

## TIER 1 PROJECTS

## Metro Express Lanes Program 5-10 Year Implementation Phasing Plan (Tier 1)

Corridor	From	To	Lane Miles	Scope	Non-Standard Cost	Full-Standard Cost
<b>Existing Network</b>						
<b>I-10</b>	Alameda St.	I-605	39.1	In operation	N/A	N/A
<b>I-110</b>	Harbor Gateway Transit Center	Adams Blvd.	35.3	In operation	N/A	N/A
<b>Tier 1 Baseline Network</b>						
<b>I-10</b>	I-605	LA/SB CL	34.2	Convert existing and future HOV to Single HOT in each direction	\$43M	\$196.8M
<b>I-105</b>	I-405	I-605	32.0	Convert existing HOV to single HOT in each direction*	\$37.4M	\$73.2M
<b>I-110</b>	182 <sup>nd</sup> Street	I-405	2.2	Add new HOT lanes by extending existing single HOT lanes in each direction south to I-405; construct new HOV/HOT Direct Connector at I-110/I-405	N/A	\$280.4M +\$250M (Connector)
<b>I-405</b>	US 101	LA/OC CL	77.6	Convert existing HOV to single HOT in each direction**	\$94.5M	\$305M
<b>I-605</b>	I-10	LA/OC CL	41.2	Convert existing HOV to single HOT in each direction	\$50.3M	\$249.6M
I-605/SR-60 Interchange Direct Connectors			HOV 0.1	Construct HOV direct connectors at I-605/SR-60 interchange	N/A	\$490.6
<b>Tier 1 Total</b>			<b>187.3</b>		<b>\$225.2M</b>	<b>\$1,845.6M</b>

Source: Conceptual-Level Cost Estimate Report, SCAG Express Travel Choices Phase II Study - Regional Express Lane Network, April 8, 2015

\*Metro expects that dual Express Lanes can be implemented on the I-105 (I-405 to I-605); final configuration to be determined through the Project Approval/Environmental Document (PA/ED). Caltrans I-105 PSR-PDS estimated cost for dual-lanes is \$125M to \$200M.

\*\* Metro expects that dual Express Lanes can be implemented on the I-405 (US 101 to I-10); final configuration to be determined through the Project Approval/Environmental Document (PA/ED). Prior Sepulveda Pass Corridor Systems Planning Study Supplemental Traffic and Revenue Study estimated cost for dual-lanes at \$188M.

# Tier 1 Express Lanes 10-Year Plan (2017-2027)



## TIER 2 PROJECTS

### Metro Express Lanes Program 15-Year Implementation Phasing Plan (Tier 2)

Corridor	From	To	Lane Miles	Scope	Non-Standard Cost	Full-Standard Cost
<b>Tier 2 Baseline Network</b>						
<b>I-5</b>	I-605	LA/OC CL	12.9	Convert future HOV to single HOT in each direction	\$15.4M	\$40.5M
<b>I-5</b>	SR-170	SR-134	20.0	Convert future HOV to single HOT in each direction	\$23.8M	\$52.9M
<b>SR-57</b>	LA/OC CL	SR-60	9.6	Convert existing HOV to single HOT in each direction	\$12.1M	\$44M
<b>SR-91</b>	I-110	LA/OC CL	29.0	Convert existing HOV to single HOT in each direction	\$34.8M	\$475M
<b>SR-134</b>	SR-170	I-210	26.2	Convert existing HOV to single HOT in each direction	\$33.6M	\$1,205M
<b>I-210</b>	SR-134	LA/SB CL	56.2	Convert existing HOV to single HOT in each direction	\$68.7M	\$2,251.4M
<b>I-405</b>	I-5	US 101	17.4	Convert existing HOV to single HOT in each direction	\$22.4M	\$73.9M
<b>Tier 2 Total</b>			<b>171.3</b>		<b>\$210.8M</b>	<b>\$4,142.7M</b>

Source: Conceptual-Level Cost Estimate Report, SCAG Region Value Pricing Project—Regional Express Lane Network, April 8, 2015

# Tier 2 Express Lanes 15-Year Plan (2027-2032)



## TIER 3 PROJECTS

### Metro Express Lanes Program 25-Year Implementation Phasing Plan (Tier 3)

Corridor	From	To	Lane Miles	Scope	Non-Standard Cost	Full-Standard Cost
<b>Tier 3 Baseline Network</b>						
<b>I-5</b>	SR-14	SR-170	17.2	Convert existing HOV to single HOT in each direction	\$17.7M	\$80.8M
<b>SR-60</b>	I-605	LA/SB CL	36.2	Convert existing HOV to single HOT in each direction	\$48.3M	\$217.3M
<b>SR-170</b>	SR-134	I-5	13.3	Convert existing HOV to single HOT in each direction	\$17M	\$57.7M
<b>Tier 3 Expanded Network (included as sensitivity tests for possible inclusion to Tier 3 Baseline)</b>						
<b>I-5</b>	SR-14	Parker Rd.	26.8	Convert future HOV to single HOT in each direction	\$95.3M	\$370.7M
<b>SR-14</b>	I-5	Avenue P8	71.8	Convert existing HOV to single HOT in each direction	\$37.3M	\$336.5M
<b>SR-118</b>	LA/VEN CL	I-5	22.8	Convert existing HOV to single HOT in each direction plus I-110/I-405 direct connectors	\$26.8M	\$92.6M
<b>Tier 3 Total*</b>			<b>190.3</b>		<b>\$242.4M</b>	<b>\$1,686M</b>

Sources: Conceptual-Level Cost Estimate Report, SCAG Region Value Pricing Project—Regional Express Lane Network, April 8, 2015

# Tier 3 Express Lanes 25-Year Plan (2032-2042)

