proposed on-ramp

I-405 FWY

Metro
Sunset Segment
(Waterford to Sepulveda)

Top 5 Upcoming Activities

• Sunset Bridge footing construction
• Reopening of Sunset/Church intersection
• Montana undercrossing demolition
• Walls 1720/1730 (Sepulveda/Homedale) construction
• Overhead power undergrounding
## Sunset Segment

<table>
<thead>
<tr>
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<th>Closures/Notes</th>
<th>Work Hours</th>
<th>Projected Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sepulveda between Cashmere &amp; Church/Ovada</td>
<td>Clear and grub (vegetation removal)</td>
<td>TBD: Maintain one lane in each direction of traffic</td>
<td>Day/Night</td>
<td>November/December</td>
</tr>
<tr>
<td>Sepulveda between Montana and Sunset</td>
<td>Utility relocation: Sewer line (2), water line &amp; fire hydrant on Bronwood, fiber optic line.</td>
<td>TBD; Maintain one lane in each direction of traffic</td>
<td>Day/Night</td>
<td>November/December</td>
</tr>
<tr>
<td>Sepulveda – Homedale/Bronwood</td>
<td>DWP pulling underground wires</td>
<td>Homedale and Bronwood periodically</td>
<td>Days/Nights</td>
<td>Mid-September to December</td>
</tr>
<tr>
<td>Walls 1720/1730</td>
<td>Clear and grub (vegetation removal) and build access</td>
<td>Maintain one lane in each direction of traffic</td>
<td>Day</td>
<td>Ongoing</td>
</tr>
<tr>
<td></td>
<td>Drill pile</td>
<td>TBD; Maintain one lane in each direction of traffic</td>
<td>Day</td>
<td>October 22 – ongoing</td>
</tr>
</tbody>
</table>
## Sunset Segment

<table>
<thead>
<tr>
<th>Location</th>
<th>Activity</th>
<th>Closures/Notes</th>
<th>Work Hours</th>
<th>Projected Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walls 1720/1730 (continued)</td>
<td>Retaining wall construction - permanent tie backs</td>
<td>TBD; Maintain one lane in each direction of traffic</td>
<td>Day</td>
<td>November/December</td>
</tr>
<tr>
<td></td>
<td>Lateral walls and soundwall construction</td>
<td>TBD; Maintain one lane in each direction of traffic</td>
<td>Day</td>
<td>November/December</td>
</tr>
<tr>
<td>Sunset on ramp and Sepulveda Bl</td>
<td>Temporary Exxon Mobil oil line relocation</td>
<td>Nightly closures of Sunset Bl – NB on ramp; 36-hour single directional traffic lane on Sepulveda Bl to connect line-in under Sunset Bridge</td>
<td>Day/Night</td>
<td>Completed</td>
</tr>
<tr>
<td>Sunset Bridge</td>
<td>Demolition of abutments, 4 nights</td>
<td>Lane closures</td>
<td>Night</td>
<td>Completed</td>
</tr>
<tr>
<td></td>
<td>Reconstruction</td>
<td>Equipment deliveries with night intermittent closures of Sunset Bl and I-405; Abutment foundation pile driving</td>
<td>Day/Night</td>
<td>On going</td>
</tr>
</tbody>
</table>
## Sunset Segment

<table>
<thead>
<tr>
<th>Location</th>
<th>Activity</th>
<th>Closures/Notes</th>
<th>Work Hours</th>
<th>Projected Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wall 1746</td>
<td>Utility relocation: Time Warner, sewer line</td>
<td>TBD; maintain one lane in each direction of traffic</td>
<td>Day/Night</td>
<td>November</td>
</tr>
<tr>
<td></td>
<td>Wall construction</td>
<td>TBD; maintain one lane in each direction of traffic</td>
<td>Day/Night</td>
<td>November/December</td>
</tr>
<tr>
<td>Thurston Circle</td>
<td>New gas line installation</td>
<td>Maintain access to residents</td>
<td>Day as much as possible</td>
<td>Completed</td>
</tr>
<tr>
<td>Montana Bridge</td>
<td>Demolition associated with widening of bridge</td>
<td>TBD; maintain one lane in each direction of traffic</td>
<td>Day/Night</td>
<td>November 12 &amp; 13</td>
</tr>
<tr>
<td></td>
<td>Temporary storm drain relocation</td>
<td>TBD; maintain one lane in each direction of traffic</td>
<td>Night</td>
<td>Mid-November</td>
</tr>
</tbody>
</table>
Sunset Bridge Replacement Work

I-405 Freeway

Wall 1746
### Sunset Segment—Proposed Landscaping

<table>
<thead>
<tr>
<th>Location</th>
<th>Sepulveda Bl</th>
<th>Jurisdiction</th>
<th>Landscape</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wilshire to Constitution</td>
<td>Westside</td>
<td>State</td>
<td>Yes</td>
<td>Vines</td>
</tr>
<tr>
<td></td>
<td>Eastside</td>
<td>VA</td>
<td>No changes</td>
<td>No changes</td>
</tr>
<tr>
<td>Constitution to Montana</td>
<td>Westside</td>
<td>City of L.A.</td>
<td>Yes</td>
<td>Vines</td>
</tr>
<tr>
<td></td>
<td>Eastside</td>
<td>City of L.A.</td>
<td>No changes</td>
<td>No changes</td>
</tr>
<tr>
<td></td>
<td>Montana off ramp</td>
<td>State</td>
<td>Yes</td>
<td>Vines, trees, shrubs</td>
</tr>
<tr>
<td>Montana to Sunset</td>
<td>Westside</td>
<td>City of L.A.</td>
<td>Yes</td>
<td>Vines</td>
</tr>
<tr>
<td></td>
<td>Eastside (Montana to Bronwood)</td>
<td>City of L.A.</td>
<td>To be determined</td>
<td>Dependent on utility redesign</td>
</tr>
<tr>
<td></td>
<td>Eastside (Bronwood to Sepulveda Way)</td>
<td>City of L.A.</td>
<td>Yes</td>
<td>Trees</td>
</tr>
</tbody>
</table>

- **Metro**
- **Caltrans**
Landscape Adjustments

• Vines
  • West side of Sepulveda, from Wilshire to Church/Ovada
  • I-405 Project will plant vines and provide irrigation

• Sidewalk trees
  • East side of Sepulveda, from Montana to Sunset
  • I-405 Project will work with City and utility owners to determine if it is possible to adjust spacing and location of underground utilities to allow for tree planting.
  • Proposed tree spacing on sidewalk is being determined.
## Final EIR/EIS Compliance

### Tree Replacement Formulas

<table>
<thead>
<tr>
<th></th>
<th>Non-natives</th>
<th>Naturally Occurring Natives</th>
</tr>
</thead>
<tbody>
<tr>
<td>State ROW</td>
<td>1:1 (ratio)</td>
<td>5:1 (ratio)</td>
</tr>
<tr>
<td>City of L.A.</td>
<td>250 (total)</td>
<td>400 (total)</td>
</tr>
</tbody>
</table>
Final EIR/EIS Compliance

Tree replacement requirements

• Available space
• No subsurface utility conflicts
• Coordination between Caltrans District Landscape and Architect District Biologist
• At the discretion of the agency holding jurisdiction
  Caltrans – state ROW
  City of L.A. – city ROW
Final EIR/EIS Compliance

Tree replacement locations

1. In area where original tree was removed
2. In project area
3. Santa Monica Mountains Conservancy
4. City of Los Angeles Bureau of Street Services
Tree Replacement

- Number of trees removed (all areas) – approx. 1,850-1,900

- Number of trees replanted (all areas) – approx. 3,650-4,000

- Number of trees replanted in project area – approx. 1,450

- Number of trees replanted in Westwood Hills area (Constitution to Moraga) – approx. 75
Mulholland Segment
(Sepulveda to Ventura)

Top 5 Upcoming Activities

• Early prep work for the sound wall in Sherman Oaks
• Construction of retaining walls near Getty Trail Head
• Skirball Bridge reconstruction
• Early prep work for the relocated southbound Skirball on-ramp construction
• Redesign of Mulholland Bridge
## Mulholland Segment

<table>
<thead>
<tr>
<th>Area</th>
<th>Activity</th>
<th>Closures/Notes</th>
<th>Work Hours</th>
<th>Projected Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Getty Trail Head</td>
<td>Crusher site operation</td>
<td>Continuing crusher site operation at the Getty Trail Head</td>
<td>Day/ Night</td>
<td>On-going</td>
</tr>
<tr>
<td></td>
<td>Retaining walls construction</td>
<td>Building of two retaining walls along the northbound freeway. No resident within impacted perimeter.</td>
<td>Day/ Night</td>
<td>Ongoing</td>
</tr>
<tr>
<td>NB between Getty Trail Head &amp;</td>
<td>Retaining wall construction</td>
<td>Will begin construction of additional retaining walls near the Bel Air Crest community</td>
<td>Day/ Night</td>
<td>Mid December</td>
</tr>
<tr>
<td>Skirball Bridge</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Getty Trail Head Crusher site operation: Day/ Night, On-going
- Retaining walls construction: Day/ Night, Ongoing
- NB between Getty Trail Head & Skirball Bridge Retaining wall construction: Day/ Night, Mid December
## Mulholland Segment

<table>
<thead>
<tr>
<th>Area</th>
<th>Activity</th>
<th>Closures/Notes</th>
<th>Work Hours</th>
<th>Projected Start Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sherman Oaks (west of I-405)</td>
<td>Clearing and grubbing</td>
<td>Closure of two right-hand lanes on the SB I-405 and Valley Vista on-ramp</td>
<td>Day/Night</td>
<td>Ongoing until October</td>
</tr>
<tr>
<td></td>
<td>Area grading and construction of retaining wall</td>
<td>Construction trucks in/out via mainline; only small vehicles use residential streets. Closures of southbound Skirball ramps.</td>
<td>Day/Night</td>
<td>Ongoing until October 2011</td>
</tr>
</tbody>
</table>
### Mulholland Segment

<table>
<thead>
<tr>
<th>Area</th>
<th>Activity</th>
<th>Closures/Notes</th>
<th>Work Hours</th>
<th>Projected Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valley Vista</td>
<td>Utility relocation</td>
<td>Will need to relocate two utilities to support sound wall construction. Project team is working to minimize impact to community.</td>
<td>Day</td>
<td>TBD</td>
</tr>
<tr>
<td></td>
<td>House demolition</td>
<td>The work zone will get set-up behind temporary fencing.</td>
<td>Day</td>
<td>TBD</td>
</tr>
<tr>
<td></td>
<td>Clear and grub</td>
<td>Access to the work zone area will entail access from street and freeway.</td>
<td>Day/Night</td>
<td>TBD</td>
</tr>
<tr>
<td></td>
<td>Sound wall construction</td>
<td>Access to the work zone area will entail access from street and freeway.</td>
<td>Day/Night</td>
<td>TBD</td>
</tr>
</tbody>
</table>
## Mulholland Segment

<table>
<thead>
<tr>
<th>Area</th>
<th>Activity</th>
<th>Closures/Notes</th>
<th>Work Hours</th>
<th>Projected Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Skirball Bridge</td>
<td>Bridge demolition</td>
<td>Demolished the span over the north side of the bridge in three nights. Demolition of abutment and center column will occur later in about a month.</td>
<td>Night</td>
<td>Completed</td>
</tr>
<tr>
<td>Reconstruction</td>
<td></td>
<td>Will reconstruct north side of the bridge. Day and time work. Most work will be conducted behind k-rail. Some night time closures of the ramps and bridge.</td>
<td>Day/Night</td>
<td>Ongoing until May, 2011</td>
</tr>
<tr>
<td>Relocated southbound Skirball on-ramp construction</td>
<td>Will begin early prep work and clearing and grubbing related to the construction of retaining walls and relocated southbound Skirball on-ramp.</td>
<td>Day/Night</td>
<td>Early December</td>
<td></td>
</tr>
</tbody>
</table>
For More Information

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