Los Angeles International Airport Improvement Program

Enclosed for your use in the Los Angeles capacity/delay analysis is a recent update of the program for major capital projects anticipated by the Los Angeles Department of Airports. This is the program promised by Jack Graham during our meeting on August 22, 1978.

Our Airway Facilities Division is reviewing the project list which is in the interim report. We will furnish you a revised list as soon as it is available.

cc: Mr. Ray Fowler, AEM-100 (w/o encl)
    Mr. Jerry Cohen, ATF-4 (w/o encl)
DATE
October 23, 1978

IN REPLY REFER TO
AWE-4

SUBJECT
LAX Improvement Program

FROM
Regional Planning Officer

TO
Mr. John VanderVeer, ANA-220

On September 1, 1978, we sent a copy of the July 1, 1978, program for the major capital projects anticipated by the Los Angeles Department of Airports. We now have updated the list of FAA F&E programs for LAX shown on Pages 26 and 27 of the Interim Report, dated September 1977. The changes to that list are shown below.

1. Page 26 Item B1. Change SSALR to convert to MALSR.
3. Page 26 Item E1. 06L ILS is complete.
4. Page 26 Item E2. 06L MALSR is complete.
5. Page 26 Item F2. 06A localizer antenna modification is complete.
6. Page 27 Item H2. 07R MALSR is complete.
7. Page 27 Item J1. Change to add NU BRIT.
8. Page 27 Item J2. Other modifications are complete.
9. Page 27 Item K1. Additional memory is complete. Add: Upgrade to ARTS IIIA.

cc: Ray Fowler, AEM-100
Jerry Cohen, ATF-4
MEMORANDUM

To: Airport/Airline Affairs Committee
From: William M. Schoenfeld
Subject: Revisions to Program of Major Capital Projects

Included herein is a revised Program of Major Capital Projects dated July 1, 1978 for the Department of Airports. Please remove all project sheets from your existing program book and completely replace with the new sheets for each airport.

William M. Schoenfeld
Deputy General Manager

WMS:JLG:st
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*Eligible for Federal Funds
*Under grant
*Estimated design fee approximately 6%
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*Eligible for Federal Funds*
*Under grant*
*Estimated design fee approximately 6%*
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### Terminal Facilities

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### Airfield Facilities

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*Eligible for Federal Funds
*Under grant
*Estimated design fee approximately 6%
### VAN NUYS AIRPORT

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### PALMDALE AIRPORT

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**AIRPORT SYSTEM TOTALS**

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*Eligible for Federal Funds*

*Under grant*

*Estimated design fee approximately 6%*

**WHV:at**

8-3-78

(213) 646-6267
Completion of land acquisition in the Playa del Rey Island, West Westchester, East Westchester, North Playa del Rey, Emerson Manor and Westchester.

To eliminate residence in approach and transitional zones for runways. Land may be used for parking, storage, terminals, cargo or related purposes.
Project Name | Ticketing Building 2-East Addition
---|---
Estimated Date of Award of Contract | August 1979
Airport | LAX
Estimated Date of Completion | July 1980
Estimated Project Cost | $2,478,000

Project Purpose and Description

The addition will provide additional ticketing space for new airlines and permit the relocation of the existing ticket counters in the entrance to the passenger tunnel.

The project will extend the two-story structure seven bays to the east and will permit the airlines to construct additional check-in counters, offices and baggage areas. The addition will add a total of 19,480 square feet to the existing building.
**Project Purpose and Description**

Relocates public level Customs offices to mezzanine level, moves claim devices 16 feet north and adds 120 feet of baggage claim length. Project also includes new outbound baggage conveyor to apron level and new east-west baggage vehicle ramp.

This project will provide interim expansion to the U.S. Customs area until a new FIS facility can be constructed.
Project Purpose and Description

The project will provide interim improvements to the Immigrations area until a new FIS facility can be constructed. It will include nine new piggy-back inspection counters, new secondary inspection area, and additional office space for the Immigration and Public Health staff. The improvements will be identical for both inspection areas on the operations level of Satellite 2.
The storage tanks will augment the 59,000 gallon fuel oil storage capacity at the Central Utility Plant (CUP). They will provide an on-site fuel supply for approximately 30 days operation, eliminate the necessity for emergency deliveries of fuel oil and will lower unit costs for fuel. The project anticipates a forthcoming curtailment of natural gas and the eventual complete cut-off of the supply of natural gas.

The project will provide two 50,000-gallon underground fuel oil storage tanks for the CUP.
**Estimated Date of Award of Contract:**
October 1979

**Estimated Date of Completion:**
January 1981

**Estimated Project Cost:**
$9,700,000

---

**Project Purpose and Description**

A multiple-story office building on the south side of Century Boulevard (private) between Western Airlines' employee parking structure and the Bank of America building.*

The structure will provide adequate office and parking space for all Department of Airports' bureaus and divisions.

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*Other potential sites around the airport are still under study.*
<table>
<thead>
<tr>
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<th>Project Number</th>
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<td>January 1982</td>
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City of Los Angeles
Department of Airports
Office of Facilities Planning

**Project Purpose and Description**

A new terminal complex designed for 12-16 aircraft gate positions. Cost estimate includes all site, roadway and utility work.

This facility is necessary to meet forecast passenger demand.
The addition will provide badly needed space for Federal Inspection Services and additional baggage claim facilities.

The project includes an above ground connection between the Ticketing and Satellite building and a two-story, westerly addition to the ticketing building.
Project Purpose and Description

A reinforced concrete tunnel, 7' wide x 8' high, with a total length of approximately 7,600' at the perimeter of the central auto park area. The tunnel will house water mains and heating and air conditioning lines in addition to other underground facilities that may be needed from time to time.

To reduce leakage from water mains and heating and air conditioning lines, to facilitate inspection, maintenance, and repair of these lines, and to prevent costly damage that could occur to adjacent facilities in the event of a pipeline failure.
Project Purpose and Description

A new terminal complex designed for approximately 23 aircraft gate positions.

This facility will provide for airport expansion required to meet passenger forecasts.
This project will expand the existing international carriers' satellite facilities to meet the rapid growth of international passengers.

The project includes expansion and modification to Satellite 2 after the FIS functions have been moved to a new facility. The project is based on Duplanty-Huffaker's 1971 study and includes appendages at Gate 21 and 28, expanding the mezzanine level over the baggage ramp, and converting the former FIS space to offices and public areas.
Project Purpose and Description

To bring Taxiway F to standard FAA 75' wide criteria and to replace deteriorated pavement originally designed and constructed in 1958 for 707/DC-8 type aircraft. The construction will permit wide-bodied cargo and freighter aircraft access to the Air Freight 4 area.

Taxiway F
Reconstruct existing 50' wide taxiway with new 75' wide asphalt concrete pavement, new taxiway lights, and asphalt concrete shoulders between Stations 0 + 00 (east end) and 58 + 00 (500' west of Sepulveda).

Taxiway 3-G
Reconstruct existing 75' wide taxiway with new 75' wide asphalt concrete pavement between Taxiway F and Runway 25L.

Taxiway 7-G
Abandon.

Sepulveda Tunnel
Construct overlay section of Taxiway F designed for B-747 aircraft.
Project Name
Runway 25R Rehabilitation

Estimated Date of Award of Contract
April 1979

Estimated Date of Completion
October 1979

Estimated Project Cost
$2,475,000

Project Purpose and Description
The removal and reconstruction of the middle 100 feet of the most easterly 3,900 feet of Runway 25R. The concrete pavement has failed and needs to be replaced with a thicker concrete section capable of supporting the current generation of aircraft.
The Taxiway will permit closing the first 700 feet of Runway 25L where the ALS light bars are to be elevated as a step in obtaining Category II minimums for this runway.

The taxiway will be full strength asphalt concrete, 75 feet wide, connecting Taxiway F with the future displaced threshold of Runway 25L at station 9+03.
The project will provide dual east-west taxiways between the north-south taxiways connecting the north runway complex with the south complex. Completion of this project will eliminate a ground traffic bottleneck and minimize aircraft delays.

Taxiways J and K will be extended approximately 900 lineal feet westerly between Taxiway 45 and Taxiway 49. The project also includes constructing a new taxiway (L-48) between Taxiways 47 and 49 and relocating Service Road K to the south between Taxiways J and K.
The existing taxiway is rapidly deteriorating and requires replacement. The new location will allow adequate space to develop the proposed West Terminal and continue to provide the airfield with a dual north-south taxiway system connecting the north and south runway complexes.

The new centerline of the 75-foot wide concrete taxiway will be located 198 feet west of the existing centerline and 276 feet east of the existing Taxiway 49 centerline between Taxiway U and Taxiway J. The project includes a connection to the diagonal Taxiway T-47 and relocating the service road east of Taxiway 47 to the west edge of the existing Taxiway 47 which will be abandoned as an active taxiway.
## Project Purpose and Description

The project is necessary to comply with the FAA requirements for Category II operations.

It will include the installation of a centerline lighting system and Touchdown Zone lighting for Runway 25L.

---

### Diagram

- **Touchdown Zone Lights**
- **Centerline Lights**
Project Purpose and Description

The purpose of the project is to strengthen the south runway complex for jumbo jet use.

Construction will include:

a) New structural section over the existing Sepulveda Tunnel.

b) 178,900 SY's new PCC runway and taxiway pavement.

c) Updating of lighting and geometrics to meet current FAA criteria.
Imperial Storm Drain

Project Purpose and Description

Construction of 2,940 feet of 87-inch RCP storm drain to connect the passenger terminal outfall storm drain to the existing Los Angeles County Flood Control District storm drain at new Pershing Drive.

The completion of this storm drain will eliminate the detention basin west of the Runway 25 Complex, so that the clear zone at the end of the runway can be leveled. It will also alleviate mosquito and bird problems in the open ponding basin.
Construction of six interim parking positions for wide-bodied jets to be located south of Taxiway U at the intersection of the future Taxiway 75.

These remote gate positions are needed to meet the gate requirements at Satellite 2 and also provide substitute parking positions to replace the three aircraft parking pads east of Satellite 2 that are to be removed to allow for Terminal 1 construction.
<table>
<thead>
<tr>
<th>Project Name</th>
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<th>Revision Date</th>
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<tr>
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<td>Airport</td>
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<td>Estimated Date of Completion</td>
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**Project Purpose and Description**

This project will permit access from the north to Runway 25L when the first 700 feet of Runway 25L is no longer usable due to elevated light bars in the new ALS system.

The taxiways will be 75 foot wide, full strength asphalt concrete taxiways connecting Taxiways 8-G and 8-L. The taxiways will be located approximately 1,100 feet from the east end of Runway 25R.
Project Purpose and Description

Taxiway 75 - P.C.C. 100' wide, 3,700' long, between Taxiway U and Taxiway J Extension.

Taxiway J Extension - P.C.C., 100' wide, 5,000' long, between Taxiway 75 and Taxiway 47.

Connecting Taxiways - Reconstruction of north-south Taxiways 53 and 63.

Taxiway 75 will provide an additional north-south taxiway. Existing Taxiway J is to be extended west to connect Taxiway 75 to the south airfield.
The purpose of the project is to minimize costly and disruptive alternate operations that result from adverse fog conditions.

The project will require the contractor to provide a guaranteed "turn key" system which will provide for visibility and ceiling improvements on Runway 24R through the use of a thermokinetic fog dispersal system. The system will be computer controlled with manual override and will provide meteorological improvements for flight operation to Category II.

A separate project, "Taxiway Centerline Lighting", will provide a guidance system from the runway to the terminal area.
The project will extend Runway 24R to a planned length of 10,285 feet to increase the takeoff capability to that equal at Runway 24L.

The project includes:

Runway extension - 1,360 lineal feet of concrete pavement (22,670 square yards), including drainage facilities, centerline and edge lights, and paved shoulders.

Taxiway connection - (Taxiway 85-V) - 700 lineal feet of concrete pavement (5,350 square yards) including edge lights and paved shoulders.
The purpose of the project is to minimize costly and disruptive alternate operations resulting from adverse fog conditions. The light system will guide aircraft from Runway 24R to the Terminal Area.

The project will provide centerline taxiway lighting to Category III standards. Light spacing is proposed to be about 15 feet on centers for the high speed exit taxiway turns and intersections and 50 feet on centers for straight sections.
Reconstruction will be required for LAX's primary wide-bodied runway approximately seven to eight years after completion of Runway 24L Resurfacing Project (December, 1974).

Reconstruct entire 10,285 foot long Runway 24L-6R, and asphalt concrete taxiways 52-V, 65-V, 65-U, 75-V, 75-U. Project includes replacing existing asphalt runway and taxiways with concrete pavement, overlaying existing concrete at east and west ends of runway with concrete pavement, centerline and touchdown zone lights, and pavement grooving.
Project Purpose and Description

This project is a requirement of the Conditional Use approval to build the East Westchester Auto Parking Lot and it will widen 96th Street from between 13' and 15' on the north side between Airport Boulevard and Sepulveda Boulevard. The project will include AC pavement, curb and gutter, concrete sidewalk, street trees, street lights, and traffic signals.
Project Purpose and Description

The project will add one lane in each direction to existing World Way West. (Approximately 38,400 sq. ft. of pavement) and will also underground the existing overhead power and telephone lines along World Way West.

Completion of the project will provide for increased traffic from the airlines maintenance area and remove unsightly overhead facilities.
The highway will join the section of roadway between Hastings Avenue and Pershing Drive which is planned to be constructed as part of the Nike Site Land Development project. The project will provide an east-west traffic corridor between Manchester and Imperial linking the San Diego Freeway and the ocean and to provide access to the acquisition areas north of the airport.

The roadway will be constructed to major highway standards between Airport Boulevard and Sepulveda Boulevard through East Westchester (Phase I) and between Lincoln Boulevard and Hastings Avenue through West Westchester (Phase II). The project includes signalized intersections at Sepulveda, Emerson and Lincoln.
Project Name: 96th Street Bridge Over Sepulveda

Estimated Date of Award of Contract: February 1980

Estimated Date of Completion: December 1980

Estimated Project Cost: $1,646,000

City of Los Angeles
Department of Airports
Office of Facilities Planning

Project Purpose and Description

A four-lane vehicular bridge over Sepulveda north of 96th Street including connections to Lot "C" and Sky Way.

The project will provide an off-street connection between the East Westchester Transportation Center and the Airport for buses, rental car vans, and future transportation modes.
Project Purpose and Description

The following is a brief description of the preferred alternative developed in the LAX Ground Access Study to increase the capacity of LAX to 40 MAP.

The primary elements are: an elevated four-lane roadway in the CTA contiguous with the ticketing buildings, continuous sidewalk at the second level along World Way, direct access to the parking structures via bridges over World Way, and ramp access and egress at Century and Sepulveda Boulevards. The roadway will be designed to accommodate conversion of second level lanes to preferential high-occupancy vehicles and/or to a People Mover Guideway.

Parking lot, parking structure, roadway improvements, etc. which are a part of the preferred alternative are listed separately as individual projects.
Project Name: Airport Boulevard (W/S) - 96th Street to Interceptor

<table>
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<th>Project Number</th>
<th>Revision Date</th>
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Estimated Date of Award of Contract: July 1981

Estimated Date of Completion: January 1982

Estimated Project Cost: $354,000

Project Purpose and Description:

Widen Airport Boulevard 17' on the west side between 96th Street and Interceptor Street. Project includes AC pavement, curb and gutter, concrete sidewalk, street trees, street lights, and traffic signals.

This project is a requirement of the Conditional Use approval to build the East Westchester Auto Parking Lot.
Project Purpose and Description

A two-roadway tunnel approximately 900 feet in length connecting the Imperial Tunnel to World Way.

To provide an alternate ingress and egress to the passenger terminal area and to increase ground access capacity of the central complex.
Project Name: World Way to Manchester Tunnel Connection

Project Number: 57F

Revision Date: 1-1-78

Estimated Date of Award of Contract: August 1981

Airport: LAX

Estimated Date of Completion: August 1982

Estimated Project Cost: $10,571,000

Project Purpose and Description:

A two-roadway tunnel (each 55 feet wide) approximately 1,100 feet in length connecting the Road and Tunnel to Manchester - Phase 2 to World Way.

To provide an additional vehicular entrance and exit for the passenger terminal area.

Existing Tunnel Under Runway 24R
Built Under Phase I (720' Long)

Road and Tunnel to Manchester -
Phase 2 - $25,000,000
(Separate Project)

WORLD WAY TO MANCHESTER TUNNEL CONNECTION

$10,571,000
Project Name
Imperial Tunnel

Estimated Date of Award of Contract
Ph I 9/83, Ph II 9/84, Ph III 8/85

Estimated Date of Completion
Ph I 9/84, Ph II 9/85, Ph III 8/86

Project Purpose and Description

Phase I Structural under Runway 25L  $37,000,000
Phase II Structural under Runway 25R
Phase III Ventilation Building Lighting and Roadway  $18,000,000

To provide an alternate ingress and egress to the passenger terminal area and to increase the ground access capacity of the central complex.

A 4,300 foot roadway between World Way and Imperial Highway. A portion of the roadway will be a 3,700 foot underground structure, crossing under the Runway 25 complex. The roadway will interchange with Imperial Highway and World Way and will provide three lanes in each direction. Ventilation and lighting facilities will be included. This project will be phased in with the reconstruction of the south runway complex.
Project Purpose and Description

Completion of arterial highway including interchanges at Sepulveda and Lincoln, a connection between Pershing and Vista del Mar, and access ramps in the East Westchester transportation center.

To meet 1990 traffic demands and satisfy anticipated tract map requirements.
A two-roadway tunnel (each roadway 55 feet wide), from the existing unfinished tunnel under Runway 24R to the World Way to Manchester Tunnel Connection and a six-lane roadway from the north end of the existing tunnel to Manchester Avenue. Project includes a ventilation building and interior finish for the existing 720-foot segment of tunnel.

To provide an additional vehicular entrance and exit for the passenger terminal area.
The project is needed to meet the demand created by the increase in supplemental carrier operations.

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Phase I was done by the Maintenance Bureau.
Increase the parking capacity at LAX to meet future needs. The expanded VSP Lot will operate in conjunction with remote parking in East Westchester to provide a system of peripheral parking that will remove a substantial amount of traffic from the central complex.
Project Purpose and Description

A 3-level parking structure, approximately 660' long 280' wide, containing 1,500 parking spaces.

To provide additional automobile parking within the central passenger terminal area. Will serve the new Terminal 1.
A 3-level parking structure, approximately 395' long x 235' wide, containing 763 car spaces.

To provide additional parking for automobiles in the central passenger terminal area.
Project Name
East Westchester Parking Lot Addition

Estimated Date of Award of Contract
January 1982

Estimated Date of Completion
July 1982

Estimated Project Cost
$3,597,000

City of Los Angeles
Department of Airports
Office of Facilities Planning

Project Purpose and Description

This project will provide an additional 5,000 auto parking stalls for public and U-drive parking. It will allow for the relocation of rental car facilities from the central complex.

Completion will increase the parking capacity at LAX to meet future needs.
Project Name: Parking Structures - Lot 3

Project Number: 27T, 92T

Revision Date: 1-1-78

Airport: LAX

Estimated Date of Award of Contract: January 1982

Estimated Date of Completion: January 1984

Estimated Project Cost: $11,931,000

City of Los Angeles
Department of Airports
Office of Facilities Planning

Project Purpose and Description

Two three-level parking structures, each 600' long by 240' wide with a capacity of 1,300 parking spaces each. Total capacity 2,600.

To provide additional automobile parking spaces in the central passenger terminal area.
Project Purpose and Description

The subject area has been restricted in use by City zoning. The area was originally zoned R-1; however, in June, 1970, the City approved changing the zoning to (T)M2. The current classification is zoned tentative light industrial and requires the Department to file a tract map and record the subdivision prior to the issuance of any building permits. The estimated cost includes miscellaneous fees required to file and record the tract map.
Project Purpose and Description

A twenty-foot high noise barrier and fifty foot landscaped area with a fourteen foot maintenance road along the north property line between the golf course and Emerson Avenue.

The purpose of the pilot project is to determine the actual sound reduction characteristics of such a wall. If the program is successful, the barrier will be continued along the entire airport boundary as part of the North Acquisition Area Development project. The maintenance road could be converted into a bicycle path.
Site development will include demolition of the existing Rockwell facilities, structures and unusable pavement, grading, utilities, 5,000 LF of 50 FT roadway and construction of a joint use taxiway connecting the Rockwell site to Taxiway F.

The new cargo terminal complex is ultimately planned to provide approximately 836,250 SF of warehouse space, 24 aircraft parking positions, and 2,400 automobile parking stalls. Building construction and lease improvements will be made by the individual leasees.

Airline requests for the space that will be available on the southside exceed the supply. The combination of the south side development and existing Cargo City are projected to be able to process over 2.8 million tons of cargo a year. This will meet the projected cargo demand through 1987. The phased development will require the following yearly expenditure of funds:

Fiscal Year: 78-79 79-80 80-81
$1,000,000 $3,050,000 $450,000
Project Name
La Cienega Building Electrical Improvements

Project Number
166

Revision Date
1-1-78

Estimated Date of Award of Contract
May 1979

Airport
LAX

Estimated Date of Completion
September 1979

Estimated Project Cost
$161,000

Project Purpose and Description

The purpose of the project is to reduce fire hazards in the 47,356 square foot La Cienega (and 111th Street) Building, to bring the electrical circuits up to Los Angeles City Electrical Code and to replace old or obsolete equipment. The project will include the following:

1. Replace the old unapproved main switchboards for both 480 volts, 3 phase electrical services and for six subswitchboards with new approved switchboards.
2. Provide adequate and approved support for existing light fixtures.
3. Provide additional emergency lighting and adequate support for exiting.
4. Provide internally illuminated exit signs.
5. Provide platforms for access to transformers, air conditioners and other electrical equipment above the office area ceilings.
6. Replace extension cords and plastic floor pancake extensions with approved receptacles.
7. Repair air conditioning equipment.
8. Update panel directories.
Project Name: Nike Site Land Development
Project Number: 7-1-77
Estimated Date of Award of Contract: June 1979
Estimated Date of Completion: June 1981

City of Los Angeles
Department of Airports
Office of Facilities Planning

Project Purpose and Description

The project will fulfill the requirements that the Department anticipates to be imposed by the City of Los Angeles as part of Conditional Use process and internal site improvements to allow development of an approximately 43-acre site for use by L.A. Community College, Jet Pets and Dobbs Houses.

Site and boundary improvements for former Nike Site parcel and adjacent areas. Improvements include:

1. Secondary highway between La Tijera and Pershing Drive on proposed North Arterial Highway alignment.
2. Landscaped buffer strip and six-foot block wall along north property line between Pershing Drive and Falmouth.
3. Widen east half of Pershing Drive to major highway standards between Waterview St. and Sterry St.
4. Landscaped buffer strip 50' wide on east side of Pershing Drive between Waterview St. and Sandpiper St.
5. Service Road bridge over secondary highway.
6. Internal access roads.

\[\text{10' street widening & 50' landscaped strip}\]
\[\text{L.A. Community College}\]
\[\text{50' landscaped buffer strip with 6' block wall}\]
\[\text{Service road bridge}\]
\[\text{30' internal access road}\]
\[\text{Dobbs Houses}\]
\[\text{Secondary Highway-Pershing to La Tijera}\]
\[\text{50' internal access road}\]
\[\text{Jet Pets}\]
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<tr>
<th>Project Name</th>
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<tr>
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<td>$1,200,000</td>
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**Project Purpose and Description**

A 347 gallon per minute dry weather flow waste water treatment plant to be located near the intersection of Pershing Drive and Imperial Highway. The plant will treat essentially all of the Airport dry weather flow west of Sepulveda Boulevard.

To meet the standards of the State's Water Quality Act of 1970 and to alleviate any possibility of Airport industrial wastes polluting the beach and ocean.
Project Purpose and Description

Includes miscellaneous street improvements to Sepulveda Boulevard and Will Rogers. Also includes consideration of utility relocations, fire hydrants and mains, boundary survey, title search and tract fees.

1. To fulfill the requirements of the tract map. The tract map must be filed in order to develop the land.

2. To provide better traffic flow in and around the airport and for our future development in East Westchester.

The above cost was based on improvements as suggested by the City Department of Traffic.
Project Purpose and Description

Project consists of complete site development of West Westchester, Emerson Manor, and East Westchester acquisition areas. Improvements include grading, utilities, sewers, storm drains, internal roadways, connections to the airport, and landscaped buffer strip, bikeway and sound wall along the north boundary.

This provides site improvements and access in the 383 acres included in the north acquisition areas for industrial, commercial and airport-related uses, and to satisfy anticipated tract map requirements.
The project will improve the appearance of Airport property along Imperial Highway in the vicinity of Air Freight No. 4.

Construction will include:

a) 1600' - 6' high block wall.

b) 1600' - 6' wide side between the existing sidewalk and curb.

c) 20' wide irrigated landscaped area between the wall and the existing sidewalk.
The project is necessary to comply with requirements set by the Planning Department and the Department of Public Works for the vacation of various streets in the Playa del Rey area.

The project cost includes the widening of Imperial Highway and Vista del Mar and the extension of World Way West to Vista del Mar.
### Project Name
Passenger Terminal Addition

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project Number</th>
<th>Airports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Terminal Addition</td>
<td></td>
<td>ONT</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Estimated Date of Award of Contract</th>
<th>Estimated Date of Completion</th>
<th>Estimated Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 1977</td>
<td>August 1978</td>
<td>$1,387,000</td>
</tr>
</tbody>
</table>

**City of Los Angeles**
Department of Airports
Office of
Facilities Planning

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**Project Purpose and Description**

The project is necessary to relieve congestion in the terminal area and to provide for expansion prior to the time when the new terminal facilities can be constructed.

The addition will add approximately 10,000 square feet to the existing terminal building and new ceiling, carpeting, reconstruction of restroom in existing terminal plus extension and security screening of existing concourse.
Project Purpose and Description

The project is necessary to meet peak parking demands. Construction will include the rehabilitation and renovation of the former Lockheed parking lot and portions of the existing parking lot.

<table>
<thead>
<tr>
<th></th>
<th>Additional Spaces</th>
<th>Total Spaces</th>
<th>Area (Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Lot</td>
<td>---</td>
<td>1,718</td>
<td>11.5</td>
</tr>
<tr>
<td>Parking Lot</td>
<td>1,200</td>
<td>2,918</td>
<td>10.0</td>
</tr>
<tr>
<td>Remodeling</td>
<td></td>
<td></td>
<td>21.5</td>
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</table>

City of Los Angeles
Department of Airports
Office of
Facilities Planning
### Project Purpose and Description

Construct terminal, auto parking, and apron north of the airfield and east of the Cucamonga Creek Channel.

100,000 S. F. Terminal
1,500 auto parking spaces
5 aircraft gate positions

Provide terminal area to meet passenger projections for Ontario.

### Note
The existing terminal will ultimately be converted to air taxi, supplemental, or air cargo usage.
<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project Number</th>
<th>Revision Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Terminal - Phase II</td>
<td>1051 1065</td>
<td>7-1-78</td>
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</table>

<table>
<thead>
<tr>
<th>Estimated Date of Award of Contract</th>
<th>Airport</th>
<th>Estimated Project Cost</th>
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<tbody>
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<td>November 1982</td>
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<td>$14,200,000</td>
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<table>
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<tr>
<th>Estimated Date of Completion</th>
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</thead>
<tbody>
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<td>May 1984</td>
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</table>

**Project Purpose and Description**

Construct terminal, auto parking, and apron north of the airfield and east of the Cucamonga Creek Channel.

- 100,000 S. F. Terminal
- 1,500 auto parking spaces
- 5 aircraft gate positions

Provide terminal area to meet passenger projections for Ontario.

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**Auto Parking Terminal Apron**
Project Name: Passenger Terminal - Phase III

Estimated Date of Award of Contract: July 1985

Estimated Date of Completion: July 1987

Estimated Project Cost: $38,000,000

Project Purpose and Description:

Construct terminal, auto parking, and apron north of the airfield and east of the Cucamonga Creek Channel.

- 100,000 S.F. Terminal
- 1,500 auto parking spaces
- 5 aircraft gate positions

Provide terminal area to meet passenger projections for Ontario.
Project Purpose and Description

Construct a runway 700' s/o the existing runway. Also construct two hi-speed exit taxiways. The east end of the runway will be 2,200' east of the east end of the existing runway.

The runway will be 10,200' x 150' and will have center-line and touchdown zone lights.

Project cost includes $1,320,000 for improvement of the Cucamonga Channel which may be constructed by U. S. Army Corps of Engineers or eligible for 100% reimbursement from the Corps of Engineers.

To provide the airport with a new runway so that the present runway can be maintained or reconstructed. The present runway cannot be reconstructed, or maintained indefinitely, without shutting down existing Runway 25 which would then effectively eliminate trunk air carrier operations.
### Project Purpose and Description

Construct a taxiway 400' south of future Runway 25L. The taxiway will be 8,200' x 75' constructed with AC pavement.

To provide a taxiway for the south side of the airfield and to also provide additional airfield flexibility.
<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project Number</th>
<th>Revision Date</th>
</tr>
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<tbody>
<tr>
<td>Runway 25R Extension and Strengthening</td>
<td>64R, 80R</td>
<td>7-1-78</td>
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<td>Estimated Date of Award of Contract</td>
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<tr>
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<td>Estimated Date of Completion</td>
<td>April 1983</td>
<td>Estimated Project Cost</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$4,579,000</td>
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</table>

**Project Purpose and Description**

Strengthen the existing Runway 25 and extend the runway 2,200' easterly. The runway will be 12,200' x 150'.

This runway will be needed to provide additional airfield flexibility.
<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project Number</th>
<th>Revision Date</th>
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<tbody>
<tr>
<td>Taxiway N</td>
<td>64R</td>
<td>7-1-78</td>
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<td>June 1983</td>
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<tr>
<td>Estimated Date of Completion</td>
<td></td>
<td>June 1984</td>
</tr>
<tr>
<td>Estimated Project Cost</td>
<td></td>
<td>$4,702,000</td>
</tr>
</tbody>
</table>

City of Los Angeles
Department of Airports
Office of Facilities Planning

**Project Purpose and Description**

Construct Taxiway N 400' north of Runway 25R (existing Taxiway N is 275' north of Runway 25R). This taxiway construction will be 8,000' x 100' and will be PCC pavement.

Taxiway N will be relocated from 275' north of the runway to 400' north of the runway to provide adequate clearance between the runway and taxiway.
<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project Number</th>
<th>Revision Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taxiway E Reconstruction</td>
<td>31R</td>
<td>1-1-78</td>
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<td>Airport</td>
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<table>
<thead>
<tr>
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</thead>
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<tr>
<td>January 1980</td>
<td>June 1980</td>
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</table>

<table>
<thead>
<tr>
<th>Estimated Project Cost</th>
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</thead>
<tbody>
<tr>
<td>$1,495,000</td>
</tr>
</tbody>
</table>

City of Los Angeles
Department of Airports
Office of Facilities Planning

**Project Purpose and Description**


Taxiway requires excessive maintenance. Planes are heavier than existing pavement was designed to support.

**Centerline Lights**
Project Purpose and Description

5,000 lineal feet of 10 inch PCC Overlay and AC transition section for Runway 16R-34L.

Strengthening of the runway as required to facilitate increased use by heavier aircraft.
**Project Purpose and Description**

Street improvements including the widening of Sophia Avenue between Hart and Gault Streets, construction of new curbs, gutters, and sidewalks, installation of street trees and a street lighting system and reconstruction of alleys south of Sherman Way and west of Valjean Avenue.

To satisfy requirements for Tracts 26657 and 29247 imposed in connection with the vacation of several streets on the Airport between Saticoy Street and Vanowen Street.
This work is required by the City Planning Department as one of numerous conditions for vacating a number of streets in the north approach zone at Van Nuys Airport.

This project includes new curb, gutter, sidewalk, roadway pavement, street trees, chain link fence, and street lighting.
Project Purpose and Description

This project will provide an aesthetic buffer between newly developed Airport property and adjacent residential and commercial property. Construction will include:

1. 1700 lineal feet of 8-foot high masonry walls. (Required by City Planning Department)
2. 700 lineal feet of 6-foot high masonry walls.
3. 700 lineal feet of landscaped frontage with irrigation system.
The project complies with conditions stipulated by the City Planning Department for vacating Sherman Way, Saticoy Street, and Valjean Avenue in Tract No. 29247.

Construction will include widening Valjean Avenue to secondary standards (66' roadway in an 86' R/W) and widening Saticoy Street to major highway standards (80' roadway in a 100' R/W). All of the widening will be on airport property. The project cost estimate includes landscaping, irrigation, and block walls along Valjean and IDO's to the Department of Public Works and the Department of Water and Power.
Project Name
Land Acquisition

Estimated Date of Award of Contract
Continuing

Estimated Date of Completion
1979-1980 fiscal year

City of Los Angeles
Department of Airports
Office of Facilities Planning

Estimated Project Cost
$6,000,000

Project Purpose and Description

Acquisition of a total of approximately 17,500 acres of land within the boundaries of the proposed Palmdale International Airport.

Approximately 600 acres remain to be acquired.

To provide a facility capable of meeting forecast passenger growth in the 1980's when all existing airports will have reached capacity.
Project Purpose and Description

New 500-foot wide by 1,200-foot long asphalt concrete apron east of existing passenger terminal providing five (5) wide-bodied parking positions.

Reconstruction of center 75 feet of existing Taxiway L with asphalt concrete between southerly end and existing Taxiway E.

To provide a local alternate operations facility for wide-body jets.
### Project Purpose and Description

Develop preliminary site improvements prior to airfield and terminal construction scheduled to begin in 1984. These improvements include:

<table>
<thead>
<tr>
<th>Project</th>
<th>Award</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Flood Control Facilities</td>
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<td>$44,750,000</td>
</tr>
<tr>
<td>2. Site Grading - Phase I</td>
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<tr>
<td>3. Sewage Treatment Facility</td>
<td>4/83</td>
<td>1,495,000</td>
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<tr>
<td>4. Domestic Water Feeder</td>
<td>4/83</td>
<td>1,580,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$63,330,000</strong></td>
</tr>
</tbody>
</table>
Project Purpose and Description

Reconstruction of existing service road south of Taxiway F between the West Imperial Terminal and Aviation Boulevard. The new 30 foot wide asphalt concrete roadway will be on the same alignment as existing west of Sepulveda, and realigned northerly east of Sepulveda to maintain a clearance of 170 feet to the centerline of Taxiway F.

This project will replace the existing deteriorating service road.