I-105 EXPRESSLANES PROJECT FALL 2024

We're planning to ease traffic and enhance safety on the 105.

Overview

Metro has a plan to ease traffic and enhance safety on Interstate 105 (I-105) freeway, which includes the conversion of the existing High Occupancy Vehicle (HOV) lane, or carpool lane, into two Metro Expresslanes in each direction on the I-105 freeway. Metro ExpressLanes are available for use by all motorists, as a toll-free option to carpools and by paying a toll for single occupant drivers.

The I-105 ExpressLanes Project seeks to do the following:

> Enhance freeway operations and safety by improving traffic flow and reducing stop and go conditions

> Ease congestion by improving travel speeds on the ExpressLanes to meet the federal standard

> Reduce freeway overflow traffic onto nearby city streets

> Reinvest the revenue from the use of toll lanes on mobility improvements and transit projects in communities along the corridor

This Project expands the network of Metro ExpressLanes in LA County and provides direct access and connection to the I-110 Metro ExpressLanes, helping to reduce congestion, improve travel efficiency and enhance highway safety.

About ExpressLanes

Metro ExpressLanes are designed to improve traffic flow and provide motorists, including solo drivers, a more reliable travel option in Los Angeles County. ExpressLanes allow qualified carpools to travel for free with the use of a FasTrak Flex transponder, while also providing single-occupancy vehicles the option to pay a toll to use the lane.

Tolls for vehicles that don't qualify for free travel are calculated based on traffic conditions and vary according to the level of congestion – tolls are higher when traffic congestion is heavier and lower when traffic is lighter.

Metro currently operates Metro ExpressLanes on the I-10 and I-110 freeways. For more information, please go to *metroexpresslanes.net*.

Metro Equity Assessment Study

In 2024, Metro ExpressLanes completed an equity assessment for Segment 1 that identified active transportation, transit, and roadway projects that could be funded with I-105 ExpressLanes toll revenue. The projects were identified by Metro's Equity Assessment Study efforts in collaboration with local communities along the corridor. The Segment 2/3 Equity Assessment will be conducted in 2025.

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Project Area

The project area includes the cities of Los Angeles, El Segundo, Hawthorne, Inglewood, Lynwood, Paramount, South Gate, Downey, Norwalk, and Unincorporated areas of LA County.

The I-105 ExpressLanes Project will be completed in three segments, with Segment 1 from Sepulveda Bl to Central Av on the I-105 freeway and on the I-110 freeway from the I-105 connector to 103rd St. Construction on Segment 1 is anticipated to begin in early 2025 and slatted for completion in 2028. Early preparation work is anticipated to begin in early 2025. There is no Right-of-way acquisition in segment 1.

Segment 2 is between Central Av and I-710 and Segment 3 is between I-710 and Studebaker Rd. Segments 2 and 3 are anticipated to begin construction in 2026.

Project at a Glance

The I-105 ExpressLanes Project will convert the existing High Occupancy Vehicle (HOV) lane, or carpool lane, into two Metro Expresslanes in each direction on the I-105 freeway between the I-405 in Los Angeles and Studebaker Rd in Norwalk.

The I-105 ExpressLanes Project also includes:

> An auxiliary lane gap closure between Long Beach Bl and I-710 that will reduce weaving and merging

> Construction of sound walls and retaining walls

> Bridge widening at selected undercrossings

> Updated lane re-striping for improved nighttime visibility

> New ramp metering to better manage traffic flow

> Installation of Metro ExpressLanes signage and tolling infrastructure

Once completed, the I-105 ExpressLanes will serve as a catalyst for improving mobility and quality of life along the corridor by reinvesting net toll revenue generated by the project. On the I-10/I-110, net toll revenue has funded local active transportation, transit, and roadway projects within three miles on either side of the freeway and enhanced transit service.

PROJECT MAP

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