

APPENDIX O

***Detail – Estimated ROW Impacts by Element
by Land Use Category (Alternatives C,D,E)***

***Detail – Estimated ROW Impacts by City,
Total/ Exclusive of Utility ROW (Alternatives
C,D,E)***

***Detail – Estimated ROW Impacts by Cost by
Cost Category (Alternatives C,D,E)***

Parsons Brinckerhoff, Inc., March 2003

Estimated Right-of-Way Impacts by Element by Land Use Category

Alternative C – Medium General Purpose/ Medium Truck Alternative

Component	Sensitive Uses	Commercial/ Industrial	Public/Utility Corridor	Residential	Railroad	Undevelopable Property	TOTAL
Mainline widening	0.1	11.8	7.7	7.9	2.1	2.2	31.8
Anaheim St. Braid		13.6					13.6
Pacific Coast Highway Braid		7.2		4.1			11.3
Willow PARCLO		0.9		3.6		0.1	4.7
405/710		4.8				2.9	7.6
Terminal Island FWY Extension		9.5	17.3	1.0			27.7
Del Amo PARCLO		1.6	2.3				3.9
PCH Truck Ramps		1.6		0.0			1.6
405 Truck Bypass Lanes		7.0	0.8		1.3		9.2
91/105 Truck Bypass Lanes	1.9	4.6	19.6	9.6	0.9	13.2	49.8
Truck Inspection Station			1.6				1.6
Imperial PARCLO		0.1		0.4			0.5
Florence PARCLO		0.8	0.5				1.3
Slauson Diamond 1		4.5	2.1		2.0		8.6
Atlantic/Bandini 1	0.1	25.5			0.6		26.2
CD Roads	0.3	9.7		6.7	0.2		16.9
Washington Truck Ramps		7.0			0.1		7.0
Washington PARCLO	0.3	3.5		6.3	0.6		10.6
5/710 Right Side Ramp	0.1	9.2		0.3			9.6
Totals	2.7	122.9	51.8	39.9	7.8	18.4	243.4

Alternative D – High General Purpose/High HOV Alternative

Component	Sensitive Uses	Commercial/ Industrial	Public/Utility Corridor	Residential	Railroad	Undevelopable Property	TOTAL
Mainline widening	1.7	30.3	27.2	20.9	10.0	10.3	100.5
405/710		9.6	0.8	1.1	0.4	3.2	15.1
91/710	5.6	6.6	16.4	32.8			61.3
5/710	6.0	33.0		22.0			61.0
Willow Diamond				2.6		0.5	3.1
Del Amo Diamond		6.2	2.2				8.4
Long Beach Boulevard		1.0	5.9		0.1		7.0
Imperial Diamond		1.1		2.2		2.1	5.3
Florence Diamond		2.0	0.1	0.5			2.6
Atlantic/Bandini 2	0.4	24.7			0.7		25.8
Washington PARCLO	0.2	9.0		5.2	1.0		15.4
405/710 HOV Connector	1.1	3.2					4.2
Terminal Island FWY Truck Expressway		27.4					27.4
Alondra Interchange		1.3		5.6			6.9
Totals	15.0	155.4	52.6	92.8	12.2	16.0	344.0

Alternative E – High Truck Alternative

Component	Sensitive Uses	Commercial/ Industrial	Public/Utility Corridor	Residential	Railroad	Undevelopable Property	TOTAL
Exclusive Truck Facility	2.8	110.0	47.9	44.3	7.8	31.0	243.7
405 Truck Ramps		0.4	2.1				2.5
405 IC Improvements	2.9	0.4		5.3		0.0	8.6
91 IC Improvements	2.2			5.6			7.8
5 IC Improvements	4.7	36.3		19.2	0.8	0.5	61.4
Slauson PARCLO		7.8	4.0		0.2		11.9
91 Truck Ramps	2.7	0.6	7.1	12.2			22.6
Firestone Truck Ramps		3.2			0.2		3.4
Washington Truck Ramps	0.4	5.1		1.7	0.0		7.3
Totals	15.7	163.8	61.1	88.3	8.9	31.5	369.3

Right-of-Way Impacts by City

	Total Right-of-Way by City			Right-of-Way by City Excluding Utility Right-of-Way		
	Alt. C	Alt. D	Alt. E	Alt. C	Alt. D	Alt. E
Bell	33.5	42.7	41.7	23.6	28.0	37.7
Bell Gardens	8.0	11.2	35.1	8.0	11.2	35.1
Carson	1.6	7.9	0.4	1.6	7.9	0.4
Commerce	38.6	52.6	82.0	38.6	52.6	82.0
Compton	5.7	8.1	18.0	5.7	8.1	17.9
County/East LA	13.5	36.7	18.5	13.5	36.7	18.5
County/Compton Area	1.6	1.7	5.1	1.6	1.7	5.1
County/Rancho Dominguez	0.9	5.1	0.0	0.9	5.1	0.0
Long Beach	109.7	126.3	116.1	69.0	89.4	59.0
City of LA	0.8	27.4	0	0	27.4	0
Lynwood	2.8	3.0	8.9	2.8	3.0	8.9
Paramount	6.8	6.4	5.9	6.8	6.4	5.9
South Gate	10.8	10.3	34.0	10.5	9.3	34.0
Vernon	9.3	4.7	3.6	9.3	4.6	3.6
Total Right-of-Way	243.4	344.0	369.3	191.6	291.4	308.2

Estimated Capital Cost by Cost Category

Alternative B – TSM/TDM Cost Estimate

	<u>Project Cost*</u>	<u>Right-of-Way*</u>	<u>Total Cost*</u>
<u>Mainlines</u>	\$27.0	\$0.0	\$27.0
<u>Interchanges/ Arterials</u>	\$75.9	\$112.0	\$187.9
<u>Goods Movement</u>	\$25.0	\$0.0	\$25.0
<u>Transit</u>	\$26.4	\$0.0	\$26.4
<u>ITS</u>	\$88.6	\$0.0	\$88.6
<u>TOTAL</u>	\$242.9	\$112.0	\$354.9

* 2003 dollars in millions

Alternative C – Medium General Purpose/ Medium Truck Cost Estimate

	<u>Project Cost*</u>	<u>Right-of-Way*</u>	<u>Total Cost*</u>
<u>Mainlines</u>	\$947.5	\$156.9	\$1,104.4
<u>Interchanges</u>	\$382.5	\$200.4	\$582.9
<u>Terminal Island Freeway</u>	\$280.2	\$16.8	\$297.0
<u>TSM/TDM/ Transit</u>	\$168.6	\$0.0	\$168.6
<u>Arterials</u>	\$594.0	\$423.1	\$1,017.1
<u>TOTAL</u>	\$2,372.8	\$797.2	\$3,170.0

* 2003 dollars in millions

Alternative D – High General Purpose/High HOV Cost Estimate

	<u>Project Cost*</u>	<u>Right-of-Way*</u>	<u>Total Cost*</u>
<u>Mainlines</u>	\$1,149.8	\$139.1	\$1,288.9
<u>Interchanges</u>	\$856.8	\$359.6	\$1,216.4
<u>Terminal Island Freeway</u>	\$151.2	\$62.5	\$213.7
<u>TSM/TDM/ Transit</u>	\$210.2	\$39.3	\$249.5
<u>Arterials</u>	\$385.8	\$274.8	\$660.6
TOTAL	\$2,753.8	\$875.3	\$3,629.1

* 2003 dollars in millions

Alternative E – High Truck Cost Estimate

	<u>Project Cost*</u>	<u>Right-of-Way*</u>	<u>Total Cost*</u>
<u>Mainlines</u>	\$1,811.0	\$411.7	\$2,222.7
<u>Interchanges</u>	\$543.6	\$161.3	\$704.9
<u>Terminal Island Freeway</u>	\$0.0	\$0.0	\$0.0
<u>TSM/TDM/ Transit</u>	\$222.8	\$87.8	\$310.6
<u>Arterials</u>	\$128.3	\$91.4	\$219.7
TOTAL	\$2,705.7	\$752.2	\$3,457.9

* 2003 dollars in millions