

RTIP ID# <i>(required)</i> 17850				
Project Description <i>(clearly describe project)</i> The project proposes to improve the freeway egress to the Los Angeles International Airport (LAX) by widening the WB Route 105 off-ramp to NB Sepulveda Blvd., from one lane to two lanes. The widening of the off-ramp is proposed from Nash Street to Sepulveda Blvd.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Change to Existing State Highway				
County LA	Narrative Location/Route & Postmiles: WB I-105 off-ramp to NB Sepulveda Blvd. In the City of Los Angeles, PM 0.74/0.99, KP 1.19/1.59 Caltrans Projects – EA# 178501			
Lead Agency: Caltrans				
Contact Person Andrew Yoon	Phone# 213.897.6117	Fax# 213.897.1634	Email Andrew.Yoon@dot.ca.gov	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 <input checked="" type="checkbox"/> PM10 <input type="checkbox"/>				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	<input checked="" type="checkbox"/> PS&E or Construction	Other
Scheduled Date of Federal Action: November 2006				
Current Programming Dates <i>as appropriate</i>				
	PE/Environmental	ENG	ROW	CON
Start	2/3/97	10/2/00	03/27/02	10/11/07
End	09/29/00	11/13/06	03/01/07	03/16/09
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> Route 105, the Glenn M. Anderson freeway, opened to traffic in October 1993, and the NB Sepulveda Boulevard off-ramp from WB Route I-105 serves as a major point of access to the Los Angeles International Airport (LAX). The existing off-ramp is inadequate for the traffic volumes that it serves. Off-ramp traffic frequently backs up in to the freeway's existing one exit-only lane, causing delays. Traffic investigation studies indicate that this segment of WB I-105 experiences heavy use by travelers. This results in heavy traffic queuing during weekday morning and midday peak periods. Adding a lane to the existing off-ramp will improve operation and reduction in the current stop-and-go traffic pattern is anticipated.				

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The Los Angeles International Airport and its appurtenant facilities lie just north of the project location. Residential areas lie immediately southwest of this project and warehouses and industrial areas are present to the south east of this project area. Despite the surround land uses, this off-ramp is used heavily by travelers as it serves as a major point of access to the LAX.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

	AADT	Truck AADT	% Trucks	LOS
2009 Build	38,500	190	5.0	C
2009 No-Build	34,600	170	5.0	F-3

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

	AADT	Truck AADT	% Trucks	LOS
2030 Build	43,200	220	5.0	C
2030 No-Build	38,800	190	5.0	F-3

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

Widening the WB I-105 off-ramp to NB Sepulveda Boulevard will reduce congestion and enhance access to the LAX. The proposed project will alleviate stop-and-go traffic within and on the main line. The proposed improvement will alleviate off-ramp backups during the morning and mid-day periods as well as congestion and queuing on the freeway.

Comments/Explanation/Details *(attach additional sheets as necessary)*

This is a PCE/CE project to widen the WB I-105 off-ramp from just west of the Nash St. off-ramp. The existing off-ramp has three lanes open to NB Sepulveda Blvd at its terminus while there is only one exit-only lane from WB I-105. This off-ramp serves as a major point of access from the I-105 to the terminals at the LAX and is used heavily by travelers. Due to such high demand, this off-ramp experiences congestion and queuing during the morning and mid-day periods.

This project proposes to widen the off-ramp structure and provide an additional exit-only lane from just west of the Nash St. off-ramp, and thereby, providing operational improvements and reducing stop-and-go operation. Reduction of stop-and-go operation typically results in reduction of emissions. The terminus, alignment, and gore areas of the off-ramp are not proposed to be altered.

The project is currently in PS&E or design phase and a review by the TCWG in regard to PM2.5 conformity requirement is deemed necessary. Based on the AADT not more than 37,200 projected to the horizon year (with truck percentage of 5.1% of total AADT) along with proposed operational improvements, it is believed that this project is not a project of air quality concern.