



TAXILANE S PROJECT

PROJECT DESCRIPTION

This two-part project represents the first phase of the future Dual Taxilane/Taxiway System between the proposed Midfield Satellite Concourse and the Tom Bradley International Terminal. It consists of a new 3,785-foot-long Taxilane S that connects existing Taxiway B on the south and existing Taxiway E on the north. Taxilane S (Package 1) was constructed as part of a 400-foot-wide Portland Cement Concrete paved strip. This construction also included relocating fuel lines and other utilities, all grading, airfield signage and lighting, and construction of power and communication duct banks. Additionally, Taxiway D was extended approximately 1,000 feet west beyond Taxiway Q, and connects the passenger terminal area with Taxiway R (crossfield taxiway completed in 2010). The project also relocated certain ancillary and support facilities.

Package 2 covered construction of the Bradley West Aprons adjacent to the new north and south concourses, as well as the apron west of the Bradley Core. This apron construction included all grading, paving, drainage, utilities, and power and communication duct banks.

TRAVELER BENEFITS

Taxilane S enhanced the safe movement of aircraft on the ground, as well as alleviated congestion and reduced delays at existing taxiways during peak periods.

TRAVELER IMPACTS

Construction took place in phases so that impacts on airport operations were kept to a minimum. Airport Operations personnel worked closely with air traffic controllers and the airlines to ensure air traffic and ground operations continued in a routine fashion.



View of LAX looking south. Taxilane S connects the north and south airfield complexes at LAX improving safety and efficiency.

[CONTINUED >](#)



LAX IS HAPPENING™

FACTS ABOUT MODERNIZING LAX



CONTINUED >

■ COST

Approximately \$175 million, of which \$130 million is for construction.

■ CONSTRUCTION DATES

Taxilane S (Package 1): March 2010 to November 2011
Bradley West Aprons (Package 2): May 2011 to May 2012

■ FUNDING

The Taxilane S Project was funded by Federal Aviation Administration (FAA) Airport Improvement Program (AIP) funds, airport revenue bond proceeds, and airline rates and fees.

■ ENVIRONMENTAL MITIGATION

As part of the LAX modernization program's environmental requirements and the project-level Environmental Impact Report, prepared in accordance with Los Angeles City and California state regulatory requirements and in consultation with community stakeholders, Los Angeles World Airports has developed mitigation practices that will reduce adverse environmental impacts on the surrounding areas. Measures being taken to minimize these adverse impacts include, but are not limited to:

- Recycling of construction material
- Placing concrete mixers and other equipment on site to reduce the number of trips construction vehicles must make to and from the site
- Designation of specific routes that construction vehicles must use when traveling to and from the site
- Retrofitting construction equipment with emission-and noise-reduction devices
- Restricting construction personnel and material

■ CONTRACTORS

Construction: Flatiron West, Inc.