

2.10 CONSTRUCTION SEQUENCING PLAN - ALTERNATIVE D

The following is a general overview of the sequence of activities that would be required to complete the phased development of Alternative D. Construction on a large scale can cause vehicle and pedestrian congestion, increasing security vulnerability. Planning of each construction phase would include actions to alleviate vulnerabilities. This narrative establishes a phasing and sequencing plan broken down into three distinct phases. This sequencing plan was developed independent of financial, operational and existing lease constraints. The chronology for these facilities is depicted in an order that is consistent with the priorities established by the LAWA staff.

Phase I

1. Reconstruct and recrown Runway 7R/25L approximately 50 feet to the south, construct new full-length parallel taxiway between Runways 7R/25L and 7L/25R, and relocate Navaids associated with Runway 7R/25L.
2. Redevelop the Continental City lot into a new ITC containing 9,127 parking stalls. This facility would provide short-term parking and would contain a physical link to the existing Green Line transit station at the corner of Aviation Boulevard and Imperial Highway. The link would provide power-assisted moving walkways to assist passengers transferring to and from the Landside APM system.
3. Reconfigure the existing long-term parking lot west of and adjacent to La Cienega Boulevard (southeast surface parking). This facility would contain approximately 5,470 parking spaces. Passengers using this lot would be shuttled to the ITC via a busing operation and transferred to the Landside APM for transit to the CTA.
4. Relocate existing off-site utility infrastructure impacted by development program.
5. Construct a baggage tunnel from the site of the future GTC to the existing CTA.
6. Construct a new access roadway system east of Aviation Boulevard including Century Boulevard overpasses. These roads would provide access to and from the ITC, GTC, and the RAC facility.
7. Construct a new RAC facility in the general location of the existing long-term parking lots C and D. A 150,000-square foot

customer service center including a 9,000-stall, four-level ready/return parking garage would be located north of 98th Street. This project would be completed in two phases. Upon the completion and opening of the GTC, the public parking component of Lot C would be transferred to the GTC, and a series of maintenance facilities and vehicle storage lots would be distributed to the north of the service center. In the period between the completion of the RAC service facility and the opening of the GTC, rental car companies would shuttle vehicles from the existing lots to the new customer service/ready return garage.

8. Construct the West Employee Parking Garage containing 12,400 parking stalls. A consolidated employee security screening facility could be developed as part of this project. Shuttle buses would transport employees between this lot and their respective employer locations.
9. Demolish the existing parking structures in the CTA, relocate necessary utilities and complete site preparation for new terminal facilities.
10. Construct off-site roadway improvements required for Alternative D as per the approved Transportation Improvements Phasing Plan for Alternative D of the Master Plan.
11. Constructs a new passenger-processing center (terminal) in the area currently occupied by the parking garages in the CTA. This new facility would provide ticketing, baggage claim, concessions, level two Transportation Security Administration (TSA) security screening for both passengers and baggage, and new meter/greeter areas. New pedestrian bridges would link the new processing building with the existing passenger concourses.
12. Construct a new above ground Landside APM from the CTA to the GTC, ITC, and RAC. An associated Landside APM maintenance facility and test track would be located in the basement of the ITC.
13. Install new baggage security and distribution systems in the CTA and the GTC, including linkage between the two facilities.
14. Construct the GTC north of Century Boulevard and south of Arbor Vitae Street, between Aviation and La Cienega Boulevards. This would also include the construction of three new parking garages containing a total of approximately 7,515 parking spaces. A new commercial vehicle staging area

would be developed north of the northern-most parking structure at the GTC.

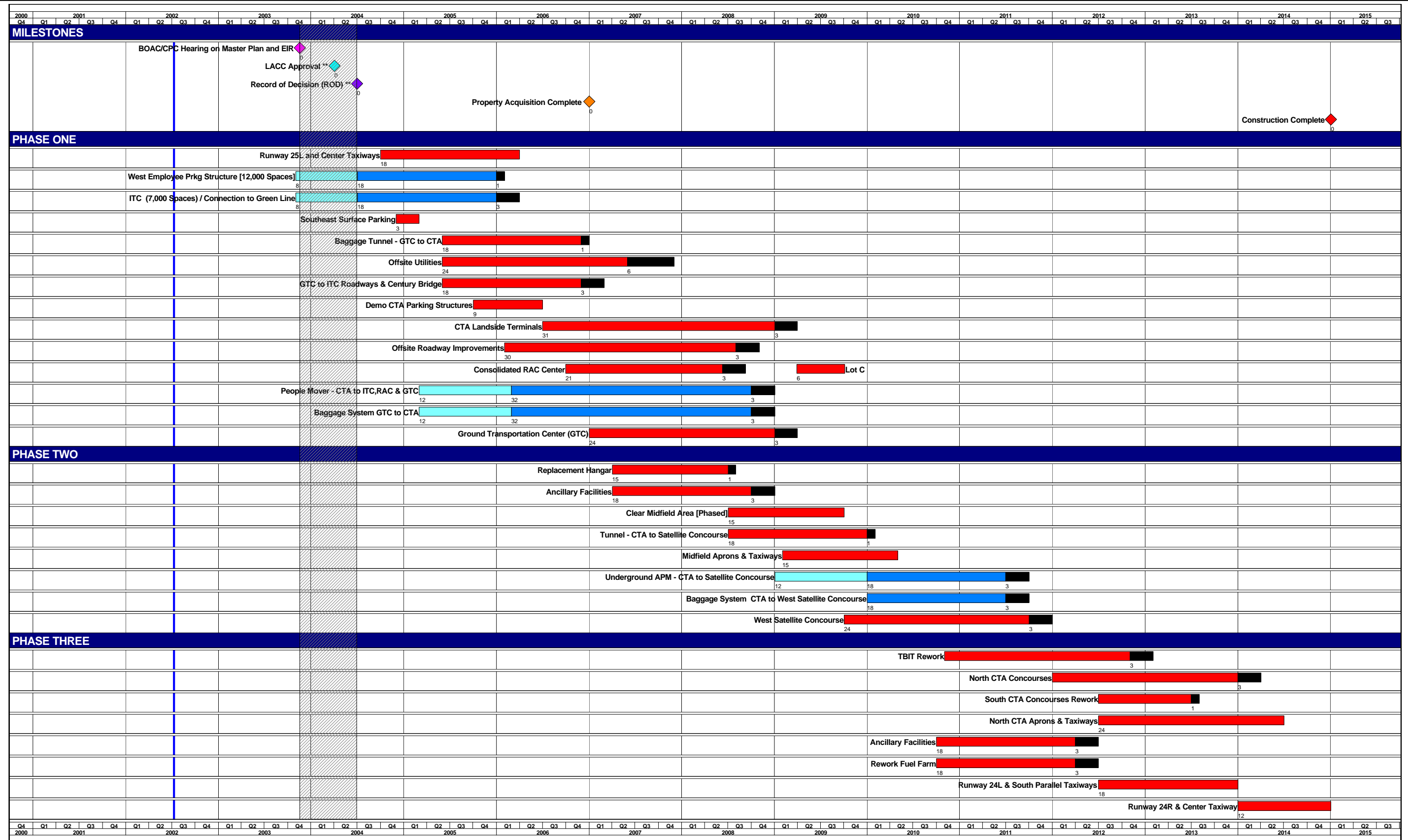
Phase II

1. Construct replacement airline maintenance facilities for the American Airlines high bay maintenance facility, which would be displaced by the construction of the West Satellite Concourse. The new facility would encompass approximately 275,000 square feet of enclosed hangar space.
2. Construct replacement ancillary facilities for West Satellite Concourse facilities displaced by future satellite concourse. These facilities include two ARFF facilities, two 90,000-square foot GREs and associated apron space. The first GRE would be located immediately east of the replacement airline maintenance facilities and the second located on the existing Delta Airlines maintenance apron.
3. Clear midfield airline maintenance areas, including the American High and Low Bay hangars, the former TWA hangar, and US Airways maintenance building. Complete site preparation for the future West Satellite Concourse.
4. Construct an underground tunnel for Airside APM and baggage systems from the future West Satellite Concourse to the redeveloped CTA. Construction would be phased to coincide with apron and taxiway reconstruction.
5. Construct, light, and mark new midfield crossfield taxiways west of the new West Satellite Concourse. Build aircraft parking apron associated with satellite concourse. Relocate Taxiways Q and S that are located immediately to the west of the TBIT building. Construct aircraft parking apron associated with future new TBIT gates.
6. Construct a new West Satellite Concourse west of the TBIT building in the area formally occupied by the TWA, US Airways, and American Airlines aircraft maintenance hangars.
7. Complete construction of the underground Airside APM system from satellite concourse to redeveloped CTA.
8. Install new baggage system from satellite concourse to the redeveloped CTA.

Phase III

1. Reconfigure the existing fuel farm within the current boundaries to accommodate future north airfield configuration.
2. Reconfigure the holdrooms and departure gates on the west side and demolish a portion of the north concourse of the TBIT.
3. Reconfigure Terminals 1, 2 and 3 on the north side of the CTA into one linear facility capable of a continuous Group VI flight line.
4. Relocate and reconstruct the aircraft parking apron associated with the reconstructed north concourses. Relocate and extend the dual taxiway system south of Runway 6R/24L.
5. Reconstruct, widen and extend existing Runway 6R/24L. The extended runway would be approximately 340 feet south of its existing centerline with final dimensions of approximately 11,700 feet long and 200 feet wide.
6. Renovate the existing south CTA concourses to accommodate the relocated carriers' operational needs.
7. Demolish West Remote Gate facilities and associated bus loading docks. Aircraft parking apron, lighting and marking to remain for general aircraft parking and holding purposes.
8. Construct a new full length Group VI taxiway between Runways 6R/24L and 6L/24R.
9. Extend Runway 6L/24R approximately 1,495 feet to the west. The new runway would be approximately 10,420 feet long.
10. Demolish portions of the existing west remote pad.

Figure 2.10-1 contains the conceptual summary schedule for Alternative D. The schedule is intended to show the general phasing and estimated construction durations for the various elements of the project. The summary schedule formed the basis for the environmental analysis of construction impacts associated with Alternative D and is to be used for planning purposes only.



This schedule is intended to provide a general phasing plan and an estimate on construction durations - it is not intended to show precise event and/or construction dates and it is acknowledged that the initial schedule for late-2003 and early-2004 has been revised.

Source: URS Corporation, March 2004