Schuyler Heim Bridge Replacement & SR-47 Expressway Project

Public Meeting: **Tuesday, January 27, 2009 – 6:00 p.m.**
Banning's Landing, 100 E. Water St., Wilmington

Environmental Documents: Available at local public libraries and at http://www/acta.org or http://www.dot.ca.gov/dist07/resources/envdoc

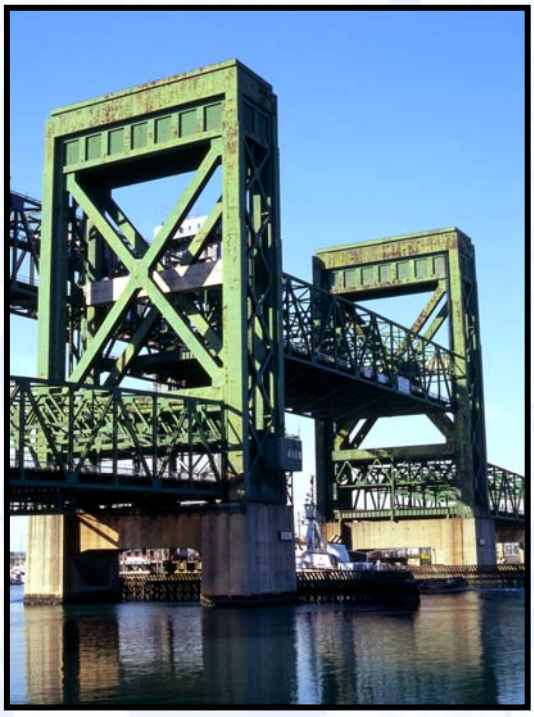
Background

You are invited to attend a public meeting on Tuesday, January 27th at Banning's Landing in Wilmington to learn about the health impacts being generated by the proposed replacement of the Schuyler Heim Bridge and the construction of a new elevated expressway.

This is the second public meeting on the proposed project. A public meeting was held in 2007 by Caltrans to discuss the Draft EIR/EIS, which was circulated for public comment. As a result of public comments, the Alameda Corridor Transportation Authority (ACTA) Board requested that a Health Risk Assessment (HRA) be performed. An HRA evaluates a project's potential to impact public health and evaluates risks for cancer and chronic (long-term) and acute (short-term) health impacts. The HRA was circulated for public comment on November 20, 2008 and is in local public libraries and on the ACTA and Caltrans websites for review. Comments will be accepted until February 13, 2009. The public meeting on January 27th at Banning's Landing will discuss the HRA and explain the results.

Why you should attend

The HRA has identified a small number of local residences along Alameda Street and the new expressway that may have a potential increase in health impacts, but it shows that those impacts can be appropriately mitigated. Homeowners being impacted will be contacted by ACTA prior to the January 27th meeting to discuss mitigation. Other areas will see no change in health impact or a reduction in potential health impacts due to more efficient traffic movement, the elimination of traffic delays at key intersections and railroad crossing, and the diversion of traffic to the expressway. The HRA shows that the project health risk is below the South Coast Air Quality Management District's significance level at all local schools, parks and commercial establishments.

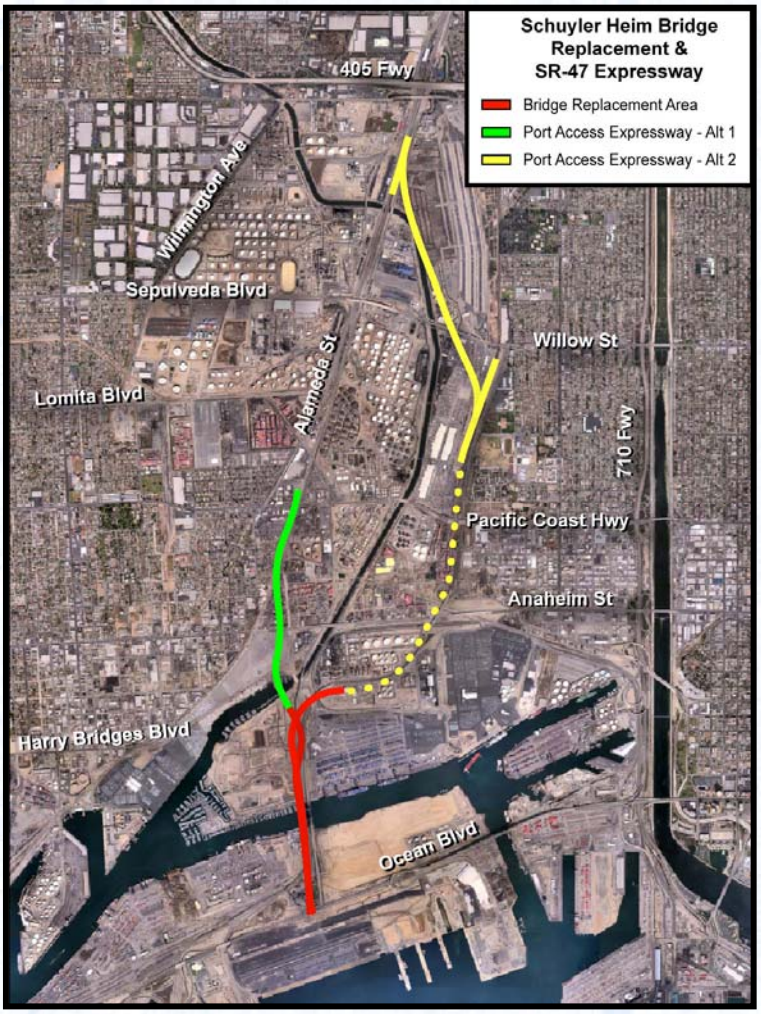


Schuyler Heim Bridge

Project Description

The project will replace the Schuyler Heim Bridge, which does not meet current earthquake standards, with a fixed-span bridge over Cerritos Channel. It will also construct a new four-lane elevated expressway that will allow cars and trucks to move from Terminal Island directly onto Alameda Street.

This project will provide an alternative route from Terminal Island, a major generator of port-related truck traffic, and provide direct access to local distribution centers and warehousing facilities in the South Bay area, as well as to I-405 and SR-91, thereby relieving congestion on the Harbor and Long Beach freeways.



Project Benefits

- Replaces the seismically-deficient Schuyler Heim moveable bridge with a new safer fixed bridge
- Creates an expressway between Ocean Blvd. on Terminal Island and Alameda St. at Pacific Coast Highway
- Enhances mobility on local freeways by diverting 5-8% of the port-related trucks
- Diverts trucks from certain local arterials and commercial and residential areas
- Facilitates future improvements to the Long Beach I-710 Freeway
- Provides alternative route to the existing near-dock rail yard
- Eliminates traffic conflicts at 5 at-grade rail crossings and 3 traffic signals

Project Alternatives

Alternative 1: Bridge Replacement and SR-47 Expressway (Preferred)

This alternative involves replacing the existing Schuyler Heim Bridge and constructing the new SR-47 Expressway. It will provide an alternative route along Alameda Street for traffic to and from Terminal Island including a flyover that would divert eastbound Ocean Boulevard traffic directly onto northbound SR-47 and across the new bridge.

Alternative 2: SR-103 Extension to Alameda Street

As in Alternative 1, this alternative includes replacing the existing Schuyler Heim Bridge and constructing the flyover from Ocean Boulevard. However, this alternative provides the connector to Alameda Street about 2.5 miles further north than Alternative 1. In this alternative the four-lane viaduct connector would connect SR-103 to Alameda Street just south of I-405.

No Build

Under this alternative, there would be no change to the existing Schuyler Heim Bridge or local roadway system. The existing Schuyler Heim Bridge would continue to be seismically inadequate and subject to damage or failure under strong seismic conditions.