Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Final Environmental Impact Statement/ Environmental Impact Report and Section 4(f) Evaluation

Commodore Schuyler Heim Bridge (Br. No. 53-2618) and SR-47 in the Ports of Long Beach and Los Angeles, Los Angeles County, California

07-LA-47-KP 4.4/9.3 (PM 2.7/5.8)
EA: 238500

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project are being, or have been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

May 2009
Volume II

Caltrans

Appendices

VOLUME II FINAL EIS/EIR

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APPENDIX A
CEQA Environmental Checklist Form

The CEQA checklist identifies the impacts of the alternatives for the proposed Schuyler Heim Bridge Replacement and SR-47 Expressway Project. In most cases, technical studies determined the impacts of each environmental resource for each alternative of the proposed project. Further supporting documentation is provided in Chapter 3.0 of this Environmental Impact Statement/ Environmental Impact Report, where impacts, plus feasible avoidance, minimization, and/or mitigation measures are discussed for each environmental resource addressed. The indicated impact determination is based upon the worst-case alternative.

1. Project title:
   Schuyler Heim Bridge Replacement and SR-47 Expressway Project

2. Lead agency name and address:
   California Department of Transportation, District 7
   100 South Main Street
   Los Angeles, CA 90012

3. Contact person and phone number:
   Karl Price (213) 897-1839

4. Project location:
   Terminal Island and Commodore Schuyler F. Heim Bridge within the Ports of Long Beach and Los Angeles; SR-47 and SR-103 from Terminal Island generally to I-405

5. Project sponsor's name and address:
   Alameda Corridor Transportation Authority
   One Civic Plaza, Suite 350
   Carson, CA 91745

6. General plan designation: Industrial; Transportation & Utilities 7. Zoning:

8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)
   The lead agency and project sponsor propose to replace the seismically deficient Schuyler Heim Bridge, construct an elevated four-lane expressway between Ocean Boulevard and Alameda Street just south of Pacific Coast Highway (SR-1), and construct a flyover from eastbound Ocean Boulevard to SR-47 at the Schuyler Heim Bridge.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:
   The study area is highly developed, with heavy industrial, commercial, transportation, and some recreational uses. Some residential uses occur to the west of Alternative 1, and east of Alternative 2.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)
    FHWA, USCG, ACOE, USFWS, California Coastal Commission, CDFG, RWQCB, City of Los Angeles, City of Long Beach, County of Los Angeles

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture Resources	☒ Air Quality
☐ Biological Resources	☒ Cultural Resources	☐ Geology /Soils
☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality	☐ Land Use / Planning
☐ Mineral Resources	☒ Noise	☐ Population / Housing
☐ Public Services	☐ Recreation	☐ Transportation/Traffic
☐ Utilities / Service Systems	☒ Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Signature Date

_____ _____

Signature Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:
   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance

ISSUE CHECKLIST:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II. AGRICULTURE RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	☒	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
VII. HAZARDS AND HAZARDOUS MATERIALS Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
VIII. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐
IX. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐
X. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XI. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒
XIV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
XV. TRANSPORTATION/TRAFFIC – Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Result in inadequate parking capacity?	☐	☐	☒	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☒	☐
XVI. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Appendix B
Elevations

B.1 Alternative 1

B.1-1 Bridge

B.1-2 SR-47 Expressway

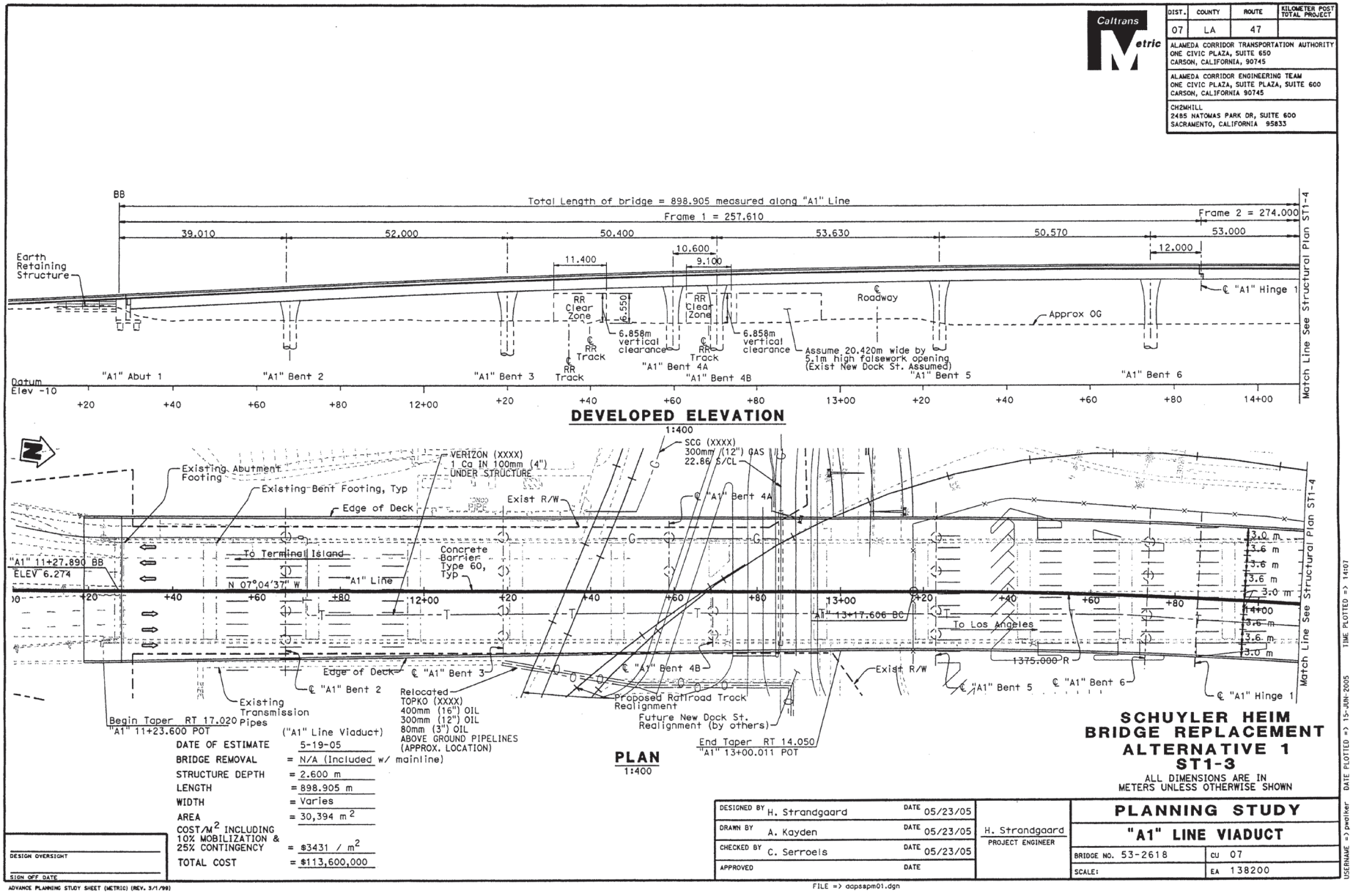
B.2 Alternative 1A – Bridge

B.3 Alternative 2 – SR-103 Expressway

B.4 Alternative 3 – Bridge

Appendix B.1
Alternative 1: Schuyler Heim Bridge and SR-47 Expressway

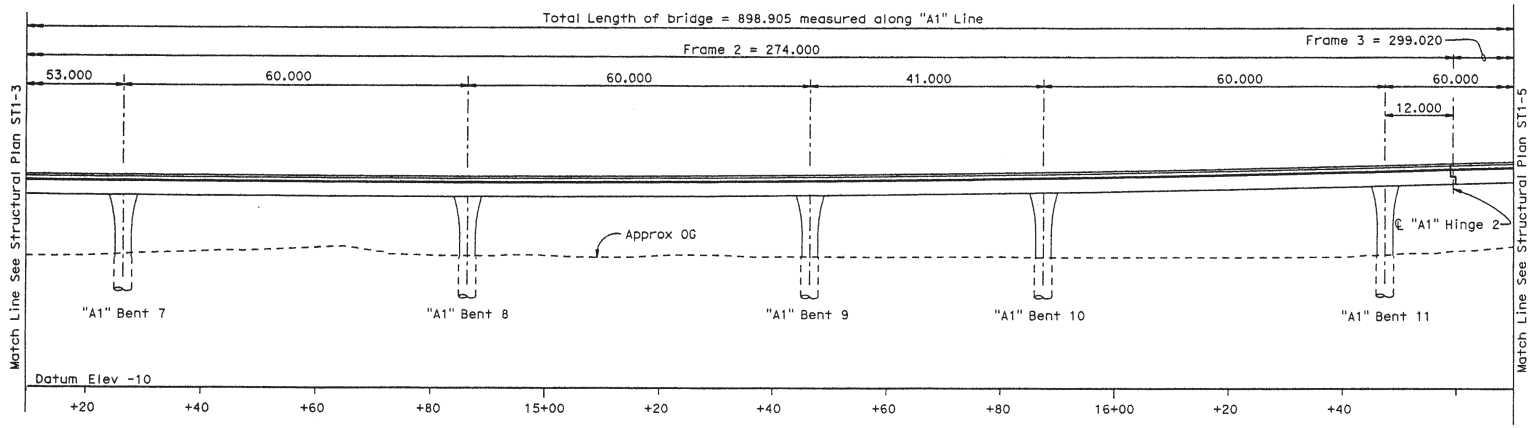
Appendix B.1-1
Bridge

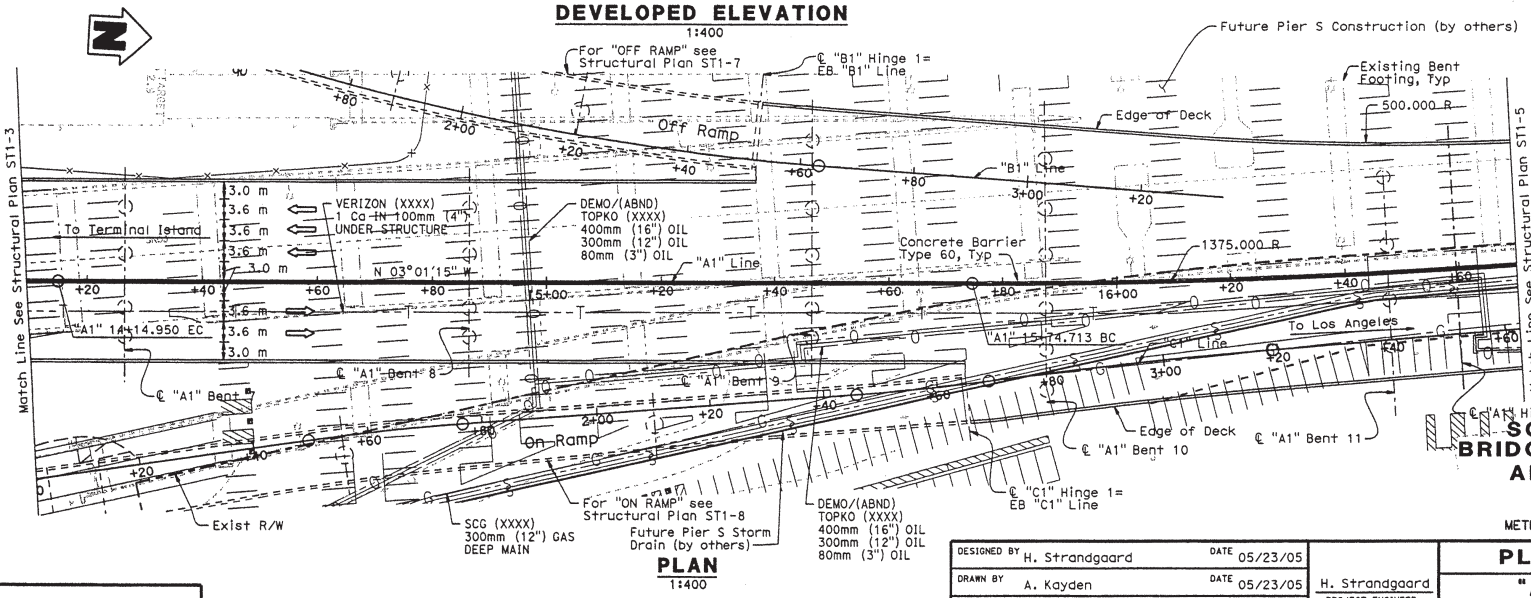


Appendix B.1-1 page 1
Bridge
Schuyler Heim Bridge Replacement and SR-47 Expressway

Source: Alameda Corridor Transportation Authority

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION





DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
07	LA	47	

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 650
CARSON, CALIFORNIA, 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE PLAZA, SUITE 600
CARSON, CALIFORNIA 90745

CH2MHILL
2485 NATOMAS PARK DR, SUITE 600
SACRAMENTO, CALIFORNIA 95833

SCHUYLER HEIM BRIDGE REPLACEMENT
ALTERNATIVE 1
ST1-4

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DESIGNED BY	H. Strandgaard	DATE 05/23/05
DRAWN BY	A. Kayden	DATE 05/23/05
CHECKED BY	C. Serroels	DATE 05/23/05
APPROVED		DATE

H. Strandgaard
PROJECT ENGINEER

PLANNING STUDY
"A1" LINE VIADUCT

BRIDGE NO. 53-2618	CU 07
SCALE:	EA 138200

DESIGN OVERSIGHT
SIGN OFF DATE

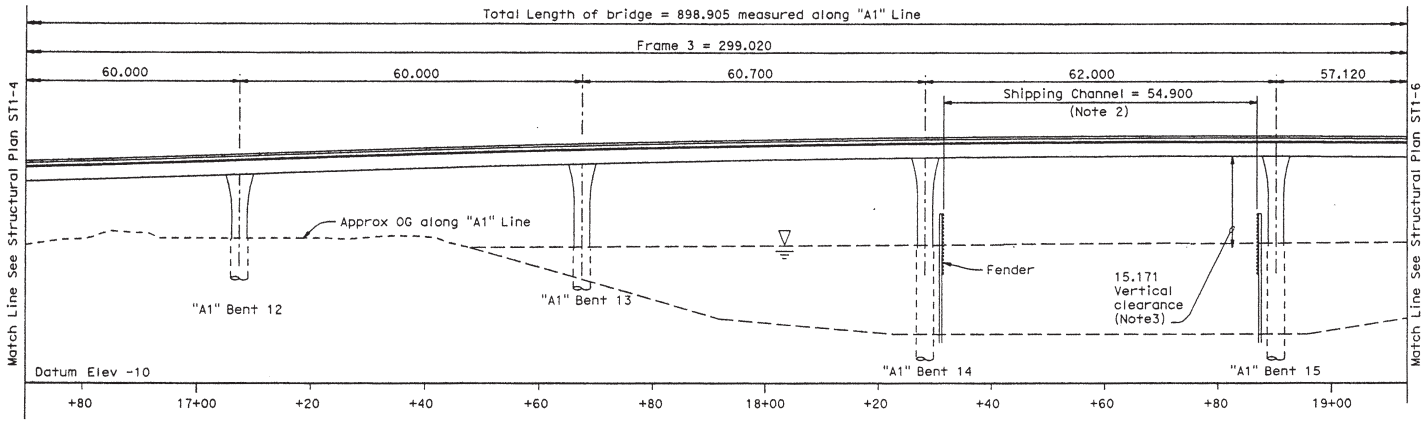
ADVANCE PLANNING STUDY SHEET (METRIC) (REV. 3/1/99)

FILE => aapsspm02.dgn

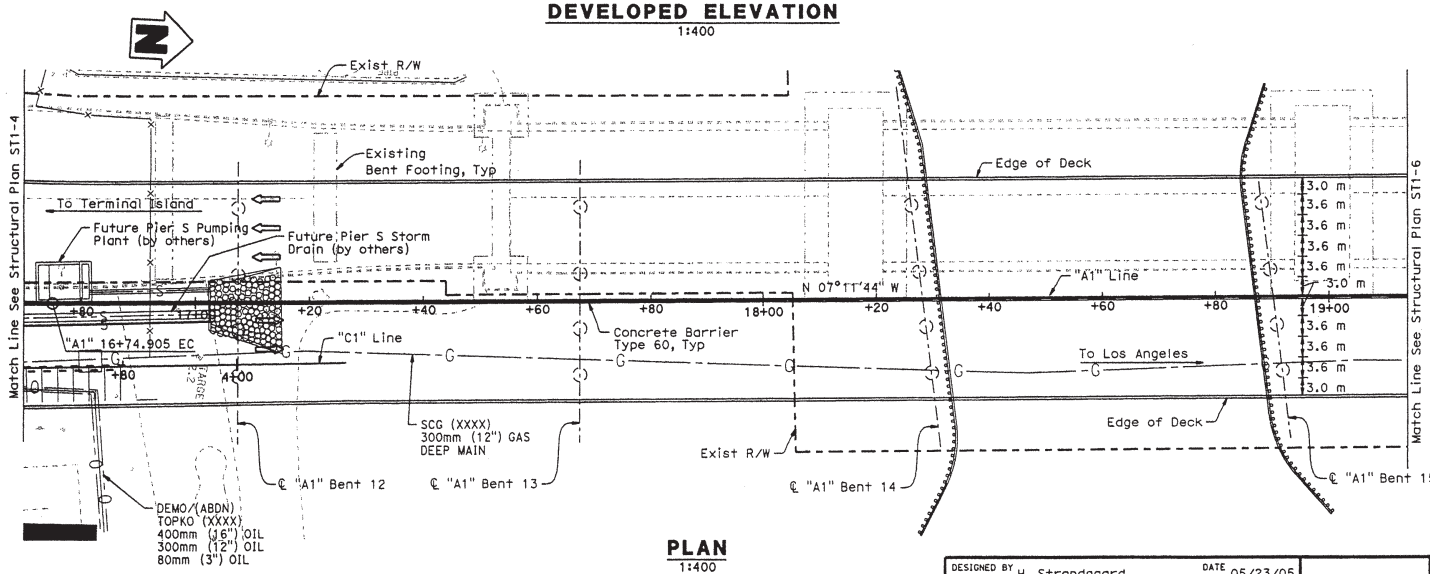
DATE PLOTTED => 15-JUN-2005 TIME PLOTTED => 14:07
USERNAME => pwalker

Source: Alameda Corridor Transportation Authority

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



DEVELOPED ELEVATION
1:400



PLAN
1:400

Note:
1. Channel closed during construction.
2. Measured perpendicular to fenders.
3. Above mean higher high water level = +1.54 m.

DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
07	LA	47	

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 650
CARSON, CALIFORNIA, 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE PLAZA, SUITE 600
CARSON, CALIFORNIA 90745

CH2MHILL
2485 NATOMAS PARK DR, SUITE 600
SACRAMENTO, CALIFORNIA 95833

SCHUYLER HEIM BRIDGE REPLACEMENT ALTERNATIVE 1
ST1-5
ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DESIGNED BY H. Strandgaard	DATE 05/23/05	H. Strandgaard PROJECT ENGINEER
DRAWN BY A. Kayden	DATE 05/23/05	
CHECKED BY C. Serroels	DATE 05/23/05	
APPROVED	DATE	

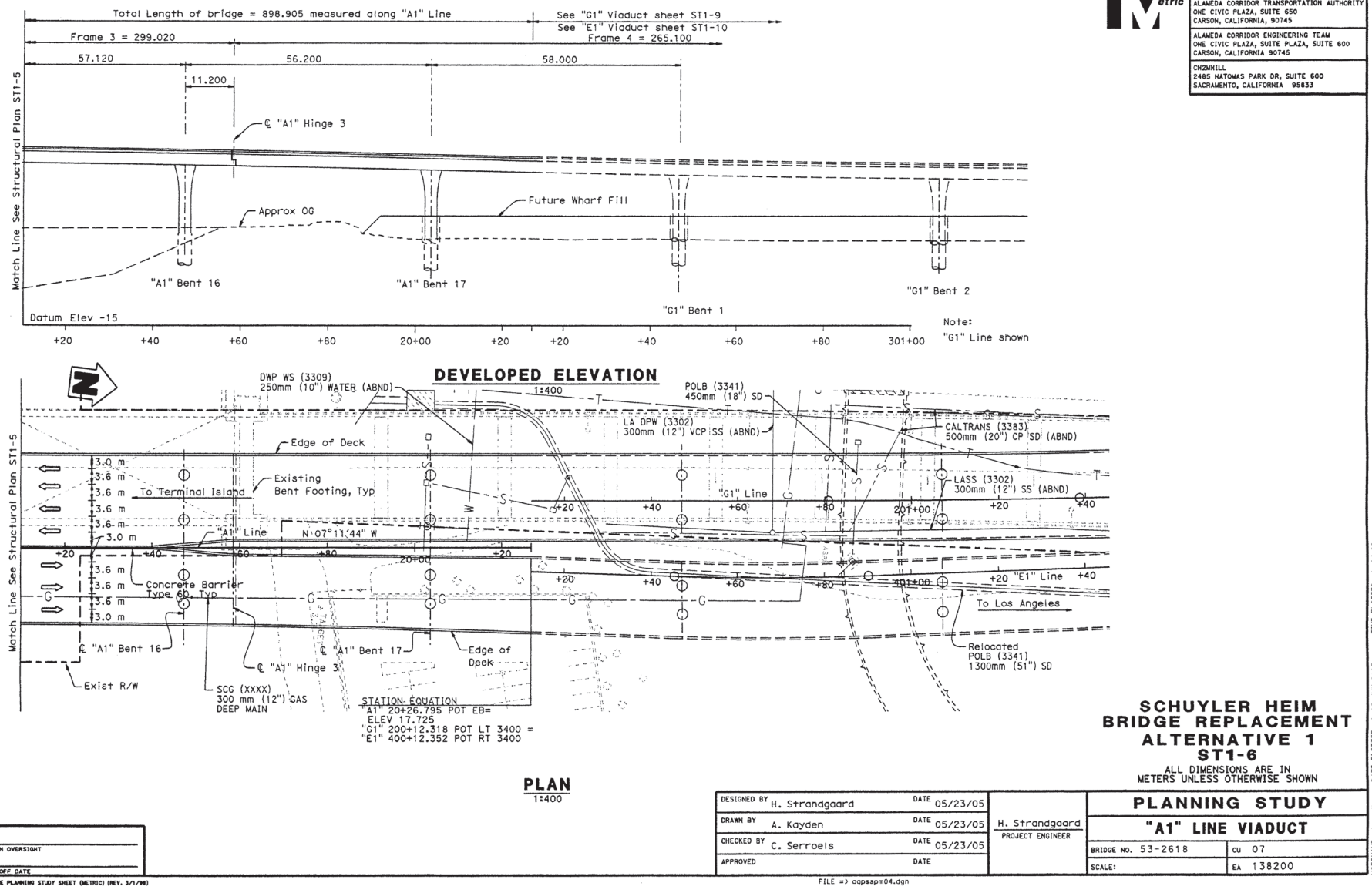
PLANNING STUDY
"A1" LINE VIADUCT
BRIDGE NO. 53-2618 CU 07
SCALE: EA 138200

DESIGN OVERSIGHT
SIGN OFF DATE
ADVANCE PLANNING STUDY SHEET (METRIC) (REV. 3/1/99)

FILE => oapsspm03.dgn
USERNAME => pwalker DATE PLOTTED => 15-JUN-2005 TIME PLOTTED => 14:09

Source: Alameda Corridor Transportation Authority

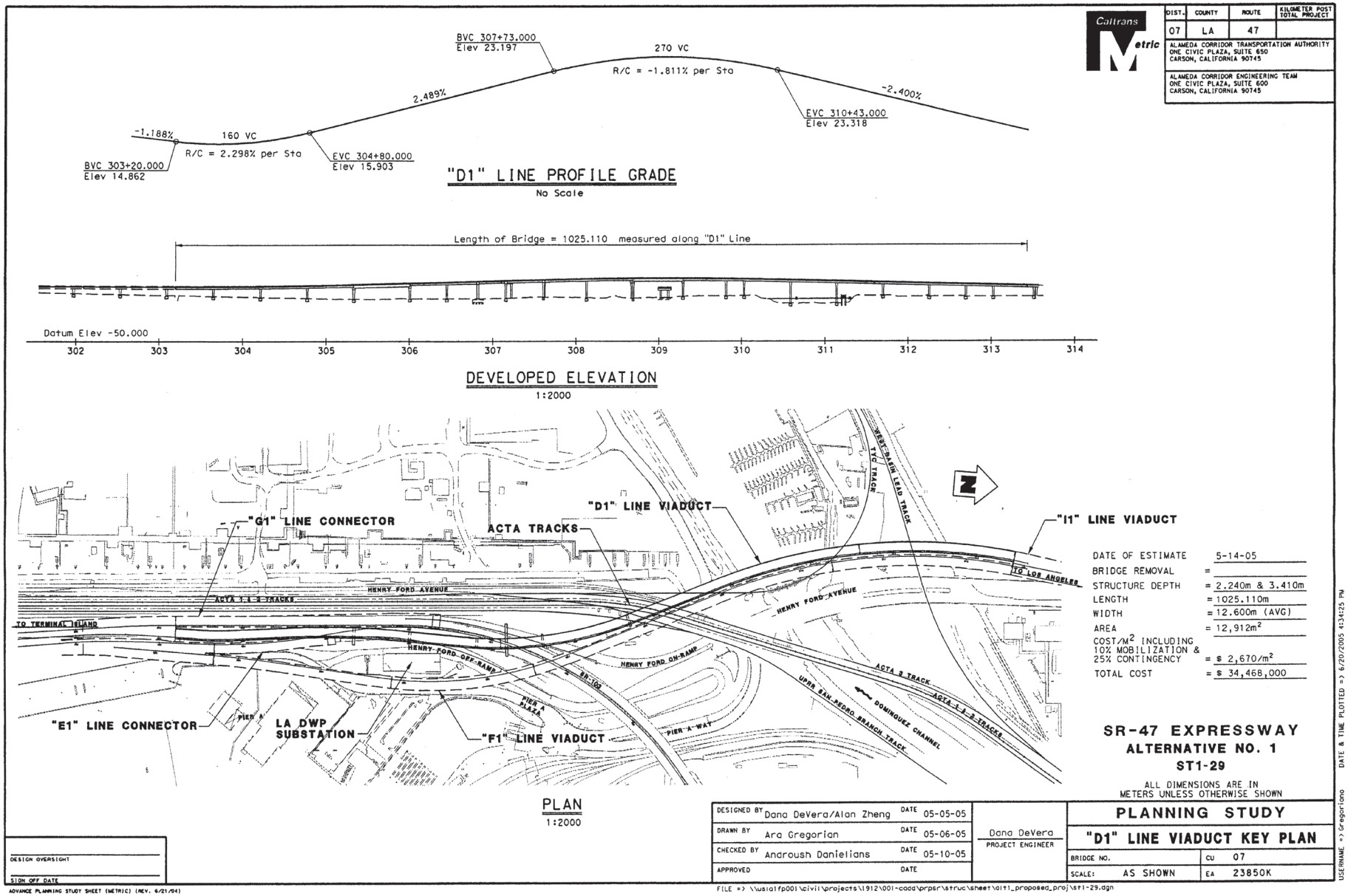
PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



Source: Alameda Corridor Transportation Authority

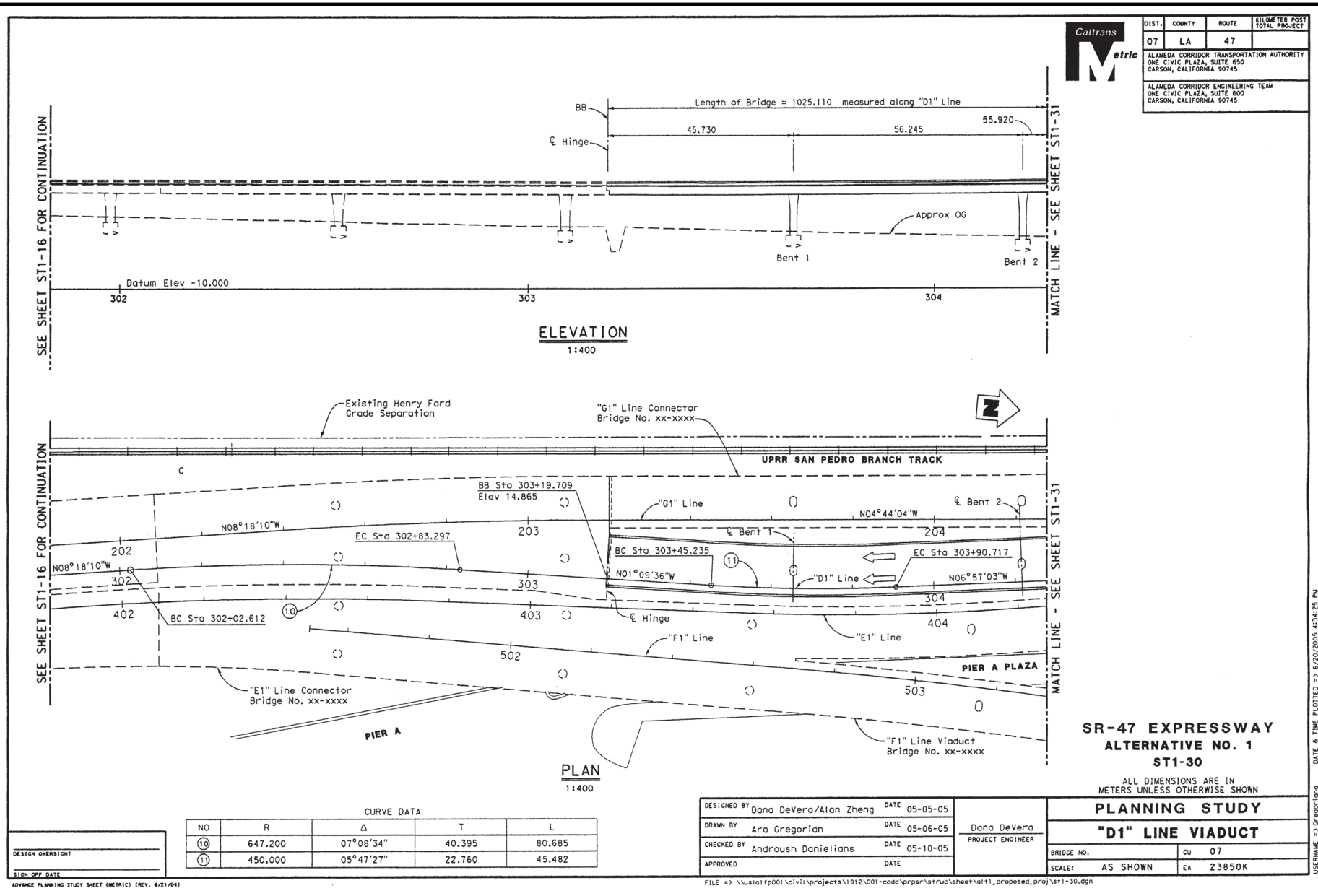
Appendix B.1-2
SR-47 Expressway

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



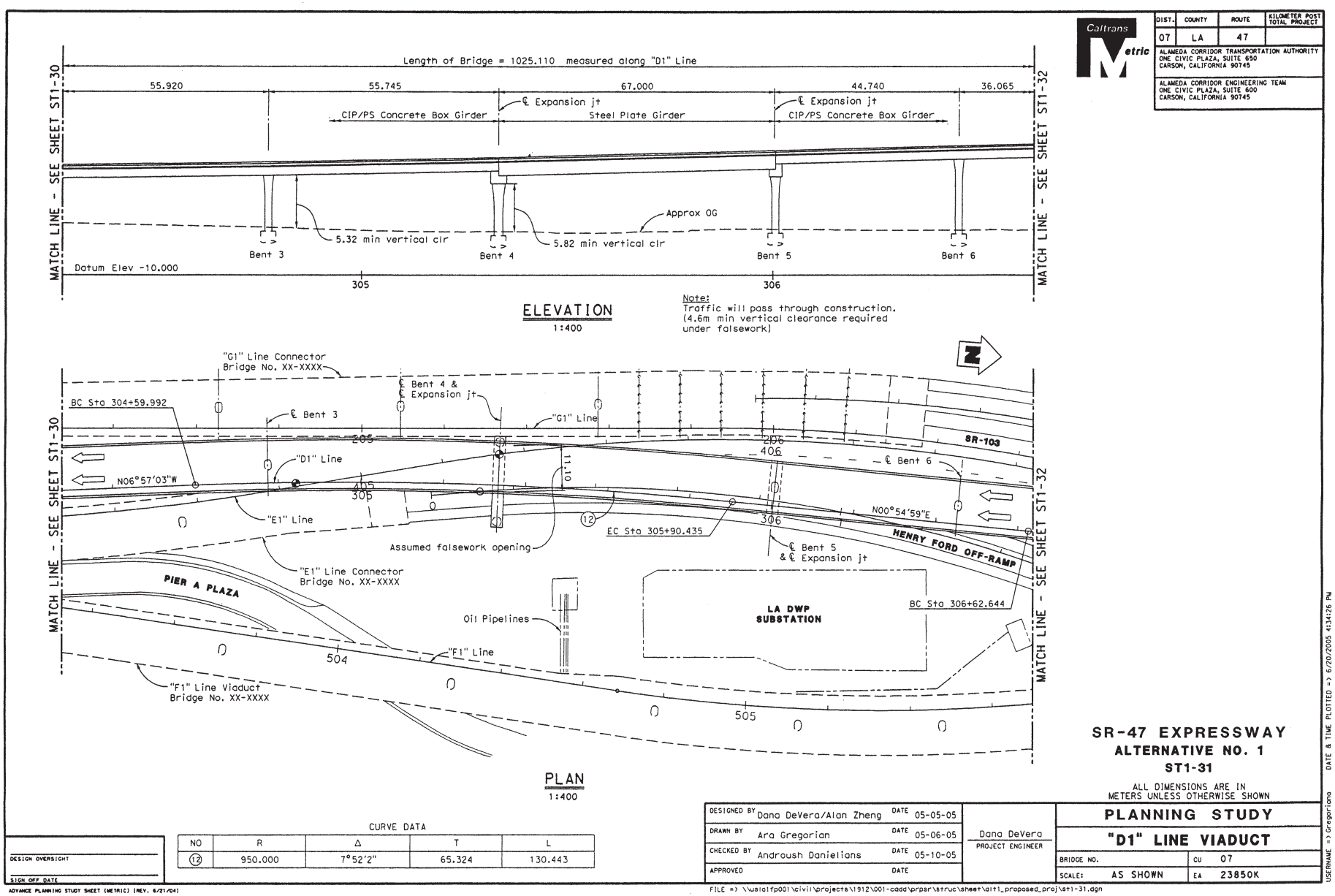
Source: Alameda Corridor Transportation Authority

Appendix B.1-2 page 1
SR-47 Expressway
Schuyler Heim Bridge Replacement and SR-47 Expressway



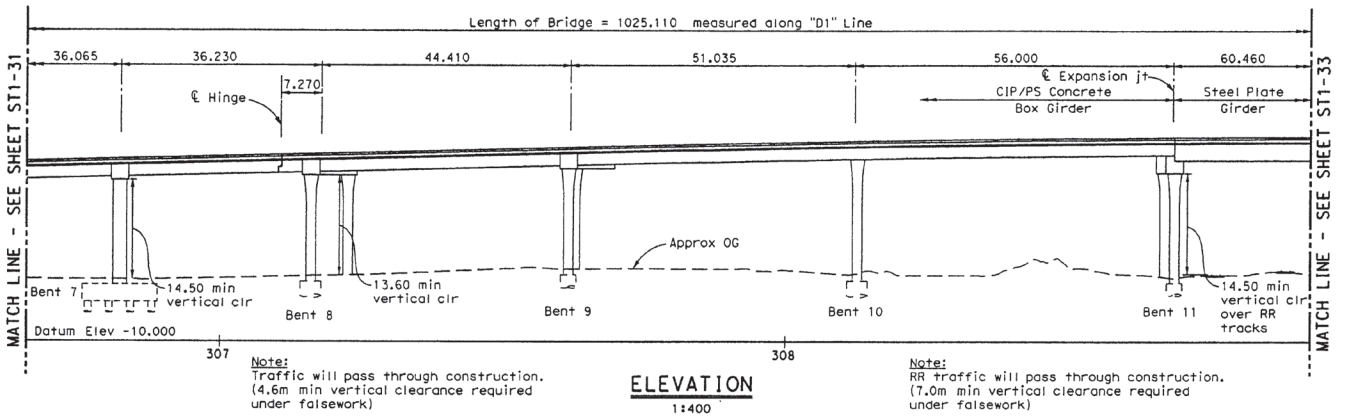
Appendix B.1-2 page 2
SR-47 Expressway
Schuyler Heim Bridge Replacement and SR-47 Expressway

Source: Alameda Corridor Transportation Authority

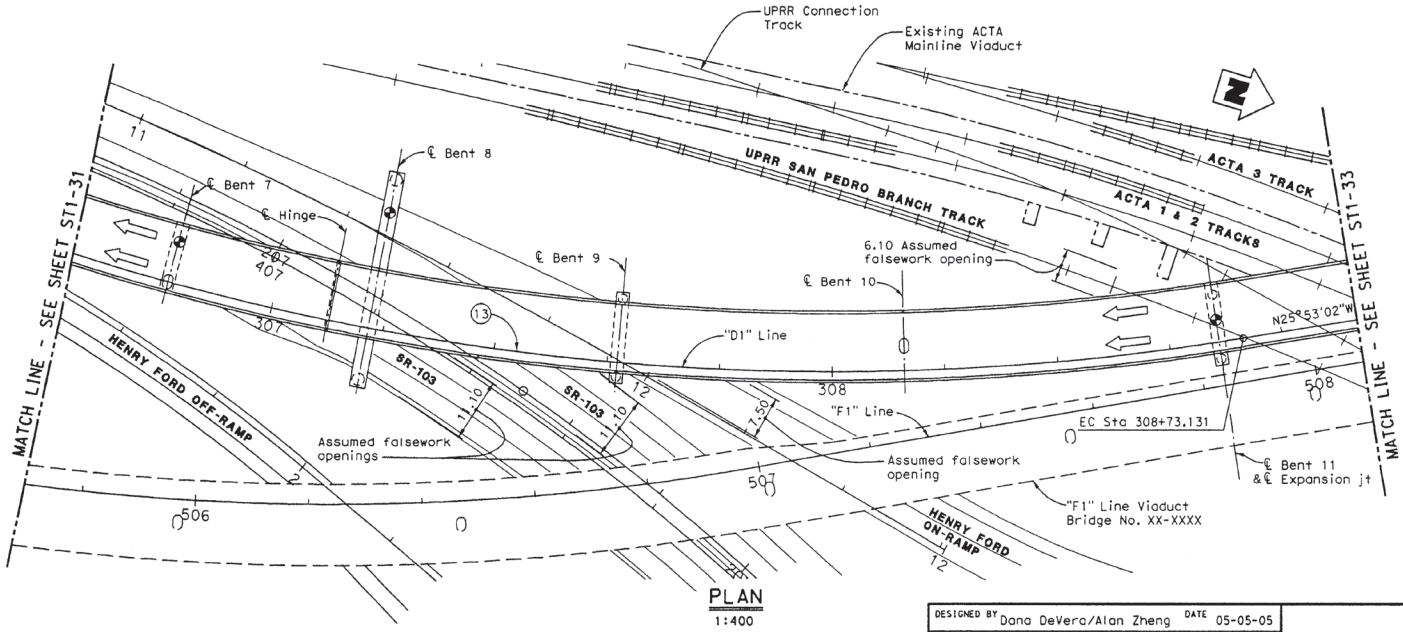


Source: Alameda Corridor Transportation Authority

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



ELEVATION
1:400



PLAN
1:400

CURVE DATA

NO	R	Δ	T	L
13	450.000	26°48'0"	107.205	210.487

DESIGN OVERSIGHT
SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET (METRIC) (REV. 6/21/04)

DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
07	LA	47	

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 650
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 600
CARSON, CALIFORNIA 90745

SR-47 EXPRESSWAY
ALTERNATIVE NO. 1
ST1-32

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DESIGNED BY	Dana DeVera/Alan Zheng	DATE	05-05-05
DRAWN BY	Ara Gregorian	DATE	05-06-05
CHECKED BY	Androush Danielians	DATE	05-10-05
APPROVED		DATE	

Dana DeVera
PROJECT ENGINEER

PLANNING STUDY
"D1" LINE VIADUCT

BRIDGE NO.		CU	07
SCALE:	AS SHOWN	EA	23850K

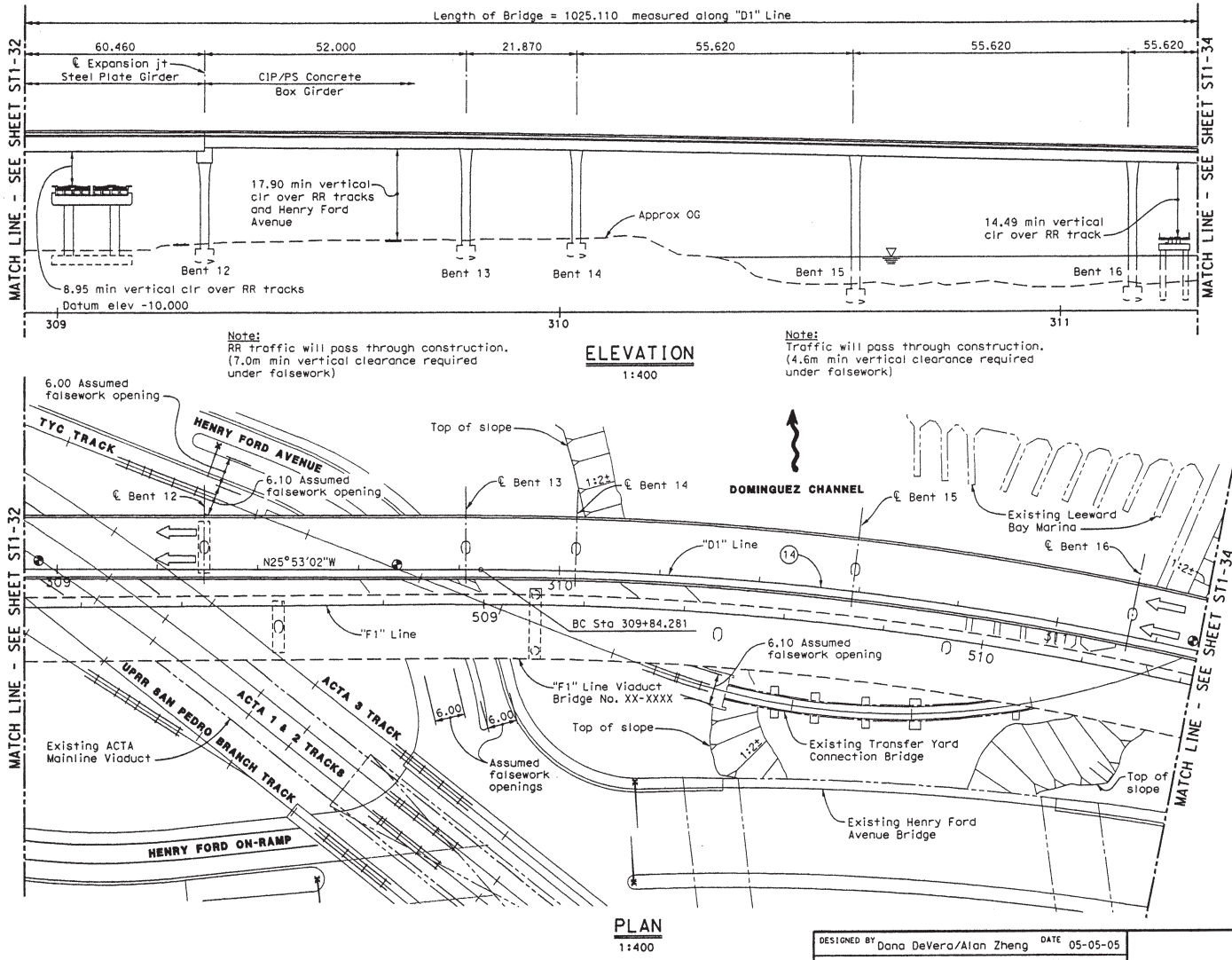
FILE => \\usiaifp001\civil\projects\1912\001-cadd\prpsr\struc\sheet\alt1_proposed_proj\st1-32.dgn

USERNAME => Gregorians DATE & TIME PLOTTED => 6/20/2005 4:34:26 PM

Appendix B.1-2 page 4
SR-47 Expressway
Schuyler Heim Bridge Replacement and SR-47 Expressway

Source: Alameda Corridor Transportation Authority

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



NO	R	Δ	T	L
⑭	640.000	33°50'23"	194.689	377.993

CURVE DATA

DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
07	LA	47	

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 650
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 600
CARSON, CALIFORNIA 90745

SR-47 EXPRESSWAY
ALTERNATIVE NO. 1
ST1-33

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DESIGNED BY	Dana DeVera/Alan Zheng	DATE	05-05-05
DRAWN BY	Ara Gregorian	DATE	05-06-05
CHECKED BY	Androush Danielians	DATE	05-10-05
APPROVED		DATE	

Dana DeVera
PROJECT ENGINEER

PLANNING STUDY
"D1" LINE VIADUCT

BRIDGE NO.		CU	07
SCALE:	AS SHOWN	EA	23850K

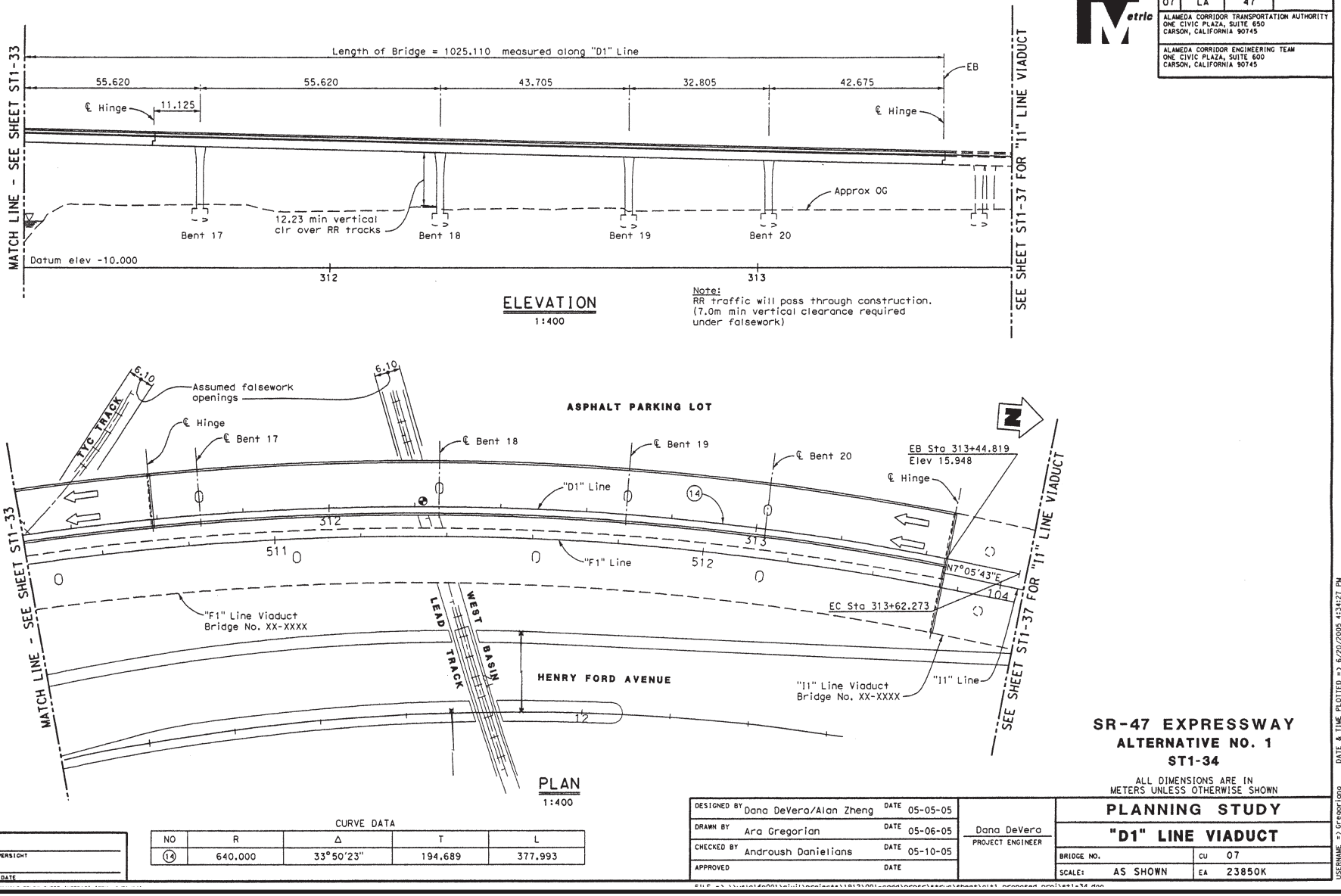
DESIGN OVERSIGHT
SIGN OFF DATE

FILE => \\sialfp001\civil\projects\1912\001-cadd\prpsr\struc\sheet\st1_proposed_proj\st1-33.dgn

USERNAME => Gregoriano DATE & TIME PLOTTED => 6/20/2005 4:34:27 PM

Appendix B.1-2 page 5
SR-47 Expressway
Schuyler Heim Bridge Replacement and SR-47 Expressway

Source: Alameda Corridor Transportation Authority



Appendix B.1-2 page 6
SR-47 Expressway
Schuyler Heim Bridge Replacement and SR-47 Expressway

Source: Alameda Corridor Transportation Authority

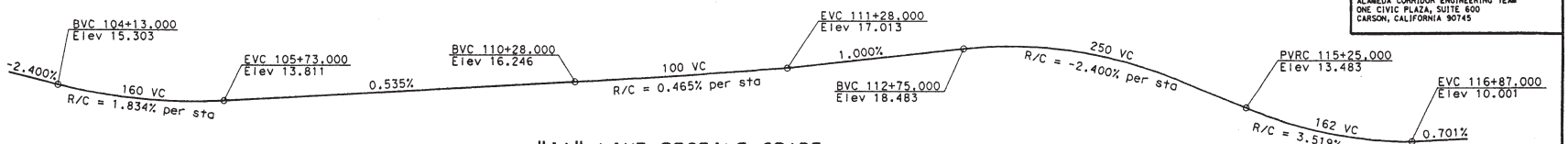
PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans Metric

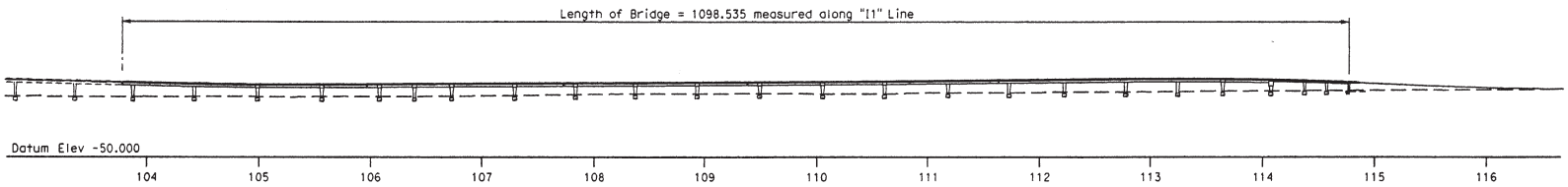
DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
07	LA	47	

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 650
CARSON, CALIFORNIA 90745

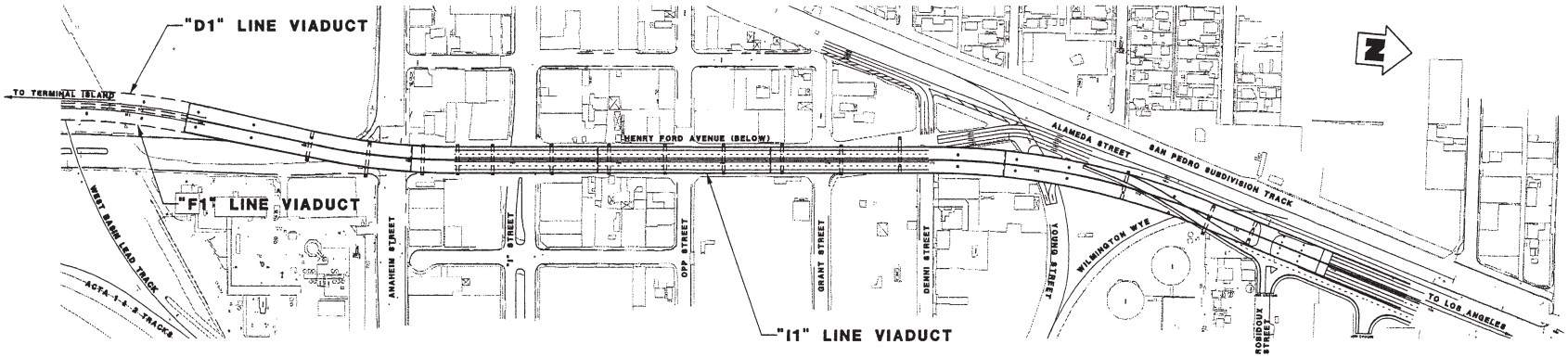
ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 600
CARSON, CALIFORNIA 90745



"I1" LINE PROFILE GRADE
No Scale



DEVELOPED ELEVATION
1:4000



PLAN
1:4000

DATE OF ESTIMATE	5-14-2005
BRIDGE REMOVAL	=
STRUCTURE DEPTH	= 2.240m & 1.200m
LENGTH	= 1098.535m
WIDTH	= 25.000m (AVG)
AREA	= 27,474m^2
COST/M^2 INCLUDING 10% MOBILIZATION & 25% CONTINGENCY	= $ 2,124/m^2
TOTAL COST	= $ 58,350,000

SR-47 EXPRESSWAY
ALTERNATIVE NO. 1
ST1-37

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DESIGNED BY	Dana DeVera/Alan Zheng	DATE	05-05-05
DRAWN BY	Ara Gregorian	DATE	05-06-05
CHECKED BY	Aroush Danielians	DATE	05-10-05
APPROVED		DATE	

Dana DeVera
PROJECT ENGINEER

PLANNING STUDY
"I1" LINE VIADUCT KEY PLAN

BRIDGE NO.		CU	07
SCALE:	AS SHOWN	EA	23850K

DESIGN OVERSIGHT
SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET (METRIC) (REV. 6/21/04)

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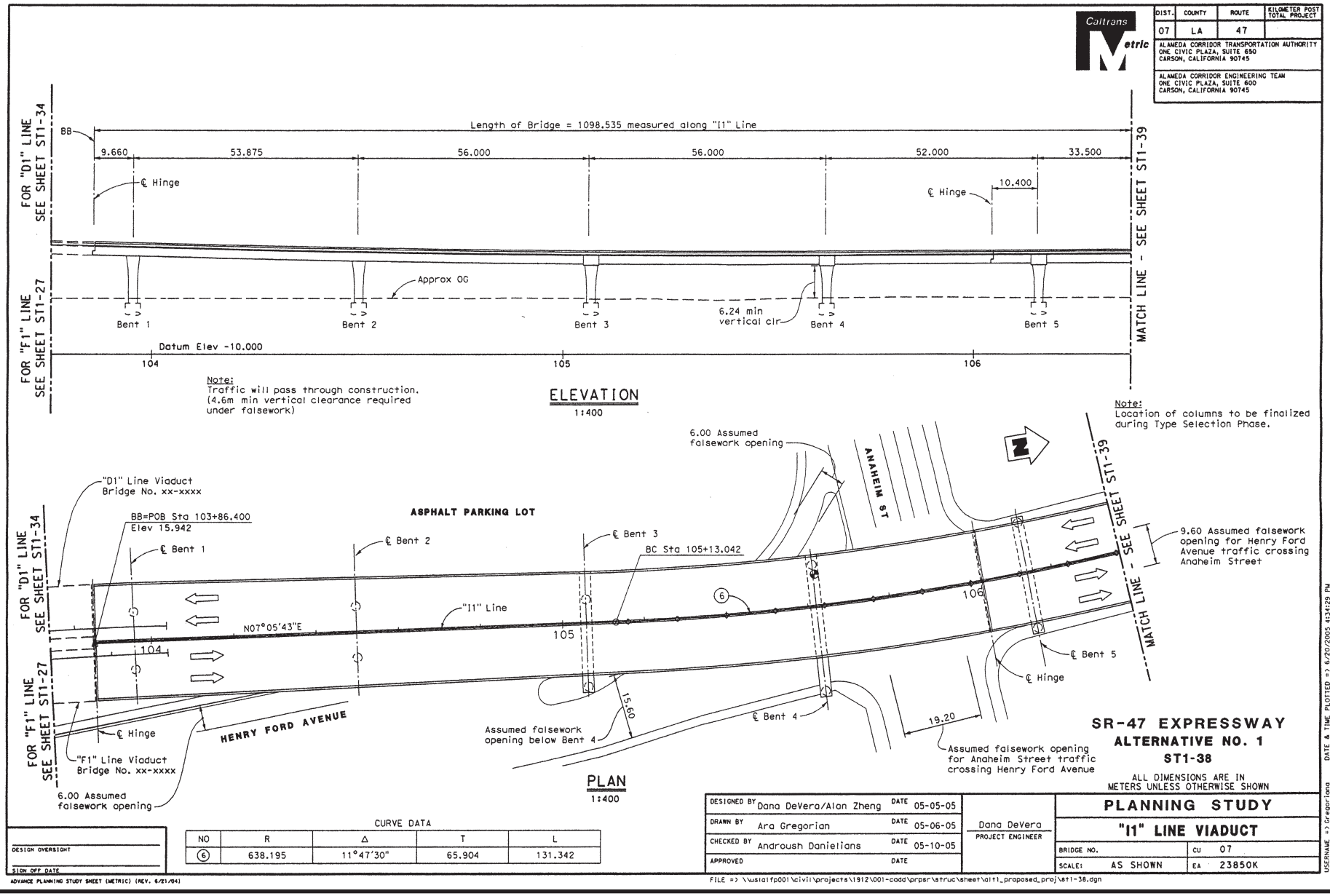
USERNAME => Gregoriano DATE & TIME PLOTTED => 6/20/2005 4:34:28 PM

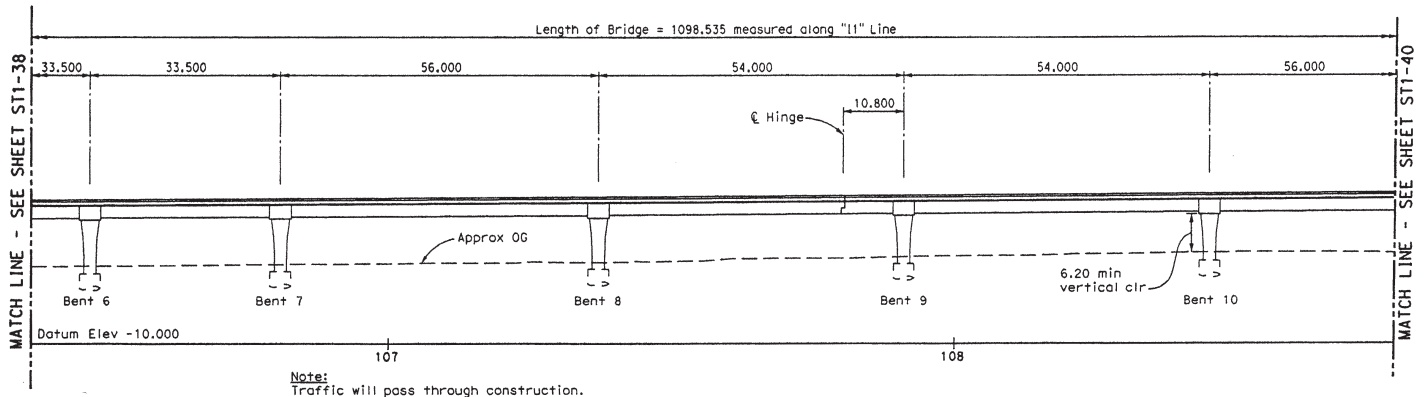
Source: Alameda Corridor Transportation Authority



Appendix B.1-2 page 8
SR-47 Expressway
Schuyler Heim Bridge Replacement and SR-47 Expressway

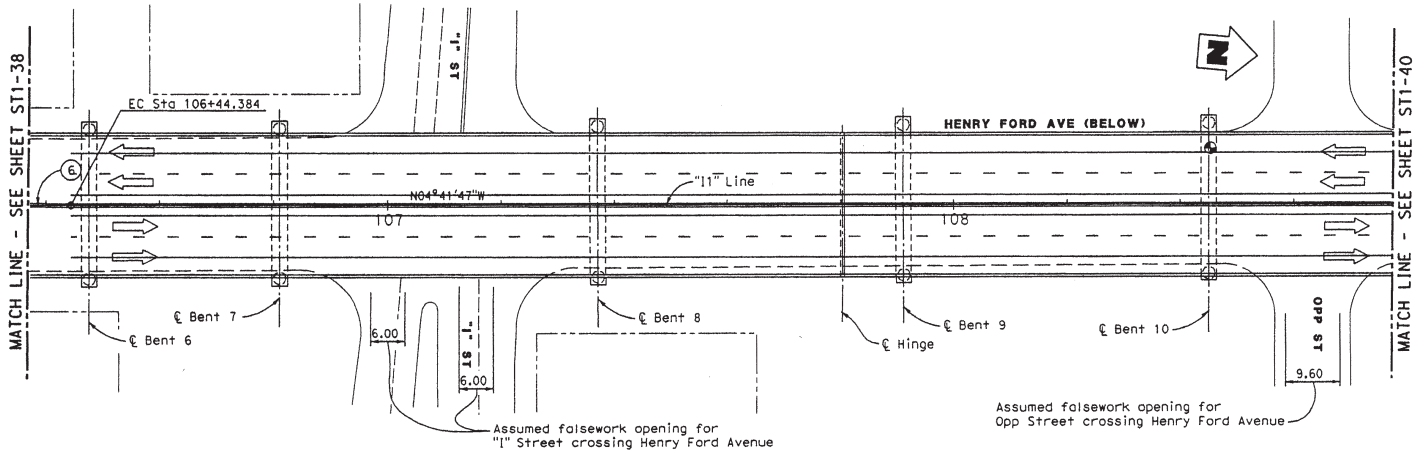
Source: Alameda Corridor Transportation Authority

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



Note:
Traffic will pass through construction.
(4.6m min vertical clearance required under falsework)

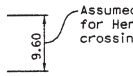
ELEVATION
1:400



PLAN
1:400

Assumptions:

1. Falsework openings shall be provided to access driveways along Henry Ford Avenue.



Assumed falsework opening for Henry Ford Avenue traffic crossing "I Street & Opp Street

Note:
Location of columns to be finalized during Type Selection Phase.

CURVE DATA

NO	R	Δ	T	L
⑥	638.195	11°47'30"	65.904	131.342

DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
07	LA	47	

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 650
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 600
CARSON, CALIFORNIA 90745

SR-47 EXPRESSWAY
ALTERNATIVE NO. 1
ST1-39

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DESIGNED BY	Dana DeVera/Alan Zheng	DATE	05-05-05
DRAWN BY	Ara Gregorian	DATE	05-06-05
CHECKED BY	Androush Danielians	DATE	05-10-05
APPROVED		DATE	

Dana DeVera
PROJECT ENGINEER

PLANNING STUDY
"I1" LINE VIADUCT

BRIDGE NO.		CU	07
SCALE:	AS SHOWN	EA	23850K

DESIGN OVERSIGHT
SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET (METRIC) (REV. 6/21/04)

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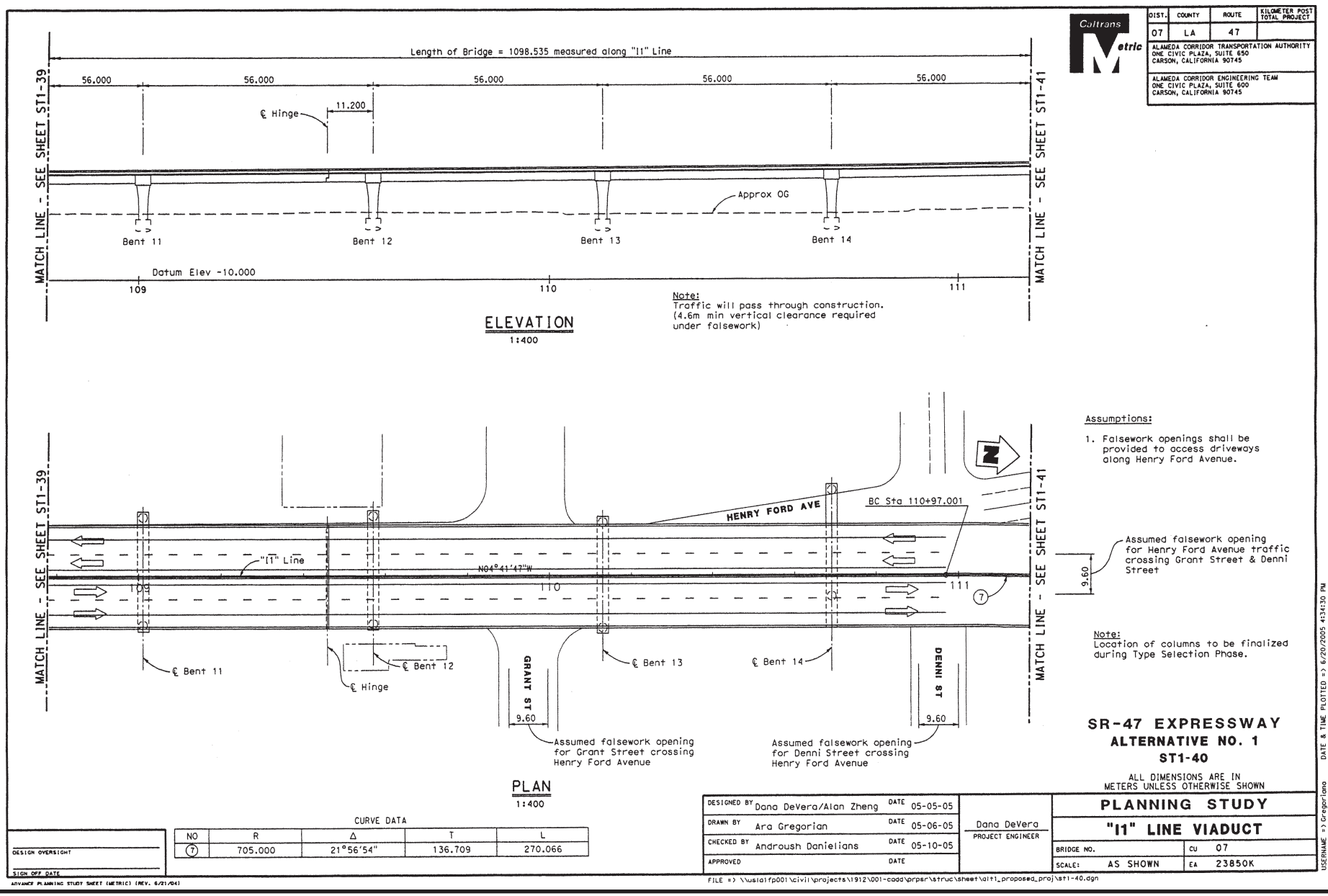
DATE & TIME PLOTTED => 6/20/2005 4:34:29 PM

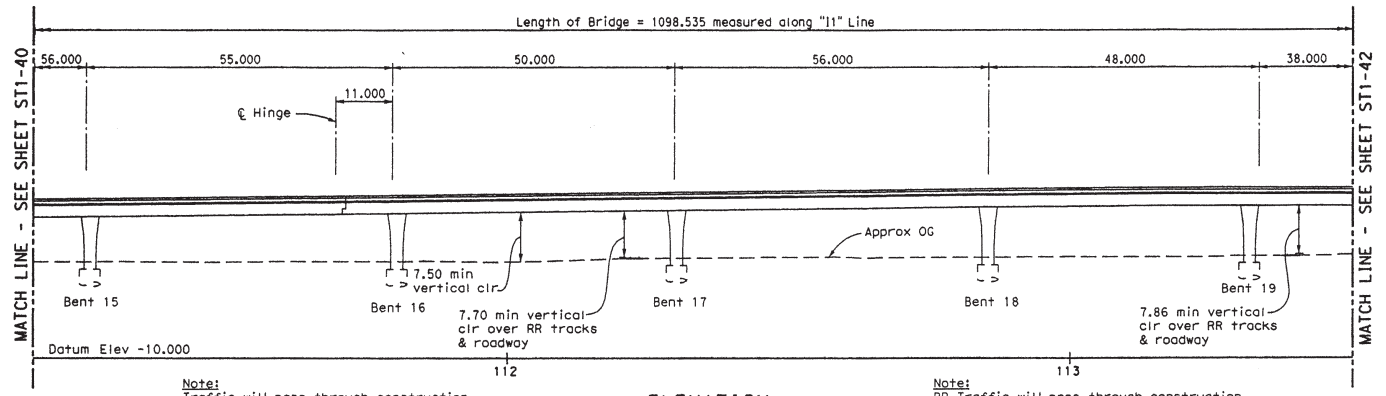
Appendix B.1-2 page 9
SR-47 Expressway
Schuyler Heim Bridge Replacement and SR-47 Expressway

Source: Alameda Corridor Transportation Authority



Source: Alameda Corridor Transportation Authority

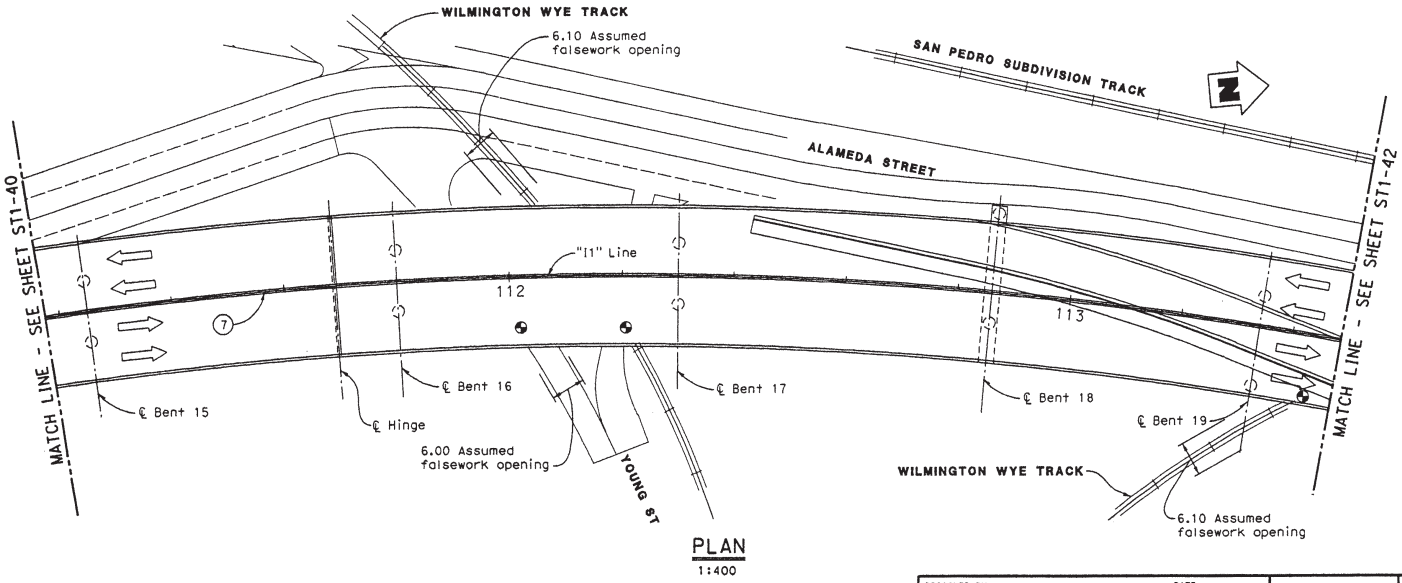
PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



Note:
Traffic will pass through construction.
(4.6m min vertical clearance required under falsework)

ELEVATION
1:400

Note:
RR Traffic will pass through construction.
(7.0m min vertical clearance required under falsework)



PLAN
1:400

Assumptions:

1. Existing northbound lanes will be closed during construction of bridge and traffic will be detoured and share existing southbound lanes.

Note:
Location of columns to be finalized during Type Selection Phase.

DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
07	LA	47	

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 650
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 600
CARSON, CALIFORNIA 90745

SR-47 EXPRESSWAY
ALTERNATIVE NO. 1
ST1-41

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

CURVE DATA

NO	R	Δ	T	L
⑦	705.000	21°56'54"	136.709	270.066

DESIGNED BY	Dana DeVera/Alan Zheng	DATE	05-05-05
DRAWN BY	Ara Gregorian	DATE	05-06-05
CHECKED BY	Androush Danielians	DATE	05-10-05
APPROVED		DATE	

Dana DeVera
PROJECT ENGINEER

PLANNING STUDY
"I1" LINE VIADUCT

BRIDGE NO.		CU	07
SCALE:	AS SHOWN	EA	23850K

DESIGN OVERSIGHT
SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET (METRIC) (REV. 6/21/04)

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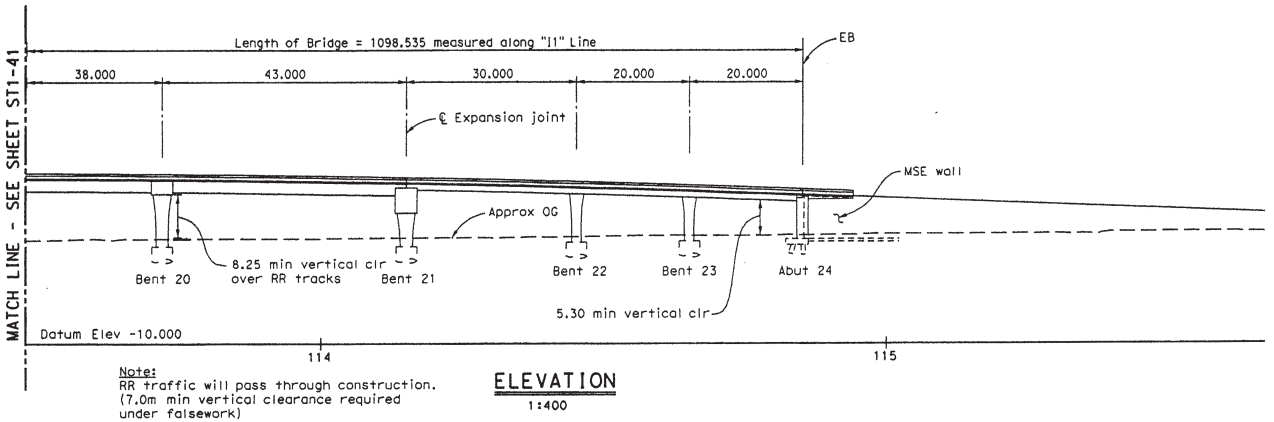
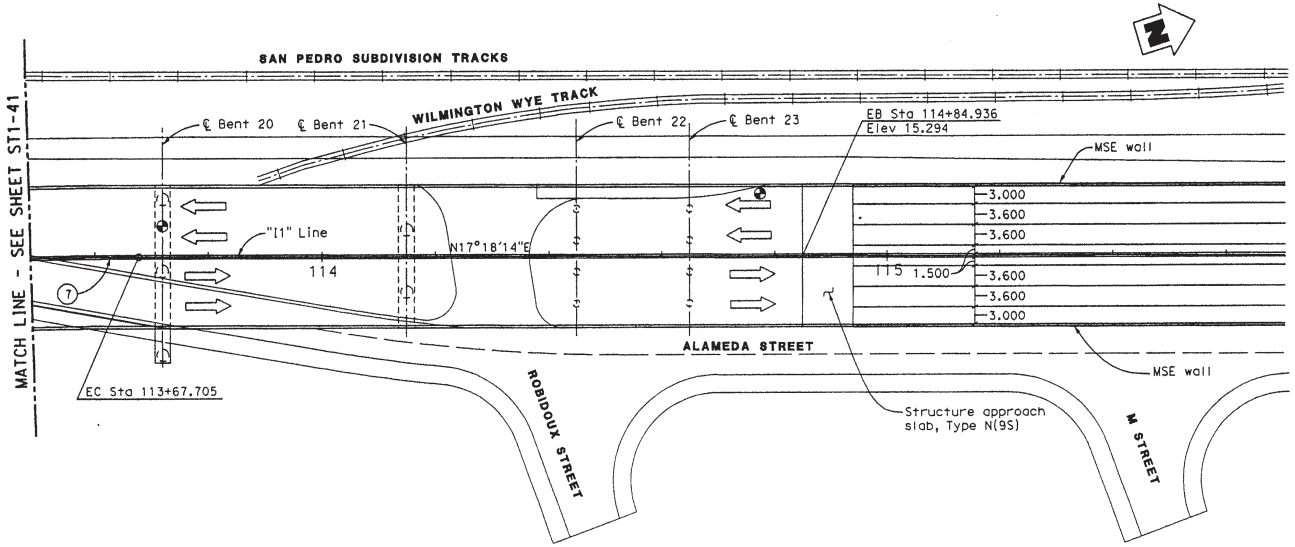
Source: Alameda Corridor Transportation Authority

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



Note:
RR traffic will pass through construction. (7.0m min vertical clearance required under falsework)

ELEVATION
1:400



PLAN
1:400

Note:
Location of columns to be finalized during Type Selection Phase.

Assumptions:

1. Existing northbound lanes will be closed during construction of bridge and retaining walls and traffic will be detoured and share existing southbound lanes.
2. Robidoux Street, M Street, and Mauretania Street will not have direct access to Alameda Street during construction of bridge and retaining walls.

CURVE DATA

NO	R	Δ	T	L
⑦	705.000	21°56'54"	136.709	270.066

DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
07	LA	47	

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 650
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 600
CARSON, CALIFORNIA 90745

SR-47 EXPRESSWAY
ALTERNATIVE NO. 1
ST1-42

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DESIGNED BY	Dana DeVera/Alan Zheng	DATE	05-05-05
DRAWN BY	Ara Gregorian	DATE	05-06-05
CHECKED BY	Androush Danielians	DATE	05-10-05
APPROVED		DATE	

Dana DeVera
PROJECT ENGINEER

PLANNING STUDY
"I1" LINE VIADUCT

BRIDGE NO.		CU	07
SCALE:	AS SHOWN	EA	23850K

DESIGN OVERSIGHT
SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET (METRIC) (REV. 6/21/04)

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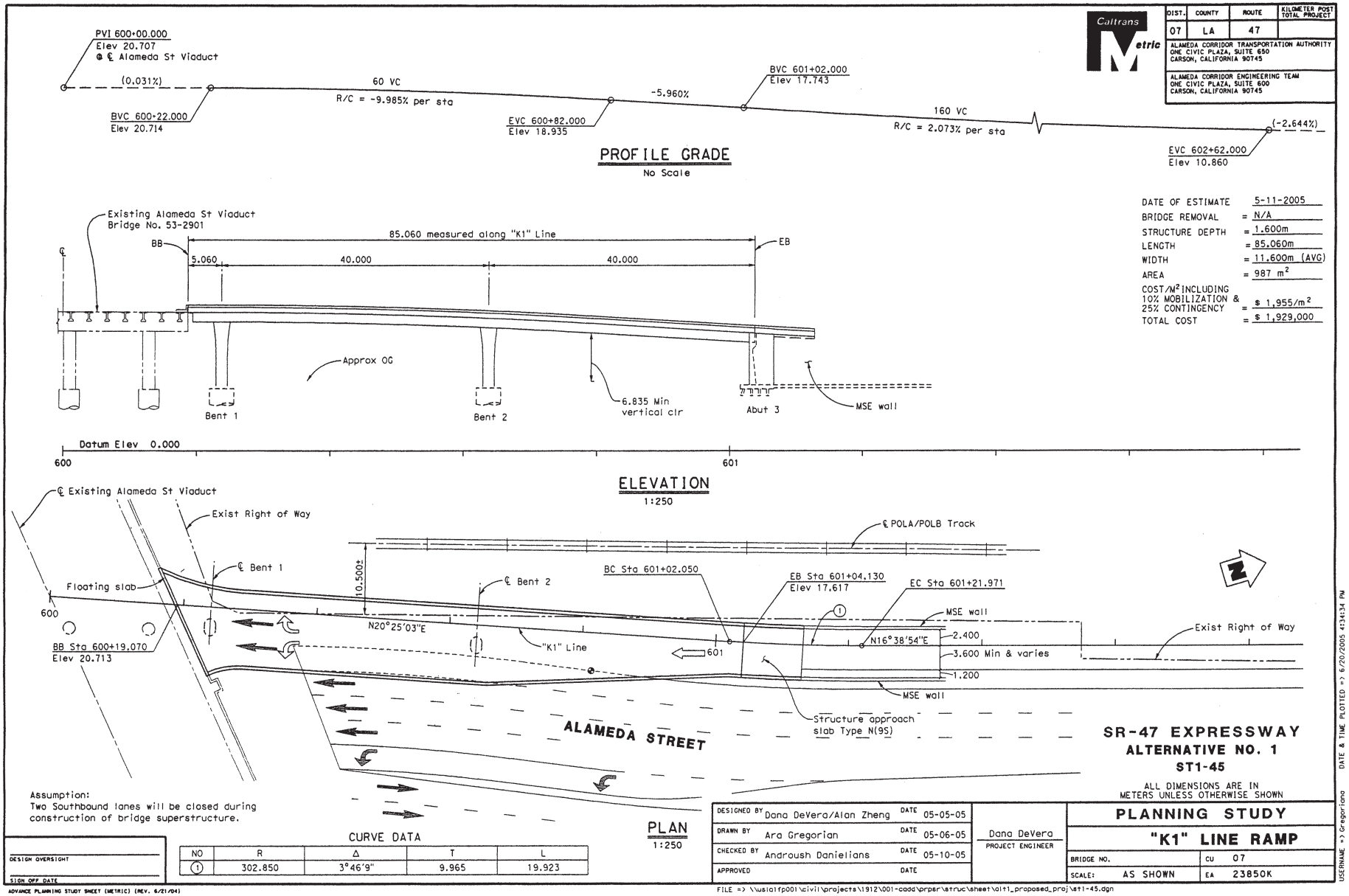
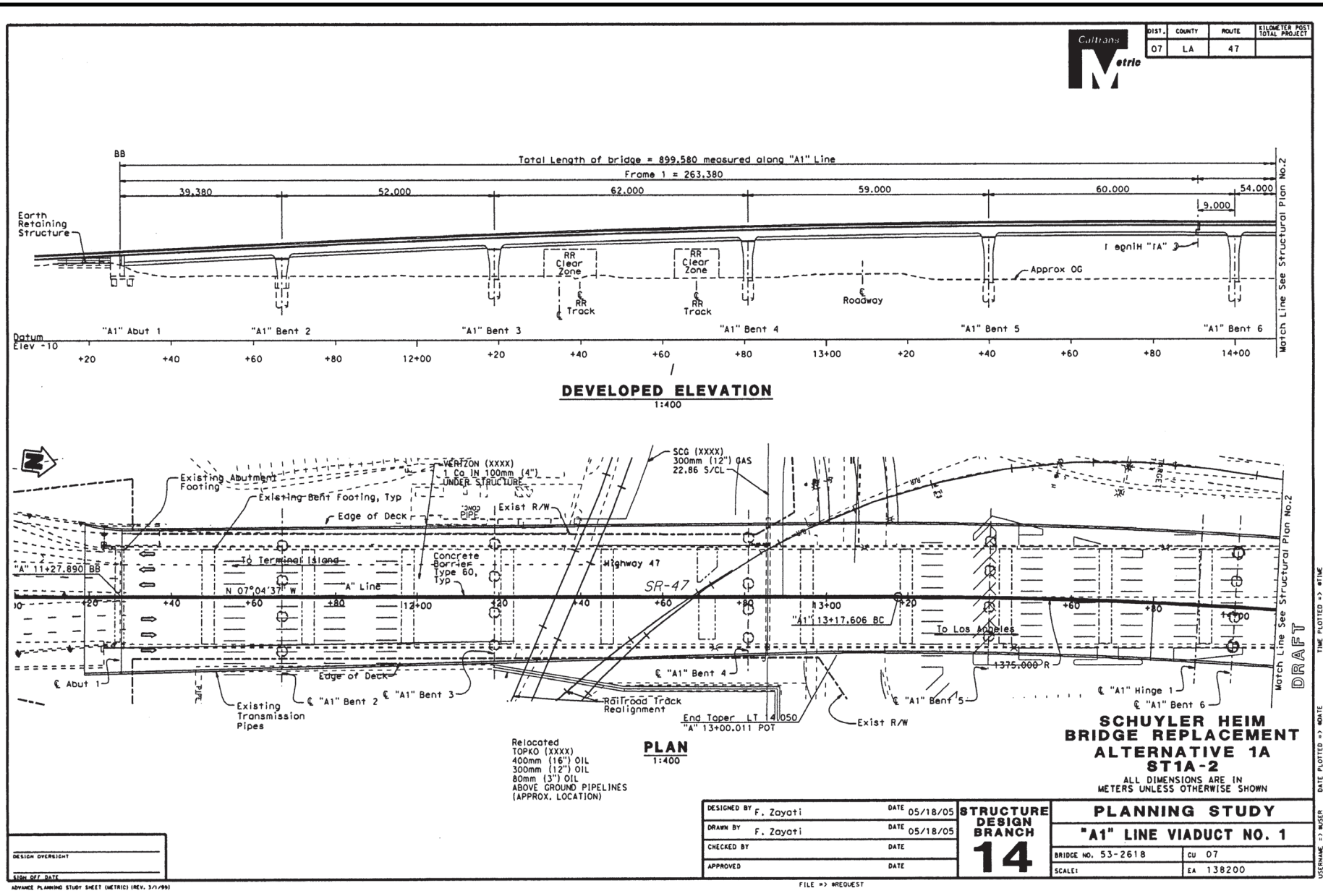
Source: Alameda Corridor Transportation Authority



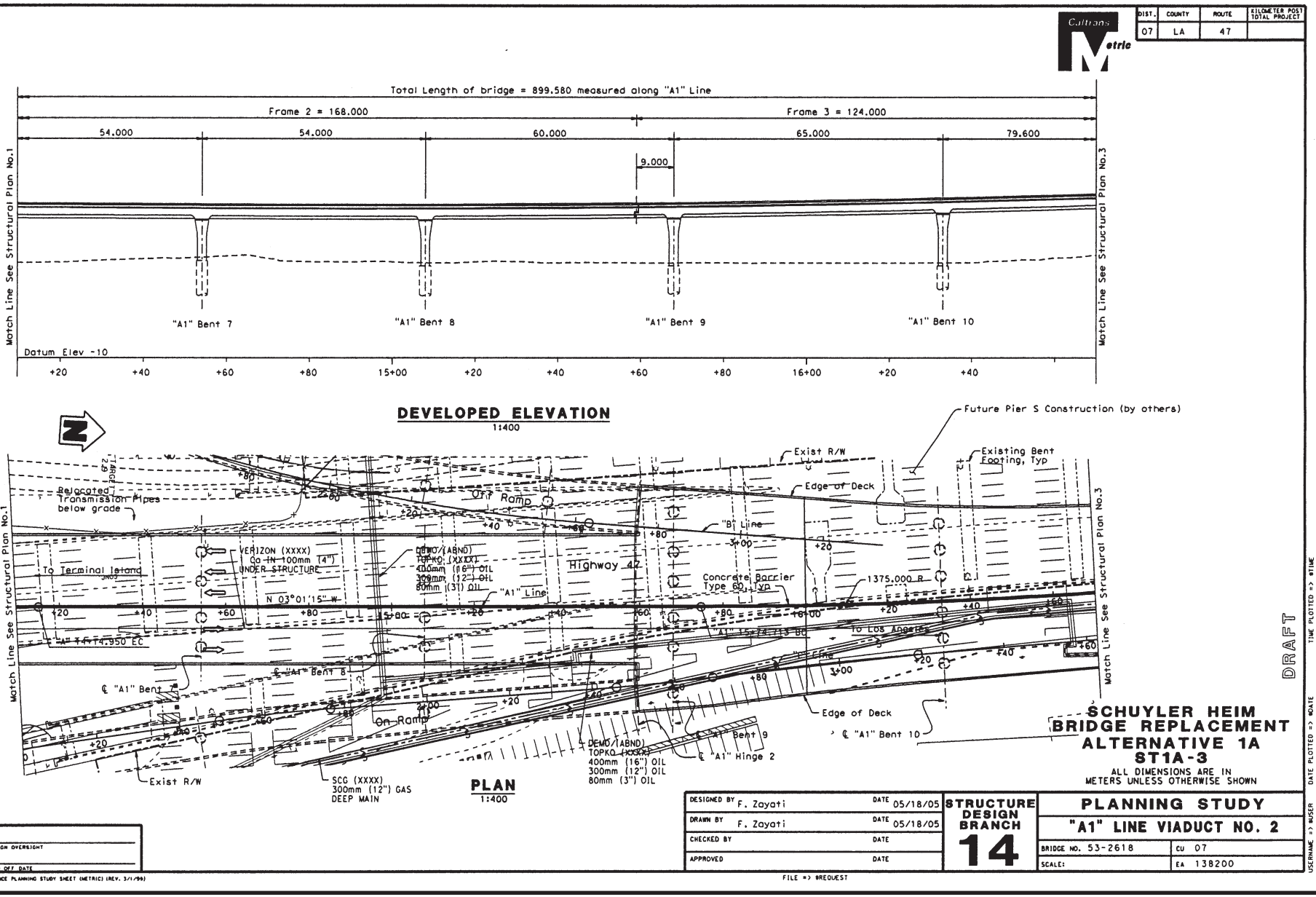
Source: Alameda Corridor Transportation Authority

Appendix B.2
Alternative 1A: Bridge



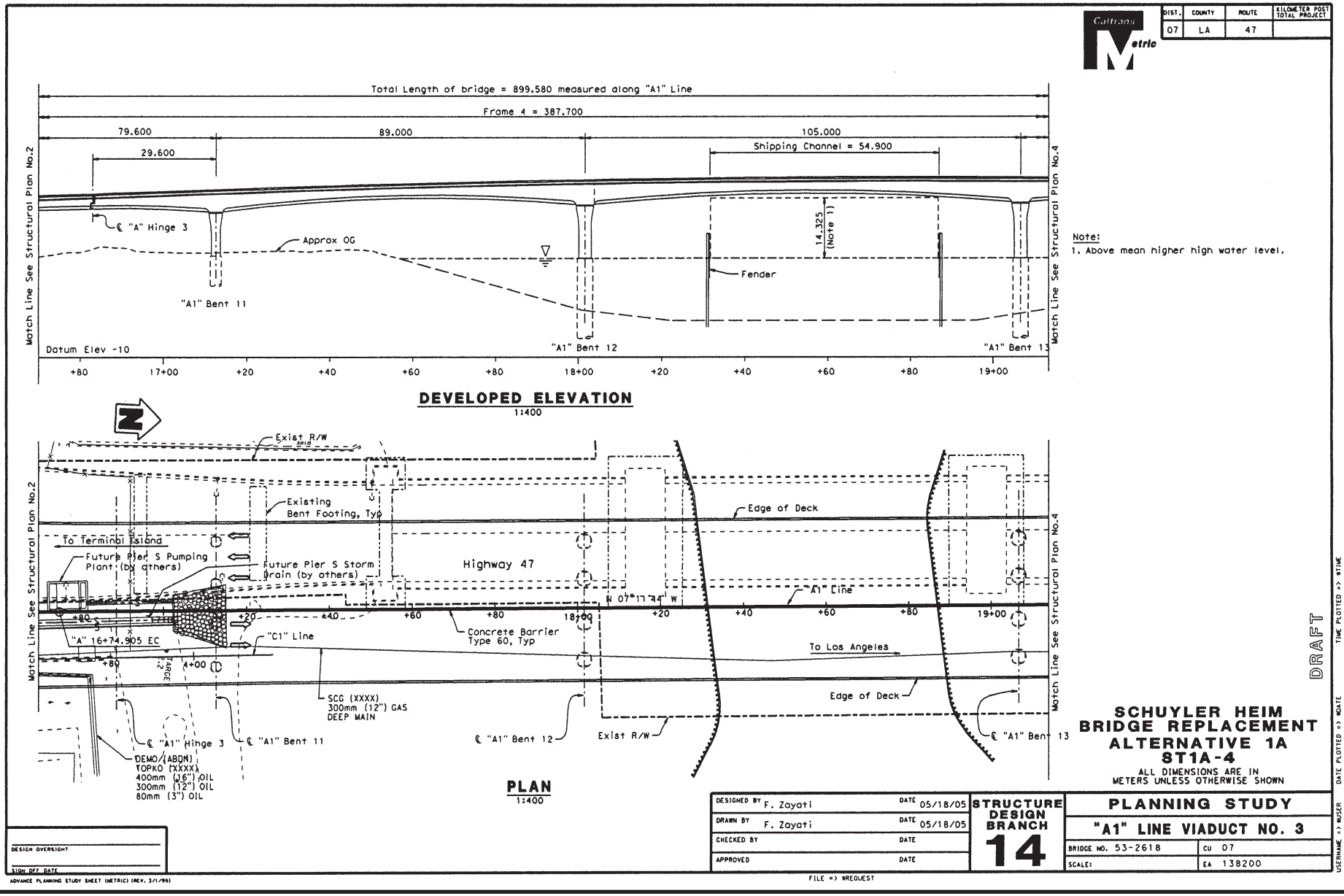
Appendix B.2 page 1
Alternative 1A: Bridge
Schuyler Heim Bridge Replacement and SR-47 Expressway

Source: Alameda Corridor Transportation Authority



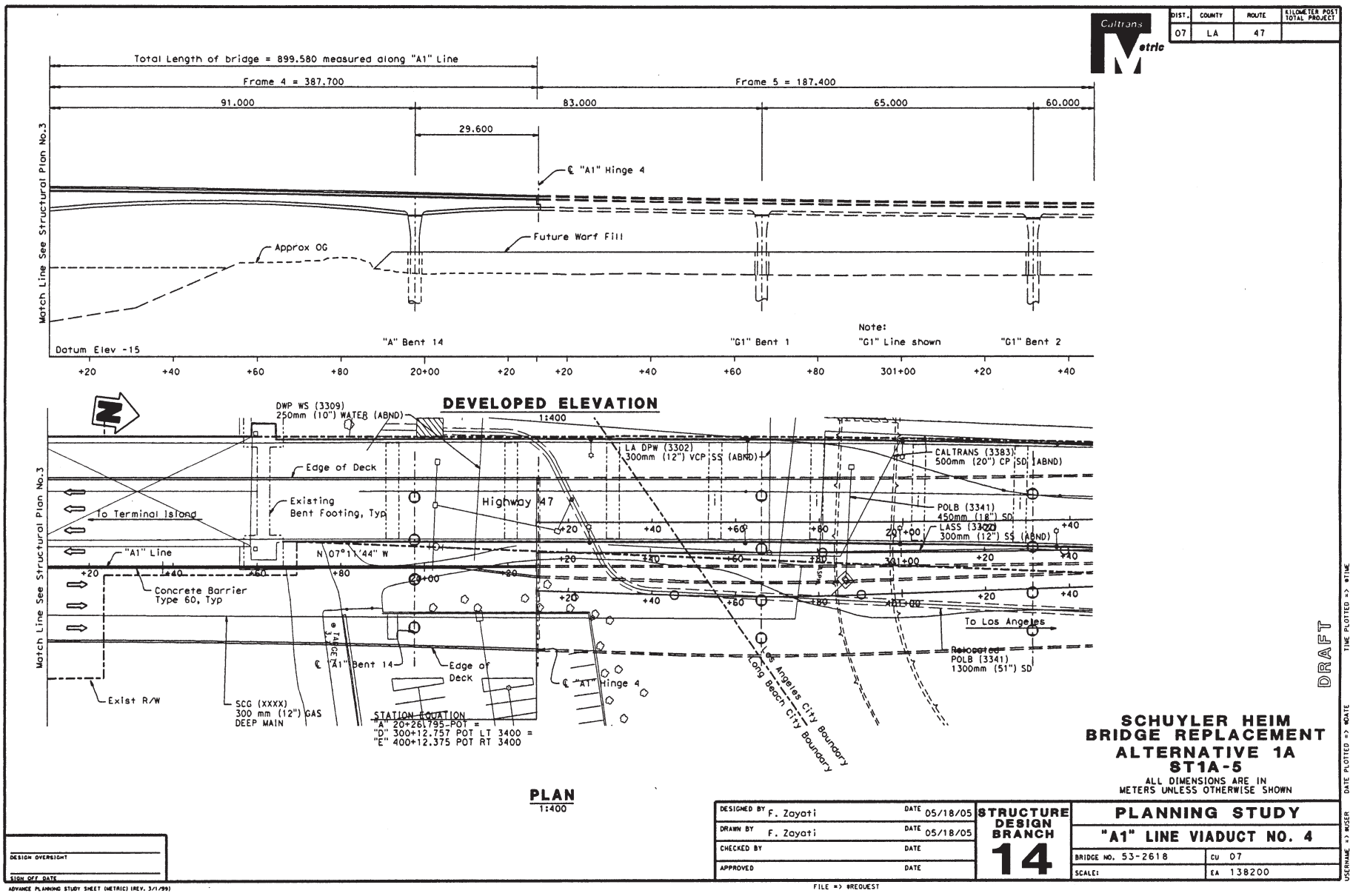
Source: Alameda Corridor Transportation Authority

Appendix B.2 page 2
Alternative 1A: Bridge
Schuyler Heim Bridge Replacement and SR-47 Expressway



Appendix B.2 page 3
Alternative 1A: Bridge
Schuyler Heim Bridge Replacement and SR-47 Expressway

Source: Alameda Corridor Transportation Authority

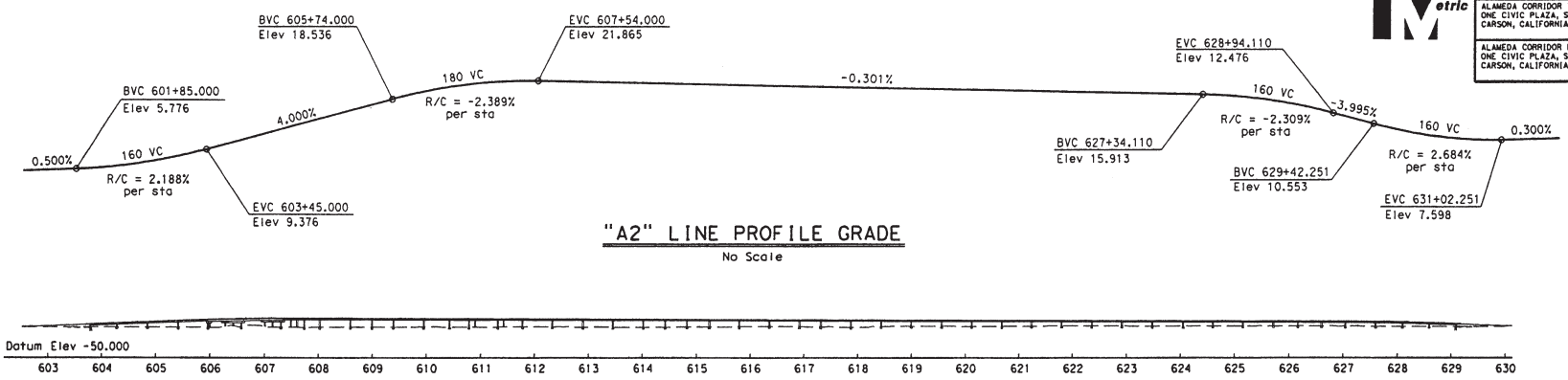


Appendix B.2 page 4
Alternative 1A: Bridge
Schuyler Heim Bridge Replacement and SR-47 Expressway

Source: Alameda Corridor Transportation Authority

Appendix B.3
Alternative 2: SR-103 Expressway

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

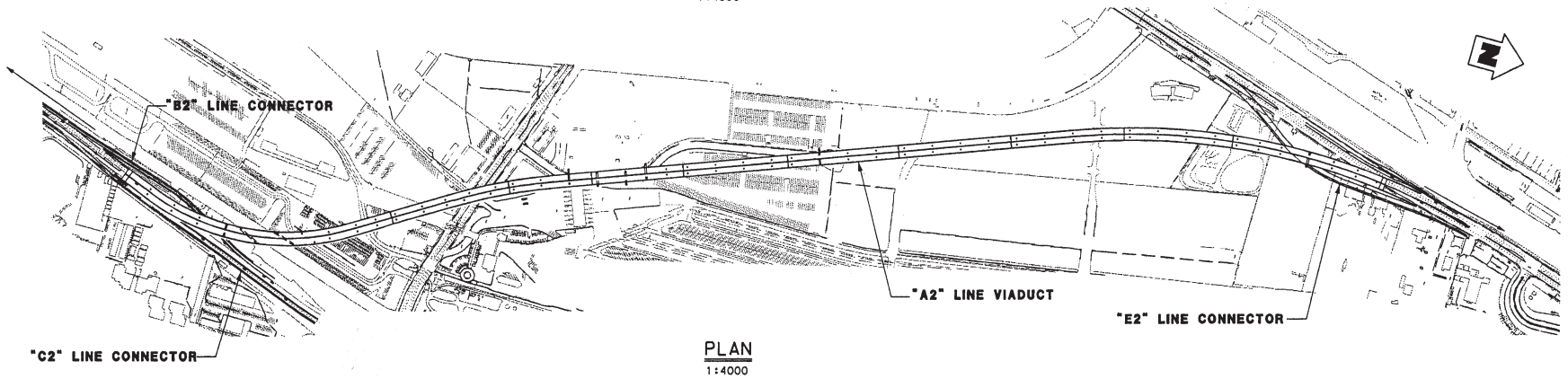


"A2" LINE PROFILE GRADE

No Scale

DEVELOPED ELEVATION

1:4000



PLAN

1:4000

DATE OF ESTIMATE	05-23-05
BRIDGE REMOVAL	=
STRUCTURE DEPTH	= 2.240m & 3.685m
LENGTH	= 2530.770m
WIDTH	= 25.000m (AVG)
AREA	= 63,270m^2
COST/M^2 INCLUDING 10% MOBILIZATION & 25% CONTINGENCY	= $2192/m^2
TOTAL COST	= $138,688,000

DESIGN OVERSIGHT

SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET (METRIC) (REV. 6/21/04)

Caltrans Metric

DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
07	LA	47	

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 650
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 600
CARSON, CALIFORNIA 90745

SR-47 EXPRESSWAY
ALTERNATIVE NO. 2
ST2-13

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DESIGNED BY	Dana DeVera/Alan Zheng	DATE	05-05-05
DRAWN BY	Ara Gregorian	DATE	05-06-05
CHECKED BY	Androush Danielians	DATE	05-10-05
APPROVED		DATE	

Dana DeVera
PROJECT ENGINEER

PLANNING STUDY

"A2" LINE VIADUCT KEY PLAN

BRIDGE NO.		CU	07
SCALE:	AS SHOWN	EA	23850K

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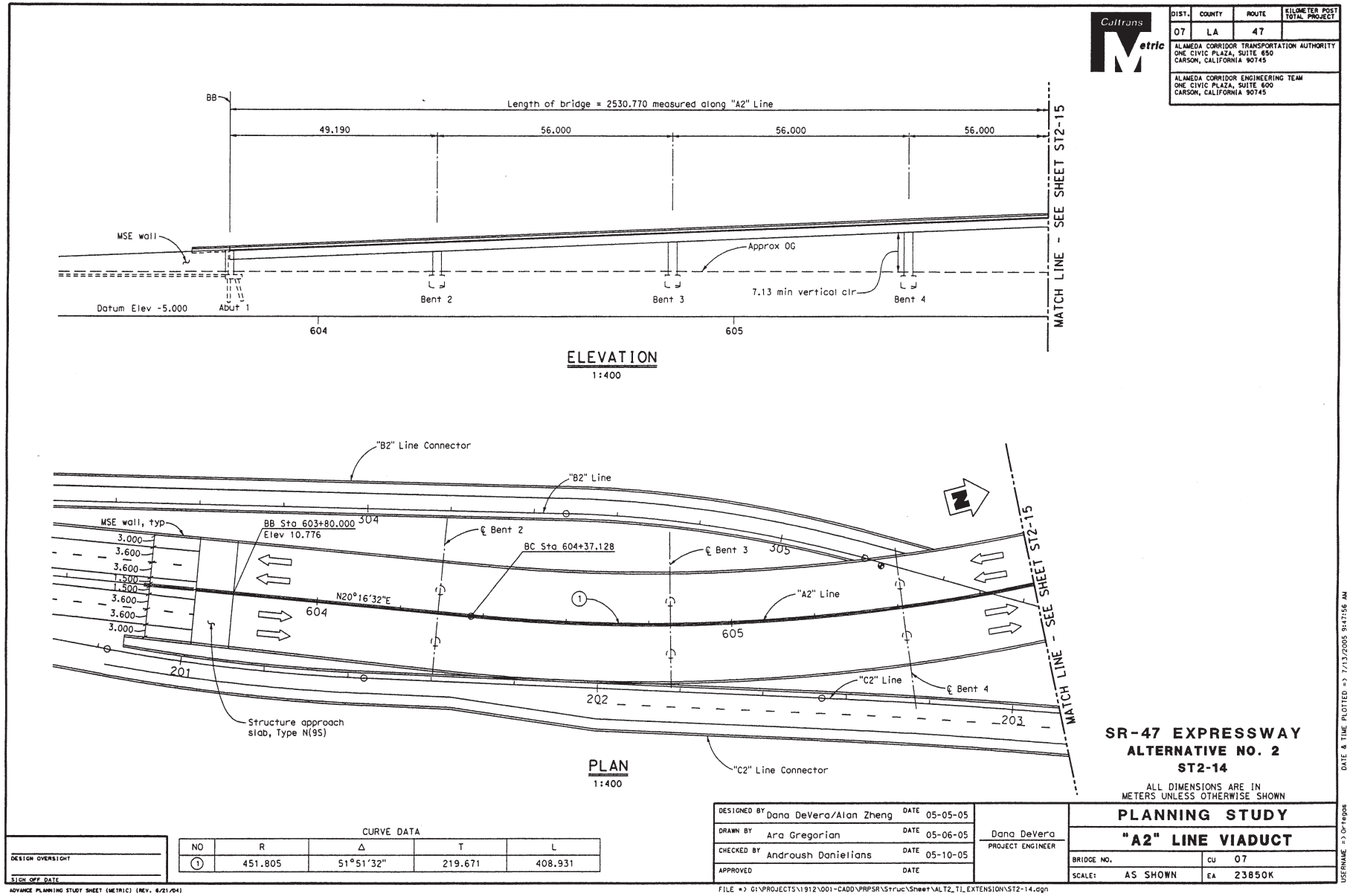
USERNAME => Ortegas

Source: Alameda Corridor Transportation Authority

Appendix B.3 page 1
Alternative 2: SR-103 Expressway
Schuyler Heim Bridge Replacement
and SR-47 Expressway

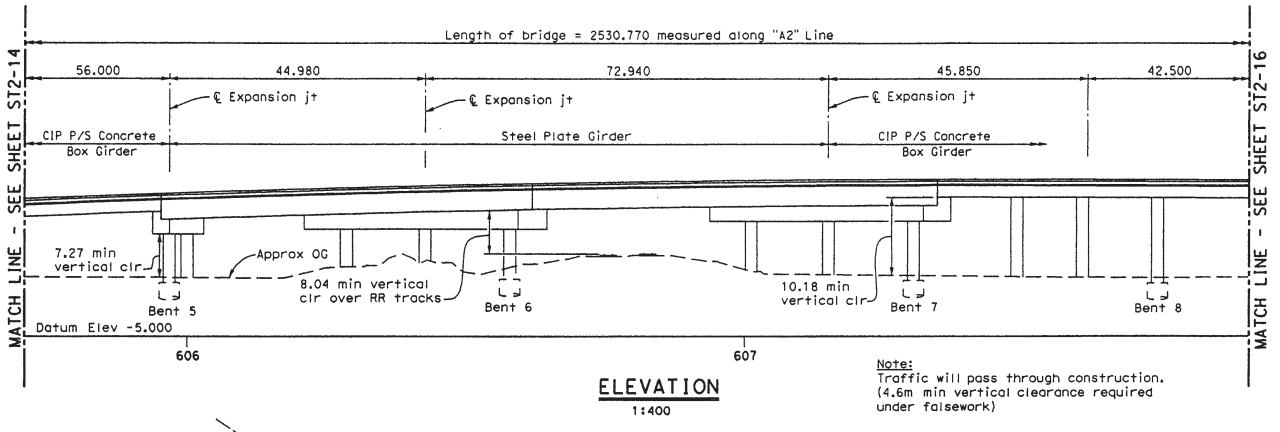
PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



Source: Alameda Corridor Transportation Authority

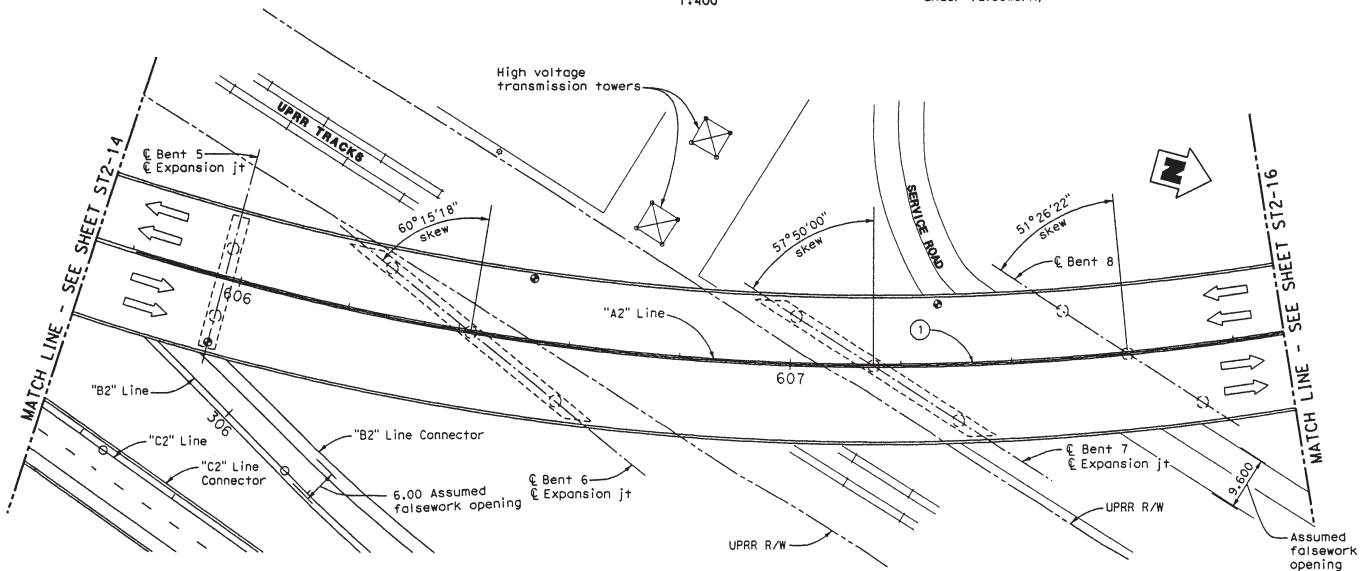
Appendix B.3 page 2
Alternative 2: SR-103 Expressway
Schuyler Heim Bridge Replacement
and SR-47 Expressway

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



ELEVATION
1:400

Note:
Traffic will pass through construction.
(4.6m min vertical clearance required under falsework)



PLAN
1:400

Note:
High voltage transmission towers need to be modified to provide required vertical clearance over viaduct.

CURVE DATA

NO	R	Δ	T	L
1	451.805	51°51'32"	219.671	408.931

DESIGN OVERSIGHT
SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET (METRIC) (REV. 6/21/04)

DESIGNED BY	Dana DeVera/Alan Zheng	DATE	05-05-05
DRAWN BY	Ara Gregorian	DATE	05-06-05
CHECKED BY	Androush Danielians	DATE	05-10-05
APPROVED		DATE	

Dana DeVera
PROJECT ENGINEER

FILE => G:\PROJECTS\1912\001-CADD\PRPSR\Struc\Sheet\ALT2_TI_EXTENSION\ST2-15.dgn

DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
07	LA	47	

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 650
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 600
CARSON, CALIFORNIA 90745

SR-47 EXPRESSWAY
ALTERNATIVE NO. 2
ST2-15

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

PLANNING STUDY
"A2" LINE VIADUCT

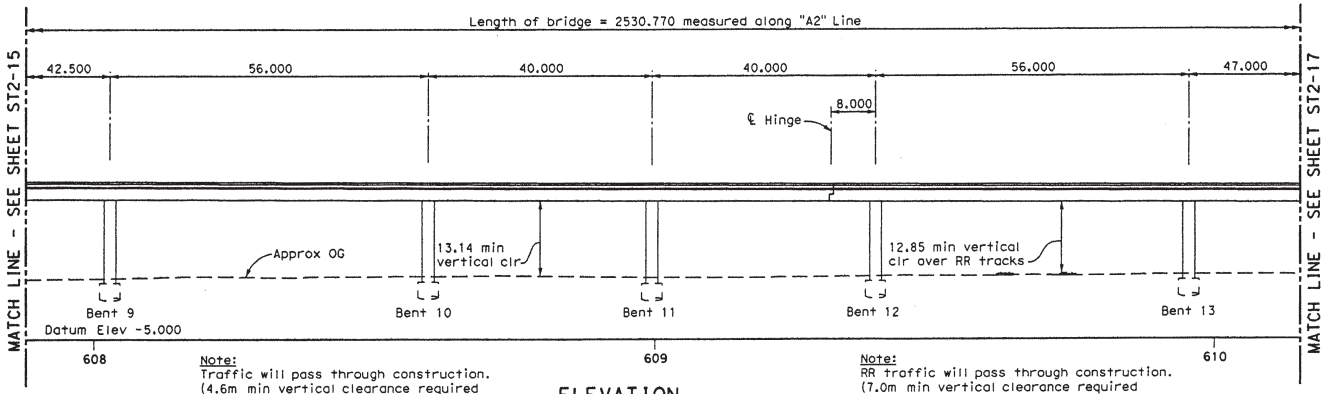
BRIDGE NO.		CU	07
SCALE:	AS SHOWN	EA	23850K

DATE & TIME PLOTTED => 7/13/2005 9:48:30 AM
USERNAME => Ortegas

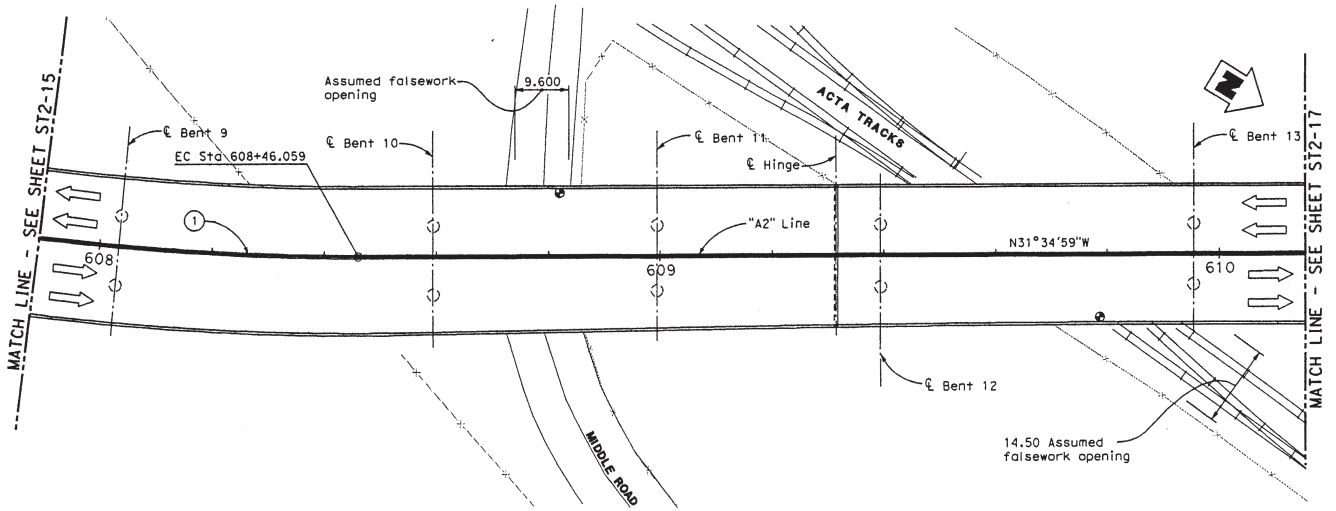
Appendix B.3 page 3
Alternative 2: SR-103 Expressway
Schuyler Heim Bridge Replacement and SR-47 Expressway

Source: Alameda Corridor Transportation Authority

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



ELEVATION
1:400



PLAN
1:400

CURVE DATA

NO	R	Δ	T	L
①	451.805	51°51'32"	219.671	408.931

DESIGN OVERSIGHT
SIGN OFF DATE
ADVANCE PLANNING STUDY SHEET (METRIC) (REV. 6/21/04)

DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
07	LA	47	

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 650
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 600
CARSON, CALIFORNIA 90745

SR-47 EXPRESSWAY
ALTERNATIVE NO. 2
ST2-16

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DESIGNED BY	Dana DeVera/Alan Zheng	DATE	05-05-05
DRAWN BY	Ara Gregorian	DATE	05-06-05
CHECKED BY	Androush Danielians	DATE	05-10-05
APPROVED		DATE	

Dana DeVera
PROJECT ENGINEER

PLANNING STUDY
"A2" LINE VIADUCT

BRIDGE NO.		CU	07
SCALE:	AS SHOWN	EA	23850K

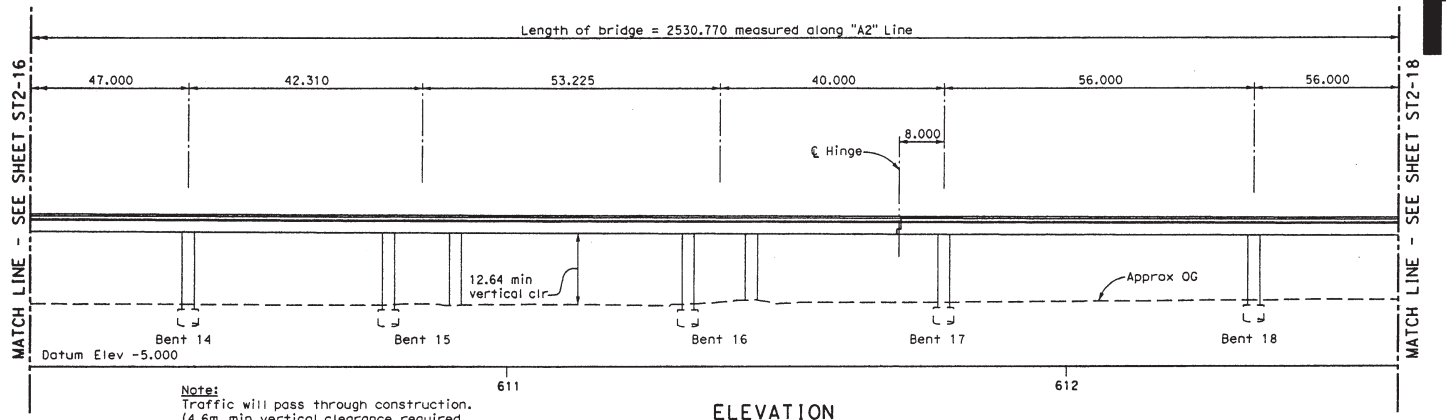
FILE => G:\PROJECTS\1912\001-CADD\PRPSR\Struc\Sheet\ALT2_TI_EXTENSION\ST2-16.dgn

DATE & TIME PLOTTED => 7/13/2005 9:49:05 AM
USERNAME => Ortegas

Source: Alameda Corridor Transportation Authority

Appendix B.3 page 4
Alternative 2: SR-103 Expressway
Schuyler Heim Bridge Replacement
and SR-47 Expressway

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



ELEVATION
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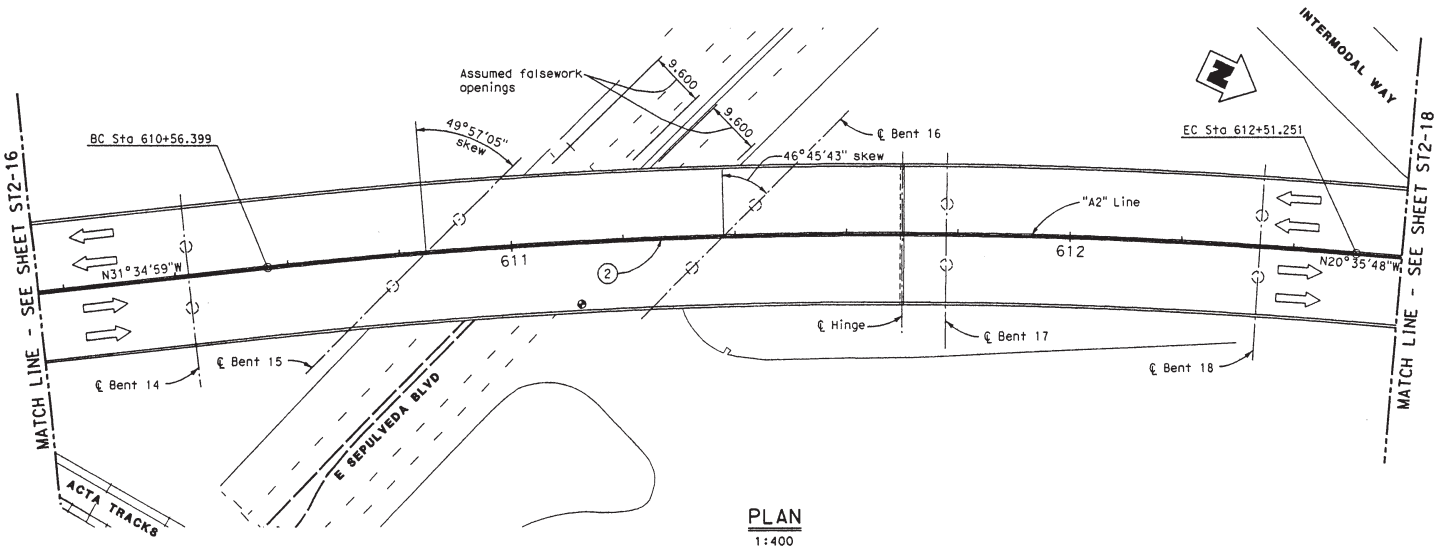

PLAN
1:400

CURVE DATA

NO	R	Δ	T	L
②	1016.195	10°59'11"	97.726	194.852

DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
07	LA	47	

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 650
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 600
CARSON, CALIFORNIA 90745

SR-47 EXPRESSWAY
ALTERNATIVE NO. 2
ST2-17

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DESIGNED BY	Dana DeVera/Alan Zheng	DATE	05-05-05
DRAWN BY	Ara Gregorian	DATE	05-06-05
CHECKED BY	Andoush Danielians	DATE	05-10-05
APPROVED		DATE	

Dana DeVera
PROJECT ENGINEER

PLANNING STUDY
"A2" LINE VIADUCT

BRIDGE NO.		CU	07
SCALE:	AS SHOWN	EA	23850K

DESIGN OVERSIGHT
SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET (METRIC) (REV. 6/21/04)

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DATE & TIME PLOTTED => 7/13/2005 9:49:38 AM
USERNAME => Ortegos

Appendix B.3 page 5
Alternative 2: SR-103 Expressway
Schuyler Heim Bridge Replacement
and SR-47 Expressway

Source: Alameda Corridor Transportation Authority

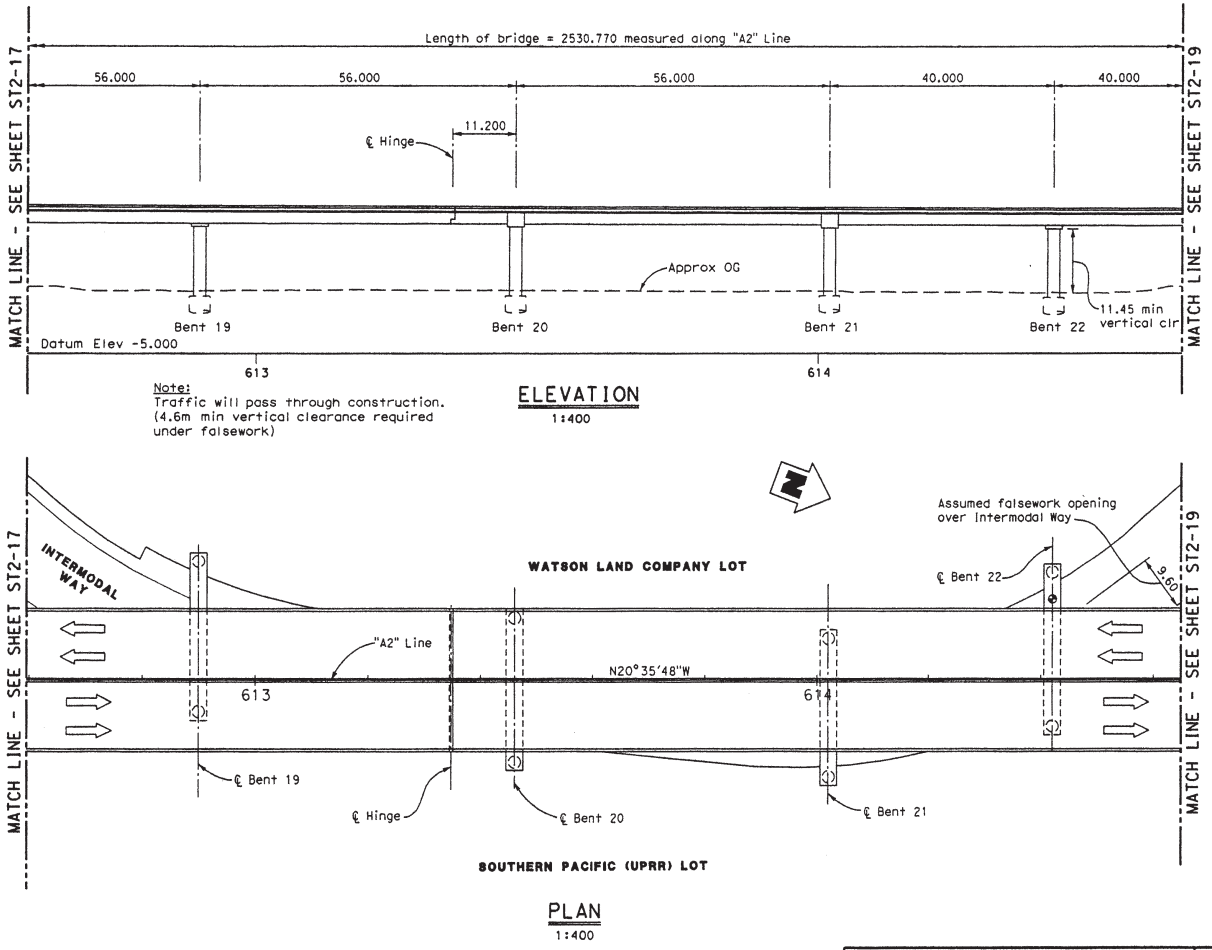
PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans Metric

DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
07	LA	47	

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 650
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 600
CARSON, CALIFORNIA 90745



SR-47 EXPRESSWAY
ALTERNATIVE NO. 2
ST2-18

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DESIGNED BY	Dana DeVera/Alan Zheng	DATE	05-05-05
DRAWN BY	Ara Gregorian	DATE	05-06-05
CHECKED BY	Androush Danielians	DATE	05-10-05
APPROVED		DATE	

Dana DeVera
PROJECT ENGINEER

PLANNING STUDY
"A2" LINE VIADUCT

BRIDGE NO.		CU	07
SCALE:	AS SHOWN	EA	23850K

DESIGN OVERSIGHT
SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET (METRIC) (REV. 6/21/04)

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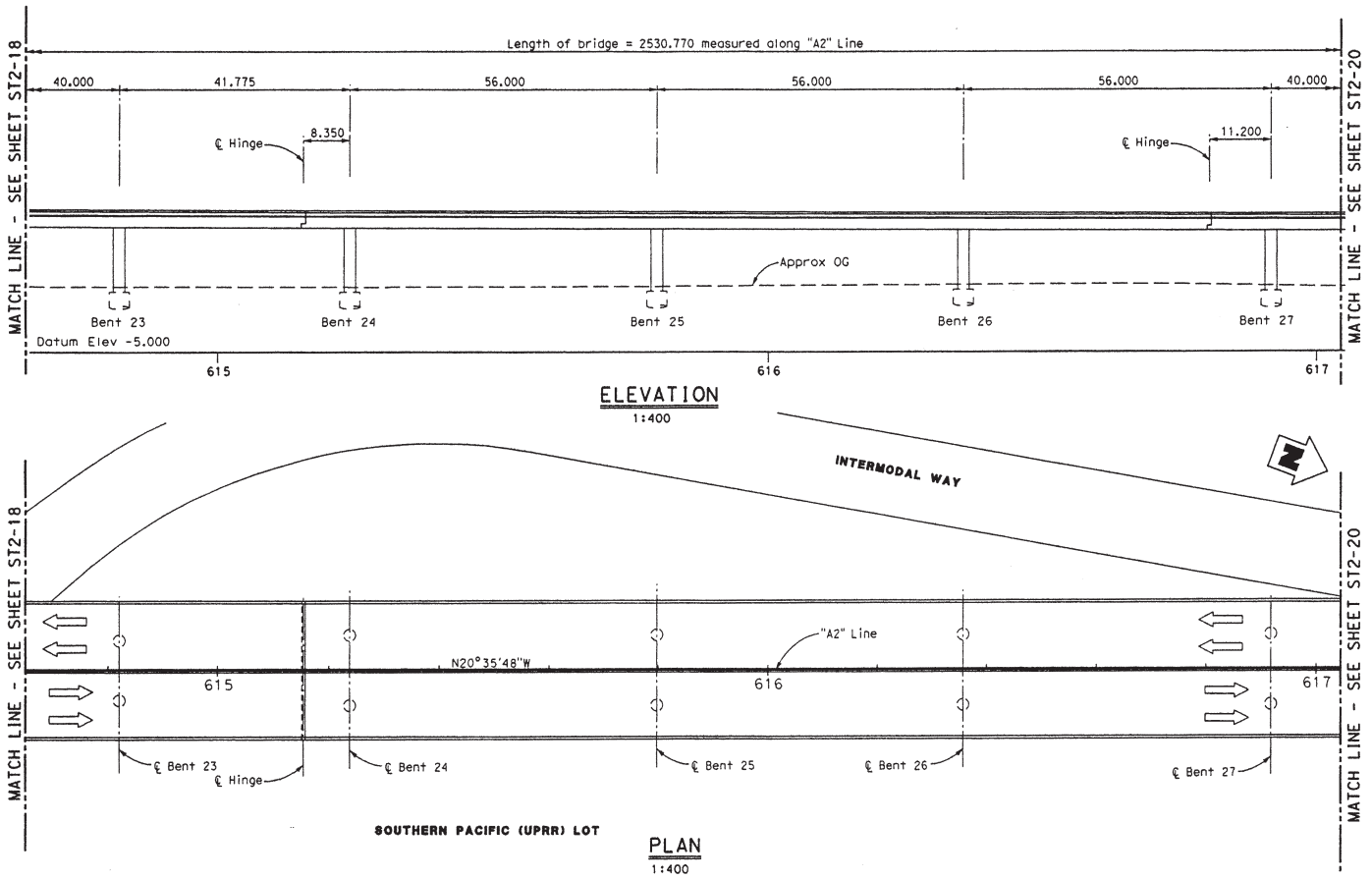
DATE & TIME PLOTTED => 7/13/2005 9:50:14 AM

Source: Alameda Corridor Transportation Authority

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



Caltrans Metric

DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
07	LA	47	

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 650
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 600
CARSON, CALIFORNIA 90745

SR-47 EXPRESSWAY
ALTERNATIVE NO. 2
ST2-19

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DESIGNED BY	Dana DeVera/Alan Zheng	DATE	05-05-05
DRAWN BY	Ara Gregorian	DATE	05-06-05
CHECKED BY	Androush Danielians	DATE	05-10-05
APPROVED		DATE	

Dana DeVera
PROJECT ENGINEER

PLANNING STUDY
"A2" LINE VIADUCT

BRIDGE NO.		CU	07
SCALE:	AS SHOWN	EA	23850K

DESIGN OVERSIGHT
SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET (METRIC) (REV. 6/21/04)

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DATE & TIME PLOTTED => 7/13/2005 9:50:48 AM
USERNAME => Ortegos

Appendix B.3 page 7
Alternative 2: SR-103 Expressway
Schuyler Heim Bridge Replacement
and SR-47 Expressway

Source: Alameda Corridor Transportation Authority

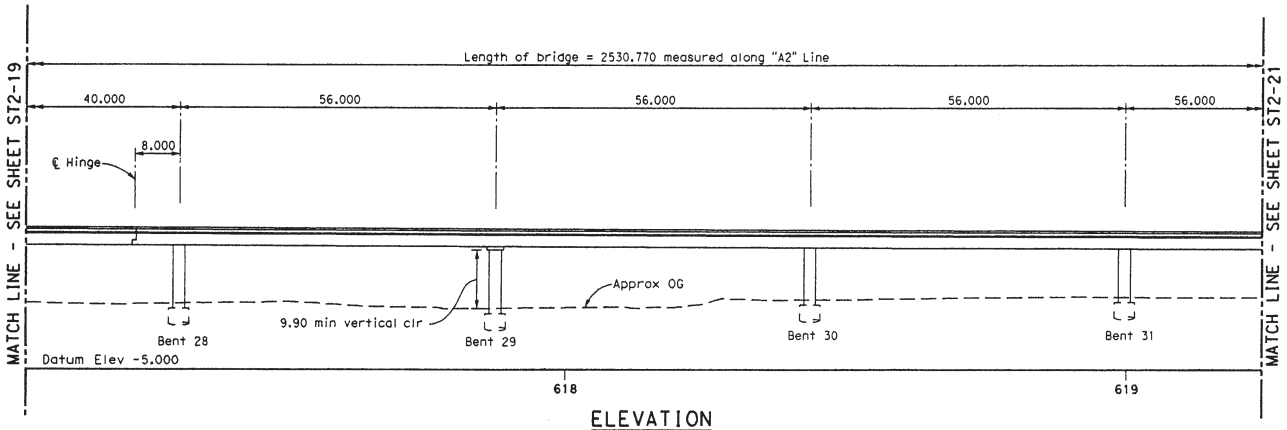
PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans Metric

DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
07	LA	47	

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 650
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 600
CARSON, CALIFORNIA 90745



ELEVATION
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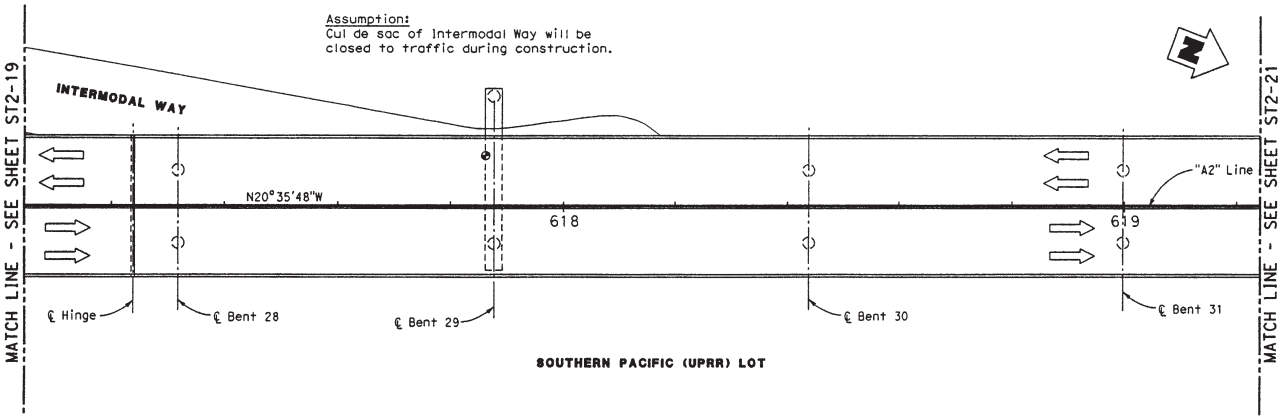

PLAN
1:400

SR-47 EXPRESSWAY
ALTERNATIVE NO. 2
ST2-20

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DESIGNED BY	Dana DeVera/Alan Zheng	DATE	05-05-05
DRAWN BY	Ara Gregorian	DATE	05-06-05
CHECKED BY	Androush Danielians	DATE	05-10-05
APPROVED		DATE	

Dana DeVera
PROJECT ENGINEER

PLANNING STUDY
"A2" LINE VIADUCT

BRIDGE NO.		CU	07
SCALE:	AS SHOWN	EA	23850K

DESIGN OVERSIGHT
SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET (METRIC) (REV. 6/21/04)

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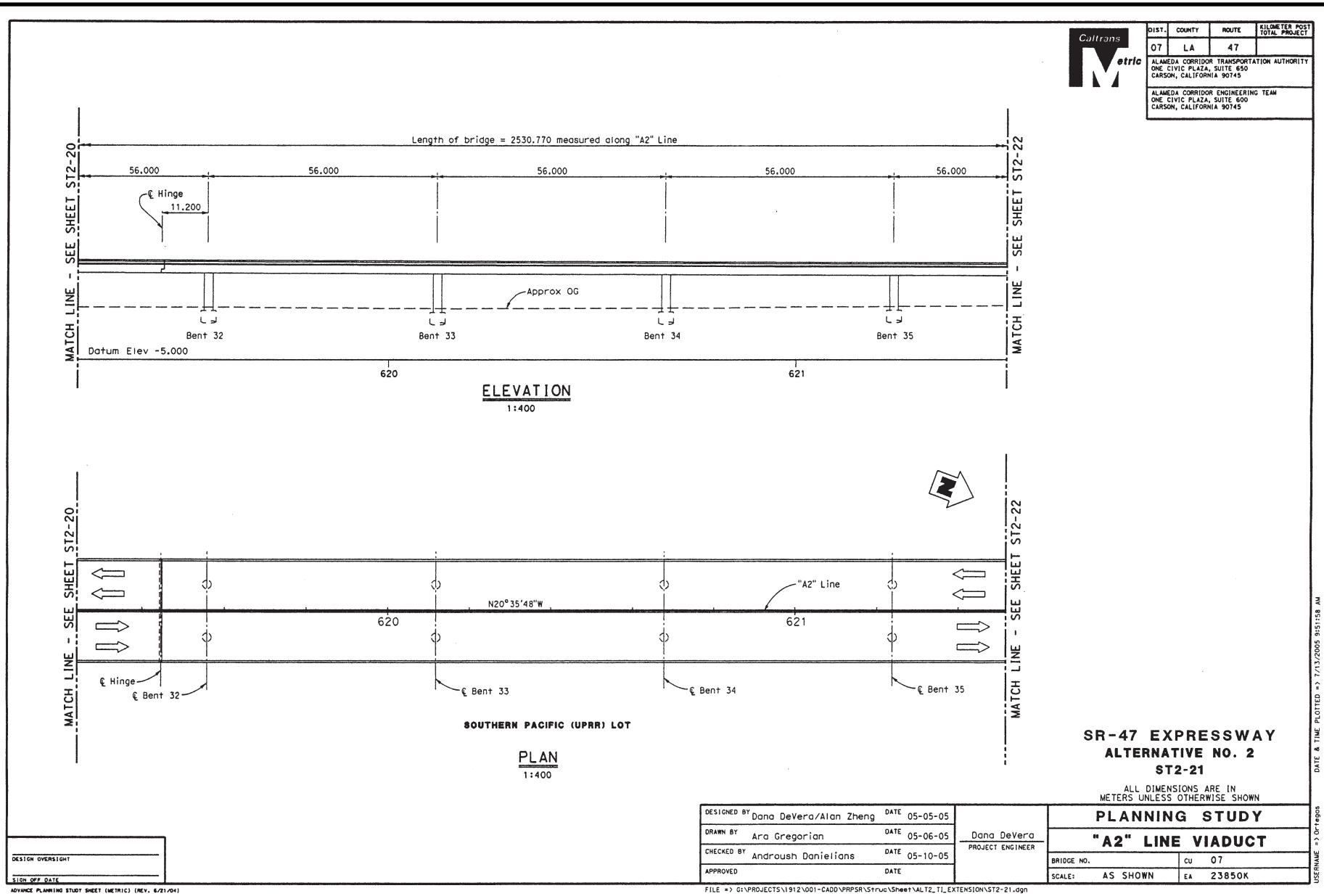
DATE & TIME PLOTTED => 7/13/2005 9:51:20 AM
USERNAME => Ortegas

Appendix B.3 page 8
Alternative 2: SR-103 Expressway
Schuyler Heim Bridge Replacement
and SR-47 Expressway

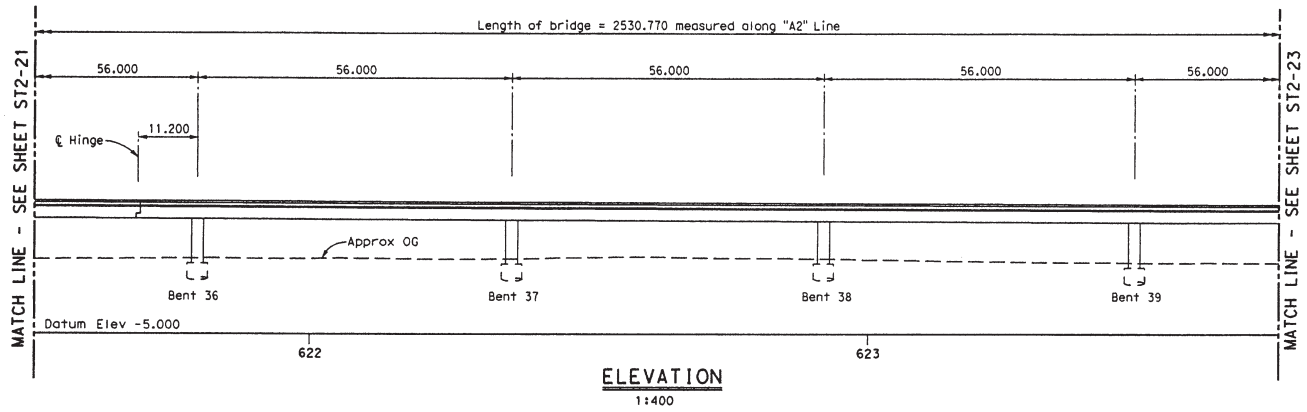
Source: Alameda Corridor Transportation Authority



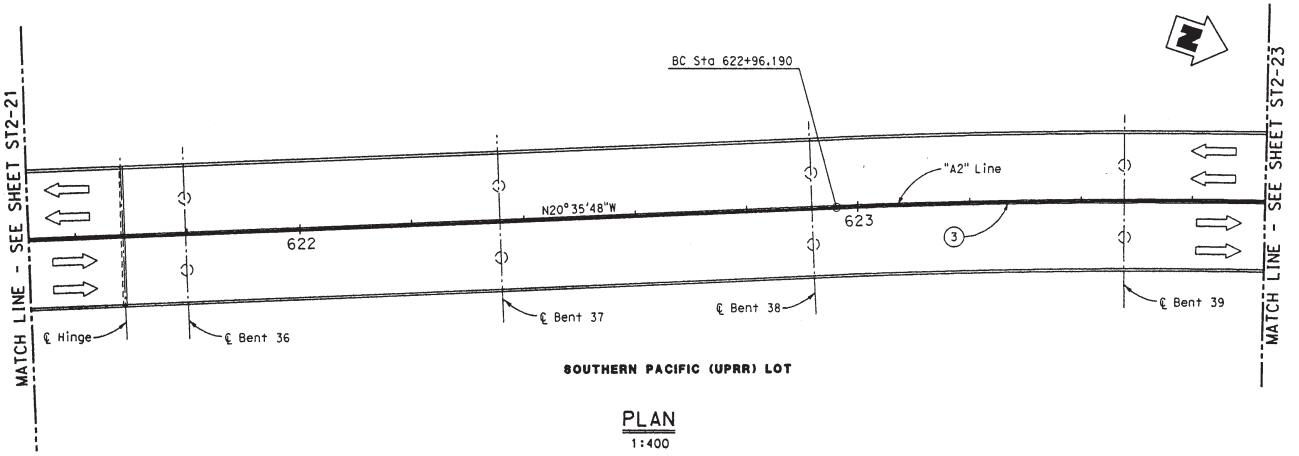
Appendix B.3 page 9
Alternative 2: SR-103 Expressway
Schuyler Heim Bridge Replacement
and SR-47 Expressway

Source: Alameda Corridor Transportation Authority

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



ELEVATION
1:400



PLAN
1:400

DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
07	LA	47	

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 650
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 600
CARSON, CALIFORNIA 90745

SR-47 EXPRESSWAY
ALTERNATIVE NO. 2
ST2-22

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

CURVE DATA

NO	R	Δ	T	L
3	1309.005	32°59'0"	387.536	753.549

DESIGN OVERSIGHT
SIGN OFF DATE

DESIGNED BY	Dana DeVero/Alan Zheng	DATE	05-05-05
DRAWN BY	Ara Gregorian	DATE	05-06-05
CHECKED BY	Andoush Danielians	DATE	05-10-05
APPROVED		DATE	

Dana DeVero
PROJECT ENGINEER

PLANNING STUDY
"A2" LINE VIADUCT

BRIDGE NO.		CU	07
SCALE:	AS SHOWN	EA	23850K

DATE & TIME PLOTTED => 7/13/2005 9:52:37 AM
USERNAME => Ortega

ADVANCE PLANNING STUDY SHEET (METRIC) (REV. 6/21/04)

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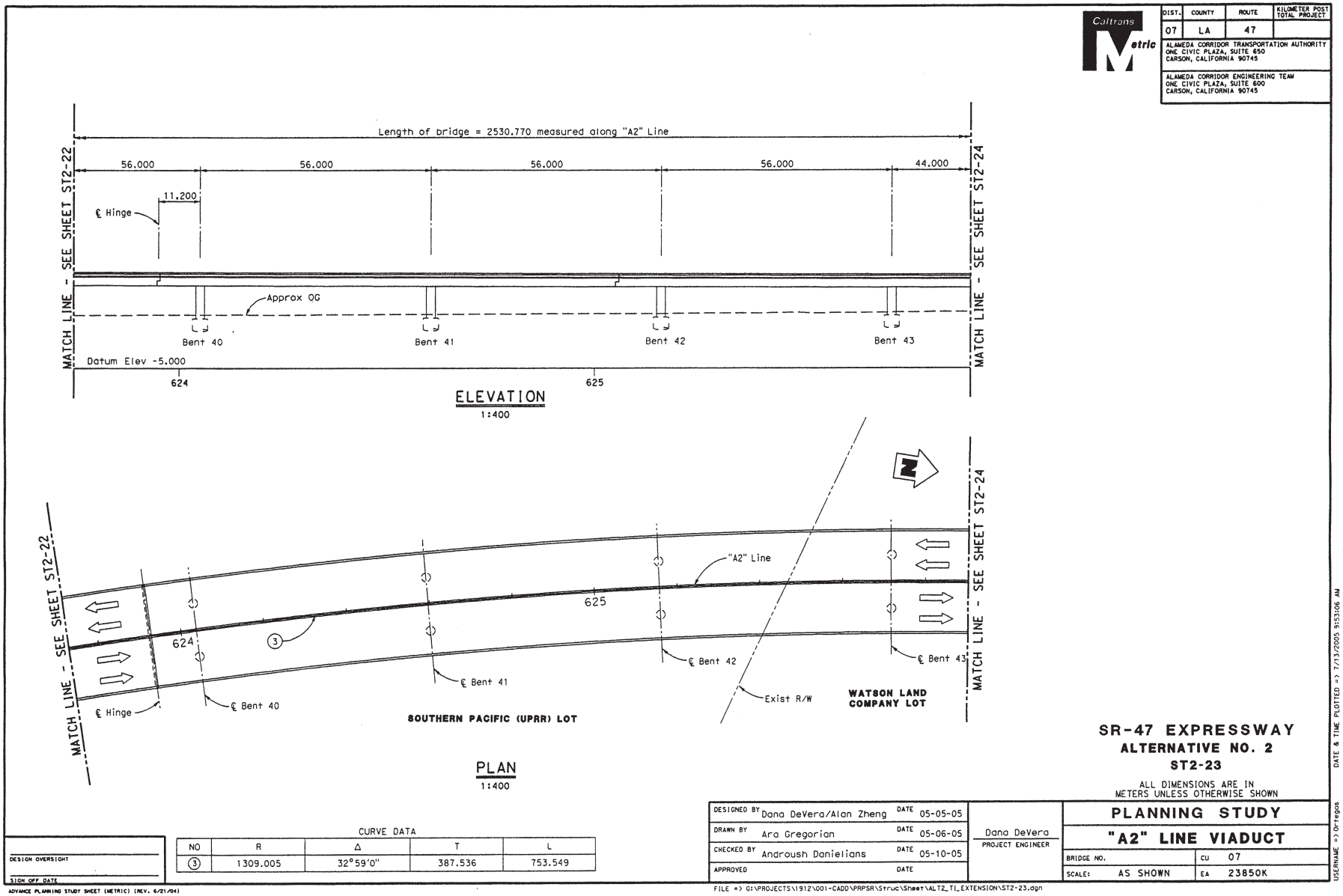
Source: Alameda Corridor Transportation Authority

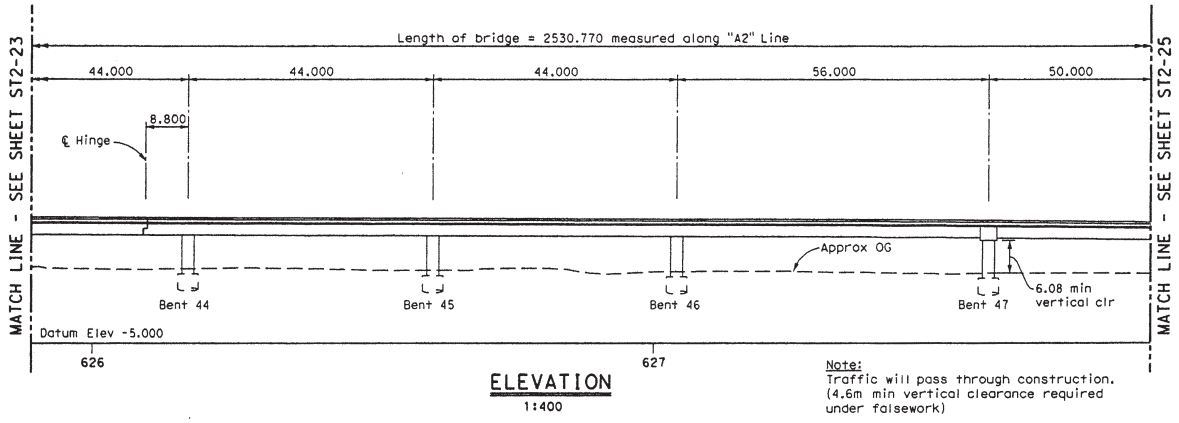
PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



Source: Alameda Corridor Transportation Authority

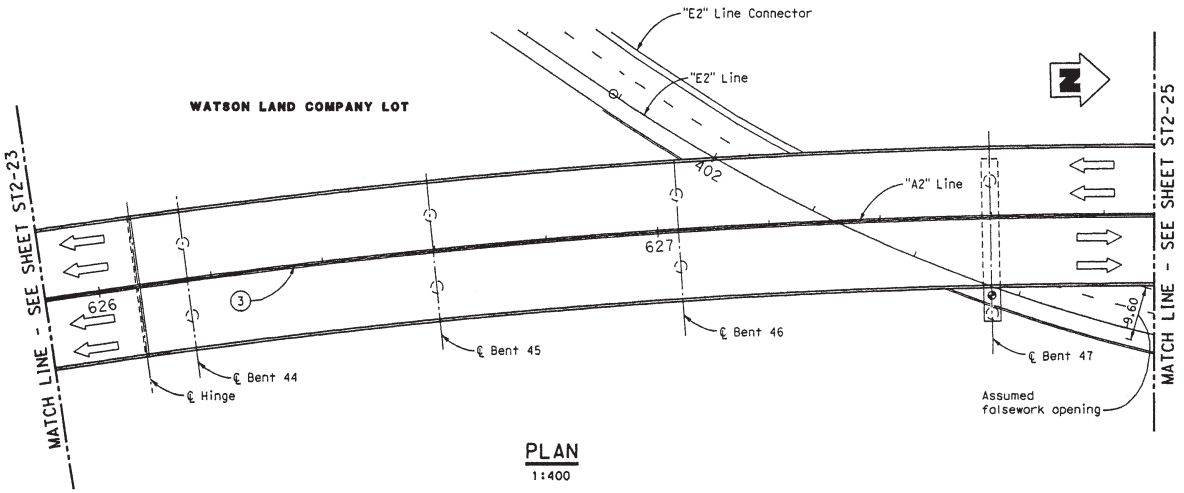
Appendix B.3 page 11
Alternative 2: SR-103 Expressway
Schuyler Heim Bridge Replacement
and SR-47 Expressway

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



ELEVATION
1:400

Note:
Traffic will pass through construction.
(4.6m min vertical clearance required under falsework)



PLAN
1:400

CURVE DATA				
NO	R	Δ	T	L
③	1309.005	32°59'0"	387.536	753.549

DESIGN OVERSIGHT	
SIGN OFF DATE	

ADVANCE PLANNING STUDY SHEET (METRIC) (REV. 6/21/04)

DESIGNED BY	Dana DeVera/Alan Zheng	DATE	05-05-05
DRAWN BY	Ara Gregorian	DATE	05-06-05
CHECKED BY	Andoush Danielians	DATE	05-10-05
APPROVED		DATE	

Dana DeVera
PROJECT ENGINEER

DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
07	LA	47	

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 650
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 600
CARSON, CALIFORNIA 90745

SR-47 EXPRESSWAY
ALTERNATIVE NO. 2
ST2-24

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

PLANNING STUDY
"A2" LINE VIADUCT

BRIDGE NO.		CU	07
SCALE:	AS SHOWN	EA	23850K

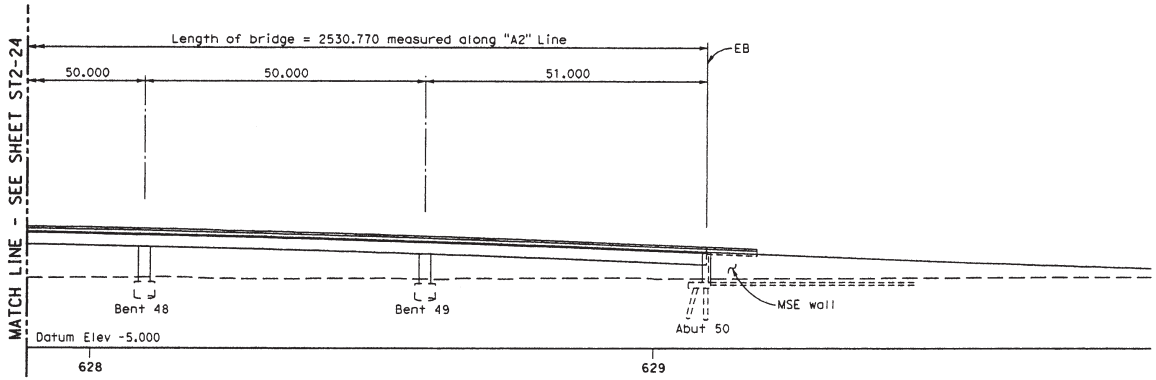
FILE => G:\PROJECTS\1912\001-CADD\PRPSR\Struc\Sheet\ALT2_TI_EXTENSION\ST2-24.dgn

DATE & TIME PLOTTED => 7/13/2005 9:53:32 AM
USERNAME => Ortegos

Appendix B.3 page 12
Alternative 2: SR-103 Expressway
Schuyler Heim Bridge Replacement
and SR-47 Expressway

Source: Alameda Corridor Transportation Authority

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



ELEVATION
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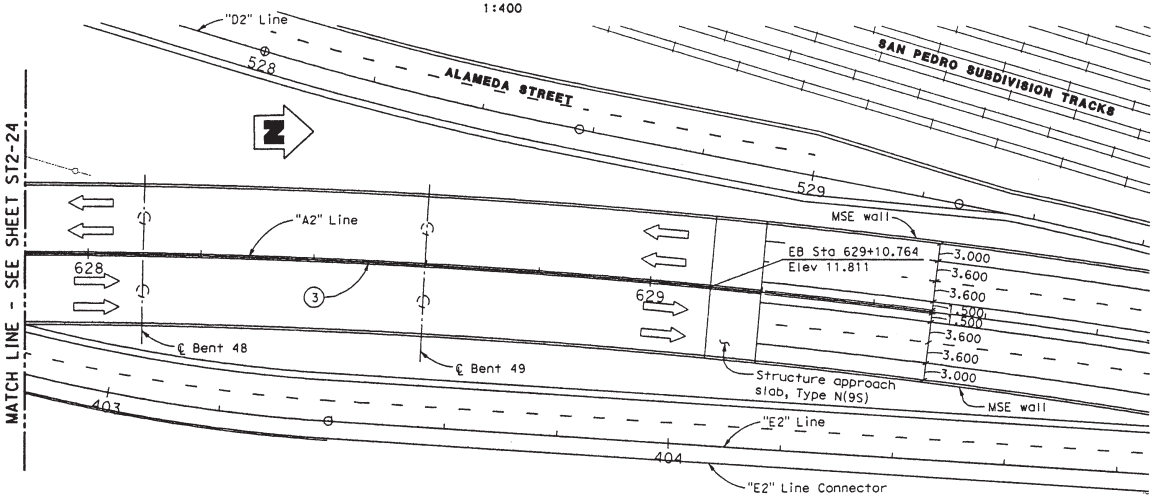

PLAN
1:400

CURVE DATA				
NO	R	Δ	T	L
③	1309.005	32°59'0"	387.536	753.549

SR-47 EXPRESSWAY
ALTERNATIVE NO. 2
ST2-25

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DESIGNED BY	Dana DeVera/Alan Zheng	DATE	05-05-05
DRAWN BY	Ara Gregorian	DATE	05-06-05
CHECKED BY	Androush Danielians	DATE	05-10-05
APPROVED		DATE	

Dana DeVera
PROJECT ENGINEER

PLANNING STUDY
"A2" LINE VIADUCT

BRIDGE NO.		CU	07
SCALE:	AS SHOWN	EA	23850K

DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
07	LA	47	

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 650
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 600
CARSON, CALIFORNIA 90745

DESIGN OVERSIGHT
SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET (METRIC) (REV. 6/21/04)

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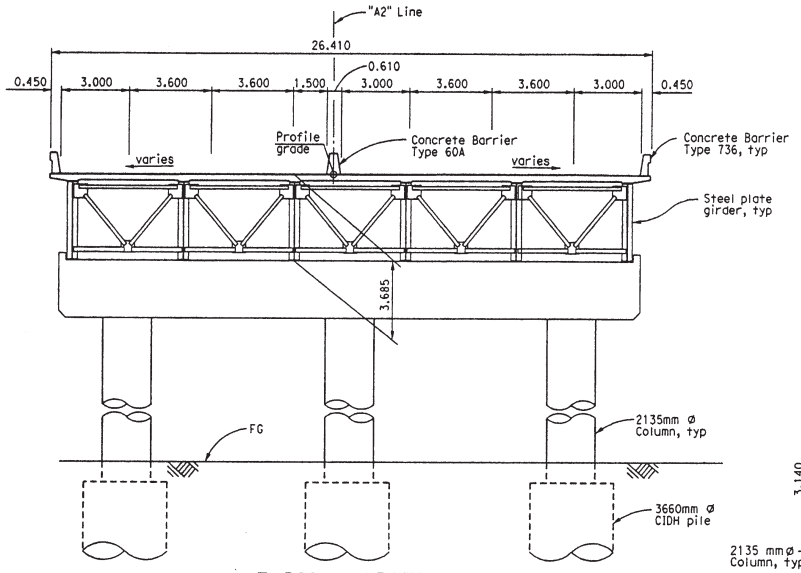
DATE & TIME PLOTTED => 7/13/2005 9:53:56 AM
USERNAME => Ortegas

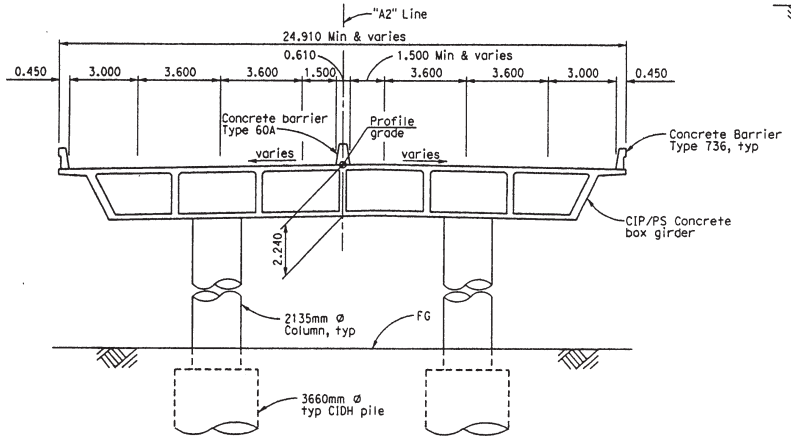
Appendix B.3 page 13
Alternative 2: SR-103 Expressway
Schuyler Heim Bridge Replacement
and SR-47 Expressway

Source: Alameda Corridor Transportation Authority

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



TYPICAL SECTION
1:100
(BENT 6, BENTS 5 & 7 similar)



TYPICAL SECTION
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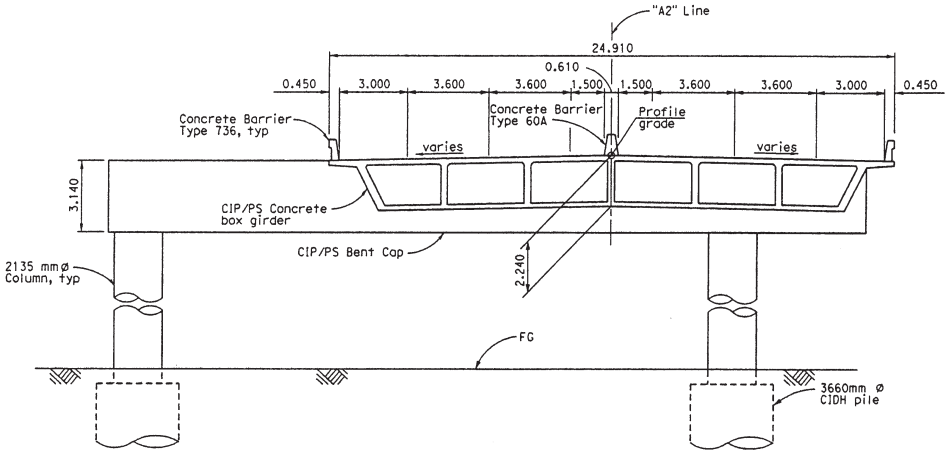
(BENTS 2-4, 9-18, 23-28, 30-46, 48 & 49, BENT 8 similar)



TYPICAL SECTION
1:100
(BENT 29, BENTS 19-22 & 47 similar)

DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
07	LA	47	

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 650
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 600
CARSON, CALIFORNIA 90745

DESIGN OVERSIGHT

SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET (METRIC) (REV. 6/21/04)

SR-47 EXPRESSWAY
ALTERNATIVE NO. 2
ST2-26

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DESIGNED BY	Dana DeVera/Alan Zheng	DATE	05-05-05
DRAWN BY	Ara Gregorian	DATE	05-06-05
CHECKED BY	Andrush Danielians	DATE	05-10-05
APPROVED		DATE	

Dana DeVera
PROJECT ENGINEER

PLANNING STUDY
"A2" LINE VIADUCT TYPICAL SECTIONS

BRIDGE NO.		CU	07
SCALE:	AS SHOWN	EA	23850K

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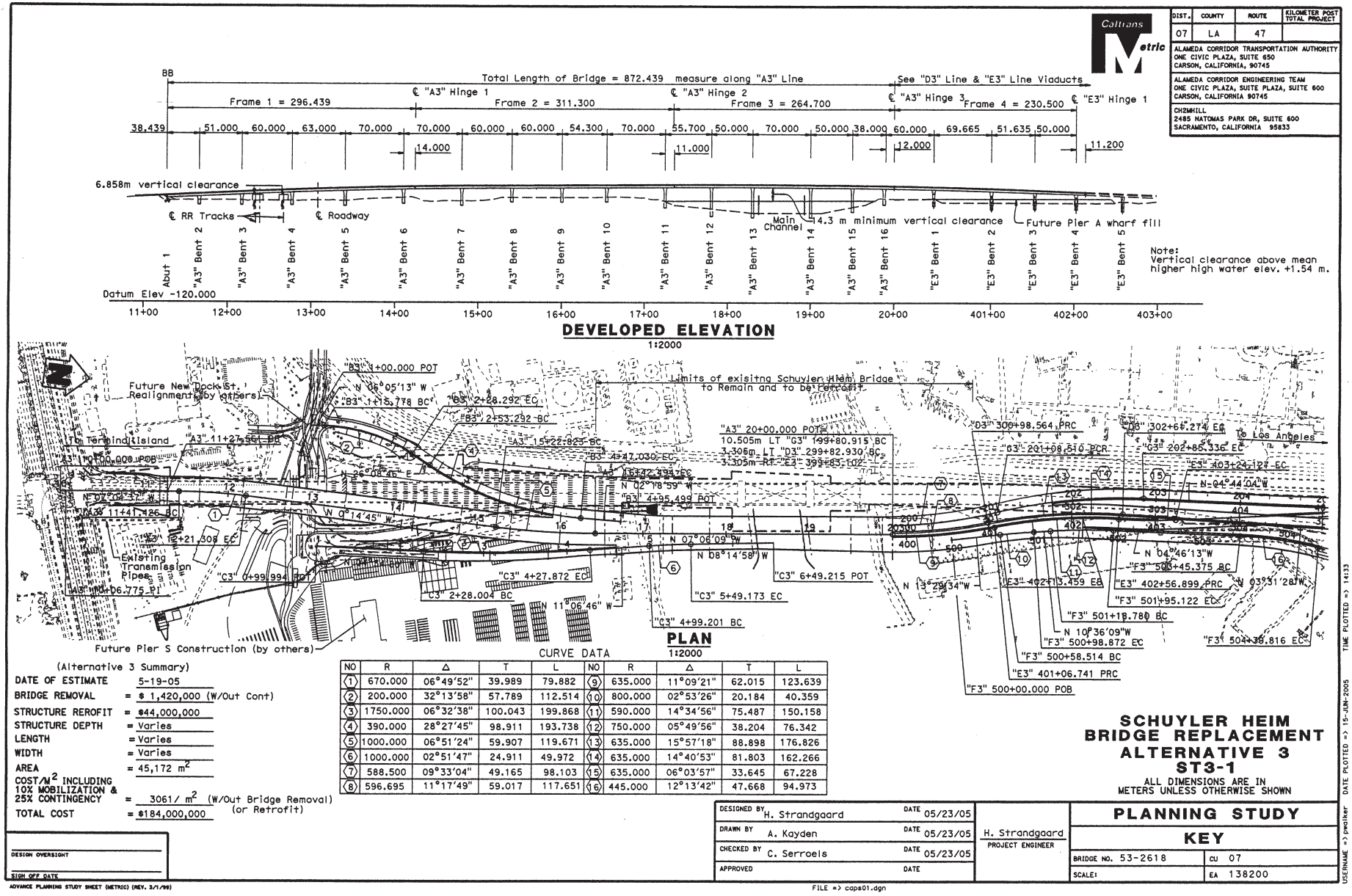
DATE & TIME PLOTTED => 7/13/2005 9:54:15 AM
USERNAME => Ortegas

Appendix B.3 page 14
Alternative 2: SR-103 Expressway
Schuyler Heim Bridge Replacement
and SR-47 Expressway

Source: Alameda Corridor Transportation Authority

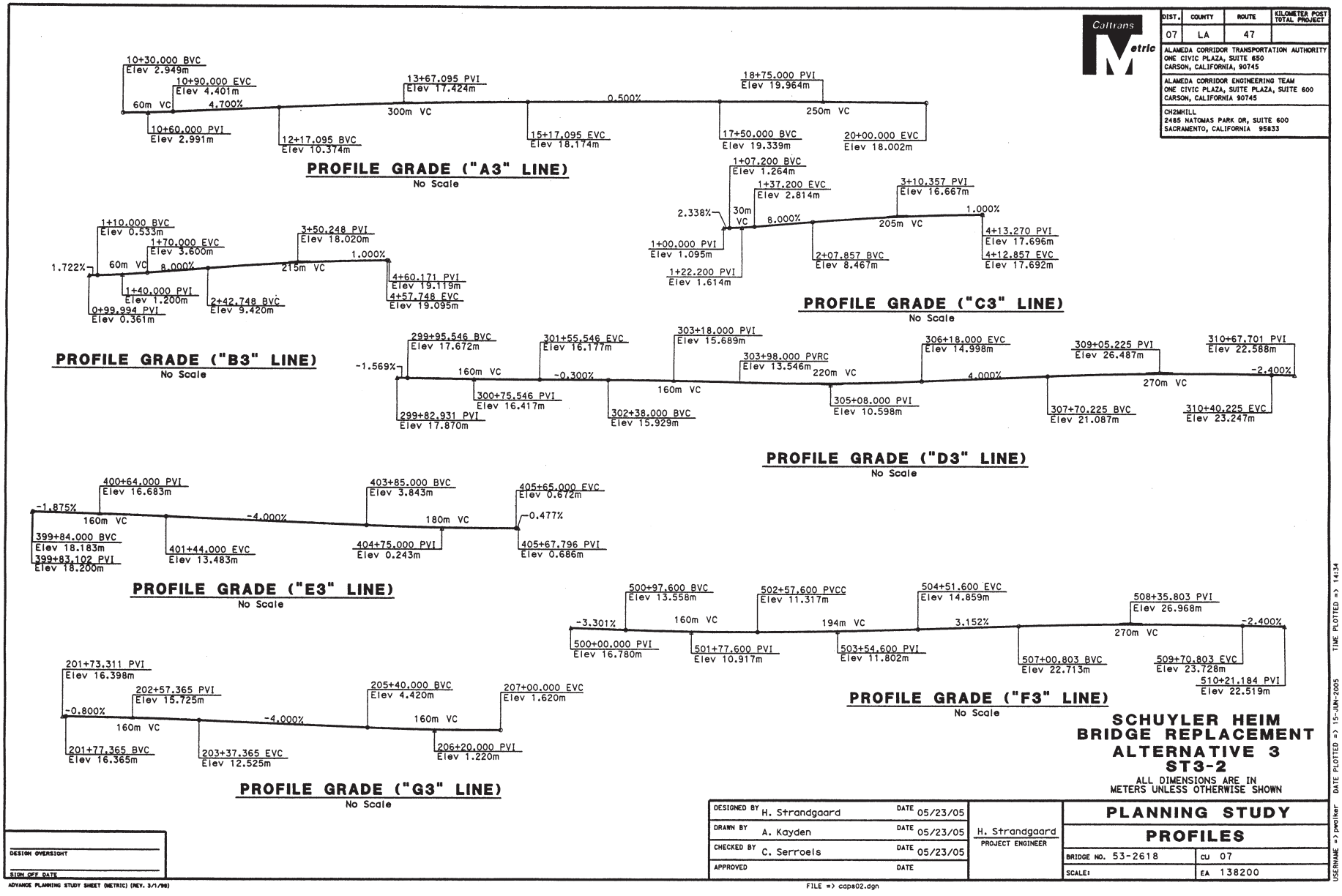
Appendix B.4
Alternative 3: Bridge

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



Appendix B.4 page 1
Alternative 3: Bridge
Schuyler Heim Bridge Replacement and SR-47 Expressway

Source: Alameda Corridor Transportation Authority



Appendix B.4 page 2
Alternative 3: Bridge
Schuyler Heim Bridge Replacement
and SR-47 Expressway

Source: Alameda Corridor Transportation Authority

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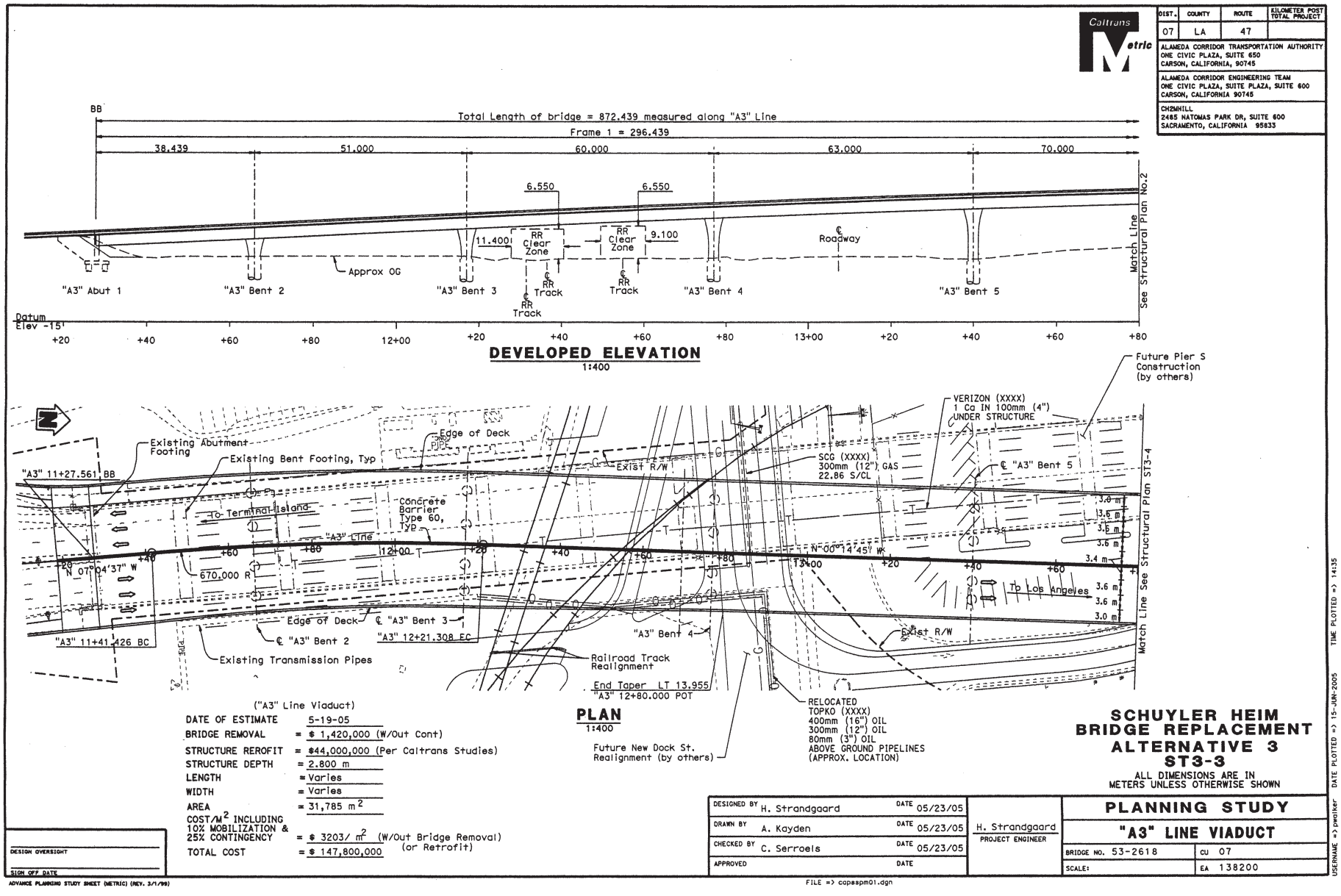

Source: Alameda Corridor Transportation Authority

Appendix B.4 page 3
Alternative 3: Bridge
Schuyler Heim Bridge Replacement and SR-47 Expressway

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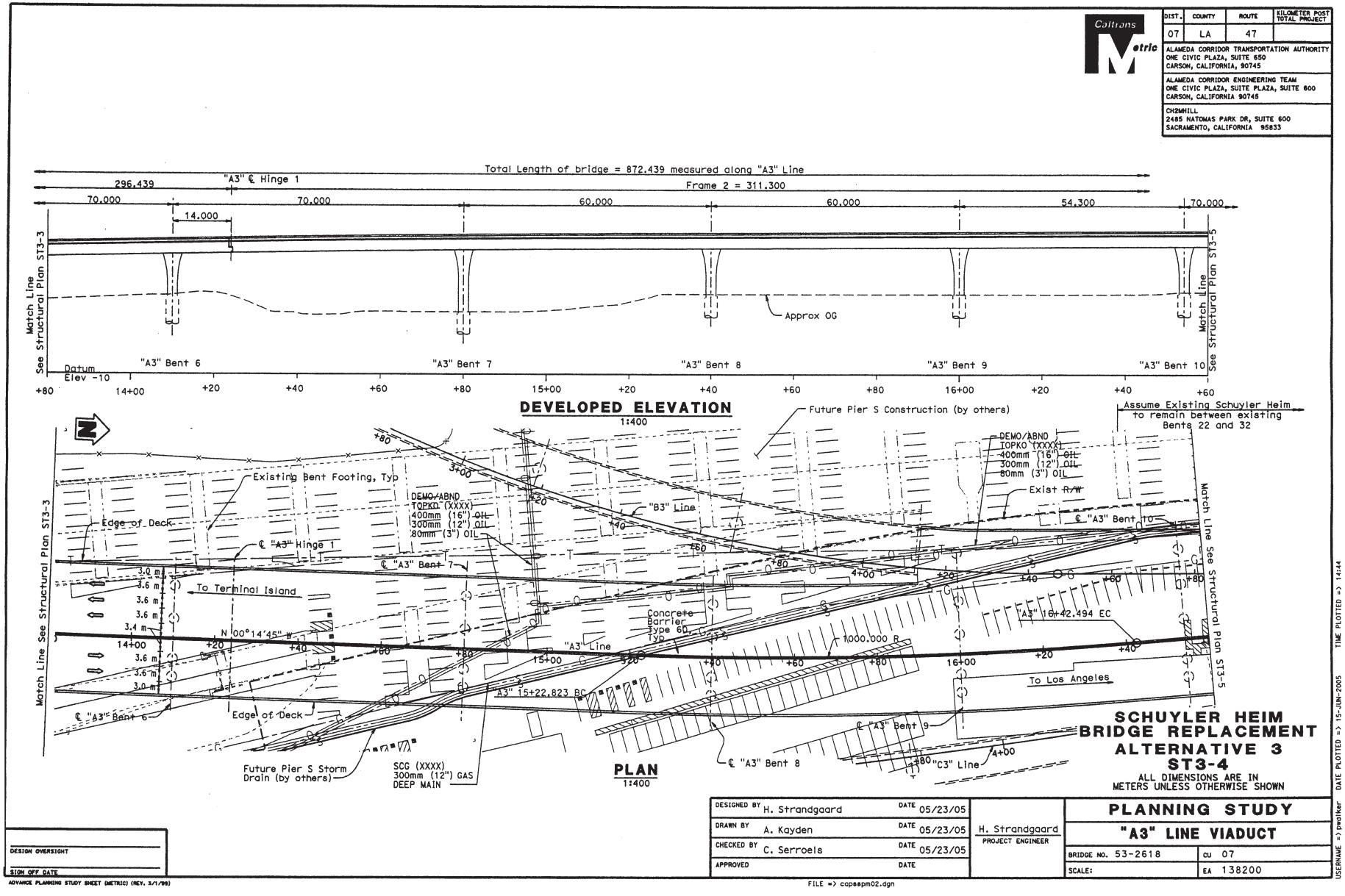

Source: Alameda Corridor Transportation Authority

Appendix B.4 page 4
Alternative 3: Bridge
Schuyler Heim Bridge Replacement and SR-47 Expressway

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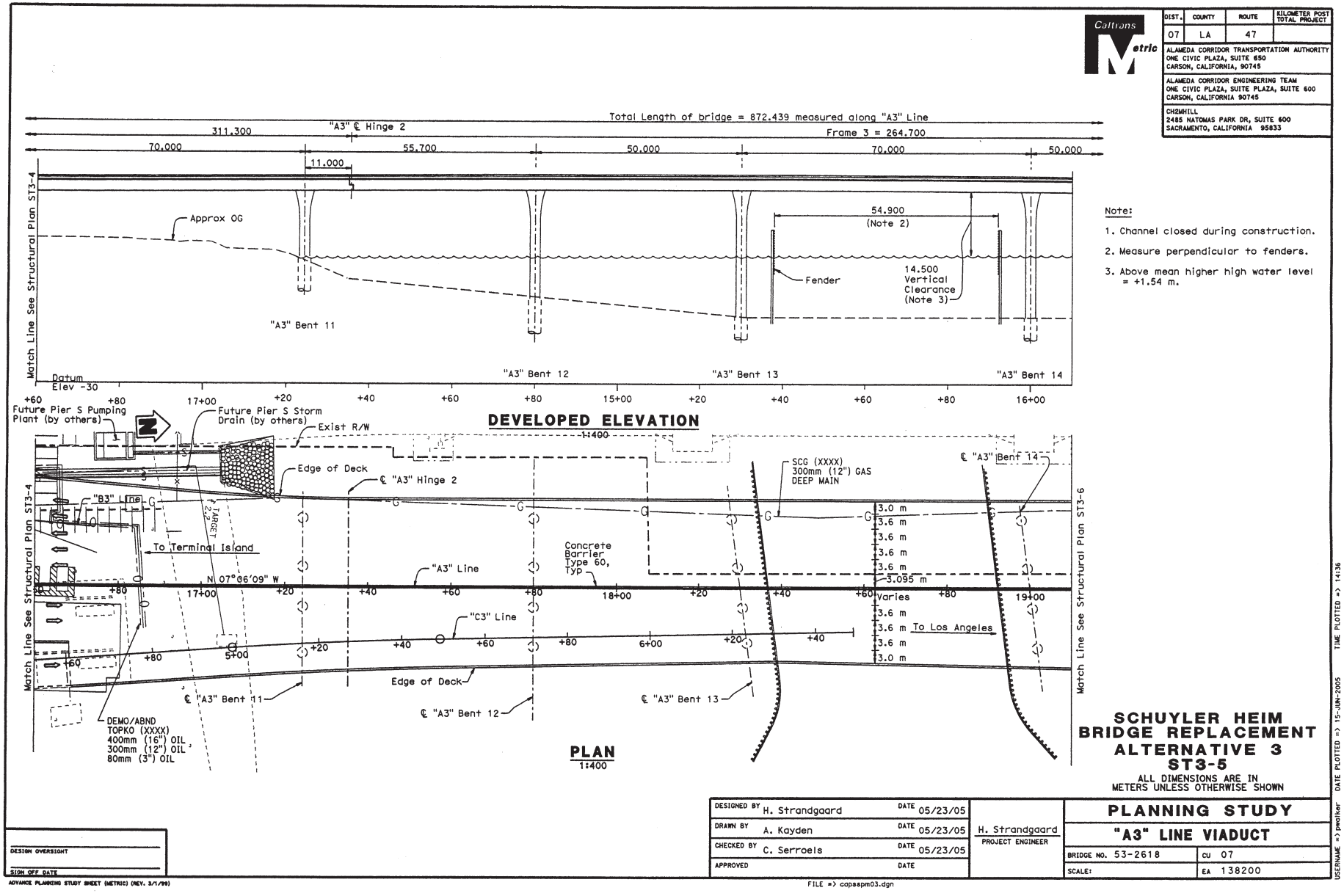

Source: Alameda Corridor Transportation Authority

Appendix B.4 page 5
Alternative 3: Bridge
Schuyler Heim Bridge Replacement
and SR-47 Expressway

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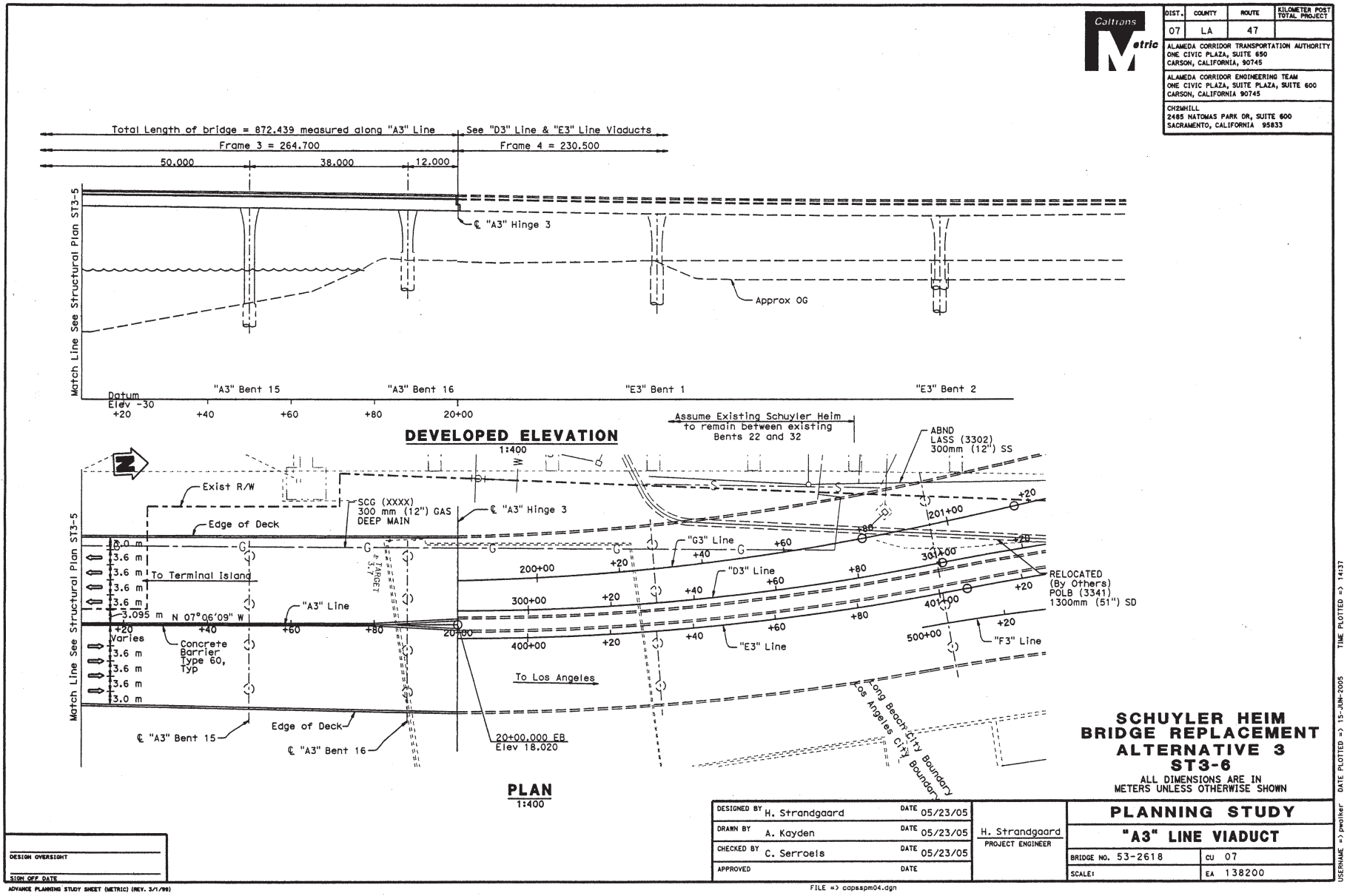

Source: Alameda Corridor Transportation Authority

Appendix B.4 page 6
Alternative 3: Bridge
Schuyler Heim Bridge Replacement and SR-47 Expressway

Final
Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Section 4(f) Evaluation

Commodore Schuyler Heim Bridge (Br. No. 53-2618) and SR-47 in the Ports of Long Beach and Los Angeles, Los Angeles County, California

07-LA-47-KP 4.4/9.3 (PM 2.7/5.8)
EA: 238500

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project are being, or have been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

March 2009

Caltrans

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Final Section 4(f) Evaluation

Commodore Schuyler Heim Bridge Replacement (Br. No. 53-2618) and SR-47 Expressway in the Ports of Long Beach and Los Angeles, Los Angeles County, California

07-LA-47-KP 4.4/9.3 (PM 2.7/5.8)

EA: 238500

March 2009

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1.0 Section 4(f) Evaluation

1.1 Application of Section 4(f)

1.1.1 Introduction

Section 4(f) of the Department of Transportation Act of 1966, codified at 49 USC Section 303, declares that "[i]t is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

Section 4(f) specifies that

> [t]he Secretary [of Transportation] may approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge or site) only if
>
> (1) there is no prudent and feasible alternative to using that land; and
>
> (2) the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

Section 4(f) further requires consultation with the Department of Interior and, as appropriate, the involved offices of the Department of Agriculture and the Department of Housing and Urban Development, and relevant state and local officials, in developing transportation projects and programs that use lands protected by Section 4(f).

The proposed Schuyler Heim Bridge Replacement and State Route (SR)-47 Expressway Project (proposed project) alternatives, as described in Chapter 2.0, are a transportation project that may receive federal funding and/or discretionary approvals through the U.S. Department of Transportation (i.e., FHWA [Federal Highway Administration]); therefore, documentation of compliance with Section 4(f) is required.

This Section 4(f) evaluation has been prepared in accordance with the joint FHWA/ Federal Transit Administration (FTA) regulations for Section 4(f) compliance codified at 23 CFR Section 771.135. Additional guidance has been obtained from the FHWA Technical Advisory T 6640.8A (1987) and the revised FHWA Section 4(f) Policy Paper (2005).

1.1.2 Section 4(f) "Use"

As defined in 23 CFR Section 771.135(p), the "use" of a protected Section 4(f) resource occurs when any of the following conditions are met:

- Land is permanently incorporated into a transportation facility through partial or full acquisition (i.e., "direct use").

- There is a temporary occupancy of land that is adverse in terms of the preservationist purposes of Section 4(f).
- There is no permanent incorporation of land, but the proximity of a transportation facility results in impacts so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (i.e., "constructive use").

Direct Use

A direct use of a Section 4(f) resource takes place when property is permanently incorporated into a proposed transportation project (23 CFR Section 771.135[p][1]). This may occur as a result of partial or full acquisition of a fee simple interest, permanent easements, or temporary easements that exceed regulatory limits noted below (23 CFR Section 771.135[p][7]).

Temporary Occupancy

A temporary occupancy of a Section 4(f) resource occurs when the temporary occupancy is considered adverse in terms of the preservationist purposes of the Section 4(f) statute. Under the FTA/FHWA regulations (23 CFR Section 771.135[p][7]), a temporary occupancy of property does not constitute a use of a Section 4(f) resource when the following conditions are satisfied:

- The occupancy is of temporary duration (i.e., shorter than the period of construction) and not involve a change in ownership of the property.
- The scope of work is minor, with only minimal changes to the protected resource.
- There are no permanent adverse physical effects on the protected resource, and there will be no temporary or permanent interference with the activities or purpose of the resource.
- The property being used will be fully restored to a condition that is at least as good as that which existed prior to the proposed project.
- There is documented agreement of the appropriate officials having jurisdiction over the resource regarding the foregoing requirements.

Constructive Use

A constructive use of a Section 4(f) resource happens when a transportation project does not permanently incorporate land from the resource, but the proximity of the project results in impacts (e.g., noise, vibration, visual, access, and/or ecological impacts) so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired (23 CFR Section 771.135[p][2]). Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished.

This determination is made through the following practices:

- Identification of the current activities, features, or attributes of the resource that may be sensitive to proximity impacts.
- Analysis of the potential proximity impacts on the resource.

- Consultation with the appropriate officials having jurisdiction over the resource (23 CFR Section 771.135[p][6]).

1.2 Purpose and Need

The Federal Highway Administration (FHWA) and Caltrans identified the existing Schuyler Heim Bridge as not conforming to the current seismic criteria. Concurrently, the Alameda Corridor Transportation Authority confirmed the existing SR-47/SR-103 facilities do not comply with the State's Seismic Design Criteria or adequately serve as a high-capacity alternative route to SR-110 and SR-710 due to numerous at-grade railroad crossings and traffic signals.

The purpose of the proposed project is to: 1) provide a structurally and seismically safe vehicular connection between Terminal Island and the mainland that could remain in service following a major earthquake; and 2) provide a high-capacity alternative route between Terminal Island and I-405. The project includes replacement of the existing Schuyler Heim Bridge (lift-bridge) with a fixed-span bridge. The project is needed to provide for uninterrupted transport of people, freight, and goods between Terminal Island and the mainland after a major earthquake, and to improve safety and relieve congestion on the local street network.

1.3 Proposed Action

1.3.1 Description

The proposed project is to improve traffic conditions between Terminal Island, which is located within the Ports of Long Beach and Los Angeles, and major traffic arterials on the mainland to the north, primarily within the Cities of Long Beach and Los Angeles. The Commodore Schuyler F. Heim Bridge (Schuyler Heim Bridge) (Bridge No. 53-2618) is a major traffic route that connects Terminal Island within the Ports of Long Beach and Los Angeles to the mainland cities of Long Beach and Los Angeles. The bridge is owned by the California Department of Transportation (Caltrans) and is located within the City of Los Angeles and through property owned by the Port of Long Beach. The bridge spans the Cerritos Channel, through which ships serving both the Port of Los Angeles and Port of Long Beach pass. Six alternatives have been proposed for analysis in an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the proposed project. There are four build alternatives, one Transportation System Management (TSM) alternative, and one No-Build alternative. These alternatives are described below. The four build alternatives are shown in Figure 1.

Alternative 1: Bridge Replacement and Expressway

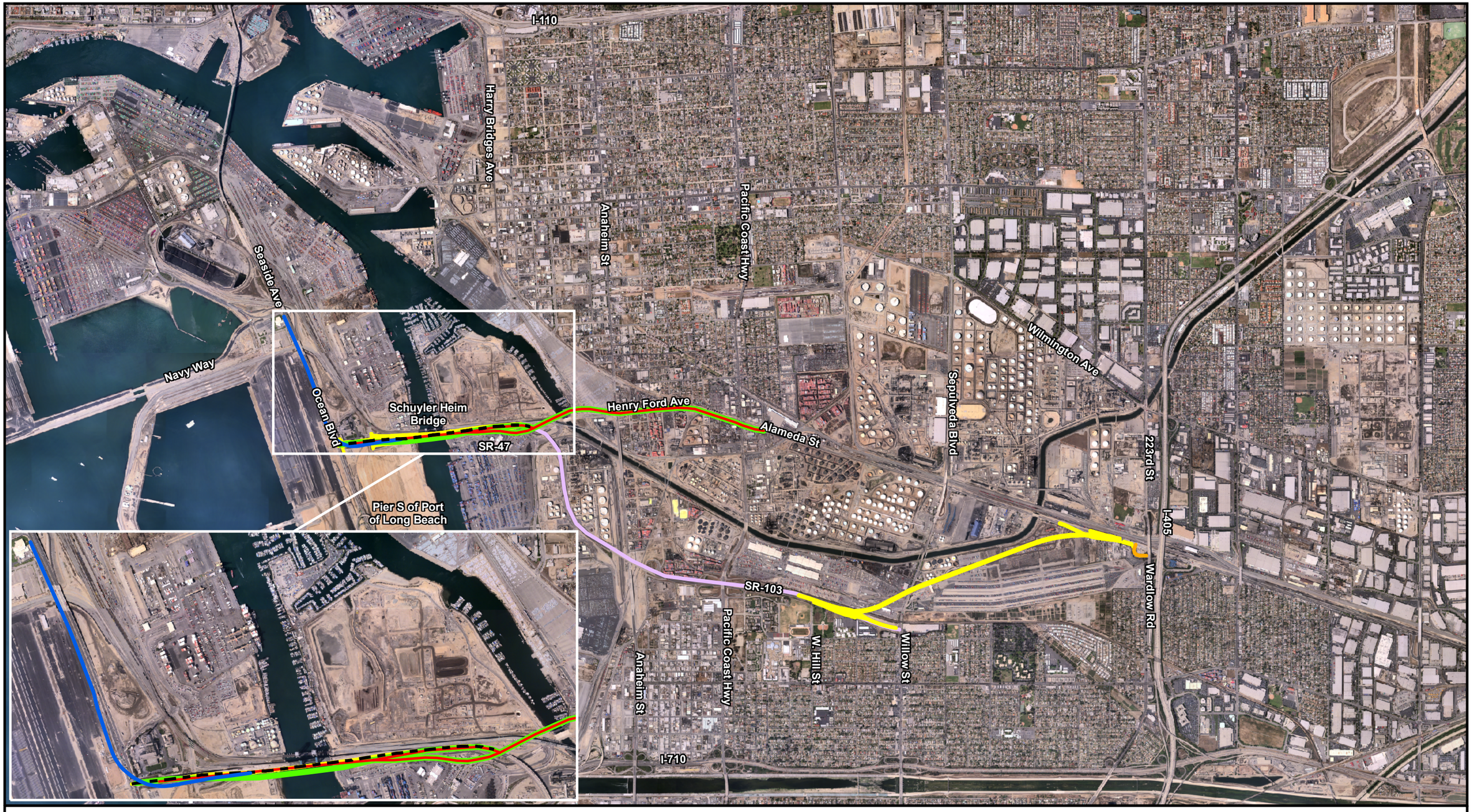
Alternative 1 would replace the existing Schuyler Heim Bridge (lift bridge) (built in 1946-1948) in order to meet current seismic criteria. The bridge would provide a route linking Terminal Island to the mainland and would be designed to remain in service and ensure ground and vessel transportation is possible immediately following a major earthquake. Alternative 1 would include a new SR-47 Expressway to provide a high-capacity alternative route along the Alameda Corridor for traffic between Terminal Island and Alameda Street,

at Pacific Coast Highway, as well as improvements to the Alameda Street/Wardlow Road connector ramp. In addition, Alternative 1 would provide the Ocean Boulevard/SR-47 Flyover (flyover) on Terminal Island. The flyover will be a two-lane, elevated structure to divert traffic bound for northbound SR-47 directly onto the new bridge from eastbound Ocean Boulevard. This traffic then would be able to avoid the signalized Ocean Boulevard/ SR-47 intersection.

With this alternative, the new fixed-span bridge would be constructed, primarily within the existing bridge right-of-way (ROW) (Caltrans Highway Easement [HE(C)]), but toward the east to avoid impacts to the railroad on the Badger Avenue Bridge, which is immediately west of the existing bridge.

The replacement bridge would be slightly wider (13 m [43 ft]) than the existing bridge due to the addition of standard shoulders, which are not present on the existing bridge. The replacement bridge would include three 3.6-m (12-ft) traffic lanes (two through-lanes and one auxiliary lane), and 3-m (10-ft) shoulders in the northbound direction, and four 3.6-m (12-ft) lanes (three through-lanes and one auxiliary lane), and 3-m (10-ft) shoulders in the southbound direction. Construction of the replacement bridge would include a southbound off-ramp and northbound on-ramp at New Dock Street on Terminal Island, as well as a northbound off-ramp and southbound on-ramp at Henry Ford Avenue on the mainland side of the bridge. With this alternative, the new bridge would be supported by four piers in the channel, with a minimum vertical clearance of 14.3 m (47 ft) over the mean high water level (MHWL). The existing navigable width of the channel is 54.9 m (180 ft), and would not change under this alternative. The navigable width is directly tied to the navigable width (54.9 m [180 ft]) of the Badger Avenue Bridge (rail) located immediately west of the Schuyler Heim Bridge.

The southern end of the new SR-47 Expressway would begin on Terminal Island, at the intersection of SR-47 and Ocean Boulevard, and extend north over New Dock Street and onto the replacement bridge. The expressway would extend northward to Alameda Street, at the intersection with Pacific Coast Highway, a distance of approximately 2.7 kilometers (km) (1.7 miles [mi]). The expressway would be a four-lane, limited access roadway. It would provide grade-separation at five at-grade railroad crossings and three signalized intersections along its length. A segment of the expressway would be constructed as an elevated roadway (viaduct) over Henry Ford Avenue and Alameda Street and return to grade at Alameda Street, just south of Pacific Coast Highway. Under this alternative, the current connectivity to SR-103 would be maintained. This alternative includes improvements to the Alameda Street/Wardlow Road connector and to Alameda Street north and south of the connector.



LEGEND

- Alternative 1: Bridge Replacement and SR-47 Expressway
- Alternative 2: SR-103 Extension
- Alternative 3: Bridge Avoidance
- Alternative 4: Bridge Replacement Only
- Wardlow Road/223rd Street Ramp
- Ocean Boulevard/SR-47 Flyover
- Existing SR-103

Aerial Date: May 2002

Note: Project components not to scale

0 2,800 Feet

0 1,000 Meters

Figure 1
Build Alternatives
Schuyler Heim Bridge Replacement and SR-47 Expressway

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Alternative 1A: Haunch Bridge Design

Alternative 1A is a structural variation of Alternative 1. The main purpose of this alternative is to improve the aesthetic appearance of the replacement bridge over the Cerritos Channel and to span a greater horizontal distance across the channel between columns. This is accomplished by increasing the span lengths over the channel and arching the superstructure soffits (the bottom of the bridge structure). Under this alternative, the new bridge would be supported by two piers (four columns) in the Cerritos Channel, compared to four piers (eight columns) under Alternative 1; and the minimum vertical clearance between the piers would be of 14.3 m (47 ft).

With this alternative, the new bridge would be supported by two piers in the channel, with a minimum vertical clearance of 14.3 m (47 ft) over the MHWL. The existing navigable width of the channel is 54.9 m (180 ft), and would not change under this alternative. The navigable width is directly tied to the navigable width (54.9 m [180 ft]) of the Badger Avenue Bridge (rail) located immediately west of the Schuyler Heim Bridge.

Other aspects of this alternative would be the same as Alternative 1.

Alternative 2: SR-103 Extension to Alameda Street

With this alternative, just as in Alternative 1, a new fixed-span bridge would be constructed, and the existing Schuyler Heim Bridge would be subsequently demolished. Additionally, modifications to the northbound and southbound approaches to the bridge would be constructed. Similar to Alternative 1, a new southbound off-ramp and northbound on-ramp at New Dock Street on Terminal Island would be constructed. This alternative would include the flyover and also would extend SR-103 from south of West Hill Street to the northwest on a four-lane viaduct to join Alameda Street between Sepulveda Boulevard and I-405. Improvements to SR-103 would begin approximately 3.2 km (2 mi) north of the Schuyler Heim Bridge and extend a distance of approximately 2.6 km (1.6 mi). The viaduct would cross over the Union Pacific Railroad manual yard and San Pedro Branch line, through the Southern California Edison (SCE) utility corridor, across the Los Angeles Harbor Department Warehouse 16/17 area, and over Sepulveda Boulevard, then turn parallel to the western boundary of the Intermodal Container Transfer Facility (ICTF) to the centerline of Alameda Street. The viaduct would return to grade south of the Wardlow Road ramps to I-405. Improvements would be made to the existing SR-103 to accommodate the southerly end connection of the viaduct and to SR-47 to accommodate the northerly end connection of the viaduct. This alternative also includes widening the Alameda Street/Wardlow Road connector and improvements to Alameda Street north and south of the connector.

Alternative 3: Bridge Avoidance

This alternative was developed specifically as a potential avoidance alternative for the purpose of Section 4(f) analysis. It was conceived to preserve the existing Schuyler Heim Bridge following construction of a new fixed-span bridge on an alignment east of the existing bridge. The Schuyler Heim Bridge would be seismically retrofitted before construction of the new bridge; however, the approaches of the old bridge would be demolished and the old Schuyler Heim Bridge would no longer be used for transportation purposes once the new span goes into operation. The retrofit would be for safety purposes, to avoid demolition of a historic resource and ensure that the existing bridge would not collapse and result in safety

hazards or damage to the new bridge or to the adjacent Badger Avenue Bridge. Under this alternative, the new bridge would have the same lane configuration as the replacement bridge for Alternative 1.

Other aspects of this alternative would be the same as Alternative 1.

The existing bridge may be required to be demolished to comply with U.S. Coast Guard permit requirements. In preliminary consultations held in December 2005, the U.S. Coast Guard stated that the bridge would not be allowed to remain in place if not used for transportation purposes. They further indicated that their permit to construct a replacement bridge would include a requirement for subsequent demolition of the Schuyler Heim Bridge.

Alternative 4: Bridge Replacement Only

This alternative would replace the existing Schuyler Heim Bridge with a fixed-span bridge, largely along the existing bridge alignment, as described under Alternative 1. With this alternative, the flyover would not be constructed, and no roadway improvements would occur. Therefore, the SR-47 Expressway described in Alternative 1 would not be constructed, the SR-103 extension to Alameda Street described in Alternative 2 would not be constructed, and there would be no improvements to the Alameda Street/Wardlow Road connector ramp.

Alternative 5: Transportation System Management

This alternative is designed to identify low-cost, easily implemented improvements as an alternative to construction of more expensive improvements. For this project, the TSM alternative focuses on improvements to routes that parallel the proposed SR-47 Expressway, and that serve the same trips. These trips include trucking drayage trips to and from the ICTF, and trips destined to and from the ports via Alameda Street, Henry Ford Avenue, and SR-47. The TSM alternative would include measures to improve capacity and traffic circulation at the Port of Long Beach and Port of Los Angeles through policy changes and use of the latest technologies. With this alternative, capital investment would be minimal compared to the previous alternatives addressed.

The TSM alternative for this project includes the following key elements:

- Intelligent Transportation Systems (ITS): Systems applications in and around the Port area, with special emphasis on truck movements. These include measures to improve traffic circulation through traffic control, incident management, traffic surveillance, and traffic information dissemination with the aid of intelligent transportation system devices and systems.
- Lower-cost roadway and intersection improvements: Measures include restriping to provide additional turn lanes and acceleration lanes and traffic signalization improvements, primarily within existing ROWs.
- Minor roadway widening: There also could be peak-hour parking prohibitions to remove midblock bottlenecks along selected roadways.

Alternative 6: No Build

Under this alternative there would be no changes 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 collapse under strong seismic conditions. Maintenance activities would continue and would include application of protective coatings; lift mechanism repairs; deck resurfacing; and other, maintenance activities. The existing SR-47 roadway would function with current and increasing levels of congestion.

1.4 Description of Section 4(f) Resources

As noted above, properties subject to Section 4(f) consideration include publicly owned lands of a public park/recreation area; a wildlife and waterfowl refuge of national, state, or local significance; or a historic site of national, state, or local significance, whether publicly or privately owned. Only those resources within about 0.4 km (0.25 mi) of the proposed project alternatives have been identified as being potentially affected by project impacts and thus subject to detailed Section 4(f) evaluation. These include three parks and recreational areas: Hudson Park, Hudson Elementary School, and Cabrillo High School. One historic resource is also identified: the Schuyler Heim Bridge. Three other parks are within 0.8 km (0.5 mi) of the project alternatives, but have no potential to be affected. These are: Admiral Kidd Park, East Wilmington Park, and the East Wilmington Greenbelt. No other significant historic resources were identified within 0.5 mile of the project.

As described more fully below, the Section 4(f) resources in the vicinity of the proposed project alternatives are limited to publicly owned parks/recreation areas and one significant historic site. Figure 2 illustrates the location of these Section 4(f) resources. There are no significant wildlife or waterfowl refuges in the proposed project area.

1.4.1 Public Parks and Recreation Areas with No Potential 4(f) Use

Three parks (Admiral Kidd Park, East Wilmington Park, and East Wilmington Greenbelt) are over 0.4 km (0.25 mi) from the site and are buffered from the project alternatives by distance (i.e., about 1,000 feet) and the presence of intervening structures. There is no reasonable likelihood that any direct, temporary, or constructive use would occur.

1.4.2 Public Parks and Recreation Areas with Potential 4(f) Use

One public park and two public schools where playgrounds/athletic fields are used for public recreation (Hudson Park, Hudson Elementary School, Cabrillo High School) have been identified within about 0.4 km (0.25 mi) of the project alternatives. These three properties are immediately adjacent to the Alternative 2 alignment. Table 1 provides a summary listing of these resources. Detailed descriptions are provided in Section 1.5 - Effects on Section 4(f) Resources.

TABLE 1
Section 4(f) Resources – Public Parks and Recreation Areas

Map #	Name	Location
1	Hudson Park	2335 Webster Ave. Long Beach
2	Hudson Elementary School (Playground/Athletic Fields)	2335 Webster Ave. Long Beach
3	Cabrillo High School (Playground/Athletic Fields)	2001 Santa Fe Ave. Long Beach

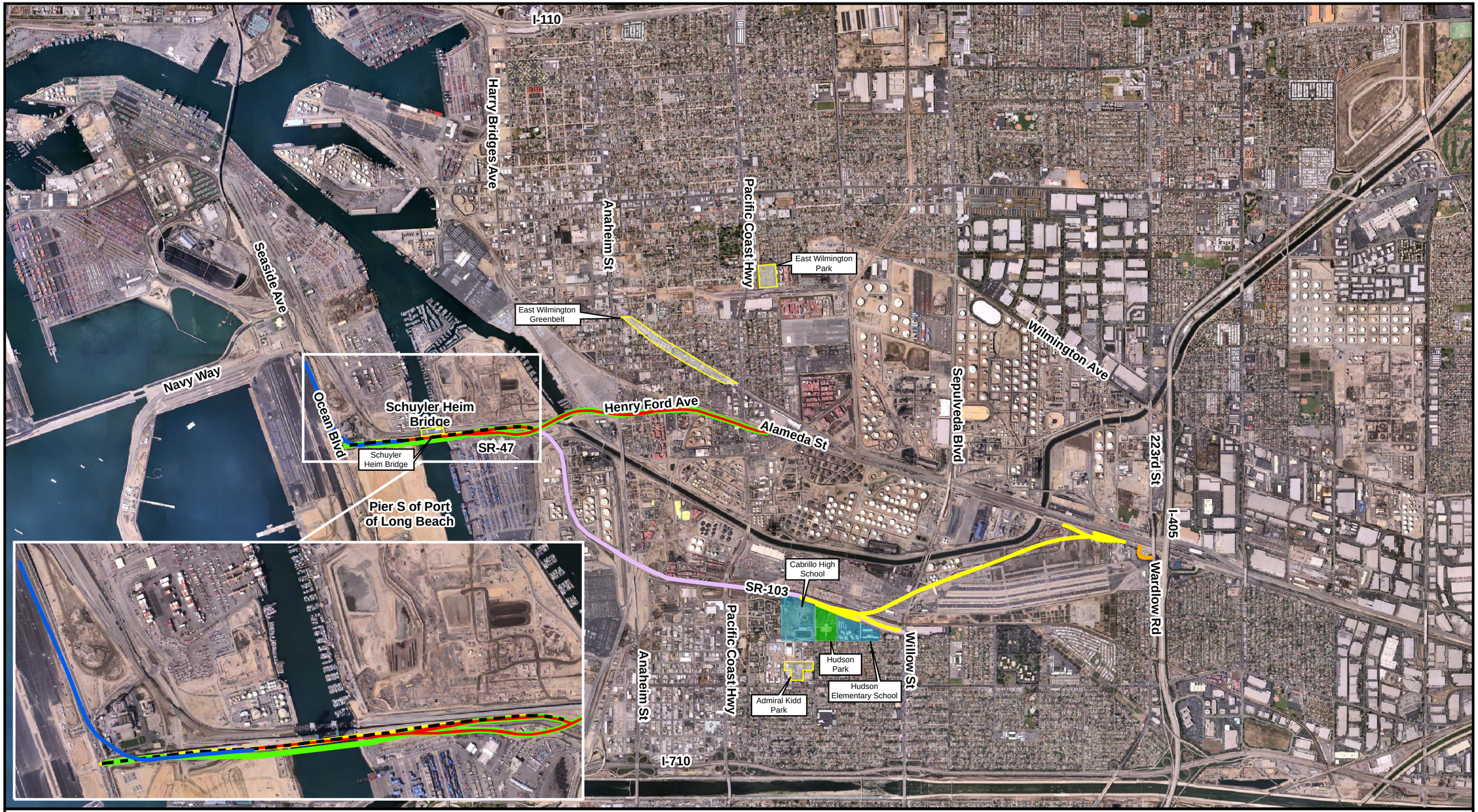
Source: Jones & Stokes, 2006.

1.4.3 Historic Sites

A total of 38 historic sites have been identified in the Area of Potential Effects (APE) for the proposed project alternatives. All of these sites are architectural resources. No prehistoric or historical archeological resources were identified within or adjacent to the APE. In accordance with FTA/FHWA regulations, Section 4(f) requirements are only applicable to *significant* historic sites (i.e., those sites on or eligible for the National Register of Historic Places [NRHP], or sites otherwise determined significant by the FHWA Administrator) (23 CFR Section 771.135[e]). Table 2 provides a summary of the characteristics of each historic site identified within the APE, along with a determination of which of these sites has been determined significant for Section 4(f) purposes (pending completion of Section 106 determinations of eligibility, and concurrence by State Historic Preservation Office (SHPO). A detailed description of the one significant historic site in the APE (the Schuyler Heim Bridge) is provided in Section 1.5 – Effects on Section 4(f) Resources.

1.5 Effects on Section 4(f) Resources

The following sections describe how the proposed project alternatives would affect Section 4(f) resources. A summary of potential effects is provided below in Table 3; additional analysis follows for each affected resource. This includes whether any permanent or temporary occupation of a property would occur, or whether the proximity of the project would cause any access disruption, noise, vibration, or aesthetic effects that would substantially impair the features or attributes that qualify the resource for protection under Section 4(f).



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0 2,800 Feet

0 1,000 Meters

Aerial Date: February 2006, AirPhotoUSA

Note: Project components not to scale

Figure 2
Location of Section 4(f) Properties
Schuyler Heim Bridge Replacement and SR-47 Expressway

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TABLE 2
Summary of Historic Sites within the Area of Potential Effect

Map #	Name	Location	Significance under Section 4(f)*
Archaeological Resources (Significant / Potentially Significant)			
		*** None in APE ***	
Archaeological Resources (Not Significant)			
		*** None in APE ***	
Architectural Resources (Significant / Potentially Significant)			
8	Schuyler Heim Bridge	Ocean Blvd./SR-47	Eligible for NRHP (1998) Schuyler Heim Bridge Retrofit IS/EA
Architectural Resources (Not Significant)			
	Alameda Motel	1050 N. Alameda St.	Not eligible for CRHP or NRHP
	Kar's	1260 N. Alameda St.	Not eligible for CRHP or NRHP
	Alco Truck & Vans	1230 N. Alameda St.	Not eligible for CRHP or NRHP
	Jim's #2 Char-Broiled Hamburgers	1601 E. Anaheim St.	Not eligible for CRHP or NRHP
	Fast Truck & Tire Service	1625 E. Anaheim St.	Not eligible for CRHP or NRHP
	Residence	1539 E. Denni St.	Not eligible for CRHP or NRHP
	Savage Industries, Inc.	1634 E. Denni St.	Not eligible for CRHP or NRHP
	Push & Pull Express, Inc.	1609 E. Grant St.	Not eligible for CRHP or NRHP
	Union Mutualista De San Jose	1023-27 N. Henry Ford Ave.	Not eligible for CRHP or NRHP
	Wilmington Recyclers	1120 N. Henry Ford Ave.	Not eligible for CRHP or NRHP
	Residence	1041 N. Henry Ford Ave.	Not eligible for CRHP or NRHP
	House for Joaquin Fernandez	1563 E. L St.	Not eligible for CRHP or NRHP
	House for Joaquin Fernandez	1559 E. L St.	Not eligible for CRHP or NRHP
	Residence	1538 E. L St.	Not eligible for CRHP or NRHP
	Rooming House for Mrs. Inge C. Coe	1725-31 E. M St.	Not eligible for CRHP or NRHP
	House for D.G. Grant	1710 E. Mauretania St.	Not eligible for CRHP or NRHP
	House for Fred M. Yulk	1714 E. Mauretania St.	Not eligible for CRHP or NRHP
	JS Equipment	1674 E. Mauretania St.	Not eligible for CRHP or NRHP
	1733 Adivari Inc.	1733 E. Robidoux St.	Not eligible for CRHP or NRHP
	House for Frank Gonzalez	1621 E. Robidoux St.	Not eligible for CRHP or NRHP
	House for Frank M. Gonzalez	1617 E. Robidoux St.	Not eligible for CRHP or NRHP
	Frank M. Gonzalez Residence	1619 R. Robidoux St.	Not eligible for CRHP or NRHP
	Wrather Construction Company	1702 E. Robidoux St.	Not eligible for CRHP or NRHP
	Residence	1544 E. Young St.	Not eligible for CRHP or NRHP
	Residence	1539-41 E. Young St.	Not eligible for CRHP or NRHP

TABLE 2
Summary of Historic Sites within the Area of Potential Effect

Map #	Name	Location	Significance under Section 4(f)*
	Oil Wells	South side of the Cerritos Channel and east of the Schuyler Heim Bridge	Not eligible for CRHP or NRHP
	State Route 47	North and south of Schuyler Heim Bridge	Not eligible for CRHP or NRHP
	Business	916 N. Henry Ford Ave.	Not eligible for CRHP or NRHP
	Residence	1622 E. Robidoux St.	Not eligible for CRHP or NRHP
	Buddhist Temple	2100 W. Willow St., Long Beach	Not eligible for CRHP or NRHP
	Concession and Restroom facility	Hudson Park, Long Beach	Not eligible for CRHP or NRHP
	Chem and Oil Tanks	2365 Sepulveda Blvd., L.A.	Not eligible for CRHP or NRHP
	Business	22440 S. Alameda St., Carson	Not eligible for CRHP or NRHP
	Corridor Recycling	22440 S. Alameda St., Carson	Not eligible for CRHP or NRHP
	Carson Autowrecking	22606 S. Alameda St., Carson	Not eligible for CRHP or NRHP
	Hertz Equipment Rental	22422 S. Alameda St., Carson	Not eligible for CRHP or NRHP
	CIPLAS	2430 E. 223rd St., Carson	Not eligible for CRHP or NRHP

*A resource is considered to be "significant" for purposes of Section 4(f) if it is on or eligible for the NRHP (or otherwise determined important by the FHWA Administrator). Resources identified as "potentially eligible" and "not eligible" are awaiting concurrence from the SHPO.

Source: Jones & Stokes (2004).

TABLE 3
Summary of Potential Effects on Section 4(f) Resources

		Use			
Alternative	Resource Name	Direct Use	Temporary Occupancy	Constructive Use	Remarks
1-6	Hudson Park	No	No	No	*Direct Use* – None *Temporary Occupancy* – None *Constructive Use* – None
1-6	Hudson Elementary School (playground/athletic fields)	No	No	No	*Direct Use* – None *Temporary Occupancy* – None *Constructive Use* – None

TABLE 3
Summary of Potential Effects on Section 4(f) Resources

Alternative	Resource Name	Use			Remarks
		Direct Use	Temporary Occupancy	Constructive Use	
1-4	Schuyler Heim Bridge	Yes			*Direct Use* – Alternatives 1, 1A, 2, 3, and 4. The bridge would be demolished under Alternatives 1, 1A, 2, and 4 to prevent future safety impacts to the Cerritos Channel from long-term deterioration of the bridge. Loss of bridge approaches and loss of use as a vehicular bridge under Alternative 3 would result in a direct use. The bridge would be demolished under Alternative 3 to comply with requirements of the U.S. Coast Guard permit, also resulting in direct use of the resource.
1-6	Cabrillo High School (playground/athletic fields)	No	No	No	*Direct Use* – *None* *Temporary Occupancy* – None *Constructive Use* – None

Source: Jones & Stokes, 2005.

1.5.1 Public Parks and Recreation Areas

The discussion of Hudson Park, the Hudson Elementary School Playground/Athletic Field, and Cabrillo High School playground/athletic field is pertinent only to Alternative 2, which involves extension of SR-103. Alternatives 1, 1A, 3, 4, 5, and 6 do not propose improvements in the proximity of park/recreation areas. (Please see Figure 2 for location of alternatives and the park/recreation areas.)

1.5.1.1 Hudson Park

Description and Significance of Property

Type/Location/Size

Hudson Park occupies 13.06 acres at 2335 Webster Avenue in the City of Long Beach. The west side of the park is adjacent to SR-103.

Access/Facilities/Usage

Vehicular and pedestrian access to Hudson Park is from Webster Avenue. The facilities include two baseball fields, one soccer field, a picnic area, and play equipment. The park is used for active recreation and is popular for adult sports leagues.

Relationship to Similar Facilities in the Area

Hudson Park is located immediately south of the playground and athletic fields at Hudson Elementary School.

Ownership/Jurisdiction

Hudson Park is owned by, and subject to the jurisdiction of, the City of Long Beach.

Significance
Hudson Park is a City of Long Beach park and recreational resource.

Application of Section 4(f) Criteria for Use
Direct Use
The proposed project alternatives would not require any permanent use (property acquisition) of Hudson Park.

Temporary Occupancy
The proposed project alternatives would not require any temporary occupancy of Hudson Park.

Constructive Use
The proposed project alternatives 1, 3, 4, 5, and 6 would not impose constructive uses on Hudson Park.

Air Quality
Only Alternative 2 would have proximity impacts to air quality at Hudson Park. However, these impacts do not rise to the level of substantially impairing the activities. Please see Section 3.13, Air Quality, of the Final EIS/EIR.

Noise
Only Alternative 2 would affect this park. Alternative 2 would include construction of an elevated SR-103 expressway approximately 46 m (150 ft) from the west side of Hudson Park. The park is used for active sports and athletic sports activities that do not require quiet surroundings. Also, the existing park is located near a large industrial area; and a busy traffic corridor borders the western boundary of park. According to the noise study prepared for the project (Caltrans, February 2005), noise levels are expected to exceed the Noise Abatement Criteria (NAC) of 67 dBA in association with Alternative 2. Abatement measures, such as noise walls, have been proposed at locations where adverse impacts were identified. No noise impacts to park users were identified as a result of Alternative 2 after abatement.

Additional analysis is provided in the discussion of Noise (Section 3.14) of the Draft EIS/EIR for the proposed project.

Aesthetics
The analysis of aesthetic effects in the Draft Visual Impact Assessment prepared for the project reported that the extension of SR-103 to Alameda Street to the northwest as proposed under Alternative 2 would not result in a substantial adverse aesthetic effect at this park. Views to or from the park are not a feature or characteristic of the property.

However, under Alternative 2, the following measures would be implemented to enhance the aesthetics of the expressway along its entire length, including the portion of the expressway in the vicinity of Hudson Park.

- The surfaces of columns, roadway barriers, soundwalls, and gore points will receive surface color treatments at specified locations, as determined by a Caltrans Licensed Landscape Architect.

- Elements of the design of the proposed bridge and expressways, such as color, line, texture, and style, would be aesthetically pleasing and as unobtrusive as possible. During final design, particular attention would be paid to the vertical columns and soundwalls.
- All visual design elements, including landscaping, would be designed and implemented with the concurrence of the Caltrans landscape architect and in compliance with local policies and guidelines.
- Trees and vines will be planted along soundwalls at specified locations, as determined by a Caltrans Licensed Landscape Architect.
- Design of the elevated expressway would be compatible (scale and massing) with the existing Schuyler Heim Bridge or future bridge and the Badger Avenue/Henry Ford Railroad bridge.

Additional analysis is provided in the discussion of Visual Resources/Aesthetics (Section 3.7) of the Draft EIS/EIR for the proposed project.

Access

Alternative 2 would pass to the west of the park and would not affect vehicular or pedestrian access to the park. Access to the park is from the east via Webster Avenue.

Coordination/Consultation

Consultation has been initiated with the City of Long Beach. Consultation with the City of Long Beach is ongoing as part of the California Environmental Quality Act (CEQA) and NEPA process and is expected to continue throughout the duration of that process, as well as during the subsequent period of project design and construction. (Caltrans has sent a letter to the City of Long Beach Department of Parks, Recreation and Marine to initiate Section 4[f)] consultation for Hudson Park [Appendix A] and has received a response. Hudson Park has been found to be a significant recreation area by this Department and FHWA concurs with this finding.)

1.5.1.2 Hudson Elementary School Playground/Athletic Fields

Description and Significance of Property

Type/Location/Size

The Hudson Elementary School is located at 2335 Webster Avenue in the City of Long Beach. The west side of the playground and athletic fields is adjacent to SR-103.

Access/Facilities/Usage

Vehicular and pedestrian access to the Hudson Elementary School playground and athletic fields is from Webster Avenue. Facilities include two athletic fields. In addition, the school uses the athletic facilities at nearby Cabrillo School and the adjoining Hudson Park.

Relationship to Similar Facilities in the Area

The playground and athletic fields at Hudson Elementary School are adjacent to Hudson Park.

Ownership/Jurisdiction

The Hudson Elementary School playground and athletic fields are owned by, and subject to the jurisdiction of, the Long Beach Unified School District.

Significance

In a letter dated September 14, 2005, the Long Beach Unified School District stated that the athletic fields at both Hudson Elementary School and Cabrillo High School are significant publicly owned recreation areas, defined as having the function of a recreational area with the Park and Recreation objectives of the community (see Appendix A). Given that the Hudson School facilities are readily accessible to the general public during non-school hours, FHWA concurs with the district's position and has thus included the Hudson Elementary School in this Section 4(f) evaluation.

Application of Section 4(f) Criteria for Use

Direct Use

The proposed project alternatives would not require any permanent use (acquisition) of the Hudson Elementary School property.

Temporary Occupancy

The proposed project alternatives are not anticipated to require any temporary occupancy of Hudson Elementary School. At present, a construction easement is not anticipated. Nonetheless, at the time of construction of Alternative 2 or construction of the associated noise wall (abatement measure), if short-term use of a very small portion of the school land were required, it would be for a short period of time, the scope of work would be minor, no temporary or permanent change in activities would occur, and the property would be returned to a condition as good as or better than at present. Therefore, it would not amount to a Use (as defined under Section 4[f]) of a recreational property.

Constructive Use

The proposed project alternatives would not impose any constructive use of the Hudson Elementary School playgrounds or athletic fields.

Air Quality

The proximity impacts to this playground would be minimal. Please see Section 3.13, Air Quality, of the FEIS/FEIR.

Noise

Alternative 2 would construct an elevated expressway approximately 46 m (150 ft) from the west side of Hudson Elementary School. The types of athletic activities (baseball, softball games, etc.) that take place at the school's athletic fields do not require quiet surroundings. Also, a large industrial area and a busy traffic corridor border the western boundary of the school property. According to the noise study prepared for the project (Caltrans, February 2005), noise levels are expected to exceed the NAC of 67 dBA in association with Alternative 2. Abatement measures, such as noise walls, have been proposed at locations where adverse impacts were identified. No noise impacts to park users were identified as a result of Alternative 2 after abatement.

Additional analysis is provided in the discussion of Noise (Section 3.14) of the Draft EIS/EIR for the proposed project.

Aesthetics

The analysis of aesthetic effects in the Draft Visual Impact Assessment prepared for the project finds that the extension of SR-103 to Alameda Street to the northwest as proposed under Alternative 2 would not result in a substantial adverse aesthetic effect at this location.

Alternative 2 would not have aesthetic effects that would substantially impair the protected activities, features, and attributes that qualify this resource for protection under Section 4(f).

However, under Alternative 2, the following measures would be implemented to enhance the aesthetics of the expressway along its entire length, including the portion of the expressway in the vicinity of Hudson Elementary School Playground/Athletic Fields.

- The surfaces of columns, roadway barriers, soundwalls, and gore points will receive surface color treatments at specified locations, as determined by a Caltrans Licensed Landscape Architect.
- Elements of the design of the proposed bridge and expressways, such as color, line, texture, and style, would be aesthetically pleasing and as unobtrusive as possible. During final design, particular attention would be paid to the vertical columns and soundwalls.
- All visual design elements, including landscaping, would be designed and implemented with the concurrence of the Caltrans landscape architect and in compliance with local policies and guidelines.
- Trees and vines will be planted along soundwalls at specified locations, as determined by a Caltrans Licensed Landscape Architect.
- Design of the elevated expressway would be compatible (scale and massing) with the existing Schuyler Heim Bridge or future bridge and the Badger Avenue/Henry Ford Railroad bridge.

Additional analysis is provided in the discussion of Visual Resources/Aesthetics (Section 3.7) of the Draft EIS/EIR for the proposed project.

Access

The proposed project alternatives would not affect access to Hudson Elementary School. Access to the school is from the east along Webster Avenue.

Coordination/Consultation

Long Beach Unified School District provided correspondence which established that this facility is used for public recreation; therefore, it has been considered a Section 4(f) resource (see Appendix A). During the public review period of the Draft EIS/EIR, Long Beach Unified School District provided comments on the document. There were no specific comments on the Section 4(f) analysis. General comments on the document are addressed in Chapter 6.0 of the Final EIS/EIR.

1.5.1.3 Cabrillo High School Athletic Fields

Description and Significance of Property

Type/Location/Size

Cabrillo High School is located at 2001 Santa Fe Avenue in Long Beach. SR-103 traverses the western boundary of the school. The school's athletic fields are located along this western boundary.

Access/Facilities/Usage
Access to the Cabrillo High School athletic fields is provided from Monitor Avenue, Santa Fe Avenue, and Willard Street. Facilities include a baseball field, football field and play areas.

Relationship to Similar Facilities in the Area
The athletic fields at Cabrillo High School are part of the Long Beach Unified School District and are adjacent to Hudson Park. The Long Beach Unified School district has a Joint Use Agreement with the City of Long Beach Park and Recreation Department for use of the playground and its athletic fields. The Small Gym at Cabrillo High School is in Joint Use with the City of Long Beach and may be used after school hours and on weekends.

Ownership/Jurisdiction
The Cabrillo School athletic fields are owned by, and subject to the jurisdiction of, the Long Beach Unified School District.

Significance
In a letter dated September 14, 2005, Long Beach Unified School District determined that the fields at both Hudson School and Cabrillo High School are significant publicly owned recreation areas as defined having the function of the recreational area with the Park and Recreation objectives of the community (see Appendix A). Given that the Cabrillo High School facilities are readily accessible to the general public during non-school hours, FHWA concurs with the district's position and has thus included the Cabrillo High School in this Section 4(f) evaluation.

Application of Section 4(f) Criteria for Use
Direct Use
The proposed project alternatives would not require any permanent use of Cabrillo High School. All construction for the proposed project alternatives, including construction of noise abatement walls, would occur within the existing ROW.

Temporary Occupancy
The proposed project alternatives are not anticipated to require any temporary occupancy of Cabrillo High School. At present, a construction easement is not anticipated. Nonetheless, at the time of construction of Alternative 2 or construction of the associated noise wall (abatement measure), if short-term use of a very small portion of the school land were required, it would be for a short period of time, the scope of work would be minor, no temporary or permanent change in activities would occur, and the property would be returned to a condition as good as or better than at present. Therefore, it would not amount to a Use (as defined under Section 4[f]) of a recreational property.

Constructive Use
The proposed project would not require any constructive use of Cabrillo High School.

Air Quality
Only Alternative 2 would have proximity affects to air quality at Cabrillo High School Athletic Fields. However, these impacts do not rise to the level of substantially impairing the activities. Please see Section 3.13, Air Quality, of the Final EIS/EIR.

Noise

Alternative 2 would construct an elevated expressway adjacent to the west of the Cabrillo High School athletic fields. The types of athletic activities (baseball, softball games, etc.) that take place at the school's athletic fields do not require quiet surroundings. Also, a large industrial area and a busy traffic corridor border the western boundary of the school property. According to the noise study prepared for the project (Caltrans, February 2005), noise levels are expected to exceed the NAC of 67 dBA in association with Alternative 2. At-grade noise walls are proposed along the western extent of the Cabrillo High School athletic fields to abate any adverse noise impacts. No noise impacts to users of playground/ athletic fields were identified as a result of Alternative 2 after abatement.

Additional analysis is provided in the discussion of Noise (Section 3.14) of the Draft EIS/EIR for the proposed project.

Aesthetics

The analysis of aesthetic effects in the Draft Visual Impact Assessment prepared for the project finds that the extension of SR-103 to Alameda Street to the northwest as proposed under Alternative 2 would not result in a substantial adverse aesthetic effect at this location. Alternative 2 would not have aesthetic effects that would substantially impair the protected activities, features, and attributes that qualify this resource for protection under Section 4(f).

However, under Alternative 2, the following measures would be implemented to enhance the aesthetics of the expressway along its entire length, including the portion of the expressway in the vicinity of Cabrillo High School Athletic Fields.

- The surfaces of columns, roadway barriers, soundwalls, and gore points will receive surface color treatments at specified locations, as determined by a Caltrans Licensed Landscape Architect.
- Elements of the design of the proposed bridge and expressways, such as color, line, texture, and style, would be aesthetically pleasing and as unobtrusive as possible. During final design, particular attention would be paid to the vertical columns and soundwalls.
- All visual design elements, including landscaping, would be designed and implemented with the concurrence of the Caltrans landscape architect and in compliance with local policies and guidelines.
- Trees and vines will be planted along soundwalls at specified locations, as determined by a Caltrans Licensed Landscape Architect.
- Design of the elevated expressway would be compatible (scale and massing) with the existing Schuyler Heim Bridge or future bridge and the Badger Avenue/Henry Ford Railroad bridge.

Additional analysis is provided in the discussion of Visual Resources/Aesthetics (Section 3.7) of the Draft EIS/EIR for the proposed project.

Access

The proposed project alternatives would not affect access to Cabrillo High School.

Coordination/Consultation

Long Beach Unified School District provided correspondence which established that this facility is used for public recreation; therefore, it has been considered a Section 4(f) resource (see Appendix A).

1.5.2 Historic Sites with Potential Section 4(f) Use

1.5.2.1 Commodore Schuyler Heim Bridge

Description and Significance of Property

Through the Section 106 process, the Schuyler Heim Bridge has been determined to be eligible for listing on the National Register of Historic Places under Criterion C, as the highest vertical lift bridge in the Western United States and one of the most significant vertical bridges in the state of California. The bridge was also found to meet the eligibility criteria for inclusion in the *California Register of Historical Resources* (California Register).

Application of Section 4(f) Criteria for Use

Direct Use

Four build alternatives have been proposed: Alternatives 1 (and 1A), 2, 3, and 4. Under Alternative 1, Alternative 2, and Alternative 4, the Commodore Schuyler F. Heim Bridge would be demolished following construction of a replacement bridge. Demolition would be a direct use of the Section 4(f) resource.

Alternative 3, Bridge Avoidance, was developed for the purpose of this Section 4(f) evaluation. It was conceived to include seismic retrofit to preserve the historic span, but would discontinue use of the Schuyler Heim Bridge as a vehicular bridge. The loss of historic material (i.e., loss of bridge approaches) would result in a direct use. However, the U.S. Coast Guard stated during consultation meetings in December 2005 that the bridge would not be allowed to remain in place if not used for transportation purposes. They further indicated that their permit to construct a replacement bridge would include a requirement for subsequent demolition of the Schuyler Heim Bridge. Accordingly, in light of the U.S. Coast Guard position and permit requirement, Alternative 3 could also result in demolition of the bridge.

Alternative 5, the TSM Alternative, would leave the bridge in place and continue its use for vehicular traffic. The TSM Alternative provides only for minimal maintenance. Similarly, Alternative 6, No Build, would leave the bridge at its original location and continue its use for vehicular traffic. Under the No Build Alternative, the bridge would continue to require regular and routine maintenance.

Under Alternative 5 and Alternative 6, the bridge would retain its eligibility for the National Register and, accordingly, could be exempt from Section 4(f) in accordance with 23 CFR section 117.135 (f), which states:

> The Administration may determine that Section 4(f) requirements do not apply to restoration, rehabilitation, or maintenance of transportation facilities that are on or eligible for the National Register when:
>
> (1) Such work will not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, and

(2) The SHPO and the Advisory Council on Historic Preservation (ACHP) have been consulted and have not objected to the Administration finding in paragraph (f)(1) of this section.

Coordination/Consultation

Consultation with the SHPO and other cultural resources stakeholders has been initiated, and is described in the Section 106 documentation (*Historic Properties Survey Report* [HPSR], *Supplemental HPSR*, and *Draft Findings of Effect* [FOE]). SHPO was also consulted regarding the Section 106 FOE for this resource during circulation of the Draft EIS/EIR. A Memorandum of Agreement between Caltrans and SHPO has been completed. This MOA is included as Appendix L of the Final EIS/EIR.

Avoidance Alternatives

Alternatives 1, 1A, 2, and 4 would each result in demolition of the Schuyler Heim Bridge and, hence, the direct use of a Section 4(f) resource.

Alternative 6 (No Build Alternative), Alternative 5 (Transportation System Management), and Alternative 3 (Bridge Demolition Avoidance) are the avoidance alternatives to the proposed project that would avoid the use of the Section 4(f) resource, i.e., Schuyler Heim Bridge. The feasibility and prudence of these avoidance alternatives is discussed below.

Section 774.17 defines "prudent" and "feasible" using a balancing test. An alternative is not feasible if it cannot be built as a matter of sound engineering. An alternative is not prudent if it:

- Compromises the project so that it is unreasonable given the purpose and need;
- Results in unacceptable safety or operational problems;
- After reasonable mitigation, still causes:
  - Severe social, economic, or environmental impacts;
  - Severe disruption to established communities;
  - Severe environmental justice impacts; or
  - Severe impacts to other federally protected resources
- Results in additional construction, maintenance, or operational costs of an extraordinary magnitude:
  - Consider factors such as: the percentage difference in the costs of the alternatives; how the cost difference relates to the total cost of similar transportation projects in the applicant's annual budget; and the extent to which the increased cost for the project would adversely impact that applicants' ability to fund other transportation projects.
- Causes other unique problems or unusual factors; or
- Involves multiple factors listed above that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

Alternative 6: No Build Alternative

Feasibility: This alternative is considered feasible because there are no unique engineering challenges associated with this alternative.

Prudence:

- Purpose and Need: Under the No Build Alternative, there would be no physical change to the existing Schuyler Heim Bridge. The existing bridge would continue to be seismically inadequate and subject to damage or collapse under strong seismic conditions. Under this alternative, the traffic congestions and safety issues at the various study intersections and railroad crossing would not be improved. Therefore, this alternative would not meet the purpose and need for the project and therefore, would not be prudent.

- Unacceptable safety or operational problems: Under the No Build Alternative, even with continuing maintenance activities, the bridge is expected to deteriorate over time, as its useful life is eroded further and as various magnitude earthquakes are experienced, which may result in serious safety hazards and operational problems. Therefore, considering the safety of users and operational problems associated with this alternative, this alternative would not be prudent.

- Impacts after reasonable mitigation, cost of extraordinary magnitude, and unusual factors: This consideration is not applicable for this alternative.

- Involves multiple factors listed above that are individually minor but cumulatively considerable: The factors (related to not meeting the purpose and need for the project and resulting in safety and operational problems) are both individually significant and cumulatively considerable.

Based on the above analysis, the Alternative 6, No Build Alternative, is considered to be not prudent.

Alternative 5: Transportation System Management

Please refer to Section 1.3, Proposed Action, of this 4(f) evaluation and Chapter 2.0 of the EIS/EIR for more details about Alternative 5.

Feasibility: This alternative is considered feasible because there are no unique engineering challenges associated with this alternative.

Prudence:

- Purpose and Need: As described in Section 1.3, Proposed Action, of this 4(f) evaluation, in Chapter 2.0 of the EIS/EIR, and in the *Finding of Adverse Effect* (Caltrans, 2006), the TSM Alternative would not result in the demolition of or modification to the Schuyler Heim Bridge and thus would avoid the use of a Section 4(f) resource. However, it would not result in the increased ability of the bridge to withstand a major earthquake and thus it does not address the seismic deficiency of the bridge. In addition, the TSM Alternative would not be effective in reducing roadway demand or in redirecting Terminal Island traffic to other routes. Therefore, this alternative does not meet the purpose and need of the project.

- Unacceptable safety or operational problems: Similar to the No Build alternative, under Alternative 5, even with continuing maintenance activities, the bridge is expected to deteriorate over time as its useful life is eroded further and as various magnitude earthquakes are experienced, which may result in serious safety and

operational problems. Therefore, considering the safety of users and operational problems associated with this alternative, this alternative would not be prudent.

- Impacts after reasonable mitigation, cost of extraordinary magnitude, and unusual factors: This consideration is not applicable for this alternative as the cost for this alternative is low.
- Involves multiple factors listed above that are individually minor but cumulatively considerable: The factors (related to not meeting the purpose and need for the project and resulting in safety and operational problems) are both individually significant and cumulatively considerable.

Based on the above analysis, Alternative 5 is considered to be not prudent.

Alternative 3: Bridge Demolition Avoidance

Please refer to Section 1.3, Proposed Action, of this 4(f) evaluation and Chapter 2.0 of the EIS/EIR for more details about this alternative.

Feasibility: There are no unique engineering challenges associated with construction of this alternative. However, there are U.S. Coast Guard permit requirements that make the construction of this alternative infeasible. U.S. Coast Guard permit requirements would not allow the existing bridge to remain in place if not used for transportation purposes. In preliminary consultation with U.S. Coast Guard, it was noted that the permit to construct a replacement bridge would include a requirement for subsequent demolition of the Schuyler Heim Bridge. Therefore, this alternative is infeasible as the U.S. Coast Guard would not provide a permit to construct the new bridge while keeping the existing bridge intact for non-transportation uses.

Prudence:

- Purpose and Need: Alternative 3 was originally developed to avoid impact to the Schuyler Heim Bridge and thus avoid the use of a Section 4(f) resource. As detailed in Section 1.3 of this 4(f) analysis and Chapter 2.0 of the EIS/EIR, this alternative would provide a new fixed-span bridge on an alignment east of the existing bridge, along with seismic retrofit of the existing bridge, which would remain standing but unused. This alternative would correct the seismic deficiency of the existing bridge and provide a higher-capacity route between Terminal Island and northern arterials that would help reduce congestion and improve safety at rail crossings. Therefore, this alternative would meet the purpose and need of the proposed project.
- Unacceptable safety or operational problems: This consideration does not apply to this alternative.
- Impacts after reasonable mitigation: Although this alternative was perceived as an avoidance alternative, it actually does not completely avoid the use of a Section 4(f) resource. According to the *Finding of Adverse Effects* (Caltrans, 2006), this alternative would still result in an adverse effect to the Schuyler Heim Bridge due to the removal of the approaches, and thus would require removal of historic material and thereby result in a use of the Section 4(f) resource. In addition, this alternative would involve removal of around 0.11 acre of wetland east of the Schuyler Heim Bridge –

federally protected resources. This biological resources impact would not occur for the other build alternatives.

- Costs of Extraordinary Magnitude: Alternative 3 would result in additional construction costs of an extraordinary magnitude. The total cost of building the new bridge and retrofitting the old bridge (that would be kept standing but would provide no transportation function) for this alternative is $923.4 million, around $200 million, or over 27 percent, more than the cost for Alternative 2, and $260 million, or 39 percent more than the cost for Alternative 1. This cost is extraordinarily high and funding would not be available. Additionally, mitigation of impacts to federally protected wetlands would add additional cost to already high construction costs for Alternative 3.

  Other unique problems or unusual factors: In addition to the above, U.S. Coast Guard permit requirements would not allow the existing bridge to remain in place if not used for transportation purposes. In preliminary consultation with U.S. Coast Guard, it was noted that the permit to construct a replacement bridge would include a requirement for subsequent demolition of the Schuyler Heim Bridge. This requirement of the U.S. Coast Guard makes this alternative imprudent.

Because of extraordinary cost, impacts to wetlands and a historic resource, and unique problems/unusual factors, according to Section 774.17 above, Alternative 3 is considered not prudent or feasible.

Alternatives on the Same Location

There are no feasible and prudent alternatives available on the same location that would result in avoidance of bridge demolition.

Measures to Minimize Harm

The following measures to minimize harm are presented in the *"Memorandum of Agreement (MOA) between Caltrans and the California State Historic Preservation Officer, regarding the State Route 47 (SR-47) Expressway and the Schuyler Heim Bridge Replacement Project."* It has been agreed as follows:

For Alternatives 1, 1A, 2, and 4, Caltrans shall ensure the following stipulations are carried out and completed:

1. The Schuyler Heim Bridge (Bridge) shall be offered for sale for reuse in an alternate location to interested public agencies and non-profits. A marketing plan shall be prepared for the sale of the bridge, including: a notification letter, fact sheet, list of intended recipients, as well as provisions for the salvage of smaller components in the case that there is no interest in re-use of the bridge.

   Advertisements shall be placed in appropriate newspapers of record. The offer shall run for 6 months. If no acceptable bids are received after 6 months, this stipulation shall be deeded to have been met. The above shall be done in accordance with the U.S. Department of Transportation Historic Bridge Program 23 USC 144(o)(4)(A) and (B).

2. Informative permanent metal plaques shall be installed at both ends of the new bridge at public locations that provide a brief history of the original Bridge, its engineering features and characteristics, the reasons for its demolition, and a statement of the characteristics of the replacement structure.
3. Pursuant to Section 110(b) of the NHPA, before the Bridge is demolished, the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) shall be contacted to determine what level and kind of recordation is required for the property. All documentation shall be completed and accepted by HABS/HAER before the Bridge is demolished.
4. Copies of the HABS/HAER report shall be disseminated to the City of Los Angeles Public Library and the City of Long Beach Public Library.
5. Information from the HABS/HAER report shall be available to the public for 10 years on an appropriate internet website.
6. A documentary (motion picture or video) shall be produced and shall address the history of the Bridge, its importance and use within the history of the Port of Long Beach and Port of Los Angeles, and demonstrate its operation and function. The motion picture or video will be of broadcast quality, of sufficient length for a standard 30-minute time period and will be made available to local broadcast stations for public access channels in local cable systems and to schools/libraries.
7. Traveling museum exhibits shall be prepared and shall address the history of the Bridge, its importance and use within the history of the Port of Long Beach and the Port of Los Angeles, and demonstrate its operation and function, appropriate for display in small museums, or for use in schools.
8. Artifacts removed from the Bridge during preliminary stages of the demolition process shall be offered to local museums, and provide for their delivery to accepting institutions. Examples of such artifacts may include, but not be limited to, control panels, instruments, structural members, railings, signage, plaques or other identifying ornamentation, street lights, navigation lights, etc.

Least Harm Alternative

As discussed above, all the avoidance alternatives, including the No Build alternative (Alternative 6); Transportation Management System Alternative (Alternative 5); and Bridge Demolition Avoidance Alternative (Alternative 3), are considered not prudent. Alternative 3 is also not considered feasible.

Section 774.3(c) states: If there are no prudent and feasible avoidance alternatives, then the Administration can only approve the alternative that:

- Causes the least overall harm in light of the statutes preservation purposes. This is done by balancing the:
  - Ability to mitigate adverse impacts to each Section 4(f) resource
  - Relative severity of the remaining harm, after mitigation, to the protected activities and attributes or features
  - Relative significance of each Section 4(f) property

- Views of the officials with jurisdiction over each Section 4(f) property
- Degree to which each alternative meets the purpose and need
- After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); and
- Substantial differences in costs among alternatives

For this project, implementation of each of the remaining build alternatives (Alternatives 1, 1A, 2, and 4) involves the demolition of the Schuyler Heim Bridge. Table 4 below presents the balancing test for the overall harm caused by these alternatives.

TABLE 4
Comparison of Factors Considered in Overall Harm Among Alternatives

Alternatives	Alternative 1	Alternative 1A	Alternative 2	Alternative 4
Ability to mitigate adverse impacts to each Section 4(f) resource	Same with Alternative 1A, 2 and 4	Same with Alternative 1, 2 and 4	Same with Alternative 1, 1A, and 4	Same with Alternative 1, 1A, and 2
Relative severity of the remaining harm, after mitigation, to the protected activities and attributes or features	Same with Alternative 1A, 2 and 4	Same with Alternative 1, 2 and 4	Same with Alternative 1, 1A, and 4	Same with Alternative 1, 1A, and 2
Relative significance of each Section 4(f) property	Same with Alternative 1A, 2 and 4	Same with Alternative 1, 2 and 4	Same with Alternative 1, 1A, and 4	Same with Alternative 1, 1A, and 2
Views of the officials with jurisdiction over each Section 4(f) property	Same with Alternative 1A, 2 and 4	Same with Alternative 1, 2 and 4	Same with Alternative 1, 1A, and 4	Same with Alternative 1, 1A, and 2
Degree to which each alternative meets the purpose and need	Fully meets PN	Fully meets PN, but has low constructability	Fully meets PN	Meet only half PN
After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f)	Lower potential for Haz mat and air quality impacts	Same level of impact compared to Alternative 1	Higher Potential hazardous waste impacts due to going through the land fills; higher potential for air quality impact	Least impact
Substantial differences in costs among alternatives	2nd least cost	Higher cost	Highest cost	Least cost

Based on the comparison table above, each alternative would involve the minimization and mitigation for the loss of the bridge specified above; or in other words, the ability to mitigate for the loss of the bridge is the same for these alternatives. The relative severity of the remaining harm, after mitigation to the Section 4(f) resource would be the same for these alternatives.

However, the degree to which Alternative 4 meets purpose and need is less than the other alternatives because Alternative 4 only involves the replacement of the Bridge, it does not address the purpose and need for the expressway portion of the project.

In terms of differences in costs among the remaining alternatives, Alternative 2 would result in the highest cost compared to the remaining alternatives due to the involvement of higher clean-up cost for hazardous materials. Alternative 1A would also result in higher cost compared to Alternative 1 and Alternative 4, and has lower constructability.

Therefore, Alternative 1 is considered the least overall harm alternative. Alternative 1 is also the preferred alternative identified in the EIS/EIR for this project. (See Subsection 2.2.1 of the EIS/EIR for details about the preferred alternative.)

Conclusion

Based on the above considerations, there is no feasible and prudent alternative to the use of the Commodore Schuyler F. Heim Bridge. Alternative 1 is identified as the least harm alternative and it includes all possible planning to minimize harm to the Commodore Schuyler F. Heim Bridge resulting from such use.

1.6 Section 4(f) Consultation and Coordination

Information regarding potential Section 4(f) properties was sought from:

SHPO

City of Long Beach

Long Beach Unified School District

Copies of correspondence are included in Appendix A.

Consultation was conducted with the above and following agencies during circulation of the Draft EIS/EIR:

Department of Interior (consultation letter is included in Appendix A)

Native American consultation was conducted through letters sent to the California Native American Heritage Commission (NAHC) and to individual Native American contacts.

During the public review period of the Draft EIS/EIR, Long Beach Unified School District provided comments on the document. No specific comments on the Section 4(f) analysis were made. General comments on the environmental analysis were responded to in Chapter 6.0 of the Final EIS/EIR. No comments were received from the Department of Interior regarding the Section 4(f) Evaluation.

1.7 Section 6(f)(3) Considerations

Section 6(f)(3) of the Land and Water Conservation Fund Act (LWCF Act) (16 USC Section 460l-4) contains provisions to protect federal investments in park and recreational resources and the quality of those assisted resources. The law recognizes the likelihood that changes in land use or development may make park use of some areas purchased with LWCF funds obsolete over time, particularly in rapidly changing urban areas, and provides for conversion to other uses pursuant to certain specific conditions.

> Section 6(f)(3) – No property acquired or developed with assistance under this section shall, without the approval of the Secretary, be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.

This requirement applies to all parks and other sites that have been the subject of LWCF grants of any type and includes acquisition of parkland and development or rehabilitation of park facilities.

A review of the LWCF grants database indicates that no park and recreational resources in the project area were funded with LWCF grants. In addition, this project will not result in the acquisition of any parks or recreation lands. Therefore, Section 6(f)(3) does not apply to this project.

2.0 References

California Department of Transportation (Caltrans). 1999. *Schuyler Heim Bridge Update Summary*. June 8.

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Myra L. Frank/Jones & Stokes. 2002. *Historic Properties Survey Report for the State Route 47 (SR-47) Truck Expressway and Commodore Schuyler Heim Bridge Replacement Project*. September.

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———. 2006. *Draft Schuyler Heim Bridge Replacement and SR-47 Expressway Project Finding of Adverse Effect*. January.

National Park Service. 2005. Land and Water Conservation Fund. Available: <http://waso-lwcf.ncrc.nps.gov/public/index.cfm>. Accessed: November.

Appendix A

1) Caltrans Letter to Long Beach Unified School District
2) Long Beach Unified School District Letter to Caltrans
3) Caltrans Letter to City of Long Beach Department of Parks, Recreation and Marine
4) City of Long Beach Department of Parks, Recreation and Marine Letter to Caltrans
5) Caltrans Letter to Department of Interior

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
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August 23, 2005

Ms. Carrie Matsumoto
Executive Director of Facilities
Long Beach Unified School District
1515 Hughes Way
Long Beach, CA 90810

RE: Hudson School and Cabrillo High School Section 4(f) Consultation

Dear Ms. Matsumoto:

Pursuant to the requirements of the National Environmental Policy Act (NEPA), the California Department of Transportation (CALTRANS) and the Federal Highway Administration (FHWA) are currently preparing an Environmental Impact Statement (EIS) for the proposed SR-47 Schuyler Heim Bridge Replacement and SR-47 Expressway Project (SR-47). One of the Alternatives being considered would extend and improve the Terminal Island Freeway (SR-103) adjacent to Hudson School and Cabrillo High School. As part of the NEPA process, CALTRANS and FHWA are also preparing documentation required by Section 4(f) of the Department of Transportation Act of 1966 (*see* 49 USC §303) (hereinafter referred to as "Draft Section 4(f) Evaluation").

An important component of the Draft Section 4(f) Evaluation is the coordination and consultation effort conducted by CALTRANS and FHWA with those agencies having jurisdiction over public parks and recreation areas in the vicinity of the SR-47 and SR-103. The publicly owned parks and recreational areas that are considered as part of the Draft Section 4(f) Evaluation may include public school playgrounds and athletic fields, depending on whether the facilities in question serve only school activities and functions, or are also available for use by the general public. This correspondence serves as the formal initiation of the coordination and consultation specific to the Section 4(f) process. This formal consultation and coordination can be expected to continue throughout the duration of the NEPA process.

In order to properly characterize the District's playgrounds and athletic fields, and document the potential effects of the proposed project on those resources, CALTRANS and FHWA respectfully request your response to the following initial items:

(1) Please identify the name and title of the District official(s) to whom future correspondence should be directed.

(2) Is the District the agency that "has jurisdiction over" the playgrounds and athletic fields at Hudson School and Cabrillo High School, as defined in 23 CFR §771.135(a)(2)(c)? Are any after-school recreational programs at these facilities administered by any other group(s) or agency(ies)?

(3) Are the playgrounds and athletic fields at Hudson School and Cabrillo High School used only for school activities and functions, or are they also available for use by the general public?

(4) Has the District determined that the playgrounds and athletic fields at Hudson School and Cabrillo High School are "significant" publicly owned recreational areas? For purposes of the Draft Section 4(f) Evaluation, the term "significant" means that, in comparing the availability and function of the recreational area (i.e., the playgrounds and athletic fields) with the park and recreation objectives of the community, the resource in question plays an important role in meeting those objectives.

Please feel free to forward to us any additional information that you believe CALTRANS and FHWA should consider as part of the Draft Section 4(f) Evaluation. Additionally, we would be happy to address any questions or concerns that you may have as this process moves forward.

On behalf of CALTRANS and FHWA, we sincerely appreciate your assistance with this important matter, and look forward to working with you.

Sincerely,

RON KOSINSKI
Deputy Director
Division of Environmental Planning

cc: Wendy Claflin, Principal
Hudson School
2335 Webster Avenue
Long Beach, CA 90810

Mel Collins/Cynthia Terry, Principals
Cabrillo High School
2001 Santa Fe Avenue
Long Beach, CA 90810

SEP 27 2005

LONG BEACH UNIFIED SCHOOL DISTRICT
Facility Planning and Management Branch
2425 Webster Avenue, Long Beach, CA 90810
Tel: (562) 997-7550 Fax: (562) 595-8644

September 14, 2005

Department of Transportation
District 7
Attn: Ron Kosinski, Deputy Director
Division of Environmental Planning
100 Main Street, Suite 100
Los Angeles, CA 90012-3606

Subject: Hudson K-8 School and Cabrillo High School Section 4(f) Consultation – Terminal Island Freeway

Dear Mr. Kosinski:

This is in response to your letter of August 23, 2005 with reference to Environmental Impact Statement for the proposed SR-47 Schuyler Heim Bridge Replacement and SR-47 Expressway Project (SR-47) Alternatives extending and improving the Terminal Island Freeway (SR-103) adjacent to Hudson K-8 School and Cabrillo High School.

(1) The name and title of the District representatives to whom future correspondence should be directed are:

Ms. Carri Matsumoto	with copy to	Mr. Kim Stallings
Executive Director of Facilities		Chief Business and Financial Officer
Long Beach Unified School District		Long Beach Unified School District
2425 Webster Avenue		1515 Hughes Way
Long Beach, CA 90810		Long Beach, CA 90810

(2) The Long Beach Unified School District has jurisdiction over the playgrounds and athletic fields at Hudson School and Cabrillo School. In addition, at Cabrillo High School, the Long Beach Unified School District currently has a Joint Use Agreement with the City of Long Beach Park and Recreation Department for use of playground and its athletic fields.

(3) The Small Gym at Cabrillo High School is in Joint Use with the City of Long Beach and may be used after school hours and on weekends. Under the Civic Center Act, California Education Code Section 38130-38139, the District is required to make available its facilities for public and/or community use to organizations that are allowed use under the Civic Center Act. Organizations are required to submit a Use of Facilities Application Request with the District for approval.

(4) Long Beach Unified School District has determined that the fields at both schools Hudson K-8 and Cabrillo High School are significant publicly owned recreational areas as defined having the function of the recreational area with the Park and Recreation objectives of the community.

The two mentioned schools border the Terminal Island Freeway (SR-103) with Hudson School having the potential for more impacts by noise, traffic and construction activities. Hudson School property is approximately 150' from the freeway and within one quarter mile of the Schuyler Heim Bridge over Willow Avenue. Due to the close proximity of the freeway and bridge to our Hudson School site, the District would like the opportunity in evaluating the potential impact to school sites for development being proposed. Please forward any environmental documents and or other correspondence to my attention. Thank you for the opportunity to respond. We look forward to working with your office.

Sincerely,

Carri Matsumoto
Executive Director

cc: Kim Stallings
Principal Cabrillo High School
Principal Hudson K-8 School

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7 – DIVISION OF ENVIRONMENTAL PLANNING
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FAX (213) 897-0360
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February 8, 2007

Mr. Phil T. Hester
Director, Long Beach Parks, Recreation and Marine
333 West Ocean Boulevard
Long Beach, CA 90802

RE: Hudson Park Section 4(f) Consultation

Dear Mr. Hester:

Pursuant to the requirements of the National Environmental Policy Act (NEPA), the Alameda Corridor Transportation Authority (ACTA) and the California Department of Transportation (CALTRANS) are currently preparing an Environmental Impact Statement (EIS) for the proposed Schuyler Heim Bridge Replacement and SR-47 Expressway Project (SR-47). One of the Alternatives being considered would extend and improve the Terminal Island Freeway (SR-103) adjacent to Hudson Park. As part of the NEPA process, ACTA and CALTRANS are also preparing documentation required by Section 4(f) of the Department of Transportation Act of 1966 (*see* 49 USC §303) (hereinafter referred to as "Draft Section 4[f] Evaluation").

An important component of the Draft Section 4(f) Evaluation is the coordination and consultation effort conducted by ACTA and CALTRANS with those agencies having jurisdiction over public parks and recreation areas in the vicinity of the proposed SR-47 and SR-103 alignments. The publicly owned parks and recreational areas that are considered as part of the Draft Section 4(f) Evaluation may include publicly owned recreation areas, depending on whether the facilities in question are available for use by the general public. This correspondence serves as ongoing coordination and consultation specific to the Section 4(f) process. This formal consultation and coordination can be expected to continue throughout the duration of the NEPA process.

Previously, on August 23, 2005, Caltrans initiated Section 4(f) consultation with the Long Beach Unified School District regarding Hudson School and Cabrillo High School. The athletic fields at Cabrillo High School are part of the Long Beach Unified School District and are adjacent to Hudson Park. The Long Beach Unified School District has a Joint Use Agreement with the City of Long Beach Parks, Recreation, and Marine for use of the playground and its athletic fields.

In order to further characterize Long Beach Parks, Recreation and Marine's playgrounds and athletic fields, and document the potential effects of the proposed project on those resources, ACTA and CALTRANS respectfully request your response to the following:

(1) Please identify the name and title of the Long Beach Parks, Recreation and Marine official(s) to whom future correspondence should be directed.

(2) Is Long Beach Parks, Recreation and Marine the agency that "has jurisdiction over" Hudson Park, as defined in 23 CFR §771.135(a)(2)(c)?

(3) Has Long Beach Parks, Recreation and Marine determined that Hudson Park is a "significant" publicly owned recreational area? For purposes of the Draft Section 4(f) Evaluation, the term "significant" means that, in comparing the availability and function of Hudson Park with the park and recreation objectives of the community, the resource in question plays an important role in meeting those objectives.

Please feel free to forward to us any additional information that you believe ACTA and CALTRANS should consider as part of the Draft Section 4(f) Evaluation. Additionally, we would be happy to address any questions or concerns that you may have as this process moves forward.

On behalf of ACTA and CALTRANS, we sincerely appreciate your assistance with this important matter, and look forward to working with you.

Yours very truly,

Ron Kosinski
Deputy Director

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CITY OF LONG BEACH

DEPARTMENT OF PARKS, RECREATION & MARINE

2760 N. Studebaker Road, Long Beach, CA 90815-1697

(562) 570-3100 • FAX (562) 570-3109

www.lbparks.org

May 1, 2007

Ray Kosinski, Deputy Director
California Department of Transportation
District 7 – Division of Environmental Planning
100 Main Street, Suite 100
Los Angeles, CA 90012-3606

Subject: Hudson Park Section 4 (f) Consultation

Dear Mr. Kosinski:

In accordance with your requests for information, I have provided the following responses:

1.) Please address all future correspondence to:
Phil T. Hester, Director of Parks, Recreation and Marine
2760 Studebaker Road
Long Beach, CA 90815

2.) Yes, the Department of Parks, Recreation and Marine has jurisdiction over Hudson Park.

3.) Yes, Hudson Park is a significant publicly owned recreational facility. At 13.09 acres, Hudson Park is the 17th largest park of the 104 parks in Long Beach. All parks are significant to a degree, as the city has 5.4 acres of recreational open space per 1,000 residents, while seeking to achieve a goal of 8 acres per 1,000 residents. However, as Hudson Park is located in the west park statistical area, which has only 1 acre per 1,000 residents, it is especially important.

Additionally, as Long Beach is a fully subdivided and developed city, parcels of land large enough for sports fields are almost impossible to find and acquire. Hudson Park contains two baseball/softball fields and one soccer/football field. The Parks, Recreation and Marine Department's Strategic Plan indicates the city needs 32 more baseball/softball fields, and 55 more soccer/football fields for youth and adult sports leagues. Thus, it provides an irreplaceable role in the organized recreational leagues in several sports.

Thank you for the opportunity to provide information for your Section 4 (f) evaluation. If you have any questions or need additional information, please contact me, or Dennis Eschen, Manager of Planning and Development Bureau, at (562) 570-3130.

Sincerely,

Phil T. Hester,
Director of Parks, Recreation and Marine

PTH:dle
P:/07-053HudsonPark

STATE OF CALIFORNIA------ BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

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August 15, 2007

07-LA-47. PM 2.7/5.8
Document #: 2007-07-01D

Mr. Willie R. Taylor
Director, Office of Environmental Policy and Compliance
Department of the Interior
Main Interior Building, MS-2342
1849 C Street, NW
Washington, DC 20240

Attn: Ms. Ethel Smith

Dear Mr. Taylor:

The Memorandum of Understanding (MOU) between the Federal Highway Administration and the California Department of Transportation (Caltrans), which became effective July 1, 2007, was signed pursuant to Section 6005 of the 2005 Safe, Accountable, Flexible, efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This MOU allows the Secretary of Transportation to assign, and the State of California to assume, FHWA's responsibilities under NEPA as well as consultation and coordination responsibilities under other Federal environmental laws. As this project is covered by the Pilot Program established by the MOU, FHWA has assigned and Caltrans has assumed FHWA's responsibility for environmental review, consultation, and coordination on this project.

Caltrans has completed the Draft Environmental Impact Report/Statement (EIR/EIS) and section 4(f) Evaluation for the Schuyler Heim Bridge Replacement and SR-47 Expressway Project in the Ports of Long Beach and Los Angeles, California. There are six alternatives for the project that are discussed in the document.

Per your environmental review process guidelines, please find enclosed eighteen (18) electronic copies. The Section 4(f) Evaluation is found in Appendix B. There is one section 4(f) resource affected - the Schuyler Heim Bridge.

This document is forwarded for your review and comments pursuant to 23 CFR 771.135(i). Please provide your comments by the close of the public review period on October 16, 2007.

If you have any questions, please contact Karl Price, at (213) 798-1839.

Sincerely,

Ron Kosinski
Deputy District Director,
Caltrans-District 7- Division of Environmental Planning

Enclosures

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DEPARTMENT OF TRANSPORTATION
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January 14, 2005

TITLE VI
POLICY STATEMENT

The California Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, and age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

WILL KEMPTON
Director

Final

Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Relocation Impact Report

Commodore Schuyler Heim Bridge (Br. No. 53-2618) and SR-47 in the Ports of Long Beach and Los Angeles, Los Angeles County, California

07-LA-47-KP 4.4/9.3 (PM 2.7/5.8)
EA: 238500

September 2006
Revised February 2007
May 2007
Revised August 2007

Caltrans

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Karl Price, District 7, 100 South Main Street, Los Angeles, CA 90012; (213) 897-1839, or use the California Relay Service TTY number.

Relocation Impact Report

Commodore Schuyler Heim Bridge (Br. No. 53-2618) and SR-47 in the Ports of Long Beach and Los Angeles, Los Angeles County, California

07-LA-47-KP 4.4/9.3 (PM 2.7/5.8)

EA: 238500

December 2006

Revised February 2007

May 2007

Revised August 2007

Prepared By: Shilpa Trisal Date: August 3, 2007

Shilpa Trisal, AICP
Jones & Stokes
811 West 7th Street, Suite 800
Los Angeles, CA 90017

TABLE OF CONTENTS

ATTACHMENTS

State of California
Department of Transportation
RELOCATION IMPACT REPORT

Schuyler Heim Bridge Replacement and
SR-47 Expressway Project
07-LA-47-KP 4.4/9.3 (PM 2.7/5.8)
EA: 238500

SUMMARY OF RELOCATION IMPACT REPORT

The proposed Schuyler Heim Bridge Replacement and SR-47 Expressway Project proposes full acquisition, permanent highway easements and permanent aerial easements, some of which would require the relocation of businesses. No residential property acquisitions are anticipated. All relocation activities would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources shall be available to all displacees without discrimination.

The area selected for the relocations is dependent upon the type of business to be relocated and the market availability of property (fee or leasehold). For example if the use is an auto repair shop then land zoned for this type of use is the area in which the business could be relocated. Because the market is dynamic, the area for relocation cannot be determined prior to relocation. In addition, the relocated business cannot be forced to accept the relocation as presented by the agency. In many cases, multiple potential relocation areas are proposed and rejected until the business accepts a suitable relocation.

The undersigned has reviewed this report of the above-referenced project and recommends approval of the report.

Right of Way Agent

The undersigned has reviewed and approved this report.

for Andrew P. Nickenberg

Distribution: Original File

cc: (as applicable) Region/District R/W Manager; Region/District R/W Branch Managers; Project Manager; Environmental Planning Branch-Design

Attachments:
Attachment 1: Regional Location Map
Attachment 2: Project Map
Attachment 3: Displacement Area Map – Full Acquisitions under Alternative 1 and 1A
Attachment 4: Displacement Area Map – Full Acquisitions under Alternative 2

SUMMARY AND PROJECT DATA

A. Purpose of Study

The purpose of this study is to provide the California Department of Transportation (Caltrans), local agencies, and the public with information regarding the effect the proposed Schuyler Heim Bridge Replacement and SR-47 Expressway Project would have on non-residential occupants within the alignments of the project alternatives. Specifically, this report is concerned with potential problems that may be caused by the displacement of existing non-residential structures and their occupants. No residential properties would be displaced under the project alternatives.

B. Limits and Purpose of Project

The project alternatives are located in Los Angeles County, within and north of the Ports of Los Angeles and Long Beach, as shown in Attachments 1 and 2. In general, the project alternatives are located between Ocean Boulevard on the south, Alameda Street on the west, SR-103 on the east, and Interstate 405 on the north.

The purpose of the proposed project is to provide a limited-access, high capacity, structurally and seismically safe vehicular connection along the critical north-south corridor between Terminal Island and the mainland that will facilitate the movement of people, freight, and goods and reduce congestion on local roadways. The project would include Terminal Island, located within the Ports of Long Beach and Los Angeles, and major traffic arterials on the mainland to the north, primarily within the cities of Long Beach and Los Angeles. The existing Schuyler Heim Bridge is a vital transportation link, but does not meet current seismic criteria and poses a potential safety risk to motorists and to marine users of the Cerritos Channel. The purpose of the project is to provide an efficient, safe, and immediate service connection across the Cerritos Channel. For the purposes of discussion below, the terms "alternatives" and "alignments" are synonymous.

C. Description of Alignments Studied (2)

Alignment A (Alternative 1 – Bridge Replacement and Expressway): Alternative 1 would replace the existing Schuyler Heim Bridge (built in 1946-48) in order to meet current seismic criteria. The new bridge would provide a route linking Terminal Island to the mainland and would be designed to remain in service to ensure ground and vessel transportation immediately following a major earthquake. Alternative 1 also would construct a new SR-47 Expressway to provide a high-capacity alternative route along the Alameda Corridor for traffic between Terminal Island and Alameda Street, north of Pacific Coast Highway.

With this alternative, a new fixed-span bridge would be constructed, primarily within the existing bridge right-of-way (Caltrans Highway Easement), but toward the east to avoid impacts to the Badger Bridge, located west of the Schuyler Heim Bridge. The existing bridge would be demolished after construction of the new bridge was completed. The replacement bridge would be slightly wider (13 meters [m] [43 feet (ft)]) than the existing bridge due to the addition of standard width shoulder lanes, which are not present on the existing bridge. The replacement bridge would include three 3.6-m (12-ft) lanes (two through-lanes and one auxiliary lane), with 3-m (10-ft) shoulders in the northbound direction and three 3.6-m (12-ft) lanes, one 3.6-m (12-ft) auxiliary lane, and 3-m (10-ft) shoulders in the southbound direction. Construction of the replacement bridge would include a southbound off-ramp and northbound on-ramp at New Dock Street on Terminal Island, as well as a northbound off-ramp and southbound on-ramp at Henry Ford Avenue on the mainland side of the bridge. With this alternative, the new bridge would be supported by four piers in the channel, with a minimum vertical clearance of 14.3 m (47 ft) over the mean high water level (MHWL). The existing navigable width of the channel is 54.9 m (180 ft), and would not change under this alternative. The navigable width is directly tied to the navigable width (54.9 m [180 ft]) of the Badger Bridge.

The southern end of the new SR-47 Expressway would begin on Terminal Island, at the intersection of SR-47 and Ocean Boulevard, extending north over New Dock Street and onto the replacement bridge. The expressway would extend northward to Alameda Street, to the intersection with Pacific Coast Highway, a distance of approximately 2.7 kilometers (km) (1.5 miles [mi]). The expressway would be a four-lane, limited access roadway. It would provide grade-separation at five at-grade railroad crossings and

three signalized intersections along its length. A segment of the expressway would be constructed as a viaduct over Henry Ford Avenue and Alameda Street and return to grade at Alameda Street, just south of Pacific Coast Highway. Under this alternative, the current connectivity to SR-103 would be maintained.

Alternative 1 also includes construction of the Ocean Boulevard/SR-47 Flyover (flyover), a two-lane, elevated structure to divert traffic bound for northbound SR-47 directly onto the new bridge from eastbound Ocean Boulevard. The purpose of the flyover is to enable this traffic to avoid the signalized Ocean Boulevard/SR-47 intersection. The flyover would begin on Terminal Island, about 1,200 m (3,900 ft) west of the Ocean Boulevard/SR-47 intersection, extend eastward along the south side of Ocean Boulevard, then turn north, cross over Ocean Boulevard and onto the new bridge. The west end of the flyover would be at grade, then the structure would rise to a maximum elevation of 21 m (69 ft) to cross over Ocean Boulevard, then descend to an elevation of 12.9 m (42.4 ft) to join the new bridge**.** The flyover would have an overall length of 1,550 m (5,084 ft), ending at the northerly end point (gore point) of the northbound New Dock Street on-ramp onto the bridge. The left lane of the flyover would converge with the SR-47 through lane to the left; the right lane of the flyover would continue as a northbound SR-47 through lane and would continue to SR-47. The flyover would be located entirely within the City and Port of Long Beach.

Alignment B (Alternative 1A – Haunch Bridge Design): Alternative 1A is a structural variation of Alternative 1. The purpose of this alternative is to improve the aesthetic appearance of the replacement bridge over the Cerritos Channel and to span a greater horizontal distance across the channel between columns. This is accomplished by increasing the span lengths over the channel and arching the superstructure soffits (the bottom of the bridge structure). Under this alternative, the new bridge would be supported by two piers (four columns) in the Cerritos Channel, compared to four piers (eight columns) under Alternative 1; the minimum vertical clearance between the piers would be of 14.3 m (47 ft). With this alternative, the new bridge would be supported by two piers in the channel, with a minimum vertical clearance of 14.3 m (47 ft) over the mean high water level (MHWL), the same as Alternative 1.

Other aspects of this alternative would be the same as Alternative 1.

Alignment C (Alternative 2 – SR-103 Extension to Alameda Street): With this alternative, as with Alternative 1, the flyover would be constructed, a new fixed-span bridge would be constructed, and the existing Schuyler Heim Bridge would be demolished. Additionally, modifications to the northbound and southbound approaches to the bridge would be constructed. Similar to Alternative 1, a new southbound off-ramp and northbound onramp at New Dock Street on Terminal Island would be constructed.

This alternative also would extend SR-103 from south of West Hill Street to the northwest on a four-lane viaduct to join Alameda Street between Sepulveda Boulevard and I-405. Improvements to SR-103 would begin approximately 3.2 km (2 mi) north of the Schuyler Heim Bridge and extend a distance of approximately 2.6 km (1.6 mi). The viaduct would cross over the Union Pacific Railroad Manual Yard and San Pedro Branch line, through the Southern California Edison (SCE) utility corridor, across the Los Angeles Harbor Department Warehouse 16/17 area, and over Sepulveda Boulevard, then turn parallel to the western boundary of the Intermodal Container Transfer Facility (ICTF) to the centerline of Alameda Street. The viaduct would return to grade south of the Wardlow Road (and E. 223rd Street) ramps to I-405. Improvements would be made to the existing SR-103 to accommodate the southerly and northerly end connections of the viaduct.

The flyover would be the same as under Alternative 1 although with this alternative, after joining with SR-47, the right lane of the flyover would continue to SR-103.

Alignment D (Alternative 3 – Bridge Avoidance): This alternative was developed specifically as a potential avoidance alternative for the purpose of the Section 4(f) analysis. It was conceived to preserve the existing Schuyler Heim Bridge following construction of a new fixed-span bridge on an alignment east of the existing bridge. Under this alternative, the new bridge would have the same lane configuration as the replacement bridge for Alternative 1. The existing Schuyler Heim Bridge would be seismically retrofitted before construction of the new bridge; however, the Schuyler Heim Bridge would no longer be used for transportation purposes once the new span goes into operation. This alternative was conceived to include

seismic retrofit so that the existing Schuyler Heim Bridge could remain standing but unused. The retrofit would be for safety purposes, to ensure that the existing bridge would not collapse and result in safety hazards or damage to the new bridge or to the adjacent Badger Avenue Bridge and thus avoid demolition of a historic resource.

The existing Schuyler Heim Bridge may be required to be demolished to comply with U.S. Coast Guard (Coast Guard) permit requirements. In preliminary consultations held in December 2005, the Coast Guard stated that the bridge would not be allowed to remain in place but unused. The Coast Guard further indicated that their permit to construct a replacement bridge would include a requirement for subsequent demolition of the Schuyler Heim Bridge.

Alignment E (Alternative 4 – Bridge Replacement Only): This alternative would replace the existing Schuyler Heim Bridge (lift bridge) with a fixed-span bridge largely along the existing bridge alignment, as described under Alternative 1. With this alternative, no roadway improvements would occur. With this alternative, therefore, the SR-47 Expressway described in Alternative 1 would not be constructed; and the SR-103 extension to Alameda Street described in Alternative 2 would not be constructed.

Alignment F (Alternative 5 – Transportation System Management): The Transportation System Management (TSM) alternative is designed to identify low-cost, easily implemented improvements as an alternative to construction of more expensive improvements. For this project, the TSM alternative focuses on improvements to routes that parallel the proposed SR-47 Expressway, and that serve the same trips. These trips include trucking drayage trips to and from the ICTF, and trips destined to and from the Ports via Alameda Street, Henry Ford Avenue, and SR-47. The TSM alternative would include measures to improve capacity and traffic circulation at the Port of Long Beach and Port of Los Angeles through policy changes and use of the latest technologies. With this alternative, capital investment would be minimal compared to the previous alternatives addressed.

The TSM alternative for this project includes the following key elements:

- Intelligent Transportation Systems (ITS): Systems applications in and around the Ports area, with special emphasis on truck movements. These include measures to improve traffic circulation through traffic control, incident management, traffic surveillance, and traffic information dissemination with the aid of intelligent transportation system devices and systems.

- Lower-cost roadway and intersection improvements: Measures include restriping to provide additional turn lanes and acceleration lanes and traffic signalization improvements, primarily within existing rights-of-way.

- Minor roadway widening: There also could be peak-hour parking prohibitions to remove midblock bottlenecks along selected roadways.

Alignment G (Alternative 6 – No Build): Under the No-Build alternative, there would be no changes 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 collapse under strong seismic conditions. Maintenance activities would continue and would include application of protective coatings; lift mechanism repairs; deck resurfacing; and other, similar, maintenance activities. The existing SR-47 roadway would function with current and increasing levels of congestion.

1. Is there a "core" corridor common to all alternates? Yes ☒ No ☐
   The Schuyler Heim Bridge is common to all build alternatives.

D. Basis of Findings

The sources used in the preparation of this report were both primary and secondary in nature, and are identified in the References section at the end of this document. Information was gathered from the right-of-way studies conducted by Alameda Corridor Transportation Authority.

E. Describe the Displacement Area: (neighborhood, amenities, access, facilities, general occupancy characteristics)

No residential areas exist within the area of displacement; no residential properties would be displaced. Displacements of industrial/commercial businesses would occur. The majority of the businesses are machine shops, autobody shops, recycling facilities, and container storage type businesses.

The displacement area is along the project alignments within the Cities of Long Beach, Los Angeles and Carson. In general the displacement area is located along SR-47, north of Ocean Boulevard and south of Alameda Street. The area is highly developed with heavy industrial, commercial, and transportation uses associated with the nearby Ports of Los Angeles and Long Beach. Access to the areas is primarily via SR-47.

The local amenities within the immediate area and their distances from the project site include:

- Hudson Park, approximately 0.25 mile east of Alternative 2;
- Admiral Kidd Park, approximately 0.5 mile east of Alternative 2;
- East Wilmington Park, approximately 0.3 mile east of Alternative 1;
- Banning Park, approximately 1 mile west of Alternative 1; and
- East Wilmington Park, approximately 1 mile west of Alternative 1.

The schools in the area and their distances from the project site include:

- Hudson Elementary School, adjacent and to the east of Alternative 2;
- Cabrillo High School, adjacent and to the east of Alternative 2;
- Holy Family Grammar School, approximately 0.5 mile west of Alternative 1; and
- Wilmington Park Elementary School, approximately 0.7 mile west of Alternative 1.

None of the school or park properties would be acquired as part of the project.

F. Estimated Displacement Units by Alignment

Alignment A (Alternative 1 – Bridge Replacement and Expressway): Under Alternative 1, there would be no residential displacements. There would be full acquisition of 11 Assessor-numbered parcels (6 ACTA-numbered parcels, all privately owned); 5 APN-numbered parcels are vacant, and 6 businesses would require relocation. There would also be approximately 129 partial takes (aerial/highway easements) and 82 temporary construction easements. Nine slips would be acquired at the Leeward Bay Marina.

Alignment B (Alternative 1A – Haunch Bridge Design): The only difference between this alignment and Alignment A is the design of the new bridge, which would have no effect on the number or type of displacements. Therefore, as with Alternative 1, there would be no residential displacements. There would be full acquisition of 11 APN-numbered parcels (6 ACTA-numbered parcels, all privately owned); 5 APN-numbered parcels are vacant, and 6 businesses would require relocation. There would also be approximately 129 partial takes (aerial/highway easements) and 82 temporary construction easements. Nine slips would be acquired at the Leeward Bay Marina.

Alignment C (Alternative 2 – SR-103 Extension to Alameda Street): Under Alternative 2, there would be no residential displacements. There are 118 partial takes (aerial/permanent highway easements) and 73 temporary construction easements. Under Alternative 2, two businesses would require relocation as a result of permanent highway easements.

Alignment D (Alternative 3 – Bridge Avoidance): There would be no residential or non-residential displacements requiring relocation. This alternative would result in approximately 61 partial takes (aerial/highway easements) and 41 temporary construction easements. Nine slips would be acquired at the Leeward Bay Marina.

Alignment E (Alternative 4 – Bridge Replacement Only): Under Alternative 4, there would be no residential or non-residential displacements requiring relocation assistance. This alternative would result in 17 partial takes (aerial/highway easements) and 8 temporary construction easements.

Alignment F (Alternative 5 – Transportation System Management): Under the TSM Alternative, there would be minimal construction. Therefore, no relocations or displacements are anticipated.

Alignment G (Alternative 6 – No Build): Under the No-Build Alternative, no relocations or displacements would occur.

	ALIGNMENTS						
Residential:	**A**	**B**	**C**	**D**	**E**	**F**	**G**
Owner occupants of single-family residences:	–	–	–	–	–	–	–
Tenant occupants of single-family residences:	–	–	–	–	–	–	–
Tenant occupants of multiple-unit residences:	–	–	–	–	–	–	–
Owner occupants of mobile homes:	–	–	–	–	–	–	–
Tenant occupants of mobile homes:	–	–	–	–	–	–	–
TOTAL RESIDENTIAL UNITS:	0	0	0	0	0	0	0
TOTAL PERSONS:	0	0	0	0	0	0	0
(average #/household)	-	-	-	-	-	-	-

	ALIGNMENTS						
Nonresidential:	**A**	**B**	**C**	**D**	**E**	**F**	**G**
Commercial businesses:		–				–	–
Industrial/manufacturing business:	6	6	2	6	0	–	–
Nonprofit organizations:	–	–				–	–
Agricultural/farms:	–	–				–	–
TOTAL NONRESIDENTIAL UNITS:	6	6	2	6	0	0	0
TOTAL UNITS:	6	6	2	6	0	0	0
						–	–

G. Type of Displacement Improvements

	ALIGNMENTS						
	A	**B**	**C**	**D**	**E**	**F**	**G**
Single-family residence:	–	-	-	-	-	-	–
Duplex/triplex (multi-unit residences):	–	–	-	-	-	-	–
Apartments (multi-unit residences), 4 or more:	–	–	-	-	-	-	–
Sleeping rooms/shared quarters:	–	–	--	-	-	-	–
Mobile homes:	-	-	-	-	-	-	–
TOTAL UNITS:	0	0	0	0	0	0	0

H. Adequate Relocation Resources Exist for:

	Yes	No
Residential owners	☐	☐
Residential tenants	☐	☐
Mobile homes	☐	☐
Businesses	☒	☐
Nonprofit organizations	☐	☐
Agriculture	☐	☐

No residential properties, mobiles homes, nonprofit organizations, or agricultural areas would be acquired in association with implementation of this project.

1. *The closest replacement area identified is within Zip Codes 90744, 90810, and 90813. However, based on previous experience and current research, it is challenging to relocate the types of businesses that are being displaced as a result of this project. Given the declining percentage of land under manufacturing and industrial use in most cities, the availability of land for uses such as container storage, recycling facilities, landfill, trucking related businesses and other industrial uses is limited. Therefore, relocation sites outside the immediate vicinity would be considered.*
2. The relocation area is comparable in terms of amenities, public utilities, and accessibility to public services, transportation, and shopping. Yes ☒ No ☐

   The relocation area is an urban area with all amenities and public utilities in place.
3. The relocation resources (are) () affordable to residential displacees, given the use of replacement housing payments. However, *there are no residential displacements as a result of the project.*
4. *The project would not result in any typical residential displacements. Businesses in this area have been known to have resident caretakers on their properties. If any of the businesses that are being relocated include resident caretakers, appropriate relocation could be provided for these resident caretakers. The 9 slips that would be acquired at the Leeward Bay Marina could result in relocation of one resident.* [1] *However, these live aboard residents rent slips on a month-to-month basis. According to the rental agreements, the Port can give these tenants 30-day advance notice to vacate for any reason and the Port is not responsible to compensate its tenants. Other public projects that may require displacements (either residential or non-residential) in the area include Pier 400 Container Terminal and Transportation Corridor Project, Wilmington Parkway, Pacific Corridor Redevelopment Project, San Pedro, Southern California International Gateway, Piers D, E, F Terminal Redevelopment, Piers G & J Terminal Redevelopment Project, Pier A West Expansion Project, Pier S Marine Terminal, Pier J South Terminal, Pier T, Long Beach LNG Terminal, and Gerald Desmond Bridge Replacement Project. However, it is anticipated that these projects would undertake a study of relocations and abide by the regulations governing relocations.*
5. *The State's relocation program is adequate to successfully relocate all displacees.*
6. *The business and industries to be relocated are machine shops, autobody shops, recycling, container storage type uses. Given the nature of these businesses, they are not compatible with residential and office commercial uses. The area in the vicinity of the Ports has developed as an industrial area suitable for locating such businesses due to lack of residential uses in the vicinity. The amount of land under industrial uses has been on a decline in the Los Angeles area. Industrial uses are largely perceived as undesirable due to issues related to use of hazardous materials, contamination and noise/traffic nuisances. For this reason, the relocation of businesses would likely have to occur in close vicinity where other such and similar uses exist. If the uses cannot be relocated within the Port area, locations outside Los Angeles County would be considered. Acquisition and relocation alternatives would be evaluated once a preferred alternative is available. All efforts would be made to relocate the businesses within a suitable replacement area and/or just compensation would be provided.*
7. *Last Resort Housing Program payments are not anticipated, as no households would be relocated as a result of the project.*
8. *It is not anticipated that construction of replacement housing under the Last Resort Housing Program will be required.*
9. *A field office will not be required for this project.*

[1] Based on a conservative estimate, 15% of the boat slips within POLA and POLB contain live-aboard residents. To arrive at the number of live-aboards likely to be relocated as a result of Alternatives 1, 1A, and 3, calculating fifteen percent (15%) of the nine (9) slips would equate to possibly taking one (1) resident at the Leeward Bay Marina. Therefore, for the calculations in this DRIR, it is assumed that one live-aboard resident would be relocated. Source: Harley Martin, CH2MHILL, in conversation with Rick Adler at POLA Property Management Division and Larry Ditchkus at POLB Property Management Division on February 16, 2006.

DETAILED ANALYSIS

I. DISPLACEMENT AREA

1. Residential Displacements

The project would not result in any typical residential displacements. Businesses in this area have been known to have resident caretakers on their properties. If any of the businesses that are being relocated include resident caretakers, appropriate relocation could be provided for these resident caretakers. The 9 slips that would be acquired at the Leeward Bay Marina under Alternatives 1, 1A, and 3 could result in relocation of one resident.

2. Business and Nonprofit

1. Number of businesses directly impacted by the project.
Six businesses would be relocated as a result of alternatives 1, 1A, and 3; these include recycling facilities, transportation company repair shop, materials, transportation system and facilities management company. All of these businesses are on parcels zoned as commercial/industrial.

Under Alternative 2, two buildings (not entire parcels) would be acquired as Permanent Highway Easements, thereby denying them of their existing use. One of these buildings is owned by Corridor Properties, and the other is an industrial building owned by Southern California Edison. Note that in the after condition, the permanent and aerial highway easements could allow for temporary uses, such as parking, temporary structures such as storage sheds or trailers, and storage of non-hazardous materials.

Alternatives 4, 5, and 6 would not require relocation of any businesses and/or nonprofits.

	Alignments												
	A		**B**		**C**		**D**		**E**		**F**		**G**
Construction													
Manufacturing													
Retail													
Government													
Nonprofit													
Service	6		6		2		6		0		0		0
TOTAL	6		6		2		6		0		0		0

2. Age of business:

	Alignments												
	A		**B**		**C**		**D**		**E**		**F**		**G**
1–3 Years													
4–7 Years	6*		6*		2*		6*		0*		0*		0*
8–15 Years													
Over 15 Years													

*This is an estimate based on the average age of similar types of businesses in the area. Interviews with the businesses, to be conducted later in the process, would reveal the exact age of the business at its existing location.

3. Estimated number of employees:
   Note: Small business is defined as 500 or fewer employees. Over 500 = No reestablishment payment.

	Alignments												
	A		B		C		D		E		F		G
1–20	X (Max5x20=100)		X (Max5x20=100)		X (Max 2x20=40)		X (Max5x20=100)		-		-		-
21–100													
101–500													
Over 500													

Note: 1-20 employees for each business. Please note that this is a conservative estimate available at this time. Once a project alternative is selected, a detailed interview will take place with the business owners to obtain relevant information about their businesses.

4. There are no businesses impacted by the project that are assumed to be minority owned.

5. Number of the different type of facilities:

	Alignments												
	A		B		C		D		E		F		G
Strip commercial													
Small shop-center													
Regional center													
Single structure	6		6		2		6		0		0		0
Mixed residential													
Industrial park													
Low rent area													

Note: As shown above, only single structure buildings will be impacted.

3. Agricultural Impact: Analysis of farm operations, and how impacted, especially if part take and owners or tenants working will be displaced

1. Type of agriculture: *The proposed project would not result in any agricultural impacts.*

II. REPLACEMENT AREA

A. Describe in Relationship to the Local Town/Community and to the Displacement Area
The EIS/EIR for the project is currently under preparation and will evaluate the environmental impacts of the various alternatives for the project. Upon completion of the environmental review process, which includes opportunity for public input, a feasible alternative will be chosen. The acquisition process would begin once a preferred alternative has been adopted by the lead agency. No residential relocations are anticipated under any alignment. However, in the event replacement is needed, the replacement area would be determined based on the adopted alternative and available replacement housing.

1. Housing stock:
   a. Number of single-family residences: N/A____
   b. Number of multiple-family units: N/A____
   c. Number of mobile homes and other: N/A____
   d. TOTAL HOUSING UNITS (a+b+c): N/A____
   No residential acquisitions would occur.

2. Vacancy rate expressed as a percent:

	For Rent	For Sale
Single-family residences	N/A____	N/A____
Multiple-family units	N/A____	N/A____
Mobile homes	N/A____	N/A____

No residential acquisitions would occur.

3. Housing characteristics:
No residential acquisitions would occur.

4. Average prices of typical single-family homes that are DS&S for the displacement properties:
No residential acquisitions would occur.

B. Business and Nonprofit Replacement

1. Number of business sites that will be available for rent, purchase, or development
No business sites will be available for rent, purchase, or development as a result of the project alternatives.

	Alignments												
	A		**B**		**C**		**D**		**E**		**F**		**G**
Construction	-		-		-		-		-		-		-
Manufacturing	-		-		-		-		-		-		-
Retail	-		-		-		-		-		-		-
Government	-		-		-		-		-		-		-
Nonprofit	-		-		-		-		-		-		-
Service	-		-		-		-		-		-		-
Total	0		0		0		0		0		0		0

2. Discuss difficulties the businesses may encounter in finding replacement property because of:

   a. Replacement site requirements: *The businesses require similarly zoned commercial/industrial land that allows uses such as recycling and auto body shops. No other requirements exist.*
   b. Lease rates or purchase price: *No difficulties related to lease rates or purchase price are anticipated.*
   c. Financial capacity of the businesses to accomplish move: *No difficulties related to lease rates or purchase price are anticipated. All eligible businesses, as determined by the Uniform Relocation Act, will receive relocation assistance.*
   d. Special services that may be needed to assist businesses relocate (e.g. rezoning, reduced CUP costs, advanced payments, construction of replacement site, professional services to plan the move or obtain replacement site, business loans, special consideration by the local agency): *No special services have been identified. See response to 2.c., above.*

3. Discuss difficulties the employees may have if the business relocated as planned: *If the businesses are relocated in the vicinity of their existing location, no impacts or, at most, minor impacts to employees would occur. However, if the businesses are relocated far from the displacement site, employees may need to relocate with the business or find new employers. However, this remains undetermined at this point in the process and would be given due consideration once the relocations are finalized. Once a preferred alternative is selected, an interview process with the business owners would be initiated. As a result of the interview process, more detailed information regarding type of business and employees would become available.*

4. Discuss difficulties the employees may have if the business cannot relocate as planned: *See response to 3, above.*

C. Residential Replacement

1. Section 8 rental limits: *No Section 8 housing would be displaced.*
2. Replacement neighborhood is homogeneous to displacement area. *No residential displacements would occur.*
3. General condition of displacement neighborhood: *No residential displacements would occur.*
4. Condition of units being displaced:
   N/A Very Good ☐ Good ☐ Average ☐ Fair/Poor ☐
5. Compared to condition of units in replacement area:
   N/A Very Good ☐ Good ☐ Average ☐ Fair/Poor ☐
6. Number of mobile home parks directly impacted by the project 0.
7. Number of mobile homes directly impacted by the project 0 within the park.
8. Number of mobile homes directly impacted by the project 0 that are not in a mobile home park.

D. Comparative Data

Not applicable, as no residential displacements would occur.

	DISPLACEMENTS	PROJECT AREA	REPLACEMENT AREA
Total housing units	0	0	0
% owner occupied	0	0	0
% renter occupied	0	0	0
Total housing units vacant	0	0	0
Vacancy rate	0	0	0
Housing units for sale	0	0	0
Housing units for rent	0	0	0
Persons per household	0	0	0
Median housing value	0	0	0

III. RELOCATION RESOURCES

A. Adequate Resources (availability, funds, staffing, time) exist for all displacees

Adequate resources exist.

B. The Replacement Area Chosen and Used as a Basis for Relocation Resources

The project is in an active industrial/commercial area, and suitable replacement sites are available in the market.

C. Adequacy of Market Availability

Market availability is expected to be adequate to meet the relocation demands of the project alternatives.

IV. RELOCATION PROBLEMS AND PROGRAMS

A. Relocation Problems

No relocation problems related to the categories provided below are anticipated.

Elderly *	Yes ☐	No ☒	Minorities	Yes ☐	No ☒
Low income (30%)	Yes ☐	No ☒	Overcrowded residence	Yes ☐	No ☒
Low income (poverty)	Yes ☐	No ☒	Handicapped*	Yes ☐	No ☒
Last resort housing const.	Yes ☐	No ☒	Minority business	Yes ☐	No ☒
Marginal business*	Yes ☐	No ☒	Other	Yes ☐	No ☒
Lack of availability	Yes ☐	No ☒			

*All indicate special advisory assistance will be needed.

B. Housing Impact

This project will not impact the local housing stock for the community, as no residential displacements would occur.

C. Conclusion

The right-of-way surveys have recently been completed. Once the environmental review process is completed and public input has been sought, a preferred alternative will be chosen. Acquisition and relocation alternatives would be evaluated once a preferred alternative is available. All efforts would be made to relocate the businesses within a suitable replacement area and/or just compensation would be provided.

All relocation activities would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources shall be available to all displacees without discrimination.

FINAL CONCLUSION: *The project alternatives would not result in any residential displacements. Relocation of not more than 6 businesses would occur under any alternative studied in this report. The project is in an active industrial/commercial area. Suitable replacement sites are available in the market and would be adequate to meet the replacement needs generated by the project.*

REFERENCES

Printed References
Alameda Corridor Transportation Authority. 2005 and 2007. Draft Right-of-Way Drawings.

Thomas Bros Guide. 2005. Los Angeles County.

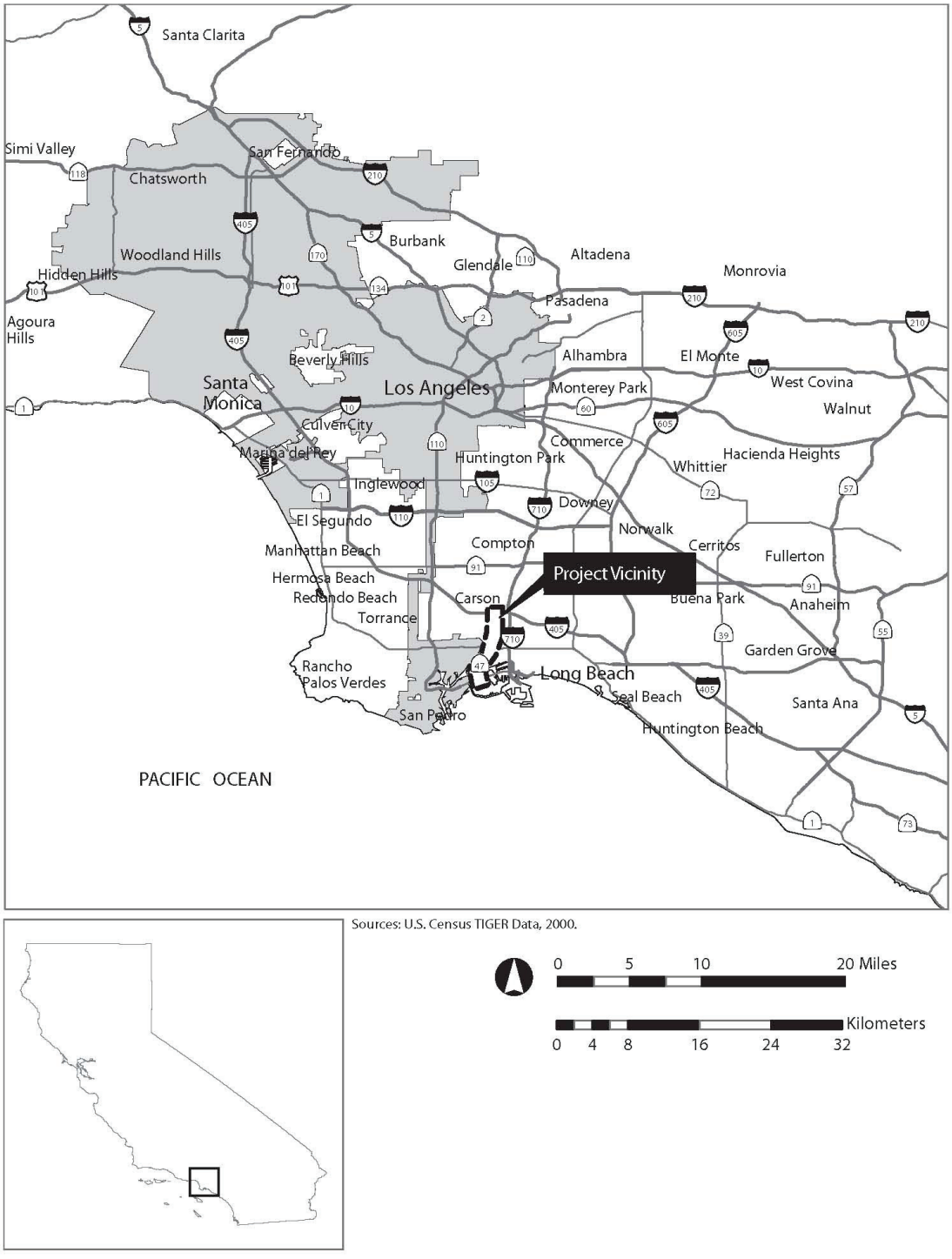
United States Bureau of Census. 2000. TIGER data files.

Personal Communications
Haney, Dean. Real Estate Agent. CB Richard Ellis, Los Angeles, CA. January 2006—telephone conversation.

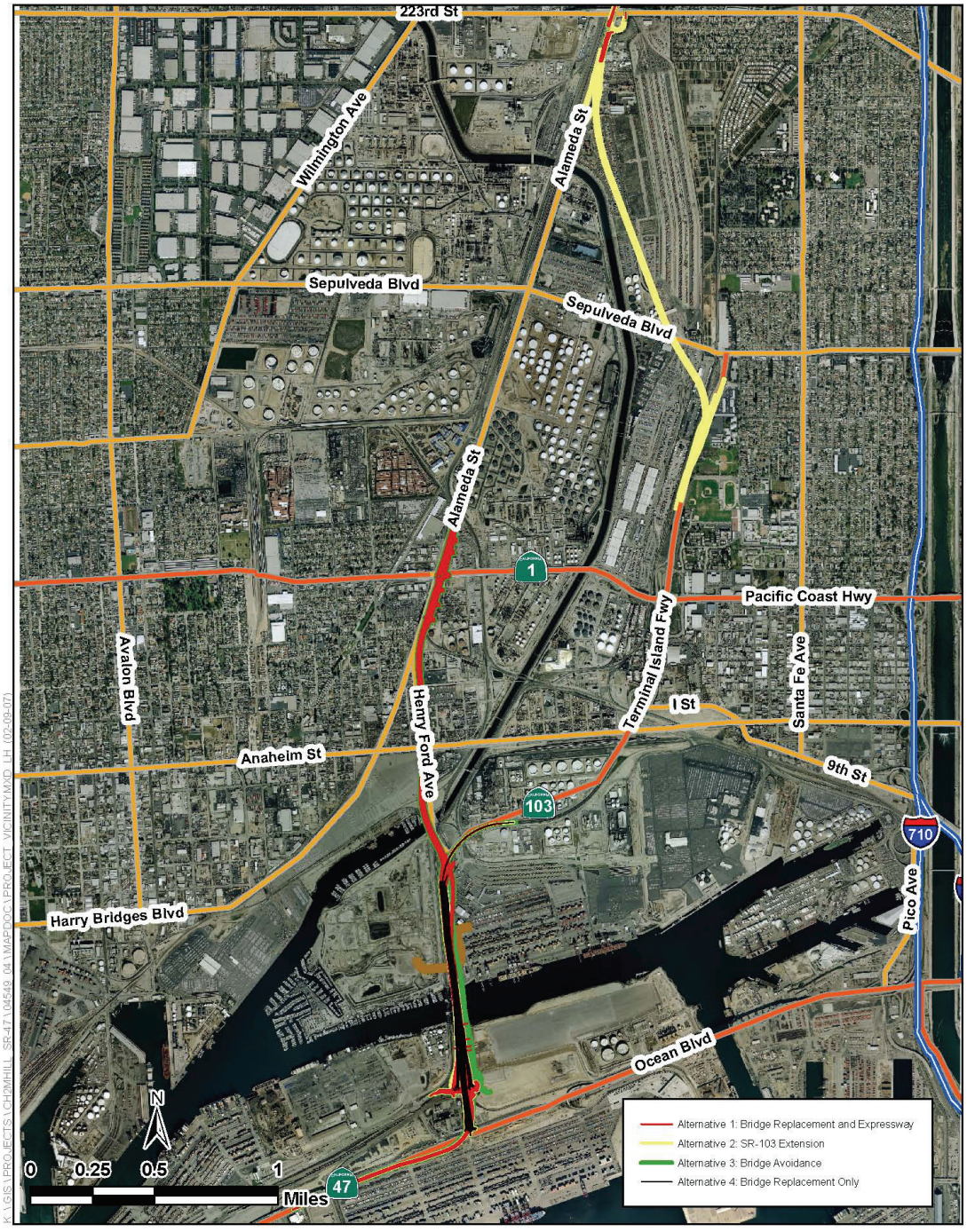
Martin, Harley. CH2M HILL. February 2006—telephone conversation with Rick Adler at POLA Property Management Division and Larry Ditchkus at POLB Property Management Division.

Osterberg, Bret. Real Estate Agent. Lee Associates, Los Angeles, CA. January 2006—telephone conversation.

Attachment 1: Regional Location Map

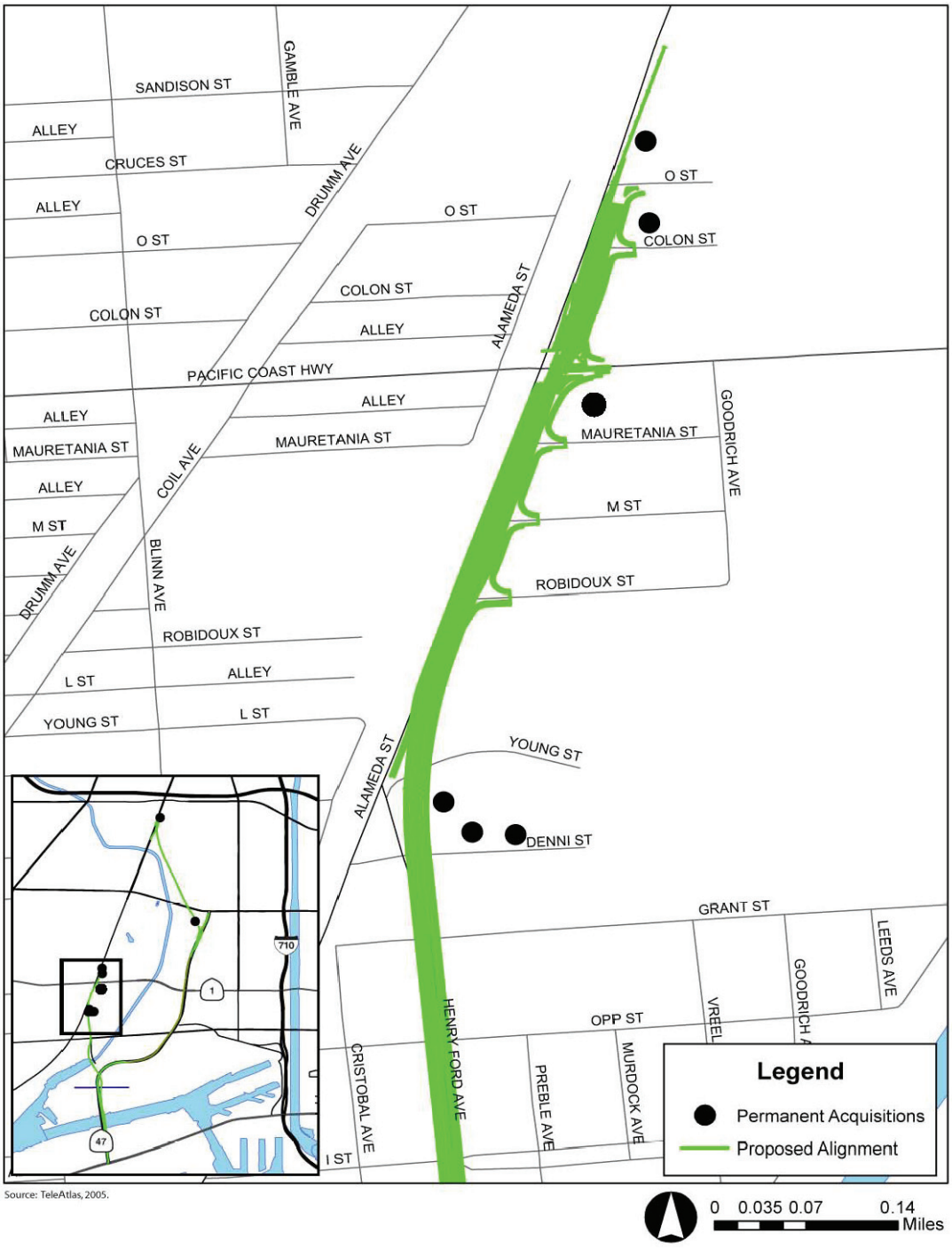


Attachment 2: Project Map

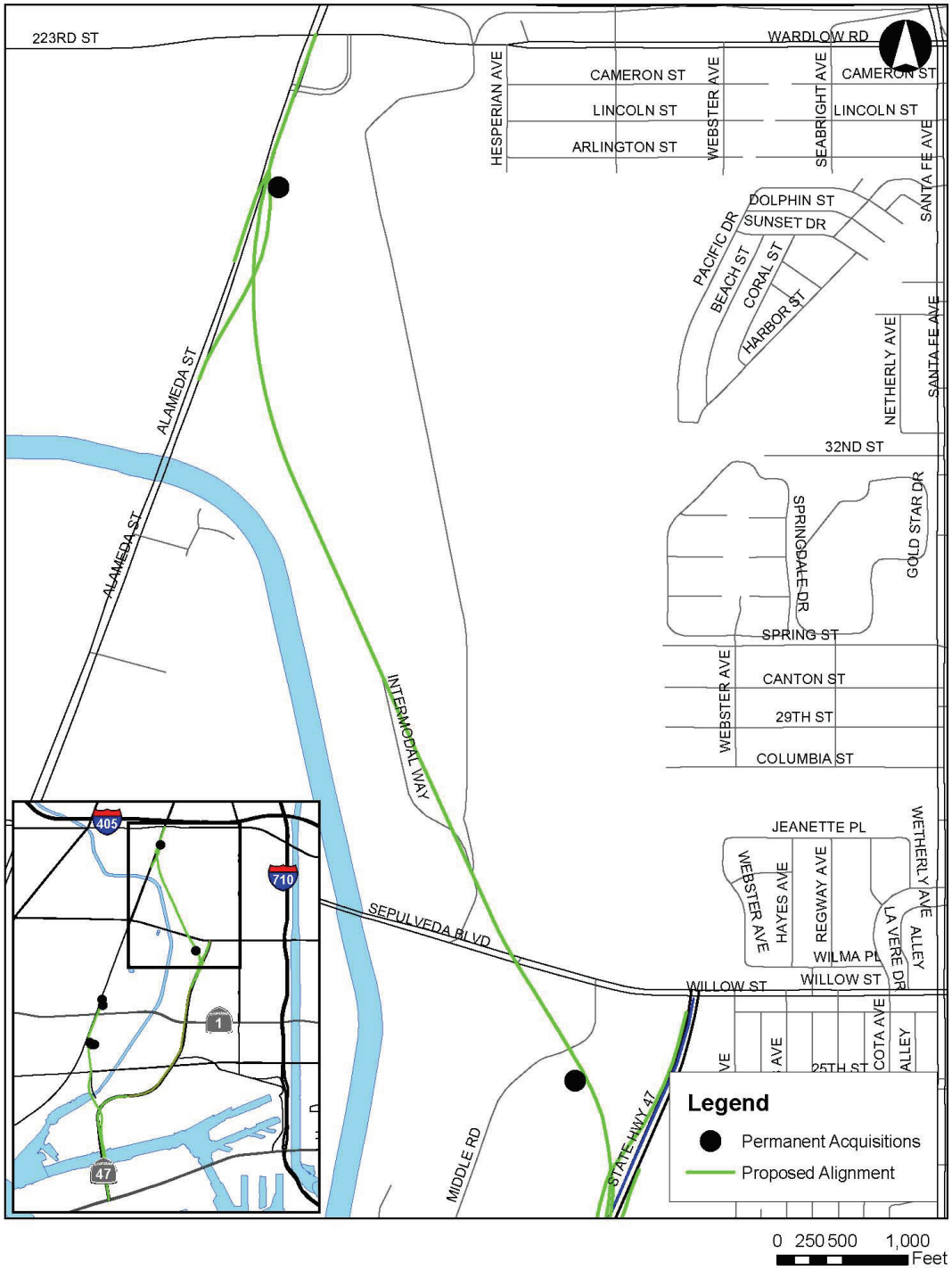


SOURCE: ESRI Streetmap USA (2006)

Attachment 3: Displacement Area Map – Location of Businesses to Be Relocated under Alternatives 1 and 1A.



Attachment 4: Displacement Area Map – Location of Businesses to Be Relocated under Alternative 2



DEPARTMENT OF TRANSPORTATION
DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606
TDD (213) 897-6610

Flex your power!
Be energy efficient!

August 23, 2004

File: 07-LA-47
KP 4.5/8.5 (PM 2.8/5.3)
Schuyler Heim Br. Replacement and
SR-47 Expressway
EA 199900

Dear Concerned Individuals and Interested Parties:

Notice of Scoping/Initiation of Studies

Caltrans is formally initiating studies for a proposed project in the Los Angeles/Long Beach Harbor area. The project involves replacing the seismically-deficient Schuyler Heim Bridge and improving the SR 47/Henry Ford Avenue/Alameda Street transportation corridor by constructing an elevated expressway from the Heim Bridge to SR 1 (Pacific Coast Highway). It is proposed to replace the existing vertical lift bridge with a fixed structure; various alternative alignments, heights and clear channel widths are being considered. Alternatives are also being considered for the expressway/SR 103 interchange in the expressway portion of the project. The proposed work will require additional Right of Way. The attached map shows the general limits of the proposed study.

During 2002, Caltrans and ACTA began formal public scoping and initiation of environmental studies for the proposed project. Notice letters were sent to federal, state, and local agencies on January 28, 2002. Notices were published in local newspapers advertising the public scoping and open house meetings on February 13, 2002. Public comments were received until February 28, 2002. Budgetary constraints then led Caltrans to temporarily suspend the project.

It is anticipated that the appropriate environmental document will be an Environmental Impact Report/Environmental Impact Statement (EIR/EIS). However, this will be determined by the results of the environmental studies that will be conducted.

It would be appreciated if you would notify us of any existing facilities or planned developments surrounding the project study area. Caltrans anticipates that working cooperatively with the public in an effort to exchange ideas will assure that all pertinent factors are considered and that a mutually acceptable transportation solution will result. Any comments or suggestions you may have concerning alternatives to be studied or potential social, economic, and environmental impacts associated with this project are welcome.

A Public Scoping Meeting will be held on September 9, 2004 at the Wilmington Senior Center located at 1371 Eubank Ave., Wilmington, CA 90744 from 5:30pm to 7:30pm. This will be an informal meeting with displays available for review; questions and comments will also be solicited.

We will be pleased to have your ongoing participation on this project. Please send any written comments by September 30, 2004 to:

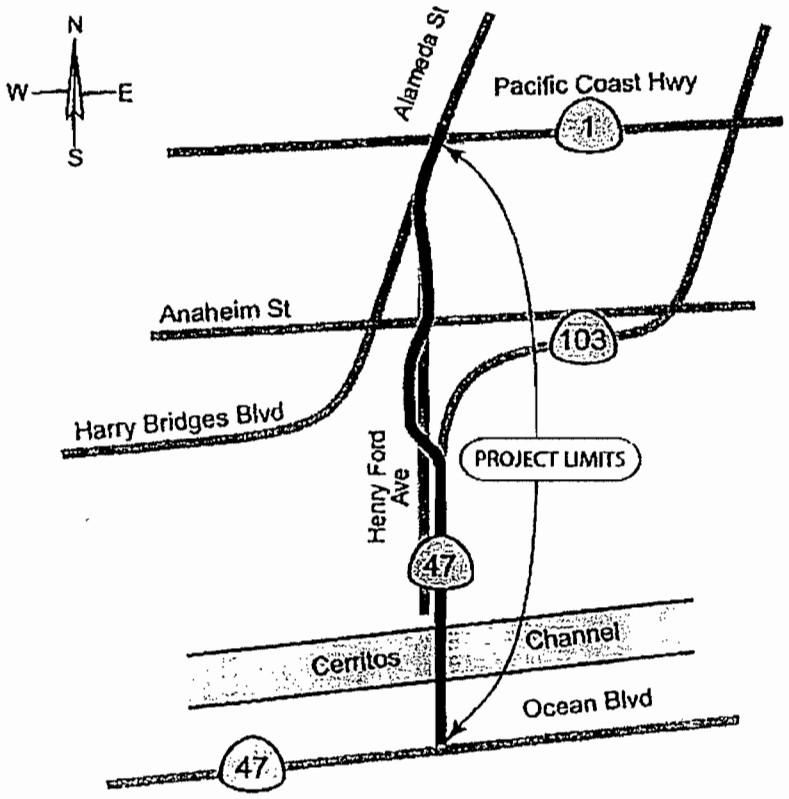
Mr. Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning (LA 47 KP 4.5/8.5 (PM 2.8/5.3))
Caltrans
120 S. Spring Street (MS 16A)
Los Angeles, CA 90012

If you have any questions please contact Karl Price at (213) 897-1839 (e-mail: Karl_Price @dot.ca.gov). Caltrans would like to thank you for your participation and interest in this transportation project study.

Sincerely,

Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning

State Route 47 from Ocean Blvd to Pacific Coast Highway



Project Location Map

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606
TDD (213) 897-6610

Flex your power!
Be energy efficient!

August 23, 2004

File: 07-LA-47
KP 4.5/8.5 (PM 2.8/5.3)
Schuyler Heim Br. Replacement and
SR-47 Expressway
EA 199900

Dear Involved Agencies and Interested Parties:

Notice of Scoping/Initiation of Studies

Caltrans is formally initiating studies for a proposed project in the Los Angeles/Long Beach Harbor area. The project involves replacing the seismically-deficient Schuyler Heim Bridge and improving the SR 47/Henry Ford Avenue/Alameda Street transportation corridor by constructing an elevated expressway from the Heim Bridge to SR 1 (Pacific Coast Highway). It is proposed to replace the existing vertical lift bridge with a fixed structure; various alternative alignments, heights and clear channel widths are being considered. Alternatives are also being considered for the expressway/SR 103 interchange in the expressway portion of the project. The proposed work will require additional Right of Way. The attached map shows the general limits of the proposed study.

During 2002, Caltrans and ACTA began formal public scoping and initiation of environmental studies for the proposed project. Notice letters were sent to federal, state, and local agencies on January 28, 2002. Notices were published in local newspapers advertising the public scoping and open house meetings on February 13, 2002. Public comments were received until February 28, 2002. Budgetary constraints then led Caltrans to temporarily suspend the project.

It is anticipated that the appropriate environmental document will be an Environmental Impact Report/Environmental Impact Statement (EIR/EIS). However, this will be determined by the results of the environmental studies that will be conducted.

It would be appreciated if you would notify us of any existing facilities or planned developments surrounding the project study area. Caltrans anticipates that working cooperatively with other agencies and their staffs in an effort to exchange ideas will assure that all pertinent factors are considered and that a mutually acceptable transportation solution will result. Any comments or suggestions you may have concerning alternatives to be studied or potential social, economic, and environmental impacts associated with this project are welcome.

An Agency Scoping Meeting will be held on September 9, 2004 at the Wilmington Senior Center located at 1371 Eubank Ave., Wilmington, CA 90744 from 2:30 PM to 4:30 PM. A brief presentation will be made and displays will be available for review; questions and comments will also be solicited.

We will be pleased to have your ongoing participation on this project. Please send any written comments by September 30, 2004 to:

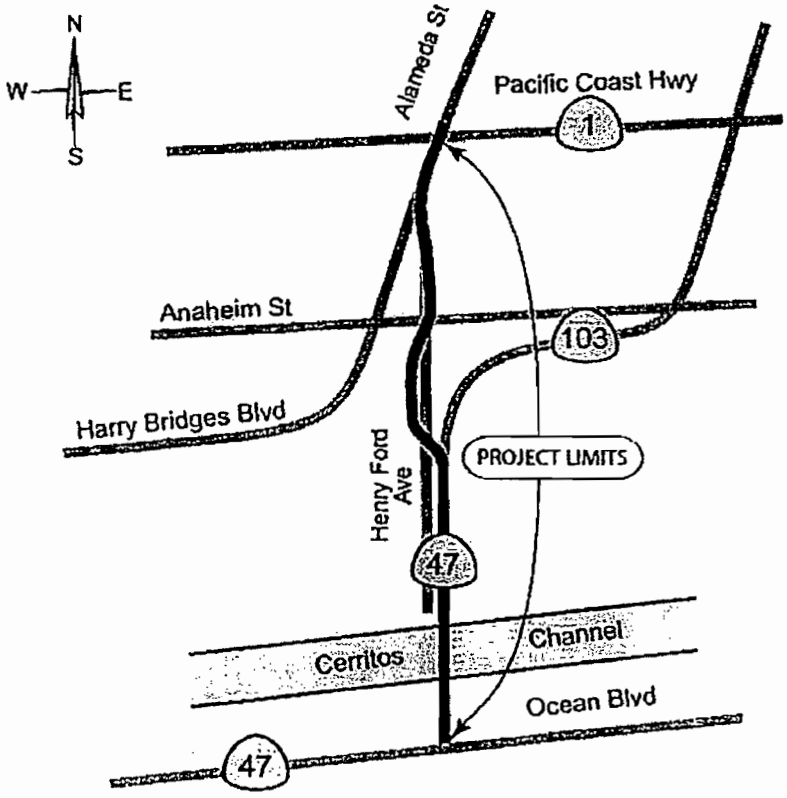
Mr. Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning (LA 47 KP 4.5/8.5 (PM 2.8/5.3))
Caltrans
120 S. Spring Street (MS 16A)
Los Angeles, CA 90012

If you have any questions please contact Karl Price at (213) 897-1839 (e-mail: Karl_Price @dot.ca.gov). Caltrans would like to thank you for your participation and interest in this transportation project study.

Sincerely,

Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning

State Route 47 from Ocean Blvd to Pacific Coast Highway



Project Location Map

Fuchs, including the Fuchs Electronics Division of Reunert Limited effective February 27, 1997 (*see* 62 FR 13933, March 24, 1997).

A **Federal Register** notice was published on March 4, 1998 (63 FR 10672) which temporarily suspended the statutory debarment against Fuchs. The Consent Agreement explicitly provided that if the compliance programs or any other parts of the agreement were not fully adhered to, debarment could be re-imposed. The Agreement also stated that the company would establish an internal compliance program and would provide an amount of money equivalent to suspended civil fines to the South African Government to support the effective implementation of its national export control regime.

Section 38(g)(4) of the AECA permits rescission of debarment after consultation with the Secretary of the Treasury and after a thorough review of the circumstances surrounding the conviction and a finding that appropriate steps have been taken to mitigate any law enforcement concerns.

The Department of State has determined that Fuchs (Pty) Ltd has taken appropriate steps to address the causes of the violations and mitigate any law enforcement concerns. Therefore, in accordance with section 38(g)(4) of the AECA and section 127.11 of the ITAR, effective July 14, 2004, the debarment against Fuchs, including the Fuchs Electronics Division of Reunert Limited, is rescinded. The effect of this notice is that Fuchs, and any divisions, subsidiaries, associated companies, affiliated persons, and successor entities may participate without prejudice in the export or transfer of defense articles, related technical data, and defense services subject to section 38 of the AECA and the ITAR.

Dated: July 14, 2004.

Lincoln P. Bloomfield, Jr.,

Assistant Secretary, Bureau of Political-Military Affairs, Department of State.

[FR Doc. 04–16589 Filed 7–23–04; 8:45 am]

BILLING CODE 4710–25–P

DEPARTMENT OF STATE

[Public Notice 4744]

Advisory Committee on International Communications and Information Policy Meeting Notice

The Department of State announces the next meeting of its Advisory Committee on International Communications and Information Policy (ACICIP), to be held on Wednesday, August 18, from 9 a.m. until 11:30 a.m., in Room 1406 of the Harry S Truman Building of the U.S. Department of State. The Truman Building is located at 2201 C Street, NW., Washington, DC 20520.

The committee provides a formal channel for regular consultation and coordination on major economic, social and legal issues and problems in international communications and information policy, especially as these issues and problems involve users of information and communications services, providers of such services, technology research and development, foreign industrial and regulatory policy, the activities of international organizations with regard to communications and information, and developing country issues.

Ambassador David A. Gross, Deputy Assistant Secretary and U.S. Coordinator for International Communications and Information Policy, will attend the meeting together with others from the Office of Communications and Information Policy at the Department of State. Items on the agenda will include Amb. Gross's forthcoming visit to China, issues on the agenda of the October meeting of the World Telecommunications Standards Assembly, reports from the sub-committees of ACICIP, international actions concerning spam, the recent preparatory meeting for Phase II of the World Summit on the Information Society, emerging technologies, and other key multilateral and bilateral issues on the agendas of meetings this fall. Amb. Gross would also like to solicit ideas from ACICIP on current issues facing the telecommunications and information sectors.

Members of the public may attend the meeting up to the seating capacity of the room. While the meeting is open to the public, admittance to the Department of State building is only by means of a pre-arranged clearance list. In order to be placed on the pre-clearance list, those interested in attending must provide name, title, affiliation, social security number, date of birth and citizenship to Avis Alston at *AlstonAC@state.gov* no later than 5:00 p.m. on Monday, August 16. All attendees must enter by the 23rd Street entrance. One of the following valid Identifications will be required for admittance: Any U.S. driver's license with photo, a passport, or a U.S. government agency ID. For security reasons, all those attendees who do not have U.S. government agency IDs must be escorted by Department of State personnel at all times when in the building.

For further information, please contact Elizabeth W. Shelton, Executive Secretary of the Committee at (202) 647–5233, or at *SheltonEW@State.gov.*

Dated: July 20, 2004.

Elizabeth W. Shelton,

Executive Secretary, ACICIP, Department of State.

[FR Doc. 04–16972 Filed 7–23–04; 8:45 am]

BILLING CODE 4710–07–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Los Angeles County, CA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Los Angeles County, California.

FOR FURTHER INFORMATION CONTACT: César Pérez, Team Leader—South Region, Federal Highway Administration, 650 Capitol Mall, Suite 4–100, Sacramento, California 95814 Telephone (916) 498–5065.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the California Department of Transportation (Caltrans) and the Alameda Corridor Transportation Authority (ACTA), will reinitiate environmental studies and prepare an Environmental Impact Statement (EIS) on a proposal to improve State Route 47 (SR–47) in Los Angeles County, California. The proposed improvement would involve replacing the seismically deficient Schuyler Heim Bridge with a new fixed-span bridge and the construction/extension of SR–47 as a new four-lane elevated expressway from the new Heim Bridge along Alameda Street to Pacific Coast Highway (State Route 1). The new fixed-span bridge would change the current vertical and horizontal clearances through the Cerritos Channel. The elevated expressway would provide a direct route from Terminal Island to Alameda Street, resulting in the elimination of five at-grade railroad crossings and ultimately reduce truck traffic on Interstates 710 and 110.

During 2002, Caltrans and ACTA began formal public scoping and initiation of environmental studies for the proposed project. Notice letters were sent to Federal, State and local agencies on January 28, 2002. Notices were prepared in the **Federal Register** and local newspapers, advertising public scoping and open house meetings, on

February 13, 2002, at 2:30 p.m. and 4:30 p.m. respectively. Public comments were received until February 28, 2002. A review of subsequent environmental studies led to FHWA to conclude that an EIS would be required. Budgetary constraints then led Caltrans to temporarily suspend the project.

Major project elements to be evaluated in the EIS include: Replacement of the vertical-lift Schuyler Heim Bridge with a fixed-span bridge; construction of an elevated four-lane expressway to State Route 1; and, potential realignment of surface roads and ramps. The EIS will consider a variety of possible alignments for these improvements, as well as the "no-build" alternative.

Letters describing the re-initiation of studies and soliciting comments will be sent to appropriate Federal, State and local agencies and to private organizations and citizens who have previously expressed, or are known to have, an interest in this proposal.

Additional public scoping and open house meetings for the Draft EIS/EIR will be held at the Wilmington Senior Center located at 1371 Eubank Ave., Wilmington, California 90745. The public meetings will be held on September 9, 2004, at 2:30 p.m. and 5:30 p.m., respectively. In addition, a public hearing will be held following completion of the Draft EIS/EIR. A public notice will published for the time and place of the hearing. The Draft EIS/EIR will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal program and activities apply to this program)

Issued on: July 20, 2004.

César E. Pérez,

South Region Team Leader, Federal Highway Administration, California Division.

[FR Doc. 04–16918 Filed 7–23–04; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF THE TREASURY

Internal Revenue Service

[EE–43–92]

Proposed Collection: Comment Request for Regulation Project

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104–13 (44 U.S.C. 3506(c)(2)(A)). Currently, the IRS is soliciting comments concerning an existing final regulation, EE–43–92 (TD 8619), Direct Rollovers and 20-Percent Withholding Upon Eligible Rollover Distributions From Qualified Plans (§§ 1.401(a)(31)–1, 1.402(c)–2, 1.402(f)–1, 1.403(b)–2, and 31.3405(c)–1.

DATES: Written comments should be received on or before September 24, 2004 to be assured of consideration.

ADDRESSES: Direct all written comments to Glenn Kirkland, Internal Revenue Service, room 6411, 1111 Constitution Avenue NW., Washington, DC 20224.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the regulation should be directed to Allan Hopkins, at (202) 622–6665, or at Internal Revenue Service, room 6407, 1111 Constitution Avenue NW., Washington, DC 20224, or through the Internet, at *Allan.M.Hopkins@irs.gov.*

SUPPLEMENTARY INFORMATION:

Title: Direct Rollovers and 20-Percent Withholding Upon Eligible Rollover Distributions From Qualified Plans.

OMB Number: 1545–1341.

Regulation Project Number: EE–43–92.

Abstract: This regulation implements the provisions of the Unemployment Compensation Amendments of 1992 (Pub. L. 102–318), which impose mandatory 20 percent income tax withholding upon the taxable portion of certain distributions from a qualified pension plan or a tax-sheltered annuity that can be rolled over tax-free to another eligible retirement plan unless such amounts are transferred directly to such other plan in a "direct rollover" transaction. These provisions also require qualified pension plans and tax-sheltered annuities to offer their participants the option to elect to make "direct rollovers" of their distributions and to provide distributees with a written explanation of the tax laws regarding their distributions and their option to elect such a rollover.

Current Actions: There is no change to this existing regulation.

Type of Review: Extension of a currently approved collection.

Affected Public: Individuals, business or other for-profit organizations, not-for-profit institutions, and Federal, State, local or tribal governments.

Estimated Number of Respondents: 10,323,926.

Estimated Time per Respondent: 13 minutes.

Estimated Total Annual Burden Hours: 2,129,669.

The following paragraph applies to all of the collections of information covered by this notice.

An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless the collection of information displays a valid OMB control number. Books or records relating to a collection of information must be retained as long as their contents may become material in the administration of any internal revenue law. Generally, tax returns and tax return information are confidential, as required by 26 U.S.C. 6103.

Request for Comments

Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval. All comments will become a matter of public record. Comments are invited on: (a) Whether the collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency's estimate of the burden of the collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology; and (e) estimates of capital or start-up costs and costs of operation, maintenance, and purchase of services to provide information.

Approved: July 15, 2004.

Glenn Kirkland,

IRS Reports Clearance Officer.

[FR Doc. 04–16965 Filed 7–23–04; 8:45 am]

BILLING CODE 4830–01–P

SMALL BUSINESS ADMINISTRATION

Small Business Size Standards: Waiver of the nonmanufacturer rule

AGENCY: Small Business Administration.

ACTION: Notice of waiver of the nonmanufacturer rule for aluminum, sheet, plate, and foil manufacturing.

SUMMARY: The U.S. Small Business Administration (SBA) is granting a waiver of the Nonmanufacturer Rule for Aluminum, Sheet, Plate, and Foil Manufacturing. The basis for waivers is that no small business manufacturers are supplying these classes of products to the Federal government. The effect of a waiver would be to allow otherwise qualified regular dealers to supply the products of any domestic manufacturer on a Federal contract set aside for small businesses or awarded through the SBA 8(a) Program.

DATES: This waiver is effective on June 23, 2004.

FOR FURTHER INFORMATION CONTACT: Edith Butler, Program Analyst, by telephone at (202) 619–0422; by FAX at (202) 205–7280; or by e-mail at *edith.butler@sba.gov.*

SUPPLEMENTARY INFORMATION: Section 8(a)(17) of the Small Business Act, 15 U.S.C. 637(A)(17), requires that recipients of Federal contracts set aside for small businesses or SBA 8(a) Business Development Program provide the product of a small business manufacturer or processor, if the recipient is other than the actual manufacturer or processor. This requirement is commonly referred to as the Nonmanufacturer Rule. The SBA regulations imposing this requirement are found at 13 CFR 121.406 (b). Section 8(a)(17)(b)(iv) of the Act authorizes SBA to waive the Nonmanufacturer Rule for any "class of products" for which there are no small business manufacturers or processors in the Federal market.

As implemented in SBA's regulations at 13 CFR 121.1204, in order to be considered available to participate in the Federal market on these classes of products, a small business manufacturer must have submitted a proposal for a contract solicitation or received a contract from the Federal government within the last 24 months. The SBA defines "class of products" based on six digit coding systems. The first coding system is the Office of Management and Budget *North American Industry Classification System (NAICS).* The second is the Product and Service Code established by the Federal Procurement Data System.

The SBA received a request on April 16, 2004 to waive the Nonmanufacturer Rule for Aluminum, Sheet, Plate, and Foil Manufacturing. In response, on May 4, 2004, SBA published in the Federal Register a notice of intent to grant the waiver of the Nonmanufacturer Rule for Aluminum, Sheet, Plate, and Foil Manufacturing. SBA explained in the notice that it was soliciting comments and sources of small business manufacturers of this class of products. In response to this notice, no comments were received from any interested party. SBA has determined that there are no small business manufacturers of this class of products, and is therefore granting a waiver of the Nonmanufacturer Rule for Aluminum, Sheet, Plate, and Foil Manufacturing, NAICS 331315.

Dated: June 2, 2004.

Barry S. Meltz,

Acting Associate Administrator for Government Contracting.

[FR Doc. 04–12848 Filed 6–7–04; 8:45 am]

BILLING CODE 8025–01–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Los Angeles County, CA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Los Angeles County, California.

FOR FURTHER INFORMATION CONTACT: César Pérez, Team Leader—South Region, Federal Highway Administration, 650 Capitol Mall, Suite 4–100, Sacramento, California 95814, Telephone (916) 498–5065.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the California Department of Transportation (Caltrans) and the Alameda Corridor Transportation Authority (ACTA), will reinitiate environmental studies and prepare an Environmental Impact Statement (EIS) on a proposal to improve State Route 47 (SR–47) in Los Angeles County, California. The proposed improvement would involve replacing the seismically deficient Schuyler Heim bridge with a new fixed-span bridge and the construction/extension of SR–47 as a new four-lane elevated expressway from the new Heim bridge along Alameda Street to Pacific Coast Highway (State Route 1). The new fixed-span bridge would change the current vertical and horizontal clearances through the Cerritos Channel. The elevated expressway would provide a direct route from Terminal Island to Alameda Street, resulting in the elimination of five at-grade railroad crossings and ultimately reduce truck traffic on Interstates 710 and 110.

During 2002, Caltrans and ACTA began formal public scoping and initiation of environmental studies for the proposed project. Notice letters were sent to federal, state and local agencies on January 28, 2002. Notices were prepared in the **Federal Register** and local newspapers, advertising public scoping and open house meetings, on February 13, 2002, at 2:30 p.m. and 4:30 p.m., respectively. Public comments were received until February 28, 2002. A review of subsequent environmental studies led the FHWA to conclude that an EIS would be required. Budgetary constraints then led Caltrans to temporarily suspend the project.

Major project elements to be evaluated in the EIS include: Replacement of the vertical-lift Schuyler Heim Bridge with a fixed-span bridge; construction of an elevated four-lane expressway to State Route 1; and, potential realignment of surface roads and ramps. The EIS will consider a variety of possible alignments for these improvements, as well as the "no-build" alternative.

Letters describing the re-initiation of studies and soliciting comments will be sent to appropriate Federal, State and local agencies and to private organizations and citizens who have previously expressed, or are known to have, an interest in this proposal. Additional public scoping meeting(s) for the EIS will be provided, as appropriate. Comments received during the prior scoping period (January 28 through February 28, 2002) will also be considered. In addition, a public hearing will be held following completion of the draft EIS. Public notice will be given of the time and place for the hearing. The draft EIS will be available for public and agency review and comments prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372

regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: June 2, 2004.

César E. Pérez,

South Region Team Leader, Federal Highway Administration, California Division.

[FR Doc. 04–12907 Filed 6–7–04; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Suffolk County, NY

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Suffolk County, New York.

FOR FURTHER INFORMATION CONTACT: Subimal Chakraborti, P.E., Regional Director, NYSDOT Region 10; State Office Building; 250 Veterans Memorial Highway; Hauppauge, NY 11788; Telephone: (631) 952–6632.

or

Robert E. Arnold, Division Administrator, Federal Highway Administration, New York Division, Leo W. O'Brien Federal Building, Room 719, Clinton Avenue and North Pearl Street, Albany, New York 12207, Telephone: (518) 431–4127.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the New York State Department of Transportation (NYSDOT) will prepare an environmental impact statement (EIS) on a proposal to reconstruct NYS Route 347 (Project Identification Number 0054.05) in Suffolk County, New York. The proposed improvements will involve the reconstruction of approximately 15 miles of the existing route from Northern State Parkway to RTE 25A in the Towns of Smithtown, Islip and Brookhaven and through the incorporated Village of Lake Grove. The improvements considered are necessary to provide for the existing and projected traffic demand along Route 347 and to improve safety. Also, included in this proposal are two new ramps on Northern State Parkway and three new grade separation improvements on Route 347 at the intersections of Route 454, Route 25 and Nicolls Road.

Alternatives under consideration include: (1) Taking no action; (2) Eight lane Arterial from Northern State Parkway to Route 454 and six lane arterial east of Route 454 to Route 25A with three grade separations and two new ramps on Northern State Parkway.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed interest in this proposal. Public information meetings will be held in the Towns of Smithtown and Brookhaven between winter of 2004 and summer of 2006. In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing. The draft EIS, when prepared, will be available for public and agency review and comment. Early public involvement and coordination efforts to identify the range of reasonable alternatives and social, economic and environmental issues to be addressed resulted in a Route 347 Corridor Study Report completed in December 2001. Also, public meetings were held for this project in May of 2002 as part of the scoping process. No additional NEPA scoping meetings are planned at this time.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the NYSDOT or FHWA at the addresses provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 315; 23 CFR 771.123

Issued on: May 26, 2004.

Douglas P. Conlan,

District Operations Engineer, Federal Highway Administration, Albany, New York.

[FR Doc. 04–12911 Filed 6–7–04; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34505]

East Brookfield & Spencer Railroad, LLC—Lease and Operation Exemption—CSX Transportation, Inc.

East Brookfield & Spencer Railroad, LLC (EB&SR), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to lease, from CSX Transportation, Inc. (CSXT), and operate approximately 4 miles of rail line. The line is a portion of CSXT's passing track located between mileposts 60 and 64 in East Brookfield and Spencer, Worcester County, MA, together with approximately 270 feet of lead track running from the passing track at milepost 63.08 to the property line of the proposed New England Automotive Gateway Facility (Facility) in East Brookfield, MA.[1]

EB&SR certifies that its projected revenues as a result of this transaction will not exceed those that would qualify it as a Class III rail carrier and states that such revenues will not exceed $5 million annually. The transaction was scheduled to be consummated on May 19, 2004.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34505, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423–0001. In addition, a copy of each pleading must be served on Betty Jo Christian, Steptoe & Johnson, LLP, 1330 Connecticut Ave., NW., Washington, DC 20036.

Board decisions and notices are available on our Web site at *http://www.stb.dot.gov.*

Decided: June 1, 2004.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

[FR Doc. 04–12766 Filed 6–7–04; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

Proposed Extension of Information Collection; Comment Request

AGENCY: Office of the Comptroller of the Currency (OCC), Treasury.

ACTION: Notice and request for comment.

SUMMARY: The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federa-

[1] As part of the lease agreement between CSXT and EB&SR, CSXT will retain certain rights to operate over the line to serve the Facility, and to use the track in the event of an operating emergency.

SCH #_____

NOTICE OF PREPARATION

TO: The State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

FROM: California Department of
Transportation, District 7
Division of Environmental Planning
120 South Spring Street
Los Angeles, CA 90012

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report for the Schuyler Heim Bridge Replacement and Alameda Corridor Truck Expressway Project
[References: Division 13, Public Resources Code, Section 21080.4]

This is to inform you that the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) will act as Lead Agencies under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA), respectively, for the proposed project described below. These agencies will prepare a joint Environmental Impact Report (EIR) and Environmental Assessment (EA). Your participation as a responsible/trustee/cooperating agency is requested in the preparation and review of this document.

We need to know the applicable permit and environmental review requirements of your agency and the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR/EA when considering your permit or other approval for the project.

Project Title: Schuyler Heim Bridge Replacement and Alameda Corridor Truck Expressway Project (Ocean Boulevard to Pacific Coast Highway)

Project Location: Cities of Long Beach and Los Angeles, Los Angeles County, California.

Project Description: The proposed project consists of replacement of the Schuyler Heim Bridge (Bridge Number 53-2618) over the Cerritos Channel at the Port of Long Beach and construction of an elevated truck expressway between the Schuyler Heim Bridge and Pacific Coast Highway (State Route [SR] 1) in the Wilmington community of Los Angeles. For further information about the project, see the attached "Additional Project Information" and the "Initial Study" checklist.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but no later than 30 days after receipt of this notice.

Please send your response and the name of a contact person in your agency, as well as any comments or questions regarding this project to Ronald Kosinski, Deputy District Director, Division of Environmental Planning, Caltrans, 120 South Spring Street (MS 16 A), Los Angeles, CA 90012.

DATE: 1-28-02

Signature:

Title: Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning

cc: District Engineer/U.S. Army Corps of Engineers
Environmental Clearance Officer/Department of Housing and Urban Development
Thomas Harrison/U.S. Coast Guard
US Coast Guard 12th District
Jim Bartel/U.S. Fish and Wildlife Service
Robert S. Hoffman/National Marine Fisheries Service
Environmental Protection Agency (EPA)/Office of Federal Activities (A-104)
EIS Coordinator, Region 9/Environmental Protection Agency
Federal Transit Administration Region 9
Federal Railroad Administration/Office of Policy and Plans
Director, Office of Environmental Affairs/Department of Health and Human Services
Cesar Perez/U.S. Department of Transportation Federal Highway Administration
Director, Office of Environmental Policy and Compliance
Charles Raysbrook/California Department of Fish and Game South Coast Region
Dennis Dickerson/State Water Quality Control Board Los Angeles Region
Deborah Lee/South Central Coast District California Coastal Commission
Executive Officer/State Lands Commission
Hans Kreutzberg/Office of Historic Preservation Department of Parks and Recreation
Office of Planning and Research
Don Drachane/State of California Air Resources Board-Attn: Bob Cross, Mobil Source Control Division
Commander/California Highway Patrol South Los Angeles Office

Additional Project Information

Purpose and Need of Project

The purpose of the proposed project is to replace the seismically inadequate Schuyler Heim Bridge and improve the SR 47/Henry Ford Avenue/Alameda Street transportation corridor by constructing an elevated truck expressway from the Schuyler Heim Bridge to SR 1.

The Schuyler Heim Bridge is one of only three bridges that connects the mainland with Terminal Island in the Ports of Long Beach and Los Angeles, which are the two largest ports in the United States, based on cargo volume. This bridge currently accommodates three 3.3- to 3.6-meter (m) (11- to 12-foot) lanes in each direction (no shoulders). The Schuyler Heim Bridge is a steel vertical lift bridge that is a popular route for truck traffic because of its relatively short and low sustained longitudinal grades; therefore, it has become a vital truck traffic link between the ports and the mainland. Because it is a vital transportation link, and due to a state mandate, the Schuyler Heim Bridge must sustain a Maximum Credible Earthquake (MCE) without collapsing.

Currently, the Schuyler Heim Bridge is in need of seismic retrofitting and major maintenance work. A previous study[1] evaluating the seismic retrofit and maintenance of the bridge determined that replacement of the bridge would be a more economically feasible alternative.

The Alameda Corridor Truck Expressway (SR 47) would be a four-lane facility constructed above Henry Ford Avenue and Alameda Street that would provide a link between the Terminal Island Freeway (SR 103) and Alameda Street. The purpose of the project is to provide a high capacity alternative route for truck traffic between Terminal Island and SR 91. The new expressway would cross over existing rail crossings and Anaheim Street. It would alleviate existing congestion on Interstate (I)-710, I-110, and local north-south streets by providing a desirable alternative route for truck traffic, and it would eliminate the heavy truck/rail conflicts that presently exist south of SR 1 at existing grade crossings.

Alternatives for the bridge replacement and truck expressway are discussed further in the next section.

Alternatives to be Evaluated

The project to be evaluated in the EIR/EA would be comprised of the replacement of the existing Schuyler Heim Bridge and construction of the Alameda Corridor Truck Expressway. Two build alternatives are being considered for the Schuyler Heim Bridge replacement, and two build alternatives are being considered for the Expressway. The alternative combinations will be evaluated in detail in the EIR/EA. The bridge replacement and truck expressway alternatives are described below.

Bridge Alternatives

Each of the alternatives listed, with the exception of the No Project Alternative, include the replacement of the existing steel vertical lift bridge with a concrete fixed bridge. In addition to the two build horizontal alignments, there are two vertical clearance options, as well as three channel-width options described below.

Bridge Alternative 1 – Existing Alignment Alternative. This alternative would replace the existing bridge with a fixed bridge within the existing alignment. The proposed fixed bridge would be wider than the existing bridge and would consist of three 3.6-m (12-foot) lanes with 3-m

[1] California Department of Transportation. *Schuyler Heim Bridge Update: Summary of CTC Briefing.* January 1999.

(10-foot) shoulders in each direction. The footprint of the fixed bridge would be widened toward the east side to avoid impacts to the railroad located immediately to the west. This fixed bridge replacement alternative would include the following vertical clearance and channel width variations:

- **Vertical Clearance Option A.** The proposed vertical clearance of the bridge would be at 11.6 m (38 feet) over Mean High Water Level (MHWL) of 1.43 m (4.7 feet). This maintains the same clearance as when the existing lift bridge is in the lowered position.
- **Vertical Clearance Option B.** The proposed vertical clearance of the bridge would be increased to 14.3 m (47 feet) over MHWL level. This profile accommodates a 13.7-m (45-foot) fireboat.
- **Channel Width Option A.** The width of the navigable channel would remain at 54.9 m (180 feet).
- **Channel Width Option B.** The width of the navigable channel would be decreased to between 42.7 and 44.2 m (140 to 145 feet).
- **Channel Width Option C.** The width of the navigable channel would be decreased to between 24.4 and 25.9 m (80 to 85 feet).

Bridge Alternative 2 – Realignment Alternative. This alternative would replace the existing Schuyler Heim Bridge with a fixed bridge on an alignment east of the existing footprint. The replacement bridge would consist of three 3.6-m (12-foot) lanes with 3-m (10-foot) shoulders on each side. This fixed bridge replacement alternative would include the following vertical clearance and channel width variations.

- **Vertical Clearance Option A.** The proposed vertical clearance of the bridge would be at 11.6 m (38 feet) over MHWL of 1.43 m (4.7 feet). This maintains the same clearance as when the existing lift bridge is in the lowered position.
- **Vertical Clearance Option B.** The proposed vertical clearance of the bridge would be increased to 14.3 m (47 feet) over MHWL level. This profile accommodates a 13.7-m (45-foot) fireboat.
- **Channel Width Option A.** The width of the navigable channel would remain at 54.9 m (180 feet).
- **Channel Width Option B.** The width of the navigable channel would be decreased to 42.7 to 44.2 m (140 to 145 feet).
- **Channel Width Option C.** The width of the navigable channel would be decreased to 24.4 to 25.9 m (80 to 85 feet).

Truck Expressway Alternatives

A Feasibility Study evaluating the following two alternatives is currently being prepared for the Truck Expressway.

Truck Expressway Alternative 1. The expressway would be constructed along Henry Ford Avenue between the Schuyler Heim Bridge and SR 1. The expressway would be elevated 6 to 22.8 m (20 to 75 feet) above ground for a total of 2.7 kilometers (km) (1.7 miles) and would join Alameda Street just south of SR 1. It would be designed to Caltrans standards and have a design speed of approximately 45 miles per hour (mph). Two lanes in each direction would be provided and right-of-way would be required along the east side of Alameda Street, north and south of SR 1,

affecting approximately 25 parcels. Permanent easements would also be required at certain locations for the elevated portions of the expressway. The project would also include minor street and intersection improvements on Alameda Street between SR 1 and SR 91. This alternative would keep SR 103 as the primary route, but it would construct new on- and off-ramps that link the existing SR 103 to the new truck expressway, just north of the Schuyler Heim Bridge, to allow trucks to travel on the expressway as an alternative. Construction of the expressway is not anticipated to significantly impact existing freeway or truck traffic.

Truck Expressway Alternative 2. This alternative differs from the first in that the Alameda Corridor Truck Expressway would become the primary route and would extend directly from the Schuyler Heim Bridge. On- and off-ramps would be constructed linking the new truck expressway to the existing SR 103, just north of the Schuyler Heim Bridge, to allow trucks to travel on SR 103 as an alternative. All other features listed for Truck Expressway Alternative 1 are the same for this alternative.

Environmental Setting

The proposed project is located in an industrialized area in and near the Ports of Long Beach and Los Angeles. The area is highly developed and includes land uses such as industrial shipyards and oil wells and refineries.

SR 47 crosses the Cerritos Channel at the Schuyler Heim Bridge. The channel is primarily used as a deep water path for the transport of goods between the Los Angeles and Long Beach harbors. It is approximately 99 m (325 feet) wide, with a depth ranging from 0.0 m/feet at the sides to about 15.2 m (50 feet) in the center. The existing vertical clearance of the bridge in its lowered position is 11.6 m (38 feet) over the MHWL, and it is 49.7 m (163 feet) over the MHWL in its raised position. The existing width of the channel beneath the bridge is 54.9 m (180 feet). There is no vegetation on the banks of the channel; therefore, it does not qualify as a federal/state wetland.

Environmental Effects

A preliminary Environmental Checklist has been prepared for this project and potential impacts to the following environmental factors have been identified: aesthetics, biological resources, hazards and hazardous materials, public services, cultural resources, hydrology/water quality, noise, air quality, geology/soils, land use/planning and transportation/traffic. The level of impact will vary depending on the alternatives selected

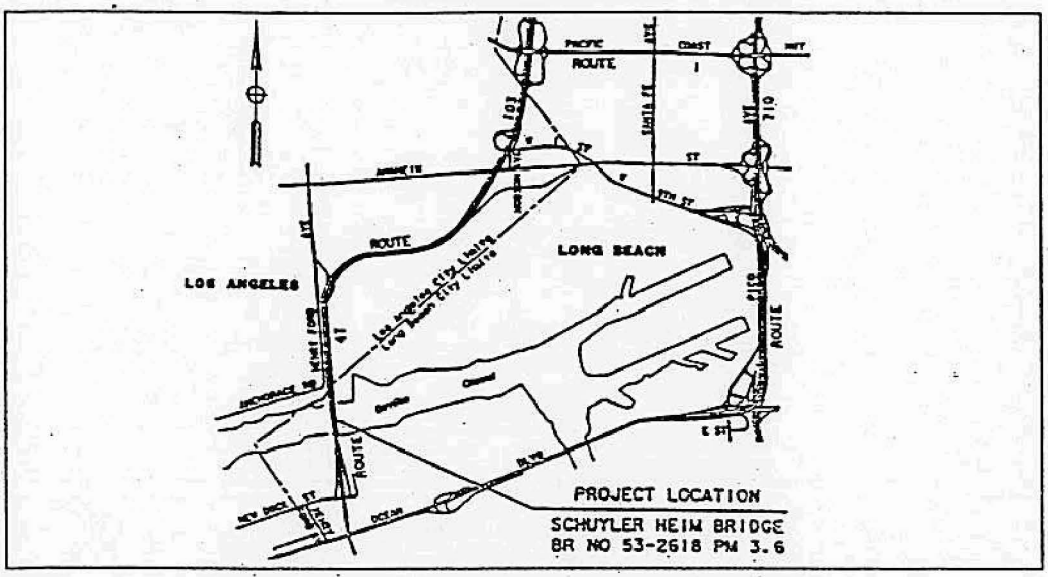
Scoping Meeting

A scoping meeting will be held to discuss environmental and other project-related issues on February 13, 2002, at 3:00 P.M. at the Port of Long Beach Administrative Building located at 925 Harbor Plaza , Long Beach, CA 90802.

LEW

07-LA-PM 3.6/4.3
07224-13820K
RAS-HA4S2

PROJECT SCOPE SUMMARY REPORT
(SEISMIC RETROFIT)
PROJECT NO. 627



ON ROUTE 47
AT SCHUYLER HEIM BRIDGE

I have reviewed the right of way information contained in this Project Scope Summary Report-Seismic Retrofit and the R/W Data Sheet attached hereto, the data to be complete, current, and accurate:

LAWRENCE J. STALEY
Deputy District Director – Right of Way

APPROVAL RECOMMENDED:

ESSAM H. ALAMMEDINE
Project Manager

APPROVAL RECOMMENDED:

DEBORAH MAH
District Seismic Retrofit
Coordinator and Program Manager

APPROVED:

DOUGLAS R. FAILING
District Division Chief / Design

7/23/08
Date

This Project Scope Summary Report-Seismic Retrofit has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

REGISTERED CIVIL ENGINEER

07-15-98
Date

I. INTRODUCTION

The Commodore Schuyler Heim Bridge (Bridge No. 53-2618) on Route 47, is one of the three bridges that connect the mainland and Terminal Island in the Ports of Long Beach/Los Angeles area. The Department of Transportation, District 7 is proposing to retrofit this bridge as a part of a statewide program to improve the seismic safety of those bridges under the responsibility of the Department. The seismic retrofit of this structure will provide a much higher level of security against the loss of this transportation vital link. Because of its original design with a lift span in the center, this bridge presents the advantage over the other two bridges (Vincent Thomas and Gerald Desmond) of having shorter and lower sustained longitudinal grades which makes it more attractive especially for the predominant truck traffic in the area.

The criteria for establishing the scope and extent of the Schuyler Heim Bridge retrofit was the "No Collapse" under the Maximum Credible Earthquake (MCE). This implies that the operation of the lift span is not required following the design seismic event; therefore, all structural evaluations were performed assuming that the lift span was in the down position.

Designed in 1946, the Schuyler Heim Bridge carries three lanes each of northbound and southbound traffic across the Cerritos Channel into and out of Terminal Island. The structure portion design was developed through a service contract by the Engineering Consulting Firm, DeLeuw Cather & Co. under the supervision of Caltrans Office of Structures.

In addition to the seismic retrofit solution proposed, four other alternatives were considered, as follows:

1) a fixed (non-lift) bridge parallel to and offset from the existing bridge alignment,
2) a fixed bridge following the same general alignment as the existing bridge,
3) a vertical lift moveable bridge parallel to and offset from the existing alignment, and
4) a vertical lift moveable bridge following the same general alignment as the existing bridge.

The fixed bridge alternatives were not pursued due to objections from the US Coast Guard and the Ports of Los Angeles and Long Beach due to vertical clearance and right of way constraints.
The offset vertical lift bridge alternative required significant permanent right of way acquisitions and was also abandoned.
The vertical lift moveable bridge alternative was developed by keeping the original bridge alignment as much as possible. This alternative although considered by the Ports, required a temporary detour, fixed bridge, parallel to the existing one, interim retrofit of the approach spans, and additional right of way at a prohibitive cost.

This alternative had a cost estimate of $ 180,000,000 which included interim retrofit of the approach spans.
This Project Scope Summary Report (PSSR) is being prepared to program, fund, and schedule a seismic retrofit project of one structure on Route LA-47. This project is in the legislatively mandated seismic retrofit program.

II. RECOMMENDATION

It is recommended that the seismic retrofit proposals described below be approved.

III. LOCATION AND PROBLEM

This seismic retrofit project proposes work on the following structure which does not meet present standards for seismic resistance:

Location	PM	Bridge No.	Bridge Name
7-LA-47	3.6/4.3	53-2618	Schuyler Heim Bridge

IV. PROPOSALS

This project proposes to provide the following:

A. Truss Bridge

- Tower pier foundation retrofit
- Truss pier foundation retrofit
- Reconstruct timber fenders
- Reconstruct steel sheet pile bulkhead
- Driving of 3' diameter CIDH piles for slope stabilization
- Tower retrofit
- Top laterals retrofit
- Bottom laterals retrofit
- Tower anchorage retrofit
- Truss bearing retrofit
- Lateral restraint retrofit

B. Approach Structures

- Class "F" column retrofit
- Column strengthening
- Longitudinal and transverse footing retrofit
- Bearing retrofit
- Steel cap and deck connection strengthening
- Footing cap strengthening
- Abutment retrofit
- Bearing retrofit
- Lateral bracing

- Hinge retrofit
- End cross bracing retrofit

V. COST ESTIMATES

Bridge No.	Structure	Roadway	Electrical	Supp. Work	Total
53-2618	43,819,000	840,000	1,350,300	623,000	**$46,632,300**

VI. PROJECT SCHEDULES

Strategy Meeting	12/4/96
Project Scope Summary Report Approval	08/98
Structure PS&E to District	08/98
District PS&E to Office Engineer	08/98
Ready to List	08/98
Advertisement	08/98
Construction Complete	10/00

VI. PROJECT FACTORS

A. Environmental

The project Environmental Document to clear this project is ND/FONSI. The soils at the north and south approaches are contaminated at some of the bent locations with lead and petroleum hydrocarbons. Quality of the groundwater was also evaluated for discharge/disposal purposes. Mitigation measures will be implemented in accordance to findings and recommendations of Site Investigation Report and National Pollutant Discharge Elimination System (NPDS) permit requirements.
The superstructure is painted with lead based paint. Containment and monitoring will be necessary.

B. Right of Way

Permanent and temporary easements will be required. There is railroad facilities involvement. The railroad is owned and controlled by the Port of Long Beach.

C. Utilities

The following utilities are in the vicinity of the retrofit work, but have no conflict with this project as cleared by the Utility Engineer:

- 6" So Cal gas line west of the existing piers
- Submarine cables for Southern California Edison
- Submarine cables for W.U. & U.P.R.R.
- 2-35KV Department of Water and Power submarine cables
- Submarine cables for W.U. & U.P.R.R.
- Submarine communication cables between Schuyler Heim and Henry Ford

Bridges. These cables are abandoned.
- 2-6" DU electrical cable

D. Permits

The following permits will be required:

- Port of Long Beach Harbor Development Permit
- Army Corps of Engineers
- U.S. Fish and Wildlife Service
- California Department of Fish and Game
- Regional Water Quality Control Board

E. Traffic Control

The retrofit work will require:

- Partial lane closure and/or lane re-striping
- Temporary lane re-striping of roadways crossing the bridge during work on the underside of the deck
- Coordination with the railroad companies during work at the rail lines
- Full closure of bridge for 8 hour periods to reconstruct the lift span bearings
- 8-48 hour, 48-4 hour and 1-8day periods of lift span closures for shipping traffic in the channel

F. Concurrent Work

There is an ongoing construction project for Bridge Deck Replacement (Contract No. 07-4C51040) and a Minor B Project is currently programmed for the 97/98 FY to modify traffic signals and overhead signs at this bridge (Contract No. 4M2501). Other contracts north and south of the project under the administration of the Port of Long Beach, and the Vincent Thomas Bridge retrofit project.

G. Landscaping

No landscaping will be required for this project.

VIII. PROJECT FUNDING

This project will be funded from the Structure Seismic Retrofit (HA4S) Fund Reservations by SHOPP Amendment following approval of this PSSR. Construction cost will be programmed in the 98/99 fiscal year at a total project cost of $46,700,000.

IX. PROJECT PERSONEL

A. District 7

MARIO A. GUTIERREZ Project Engineer	Calnet 647-4644 (213) 897-4644
ESSAM H. ALAMEDDINE Project Manager	Calnet 647-0141 (213) 897-0141
DEBORAH MAH District Program Manager	Calnet 647-4593 (213) 897-4593
LAWRENCE J. STALEY District 7 R/W Management Branch	Calnet 647-1823 (213) 897-1823
ELATTAR AZIZ Environmental Planning Branch	Calnet 647-0686 (213) 897-0686

B. Office of Structure

RAND HELDE Project Engineer	Calnet 498-8052 (916) 227-8052
RON JESPERSEN Contract Manager	Calnet 498-8047 (916) 227-8047

X. PROJECT REVIEWS

A. FHWA

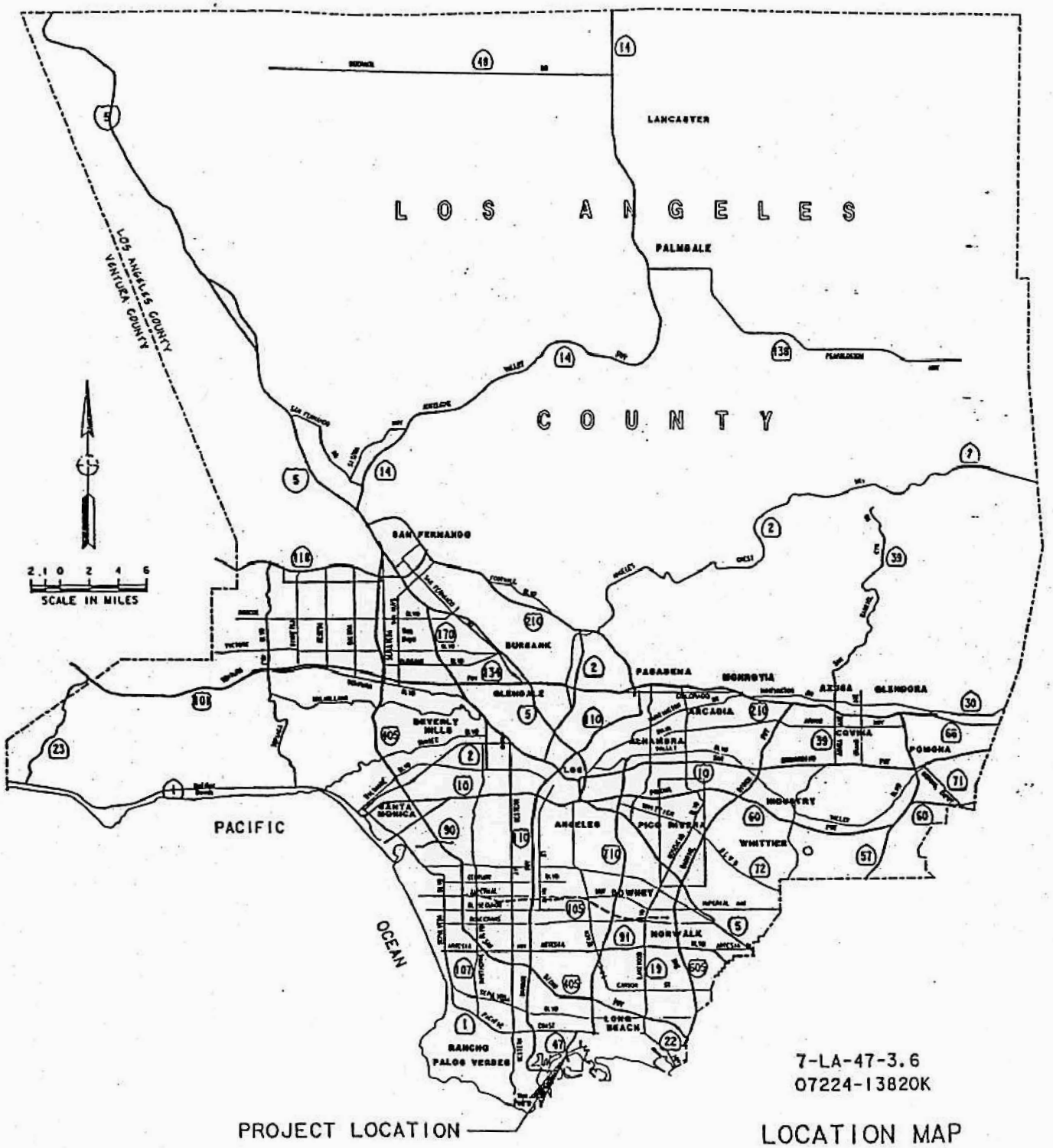
Although this project is exempt from FHWA review, due to its complexity, a review of the PS&E documents has been scheduled. The project is eligible for Federal participation.

B. Headquarters

There are no non-standard features proposed for this project. Review by Project Development Coordinator is not required.

XI. ATTACHMENTS

A. Location Map
B. FONSI/CEQA Documents
C. Right of Way Data Sheet
D. General Plan
E. General Plan Structure for Structure Portion



7-LA-47-3.6
07224-13820K

LOCATION MAP

ATTACHMENT A

Finding of No Significant Impact

for

Route 47 - Schuyler Heim Bridge Seismic Retrofit Project

Los Angeles County, California

The proposed project involves the Seismic retrofit of the Commodore Schuyler Heim Bridge. The structure is one of the three bridges that connect Terminal Island to the mainland in the Los Angeles/Long Beach Harbor complex.

The Federal Highway Administration (FHWA) has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the attached Environmental Assessment(EA) and the information provided by Caltrans, which has been evaluated by the FHWA and determined to adequately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required.

The FHWA takes responsibility for the scope and content of the attached environmental assessment.

May 20, 1998

Date

For Jeffrey A. Lindley
Division Administrator, FHWA

SS#P17889

ATTACHMENT B

State of California
Department of Transportation

SCH No. 98031104
7-LA-47 P.M. 3.6

NEGATIVE DECLARATION

(CEQA)

Pursuant: Division 13, Public Resources Code

Description: The proposed project involves the seismic retrofit of the Commodore Schuyler Heim Bridge. This structure is one of three bridges that connect Terminal Island to the mainland in the Los Angeles/Long Beach Harbor complex. The retrofit, which will be carried out as part of the statewide seismic retrofit program, will enhance the ability of this bridge to withstand a major earthquake.

Determination: An Initial Study has been prepared by the California Department of Transportation (Caltrans). On the basis of this study it is determined that the proposed action will not have a significant effect upon the environment for the following reasons:

1. There will be no significant effects on businesses, residences, schools, or public facilities, neighborhoods, employment, or the area economy.
2. Potential significant effects on unique or significant natural features, including but not limited to, threatened or endangered species, their habitat or movement, can be mitigated to a level of insignificance.
3. Potential significant effects on architectural, cultural or historic properties, park lands, recreation or scenic areas can be mitigated to a level of insignificance.
4. There will be no significant effect on noise, air quality or water quality.
5. There will be no effect on growth or require public services beyond those proposed for the near future.
6. There will be no significant effect on prime agricultural land or floodplains.

5-19-98

Raja Mitwasi
Deputy District Director
California Department of Transportation

Date

R/W DATA SHEET FOR PSSR SCOPING REPORT WBS 150.15.05

REVISED
UPDATED
DATE: 7/14/98
ROUTE: LA 047
PM/KM 3.6-4.3
E.A: 138201
ALT:
PROJ. DESC. S.R.

O: M.GUTIERREZ
ATTN: ED SPIRAUSKAS
PHONE 7 7-0136
)SENIOR R/W P&M
(2)CAPITAL COORDINATOR-RM 303
(3)PROJECT FILE ARCHIVE COORD-RM 306
) ESTIMATOR

DATE
7/21/98

IF THIS PROJECT E.A IS SUBSEQUENTLY DIVIDED OR CHANGED INTO ANOTHER E.A AND / OR THE PROJECT COPE CHANGES ,THEN THIS DATA SHEET BECOMES INVALID FOR STIP,BUDGET ,AND PYSCAN URPOSES. NEW DATA SHEET(s) WILL NEED TO BE REQUESTED IMMEDIATELY BY YOUR SECTION.

TRANSMITTED HEREWITH IS A COST ESTIMATE PURSUANT TO THE FOLLOWING CONDITION(S)

X 1- COST ESTIMATE IS VALID FOR THE ABOVE SCOPING REPORT ONLY AND NEED TO BE UPDATED WITHIN TWO YEARS. THIS IS AN ESTIMATE ONLY AND NOT AN APPRAISAL. IT MAY BE BASED ON A WORSE CASE SCENARIOS. THE ESTIMATE IS SUBJECT TO CHANGE AND REVISION

X 2 NOTIFY THE ABOVE COORDINATORS IF THIS IS THE PREFERRED PROJECT

3- RESIDENTIAL DISPLACEMENT IS INVOLVED AND ENVIRONMENTAL DEPT.NEEDS TO BE ADVISED BY YOUR DEPT.

x 4 -MAPS WERE : PROVIDED X NOT PROVIDED
DATE 6/17/98

X 5- THE MAPPING DID NOT PROVIDE SUFFICIENT NOR ADEQUATE DETAIL TO DETERMINE THE LIMITS OF THE RIGHT OF WAY REQUIRED AND EFFECTS ON THE IMPROVEMENTS.

X 6-THE TRANSPORTATION FACILITIES HAVE NOT BEEN SUFFICIENTLY DESIGNED SO OUR ESTIMATOR COULD DETERMINE THE DAMAGES TO ANY OF THE REMAINDER PARCELS AFFECTED BY THE PROJECT.

X 7- ADDITIONAL RIGHT OF WAY REQUIREMENTS ARE ANTICIPATED BUT ARE NOT DEFINED DUE TO THE PRELIMINARY NATURE OF EARLY DESIGN REQUIREMENTS.

X 8- TIME CONSTRAINTS PRECLUDED A DETAILED COST ESTIMATES

9-TIME SCHEDULE PROVIDED BY REQUESTING PARTY DID NOT PERMIT TIME FOR A FIELD INSPECTION.

10- OTHER (EXPLAIN)-

	CURRENT VALUE (FUTURE USE)	ESCALATED VALUE
1-R/W ACQ.(INCL.CONTINGENCY G.W-CONDEM.-ADM.STL)	$678,838	$687,054
2-CLEARENCE /DEMOLITION (CONT.)		
RAP. (CONT.)		
4-ESCROW COSTS (CONT.)	$2,571	$2,602
UTILITY RELOCATION COSTS		
TOTAL ESTIMATED COST CURRENT VALUE-FUTURE USE)	$681,409	TOTAL ESCALATION COST TO CERT. DATE $689,656

ESCALATION RATE R/W 5%
ESCALATION RATE UTILITIES 8%
ERT.DATE 08/01/98 YEARS TO CERT. 0.25

N/A COST DATA IS NOT VALID FOR BUDGET , STIP , PROGRAMMING NOR COST SCREENS #1

ATTACHMENT C

DATE 7/14/98 RTE LA 047 EA. 138201 ALT

PARCEL DATA INFORMATION IS AUTHORIZED FOR THE EVENT SCREENS

IT IS THE PREFERRED OR HIGHEST COST. PARCEL DATA INFORMATION

TYPES	NUM.	DUAL APPR.
A		
B		
C	4	
D		
TOTAL	4	

4

PARCELS	NUM.
FEE	
EASE	1
TCE	3
TOTAL	

4

FULL	
PART	4
TOTAL	4

4

TOTAL PARCELS PER ASSESSORS RECORDS AND /OR MAPS 4 4

UTILITIES	NUMBER	PY HOURS
U4-1-		
U4-2-		
U4-3-		
U4-4-	1	
U5-7		
U5-8		
U5-9-	2	
TOTAL		

GUIDELINES ONLY		
ACTIVITY	%	PERSON YRS
APP.	40%	0.28
ACQ	35%	0.24
RAP		
DEMO		
PM	17%	0.12
UTIL.	8%	0.06
TOTAL	100%	0.69

R.R INVOLVEMENT	NUMBERS	PY HRS
C&M AGRMT:		
SVC CONT.:	X	
LIC/RE/CLAUSES:		
RR PY'S	TOTAL	
.ROE,OP's,PERMITS	1	18
GOVT PERMITS	8	80
CONST.PERMIT:	0.8	8
OUTDOOR ADV.SIGNS		
CONDEM.POTENTIAL		
CLEAR/DEMO:		
DISP. SFR		
DISP. MULTI		
DISP. BUS		

GUIDELINES ONLY	PYS
PROJ.TYPE DESC.	MIN LOW
PROJECT PY's	110
PARCEL SUPPORT HOURS	1000
MISC.PERMITS,ODA PY	106
UTIL. And R.R. PY's	
TOTALS PY HOURS	1216
TOTAL PERSON YEARS	0.69

RAP IMPACT: YES ____ NO NO

ARE RAILROADS FACILITIES OR R/W AFFECTED YES X NO

DESCRIBE: PORT OF L.B RR COSTS

SPUR LINE IMPACTED YES NO CONST.REQUIRE

6-ARE HAZARDOUS WASTE AND /OR MATERIAL FOUND: YES NONE EVIDENT X POTENTIAL HW&ASBESTOS PARCELS

GENERAL DESCRIPTION OF RIGHT OF WAY: temp and perm.EASEMENTS FROM THE gov's entities

8-ARE UTILITY FACILITIES OR RIGHT OF WAYS AFFECT YES NO X

RT NEEDED ADD INFO DESCRIBE relocate poles and anchors ADD. INFO.

9-ARE EXISTING OR POTENTIAL AIR SPACE PARCELS AFFECTED YES NO X

HS IT ANTICIPATED THAT ALL RIGHT OF WAY WORK WILL BE PERFORMED BY C/T STAFF YES X NO

EVALUATION PREPARED BY:

RIGHT OF WAY PREPARED BY: TOM MCVARISH DATE 07/13/98

RAILROAD PREPARED BY: AL HUGHES DATE 07/14/98

UTILITIES PREPARED BY: U.ANAKWENZE DATE 07/15/98

R/W AGENT APPROVES DATA SHEET FOR BUDGETARY PURPOSES J.CABRERA DATE 7/14/98

SR. R/W AGENT DOES NOT APPROVE DATA SHEET COSTS FOR BUDGETARY PURPOSES. DATE

AVE PERSONALLY REVIEWED THIS R/W.DATA SHEET AND ALL SUPPORTING INFORMATION I CERTIFY THAT THE PROBABLE HIGHEST AND BEST USE ,ESTIMATED VALUES,AND ASSUMPTIONS ARE REASONABLE AND PROPER SUBJECT TO THE LIMITING CONDITIONS SET FORTH,AND I FIND THIS DATA SHEET OMPLETE AND CURRENT.

This data sheet is not to be signed unless accompanied by final scoping report PR,PSR,PSSR)for review and/or signature.

CHIEF DATE 7/21/98

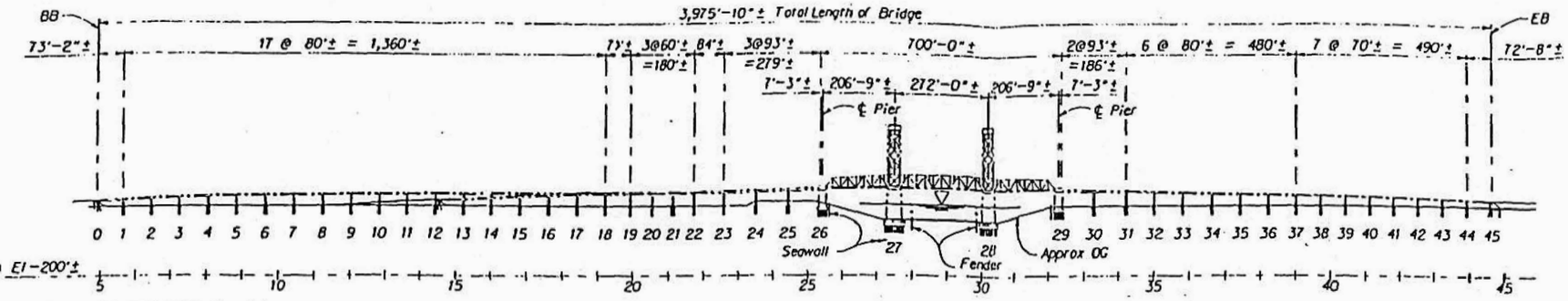
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	47			

REGISTERED CIVIL ENGINEER

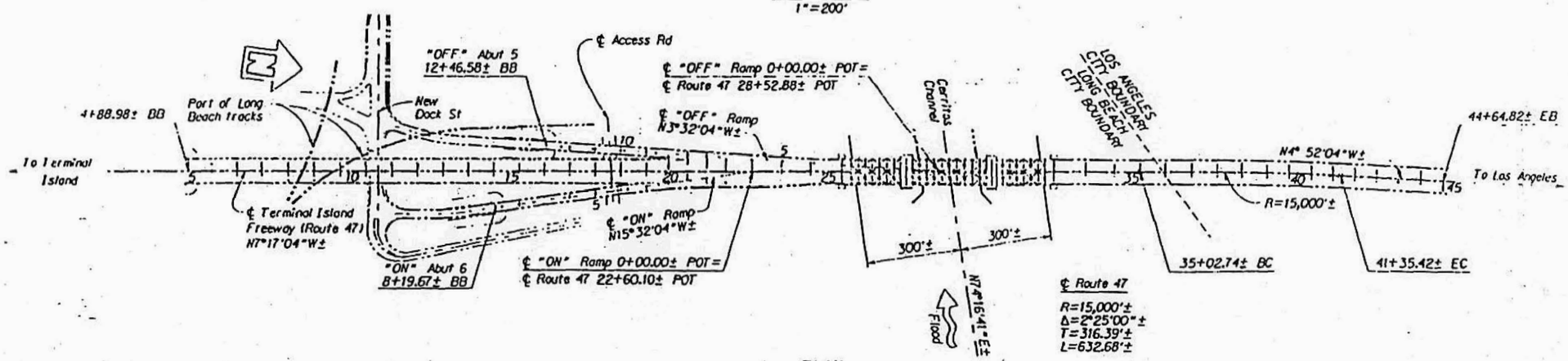
PLANS APPROVAL DATE

G. ORSOLINI
NO. C44461
EXP. 03/02
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

DE LEUW, CATHER & COMPANY
120 Howard Street, Suite 850
San Francisco, California 94105



ELEVATION
1"=200'



PLAN
1"=200'

NOTES:

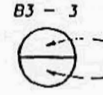
1. Elevations are from 1996 survey and are based on Elev 16.666 ft painted at the Bench Mark located near Pier 29. B.M. elevation is based on Port of Los Angeles Datum which is mean lower low water level based on the observations for the years 1924-1932 by the National Geodetic Survey (N.G.S.), formerly the United States Coast Guard and Geodetic Survey (U.S.C. AND G.S.). A large subsidence ranging from 6' to 11' has occured since the construction of the structure. Due to site conditions, elevation of the monument is subject to change. Contractor shall verify elevations before and during construction.
2. For concrete strength & type limits, see "MISCELLANEOUS DETAILS" sheet.
3. Work on this structure will change the present horizontal clearances to the railroad tracks
4. For Typical Sections, see "TYPICAL SECTIONS" sheet.
5. For Pile Data, see "GENERAL NOTES" sheet.
6. For hydrologic summary see "FOUNDATION PLAN NO. 6" sheet.
7. For identification of retrofit work, see "STRUCTURE PLAN" sheets.

LIST OF ABBREVIATIONS

DP	Drain Pipe
UTP	Utility Pole
FL	Flood Light
BM	Bench Mark
CISS	Cast-In-Steel Shell
UNO	Unless Noted Otherwise
MLLW	Mean Low Low Water
MHW	Mean High Water
NTS	Not To Scale
ES	Each Side
NS	Near Side
FS	Far Side

INDEX TO STANDARD PLANS
(Dated July 1992)

A - 10A	ABBREVIATIONS
A - 10B	SYMBOLS
B3 - 1	RETAINING WALL TYPE 1
B3 - 3	RETAINING WALL TYPE 1A



Received
MAY 26 1998
Structures Local Assistance

100% SUBMITTAL

NOTE:
The Contractor shall verify all controlling field dimensions before ordering or fabricating any material.

R. JESPERSEN	DESIGN	BY I. SAVAGE/S. APTE	CHECKED C. HU	LOAD FACTOR DESIGN			
	DETAILS	BY R. WILSON	CHECKED Y. TAN	LAYOUT	BY I. SAVAGE	CHECKED Y. TAN	
	QUANTITIES	BY S. SMITH	CHECKED M. SAN	SPECIFICATIONS	BY C. MATTSIC	PLANS AND SHEETS CHECKED G. ORSOLINI	

PREPARED FOR THE
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

S. APTE
PROJECT ENGINEER

CU 07
EA 138701

BRIDGE NO. 53-2618
POST MILE 3.58

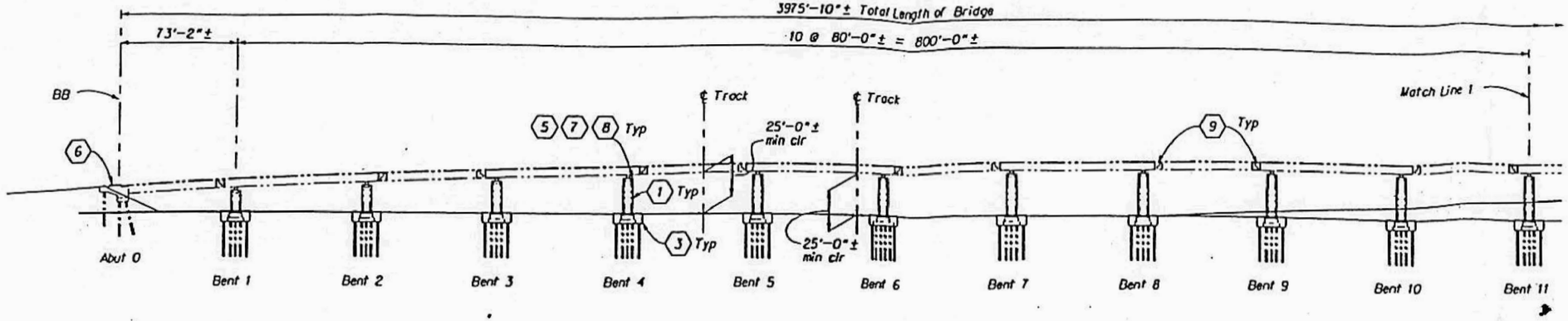
EQ RETROFIT PROJECT NO. 627

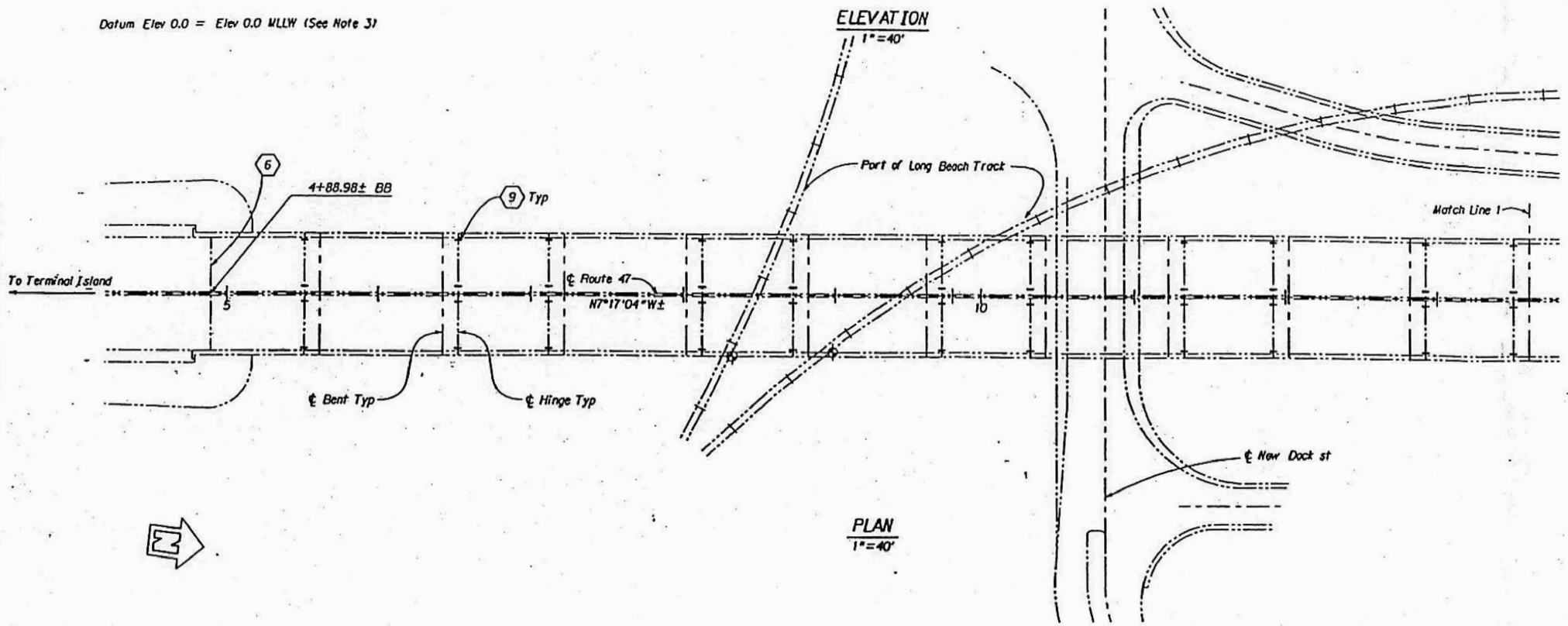
SCHUYLER HEIM BRIDGE

GENERAL PLAN

DISREGARD PRINTS BEARING EARLIER REVISION DATES —
REVISION DATES (PRI) [ ] [ ] [ ] [ ]

ATTACHMENT D





DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEET
07	LA	47			

REGISTERED CIVIL ENGINEER

G. ORSOLINI
NO. C44461
EXP. 03/02
CIVIL
STATE OF CALIFORNIA

PLANS APPROVAL DATE

DE LEUW, CATHER & COMPANY
120 Howard Street, Suite 850
San Francisco, California 94105

LEGEND:

- Indicates Existing Structure
- Indicates New Construction
- (1) Column retrofit
- (3) Footing retrofit
- (4) Not used
- (5) Steel Cap & Deck Connection Strengthening
- (6) Abutment retrofit
- (7) Bearing retrofit
- (8) Lateral Bracing
- (9) Hinge retrofit

⊕ Point of minimum vertical clearance

NOTES:

1. For Footing retrofit types, see "FOUNDATION PLAN" sheet.
2. For location of:

   (8) Lateral Bracing

   see "STEEL GIRDER LAYOUT" sheets.
3. Elevations are from 1996 survey and are based on Elev 16.666 ft painted at the Bench Mark located near Pier 29. E.W. elevation is based on Port of Los Angeles Datum which is mean lower low water level based on the observations for the years 1924–1932 by the National Geodetic Survey (N.G.S.), formerly the United States Coast Guard and Geodetic Survey (U.S.C. AND G.S.). A large subsidence ranging from 6' to 11' has occured since the construction of the structure. Due to site conditions, elevation of the monument is subject to change. Contractor shall verify elevations before and during construction.

NOTE:

The Contractor shall verify all controlling field dimensions before ordering or fabricating any material.

R. JESPERSEN		DESIGN	BY S. APTE/I. KHAVINA	CHECKED C. HU	
		DETAILS	BY R. WILSON/A. HAGY	CHECKED Y. FAN	
		QUANTITIES	BY S. SMITH	CHECKED M. SAII	

PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

S. APTE
PROJECT ENGINEER

CU 07
EA 138201

BRIDGE NO. 53-7618
POST MILE 3.58

EQ RETROFIT PROJECT NO. 627

SCHUYLER HEIM BRIDGE

STRUCTURE PLAN NO. 1

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

DISREGARD PRINTS BEARING EARLIER REVISION DATES →

REVISION DATES (PRELIMINARY) | | | |

ATTACHMENT E

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEET
07	LA	47			

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

G. ORSOLINI
NO. C44461
EXP. 03/02
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

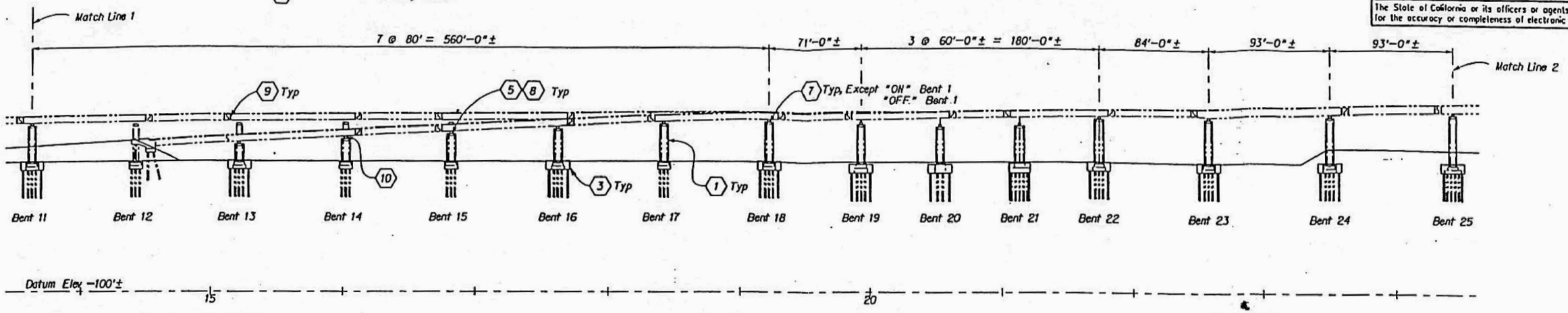
DE LEUW, CATHER & COMPANY
120 Howard Street, Suite 850
San Francisco, California 94105

- Indicates Existing Structure
- Indicates New Construction
- (1) Column retrofit
- (3) Footing retrofit
- (4) Not used
- (5) Steel Cap & Deck Connection Strengthening
- (6) Abutment retrofit
- (7) Bearing retrofit
- (8) Lateral Bracing
- (9) Hinge retrofit
- (10) End Cross Bracing retrofit

NOTES:

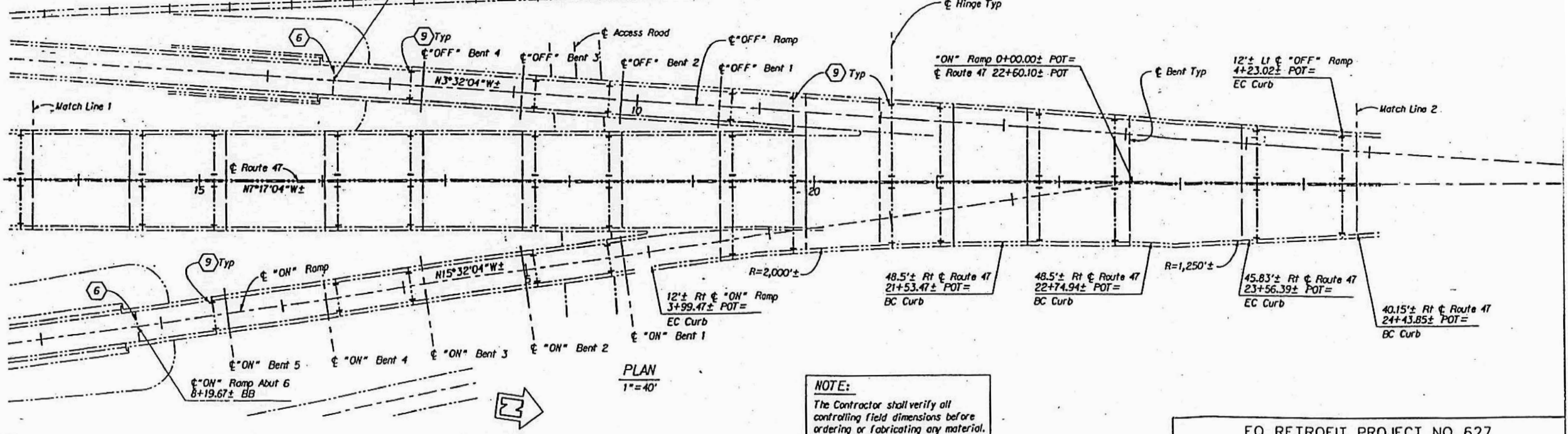
1. For Footing retrofit types, see "FOUNDATION PLAN" sheet.
2. For location of:
   - (8) Lateral Bracing
   - (10) End Cross Bracing retrofit

   see "STEEL GIRDER LAYOUT" sheets.
3. Elevations are from 1996 survey and are based on Elev 16.666 ft painted at the Bench Mark located near Pier 29. B.M. elevation is based on Port of Los Angeles Datum which is mean lower low water level based on the observations for the years 1924–1932 by the National Geodetic Survey (N.G.S.), formerly the United States Coast Guard and Geodetic Survey (U.S.C. AND G.S.). A large subsidence ranging from 6' to 11' has occured since the construction of the structure. Due to site conditions, elevation of the monument is subject to change. Contractor shall verify elevations before and during construction.



Datum Elev 0.0 = Elev 0.0 MLLW (See Note 3)

ELEVATION
1"=40'



PLAN
1"=40'

NOTE:
The Contractor shall verify all controlling field dimensions before ordering or fabricating any material.

R. JESPERSEN	DESIGN	S. APTE/I. KHAVINA	CHECKED	C.D. HU	
	DETAILS	R. WILSON/B. HAGY.	CHECKED	Y.S. FAN	
	QUANTITIES	S. SMITH	CHECKED	M. SAH	

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

S. APTE
PROJECT ENGINEER

CU 07
EA 138701

BRIDGE NO. 53-2618
POST MILE 3.58

DISREGARD PRINTS BEARING EARLIER REVISION DATES

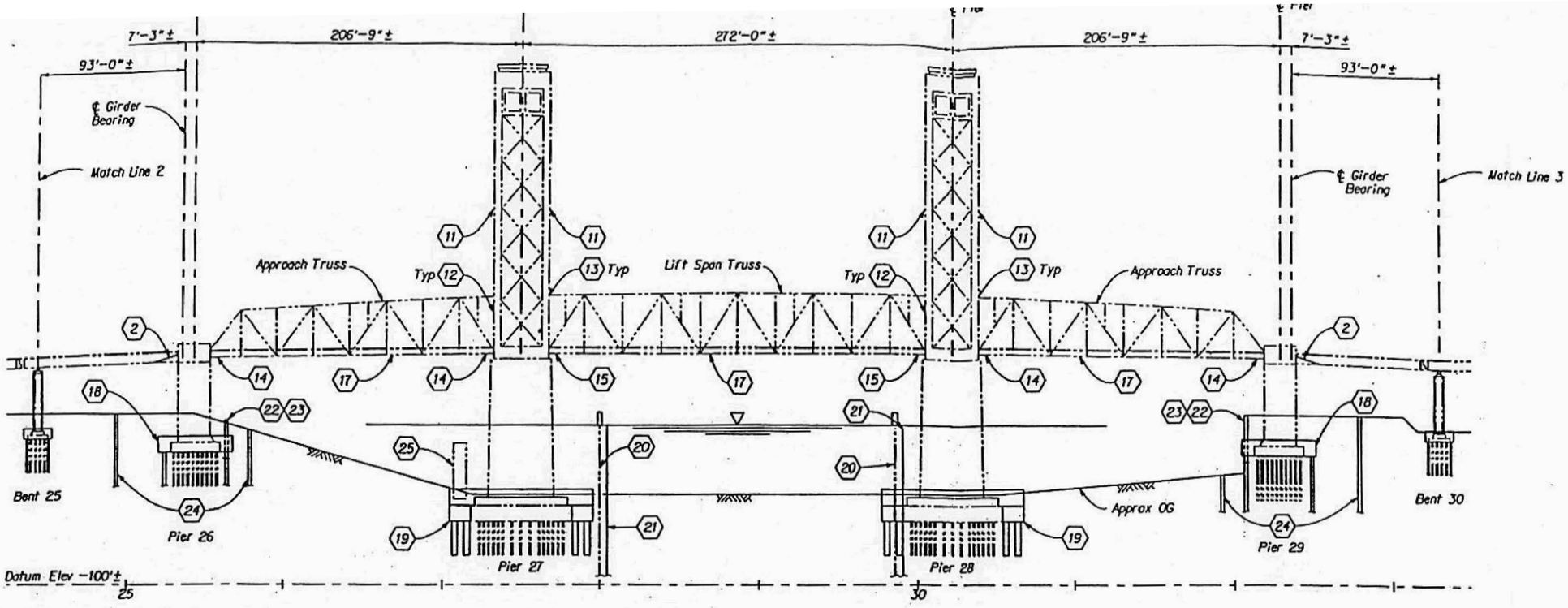
REVISION DATES (PRELIMINARY STAGE ONLY)

SHEET 5 OF 162

EQ RETROFIT PROJECT NO. 627

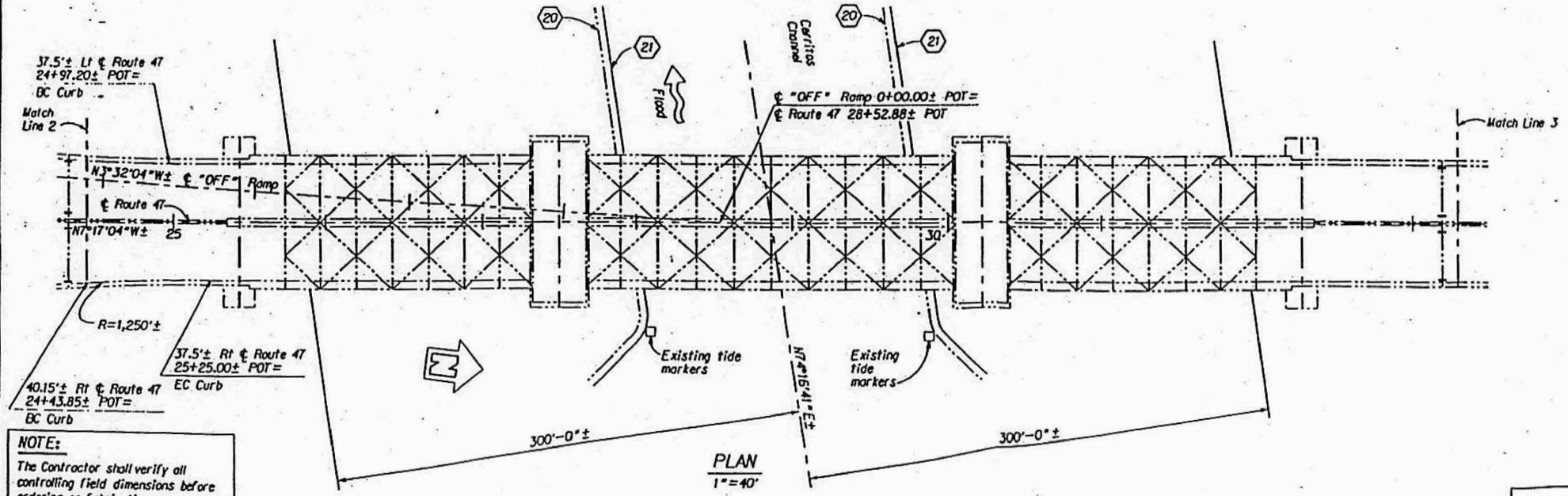
SCHUYLER HEIM BRIDGE

STRUCTURE PLAN NO. 2



Datum Elev 0.0 = Elev 0.0 MLLW (See Note 1)

ELEVATION
1"=40'



PLAN
1"=40'

NOTE:
The Contractor shall verify all controlling field dimensions before ordering or fabricating any material.

NOTES:

1. Elevations are from 1996 survey and are based on Elev 16.666 ft painted at the Bench Mark located near Pier 29. B.M. elevation is based on Port of Los Angeles Datum which is mean lower low water level based on the observations for the years 1924–1932 by the National Geodetic Survey (N.G.S.), formerly the United States Coast Guard and Geodetic Survey (U.S.C. AND G.S.). A large subsidence ranging from 6' to 11" has occured since the construction of the structure. Due to site conditions, elevation of the monument is subject to change. Contractor shall verify elevations before and during construction.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	47			

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — G. ORSOLINI — No. C44461 — Exp. 03/02 — CIVIL — STATE OF CALIFORNIA

DE LEUW, CATHER & COMPANY
120 Howard Street, Suite 850
San Francisco, California 94105

LEGEND:

- ---------- Indicates Existing Structure
- ———— Indicates New Construction
- (2) Longitudinal Restrainers
- (11) Tower Bracing Retrofit
- (12) Tower Portal Truss Retrofit
- (13) Tower Transverse Strut Retrofit
- (14) Approach Truss Bearing Retrofit
- (15) Reconstruct Lift Span Truss Bearings
- (16) Not used
- (17) Truss Bottom Lateral Bracing Retrofit
- (18) Pier 26 & 29 Footing Retrofit
- (19) Pier 27 & 28 Footing Retrofit
- (20) Remove Existing Fenders
- (21) New Fenders
- (22) Remove Existing Steel Sheet Pile Bulkhead
- (23) New Pier Retaining Wall
- (24) 48" CISS Pile
- (25) Remove Sunken Barge & boat

R. JESPERSEN — DESIGN OVERSIGHT
DESIGN OFF DATE

DESIGN	BY I. SAVAGE/R. MATHUR	CHECKED	C.D. HU
DETAILS	BY R. WILSON	CHECKED	Y.S. FAN
QUANTITIES	BY S. SMITH	CHECKED	M. SAI

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

S. APTE — PROJECT ENGINEER

CU 07
EA 138701

BRIDGE NO.	53-2618
POST MILE	3.58

DISREGARD PRINTS BEARING EARLIER REVISION DATES →

REVISION DATES (PRELIMINARY STAGE ONLY)

SHEET 6 OF 152

EQ RETROFIT PROJECT NO. 627

SCHUYLER HEIM BRIDGE

STRUCTURE PLAN NO. 3

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOT SHE
07	LA	47			

REGISTERED CIVIL ENGINEER

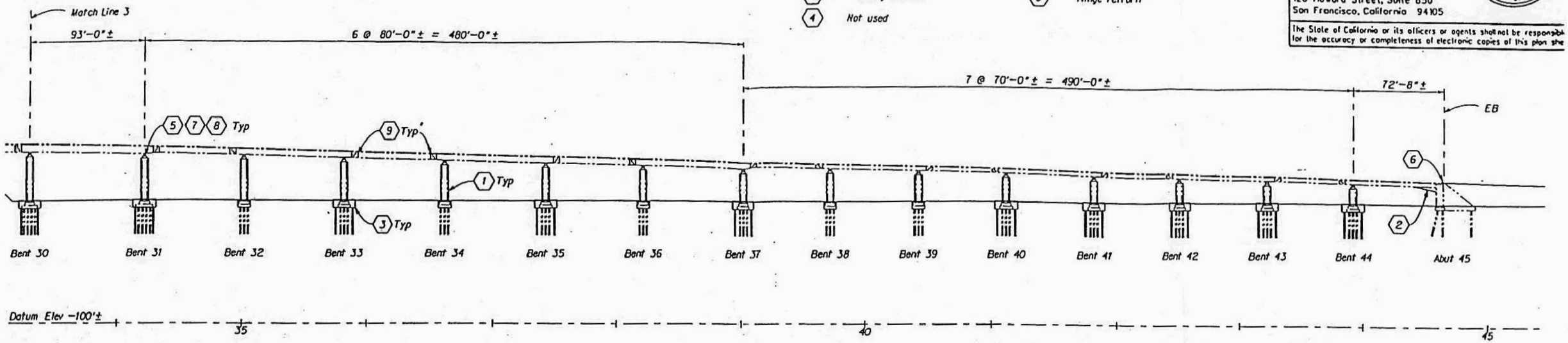
PLANS APPROVAL DATE

G. ORSOLINI
NO. C44461
EXP. 03/02
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

DE LEUW, CATHER & COMPANY
120 Howard Street, Suite 850
San Francisco, California 94105

LEGEND:

- Indicates Existing Structure
- Indicates New Construction
- (1) Column retrofit
- (2) Longitudinal Restrainers
- (3) Footing retrofit
- (4) Not used
- (5) Steel Cap & Deck Connection Strengthening
- (6) Abutment retrofit
- (7) Bearing retrofit
- (8) Lateral Bracing
- (9) Hinge retrofit



Datum Elev 0.0 = Elev 0.0 MLLW (See Note 3)

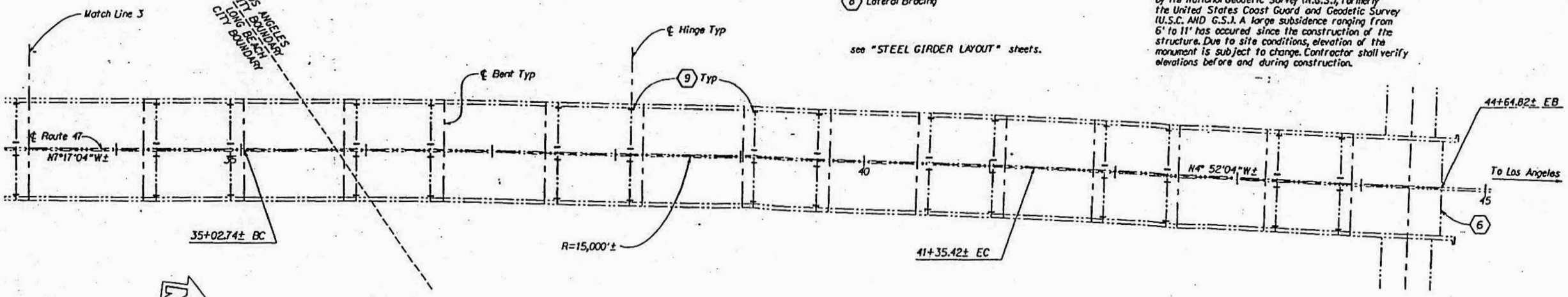
ELEVATION
1"=40'

NOTES:

1. For Footing retrofit types, see "FOUNDATION PLAN" sheet.
2. For location of:

   (8) Lateral Bracing

   see "STEEL GIRDER LAYOUT" sheets.
3. Elevations are from 1996 survey and are based on Elev 16.666 ft painted at the Bench Mark located near Pier 29. B.M. elevation is based on Port of Los Angeles Datum which is mean lower low water level based on the observations for the years 1924–1932 by the National Geodetic Survey (N.G.S.), formerly the United States Coast Guard and Geodetic Survey (U.S.C. AND G.S.). A large subsidence ranging from 6' to 11' has occured since the construction of the structure. Due to site conditions, elevation of the monument is subject to change. Contractor shall verify elevations before and during construction.



PLAN
1"=40'

℄ Route 47
R=15,000'±
Δ=12°25'00"±
T=316.39'±
L=632.68'±

NOTE:
The Contractor shall verify all controlling field dimensions before ordering or fabricating any material.

R. JESPERSEN	DESIGN	BY S. APTE	CHECKED S. SMITH	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	S. APTE
	DETAILS	BY R. WILSON/B. HAGY	CHECKED C.D. HU		PROJECT ENGINEER
	QUANTITIES	BY S. SMITH	CHECKED M. SAI		CU 07 EA 138201

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

BRIDGE NO. 53-2618
POST MILE 3.58

EQ RETROFIT PROJECT NO. 627
SCHUYLER HEIM BRIDGE
STRUCTURE PLAN NO. 4

DISREGARD PRINTS BEARING EARLIER REVISION DATES →

REVISION DATES (PRELIMINARY STAGE ONLY)

SHEET 7 OF 182

Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Code	Task and Brief Description	Section	Responsible for Implementation / Oversight	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Complete	Remarks	Environ-mental Compliance
							Initial / Date		Initial / Date
	DESIGN KICK-OFF		ACTA	Beginning of Phase 1					
	ENVIRONMENTAL PS&E REVIEW		Project Developer, Project Management, and Environmental	District PS&E Circ.					
	PRECONSTRUCTION MEETING		ACTA	Contract Award					
	Transfer Resident Engineer Book		ACTA Project Engineer	Preconstruction Meeting					
	PREJOB MEETING		ACTA	Construction					
	ENVIRONMENTAL COMPLIANCE REVIEW		ACTA Construction	Safety Review					
	Avoidance, Minimization, and/or Mitigation Measures		ACTA Construction	Post Construction					
	COMMUNITY IMPACTS	**3.3**							
	Construction								
CI-1	Provide relocation assistance or compensation to eligible persons and businesses in accordance with the federal Uniform Relocation Assistance and Property Acquisition Act of 1970, as amended (42 USC Sections 4601-4655) and the California Relocation Act (California Government Code, Section 7260 et. seq.).		ACTA and Caltrans Right-of-Way Agent	Design					
	UTILITIES AND PUBLIC SERVICES	**3.4**							
	Construction								
U-1	Provide advance notification to utility users of the potential for service disruption and the anticipated time/date of the disruption.		ACTA Resident Engineer, Project Manager	Prior to construction?	x				

Note: There are no avoidance, minimization, or mitigation measures for Sections 3.1 or 3.2.

Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Code	Task and Brief Description	Section	Responsible for Implementation / Oversight	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Complete	Remarks	Environ-mental Compliance
							Initial / Date		Initial / Date
U-2	Prior to bridge construction, notify watch commanders and station chiefs of all fire, police, and other land- and water-based response stations that service the port area or use the Schuyler Heim Bridge or Cerritos Channel as a travel route to respond to service calls in order to minimize delays to emergency response providers during project construction. This action will allow for the identification of alternate routes and the development of contingency response plans, including: • Temporary interim policies that will identify alternative resources within the public service and emergency response organization (i.e., alternative response units located closer to the incident); and • Mutual aid agreements between bordering public service and emergency response organizations (i.e., LAFD and LBFD) that could be dispatched in the event of a response delay of the primary emergency response provider.		ACTA Resident Engineer, Project Manager	Prior to construction?	x				
U-3	Specify in the contract that construction in the Cerritos Channel must occur in a manner that allows emergency marine vessels to pass or be carried out in such a way that barges with construction equipment will be moved quickly to allow passage of emergency vessels.		ACTA Project Manager	Design/PS&E	x				

Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Code	Task and Brief Description	Section	Responsible for Implementation / Oversight	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Complete	Remarks	Environ-mental Compliance
							Initial / Date		Initial / Date
U-4	Determine where construction-related activities have the potential to disrupt response routes and coordinate with Los Angeles and Long Beach police and fire departments, as well as any local emergency medical service units.		ACTA Resident Engineer, Project Manager	PS&E, Design/Construction	x				
U-5	Utilize a Transportation Management Plan that is agreeable to all emergency service providers and the project design team.		Caltrans/ ACTA Resident Engineer, Project Manager, Traffic	PS&E/Construction	x				
U-6	During final design, a determination will be made regarding which of the identified utilities will be relocated. Plans for the relocations will be developed in consideration of the project schedule and consultation with the utility providers which include, but are not limited to, LADWP, LBWD, SCE, SCG, GTE/Verizon, AT&T, City of Los Angeles. In addition, pipeline relocations will be planned and implemented in consultation with TOPCO, Exxon Mobil, Gulf Oil, and SCG. In further consultation with utility providers, some obsolete utilities may be removed at the request of the provider.		Caltrans/ ACTA Right-of-Way Agent, Project Manager	Design	x				
	TRAFFIC AND TRANSPORTATION	**3.5**							
	Construction								
T-1	Prior to construction, temporary parking spaces will be provided to replace existing parking capacity that will not be available during project construction. Caltrans will		Caltrans/ ACTA/ POLB/ POLA Right-of-Way Agent, Project Manager	Prior to Construction	x				

Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Code	Task and Brief Description	Section	Responsible for Implementation / Oversight	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Complete	Remarks	Environ-mental Compliance
							Initial / Date		Initial / Date
	coordinate with the Port of Long Beach and Port of Los Angeles to identify replacement parking for the Pier A East and Pier S Terminals. Exact locations will be determined after consultation with responsible parties, including property owners. Considerations of feasibility will include, but not be limited to, vehicle capacity, time of availability, distance from terminal(s), and the need for employee shuttles.								
T-2	The Transportation Management Plan (TMP) will be implemented to enhance vehicular and pedestrian traffic.		Caltrans/ ACTA Resident Engineer, Project Manager	Construction					
	Operation								
T-3	Compensation for the permanent loss of an estimated 15 employee parking spaces at the Port of Long Beach Pier S Terminal will be provided. Compensation will be based on an agreement between Caltrans and the Port of Long Beach.		Caltrans/ ACTA Right-of-Way Agent, Project Manager	Construction	x				
	VISUAL RESOURCES	**3.7**							
	Construction								
VR-1	The surfaces of columns, roadway barriers, soundwalls, and gore points will receive surface color treatments at specified locations, as determined by a Caltrans Licensed Landscape Architect.		Caltrans/ ACTA Landscape Architect and Construction Contractor, Resident Engineer	Design/Construction	x				

Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Code	Task and Brief Description	Section	Responsible for Implementation / Oversight	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Complete	Remarks	Environ-mental Compliance
							Initial / Date		Initial / Date
VR-2	Elements of the design of the proposed bridge and expressways, such as color, line, texture, and style, would be aesthetically pleasing and as unobtrusive as possible. During final design, particular attention would be paid to the vertical columns and soundwalls.		Caltrans/ ACTA Landscape Architect and Construction Contractor, Resident Engineer	Design/Construction	x				
VR-3	All visual design elements, including landscaping, would be designed and implemented with the concurrence of a Caltrans Licensed Landscape Architect and in compliance with local policies and guidelines. Additionally, input from interested parties, including the public, will be solicited and considered.		Caltrans/ ACTA Landscape Architect and Construction Contractor, Resident Engineer	Design/Construction	x				
VR-4	Trees and vines will be planted along soundwalls and other walls at specified locations, as determined by a Caltrans Licensed Landscape Architect.		Caltrans/ ACTA Landscape Architect, and Construction Contractor, Resident Engineer	Construction	x				
VR-5	Design of the elevated expressway would be compatible (scale and massing) with the existing Schuyler Heim Bridge or future bridge and the Badger Avenue/Henry Ford Railroad bridge.		Caltrans/ ACTA Landscape Architect	Design	x				
VR-6	Night lighting would be used when required for safety for temporary construction activities. The lights would be directed downward and shielded to reduce light-spill outside of the area required for construction activities.		Caltrans/ ACTA Construction Contractor	Construction					

Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Code	Task and Brief Description	Section	Responsible for Implementation / Oversight	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Complete	Remarks	Environ-mental Compliance
							Initial / Date		Initial / Date
	CULTURAL RESOURCES	**3.8**							
	Construction								
CR-1	If any archaeological properties are discovered during construction, Caltrans and SHPO shall be consulted, in accordance with 36 CFR 800.13(b).		Caltrans/ ACTA Resident Engineer, Caltrans Environmental Planning	Construction	x				
CR-2	If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Mr. Gary Iverson, District Heritage Resource Coordinator, Caltrans District 7, so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed, as applicable.		Caltrans/ ACTA Resident Engineer, Caltrans Environmental Planning	Construction	x				
CR-3	The bridge shall be offered for sale for reuse in an alternate location to interested public agencies and non-profits. A marketing plan shall be prepared for the sale of the bridge including: a notification letter, fact		Project Manager, Caltrans Architectural Historian/ SHPO/ ACTA	Design/PS&E/Prior to construction	x				

Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Code	Task and Brief Description	Section	Responsible for Implementation / Oversight	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Complete	Remarks	Environ-mental Compliance
							Initial / Date		Initial / Date
	sheet, list of intended recipients, as well as provisions for the salvage of smaller components in the case that there is no interest in re-use of the bridge. Advertisements shall be placed in appropriate newspapers of record. The offer shall run for 6 months. If no acceptable bids are received after 6 months this stipulation shall be deeded to have been met. The above shall be done in accordance with the U.S. Department of Transportation Historic Bridge Program 23USC144(o)(4)(A) and (B).								
CR-4	Informative permanent metal plaques shall be installed at both ends of the new bridge at public locations that provide a brief history of the original bridge, its engineering features and characteristics, the reasons for its demolition, and a statement of the characteristics of the replacement structure.		Project Manager, Caltrans Architectural Historian/ SHPO/ ACTA, RE	Design/construction	x				
CR-5	Pursuant to Section 110(b) of the NHPA, before the Bridge is demolished, the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) shall be contacted to determine what level and kind of recordation is required for the property. All documentation shall be completed and accepted by HABS/HAER before the Bridge is demolished.		Caltrans Architectural Historian/ SHPO/ ACTA	Prior to construction	x				

Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Code	Task and Brief Description	Section	Responsible for Implementation / Oversight	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Complete	Remarks	Environ-mental Compliance
							Initial / Date		Initial / Date
CR-6	Copies of the HABS/HAER report shall be disseminated to the City of Los Angeles Public Library and the City of Long Beach Public Library.		Project Manager, Caltrans Architectural Historian/ SHPO/ ACTA	Prior to construction	x				
CR-7	Information from the HABS/HAER report shall be available to the public for 10 years on an appropriate internet website.		Caltrans Architectural Historian/ SHPO/ ACTA	Design/Construction/ Operation	x				
CR-8	A documentary (motion picture or video) shall be produced and shall address the history of the Bridge, its importance and use within the history of the Port of Long Beach and Port of Los Angeles, and demonstrate its operation and function. The motion picture or video will be of broadcast quality, of sufficient length for a standard 30-minute time period and will be made available for local broadcast stations to public access channels in local cable systems and to schools/libraries.		Caltrans Architectural Historian/ SHPO/ ACTA	Design/Prior to construction	x				
CR-9	Traveling museum exhibits shall be prepared and shall address the history of the Bridge, its importance and use within the history of the Port of Long Beach and the Port of Los Angeles, and demonstrate its operation and function, appropriate for display in small museums, or for use in schools.		Caltrans Architectural Historian/ SHPO/ ACTA	Design/Construction/ Operation	x				

Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Code	Task and Brief Description	Section	Responsible for Implementation / Oversight	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Complete	Remarks	Environ-mental Compliance
							Initial / Date		Initial / Date
CR-10	Artifacts removed from the Bridge during preliminary stages of the demolition process shall be offered to local museums, and provide for their delivery to accepting institutions. Examples of such artifacts may include, but not be limited to, control panels, instruments, structural members, railings, signage, plaques or other identifying ornamentation, street lights, navigation lights, etc.		Caltrans Architectural Historian/ SHPO/ ACTA	Prior to construction	x				
CR-11	Measures CR-3, CR-5, CR-8, and CR-10, above, shall be completed prior to demolition of the Bridge. All stipulations shall be completed within 1 year of demolition, unless an extension of time is agreed upon.		Caltrans Architectural Historian/ SHPO/ ACTA	Design to 1 year of demolition	x				
	HYDROLOGY, FLOODPLAINS, AND OCEANOGRAPHY	**3.9**							
	Construction								
HY-1	The following are BMPs for protection of water quality of the receiving water during construction: • Tires on construction equipment that leaves a contaminated work site will be washed before the equipment leaves the site. • Within a contaminated work area, construction equipment will be cleaned only as necessary (e.g. moved to a non-contaminated area) to minimize the volume of decontamination wash water and		Construction Contractor, Resident Engineer, Project Manager	Construction					

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	prevent transport of contaminants from work site areas. • Designated locations will be provided for servicing, washing, and refueling equipment, away from temporary channels or swales that would quickly convey runoff to the drainage system and into the Cerritos Channel or Consolidated Slip/ Dominguez Channel. • Contaminated material (e.g. oil, lubricants) will be kept at a safe distance, a minimum of 30.5 m (100 ft), from an entry into a receiving water body. Temporary barriers and containers will be used to confine any contaminated materials. Upon completion of construction, all contaminated material on the construction site will be removed and disposed of in accordance with federal, regional, and local regulations. • Use of marine construction equipment will not involve fuel transfers onsite. • A temporary spill containment system will be installed and maintained on either side of a water crossing. The contractor will be responsible for the containment plan and the execution of spill containment during the course of construction. The containment plan will be reviewed and approved by a resident engineer.								

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	• To prevent potential introduction of any lead-based paint into receiving waters, the contractor(s) will take appropriate measures to eliminate lead-based paint from reaching the receiving waters. If paint removal is necessary during the bridge dismantling process, the contractor will comply with all applicable laws and regulations relative to this process to ensure protection of receiving waters. • At project construction sites, as appropriate, the contractor will: - Provide stabilized entrances and exits - Regularly water the non-paved surfaces - Regularly sweep and vacuum paved surfaces - Install silt fences at the toe of excavation and embankment slopes - Install sand or gravel bag berms along the top of slopes - Install slope protection such as geotextiles, plastic covers, soil binders and erosion control blankets/mats - Install slope interruption devices such as fiber rolls and slope drains - Install permanent erosion control seeding, landscape planting or slope/rock paving								

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	- Protect storm drain inlets with inserts or linear interrupters such as gravel bag and/or sand bag berms - Manage stockpiles against wind and water erosion • Monitor and report BMP performance and conditions before and immediately after the completion of work, in accordance with SWPPP specifications.								
HY-2	Construction activities that would produce sediment transport of pollutants through the Cerritos Channel or Consolidated Slip/ Dominguez Channel will be minimized through strict adherence to construction BMPs which include, but are not limited to, the following: • Channel bank work will include bank protection (riprap, concrete walls, and sheet piling) to eliminate the possibility of enhanced bank erosion.		Construction Contractor, Resident Engineer, Project Manager	Construction	x				
HY-3	Groundwater encountered during construction will be temporarily stored onsite, tested, transported, treated, and disposed offsite. A dewatering permit will be obtained from the Los Angeles RWQCB. Based on results of the groundwater assessment and recommendations from the RWQCB, one of the following will be utilized for disposal of groundwater from the proposed dewatering operation: Onsite		ACTA Construction Contractor, Resident Engineer, Project Manager	Construction	x				

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	treatment, Treatment and disposal offsite, or Disposal into local sewer system. **Onsite Treatment** This would entail designing and constructing a temporary water treatment plant for treating water generated from dewatering operations to reduce the concentrations of pollutants of concern below NPDES limits. **Treatment and Disposal Offsite** This would entail temporary storage of water on the project site, waste profiling, and then transporting the water to a regulated facility for treatment and disposal. **Disposal into Local Sewer System** This would entail disposal of the groundwater into the City of Los Angeles sewage treatment system, which is connected to the Terminal Island Treatment Plant. To dispose of groundwater into the City of Los Angeles sewer system, an Industrial Wastewater Discharge Permit is required, which is issued by the City of Los Angeles Department of Public Works, Bureau of Sanitation, Industrial Waste Management Division. To satisfy permit conditions, treatment of discharge water could be required.								

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	WATER QUALITY AND STORMWATER RUNOFF	**3.10**							
	Construction								
	See HY-1, HY-2 and HY-3								
	Operations								
WQ-1	BMPs for surface runoff include construction of barriers at entry points to receiving waters to prevent large debris from entering the receiving water, and continuous monitoring of the new bridge structures for excessive buildup of debris that could be discharged in a precipitation event.		ACTA Construction Contractor, Resident Engineer, Project Manager	Operation					
	GEOLOGY/SOILS/SEISMICITY/PALEONTOLOGY/TOPOGRAPHY/MINERAL RESOURCES	**3.11**							
	Construction								
GEO-1	Design criteria, standards, and procedures contained in state and local jurisdiction standards and specifications (e.g., Uniform Building Code) would be applied during final design of the project, including earthquake-resistant standards to reduce potential effects from a major earthquake.		Caltrans/ ACTA Design and Structural Engineer	Design					
GEO-2	A geotechnical study would be completed for all areas associated with load-bearing features, and areas with potential for slope failure (e.g., trenches) and soil subsidence, and a geotechnical report would be prepared. The geotechnical report would include		Caltrans/ ACTA Design and Structural Engineer	Design	x				

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	project-specific recommendations consistent with standards established by state and local jurisdictions. Geotechnical report recommendations would be incorporated into final project design.								
GEO-3	Monitoring during construction would be performed by a licensed geologist or engineer to verify construction occurs in compliance with features, standards, and practices included in final design to reduce potential effects from earthquake damage; slope and/or foundation instability; erosion, sedimentation, and flooding; land subsidence; and volcanic hazards.		ACTA Licensed Geologist	Construction	x				
PALEO - 1	Implement Paleontological Resource Impact Mitigation Program, which includes, but is not limited to, the tasks shown below. (Additional detail is provided in the Paleontological Resources EIS/EIR Technical Section [Jones & Stokes, 2005]). • Program will be directed by a paleontologist or paleontological consulting firm approved by Caltrans. • Conduct program in compliance with lead agency and professional society guidelines. • Develop and obtain museum storage agreement.		ACTA Resident Engineer, Caltrans-approved Paleontologist, Project Manager		x				

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	• Coordinate with construction contractor to provide information regarding lead agency requirements for the protection of Paleontological resources. • Conduct paleontological monitoring, as appropriate. • Treat any specimens collected in accordance with museum repository requirements. • Transfer any collected fossils to museum repository. • Maintain daily monitoring logs. • Prepare final report.								
	HAZARDOUS WASTE/HAZARDOUS MATERIALS	**3.12**							
	Construction								
HAZ-1	Conduct a soil investigation prior to any soil excavation. The investigation would assess the potential presence of hazardous contaminants and determine disposal options if necessary for the contaminated soil. The soil investigation could consist of an ADL investigation and investigation for other contaminants of concern due to effects from adjoining properties. Coordination with regulatory agencies will be made for soil investigation, sampling, and/or remediation.		ACTA Hazardous Waste Specialist, Project Manager	Design/Construction	x				

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HAZ-2	Evaluate soil and groundwater information for the adjoining Sunshine Truck Stop, LA Refining Company, Texaco Refining, Texaco (1222 Anaheim Street), TCL (Pier S), Dow Chemical, and former Long Beach Naval Shipyard property to assess potential effects. If the review indicates evidence of contamination or a lack of sufficient data, a soil and groundwater investigation will be conducted, and further measures will be implemented, as necessary.		ACTA Hazardous Waste Specialist, Project Manager	Design/Construction	x				
HAZ-3	Inform demolition contractors of the potential presence of LBP in structures subject to demolition, and applicable Occupational Safety and Health Administration (OSHA) and other regulatory measures shall be adhered to in the demolition of such structures. If contamination is encountered during the construction process, implement appropriate health and safety measures to protect workers and the general public. Such measures may include engineering controls, requiring appropriate personal protective equipment, worker monitoring, and site-specific health and safety plans.		ACTA Resident Engineer, Project Manager	Design	x				
HAZ-4	A licensed professional will conduct a predemolition survey of the Schuyler Heim Bridge ACM and LBP. The purpose of the survey would be to determine the presence of regulated and/or potentially		ACTA Licensed Env. professional, Project Manager	Design	x				

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	hazardous construction materials on the bridge. Any demolition activities that would remove or disturb these materials would implement measures in accordance with applicable regulations. As required by law, the abatement contractor shall be a licensed professional.								
HAZ-5	Conduct asbestos removal in conformance with Rule 1403 of the South Coast Air Quality Management District (AQMD) and EPA's National Emissions Standards for Hazardous Air Pollutants regulation.		ACTA Licensed Env. professional, Project Manager	Construction	x				
HAZ-6	Paint from the dismantled bridge sections would be chemically removed at a suitable offsite location in an upland area. This will be done to avoid the introduction of lead-based paint into the receiving waters. If paint removal is necessary during the dismantling process, the contractor would comply with all applicable laws and regulations relative to this process to ensure protection of receiving waters.		ACTA Construction Contractor, Resident Engineer	Construction	x				
HAZ-9	During construction of the project, the contractor will be required to contact the Division of Oil and Gas for appropriate requirements if any wells are affected by project construction. Further, the contractor will be required to prepare workplans that will provide procedures for construction near		ACTA Construction Contractor, Resident Engineer, Project Manager	Construction	x				

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	idle, plugged, or abandoned wells that meet the requirements of the Division of Oil and Gas specifications. The work plans will be submitted for review and approval prior to implementation.								
HAZ-10	During construction of the project, the contractor will provide the Division of Oil and Gas with applicable building plans for review and approval. These documents will be prepared in accordance with the requirements outlined in the "Construction Project Site Review and Well Abandonment Procedure."		ACTA Construction Contractor, Resident Engineer, Project Manager	Construction	x				
	AIR QUALITY	**3.13**							
	Construction								
AQ-1	Apply nontoxic soil stabilizers to all inactive construction areas (previously graded areas inactive for 10 days), and areas anticipated to be inactive for 10 days. Comply with control measures in SCAQMD Rule 403, Table 1.		ACTA Construction Contractor, Resident engineer, Project Manager	Construction	x				
AQ-2	Replace ground cover in disturbed areas as quickly as possible.		ACTA Construction Contractor, Resident Engineer, Project Manager	Construction	x				
AQ-3	Reduce traffic speed on all unpaved roads to 15 mph or less.		ACTA Construction Contractor, Resident Engineer, Project Manager	Construction	x				

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AQ-4	Develop and implement a trip reduction plan to achieve a 1.5 average vehicle ridership for construction employees.		ACTA Construction Contractor, Resident Engineer, Project Manager	Design/Construction	x				
AQ-5	Implement a shuttle service for construction workers to and from retail services and food establishments during lunch hours.		ACTA Construction Contractor, Resident Engineer, Project Manager	Construction	x				
AQ-6	Prohibit truck idling in excess of 2 minutes. Employ periodic, unscheduled inspections to limit unnecessary idling.		ACTA Construction Contractor, Resident Engineer, Project Manager	Construction	x				
AQ-7	Suspend use of all construction equipment operations during second stage smog alerts.		ACTA Construction Contractor, Resident Engineer, Project Manager	Construction	x				
AQ-8	Use electricity, if feasible, from power poles rather than temporary diesel- or gasoline-powered generators.		ACTA Construction Contractor, Resident Engineer, Project Manager	Construction	x				
AQ-9	**Heavy Duty Truck Buyback Program** The purpose of the buyback program would be to accelerate the modernizing of the heavy duty engine fleet operating in the South Coast Air Basin. By removing the older engines in the fleet and requiring replacement with newer, cleaner vehicles, a net reduction of NO_X emissions (and other combustion pollutants) would occur.		ACTA Project Manager, Environmental-Air Quality professional	Design/Construction	x				

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	This reduction would help offset marine vessel detour emissions. The protocols to be used would be consistent with the Carl Moyer Program, which is already being administered by the SCAQMD. However, this program is not available to projects such as Schuyler Heim Bridge Replacement and could not be used to actually implement this project's buy-back program. The Gateway Cities Diesel Fleet Modernization Program would be an example of a buyback program with similar reduction goals. Also, the POLA/POLB Clean Air Action Plan has a heavy duty truck buy back component. While participating in already existing programs might be preferable (and possible), it would not be necessary in order to accomplish heavy duty truck buy back. The heavy duty truck buy back could be done independently, though it would have to adhere to already accepted protocols (SCAQMD). A heavy duty truck buyback program would consist of three steps: 1) identify target vehicles based on year of make; 2) provide incentives for operators to participate; and 3) establish a means to ensure that replacements meet the net improvement forecasted.								

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	The construction phase of this project is where the greatest impact of increased emission levels occurs. Therefore, the buyback program would be designed to mitigate the NO_X emissions during that time. Based on recent buyback programs, the program for the proposed project would cost from $25,000 to $50,000/ ton of NO_X reduced. This cost can vary significantly and will continue to increase as time passes. The number of tons mitigated would be based on marine vessel detour NO_X emissions during construction. The rerouting of shipping vessels during project construction would amount to 132.8 lbs NO_X per day, which is equivalent to 24.2 tons NO_X per year. The indirect marine vessel emissions would be mitigated to a level that is below the SCAQMD significance threshold for construction emissions. It is estimated that each truck replacement would reduce an average of 0.55 tons per year of NO_X and 0.12 tons per year of PM. This is based on emission factors representative of current buyback programs such as the Gateway Cities Diesel Fleet Modernization Program. These emission reductions would continue for 3 to 5 years, depending on the year of the truck updated. This timeframe would								

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	exceed the duration of the project construction phase.								
AQ-10	To the extent feasible, utilize construction equipment equipped with Tier 2 or newer engines.		ACTA Construction Contractor, Resident Engineer, Project Manager	Construction	x				
AQ-11	Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels and to perform at verified standards applicable to retrofit technologies. Employ periodic, unscheduled inspections to ensure that construction equipment is properly maintained, tuned, and modified to established specifications. Caltrans will adhere to its Standard Specifications 7/1.01F, which require contractors to comply with local air quality regulations.		ACTA Construction Contractor, Resident Engineer, Project Manager	Construction	x				
AQ-12	Prohibit tampering with engines and require continuing adherence to manufacturer's recommendations.		ACTA Construction Contractor, Resident Engineer, Project Manager	Construction	x				
	Operations								
AQ-13	Retrofits of heating, ventilating and air conditioning (HVAC) units. New heating, ventilating, and air conditioning (HVAC) units, or retrofit of existing HVAC units, will be installed in schools and residences that have a significant increase in cancer risk as demonstrated by the HRA.		ACTA Construction Contractor, Resident Engineer, Project Manager	Design/Construction/ Operations	?				

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	NOISE	**3.14**							
	Construction								
N-1	Construction noise monitoring and control plans consistent with local noise ordinances will be prepared by a qualified acoustical engineer who is a current member of the Institute of Noise Control Engineering (INCE), and has 5 years of experience performing construction noise analyses. If mitigation is warranted, potential measures, such as screening, noise blankets, etc., would be evaluated for their effectiveness, and appropriate measures would be implemented.		ACTA Acoustical Engineer, Caltrans Noise Unit, Project Manager, Construction Contractor, Resident Engineer	Design/Construction	x				
N-2	During project construction, pile driving will occur during daylight hours only.		ACTA Construction Contractor, Resident Engineer, Project Manager	Construction	x				
N-3	Residents identified as being impacted by noise from pile driving in Cerritos Channel or Consolidated Slip may obtain hotel vouchers for a local hotel so they can temporarily move. This mitigation measure would apply only during the time that pile driving is being conducted in the Cerritos Channel or Consolidated Slip. Some residents may, however, choose to stay and tolerate the noise. No other mitigation or compensation measure would be provided to residents.		ACTA Right-of-Way Agent ?/ POLA/ POLB	Construction	x				

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	Operations								
N-4	For the Leeward Bay Marina, a barrier along the SR-47 Expressway, with an approximate length of 239 m (785 ft) and an average height of 2.44 m (8 ft) would be constructed to abate future traffic noise levels by 5 to 7 dBA at 65 benefited noise-sensitive receivers. Preliminary reasonableness calculations indicate the estimated barrier cost would be approximately $23,400 per benefited residence, which is within the allowance per residence of $50,000 to $54,000.		ACTA Design Engineer, Resident Engineer, Project Manager	Design/ Construction	x				
N-5	**Wilmington Neighborhood** For the Wilmington neighborhood, a barrier along the SR-47 Expressway and another on ground level along Alameda Street, with an approximate combined length of 1,405 m (4,610 ft) and height of 3.66 m (12 ft) to 5.49 m (18 ft) would be constructed to abate future traffic noise by 5 to 7 dBA at 56 benefited noise sensitive receivers. Preliminary reasonableness calculations indicate that the estimated barrier cost would be approximately $37,500 per benefited residence, which is within the allowance per residence of $48,000.		ACTA Design Engineer, Resident Engineer, Project Manager	Design/ Construction	x				

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	BIOLOGICAL RESOURCES	**3.16**							
	Construction								
B-1	**Wetland Avoidance** To avoid the wetlands present to the east of the Schuyler Heim Bridge along the low tidal terrace on Cerritos Channel construction staging, traffic, and vehicle access would be excluded from these areas to the extent feasible. Caution fencing would be installed to protect the small wetlands, and construction activities would be modified to avoid the areas. This measure also will be implemented, as necessary, to avoid adverse effects to jurisdictional waters.		ACTA Construction Contractor, Resident Engineer, Project Manager	Construction	x				
B-2	**Protecting Aquatic Communities (including Essential Fish Habitat, Coast Pelagic Species, Groundfish)** Sediment resuspension would be minimized by adherence to the CIDH or CISS design of all in-water piles, whereby the outer shell would act as a coffer dam during construction and contain resuspended sediment onsite until it is removed from within the shell prior to concrete pile installation. Measures that would be implemented during construction (including demolition and/or new bridge installation) to minimize sediment resuspension effects include: • Channel bank work would include		ACTA Construction Contractor, Resident Engineer, Project Manager	Design/ Construction	x				

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	bank protection (riprap, concrete walls) to eliminate the possibility of enhanced bank erosion. To reduce effects to channel water quality from lead compounds in paint during removal or during bridge demolition, the following measures in some combination would be implemented: • Erect shrouds around working areas and suspend nets and tarps below bridges to catch debris from abrasive removal of old paint, where wind conditions permit. • Anchor tarps to barges below and enclose the bridge above to confine debris, where the bridge deck is not too far above water level. • Use barges and booms to capture fugitive floating paint chips, and custom-built enclosures to confine and capture the abrasives, old paint chips, and paint. • Use vacuum or suction shrouds on blast heads to capture grit and old paint. • Perform lead-based paint removal offsite following demolition of steel members. To reduce the effects of elevated underwater and terrestrial sound levels on aquatic habitats and EFH during construction from bridge pile driving and related activities, the following measures would be implemented:								

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	• Attenuation of pile driving sound would be developed during the PS&E stage; this is likely to include a contained air bubble curtain on larger pile installations and dewatering casings for smaller piles. Performance criteria for sound attenuation would be developed to achieve maximum practicable reductions in underwater sound levels. • A hydroacoustic monitoring plan would be developed, which would include appropriate sampling point locations, frequency, and methodology to be implemented during pile driving. The results of the hydroacoustic monitoring would be analyzed real time to identify appropriate safety isopleths and monitoring zones for sensitive resources. • Evaluate potential to modify pile driving operational procedures to reduce noise effects, such as ramping up of pile driving energy levels to allow mobile organisms to exit the area; evaluating potential use of vibratory versus impact hammers under certain conditions; using less force of the hydraulic impact hammer; and limiting pile driving to no more than 2 piles a day, with a minimum 12 hours interval between daily driving, to minimize cumulative exposure levels (SEL). • Evaluate potential for seasonal or								

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	daily time constraints, such as pile driving during a time of year when larval and juvenile stages of fish species with designated EFH are not present, driving piles during low tide periods when located in intertidal and shallow subtidal areas, and driving piles when the current is reduced (i.e., centered around slack current) in areas of strong current. To reduce and/or avoid potential impacts of elevated underwater sound levels on marine mammals during construction from pile driving the following additional measures would be implemented: • A detailed marine mammal monitoring/protection plan would be developed in coordination with NMFS; this would include use of biological monitors with authority to suspend pile driving activities should sensitive organisms be present or enter the area. Details of the plan would be developed, and would include methods to identify safety zone limits, numbers and locations of monitors, and conditions when pile driving would be suspended to protect resources.								
B-3	**Protecting Special-Status Plant Species** Preconstruction surveys for southern tarplant would be conducted prior to construction. Surveys would be conducted during the blooming period for this plant,		ACTA	Design	x				

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	between June and October. If identified onsite: • The feasibility of avoiding areas that support the species would be evaluated and, if feasible, the area would be avoided during construction. • If avoidance is infeasible, then mitigation would be required (see Mitigation Measure B-13).								
B-4	**Protecting Special-Status Bat Species** Avoidance and minimization measures apply to the following species: pallid bat; long-legged myotis; long-eared myotis; Yuma myotis; western mastiff bat; pocketed free-tailed bat; big free-tailed bat. To avoid or minimize effects to these species, the following measures would be employed by ACTA (or their designee) relative to bridge or highway deconstruction: • Four quarterly bat surveys would be conducted in the 12 months prior to start of construction to determine the presence or absence of the species, as determined appropriate by a qualified biologist. Surveys may include, but are not limited to the following: - Exit surveys of potential roost sites conducted by survey biologists stationed around the bridge or highway with binoculars and echolocation meters at nightfall		ACTA Environmental/ Biologist, Construction Contractor, Resident Engineer, Project Manager	Design/12 months prior to construction/ Construction	x				

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	- Surveys of all accessible potential roost sites on the bridge conducted by biologists permitted by CDFG for bat survey and handling • In the event any of the above special-status bat species are identified during field surveys, the following would be conducted: - Exclusion of active roost sites by appropriate barriers, installed during the nonbreeding season from September to March - Taking appropriate steps to exclude roosts when vacant during nighttime foraging periods when identified during construction - If the exclusion measures above fail, delay of construction where maternity roosts are encountered, until after the young have weaned and are in flight • Education of construction workers to identify potential roost sites, to avoid activity when identified, and to advise biological monitors when roosts are encountered.								
B-5	**Protecting Bird Nests and Eggs** Preconstruction surveys to identify potential nest sites for birds will be conducted by ACTA (or their designee) within all construction areas on the bridge prior to the nesting season. Potential nest sites will be passively excluded with bird spikes, plywood, or other means, as necessary. An onsite biological		ACTA Environmental, Project Manager	Design/ Preconstruction	x				

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	monitor will be present during construction activities to ensure that nests are not established within the construction zone, and to implement passive exclusion as necessary.								
B-6	**Protecting California Least Tern** Prior to construction, potential breeding habitat for least tern in the vicinity of the project would be surveyed for the presence of least tern during the April 15 to September 15 survey period for nesting birds. If they are found to be present, the avoidance and minimization measures determined through consultation with the USFWS will be adhered to.		ACTA Environmental, Project Manager	Design/ Preconstruction	x				
B-7	**Protecting American Peregrine Falcon** • Historical nesting sites on the Schuyler Heim Bridge would be made unsuitable prior to the nesting season (January 15 to July 30) to avoid direct effects to individuals or an active nest site during construction. This may include positioning exclusion materials, such as plywood, on these nest sites prior to the nesting season to render the sites unsuitable. • Site monitoring during the construction period would be conducted to observe the pair's movements and document its activities. This may assist in identifying nesting attempts by the		ACTA Environmental, Project Manager	Design/ Construction	x				

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	pair on adjacent structures or within the construction zone. If this occurs, and the nest site is at risk or could be at risk during the nesting season, the site can be excluded. This includes risk from egg loss which may occur on a less than optimal nest site. If the nesting attempt site is not anticipated to be at direct risk from construction disturbance during the upcoming nesting season, then the pair will be allowed to nest, and nesting success will be monitored. • Efforts will be made to coordinate the construction schedule of the Schuyler Heim Bridge with the construction schedule of the future Gerald Desmond Bridge replacement project. If these two schedules do not overlap, then the Gerald Desmond Bridge may provide a nesting location for one peregrine pair to breed at the Schuyler Heim/Desmond bridge complex, which has generally been the case in past years. Coordination meetings with the Gerald Desmond Bridge project team are ongoing.								

Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Code	Task and Brief Description	Section	Responsible for Implementation / Oversight	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Complete	Remarks	Environ-mental Compliance
							Initial / Date		Initial / Date
B-8	**Protecting Burrowing Owl** To avoid effects on burrowing owls, preconstruction surveys of potential breeding sites would be conducted onsite within 152 m (500 ft) of construction activities. Burrowing owl individuals present within the construction area would be flushed from active burrows during the non-nesting season (August to January) and burrows excluded. These activities would be conducted in a manner consistent with the *Burrowing Owl Survey Protocol and Mitigation Guidelines*, prepared by The California Burrowing Owl Consortium in 1997. Exclusions would require maintenance and monitoring to assure that individuals do not return.		ACTA Environmental, Construction Contractor, Resident Engineer, Project Manager	Design/ PreConstruction/ Construction	x				
B-9	**Protecting Against Invasive Species** Caltrans and/or its contractors will implement the following measures to avoid the introduction or spread of noxious weeds into previously uninfested areas: • Educate construction supervisors and managers on weed identification and the importance of controlling and preventing the spread of noxious weed infestations. • Clean construction equipment at designated wash stations before entering the construction area.		ACTA Environmental, Construction Contractor, Resident Engineer, Project Manager	Design/ Construction	x				

Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Code	Task and Brief Description	Section	Responsible for Implementation / Oversight	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Complete	Remarks	Environ-mental Compliance
							Initial / Date		Initial / Date
	• Landscaping and erosion control included in the project would not use species listed as noxious weeds. • Seed all disturbed areas with certified weed-free native mixes. • Use only certified weed-free straw or rice mulch in uplands only. • Conduct a follow-up inventory of the construction area during the first spring following the completion of construction to verify that construction activities have not resulted in the introduction of new noxious weed infestations. • If new noxious weed infestations are located during the follow-up inventory, the appropriate resource agency will be contacted to determine the appropriate species-specific treatment methods.								
	Operations								
B-10	**Protecting Avian Species at Transmission Towers** To protect against operational impacts to birds moving about or utilizing new transmission towers, construction design standards for avian protection will be followed, including use of visual line enhancers and adequate spacing between energized parts. No lighting will be associated with new transmission towers. Design standards for avian protection will be developed from the Edison		ACTA Design, Environmental, Project Manager	Design	x				

Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Code	Task and Brief Description	Section	Responsible for Implementation / Oversight	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Complete	Remarks	Environ-mental Compliance
							Initial / Date		Initial / Date
	Electric Institute's Avian Power Line Interaction Committee (APLIC) and USFWS *Avian Protection Plan Guidelines* (APLIC and USFWS, 2005), APLIC's Suggested *Practices for Raptor Protection on Power Lines: The State of the Art in 1996* (APLIC, 1996), or APLIC's *Mitigating Bird Collisions with Power Lines: The State of the Art in 1994* (APLIC, 1994).								
B-12	**Mitigating for Loss of Peregrine Falcon Nest** This measure may include the following, as appropriate, pending coordination with CDFG: • Create a new nest site by placing a nesting box (and potential additional support material) on a tower of the Badger Avenue Bridge or other elevated structure, as determined by a qualified biologist. Because the Badger Avenue Bridge is located adjacent to the Schuyler Heim Bridge, and is approximately the same height, there is the potential that it could provide a suitable vantage point and nesting location to peregrine falcons. The peregrine pair has never nested on this bridge in the past but this may be due to an absence of suitable nesting platforms and substrate. Further evaluation of any design changes or nesting ledge installations by a qualified peregrine expert would be conducted.		Caltrans/ ACTA Environmental, Construction Contractor, Resident Engineer, Project Manager	Construction/ Operation	x				

Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Code	Task and Brief Description	Section	Responsible for Implementation / Oversight	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Complete	Remarks	Environ-mental Compliance
							Initial / Date		Initial / Date
	• Offsite mitigation. The goal of the offsite mitigation would be to augment existing peregrine populations. This could be accomplished by purchasing approximately 10 nestling peregrines from a captive breeding facility and have those young released (hacked) in an area of California where, when they disperse, they will possibly create a new nesting pair. • The local peregrine falcon population (approximately five pairs) would be monitored for 2 years. The pair located on the Schuyler Heim Bridge would be monitored to determine if they nest on the Badger Bridge, or if they integrate into other territories by filling a vacancy in another pair, or by usurping existing individuals in a pair. If offsite mitigation is conducted, hacked peregrine falcons would be monitored to determine their fate and if a new nesting pair is established. An experienced peregrine falcon biologist would conduct monitoring of the hacked peregrine falcons.								
B-13	**Mitigating Loss of Special Status Plant Species** Surveys for special-status plant species shall be conducted during flowering season prior to construction, at the PS&E stage. If special-status plant species are found and cannot be avoided		ACTA Environmental, Construction Contractor, Resident Engineer, Project Manager	Design/1 year prior to construction, Construction	x				

Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Code	Task and Brief Description	Section	Responsible for Implementation / Oversight	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Complete	Remarks	Environ-mental Compliance
							Initial / Date		Initial / Date
	during project construction, then seed and/or propagules of the species would be collected and replanted at an alternative location. These activities will be conducted in coordination with the resource agencies. - Mitigation measures would be refined in coordination with the resource agencies and standard practices for this species. Measures may include the following: Areas determined to have appropriate hydrology and soil chemistry (salinity) shall be reseeded with seed collected from populations of southern tarplant. Southern tarplant is restricted to saline, vernally mesic areas, often along the margins of estuaries or areas of high salinity. - Prior to construction, southern tarplant and/or other special-status seed shall be collected by personnel experienced in collection of native seeds. Seed collection shall be conducted during successive years from September through December. One-half of the first year's collected seed shall be hand-broadcast at the reintroduction site with the remaining one-half stored in appropriate conditions for introduction the following year. Seed collected during the second season shall be stored for potential later use in the event that success								

Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Code	Task and Brief Description	Section	Responsible for Implementation / Oversight	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Complete	Remarks	Environ-mental Compliance
							Initial / Date		Initial / Date
	standards are not met following the seeding during years one and two. - Because southern tarplant is an annual species, population numbers are expected to naturally fluctuate from year to year depending upon environmental conditions. Reseeded areas shall be monitored for three years following the initial seeding. Establishment shall be considered successful if plant densities during any of the three years of monitoring are comparable to densities of the impacted populations based on sampling quadrants. If established populations do not achieve comparable densities of impacted populations, additional reintroduction sites shall be identified and stored seed, obtained during the collection period, shall be introduced into additional sites over a two-year period (as in the initial reintroduction program described above).								
B-14	**Mitigating for Burrowing Owl** If flushing of individual birds and exclusions of burrows fail, construction activities would be delayed within 152 m (500 ft) of nest sites until after the breeding season for these species (February to July).		ACTA Environmental, Construction Contractor, Resident Engineer, Project Manager	Construction	x				

Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Code	Task and Brief Description	Section	Responsible for Implementation / Oversight	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Complete	Remarks	Environ-mental Compliance
							Initial / Date		Initial / Date
	Permits and Approvals								
	Federal Highway Administration								
	Project funding		Caltrans/ ACTA Project Manager	Prior to ROD approval?					
	National Marine Fisheries Services								
	Consultation re: Essential Fish Habitat; Incidental Harassment Authorization (IHA)		Caltrans/ ACTA Environmental	PS&E					
	U.S. Army Corps of Engineers								
	Section 404 Permit (Clean Water Act); Section 10 Permit (Rivers and Harbors Appropriations Act)		ACTA Environmental, Project Manager	PS&E					
	U.S. Coast Guard								
	Bridge Permit (Section 9, Rivers and Harbors Appropriations Act)		ACTA Environmental, Project Manager	PS&E					
	U.S. Fish and Wildlife Service								
	Endangered species permitting		Caltrans/ ACTA Environmental	PS&E					
	California Coastal Commission								
	Coastal Development Permit		ACTA Environmental/ POLA/ POLB	PS&E					
	California Department of Fish and Game								
	Streambed Alteration Agreement (Section 1600, Fish and Game Code); Endangered Species Permitting (as applicable)		ACTA Environmental	PS&E					

Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Code	Task and Brief Description	Section	Responsible for Implementation / Oversight	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Complete	Remarks	Environ-mental Compliance
							Initial / Date		Initial / Date
	California Transportation Commission								
	Approval authority for funding and route adoption		Caltrans Project Manager	Design					
	State Historic Preservation Officer								
	Consultation; MOA Approval per Section 106 (National Historic Preservation Act)		Caltrans Environmental Planning	PAED		Completed - MOA between Caltrans and SHPO approved			
	Regional Water Quality Control Board								
	Section 401 Water Quality Certification (Clean Water Act); Section 402 National Pollutant Discharge Elimination System [NPDES] Permit (Clean Water Act); Report of Waste Discharge		ACTA Project Manager	PS&E					
	South Coast Air Quality Management District								
	Clean Air Act compliance		Caltrans	Design/ Construction/ Operations					
	Alameda Corridor Transportation Authority								
	Project funding		ACTA Project Manager	PAED					
	California Department of Transportation								
	Encroachment permits		ACTA Project Manager	PS&E					

Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Code	Task and Brief Description	Section	Responsible for Implementation / Oversight	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Complete	Remarks	Environ-mental Compliance
							Initial / Date		Initial / Date
	City of Long Beach								
	Discretionary approvals		ACTA Project Manager	PS&E					
	City of Los Angeles								
	Discretionary approvals; Encroachment permits		ACTA Project Manager	PS&E					
	City of Los Angeles, Bureau of Engineering								
	Coastal Development Permit		ACTA Project Manager	PS&E					
	City of Los Angeles, Fire Department								
	Permits for storage and use of flammable hazardous materials (explosives)		ACTA Project Manager	PS&E					
	County of Los Angeles, Department of Public Works, Flood Control District								
	Encroachment permits		ACTA Project Manager	PS&E					
	Port of Long Beach								
	Harbor Development Permit; Coastal Development Permit		ACTA Project Manager	PS&E					
	Port of Los Angeles								
	Application for Development Project; Coastal Development Permit		ACTA Project Manager	PS&E					

PROJECT PERSONNEL

Initial	Full Name	Title	Phone Number	Assigned to Project Date	Transferred from Project Date	Remarks			

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3, KP 4.4/7.3, KP 3.2/6.5		

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

REGISTERED CIVIL ENGINEER

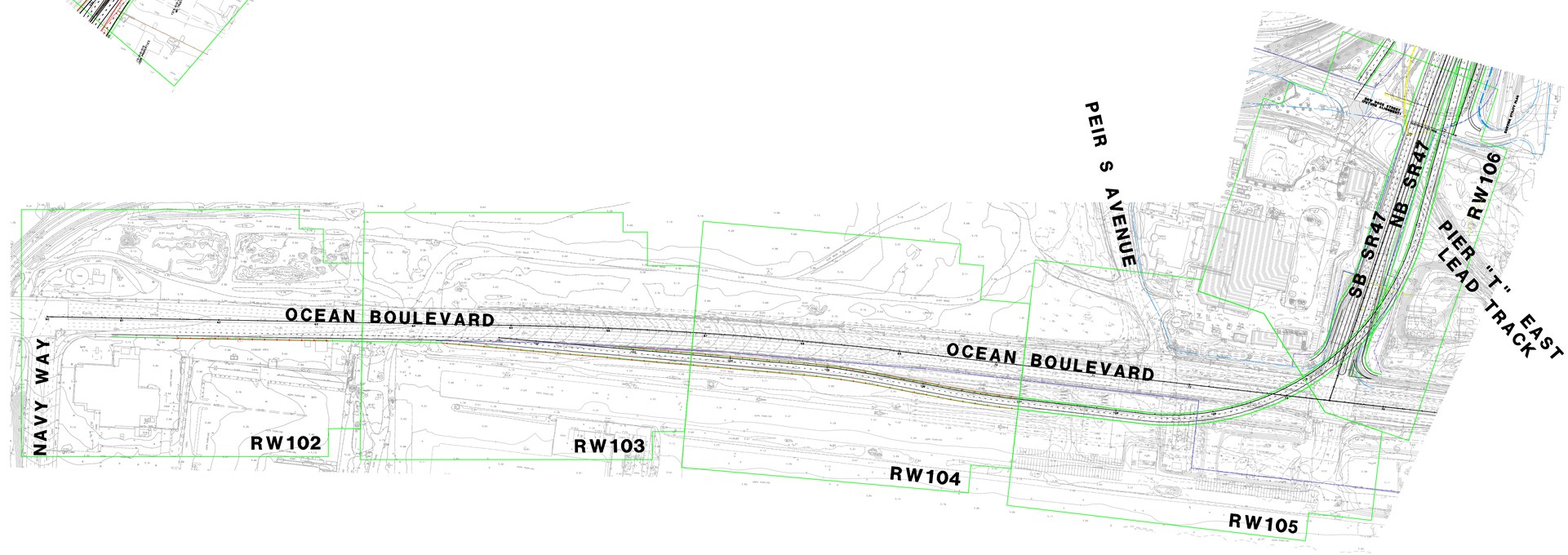
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

NOTE: THIS AREA OF THE KEY MAP HAS BEEN MOVED FROM IT'S ORIGINAL LOCATION.



SR-47 EXPRESSWAY

OCEAN BOULEVARD/ SR47 FLYOVER ALTERNATIVES 1 & 2 RIGHT-OF-WAY EXHIBIT KEY MAP

HORIZ SCALE 1:2500

RW100

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

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REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
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ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

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SR-47 EXPRESSWAY

ALTERNATIVE 1
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT KEY MAP

HORIZ SCALE 1:3000

RW101

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3, KP 4.4/7.3, KP 3.2/6.5		

Caltrans Metric

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REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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POB STA 60+23.778

OCEAN BOULEVARD

SEASIDE AVENUE

EXIST R/W SEE NOTE 2

SEE NOTE 3

HE SR47-1765

HE SR47-1766

AE SR47-1765-1

AE SR47-1766-1

TCE SR47-1765-2

TCE SR47-1766-2

7440-021-913
US GOVERNMENT (NAVY)

NAVY WAY

STORAGE AREA

ASPH PARKING

CITY OF LOS ANGELES
CITY OF LONG BEACH

MATCH LINE SEE SHEET RW102

NOTES:

1. SEE DWG RW107 FOR PARCEL TABLE.
2. LIMITS OF EXISTING R/W TO BE VERIFIED AT THE TIME OF DESIGN.
3. WESTERN LIMIT OF SR47-1765-1-AE ASSUMED AT BEGINNING OF PROPOSED RETAINING WALL CONSTRUCTION. EXACT LOCATION OF WESTERN LIMIT TO BE VERIFIED AT THE TIME OF DESIGN.
4. ACTUAL TOPOGRAPHY WEST OF SR47 BASED ON OCEAN BLVD GRADE SEPARATION PROJECT, HDS-2103 AS PREPARED BY PARSONS TRANSPORTATION GROUP.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

SR-47 EXPRESSWAY

OCEAN BOULEVARD/ SR47 FLYOVER ALTERNATIVES 1 & 2

RIGHT-OF-WAY EXHIBIT

HORIZ SCALE 1:500

RW102

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3, KP 4.4/7.3, KP 3.2/6.5		

Caltrans Metric

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REGISTERED CIVIL ENGINEER

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ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
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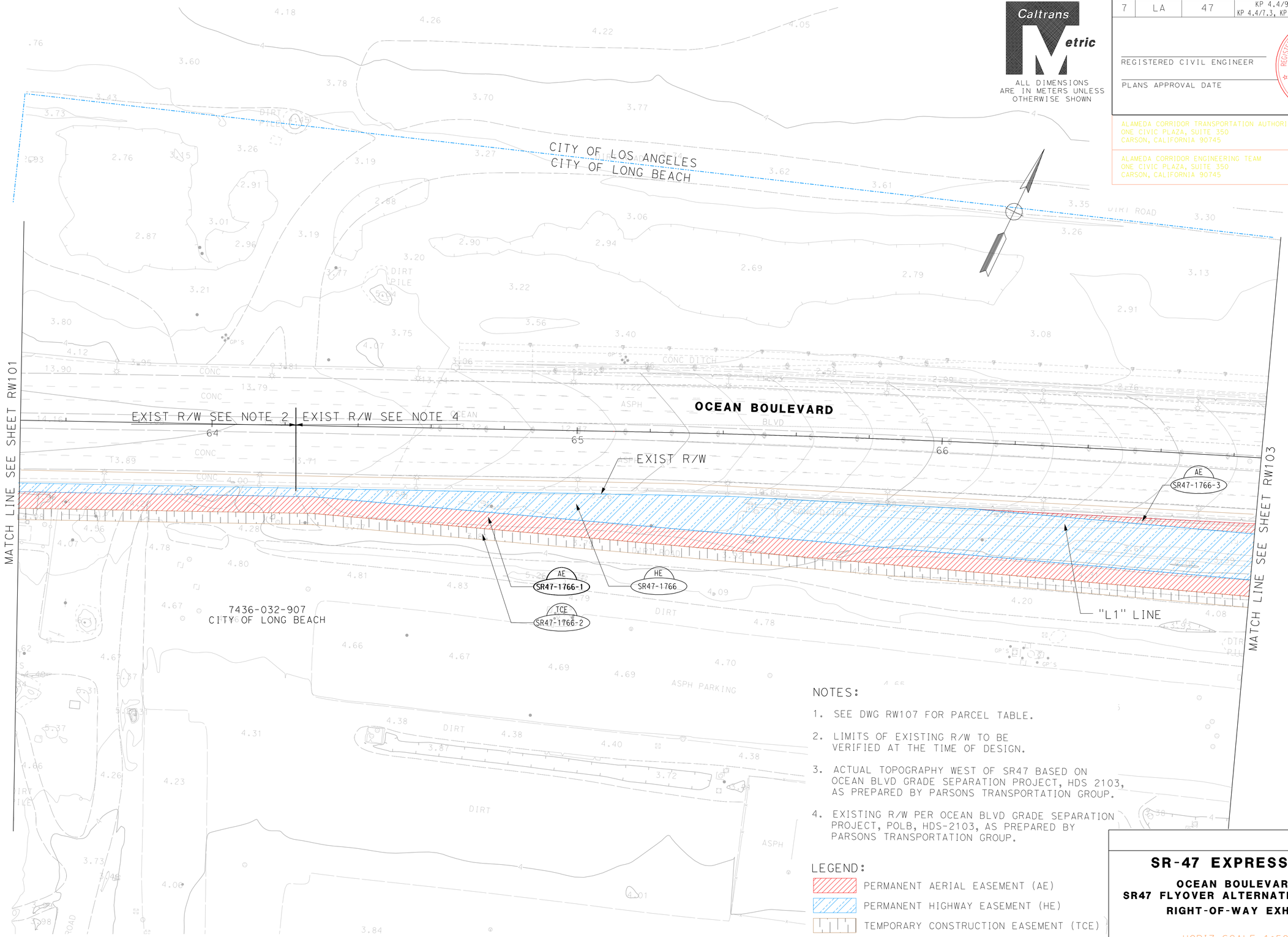
CARSON, CALIFORNIA 90745



NOTES:

1. SEE DWG RW107 FOR PARCEL TABLE.
2. LIMITS OF EXISTING R/W TO BE VERIFIED AT THE TIME OF DESIGN.
3. ACTUAL TOPOGRAPHY WEST OF SR47 BASED ON OCEAN BLVD GRADE SEPARATION PROJECT, HDS 2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.
4. EXISTING R/W PER OCEAN BLVD GRADE SEPARATION PROJECT, POLB, HDS-2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

SR-47 EXPRESSWAY

OCEAN BOULEVARD/ SR47 FLYOVER ALTERNATIVES 1 & 2 RIGHT-OF-WAY EXHIBIT

HORIZ SCALE 1:500

RW103

DATE	REVISED BY
	DATE REVISED

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3, KP 4.4/7.3, KP 3.2/6.5		

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

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CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

CITY OF LOS ANGELES
CITY OF LONG BEACH

OCEAN BOULEVARD

DIRT ROAD

DIRT PILES

DIRT PILE

CONC DITCH

ROCKS

ASPH

ASPH PARKING

OCEAN

HV-9

MATCH LINE SEE SHEET RW102

MATCH LINE SEE SHEET RW104

"L1" LINE

EXIST R/W
SEE NOTE 4

7436-032-907
CITY OF LONG BEACH

7436-032-904
US GOVERNMENT (NAVY)

TCE SR47-1766-4

AE SR47-1766-3

HE SR47-1766

AE SR47-1766-1

TCE SR47-1766-2

TCE SR47-1767-4

AE SR47-1767-3

HE SR47-1767

AE SR47-1767-1

TCE SR47-1767-2

NOTES:

1. SEE DWG RW107 FOR PARCEL TABLE.
2. LIMITS OF EXISTING R/W TO BE VERIFIED AT THE TIME OF DESIGN.
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LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

SR-47 EXPRESSWAY

OCEAN BOULEVARD/ SR47 FLYOVER ALTERNATIVES 1 & 2 RIGHT-OF-WAY EXHIBIT

HORIZ SCALE 1:500

RW104

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	DATE REVISED

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Caltrans

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3, KP 4.4/7.3, KP 3.2/6.5		

Caltrans Metric

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CARSON, CALIFORNIA 90745

DATE | REVISED BY | DATE REVISED

CALCULATED/ DESIGNED BY

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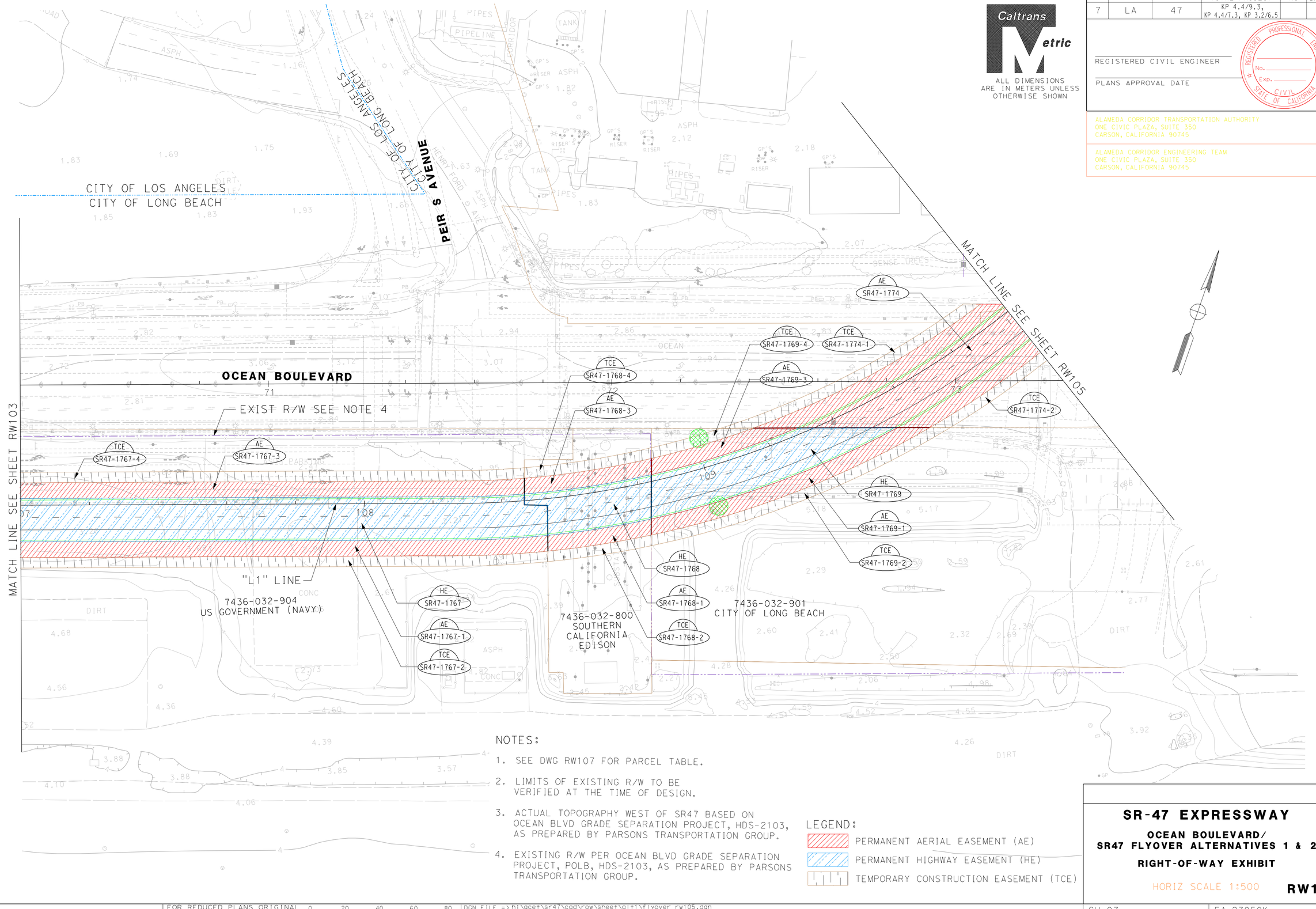
DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans



NOTES:

1. SEE DWG RW107 FOR PARCEL TABLE.
2. LIMITS OF EXISTING R/W TO BE VERIFIED AT THE TIME OF DESIGN.
3. ACTUAL TOPOGRAPHY WEST OF SR47 BASED ON OCEAN BLVD GRADE SEPARATION PROJECT, HDS-2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.
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LEGEND:

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- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

SR-47 EXPRESSWAY

OCEAN BOULEVARD/ SR47 FLYOVER ALTERNATIVES 1 & 2

RIGHT-OF-WAY EXHIBIT

HORIZ SCALE 1:500

RW105

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CU 07

EA 23850K

NOTES:

1. SEE DWG RW107 FOR PARCEL TABLE.
2. LIMITS OF EXISTING R/W TO BE VERIFIED AT THE TIME OF DESIGN.
3. ACTUAL TOPOGRAPHY WEST OF SR47 BASED ON OCEAN BLVD GRADE SEPARATION PROJECT, HDS-2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.
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LEGEND:

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- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3, KP 4.4/7.3, KP 3.2/6.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

MATCH LINE SEE SHEET RW104

FOR CONTINUATION SEE ALTERNATIVES 1 & 2 DRAWINGS

JOIN FUTURE OCEAN BLVD

EXIST STATE R/W SEE NOTE 4

LIMIT OF SR47-1701-AE AND SR47-1702-AE FOR ALTERNATIVE 1

"A1" LINE

"B1" LINE

"C1" LINE

SB SR47

NB SR47

OCEAN BOULEVARD (FUTURE INTERSECTION)

FUTURE FLYOVER CONNECTOR

PIER "T" EAST LEAD TRACK

WYE TRACK

NEW DOCK STREET (FUTURE ALIGNMENT)

NEW DOCK STREET OFF RAMP

NEW DOCK STREET ON RAMP

NEW DOCK STREET

PIER "S" FUTURE IMPROVEMENTS

PIER "S"

7436-029-906 CITY OF LONG BEACH

7436-029-914 CITY OF LONG BEACH

7436-029-915 CITY OF LONG BEACH

7436-029-923 CITY OF LONG BEACH

TCE SR47-1774-2

AE SR47-1774

TCE SR47-1702-1

HE SR47-1702-11

AE SR47-1702-9

AE SR47-1703-2

HE SR47-1702-10

TCE SR47-1703-3

HE SR47-1702-14

AE SR47-1702-13

TCE SR47-1702-3

0+00

1+00

2+00

R=100

R=1375

R=5

R=18

SR-47 EXPRESSWAY

OCEAN BOULEVARD/ SR47 FLYOVER ALTERNATIVES 1 & 2

RIGHT-OF-WAY EXHIBIT

HORIZ SCALE 1:500

RW106

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DATE	REVISED BY	DATE REVISED
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CU 07

EA 23850K

LAST REVISION 00-00-00 TIME PLOTTED => DATE PLOTTED => 17-JUL-2007 12:43:45

NO.	APN	PARCEL NO.	GRANTOR	AREAS				ACQUISITION TYPE	DWG NO.
				REQUIRED	REMAINDER	TOTAL	EXCESS		
1	7440-021-913	SR47-1765	US GOVERNMENT (NAVY)	468 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	RW102
2	7440-021-913	SR47-1765-1	US GOVERNMENT (NAVY)	845 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
3	7440-021-913	SR47-1765-2	US GOVERNMENT (NAVY)	562 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
4	7436-032-907	SR47-1766	CITY OF LONG BEACH	6,393 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
5	7436-032-907	SR47-1766-1	CITY OF LONG BEACH	2,951 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
6	7436-032-907	SR47-1766-2	CITY OF LONG BEACH	1,967 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
7	7436-032-907	SR47-1766-3	CITY OF LONG BEACH	1,360 SQ. M				PERMANENT AERIAL EASEMENT (AE)	RW103
8	7436-032-907	SR47-1766-4	CITY OF LONG BEACH	406 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	RW104
9	7436-032-904	SR47-1767	US GOVERNMENT (NAVY)	2,450 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
10	7436-032-904	SR47-1767-1	US GOVERNMENT (NAVY)	897 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
11	7436-032-904	SR47-1767-2	US GOVERNMENT (NAVY)	598 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
12	7436-032-904	SR47-1767-3	US GOVERNMENT (NAVY)	868 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
13	7436-032-904	SR47-1767-4	US GOVERNMENT (NAVY)	598 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
14	7436-032-800	SR47-1768	SOUTHERN CALIFORNIA EDISON	409 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	RW105
15	7436-032-800	SR47-1768-1	SOUTHERN CALIFORNIA EDISON	139 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
16	7436-032-800	SR47-1768-2	SOUTHERN CALIFORNIA EDISON	93 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
17	7436-032-800	SR47-1768-3	SOUTHERN CALIFORNIA EDISON	171 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
18	7436-032-800	SR47-1768-4	SOUTHERN CALIFORNIA EDISON	114 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
19	7436-032-901	SR47-1769	CITY OF LONG BEACH	768 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
20	7436-032-901	SR47-1769-1	CITY OF LONG BEACH	374 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
21	7436-032-901	SR47-1769-2	CITY OF LONG BEACH	276 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
22	7436-032-901	SR47-1769-3	CITY OF LONG BEACH	173 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
23	7436-032-901	SR47-1769-4	CITY OF LONG BEACH	79 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
24	STREET	SR47-1774	CITY OF LONG BEACH	1,459 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
25	STREET	SR47-1774-1	CITY OF LONG BEACH	236 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
26	STREET	SR47-1774-2	CITY OF LONG BEACH	185 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
27	7436-029-914	SR47-1702-1	CITY OF LONG BEACH	385 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	RW106
28	7436-029-906	SR47-1702-3	CITY OF LONG BEACH	291 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
29	7436-029-914	SR47-1702-9	CITY OF LONG BEACH	519 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
30	7436-029-914	SR47-1702-10	CITY OF LONG BEACH	47 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
31	7436-029-914	SR47-1702-11	CITY OF LONG BEACH	1,155 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
32	7436-029-914	SR47-1702-13	CITY OF LONG BEACH	404 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
33	7436-029-914	SR47-1702-14	CITY OF LONG BEACH	72 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
34	7436-029-914	SR47-1703-2	CITY OF LONG BEACH	150 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
35	7436-029-914	SR47-1703-3	CITY OF LONG BEACH	23 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
36	7315-010-002	SR47-1760	MO TRUST	210 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	RW106A
37	7315-010-009	SR47-1760-1	MO TRUST	222 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
38	7315-010-009	SR47-1761	HERTZ EQUIPMENT RENTAL CORP.	306 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
39	7315-010-009	SR47-1761-1	HERTZ EQUIPMENT RENTAL CORP.	372 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
40	7315-010-009	SR47-1815 **	HERTZ EQUIPMENT RENTAL CORP.	903 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
41	7315-010-009	SR47-1815-1 **	HERTZ EQUIPMENT RENTAL CORP.	376 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
42	7315-010-800	SR47-1829 *	SOUTHERN PACIFIC (UPRR)	78 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	

* ALTERNATIVE 2 FLYOVER ONLY

** INCLUDED AS PART OF ALTERNATIVE 2 COST ESTIMATE

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3, KP 4.4/7.3, KP 3.2/6.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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DATE REVISED

SR-47 EXPRESSWAY

OCEAN BOULEVARD/ SR47 FLYOVER ALTERNATIVES 1 & 2

RIGHT-OF-WAY EXHIBIT

HORIZ SCALE 1:500

RW107

LAST REVISION => 00-00-00
TIME PLOTTED => 12:44:29
DATE PLOTTED => 11 JUL 2007

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EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER — REGISTERED — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

BOULEVARD

OCEAN

INDUSTRY TRACKS

EXISTING PERMANENT SLOPE EASEMENT (TCE)

POLE 1, H=75', EL=5.92 (MLLW 2002) + 0.38 = 6.30 (NAVD 88)

EXISTING STATE ROW (SEE NOTE 5)

DRIP LINE

EXISTING STRUCTURE

STA 110.6380

SB SR47

NB SR47

EXISTING STRUCTURE

EXISTING STATE ROW (SEE NOTE 5)

DRIP LINE

POLE 2, H=95', EL=8.40 (MLLW 2002) + 0.38 = 8.78 (NAVD 88)

EXISTING PERMANENT SLOPE EASEMENT (PSE)

7436-029-906
CITY OF LONG BEACH

7436-029-914
CITY OF LONG BEACH

7436-029-923

7436-029-918

7436-029-918

7436-032-901

7436-029-914

TCE SR47-1704-1
AE SR47-1704
HE SR47-1704-2
TCE SR47-1701-3
AE SR47-1701-2
TCE SR47-1703-1
HE SR47-1701-7
AE SR47-1703
TCE SR47-1701-1
HE SR47-1701-6
AE SR47-1701
AE SR47-1703-5
AE SR47-1703-4
HE SR47-1702-4
AE SR47-1702
TCE SR47-1702-1
HE SR47-1702-11
AE SR47-1702-9
AE SR47-1703-2
HE SR47-1702-10
AE SR47-1702-12
TCE SR47-1703-3
AE SR47-1702-2
HE SR47-1702-14
AE SR47-1702-13
TCE SR47-1702-3

NOTES:

1. HIGHWAY EASEMENT LIMITS FROM DRIP LINE
2. AERIAL EASEMENT LIMITS EXTEND FROM DRIP LINE PLUS 4.57M (15 FEET) TO DRIP LINE.
3. FOR HIGHWAY EASEMENT (HE), SR47-1703-4 (AE) AND SR47-1703-5 (AE) AREAS SEE DWG RW-122.
4. OCEAN BLVD FLYOVER DENOTED WITH * AND SCREENED SHOWN FOR INFORMATION ONLY. RW ACQUISITION TO BE MADE AT LATER DATE.
5. PRECISE LIMITS OF EXISTING CALTRANS ROW TO BE DETERMINED AT THE TIME OF FINAL DESIGN.
6. BASE ELEVATIONS FOR POLES 1 AND 2 PER POLB ARE EXPRESSED IN ENGLISH UNITS AND BASED ON MEAN LOWER LOW WATER ELEVATION.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- RELINQUISHMENT BY CALTRANS
- EXISTING CALTRANS HIGHWAY EASEMENT

MATCH LINE SEE DWG RW-109

NO.	APN	PARCEL NO.	GRANTOR	AREAS REQUIRED	AREAS REMAINDER	AREAS TOTAL	AREAS EXCESS	ACQUISITION TYPE
1	7436-029-906	SR47-1701	CITY OF LONG BEACH	512 SQ. M				PERMANENT AERIAL EASEMENT (AE)
2	7436-029-906	SR47-1701-1	CITY OF LONG BEACH	346 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
3	7436-029-906	SR47-1701-2	CITY OF LONG BEACH	26 SQ. M				PERMANENT AERIAL EASEMENT (AE)
4	7436-029-906	SR47-1701-3	CITY OF LONG BEACH	18 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
5	7436-029-906	SR47-1701-6	CITY OF LONG BEACH	207 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
6	7436-029-906	SR47-1701-7	CITY OF LONG BEACH	26 SQ. M				PERMANENT AERIAL EASEMENT (AE)
7	7436-029-914	SR47-1702	CITY OF LONG BEACH	689 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
8	7436-029-914	SR47-1702-1 *	CITY OF LONG BEACH	385 SQ. M				PERMANENT AERIAL EASEMENT (AE)
9	7436-029-906	SR47-1702-2	CITY OF LONG BEACH	280 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
10	7436-029-906	SR47-1702-3 *	CITY OF LONG BEACH	291 SQ. M				PERMANENT AERIAL EASEMENT (AE)
11	7436-029-906	SR47-1702-4	CITY OF LONG BEACH	89 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
12	7436-029-906	SR47-1703	CITY OF LONG BEACH (RAIL)	23 SQ. M				PERMANENT AERIAL EASEMENT (AE)
13	7436-029-906	SR47-1703-1	CITY OF LONG BEACH (RAIL)	10 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
14	7436-029-914	SR47-1703-2 *	CITY OF LONG BEACH (RAIL)	150 SQ. M				PERMANENT AERIAL EASEMENT (AE)
15	7436-029-914	SR47-1703-3 *	CITY OF LONG BEACH (RAIL)	23 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
16	7436-029-906	SR47-1704	CITY OF LONG BEACH	31 SQ. M				PERMANENT AERIAL EASEMENT (AE)
17	7436-029-906	SR47-1704-1	CITY OF LONG BEACH	21 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
18	7436-029-906	SR47-1704-2	CITY OF LONG BEACH	17 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)

SR-47 EXPRESSWAY

ALTERNATIVE 1
PRELIMINARY LAYOUT

SHEET OF 18

HORIZ SCALE 1:500

RW-108

LAST REVISION => TIME PLOTTED => 11:22:12
DATE PLOTTED => 11 JUL 2007
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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER — REGISTERED — No. — Exp. — CIVIL — STATE OF CALIFORNIA

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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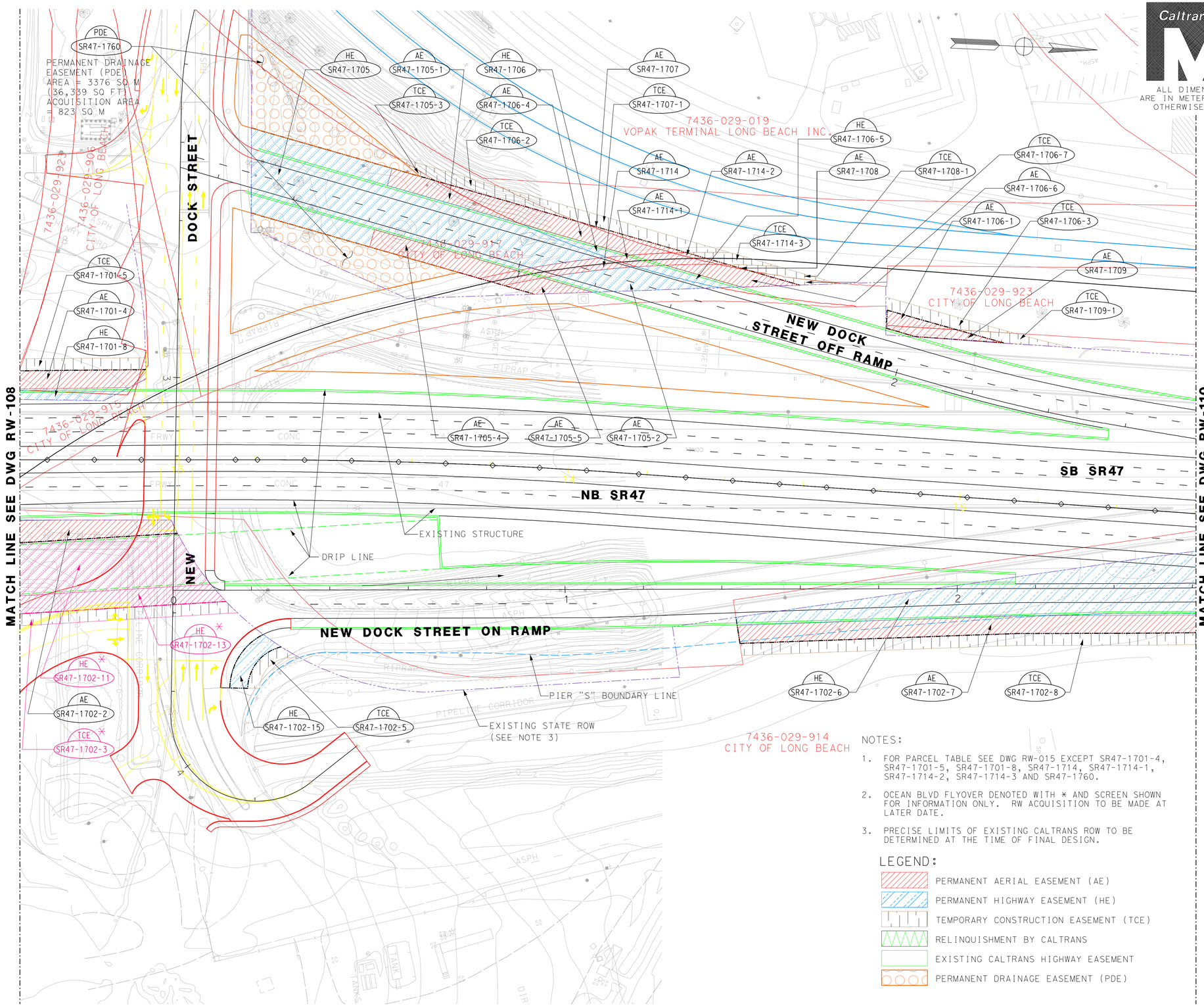

NOTES:

1. FOR PARCEL TABLE SEE DWG RW-015 EXCEPT SR47-1701-4, SR47-1701-5, SR47-1701-8, SR47-1714, SR47-1714-1, SR47-1714-2, SR47-1714-3 AND SR47-1760.
2. OCEAN BLVD FLYOVER DENOTED WITH * AND SCREEN SHOWN FOR INFORMATION ONLY. RW ACQUISITION TO BE MADE AT LATER DATE.
3. PRECISE LIMITS OF EXISTING CALTRANS ROW TO BE DETERMINED AT THE TIME OF FINAL DESIGN.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- RELINQUISHMENT BY CALTRANS
- EXISTING CALTRANS HIGHWAY EASEMENT
- PERMANENT DRAINAGE EASEMENT (PDE)

NO.	APN	PARCEL NO.	GRANTOR	AREAS REQUIRED	AREAS REMAINDER	AREAS TOTAL	AREAS EXCESS	ACQUISITION TYPE
1	7436-029-906	SR47-1701-4	CITY OF LONG BEACH	188 SQ. M				PERMANENT AERIAL EASEMENT (AE)
2	7436-029-906	SR47-1701-5	CITY OF LONG BEACH	147 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
3	7436-029-906	SR47-1701-8	CITY OF LONG BEACH	81 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
4	7436-029-917	SR47-1714	CITY OF LONG BEACH	101 SQ. M				PERMANENT AERIAL EASEMENT (AE)
5	7436-029-917	SR47-1714-1	CITY OF LONG BEACH	57 SQ. M				PERMANENT AERIAL EASEMENT (AE)
6	7436-029-917	SR47-1714-2	CITY OF LONG BEACH	9 SQ. M				PERMANENT AERIAL EASEMENT (AE)
7	7436-029-917	SR47-1714-3	CITY OF LONG BEACH	36 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
8	7436-029-923	SR47-1760	CITY OF LONG BEACH	823 SQ. M				PERMANENT DRAINAGE EASEMENT (PDE)
9								
10								
11								
12								
13								

SR-47 EXPRESSWAY

ALTERNATIVE 1
PRELIMINARY LAYOUT

SHEET OF 18

HORIZ SCALE 1:500

RW-109

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DATE PLOTTED => 11 JUL 2007

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER — REGISTERED — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

7436-029-019
VOPAK TERMINAL LONG BEACH INC.

7436-029-923
CITY OF LONG BEACH

7436-029-914
CITY OF LONG BEACH

STATE OF CALIFORNIA

CERRITOS

CHANNEL

BADGER BRIDGE (RAIL)

COMMODORE HEIM BRIDGE

STATE EXISTING ROW (SEE NOTE 1)

SB SR47

NB SR47

4.572M

REL SR47-1710-3

AE SR47-1702-7

TCE SR47-1702-8

HE SR47-1702-6

AE SR47-1710

TCE SR47-1710-1

HE SR47-1710-2

DRIP LINE

PIER "S" BOUNDARY LINE

MATCH LINE SEE DWG RW-109

MATCH LINE SEE DWG RW-111

NOTE:

1. PRECISE LIMITS OF EXISTING CALTRANS ROW TO BE DETERMINED AT THE TIME OF FINAL DESIGN.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- RELINQUISHMENT BY CALTRANS
- EXISTING CALTRANS HIGHWAY EASEMENT

LACFCD LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

NO.	APN	PARCEL NO.	GRANTOR	AREAS REQUIRED	AREAS REMAINDER	AREAS TOTAL	ACQUISITION TYPE EXCESS	ACQUISITION TYPE
1	7436-011-900	SR47-1710	LACFCD	843 SQ. M				PERMANENT AERIAL EASEMENT (AE)
2	7436-011-900	SR47-1710-1	LACFCD	562 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
3	7436-011-900	SR47-1710-2	LACFCD	3,395 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
4	7436-011-900	SR47-1710-3	LACFCD	919 SQ. M				RELINQUISHMENT BY CALTRANS (REL)
5								
6								

SR-47 EXPRESSWAY

ALTERNATIVE 1
PRELIMINARY LAYOUT

SHEET OF 18

HORIZ SCALE 1:500

RW-110

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DATE	REVISED BY	DATE REVISED

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER — REGISTERED — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

CHANNEL

7436-011-904
CITY OF LONG BEACH

7440-003-904
CITY OF LOS ANGELES

7440-003-273
CITY OF LONG BEACH

BADGER BRIDGE
(RAIL)

REL
SR47-1710-3

4.572M

7436-011-910
7436-011-210
CITY OF LOS ANGELES
CITY OF LONG BEACH

ACTA 1 & 2 TRACKS

MATCH LINE SEE DWG RW-110

SB SR47

NB SR47

200+12.318

201

400+12.352

401

MATCH LINE SEE DWG RW-112

AE SR47-1710
TCE SR47-1710-1
HE SR47-1710-2
COMMODORE HEIM BRIDGE

AE SR47-1711
TCE SR47-1711-1
HE SR47-1711-2

AE SR47-1712
TCE SR47-1712-1
HE SR47-1712-2

CERRITOS

STATE OF CALIFORNIA

7436-003-261
CITY OF LONG BEACH

CITY OF LOS ANGELES
CITY OF LONG BEACH

TARGET
3.7

RIP RAP

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- RELINQUISHMENT BY CALTRANS
- EXISTING CALTRANS HIGHWAY EASEMENT
- LACFCD LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

NO.	APN	PARCEL NO.	GRANTOR	AREAS REQUIRED	AREAS REMAINDER	AREAS TOTAL	ACQUISITION TYPE	EXCESS
1	7436-003-261	SR47-1711	CITY OF LONG BEACH	626 SQ. M			PERMANENT AERIAL EASEMENT (AE)	
2	7436-003-261	SR47-1711-1	CITY OF LONG BEACH	423 SQ. M			TEMPORARY CONSTRUCTION EASEMENT (TCE)	
3	7436-003-261	SR47-1711-2	CITY OF LONG BEACH	2,370 SQ. M			PERMANENT HIGHWAY EASEMENT (HE)	
4	7440-003-261 7440-003-906	SR47-1712	CITY OF LONG BEACH	1,255 SQ. M			PERMANENT AERIAL EASEMENT (AE)	
5	7440-003-261 7440-003-906	SR47-1712-1	CITY OF LONG BEACH	1,177 SQ. M			TEMPORARY CONSTRUCTION EASEMENT (TCE)	
6	7440-003-261 7440-003-906	SR47-1712-2	CITY OF LONG BEACH	7,283 SQ. M			PERMANENT HIGHWAY EASEMENT (HE)	

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DATE PLOTTED => 11 JUL 2007

SR-47 EXPRESSWAY

ALTERNATIVE 1
PRELIMINARY LAYOUT

SHEET OF 18

HORIZ SCALE 1:500

RW-111

DATE	REVISED BY	DATE REVISED

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER — REGISTERED — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

NO.	APN	PARCEL NO.	GRANTOR	AREAS REQUIRED	AREAS REMAINDER	AREAS TOTAL	AREAS EXCESS	ACQUISITION TYPE
1	7440-003-261 7440-003-906	SR47-1712	SEE DWG RW-004					PERMANENT AERIAL EASEMENT (AE)
2	7440-003-261 7440-003-906	SR47-1712-1	SEE DWG RW-004					TEMPORARY CONSTRUCTION EASEMENT (TCE)
3	7440-003-261 7440-003-906	SR47-1712-2	SEE DWG RW-004					PERMANENT HIGHWAY EASEMENT (HE)
4	7440-003-261	SR47-1712-3	CITY OF LONG BEACH	522 SQ. M				PERMANENT AERIAL EASEMENT (AE)

SR-47 EXPRESSWAY

ALTERNATIVE 1
PRELIMINARY LAYOUT

SHEET OF 18

HORIZ SCALE 1:500

RW-112

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

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DATE PLOTTED => 11 JUL 2007

CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER — REGISTERED — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

Caltrans Metric

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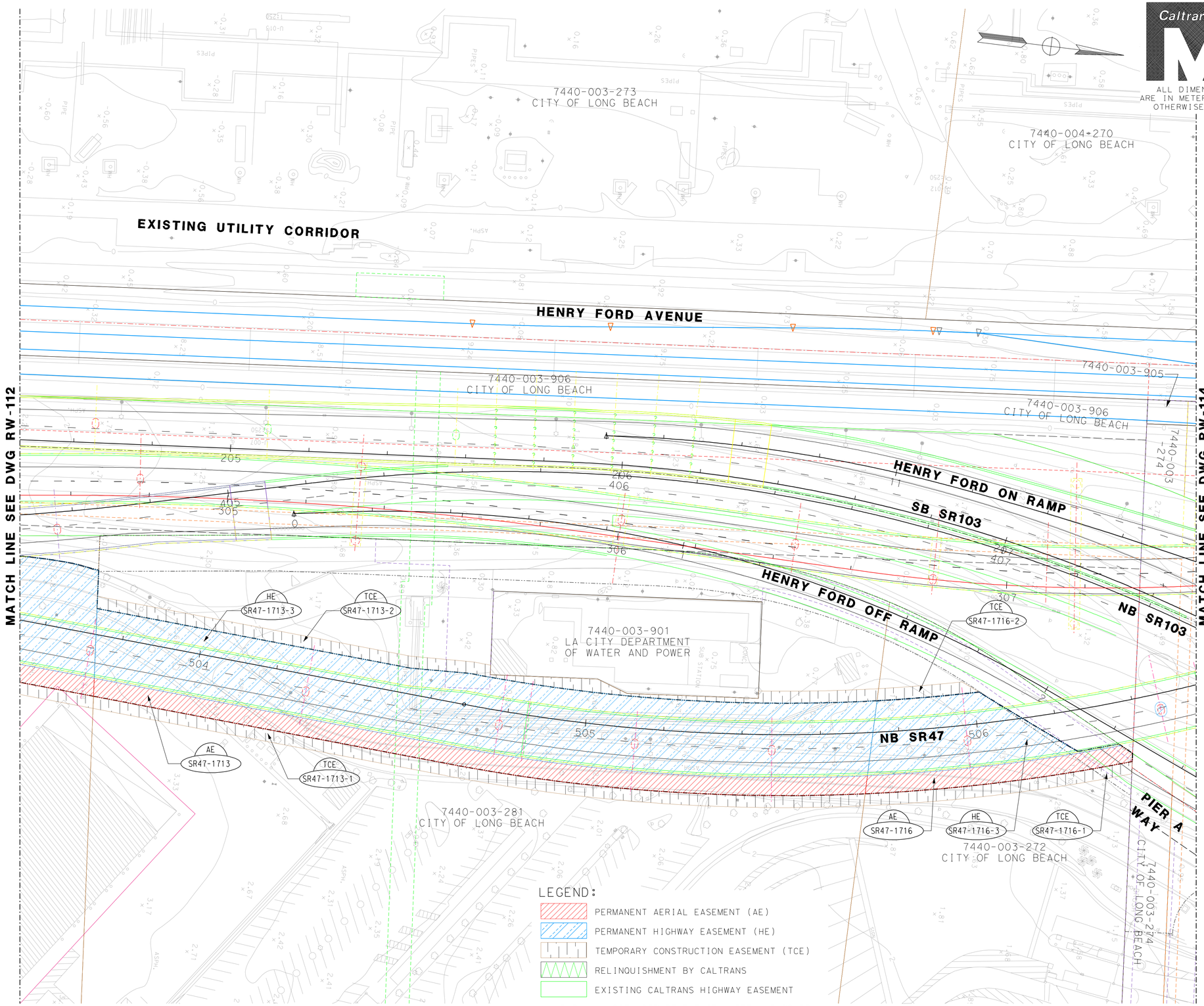

NO.	APN	PARCEL NO.	GRANTOR	AREAS REQUIRED	AREAS REMAINDER	AREAS EXCESS TOTAL	ACQUISITION TYPE
1	7440-003-281	SR47-1713	CITY OF LONG BEACH	909 SQ. M			PERMANENT AERIAL EASEMENT (AE)
2	7440-003-281	SR47-1713-1	CITY OF LONG BEACH	606 SQ. M			TEMPORARY CONSTRUCTION EASEMENT (TCE)
3	7440-003-281	SR47-1713-2	CITY OF LONG BEACH	515 SQ. M			TEMPORARY CONSTRUCTION EASEMENT (TCE)
4	7440-003-281	SR47-1713-3	CITY OF LONG BEACH	3,686 SQ. M			PERMANENT HIGHWAY EASEMENT (HE)
5	7440-003-272	SR47-1716	CITY OF LONG BEACH	309 SQ. M			PERMANENT AERIAL EASEMENT (AE)
6	7440-003-272	SR47-1716-1	CITY OF LONG BEACH	210 SQ. M			TEMPORARY CONSTRUCTION EASEMENT (TCE)
7	7440-003-272	SR47-1716-2	CITY OF LONG BEACH	72 SQ. M			TEMPORARY CONSTRUCTION EASEMENT (TCE)
8	7440-003-272	SR47-1716-3	CITY OF LONG BEACH	771 SQ. M			PERMANENT HIGHWAY EASEMENT (HE)
9							
10							
11							

SR-47 EXPRESSWAY

ALTERNATIVE 1
PRELIMINARY LAYOUT

SHEET OF 18

HORIZ SCALE 1:500

RW-113

LAST REVISION 00-00-00 TIME PLOTTED => 12:34:1
DATE PLOTTED => 11 JUL 2007

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EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER — REGISTERED — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

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ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

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DATE REVISED

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MATCH LINE SEE DWG RW-115

EXISTING UTILITY CORRIDOR

7440-004-270
CITY OF LONG BEACH

7440-001-270
CITY OF LONG BEACH

7440-001-911
CITY OF LOS ANGELES

(CALTRANS) (ACTA)
CITY OF LONG BEACH
CITY OF LOS ANGELES

SOUND WALL

TCE SR47-1721-1
AE SR47-1721
HE SR47-1721-2
AE SR47-1722
HE SR47-1722-2
TCE SR47-1722-1
TCE SR47-1723-1
AE SR47-1723-4
HE SR47-1723-3
AE SR47-1723
TCE SR47-1723-2

7440-002-278
7440-004-278
7440-002-823
7440-002-917
CITY OF LONG BEACH
7440-BRK-DWN

SB SR47
NB SR47
SB SR103
NB SR103
HENRY FORD ON RAMP
PIER A WAY

PDE SR47-1761

PERMANENT DRAINAGE EASEMENT (PDE)
TOTAL AREA = 3898 SQ M
(41,958 SQ FT)
ACQUISITION AREA = 3119 SQ M

LEGEND:
- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- RELINQUISHMENT BY CALTRANS
- EXISTING CALTRANS HIGHWAY EASEMENT
- PERMANENT DRAINAGE EASEMENT (PDE)

NO.	APN	PARCEL NO.	GRANTOR	AREAS REQUIRED	AREAS REMAINDER	AREAS TOTAL	AREAS EXCESS	ACQUISITION TYPE
1	7440-004-270	SR47-1721	CITY OF LONG BEACH	171 SQ. M				PERMANENT AERIAL EASEMENT (AE)
2	7440-004-270	SR47-1721-1	CITY OF LONG BEACH	142 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
3	7440-004-270	SR47-1721-2	CITY OF LONG BEACH	203 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
4	7440-001-270	SR47-1722	CITY OF LONG BEACH	246 SQ. M				PERMANENT AERIAL EASEMENT (AE)
5	7440-001-270	SR47-1722-1	CITY OF LONG BEACH	137 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
6	7440-001-270	SR47-1722-2	CITY OF LONG BEACH	969 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
7	7440-001-911	SR47-1723	CITY OF LOS ANGELES	231 SQ. M				PERMANENT AERIAL EASEMENT (AE)
8	7440-001-911	SR47-1723-1	CITY OF LOS ANGELES	171 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
9	7440-001-911	SR47-1723-2	CITY OF LOS ANGELES	116 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
10	7440-001-911	SR47-1723-3	CITY OF LOS ANGELES	1,628 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
11	7440-001-911	SR47-1723-4	CITY OF LOS ANGELES	256 SQ. M				PERMANENT AERIAL EASEMENT (AE)
12	7440-002-917	SR47-1761	CITY OF LONG BEACH	3,119 SQ. M				PERMANENT DRAINAGE EASEMENT (PDE)

SR-47 EXPRESSWAY

ALTERNATIVE 1
PRELIMINARY LAYOUT

SHEET OF 18

HORIZ SCALE 1:500

RW-114

LAST REVISION => 00-00-00
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DATE PLOTTED => 11 JUL 2007

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EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER — REGISTERED — No. — Exp. — CIVIL — STATE OF CALIFORNIA

Caltrans Metric

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ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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MATCH LINE SEE DWG RW-114

MATCH LINE SEE DWG RW-116

TYC TRACK

PERMANENT DRAINAGE EASEMENT (PDE)
TOTAL AREA = 1841 SQ M
(19,816 SQ FT)

PDE SR47-1727-5

PDE SR47-1728-5

TCE SR47-1727-2

HE SR47-1724-3

AE SR47-1724-4

TCE SR47-1724-2

SOUND WALL

AE SR47-1725-4

TCE SR47-1725-2

HE SR47-1726-3

HE SR47-1725-3

AE SR47-1727-4

TCE SR47-1726-2

AE SR47-1726-4

7440-001-912
CITY OF LOS ANGELES

7440-001-806
UPRR

7440-002-823
CITY OF LOS ANGELES

7440-001-912
CITY OF LOS ANGELES

HE SR47-1728-3

AE SR47-1728-4

TCE SR47-1728-2

SB SR47

NB SR47

TCE SR47-1724-1

AE SR47-1725

TCE SR47-1725-1

AE SR47-1726

TCE SR47-1726-1

AE SR47-1727

TCE SR47-1727-1

HE SR47-1727-3

TCE SR47-1723-2

HE SR47-1723-3

AE SR47-1724

AE SR47-1723

AE SR47-1728

TCE SR47-1728-1

HENRY FORD AVENUE

7440-002-278

7440-002-823

7440-002-278

7440-002-278

7440-002-823

7440-001-912

7440-002-914
CITY OF LOS ANGELES

7440-002-035
ULTRAMAR

7440-002-907

WEST BASIN LEAD TRACK

ACTA 3 TRACK

ACTA 2 TRACK

ACTA 1 TRACK

DOMINGUEZ CHANNEL

UPRR SAN PEDRO BRANCH TRACK

ROCK & DEBRIS PILES

RIP RAP

7440-002-278

NOTE:
FOR HIGHWAY EASEMENT (HE) AND PERMANENT AERIAL EASEMENT (AE) AREAS SEE DWG RW-015.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- RELINQUISHMENT BY CALTRANS
- EXISTING CALTRANS HIGHWAY EASEMENT
- PERMANENT DRAINAGE EASEMENT (PDE)

NO.	APN	PARCEL NO.	GRANTOR	AREAS REQUIRED	AREAS REMAINDER	AREAS TOTAL	AREAS EXCESS	ACQUISITION TYPE
1	7440-001-XXX	SR47-1724	CITY OF LOS ANGELES	58 SQ. M				PERMANENT AERIAL EASEMENT (AE)
2	7440-001-XXX	SR47-1724-1	CITY OF LOS ANGELES	39 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
3	7440-001-XXX	SR47-1724-2	CITY OF LOS ANGELES	39 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
4	7440-001-912	SR47-1725	CITY OF LOS ANGELES	233 SQ. M				PERMANENT AERIAL EASEMENT (AE)
5	7440-001-912	SR47-1725-1	CITY OF LOS ANGELES	145 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
6	7440-001-912	SR47-1725-2	CITY OF LOS ANGELES	247 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
7	7440-001-806	SR47-1726	CITY OF LOS ANGELES	33 SQ. M				PERMANENT AERIAL EASEMENT (AE)
8	7440-001-806	SR47-1726-1	CITY OF LOS ANGELES	22 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
9	7440-001-806	SR47-1726-2	CITY OF LOS ANGELES	20 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
10	7440-002-823	SR47-1727	CITY OF LOS ANGELES	420 SQ. M				PERMANENT AERIAL EASEMENT (AE)
11	7440-002-823	SR47-1727-1	CITY OF LOS ANGELES	292 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
12	7440-002-823	SR47-1727-2	CITY OF LOS ANGELES	79 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
13	7440-001-912	SR47-1728	CITY OF LOS ANGELES	628 SQ. M				PERMANENT AERIAL EASEMENT (AE)
14	7440-001-912	SR47-1728-1	CITY OF LOS ANGELES	359 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
15	7440-001-912	SR47-1728-2	CITY OF LOS ANGELES	819 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
16	7440-001-823	SR47-1727-5	CITY OF LOS ANGELES	1,841 SQ. M				PERMANENT DRAINAGE EASEMENT (PDE)
17	7440-001-912	SR47-1728-5	CITY OF LOS ANGELES					PERMANENT DRAINAGE EASEMENT (PDE)

SR-47 EXPRESSWAY

ALTERNATIVE 1
PRELIMINARY LAYOUT

SHEET OF 18

HORIZ SCALE 1:500

RW-115

LAST REVISION => 00-00-00
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EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER — REGISTERED — No. — Exp. — CIVIL — STATE OF CALIFORNIA

Caltrans Metric

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ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- EXISTING PERMANENT SLOPE EASEMENT (PSE)
- RELINQUISHMENT BY CALTRANS
- EXISTING CALTRANS HIGHWAY EASEMENT

NOTE:

1. VERIFY ACQUISITION BY CITY OF LOS ANGELES.

MATCH LINE SEE DWG RW-115

MATCH LINE SEE DWG RW-117

HENRY FORD AVENUE

CRISTOBAL AVENUE

ANAHEIM STREET

PREBLE AVENUE

SB_SR47

NB_SR47

7440-001-912 CITY OF LOS ANGELES

7440-002-914 CITY OF LOS ANGELES

7440-002-034 ULTRAMAR

7440-002-035 ULTRAMAR

7440-002-913

7425-044-064

7425-044-070

7425-044-040

7425-044-041

7425-044-042

7425-045-021

7425-045-017

7425-045-016

7425-045-015 ATHANA SOPOLOOS

7425-045-902

7425-045-020

7425-045-001 KIM TRUST

7425-045-024 M. CHANEY JONES

7425-045-900 CITY OF LOS ANGELES

7425-045-900

7425-045-023

7425-045-903

7428-037-019

7428-037-008

7428-037-902

7428-037-904 CITY OF LOS ANGELES

7428-037-901

7428-037-900 CITY OF LOS ANGELES

7428-037-007 FISHFADER TRUST

7428-037-012 MIGULER TRUST

7428-037-905

7428-037-011

7428-037-906

7428-037-010

7428-037-009

7428-036-048

7428-036-044

7428-036-045

7428-036-043

7428-036-035

7428-036-042

HE SR47-1728-3

TCE SR47-1728-2

AE SR47-1728-4

TCE SR47-1728-1

AE SR47-1728

AE SR47-1733

TCE SR47-1733-1

AE SR47-1732

TCE SR47-1732-1

AE SR47-1734

TCE SR47-1734-1

NOTE 1

AE SR47-1731

TCE SR47-1731-1

HE SR47-1734-2

AE SR47-1729

TCE SR47-1729-1

AE SR47-1730

TCE SR47-1730-1

NO.	APN	PARCEL NO.	GRANTOR	ACQUISITION TYPE	AREAS TOTAL	AREAS EXCESS	AREAS REMAINDER
1	7428-037-019	SR47-1729	SHER BROTHERS	PERMANENT AERIAL EASEMENT (AE)	56 SQ. M		
2	7428-037-019	SR47-1729-1	SHER BROTHERS	TEMPORARY CONSTRUCTION EASEMENT (TCE)	102 SQ. M		
3	7428-037-008	SR47-1730	FISHFADER TRUST	PERMANENT AERIAL EASEMENT (AE)	44 SQ. M		
4	7428-037-008	SR47-1730-1	FISHFADER TRUST	TEMPORARY CONSTRUCTION EASEMENT (TCE)	56 SQ. M		
5	7428-037-903	SR47-1731	CITY OF LOS ANGELES	PERMANENT AERIAL EASEMENT (AE)	93 SQ. M		
6	7428-037-903	SR47-1731-1	CITY OF LOS ANGELES	TEMPORARY CONSTRUCTION EASEMENT (TCE)	112 SQ. M		
7	7428-045-023	SR47-1732	KIM TRUST	PERMANENT AERIAL EASEMENT (AE)	82 SQ. M		
8	7428-045-023	SR47-1732-1	KIM TRUST	TEMPORARY CONSTRUCTION EASEMENT (TCE)	99 SQ. M		
9	7425-045-024	SR47-1733	M. CHANEY JONES	PERMANENT AERIAL EASEMENT (AE)	20 SQ. M		
10	7425-045-024	SR47-1733-1	M. CHANEY JONES	TEMPORARY CONSTRUCTION EASEMENT (TCE)	28 SQ. M		
11	7425-045-903	SR47-1734	CITY OF LOS ANGELES	PERMANENT AERIAL EASEMENT (AE)	91 SQ. M		
12	7425-045-903	SR47-1734-1	CITY OF LOS ANGELES	TEMPORARY CONSTRUCTION EASEMENT (TCE)	140 SQ. M		
13	7490-002-908	SR47-1734-2	CITY OF LOS ANGELES	PERMANENT AERIAL EASEMENT (AE)	9 SQ. M		
14							

SR-47 EXPRESSWAY

ALTERNATIVE 1
PRELIMINARY LAYOUT

SHEET OF 18

HORIZ SCALE 1:500

RW-116

LAST REVISION => 00-00-00 TIME PLOTTED => 12:34:08
DATE PLOTTED => 11 JUL 2007

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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DATE	REVISED BY	DATE REVISED

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER — REGISTERED — No. — Exp. — CIVIL — STATE OF CALIFORNIA

Caltrans Metric

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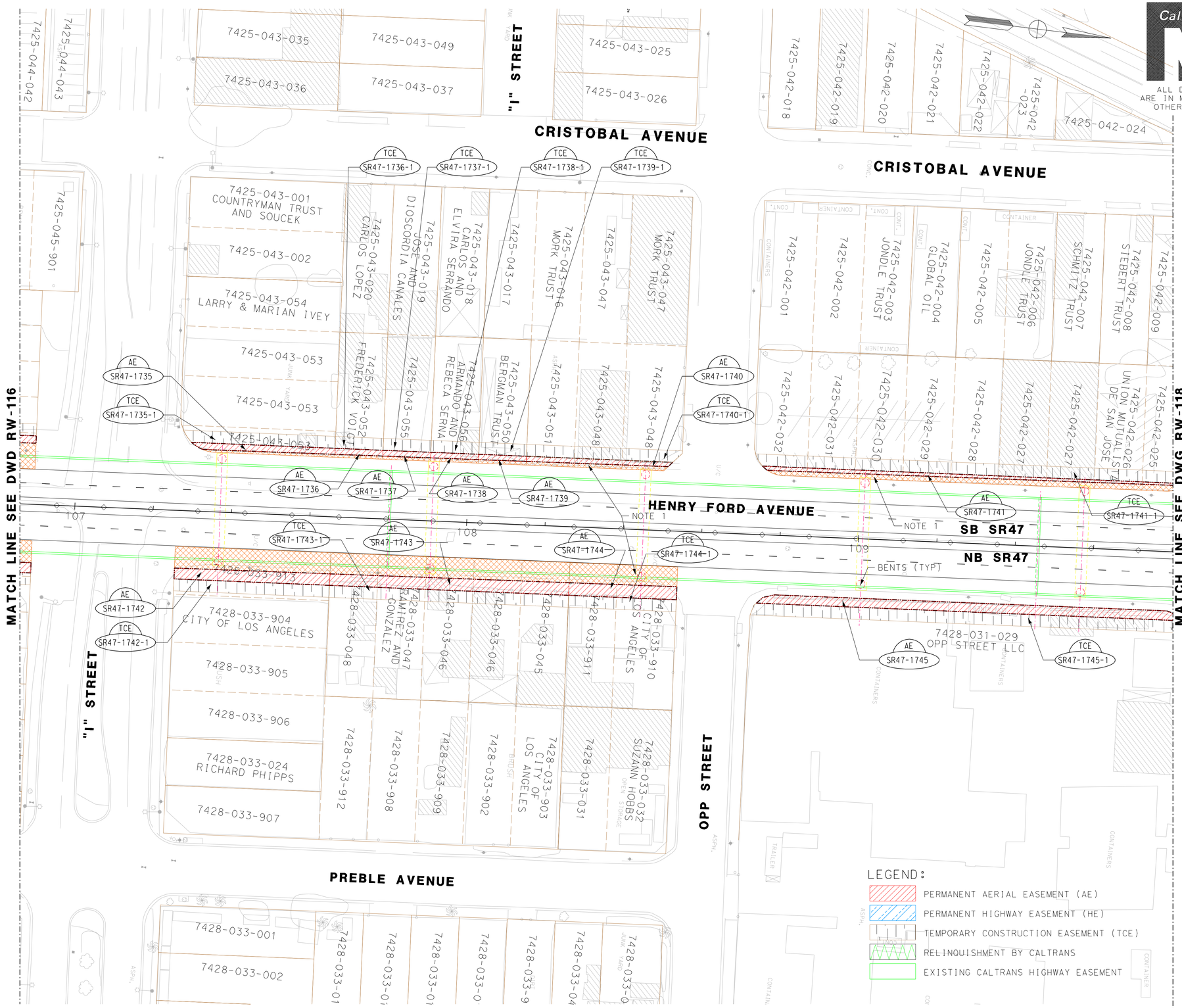
ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

NOTES:

1. VERIFY ACQUISITION BY CITY OF LOS ANGELES.
2. FOR PARCEL TABLE SEE DWG RW-015.



SR-47 EXPRESSWAY

ALTERNATIVE 1
PRELIMINARY LAYOUT

SHEET OF 18

HORIZ SCALE 1:500

RW-117

LAST REVISION => 00-00-00 TIME PLOTTED => 11:12:34:29 JUL 2007 DATE PLOTTED =>

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

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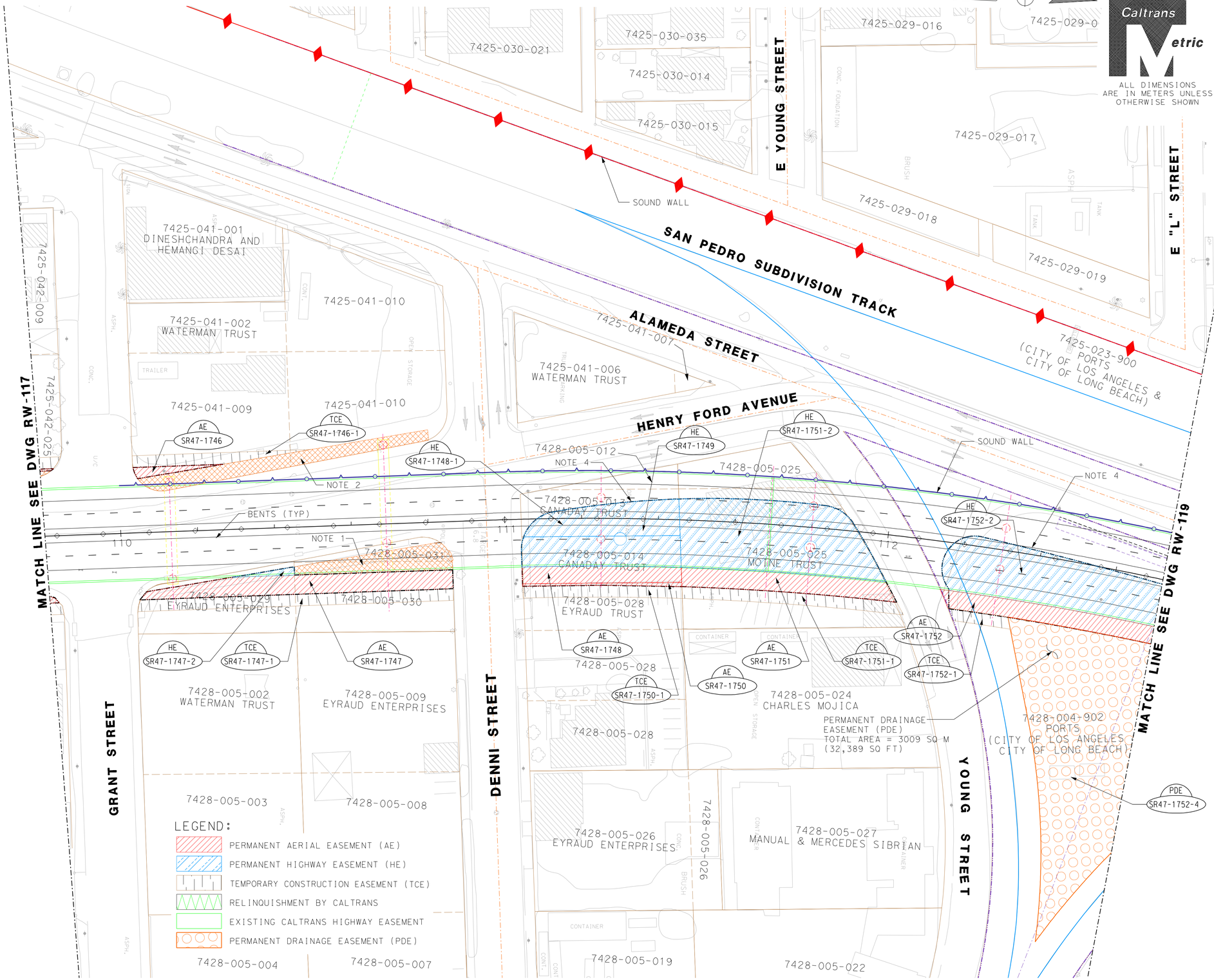
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

NOTES:

1. PROPERTY ACQUIRED BY CITY OF LOS ANGELES, ALAMEDA STREET PHASE 3.
2. VERIFY ACQUISITION BY CITY OF LOS ANGELES.
3. FOR PARCEL TABLE SEE DWG RW-122.
4. EXISTING RIGHT-OF-WAY LIMITS PER PADP PROJECT UNIT 2 PHASE 2 DRAWINGS C-2 THROUGH C-4.



SR-47 EXPRESSWAY

ALTERNATIVE 1
PRELIMINARY LAYOUT

SHEET OF 18

HORIZ SCALE 1:500

RW-118

DATE	REVISED BY	DATE REVISED

CALCULATED/ DESIGNED BY

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DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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00-00-00 DATE PLOTTED => 17-JUL-2007

CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER — REGISTERED — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

Caltrans Metric

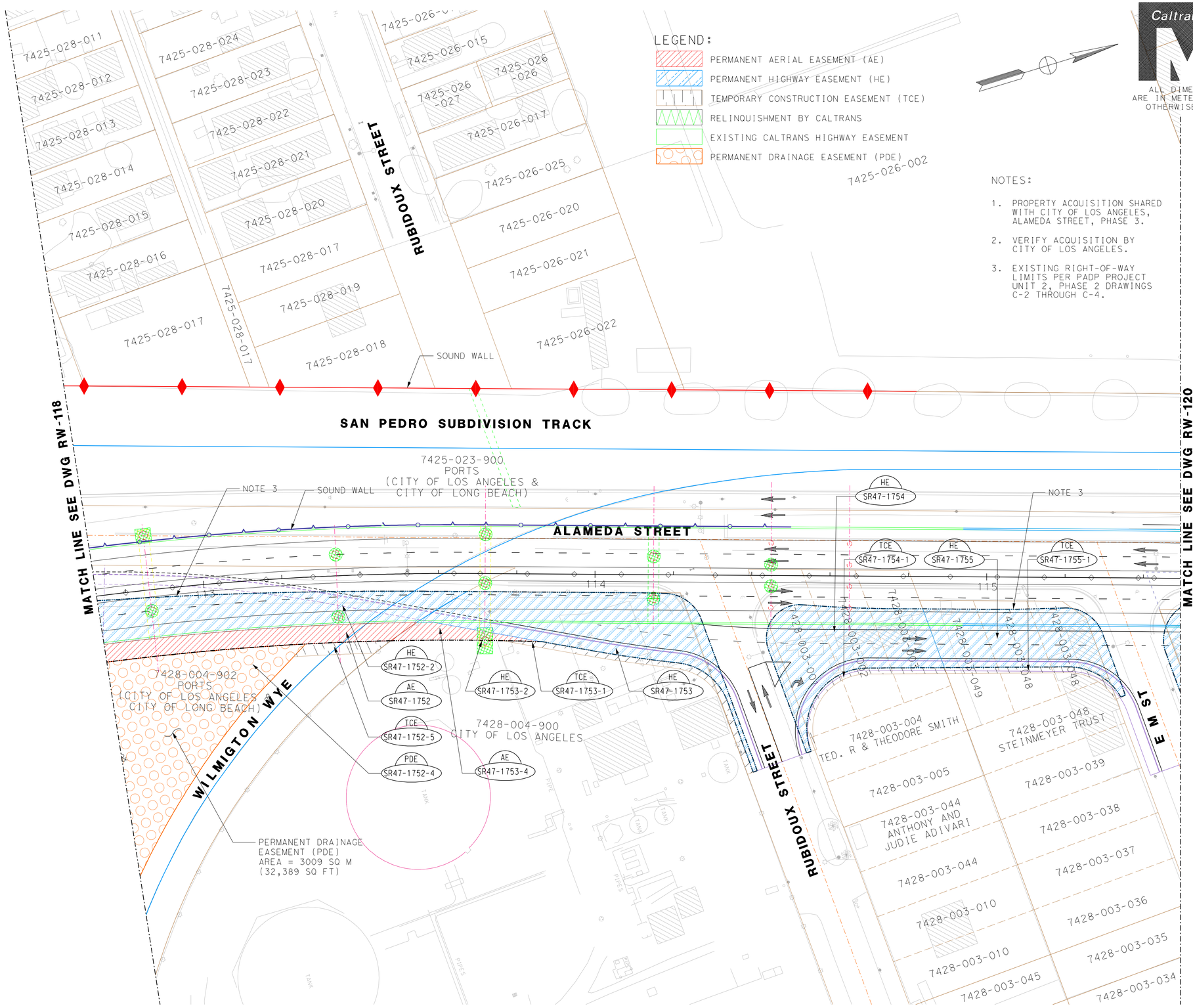
ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- RELINQUISHMENT BY CALTRANS
- EXISTING CALTRANS HIGHWAY EASEMENT
- PERMANENT DRAINAGE EASEMENT (PDE)

NOTES:

1. PROPERTY ACQUISITION SHARED WITH CITY OF LOS ANGELES, ALAMEDA STREET, PHASE 3.
2. VERIFY ACQUISITION BY CITY OF LOS ANGELES.
3. EXISTING RIGHT-OF-WAY LIMITS PER PADP PROJECT UNIT 2, PHASE 2 DRAWINGS C-2 THROUGH C-4.



NO.	APN	PARCEL NO.	GRANTOR	AREAS REQUIRED	AREAS REMAINDER	AREAS TOTAL	AREAS EXCESS	ACQUISITION TYPE
1	7428-004-900	SR47-1752-3	NOT USED					TEMPORARY CONSTRUCTION EASEMENT (TCE)
2	7428-004-902	SR47-1752-5	CITY OF LOS ANGELES & CITY OF LONG BEACH	65 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
3	7428-004-900	SR47-1753	CITY OF LOS ANGELES	953 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
4	7428-004-900	SR47-1753-1	CITY OF LOS ANGELES	114 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
5	7428-004-900	SR47-1753-2	CITY OF LOS ANGELES	27 SQ. M				
6	7428-004-900	SR47-1753-3	DELETED					PERMANENT AERIAL EASEMENT (AE)
7	7428-004-900	SR47-1753-4	CITY OF LOS ANGELES			96 SQ. M		PERMANENT HIGHWAY EASEMENT (HE)
8	7428-003-001/003	SR47-1754	TED. R AND THEODRE SMITH			782 SQ. M		TEMPORARY CONSTRUCTION EASEMENT (TCE)
9	7428-003/001/003	SR47-1754-1	TED. R AND THEODRE SMITH			74 SQ. M		
10	7428-003/001/003	SR47-1754-2	DELETED					PERMANENT HIGHWAY EASEMENT (HE)
11	7428-003-048/049	SR47-1755	STEINMEYER TRUST			669 SQ. M		TEMPORARY CONSTRUCTION EASEMENT (TCE)
12	7428-003-048/049	SR47-1755-1	STEINMEYER TRUST			71 SQ. M		
13	7428-003-048/049	SR47-1755-2	DELETED					

SR-47 EXPRESSWAY

ALTERNATIVE 1
PRELIMINARY LAYOUT

HORIZ SCALE 1:500

RW-119

LAST REVISION => 00-00-00 TIME PLOTTED =>
DATE PLOTTED => 29 FEB 2008

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER — REGISTERED — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

NOTE:

1. EXISTING RIGHT-OF-WAY LIMITS PER PADP PROJECT UNIT 2, PHASE 2 DRAWINGS C-2 THROUGH C-4.

MATCH LINE SEE DWG RW-119

MATCH LINE SEE DWG RW-121

MAURETANIA ST

PACIFIC COAST HWY

COLON STREET

E "M" ST

ALAMEDA STREET

SAN PEDRO SUBDIVISION TRACK

WILMINGTON

NOTE 1

Bent 1

Bent 2

Structure approach slab Type N(9S)

MSE

AE SR47-1756

TCE SR47-1756-1

HE SR47-1757

TCE SR47-1757-1

HE SR47-1758

TCE SR47-1758-1

7315-019-004 FUEL ENGINEERING

7425-025-059
7425-025-061
7425-025-056
7425-025-054
7425-025-058
7425-025-021
7425-025-020
7425-025-057
7425-025-055
7425-025-007
7425-025-008
7425-025-043
7425-025-046
7425-025-047
7425-025-048
7425-025-049
7425-025-050
7425-025-051
7425-026-001
7425-023-900

7426-033-011
7426-033-010
7426-033-028
7426-033-006
7426-033-005
7426-033-004
7426-033-002
7426-033-001
7426-033-003
7426-032-047
7426-032-048
7426-032-049
7426-032-050
7426-032-051
7426-032-052
7426-032-042
7426-031-024
7426-031-023
7426-031-022
7426-031-021
7426-031-041
7426-031-04

7428-002-035
7428-002-036
7428-002-038
7428-002-037
7428-002-004 FRANK DUPUY
7428-002-032
7428-002-005
7428-002-031 JOSE RIVERA
7428-002-006 EDDY MONTES
7428-002-030 WILMINGTON MANAGEMENT
7428-002-007 CLARK TRUST
7428-002-029
7428-002-008
7428-002-028
7428-002-009
7428-002-027
7428-002-010
7428-002-026

7428-001-036 WATERMAN TRUST
7428-001-037 RAY STOBER
7428-001-020
7428-001-019 ACTA (THIRKILL)
7428-001-034
7428-001-008
7428-001-009
7428-001-010
7428-001-016
7428-001-015

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- RELINQUISHMENT BY CALTRANS
- EXISTING CALTRANS HIGHWAY EASEMENT

NO.	APN	PARCEL NO.	GRANTOR	AREAS REQUIRED	AREAS TOTAL	AREAS EXCESS	ACQUISITION TYPE
1	7428-002-035/037	SR47-1756	FRANK DUPUY	1,494 SQ. M			PERMANENT AERIAL EASEMENT (AE)
2	7428-002-035/037	SR47-1756-1	FRANK DUPUY	135 SQ. M			TEMPORARY CONSTRUCTION EASEMENT (TCE)
3	7428-002-035/037	SR47-1756-2	DELETED				
4	7428-001-036	SR47-1757	WATERMAN TRUST	1,231 SQ. M			PERMANENT HIGHWAY EASEMENT (HE)
5	7428-001-036	SR47-1757-1	WATERMAN TRUST	139 SQ. M			TEMPORARY CONSTRUCTION EASEMENT (TCE)
6	7315-019-004	SR47-1758	FUEL ENGINEERING	2,003 SQ. M			PERMANENT HIGHWAY EASEMENT (HE)
7	7315-019-004	SR47-1758-1	FUEL ENGINEERING	233 SQ. M			TEMPORARY CONSTRUCTION EASEMENT (TCE)

SR-47 EXPRESSWAY

ALTERNATIVE 1
PRELIMINARY LAYOUT

SHEET OF 18

HORIZ SCALE 1:500

RW-120

LAST REVISION 00-00-00 | TIME PLOTTED => 11:00AM | DATE PLOTTED => 29 FEB 2008

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER — REGISTERED — No. — Exp. — CIVIL — STATE OF CALIFORNIA

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

LEGEND:
- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- RELINQUISHMENT BY CALTRANS
- EXISTING CALTRANS HIGHWAY EASEMENT

LITTLE ALAMEDA STREET

"O" STREET

SAN PEDRO SUBDIVISION TRACK

ALAMEDA STREET

COLON STREET

"O" STREET

EXISTING PERMANENT HIGHWAY EASEMENT

ACTA 1 & 2 TRACKS

MATCH LINE SEE DWG RW-120

7426-031-044
7426-031-012
7426-031-013
7426-031-037
7426-031-037
7426-031-016
7426-031-017
7426-030-007
7426-030-006
7426-030-005
7426-030-004
7426-030-003
7426-030-002
7426-030-001
7426-029-001
7426-028-901
7426-028-900
7315-019-002
7315-019-001
7315-019-001
7315-018-016
7315-018-015
7315-018-014
7315-018-013
7315-018-012
7315-018-011
7315-018-010
7315-018-009
7315-018-031
7315-018-031
7315-018-031
7315-017-004
7315-019-005
FUEL ENGINERING
7315-018-017
WATERMAN TRUST
7315-018-030
DEAN TARICO
7315-018-030
7315-018-030
7315-018-030
7315-018-030
7315-018-031
HARBOR INVESTMENT
7315-018-031
7315-018-031
7315-018-031
7315-018-031
7315-018-031

HE SR47-1758
TCE SR47-1758-1
HE SR47-1759
TCE SR47-1759-1

POT 33+51.650
S86°38'21"E 69.912
32+81.738
EC
33

NO.	APN	PARCEL NO.	GRANTOR	AREAS REQUIRED	AREAS TOTAL	AREAS EXCESS	ACQUISITION TYPE
1	7315-018-011/016	SR47-1759	WATERMAN TRUST	776 SQ. M			PERMANENT HIGHWAY EASEMENT (HE)
2	7315-018-011/016	SR47-1759-1	WATERMAN TRUST	127 SQ. M			TEMPORARY CONSTRUCTION EASEMENT (TCE)

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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	DATE REVISED

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SR-47 EXPRESSWAY

ALTERNATIVE 1
PRELIMINARY LAYOUT

SHEET OF 18

HORIZ SCALE 1:500

RW-121

LAST REVISION => TIME PLOTTED => 12:35:40
00-00-00 DATE PLOTTED => 17 JUL 2007

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CU 07

EA 23850K

NOTES:

1. SEE DWG RW107 FOR PARCEL TABLE.
2. LIMITS OF EXISTING R/W TO BE VERIFIED AT THE TIME OF DESIGN.
3. ACTUAL TOPOGRAPHY WEST OF SR47 BASED ON OCEAN BLVD GRADE SEPARATION PROJECT, HDS-2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.
4. EXISTING R/W PER OCEAN BLVD GRADE SEPARATION PROJECT, POLB, HDS-2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3, KP 4.4/7.3, KP 3.2/6.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

SAN PEDRO SUBDIVISION TRACKS

223RD STREET

S. ALAMEDA STREET

HE SR47-1760

TCE SR47-1760-1

TCE SR47-1761-1

HE SR47-1761

LA COUNTY FLUORDATION SUBSTATION (LESEE)

EXISTING FENCE

7315-010-002
MO TRUST

7315-010-009
HERTZ EQUIPMENT RENTAL CORP.

7315-010-800
SOUTHERN PACIFIC (UPRR)

010-010
PROPERTIES

SR-47 EXPRESSWAY

OCEAN BOULEVARD/ SR47 FLYOVER ALTERNATIVES 1 & 2 RIGHT-OF-WAY EXHIBIT

HORIZ SCALE 1:500 **RW106A**

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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CU 07

EA 23850K

NO.	APN	PARCEL NO.	GRANTOR	AREAS				ACQUISITION TYPE
				REQUIRED	REMAINDER	TOTAL	EXCESS	
1	7315-010-002	SR47-1762*	MO TRUST	210 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
2	7315-010-009	SR47-1762-1*	MO TRUST	222 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
3	7315-010-009	SR47-1763*	HERTZ EQUIPMENT RENTAL CORP.	306 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
4	7315-010-009	SR47-1763-1*	HERTZ EQUIPMENT RENTAL CORP.	372 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)

NOTES:

1. OCEAN BLVD FLYOVER DENOTED WITH * AND SCREENED SHOWN FOR INFORMATION ONLY. RW ACQUISITION TO BE MADE AT LATER DATE.

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

DATE	REVISED BY	DATE REVISED

CALCULATED/ DESIGNED BY

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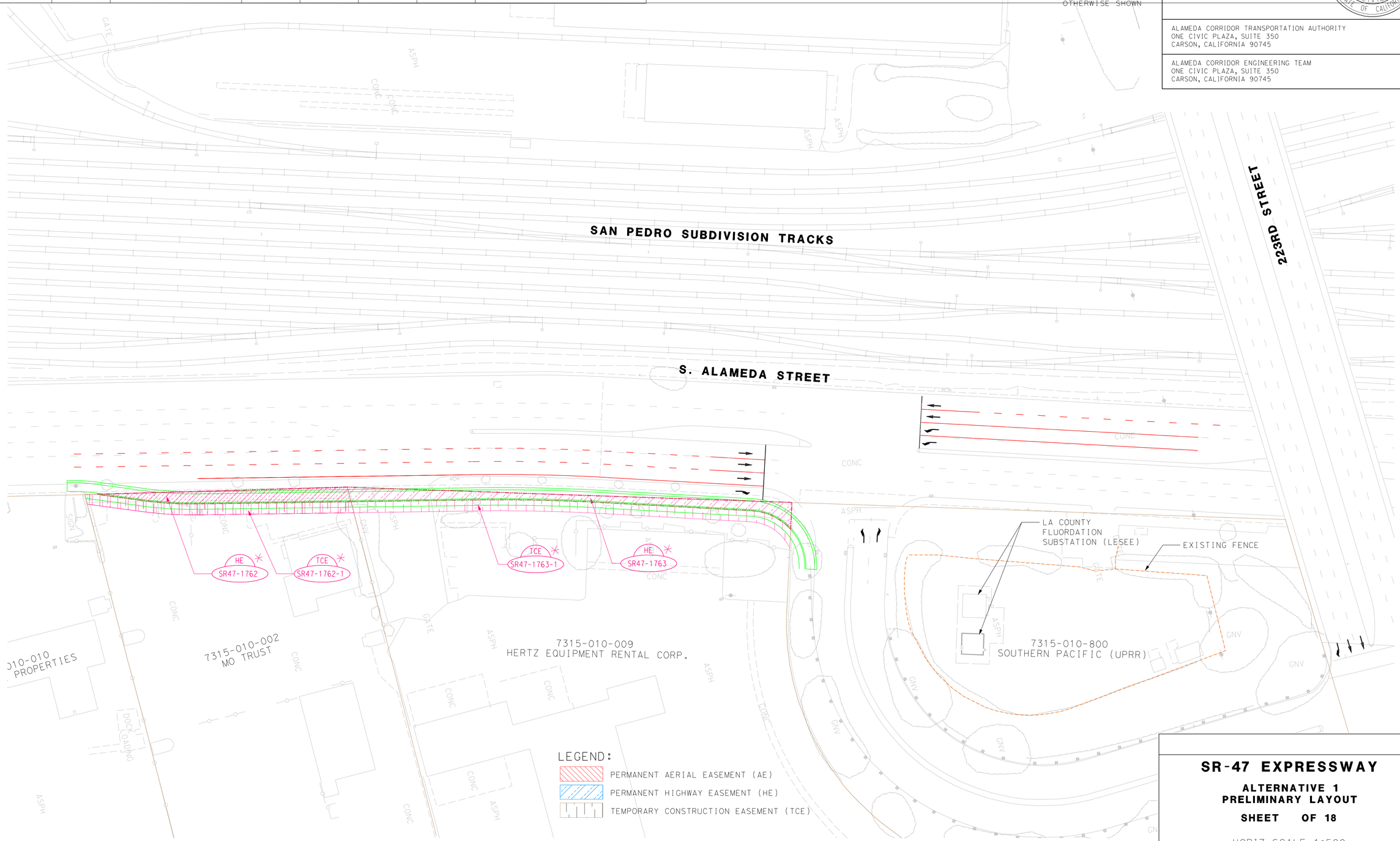
DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans



SR-47 EXPRESSWAY

ALTERNATIVE 1
PRELIMINARY LAYOUT

SHEET OF 18

HORIZ SCALE 1:500 **RW-121A**

LAST REVISION => 00-00-00 | TIME PLOTTED => 11:01:19 | DATE PLOTTED => 29 FEB 2008

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CU 07 | EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

NO.	APN	PARCEL NO.	GRANTOR	AREAS				ACQUISITION TYPE	DWG NO.
				REQUIRED	REMAINDER	TOTAL	EXCESS		
1	7436-029-914	SR47-1702-9 *	CITY OF LONG BEACH	519 SQ. M				PERMANENT AERIAL EASEMENT (AE)	RW-108
2	7436-029-914	SR47-1702-10 *	CITY OF LONG BEACH	47 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
3	7436-029-914	SR47-1702-11 *	CITY OF LONG BEACH	1,155 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
4	7436-029-914	SR47-1702-12	CITY OF LONG BEACH	65 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
5	7436-029-914	SR47-1702-13 *	CITY OF LONG BEACH	404 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
6	7436-029-914	SR47-1702-14 *	CITY OF LONG BEACH	72 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
7	7436-029-914	SR47-1703-4	CITY OF LONG BEACH (RAIL)	26 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
8	7436-029-914	SR47-1703-5	CITY OF LONG BEACH (RAIL)	33 SQ. M				PERMANENT AERIAL EASEMENT (AE)	▼
9	7436-029-914	SR47-1702-5	CITY OF LONG BEACH	44 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	RW-109
10	7436-029-914	SR47-1702-6	CITY OF LONG BEACH	5,015 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
11	7436-029-914	SR47-1702-7	CITY OF LONG BEACH	1,501 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
12	7436-029-914	SR47-1702-8	CITY OF LONG BEACH	1,001 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
13	7436-029-914	SR47-1702-15	CITY OF LONG BEACH	72 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
14	7436-029-917	SR47-1705	CITY OF LONG BEACH	1,271 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
15	7436-029-917	SR47-1705-1	CITY OF LONG BEACH	103 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
16	7436-029-917	SR47-1705-2	CITY OF LONG BEACH	160 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
17	7436-029-917	SR47-1705-3	CITY OF LONG BEACH	6 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
18	7436-029-917	SR47-1705-4	CITY OF LONG BEACH	153 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
19	7436-029-917	SR47-1705-5	CITY OF LONG BEACH	49 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
20	7436-029-923	SR47-1706	CITY OF LONG BEACH	90 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
21	7436-029-923	SR47-1706-1	CITY OF LONG BEACH	17 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
22	7436-029-923	SR47-1706-2	CITY OF LONG BEACH	34 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
23	7436-029-923	SR47-1706-3	CITY OF LONG BEACH	97 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
24	7436-029-923	SR47-1706-4	CITY OF LONG BEACH	83 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
25	7436-029-923	SR47-1706-5	CITY OF LONG BEACH	202 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
26	7436-029-923	SR47-1706-6	CITY OF LONG BEACH	44 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
27	7436-029-923	SR47-1706-7	CITY OF LONG BEACH	90 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
28	7436-029-019	SR47-1707	VOPAK TERMINAL LONG BEACH INC.	20 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
29	7436-029-019	SR47-1707-1	VOPAK TERMINAL LONG BEACH INC.	139 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
30	7436-029-917	SR47-1708	CITY OF LONG BEACH	2 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
31	7436-029-917	SR47-1708-1	CITY OF LONG BEACH	36 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
32	STREET	SR47-1709	CITY OF LONG BEACH	54 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
33	STREET	SR47-1709-1	CITY OF LONG BEACH	46 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	▼
34	7440-001-XXX	SR47-1724-3	CITY OF LOS ANGELES	369 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	RW-115
35	7440-001-XXX	SR47-1724-4	CITY OF LOS ANGELES	58 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
36	7440-001-912	SR47-1725-3	CITY OF LOS ANGELES	1,902 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
37	7440-001-912	SR47-1725-4	CITY OF LOS ANGELES	354 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
38	7440-001-806	SR47-1726-3	CITY OF LOS ANGELES	196 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
39	7440-001-806	SR47-1726-4	CITY OF LOS ANGELES	30 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
40	7440-002-823	SR47-1727-3	CITY OF LOS ANGELES	2,211 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
41	7440-002-823	SR47-1727-4	CITY OF LOS ANGELES	76 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
42	7440-001-912	SR47-1728-3	CITY OF LOS ANGELES	6,080 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
43	7440-001-912	SR47-1728-4	CITY OF LOS ANGELES	1,196 SQ. M				PERMANENT AERIAL EASEMENT (AE)	▼

NO.	APN	PARCEL NO.	GRANTOR	AREAS				ACQUISITION TYPE	DWG NO.
				REQUIRED	REMAINDER	TOTAL	EXCESS		
44	7425-043-053	SR47-1735	LARRY AND MARIAN IVEY	57 SQ. M				PERMANENT AERIAL EASEMENT (AE)	RW-117
45	7425-043-053	SR47-1735-1	LARRY AND MARIAN IVEY	115 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
46	7425-043-052	SR47-1736	FREDERICK VOIGT	18 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
47	7425-043-052	SR47-1736-1	FREDERICK VOIGT	37 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
48	7425-043-055	SR47-1737	DIOSCORDIA CANALES	18 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
49	7425-043-055	SR47-1737-1	DIOSCORDIA CANALES	37 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
50	7425-043-056	SR47-1738	ARMAND AND REBECA SERNA	17 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
51	7425-043-056	SR47-1738-1	ARMAND AND REBECA SERNA	37 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
52	7425-043-050	SR47-1739	BERGMAN TRUST	17 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
53	7425-043-050	SR47-1739-1	BERGMAN TRUST	37 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
54	7425-043-048	SR47-1740	MORK TRUST	45 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
55	7425-043-048	SR47-1740-1	MORK TRUST	119 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
56	7425-042-025/032	SR47-1741	UNION MUTUTALISTA DE SAN JOSE	85 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
57	7425-042-025/032	SR47-1741-1	UNION MUTUTALISTA DE SAN JOSE	335 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
58	7428-033-913	SR47-1742	CITY OF LOS ANGELES	113 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
59	7428-033-913	SR47-1742-1	CITY OF LOS ANGELES	121 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
60	7428-033-045/048	SR47-1743	RAMIREZ AND GONZALEZ	187 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
61	7428-033-045/048	SR47-1743-1	RAMAREZ AND GONZALEZ	186 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
62	7428-033-910/911	SR47-1744	CITY OF LOS ANGELES	90 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
63	7428-033-910/911	SR47-1744-1	CITY OF LOS ANGELES	84 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
64	7428-031-029	SR47-1745	SWM NO ONE LLC (SOLD 10/04)	245 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
65	7428-031-029	SR47-1745-1	SWM NO ONE LLC (SOLD 10/04)	339 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	▼
66	7425-041-009	SR47-1746	WATERMAN TRUST	35 SQ. M				PERMANENT AERIAL EASEMENT (AE)	RW-118
67	7425-041-009	SR47-1746-1	WATERMAN TRUST	107 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
68	7428-005-029	SR47-1747	EYRAUD ENTERPRISES	370 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
69	7428-005-029	SR47-1747-1	EYRAUD ENTERPRISES	249 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
70	7428-005-029	SR47-1747-2	EYRAUD ENTERPRISES	18 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
71	7428-005-014	SR47-1748	CANADAY TRUST	310 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
72	7428-005-014	SR47-1748-1	CANADAY TRUST	324 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
73	7428-005-013	SR47-1749	CANADAY TRUST	176 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
74	7428-005-028	SR47-1750	EYRAUD TRUST	28 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
75	7428-005-028	SR47-1750-1	EYRAUD TRUST	126 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
76	7428-005-025	SR47-1751	MOINE TRUST	276 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
77	7428-005-025	SR47-1751-1	MOINE TRUST	173 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
78	7428-005-025	SR47-1751-2	MOINE TRUST	881 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
79	7428-004-902	SR47-1752	CITY OF LOS ANGELES & CITY OF LONG BEACH	601 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
80	7428-004-902	SR47-1752-1	CITY OF LOS ANGELES & CITY OF LONG BEACH	47 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
81	7428-004-902	SR47-1752-2	CITY OF LOS ANGELES & CITY OF LONG BEACH	1,544 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
82	7428-004-902	SR47-1752-4	CITY OF LOS ANGELES & CITY OF LONG BEACH	3,009 SQ. M				PERMANENT DRAINAGE EASEMENT (PDE)	▼

SR-47 EXPRESSWAY

ALTERNATIVE 1
PRELIMINARY LAYOUT

SHEET OF 18

HORIZ SCALE 1:500

RW-122

LAST REVISION => 00-00-00
TIME PLOTTED => 12:36:13
DATE PLOTTED => 17-JUL-2007

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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CU 07 | EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

REGISTERED CIVIL ENGINEER

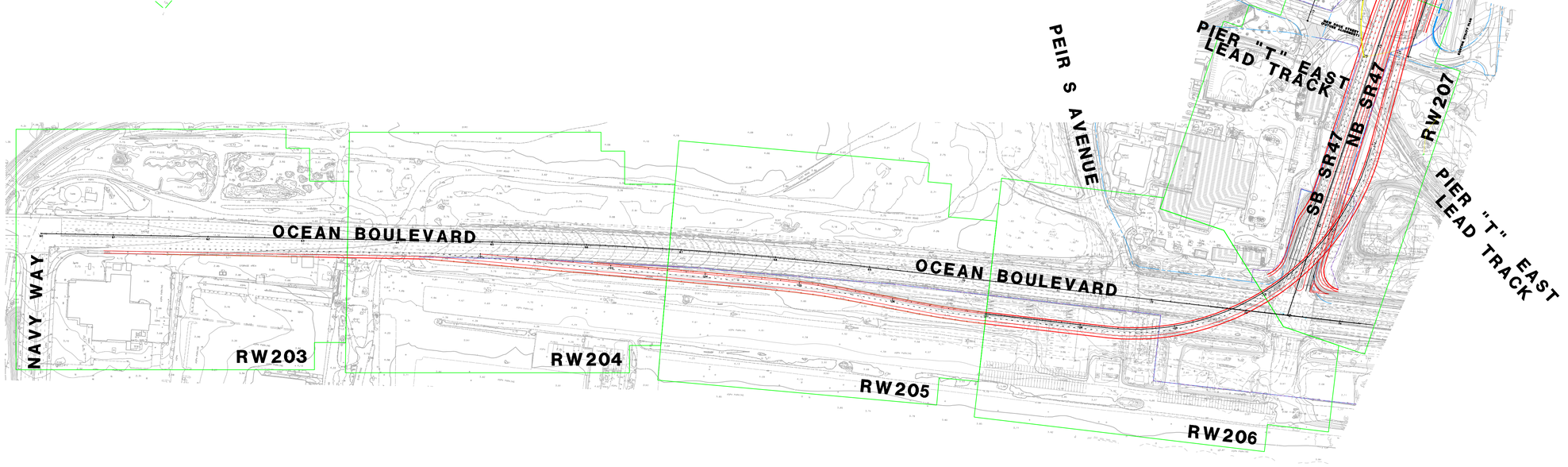
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

NOTE: THIS AREA OF THE KEY MAP IS MOVE FROM THE ORIGINAL LOCATION



SR-47 EXPRESSWAY

OCEAN BOULVEARD/ SR47 FLYOVER ALTERNATIVE 2

RIGHT-OF-WAY EXHIBIT KEY MAP

HORIZ SCALE 1:2500

RW200

LAST REVISION => 00-00-00 TIME PLOTTED => DATE PLOTTED => 11-JUL-2007

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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DATE	REVISED BY	DATE REVISED

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

Caltrans Metric

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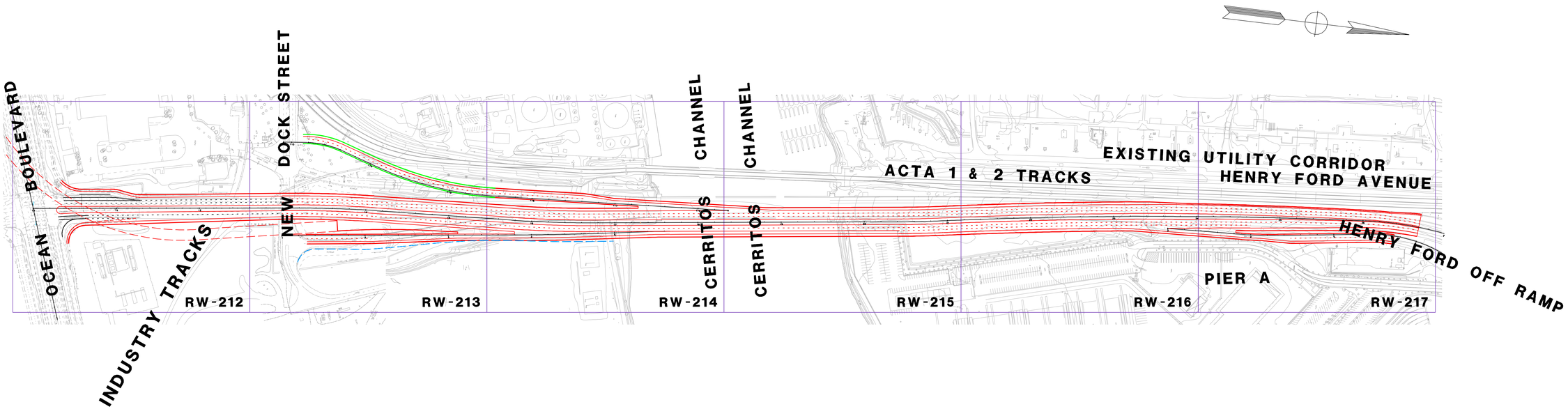
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745



ATTACHMENT C

SR-47 EXPRESSWAY

ALTERNATIVE 2
PRELIMINARY LAYOUT
RIGHT-OF-WAY KEY MAP
SHEET 2 OF 2

SCALE 1:3000

RW201

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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TIME PLOTTED => 00-00-00
DATE PLOTTED =>

CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

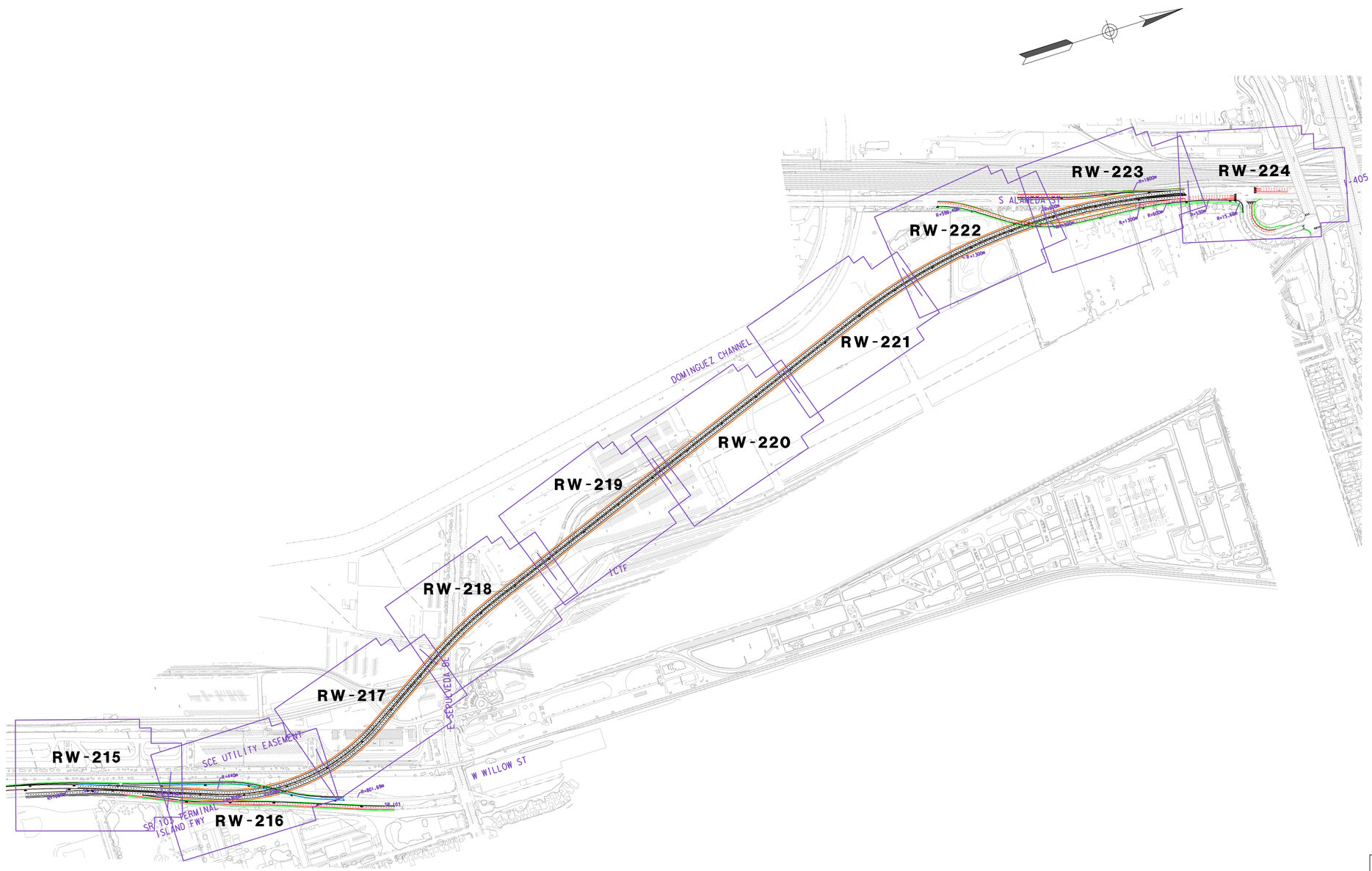
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745



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	DATE REVISED
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DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

ATTACHMENT C

SR-47 EXPRESSWAY

ALTERNATIVE 2
PRELIMINARY LAYOUT
RIGHT-OF-WAY KEY MAP
SHEET 1 OF 2

SCALE 1:5000

RW202

LAST REVISION => 00-00-00
TIME PLOTTED => 12:58:21
DATE PLOTTED => 17 JUL 2007

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

DATE | REVISED BY | DATE REVISED

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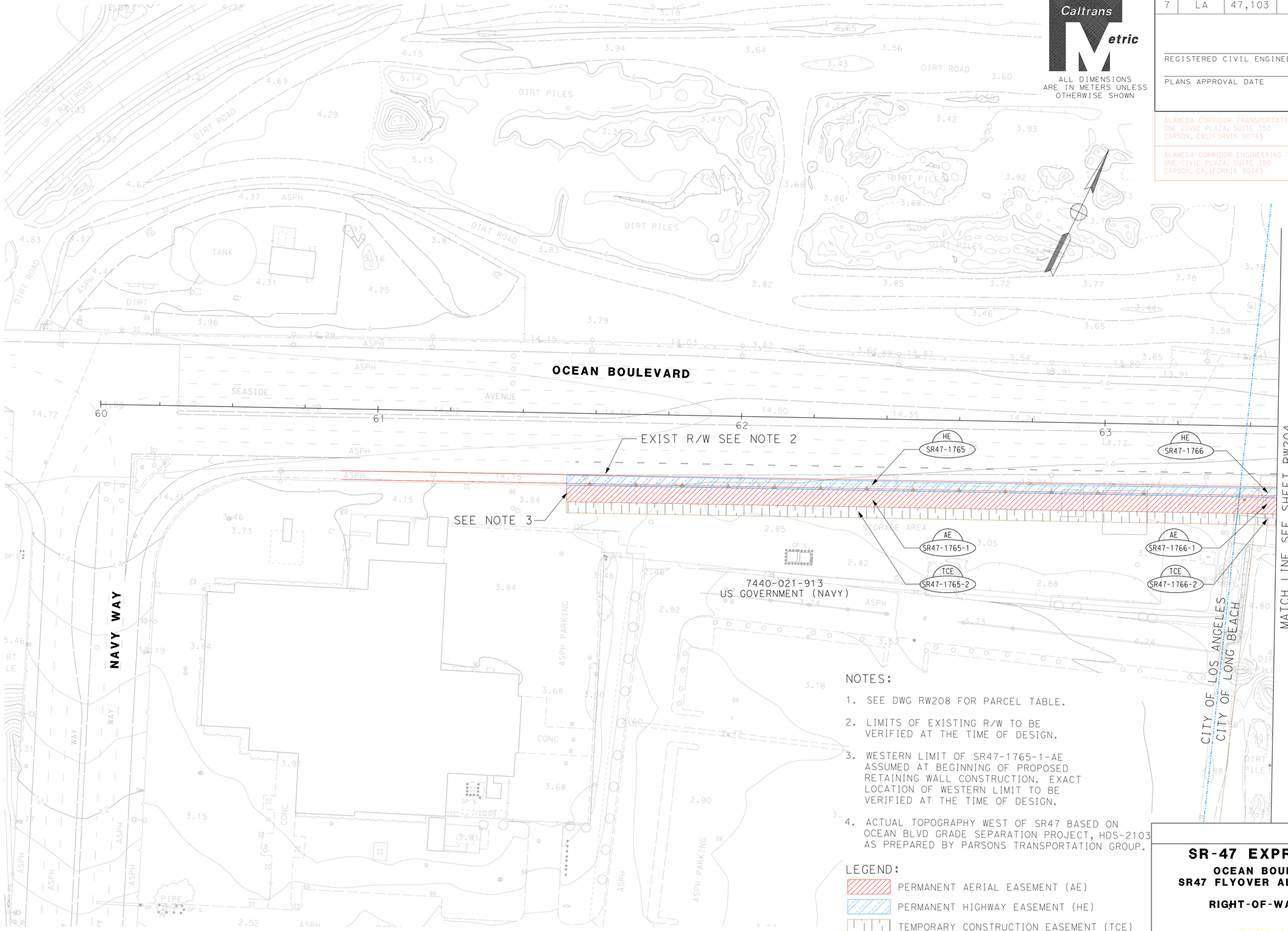
DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans



NOTES:

1. SEE DWG RW208 FOR PARCEL TABLE.
2. LIMITS OF EXISTING R/W TO BE VERIFIED AT THE TIME OF DESIGN.
3. WESTERN LIMIT OF SR47-1765-1-AE ASSUMED AT BEGINNING OF PROPOSED RETAINING WALL CONSTRUCTION. EXACT LOCATION OF WESTERN LIMIT TO BE VERIFIED AT THE TIME OF DESIGN.
4. ACTUAL TOPOGRAPHY WEST OF SR47 BASED ON OCEAN BLVD GRADE SEPARATION PROJECT, HDS-2103 AS PREPARED BY PARSONS TRANSPORTATION GROUP.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

SR-47 EXPRESSWAY

OCEAN BOULVEARD/ SR47 FLYOVER ALTERNATIVE 2

RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW203

LAST REVISION => 00-00-00
TIME PLOTTED => 15:06:36
DATE PLOTTED => 11-JUL-2007

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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DATE	REVISED BY	DATE REVISED
	CALCULATED/ DESIGNED BY	
	CHECKED BY	

CITY OF LOS ANGELES
CITY OF LONG BEACH

OCEAN BOULEVARD
BLVD

EXIST R/W SEE NOTE 2

EXIST R/W SEE NOTE 4

EXIST R/W

DIRT ROAD

DIRT PILE

CONC DITCH

ASPH

ASPH PARKING

CONC

OCEAN

64

65

66

101

102

103

AE
SR47-1766-1

HE
SR47-1766

TCE
SR47-1766-2

AE
SR47-1766-3

"L1" LINE

7436-032-907
CITY OF LONG BEACH

MATCH LINE SEE SHEET RW203

MATCH LINE SEE SHEET RW205

NOTES:

1. SEE DWG RW208 FOR PARCEL TABLE.
2. LIMITS OF EXISTING R/W TO BE VERIFIED AT THE TIME OF DESIGN.
3. ACTUAL TOPOGRAPHY WEST OF SR47 BASED ON OCEAN BLVD GRADE SEPARATION PROJECT, HDS 2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.
4. EXISTING R/W PER OCEAN BLVD GRADE SEPARATION PROJECT, POLB, HDS-2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

SR-47 EXPRESSWAY

OCEAN BOULVEARD/ SR47 FLYOVER ALTERNATIVE 2

RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW204

LAST REVISION => 00-00-00 TIME PLOTTED => DATE PLOTTED => 11-JUL-2007

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

CITY OF LOS ANGELES
CITY OF LONG BEACH

OCEAN BOULEVARD

MATCH LINE SEE SHEET RW204

MATCH LINE SEE SHEET RW206

EXIST R/W
SEE NOTE 4

DIRT ROAD

DIRT PILES

ROCKS

CONC DITCH

ASPH

ASPH PARKING

"L1" LINE

7436-032-907
CITY OF LONG BEACH

7436-032-904
US GOVERNMENT (NAVY)

TCE SR47-1766-4

AE SR47-1766-3

HE SR47-1766

AE SR47-1766-1

TCE SR47-1766-2

TCE SR47-1767-4

AE SR47-1767-3

HE SR47-1767

AE SR47-1767-1

TCE SR47-1767-2

NOTES:

1. SEE DWG RW208 FOR PARCEL TABLE.
2. LIMITS OF EXISTING R/W TO BE VERIFIED AT THE TIME OF DESIGN.
3. ACTUAL TOPOGRAPHY WEST OF SR47 BASED ON OCEAN BLVD GRADE SEPARATION PROJECT, HDS-2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.
4. EXISTING R/W PER OCEAN BLVD GRADE SEPARATION PROJECT, POLB, HDS-2103 AS PER PREPARED BY PARSONS TRANSPORTATION GROUP.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

SR-47 EXPRESSWAY

OCEAN BOULVEARD/ SR47 FLYOVER ALTERNATIVE 2

RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW205

LAST REVISION => 00-00-00 TIME PLOTTED => DATE PLOTTED => 11 JUL 2007

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

DATE	REVISED BY	DATE REVISED

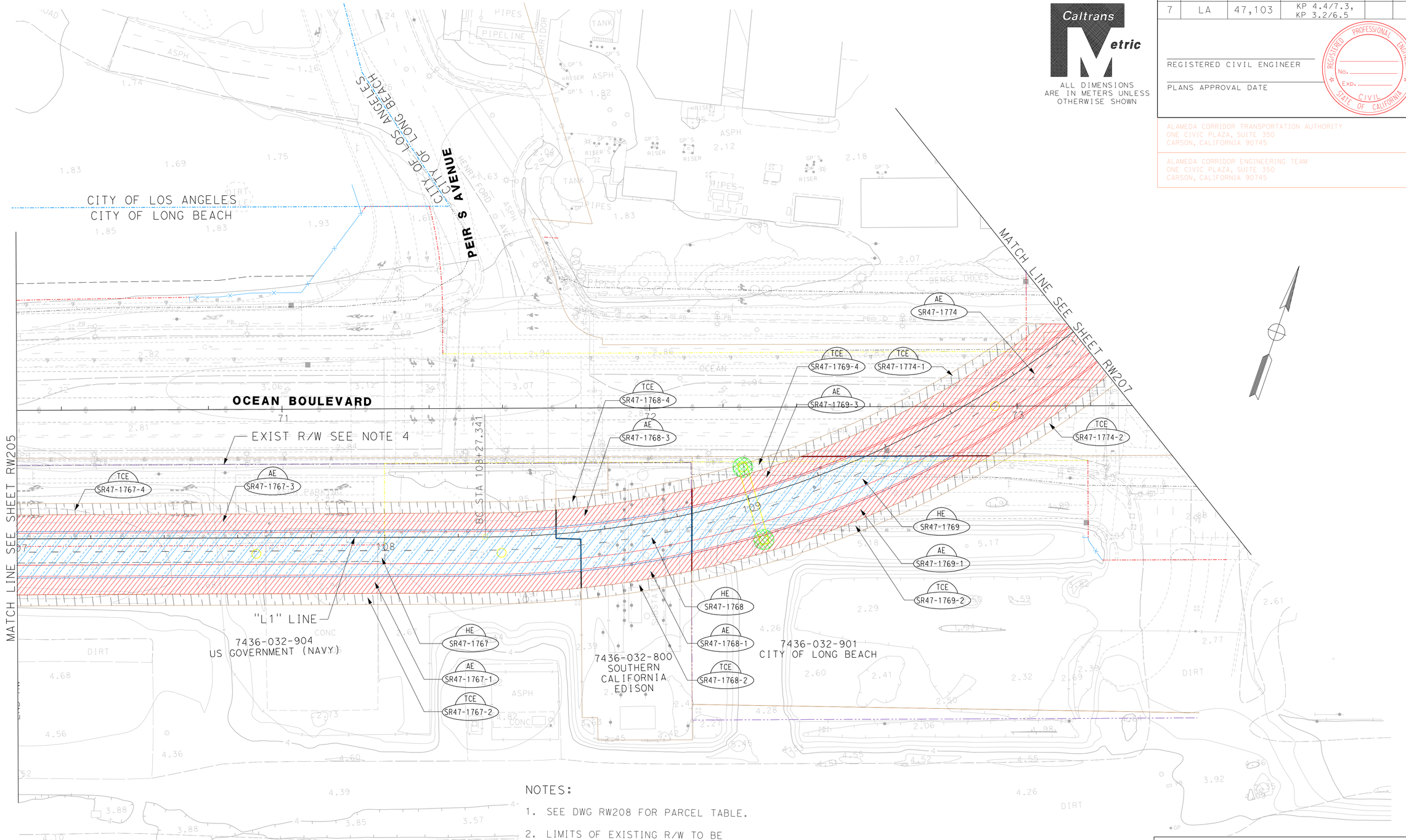
CALCULATED/ DESIGNED BY

CHECKED BY

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans



NOTES:

1. SEE DWG RW208 FOR PARCEL TABLE.
2. LIMITS OF EXISTING R/W TO BE VERIFIED AT THE TIME OF DESIGN.
3. ACTUAL TOPOGRAPHY WEST OF SR47 BASED ON OCEAN BLVD GRADE SEPARATION PROJECT, HDS-2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.
4. EXISTING R/W PER OCEAN BLVD GRADE SEPARATION PROJECT, POLB, HDS-2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

SR-47 EXPRESSWAY

OCEAN BOULVEARD/ SR47 FLYOVER ALTERNATIVE 2

RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW206

LAST REVISION => TIME PLOTTED =>
00-00-00 DATE PLOTTED => 11-JUL-2007

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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CU 07

EA 23850K

NOTES:

1. SEE DWG RW208 FOR PARCEL TABLE.
2. LIMITS OF EXISTING R/W TO BE VERIFIED AT THE TIME OF DESIGN.
3. ACTUAL TOPOGRAPHY WEST OF SR47 BASED ON OCEAN BLVD GRADE SEPARATION PROJECT, HDS-2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.
4. EXISTING R/W PER OCEAN BLVD GRADE SEPARATION PROJECT, POLB, HDS-2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

MATCH LINE SEE SHEET RW206

JOIN FUTURE OCEAN BLVD

EXIST STATE R/W SEE NOTE 4

"A1" LINE

TCE SR47-1774-2

AE SR47-1774

OCEAN BOULEVARD (FUTURE INTERSECTION)

SB SR47

NB SR47

LIMIT OF SR47-1701-AE AND SR47-1702-AE FOR ALTERNATIVE 1

EXIST STATE R/W SEE NOTE 4

FUTURE FLYOVER CONNECTOR

JOIN FUTURE OCEAN BLVD

7436-029-914
CITY OF LONG BEACH

TCE SR47-1702-1

HE SR47-1702-11

AE SR47-1702-9

PIER "T" EAST LEAD TRACK

0+00

7436-029-906
CITY OF LONG BEACH

7436-029-915
CITY OF LONG BEACH

1+00

AE SR47-1703-2

HE SR47-1702-10

TCE SR47-1703-3

HE SR47-1702-14

AE SR47-1702-13

TCE SR47-1702-3

PIER "S" FUTURE IMPROVEMENTS

NEW DOCK STREET (FUTURE ALIGNMENT)

NEW DOCK STREET OFF RAMP

R=100

"B1" LINE

WYE TRACK 2+00

R=1375

R=5

"C1" LINE

NEW DOCK STREET

NEW DOCK STREET ON RAMP

R=18

PIER "S"

FOR CONTINUATION SEE ALTERNATIVES 1 & 2 DRAWINGS

SR-47 EXPRESSWAY

OCEAN BOULVEARD/ SR47 FLYOVER ALTERNATIVE 2

RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW207

DATE	REVISED BY	DATE REVISED

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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LAST REVISION 00-00-00 TIME PLOTTED => 15:08:39
DATE PLOTTED => 11-JUL-2007

CU 07

EA 23850K

NO.	APN	PARCEL NO.	GRANTOR	AREAS				ACQUISITION TYPE	DWG NO.
				REQUIRED	REMAINDER	TOTAL	EXCESS		
1	7440-021-913	SR47-1765	US GOVERNMENT (NAVY)	468 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	RW203
2	7440-021-913	SR47-1765-1	US GOVERNMENT (NAVY)	845 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
3	7440-021-913	SR47-1765-2	US GOVERNMENT (NAVY)	562 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
4	7436-032-907	SR47-1766	CITY OF LONG BEACH	6,393 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
5	7436-032-907	SR47-1766-1	CITY OF LONG BEACH	2,951 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
6	7436-032-907	SR47-1766-2	CITY OF LONG BEACH	1,967 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
7	7436-032-907	SR47-1766-3	CITY OF LONG BEACH	1,360 SQ. M				PERMANENT AERIAL EASEMENT (AE)	RW204
8	7436-032-907	SR47-1766-4	CITY OF LONG BEACH	406 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	RW205
9	7436-032-904	SR47-1767	US GOVERNMENT (NAVY)	2,450 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
10	7436-032-904	SR47-1767-1	US GOVERNMENT (NAVY)	897 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
11	7436-032-904	SR47-1767-2	US GOVERNMENT (NAVY)	598 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
12	7436-032-904	SR47-1767-3	US GOVERNMENT (NAVY)	868 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
13	7436-032-904	SR47-1767-4	US GOVERNMENT (NAVY)	598 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
14	7436-032-800	SR47-1768	SOUTHERN CALIFORNIA EDISON	409 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	RW206
15	7436-032-800	SR47-1768-1	SOUTHERN CALIFORNIA EDISON	139 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
16	7436-032-800	SR47-1768-2	SOUTHERN CALIFORNIA EDISON	93 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
17	7436-032-800	SR47-1768-3	SOUTHERN CALIFORNIA EDISON	171 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
18	7436-032-800	SR47-1768-4	SOUTHERN CALIFORNIA EDISON	114 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
19	7436-032-901	SR47-1769	CITY OF LONG BEACH	768 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
20	7436-032-901	SR47-1769-1	CITY OF LONG BEACH	374 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
21	7436-032-901	SR47-1769-2	CITY OF LONG BEACH	276 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
22	7436-032-901	SR47-1769-3	CITY OF LONG BEACH	173 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
23	7436-032-901	SR47-1769-4	CITY OF LONG BEACH	79 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
24	STREET	SR47-1774	CITY OF LONG BEACH	1,459 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
25	STREET	SR47-1774-1	CITY OF LONG BEACH	236 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
26	STREET	SR47-1774-2	CITY OF LONG BEACH	185 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
27	7436-029-914	SR47-1702-1	CITY OF LONG BEACH	385 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	RW207
28	7436-029-906	SR47-1702-3	CITY OF LONG BEACH	291 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
29	7436-029-914	SR47-1702-9	CITY OF LONG BEACH	519 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
30	7436-029-914	SR47-1702-10	CITY OF LONG BEACH	47 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
31	7436-029-914	SR47-1702-11	CITY OF LONG BEACH	1,155 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
32	7436-029-914	SR47-1702-13	CITY OF LONG BEACH	404 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
33	7436-029-914	SR47-1702-14	CITY OF LONG BEACH	72 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
34	7436-029-914	SR47-1703-2	CITY OF LONG BEACH	150 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
35	7436-029-914	SR47-1703-3	CITY OF LONG BEACH	23 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
36	7315-010-002	SR47-1760	MO TRUST	210 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
37	7315-010-009	SR47-1760-1	MO TRUST	222 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
38	7315-010-009	SR47-1761	HERTZ EQUIPMENT RENTAL CORP.	306 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
39	7315-010-009	SR47-1761-1	HERTZ EQUIPMENT RENTAL CORP.	372 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
40	7315-010-009	SR47-1815 **	HERTZ EQUIPMENT RENTAL CORP.	903 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	RW207A
41	7315-010-009	SR47-1815-1 **	HERTZ EQUIPMENT RENTAL CORP.	376 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
42	7315-010-800	SR47-1829 *	SOUTHERN PACIFIC (UPRR)	78 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	

* ALTERNATIVE 2 FLYOVER ONLY

** INCLUDED AS PART OF ALTERNATIVE 2 COST ESTIMATE

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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DATE

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DATE REVISED

SR-47 EXPRESSWAY

OCEAN BOULVEARD/ SR47 FLYOVER ALTERNATIVE 2

RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW208

LAST REVISION => 00-00-00
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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

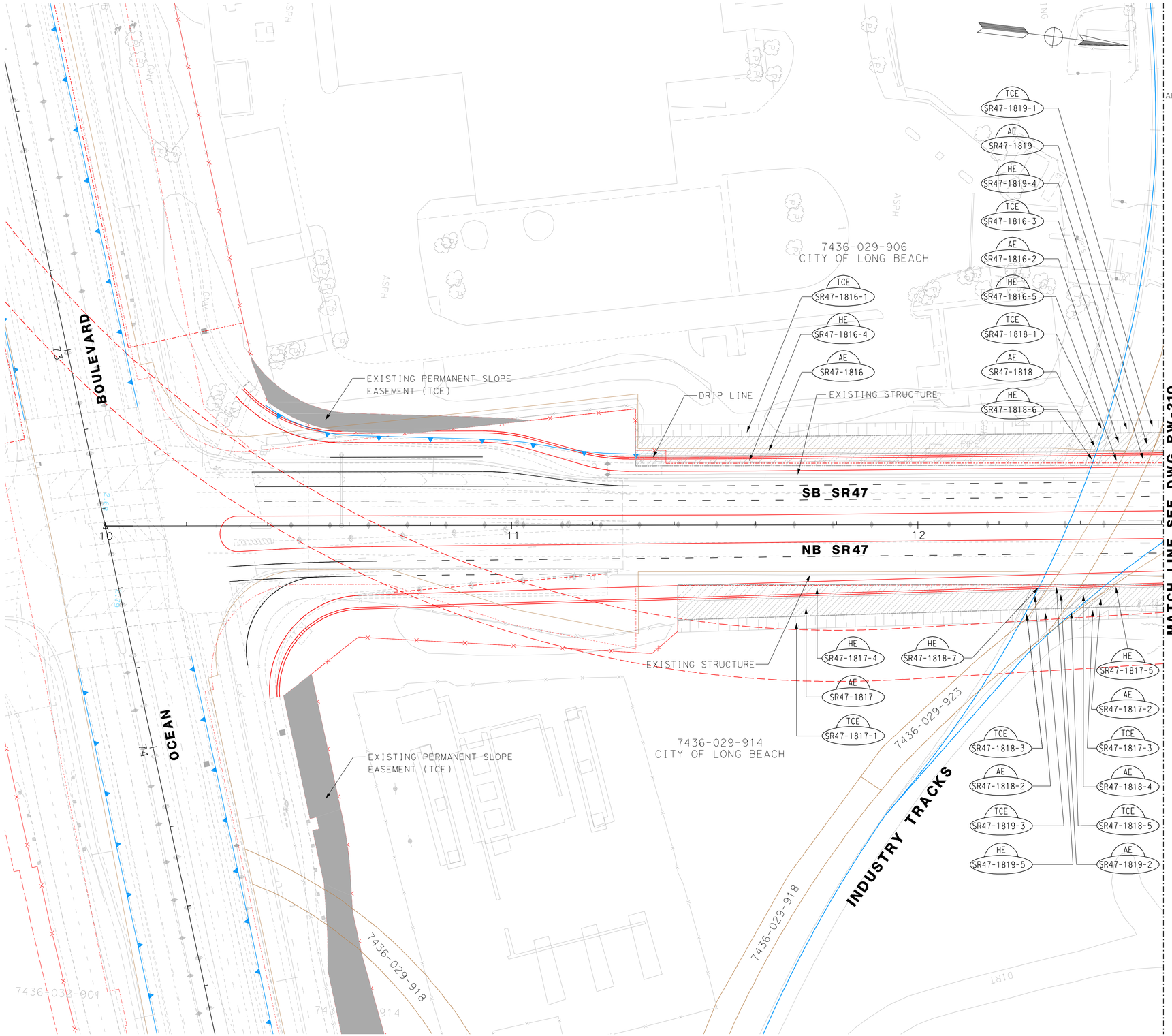
REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- RELINQUISHMENT BY CALTRANS

NOTES:

1. HIGHWAY EASEMENT LIMITS FROM DRIP LINE TO DRIP LINE.
2. AERIAL EASEMENT LIMITS EXTEND FROM DRIP LINE PLUS 4.57M (15 FEET) TO DRIP LINE.
3. FOR PARCEL TABLE SEE DWG RW-225.

ATTACHMENT C

SR-47 EXPRESSWAY

ALTERNATIVE 2
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-209

DATE	REVISED BY	DATE REVISED

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DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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CU 07 | EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

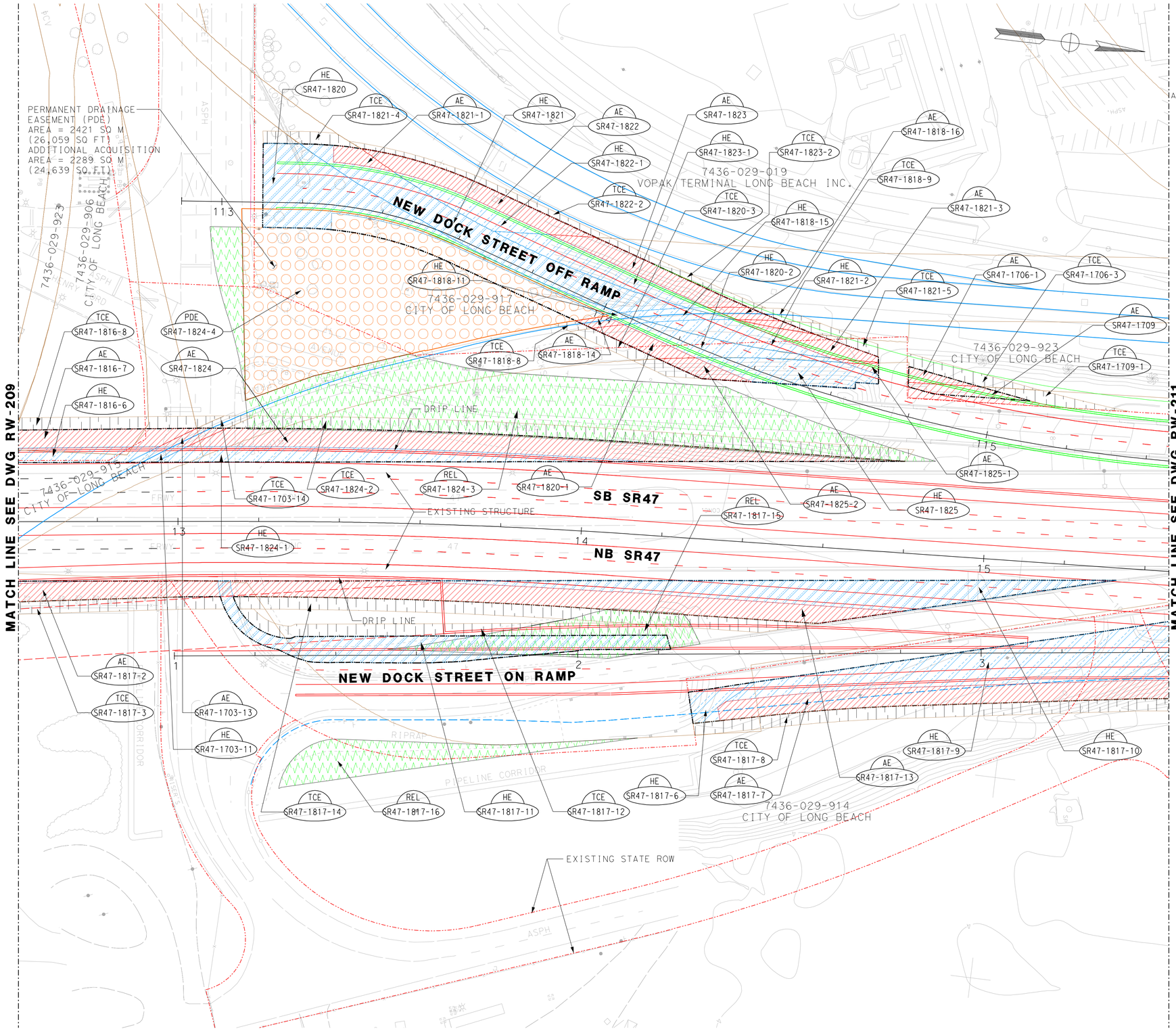
PROFESSIONAL ENGINEER — REGISTERED — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- RELINQUISHMENT BY CALTRANS
- PERMANENT DRAINAGE EASEMENT (PDE)

NOTES:

1. HIGHWAY EASEMENT LIMITS FROM DRIP LINE TO DRIP LINE.
2. AERIAL EASEMENT LIMITS EXTEND FROM DRIP LINE PLUS 4.57M (15 FEET) TO DRIP LINE.
3. FOR PARCEL TABLE SEE DWG RW-225.

ATTACHMENT C

SR-47 EXPRESSWAY

ALTERNATIVE 2
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-210

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

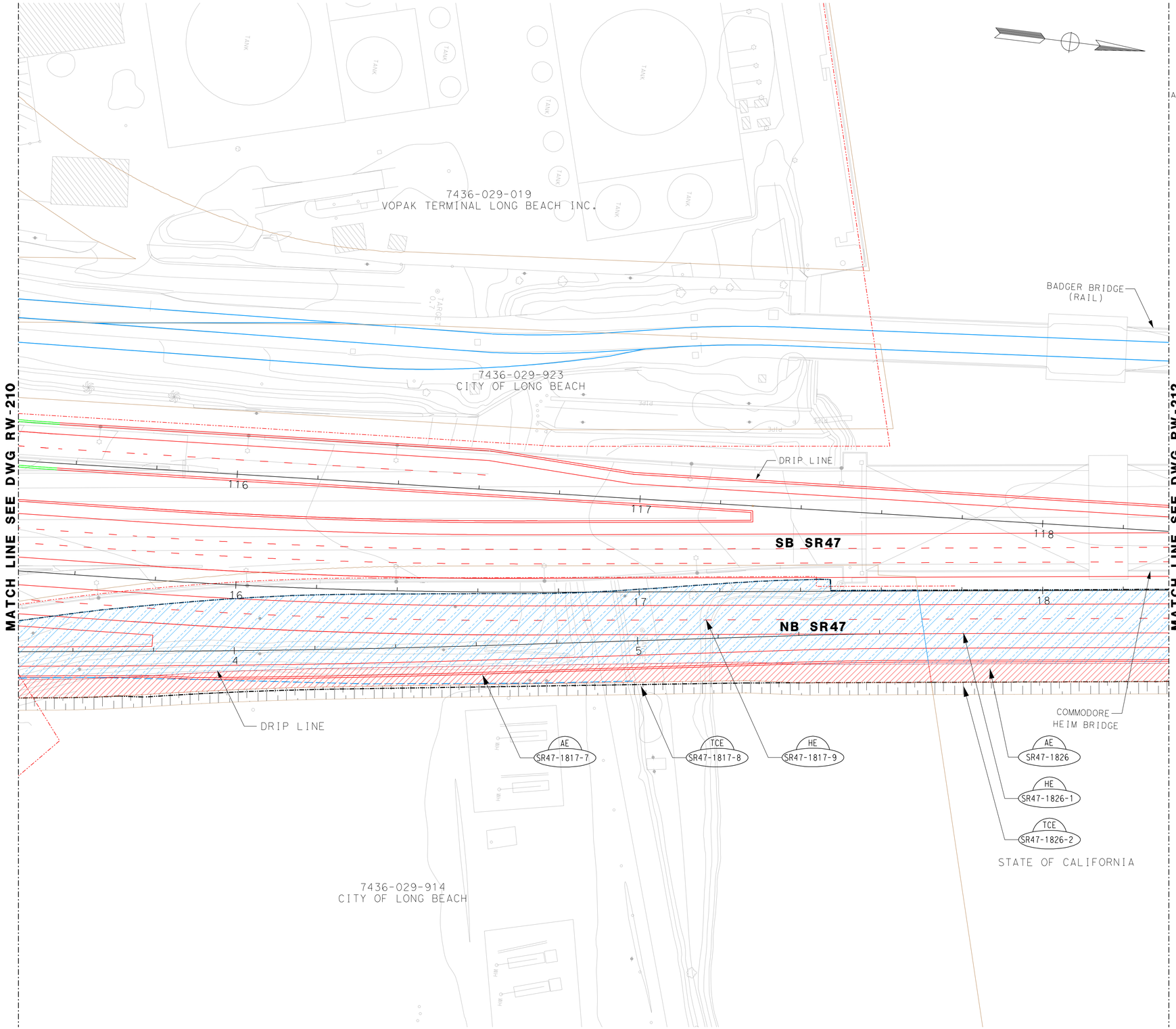
PROFESSIONAL ENGINEER — REGISTERED — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- RELINQUISHMENT BY CALTRANS

NOTES:

1. HIGHWAY EASEMENT LIMITS FROM DRIP LINE TO DRIP LINE.
2. AERIAL EASEMENT LIMITS EXTEND FROM DRIP LINE PLUS 4.57M (15 FEET) TO DRIP LINE.
3. FOR PARCEL TABLE SEE DWG RW-225.

ATTACHMENT C

SR-47 EXPRESSWAY

ALTERNATIVE 2
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-211

LAST REVISION 00-00-00 TIME PLOTTED => 12:59:30
DATE PLOTTED => 11-JUL-2007

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

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CU 07 | EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

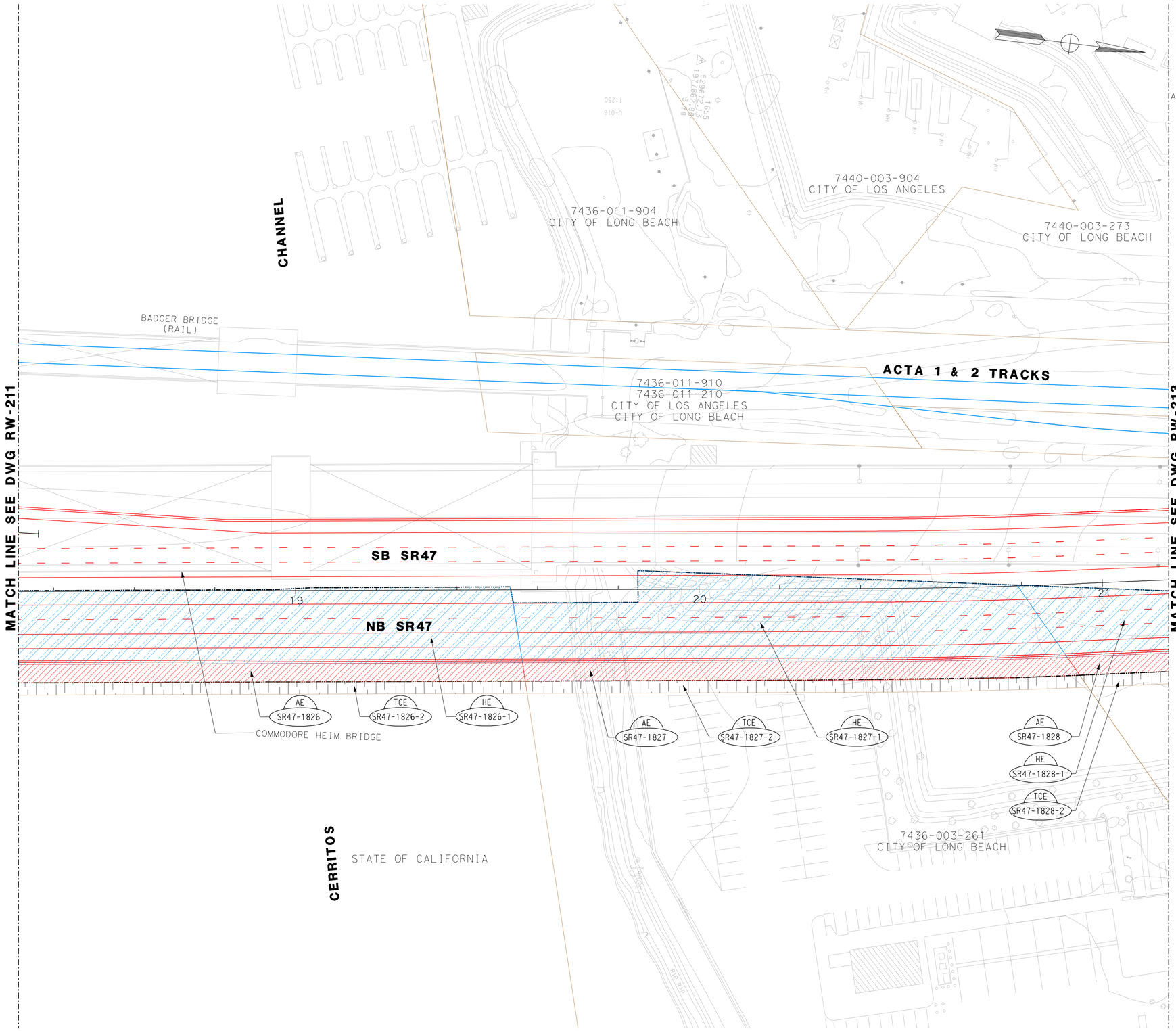
PROFESSIONAL ENGINEER — REGISTERED — No. — Exp. — CIVIL — STATE OF CALIFORNIA

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745



LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- RELINQUISHMENT BY CALTRANS

NOTES:

1. HIGHWAY EASEMENT LIMITS FROM DRIP LINE TO DRIP LINE.
2. AERIAL EASEMENT LIMITS EXTEND FROM DRIP LINE PLUS 4.57M (15 FEET) TO DRIP LINE.
3. FOR PARCEL TABLE SEE DWG RW-225.

ATTACHMENT C

SR-47 EXPRESSWAY

ALTERNATIVE 2
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-212

LAST REVISION TIME PLOTTED => 12:59:56
00-00-00 DATE PLOTTED => 11-JUL-2007

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

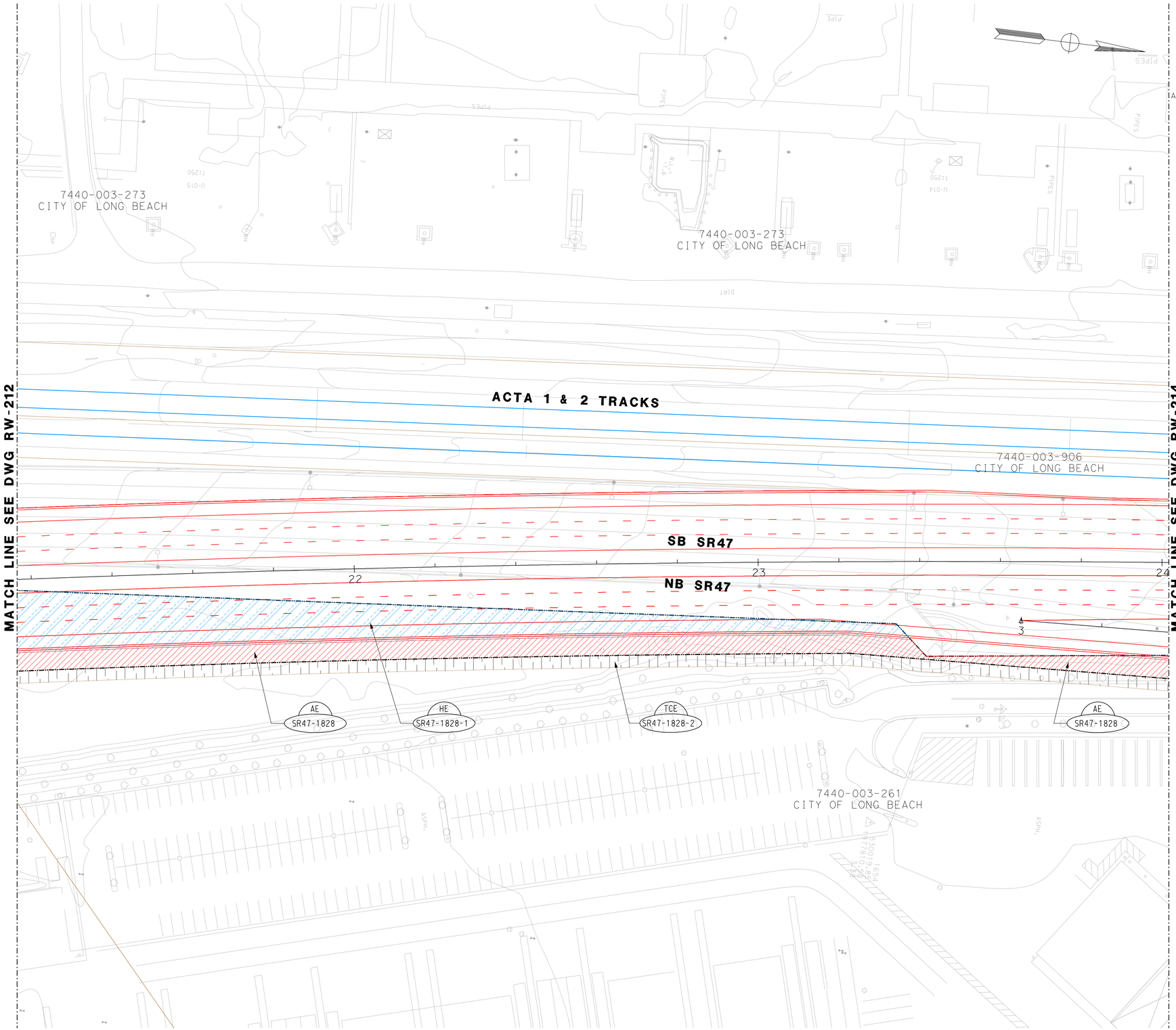
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER — REGISTERED — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745



LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- RELINQUISHMENT BY CALTRANS

NOTES:

1. HIGHWAY EASEMENT LIMITS FROM DRIP LINE TO DRIP LINE.
2. AERIAL EASEMENT LIMITS EXTEND FROM DRIP LINE PLUS 4.57M (15 FEET) TO DRIP LINE.
3. FOR PARCEL TABLE SEE DWG RW-225.

ATTACHMENT C

SR-47 EXPRESSWAY

ALTERNATIVE 2
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-213

LAST REVISION => 00-00-00 TIME PLOTTED => 13:00:13 DATE PLOTTED => 11 JUL 2007

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

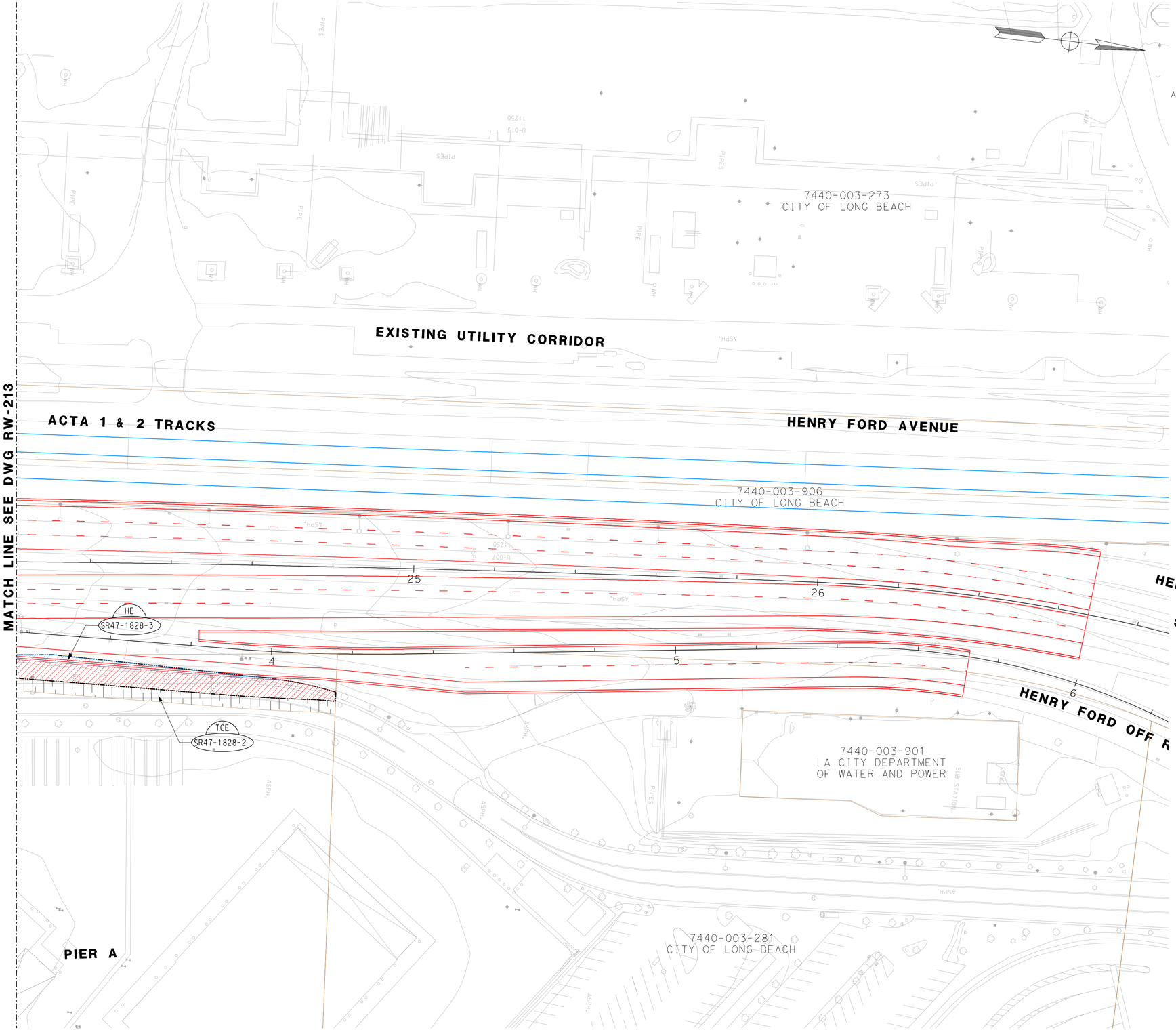
PROFESSIONAL ENGINEER — REGISTERED — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- RELINQUISHMENT BY CALTRANS

NOTES:

1. HIGHWAY EASEMENT LIMITS FROM DRIP LINE TO DRIP LINE.
2. AERIAL EASEMENT LIMITS EXTEND FROM DRIP LINE PLUS 4.57M (15 FEET) TO DRIP LINE.
3. FOR PARCEL TABLE SEE DWG RW-225.

ATTACHMENT C

SR-47 EXPRESSWAY

ALTERNATIVE 2
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-214

LAST REVISION => 13:00:30
TIME PLOTTED => 11:JUL:2007
DATE PLOTTED => 00-00-00

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

DATE	REVISED BY	DATE REVISED

CALCULATED/ DESIGNED BY

CHECKED BY

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

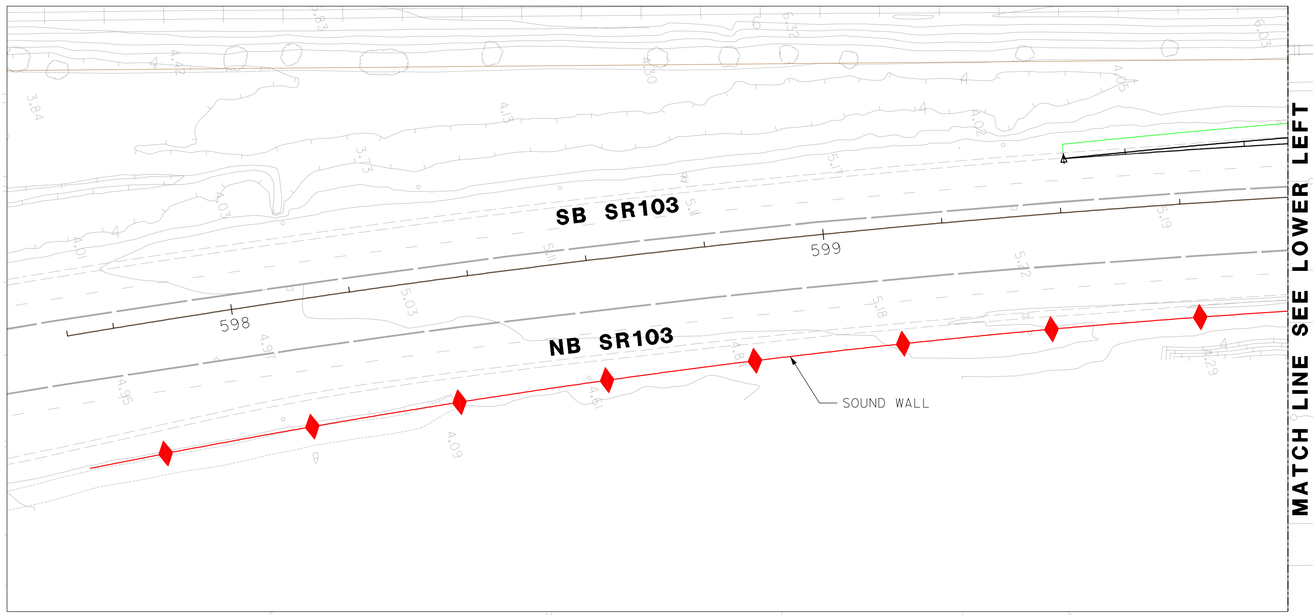
ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)



MATCH LINE SEE LOWER LEFT

GRAVEL PARKING

7315-021-270
7315-021-901
PORTS
(CITY OF LONG BEACH & CITY OF LOS ANGELES)

MATCH LINE SEE DWG RW-216

MATCH LINE SEE UPPER LEFT

300 301 302 303
600 601 602 603
SB SR103
NB SR103
SOUND WALL

R/W LIMITS BASED ON DATA FROM ASSESSOR'S PARCEL MAP 7402-014, REVISED 2001. EXACT LIMITS OF R/W TO BE DETERMINED AT TIME OF FINAL DESIGN.

7402-008-901
CITY OF LONG BEACH (SCHOOL)

R/W LIMITS SOUTH OF HILL STREET
CALTRANS R/W MAP FOR SR103 ANAHEIM STREET TO WILLOW STREET, LA - TER.IS.ACRD
EXCAT LIMITS OF R/W TO BE VERIFIED AT TIME OF FINAL DESIGN

HILL STREET

ATTACHMENT C

SR-47 EXPRESSWAY

ALTERNATIVE 2
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT
SHEET OF 10

SCALE 1:500

RW-215

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DATE	REVISED BY	DATE REVISED

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

Caltrans Metric

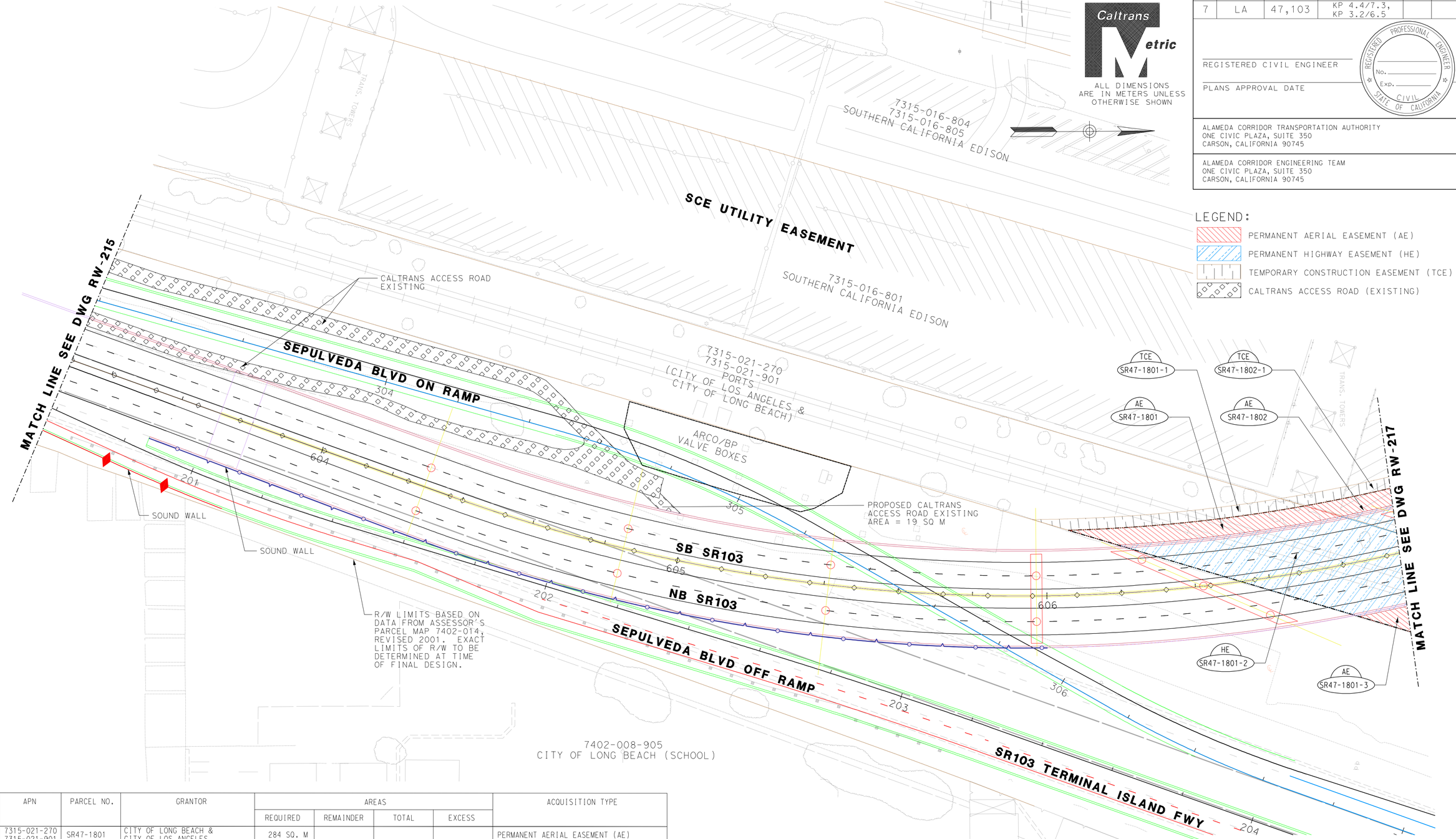
ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- CALTRANS ACCESS ROAD (EXISTING)



NO.	APN	PARCEL NO.	GRANTOR	AREAS				ACQUISITION TYPE
				REQUIRED	REMAINDER	TOTAL	EXCESS	
1	7315-021-270 7315-021-901	SR47-1801	CITY OF LONG BEACH & CITY OF LOS ANGELES	284 SQ. M				PERMANENT AERIAL EASEMENT (AE)
2	7315-021-270 7315-021-901	SR47-1801-1	CITY OF LONG BEACH & CITY OF LOS ANGELES	200 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
3	7315-021-270 7315-021-901	SR47-1801-2	CITY OF LONG BEACH & CITY OF LOS ANGELES	1,452 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
4	7315-021-270 7315-021-901	SR47-1801-3	CITY OF LONG BEACH & CITY OF LOS ANGELES	352 SQ. M				PERMANENT AERIAL EASEMENT (AE)
5	7315-016-801 7315-016-804 7315-016-805	SR47-1802	SOUTHERN CALIFORNIA EDISON	743 SQ. M				PERMANENT AERIAL EASEMENT (AE)
6	7315-016-801 7315-016-804 7315-016-805	SR47-1802-1	SOUTHERN CALIFORNIA EDISON	504 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)

ATTACHMENT C

SR-47 EXPRESSWAY

ALTERNATIVE 2
PRELIMINARY LAYOUT
CALTRANS ACCESS ROAD
RIGHT-OF-WAY EXHIBIT

SHEET OF 10

SCALE 1:500

RW-216

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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CU 07

EA 23850K

NO.	APN	PARCEL NO.	GRANTOR	AREAS				ACQUISITION TYPE
				REQUIRED	REMAINDER	TOTAL	EXCESS	
1	7315-021-270 7315-021-901	SR47-1801-4	CITY OF LONG BEACH & CITY OF LOS ANGELES	138 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
2	7315-021-801	SR47-1802-2	SOUTHERN CALIFORNIA EDISON	439 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
3	7315-021-801	SR47-1802-3	SOUTHERN CALIFORNIA EDISON	4,178 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
4	7315-021-801	SR47-1802-4	SOUTHERN CALIFORNIA EDISON	1,084 SQ. M				PERMANENT AERIAL EASEMENT (AE)
5	7315-015-905	SR47-1803	CITY OF LOS ANGELES (POLA)	1,114 SQ. M				PERMANENT AERIAL EASEMENT (AE)
6	7315-015-905	SR47-1803-1	CITY OF LOS ANGELES (POLA)	744 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
7	7315-015-905	SR47-1803-2	CITY OF LOS ANGELES (POLA)	553 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
8	7315-015-905	SR47-1803-3	CITY OF LOS ANGELES (POLA)	5,948 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
9	7315-015-905	SR47-1803-4	CITY OF LOS ANGELES (POLA)	1,677 SQ. M				PERMANENT AERIAL EASEMENT (AE)

Caltrans Metric

ALL DIMENSIONS
ARE IN METERS UNLESS
OTHERWISE SHOWN

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

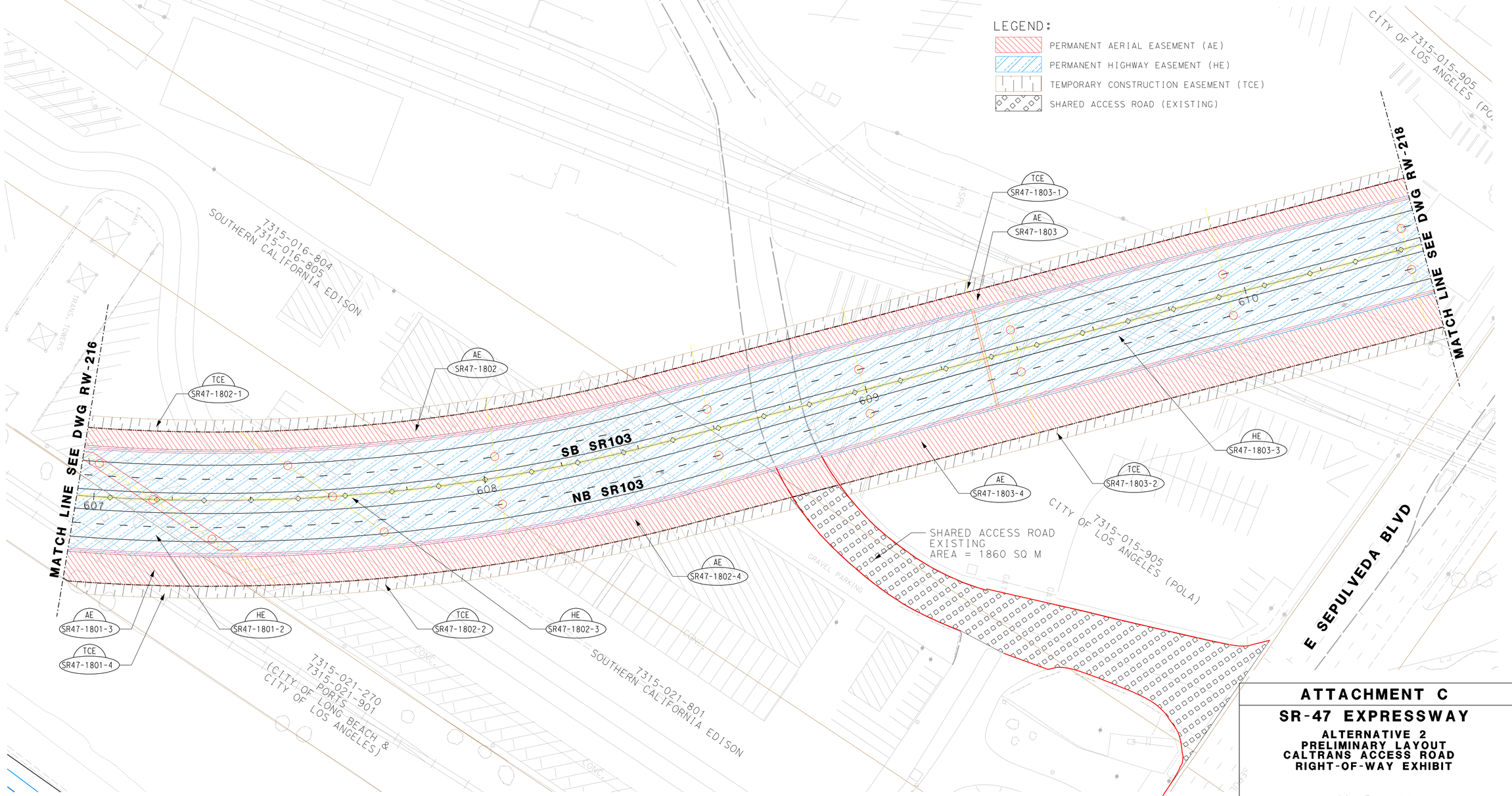
PROFESSIONAL ENGINEER — REGISTERED — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- SHARED ACCESS ROAD (EXISTING)



ATTACHMENT C

SR-47 EXPRESSWAY

ALTERNATIVE 2
PRELIMINARY LAYOUT
CALTRANS ACCESS ROAD
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-217

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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CU 07

EA 23850K

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NO.	APN	PARCEL NO.	GRANTOR	AREAS				ACQUISITION TYPE
				REQUIRED	REMAINDER	TOTAL	EXCESS	
1	7315-015-012	SR47-1804	WATSON LAND COMPANY	85 SQ. M				PERMANENT AERIAL EASEMENT (AE)
2	7315-015-012	SR47-1804-1	WATSON LAND COMPANY	80 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
3	7315-015-012	SR47-1804-2	WATSON LAND COMPANY	49 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
4	STREET	SR47-1805	E SEPULVEDA BLVD (CARSON)	207 SQ. M				PERMANENT AERIAL EASEMENT (AE)
5	STREET	SR47-1805-1	E SEPULVEDA BLVD (CARSON)	138 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
6	STREET	SR47-1805-2	E SEPULVEDA BLVD (CARSON)	142 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
7	STREET	SR47-1805-3	E SEPULVEDA BLVD (CARSON)	1,186 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
8	STREET	SR47-1805-4	E SEPULVEDA BLVD (CARSON)	414 SQ. M				PERMANENT AERIAL EASEMENT (AE)
9	7315-011-805	SR47-1806	SOUTHERN PACIFIC (UPRR)	2,042 SQ. M				PERMANENT AERIAL EASEMENT (AE)
10	7315-011-805	SR47-1806-1	SOUTHERN PACIFIC (UPRR)	303 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
11	7315-011-805	SR47-1806-2	SOUTHERN PACIFIC (UPRR)	791 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
12	7315-011-805	SR47-1806-3	SOUTHERN PACIFIC (UPRR)	3,972 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
13	7315-011-805	SR47-1806-4	SOUTHERN PACIFIC (UPRR)	493 SQ. M				PERMANENT AERIAL EASEMENT (AE)
14	STREET	SR47-1807	INTERMODAL WAY (CARSON)	193 SQ. M				PERMANENT AERIAL EASEMENT (AE)
15	STREET	SR47-1807-1	INTERMODAL WAY (CARSON)	110 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
16	STREET	SR47-1807-5	INTERMODAL WAY (CARSON)	3,415 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
17	7315-011-013	SR47-1808	WATSON LAND COMPANY	637 SQ. M				PERMANENT AERIAL EASEMENT (AE)
18	7315-011-013	SR47-1808-1	WATSON LAND COMPANY	478 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
19	7315-011-013	SR47-1808-2	WATSON LAND COMPANY	640 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
20	7315-011-807	SR47-1809-7	SOUTHERN PACIFIC (UPRR)	93 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER — REGISTERED — No. — Exp. — CIVIL — STATE OF CALIFORNIA

Caltrans Metric

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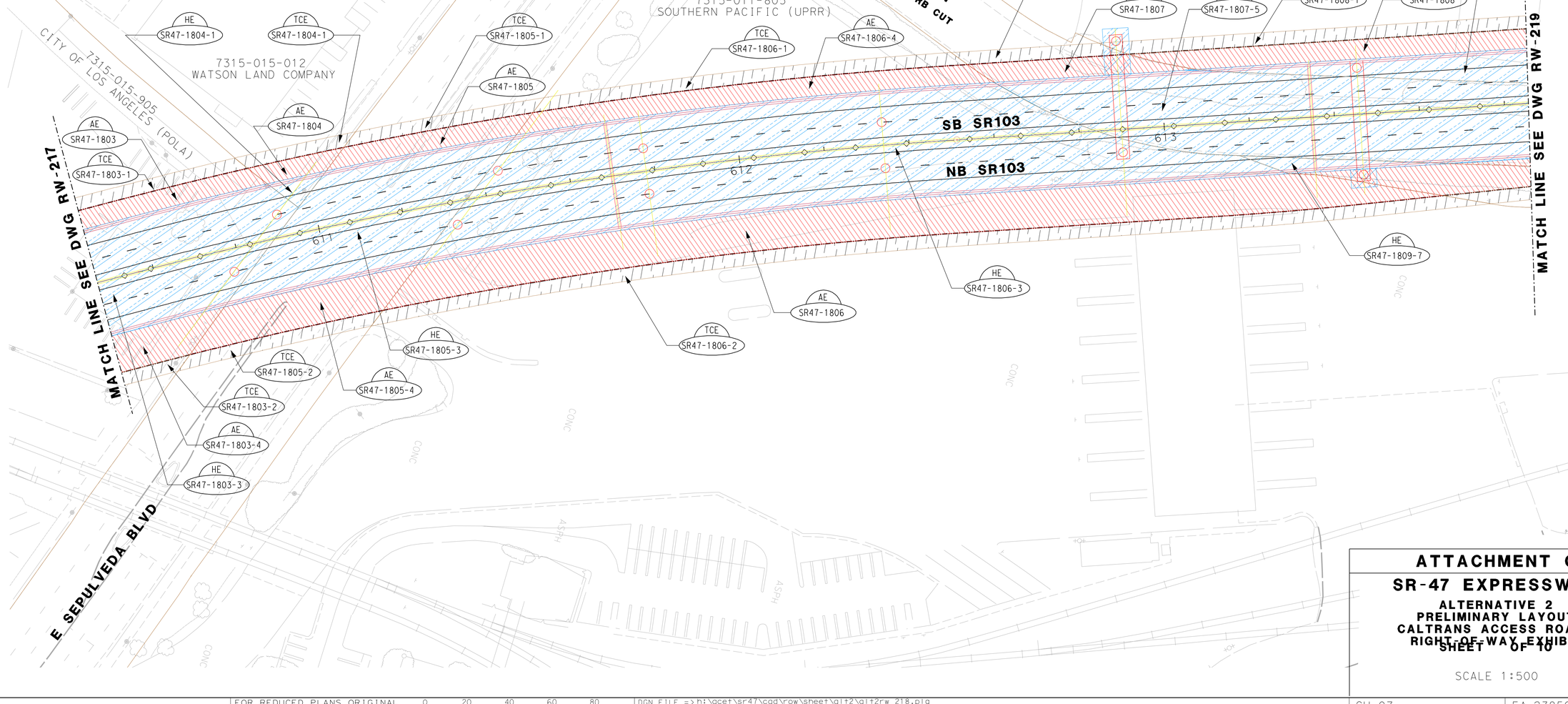
ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

LEGEND:
- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)



ATTACHMENT C

SR-47 EXPRESSWAY

ALTERNATIVE 2
PRELIMINARY LAYOUT
CALTRANS ACCESS ROAD
RIGHT-OF-WAY EXHIBIT
SHEET OF 10

SCALE 1:500

RW-218

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CU 07 | EA 23850K

NO.	APN	PARCEL NO.	GRANTOR	AREAS				ACQUISITION TYPE
				REQUIRED	REMAINDER	TOTAL	EXCESS	
1	STREET	SR47-1807-2	INTERMODAY WAY (CARSON)	95 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
2	STREET	SR47-1807-3	INTERMODAL WAY (CARSON)	339 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
3	STREET	SR47-1807-4	INTERMODAL WAY (CARSON)	153 SQ. M				PERMANENT AERIAL EASEMENT (AE)
4	STREET	SR47-1807-6	INTERMODAL WAY (CARSON)	516 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
5	STREET	SR47-1807-7	INTERMODAL WAY (CARSON)	75 SQ. M				PERMANENT AERIAL EASEMENT (AE)
6	7315-011-807	SR47-1809	SOUTHERN PACIFIC (UPRR)	5,506 SQ. M				PERMANENT AERIAL EASEMENT (AE)
7	7315-011-808 7315-011-811	SR47-1809-1	SOUTHERN PACIFIC (UPRR)	588 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
8	7315-011-812	SR47-1809-2	SOUTHERN PACIFIC (UPRR)	3,546 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
9	7315-011-814 7315-011-815	SR47-1809-3	SOUTHERN PACIFIC (UPRR)	26,953 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
10		SR47-1809-4	SOUTHERN PACIFIC (UPRR)	1,001 SQ. M				PERMANENT AERIAL EASEMENT (AE)

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER — REGISTERED — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

7315-011-013
WATSON LAND COMPANY

7315-011-809
SOUTHERN PACIFIC (UPRR)

7315-011-81
SOUTHERN PACIFIC

INTERMODAL WAY

HE SR47-1808-2
AE SR47-1808
HE SR47-1807-5
TCE SR47-1808-1
AE SR47-1807-4
TCE SR47-1807-2
TCE SR47-1809-1
AE SR47-1809-4
AE SR47-1807-6
TCE SR47-1807-3

MATCH LINE SEE DWG RW-218

SB SR103
NB SR103

614
615
616
617

AE SR47-1809
HE SR47-1809-3
TCE SR47-1809-2
AE SR47-1807-7

MATCH LINE SEE DWG RW-220

7315-011-807
SOUTHERN PACIFIC (UPRR)

7315-011-808
SOUTHERN PACIFIC (UPRR)

ATTACHMENT C

SR-47 EXPRESSWAY

ALTERNATIVE 2
PRELIMINARY LAYOUT
CALTRANS ACCESS ROAD
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-219

DESIGN OVERSIGHT

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DATE

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

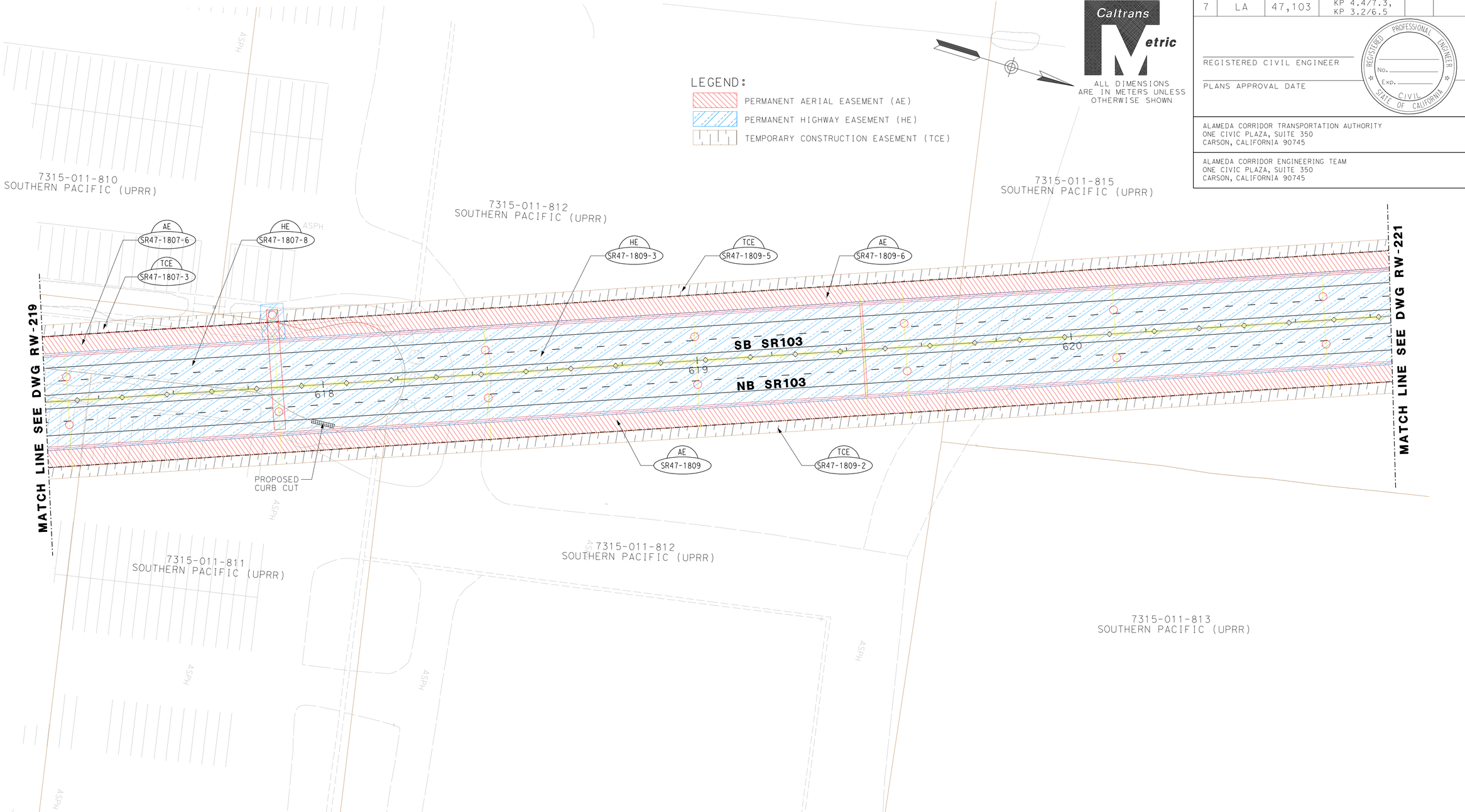
ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LEGEND:
- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)



NO.	APN	PARCEL NO.	GRANTOR	AREAS				ACQUISITION TYPE
				REQUIRED	REMAINDER	TOTAL	EXCESS	
1	STREET	SR47-1807-8	INTERMODAL WAY (CARSON)	1,362 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
2	7315-011-812	SR47-1809-5	SOUTHERN PACIFIC (UPRR)	2,373 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
3	7315-011-814 7315-011-815	SR47-1809-6	SOUTHERN PACIFIC (UPRR)	3,443 SQ. M				PERMANENT AERIAL EASEMENT (AE)

ATTACHMENT C

SR-47 EXPRESSWAY

ALTERNATIVE 2
PRELIMINARY LAYOUT
CALTRANS ACCESS ROAD
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-220

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DATE

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

Caltrans Metric

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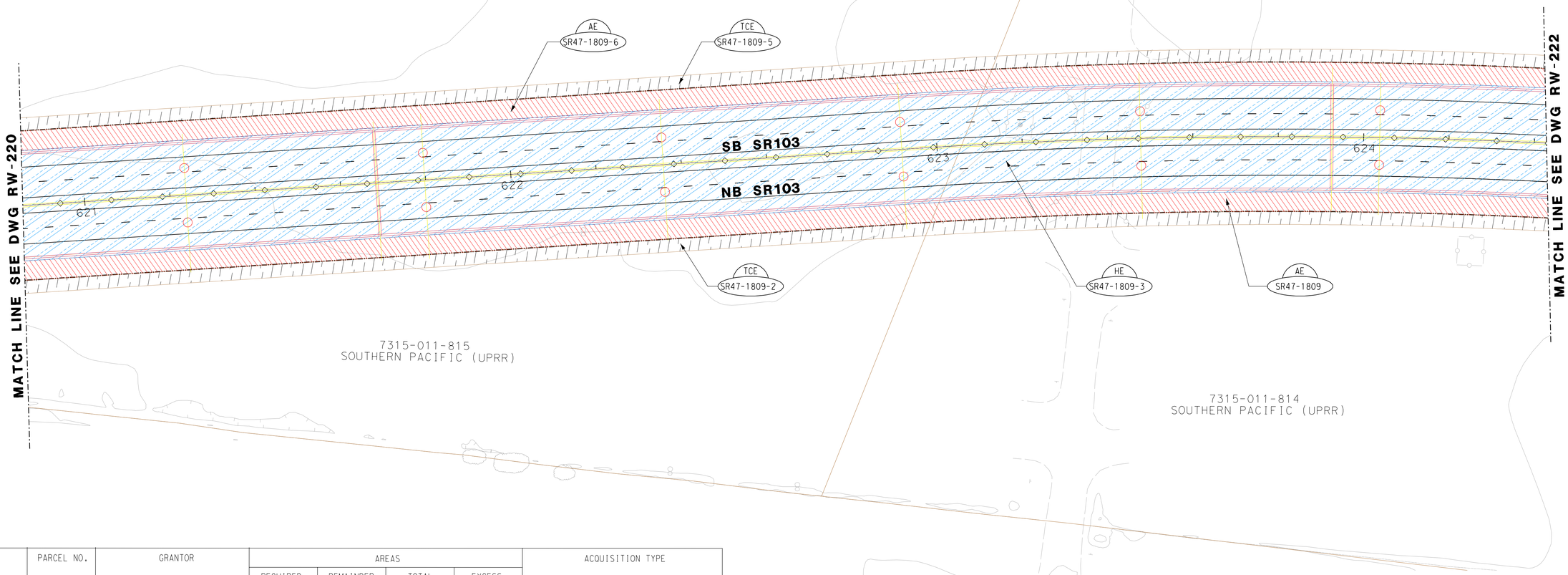
ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

DOMINGUEZ CHANNEL

7315-011-804
LOS ANGELES COUNTY
FLOOD CONTROL DISTRICT

LEGEND:
- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)



NO.	APN	PARCEL NO.	GRANTOR	AREAS				ACQUISITION TYPE
				REQUIRED	REMAINDER	TOTAL	EXCESS	
1	7315-011-807 7315-011-808 7315-011-811	SR47-1809	SEE DWG RW-206					
2		SR47-1809-2	SEE DWG RW-206					
3	7315-011-812 7315-011-814 7315-011-815	SR47-1809-3	SEE DWG RW-206					
4	7315-011-812 7315-011-814 7315-011-815	SR47-1809-5	SEE DWG RW-207					
5		SR47-1809-6	SEE DWG RW-207					
6	7315-011-814	SR47-1809-7	SOUTHERN PACIFIC (UPRR) RW-209	125 SQ M				PERMANENT HIGHWAY EASEMENT (HE)
7	7315-011-814	SR47-1809-8	SOUTHERN PACIFIC (UPRR) RW-209	120 SQ M				TEMPORARY CONSTRUCTION EASEMENT (TCE)

ATTACHMENT C

SR-47 EXPRESSWAY

ALTERNATIVE 2
PRELIMINARY LAYOUT
CALTRANS ACCESS ROAD
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-221

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

SAN PEDRO SUBDIVISION TRACKS

S ALAMEDA STREET

ALAMEDA STREET ON RAMP

7315-011-814
SOUTHERN PACIFIC (UPRR)

FOR PARCEL SR47-1809-7 AND SR47-1809-8 SEE DWG RW-208

7315-011-021
WATSON LAND COMPANY

ACCESS ROAD PROPOSED

SB SR103

NB SR103

MATCH LINE SEE DWG RW-221

MATCH LINE SEE DWG RW-223

7315-010-005
MYRON CHLAVIN AND RAE DESSER ESTATE

207.4155
73°07'48.9589"

HE SR47-1809-7
TCE SR47-1809-8
HE SR47-1810-7
TCE SR47-1810-8
TCE SR47-1810-6
TCE SR47-1812-5
HE SR47-1812-3
AE SR47-1812-9
TCE SR47-1812-1
TCE SR47-1809-5
HE SR47-1809-3
AE SR47-1809-6
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HE SR47-1810-3
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AE SR47-1809
TCE SR47-1809-2
AE SR47-1810-4
TCE SR47-1810-2
HE SR47-1812-8
TCE SR47-1812-2
AE SR47-1812
HE SR47-1812-6
TCE SR47-1812-7

NOTE: FOR PARCEL TABLE SEE DWG RW-225.

LEGEND:
- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

ATTACHMENT C

SR-47 EXPRESSWAY

ALTERNATIVE 2
PRELIMINARY LAYOUT
CALTRANS ACCESS ROAD
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-222

DATE	REVISED BY	DATE REVISED

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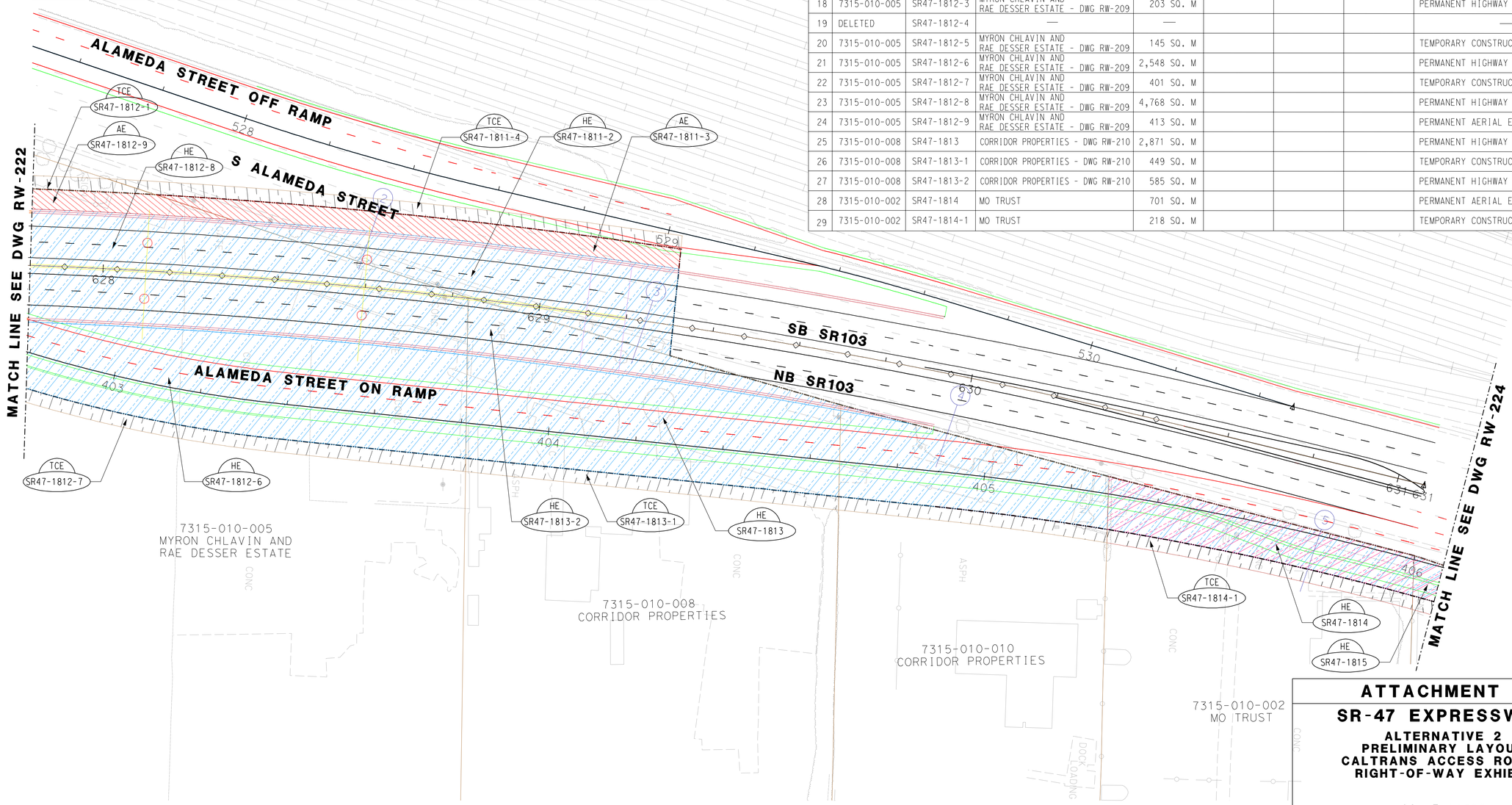
CU 07 EA 23850K

NO.	APN	PARCEL NO.	GRANTOR	AREAS				ACQUISITION TYPE
				REQUIRED	REMAINDER	TOTAL	EXCESS	
1	7315-011-021	SR47-1810	WATSON LAND CO - DWG RW-209	612 SQ. M				PERMANENT AERIAL EASEMENT (AE)
2	7315-011-021	SR47-1810-1	WATSON LAND CO - DWG RW-209	383 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
3	7315-011-021	SR47-1810-2	WATSON LAND CO - DWG RW-209	441 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
4	7315-011-021	SR47-1810-3	WATSON LAND CO - DWG RW-209	3,562 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
5	7315-011-021	SR47-1810-4	WATSON LAND CO - DWG RW-209	655 SQ. M				PERMANENT AERIAL EASEMENT (AE)
6	DELETED	SR47-1810-5	—	—				—
7	7315-011-021	SR47-1810-6	WATSON LAND CO - DWG RW-209	81 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
8	7315-011-021	SR47-1810-7	WATSON LAND CO - DWG RW-209	1,849 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
9	7315-011-021	SR47-1810-8	WATSON LAND CO - DWG RW-209	357 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
10	DELETED	SR47-1811	—	—				—
11	DELETED	SR47-1811-1	—	—				—
12	STREET	SR47-1811-2	S ALAMEDA STREET (COLA)	1,140 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
13	STREET	SR47-1811-3	S ALAMEDA STREET (COLA)	514 SQ. M				PERMANENT AERIAL EASEMENT (AE)
14	STREET	SR47-1811-4	S ALAMEDA STREET (COLA)	385 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
15	DELETED	SR47-1812	—	—				—



LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

NO.	APN	PARCEL NO.	GRANTOR	AREAS				ACQUISITION TYPE
				REQUIRED	REMAINDER	TOTAL	EXCESS	
16	7315-010-005	SR47-1812-1	MYRON CHLAVIN AND RAE DESSER ESTATE - DWG RW-209	250 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
17	7315-010-005	SR47-1812-2	MYRON CHLAVIN AND RAE DESSER ESTATE - DWG RW-209	215 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
18	7315-010-005	SR47-1812-3	MYRON CHLAVIN AND RAE DESSER ESTATE - DWG RW-209	203 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
19	DELETED	SR47-1812-4	—	—				—
20	7315-010-005	SR47-1812-5	MYRON CHLAVIN AND RAE DESSER ESTATE - DWG RW-209	145 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
21	7315-010-005	SR47-1812-6	MYRON CHLAVIN AND RAE DESSER ESTATE - DWG RW-209	2,548 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
22	7315-010-005	SR47-1812-7	MYRON CHLAVIN AND RAE DESSER ESTATE - DWG RW-209	401 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
23	7315-010-005	SR47-1812-8	MYRON CHLAVIN AND RAE DESSER ESTATE - DWG RW-209	4,768 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
24	7315-010-005	SR47-1812-9	MYRON CHLAVIN AND RAE DESSER ESTATE - DWG RW-209	413 SQ. M				PERMANENT AERIAL EASEMENT (AE)
25	7315-010-008	SR47-1813	CORRIDOR PROPERTIES - DWG RW-210	2,871 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
26	7315-010-008	SR47-1813-1	CORRIDOR PROPERTIES - DWG RW-210	449 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
27	7315-010-008	SR47-1813-2	CORRIDOR PROPERTIES - DWG RW-210	585 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
28	7315-010-002	SR47-1814	MO TRUST	701 SQ. M				PERMANENT AERIAL EASEMENT (AE)
29	7315-010-002	SR47-1814-1	MO TRUST	218 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ATTACHMENT C

SR-47 EXPRESSWAY

ALTERNATIVE 2
PRELIMINARY LAYOUT
CALTRANS ACCESS ROAD
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-223

REVISED BY | DATE REVISED
DATE
CALCULATED/ DESIGNED BY
CHECKED BY
DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

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CU 07 | EA 23850K

NOTES:

1. SEE DWG RW208 FOR PARCEL TABLE.
2. LIMITS OF EXISTING R/W TO BE VERIFIED AT THE TIME OF DESIGN.
3. ACTUAL TOPOGRAPHY WEST OF SR47 BASED ON OCEAN BLVD GRADE SEPARATION PROJECT, HDS-2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.
4. EXISTING R/W PER OCEAN BLVD GRADE SEPARATION PROJECT, POLB, HDS-2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

SAN PEDRO SUBDIVISION TRACKS

223RD STREET

S. ALAMEDA STREET

HE SR47-1760

TCE SR47-1760-1

TCE SR47-1761-1

HE SR47-1761

LA COUNTY FLUORDATION SUBSTATION (LESEE)

EXISTING FENCE

7315-010-002
MO TRUST

7315-010-009
HERTZ EQUIPMENT RENTAL CORP.

7315-010-800
SOUTHERN PACIFIC (UPRR)

010-010
PROPERTIES

SR-47 EXPRESSWAY

OCEAN BOULVEARD/ SR47 FLYOVER ALTERNATIVE 2

RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW207A

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DATE	REVISED BY	DATE REVISED

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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CU 07

EA 23850K

NO.	APN	PARCEL NO.	GRANTOR	AREAS				ACQUISITION TYPE
				REQUIRED	REMAINDER	TOTAL	EXCESS	
1	7315-010-009	SR47-1815*	HERTZ EQUIPMENT RENTAL CORP.	903 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
2	7315-010-009	SR47-1815-1*	HERTZ EQUIPMENT RENTAL CORP.	376 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
3	7315-010-800	SR47-1829	SOUTHERN PACIFIC (UPRR)	79 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)

NOTE:

1. OCEAN BLVD FLYOVER DENOTED WITH * AND SCREENED SHOWN FOR INFORMATION ONLY. RW ACQUISITION TO BE MADE AT LATER DATE.

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

SAN PEDRO SUBDIVISION TRACKS

223RD STREET

I-405 FWY

S. ALAMEDA STREET

MATCH LINE SEE DWG RW-223

407

TCE SR47-1815-1

HE SR47-1815

HE SR47-1829

LA COUNTY FLUORDATION SUBSTATION (LESEE)

EXISTING FENCE

EASEMENT FOR HIGHWAY PURPOSES GRANTED TO LA COUNTY

7315-010-009
HERTZ EQUIPMENT RENTAL CORP.

7315-010-800
SOUTHERN PACIFIC (UPRR)

7315-010-002
MO TRUST

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

ATTACHMENT C

SR-47 EXPRESSWAY

ALTERNATIVE 2
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-224

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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LAST REVISION 00-00-00 TIME PLOTTED => 13:05:56 DATE PLOTTED => 11-JUL-2007

CU 07

EA 23850K

NO.	APN	PARCEL NO.	GRANTOR	AREAS				ACQUISITION TYPE	DWG NO.
				REQUIRED	REMAINDER	TOTAL	EXCESS		
1	7436-029-906	SR47-1816	CITY OF LONG BEACH	515 SQ. M				PERMANENT AERIAL EASEMENT (AE)	RW-209
2	7436-029-906	SR47-1816-1	CITY OF LONG BEACH	347 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
3	7436-029-906	SR47-1816-2	CITY OF LONG BEACH	26 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
4	7436-029-906	SR47-1816-3	CITY OF LONG BEACH	18 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
5	7436-029-906	SR47-1816-4	CITY OF LONG BEACH	320 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
6	7436-029-906	SR47-1816-5	CITY OF LONG BEACH	19 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
7	7436-029-906	SR47-1816-6	CITY OF LONG BEACH	129 SQ M				PERMANENT HIGHWAY EASEMNT (HE)	RW-209 RW-210
8	7436-029-906	SR47-1816-7	CITY OF LONG BEACH	188 SQ M				PERMANENT AERIAL EASEMENT (AE)	RW-210
9	7436-029-906	SR47-1816-8	CITY OF LONG BEACH	144 SQ M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	RW-210
10	7436-029-914	SR47-1817	CITY OF LONG BEACH	391 SQ. M				PERMANENT AERIAL EASEMENT (AE)	RW-209
11	7436-029-914	SR47-1817-1	CITY OF LONG BEACH	255 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
12	7436-029-906	SR47-1817-2	CITY OF LONG BEACH	984 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
13	7436-029-906	SR47-1817-3	CITY OF LONG BEACH	214 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
14	7436-029-906	SR47-1817-4	CITY OF LONG BEACH	242 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	RW-210
15	7436-029-906	SR47-1817-5	CITY OF LONG BEACH	14 SQ M				PERMANENT HIGHWAY EASEMENT (HE)	RW-209
16	7436-029-906	SR47-1817-6	CITY OF LONG BEACH	76 SQ M				PERMANENT HIGHWAY EASEMENT (HE)	RW-210
17	7436-029-906	SR47-1817-7	CITY OF LONG BEACH	1543 SQ M				PERMANENT AERIAL EASEMENT (AE)	RW-210 RW-211
18	7436-029-906	SR47-1817-8	CITY OF LONG BEACH	1050 SQ M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
19	7436-029-906	SR47-1817-9	CITY OF LONG BEACH	4982 SQ M				PERMANENT HIGHWAY EASEMENT (HE)	
20	7436-029-906	SR47-1817-10	CITY OF LONG BEACH	651 SQ M				PERMANENT HIGHWAY EASEMENT (HE)	RW-210
21	7436-029-906	SR47-1817-11	CITY OF LONG BEACH	575 SQ M				PERMANENT HIGHWAY EASEMENT (HE)	
22	7436-029-906	SR47-1817-12	CITY OF LONG BEACH	319 SQ M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
23	7436-029-906	SR47-1817-13	CITY OF LONG BEACH	984 SQ M				PERMANENT AERIAL EASEMENT (AE)	
24	7436-029-906	SR47-1817-14	CITY OF LONG BEACH	423 SQ M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
25	7436-029-906	SR47-1817-15	CITY OF LONG BEACH	514 SQ M				RELINQUISHMENT BY CALTRANS (REL)	
26	7436-029-906	SR47-1817-16	CITY OF LONG BEACH	427 SQ M				RELINQUISHMENT BY CALTRANS (REL)	
27	7436-029-906	SR47-1818	CITY OF LONG BEACH (RAIL)	15 SQ. M				PERMANENT AERIAL EASEMENT (AE)	RW-209
28	7436-029-906	SR47-1818-1	CITY OF LONG BEACH (RAIL)	10 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
29	7436-029-914	SR47-1818-2	CITY OF LONG BEACH (RAIL)	16 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
30	7436-029-914	SR47-1818-3	CITY OF LONG BEACH (RAIL)	11 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
31	7436-029-914	SR47-1818-4	CITY OF LONG BEACH (RAIL)	23 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
32	7436-029-914	SR47-1818-5	CITY OF LONG BEACH (RAIL)	15 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
33	7436-029-914	SR47-1818-6	CITY OF LONG BEACH (RAIL)	11 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
34	7436-029-914	SR47-1818-7	CITY OF LONG BEACH (RAIL)	5 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
35	7436-029-914	SR47-1818-8	CITY OF LONG BEACH (RAIL)	14 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	RW-210
36	7436-029-914	SR47-1818-9	CITY OF LONG BEACH (RAIL)	28 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
37	7436-029-914	SR47-1818-10	CITY OF LONG BEACH (RAIL)	26 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
38	7436-029-914	SR47-1818-11	CITY OF LONG BEACH (RAIL)	17 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
39	7436-029-914	SR47-1818-12	CITY OF LONG BEACH (RAIL)	33 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
40	7436-029-914	SR47-1818-13	CITY OF LONG BEACH (RAIL)	23 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
41	7436-029-914	SR47-1818-14	CITY OF LONG BEACH (RAIL)	19 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
42	7436-029-914	SR47-1818-15	CITY OF LONG BEACH (RAIL)	57 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
43	7436-029-914	SR47-1818-16	CITY OF LONG BEACH (RAIL)	33 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
44	7436-029-923	SR47-1819	CITY OF LONG BEACH	31 SQ. M				PERMANENT AERIAL EASEMENT (AE)	RW-209
45	7436-029-923	SR47-1819-1	CITY OF LONG BEACH	21 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
46	7436-029-923	SR47-1819-2	CITY OF LONG BEACH	45 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
47	7436-029-923	SR47-1819-3	CITY OF LONG BEACH	23 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
48	7436-029-923	SR47-1819-4	CITY OF LONG BEACH	24 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
49	7436-029-923	SR47-1819-5	CITY OF LONG BEACH	14 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
50	7436-029-917	SR47-1820	CITY OF LONG BEACH	549 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	RW-210
51	7436-029-917	SR47-1820-1	CITY OF LONG BEACH	77 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
52	7436-029-917	SR47-1820-2	CITY OF LONG BEACH	158 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
53	7436-029-917	SR47-1820-3	CITY OF LONG BEACH	53 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
54	7436-029-923	SR47-1821	CITY OF LONG BEACH	548 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
55	7436-029-923	SR47-1821-1	CITY OF LONG BEACH	45 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
56	7436-029-923	SR47-1821-2	CITY OF LONG BEACH	139 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
57	7436-029-923	SR47-1821-3	CITY OF LONG BEACH	97 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
58	7436-029-923	SR47-1821-4	CITY OF LONG BEACH	44 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
59	7436-029-923	SR47-1821-5	CITY OF LONG BEACH	30 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
60	7436-029-019	SR47-1822	VOPAK TERMINAL LONG BEACH INC.	216 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
61	7436-029-019	SR47-1822-1	VOPAK TERMINAL LONG BEACH INC.	132 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
62	7436-029-019	SR47-1822-2	VOPAK TERMINAL LONG BEACH INC.	93 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	

Caltrans Metric

ALL DIMENSIONS
ARE IN METERS UNLESS
OTHERWISE SHOWN

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47,103	KP 4.4/7.3, KP 3.2/6.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

NO.	APN	PARCEL NO.	GRANTOR	AREAS				ACQUISITION TYPE	DWG NO.
				REQUIRED	REMAINDER	TOTAL	EXCESS		
63	7436-029-917	SR47-1823	CITY OF LONG BEACH	174 SQ. M				PERMANENT AERIAL EASEMENT (AE)	RW-210
64	7436-029-917	SR47-1823-1	CITY OF LONG BEACH	209 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
65	7436-029-917	SR47-1823-2	CITY OF LONG BEACH	64 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
66	7436-029-923	SR47-1824	CITY OF LONG BEACH	644 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
67	7436-029-923	SR47-1824-1	CITY OF LONG BEACH	307 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
68	7436-029-923	SR47-1824-2	CITY OF LONG BEACH	506 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
69	7436-029-923	SR47-1824-3	CITY OF LONG BEACH	2404 SQ. M				RELINQUISHMENT BY CALTRANS (REL)	
70	7436-029-923	SR47-1824-4	CITY OF LONG BEACH	2289 SQ. M				PERMANENT DRAINAGE EASEMENT (PDE)	
71	STREET	SR47-1825	CITY OF LONG BEACH	216 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
72	STREET	SR47-1825-1	CITY OF LONG BEACH	12 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
73	STREET	SR47-1825-2	CITY OF LONG BEACH	56 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
74	7436-029-923	SR47-1706-1	CITY OF LONG BEACH	140 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
75	7436-029-923	SR47-1706-3	CITY OF LONG BEACH	97 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
76	7436-029-923	SR47-1706-8	CITY OF LONG BEACH	103 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
77	7436-029-923	SR47-1706-9	CITY OF LONG BEACH	66 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
78	7436-011-900	SR47-1826	LACFCD	843 SQ. M				PERMANENT AERIAL EASEMENT (AE)	RW-211 RW-212
79	7436-011-900	SR47-1826-1	LACFCD	3398 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
80	7436-011-900	SR47-1826-2	LACFCD	563 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
81	7436-003-261	SR47-1827	CITY OF LONG BEACH	623 SQ. M				PERMANENT AERIAL EASEMENT (AE)	RW-212
82	7436-003-261	SR47-1827-1	CITY OF LONG BEACH	2501 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
83	7436-003-261	SR47-1827-2	CITY OF LONG BEACH	421 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
84	7440-003-261 7440-003-906	SR47-1828	CITY OF LONG BEACH	1666 SQ. M				PERMANENT AERIAL EASEMENT (AE)	RW-212 RW-213
85	7440-003-261 7440-003-906	SR47-1828-1	CITY OF LONG BEACH	2365 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
86	7440-003-261 7440-003-906	SR47-1828-2	CITY OF LONG BEACH	1175 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
87	7440-003-261 7440-003-906	SR47-1828-3	CITY OF LONG BEACH	83 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	RW-213
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ATTACHMENT C

SR-47 EXPRESSWAY

ALTERNATIVE 2
PRELIMINARY LAYOUT

RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-225

LAST REVISION 00-00-00 | TIME PLOTTED => 13:06:13
DATE PLOTTED => 11-JUL-2007

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DATE	REVISED BY	DATE REVISED

CALCULATED/ DESIGNED BY

CHECKED BY

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

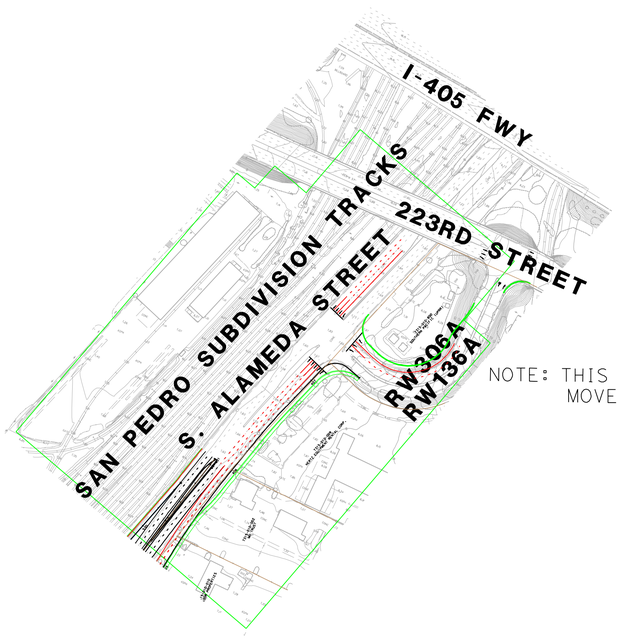
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

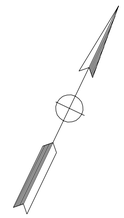
REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745



NOTE: THIS AREA OF THE KEY MAP IS MOVE FROM THE ORIGINAL LOCATION



SR-47 EXPRESSWAY

OCEAN BOULEVARD/ SR47 FLYOVER ALTERNATIVE 3 RIGHT-OF-WAY EXHIBIT KEY MAP

HORIZ SCALE 1:2500

RW300

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

SR-47 EXPRESSWAY

ALTERNATIVE 3
RIGHT-OF-WAY KEY MAP

SCALE 1:3000

RW301

LAST REVISION 00-00-00 | TIME PLOTTED => 13:56:15 | DATE PLOTTED => 11 JUL 2007

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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OCEAN BOULEVARD

SEASIDE AVENUE

NAVY WAY

EXIST R/W SEE NOTE 2

SEE NOTE 3

HE SR47-1818

HE SR47-1819

AE SR47-1818-1

TCE SR47-1818-2

AE SR47-1819-1

TCE SR47-1819-2

7440-021-913
US GOVERNMENT (NAVY)

STORAGE AREA

ASPH PARKING

CITY OF LOS ANGELES
CITY OF LONG BEACH

MATCH LINE SEE SHEET RW303

NOTES:

1. SEE DWG RW307 FOR PARCEL TABLE.
2. LIMITS OF EXISTING R/W TO BE VERIFIED AT THE TIME OF DESIGN.
3. WESTERN LIMIT OF SR47-1765-1-AE ASSUMED AT BEGINNING OF PROPOSED RETAINING WALL CONSTRUCTION. EXACT LOCATION OF WESTERN LIMIT TO BE VERIFIED AT THE TIME OF DESIGN.
4. ACTUAL TOPOGRAPHY WEST OF SR47 BASED ON OCEAN BLVD GRADE SEPARATION PROJECT, HDS-2103 AS PREPARED BY PARSONS TRANSPORTATION GROUP.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

SR-47 EXPRESSWAY

OCEAN BOULEVARD/ SR47 FLYOVER ALTERNATIVE 3

RIGHT-OF-WAY EXHIBIT

HORIZ SCALE 1:500

RW302

LAST REVISION => 00-00-00 | TIME PLOTTED => 11:37:35 | DATE PLOTTED => 17 JUL 2007

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

CITY OF LOS ANGELES
CITY OF LONG BEACH

DIRT ROAD

DIRT PILE

CONC DITCH

OCEAN BOULEVARD
BLVD

ASPH

EXIST R/W SEE NOTE 2

EXIST R/W SEE NOTE 4

EXIST R/W

MATCH LINE SEE SHEET RW302

MATCH LINE SEE SHEET RW304

TCE SR47-1819-2

AE SR47-1819-1

HE SR47-1819

AE SR47-1819-3

"L1" LINE

7436-032-907
CITY OF LONG BEACH

ASPH PARKING

NOTES:

1. SEE DWG RW307 FOR PARCEL TABLE.
2. LIMITS OF EXISTING R/W TO BE VERIFIED AT THE TIME OF DESIGN.
3. ACTUAL TOPOGRAPHY WEST OF SR47 BASED ON OCEAN BLVD GRADE SEPARATION PROJECT, HDS 2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.
4. EXISTING R/W PER OCEAN BLVD GRADE SEPARATION PROJECT, POLB, HDS-2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

SR-47 EXPRESSWAY

OCEAN BOULEVARD/ SR47 FLYOVER ALTERNATIVE 3 RIGHT-OF-WAY EXHIBIT

HORIZ SCALE 1:500

RW303

LAST REVISION => 00-00-00 TIME PLOTTED => DATE PLOTTED => 11:30:29 11 JUL 2007

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

CITY OF LOS ANGELES
CITY OF LONG BEACH

OCEAN BOULEVARD

MATCH LINE SEE SHEET RW303

MATCH LINE SEE SHEET RW305

DIRT ROAD

"L1" LINE

HV-9

DIRT PILES

ROCKS

CONC DITCH

ASPH

ASPH PARKING

7436-032-907
CITY OF LONG BEACH

7436-032-904
US GOVERNMENT (NAVY)

EXIST R/W
SEE NOTE 4

TCE SR47-1819-4

AE SR47-1819-3

HE SR47-1819

AE SR47-1819-1

TCE SR47-1819-2

TCE SR47-1820-4

AE SR47-1820-3

HE SR47-1820

AE SR47-1820-1

TCE SR47-1820-2

NOTES:

1. SEE DWG RW307 FOR PARCEL TABLE.
2. LIMITS OF EXISTING R/W TO BE VERIFIED AT THE TIME OF DESIGN.
3. ACTUAL TOPOGRAPHY WEST OF SR47 BASED ON OCEAN BLVD GRADE SEPARATION PROJECT, HDS-2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.
4. EXISTING R/W PER OCEAN BLVD GRADE SEPARATION PROJECT, POLB, HDS-2103 AS PER PREPARED BY PARSONS TRANSPORTATION GROUP.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

SR-47 EXPRESSWAY

OCEAN BOULEVARD/ SR47 FLYOVER ALTERNATIVE 3 RIGHT-OF-WAY EXHIBIT

HORIZ SCALE 1:500

RW304

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	DATE REVISED

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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TIME PLOTTED =>
DATE PLOTTED => 00-00-00

CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

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CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

DATE	REVISED BY	DATE REVISED

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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CITY OF LOS ANGELES
CITY OF LONG BEACH

CITY OF LOS ANGELES
CITY OF LONG BEACH

PEIR S AVENUE

HENRY FORD AVE

OCEAN BOULEVARD

EXIST R/W SEE NOTE 4

MATCH LINE SEE SHEET RW304

MATCH LINE SEE SHEET RW306

"L1" LINE

7436-032-904
US GOVERNMENT (NAVY)

7436-032-800
SOUTHERN CALIFORNIA EDISON

7436-032-901
CITY OF LONG BEACH

TCE SR47-1820-4
AE SR47-1820-3
HE SR47-1820
AE SR47-1820-1
TCE SR47-1820-2
TCE SR47-1821-5
TCE SR47-1821-4
AE SR47-1821-3
HE SR47-1821
AE SR47-1821-1
TCE SR47-1821-2
TCE SR47-1822-4
AE SR47-1822-3
HE SR47-1822
AE SR47-1822-1
TCE SR47-1822-2
TCE SR47-1823-1
HE SR47-1823
TCE SR47-1823-2

NOTES:

1. SEE DWG RW307 FOR PARCEL TABLE.
2. LIMITS OF EXISTING R/W TO BE VERIFIED AT THE TIME OF DESIGN.
3. ACTUAL TOPOGRAPHY WEST OF SR47 BASED ON OCEAN BLVD GRADE SEPARATION PROJECT, HDS-2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.
4. EXISTING R/W PER OCEAN BLVD GRADE SEPARATION PROJECT, POLB, HDS-2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

SR-47 EXPRESSWAY

OCEAN BOULEVARD/ SR47 FLYOVER ALTERNATIVE 3

RIGHT-OF-WAY EXHIBIT

HORIZ SCALE 1:500

RW305

LAST REVISION => TIME PLOTTED => 14:50:12
00-00-00 DATE PLOTTED => 11 JUL 2007

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CU 07

EA 23850K

NOTES:

1. SEE DWG RW307 FOR PARCEL TABLE.
2. LIMITS OF EXISTING R/W TO BE VERIFIED AT THE TIME OF DESIGN.
3. ACTUAL TOPOGRAPHY WEST OF SR47 BASED ON OCEAN BLVD GRADE SEPARATION PROJECT, HDS-2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.
4. EXISTING R/W PER OCEAN BLVD GRADE SEPARATION PROJECT, POLB, HDS-2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

MATCH LINE SEE SHEET RW305

JOIN FUTURE OCEAN BLVD

EXIST STATE R/W SEE NOTE 4

"A1" LINE

AE SR47-1823

TCE SR47-1823-2

OCEAN BOULEVARD (FUTURE INTERSECTION)

SB SR47

NB SR47

LIMIT OF SR47-1801-1-AE AND SR47-1803-1-AE FOR ALTERNATIVE 3

7436-029-906 CITY OF LONG BEACH

PIER "T" EAST LEAD TRACK

7436-029-923

7436-029-915

EXIST STATE R/W SEE NOTE 4

FUTURE FLYOVER CONNECTOR

JOIN FUTURE OCEAN BLVD

7436-029-914 CITY OF LONG BEACH

TCE SR47-1802-2

HE SR47-1802

AE SR47-1802-1

0+00

PIER "T" EAST LEAD TRACK

AE SR47-1802-4

AE SR47-1802-3

TCE SR47-1802-5

HE SR47-1802-6

AE SR47-1802-7

TCE SR47-1802-8

PIER "S" FUTURE IMPROVEMENTS

NEW DOCK STREET (FUTURE ALIGNMENT)

NEW DOCK STREET OFF RAMP

R=100

"B1" LINE

WYE TRACK 2+00

1+00

R=1375

R=5

"C1" LINE

NEW DOCK STREET

NEW DOCK STREET ON RAMP

PIER "S"

FOR CONTINUATION SEE ALTERNATIVE 3 DRAWING

SR-47 EXPRESSWAY

OCEAN BOULEVARD/ SR47 FLYOVER ALTERNATIVE 3

RIGHT-OF-WAY EXHIBIT

HORIZ SCALE 1:500

RW306

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CU 07

EA 23850K

NO.	APN	PARCEL NO.	GRANTOR	AREAS				ACQUISITION TYPE	DWG NO.
				REQUIRED	REMAINDER	TOTAL	EXCESS		
1	7440-021-913	SR47-1818	US GOVERNMENT (NAVY)	468 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	RW302
2	7440-021-913	SR47-1818-1	US GOVERNMENT (NAVY)	845 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
3	7440-021-913	SR47-1818-2	US GOVERNMENT (NAVY)	562 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
4	7436-032-907	SR47-1819	CITY OF LONG BEACH	6,393 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
5	7436-032-907	SR47-1819-1	CITY OF LONG BEACH	2,951 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
6	7436-032-907	SR47-1819-2	CITY OF LONG BEACH	1,967 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
7	7436-032-907	SR47-1819-3	CITY OF LONG BEACH	1,360 SQ. M				PERMANENT AERIAL EASEMENT (AE)	RW303
8	7436-032-907	SR47-1819-4	CITY OF LONG BEACH	406 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	RW304
9	7436-032-904	SR47-1820	US GOVERNMENT (NAVY)	2,431 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
10	7436-032-904	SR47-1820-1	US GOVERNMENT (NAVY)	898 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
11	7436-032-904	SR47-1820-2	US GOVERNMENT (NAVY)	598 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
12	7436-032-904	SR47-1820-3	US GOVERNMENT (NAVY)	869 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
13	7436-032-904	SR47-1820-4	US GOVERNMENT (NAVY)	607 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
14	7436-032-800	SR47-1821	SOUTHERN CALIFORNIA EDISON	437 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	RW305
15	7436-032-800	SR47-1821-1	SOUTHERN CALIFORNIA EDISON	141 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
16	7436-032-800	SR47-1821-2	SOUTHERN CALIFORNIA EDISON	94 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
17	7436-032-800	SR47-1821-3	SOUTHERN CALIFORNIA EDISON	174 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
18	7436-032-800	SR47-1821-4	SOUTHERN CALIFORNIA EDISON	16 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
19	7436-032-800	SR47-1821-5	SOUTHERN CALIFORNIA EDISON	66 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
20	7436-032-901	SR47-1822	CITY OF LONG BEACH	523 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
21	7436-032-901	SR47-1822-1	CITY OF LONG BEACH	291 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
22	7436-032-901	SR47-1822-2	CITY OF LONG BEACH	222 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
23	7436-032-901	SR47-1822-3	CITY OF LONG BEACH	77 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
24	7436-032-901	SR47-1822-4	CITY OF LONG BEACH	13 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
25	STREET	SR47-1823	CITY OF LONG BEACH	1,554 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
26	STREET	SR47-1823-1	CITY OF LONG BEACH	254 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
27	STREET	SR47-1823-2	CITY OF LONG BEACH	195 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
28	7436-029-914	SR47-1802	CITY OF LONG BEACH	1,058 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	RW306
29	7436-029-914	SR47-1802-1	CITY OF LONG BEACH	435 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
30	7436-029-906	SR47-1802-2	CITY OF LONG BEACH	327 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
31	7436-029-906	SR47-1802-3	CITY OF LONG BEACH	107 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
32	7436-029-906	SR47-1802-4	CITY OF LONG BEACH	28 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
33	7436-029-914	SR47-1802-5	CITY OF LONG BEACH	17 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
34	7436-029-914	SR47-1802-6	CITY OF LONG BEACH	1,366 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
35	7436-029-914	SR47-1802-7	CITY OF LONG BEACH	595 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
36	7436-029-914	SR47-1802-8	CITY OF LONG BEACH	494 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
37	7315-010-002	SR47-1760	MO TRUST	210 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	RW306A
38	7315-010-009	SR47-1760-1	MO TRUST	222 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
39	7315-010-009	SR47-1761	HERTZ EQUIPMENT RENTAL CORP.	306 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
40	7315-010-009	SR47-1761-1	HERTZ EQUIPMENT RENTAL CORP.	372 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER — REGISTERED — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
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CARSON, CALIFORNIA 90745

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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DATE REVISED

SR-47 EXPRESSWAY

OCEAN BOULEVARD/ SR47 FLYOVER ALTERNATIVE 3

RIGHT-OF-WAY EXHIBIT

HORIZ SCALE 1:500

RW307

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EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

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PROFESSIONAL ENGINEER — REGISTERED — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
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CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

BOULEVARD

OCEAN

7436-029-906
CITY OF LONG BEACH

7436-029-914
CITY OF LONG BEACH

7436-029-923

7436-029-918

7436-029-914

7436-032-901

INDUSTRY TRACKS

EXISTING STATE ROW (SEE NOTE 1)

EXISTING STRUCTURE

DRIP LINE

SB SR47

NB SR47

REL SR47-1814

TCE SR47-1801-4

HE SR47-1801

AE SR47-1801-1

TCE SR47-1801-2

TCE SR47-1801-3

HE SR47-1803

AE SR47-1803-1

AE SR47-1803-3

HE SR47-1803-5

AE SR47-1803-2

AE SR47-1803-4

AE SR47-1803-9

AE SR47-1803-8

AE SR47-1803-7

AE SR47-1803-6

TCE SR47-1802-2

HE SR47-1802

AE SR47-1802-1

AE SR47-1802-4

HE SR47-1802-6

AE SR47-1802-3

AE SR47-1802-7

TCE SR47-1802-5

TCE SR47-1802-8

MATCH LINE / SEE DWG RW-309

NOTES:

1. PRECISE LIMITS OF EXISTING CALTRANS ROW TO BE DETERMINED AT THE TIME OF FINAL DESIGN.
2. FOR PARCEL TABLE SEE DWG RW-317.
3. OCEAN BLVD FLYOVER SHOWN FOR INFORMATION ONLY. RW ACQUISITION TO BE MADE AT LATER DATE.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- EXISTING PERMANENT SLOPE EASEMENT (PSE)
- RELINQUISHMENT BY CALTRANS
- EXISTING CALTRANS HIGHWAY EASEMENT

SR-47 EXPRESSWAY

ALTERNATIVE 3
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-308

LAST REVISION => 00-00-00
TIME PLOTTED => 13:52:24
DATE PLOTTED => 11 JUL 2007

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

DATE	REVISED BY
	DATE REVISED

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER — REGISTERED — No. — Exp. — CIVIL — STATE OF CALIFORNIA

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DATE	REVISED BY	DATE REVISED

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MATCH LINE SEE DWG RW-308

MATCH LINE SEE DWG RW-310

DOCK STREET

NEW DOCK STREET OFF RAMP

NEW DOCK STREET ON RAMP

NEW

SB SR47

NB SR47

7436-029-923
CITY OF LONG BEACH

7436-029-906
CITY OF LONG BEACH

7436-029-915
CITY OF LONG BEACH

7436-029-917
CITY OF LONG BEACH

7436-029-019
VOPAK TERMINAL LONG BEACH INC.

7436-029-914
CITY OF LONG BEACH

EXISTING STATE ROW
(SEE NOTE 1)

EXISTING STRUCTURE

DRIP LINE

TCE SR47-1804-7
HE SR47-1804
TCE SR47-1805-3
AE SR47-1805-1
HE SR47-1805
TCE SR47-1806-2
HE SR47-1806
AE SR47-1806-1
HE SR47-1807
AE SR47-1807-1
AE SR47-1805-2
AE SR47-1807-2
TCE SR47-1807-3
AE SR47-1805-5
AE SR47-1804-1
TCE SR47-1804-2
TCE SR47-1805-6
HE SR47-1805-4
REL SR47-1817
REL SR47-1814
TCE SR47-1804-4
AE SR47-1804-5
HE SR47-1803-9
AE SR47-1803-8
TCE SR47-1804-6
AE SR47-1804-3
HE SR47-1804-8
HE SR47-1802-6
AE SR47-1802-7
TCE SR47-1802-8
AE SR47-1808-2
TCE SR47-1808-5
HE SR47-1808
AE SR47-1808-1
AE SR47-1808-3
AE SR47-1808-4

NOTES:

1. PRECISE LIMITS OF EXISTING CALTRANS ROW TO BE DETERMINED AT THE TIME OF FINAL DESIGN.
2. FOR PARCEL TABLE SEE DWG RW-317.
3. OCEAN BLVD FLYOVER SHOWN FOR INFORMATION ONLY. RW ACQUISITION TO BE MADE AT LATER DATE.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- EXISTING PERMANENT SLOPE EASEMENT (PSE)
- RELINQUISHMENT BY CALTRANS
- EXISTING CALTRANS HIGHWAY EASEMENT

SR-47 EXPRESSWAY

ALTERNATIVE 3
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-309

LAST REVISION => 00-00-00 | TIME PLOTTED => 13:52:56 | DATE PLOTTED => 11 JUL 2007

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

7436-029-019
VOPAK TERMINAL LONG BEACH INC.

CHANNEL

BADGER BRIDGE (RAIL)

7436-029-923
CITY OF LONG BEACH
EXISTING STATE ROW (SEE NOTE 1)

TCE SR47-1808-7

REL SR47-1817

TCE SR47-1809-2

REL SR47-1809

AE SR47-1808-4

COMMODORE HEIM BRIDGE

MATCH LINE SEE DWG RW-309

MATCH LINE SEE DWG RW-311

SB SR47

NB SR47

DRIP LINE

7436-029-914
CITY OF LONG BEACH

AE SR47-1808-1

HE SR47-1808

AE SR47-1808-2

AE SR47-1808-6

TCE SR47-1808-5

TCE SR47-1809-3

STATE OF CALIFORNIA

AE SR47-1809-1

CERRITOS

NOTE:

1. PRECISE LIMITS OF EXISTING CALTRANS ROW TO BE DETERMINED AT THE TIME OF FINAL DESIGN.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- EXISTING PERMANENT SLOPE EASEMENT (PSE)
- RELINQUISHMENT BY CALTRANS
- EXISTING CALTRANS HIGHWAY EASEMENT

LACFCD LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

NO.	APN	PARCEL NO.	GRANTOR	AREAS REQUIRED	AREAS REMAINDER	AREAS TOTAL	AREAS EXCESS	ACQUISITION TYPE
1	7736-029-914	SR47-1809	CITY OF LONG BEACH	9,263 SQ. M				RELINQUISHMENT BY CALTRANS (REL)
2	7736-029-914	SR47-1809-1	CITY OF LONG BEACH	5,726 SQ. M				PERMANENT AERIAL EASEMENT (AE)
3	7736-029-914	SR47-1809-2	CITY OF LONG BEACH	562 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
4	7736-029-914	SR47-1809-3	CITY OF LONG BEACH	564 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
5	7436-029-923	SR47-1817	CITY OF LONG BEACH	6,274 SQ. M				RELINQUISHMENT BY CALTRANS (REL)
6								
7								
8								
9								
10								
11								
12								
13								

SR-47 EXPRESSWAY

ALTERNATIVE 3
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-310

LAST REVISION 00-00-00 | TIME PLOTTED => 13:53:18 | DATE PLOTTED => 11 JUL 2007

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER — REGISTERED — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

CHANNEL

7440-003-904
CITY OF LOS ANGELES

7436-011-904
CITY OF LONG BEACH

7440-003-273
CITY OF LONG BEACH

BADGER BRIDGE (RAIL)

ACTA 1 & 2 TRACKS

7436-011-910
7436-011-210
CITY OF LOS ANGELES
CITY OF LONG BEACH

REL SR47-1809-1

TCE SR47-1809-2

REL SR47-1811

MATCH LINE SEE DWG RW-310

MATCH LINE SEE DWG RW-312

COMMODORE HEIM BRIDGE

SB SR47

NB SR47

CERRITOS

STATE OF CALIFORNIA

7436-003-261
CITY OF LONG BEACH

CITY OF LOS ANGELES
CITY OF LONG BEACH

RIP RAP

AE SR47-1809

TCE SR47-1809-3

TCE SR47-1810-4

TCE SR47-1810-3

AE SR47-1810-1

HE SR47-1810

AE SR47-1810-2

TCE SR47-1812-2

AE SR47-1812-1

HE SR47-1812

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- EXISTING PERMANENT SLOPE EASEMENT (PSE)
- RELINQUISHMENT BY CALTRANS
- EXISTING CALTRANS HIGHWAY EASEMENT
- LACFCD LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

NO.	APN	PARCEL NO.	GRANTOR	AREAS REQUIRED	AREAS REMAINDER	AREAS TOTAL	ACQUISITION TYPE	EXCESS
1	7436-003-261	SR47-1810	CITY OF LONG BEACH	6,020 SQ. M			PERMANENT HIGWAY EASEMENT (HE)	
2	7436-003-261	SR47-1810-1	CITY OF LONG BEACH	685 SQ. M			PERMANENT AERIAL EASEMENT (AE)	
3	7436-003-261	SR47-1810-2	CITY OF LONG BEACH	545 SQ. M			PERMANENT AERIAL EASEMENT (AE)	
4	7436-003-261	SR47-1810-3	CITY OF LONG BEACH	462 SQ. M			TEMPORARY CONSTRUCTION EASEMENT (TCE)	
5	7436-003-261	SR47-1810-4	CITY OF LONG BEACH	322 SQ. M			TEMPORARY CONSTRUCTION EASEMENT (TCE)	
6	7436-011-210 7436-011-910	SR47-1811	CITY OF LOS ANGELES CITY OF LONG BEACH	4,673 SQ. M			RELINQUISHMENT BY CALTRANS (REL)	
7	7436-003-261	SR47-1812	CITY OF LONG BEACH	11,317 SQ. M			PERMANENT HIGHWAY EASEMENT (HE)	
8	7436-003-261	SR47-1812-1	CITY OF LONG BEACH	1,690 SQ. M			PERMANENT AERIAL EASEMENT (AE)	
9	7436-003-261	SR47-1812-2	CITY OF LONG BEACH	1,119 SQ. M			TEMPORARY CONSTRUCTION EASEMENT (TCE)	
10								

SR-47 EXPRESSWAY

ALTERNATIVE 3
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-311

LAST REVISION 00-00-00
TIME PLOTTED => 13:54:39
DATE PLOTTED => 11 JUL 2007

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER — REGISTERED — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

NO.	APN	PARCEL NO.	GRANTOR	AREAS REQUIRED	AREAS REMAINDER	AREAS TOTAL	AREAS EXCESS	ACQUISITION TYPE: TEMPORARY CONSTRUCTION EASEMENT (TCE)
1	7440-003-261	SR47-1812-3	CITY OF LONG BEACH	287 SQ. M				
2								
3								
4								
5								
6								

LAST REVISION => 00-00-00
TIME PLOTTED => 13:53:57
DATE PLOTTED => 11 JUL 2007

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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DATE REVISED	

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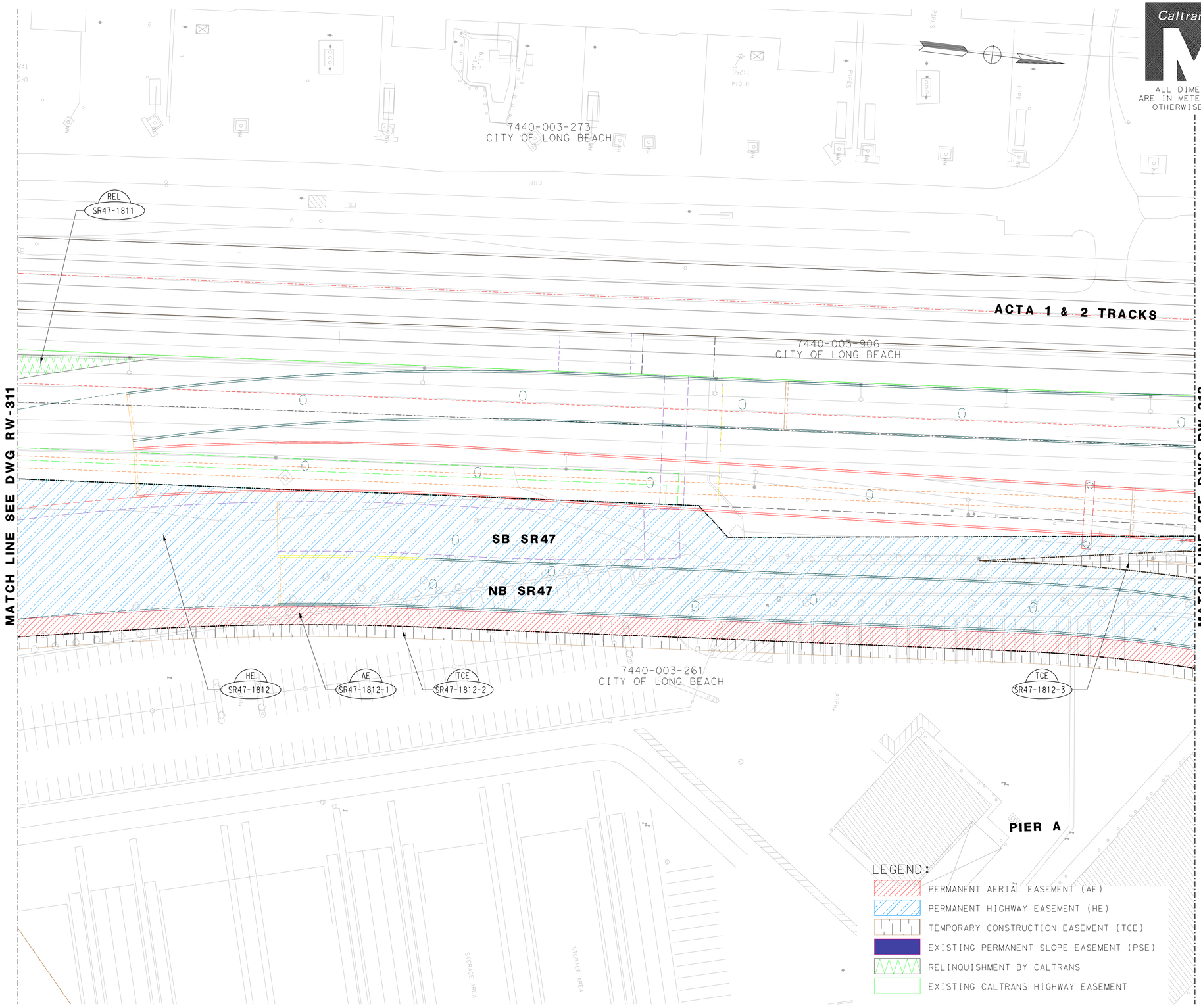

SR-47 EXPRESSWAY

ALTERNATIVE 3
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-312

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

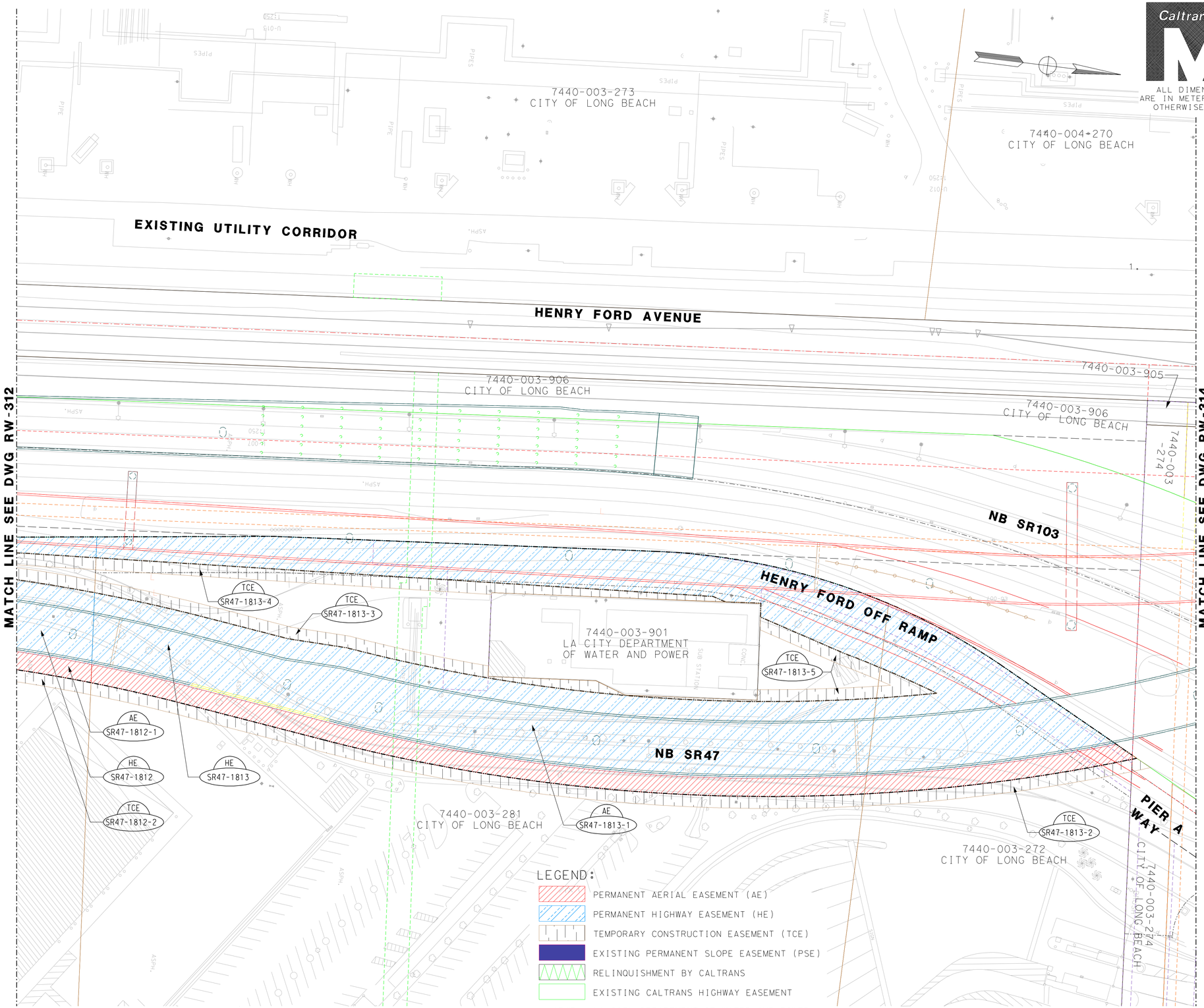
PROFESSIONAL ENGINEER — REGISTERED — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



NOTE:

1. PRECISE LIMITS OF CALTRANS RIGHT-OF-WAY PENDING PROPERTY TRANSFER TO CALTRANS FROM PORT OF LONG BEACH FOR HENRY FORD/TI FREEWAY INTERCHANGE PROJECT.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- EXISTING PERMANENT SLOPE EASEMENT (PSE)
- RELINQUISHMENT BY CALTRANS
- EXISTING CALTRANS HIGHWAY EASEMENT
- LADWP LA CITY DEPARTMENT OF WATER AND POWER

NO.	APN	PARCEL NO.	GRANTOR	AREAS REQUIRED	AREAS REMAINDER	AREAS TOTAL	AREAS EXCESS	ACQUISITION TYPE
1	7440-003-281	SR47-1813	CITY OF LONG BEACH	7,289 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
2	7440-003-281	SR47-1813-1	CITY OF LONG BEACH	1,220 SQ. M				PERMANENT AERIAL EASEMENT (AE)
3	7440-003-281	SR47-1813-2	CITY OF LONG BEACH	827 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
4	7440-003-281	SR47-1813-3	CITY OF LONG BEACH	375 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
5	7440-003-281	SR47-1813-4	CITY OF LONG BEACH	417 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
6	7440-003-281	SR47-1813-5	CITY OF LONG BEACH	266 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
7								

SR-47 EXPRESSWAY

ALTERNATIVE 3
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-313

LAST REVISION => 00-00-00
TIME PLOTTED => 13:54:14
DATE PLOTTED => 11 JUL 2007

DESIGN OVERSIGHT

CALCULATED/ DESIGNED BY

DATE

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

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CU 07

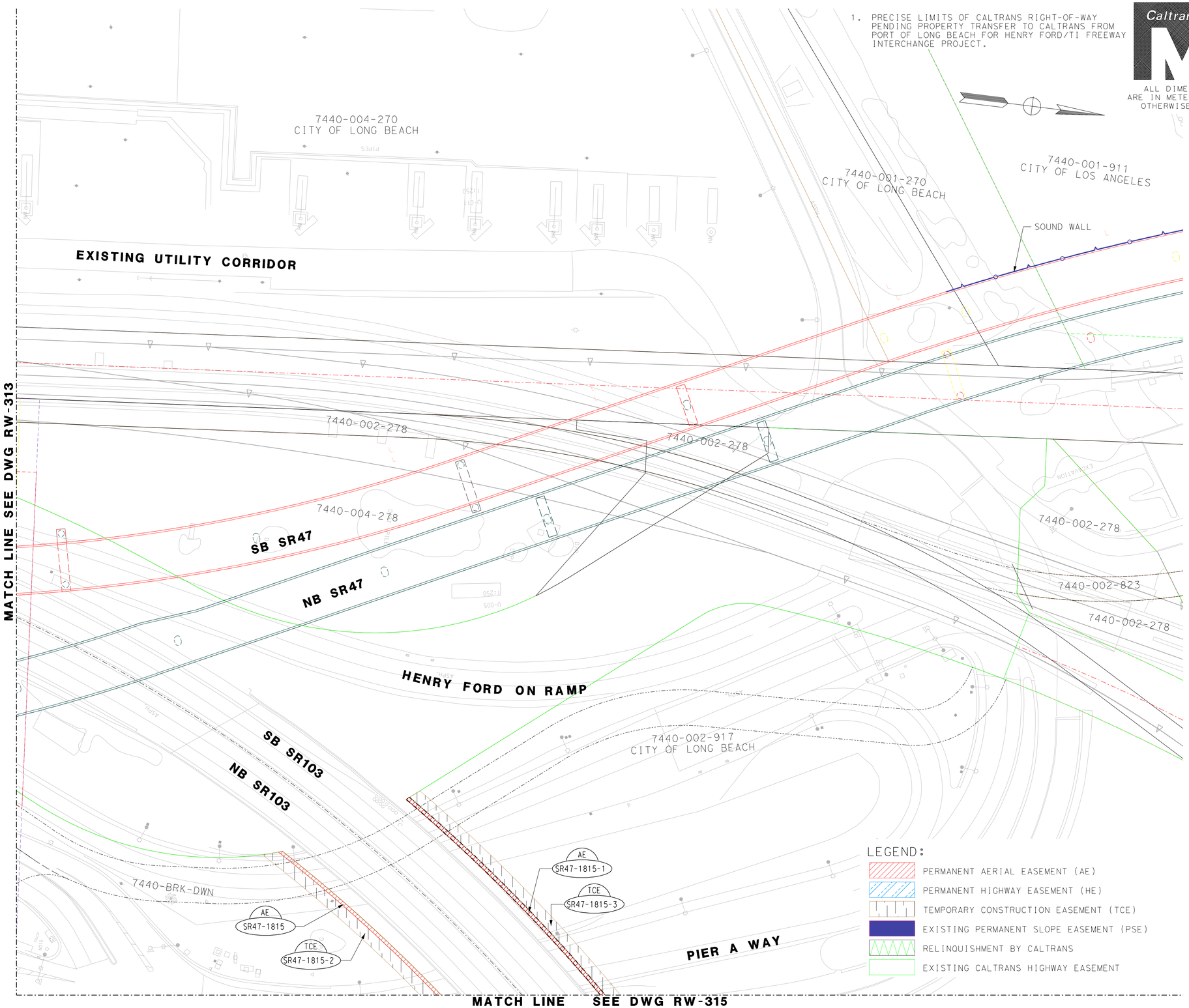
EA 23850K

NOTE:

1. PRECISE LIMITS OF CALTRANS RIGHT-OF-WAY PENDING PROPERTY TRANSFER TO CALTRANS FROM PORT OF LONG BEACH FOR HENRY FORD/TI FREEWAY INTERCHANGE PROJECT.

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- EXISTING PERMANENT SLOPE EASEMENT (PSE)
- RELINQUISHMENT BY CALTRANS
- EXISTING CALTRANS HIGHWAY EASEMENT

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

NO.	APN	PARCEL NO.	GRANTOR	AREAS REQUIRED	AREAS REMAINDER	AREAS TOTAL	AREAS EXCESS	ACQUISITION TYPE
1	7440-002-917	SR47-1815	CITY OF LONG BEACH	92 SQ. M				PERMANENT AERIAL EASEMENT (AE)
2	7440-002-917	SR47-1815-1	CITY OF LONG BEACH	253 SQ. M				PERMANENT AERIAL EASEMENT (AE)
3	7440-002-917	SR47-1815-2	CITY OF LONG BEACH	336 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
4	7440-002-917	SR47-1815-3	CITY OF LONG BEACH	351 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
5								
6								

SR-47 EXPRESSWAY

ALTERNATIVE 3
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-314

LAST REVISION => 00-00-00
TIME PLOTTED => 11:54:31
DATE PLOTTED => 11 JUL 2007

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

DATE	REVISED BY	DATE REVISED

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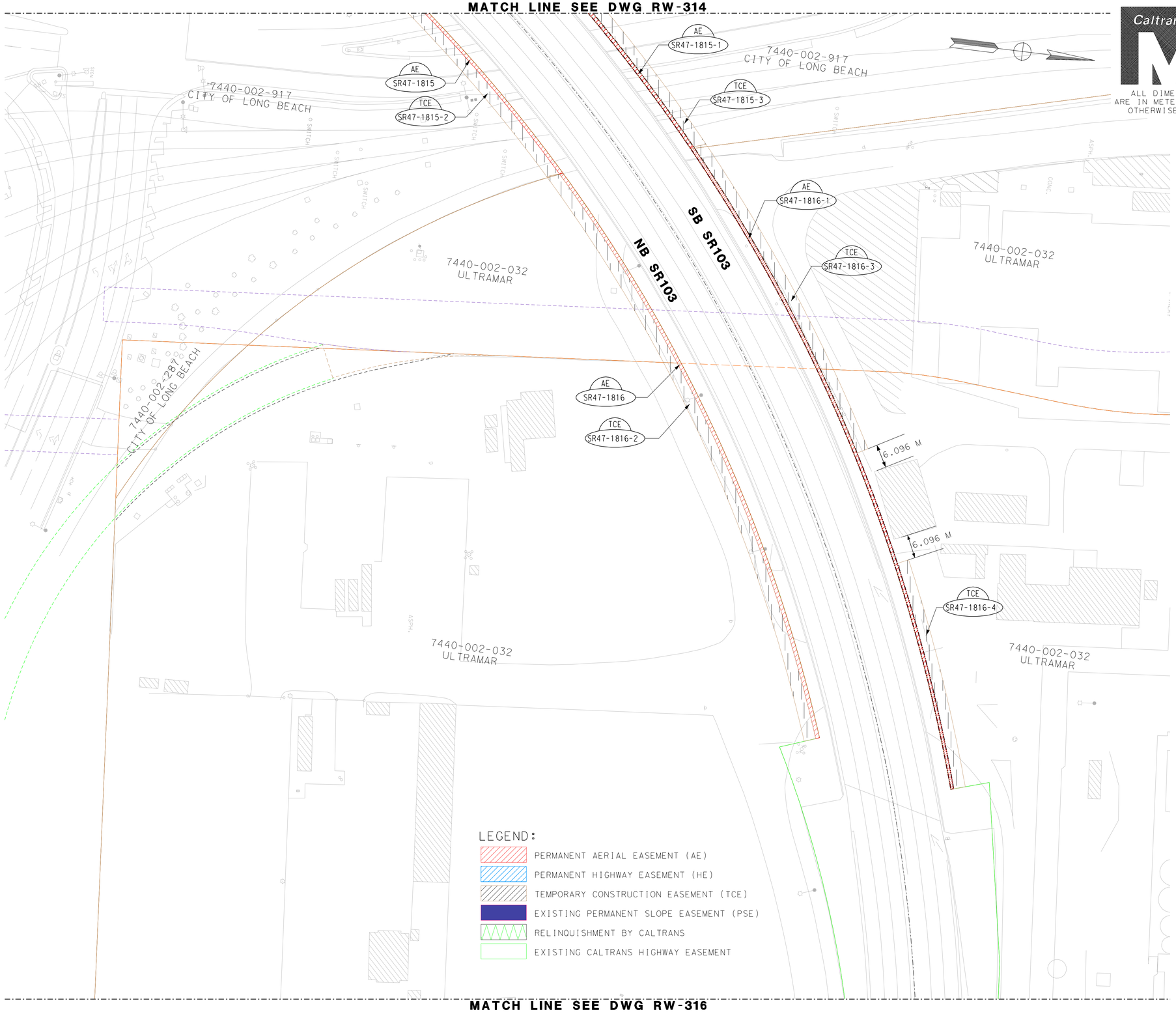
CU 07

EA 23850K

MATCH LINE SEE DWG RW-314



LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- EXISTING PERMANENT SLOPE EASEMENT (PSE)
- RELINQUISHMENT BY CALTRANS
- EXISTING CALTRANS HIGHWAY EASEMENT

MATCH LINE SEE DWG RW-316

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

NO.	APN	PARCEL NO.	GRANTOR	AREAS REQUIRED	AREAS REMAINDER	AREAS TOTAL	AREAS EXCESS	ACQUISITION TYPE
1	7440-002-032	SR47-1816	ULTRAMAR	151 SQ. M				PERMANENT AERIAL EASEMENT (AE)
2	7440-002-032	SR47-1816-1	ULTRAMAR	253 SQ. M				PERMANENT AERIAL EASEMENT (AE)
3	7440-002-032	SR47-1816-2	ULTRAMAR	490 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
4	7440-002-032	SR47-1816-3	ULTRAMAR	272 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
5	7440-002-032	SR47-1816-4	ULTRAMAR	184 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
6								
7								

SR-47 EXPRESSWAY

ALTERNATIVE 3
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-315

LAST REVISION => 00-00-00
TIME PLOTTED => 13:54:49
DATE PLOTTED => 11 JUL 2007

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

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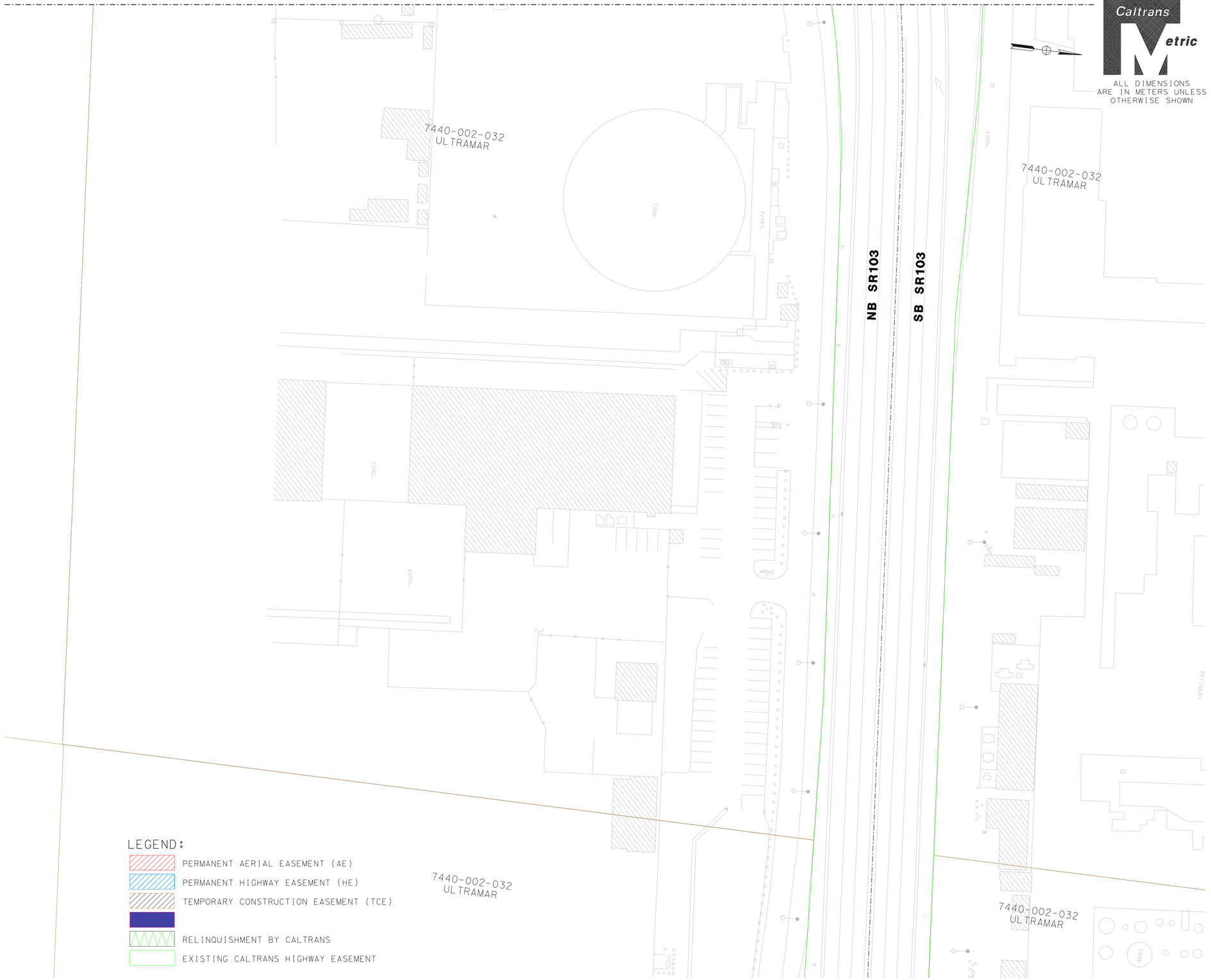
CU 07

EA 23850K

MATCH LINE SEE DWG RW-315



LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- RELINQUISHMENT BY CALTRANS
- EXISTING CALTRANS HIGHWAY EASEMENT

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

SR-47 EXPRESSWAY

ALTERNATIVE 3
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-316

LAST REVISION => TIME PLOTTED => 13:55:18
00-00-00 DATE PLOTTED => 11 JUL 2007

DATE	REVISED BY	DATE REVISED

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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CU 07

EA 23850K

NOTES:

1. SEE DWG RW307 FOR PARCEL TABLE.
2. LIMITS OF EXISTING R/W TO BE VERIFIED AT THE TIME OF DESIGN.
3. ACTUAL TOPOGRAPHY WEST OF SR47 BASED ON OCEAN BLVD GRADE SEPARATION PROJECT, HDS-2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.
4. EXISTING R/W PER OCEAN BLVD GRADE SEPARATION PROJECT, POLB, HDS-2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

SAN PEDRO SUBDIVISION TRACKS

223RD STREET

S. ALAMEDA STREET

HE SR47-1760

TCE SR47-1760-1

TCE SR47-1761-1

HE SR47-1761

LA COUNTY FLUORDATION SUBSTATION (LESEE)

EXISTING FENCE

7315-010-002
MO TRUST

7315-010-009
HERTZ EQUIPMENT RENTAL CORP.

7315-010-800
SOUTHERN PACIFIC (UPRR)

J10-010
PROPERTIES

DOCK LOADING

ASPH CONC GNV GATE SIGN

SR-47 EXPRESSWAY

OCEAN BOULEVARD/ SR47 FLYOVER ALTERNATIVE 3 RIGHT-OF-WAY EXHIBIT

HORIZ SCALE 1:500 **RW306A**

LAST REVISION | TIME PLOTTED => 14:00:06
00-00-00 | DATE PLOTTED => 11-JUL-2007

DATE	REVISED BY	DATE REVISED

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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CU 07

EA 23850K

NOTES:

1. SEE DWG RW317 FOR PARCEL TABLE.
2. LIMITS OF EXISTING R/W TO BE VERIFIED AT THE TIME OF DESIGN.
3. ACTUAL TOPOGRAPHY WEST OF SR47 BASED ON OCEAN BLVD GRADE SEPARATION PROJECT, HDS-2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.
4. EXISTING R/W PER OCEAN BLVD GRADE SEPARATION PROJECT, POLB, HDS-2103, AS PREPARED BY PARSONS TRANSPORTATION GROUP.

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

SAN PEDRO SUBDIVISION TRACKS

223RD STREET

S. ALAMEDA STREET

HE SR47-1760

TCE SR47-1760-1

TCE SR47-1761-1

HE SR47-1761

LA COUNTY FLUORDATION SUBSTATION (LESEE)

EXISTING FENCE

7315-010-010
CORRIDOR PROPERTIES

7315-010-002
MO TRUST

7315-010-009
HERTZ EQUIPMENT RENTAL CORP.

7315-010-800
SOUTHERN PACIFIC (UPRR)

ASPH CONC GNV GATE SIGN DOCK LOADING

SR-47 EXPRESSWAY

ALTERNATIVE 3
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-316A

LAST REVISION: TIME PLOTTED => 13:55:36
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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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CU 07

EA 23850K

NO.	APN	PARCEL NO.	GRANTOR	AREAS				ACQUISITION TYPE	DWG NO.
				REQUIRED	REMAINDER	TOTAL	EXCESS		
1	7436-029-906	SR47-1801	CITY OF LONG BEACH	78 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	RW-308
2	7436-029-906	SR47-1801-1	CITY OF LONG BEACH	401 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
3	7436-029-914	SR47-1801-2	CITY OF LONG BEACH (RAIL)	339 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
4	7436-029-914	SR47-1801-3	CITY OF LONG BEACH	9 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
5	7436-029-914	SR47-1801-4	CITY OF LONG BEACH	4 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
6	7436-029-914	SR47-1802 *	CITY OF LONG BEACH	1,058 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
7	7436-029-914	SR47-1802-1 *	CITY OF LONG BEACH	435 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
8	7436-029-914	SR47-1802-2 *	CITY OF LONG BEACH	327 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
9	7436-029-914	SR47-1802-3 *	CITY OF LONG BEACH (RAIL)	107 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
10	7436-029-914	SR47-1802-4 *	CITY OF LONG BEACH (RAIL)	28 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
11	7436-029-914	SR47-1802-5 *	CITY OF LONG BEACH (RAIL)	17 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
12	7436-029-914	SR47-1802-6 *	CITY OF LONG BEACH	1,366 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
13	7436-029-914	SR47-1802-7 *	CITY OF LONG BEACH	595 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
14	7436-029-914	SR47-1802-8 *	CITY OF LONG BEACH	494 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
15	7436-029-914	SR47-1803	CITY OF LONG BEACH	251 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
16	7436-029-914	SR47-1803-1	CITY OF LONG BEACH	784 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
17	7436-029-914	SR47-1803-2	CITY OF LONG BEACH (RAIL)	37 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
18	7436-029-914	SR47-1803-3	CITY OF LONG BEACH (RAIL)	19 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
19	7436-029-914	SR47-1803-4	CITY OF LONG BEACH	48 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
20	7436-029-914	SR47-1803-5	CITY OF LONG BEACH	59 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
21	7436-029-914	SR47-1803-6	CITY OF LONG BEACH (RAIL)	44 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
22	7436-029-914	SR47-1803-7	CITY OF LONG BEACH (RAIL)	32 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
23	7436-029-914	SR47-1803-8	CITY OF LONG BEACH	667 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
24	7436-029-914	SR47-1803-9	CITY OF LONG BEACH	656 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	▼
25	7436-029-917	SR47-1804	CITY OF LONG BEACH	607 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	RW-309
26	7436-029-917	SR47-1804-1	CITY OF LONG BEACH	285 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
27	7436-029-917	SR47-1804-2	CITY OF LONG BEACH	250 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
28	7436-029-917	SR47-1804-3	CITY OF LONG BEACH	24 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
29	7436-029-917	SR47-1804-4	CITY OF LONG BEACH (RAIL)	16 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
30	7436-029-917	SR47-1804-5	CITY OF LONG BEACH (RAIL)	46 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
31	7436-029-917	SR47-1804-6	CITY OF LONG BEACH	29 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
32	7436-029-917	SR47-1804-7	CITY OF LONG BEACH	27 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
33	7436-029-917	SR47-1804-8	CITY OF LONG BEACH	64 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
34	7436-029-923	SR47-1805	CITY OF LONG BEACH	510 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
35	7436-029-923	SR47-1805-1	CITY OF LONG BEACH	50 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
36	7436-029-923	SR47-1805-2	CITY OF LONG BEACH	25 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
37	7436-029-923	SR47-1805-3	CITY OF LONG BEACH	49 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
38	7436-029-923	SR47-1805-4	CITY OF LONG BEACH	71 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
39	7436-029-923	SR47-1805-5	CITY OF LONG BEACH	48 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
40	7436-029-923	SR47-1805-6	CITY OF LONG BEACH	19 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
41	7436-029-019	SR47-1806	VOPAK TERMINAL LONG BEACH INC.	156 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
42	7436-029-019	SR47-1806-1	VOPAK TERMINAL LONG BEACH INC.	255 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
43	7436-029-019	SR47-1806-2	VOPAK TERMINAL LONG BEACH INC.	225 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
44	7436-029-917	SR47-1807	CITY OF LONG BEACH	258 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
45	7436-029-917	SR47-1807-1	CITY OF LONG BEACH	157 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
46	7436-029-917	SR47-1807-2	CITY OF LONG BEACH (RAIL)	25 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
47	7436-029-917	SR47-1807-3	CITY OF LONG BEACH	125 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
48	7436-029-914	SR47-1808	CITY OF LONG BEACH	17,305 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)	
49	7436-029-914	SR47-1808-1	CITY OF LONG BEACH	1,392 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
50	7436-029-914	SR47-1808-2	CITY OF LONG BEACH	2,030 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
51	7436-029-914	SR47-1808-3	CITY OF LONG BEACH	260 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
52	7436-029-914	SR47-1808-4	CITY OF LONG BEACH	101 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
53	7436-029-914	SR47-1808-5	CITY OF LONG BEACH	1,372 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	
54	7436-029-914	SR47-1808-6	CITY OF LONG BEACH	534 SQ. M				PERMANENT AERIAL EASEMENT (AE)	
55	7736-029-917	SR47-1814	CITY OF LONG BEACH	3,870 SQ. M				RELINQUISHMENT BY CALTRANS (REL)	▼
56	7436-029-914	SR47-1808-7	CITY OF LONG BEACH	228 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)	RW-310

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 4.4/9.3		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER — REGISTERED — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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DATE REVISED

SR-47 EXPRESSWAY

ALTERNATIVE 3
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-317

LAST REVISION 00-00-00 TIME PLOTTED => 13:56:50
DATE PLOTTED => 11 JUL 2007

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 5.6/7.3		

Caltrans Metric

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REGISTERED CIVIL ENGINEER

PLANS

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

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CARSON, CALIFORNIA 90745

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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DATE REVISED	

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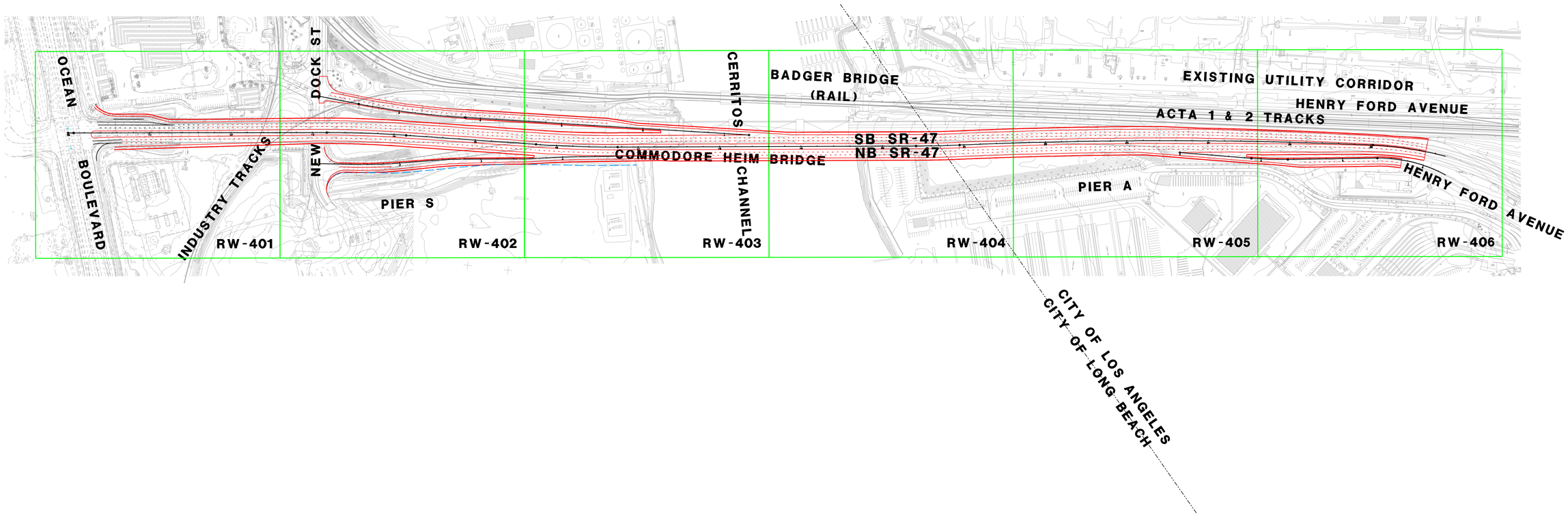

SR-47 EXPRESSWAY

ALTERNATIVE 4
RIGHT-OF-WAY KEY MAP

SCALE 1:2500

RW-400

LAST REVISION 00-00-00 | TIME PLOTTED => 07:10:23 | DATE PLOTTED => 12 JUL 2007

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CU 07 | EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 5.6/7.3		

REGISTERED CIVIL ENGINEER

PLANS

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

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BOULEVARD

7436-029-906
CITY OF LONG BEACH

EXISTING PERMANENT SLOPE EASEMENT (TCE)

DRIP LINE

EXISTING STRUCTURE

TCE SR47-1901-2

AE SR47-1901-1

HE SR47-1901

SB SR47

NB SR47

10 11 12

MATCH LINE SEE DWG RW-402

DRIP LINE

EXISTING STRUCTURE

HE SR47-1902

AE SR47-1902-1

TCE SR47-1902-2

OCEAN

7436-029-914
CITY OF LONG BEACH

EXISTING PERMANENT SLOPE EASEMENT (TCE)

7436-029-923

INDUSTRY TRACKS

7436-029-918

7436-029-918

7436-032-901

7436-029-914

LEGEND:
- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- RELINQUISHMENT BY CALTRANS EASEMENT (TCE)
- EXISTING CALTRANS HIGHWAY EASEMENT
- EXISTING CALTRANS HIGHWAY EASEMENT

NO.	APN	PARCEL NO.	GRANTOR	AREAS REQUIRED	AREAS REMAINDER	AREAS TOTAL	AREAS EXCESS	ACQUISITION TYPE
1	7436-029-906	SR47-1901	CITY OF LONG BEACH	803 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
2	7436-029-906	SR47-1901-1	CITY OF LONG BEACH	1,909 SQ. M				PERMANENT AERIAL EASEMENT (AE)
3	7436-029-906	SR47-1901-2	CITY OF LONG BEACH	1,013 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
4	7436-029-914	SR47-1902	CITY OF LONG BEACH	595 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
5	7436-029-914	SR47-1902-1	CITY OF LONG BEACH	4,183 SQ. M				PERMANENT AERIAL EASEMENT (AE)
6	7436-029-914	SR47-1902-2	CITY OF LONG BEACH	2,081 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
7								
8								

SR-47 EXPRESSWAY

ALTERNATIVE 4
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-401

LAST REVISION => 00-00-00 TIME PLOTTED =>
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DATE	REVISED BY
DATE REVISED	

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 5.6/7.3		

REGISTERED CIVIL ENGINEER

PLANS

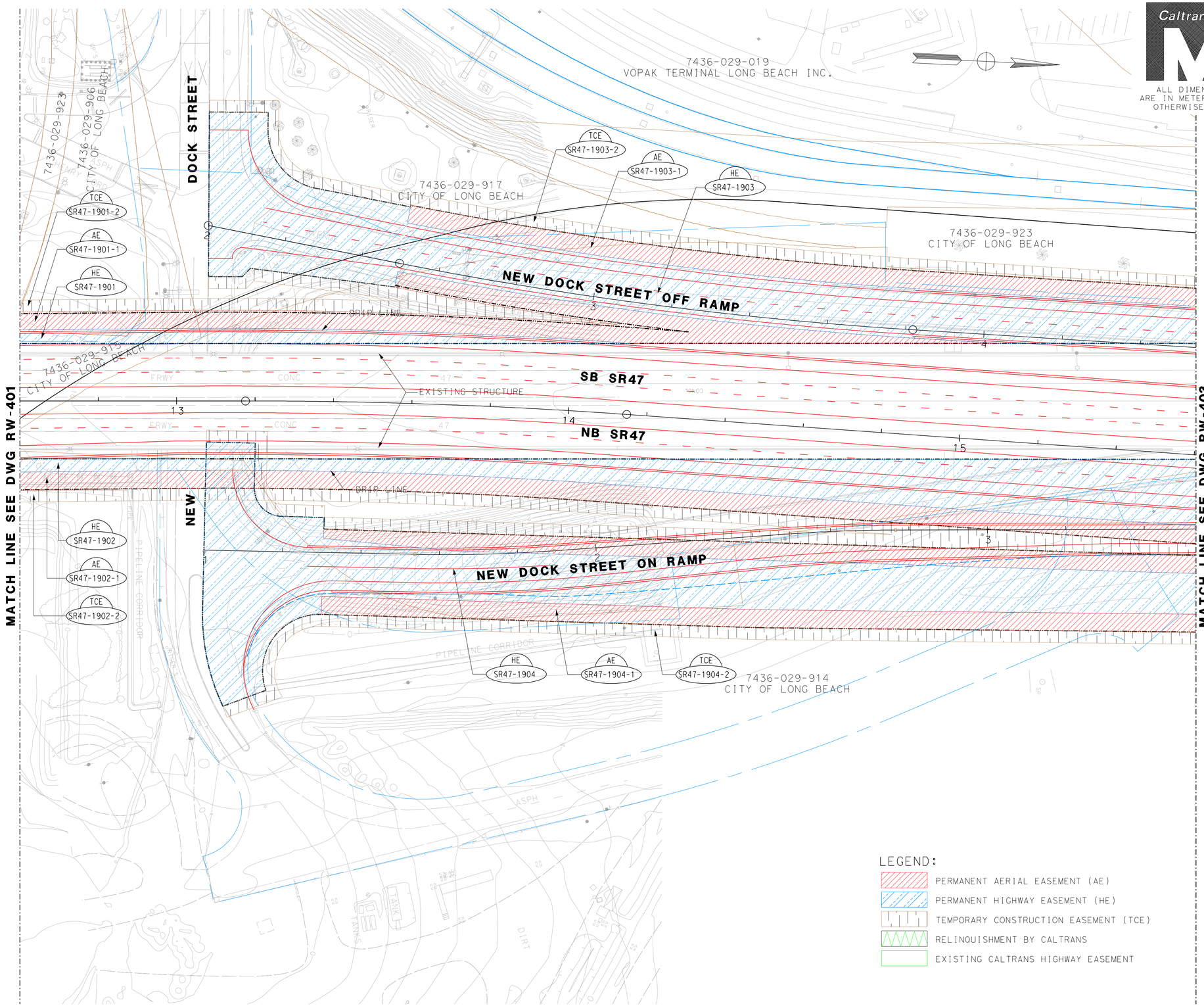
PROFESSIONAL ENGINEER — REGISTERED — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- RELINQUISHMENT BY CALTRANS
- EXISTING CALTRANS HIGHWAY EASEMENT

NO.	APN	PARCEL NO.	GRANTOR	AREAS REQUIRED	AREAS REMAINDER	AREAS TOTAL	AREAS EXCESS	ACQUISITION TYPE
1	7436-029-906	SR47-1903	CITY OF LONG BEACH	4,568 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
2	7436-029-906	SR47-1903-1	CITY OF LONG BEACH	1,536 SQ. M				PERMANENT AERIAL EASEMENT (AE)
3	7436-029-906	SR47-1903-2	CITY OF LONG BEACH	1,289 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
4	7436-029-914	SR47-1904	CITY OF LONG BEACH	12,437 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
5	7436-029-914	SR47-1904-1	CITY OF LONG BEACH	1,994 SQ. M				PERMANENT AERIAL EASEMENT (AE)
6	7436-029-914	SR47-1904-2	CITY OF LONG BEACH	1,454 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
7								
8								

SR-47 EXPRESSWAY

ALTERNATIVE 4
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-402

LAST REVISION => TIME PLOTTED => 00:00:00
DATE PLOTTED => 12 JUL 2007

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 5.6/7.3		

REGISTERED CIVIL ENGINEER

PLANS

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

Caltrans Metric

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ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

7436-029-019
VOPAK TERMINAL LONG BEACH INC.

CHANNEL

BADGER BRIDGE (RAIL)

7436-029-923
CITY OF LONG BEACH

HE SR47-1903 | AE SR47-1903-1 | TCE SR47-1903-2

DRIP LINE

5 6 7

SB SR47

16 17 18

NB SR47

4 5

MATCH LINE SEE DWG RW-402

MATCH LINE SEE DWG RW-404

COMMODORE HEIM BRIDGE

AE SR47-1905 | TCE SR47-1905-1

TCE SR47-1902-2 | DRIP LINE | HE SR47-1904 | AE SR47-1904-1 | AE SR47-1902-1 | TCE SR47-1904-2

STATE OF CALIFORNIA

CERRITOS

7436-029-914
CITY OF LONG BEACH

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- RELINQUISHMENT BY CALTRANS
- EXISTING CALTRANS HIGHWAY EASEMENT
- LACFCD LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

NO.	APN	PARCEL NO.	GRANTOR	AREAS REQUIRED	AREAS REMAINDER	AREAS TOTAL	AREAS EXCESS	ACQUISITION TYPE: PERMANENT AERIAL EASEMENT (AE)	ACQUISITION TYPE: TEMPORARY CONSTRUCTION EASEMENT (TCE)
1	XXXX	SR47-1905	STATE OF CALIFORNIA	5,659 SQ. M					
2	XXXX	SR47-1905-1	STATE OF CALIFORNIA	560 SQ. M					
3									
4									
5									
6									

DATE REVISED | BY | DATE | CALCULATED/ DESIGNED BY | CHECKED BY | DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

SR-47 EXPRESSWAY

ALTERNATIVE 4
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-403

LAST REVISION 00-00-00 | TIME PLOTTED => 07:11:33 | DATE PLOTTED => 12 JUL 2007

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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CU 07 | EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 5.6/7.3		

REGISTERED CIVIL ENGINEER

PLANS

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

CHANNEL

7440-003-904
CITY OF LOS ANGELES

7436-011-904
CITY OF LONG BEACH

7440-003-273
CITY OF LONG BEACH

BADGER BRIDGE (RAIL)

7436-011-910
7436-011-210
CITY OF LOS ANGELES
CITY OF LONG BEACH

ACTA 1 & 2 TRACKS

SB SR47

NB SR47

19

20

21

MATCH LINE SEE DWG RW-403

MATCH LINE SEE DWG RW-405

COMMODORE HEIM BRIDGE

AE SR47-1905

TCE SR47-1905-1

HE SR47-1906

HE SR47-1906-1

TCE SR47-1906-2

HE SR47-1907

HE SR47-1907-1

TCE SR47-1907-2

CERRITOS

STATE OF CALIFORNIA

7436-003-261
CITY OF LONG BEACH

CITY OF LOS ANGELES
CITY OF LONG BEACH

RIP RAP

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- RELINQUISHMENT BY CALTRANS
- EXISTING CALTRANS HIGHWAY EASEMENT
- LACFCD LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

NO.	APN	PARCEL NO.	GRANTOR	AREAS REQUIRED	AREAS REMAINDER	AREAS TOTAL	AREAS EXCESS	ACQUISITION TYPE
1	7436-003-261	SR47-1906	CITY OF LONG BEACH	2,690 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
2	7436-003-261	SR47-1906-1	CITY OF LONG BEACH	622 SQ. M				PERMANENT AERIAL EASEMENT (AE)
3	7436-003-261	SR47-1906-2	CITY OF LONG BEACH	421 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)
4	7436-003-261	SR47-1907	CITY OF LONG BEACH	2,366 SQ. M				PERMANENT HIGHWAY EASEMENT (HE)
5	7436-003-261	SR47-1907-1	CITY OF LONG BEACH	1,680 SQ. M				PERMANENT AERIAL EASEMENT (AE)
6	7436-003-261	SR47-1907-2	CITY OF LONG BEACH	1,175 SQ. M				TEMPORARY CONSTRUCTION EASEMENT (TCE)

SR-47 EXPRESSWAY

ALTERNATIVE 4
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-404

LAST REVISION => 00-00-00
TIME PLOTTED =>
DATE PLOTTED => 12 JUL 2007

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

DATE	REVISED BY	DATE REVISED
	CALCULATED/ DESIGNED BY	
	CHECKED BY	

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CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 5.6/7.3		

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

REGISTERED CIVIL ENGINEER

PLANS

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

7440-003-273
CITY OF LONG BEACH

ACTA 1 & 2 TRACKS

7440-003-906
CITY OF LONG BEACH

SB SR47

NB SR47

22 23 24

3

MATCH LINE SEE DWG RW-404

MATCH LINE SEE DWG RW-406

HE SR47-1907

AE SR47-1907-1

TCE SR47-1907-2

AE SR47-1907-4

HE SR47-1907-3

7440-003-261
CITY OF LONG BEACH

PIER A

LEGEND:

- PERMANENT AERIAL EASEMENT (AE)
- PERMANENT HIGHWAY EASEMENT (HE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- RELINQUISHMENT BY CALTRANS
- EXISTING CALTRANS HIGHWAY EASEMENT

NO.	APN	PARCEL NO.	GRANITOR	AREAS REQUIRED	AREAS REMAINDER	AREAS TOTAL	AREAS EXCESS	ACQUISITION TYPE: PERMANENT HIGHWAY EASEMENT (HE)	ACQUISITION TYPE: PERMANENT AERIAL EASEMENT (AE)
1	7436-003-261	SR47-1907-3	CITY OF LONG BEACH	357 SQ. M					
2	7436-003-261	SR47-1907-4	CITY OF LONG BEACH	1,680 SQ. M					
3									
4									
5									
6									

SR-47 EXPRESSWAY

ALTERNATIVE 4
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-405

LAST REVISION => 00-00-00 TIME PLOTTED =>
DATE PLOTTED => 12 JUL 2007

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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USERNAME => sheth

CU 07

EA 23850K

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
7	LA	47	KP 5.6/7.3		

REGISTERED CIVIL ENGINEER

PLANS

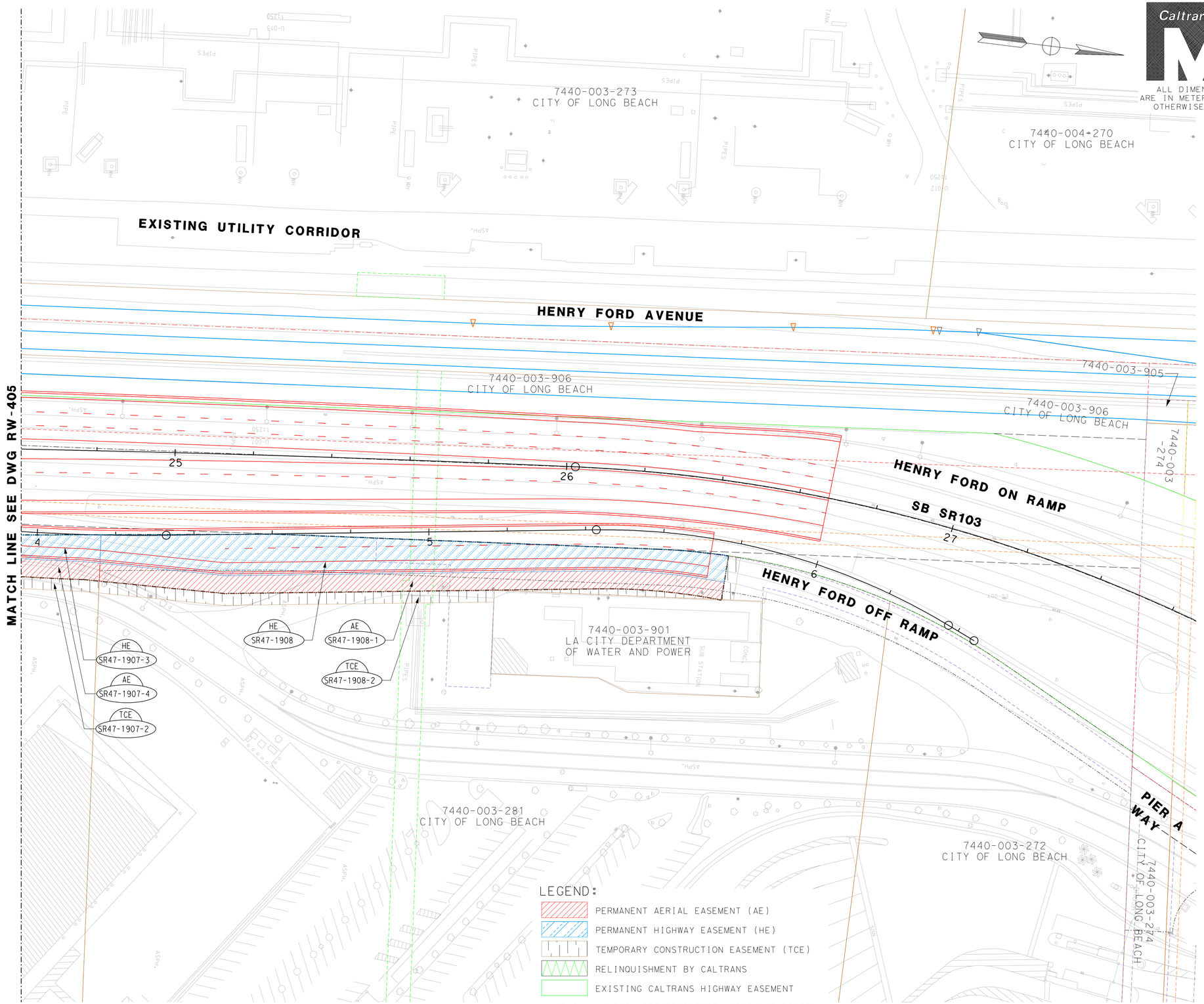
PROFESSIONAL ENGINEER — REGISTERED — No. — Exp. — CIVIL — STATE OF CALIFORNIA

Caltrans Metric

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745

ALAMEDA CORRIDOR ENGINEERING TEAM
ONE CIVIC PLAZA, SUITE 350
CARSON, CALIFORNIA 90745



NO.	APN	PARCEL NO.	GRANTOR	AREAS REQUIRED	AREAS REMAINDER	AREAS TOTAL	AREAS EXCESS	ACQUISITION TYPE: PERMANENT HIGHWAY EASEMENT (HE)	ACQUISITION TYPE: PERMANENT AERIAL EASEMENT (AE)	ACQUISITION TYPE: TEMPORARY CONSTRUCTION EASEMENT (TCE)
1	7440-003-281	SR47-1908	CITY OF LONG BEACH	1,308 SQ. M						
2	7440-003-281	SR47-1908-1	CITY OF LONG BEACH	729 SQ. M						
3	7440-003-281	SR47-1908-2	CITY OF LONG BEACH	399 SQ. M						
4										
5										
6										

SR-47 EXPRESSWAY

ALTERNATIVE 4
PRELIMINARY LAYOUT
RIGHT-OF-WAY EXHIBIT

SCALE 1:500

RW-406

LAST REVISION => 07:12:26 12 JUL 2007
DATE PLOTTED => 00-00-00

DATE REVISED | DATE | CALCULATED/ DESIGNED BY | CHECKED BY | REVISED BY

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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CU 07

EA 23850K

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, District Director
100 S. Main Street
LOS ANGELES, CA 90012-3606
PHONE (213) 897-4937
FAX (213) 897-0685

Flex your power!
Be Energy efficient!

August 17, 2007

Responsible agencies, Review Agencies, Trustee Agencies and individuals interested in the Schuyler Heim Bridge Replacement and SR-47 Expressway Project

File: 07-LA-47 PM 2.7/5.8
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
EA 238500

Notice of Public Hearing and Availability of Environmental Impact Report/Statement

The California Department of Transportation (Caltrans) has completed the Draft Environmental Impact Report/Statement (EIR/EIS) for the Schuyler Heim Bridge Replacement and SR-47 Expressway Project in the Ports of Long Beach and Los Angeles, California. The proposed alternatives include the replacement of the Schuyler Heim lifted bridge with a fix span bridge and either construction of an elevated SR-47 expressway from Terminal Island to Alameda Street (the new bridge will be a portion of the new expressway) or construction of an elevated SR-103 extension. There are six alternatives for the project that are discussed in the document.

A Public Hearing will be held to discuss the project on **September 25, 2007** from 6:00 p.m. to 8:00 p.m. at the Banning's Landing Community Center, located at 100 East Water Street, Wilmington, CA 90744. Project staff will be available to discuss the project and to answer any questions about the proposed project.

If an effort to save paper, the enclosed Draft EIR/EIS is being sent on CD along with a hard copy of the Document Summary. A hard copy of the document may also be viewed at the following locations:

- Caltrans, District 7, 100 S. Main Street, Los Angeles, CA 90012
- Wilmington Library, 1300 N. Avalon Blvd., Wilmington, CA 90744
- Carson Regional Library, 151 E. Carson St. Carson, CA 90745-2797
- Victoria Park Library. 17906 S. Avalon Blvd, Carson, CA 90746-1598
- San Pedro Regional Library, 931 S. Gaffey St. San Pedro, CA 90731
- Harbor City – Harbor Gateway Branch Library, 24000 S. Western, Harbor City, CA 90710
- Long Beach City Library – Harte Library: 1595 W. Willow Street, Long Beach, CA 90810
- Long Beach Main Library, 101 Pacific Avenue, Long Beach, CA 90802
- Mark Twain Neighborhood Library, 1325 E. Anaheim Street, Long Beach, CA 90813
- East Rancho Dominguez Library, 4205 E. Compton Blvd., East Rancho Dominguez, CA 90221-3664

The Draft EIR/EIS may also be accessed from our website: http://www.dot.ca.gov/dist07/resources/envdocs/ and through the Alameda Corridor Transportation Authority website at www.acta.org

We will be pleased to answer any questions you may have with regard to this project. It may be to your advantage to view the project plans at the Public Hearing to clarify any questions you may have about the proposals. Written comments on the Draft EIR/EIS must be submitted by **October 16, 2007**.

Please send your comments to:

Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 S. Main Street MS-16A
Los Angeles, CA 90012

If you have any questions, please contact Karl Price, (213) 897-1839. Thank you for your interest in this important transportation study.

Sincerely,

RON KOSINSKI
Deputy District Director, Caltrans District 7

Enclosures

stated. This document corrects the notice.

DATES: This action is effective August 24, 2007.

ADDRESSES: Copies of the documentation used in the notice being corrected are available for inspection during normal business hours at the following location: U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street, SW., Atlanta, Georgia 30303–8960. The Regional Office's official hours of business are Monday through Friday, 8:30 to 4:30, excluding Federal holidays.

FOR FURTHER INFORMATION CONTACT: Lynorae Benjamin, Air Quality Modeling and Transportation Section, Air Planning Branch, Air, Pesticides and Toxics Management Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street, SW., Atlanta, Georgia 30303–8960. The telephone number is (404) 562–9040. Ms. Benjamin can also be reached via electronic mail at *Benjamin.Lynorae@epa.gov.* The finding is available at EPA's conformity Web site: *http://www.epa.gov/otaq/stateresources/transconf/currsips.htm.*

SUPPLEMENTARY INFORMATION:

Correction

EPA is correcting the error in the **Federal Register** notice, published on April 9, 2007 (72 FR 17550), which announced the adequacy finding for the 2006 MVEBs. In that notice on page 17550, in the third column, the table labeled ''Atlanta 8-Hour Ozone MVEBs,'' EPA inadvertently identified the NO_X MVEB as 172.27 tpd and the VOC MVEB as 306.75 tpd. This action corrects that error. As announced in EPA's January 24, 2007, letter from Beverly Banister, Director of the Air, Pesticides and Toxics Management Division, to Heather Abrams, Chief of EPD's Air Protection Branch, the correct 2006 MVEBs for the Atlanta 8-Hour Ozone Area, as established by the Early Progress Plan, are provided in the following table.

ATLANTA 8-HOUR OZONE MVEBS

[Tons per day]

	2006
NO_X	306.75
VOC	172.27

Authority: 42 U.S.C. 7401 *et seq.*

Dated: August 16, 2007.

J.I. Palmer, Jr.,

Regional Administrator, Region 4.

[FR Doc. E7–16802 Filed 8–23–07; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[ER–FRL–6690–3]

Environmental Impact Statements and Regulations; Availability of EPA Comments

Availability of EPA comments prepared pursuant to the Environmental Review Process (ERP), under section 309 of the Clean Air Act and section 102(2)(c) of the National Environmental Policy Act as amended. Requests for copies of EPA comments can be directed to the Office of Federal Activities at 202–564–7167.

An explanation of the ratings assigned to draft environmental impact statements (EISs) was published in the **Federal Register** dated April 6, 2007 (72 FR 17156).

Draft EISs

EIS No. 20070205, ERP No. D–AFS–L65537–WA. Tripod Fire Salvage Project, Proposal to Salvage Harvest Dead Trees and Fire-Injured Trees Expected to Die Within One Year, Methow Valley and Tonasket Ranger Districts, Okanogan and Wenatchee National Forests, Okanogan County, WA.

Summary: EPA does not object to the proposed project, but recommended expanding the purpose and need to include active restoration and monitoring survival of fire-damaged trees across the Tripod burn area to validate the proposed methodology for determining post fire tree mortality. Rating LO.

EIS No. 20070227, ERP No. D–NPS–K61166–CA. Golden Gate National Recreation Area, Proposed Marin Headlands and Fort Baker Transportation Infrastructure and Management Plan, Implementation, Marin County, CA.

Summary: EPA does not object with the proposed action. Rating LO.

EIS No. 20070239, ERP No. D–AFS–K65329–CA. Sugarberry Project, Proposes to Protect Rural Communities from Fire Hazards by Constructing Fuel Breaks Known as Defensible Fuel Profile Zones (DFPZs), Feather River Ranger District, Plumas National Forest, Plumas, Sierra, Yuba Counties, CA.

Summary: EPA expressed environmental concern about natural resource impacts, impacts to habitat fragmentation and cumulative effects. Rating EC2.

EIS No. 20070248, ERP No. D–SFW–F65068–WI. Trempealeau National Wildlife Refuge Comprehensive Conservation Plan, Implementation, located within the Mississippi River Valley, Buffalo and Trempealeau Counties, WI.

Summary: EPA does not object to the action as proposed. Rating LO.

EIS No. 20070257, ERP No. D–FHW–F40195–MN. Tier 1 DEIS—Trunk Highway (TH) 41 Minnesota River Crossing, Construction of a New Minnesota River Crossing Connecting U.S. Highway 169 to New US Highway 212, U.S. Army COE section 10 and 404 Permits, Scott and Carver Counties, MN.

Summary: EPA expressed environmental objections about impacts on calcareous fens and the low potential for successful mitigation. EPA also requested that a conceptual wetland mitigation plan be developed and included in the final EIS. Rating EO2.

Final EISs

EIS No. 20070249, ERP No. F–AFS–L65527–WA, Natapoc Ridge Restoration Project, To Improve Forest Health and Sustainability, and Reduce Wildfire and Hazardous Fuels, Wenatchee River Ranger District, Okanogan-Wenatchee National Forest, Chelan County, WA.

Summary: The Final EIS has addressed EPA's concerns about meeting the Aquatic Concervation Strategy objectives and sedimentation rates by including additional road improvements and aquatic resource mitigation measures.

EIS No. 20070259, ERP No. F–FHW–E40805–KY, Newtown Pike Extension Project, Road Connection from West Main Street to South Limestone Street in Lexington, Fayette County, KY

Summary: EPA expressed environmental concerns about impacts to floodplains. EPA is also concerned with hazardous waste remediation for contaminated soil as well as potentially significant cumulative impacts.

EIS No. 20070290, ERP No. F–RUS–H05025–MO, Norborne Baseload Power Plant, Proposed Construction and Operation of a 660-megawatt Net Coal-Fired Power Plant, Carroll County, MO

Summary: EPA continues to have environmental concerns about wetland/floodplain impacts and impacts from

ozone. EPA requested additional analysis of these issues be included in the Record of Decision.

EIS No. 20070165, ERP No. FS–NRS–D36121–WV. Lost River Subwatershed of the Potomac River Watershed Project, Construction of Site 16 on Lower Cove Run and Deletion of Site 23 on Upper Cove Run, US Army COE Section 404 Permit, Hardy County, WV.

Summary: EPA continues to have environmental concerns about potential thermal impacts to area streams, as well as the lack of information regarding secondary and cumulative effects.

Dated: August 21, 2007.

Ken Mittelholtz,

Environmental Protection Specialist, Office of Federal Activities.

[FR Doc. E7–16824 Filed 8–23–07; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[ER–FRL–6690–2]

Environmental Impacts Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564–7167 or *http://www.epa.gov/compliance/nepa/.*

Weekly receipt of Environmental Impact Statements.

Filed 08/13/2007, through 08/17/2007. Pursuant to 40 CFR 1506.9.

EIS No. 20070357, Draft EIS, BLM, UT. Moab Field Office Planning Area, Resource Management Plan, Implementation, Grand and San Juan Counties, UT, Comment Period Ends: 11/21/2007. Contact: Brent Northrup 435–259–2151.

EIS No. 20070358, Final EIS, AFS, CA. Turntable Bay Marina Master Development Project, Implementation, Shasta-Trinity National Forest, Special Use Permit, Shasta and Trinity Counties, CA.Wait Period Ends: 09/24/2007. Contact: J. Sharon Heywood 530–226–2500.

EIS No. 20070359, Draft Supplement, BLM, AK, Northeast National Petroleum Reserve—Alaska Integrated Activity Plan, Updated Information, addressing the need for more Oil and Gas Production through Leasing Lands, Consideration of 4 Alternatives, North Slope Borough, AK. Comment Period Ends: 10/09/2007. Contact: Jim Ducker 907–271–3130.

EIS No. 20070360, Final EIS, BLM, 00. Overland Pass Natural Gas Liquids Pipeline Project (OPP), Construction and Operation of 760 mile Natural Gas Liquids Pipeline, Right-of-Way Grant, KS, WY, and CO. Wait Period Ends: 09/24/2007. Contact: Tom Hurshman 970–240–5345.

EIS No. 20070361, Draft EIS, FHW, CA. Schuyler Heim Bridge Replacement and SR–47 Expressway Improvement Project, from Alameda Street to Pacific Coast Highway, Funding, U.S. Coast Guard Bridge Permit, U.S. Army COE Section 10 and 404 Permits, Ports of Long Beach and Los Angeles, Los Angeles County, CA. Comment Period Ends: 10/16/2007. Contact: Karl Price 213–897–1839.

EIS No. 20070362, Draft EIS, FRC, OR, WA. Bradwood Landing Project, Liquified Natural Gas Import Terminal and Natural Gas Pipeline Facilities, Construction and Operation, U.S. Army COE Section 10 and 404 Permits, Clatsop County, OR and Cowlitz County, WA. Comment Period Ends: 12/24/2007. Contact: Andy Black 1–866–208–3372.

EIS No. 20070363, Draft EIS, COE, CA. Carryover Storage and San Vicente Dam Raise Project, Providing Additional Storage Capacity for 100,000 area feet of Water by the Year 2011, Issuance of Permits, Section 10 and 404 Permits, San Diego County, CA. Comment Period Ends: 10/09/2007. Contact: Robert R. Smith 858–674–6784.

EIS No. 20070364, Draft Supplement, COE, FL. Rock Mining in the Lake Belt Region Plan, Continuance of Limestone Mining Construction, Section 404 Permit, Miami-Dade County, FL. Comment Period Ends: 10/22/2007. Contact: Leah Oberlin 561–472–3506.

EIS No. 20070365, Draft EIS, USA, 00. PROGRAMMATIC—Army Growth and Force Structure Realignment, Implementation, Nationwide. Comment Period Ends: 10/09/2007. Contact: Mike Ackerman 410–436–2522.

EIS No. 20070366, Draft EIS, OSM, 00. Excess Spoil Minimization Stream Buffer Zones. Proposed Revisions to the Permanent Program Regulations Implementing the Surface Mining Control and Reclamation Act of 1977 Concerning the Creation and Disposal of Excess Spoil and Coal Mine Waste and Stream Buffer Zones. Permit Application, Comment Period Ends: 10/15/2007. Contact: David Hartos 412–937–2909.

Dated: August 21, 2007.

Ken Mittelholtz,

Environmental Protection Specialist, Office of Federal Activities.

[FR Doc. E7–16816 Filed 8–23–07; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[EPA–HQ–OPP–2007–0501; FRL–8145–6]

Chloropicrin, Dazomet, 1,3-Dichloropropene, Metam potassium, Metam sodium, and Methyl bromide; Extension of Comment Period

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice; extension of comment period.

SUMMARY: EPA issued five notices in the **Federal Register** of May 2, 2007, announcing the availability and seeking comments on EPA's revised human health risk assessments and risk mitigation proposal for the fumigants chloropicrin, dazomet, 1,3-dichloropropene, metam potassium, metam sodium, and methyl bromide. On June 20, 2007, EPA issued a notice in the **Federal Register** extending the comment period for 60 days, until September 3, 2007. This document is extending the comment period for another 60 days, from September 3, 2007 to November 3, 2007, for the five actions.

DATES: Comments, identified by docket identification (ID) number (see the May 2, 2007 notices) must be received on or before November 3, 2007.

ADDRESSES: Follow the detailed instructions as provided under **ADDRESSES** in the **Federal Register** documents of May 2, 2007.

FOR FURTHER INFORMATION CONTACT: The applicable contact persons listed in the **Federal Register** documents of May 2, 2007.

SUPPLEMENTARY INFORMATION:

I. General Information

A. Does this Action Apply to Me?

The Agency included in the notice a list of those who may be potentially affected by this action. If you have questions regarding the applicability of this action to a particular entity, consult the person listed under**FOR FURTHER INFORMATION CONTACT** in the **Federal Register** documents of May 2, 2007.

B. How Can I Access Electronic Copies of this Document?

In addition to accessing an electronic copy of this **Federal Register** document

Form A

Notice of Completion & Environmental Document Transmittal

SCH # 2002021009

Mail to: State Clearinghouse, P. O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

Project Title: Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Lead Agency: California Department of Transportation (Caltrans) District 7 Contact Person: Karl Price

Mailing Address: Division of Environmental Planning, 100 S. Main Street, MS 16A Phone: 213-897-1839

City: Los Angeles, CA Zip: 90012 County: Los Angeles

Project Location:

County: Los Angeles City/Nearest Community: Long Beach and Los Angeles Total Acres: approx. 31

Cross Streets: Ocean Blvd. and SR-47 to Alameda Street and SR-1 Zip Code:

Assessor's Parcel No. Section: Twp. 5S/4S Range: R13W Base:

Within 2 Miles: State Hwy #: SR-47 and SR-1 Waterways: Cerritos Channel; Dominguez Channel

Airports: Railways: UPRR, PHL, ACTA Schools: Wilmington Elm., Hudson Elm., Cabrillo HS.

Document Type:

CEQA: ☐ NOP ☒ Draft EIR NEPA: ☐ NOI Other: ☒ Joint Document
☐ Early Cons ☐ Supplement to EIR (Note prior SCH # below) ☐ EA ☐ Final Document
☐ Neg Dec ☐ Subsequent EIR (Note prior SCH # below) ☒ Draft EIS ☐ Other
☐ Mit Neg Dec ☐ Other ☐ FONSI

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☒ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other

Development Type:

☐ Residential: Units Acres ☐ Water Facilities: Type MGD
☐ Office: Sq.ft. Acres Employees ☒ Transportation: Type Hwy. bridge replacement and elevated expwy.
☐ Commercial: Sq.ft. Acres Employees ☐ Mining: Mineral
☐ Industrial: Sq.ft. Acres Employees ☐ Power: Type MW
☐ Educational ☐ Waste Treatment: Type MGD
☐ Recreational ☐ Hazardous Waste: Type
☐ Other:

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☐ Fiscal ☒ Recreation/Parks ☒ Vegetation
☐ Agricultural Land ☒ Flood Plain/Flooding ☒ Schools/Universities ☒ Water Quality
☒ Air Quality ☐ Forest Land/Fire Hazard ☐ Septic Systems ☒ Water Supply/Groundwater
☒ Archeological/Historical ☒ Geologic/Seismic ☒ Sewer Capacity ☒ Wetland/Riparian
☒ Biological Resources ☒ Minerals ☒ Soil Erosion/Compaction/Grading ☒ Growth Inducement
☒ Coastal Zone ☒ Noise ☒ Solid Waste ☒ Land Use
☒ Drainage/Absorption ☒ Population/Housing Balance ☒ Toxic/Hazardous ☒ Cumulative Effects
☒ Economic/Jobs ☒ Public Services/Facilities ☒ Traffic/Circulation ☐ Other

Present Land Use/Zoning/General Plan Designation:

Transportation and Utilities, Heavy and Light Industrial

Project Description: *(please use a separate page if necessary)*

The proposed Schuyler Heim Bridge Replacement and SR-47 Expressway project would replace the seismically-deficient vertical lift bridge with a fixed-span bridge across the Cerritos Channel, and either construct an elevated four lane expressway from Terminal Island to Alameda Street, or construct an elevated four lane extension of SR-103 to Alameda Street. Six alternatives are evaluated in the joint EIR/EIS.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

continued

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X". If you have already sent your document to the agency please denote that with an "S".

S Air Resources Board
X Boating & Waterways, Department of
S California Highway Patrol
S Caltrans District # 7
Caltrans Division of Aeronautics
S Caltrans Planning
Coachella Valley Mountains Conservancy
S Coastal Commission
Colorado River Board Commission
S Conservation, Department of
Corrections, Department of
Delta Protection Commission
Education, Department of
Office of Public School Construction
Energy Commission
S Fish & Game Region # 5
Food & Agriculture, Department of
Forestry & Fire Protection
General Services, Department of
Health Services, Department of
S Housing & Community Development
S Integrated Waste Management Board
S Native American Heritage Commission
X Office of Emergency Services
S Office of Historic Preservation
X Parks & Recreation
Pesticide Regulation, Department of
S Public Utilities Commission
Reclamation Board
S Regional WQCB # 4
X Resources Agency
S.F. Bay Conservation & Development Commission
San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy
San Joaquin River Conservancy
Santa Monica Mountains Conservancy
S State Lands Commission
SWRCB: Clean Water Grants
S SWRCB: Water Quality
SWRCB: Water Rights
Tahoe Regional Planning Agency
S Toxic Substances Control, Department of
Water Resources, Department of
S Other South Coast Air Quality Management District
Other

Local Public Review Period (to be filled in by lead agency)

Starting Date August 17, 2007 Ending Date October 16, 2007

Lead Agency (Complete if applicable):

Consulting Firm:
Address:
City/State/Zip:
Contact:
Phone: ( )

Applicant: Caltrans/Alameda Corridor Transportation Authority
Address: 100 S. Main St.
City/State/Zip: Los Angeles
Phone: (213) 897-1839

Signature of Lead Agency Representative Karl Price Date 8-15-07

Authority cited: Section 21083 and 21087, Public Resources Code. Reference: Section 21161, Public Resources Code.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7 – DIVISION OF ENVIRONMENTAL PLANNING
100 MAIN STREET, SUITE 100
LOS ANGELES, CA 90012-3606
PHONE (213) 897-1839

Flex your power!
Be energy efficient!

October 15, 2007

To: Parties requesting an extension of the comment period for the Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Dear Sir/Madam:

The legally mandated 60-day period for public comment on this Draft EIR/EIS ends on October 16. However, you and representatives from other local agencies and interest groups have requested additional time to provide written comments on the project. Per your request, Caltrans is providing an informal extension of the deadline and will accept your written comments until early November 2007. Please rest assured that if we receive your comments within a reasonable timeframe, they will be included and addressed in the final environmental document.

Please forward all comments to Karl Price, Senior Environmental Planner, at the address above, or they can be faxed to him at 213-897-0685. If questions remain, he can also be reached by phone at 213-897-1839. Your timely comments are important to the decision making process.

Sincerely,

Ron Kosinski
Deputy District Director
Division of Environmental Planning
Caltrans-District 7

PROOF OF PUBLICATION
(2015.5C.C.P.)

La Opinión
The Leading Spanish Language Daily Newspaper
700 S. Flower St. • Los Angeles, CA 90017
Tel:(213) 896-2260 • Fax:(213) 896-2238
www.laopinion.com

STATE OF CALIFORNIA

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitle matter. I am the principal clerk of the printer of La Opinión a newspaper of general circulation, printed and published daily in the city of Los Angeles, County of Los Angeles, and which newpaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 28, 1969, Case Number: 950176; that the notice, of which the annexed is a printed copy, has been published in each regular and not in any supplement thereof on the following dates, to-wit:

August 17

all in the year 20 07

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

17 day of August, 20 07

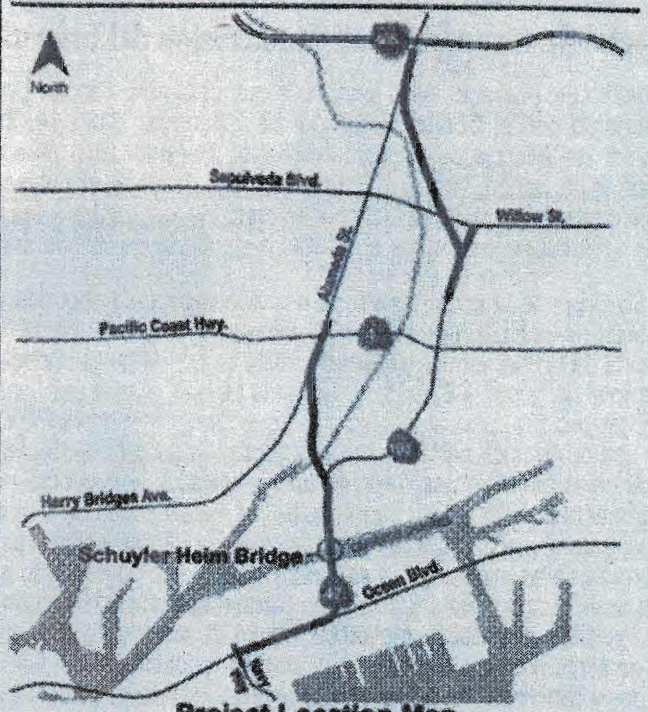
Signature

ADV #017 Controlled
Rev. 06/05

* A 0 0 0 0 0 0 1 9 2 9 9 4 *

Aviso de Disponibilidad
Aviso de Audiencia Pública

Reemplazo de Puente Schuyler Heim y Proyecto de Autopista SR-47



Project Location Map

Qué está siendo planeado?
El Departamento de Transporte de California (Caltrans), Distrito 7, propone el reemplazo del Puente Schuyler Heim el cual tiene una deficiencia sísmica con una abertura fija y construir una nueva autopista elevada dentro y anexa a los Puertos de Long Beach y Los Ángeles. Se han abarcado seis alternativas en el Borrador de la Declaración de Impacto Ambiental/Informe de Impacto Ambiental (Borrador EIS/EIR): Reemplazo de Puente y Autopista SR-47; Reemplazo de Puente y Extensión SR-103; Evitar la Demolición del Puente; Sólo Reemplazo del Puente; Administración de Sistemas de Transporte; y Zero Acción.

¿Cuál es el objetivo de este aviso?
Caltrans ha estudiado los efectos potenciales que este proyecto pueda tener en el ambiente. El estudio que explica estos resultados se llama Borrador de la Declaración de Impacto Ambiental/Informe de Impacto Ambiental (Borrador EIS/EIR), el cual recientemente fue aprobado para distribución pública.

¿Qué está disponible?
La audiencia pública se llevará a cabo el:
martes 25 de septiembre, 2007, de 6 a 8 PM.
Banning's Landing Community Center
100 East Water Street, Wilmington, CA 90744

Las copias del Borrador EIR/EIS están disponibles para revisión en nuestra oficina del Distrito 7 y en las siguientes bibliotecas públicas alrededor del área del proyecto: Biblioteca Regional de Carson; Biblioteca de Victoria Park, Carson; Biblioteca de East Rancho Dominguez; Biblioteca de Harbor City – Harbor Gateway Branch; Biblioteca Regional de San Pedro; Biblioteca de Wilmington; Biblioteca Principal de Long Beach; Biblioteca Vecinal Mark Twain, Long Beach y en Biblioteca de la ciudad de Long Beach, Harte. El Borrador EIR/EIS y otra información del proyecto también pueden ser accedidas a través del sitio Web http://www.dot.ca.gov/dist07/resources/envdocs y a través del sitio Web de la Autoridad de Transporte Alameda Corridor www.acta.org.

¿Cuál es su participación?
¿Han sido evaluados los impactos potenciales? ¿Tiene usted información que debe ser incluida? Si usted desea hacer algún comentario al Borrador EIR/EIS, puede asistir a la audiencia pública y/o enviar sus comentarios por escrito hasta el **16 de octubre, 2007 a:**

Mr. Ronald Kosinski, Deputy District Director
Division of Environmental Planning
CALTRANS, District 7
100 South Main Street
Los Angeles, CA 90012

111-91103551

Si usted tiene cualquier pregunta sobre este proyecto, por favor comuníquese con Karl Price al (213) 897-1839

¡Gracias por su interés!

IIR2GA1

while the government decided to seek a grand jury indictment.

The defense also complained that Padilla was never given a fair shake by the government from the moment in spring 2002 that then-Atty. Gen. John Ashcroft went on national television and identified him as a major terrorism suspect intent on causing great harm with a dirty bomb.

"Throughout our history there have been times of crisis, times when fears run high, when political convenience causes parts of our government to overreach," defense lawyer Anthony J. Natale told the jurors. He was referring to how Padilla was caught up in much of the anger and hysteria that followed the Sept. 11 terrorist strikes on New York and the Pentagon.

"Now is one of those times of crisis, and this is one of those cases," Natale said.

Padilla was arrested at Chicago's O'Hare International Airport. Ashcroft and other top administration officials said that upon returning to the United States, Padilla had planned to scope out sites for detonating a radioactive device.

The Padilla case immediately became the government's signature front in the war on terrorism at home.

But those charges were dropped after lawyers fought for years over his legal rights, and the courts ultimately ruled that Padilla must be either granted a trial or set free.

In November 2006, Padilla was added to an indictment originally drawn up in South Florida in 2004. It was on those charges that he was convicted Thursday.

richard.serrano@latimes.com

LA. TIMES
FULL-RUN
8/17/2007

1182962

reelection

Pickering's seat could be safer for the GOP: No Democrat challenged him in 2006.

"I have a window of opportunity to maximize my time, influence and participation in the lives of my five sons now ages 8 to 17," Pickering said in a statement. "Time is the one element I can never recover or regain."

Pickering, 44, did not say whether he has a new job lined up.

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and for all, a one-line article reading: 'Hugo Chavez will be president however long he wants.'"

The president's political allies firmly control the National Assembly and are expected to approve the reform plan within months. It would then have to be approved by voters in a national referendum.

Government foes said they would mount a nationwide campaign lobbying Venezuelans to oppose the reform — a daunting task in a country that re-elected Chavez to the presidency by a wide margin last December.

Chavez was first elected in 1998 and took office the following year. Current presidential term limits prevent him from seeking re-election to a third term in 2012.

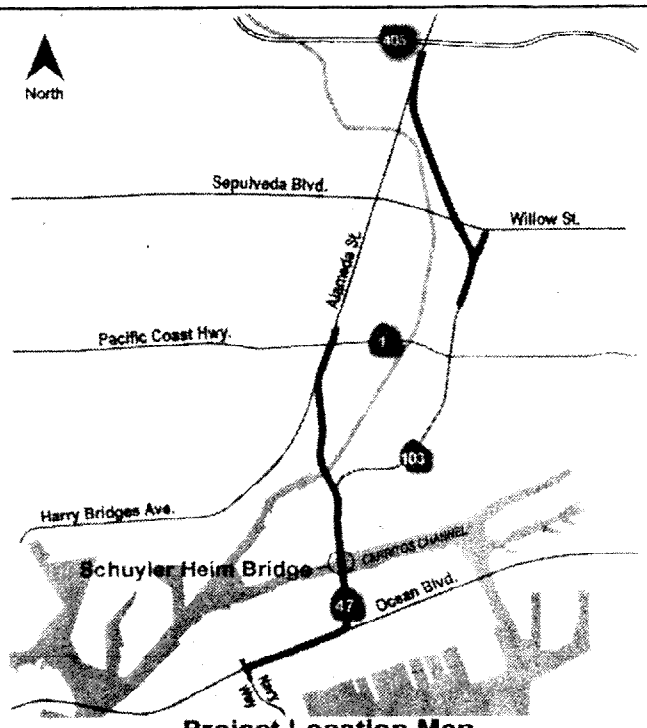
PRESS-TELEGRAM
Aug. 17, 2007

1182969

Caltrans

Notice of Availability
Notice of Public Hearing

Schuyler Heim Bridge Replacement
and SR-47 Expressway Project



Project Location Map

What Is Being Planned?
The California Department of Transportation (Caltrans), District 7, is proposing to replace the seismically deficient Schuyler Heim Bridge with a fixed-span bridge and construct a new elevated expressway in and adjacent to the Ports of Long Beach and Los Angeles. Six alternatives have been addressed in the Draft Environmental Impact Statement/ Environmental Impact Report (Draft EIS/EIR): Bridge Replacement and SR-47 Expressway; Bridge Replacement and SR-103 Extension; Bridge Demolition Avoidance; Bridge Replacement Only; Transportation Systems Management; and No Action.

Why This Notice?
Caltrans has studied the potential effects this project may have on the environment. The study that explains these findings is called a Draft Environmental Impact Report/Statement (Draft EIS/EIR), which has recently been approved for public circulation.

What is available?
A public hearing will be held on:
Tuesday, September 25, 2007, 6 – 8 PM.
Banning's Landing Community Center
100 East Water Street, Wilmington, CA 90744

Copies of the Draft EIS/EIR are available for review at our District 7 office and the following public libraries around the project area: Carson Regional Library; Victoria Park Library, Carson; Compton Library; East Rancho Dominguez Library; Harbor City – Harbor Gateway Branch Library; San Pedro Regional Library; Wilmington Library; Long Beach Main Library; Mark Twain Neighborhood Library, Long Beach, and the Long Beach City Library-Harte Library. The Draft EIS/EIR and other project information can also be accessed through our website at http://www.dot.ca.gov/dist07/resources/envdocs and through the Alameda Corridor Transportation Authority website at www.acta.org.

What is Your Involvement?
Have the potential impacts been addressed? Do you have information that should be included? If you wish to make a comment on the Draft EIS/EIR, you may attend the public hearing and/or submit your written comments until **October 16, 2007** to:

Caltrans

Mr. Ronald Kosinski, Deputy District Director
Division of Environmental Planning
CALTRANS, District 7
100 South Main Street
Los Angeles, CA 90012

If you have any questions regarding this project, please contact Karl Price at (213) 897-1839.

Jarvin "Magic"
ndraiser to sup-
Sept. 14.
nt comes about
s Sen. Barack
said that talk
frey will hold a
is behalf at her
nta Barbara.
its highlight the
Democratic can-
upport in the
tial primary.
-known Obama

fan. She called him "my favorite guy" and "my choice" on CNN's "Larry King Live" last year before he announced he would run for president.

In a statement, Johnson said Clinton "has the experience and knowledge to help lead our country."

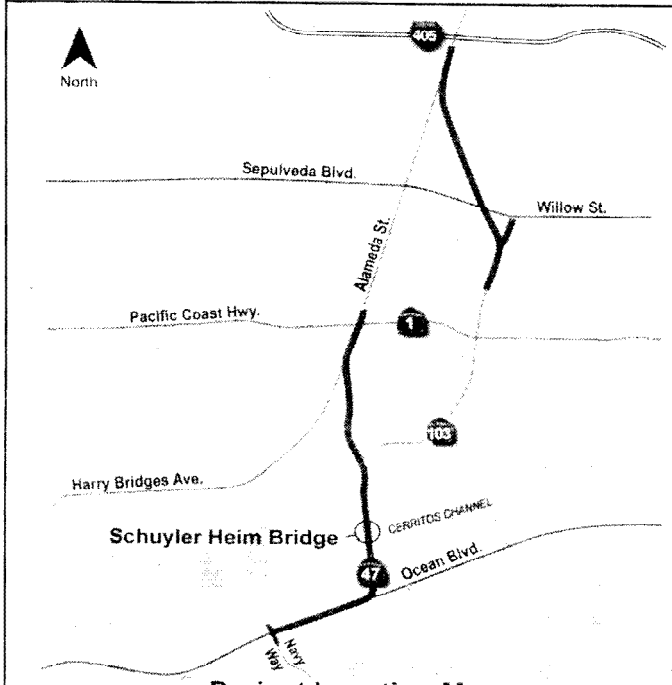
Co-hosts at Johnson's fundraiser include music industry heavyweights Quincy Jones and Berry Gordy, who announced their support for Clinton's campaign in April.

See BRIEFS, page 12

Caltrans

Notice of Availability
Notice of Public Hearing

Schuyler Heim Bridge Replacement
and SR-47 Expressway Project



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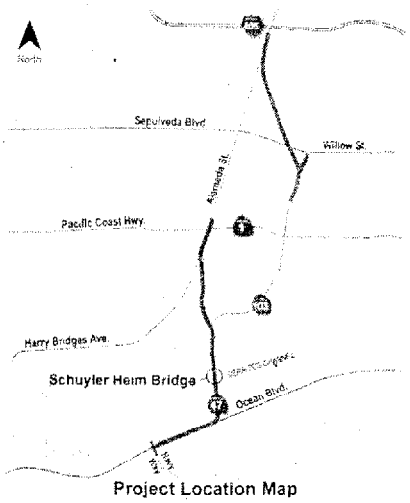
Thank you for your interest!

Watts Times
8/23/07

04-LA-105-11.8/29.3

Notice of Public Hearing

Schuyler Heim Bridge Replacement and SR-47 Expressway Project



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Mr. Ronald Kosinski, Deputy District Director
Division of Environmental Planning
CALTRANS, District 7
100 South Main Street
Los Angeles, CA 90012

If you have any questions regarding this project, please contact Karl Price at (213) 897-1839.

Thank you for your interest!

never seemed to want anything, the operative said. What's more, Hsu would return calls.

The checks he would bundle generally were for about $1,000. People responsible for vetting donations spend little or no time verifying that checks that small came from legitimate sources.

Unlike some donors, Hsu does not seem enthralled by policy. He has views like many other Democrats, but sees politics more like a game and will "root for his team," the operative said. "He seemed to get a thrill out of the victories."

Hsu, who is not registered to vote, emerged on the political scene in 2003 with a contribution to Massachusetts Sen. John F. Kerry's presidential campaign.

Michelle Kraus, a political strategist, fundraiser and technology executive in Silicon Valley, came to know Hsu when she was helping Kerry — and says she was immediately skeptical. She had worked extensively with the Asian American community during the campaign and said Hsu did not seem to fit in with those she knew.

She said he tried to ingratiate himself, offering to get her reservations at exclusive restaurants. "I was not impressed with Norman's machinations," Kraus said. "We are dealing with someone who wanted to be part of the cool kids."

But though Kraus was wary of Hsu, she does not fault the Clinton campaign: "They just got suckered by a guy who suckered a lot of people."

tom.hamburger@latimes.com
dan.morain@latimes.com
robin.fields@latimes.com
Hamburger and Fields reported from Washington, Morain from Sacramento. Times staff writer Chuck Neubauer in Washington contributed to this report.

1196844 9/14/07

LONG BEACH
PRESS-TELEGRAM

300 Oceangate
Long Beach, CA 90844

1196839

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA

County of Los Angeles

I am a citizen of the United States, and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the Long Beach Press-Telegram, a newspaper of general circulation printed and published daily in the City of Long Beach, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, on the date of March 21, 1934, Case Number 370512. The notice, of which the annexed is a true printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit.

Sept 14 2007

The Long Beach Press-Telegram, a newspaper of general circulation, is delivered to and available in, but not limited to the following cities: Long Beach, Lakewood, Bellflower, Cerritos, Downey, Norwalk, Artesia, Paramount, Wilmington, Compton, South Gate, Los Alamitos, Seal Beach, Cypress, La Palma, Lynwood, San Pedro, Hawaiian Gardens, Huntington Park, La Mirada, Santa Fe Springs, Carson.

I declare under penalty of perjury that the foregoing is true and correct.

Executed at Long Beach, LA Co., California
this 14 day of Sept 2007,

signature

Proof of Publication of

Paste Clipping of Notice
SECURELY in this space.

PUBLIC NOTICE

CITY OF LOS ANGELES
PUBLIC AUCTION

The City of Los Angeles, Department of General Services, Asset Management Division, will hold a public auction by bid, to sell three (3) surplus City-owned properties. The properties consist of (2) Single-family homes, and (1) Former Library.

Minimum Bids set on all parcels. **CASH SALE ONLY.** The City will not offer any financing on any of the properties.

The **Auction** will be held on
OCTOBER 1, 2007
Monday at 2:00 p.m.
Room 350 City Hall, 200 N. Spring Street, Los Angeles

Open House Schedule:
Saturday - September 8, 2007
Saturday - September 15, 2007

10:00 a.m. - 3:00 p.m.

736 S. Cloverdale Ave., Los Angeles, CA 90036
2090 Stradella Road, Bel Air, CA 90077
14555 Sylvan Street, Los Angeles, CA 91411

For a copy of the brochure, please visit our website at www.lacity.org/GSD/asset/surplus.htm. For general information, please call (213) 922-8500 or (213) 922-8552 and (213) 922-8542.
L.A. Watts Times
CN783602 AUCTION Sep 13, 2007

REQUESTING SUB BIDS FOR ALL TRADES NCLUDING QUALIFIED SBE & DVBE SUBCONTRACTORS & SUPPLIERS ON THE FOLLOWING PROJECT
LAUSD: Phase 2 CENTRAL LA LEARNING CENTER #1/Heritage K-12
Los Angeles, California
BIDS DUE: Friday, Sept. 28, 2007
2:00 PM PST
Contact our office below to request an invitation to bid with specific project information.

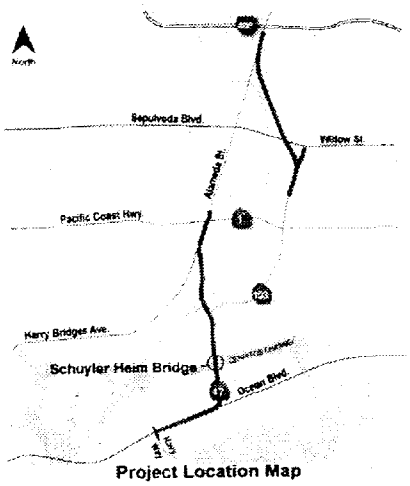
Hensel Phelps Construction Co.
(An Equal Opportunity Employer)
18850 Von Karman Avenue, Suite 100, Irvine, CA
(949) 852-0111 · (949) 852-0218 (FAX)
Subcontracts awarded on this project will be on the Hensel Phelps Construction Co. standard loan subcontract and may include a requirement to provide payment & performance bonds from a T-listed surety at the subcontractor's expense. HPCC will assist in obtaining bonds, lines of credit or insurance required.

REQUEST FOR PROPOSALS
(RFP# 7472)

RENOVATION PROJECT MANAGEMENT SERVICES

The Housing Authority of the City of Los Angeles invites proposals from qualified firms interested in providing renovation project management services for an office building. Copies of the RFP may be obtained beginning **September 2, 2007** via www.hacla.org website or call (213) 252-1832/5405 for a RFP. Proposals will be accepted until **2:00 P.M., by September 28, 2007.**
9/13, 9/20/07
CNS-1193128#

Notice of Public Hearing
Schuyler Heim Bridge Replacement and SR-47 Expressway Project



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Division of Environmental Planning
CALTRANS, District 7
100 South Main Street
Los Angeles, CA 90012

If you have any questions regarding this project, please contact Karl Price at (213) 897-1839.

Thank you for your interest!

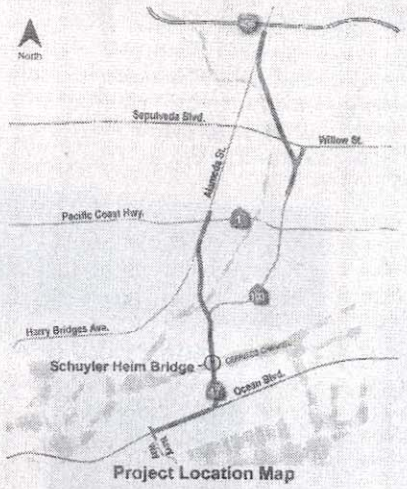
FICTITIOUS BUSINESS

FICTITIOUS BUSINESS

W/ reception & indiv. rooms. Start

(PAID ADVERTISEMENT)

Notice of Public Hearing
Schuyler Heim Bridge Replacement and SR-47 Expressway Project



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Los Angeles, CA 90012

If you have any questions regarding this project, please contact Karl Price at (213) 897-1839.

Thank you for your interest!

DAILY BREE
SEPT 14, 20

LIFORNIA/NATION

Schuyler Heim Bridge Replacement & SR-47 Expressway Project

Draft Environmental Impact Statement/Report (EIS/EIR)

Public Hearing:	September 25, 2007, 6:00 p.m. Banning's Landing, 100 E. Water Street, Wilmington
Public Comment Period:	Ends October 16, 2007
Draft EIS/EIR:	Available at local public libraries and at http://www/acta.org or www.dot.ca.gov/dist07/resources/envdoc

Project Description

The Schuyler Heim Bridge Replacement and SR-47 Expressway Project is being advanced through a joint partnership between Caltrans and the Alameda Corridor Transportation Authority (ACTA) The project proposes to replace the seismically deficient Schuyler Heim Bridge over Cerritos Channel and add a four-lane elevated roadway connection to Alameda Street that will bypass three signalized intersections and five at-grade railroad crossings. The Heim Bridge is an essential service link between Terminal Island and the mainland in Wilmington.

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 I-405 and SR-91, thereby relieving congestion on the Harbor and Long Beach freeways.

The Schuyler Heim Bridge Replacement and SR-47 project will enhance the efficient, secure movement of goods at the nation's largest port complex, as well as reduce congestion and improve mobility.

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

Alternative 1 - Flyer Distribution

Alternative 2 - Flyer Distribution

STAMP

MR. RONALD J. KOSINSKI
DEPUTY DISTRICT DIRECTOR
DIVISION OF ENVIRONMENTAL PLANNING
CALTRANS - DISTRICT 7
100 SOUTH MAIN STREET (MS 16A)
LOS ANGELES, CA 90012

STAMP

MR. RONALD J. KOSINSKI
DEPUTY DISTRICT DIRECTOR
DIVISION OF ENVIRONMENTAL PLANNING
CALTRANS - DISTRICT 7
100 SOUTH MAIN STREET (MS 16A)
LOS ANGELES, CA 90012

WRITTEN COMMENT CARD

Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012

Name _____
Address _____
Affiliation _____
Phone _____
Date _____

We welcome your participation. Please submit comments at the Public Hearing or by mail.

___ I would like to be added to the mailing list

___ I would like to have the comment below filed in the record

COMMENTS: _____

For more information call Karl Price, Environmental Planner, at (213) 897-1839

T092004001SCO320265.P1.03.02 public comment card.ai 9/04

WRITTEN COMMENT CARD

Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street

Los Angeles, CA 90012-3106

Name _____
Address _____
Affiliation _____
Phone _____
Date _____

We welcome your participation. Please submit comments at the Public Hearing or by mail.

___ I would like to be added to the mailing list

___ I would like to have the comment below filed in the record

COMMENTS: _____

For more information call Karl Price, Environmental Planner, at (213) 897-1839

ES082007012SCO320265.P2.05.05.03 public comment card.ai 8/07

Fact Sheet

Schuyler Heim Bridge Replacement / SR-47 Expressway Project

Project Location:

The project area is located within the cities and ports of Los Angeles and Long Beach, between Ocean Boulevard on Terminal Island and I-405.

Project Description:

The proposed project consists of replacing the seismically deficient vertical lift Schuyler Heim Bridge with a fixed-span bridge, construction of a 4-lane elevated expressway connecting to Alameda Street, and construction of an elevated onramp (flyover) from eastbound Ocean Boulevard to northbound SR-47. Six alternatives are evaluated in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR): Bridge Replacement and SR-47 Expressway; SR-103 Extension to Alameda Street; Bridge Demolition Avoidance; Bridge Replacement Only; and Transportation System Management (TSM); and No-Build.

Project Need and Benefits:

The Schuyler Heim Bridge was constructed in 1948 and provides an essential service link to Terminal Island. The bridge and needs to remain in service to ensure ground and marine vessel transportation during a major earthquake, even though it does not meet current seismic standards. In addition, existing and increasing traffic and congestion occur along local arterials, on I-710 and I-110, and at the intersection of Ocean Boulevard and SR-47.

A new fixed-span bridge would provide additional vehicle capacity and could remain in service in the event of a major earthquake. An elevated north-south expressway extension would reduce traffic congestion by grade-separating at-grade railroad crossings and signalized intersections. With the flyover, traffic on eastbound Ocean Boulevard could divert directly onto northbound SR-47 and across the new bridge, thereby avoiding the existing signalized intersection.

Environmental Process:

The National Environmental Policy Act (NEPA) of 1969 requires federal agencies to analyze potential environmental impacts of major federal actions. The California Environmental Quality Act (CEQA) of 1970 requires state agencies to analyze potential environmental impacts of major state actions. Since there are both federal and state aspects of the proposed project, the six alternatives are evaluated in the Draft EIS/EIR in accordance with requirements of both NEPA and CEQA.

Environmental Impacts:

The project alternatives have the potential for impacts related to: cultural resources (Schuyler Heim Bridge), biological resources, hazardous waste, air and water quality, hydrology, noise, aesthetics, surface and marine traffic, utilities/public services, community resources, land use, growth, energy, and geology/paleontology. The Draft EIS/EIR evaluates potential impacts and proposes mitigation measures where necessary. As evaluated, impacts to noise and biological resources would be mitigated. Impacts to air quality and cultural resources could not be completely mitigated. For other resources, either no impacts are anticipated, or avoidance and minimization measures are proposed.

Project Milestones:

Public Outreach	Ongoing
Complete Draft EIS/EIR	August 2007
Public Comment Period Begins	August 17, 2007
Public Meeting	September 25, 2007
Public Comment Period Ends	October 16, 2007
Certify EIS/EIR; Record of Decision	Spring 2008
Project Construction Begins	January 2009

Agenda

Schuyler Heim Bridge Replacement / SR-47 Expressway Project

07-LA-47-KP 4.4/9.3 (PM 2.7/5.8)
Schuyler Heim Bridge/SR-47 Expressway

Schuyler Heim Bridge Replacement and SR-47 Expressway Public Hearing
September 25, 2007
6:00 p.m. to 8:00 p.m.
Banning's Landing Community Center
Wilmington, CA

1. Sign-in and Exhibit Viewing
2. Introductions
3. Purpose of Hearing
4. Engineering
5. Project Alternatives
   - Bridge Replacement and SR-47 Expressway
   - SR-103 Extension to Alameda Street
   - Bridge Demolition Avoidance
   - Bridge Replacement Only
   - Transportation System Management (TSM)
   - No-Build
6. Environmental Studies
7. Public Comment and Questions

If you prefer, you may send your written comments to:

Mr. Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street MS-16A
Los Angeles, CA 90012

PUBLIC HEARING
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR

Please sign in

September 25, 2007

Name GENE BOUGDANOS
Address 801 S. GRAND AVE. # 500
City/State/Zip LOS ANGELES CA 90017
Phone 213/239-5811
Organization CELSOC / HDR
Would you like to be added to our mailing list? ☒ Yes ☐ No
Email gene.bougdanos@hdrinc.com

Name GEORGE A. MARTINEZ
Address 2717 E. MONROE ST
City/State/Zip CARSON 90810
Phone (310) 834 3358
Organization SELT
Would you like to be added to our mailing list? ☐ Yes ☒ No
Email —

Name BILL BURGEL
Address 1001 SW 5TH SUITE 1800
City/State/Zip PORTLAND, OR 97204
Phone 503 7894147
Organization HDR
Would you like to be added to our mailing list? ☒ Yes ☐ No
Email BILL.BURGEL@HDRINC.COM

Name SEYMOUR WATERMAN
Address 910 MAHAR AVE
City/State/Zip WILMINGTON, CAL. 90748
Phone 310-522 9698
Organization WATERMAN Supply Co
Would you like to be added to our mailing list? ☑ Yes ☐ No
Email

PUBLIC HEARING
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Please sign in

September 25, 2007

Name John R. Garcia
Address 803 W. L street
City/State/Zip Wilmington
Phone 3107 518-0992

Organization Heim Bridge operator
Would you like to be added to our mailing list? [X] Yes [ ] No
Email

Name DAVE BOGER
Address 48730 VIA LINDA
City/State/Zip LA QUINTA CA 92253
Phone

Organization LAN CONSULT.
Would you like to be added to our mailing list? [X] Yes [ ] No
Email

Name Richard Garland
Address City of Carson
City/State/Zip 701 E Carson St Carson 90745
Phone 310- 830- 7600

Organization City of Carson
Would you like to be added to our mailing list? [ ] Yes [X] No
Email

Name Farrokh Abolfathi
Address 701 E Carson ST.
City/State/Zip Carson CA 90745
Phone 310-952-1700

Organization City of Carson
Would you like to be added to our mailing list? [ ] Yes [X] No
Email fabolfathi@Carson.Ca.US

PUBLIC HEARING
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Please sign in

September 25, 2007

Name Doug Montgomery
Address 300 E. Water St.
City/State/Zip Wilmington Ca, 90744
Phone 310 6293339
Organization Harley Marine Services
Would you like to be added to our mailing list? ☐ Yes ☐ No
Email dmontgomery@harleymarine.com

Name Russell Cox
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City/State/Zip Huntington Bch Ca. 92648
Phone 714-960-8262
Organization Property Owner
Would you like to be added to our mailing list? ☒ Yes ☐ No
Email —

Name Larry Keller
Address 227 Savona Walk
City/State/Zip Long Beach 90803
Phone 310-418-5024
Organization L.B. Intl Business Assn
Would you like to be added to our mailing list? ☑ Yes ☐ No
Email LA.KLLR@AOL.Com

Name Zak Gonzalez II
Address 701 E Carson St
City/State/Zip Carson Ca 90749
Phone 310-952-1700 EXT 1301
Organization City of Carson
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Email zgonzalez@carson.ca.us

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Please sign in

September 25, 2007

Name Mike Boguer
Organization Port of LB
Address 234 Prospect
Would you like to be added to our mailing list? ☐ Yes ☑ No
City/State/Zip Long Beach 90803
Email
Phone

Name Gilbert Dodson
Organization Corridor Recycling
Address 22500 So Alameda St
Would you like to be added to our mailing list? ☑ Yes ☐ No
City/State/Zip Carson CA 90810
Email GDODSON@CORRIDORRECYCLING.COM
Phone 310 835-9109

Name Colleen Callahan
Organization American Lung Assn. of CA
Address 3325 Wilshire Blvd. Suite 900
Would you like to be added to our mailing list? ☐ Yes ☐ No
City/State/Zip LA, CA 90010
Email ccallahan@alac.org
Phone 323.839.8114

Name Nick Sramek
Organization LB Harbor Comm
Address
Would you like to be added to our mailing list? ☐ Yes ☐ No
City/State/Zip
Email
Phone

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September 25, 2007

Name Neal Denno
Address
City/State/Zip
Phone (949) 263-9322
Organization Parsons
Would you like to be added to our mailing list? ☒ Yes ☐ No
Email neal.denno@parsons.com

Name Donna Ethington
Address Berth 203 #9
City/State/Zip Wilmington, Ca 90744
Phone (310) 549-8111
Organization WNC & PCAC
Would you like to be added to our mailing list? ☒ Yes ☐ No
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Name Juan Carmona
Address
City/State/Zip
Phone 310-984-9600
Organization Coalition For A Safe Environment
Would you like to be added to our mailing list? ☑ Yes ☐ No
Email JCarmona831@yahoo.com

Name Susan M. Prichard
Address 1314 W. "I" St.
City/State/Zip Wilmington CA 90744
Phone (310) 834-6568
Organization Property Owner
Would you like to be added to our mailing list? ☐ Yes ☐ No
Email SPRICH1314@AOL.COM

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September 25, 2007

Name Guillermo Martinez Jr
Address 925 S Palos Verdes 3rd Fl
City/State/Zip CA, CA 90731
Phone (310) 732-3090
Organization POLA
Would you like to be added to our mailing list? ☑ Yes ☐ No
Email gmartinez@portla.org

Name Mark Nero
Address 220 Cedar Ave
City/State/Zip LB, CA 90802
Phone (562) 508-7866
Organization Cunningham Rpt
Would you like to be added to our mailing list? ☑ Yes ☐ No
Email mark@cunninghamreport.com

Name Niki Tennant
Address 333 W Ocean Blvd #202
City/State/Zip Long Beach CA 90802
Phone 562 570-6919
Organization Ofc of Vice Mayor Bonnie Lowenthal
Would you like to be added to our mailing list? ☑ Yes ☐ No
Email Niki_Tennant@longbeach.gov

Name Jim Dear
Address 701 E. Carson St.
City/State/Zip Carson CA 90745
Phone 310-952-1706
Organization Mayor, City of Carson
Would you like to be added to our mailing list? ☒ Yes ☐ No
Email

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September 25, 2007

Name Anthony Ng
Address 100 S main ST
City/State/Zip Los Angeles / CA / 90012
Phone (213) 897-8700
Organization CALTRANS
Would you like to be added to our mailing list? ☐ Yes ☒ No
Email Anthony.ng@dot.ca.gov

Name NATE WILLIAMS
Address 11423 So ST. STE #99
City/State/Zip CERRITOS CA 90703
Phone 562-804-4549
Organization SAFETY ENVIRONMENTAL CONSULTING
Would you like to be added to our mailing list? ☒ Yes ☐ No
Email SECONSULTING@MAIL.COM

Name Belinda Pineda
Address 2456 Oregon Ave.
City/State/Zip Long Beach, CA 90806
Phone
Organization Member of Apostolic Faith Center
Would you like to be added to our mailing list? ☐ Yes ☐ No
I'm on it. Thank you.
Email

Name NANCY PINEDA
Address 2456 OREGON AVE
City/State/Zip LONG BEACH CA 90806
Phone
Organization Member of APOSTOLIC ~~FAITH~~ CENTER
Would you like to be added to our mailing list? ☐ Yes ☒ No
Email

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September 25, 2007

Name ELIZABETH WARREN
Address 1328 N. AVALON BLVD. SUITE A
City/State/Zip WILMINGTON CA 90744
Phone 310-922-6227
Organization FUTUREPORTS
Would you like to be added to our mailing list? ☑ Yes ☐ No
Email ewarren@futureports.org

Name Ana Rugh
Address 350 S. Bixel St.
City/State/Zip LA CA 90017
Phone 213 580. 7500
Organization
Would you like to be added to our mailing list? ☐ Yes ☐ No
Email

Name Pilar Hoyos
Address 22010 So. Wilmington BLVD
City/State/Zip Carson, CA 90745
Phone (310) 952-6417
Organization
Would you like to be added to our mailing list? ☐ Yes ☐ No
Email

Name Alfred Carrillo
Address 1510 E. Robidoux St.
City/State/Zip Wilmington, Ca. 90744
Phone (310) 549-9925
Organization
Would you like to be added to our mailing list? ☐ Yes ☐ No
Email

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Please sign in

September 25, 2007

Name Marie Castle
Address 1017 E. Colon St
City/State/Zip Wilmington Ca 90744
Phone 310 7195440

Organization Cal-Trans Heim Draw Bridge Operator
Would you like to be added to our mailing list? ☒ Yes ☐ No
Email

Name
Address
City/State/Zip
Phone

Organization
Would you like to be added to our mailing list? ☐ Yes ☐ No
Email

Name
Address
City/State/Zip
Phone

Organization
Would you like to be added to our mailing list? ☐ Yes ☐ No
Email

Name
Address
City/State/Zip
Phone

Organization
Would you like to be added to our mailing list? ☐ Yes ☐ No
Email

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September 25, 2007

Name Evelyn French
Address 10379 W. 9th Street
City/State/Zip Upland, CA 91784
Phone 909 973-2771
Organization Caltrop Corporation
Would you like to be added to our mailing list? ☒ Yes ☐ No
Email efrench@caltrop.com

Name Otis Jackson
Address
City/State/Zip
Phone
Organization
Would you like to be added to our mailing list? ☐ Yes ☐ No
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Name MARIA RAPTIS
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City/State/Zip CA 90012
Phone 213-897-9372.
Organization Caltrans
Would you like to be added to our mailing list? ☐ Yes ☐ No
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Name HUDSON WARREN
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City/State/Zip PASADENA, CA 91107
Phone 310-984-6496
Organization FOREIGN TRADE ASSN - 1ST. V.P.
PROPELLER CLUB of LA/LB PRES
Would you like to be added to our mailing list? ☑ Yes ☐ No
Email HWARREN@CHINAWEST LLC.COM

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September 25, 2007

Name DAN HOFFMAN
Organization Wilmington Chamber
Address 544 N Avalon Suite 104
Would you like to be added to our mailing list? ☑ Yes ☐ No
City/State/Zip Wilmington CA 90744
Email info @ wilmington-chamber.com
Phone 310. 834. 8586

Name TOM SARDO
Organization PARSONS
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Would you like to be added to our mailing list? ☒ Yes ☐ No
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Phone (949) 263-9322

Name ROBERT PEREL
Organization LEEWARD BAY MARINA
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Would you like to be added to our mailing list? ☒ Yes ☐ No
City/State/Zip CA 90049
Email PERELMARINAS @ AOL.COM
Phone (310) 830-5621

Name Andrea Hricko
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City/State/Zip LA 90033
Email ahricko@usc.edu
Phone 323-442-3077

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September 25, 2007

Name Melissa Lin Perrella
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City/State/Zip Santa Monica, CA 90401
Phone 310 434 2300
Organization NRDC
Would you like to be added to our mailing list? ☐ Yes ☐ No
Email mlinperrella@nrdc.org.

Name Kara Bouton
Address 14620 Joanbridge St.
City/State/Zip Baldwin Park, CA 91706
Phone
Organization Corridor Properties
Would you like to be added to our mailing list? ☐ Yes ☐ No
Email KBouton8@msn.com

Name DWAYNE MEARS
Address THE PLANNING CENTER
City/State/Zip 1580 METRO, COSTA MESA 92626
Phone 714 966 9220
Organization →T
Would you like to be added to our mailing list? ☑ Yes ☐ No
Email dmears@planningcenter.com

Name RAY PARK
Address 20558 E DOMINGUEZ ST
City/State/Zip CARSON CA 90810
Phone 310 830 6742
Organization DOMINGUEZ HILLS PROPERTY
Would you like to be added to our mailing list? ☑ Yes ☐ No
Email DISHMASTER1@ATT.NET

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Please sign in

September 25, 2007

Name Peter Ho.
Address 361 W Grove Ave
City/State/Zip Orang, CA
Phone (323) 855-1670.
Organization LAN Eng.
Would you like to be added to our mailing list? ☑ Yes ☐ No
Email Peter.ho@Lanengineering.com

Name PAUL MAK
Address 3819 Bluff St
City/State/Zip Torrance CA 90505
Phone (213) 229-5813
Organization HDR
Would you like to be added to our mailing list? ☑ Yes ☐ No
Email paul.mak@hdrinc.com

Name Vernica Zendejas
Address
City/State/Zip
Phone 310 318 6954
Organization Senator Jenny Oropeza
Would you like to be added to our mailing list? ☐ Yes ☐ No
Email

Name STACEY CROWEN
Address 925 HARBOR PLAZA
City/State/Zip LONG BEACH, CA 90802
Phone
Organization PORT of LONG BEACH
Would you like to be added to our mailing list? ☐ Yes ☐ No
Email

PUBLIC HEARING
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September 25, 2007

Name: Cine Ivery
Organization: Senator Alan Lowenthal
Address: 115 Pine Ave, #430
Would you like to be added to our mailing list? ☐ Yes ☒ No
City/State/Zip: Long Beach 90802
Email: cine.ivery@sen.ca.gov
Phone: (562) 495-4766

Name: Steve Smith
Organization: SCAQMD
Address: 21865 Copley Dr
Would you like to be added to our mailing list? ☒ Yes ☐ No
City/State/Zip: Diamond Bar CA 91765
Email: ssmith@aqmd.gov
Phone: 909 396 3054

Name: JESSE N. MARQUEZ
Organization: COALITION FOR A SAFE ENVIRONMENT
Address: P.O. Box 1918
Would you like to be added to our mailing list? ☒ Yes ☐ No
City/State/Zip: WILMINGTON, CA 90748
Email: JNMARQUEZ@PRODIGY.NET
Phone: 310-834-1128

Name: Prashant Konareddy
Organization: Port of Los Angeles
Address: 425 S Palos Verdes St
Would you like to be added to our mailing list? ☒ Yes ☐ No
City/State/Zip: San Pedro CA 90731
Email: pkonareddy@portla.org
Phone: 310-732-3362

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Please sign in

September 25, 2007

Name Jacob Haik
Address 638 S. Beacon St.
City/State/Zip San Pedro CA. 90731
Phone (310) 732-4515
Organization Office of Councilwoman Hahn
Would you like to be added to our mailing list? ☑ Yes ☐ No
Email Jacob.Haik@lacity.org

Name JESSICA DUBOFF
Address
City/State/Zip
Phone (310) 643-3638
Organization REP. JANE HARMAN
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Email JESSICA.DUBOFF@MAIL.HOUSE.GOV

Name Vanessa Aramayo
Address
City/State/Zip
Phone (310) 549-8282
Organization Rep. Jane Harman
Would you like to be added to our mailing list? ☒ Yes ☐ No
Email vanessa.aramayo@mail.house.gov

Name GEORGE FETTY
Address
City/State/Zip LONG BEACH CA
Phone 562-434-6428
Organization
Would you like to be added to our mailing list? ☐ Yes ☐ No
Email

PUBLIC HEARING
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Please sign in

September 25, 2007

Name Louis Rubenstein
Address 925 Harbor Plaza
City/State/Zip Long Bch CA
Phone 562 590 4151
Organization Port of Long Beach
Would you like to be added to our mailing list? ☒ Yes ☐ No
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Name Lupe Valdez
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City/State/Zip Industry CA
Phone (626) 935-7617
Organization Union Pacific RR
Would you like to be added to our mailing list? ☒ Yes ☐ No
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Name John Peterson
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City/State/Zip Los Angeles, CA 90017
Phone 213-236-9720
Organization
Would you like to be added to our mailing list? ☒ Yes ☐ No
Email JSP@petersonlawgroup.com

Name Harold Williams
Address 701 E. Carson St
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Phone
Organization
Would you like to be added to our mailing list? ☐ Yes ☐ No
Email

PUBLIC HEARING
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September 25, 2007

Name JOHN CROSS
Address 2627 HAYES AVE
City/State/Zip LONG BEACH CA 90810
Phone 562 889.3933
Organization
Would you like to be added to our mailing list? ☐ Yes ☐ No
Email

Name
Address
City/State/Zip
Phone
Organization
Would you like to be added to our mailing list? ☐ Yes ☐ No
Email

Name
Address
City/State/Zip
Phone
Organization
Would you like to be added to our mailing list? ☐ Yes ☐ No
Email

Name
Address
City/State/Zip
Phone
Organization
Would you like to be added to our mailing list? ☐ Yes ☐ No
Email

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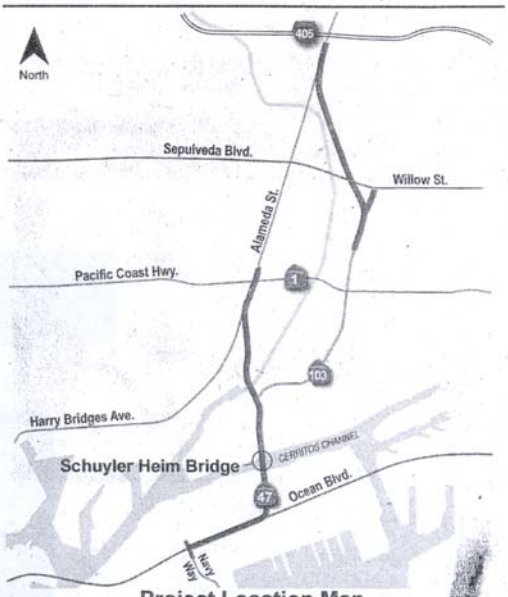
Notice of Availability

Schuyler Heim Bridge Replacement and SR-47 Expressway Project



Project Location Map

What Is Being Planned?

The California Department of Transportation (Caltrans), District 7, is proposing to replace the seismically deficient Schuyler Heim Bridge with a fixed-span bridge and construct a new elevated expressway in and adjacent to the Ports of Long Beach and Los Angeles. Six alternatives have been addressed in the Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR): Bridge Replacement and SR-47 Expressway; Bridge Replacement and SR-103 Extension; Bridge Demolition Avoidance; Bridge Replacement Only; Transportation Systems Management; and No Action.

Why This Notice?

Caltrans has studied the potential effects this project may have on the environment. **New information relevant to the proposed project is now available, information that was not available when the Draft EIS/EIR was circulated for public review and comment in August 2007.** The document that explains these findings is called a Supplemental Draft Environmental Impact Statement/Recirculated Draft Environmental Impact Report (SDEIS/RDEIR), which has recently been approved for public circulation.

What is available?

Copies of the SDEIS/RDEIR are available for review at our District 7 office and the following public libraries around the project area: Carson Regional Library; Dr. Martin Luther King, Jr. Library, Carson; Compton Library; East Rancho Dominguez Library; Harbor City – Harbor Gateway Branch Library; San Pedro Regional Library; Wilmington Library; Long Beach Main Library; Mark Twain Neighborhood Library, Long Beach, Long Beach City Library – Harte Library, and the Los Angeles Library Department. The SDEIS/RDEIR and other project information can also be accessed through our website at http://www.dot.ca.gov/dist07/resources/envdocs or through the Alameda Corridor Transportation Authority website at http://www.acta.org

What is Your Involvement?

Have the potential impacts been addressed? Do you have information that should be included? If you wish to make a comment on the SDEIS/RDEIR, you may submit your written comments until **January 5, 2009** to:

Mr. Ronald Kosinski, Deputy District Director
Division of Environmental Planning
CALTRANS, District 7
100 South Main Street
Los Angeles, CA 90012

If you have any questions regarding this project, please contact Karl Price at (213) 897-1839

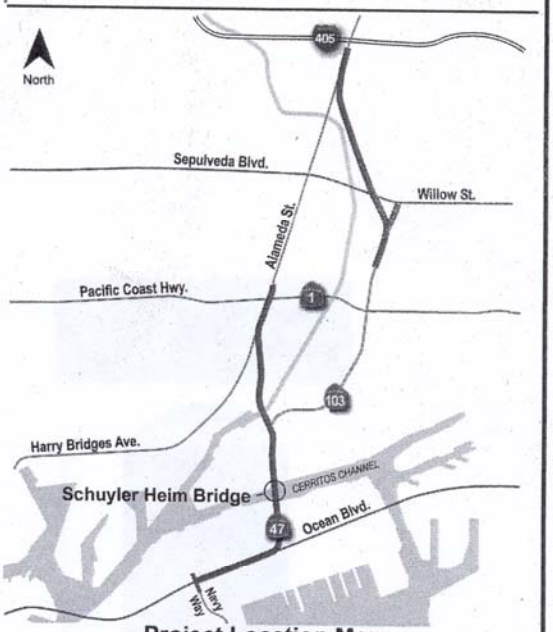
Thank you for your interest!

* A 0 0 0 0 0 0 9 1 9 7 9 6 *

LA Times
11/20/08

Notice of Availability

Schuyler Heim Bridge Replacement
and SR-47 Expressway Project



Project Location Map

What Is Being Planned?

The California Department of Transportation (Caltrans), District 7, is proposing to replace the seismically deficient Schuyler Heim Bridge with a fixed-span bridge and construct a new elevated expressway in and adjacent to the Ports of Long Beach and Los Angeles. Six alternatives have been addressed in the Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR): Bridge Replacement and SR-47 Expressway; Bridge Replacement and SR-103 Extension; Bridge Demolition Avoidance; Bridge Replacement Only; Transportation Systems Management; and No Action.

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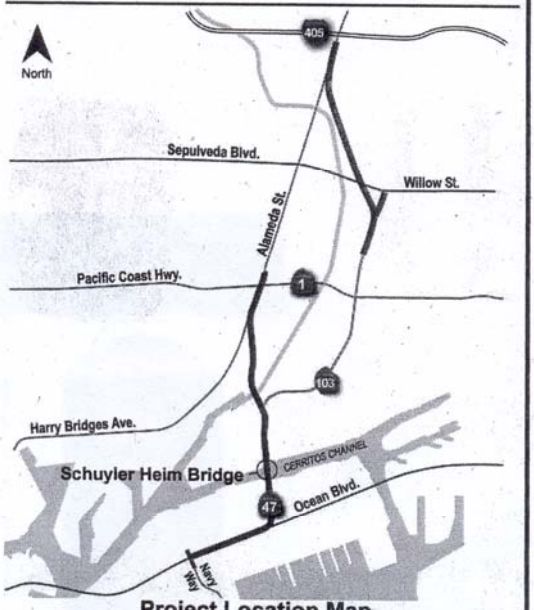
Thank you for your interest!

L.B. Press-Telegram
11/20/08

Caltrans

Notice of Availability

Schuyler Heim Bridge Replacement
and SR-47 Expressway Project



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Caltrans

Mr. Ronald Kosinski, Deputy District Director
Division of Environmental Planning
CALTRANS, District 7
100 South Main Street
Los Angeles, CA 90012

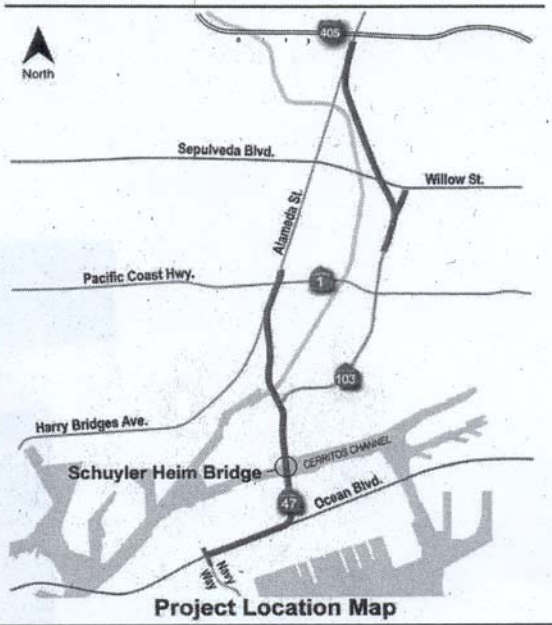
If you have any questions regarding this project, please contact Karl Price at (213) 897-1839

Thank you for your interest!

Daily Breeze
11/20/08

Aviso de Disponibilidad

Reemplazo de Puente Schuyler Heim y Proyecto Expressway SR-47



Project Location Map

¿Qué está siendo planeado?

El Departamento de Transporte de California (Caltrans), Distrito 7, propone el reemplazo del Puente Schuyler Heim el cual tiene una deficiencia sísmica con una abertura fija y construir una nueva autopista elevada dentro y adyacente a los Puertos de Long Beach y de Los Ángeles. En el Borrador de la Declaración de Impacto Ambiental/Informe de Impacto Ambiental (Borrador EIS/EIR) se han tratado seis alternativas: Reemplazo de Puente y Autopista SR-47; Reemplazo de Puente y Extensión SR-103; Evitar la Demolición del Puente; Sólo Reemplazo del Puente; Administración de Sistemas de Transporte; y Zero Acción.

¿Cuál es el objetivo de este aviso?

Caltrans ha estudiado los efectos potenciales que este proyecto podría tener en el ambiente. **La nueva información relevante para el proyecto propuesto está disponible ahora, dicha información no estuvo disponible cuando el Borrador del EIS/EIR estuvo circulando para revisión y comentario del público en agosto de 2007.** El documento que explica estos resultados se llama Borrador de la Declaración de Impacto Ambiental/Informe de Impacto Ambiental (Borrador EIS/EIR), el cual recientemente fue aprobado para distribución pública

¿Qué está disponible?

Las copias del SDEIS/RDEIR están disponibles para revisión en nuestra oficina del Distrito 7 y en las siguientes bibliotecas públicas en los alrededores del área del proyecto: Biblioteca Regional Carson; Biblioteca Dr. Martin Luther King, Jr., Carson; Biblioteca Compton; Biblioteca East Rancho Dominguez; Biblioteca Harbor City – Harbor Gateway Branch; Biblioteca Regional San Pedro; Biblioteca Wilmington; Biblioteca Principal Long Beach; Biblioteca Mark Twain Neighborhood Library, Long Beach, Biblioteca Long Beach City Library, Biblioteca Harte, y el Departamento de Biblioteca de Los Ángeles. El SDEIS/RDEIR e información adicional del proyecto también puede ser accesada a través de internet en la dirección http://www.dot.ca.gov/dist07/resources/envdocs o a través de la página del Alameda Corridor Transportation Authority http://www.acta.org

¿Cuál es su participación?

¿Se han evaluado los impactos potenciales? ¿Tiene usted información que debe ser incluida? Si usted desea hacer un comentario sobre el SDEIS/RDEIR, puede enviar sus comentarios por escrito hasta el **5 de enero de 2009** a la siguiente dirección:

Mr. Ronald Kosinski, Deputy District Director
Division of Environmental Planning
CALTRANS, District 7
100 South Main Street
Los Angeles, CA 90012

Si usted tiene cualquier pregunta sobre este proyecto, por favor comuníquese con Karl Price al (213) 897-1839

¡Muchas gracias por su interés!

111-9137659

LA Opinion

11/20/08

to
als
Pic
Bu

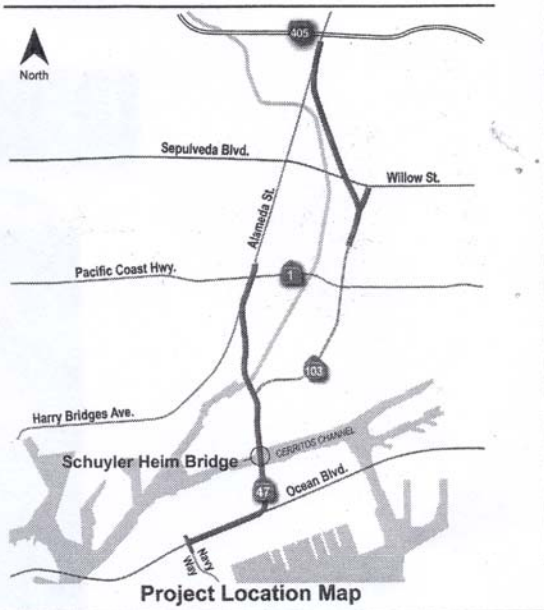
performances.
ervisor Yvonne
Ephraim.

All batteries
Oil-based paints
We can do it!

You can get more information about recycling or make service requests by calling the city's 3-1-1 line.

Notice of Availability

Schuyler Heim Bridge Replacement
and SR-47 Expressway Project



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What is Your Involvement?

Have the potential impacts been addressed? Do you have information that should be included? If you wish to make a comment on the SDEIS/RDEIR, you may submit your written comments until **January 5, 2009** to:

Mr. Ronald Kosinski, Deputy District Director
Division of Environmental Planning
CALTRANS, District 7
100 South Main Street
Los Angeles, CA 90012

If you have any questions regarding this project, please contact Karl Price at (213) 897-1839

Thank you for your interest!

L.A. Watts Times
11/20/08

TR2 Page 4

information that were submitted for review on November 20th, 2008, which included the health risk assessment that was performed at the request of the ACTA Board, the ACTA Board in response to comments made of the September public meeting.

Please fill out the speaker cards in advance and give them to Maria or Liz. They're over there. Please raise your hands.

If you do not wish to speak but want to submit comments tonight, please fill in your comments on the cards. Both the speakers' oral comments and those comments on the cards will be made part of the record with responses included in the final EIR/EIS.

You will also have the opportunity to file written comments with Caltrans by Friday of this week, January 30th, 2009, by e-mail, fax or letter. Those who require more time may request Caltrans in writing before Friday to grant them additional time.

These requests will be considered by Caltrans on a case-by-case basis. We encourage all of you to get your comments in by the deadline so they can be addressed. These instructions will be repeated at the end of this meeting.

We will begin with a seven-minute long video describing the project followed by three speakers.

Please hold all your comments until after the speakers finish. Those who have submitted speaker cards will be called in the order they were received. Three names will be called at a time to help speed the process.

And with that, I would like to introduce the SR-47 video to provide you with an overview of the entire project.

(A seven-minute video was played.)

MR. HERNANDEZ: I would now like to introduce Art Goodwin, the director of planning for the Alameda Corridor who will provide an overview of the project.

Mr. Goodwin.

MR. GOODWIN: Thank you very much.

I'm just going to provide a very brief overview of the project and some of the milestones and dates that we've been working on.

The first thing I'll provide is the project alternatives. Something that you may remember we had in the drafting of the EIR/EIS here in this room September 27, 2007. So that's a year-and-a-half ago now.

There were six alternatives. The two alternatives that received the most attention and provide the most -- address most of the goals of the project are really two.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012-3606
PHONE (213) 897-0362
FAX (213) 897-0360
TTY (213) 897-9797

Flex your power!
Be energy efficient!

January 20, 2009

The Honorable Warren T. Furutani
Assembly Member, 55th District
4201 Long Beach Boulevard, Suite 327
Long Beach, CA 90807

Dear Assembly Member Furutani:

We appreciate your interest in this critical bridge replacement and expressway improvement project. The California Department of Transportation (Department) and Alameda Corridor Transportation Authority (ACTA) are attempting to develop a project that replaces the Schuyler Heim Bridge, which is seismically deficient, structurally deficient and has substandard safety features. The proposed project alternatives, which have not changed, originally commenced public review on August 17, 2007. So the public's knowledge and understanding of the project alternatives and their potential impacts are well known.

The new information currently being recirculated has a limited focus. The Department and ACTA agreed to circulate the ACTA Health Risk Assessment (HRA) and the UC Davis analysis. The Department believes that this limited new information has clear limitations and uncertainties. The ACTA HRA follows the South Coast Air Quality Management District methodology, which is well known to those who are interested in potential health related implications of projects proposed in the vicinity of the Port of Los Angeles and Port of Long Beach.

Public circulation of this HRA commenced on November 20, 2008. Since then, we have received several comments and believe the legally required 45-day California Environmental Quality Act review timeframe is adequate. However, we have offered community interest groups additional time to provide responses as an informal extension. In response to your request, the Department will extend our informal comment period and will accept comments until the ACTA community meeting on January 27, 2009, this timeframe allows for consideration of any insights that may come from that meeting. Those individuals who contact us requesting more time will be informed of this extension. We look forward to reviewing any meaningful comments and moving forward with a decision. I trust that this extension and the factors we are considering provide a balanced understanding of the factors surrounding this critical transportation project.

If you have any additional comments or questions, please contact Ron Kosinski, Deputy District Director, Environmental Planning, at (213) 897-0362.

Sincerely,

DOUGLAS R. FAILING
District Director

Print Form

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P. O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2002021009

Project Title: Schuyler Heim Bridge Replacement and SR-47 Expressway Project

Lead Agency: Caltrans District 7 | Contact Person: Karl Price

Mailing Address: Division of Environmental Planning, 100 S. Main Street | Phone: 213-897-1839

City: Los Angeles, CA | Zip: 90012 | County: Los Angeles

Project Location: County: Los Angeles | City/Nearest Community: Long Beach and Los Angeles

Cross Streets: | Zip Code:

Lat. / Long.: ____° ____' ____" N/ ____° ____' ____" W | Total Acres: approximately 31

Assessor's Parcel No.: | Section: | Twp.: 5S/4S | Range: R13W | Base:

Within 2 Miles: State Hwy #: SR-47 and SR-1 | Waterways: Cerritos Channel; Dominguez Channel

Airports: | Railways: UPRR, PHL, ACTA | Schools: Hudson,Cabrillo,Wlmtn

Document Type:

CEQA: ☐ NOP ☐ Early Cons ☐ Neg Dec ☐ Mit Neg Dec ☐ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) 2002021009 Other Recirculated Draft EIR

NEPA: ☐ NOI ☐ EA ☑ Draft EIS ☐ FONSI

Other: ☑ Joint Document ☐ Final Document ☑ Other Supp EIS

Local Action Type:

☐ General Plan Update ☐ General Plan Amendment ☐ General Plan Element ☐ Community Plan
☐ Specific Plan ☐ Master Plan ☐ Planned Unit Development ☐ Site Plan
☐ Rezone ☐ Prezone ☐ Use Permit ☐ Land Division (Subdivision, etc.)
☐ Annexation ☐ Redevelopment ☑ Coastal Permit ☐ Other

Development Type:

☐ Residential: Units ____ Acres ____
☐ Office: Sq.ft. ____ Acres ____ Employees ____
☐ Commercial: Sq.ft. ____ Acres ____ Employees ____
☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
☐ Educational
☐ Recreational

☐ Water Facilities: Type ____ MGD ____
☑ Transportation: Type Hwy, bridge replacement, expway
☐ Mining: Mineral ____
☐ Power: Type ____ MW ____
☐ Waste Treatment: Type ____ MGD ____
☐ Hazardous Waste: Type ____
☐ Other: ____

Project Issues Discussed in Document:

☐ Aesthetic/Visual
☐ Agricultural Land
☑ Air Quality
☐ Archeological/Historical
☐ Biological Resources
☐ Coastal Zone
☐ Drainage/Absorption
☐ Economic/Jobs
☐ Fiscal
☐ Flood Plain/Flooding
☐ Forest Land/Fire Hazard
☐ Geologic/Seismic
☐ Minerals
☐ Noise
☐ Population/Housing Balance
☐ Public Services/Facilities
☐ Recreation/Parks
☐ Schools/Universities
☐ Septic Systems
☐ Sewer Capacity
☐ Soil Erosion/Compaction/Grading
☐ Solid Waste
☐ Toxic/Hazardous
☐ Traffic/Circulation
☐ Vegetation
☐ Water Quality
☐ Water Supply/Groundwater
☐ Wetland/Riparian
☐ Wildlife
☐ Growth Inducing
☐ Land Use
☑ Cumulative Effects
☑ Other Community Resources

Present Land Use/Zoning/General Plan Designation:

Project Description: *(please use a separate page if necessary)*

The proposed Schuyler Heim Bridge Replacement and SR-47 Expressway project would replace the seismically deficient vertical lift bridge with a fixed-span bridge across Cerritos Channel, and either construct an elevated four-lane expressway from Terminal island to Alameda Street, or construct an elevated four-lane extension of SR-103 to Alameda Street. Six alternatives are evaluated in the Draft Recirculated EIR/Draft Supplemental EIR.

Note: The state Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

January 2008

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

S Air Resources Board
X Boating & Waterways, Department of
S California Highway Patrol
S Caltrans District # 7
____ Caltrans Division of Aeronautics
S Caltrans Planning (Headquarters)
____ Coachella Valley Mountains Conservancy
S Coastal Commission
____ Colorado River Board
S Conservation, Department of
____ Corrections, Department of
____ Delta Protection Commission
____ Education, Department of
____ Energy Commission
S Fish & Game Region # 5
____ Food & Agriculture, Department of
____ Forestry & Fire Protection
____ General Services, Department of
____ Health Services, Department of
S Housing & Community Development
S Integrated Waste Management Board
S Native American Heritage Commission
X Office of Emergency Services
S Office of Historic Preservation
____ Office of Public School Construction
X Parks & Recreation
____ Pesticide Regulation, Department of
S Public Utilities Commission
____ Reclamation Board
S Regional WQCB # 4
X Resources Agency
____ S.F. Bay Conservation & Development Commission
____ San Gabriel & Lower L.A. Rivers and Mtns Conservancy
____ San Joaquin River Conservancy
____ Santa Monica Mountains Conservancy
S State Lands Commission
____ SWRCB: Clean Water Grants
S SWRCB: Water Quality
____ SWRCB: Water Rights
____ Tahoe Regional Planning Agency
S Toxic Substances Control, Department of
____ Water Resources, Department of

S Other South Coast Air Quality Management District
____ Other _____

Local Public Review Period (to be filled in by lead agency)

Starting Date November 21, 2008 Ending Date January 5, 2009

Lead Agency (Complete if applicable):

Consulting Firm: _____
Address: _____
City/State/Zip: _____
Contact: _____
Phone: _____

Applicant: Caltrans/Alameda Corridor Transportation Authorit
Address: 100 South Main Street
City/State/Zip: Los Angeles/CA/90012
Phone: 213-897-1839

Signature of Lead Agency Representative: Karl Price **Date:** 11/13/08

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, 100 SO. MAIN ST., STE. 100
LOS ANGELES, CA 90012-3606
TDD (213) 897-6610

Flex your power!
Be energy efficient!

November 14, 2008

Responsible Agencies, Reviewing Agencies, Trustee Agencies and Individuals Interested in the Schuyler Heim Bridge Replacement and SR-47 Expressway Project

File: 07-LA-47 PM 2.7/5.8
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
EA 238500

Notice of Availability

Supplemental Draft Environmental Impact Statement/Recirculated

Draft Environmental Report

The California Department of Transportation (Caltrans) has completed the Supplemental Draft Environmental Impact Statement/Recirculated Draft Environmental Impact Report (SDEIS/RDEIR) for the Schuyler Heim Bridge Replacement and SR-47 Expressway Project in the Ports of Long Beach and Los Angeles, California. The proposed alternatives include replacement of the Schuyler Heim lift bridge with a fixed-span bridge and either construction of an elevated SR-47 expressway from Terminal Island to Pacific Coast Highway (the new bridge will be a portion the new expressway) or construction of an elevated SR-103 extension. Six alternatives for the project have been evaluated.

This SDEIS/RDEIR for the proposed Schuyler Heim Bridge Replacement and SR-47 Expressway project provides new information relevant to the proposed project, information that was not available when the Draft EIS/EIR was circulated for public review and comment in August 2007. The document is considered a partial SDEIS/RDEIR because it only includes information and analysis updated since the Draft EIS/EIR was circulated. The new information is based on a Health Risk Assessment prepared by the Alameda Corridor Transportation Authority (ACTA), as a Responsible Agency, and an analysis of the ACTA HRA performed by Caltrans and the University of California Davis.

IS THIS BEING SENT AS A HARD COPY? WHAT ABOUT CDs?

In an effort to save paper, the enclosed SDEIS/RDEIR is being sent on CD. A hard copy of the SDEIS/RDEIR may be viewed at the following locations:

- Caltrans, District 7: 100 South Main Street, Los Angeles, CA 90012
- Los Angeles Library Department: 630 W. 5th Street, Los Angeles, CA 90071
- Wilmington Library: 1300 North Avalon Boulevard, Wilmington, CA 90744
- Carson Regional Library: 151 East Carson Street, Carson, CA 90745-2797
- Victoria Park Library: 17906 South Avalon Boulevard, Carson, CA 90746-1598
- Compton Library: 240 W. Compton Blvd., Compton, CA 90220
- San Pedro Regional Library: 931 South Gaffey Street, San Pedro, CA 90731
- Harbor City-Harbor Gateway Branch Library: 24000 South Western, Harbor City, CA 90710

- Long Beach City Library-Harte Library: 1595 West Willow Street, Long Beach, CA 90810
- Long Beach Main Library: 101 Pacific Avenue, Long Beach, CA 90802
- Mark Twain Neighborhood Library: 1325 East Anaheim Street, Long Beach, CA 90813
- Each Rancho Dominguez Library: 4205 East Compton Boulevard, East Rancho Dominguez, CA 90221-3664

The SDEIS/RDEIR may also be accessed from our website: http://www.dot.ca.gov/dist07/resources/envdocs/ and through the Alameda Corridor Transportation Authority website at: www.acta.org

We will be pleased to answer any questions you may have with regard to this project.

Written comments on the SDEIS/RDEIR must be submitted by January 5, 2009.

Please send your comments to:

Ronald Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street MS-16A
Los Angeles, CA 90012

If you have any questions, please contact Karl Price (213) 897-1839. Thank you for your interest in this important transportation project.

Sincerely,

Ronald Kosinski

Ronald Kosinski
Deputy District Director, Caltrans District 7

Enclosure

Web site that enables subscribers to receive e-mail notification when a document is added to a subscribed docket(s). For assistance with any FERC Online service, please e-mail *FERCOnlineSupport@ferc.gov*, or call (866) 208–3676 (toll free). For TTY, call (202) 502–8659.

Comment Date: 5 p.m. Eastern Time Monday, December 1, 2008.

Kimberly D. Bose,

Secretary.

[FR Doc. E8–28280 Filed 11–26–08; 8:45 am]

BILLING CODE 6717–01–P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

[Docket No. PR09–5–000]

Lee 8 Storage Partnership; Notice of Petition for Rate Approval

November 21, 2008.

Take notice that on November 14, 2008, Lee 8 Storage Partnership (Lee 8) filed pursuant to section 284.123(b)(2) of the Commission's regulations, filed a petition requesting that the Commission approve its rates pursuant to section 31(a)(2) of the Natural Gas Policy Act of 1978. Lee 8 proposes system-wide maximum rates of $3.2988 per Dt of deliverability and $0.0330 per Dt of capacity. In addition, Lee 8 states that it will charge 0.57% of the injected volumes and 0.57% of the withdrawal volumes as an allowance for compressor fuel and lost-and-unaccounted-for gas on Lee 8's system.

Any person desiring to participate in this rate proceeding must file a motion to intervene or to protest this filing must file in accordance with Rules 211 and 214 of the Commission's Rules of Practice and Procedure (18 CFR 385.211 and 385.214). Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a notice of intervention or motion to intervene, as appropriate. Such notices, motions, or protests must be filed on or before the date as indicated below. Anyone filing an intervention or protest must serve a copy of that document on the Applicant. Anyone filing an intervention or protest on or before the intervention or protest date need not serve motions to intervene or protests on persons other than the Applicant.

The Commission encourages electronic submission of protests and interventions in lieu of paper using the ''eFiling'' link at *http://www.ferc.gov.* Persons unable to file electronically should submit an original and 14 copies of the protest or intervention to the Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC 20426.

This filing is accessible on-line at *http://www.ferc.gov,* using the ''eLibrary'' link and is available for review in the Commission's Public Reference Room in Washington, DC. There is an ''eSubscription'' link on the Web site that enables subscribers to receive e-mail notification when a document is added to a subscribed docket(s). For assistance with any FERC Online service, please e-mail *FERCOnlineSupport@ferc.gov,* or call (866) 208–3676 (toll free). For TTY, call (202) 502–8659.

Comment Date: 5 p.m. Eastern Time December 1, 2008.

Kimberly D. Bose,

Secretary.

[FR Doc. E8–28291 Filed 11–26–08; 8:45 am]

BILLING CODE 6717–01–P

ENVIRONMENTAL PROTECTION AGENCY

[ER–FRL–8588–1]

Environmental Impact Statements and Regulations; Availability of EPA Comments

Availability of EPA comments prepared pursuant to the Environmental Review Process (ERP), under section 309 of the Clean Air Act and Section 102(2)(c) of the National Environmental Policy Act as amended. Requests for copies of EPA comments can be directed to the Office of Federal Activities at 202–564–7146.

An explanation of the ratings assigned to draft environmental impact statements (EISs) was published in FR dated April 6, 2008 (73 FR 19833).

Draft EISs

EIS No. 20080340, ERP No. D–FHW–J40184–UT, SR–262; Montezuma Creek to Aneth Project, Improvements to the Intersection of SR–162, SR–262, and County Road (CR) 450 in Montezuma Creek, Funding, Navajo Nation, San Juan County, UT.

Summary: EPA expressed environmental concerns about increased sedimentation and erosion impacts, additional impacts to drainage channels and habitat connectivity, and cumulative impacts to water quality and wildlife. Rating EC2.

EIS No. 20080370, ERP No. D–AFS–K65347–CA, Gemmill Thin Project, Proposal to Reduce the Intensity and Size of Future Wildfires, and to Maintain/Improve Ecosystem Function and Wildlife Habitat, Chanchellula Late-Success ional Reserve, Shasta-Trinity National Forest, Trinity County, CA.

Summary: EPA expressed environmental concerns about impacts to air quality, and requested additional mitigation measures. EPA also expressed environmental concerns about impacts to communities. Rating EC2.

EIS No. 20080397, ERP No. D–AFS–J65525–00, Hermosa Landscape Grazing Analysis Project, Proposes to Continue to Authorize Livestock Grazing Cascade Reservoir, Dutch Creek, Elbert Creek, Hope Creek South Fork, and Upper Hermosa Allotments, Columbine Ranger District, San Juan National Forest, LaPlata and San Juan Counties, CO.

Summary: EPA expressed environmental concerns about impacts to water quality, and requested a commitment to monitoring and protection of at-risk riparian areas. Rating EC2.

EIS No. 20080302, ERP No. DB–UAF–E11056–FL, Eglin Air Force Base (AFB) and Hurlburt Field, Proposes to Implement the Military Housing Privatization Initiative (MHPI), FL.

Summary: EPA expressed environmental concerns about impacts to air quality from construction activities. Rating EC2.

EIS No. 20080352, ERP No. DS–COE–G39047–00, White River Minimum Flood Study, To Provide an Improved Minimum Flow for the Benefit of the Tail Water Fishery, White River Basin Lakes: Beaver, Table Rock, and Bull Shoal Lakes on the White River; Norfork Lake on the North Fork White River; and Greens Ferry Lake on the Little Red River, AR and MO.

Summary: No formal comment letter was sent to the preparing agency. Rating LO.

Final EISs

EIS No. 20080321, ERP No. F–FHW–K40267–CA, Phase I–CA 11 Corridor Location and Route Adoption and Location Identification of the Otay Mesa East Port of Entry (POE) on Otay Mesa, Presidential Permit for the POE and Acquisition of Right-Of-Way Permit, San Diego County, CA.

Summary: EPA continues to have environmental concerns about impacts from induced growth and the lack of information on mobile source air toxics.

EIS No. 20080338, ERP No. F–FHW–J40180–UT, UT–108 Transportation Improvement Project, To Improve Local and Regional Mobility from UT–108 between UT–127 (Antelope Drive) to UT–126 (1900 West) Located in Syracuse, West Point and Clinton in Dave County, and Roy and West Haven in Weber County, UT.

Summary: EPA continues to have environmental concerns about mobile source air toxics. However, EPA is pleased that FHWA has addressed previous concerns raised about other construction emission BMPs and mitigation measures for impacts to sensitive receptors.

EIS No. 20080367, ERP No. F–FHW–J40178–UT, Mountain View Corridor (MVC) Project, Proposed Transportation Improvement 2030 Travel Demand in Western Salt Lake County south of I–80 and west of Bangerter Highway and in northwestern Utah County of I–15, south of the Salt Lake County Line, and north of Utah Lake, Salt Lake and Utah County, UT.

Summary: EPA continues to have environmental concerns about the analysis of mobile source air toxics.

EIS No. 20080412, ERP No. F–FRA–C50016–UT, Portal Bridge Capacity Enhancement Project, To Replace the nearly 100-Year-Old Portal Bridge and Eliminate Capacity Constraints on the Northeast Corridor between Swift Interlocking and Secaucus Transfer Station, Funding, U.S. Army Corp Section 10 and 404 Permits, Hackensack River, Hudson County, NJ.

Summary: EPA has environmental concerns about the general air conformity and mitigation for wetlands impacts.

EIS No. 20080417, ERP No. F–UAF–E15001–FL, Eglin Air Force Base Program, Base Realignment and Closure (BRAC) 2005 Decisions and Related Action, Implementation, FL.

Summary: EPA has environmental concerns about impacts to air quality from the BRAC relocation activities and noise exposure from the introduction of the F–35 aircraft.

EIS No. 20080425, ERP No. F–NOA–C91006–00, Amendment 4 to the Spiny Lobster Fishery Management Plan of Puerto Rico and the U.S. Virgin Islands and Amendment 8 to the Spiny Lobster Fishery Management Plan of the Gulf of Mexico and South Atlantic, To Address the Harvest and Exportation of Undersized Lobster Tails to the United States.

Summary: EPA does not object to the proposed project.

EIS No. 20080427, ERP No. F–AFS–F65071–WI, Medford Aspen Project, Preferred Alternative is Alternative 3, To Implement a Number of Vegetation and Transportation Management Activities, Medford-Park Falls Ranger District, Chequamegon-Nicolet National Forest, Taylor County, WI.

Summary: EPA does not object to the proposed action.

Dated: November 24, 2008.

Robert W. Hargrove,

Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. E8–28320 Filed 11–26–08; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[ER–FRL–8587–9]

Environmental Impacts Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564–1399 or *http://www.epa.gov/compliance/nepa/*.

Weekly Receipt of Environmental Impact Statements

Filed 11/17/2008 Through 11/21/2008 Pursuant to 40 CFR 1506.9.

EIS No. 20080474, Draft EIS, NPS, VA, Cedar Creek and Bella Grove National Historical Park, General Management Plan, Implementation, Frederick, Shenandoah, Warren Counties, VA, *Comment Period Ends:* 02/26/2009, *Contact:* Christopher J. Stubbs 540–868–9176.

EIS No. 20080475, Draft Supplement, FHW, CA, Schuyler Heim Bridge Replacement and SR–47 Expressway Improvement Project, New Information related to Health Risk Associated with Air Toxics, Funding, U.S. Coast Guard Bridge Permit, U.S. Army COE Section 10 and 404 Permits, Ports of Long Beach and Los Angeles, Los Angeles County, CA, *Comment Period Ends:* 01/12/2009, *Contact:* Karl Price 213–897–1839.

EIS No. 20080476, Final EIS, COE, 00, White River Minimum Flood Study, To Provide an Improved Minimum Flow for the Benefit of the Tail Water Fishery, White River Basin Lakes: Beaver, Table Rock, and Bull Shoal Lakes on the White River; Norfork Lake on the North Fork White River; and Greens Ferry Lake on the Little Red River, AR and MO, *Wait Period Ends:* 12/29/2008, *Contact:* Mike Biggs 501–324–7342.

EIS No. 20080477, Draft EIS, FTA, MA, Urban Ring Corridor—Phase 2 Project, Circumferential Transportation Improvements, Proposed Major New Bus Rapid Transit, Funding and Right-of-Way Permit, Located in the Municipalities of Boston, Brookline, Cambridge, Chelsea, Everett, Medford and Somerville, MA, *Comment Period Ends:* 02/09/2009, *Contact:* Mary Beth Mello 617–494–2055.

EIS No. 20080478, Final Supplement, COE, CA, Pacific Los Angeles Marine Terminal, Pier 400 Berth 408 Project, Construction and Operation of a new Marine Terminal, U.S. Army COE Section 10 and 404 Permits, Port of Los Angeles, Los Angeles County, CA, *Wait Period Ends:* 12/29/2008, *Contact:* Dr. Spencer D. MacNeil 805–585–2152.

EIS No. 20080479, Draft EIS, FHW, UT, Geneva Road, Center Street/1600 West (Provo) to Geneva Road/SR–89 (Pleasant Grove), Improvements, U.S. Army COE 404 Permit, Utah County, UT, *Comment Period Ends:* 01/22/2009, *Contact:* Bryan Dillon 801–963–0182.

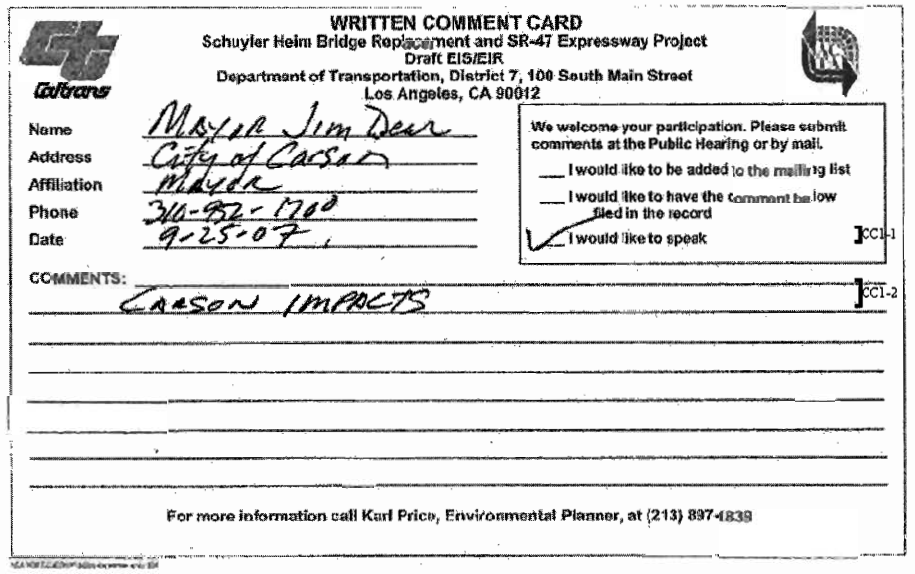
EIS No. 20080480, Draft EIS, USN, NJ, Laurelwood Housing Area, Access at Naval Weapons Station Earle, Lease Agreement, Monmouth County, NJ, *Comment Period Ends:* 01/12/2009, *Contact:* Kim Joyner-Barty 757–322–8473.

EIS No. 20080481, Draft EIS, NOA, CA, Southwest Fisheries Science Center Replacement, Construction and Operation, located on University of California, San Diego Scripps Institute of Oceanography Campus, LaJolla, CA, *Comment Period Ends:* 01/12/2009, *Contact:* Mark Eberling 206–526–6477.

EIS No. 20080482, Final EIS, DOE, 00, PROGRAMMATIC—Designation of Energy Corridors in 11 Western States, Preferred Location of Future Oil, Gas, and Hydrogen Pipelines and Electricity Transmission and Distribution Facilities on Federal Land, AZ, CA, CO, ID, MT, NV, NM, UT, WA and WY, *Wait Period Ends:* 12/29/2008, *Contact:* LaVerne Kyriss 202–586–1056. Department of Energy and the Department of the Interior/Bureau of Land Management are Joint Lead Agencies on this project.

EIS No. 20080483, Final EIS, FHW, MO, MO–34 Improvement, from U.S. Routes 60/21 Intersection in Carter County to Routes 34/72 Intersection in Cape Girardeau County, Funding, U.S. Army COE Section 404 Permit, Carter, Bollinger, Reynolds, Wayne, and Cape Girardeau Counties, MO, *Wait Period Ends:* 12/30/2008, *Contact:* Peggy Casey 573–636–7104.

Comment Card 1



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012

Caltrans

Name: Mayor Jim Dear
Address: City of Carson
Affiliation: Mayor
Phone: 310-952-1700
Date: 9-25-07

We welcome your participation. Please submit comments at the Public Hearing or by mail.
___ I would like to be added to the mailing list
___ I would like to have the comment below filed in the record
✓ I would like to speak

CC1-1

COMMENTS: CARSON IMPACTS

CC1-2

For more information call Karl Price, Environmental Planner, at (213) 897-1839

Response to Comment CC1-1

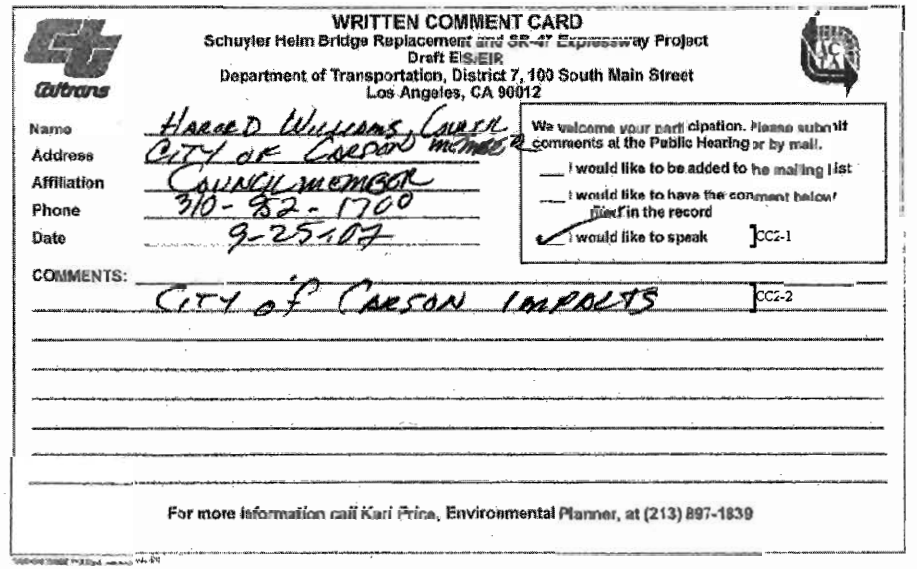
Your concerns regarding project-related impacts to the City of Carson are recorded in the Public Hearing transcript. Please see responses to your comments (TR-1, TR-2, TR-3, TR-4, TR-5).

Response to Comment CC1-2

Your concerns regarding project-related impacts to the City of Carson are acknowledged. Please see responses AJ8-2 and AJ8-15.

Also, please note that residences of concern in Carson, namely those located east of Alameda Street between Dominguez Street and I-405, and the church and homes between Dominguez and Carson Streets, are considered to be outside the project study area. The study area encompasses locations where the proposed SR-47 project would cause actual physical changes to the roadway system.

Comment Card 2



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012

Caltrans

Name: Harold Williams, Council member
Address: City of Carson
Affiliation: Council member
Phone: 310-952-1700
Date: 9-25-07

We welcome your participation. Please submit comments at the Public Hearing or by mail.
___ I would like to be added to the mailing list
___ I would like to have the comment below filed in the record
✓ I would like to speak

CC2-1

COMMENTS: City of Carson impacts

CC2-2

For more information call Karl Price, Environmental Planner, at (213) 897-1839

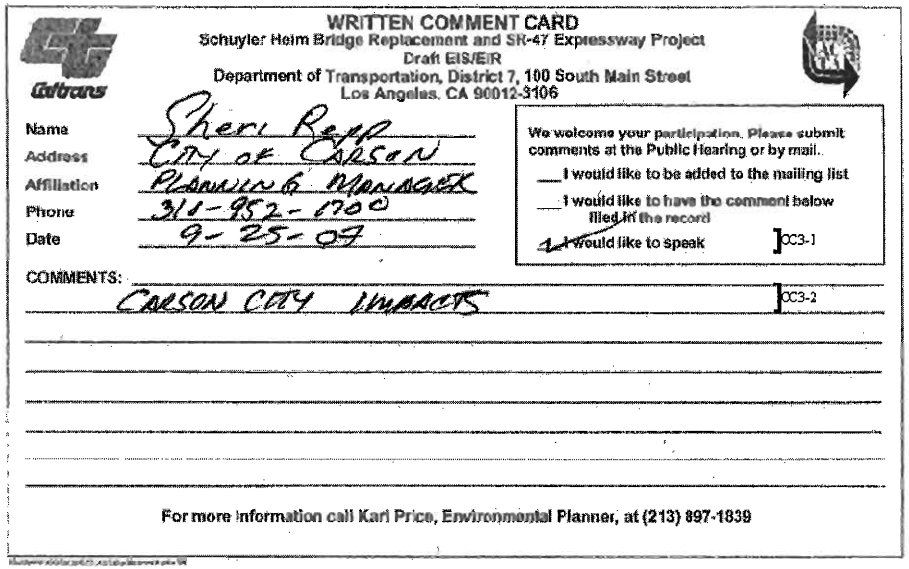
Response to Comment CC2-1

Your comments are addressed in responses TR1-6, TR1-7, TR1-8, and TR1-9.

Response to Comment CC2-2

Your concerns regarding project-related impacts to the City of Carson are acknowledged.

Comment Card 3



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012-3106

Name: Sheri Repp
Address: City of Carson
Affiliation: Planning Manager
Phone: 310-952-1700
Date: 9-25-07

We welcome your participation. Please submit comments at the Public Hearing or by mail.
___ I would like to be added to the mailing list
___ I would like to have the comment below filed in the record
✓ I would like to speak] CC3-1

COMMENTS: CARSON CITY IMPACTS] CC3-2

For more information call Karl Price, Environmental Planner, at (213) 897-1839

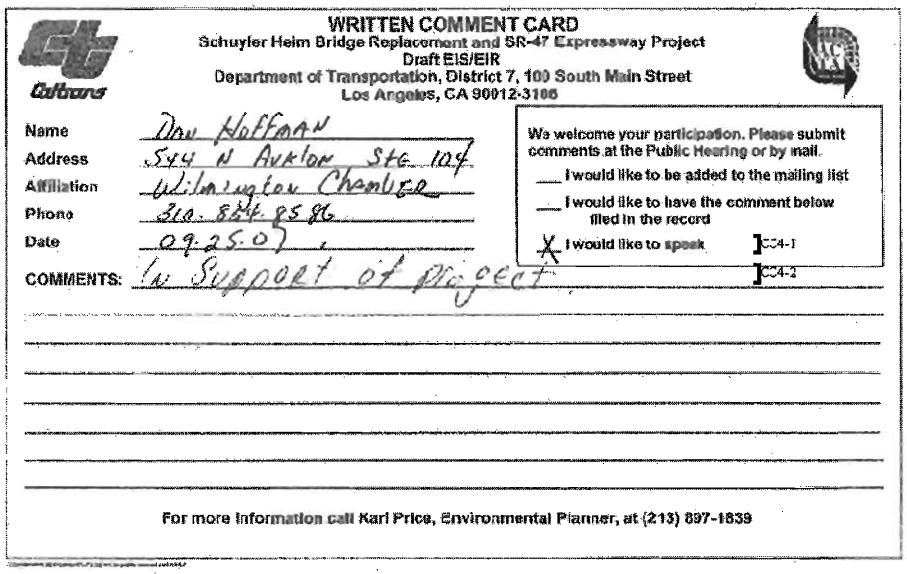
Response to Comment CC3-1

Your comments are addressed in responses TR1-10 and TR1-11.

Response to Comment CC3-2

Your concerns regarding project-related impacts to the City of Carson are acknowledged.

Comment Card 4



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012-3106

Name: Don Hoffman
Address: 544 N Avalon Ste 104
Affiliation: Wilmington Chamber
Phone: 310. 834. 8586
Date: 09.25.07
COMMENTS: In Support of Project

We welcome your participation. Please submit comments at the Public Hearing or by mail.
___ I would like to be added to the mailing list
___ I would like to have the comment below filed in the record
X I would like to speak] CC4-1] CC4-2

For more information call Karl Price, Environmental Planner, at (213) 897-1839

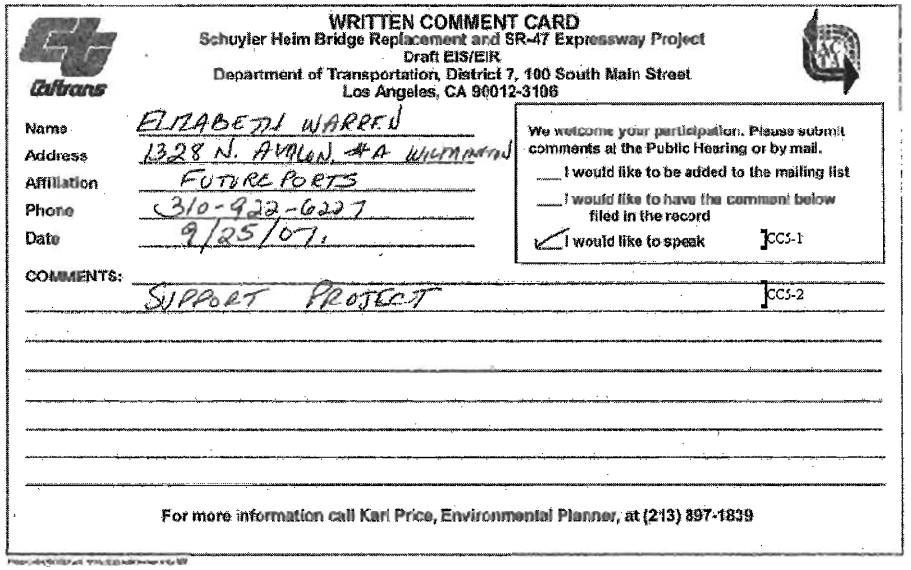
Response to Comment CC4-1

Your comments are addressed in responses TR1-12 and TR1-13.

Response to Comment CC4-2

Your support for the proposed project is acknowledged.

Comment Card 5



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012-3106

Caltrans

Name: ELIZABETH WARREN
Address: 1328 N. AVALON #A WILMINGTON
Affiliation: FUTUREPORTS
Phone: 310-922-6227
Date: 9/25/07

We welcome your participation. Please submit comments at the Public Hearing or by mail.
___ I would like to be added to the mailing list
___ I would like to have the comment below filed in the record
✓ I would like to speak CC5-1

COMMENTS: SUPPORT PROJECT CC5-2

For more information call Karl Price, Environmental Planner, at (213) 897-1839

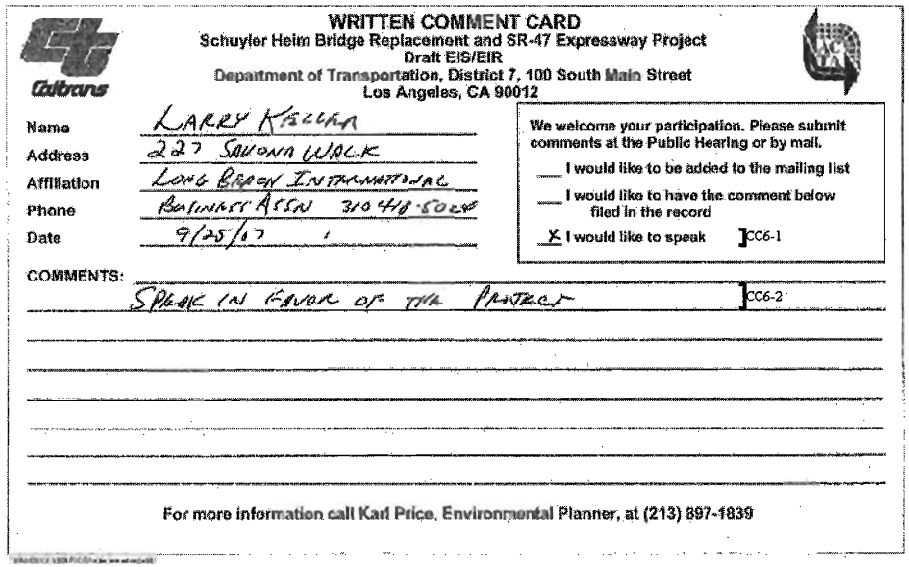
Response to Comment CC5-1

Your comment is addressed in response TR1-14.

Response to Comment CC5-2

Your support for the proposed project is acknowledged.

Comment Card 6



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012

Caltrans

Name: LARRY KELLER
Address: 227 SAVONA WALK
Affiliation: LONG BEACH INTERNATIONAL BUSINESS ASSN
Phone: 310 410-5020
Date: 9/25/07

We welcome your participation. Please submit comments at the Public Hearing or by mail.
___ I would like to be added to the mailing list
___ I would like to have the comment below filed in the record
X I would like to speak CC6-1

COMMENTS: SPEAK IN FAVOR OF THE PROJECT CC6-2

For more information call Karl Price, Environmental Planner, at (213) 897-1839

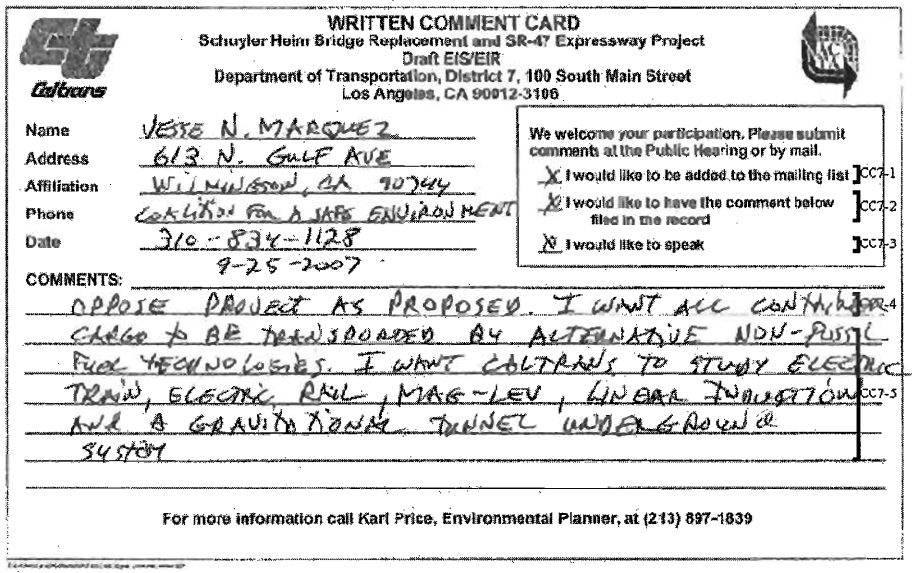
Response to Comment CC6-1

Your comments are addressed in responses TR1-15 and TR1-16.

Response to Comment CC6-2

Your support for the proposed project is acknowledged.

Comment Card 7



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012-3186

Name: JESSE N. MARQUEZ
Address: 613 N. GULF AVE
Affiliation: WILMINGTON, CA 90744
Phone: COALITION FOR A SAFE ENVIRONMENT
Date: 310-834-1128 9-25-2007

We welcome your participation. Please submit comments at the Public Hearing or by mail.
X I would like to be added to the mailing list CC7-1
X I would like to have the comment below filed in the record CC7-2
X I would like to speak CC7-3

COMMENTS:
OPPOSE PROJECT AS PROPOSED. I WANT ALL CONTAINER CARGO TO BE TRANSPORTED BY ALTERNATIVE NON-FOSSIL FUEL TECHNOLOGIES. I WANT CALTRANS TO STUDY ELECTRIC TRAIN, ELECTRIC RAIL, MAG-LEV, LINEAR INDUCTION AND A GRAVITY ZERO TUNNEL UNDERGROUND SYSTEM CC7-4 CC7-5

For more information call Karl Price, Environmental Planner, at (213) 897-1839

Response to Comment CC7-1

Your name has been added to the mailing list, as requested.

Response to Comment CC7-2

By virtue of being included in this Final EIS/EIR, your comments and responses are filed in the public record.

Response to Comment CC7-3

Your comments are addressed in responses TR1-17 and TR1-18.

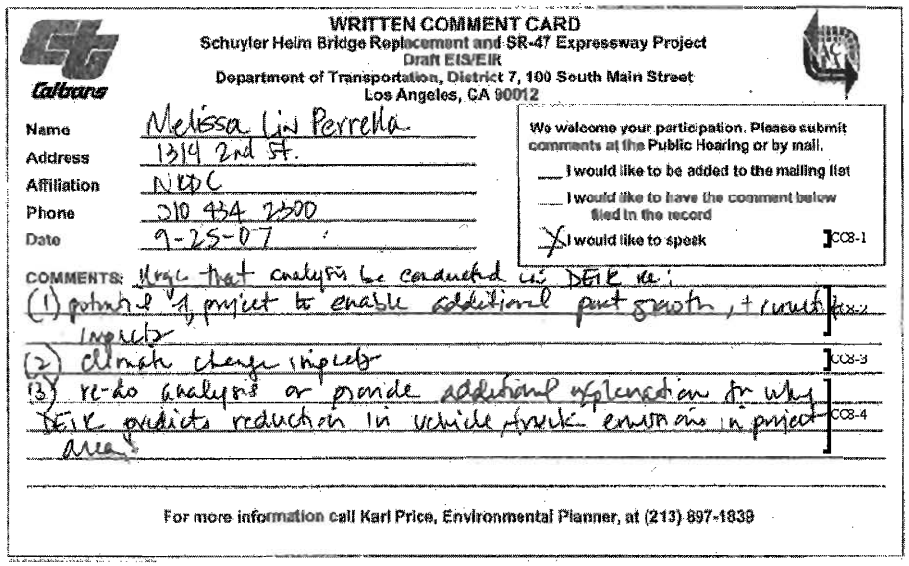
Response to Comment CC7-4

Your opposition to the proposed project is acknowledged.

Response to Comment CC7-5

The commenter is referred to responses OB4-5, OB4-11, and OB5-8 discussions regarding cargo transport by alternative technologies.

Comment Card 8



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012

Name: Melissa Lin Perrella
Address: 1314 2nd St.
Affiliation: NRDC
Phone: 310 434 2300
Date: 9-25-07

We welcome your participation. Please submit comments at the Public Hearing or by mail.
___ I would like to be added to the mailing list
___ I would like to have the comment below filed in the record
X I would like to speak CC8-1

COMMENTS: Urge that analysis be conducted in DEIR re:
(1) potential of project to enable additional port growth, + cumulative impacts CC8-2
(2) climate change impacts CC8-3
(3) re-do analysis or provide additional explanation for why DEIR predicts reduction in vehicle truck emissions in project area. CC8-4

For more information call Karl Price, Environmental Planner, at (213) 897-1839

Response to Comment CC8-1

Your comments are addressed in responses TR1-19, TR1-20, TR1-21, TR1-22 and TR1-23.

Response to Comment CC8-2

The commenter is referred to responses TR1-19 and TR1-20, which address the relationship between the project and port growth.

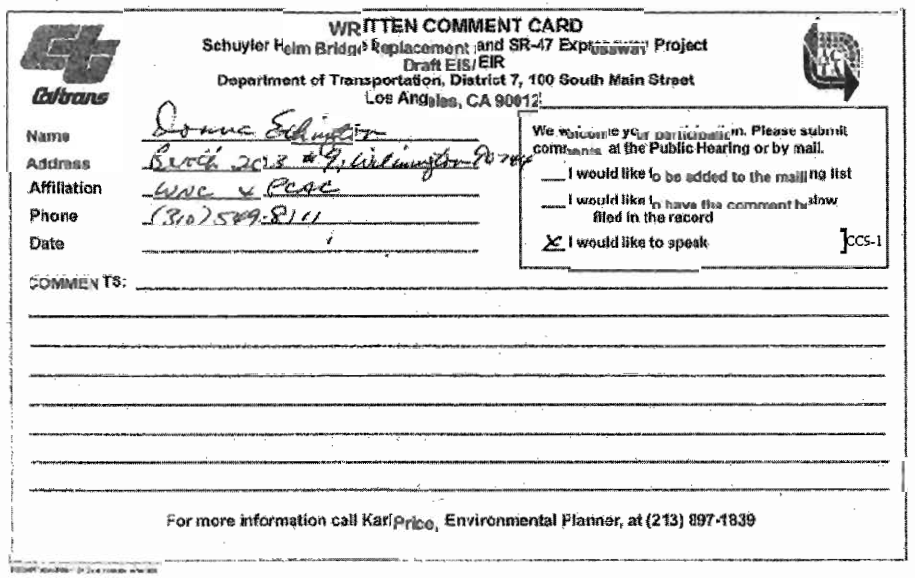
Response to Comment CC8-3

The commenter is referred to Response AJ11-32 for discussion of global climate change as it may relate to the proposed project.

Response to Comment CC8-4

The commenter is referred to responses TR1-21 and OB6-6, which address the expected decrease in vehicular emissions.

Comment Card 9



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012

Caltrans

Name: Donna Schuyler
Address: Box 2018 #9, Wilmington 90748
Affiliation: WNC & PCAC
Phone: (310) 549-8111
Date:

We welcome your participation. Please submit comments at the Public Hearing or by mail.
__ I would like to be added to the mailing list
__ I would like to have the comment below filed in the record
X I would like to speak CCS-1

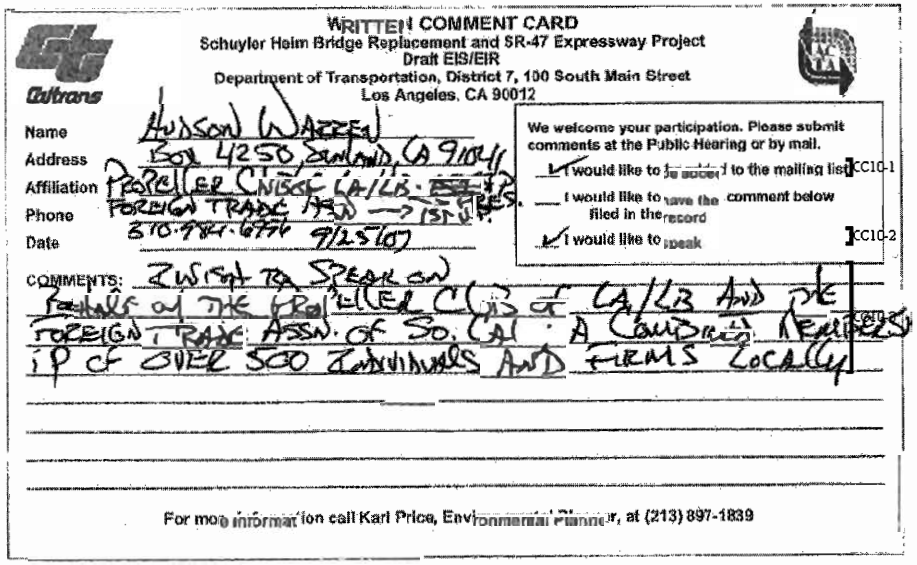
COMMENTS:

For more information call Karl Price, Environmental Planner, at (213) 897-1839

Response to Comment CC9-1

Your comments are addressed in responses TR1-24, TR1-25, and TR1-26.

Comment Card 10



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012

Caltrans

Name: HUDSON (WARREN)
Address: BOX 4250, SANTA MD, CA 91064
Affiliation: PROPELLER CLUB LA/LB · FOREIGN TRADE ASSN → 1ST VP
Phone: 310.984.6776
Date: 9/25/07

We welcome your participation. Please submit comments at the Public Hearing or by mail.
✓ I would like to be added to the mailing list CC10-1
__ I would like to have the comment below filed in the record
✓ I would like to speak CC10-2

COMMENTS: I WISH TO SPEAK ON BEHALF OF THE PROPELLER CLUBS OF LA/LB AND THE FOREIGN TRADE ASSN. OF SO. CAL. A COMBINED MEMBERSHIP OF OVER 500 INDIVIDUALS AND FIRMS LOCALLY CC10-3

For more information call Karl Price, Environmental Planner, at (213) 897-1839

Response to Comment CC10-1

Your name has been added to the mailing list, as requested.

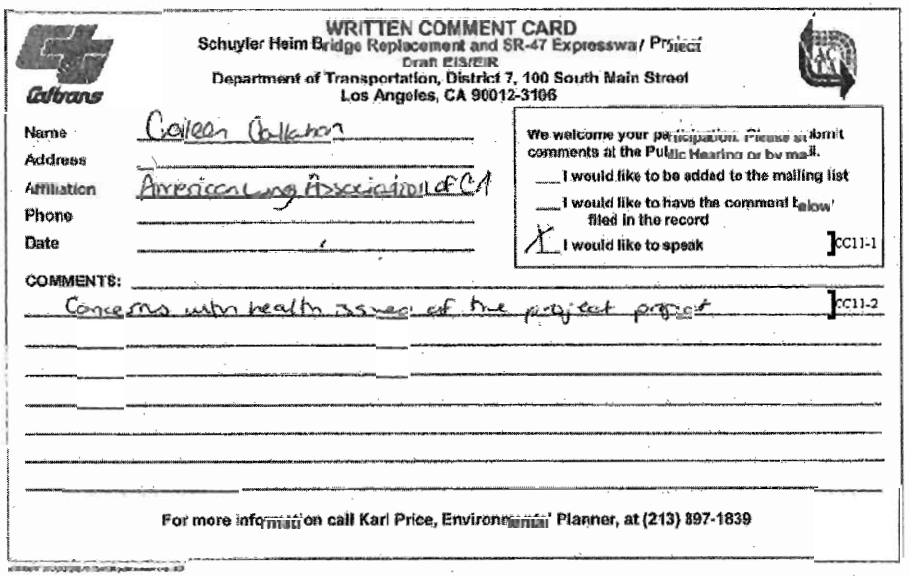
Response to Comment CC10-2

Your comment is addressed in response TR1-27.

Response to Comment CC10-3

Your representation on behalf of the Propeller Club of Los Angeles and Long Beach and the Foreign Trade Association of Southern California is acknowledged.

Comment Card 11



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012-3166

Caltrans

Name: Coleen Callahan
Address:
Affiliation: American Lung Association of CA
Phone:
Date:

We welcome your participation. Please submit comments at the Public Hearing or by mail.
__ I would like to be added to the mailing list
__ I would like to have the comment below filed in the record
X I would like to speak

COMMENTS:
Concerns with health issues of the project project

For more information call Karl Price, Environmental Planner, at (213) 897-1839

Response to Comment CC11-1

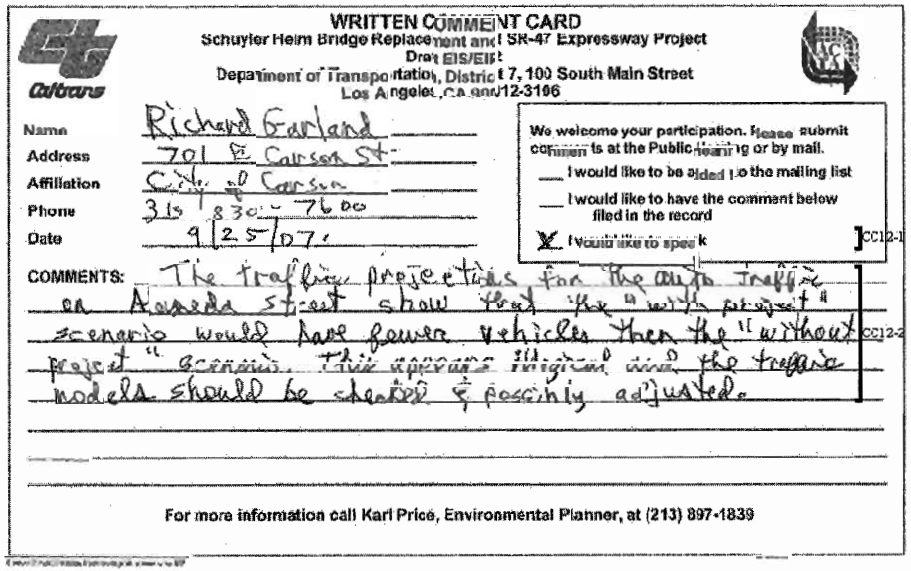
Your comments are addressed in responses TR1-28 and TR1-29.

Response to Comment CC11-2

The commenter's concern regarding potential health issues of the project is acknowledged.

The commenter is referred to responses EO1-5, AJ7-1, and AJ11-2.

Comment Card 12



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012-3166

Caltrans

Name: Richard Garland
Address: 701 E Carson St
Affiliation: City of Carson
Phone: 310 830-7600
Date: 9/25/07

We welcome your participation. Please submit comments at the Public Hearing or by mail.
__ I would like to be added to the mailing list
__ I would like to have the comment below filed in the record
X I would like to speak

COMMENTS:
The traffic projections for the auto traffic on Alameda Street show that the "with project" scenario would have fewer vehicles than the "without project" scenario. This appears illogical and the traffic models should be checked & possibly adjusted.

For more information call Karl Price, Environmental Planner, at (213) 897-1839

Response to Comment CC12-1

Your comments are addressed in responses TR1-30 and TR1-31.

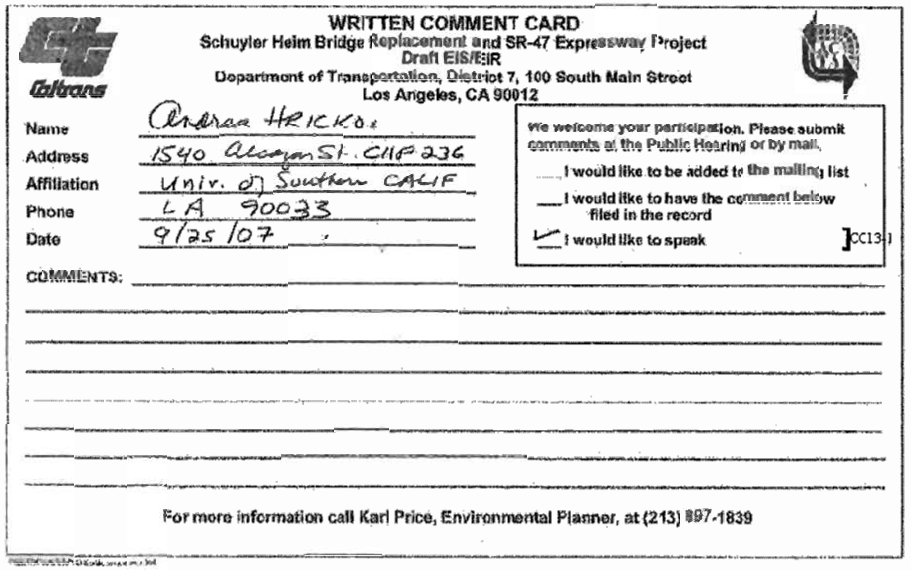
Response to Comment CC12-2

The commenter's concerns regarding the accuracy of traffic projections are acknowledged.

The traffic models are correct. With the project, as the truck traffic is expected to increase along Alameda Street, auto traffic will tend to divert to I-110 and I-710. As a result, auto traffic will decrease along Alameda Street.

Also see response TR1-30.

Comment Card 13



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012

Name: Andrea HRICKO
Address: 1540 Alcazar St. CHP 236
Affiliation: Univ. of Southern CALIF
Phone: LA 90033
Date: 9/25/07

We welcome your participation. Please submit comments at the Public Hearing or by mail.
__ I would like to be added to the mailing list
__ I would like to have the comment below filed in the record
✓ I would like to speak CC13-1

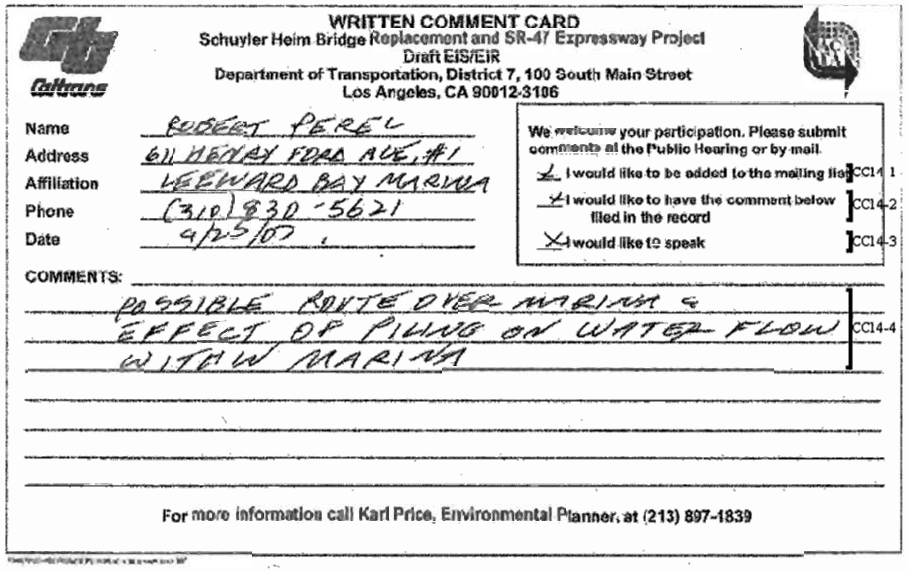
COMMENTS:

For more information call Karl Price, Environmental Planner, at (213) 897-1839

Response to Comment CC13-1

Your comments are addressed in responses TR1-32, TR1-33, TR1-34, TR1-35, TR1-36, TR1-37, and TR1-38.

Comment Card 14



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012-3186

Name: ROBERT PEREZ
Address: 611 HENRY FORD AVE, #1
Affiliation: LEEWARD BAY MARINA
Phone: (310) 830-5621
Date: 9/25/07

We welcome your participation. Please submit comments at the Public Hearing or by mail.
✓ I would like to be added to the mailing list CC14-1
✓ I would like to have the comment below filed in the record CC14-2
✓ I would like to speak CC14-3

COMMENTS:
POSSIBLE ROUTE OVER MARINA &
EFFECT OF PILING ON WATER FLOW CC14-4
WITHIN MARINA

For more information call Karl Price, Environmental Planner, at (213) 897-1839

Response to Comment CC14-1

Your name has been added to the mailing list, as requested.

Response to Comment CC14-2

By virtue of being included in this Final EIS/EIR, your comments and responses are filed in the public record.

Response to Comment CC14-3

Your comments are addressed in responses TR1-39, TR1-40, and TR1-41.

Response to Comment CC14-4

The commenter is referred to responses TR1-40 and TR1-41 for discussions of potential effects to water flow at the marina.

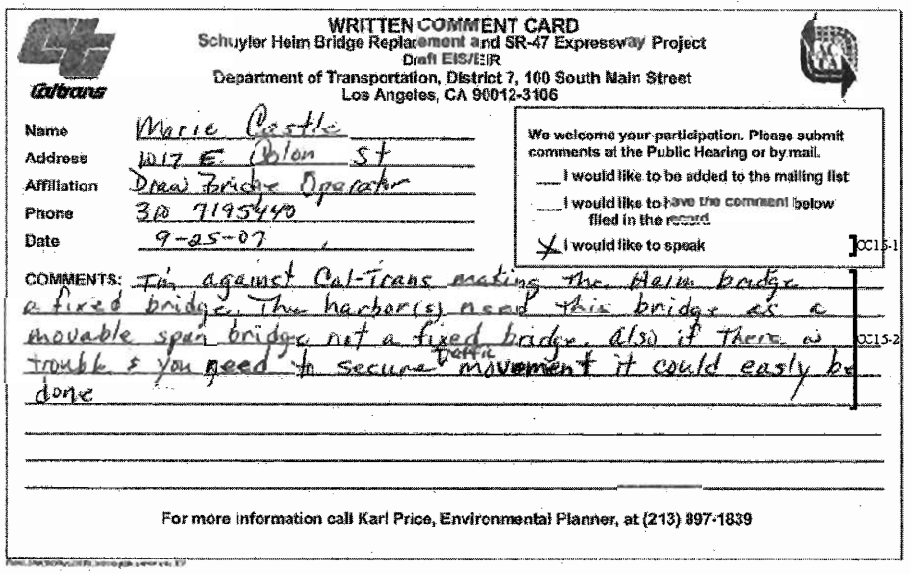
Comment Card 15

Response to Comment CC15-1

Your comments are addressed in responses TR1-42, TR1-43, and TR1-44.

Response to Comment CC15-2

Your opposition to replacement of the vertical lift Schuyler Heim Bridge with a fixed-span bridge is acknowledged. The existing Schuyler Heim Bridge has a number of well-documented deficiencies that must be rectified. The bridge is functionally obsolete and does not meet current seismic standards and, as a consequence, would not be capable of remaining in service following a major earthquake and ensuring the continued flow of highway and marine traffic. The current bridge is incapable of maintaining emergency relief access to and from Terminal Island and the critical movement of people, freight, and goods following a major earthquake. The proposed fixed span bridge would remedy the shortcomings of the Schuyler Heim Bridge at less cost than retrofitting and maintaining the existing bridge.



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012-3106

Caltrans

Name: Marie Castle
Address: 1017 E. Oblon St
Affiliation: Draw Bridge Operator
Phone: 310 7195440
Date: 9-25-07

We welcome your participation. Please submit comments at the Public Hearing or by mail.
___ I would like to be added to the mailing list
___ I would like to have the comment below filed in the record
X I would like to speak

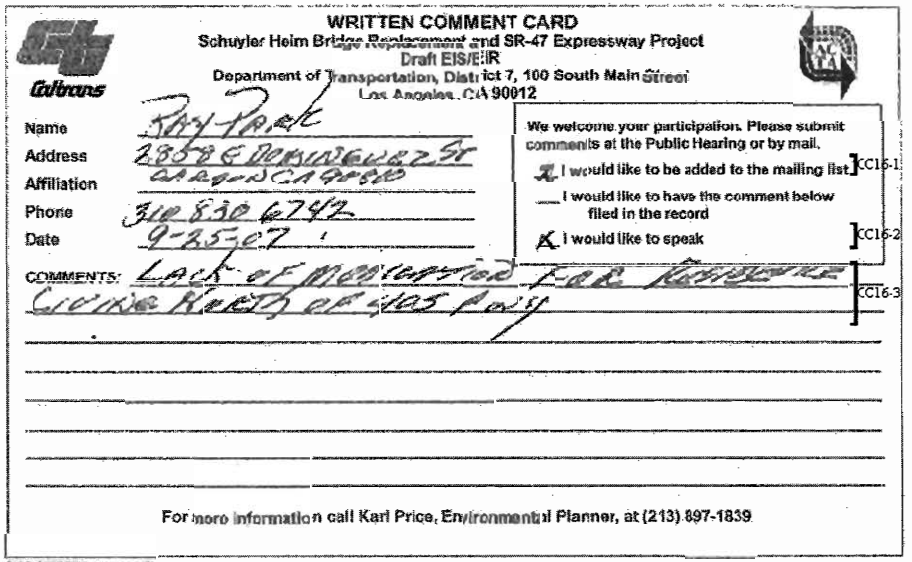
CC15-1

COMMENTS: I'm against Cal-Trans making the Heim bridge a fixed bridge. The harbor(s) need this bridge as a movable span bridge not a fixed bridge. Also if there is trouble & you need to secure traffic movement it could easly be done

CC15-2

For more information call Karl Price, Environmental Planner, at (213) 897-1839

Comment Card 16



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012

Caltrans

Name: Ray Tark
Address: 2858 E Dominguez St Carson CA 90810
Affiliation:
Phone: 310 830 6742
Date: 9-25-07
COMMENTS: Lack of Mitigation for Noise Levels Coming North of I-405 Fwy

We welcome your participation. Please submit comments at the Public Hearing or by mail.
X I would like to be added to the mailing list CC16-1
__ I would like to have the comment below filed in the record
X I would like to speak CC16-2
CC16-3

For more information call Karl Price, Environmental Planner, at (213) 897-1839

Response to Comment CC16-1

Your name has been added to the mailing list, as requested.

Response to Comment CC16-2

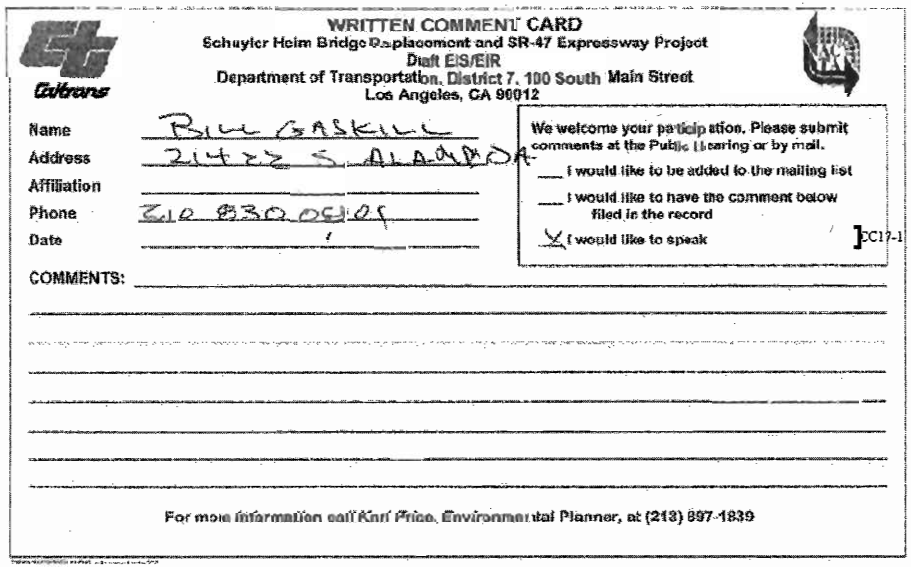
Your comments are addressed in responses TR1-45 and TR1-46.

Response to Comment CC16-3

The commenter's concerns for persons who live north of I-405 are noted. Minimization and mitigation measures have been addressed and incorporated, as appropriate to the project.

Please see the following responses: For a discussion of traffic - TR1-30; for air quality discussions related to Carson - AJ8-14, OB3-7, and TR1-46; for noise discussions related to Carson - AJ8-18, AJ8-15, OB4-25, TR1-9, and TR1-31; and for traffic related to Carson - AJ8-3, AJ8-5, and AJ8-9.

Comment Card 17



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012

Caltrans

Name: Bill Gaskill
Address: 21422 S. Alameda
Affiliation:
Phone: 310 830 0501
Date:
COMMENTS:

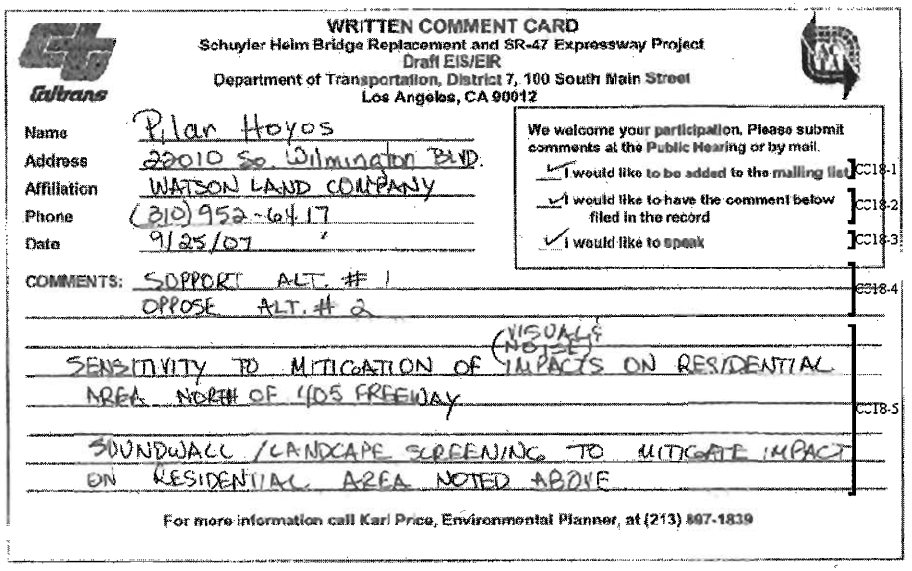
We welcome your participation. Please submit comments at the Public Hearing or by mail.
__ I would like to be added to the mailing list
__ I would like to have the comment below filed in the record
X I would like to speak CC17-1

For more information call Karl Price, Environmental Planner, at (213) 897-1839

Response to Comment CC17-1

Your comments are addressed in responses TR1-47 and TR1-48.

Comment Card 18



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012

Caltrans

Name: Pilar Hoyos
Address: 22010 So. Wilmington Blvd.
Affiliation: WATSON LAND COMPANY
Phone: (310) 952-6417
Date: 9/25/07

We welcome your participation. Please submit comments at the Public Hearing or by mail.
- ✓ I would like to be added to the mailing list CC18-1
- ✓ I would like to have the comment below filed in the record CC18-2
- ✓ I would like to speak CC18-3

COMMENTS: SUPPORT ALT. # 1 CC18-4
OPPOSE ALT. # 2
SENSITIVITY TO MITIGATION OF (VISUAL & NOISE) IMPACTS ON RESIDENTIAL AREA NORTH OF 405 FREEWAY CC18-5
SOUNDWALL / LANDCAPE SCREENING TO MITIGATE IMPACT ON RESIDENTIAL AREA NOTED ABOVE

For more information call Karl Price, Environmental Planner, at (213) 897-1839

Response to Comment CC18-1

Your name has been added to the mailing list, as requested.

Response to Comment CC18-2

Your comments and responses are filed in the public record.

Response to Comment CC18-3

Your comments are addressed in responses TR1-49 and TR1-50.

Response to Comment CC18-4

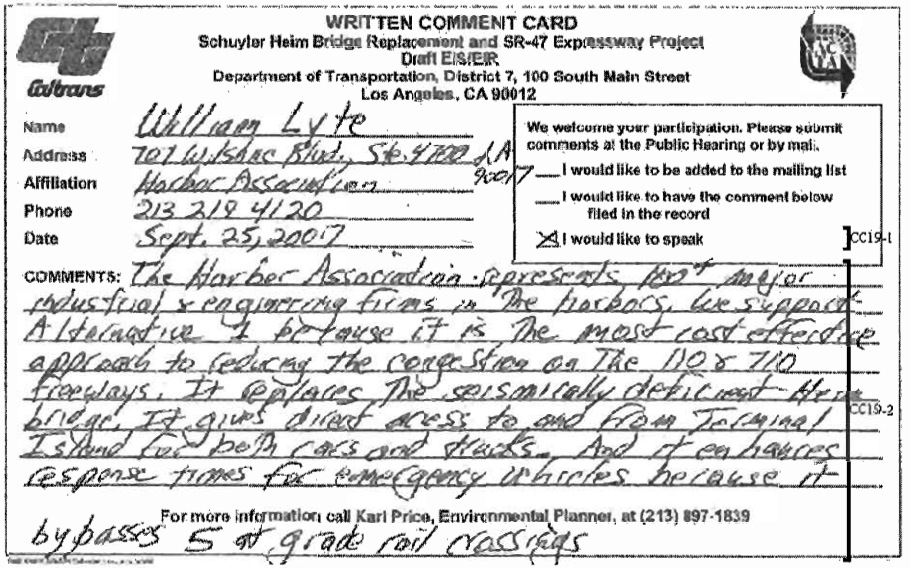
Your support for project Alternative 1 and your objection to project Alternative 2 are acknowledged.

Response to Comment CC18-5

Your concerns regarding noise and visual impacts to the residential area north of the I-405 are acknowledged. However, the project study area encompasses locations where the proposed SR-47 project would cause actual physical changes to the roadway system.

Residences of concern in Carson, namely those located east of Alameda Street between Dominguez Street and I-405, and the church and homes between Dominguez and Carson Streets, are considered to be outside the project study area in regard to noise analysis, visual assessment, and other concerns.

Comment Card 19



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012

Caltrans

Name: William Lyte
Address: 707 Wilshire Blvd, Ste. 4700 LA 90017
Affiliation: Harbor Association
Phone: 213 219 4120
Date: Sept. 25, 2007

We welcome your participation. Please submit comments at the Public Hearing or by mail.
___ I would like to be added to the mailing list
___ I would like to have the comment below filed in the record
X I would like to speak CC19-1

COMMENTS: The Harbor Association represents most major industrial engineering firms in the harbors. We support Alternative 1 because it is the most cost effective approach to reducing the congestion on the 110 & 710 freeways. It replaces the seismically deficient Heim bridge. It gives direct access to and from Terminal Island for both cars and trucks. And it enhances response times for emergency vehicles because it bypasses 5 at grade rail crossings CC19-2

For more information call Karl Price, Environmental Planner, at (213) 897-1839

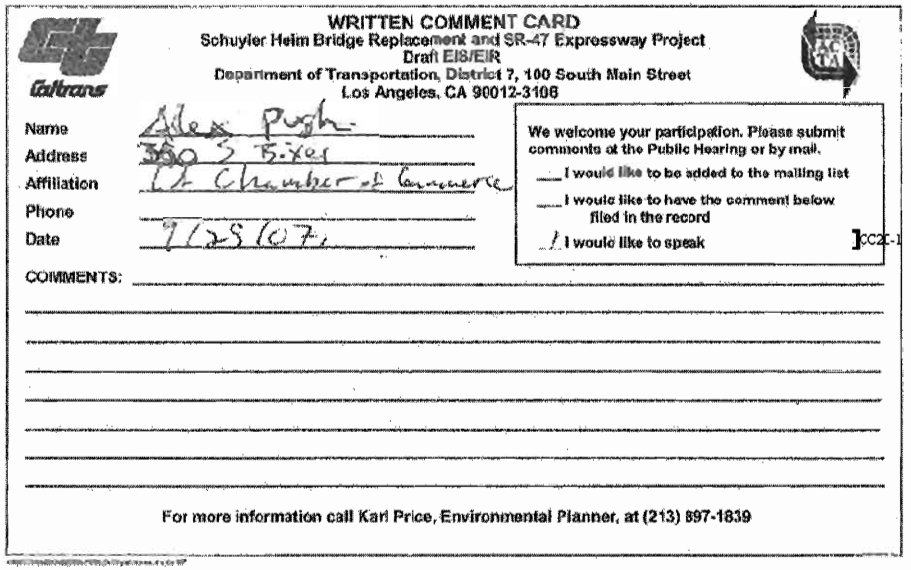
Response to Comment CC19-1

Your comment is addressed in response TR1-51.

Response to Comment CC19-2

Your support for project Alternative 1 is acknowledged.

Comment Card 20



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012-3106

Caltrans

Name: Alex Pugh
Address: 390 S. Vinces
Affiliation: LA Chamber of Commerce
Phone:
Date: 9/25/07

We welcome your participation. Please submit comments at the Public Hearing or by mail.
___ I would like to be added to the mailing list
___ I would like to have the comment below filed in the record
/ I would like to speak CC20-1

COMMENTS:

For more information call Karl Price, Environmental Planner, at (213) 897-1839

Response to Comment CC20-1

Your comment is addressed in response TR-52.

Comment Card 21

Response to Comment CC21-1

Your name has been added to the mailing list, as requested.

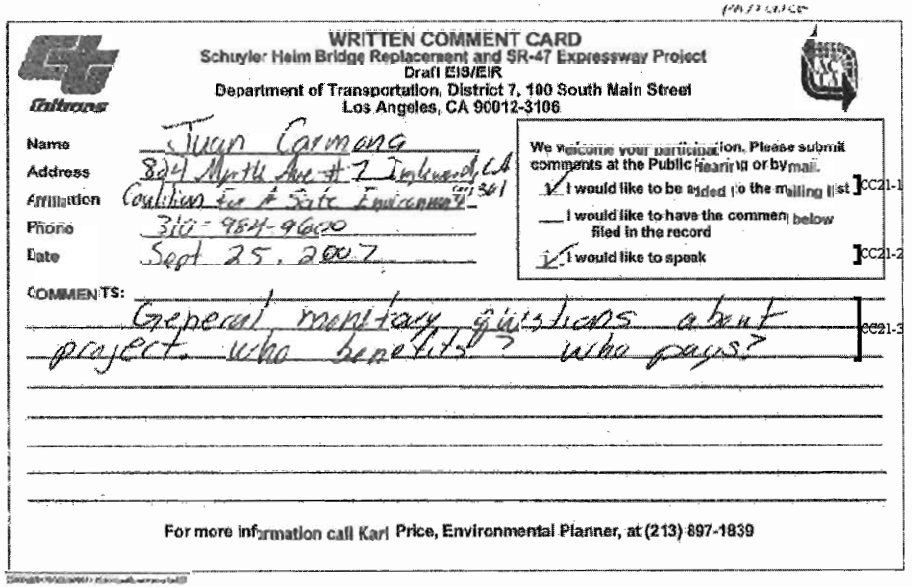
Response to Comment CC21-2

Your comments are addressed in responses TR1-53, TR1-54, TR1-55, and TR1-56.

Response to Comment CC21-3

Your concerns regarding the monetary aspects of the proposed project are acknowledged. Regarding funding for the proposed project: the State Route 47 and Schuyler Heim Bridge replacement project is one of the candidate short-term (0-3 years) actions listed in the final Goods Movement Action Plan published in January, 2007. With the passage of the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, $3.1 billion will be available to help address the wide range of infrastructure, air quality, and homeland security aspects of California's goods movement system. Appendix C of the Plan indicates the amounts of committed public funding to candidate projects. The SR-47 (including Schuyler Heim Bridge replacement) has a commitment of $246 million from the State Highway Operations and Protection Program of the state and $10 million from the federal Safe, Accountable, Flexible, Efficient, Transportation Equity Act-A Legacy for Users program. It is currently expected that funding for the bridge portion of the project will be replaced with Grant Anticipation Revenue Vehicle (GARVEE) bonds and will be included in the 2008 SHOPP.

Implementation of the proposed project would bring a number of benefits including, but not limited to, the following: a safe and secure bridge connection to Terminal Island and the Ports of Long Beach and Los Angeles; uninterrupted traffic flow (for both highway vehicles and marine vessels); reduced congestion on approach streets and highways; reduced travel time; and reduced emissions of air contaminants.



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012-3106

Caltrans

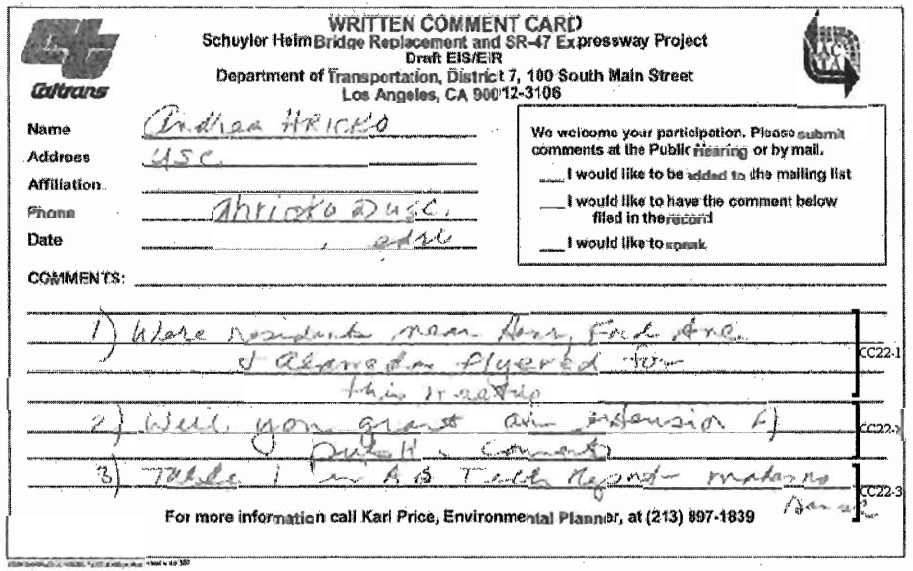
Name: Juan Carmona
Address: 824 Myrtle Ave #2 Inglewood, CA 90301
Affiliation: Coalition for a Safe Environment
Phone: 310-954-9600
Date: Sept 25, 2007

We welcome your participation. Please submit comments at the Public Hearing or by mail.
☑ I would like to be added to the mailing list CC21-1
☐ I would like to have the comment below filed in the record
☑ I would like to speak CC21-2

COMMENTS: General monetary questions about project. who benefits? who pays? CC21-3

For more information call Karl Price, Environmental Planner, at (213) 897-1839

Comment Card 22



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012-3106

Caltrans

Name: Andrea HRICKO
Address: USC
Affiliation:
Phone: AHricko@usc.edu
Date:

We welcome your participation. Please submit comments at the Public Hearing or by mail.
___ I would like to be added to the mailing list
___ I would like to have the comment below filed in the record
___ I would like to speak

COMMENTS:

1) Were residents near Henry Ford Ave. & Alameda Flyered for this meeting — CC22-1
2) Will you grant an extension for public comments — CC22-2
3) Table 1 in AQ Tech Report- meaning of Bar — CC22-3

For more information call Karl Price, Environmental Planner, at (213) 897-1839

Response to Comment CC22-1

Your concern regarding notice to residents near Henry Ford Avenue and Alameda Street is acknowledged. Please see the response to this comment at TR1-57.

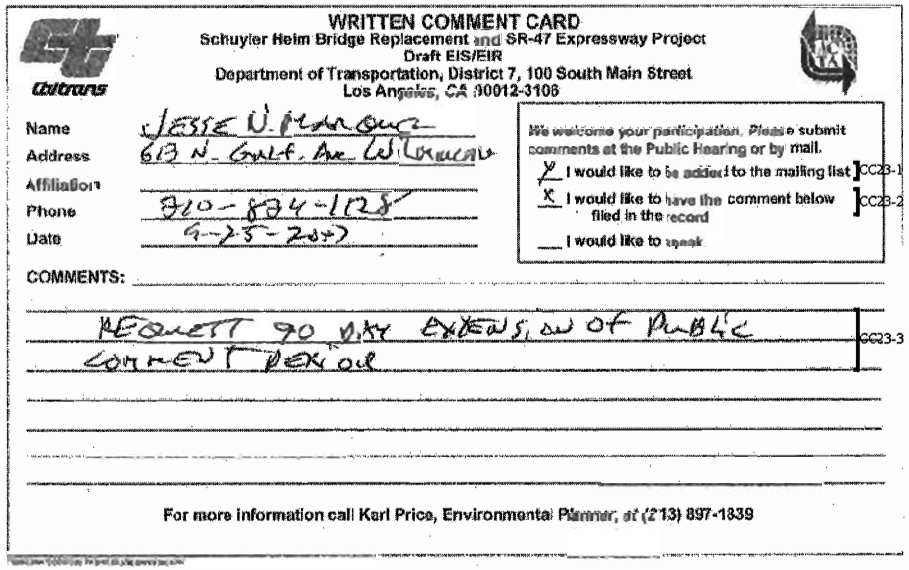
Response to Comment CC22-2

Your request for an extension of the public comment period is acknowledged. Please see the response to this comment at TR1-59.

Response to Comment CC22-3

Your concern about the readability of one of the tables in the Air Quality Technical Report is acknowledged. Please see the response to this comment at TR1-58.

Comment Card 23



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012-3106

Caltrans

Name: JESSE U. MARQUEZ
Address: 613 N. GULF AVE, WILMINGTON
Affiliation:
Phone: 310-834-1128
Date: 9-25-2007

We welcome your participation. Please submit comments at the Public Hearing or by mail.
X I would like to be added to the mailing list — CC23-1
X I would like to have the comment below filed in the record — CC23-2
___ I would like to speak

COMMENTS:

REQUEST 90 DAY EXTENSION OF PUBLIC COMMENT PERIOD — CC23-3

For more information call Karl Price, Environmental Planner, at (213) 897-1839

Response to Comment CC23-1

Your name has been added to the mailing list, as requested.

Response to Comment CC23-2

Your comments and responses are filed in the public record.

Response to Comment CC23-3

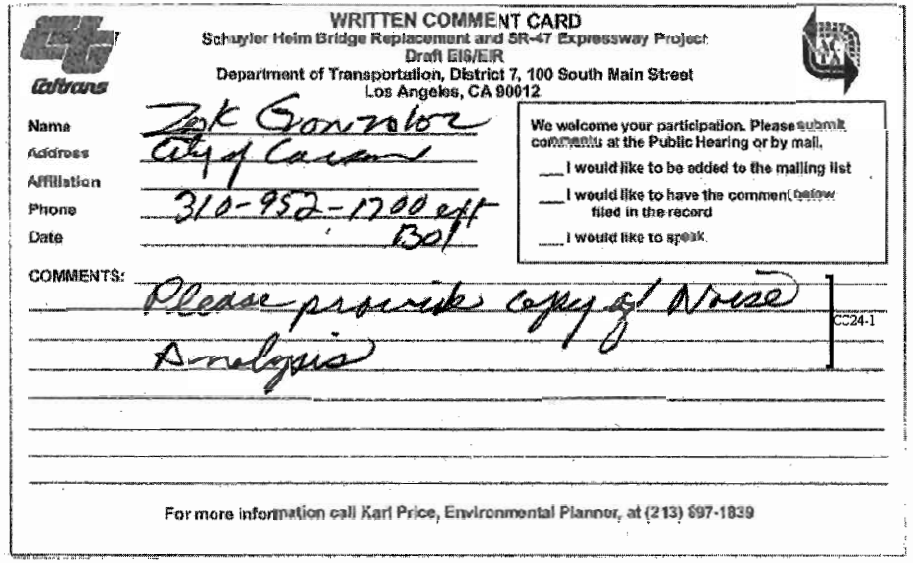
Your request for an extension of the public comment period is acknowledged. Please see response TR1-59.

Comment Card 24

Response to Comment CC24-1

The commenter's request for a copy of the Noise report is acknowledged. A hard copy of the Noise Technical Study was delivered to the commenter a few days following the public hearing.

The Noise report is available at the same locations as the Draft EIS/EIR: libraries, Caltrans District 7, the Alameda Corridor Transportation Authority, and electronically.



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012

Caltrans

Name: Jack Gonzalez
Address: City of Carson
Affiliation:
Phone: 310-952-1700 ext 1301
Date:

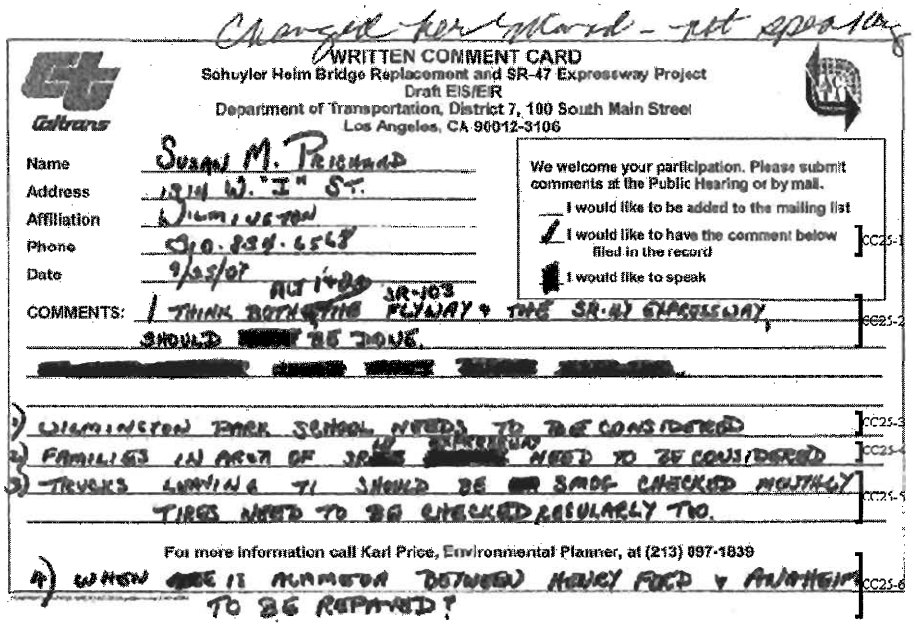
We welcome your participation. Please submit comments at the Public Hearing or by mail.
___ I would like to be added to the mailing list
___ I would like to have the comment below filed in the record
___ I would like to speak.

COMMENTS: Please provide copy of Noise Analysis

CC24-1

For more information call Karl Price, Environmental Planner, at (213) 897-1839

Comment Card 25



Changed from Board - not speaking

WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement and SR-47 Expressway Project
Draft EIS/EIR
Department of Transportation, District 7, 100 South Main Street
Los Angeles, CA 90012-3106

Caltrans

Name: SUSAN M. PRICHARD
Address: 1314 W. "I" ST.
Affiliation: WILMINGTON
Phone: 310.834.4548
Date: 9/25/07

We welcome your participation. Please submit comments at the Public Hearing or by mail.
__ I would like to be added to the mailing list
✓ I would like to have the comment below filed in the record
__ I would like to speak

CC25-1

COMMENTS: I THINK BOTH THE ALT 1 AND ALT 2 SR-103 FLYAWAY & THE SR-47 EXPRESSWAY, SHOULD [redacted] BE MOVE.

CC25-2

1) WILMINGTON PARK SCHOOL NEEDS TO BE CONSIDERED — CC25-3
2) FAMILIES IN AREA OF SR[redacted] NEED TO BE CONSIDERED — CC25-4
3) TRUCKS LEAVING TI SHOULD BE [redacted] SMOG CHECKED MONTHLY — CC25-5
TIRES NEED TO BE CHECKED REGULARLY TOO.

For more information call Karl Price, Environmental Planner, at (213) 897-1839

4) WHEN ARE IT ALAMEDA BETWEEN HEAVY FWY & ANAHEIM TO BE REPAVED? — CC25-6

Response to Comment CC25-1

Your comments and responses are filed in the public record.

Response to Comment CC25-2

Your support for project Alternatives 1 and 2 is acknowledged.

Response to Comment CC25-3

Please see responses TR1-21, EO1-5, AJ7-2, AJ7-21, and AJ11-2, which address vehicular emissions.

Response to Comment CC25-4

In the air quality analysis, sensitive receptors such as residences, schools, and medical facilities were evaluated which and address your concern that families be considered. Please see responses TR1-23, EO1-5, AJ7-2, and AJ11-2.

Response to Comment CC25-5

Your comments regarding trucks are noted. However, smog checks are a regulatory requirement outside the jurisdiction of the Lead Agency. In addition, truck owner/operators would be expected to maintain their vehicles to the manufacturer's specifications. The condition of the truck tires is beyond the control of the Lead Agency.

Response to Comment CC25-6

The schedule for repaving Alameda Street at the location specified in the comment is not within the scope of the proposed project and, therefore, is not known.

TR1

SCHUYLER HEIM BRIDGE REPLACEMENT DRAFT ENVIRONMENTAL

AND SR-47 EXPRESSWAY PROJECT

DRAFT EIS/EIR

PUBLIC HEARING

TUESDAY, SEPTEMBER 25, 2007

6:00 P.M.

REPORTER'S TRANSCRIPT OF PROCEEDINGS

REPORTED BY: NICOLE R. HARNISH, CSR No. 13101

SEPTEMBER 25, 2007, WILMINGTON, CALIFORNIA

MS. LOWENTHAL: Hi. Good Evening. I am standing. I am Bonny Lowenthal. I am the vice chair of the City of Long Beach; and I am the current chair of the Alameda Corridor Transportation Authority, which is why you are all here. We are known as ACTA. And I want to welcome you to the public hearing this evening. I want to thank you for taking the time to be here and learn all about this project, hopefully ask a lot of questions, give ACTA a lot of feedback; and for those who don't have the time to get all the information that they're interested in, please, be assured that we are very happy to set up additional meetings. It's very important for everyone to know.

I see many of you that I know in the audience, but I do want to give a special welcome to my friend Mick Sramek who is the new harbor commissioner for the Port of Long Beach. Wave your hand, Nick. And I don't know if there are any other commissioners here. But, Nick, thank you for being here.

The SR-47 Expressway project is a joint partnership with Caltrans and ACTA to replace the seismically deficient Commodore Heim Bridge over the

TR1
Page 3

Cerritos Channel. We all know how important bridge safety is, having just witnessed the catastrophe in Minneapolis.

The project will also add a four-lane elevated roadway that will allow both cars and truck to by pass three signalized intersections and five at-grade rail crossings in Wilmington, reducing congestion on the I-710 and Harbor Freeways. The Heim Bridge provides an essential service link to the ports of Los Angeles and Long Beach and is required to remain in service to ensure ground and marine vessel transportation during an earthquake.

There are several project alternatives which were analyzed within the environmental documents, and they will be summarized for you tonight.

I want very much to thank our partners at Caltrans and ACTA's consultants for all of their efforts today to bring forward the environmental impact documents about which we would like to hear from you. ACTA and Caltrans have a successful history of collaboration, most recently on the critical grade separation project that was developed several years go on PCH, which is also in Wilmington.

So, again, I want to thank all of you for

taking the time. We look forward to hearing your comments and feedback. Thank you very much.

I also would like to let you know I have a 7:00 o'clock obligation in Long Beach, so I won't be able to stay. But for sure, I will hear the comments and look forward to any individual meetings that may come up following this session. Thank you.

MR. KOSINSKI: Okay. Thank you, Bonnie. And what we are going to do now is go back to the format that we had when we talked. So if there are people here who want to look at the maps and talk to the staff on an informal basis, we are going to that for a few more minutes. And then we will start the formal presentation when it appears that nobody else has any issue with the map. So go back to what you were doing before, and we will be having our presentation in a few minutes.

Thank you.

(Recess.)

MR. KOSINISKI: If I could have your attention, we are going to start the public hearing right now. So if you would please take your seats. Can we have your attention, please.

TRANSLATOR: Good evening. This message is for translation equipment. If anybody needs

equipment for translation services from English to Spanish, the equipment is in the back. We will be happy to interpret for you.

(Foreign languages announcement.)

MS. KOSINSKI: I would like to open this public hearing and formally welcome you to this evening. We are here to discuss the Schuyler Heim -- or Schuyler Heim Bridge replacement project and the various improvements that are proposed for the SR-47 Expressway. We have a draft environmental impact report, environmental statement that is out in circulation currently. The end-of-comment period will mentioned several times. It's October 16th.

There is some individual housekeeping events I would like to take care of before we start. First of all, there's a court reporter here today. So I would encourage you to, when you do come to the microphone to speak, speak slowly. First give your name and speak slowly and distinctly, like I am trying to do. And that way we will have an accurate transcript from this proceeding. There are comment cards, which each one of you should have received when you got here today.

We are going to take these comment cards, and staff will be available to take them. If you

wish to speak or you wish to have comments or a statement read into the record, please fill out one of these comment cards. We are going to try to keep this informal, but somewhat structured, by following the comment card process at this meeting today.

As we mentioned, we have Spanish and Tagalog translators here to help with the translation. And the -- when we get to the comment section, we are first going to be taking comments and statements from individuals who have filled out these comment cards and then go into questions after that.

I would like to introduce our panel. We have two individuals here who are very knowledgeable in this process. The basic situation -- in terms of how we operate here at Caltrans and when working with the agencies -- excuse me -- that the engineering staff works very closely with the environmental staff; and it's kind of an iterative process where there are engineering details that are developed, that goes to the environmental staff for review to see what the impacts are. And then if there are impacts that can be mitigated, that information comes back to the engineering staff. And it's an iterative process to get to the project alternatives that we have today. We are going to have Shahram Vahdat

giving the engineering presentation. And then that will be followed by Harley Martin, who will identify the information on the environmental studies.

The process here today is to provide an overview of these projects, which these two individuals will be doing. And then most importantly, of course, to hear you, the community. It's always nice that we are working with the community to find out the issues that are important. We have had scoping meetings. We've had interactions with the community, and today is just another one of that interactive process.

The testimony that we get today would be, of course, received from the public, as well as from the agencies that are involved. There's a long list of -- testing -- sorry -- there's a long list of agencies that are involved in this process. Caltrans is the lead agency on this environmental document; but of course, we are working very closely with the Alameda Corridor Transportation Agency and their consultant team. The Coast Guard is the Federal cooperating agency. They have a role to submit -- to play in terms of making a decision on this project. And there's other agencies who are identified as responsible agencies.

The questions are when, who, what, and how. The question in terms of when is for this process that we are going through, when to get involved. The process, of course, is to be involved on a regular basis, but now is a very important step in that process. The who, of course, is you and the agencies that are listed. The community, again, has a very important role to play in this decision-making process. No decision is going to be made until after we hear from the community and listen to everybody's comments and get all those comments by, again, October 16th.

The what is what we are trying to accomplish today, is some clarification of process, if that is needed. That is why this informal process is set up, so you can look at the maps and talk to staff. After the presentations are completed and the hearing is completed, we can go back to that format for those people who need to have some additional interaction with staff on this project. We will be doing some refinements to the process as we go through it. And, again, as I mentioned, we are here to get guidance from you as a part of the community.

The how, of course, is through these written comments that we are asking you to provide by

the 16th, by the verbal comments that we get today. And the important other thing, of course, is, beyond the meeting today, to stay involved in this process.

With that, I am going to introduce our first panel member, which is Shahram, who is going to talk about the engineering aspects of this project. Oh, there's one more thing I have got to do. I'm sorry. There are certain -- Bonnie has already been introduced and made a few statements about this project. But I do have cards from other important dignitaries here today, who are here also today to hear what the community has to say. First we have John Dear who is the Mayor of Carson. John -- Jim. Did I say John when it says -- John Dear. That is the -- John Dear is very, very important because you cannot have a tractor in this country without him. That is Jim Dear. I'm sorry, Jim. We have -- let's see how many more of these names I can mess up. Nick Sramek, who is the commissioner with the Harbor Commission. Nick, how are you doing? Did I get that relatively close?

MR. SRAMEK: Good job.

MR. KOSINSKI: We have Jessica Duboff, field representative for Jane Harmon. Hi, Jessica. Then we have Veronica Zendejas representing

Jenny Oropeza. Veronica, hi. Then we have Cine Avery representing Senator Alan Lowenthal. Cine?

MS. AVERY: Cine.

MR. KOSINSKI: I'm sorry. Then last we have -- oh, we have two more. We have Niki Tennant representing the office of the Vice Mayor; Bonnie Lowenthal, who spoke earlier. Niki. She stepped out top. Then we have -- last is Jacob Haik representing Honorable Janice Hahn, the City Councilwoman from this district. Jacob? There's Jacob. Is there anybody else that I missed before we proceed with the presentations?

Again with a name like Kosinski, I should do a better job on these, but I -- people mispronounce my name all the time. So I guess that is my subliminal revenge. With that, we will go to our presentations.

MR. VAHDAT: Thank you, Ron. Again, my name is Shahram Vahdat. I am going to present the engineering aspects of the SR-47 project.

First, I just want to show you the project location. To give you some orientation on this one, north is up. But the rest of the drawings that is going to come up, north is going be where I show it to you. Basically this project, the limits of the

projects on the south is the Ocean Boulevard and Terminal Island. The entire project goes within the cities and the ports of Los Angeles and Long Beach, and goes through the north up to the 405.

Now, let's look at the next slide, please. On the projects, purpose, and need. See what was the need for the project, and why did we need this project. The first one is we want to have the structurally and seismically sound bridge over the Cerritos channel to connect Terminal Island to the other side. One of the other needs for this project is we want to have a viable route that connects Terminal Island directly to 405. And this is going to help us to reduce the congestion on both I-710 and I-110. On top of that, we want to make sure that in case of emergency we have a good connection between Terminal Island and the rest of -- the other side of the Cerritos Channel. So these were the needs that caused this project to begin with at the beginning.

Now, let me see -- let's see. How did we respond to these needs? The overall alternatives that we have, they come up with those proposed engineering alternatives. Number one, which is common in all those alternatives, is we want to replace this seismically deficient Heim Bridge with a

fixed span bridge that is stable and is seismically efficient now.

The other one is we want to provide a flyover. Flyover means a direct connector that connects the eastbound Ocean Boulevard to the northbound SR-47, because by the time this project goes on, even very recently, we have some congestion in that intersection; and that is going to reduce the congestion.

And then we want to have a four-lane elevated structure that connects the Terminal Island freeway all the way to -- somehow to 405, basically touches down on Alameda. And, again, all of these improvements we are talking about occur between the Ocean Boulevard to the south and I-405 to the north.

Now, let's look at the different alternatives that we came up with. Here we are proposing five alternatives, but these five alternatives are being prepared by elimination of lots of other alternatives that we went through -- or have been through within the past five or six years. So basically we started with any kind of alternative we can think of and eliminated the ones that are not feasible.

Okay. Let me start with the first

alternative, which is bridge replacement and extension of the SR-47 expressway. This area that you see here, north is to the right. So basically starts from Ocean Boulevard in this area. We have the flyover, which is a direct connector, starts eastbound off Ocean Boulevard, comes directly to the northbound SR-47. We are going to replace the Schuyler Heim Bridge. And the replacement of the bridge happens by basically constructing a path of the bridge on the eastern side of it and then demo the bridge and deconstruct the other half. So the bridge is going to be slightly moved to the east because of construction requirements. And then this four-lane expressway starts from here, all elevated, goes through the Henry Ford, comes down, and goes over north, and comes and touches down on Alameda just south of the PCH. This is PCH. This is north. North is going this way. That is the first alternative.

NEW SPEAKER: Touches down south or north?

MR. VAHDAT: Touches down just south of -- south of PCH. So basically the expressway is elevated all the way up to here. The whole project is elevated and we are going to replace the Schuyler Heim Bridge.

Okay. Let's look at the second alternative, which is called SR-103 extension to Alameda. In this alternative the southerly part of it is exactly the same thing. So basically the other flyover comes over there, replaces the bridge, almost the same thing, but when it comes down, touches down to existing 103. So basically SR-47, after replacement of the Schuyler Heim Bridge, comes down, touches down at the SR-103. So SR-103 is going to be the extension of a route that comes through -- as you know, 103 comes down here at Sepulveda and ends. What we did here, we proposed that starting from here, we go up on elevated structure, raise and go up, go over Sepulveda, go basically kind of west to ICTF, go through this landfill area, all elevated -- everything is elevated, stopping from here when you see a drain -- come down and touch down just south of 405 on Alameda. We have to do some minor realignment of Alameda coming down here to make room for this elevated structure to come down on Alameda. All the elements of Schuyler Heim Bridge, exactly the same as the previous alternative that I mentioned.

Let's look at the third alternative that we came up with. This one is bridge demolition that would preserve the historic part of the structure.

This basically, what we came up with, we have to look at an alternative according to the Federal Section 106 to look, see what happens if we don't touch the bridge, leave the bridge as is, and come up with an alternative.

So the alignment is almost the same as alternative number one, except the alignment has been shifted to the east. So the existing Schuyler Heim Bridge stays where it is, but the whole island shifts to the east. And, again, we have the flyover and coming down, the rest of the project is the same. This is going to cause tremendous impact on the pier that is in that area.

Next alternative is we don't do any SR-47 program, just replace the bridge. And these are the alternatives that we came up with. As you see here, we don't even have the flyover. We just start from here and go up, replace the bridge, and come back and touch down. So this alternative only takes care of the bridge replacement, does not do any other improvement anywhere else.

The one to the last alternative is the transportation system management system. And what we do is we don't replace the bridge. We don't do any improvement to the SR-47. Rather than that we come

and do some traffic improvement like restriping, basically doing synchronization of the signals, eliminating some parking spots to make the street wider, come up with some signage system that provides more information to drivers. For example, let them know that this road is congested, go the other route, or there's some traffic jam here. And basically this alternative does not provide any change on the existing bridge that is seismically deficient.

And last, but not least, basically do nothing. Leave as is and don't spend a penny on that.

With this, I am going to ask Harley Martin to talk about the environmental aspect of the project.

MR. KOSINSKI: While Harry is making his way up here, let me just remind you, if you want to speak at the meeting, please fill out one of these comment cards; and staff will be roaming around to pick them up. So keep that in mind.

MR. MARTIN: Thank you, Shahram. Before I get started on the environmental summary, I want to kind of reiterate some of the project benefits Shahram addressed earlier. But there are also some other project benefits that were incorporated with

working closely with the engineering group, and I will talk about those when I talk about the adverse impacts.

In preparation of the EIS/EIR, we prepared 13 technical studies, air quality, water, noise. We did special multi-modal economic study looking at marine vessel transportation through the Pacific Coast Channel. We prepared the other typical technical studies in support of the EIS/EIR with respect to community impacts, property acquisitions. And I won't go into detail. They are back -- on display back there. You are welcome to take a look at those.

Basically the EIS/EIR concluded that the majority of the impacts were minor. The reason -- we basically worked with the engineering group. We first looked to avoid project impacts. We then looked where we couldn't avoid some issues. We looked to try to minimize those impacts by moving things around and incorporating them into the design to reduce those impacts.

And last, if there were more impacts, we basically incorporated what are called best management practices or other design features to reduce those impacts to less than significance.

The EIS/EIR did conclude that there were some adverse impacts. The most adverse impact were a result of traffic at Ocean Boulevard. That intersection was forecasted to fail in the future. And that is basically the reason why the project incorporated the flyover structure at Ocean Boulevard. That is basically a 10-million dollar mitigation.

There is some other traffic in terms of the southbound Alameda Street connecting to Pacific Coast Highway, the ramp connector as provided as part of project mitigation as well.

And then thirdly, there are also some other traffic improvements at Wardlow Avenue to facilitate truck movements or vehicle movements to the 405 Freeway.

We also had adverse impacts to the Peregrine Falcon, which is known to nest on the Schuyler Heim Bridge. We have mitigation measures incorporated to protect the Peregrine Falcon. We also have some minor impacts with respect to wetlands along the channels, Cerritos Channel

The EIS/EIR and the noise technical study identified some noise impacts. Those impacts were based within the project limits. They are basically

sound barriers proposed for three locations, Leeward Bay Marina on the structure, the Wilmington area, along Alameda Street. There is a wall at grade at Alameda Street west of the railroad right-of-way. And there's also a barrier on the structure as the structure comes back down to grade before PCH.

For alternative two, there is a noise barrier proposed adjacent to SR-103 along Hudson School and the park area along there. Again, similar -- there's a grade structure along the school, plus as the structure takes off up into the air. There is another noise barrier on the structure as well.

The air quality technical study, basically we have construction -- significant adverse construction impacts during the construction period. They are temporary in nature, but one of the other impacts were associated with detouring of the marine vessels. We determined that there was an adverse impact with respect to those air emissions and so proposed, basically, some mitigation measures to compensate those marine vessels' detour air emissions.

We have some unavoidable adverse impacts with this project. They are air quality during

construction and also with cultural resources. The Schuyler Heim Bridge is a national registered eligible historic bridge, and basically demolishing that bridge is an adverse impact. We have worked with Section 106 and the Federal agencies to come up with a mitigation plan, and that's incorporated as part of this project.

Next slide. In terms of providing comments on the draft EIR/EIS -- whoops -- sorry. Where we are in the process, we've started the public review period, August 17th. We are conducting the public hearing tonight. And the public comment period closes on October 16th. We plan to circulate the final EIS/EIR in the winter -- late winter this year. And we hope Caltrans certifies the final EIS/EIR and issues a record in the spring of 2009. And shortly thereafter we would begin final design of the selected alternative and then also issue construction contracts.

In terms of comments that need to be sent in, your personal comments on the project, or the agency that you represent, please contact Ron Kosinski, Deputy District Director, Division of Environmental Planning at Caltrans, District 7, and the address is above. And that is all.

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Response to Comment TR1-1

Your support for the proposed project is acknowledged.

MR. KOSINSKI: All right. We have quite a few comment cards, so we are going to charge right into this. And keep in mind that the protocol we are following is we are taking speakers first who have comments or statements that they want. And once those are done we will go into the questions for the various panel members. And we are going to give Jim Dear a priority on this. And we will have Jim and then Harold Williams, Sheri Repp and then Dan Hoffman. So we will start with Jim. Charge ahead.

MR. DEAR: And Jesse Marquez wants a priority here.

MR. KOSINSKI: And Jesse is high on our list also.

MR. DEAR: That's what he told me. Greetings. I'm Jim Dear. I'm the mayor of the City of Carson, and the City of Carson welcomes this opportunity to testify before you at this public hearing regarding the proposed draft for the EIR/EIS for the Schuyler Heim Bridge replacement and the SR-47 Expressway project.

TR1-1 The project is something that is going to impact the City of Carson greatly. We realize that the goods movement is -- from the ports to the rest

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Response to Comment TR1-2

The commenter is referred to response AJ8-1 for a discussion of noise that occurs east of Alameda Street and north of I-405.

Response to Comment TR1-3

The commenter is referred to response AJ8-15 for a discussion of noise mitigation for residents east of Alameda Street and north of I-405.

of the country is something that needs to be not just brought forward in a efficient way, but also a way that is very sensitive to the residents living in the harbor area.

So as the mayor I represent Carson as a member of the I-710 Major Corridor Study Steering Committee. And I am aware of the need for trucks to safely and efficiently access the ports of Los Angeles and Long Beach. Carson recognizes the need to seismically retrofit the subject bridge to protect the public safety and welfare, to continue to maintain a safe port -- transport route that will sustain a major earthquake. The SR-47 Expressway would likely be supported as well if adequate mitigation measures are taken into consideration to protect the Carson community. TR1-1

The draft EIR/EIS must adequately address potential significant adverse effects of the increased noise levels to Carson residents east of Alameda Street and north of the 405 Freeway. They may result upon the projects -- that may result upon the project implementation due to the expected increase in diesel traffic along Alameda Street. TR1-2

The draft EIR/EIS must also identify appropriate noise mitigation measures, such as the TR1-3

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Response to Comment TR1-4

Funding for the Bridge replacement portion comes from the Grant Anticipation Revenue Vehicle (GARVEE) bond and is included in the 2008 SHOPP, which was approved by the California Transportation Commission (CTC) on March 13, 2008. Funding for the Expressway portion is included in the Trade Corridor Improvement fund (TCIF) program adopted by CTC on April 10, 2008. A part of the funding for the Expressway portion also comes from ACTA's Demonstration fund, Port fee, and ACTA bond. Contract bidding for the project would be consistent with federal requirements for the application of federal funding. Details on the bidding process is provided on the Caltrans website.

Based on a recent ruling establishing new standards to constitutionally support the use of race-conscious disadvantaged business (DBE) goals, agencies receiving federal aid contracts are required to implement the DBE program.

Response to Comment TR1-5

Your support for project Alternative 1 and your objection to project Alternative 2 are acknowledged.

installation of sound wall noise barriers as was proposed for the Wilmington neighborhood and the

TR1-3 Leeward Bay Marina as well.

The project, also, is a project that I am interested in having local people working on the project. So I know that often contractors bring people from out of state to work on projects locally.

TR1-4 I am a person who's very interested in employing people who live in this area, in Long Beach, Los Angeles, and Carson particularly, because that is where the project will be taking place.

The alternatives that you have forward -- have on the wall in the back, I would -- after looking at it and studying the data that has been sent to my office, I don't support Alternative 2. I

TR1-5 don't think it's a very good alternative. But at the same time I think the best choice for the City of Carson and for the entire harbor area would be Alternative 1. Of the staff -- city staff from Carson are here. So they've reviewed the draft EIR/EIS on the Schuyler Heim Bridge replacement and the SR-47 Expressway project. And they are present to provide additional public testimony for the record.

City of Carson thanks Caltrans for this

opportunity to comment and is prepared to work with Caltrans and the Alameda Corridor Transportation Authority to make this project a success and to protect the public's health and safety and welfare in compliance with the CEQA and EPA.

The City of Carson is currently evaluating the opportunity for installing sound walls along East Alameda Street between I-405 and Dominguez Street. Implementation of the sound walls are difficult since there are residential uses, a church, and other businesses located on Alameda Street.

So the City intends to complete the study by the end of this year. We anticipate that many of the properties along the corridor may need to be acquired to allow for the installation of the sound wall.

We look forward to working with Caltrans and ACTA in identifying adequate resources to provide the necessary sound walls to protect the Carson community. Thank you very much for having me speak today.

MR. KOSINSKI: Next we have Harold Williams, followed by Sheri Repp and Dan Hoffman.

MR. WILLIAMS: Mr. Chair, members of the

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Response to Comment TR1-6

The commenter is referred to response AJ8-1 for a discussion of noise that occurs east of Alameda Street and north of I-405.

Response to Comment TR1-7

The commenter is referred to response AJ8-15 for a discussion of noise mitigation for residents east of Alameda Street and north of I-405.

Response to Comment TR1-8

In accordance with Caltrans Noise Protocol, residences of concern in Carson, namely those located east of Alameda Street between Dominguez Street and I-405, and the church and homes between Dominguez and Carson Streets, are considered to be outside the study area for the SR-47 project regarding noise analysis. The study area for noise analysis encompasses locations where the proposed SR-47 project would cause actual physical changes to the roadway system. Nonetheless, ACTA is currently conducting a separate noise study to address the concerns of Carson residents in the above areas.

panel, thank you for the opportunity to comment on the proposed draft EIR/EIS for the Schuyler Heim Bridge replacement and State Route 47 Expressway.

My comments express the need for the draft EIR to adequately address potential significant adverse effects of increased noise level on a
TR1-6
residential community in Carson east of Alameda Street that will result from increased truck traffic along Alameda Street north of the 405 Freeway.

I am familiar with the Alameda corridor because of my prior position as a public works director for the City of Carson. And I remain interested in the success of the Alameda corridor. However, the success of the ports of Los Angeles and Long Beach cannot sacrifice the health and safety of our local businesses and residences. Mitigation
TR1-7
measures must be proposed and addressed, expected increase in noise levels to existing residences churches, and schools east of Alameda Street as a result of project implementation.

TR1-8
The residents of Alameda Street experience continued degradation of their quality of life to increased noise volume generated by increased rail and truck traffic traveling on Alameda Street from the ports. Residents there have told me that they

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Response to Comment TR1-9

The commenter is referred to response AJ8-1 for discussion of noise that occurs east of Alameda Street and north of I-405.

are not able to enjoy their outdoor life, their patios, having barbecues in the backyard because of the noise from the truck traffic along Alameda corridor as well as the rail.

Yet the draft EIR states that there is no environmental justice issues. But based on what I am hearing from my constituents, I believe additional investigations of their environmental justice issues are required to mitigate the significant adverse effects of increased noise levels resulting from the project to the identified residents. TR1-8

To bring what I have said together in just a few words, let me say this. We do not expect the project to mitigate all of the existing and future impacts within Carson. We do, however, expect the draft EIR/EIS to adequately address potential significant adverse effects of increased noise levels to Carson residents east of Alameda Street that will result from increases in truck traffic along Alameda Street north of the 405 Freeway. TR1-9

This concludes my testimony. And I appreciate the opportunity to stand before you.

MR. KOSINSKI: Okay. Thank you. Okay. Sheri.

MS. REPP-LOADSMAN: Good evening. My name

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Response to Comment TR1-10

Please see response TR1-8, above, for a discussion regarding noise impacts in Carson north of I-405.

is Sherry Repp-Loadsman. I am responsible for the planning activities for the City of Carson. And I appreciate the opportunity to speak this evening.

TR1-10 The City of Carson has been, I guess, the host for the Alameda corridor, at least that section that comes through our community. And over the years we certainly have recognized the increase in rail and truck traffic. And as a result, we have had the opportunity to have discussions with ACTA in the past, as well as other organizations, trying to understand how we can provide for appropriate mitigations for the Carson community. We have some unusual circumstances in that we have residential and businesses directly on the corridor. They're serviced by an alley. And their livelihood really is associated with access directly from the Alameda corridor.

The problem is that ultimately we need a sound wall in order to protect the 2400 homes that are located to the east. The only way to do that sound wall is really to significantly impact those business. We have recently hired the firm of Tetra Tech to help us evaluate the opportunities for replacing the sound wall and look at the implications as it may relate to those businesses and homes that

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Response to Comment TR1-11

The amount of traffic on the roadway is constrained by its capacity. As more trucks use Alameda Street under Alternative 1 and take more if its capacity, less capacity is available for autos. Hence, the amount of automobile traffic on Alameda Street would be reduced under Alternative 1.

are on the Alameda corridor.

Frankly, the problem is way beyond Carson. It's more than we can handle by ourselves. So we are looking to partner with both Caltrans and ACTA to make sure that appropriate mitigation measures are identified for all projects, both past as well as future so that collectively we can have a mechanism that can be implemented in the form of protective TR1-10 measures for our community.

Now, we do plan on having follow-up meetings with all of the involved agencies. But we do find that this particular project -- that it has not evaluated impacts that we believe will be associated with areas north of the 405.

Following me later this evening will be the TR1-11 traffic engineer for the City of Carson. His comments will -- I think will illustrate how there will be more traffic than is currently identified. With that additional traffic, we do believe that noise impacts will increase and, as a result, that there is a need for mitigation.

We look forward to working with you in the future. Thank you very much.

MR. KOSINSKI: Thank you. We have Dan Hoffman, then Elizabeth Warren.

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Response to Comment TR1-12

Your support for the proposed project is acknowledged.

Response to Comment TR1-13

Truck traffic cannot be restricted from using Pacific Coast Highway or from traveling through Wilmington to access I-110 or SR-103. However, trucks are required to use truck routes and are restricted from using some roadways in Wilmington:

- C Street between Alameda and I-110
- Anaheim Street between Alameda and I-110
- Avalon Boulevard between C Street and Lomita Boulevard
- Wilmington Boulevard between C Street and Lomita Boulevard

Further, trucks usually do not enter areas outside of accepted truck routes, or points of destination or origin unless they are making local deliveries. Also, during periods of congestion, no time would be saved by veering off Pacific Coast Highway into surrounding residential communities.

However, based on traffic data, the majority of existing truck traffic northbound on Alameda Street toward Pacific Coast Highway is seeking access to I-405 or SR-91. Therefore, the project is not expected to result in unnecessary truck traffic through Wilmington.

MR. HOFFMAN: Good evening. My name is Dan Hoffman. I'm executive director for the Wilmington Chamber of Commerce. We do support the replacement of the Schuyler Heim Bridge because it is seismically deficient. And also we support the elevated expressway. We believe it will relieve congestion and pollution.

TR1-12

Moving traffic efficiently, and especially trucks, will benefit business and the community. The project will also allow uninterrupted access to and from Terminal Island, which will benefit the port community and provide a dependable emergency escape route in the event of a natural disaster.

We do have one concern. And that is that the northbound traffic, based on Alternative 1, may enter Wilmington by accessing PCH north of the expressway connection to Alameda, and seek some assurance that a method will be implemented to prevent trucks from entering the community unnecessarily.

TR1-13

Wilmington, being kind of in the middle of the Port of Los Angeles, you know, adjacent to Long Beach, does get its share of -- or unfair share of truck traffic.

We appreciate the thought that has gone

into the mitigation of noise and light with the proposed sound walls for the area of marine proximate to the neighboring residents.

And we thank you for giving us an opportunity for this comment. Thank you.

MR. KOSINSKI: Thank you, sir. Elizabeth Warren and then Larry Keller and then Jesse Marquez. If people have statements, if you can provide a copy to our transcriber, she certainly would appreciate it.

MS. WARREN: Good evening. My name is Elizabeth Warren. I'm the executive director of FuturePorts. And FuturePorts is an advocacy group. We are membership based and we support clean growth and balance in the port area. A balance between economic prosperity and also the environmental stewardship of our region.

So with that, I would like to thank you for the opportunity to speak this evening. And on behalf of FuturePorts, we would like to congratulate Caltrans and the Alameda corridor Transportation Authority for producing this draft EIR for the Schuyler Heim Bridge replacement project and of the ports of L.A. and Long Bach.

We think this is a great step in ensuring

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Response to Comment TR1-14

Your support for project Alternative 1 is acknowledged.

that our ports are efficiently manage the expected growth while mitigating environmental impacts. And we think that this represents a very important project.

As you are well aware, the ports of Los Angeles and Long Beach are a major economic driver to our region, providing approximately 500,000 jobs in the greater five-county region and more than 3 million jobs nationally.

At the same time, the ports are potentially facing a major capacity crisis and trying to accommodate the growth of the TEUs, 17.2 million this year and 6.4, increased to 16.81. We firmly believe that port growth and the appropriate accommodation of that corridor -- that growth with the Alameda corridor and these projects are critical, not not only to Southern California and national economy, but also to our air quality.

So with that said FuturePorts supports the proposed project of the Schuyler Heim Bridge replacement and the SR-47 Expressway. This alternative represents an important green growth initiative to provide more efficient goods movement to reduce emissions.

TR1-14

It's very important that the traffic

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Response to Comment TR1-15

Your support for project Alternative 1 is acknowledged.

conflict at the five at-grade crossing be eliminated and the signalization of the three intersections to ensure less congestion. We also believe that additional project benefits, such as replacing the seismically deficient Schuyler Heim Bridge with a more safer fixed bridge, is without question of utmost importance. And the other additional benefits are also critical to safety and efficiency.

So with that, we think that we have a common goal of growing our ports and the other infrastructure to reduce congestion and improve efficiency, thereby reducing emissions. We look forward to supporting your efforts to move this project forward and look forward to working with you as well.

So thank you, again, for the opportunity to address you this evening.

MR. KOSINSKI: Thank you, Elizabeth Warren, Keller and Jesse Marquez, and then Melissa Lin Perrella.

MR. KELLER: Good evening, Mr. Kosinski. Thank you. And I thank the members of the panel for allowing me to speak tonight. I am Larry Keller. I am the president of the International Business Association of the Long Beach Chamber of Commerce. I

TR1-15

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am here to speak in support of Alternative 1 of the SR-47 project because of the great need for improved infrastructure to efficiently move port traffic in a safe, efficient, and environmentally responsible manner. TR1-15

I believe that No. 1 is the best alternative because it connects the existing SR-47 from Terminal Island to the four- to six-lane Alameda truck route created by ACTA and allows this route to be effectively utilized to move traffic between the ports and the 405 Freeway and beyond.

Also, it provides a much needed third highway for truck and commuter traffic, not only to serve busy Terminal Island, but to relieve the large amounts of traffic on the 710 and 110 freeways.

An improved SR-47 will allow much needed improvements to be made on the 710 freeway and the Desmond and Thomas Bridges, eventually, by providing a parallel artery for traffic while those works are being done. And connecting the SR-47 to Alameda Street will allow trucks and containers destined for the railroad ICTF facilities to be routed away from west side of Long Beach neighborhoods and schools by routing traffic bound to the rail yards eastbound from Alameda Street instead.

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Response to Comment TR1-16

The commenter's support for mitigation in the City of Carson is acknowledged.

The SR-47 project will improve air quality by consolidating several truck arteries and, in the process, eliminating many stop signs and traffic lights that cause greater diesel emissions through stopping, starting, and idling as trucks leave the port area.

We certainly support any of the mitigations that have been requested by the City of Carson on the east side to protect and improve the quality of life for the citizens living there and the businesses that attend them. And that support would be unmitigated. TR1-16

But in conclusion, I am again speaking in favor of the SR-47 project and specifically Alternative 1. Thank you for allowing me to speak this evening.

MR. KOSINSKI: Thank you.

MR. VAHDAT: Jesse Marquez, Melissa Lin Perrella, and then Donna Ellington.

MR. MARQUEZ: My name is Jesse Marquez. I live at 613 Gulf Avenue here in Wilmington. I am also the executive director for the Coalition for a Safe Environment. We are an environmental justice organization headquartered in Wilmington with representatives in 24 different cities throughout south L.A. County.

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Response to Comment TR1-17

Your opposition to the proposed project is acknowledged.

Response to Comment TR1-18

The commenter is referred to responses OB4-5, OB4-11, and OB5-8 for discussions regarding transport of goods by alternative methods.

I'm here to speak against the project as proposed. Unfortunately it appears that Caltrans is still living back in the 18th Century, 19th century. It's obvious Caltrans has not attended any of the ports and goods movement committee meetings, task TR1-17 forces, governor appointed committees, Southern California Associated Government Task Force community meetings because the public has already told every one of these agencies how we would like goods movement to be moved.

TR1-18 In every plan that is being prepared right now, and even the one that has already been completed, such as the Governor's goods and movements plan of the State of California, we, the public, stated that we supported the movement of goods.

However, we want it to be done in an efficient, clean, green, nonpolluting and causing no public harm or public safety. Yet, here you are presenting a bridge, which is basically no different than all prior past bridges, which is only going to encourage the same transportation method. Our environmental justice organization and numerous other environmental justice organizations, environmental groups, public health groups, academic institutions have all proposed to use alternative transportation

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systems. We do not support the movement of containers and cargo via trucks. TR1-18

Just like ACTA was asked and came forward to work with the Alameda corridor, there were two things that the public demanded and asked that the Alameda corridor incorporate, that the public wanted; and they did not do it.

We had asked that the Alameda corridor have truck lanes in there so they would not be impacting our bridges, they would not be impacting our streets, roads, highways, and freeways; but they did not do that. The public asked that the trains in Alameda corridor be electric so there would be no air pollution that would impact the public health and, they did not do it.

What you are proposing does the exact same thing. It continues polluting trucks. It continues polluting trains. What we ask is that you scrap the whole project and go back to the basics, look into that 21st, 22nd century, whereby there are new emerging technologies. Instead of moving the containers by trucks, we want them done by rail. They can be done by electric rail systems, electric monorail systems, magnetic levitation transportation systems, linear induction systems, and even an

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underground gravitational system.

We will not support your project as proposed until you investigate these other technologies. Right now the Port of L.A. and the Port of Long Beach is doing that as we speak. Right now the Southern California Association of Governments is getting ready to issue an RFP for consultants to consider these alternative technologies; and you are moving forward, business as usual. You cannot do that.

Basically, there are no public benefits to what you are doing. Who's going to pay for this bridge? Bottom line, it's Wal-Mart. It's Kmart, Home Depot, Costco, Sam's Club. You are providing a free transportation road to them.

A week and a half ago at the joint task force of that the Port of L.A. and Port of Long Beach, Professor John Husing did a study on the Clean Air Action Plan Truck Proposal in which they calculated what would be the cost to mitigate the purchasing of the new trucks as well as the public health impacts, and there was a cost per container. That fee was $540 per container.

We, the public, will not finance and support the payment of this bridge from public funds

when basically it is private companies that are being the primary benefactor of this. If you are going to build anything, then it should be paid by those importers, those retailers, those shipping companies that need the product here.

Yes, the cost will be passed onto the public, but let those publics who do not care about the impacts pay the burden of that. If you are going to build something that we would support, something like a tunnel that would be with electric rail system or magnetic system or linear induction systems, such as the ones I have mentioned to be built into that tunnel -- why should residents of Wilmington or Carson have to worry about sound walls? You build a tunnel, there is no sound. There is no noise. Who wants to stare at continuous truck streams all day? We do not want that. So a tunnel, we would not have to see that. We don't want to smell the exhaust. We don't want air pollution in our air. Wilmington right now -- UCLA Medical Center just completed a child asthma study. 23.9 percent of all children have asthma. The highest percentage is in Wilmington Park Elementary School, of which your new freeway is going to be about 100 feet from it. And since you are going to have it built high, that means that the

particulate matter and other pollutants will float over a higher dispersion, even further choking the children and causing them to suffer.

In your mitigation you didn't recommend things that we need. We need to have air purification systems built into the people's home. We need to have air conditioning/heating systems built into the people's homes, and we need homes to be soundproofed.

We will submit a written public comment which will include my remarks. We will also submit to you the names of the companies of these alternative technologies. But we are asking you now not to move forward until you have studied these technologies. Now, yes, some of them are not out of the box right now today, but we, the public, are willing to wait a few years to have Caltrans and other government agencies invest in these new technologies and get the prototype up and running. Electric trains exist today. Electric monorail systems exist today. General Atomics at California State University, Long Beach, the Cnet program. There is a prototype of Maglav technology which has already built a track and levitated up a container. It's now a matter of expanding that experiment and

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Response to Comment TR1-19

The commenter is referred to responses OB6-2, OB6-11, and OB6-25, which address growth, the project, and air pollution.

prototype so it can now move it.

There is no crisis to build this bridge right now. It may be seismically deficient that you say due to an earthquake -- I have not seen one meeting by Caltrans or any government agency right now in Wilmington or West Long Beach saying let's prepare for earthquakes. Yet it seems it's perfectly okay to invest to move containers, but not protect the public and our safety.

So I ask you to consider things that I have said. Let's put this on hold because there's more homework that needs to be done. Thank you.

MR. KOSINSKI: Thank you, Jesse. Melissa and then followed by Donna Ellington and Hudson Warren.

MS. PERRELLA: Good evening. My name is Melissa Lin Perrella. I'm with the Natural Resources Defense Council. Thank you for the opportunity to provide comments on the proposed project. NRDC will be submitting written comments, but tonight I would like to focus on several major concerns that we have with the draft EIR.

TR1-19

First, the draft EIR does not appear to consider the project as enabling port growth, even though the project will enhance port capacity. As a

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Response to Comment TR1-20

As stated in the Draft and the Final EIS/EIR Section 1.2.2.2, the existing transportation system within and adjacent to the ports is becoming increasingly constrained with cargo traffic and other vehicular traffic. A Port of Long Beach/Port of Los Angeles study forecasting that the amount of cargo entering the two ports would nearly double between 2010 and 2020. During the same time period, the amount of port-related truck traffic also is expected to double. This large, and rapid, increase in truck volume has the potential to seriously compromise the essential north-south connectivity between the ports and the regional freeway system, thereby slowing and/or otherwise limiting the movement of people, freight, and goods.

The growth scenario used for the analysis in the Draft and the Final EIS/EIR is based on the Port of Long Beach/Port of Los Angeles Transportation Study model developed in 2001, which was based on the Southern California Association of Governments regional model and approved by the Ports for transportation planning and environmental studies. The model was updated in 2004 for the proposed project and other port area transportation planning. The 2004 update incorporates the most current regional and port data, which include the forecast twenty-foot equivalent units (TEU) throughput for 2030 of approximately 44.7 million TEU, with a peak-month estimate of 4.1 million TEU. This compares to the TEU throughput for 2003 of 11.8 million.

Additional growth would not occur due to this project, since Port growth is constrained by other factors, such as terminal and rail yard capacities.

Based on the above, it can be seen that the project is proposed in response to considerable and expected growth at the ports.

Response to Comment TR1-21

See response AJ11-4.

result, the draft EIR does not report any increase in air pollution that will result from the increased ports' ship, truck, train, harbor craft, and harbor handling equipment emissions that will result from
TR1-19 the project.

Notably, Caltrans is also a lead agency with the Port of Long Beach for the Gerald Desmond Bridge project, which like the proposed project, is a major connector to Terminal Island. After receiving comments at the Gerald Desmond Bridge EIR failed to analyze impacts from the project's potential cause of port growth, the agencies reissued a notice of
TR1-20 preparation back in December of 2005 indicating that they would perform such an analysis in a revised EIR. There's no reason why such an analysis should not be performed for this project as well. Indeed, the California Court of Appeals has noted that where a road project will serve as a catalyst for further development, construction should not be permitted to commence until such growth impacts are evaluated under CEQA.

TR1-21 Second, the draft EIR reports that truck and vehicle emissions that occur in the project area will decrease significantly between the year 2003 and 2030 due to State and Federal regulations. In some

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Response to Comment TR1-22

A discussion of greenhouse gases has been added to Section 3.13.1.2 and 3.13.2.2 of the Final EIS/EIR. Climate change is addressed in Chapter 4.0 of the Draft and Final EIS/EIR.

Response to Comment TR1-23

See responses AJ7-2, AJ7-11, and EO1-5.

instances the draft EIR assumes an 86 percent reduction in noxious emissions from such regulations. This data seems to contradict other sources that predict an increase in emissions in the project area due to port growth. We urge Caltrans to reconsider
TR1-21 these assumptions.

Third, we were surprised the draft EIR did not include a comprehensive discussion of the climate changes in impacts that will result from the project. In fact, the draft EIR seemed to suggest that, since there are no regulations specifically addressing green house gas emissions, the agencies need not conduct a CEQA analysis of the project's climate changes impacts.
TR1-22

However, the California Court of Appeals had made clear that, even in the absence of a precise or universally accepted methodology for quantifying impacts, an agency must still undertake a good faith reasonable analysis.

Based on these errors and others mentioned tonight, I urge Caltrans to withdraw the EIR and
TR1-23 circulate a revised draft for public review. The draft EIR reports the proposed project is located in the communities of Wilmington and Long Beach near hospitals, residences as close as 100 feet away, and

Response to Comment TR1-24

The commenter's concern is acknowledged. The Draft Relocation Impact Report (DRIR) identifies the loss of businesses as a consequence of the project. However, considering the small number of relocated businesses, in relation to the total number of businesses in the city, no significant adverse effect is anticipated in terms of loss of tax revenues to the city.

As stated in the DRIR and in Section 3.3.2.4 of the Draft and the Final EIS/EIR, for individuals, relocation assistance or compensation is available and will be provided to eligible persons and businesses in accordance with the federal Uniform Relocation Assistance and Property Acquisition Act of 1970 and with the California Relocation Act.

Response to Comment TR1-25

The projects mentioned by the commenter - TRAPAC, Channel Deepening, Pier A expansion - are included in the cumulative analysis for the proposed project, and their traffic issues are included in the traffic model developed for both ports and utilized for the traffic analysis in the Draft and the Final EIS/EIR. The traffic projections for all the projects are the same, based on the SCAG 2030 set of socioeconomic data, the official projection for Southern California. Therefore, the commenter's concerns regarding traffic associated with these and other projects have already been incorporated into the traffic model for both ports and in the project-specific and cumulative traffic analysis provided in the Draft and the Final EIS/EIR (see Section 3.5 and Chapter 5.0).

The commenter's concern regarding loss of property in Wilmington is acknowledged. Please see response TR1-24.

11 schools, the closest only 700 feet away.

As a result, it is critical that the draft EIR properly analyze the environmental and public

TR1-23 health impacts from the project.

Thank you.

MR. KOSINSKI: Donna, Bill and then Hudson Warren and Colleen.

MS. ELLINGTON: I wasn't sure if it was me that you were calling.

MR. KOSINSKI: Yeah. Sorry.

MS. ELLINGTON: I was really concerned on your Alternative 1, that it removes so many properties from Wilmington. You know, the port and the State and everybody has taken so much of our

TR1-24 property. And when they do, they remove it from our tax base. And so when we lose those property taxes, we lose City services. So that is just a huge concern. Isn't it? Mr. Water, is going to lose an awful lot of property here. There's something else.

TR1-25 When I was looking at the cumulative impacts, I don't see -- some of these projects you mentioned, but you don't really go into the full extent of these projects. Like, for instance, as part of the TRAPAC terminal they are proposing relocating the Pacific Harbor line rail yard, which

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will -- it would occupy that huge parking lot right next to Leeward Bay Marina, 70-acre rail yard. And the construction date is 2009 to 2010.

The channel deepening project. You mentioned the channel deepening project. The Pier A -- it's right next to the Pier A west property. It's like a 40-acre soil storage site that's in one of the Wilmington marinas. And I know that the EIR has not been released yet, but the 2002 EIR did authorize 597,000 cubic yards of material to be dredged from the Port of L.A. and disposed of at that site. The construction date is, like, between 2008, 2009. So, you know, there's a lot of trucks there in these marinas that will be hauling dirt back and forth.

The Pier A west remediation project is scheduled to begin -- I don't know -- I think the middle of the 2008 until possibly 2009. And the Port of Long Beach has estimated 500 to 1,000 trucks a day for at least five months.

So what I see is, you know, your project would be between 2009 and 2011. So the whole east basin area would be undersea between 2008 and 2011. So I want to make sure that all this progress will be going on at the same time. Trucks will be on all the

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Response to Comment TR1-26

See response TR1-25.

same roads that your construction equipment will be on.

I will probably submit a report or comments. That was just something that you really need to address in here. You know, that and the fact that I believe the TRAPAC terminal also is talking about adding a northbound and a southbound lane on Alameda Street at the Anaheim intersection and probably all the way up. So that street will be widened anyway. So I am concerned, again, that -- I don't know if this project overlaps, but there, again, we are losing a lot of Wilmington businesses, you know, potential employment. You know, far east Wilmington is now mostly owned by the Port of L.A. and the Port of Long Beach. We have probably lost 400 jobs over there just between the Dominguez Channel and Alameda.

TR1-25

TR1-26

So it's really a concern. You know, maybe this construction project is creating jobs, but you know, the project itself is eliminating property taxes, businesses, and employment in Wilmington.

Thank you.

MR. KOSINSKI: Thank you. We have Hudson Warren. Then Colleen Callahan.

MR. WARREN: Good evening. My name is

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Response to Comment TR1-27

Your support for project Alternative 1 is acknowledged.

Hudson Warren. I am here on behalf of the Foreign Trade Association, which I am vice president, and the Propeller Club of Long Beach, where I am president. We boast members of close to 500 individual companies within the area and those companies employ thousands of people.

We are here to support the EIR process as well as the particular project here, in particular Assumption No. 1. We believe the benefits are significant and will improve the flow of traffic and at the same time believe it is a mitigated approach in terms of the environmental impact. TR1-27

Thank you.

MR. KOSINSKI: Thank you. Okay. Colleen. Then we have Richard Garland from the City of Carson. And then Andrea Hricko.

MS. CALLAHAN: Good evening. Colleen Callahan with the American Lung Association of California. I thank you for the opportunity to speak today. The American Lung Association of California is concerned about the potential health impacts of the proposed project and what this will do to many of our communities and the region as a whole. Scientific studies prove that air pollution makes people sick. It's killing people. The draft EIR are

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Response to Comment TR1-28

See responses AJ7-1, AJ11-2, and EO1-5.

Response to Comment TR1-29

As stated in the Draft and the Final EIS/EIR Section 1.2.2.2, the existing transportation system within and adjacent to the ports is becoming increasingly constrained with cargo traffic and other vehicular traffic. A Port of Long Beach/Port of Los Angeles study forecasting that the amount of cargo entering the two ports would nearly double between 2010 and 2020. During the same time period, the amount of port-related truck traffic also is expected to double. This large, and rapid, increase in truck volume has the potential to seriously compromise the essential north-south connectivity between the ports and the regional freeway system, thereby slowing and/or otherwise limiting the movement of people, freight, and goods.

The growth scenario used for the analysis in the Draft and the Final EIS/EIR is based on the Port of Long Beach/Port of Los Angeles Transportation Study model developed in 2001, which was based on the Southern California Association of Governments regional model and approved by the Ports for transportation planning and environmental studies. The model was updated in 2004 for the proposed project and other port area transportation planning. The 2004 update incorporates the most current regional and port data, which include the forecast twenty-foot equivalent units (TEU) throughput for 2030 of approximately 44.7 million TEU, with a peak-month estimate of 4.1 million TEU. This compares to the TEU throughput for 2003 of 11.8 million.

Based on the above, it can be seen that the project is proposed in response to considerable and expected growth at the ports.

reports that the proposed project be located in communities along West Long Beach and Wilmington, just a few feet away from a hospital, numerous residences, and 11 schools. This area is already referred to as the diesel death zone because community members inhale high levels of diesel pollution.

We know that diesel pollution is toxic, causes cancer and premature death, but research also now finds that risk is elevated for people living near high traffic freeways. It's critical that the TR1-28
draft EIR properly analyze the environmental and public health impacts from the project. The American Lung Association has concerns with the findings of the air toxins analysis, even if the proposed project could potentially reduce the stop and go, and even if the trucks of the future will be cleaner than the trucks of today, the diesel truck -- even though the 2007 standard will not get us completely clean healthy air, this project will inevitably make the TR1-29
situation worse because it will increase traffic by increasing port capacity. This increased capacity needs to be taken into account. Instead, the draft fails to provide straightforward information about current and future traffic volumes.

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Response to Comment TR1-30

The amount of traffic on the roadway is constrained by its capacity. As more trucks use Alameda Street under Alternative 1 and take more if its capacity, less capacity is available for autos. Hence, the amount of automobile traffic on Alameda Street would be reduced under Alternative 1.

It is time for better data, but it is also time for a better vision that moves us away from the overreliance on dirty diesel trucks and moves us forward into an era of clean, innovated technologies. Our health and the health of our children depend on smart transportation decisions.

Thank you.

MR. KOSINSKI: Thank you. Again, if you happen to have an extra copy of your presentation or something that you can help our court reporter out on, that will be very appreciated. Richard.

TR1-30

MR. GARLAND: Richard Garland, City of Carson. As you heard earlier one of the primary concerns that the City of Carson has with regard to the project is the potential for noise impacts for the residential neighborhood, Alameda Street. As the noise impacts are directly related to volumes of traffic along Alameda, we took a close look at the traffic volume projections to ensure that they appeared reasonable.

What I found was that the before and after traffic projections indicated the project would result in a decrease in automobile traffic volume on Alameda Street. This would imply after the new bridge is constructed and after a new and improved

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Response to Comment TR1-31

Please refer to responses TR1-10 and TR1-30.

roadway link is provided between Terminal Island and Alameda Street that the number of cars on Alameda would actually decrease. This seems unlikely to me.

So I would request that the traffic modeling forecast be reevaluated and adjusted to more logical projection from the without-project to with-project scenario. Then the noise impacts could be recessed, using what I would consider more reasonable traffic projections; and maybe some effective mitigation measures could be identified to mitigate the problem impacts of these affected residential areas.

TR1-30

TR1-31

Thank you.

MR. KOSINSKI: Thank you, Richard. Andrea and then Robert Perel and Marie Castle.

MS. HRICKO: Thank you for this opportunity. My name is Andrea Hricko and I am on the faculty at the Keck School of Medicine of the University of Southern California, where I work with a team of scientists conducting the children's health study, a longitudinal study of the respiratory health of thousands of Southern California children in relationship to the air pollution that they breathe.

I have read major sections of the Heim Bridge Expressway/SR-47 draft EIR, and find that it

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Response to Comment TR1-32

The traffic analysis is performed for the AM, MD, and PM peak hours. The existing peak and future peak hour traffic volumes on the Schuyler Heim Bridge are presented in Figures 3.5-3, 3.5-10, and 3.5-17 of the Draft and the Final EIS/EIR. This was clarified to the commenter in a meeting after the public hearing.

Response to Comment TR1-33

Estimates of the numbers of trucks being taken off the 710 Freeway by other rail and road projects are outside the scope of this environmental analysis. Further, estimates as to the numbers of trucks that may go to specific rail yards also are outside the scope of this environmental analysis.

The growth scenario used for the analysis in the Draft and the Final EIS/EIR is based on the Port of Long Beach/Port of Los Angeles Transportation Study model developed in 2001 and approved by the Ports for transportation planning and environmental studies. The model was updated in 2004 for the proposed project and other port area transportation planning and includes the BNSF SCIG and UP ICTF in the background projections for port growth. Therefore, cumulative impacts associated with development of these projects as part of overall port growth were assessed in the Draft and the Final EIS/EIR. Also see response OB6-14.

The ICTF has not been proposed by formal public notices (Notice of Intent, Notice of Preparation), does not have pending environmental documentation, and is not awaiting regulatory reviews or approvals. Therefore, in accordance with federal (NEPA) and state (CEQA) requirements, at this time it is not considered a reasonably foreseeable project that would merit specific analysis, and is not identified as a specific location where trips would begin or end.

Although the SCIG is listed in Table 5-1 of the Draft and the Final EIS/EIR, it is noted on the table that the project was not reasonably foreseeable at the time of issuance of the NOP for the proposed

is -- that it makes dozens of undocumented and unreferenced claims and repeatedly refers to documents that Caltrans staff told me I could review at the public library, all the supplemental documents that are on the back table.

Several specific items that I question.

TR1-32 One, traffic volumes need to be presented in an understandable way that people who are not traffic engineers can understand. We were surprised that we could not find the answer in this 1500-page document to the most basic question: How many trucks go over the Heim Bridge today, and how many will be going across it in subsequent years? I actually went to the Caltrans truck count data myself and found 8,000,259 truck AADT, but I couldn't find that anywhere in the document. In fact, the phrase "AADT" shows up only one time.

TR1-33 Number two, I would ask exactly how many road and rail projects are going to claim, without careful documentation, that they are taking trucks off the 710 Freeway. Between the claims of the Alameda corridor being a proposed skid project, the UPICTF, and now if we add together these projects, perhaps we are not going to even need that 710 expansion.

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project which, as described in Chapter 6.0 of the Draft and the Final EIS/EIR, occurred on January 28, 2002. As shown in Table 5-1, the SCIG NOP was issued in September 2005.

An assessment of environmental impacts associated with construction and operation of the SCIG and ICTF projects would occur separately, as part of the NEPA and CEQA approval process for each one.

Please see Chapter 5.0, Cumulative Impacts, for further explanation of requirements for including a project in the EIS/EIR.

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Response to Comment TR1-34

See responses AJ7-1, AJ11-2, and EO1-5.

The draft environmental impact report needs to explain these estimates in greater detail. We need an analysis not just a statement as though it is fact. You need to add in the one and a half million trucks that would be going to the proposed skid and the 750,000 trucks to the enlarged ICTF. In fact, those two rail yards are not even mentioned in the EIR even though ACTA has been considering them and discussing them as a major -- projects that they want for years. TR1-33

Number three, the health impacts are almost completely dismissed by Caltrans. Caltrans and the Federal Highway Administration, I believe, are disingenuous in saying that they cannot validate the existing studies about proximity to the highways and health impacts. At USC alone we have published three papers showing health impacts with proximity to traffic, with one that lands in one of the world's most prestigious journals. Yet Caltrans and Federal Highway Administration, who have no research scientists, say that they have no ability to validate these studies. We are happy to provide a scientific briefing to Caltrans and ACTA on the studies that many people in the world are referring to with regard to proximity to freeways. TR1-34

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Response to Comment TR1-35

See responses AJ7-2, AJ7-11, and EO1-5 regarding the Health Risk Assessment.

When the commenter inquired as to the availability of the technical studies, she was informed that they were available at the listed public libraries and Caltrans District office and that she could choose to go to these libraries or the Caltrans office to review the technical studies.

Research findings and adverse health comes from air pollution in general. And freeway proximity is now well-documented, and it should be incorporated into the DEIR. Our studies show that children who live near freeways and busy roads are more likely to have asthma, reduced lung function, and school absences. Studies in other communities are showing similar results. The SR-47 Expressway will be 700 feet away from a school and 100 feet away from homes. And yet the DEIR says there will be no adverse impacts. The word "ultrafine" does not even appear in the document, even though there are dozens of articles on ultrafine and ultrafines and health, including two articles from our fellow scientists at UCLA on ultrafine particles being very high in close proximity busy roads and freeways. TR1-34

I'm almost finished here. The M-7 analysis shows slightly higher mobile source air toxic emissions in Alternatives 1 and 2, but it doesn't say how high. And it says the health effects cannot be estimated. Again, you want to read that air quality analysis, I was told to go to the public library to read it. TR1-35

When one of the mobile source air toxics is diesel PM and others, Benzene and petadien (phonetic)

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Response to Comment TR1-36

By building the SR-47 expressway and providing better access to Alameda Street, the traffic operation of the entire study area improves. Trucks would travel shorter distances to their destinations, and in less travel time.

Further, the growth scenario used for the analysis in the Draft and the Final EIS/EIR is based on the Port of Long Beach/Port of Los Angeles Transportation Study model developed in 2001, which was based on the Southern California Association of Governments regional model and approved by the Ports for transportation planning and environmental studies. The model was updated in 2004 for the proposed project and other port area transportation planning. The 2004 update incorporates the most current regional and port data, which include the forecast twenty-foot equivalent units (TEU) throughput for 2030 of approximately 44.7 million TEU, with a peak-month estimate of 4.1 million TEU. This compares to the TEU throughput for 2003 of 11.8 million.

Based on the above, it can be seen that the project is proposed in response to considerable and expected growth at the ports.

Response to Comment TR1-37

The conclusion used for the $PM_{2.5}$ hotspot analysis was based on the traffic data contained in Section 3.5 of the Draft and the Final EIS/EIR. Depending on the alternative evaluated, the project would improve level of service on segments of the mainline and many intersections when compared to the No Build alternative, as shown in Section 3.5.3.3.1.2 of the Final EIS/EIR. Improving level of service means congestion would be reduced. Table 3.5-10 presents the traffic volumes across the Schuyler Heim Bridge for the project and the No Build alternative in the year 2030.

I think it's not acceptable to say that they are slightly higher, but cannot -- but the health effects
TR1-35 cannot be estimated.

I would like to mention something about VMT. I read from the document the emissions decrease for Alternatives 11A3 are due to a predicted decrease in VMT in the study area and an increase in vehicle
TR1-36 speed. How is it responsible that building the Heim Bridge and SR-47 Expressway resulted in lower VMT than the current situation of no-build. Clearly Caltrans and ACTA are not accounting for the port growth the bridge and this expressway will induce.

The DEIR states that it is unlikely that PM2.5 hot spots will be associated with the proposed project because local accumulation and delay of vehicles will be reduced by the project. This assumption does not document it. What evidence is there that congestion will be reduced in the
TR1-37 long-term? To know that, we need to know how many trucks are expected to go across the Heim Bridge in each of the successive coming decades. When will there be a cut point for congestion? So where are all these analyses also of what Pier S and other growth from the ports is going to be doing in terms of this pollution on this bridge and expressway.

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Response to Comment TR1-38

The commenter's dissatisfaction with the Draft EIS/EIR, including requests to "redo" the document, as well as extend the public comment period, are noted.

Please refer to response OB9-27 for a brief discussion of the adequacy of the Draft EIS/EIR, in accordance with CEQA and NEPA guidelines.

In regard to the review period, the legal period for public comment on the Draft EIS/EIR is 45 days. However, Caltrans provided 60 days, and this extended review period ended on October 16, 2007. In response to public and agency requests, Caltrans provided the requesters with an additional extension of the deadline, agreeing to accept written comments until early November 2007, even though such extensions are not required by CEQA or NEPA. Where applicable, some portions of the Draft EIS/EIR have been revised in good faith response to comments.

Response to Comment TR1-39

The commenter's support for project Alternative 2 is acknowledged.

Finally, I would urge you to take this document back to the drawing to board, to redo it, and provide additional comments, when it is completed I think that a number of people tonight have expressed and found many flaws in the document. I find that the topics that I discussed are serious flaws that do not allow us to review the document in an acceptable fashion.

TR1-38

If it's not redone and recirculated, then I suggest that there be an extension of at least an additional month for the public to submit comments, since people may want to do modeling. And since the -- and I would also suggest if there is an extension, all the supplement documents be put on a Web site and be available electronically to the public.

Thank you. Thank you for giving me so much time. I appreciate it.

MR. KOSINSKI: No problem. Your presentation cries out for helping our court reporter if you have an extra copy.

Thank you. Okay. We've got Robert Perel, Marie Castle and then Ray Park.

TR1-39

MR. PEREL: My name is Robert Peral and I am the operator of the Leeward Bay Marina. Therefore

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Response to Comment TR1-40

Since water flows southward from the Consolidated Slip into the Leeward Bay Marina, the greatest project-related impact to the free flowing water will be experienced at the narrow section of the Consolidated Slip, which is approximately 120 feet wide, before it widens to approximately 375 feet at the section of the channel housing the Leeward Bay Marina. Currently, the bridge over the Consolidated Slip that connects to Henry Ford Avenue includes two sets of multiple large piers in the channel. In addition, the TYC track includes a curved railroad bridge with nine sets of piers (2 each) at the wider section of the Consolidated Slip.

The project proposes to install four 12-foot diameter piers in the wider section of the Consolidated Slip. One of the piers is proposed at the shoreline, two other piers are proposed at the edges of the wider section of the channel, just south of where it widens, and the fourth is located in the middle of the channel. As result, only one of the proposed piers will directly affect water flows.

Since so many piers exist in this segment of the channel where the water velocities slow down as the channel width increases, and because it is so close to San Pedro Bay affects on water flow are expected to be minimal as a result of installing four new piers in the Cerritos Channel.

Response to Comment TR1-41

The traffic report studied the needs for the area and recommended the proposed design. With implementation of the proposed project, in year 2030, at intersections along the new fixed-span bridge and the proposed SR-47 Expressway, the level of service (LOS) is projected to be C or better (see March 2007 Traffic Report, Table 6, Page 33 prepared by Meyer Mohaddes Associates). This is better than the LOS at the same intersections in the event no project is built (see Section 3.5.3 of the Draft and the Final EIS/EIR).

TR1-39 I think Alternative 2 seems to be a wonderful alternative.

Somehow I have the feeling that I am going to be renewing acquaintances with my friends at ACTA. And I never thought I would survive the last time.

What concerns me is the bridge itself, because I somehow think this is the alternative that you are going to end up with. I always presumed that they were going to have berm on each side and that the bridge would go over the -- and wouldn't basically be in the middle.

They need to pay particular attention, because I have some experience over 30 years. I think my family has been here about 55 years. And

TR1-40 every time they move boulders on the side it deflects the water the flow and direction of water. You are going to be putting in a big piling somewhere. They are talking about they may displace one of our docks, but I have not heard anything -- what should happen -- should the flow be diverted, it could go right into the marina. So I think they have to pay particular attention to this and what the results will be.

TR1-41 I think they should also consider the fact, even though it's not mentioned at all right now, it's

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not in the drawing board, some days -- sometime they are going to have to build another bridge right next to this. The reason is, if they don't, everyone that has the other marinas -- which I have one of them -- are going to be trapped. The fire department is not going to be able to get in. The police department is not going to get in there, because right now it's difficult. And they talking about an increase of, I don't know, 20 percent, 30 percent, 40 percent. So it's almost an impossible situation. Therefore, they are going to need to build another bridge almost adjacent to where your bridge is going to go. And if you can't expand it, they are not going to expand it. And then there's going to be another problem. So what is starting off as a bridge is going to end up as a dam.

So someone is going to have to do something. So maybe you could even figure if they are going to do something, you could -- it -- it's going to be inevitable that somehow when yours takes into consideration what may follow, maybe it can be in conjunction with it, but really should be considered because we don't know how the water is going to be deflected. So it's more of a technical comment that I have at this point. That is basically

TR1-41

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Response to Comment TR1-42

The commenter's support for project Alternative 2 is acknowledged.

Response to Comment TR1-43

It is acknowledged that improvements to the existing bridge have been made over the past years. However, the need to continue these high-cost improvements, plus overall considerations of bridge stability, have led to the conclusion that the Schuyler Heim Bridge needs to be replaced.

The seismic deficiencies of the existing bridge are described in the Draft and the Final EIS/EIR Section 1.2.2 (Need for the Project). The evaluation that determined a new fixed-span bridge would be preferable to a new moveable bridge is described in Section 2.1.1 (Bridge Alternatives). As stated, the vertical lift bridge alternatives were dropped from consideration, as they would require significant right-of-way acquisitions, a temporary fixed-span bridge for detour during construction, and interim retrofit of approach spans.

The effects that a new fixed-span bridge would have on marine vessel traffic are described in the Draft and the Final EIS/EIR Section 3.6.3.3. It is estimated that about 13 percent of the vessels that currently use the Cerritos Channel will be able to pass under the new bridge and that, over a period of 20 years, detours by the remaining vessels will cost the marine industry approximately $23.6 million (approximately $1.2 million per year). This cost, however, would be offset by the positive economic benefits of the new bridge and improved safety and emergency response, as vehicles would not be required to wait to cross the channel because of a raised bridge, and overall congestion at the bridge would be reduced. In addition, there would be ongoing savings in bridge maintenance costs, as maintenance of the new bridge would cost less than maintenance of the existing bridge.

TR1-41 it.

MR. KOSINSKI. Okay. Thank you. We have Marie Castle, Ray Park, and the last card I have is from Bill Gaskill. Do we have anymore cards? Then we will go into questions.

MS. CASTLE: My name is Marie Castle. I'm one of the drawbridge operators at the drawbridge. I have been a drawbridge operator for 25 years.

MR. KOSINSKI: Could you stand a little closer to the microphone.

TR1-42 MS. CASTLE: I have been a bridge operator for over 25 years. I do think that the extension at the Alameda to 405, that is a good idea. The 103, I think that is what it was. It will take a lot of

TR1-43 congestion off the other streets. But a few years ago we had a new controller, new computer system in the bridge, new decking on the bridge, new brakes. The bridge does need to be painted. I believe Caltrans took it over in 1975. And as far as I can remember, because I have been at the harbor since '71 on and off boats, it has never been painted, and it does need to be seismically retrofitted. They have retrofitted all the bridges up north, or they are in the process of doing that, or they have replaced them with movable span bridges. This is the only one that

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they are going to make into a fixed-span bridge. That's going to eliminate the tug traffic that goes through the bridge. And also there's tour boats that come through, because they want to look at the harbor, tourism. There's a lot of harbor cruise vessels. We also have larger tugs than what is in the draft. Some of the tugs that are in your draft -- they are either -- they are up north or down south. They went someplace. But a lot of them aren't there. We have got a lot of them that are a lot taller. I don't know how tall the SEA RELIANCE is but they are -- it's huge, huge tug. To go around it takes over an hour plus fuel. I know one captain was complaining at the port bridge the other day that it would take over an hour and two hundred plus gallons of fuel. I also know Pack Tow, they are changing their engines over to electric and diesel. So when they are not towing they will be running on, I guess, electricity. I don't know how they are going to do that. I do want to say, yea, for the two harbor train line engines that they have -- you can breathe when they go by. The Union Pacific Railroad, you can't breathe when they go by. I do know they can make vehicles more efficient. Back in the '60s they had a carburetor that was by the name of Fisher,

TR1-43

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Response to Comment TR1-44

As described in the Draft and the Final EIS/EIR, various types of bridges were considered early-on when determining how to address Caltrans' finding that the Schuyler Heim Bridge was in need of seismic retrofit improvements. As described, two different vertical-lift bridges were evaluated, but were dropped from consideration because either would require: significant right-of-way acquisitions; a temporary fixed-span bridge for detours; interim retrofit of approach spans; and acquisition of additional rights-of-way at prohibitive cost.

Please see the complete discussion in the Draft and the Final EIS/EIR, Section 2.1.1, Bridge Alternatives.

and it got 100 to 150 miles to the gallon. It could run on three different kinds of fuels, and it was less than, I think, ten working parts. So that can be done. I agree with the other gentleman with the different kind of rail systems. That could work. That is about it.

MR. KOSINSKI: Okay. Very good.

MS. CASTLE: The harbor needs the bridge as a lift span, not as expanded. TR1-44

MR. KOSINSKI: Okay. Thank you very much. Then we have Ray Park and then Pilar and William will be the next two. And then I am out of cards.

MR. PARK: Good evening. My name is Ray Park. I come before you tonight as president of the Dominguez area property owners association. It's the community north of the 405 Freeway that runs right along Alameda Street. We are the ones that have the residences within 100 feet of Alameda Street. I am not going to bore you with some of the same statements that our fine representative from Carson gave about air quality, noise traffic, but I am going to take a different tack.

Your EIR does not meet any standards or levels of any other EIRs that are written in this whole South Bay. The traffic mock-up is completely

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Response to Comment TR1-45

The commenter is referred to the following responses relative to the evaluation of traffic and air quality impacts north of Pacific Coast Highway/Alameda Street: For a discussion of traffic and noise - TR1-30; for air quality discussions related to Carson - AJ8-14, OB3-7, and TR-46 (below); for noise discussions related to Carson - I2-4, I2-9, I2-10, OB3-4, and TR1-31; for traffic related to Carson - AJ8-3, AJ8-5, AJ8-9, and TR1-11.

Response to Comment TR1-46

Residences of concern in Carson, namely those located east of Alameda Street between Dominguez Street and I-405, and the church and homes between Dominguez and Carson Streets, are considered to be outside the project study area in regard to noise analysis. According to the Caltrans Traffic Noise Protocol, the study area encompasses locations where the proposed SR-47 project would cause actual physical changes to the roadway system. Nonetheless, ACTA is currently conducting a separate noise study, independent of this project, to address the concerns of Carson residents in the above areas.

different by number. The area quality, the environmental effect are different quality. I really think that this was a put-together thing. And one of the biggest problems that we see in it is it says it

TR1-45 stops at PCH, no more environmental impacts at PCH and Alameda. But in the next sentence it says "Oh, by the way, the trucks are going to go clear to the 91 Freeway."

There's no remediation measures, no mitigation measures, nothing for the residents of the Dominguez Lincoln Village area. Many, many years ago we were promised sound walls to reduce the noise effect from, then, the new Alameda corridor. We still don't have anything. Folks out there need

TR1-46 help. We need air quality controls like Mr. Marquez said with filters and air cleaners. We need sound walls to knock the sound down. We -- there's 2400 homes in this area. That is quite a few folks, and I think that this EIR had better look at some of the impacts in the environmental impact that they are causing on these residents.

Last thing I will say, it's a funny thing to me that you can put some remediation measures to protect the birds, but you cannot protect 2400 homes.

Thank you.

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Response to Comment TR1-47

In accordance with the California State Code, Highway and Streets Article 888, the current Schuyler Heim Bridge does not allow or accommodate non-motorized traffic. As a result, the proposed fixed-span bridge also does not provide for non-motorized traffic. In the event another bridge is built over the Cerritos Channel and could accommodate non-motorized traffic, the concern regarding non-motorized traffic routes could be considered by that project, which would be independent from this project.

Response to Comment TR1-48

The project includes improvements to northbound and southbound Alameda Street at the 223rd Street/Wardlow Road connector ramps, and to the connector ramp. These improvements will involve restriping the ramp and Alameda Street and resignalizing the intersection. These improvements are described in Section 2.2.1.1.2 and shown on Figure 2-4e of the Draft and the Final EIS/EIR.

The multi-traffic-signal issue noted by the commenter at the 223rd Street access ramp to the I-405 is outside the scope of the proposed project. However, the City of Carson, in conjunction with Caltrans, has a future project that plans to provide improvements to this area.

MR. KOSINSKI: Thank you, Ray. Okay. We've got a few more cards here that have come up. Bill Gaskill, Pilar Hoyos, and William Lyte.

MR. GASKILL: Hi. Hi, folks. My name is Bill Gaskill. I live on Alameda, just north of the freeway. There's a couple of items I would like to address that haven't been addressed yet. I am a bicycler and I remember the times when Terminal Island was accessible by the pontoon bridge, by the ferry, and by the Henry Ford drawbridge. The ferry got displaced by the Thomas bridge, Schuyler Heim Bridge went in, and nonmotorized traffic was not allowed to go on that bridge. The adjacent bridge, the Henry Ford bridge, does not allow motorized traffic. The pontoon bridge was displaced by the Odessa Bridge. It does allow motorized traffic on it.

In the State Code, Highway and Streets -- Street and Highways, Article 888, it prohibits the State from discontinuing nonmotorized traffic routes when they replace it with freeways. This has been done in violation of their -- of the State law. I would like to see this addressed when another bridge is built over the Cerritos Channel.

TR1-47

Another issue which I was a little

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Response to Comment TR1-49

The commenter's support for project Alternative 1 and objection to project Alternative 2 are acknowledged.

irritated at when I talked to the engineer is the transition between the Alameda Street and the southbound 405 Freeway. As it exists now, trucks have to line up at the intersection, turn right to go up to the Portal Road or 223rd Street, turn right again, and then go down to the on-ramp which they turn left, and then onto the freeway. That is one, two, three -- three signals. I suggested to the engineer that they make another on-ramp which would entail one signal. And he suggested that that is not feasible. I think it is. I think it is. Just didn't want to address the issue. I have several other items here. I hope you address them. I would like to hand them to you.

TR1-48

MR. KOSINSKI: Okay. Great. Thank you so much.

MS. HOYOS: Good evening. Pilar Hoyos representing Watson Land Company.

MR. KOSINSKI: Go ahead.

MS. HOYOS: I am here in support of Alternative 1 and to oppose Alternative 2. We are owners of the property adjacent to Alameda in Sepulveda through which Alternative 2 is proposed or noted on the project route. We would bring to your attention that that is not really a feasible

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Response to Comment TR1-50

See responses AJ7-1, AJ11-2, and EO1-5.

alternative in terms of the impacts because of that property being a landfill -- former landfill property. So you've got some real limitations and restrictions on the ability to build on that property.

TR1-49

TR1-50

I would also like to echo the concerns and issues that have been raised by a number of the Carson representatives here this evening. The City of Carson has taken great care in good land use planning and having issues of incompatibility of uses by having projects such as Watson Industrial Center and Dominguez Technology Center where you have master plan centers that can accommodate the logistics and corporate uses, serve as an economic engine for the City, provide thousands of jobs and revenue, and being a good neighbor.

So I want to call to your attention the need to mitigate -- to address the issues of mitigation for the residents to have this kind of incompatible use. Impasse on the residential areas creates more issues. I think that there's recognition on the part of the company and many others out there tonight for a need for this project in terms of the safety and efficiency and we commend you for taking the lead to do this project and

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Response to Comment TR1-51

The commenter's support for project Alternative 1 is acknowledged.

finding the resources to do this project, but it does need to consider both the feasibility and terms of the routing and mitigation for those areas that are potentially impacted, that are sensitive in the residential area. TR1-50

Thank you, and I would be happy to answer any questions.

MR. KOSINSKI: Okay. Thank you. Then we have William?

MR. LYTE: Yes. Good evening. My name is William Lyte. I'm president-elect of the Harbor Association of Industry and Commerce. We have more than 100 members of major industrial engineering, maritime, and increasingly, technology firms involved with our organization.

Our governmental affairs committee and our board of directors have reviewed the EIR documents, and we would like to endorse Alternative 1. We feel that it is the best alternative due to the benefits of highway congestion relief, seismic safety, emergency access, and cost effectiveness. TR1-51

We appreciate the opportunity to make our comments tonight and look forward to helping in the process in the future.

MR. KOSINSKI: Great. Thank you, William,

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Response to Comment TR1-52

The commenter's support for project Alternative 1 is acknowledged.

especially for your brevity. We have Alex Pugh. I have got Alex Pugh, and then that is it. I have got Juan Carmona, who wants to speak also, but has a question, so let's hold that to last.

MR. PUGH: Thank you for allowing me the opportunity to speak. I will also keep my comments brief, since most of my colleagues have made most of the comments that I would like to as well.

Once again, my name is Alex Pugh. I represent the Los Angeles Chamber of Commerce. As an organization we represent 1,600 members in the Los Angeles County.

The goods movement industry is a major economic driver in the Los Angeles region. And expected container volume growth is expected to double in the next two decades. Efficiently moving goods through the region is the key to seeking green growth at the ports. So the replacement of the Schuyler Heim Bridge and rebuilding the SR-47 Expressway are vital components of this system.

TR1-52 Therefore, we would like to register our support of Alternative 1 as the best way to effectively manage growth in the coming decades.

Thank you for the opportunity to speak, and we look forward to working with you in the future.

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Response to Comment TR1-53

The proposed project is one of the candidate short-term (0-3 years) actions listed in the final Goods Movement Action Plan published in January, 2007. With passage of the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, $3.1 billion will be available to help address the wide range of infrastructure, air quality, and homeland security aspects of California's goods movement system. Those funds include $2 billion for infrastructure, $1 billion for emission reduction projects, and $100 million to enhance homeland security.

Funding for the Bridge replacement portion comes from the Grant Anticipation Revenue Vehicle (GARVEE) bond and is included in the 2008 State Highway Operation and Protection Program (SHOPP), which was approved by CTC on March 13, 2008. Funding for the Expressway portion is included in the Trade Corridor Improvement fund (TCIF) program adopted by CTC on April 10, 2008. A part of the funding for the Expressway portion also comes from ACTA's Demonstration fund, Port container fees, and ACTA bond. For further discussion, please see Response to Comment TR2-35.

MR. KOSINSKI: Okay. Thank you. Then Juan Carmona. And this is the last card I have. We have no comment -- no additional cards anywhere? I'm sorry. I really appreciate your patience on this.

MR. CARMONA: Thank you. Good evening, Mr. Chairmen, members of the board. My name is Juan Carmona. I am from Coalition for a Safe Environment, and I have several questions for you. I'm not sure if you can respond to these questions, but here we go.

TR1-52 [How will Caltrans enact and fund this project?

MR. KOSINSKI: Who's the banker that would be able to answer this question? It's a common -- where is our project manager? Here we go. We are going to ask the project manager, who is the one dealing with funding, I believe, unless there's somebody else here who understand -- I've got to tell you frankly, I am totally confused about the entire funding process for all transportation projects.

MR. SU: I'm James Su, Caltrans project manager. We have programmed the funding to replace the bridge. The rest of the expressway will be funded by ACTA.

MR. CARMONA: Okay. Do you guys have the

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Response to Comment TR1-54

The benefits of the proposed project will be borne by the local community and those who utilize the roads in the project area. These benefits include reduced congestion and better traffic flow in the Port area, as well as greater reliance on the bridge across the Cerritos Channel, both on a daily basis and in the event of a major earthquake.

Although an economic analysis is not a requirement of the CEQA or NEPA process, a discussion of cost considerations is provided in the Summary of the Draft and Final EIS/EIR. A discussion of alternatives considered and withdrawn is provided in Section S.5.2, and anticipated costs for the alternatives evaluated are provided in Section S.7. In addition, a detailed discussion of the alternatives development process is provided in Section 2.1 and Section 2.3 of the Draft and Final EIS/EIR.

Response to Comment TR1-55

Maximum subsidence occurred in 1951-1952 with groundwater withdrawal and oil production from the Wilmington oil field. Since then, water injection has been implemented to reverse and/or minimize subsidence, and imported fill has been used to re-grade the area. Also, oil production has lessened since then. The proposed bridge replacement will disrupt small amounts of soil that will quickly be filled with CIDH piles that sit on bedrock. No subsidence is expected. During construction, a licensed geologist will monitor the area for unexpected subsidence.

Soil erosion is limited to areas with exposed soil. During construction, temporary construction site best management practices (BMPs) will be employed to eliminate potential soil erosion. After construction, exposed soil areas will be paved or possibly landscaped. Additional soil erosion is not expected in the future.

funds now?

MR. SU: Excuse me?

MR. CARMONA: Do you have the funds now?

MR. SU: For the bridge replacement only.

MR. CARMONA: Who benefits most from the proposal? The public? Business?

MR. KOSINSKI: Okay. First of all, the EIR/EIS is really supposed to deal with the definition of the project and what the impacts are, the adverse impact primarily.

So who benefits -- you know, the legislature attempted several years ago to pass a bill requiring that economic analysis on projects, but it failed.

So who benefits the most would be a difficult question to answer, I suspect. We cannot -- we can put it in the record and see if we can come up with a successful answer for you.

TR1-54

MR. CARMONA: Okay. And also, in the EIR/EIS report they mention something at subsidence which created a lot of problems in the past with this Schuyler Heim Bridge, soil erosion. And I was wondering, is that going to be a continuing problem in the future for this project for this bridge?

TR1-55

MR. KOSINSKI: I'm trusting that one of our

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Response to Comment TR1-56

The commenter's concerns regarding the visual effects and noise, odor, and air quality impacts associated with the proposed project are acknowledged. As detailed in the relevant sections of the Draft and the Final EIS/EIS, all actions will be taken to mitigate, to the maximum extent feasible, adverse impacts of the proposed project.

engineers will be able to answer that question. I assume that the answer is affirmative.

NEW SPEAKER: The whole island is subsiding.

MR. KOSINSKI: Okay. I guess that is not a question we will be able to answer.

MR. CARMONA: Okay. Also, I notice that there was translators in English and Spanish and other languages, and I was wondering why there weren't any flyers prepared in these languages.

MR. KOSINSKI: Good question. Do we have them?

NEW SPEAKER: If they want one, I'm sure Connie --

MR. KOSINSKI: Yeah.

MR. CARMONA: Okay. You guys have them?

MR. KOSINSKI: Yes.

TR1-56 MR. CARMONA: And lastly, the community does not want a bridge for the following reasons: The public does not want to see it. The public does not want to hear it. The public does not want to smell the exhaust from the trucks. And the public does not want air pollution to affect their health.

So in consideration of the bridge or another alternative, maybe a tunnel can be conceived

somehow. I am not sure how. This is something you guys could take up and prepare some type of statement for it. And that is it. TR1-56

MR. KOSINSKI: Okay. Again, thank you for your patience. Okay. That is the last card I have. Are there any other individuals that would like to speak? Seeing none, I am going to remind you, again, that you have until October 16th to respond. If you leave the meeting today and you would like to --

MS. HRICKO: I thought you said you were taking questions.

MR. KOSINSKI: You would like to come up and ask a question. Yes.

MS. HRICKO: I'm sorry. Wasn't there going to be time for questions from anybody in the audience?

MR. KOSINSKI: The format we follow for questions is the same format we follow here. And that is why Juan got held up. If you have a question -- what we are trying to do is make sure that the reporter is able to accurately collect this information. So the questions are on these cards. So if you want to ask a question, please fill out another card. We will be happy to give you another one. You can come up and ask the question.

So we will stall for a little bit, and I will give you some wrap-up information. And, again, if other people have additional questions that they would like to ask, please fill out a card; and we will take them in the order that we receive them. In closing the meeting, other than for the questions that will be coming up next, we have copies of the document in the back for those who need them. Certainly, if there are technical studies that people want, our staff should have those available. Hopefully, they brought them today. If they haven't brought them, then we should be able to take the card of the person who wants that study and supply it to them very quickly. With that, we will take about a one-minute break.

(Recess.)

MR. KOSINSKI: Are you ready?

MS. HRICKO: Whenever you get your audience back, if there is anybody staying.

MR. KOSINSKI: Okay. If everybody will please quiet down, we have one more card with a question on it. It's from Andrea Hricko from USC who spoke earlier. You want this card back?

MS. HRICKO: I know the question.

MR. KOSINSKI: Okay.

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Response to Comment TR1-57

The commenter is referred to response OB4-20 for a discussion regarding public hearing notification, distribution of flyers, and copies of the flyers.

MS. HRICKO: My question is I want to know -- this is Andrea Hricko from the University of Southern California, Keck School of Medicine.

TR1-57 And I would like to know whether the residents who are closest to the elevated expressway, who live near Henry Ford Avenue and Alameda Street 100 feet from the expressway and along with the students and parents at Wilmington Park Elementary School, were they flyered by either ACTA or Caltrans so that they knew to come to this meeting? Were there any notices given to residents in the most impacted area?

MR. KOSINSKI: Do we have somebody that is familiar with our noticing process? Maria. I can -- while we are tracking down Maria --

MR. MARTIN: There were hand flyers passed out.

MS. KOSINSKI: Maria is going to answer that question. While she's coming up here, let me just assure you that we had large ads in the newspaper, ran them twice in local papers. And they were not carried in some sections. For example, in the national section of the L.A. Times on Friday the 17th. So the notification process that we follow, in our opinion, goes beyond what the normal requirements

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Response to Comment TR1-58

The commenter is referred to response OB9-6.

are for the CEQA. With that, Maria will give me a little summary of the notification process.

NEW SPEAKER: Yes. We gave flyers to students in the area surrounding all of the alternatives. So they were distributed about two weeks prior to this meeting. We have the actual boundaries for you, if you would like that. And the number that were actually distributed, I can provide that to you as well.

MS. HRICKO: The next question I have for you is, finally having got my hands on -- and I will put it back if I need to -- but, my hands on the air quality technical study, is there anyone who can answer a question? There's a table in here that is showing the total daily traffic volume, but it's in millions of vehicles. And fortunately, we don't have millions of vehicles going across the roadway. So I am wondering if anyone can explain this. And it also shows no increase -- no increase from 2003 to 2011 in the number of vehicles going across the Heim Bridge, which is completely implausible. So I am wondering who can we talk to to make any sense out of this Caltrans data?

TR1-58

MR. MARTIN: What table are you referring to?

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Response to Comment TR1-59

In regard to the review period, the legal period for public comment on the Draft EIS/EIR is 45 days. However, Caltrans provided 60 days, and this extended review period ended on October 16, 2007. In response to public and agency requests, Caltrans provided the requesters with an additional extension of the deadline, agreeing to accept written comments until early November 2007, even though such extensions are not required by CEQA or NEPA.

MR. KOSINSKI: You know, this may be an item that you might handle after the public hearing. We should be able to give her a copy of this report.

MS. HRICKO: Can I take this one, please?

MR. KOSINSKI: These are public documents, so you should we able to have a copy of this. If that is the only one we brought, then other people should be able to --

MS. HRICKO: Thank you I have one last question.

MR. KOSINSKI: Sure.

MS. HRICKO: Can someone tell us tonight whether or not you will grant an extension for public comments? I assume that you probably can't tell us whether you plan to redo the entire EIR, but can you tell us whether we can assume that there will be an extension of the comment period based on all of the problems that were raised this evening. TR1-59

MR. KOSINSKI: We will have to sit down and evaluate what we learned today and -- before we make that decision. Have we -- the October 16th would be the 60th day of the comment period, I assume, or longer. So we've gone to the legal limits.

MS. HRICKO: Minimum. The Port of Los Angeles recently extended the TRAPAC deadline by

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Response to Comment TR1-60

The commenter is referred to response OB4-19 for a discussion of the complexities of the environmental analyses.

a month or two months.

MR. KOSINSKI: Right. We just extended the 405 to 130 days. So that is a long period. See, we will evaluate that. I can tell you that, informally, you know, if you get us comments within a week after the 16th, we certainly will still accept your comments. We don't have a situation where, if we receive a comment on the 17th or the 18th, that we drop them in the trash. We, as a matter of courtesy, respond to them and make sure that all comments that we get in a reasonable time after the comment period are included in the public record.

TR1-60

MS. HRICKO: And I wasn't quite clear. Is there someone that we can talk to if we, you know, question the traffic analysis or the data, we just don't even understand the tables. Is there someone from Caltrans we could call after this meeting?

MR. KOSINSKI: We have two people here who are the traffic and the air quality consultants that are involved in the preparation of this document. They are sitting over there. So you can probably talk to them right now.

MS. HRICKO: Okay. And get their cards.

MR. KOSINSKI: And those are two areas where, unfortunately, over the years, I think because

of the technical nature of those studies, as well as the litigation that has ensued, they have become more and more complex because of these technical and legal requirements. So I certainly sympathize and empathize with this issue.

MS. HRICKO: Well, I have read a lot of these documents. And this one, with regard to the traffic, is quite incomprehensible compared to other EIRs that I have read, so --

MR. KOSINSKI: Right. But our technical staff and traffic -- it might be sort of a technical specialist that deals with the entire freeway system in California. And as a consequence they take the analysis very seriously and they are very technical oriented. So they are not as simple as some of the other studies that you normally see.

MS. HRICKO: I would just suggest that you should not have to be a traffic engineer to be able to read one of these. TR1-60

MR. KOSINSKI: I agree with you.

MS. HRICKO: Thank you.

MR. KOSINSKI: Okay. Any other questions? Comments? Comment cards? Okay. With that, I am going to hereby close the public hearing and remind you about the 16th as the end of the comment period

TR1
Page 76

and that all comments will be addressed in the final EIR/EIS.

With that, drive carefully.

(Proceedings concluded at 8:20 p.m.)

* * *

I, NICOLE R. HARNISH, Certified Shorthand Reporter for the State of California, do hereby certify:

That the public hearing was taken by me in machine shorthand and later transcribed into typewriting under my direction; and that the foregoing contains a true record of the testimony of the witness.

Dated: This _____ day of _____

at San Diego, California.

_____

NICOLE R. HARNISH

C.S.R. NO. 13101

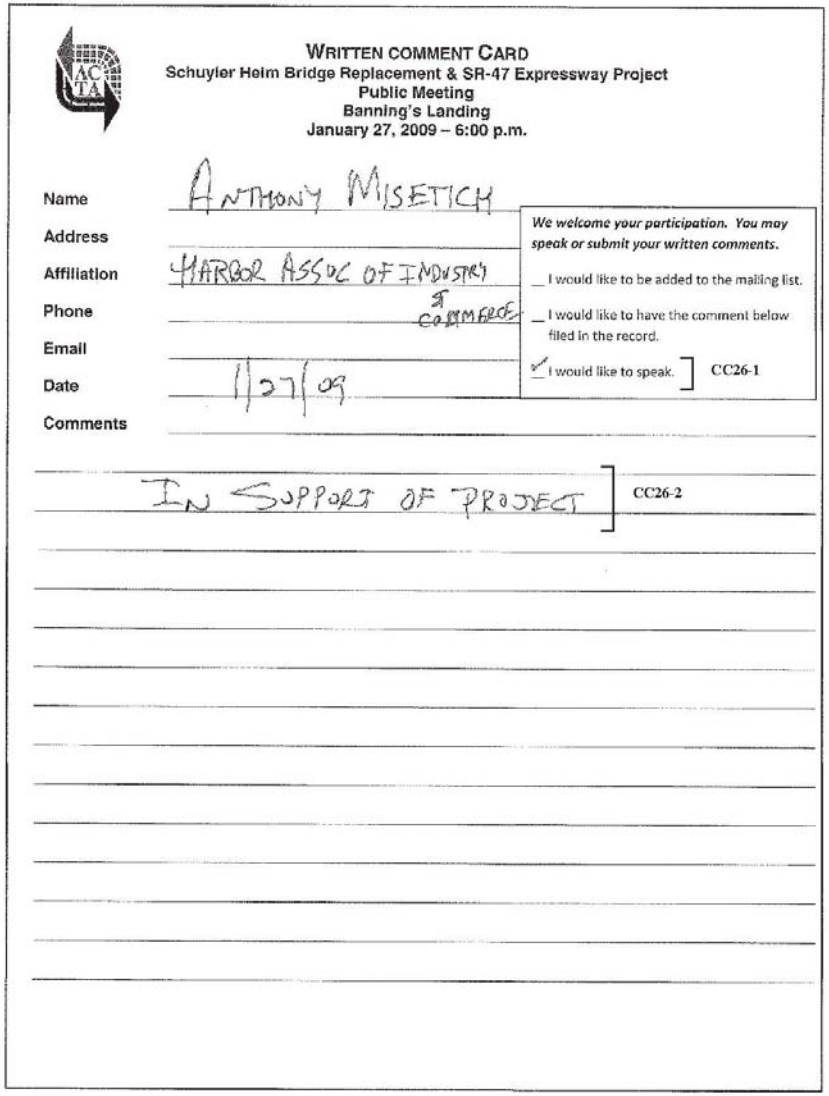
Comment Card 26

Response to Comment CC26-1

Your comment is addressed in the Response to Comment TR2-1.

Response to Comment CC26-2

Your support for the proposed project is acknowledged.



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement & SR-47 Expressway Project
Public Meeting
Banning's Landing
January 27, 2009 – 6:00 p.m.

Name: ANTHONY MISETICH
Address:
Affiliation: HARBOR ASSOC OF INDUSTRY & COMMERCE
Phone:
Email:
Date: 1/27/09
Comments:

We welcome your participation. You may speak or submit your written comments.

__ I would like to be added to the mailing list.
__ I would like to have the comment below filed in the record.
✓ I would like to speak.] CC26-1

IN SUPPORT OF PROJECT] CC26-2

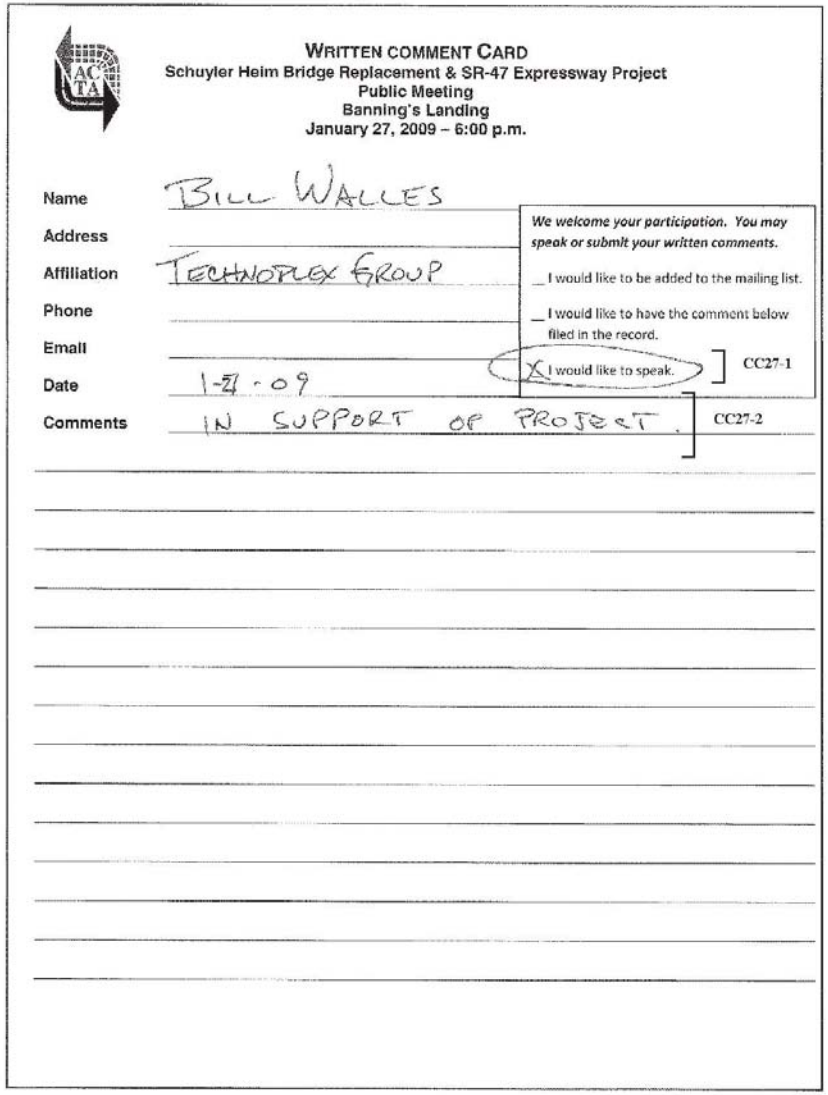
Comment Card 27

Response to Comment CC27-1

Your comment is addressed in Response to Comment TR2-1.

Response to Comment CC27-2

Your support of the proposed project is acknowledged.



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement & SR-47 Expressway Project
Public Meeting
Banning's Landing
January 27, 2009 – 6:00 p.m.

Name: BILL WALLES
Address:
Affiliation: TECHNOFLEX GROUP
Phone:
Email:
Date: 1-27-09
Comments: IN SUPPORT OF PROJECT.

We welcome your participation. You may speak or submit your written comments.

__ I would like to be added to the mailing list.

__ I would like to have the comment below filed in the record.

X I would like to speak.] CC27-1

CC27-2

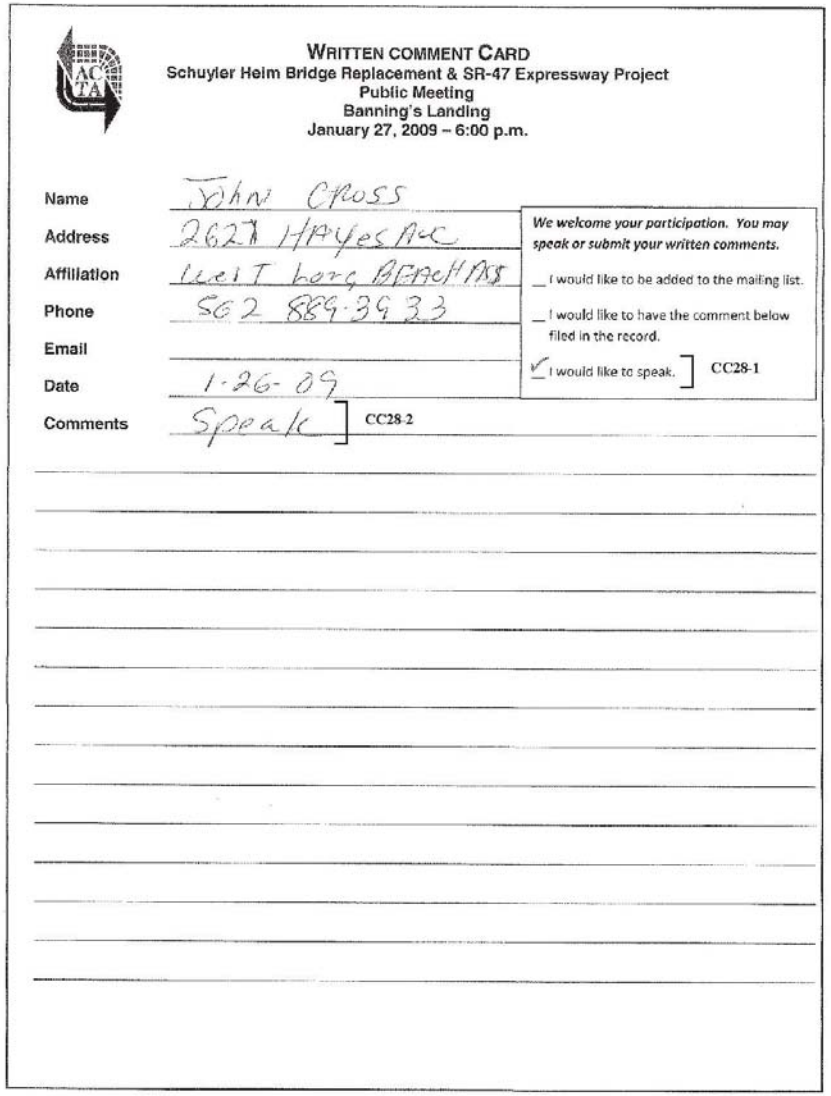
Comment Card 28

Response to Comment CC28-1

Your comments are addressed in Response to Comments TR2-3 through TR2-5.

Response to Comment CC28-2

Your comments are addressed in Response to Comments TR2-3 through TR2-5.



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement & SR-47 Expressway Project
Public Meeting
Banning's Landing
January 27, 2009 – 6:00 p.m.

Name: John Cross
Address: 2627 Hayes Ave
Affiliation: Cal T Long Beach HS
Phone: 562 889-3933
Email:
Date: 1-26-09
Comments: Speak CC28-2

We welcome your participation. You may speak or submit your written comments.

__ I would like to be added to the mailing list.

__ I would like to have the comment below filed in the record.

✓ I would like to speak. CC28-1

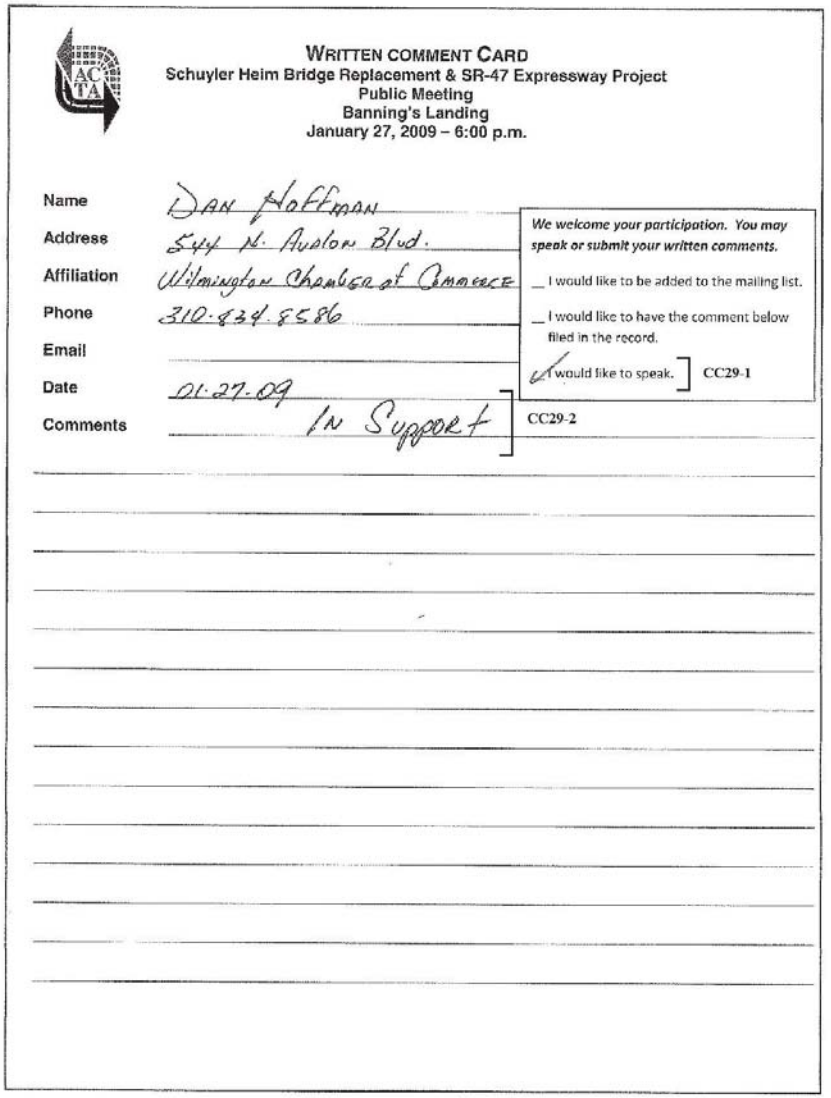
Comment Card 29

Response to Comment CC29-1

Your comments are addressed in Response to Comments TR2-6 and TR2-7.

Response to Comment CC29-2

Your comments are addressed in Response to Comments TR2-6 and TR2-7.



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement & SR-47 Expressway Project
Public Meeting
Banning's Landing
January 27, 2009 – 6:00 p.m.

Name: DAN Hoffman
Address: 544 N. Avalon Blvd.
Affiliation: Wilmington Chamber of Commerce
Phone: 310-834-8586
Email:
Date: 01-27-09
Comments: IN Support

We welcome your participation. You may speak or submit your written comments.

__ I would like to be added to the mailing list.

__ I would like to have the comment below filed in the record.

✓ I would like to speak. CC29-1

CC29-2

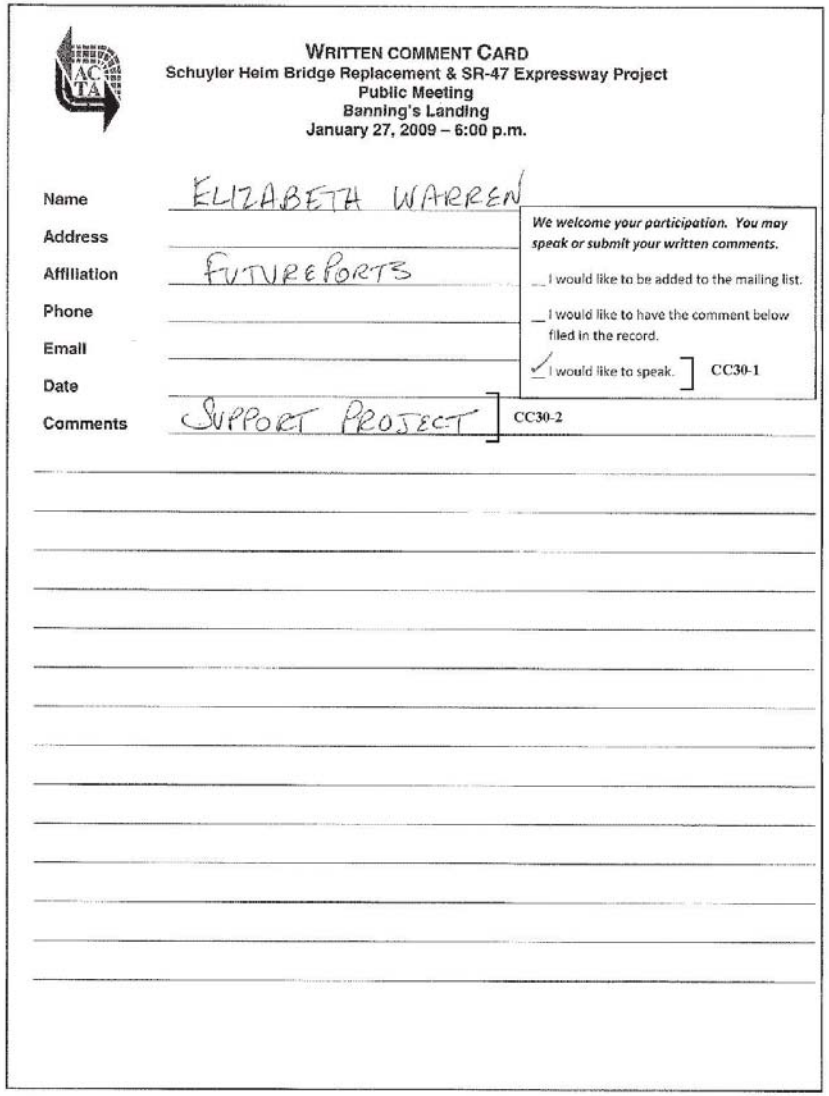
Comment Card 30

Response to Comment CC30-1

Your comment is addressed in Response to Comment TR2-8.

Response to Comment CC30-2

Your support of the proposed project is acknowledged.



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement & SR-47 Expressway Project
Public Meeting
Banning's Landing
January 27, 2009 – 6:00 p.m.

Name: ELIZABETH WARREN
Address:
Affiliation: FUTUREPORTS
Phone:
Email:
Date:
Comments: SUPPORT PROJECT CC30-2

We welcome your participation. You may speak or submit your written comments.

__ I would like to be added to the mailing list.

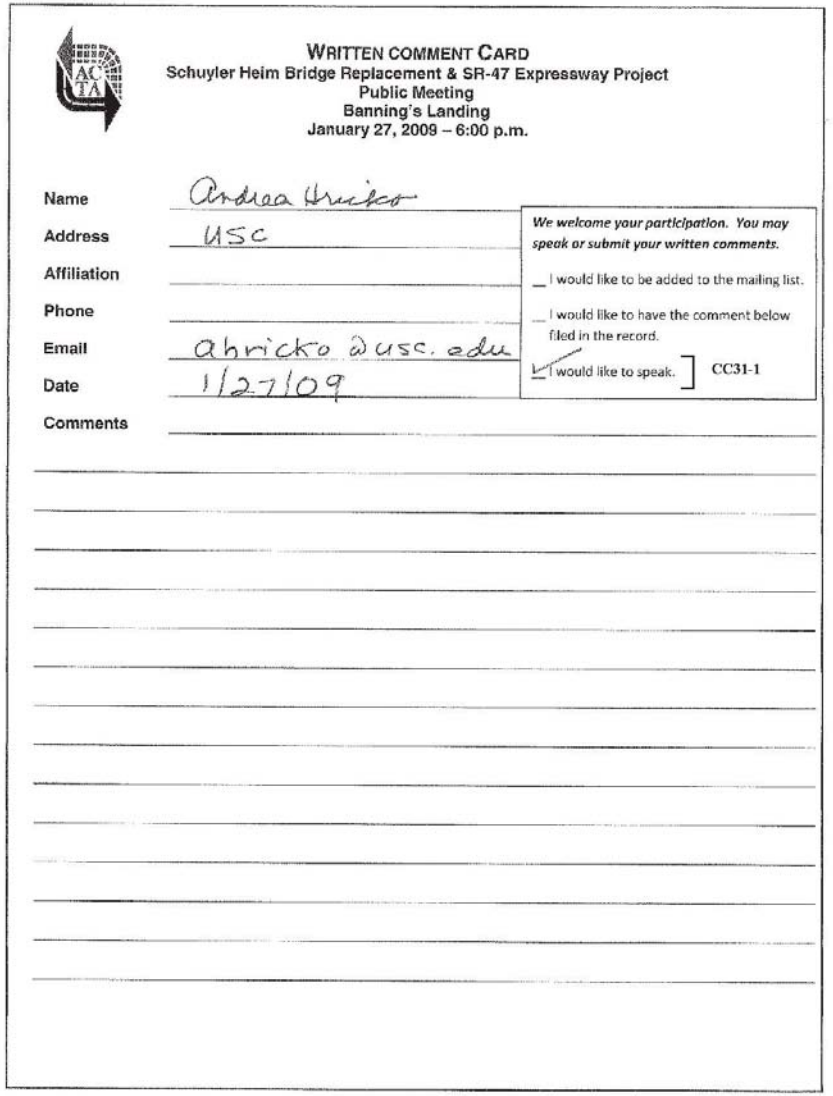
__ I would like to have the comment below filed in the record.

✓ I would like to speak. CC30-1

Comment Card 31

Response to Comment CC31-1

Your comments are addressed in Response to Comments TR2-9 through TR2-14.



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement & SR-47 Expressway Project
Public Meeting
Banning's Landing
January 27, 2009 – 6:00 p.m.

Name: Andrea Hricko
Address: USC
Affiliation:
Phone:
Email: ahricko@usc.edu
Date: 1/27/09
Comments:

We welcome your participation. You may speak or submit your written comments.

__ I would like to be added to the mailing list.

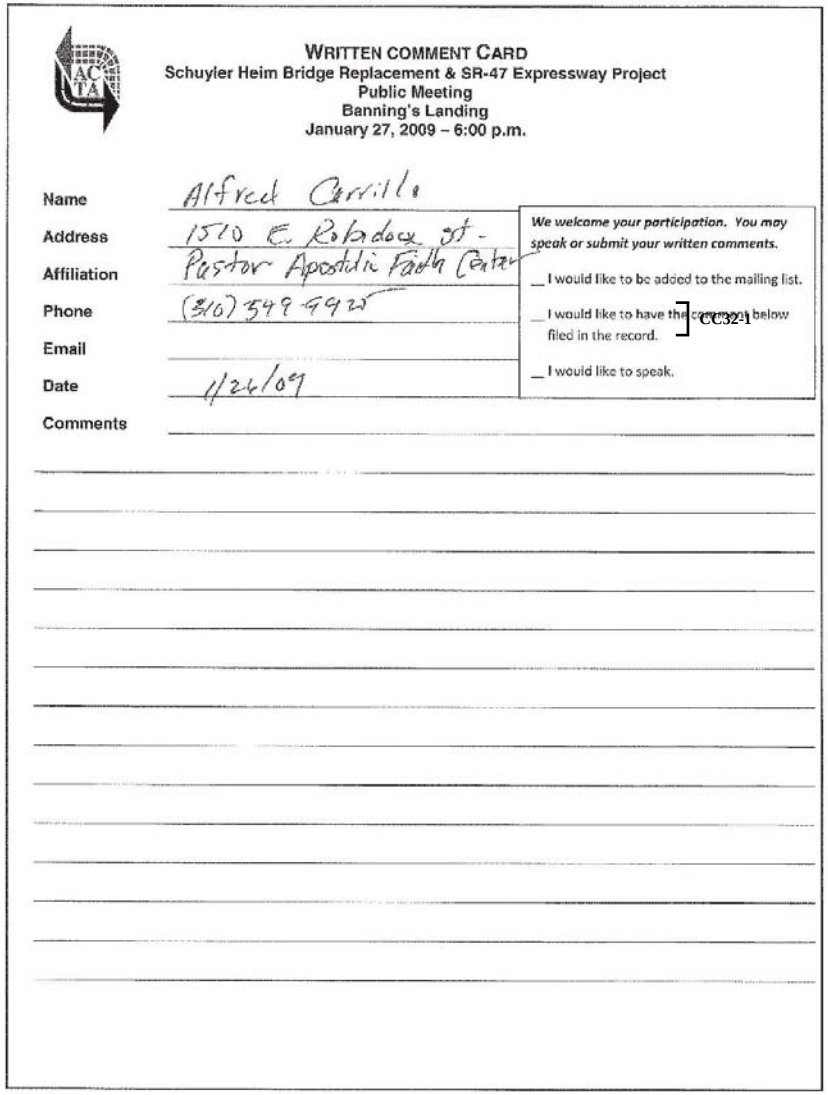
__ I would like to have the comment below filed in the record.

✓ I would like to speak.] CC31-1

Comment Card 32

Response to Comment CC32-1

Your comments are addressed in Response to Comment TR2-15.



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement & SR-47 Expressway Project
Public Meeting
Banning's Landing
January 27, 2009 – 6:00 p.m.

Name: Alfred Carrillo
Address: 1510 E. Robidoux St.
Affiliation: Pastor Apostolic Faith Center
Phone: (310) 549-9925
Email:
Date: 1/26/09
Comments:

We welcome your participation. You may speak or submit your written comments.

__ I would like to be added to the mailing list.

__ I would like to have the comments below filed in the record.

__ I would like to speak.

CC32-1

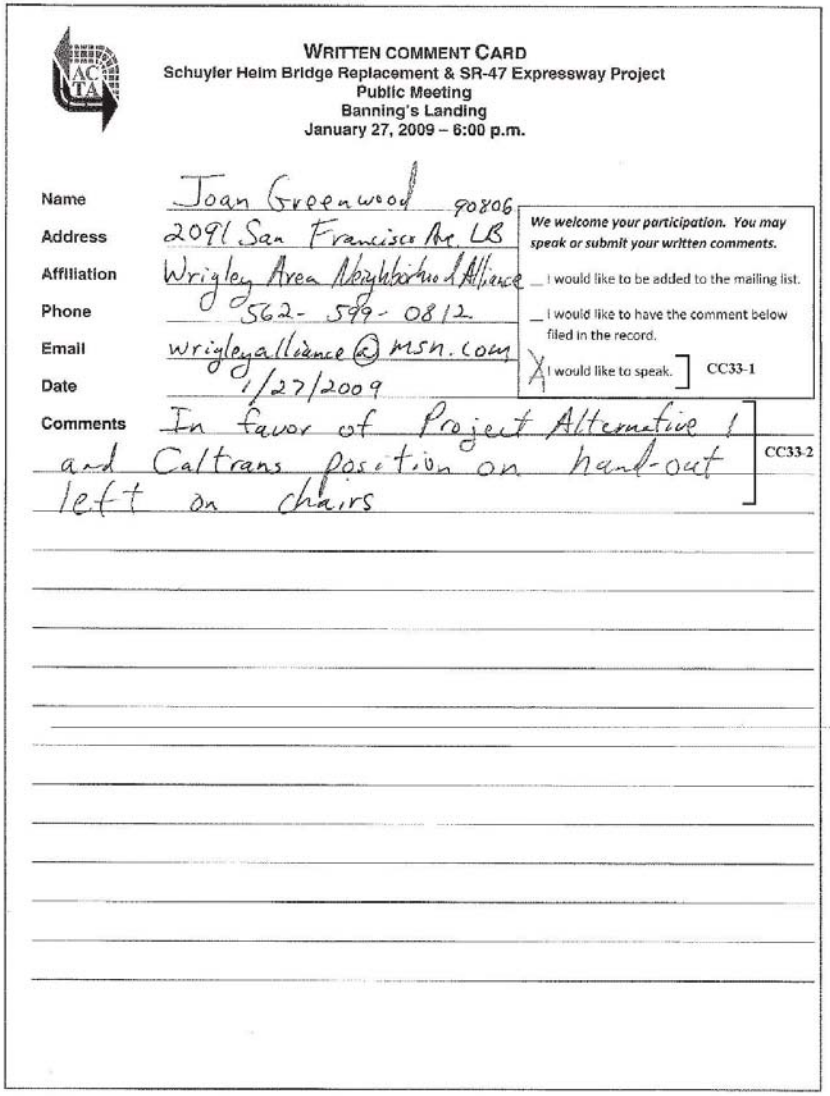
Comment Card 33

Response to Comment CC33-1

Your comments are addressed in Response to Comments TR2-16 through TR2-18.

Response to Comment CC33-2

Your support for Alternative 1 is acknowledged.



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement & SR-47 Expressway Project
Public Meeting
Banning's Landing
January 27, 2009 – 6:00 p.m.

Name: Joan Greenwood 90806
Address: 2091 San Francisco Av. LB
Affiliation: Wrigley Area Neighborhood Alliance
Phone: 562-599-0812
Email: wrigleyalliance@msn.com
Date: 1/27/2009
Comments: In favor of Project Alternative 1 and Caltrans position on hand-out left on chairs

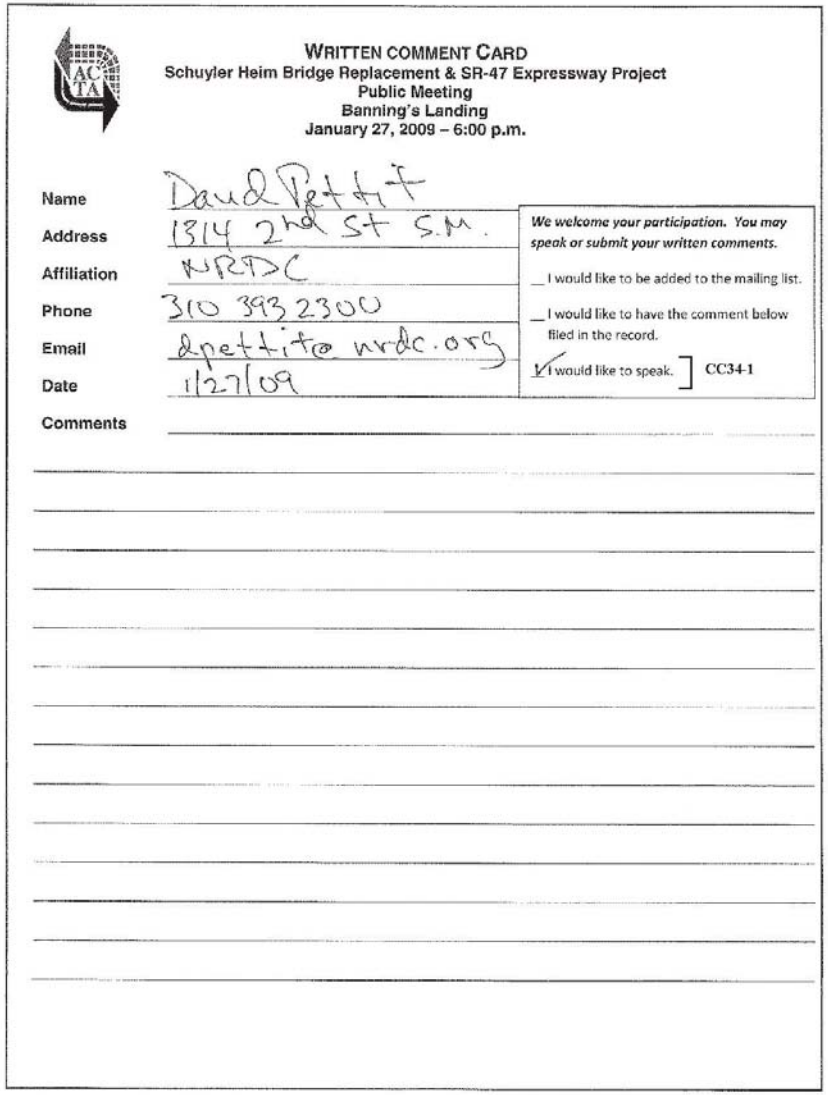
We welcome your participation. You may speak or submit your written comments.
__ I would like to be added to the mailing list.
__ I would like to have the comment below filed in the record.
X I would like to speak. CC33-1

CC33-2

Comment Card 34

Response to Comment CC34-1

Your comments are addressed in Response to Comments TR2-19 through TR2-26.



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement & SR-47 Expressway Project
Public Meeting
Banning's Landing
January 27, 2009 – 6:00 p.m.

Name: David Pettit
Address: 1314 2nd St S.M.
Affiliation: NRDC
Phone: 310 393 2300
Email: dpettit@nrdc.org
Date: 1/27/09
Comments:

We welcome your participation. You may speak or submit your written comments.

__ I would like to be added to the mailing list.
__ I would like to have the comment below filed in the record.
✓ I would like to speak.] CC34-1

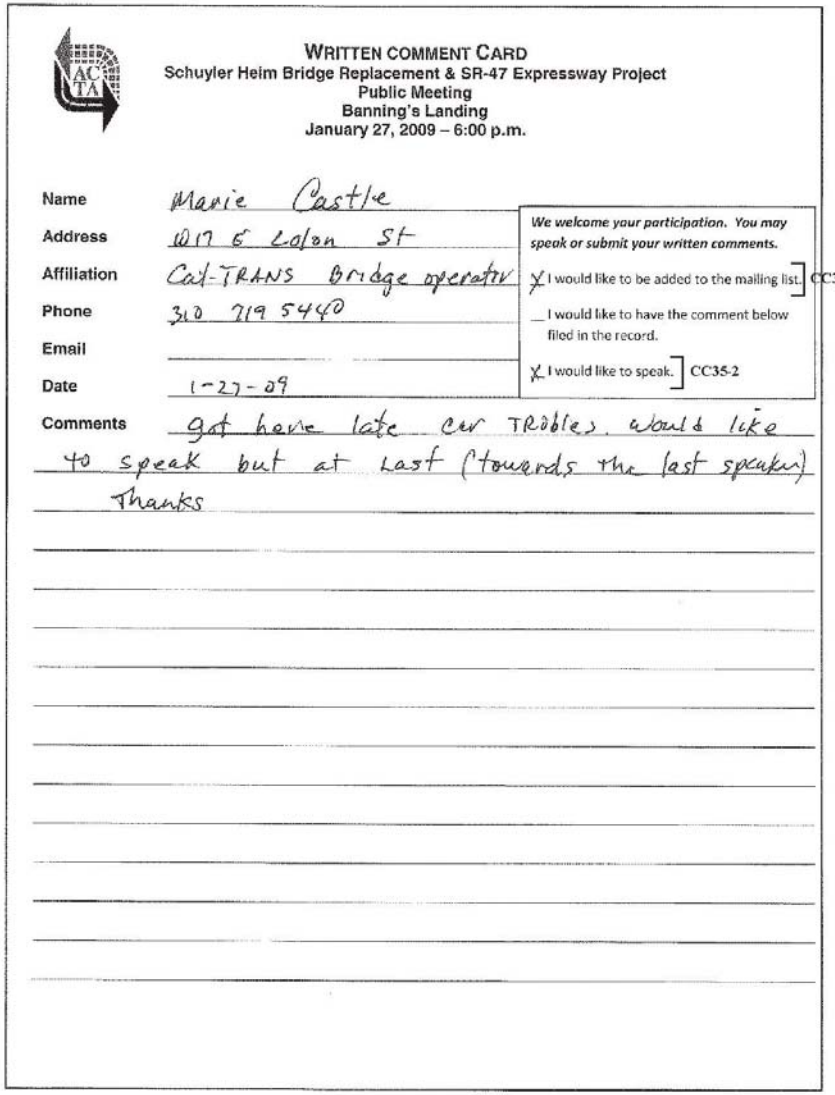
Comment Card 35

Response to Comment CC35-1

Your name has been added to the mailing list.

Response to Comment CC35-2

Your comments are addressed in Response to Comments TR2-27 and TR2-28.



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement & SR-47 Expressway Project
Public Meeting
Banning's Landing
January 27, 2009 – 6:00 p.m.

Name: Marie Castle
Address: 917 E Lofton St
Affiliation: Cal-TRANS Bridge operator
Phone: 310 719 5440
Email:
Date: 1-27-09
Comments: got here late cuz TRAffic, would like to speak but at last (towards the last speaker) Thanks

We welcome your participation. You may speak or submit your written comments.

X I would like to be added to the mailing list. CC35-1

__ I would like to have the comment below filed in the record.

X I would like to speak. CC35-2

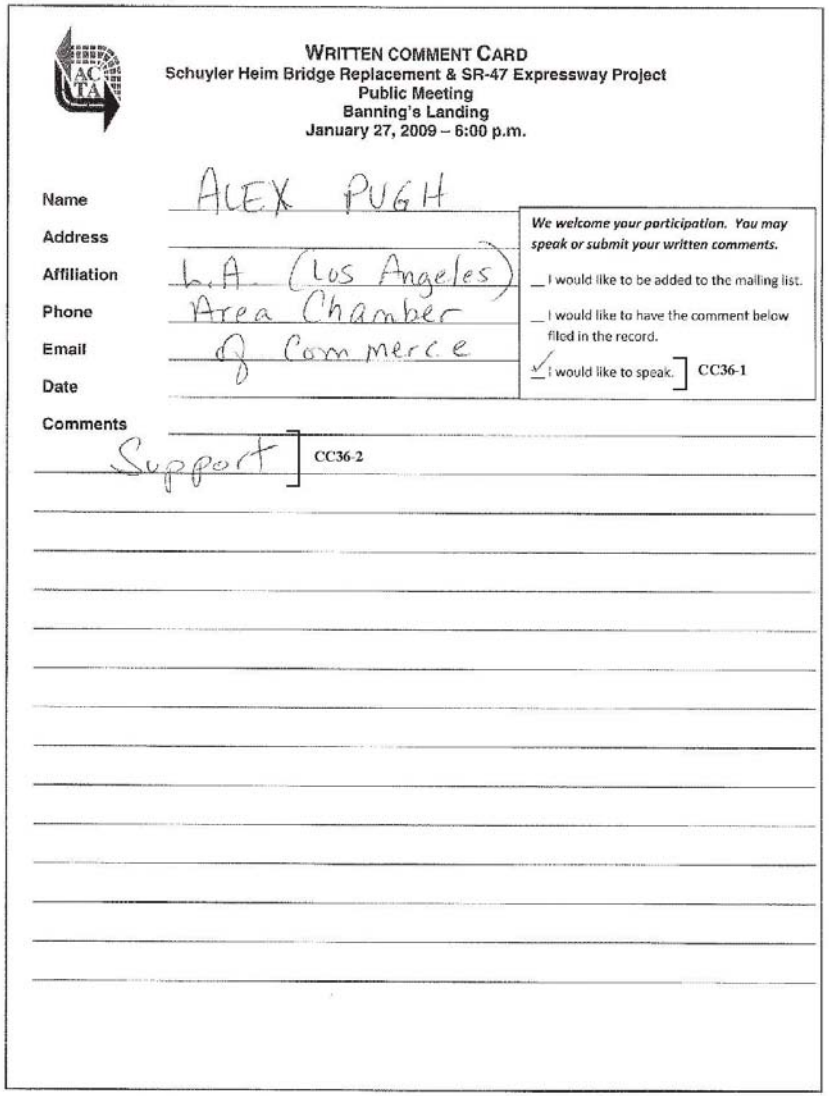
Comment Card 36

Response to Comment CC36-1

Your comment has been addressed in Response to Comment TR2-29.

Response to Comment CC36-2

Your support of the proposed project is acknowledged.



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement & SR-47 Expressway Project
Public Meeting
Banning's Landing
January 27, 2009 – 6:00 p.m.

Name: ALEX PUGH
Address:
Affiliation: L.A. (Los Angeles) Area Chamber of Commerce
Phone:
Email:
Date:
Comments: Support CC36-2

We welcome your participation. You may speak or submit your written comments.

__ I would like to be added to the mailing list.

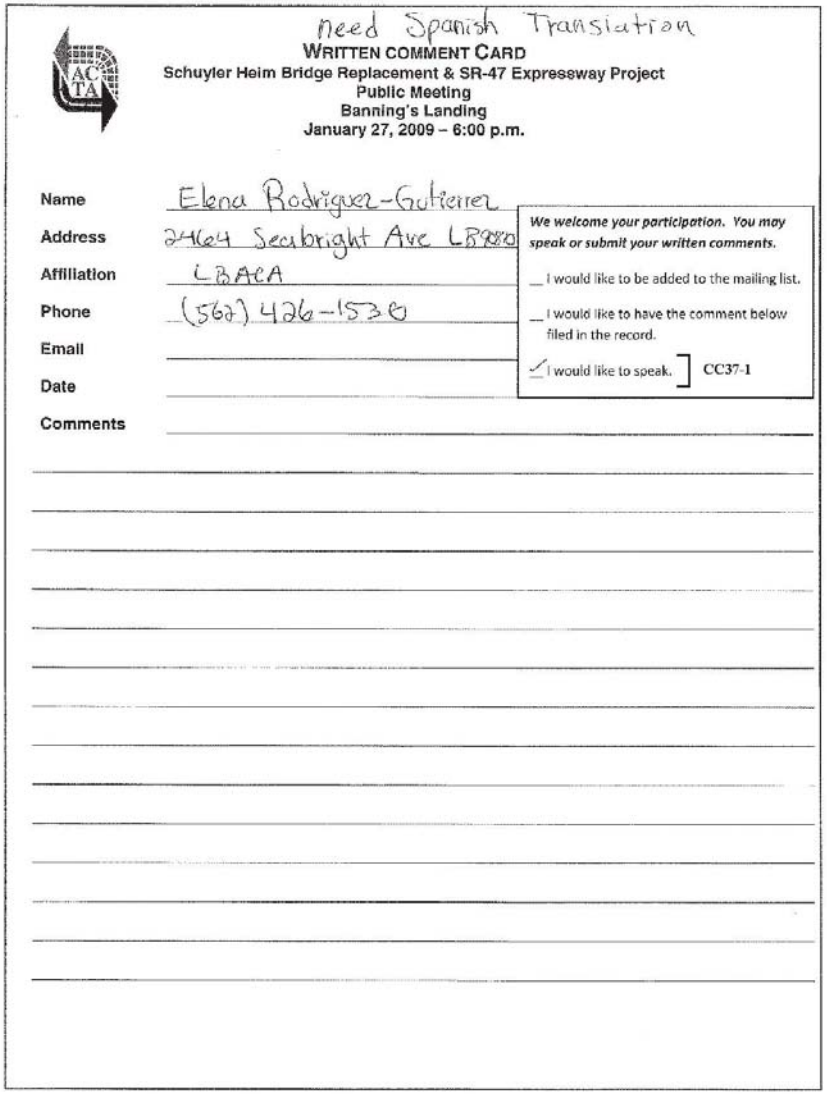
__ I would like to have the comment below filed in the record.

✓ I would like to speak. CC36-1

Comment Card 37

Response to Comment CC37-1

Your comments have been addressed in Response to Comments TR2-30 and TR2-31.



need Spanish Translation

WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement & SR-47 Expressway Project
Public Meeting
Banning's Landing
January 27, 2009 – 6:00 p.m.

Name: Elena Rodriguez-Gutierrez
Address: 24164 Seabright Ave LB 90810
Affiliation: LBACA
Phone: (562) 426-1530
Email:
Date:
Comments:

We welcome your participation. You may speak or submit your written comments.

__ I would like to be added to the mailing list.

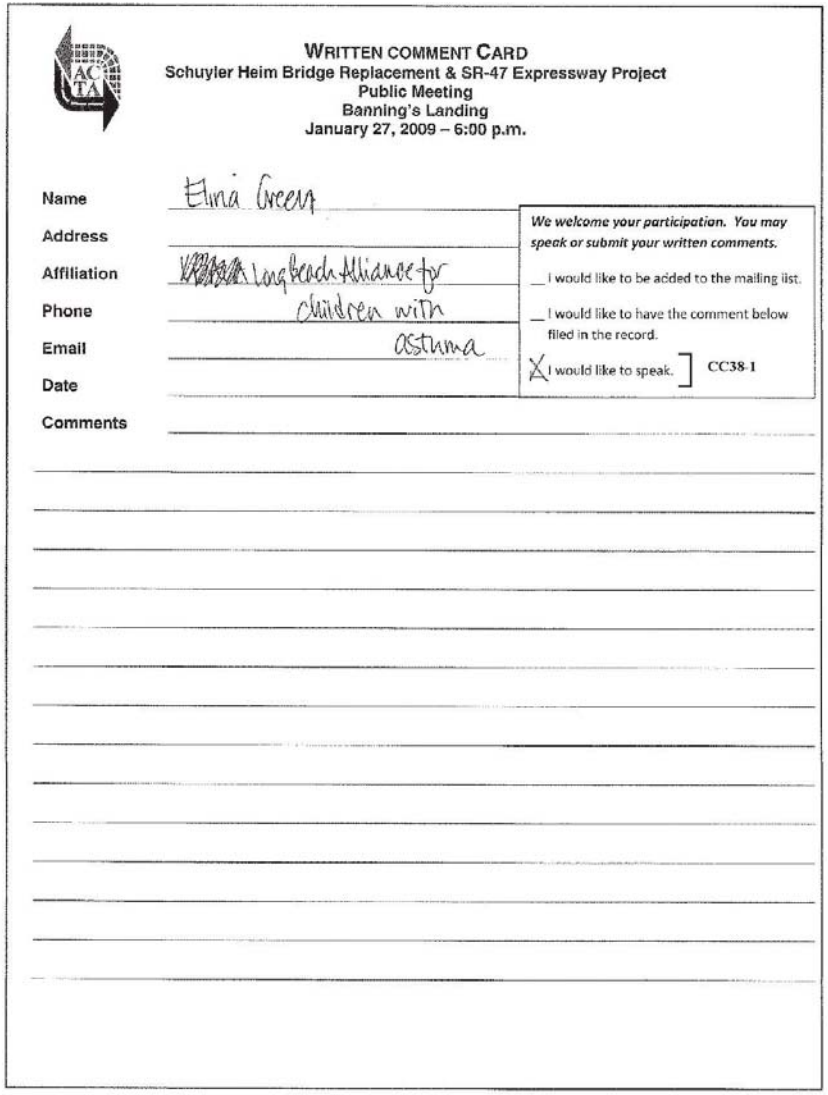
__ I would like to have the comment below filed in the record.

✓ I would like to speak.] CC37-1

Comment Card 38

Response to Comment CC38-1

Your comments have been addressed in Response to Comments TR2-32 through TR2-36.



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement & SR-47 Expressway Project
Public Meeting
Banning's Landing
January 27, 2009 – 6:00 p.m.

Name: Elma Green
Address:
Affiliation: Long Beach Alliance for children with asthma
Phone:
Email:
Date:
Comments:

We welcome your participation. You may speak or submit your written comments.

__ I would like to be added to the mailing list.

__ I would like to have the comment below filed in the record.

X I would like to speak.] CC38-1

Comment Card 39

Response to Comment CC39-1

Please note this record of your comments.

Response to Comment CC39-2

Your comments have been addressed in Response to Comments TR2-37 through TR2-42.

Response to Comment CC39-3

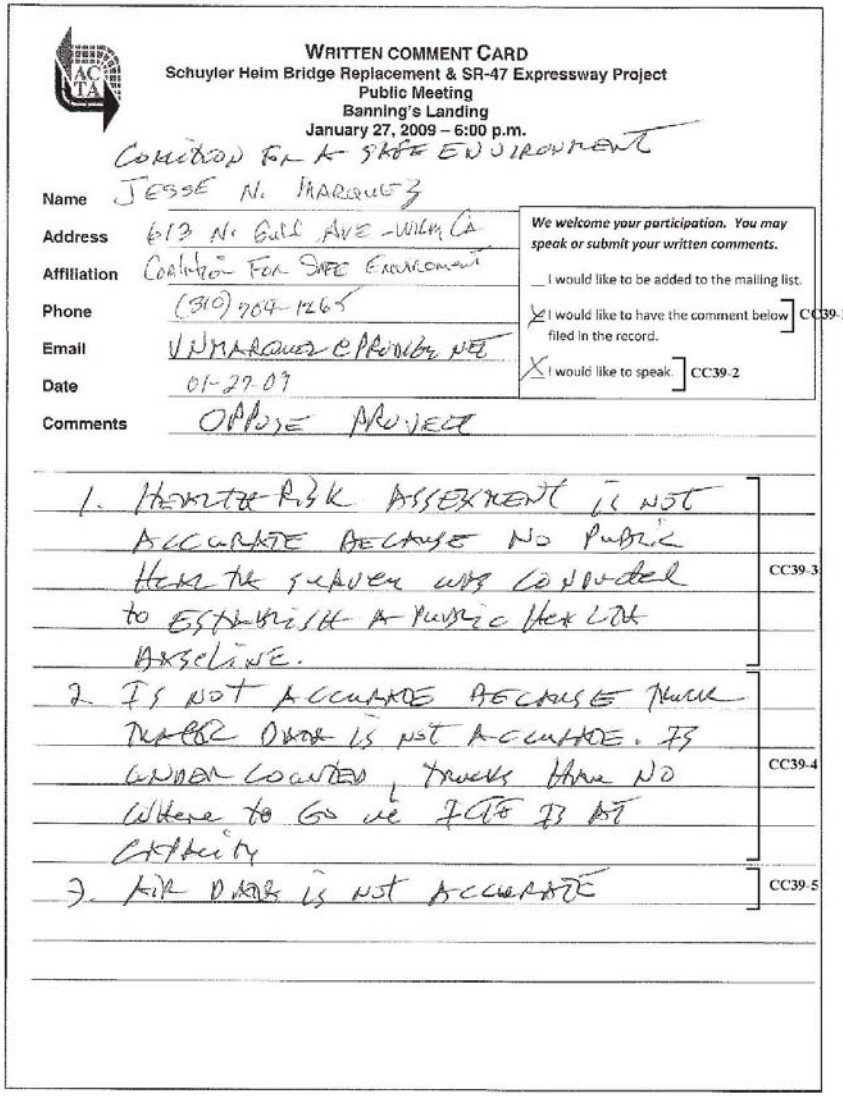
The Health Risk Assessment was performed in accordance with the latest guidance outlined in the "Air Toxics Hot Spots Program Risk Assessment Guidelines" (California Office of Environmental Health Hazard Assessment [OEHHA, 2003]). OEHHA methodology is recognized by CARB and SCAQMD and does not recommend that a public health survey be completed as part of a health risk assessment. Also, please see Response to Comment TR2-40.

Response to Comment CC39-4

The commenter is referred to Response to Comment TR2-39.

Response to Comment CC39-5

Your comments have been addressed in the transcripts. Please see Response to Comments TR2-37 through TR2-42.



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement & SR-47 Expressway Project
Public Meeting
Banning's Landing
January 27, 2009 – 6:00 p.m.

COALITION FOR A SAFE ENVIRONMENT

Name: JESSE N. MARQUEZ
Address: 613 N. Gulf Ave - Wilm, CA
Affiliation: Coalition For Safe Environment
Phone: (310) 704-1265
Email: JNMARQUEZ@PRODIGY.NET
Date: 01-27-09
Comments: OPPOSE PROJECT

We welcome your participation. You may speak or submit your written comments.

__ I would like to be added to the mailing list.
X I would like to have the comment below filed in the record. CC39-1
X I would like to speak. CC39-2

1. HEALTH RISK ASSESSMENT IS NOT ACCURATE BECAUSE NO PUBLIC HEALTH SURVEY WAS CONDUCTED TO ESTABLISH A PUBLIC HEALTH BASELINE. CC39-3
2. IT IS NOT ACCURATE BECAUSE TRUCK TRAFFIC DATA IS NOT ACCURATE. IT IS UNDER COUNTED, TRUCKS HAVE NO WHERE TO GO WE ARE AT CAPACITY CC39-4
3. AIR DATA IS NOT ACCURATE CC39-5

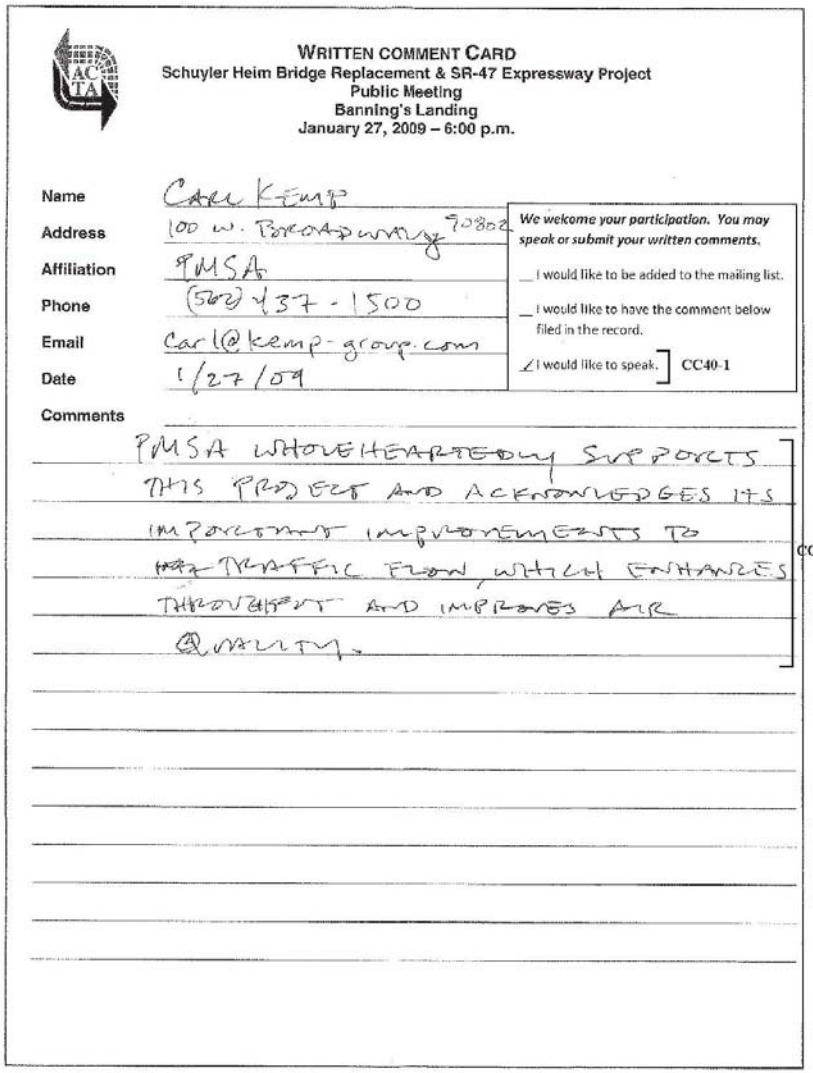
Comment Card 40

Response to Comment CC40-1

Your comment is addressed in Response to Comment TR2-41.

Response to Comment CC40-2

Your support of the proposed project is acknowledged.



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement & SR-47 Expressway Project
Public Meeting
Banning's Landing
January 27, 2009 – 6:00 p.m.

Name: Carl Kemp
Address: 100 W. Broadway 90802
Affiliation: PMSA
Phone: (562) 437-1500
Email: carl@kemp-group.com
Date: 1/27/09

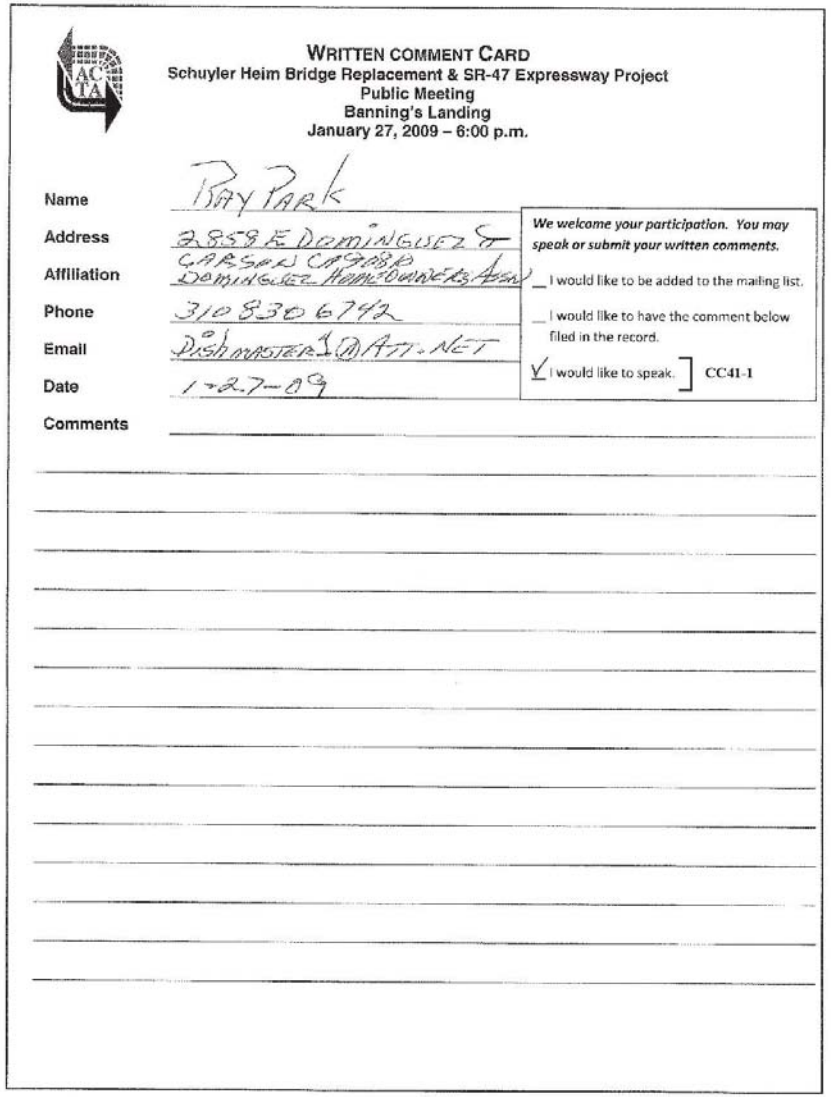
We welcome your participation. You may speak or submit your written comments.
__ I would like to be added to the mailing list.
__ I would like to have the comment below filed in the record.
✓ I would like to speak. CC40-1

Comments:
PMSA WHOLEHEARTEDLY SUPPORTS THIS PROJECT AND ACKNOWLEDGES ITS IMPORTANT IMPROVEMENTS TO TRAFFIC FLOW WHICH ENHANCES THROUGHPUT AND IMPROVES AIR QUALITY. CC40-2

Comment Card 41

Response to Comment CC41-1

Your comments are addressed in Response to Comments TR2-42 through TR2-45.



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement & SR-47 Expressway Project
Public Meeting
Banning's Landing
January 27, 2009 – 6:00 p.m.

Name: RAY PARK
Address: 2858 E DOMINGUEZ ST
Affiliation: CARSON CITIZENS FOR DOMINGUEZ HOMEOWNERS ASSN
Phone: 310 830 6742
Email: DISHMASTER1@ATT.NET
Date: 1-27-09
Comments:

We welcome your participation. You may speak or submit your written comments.

__ I would like to be added to the mailing list.

__ I would like to have the comment below filed in the record.

√ I would like to speak.] CC41-1

Comment Card 42

Response to Comment CC42-1

Please note this record of your comments.

Response to Comment CC42-2

Your comments are addressed in Response to Comments TR2-46 and TR2-47.

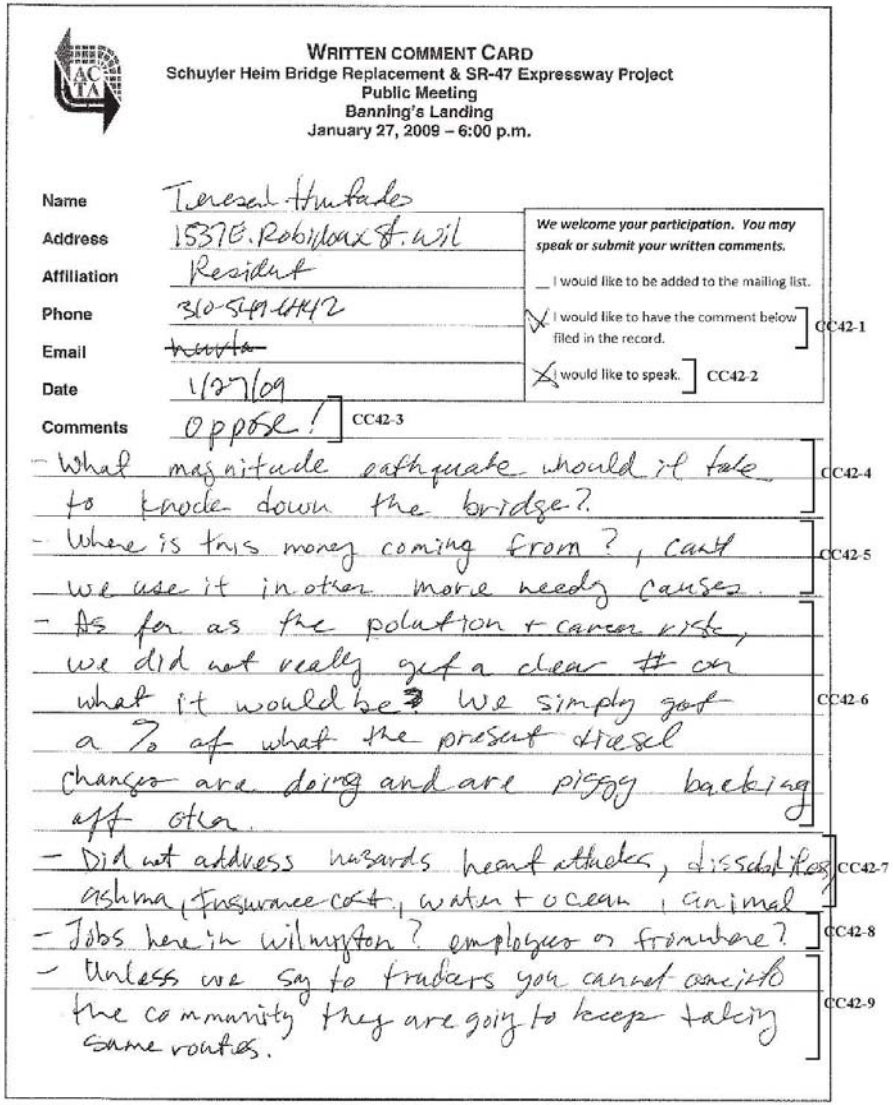
Response to Comment CC42-3

Your opposition to the proposed project is noted.

Response to Comment CC42-4

Section 1.2.2.1.1.1 of the Draft EIS/EIR states: "FHWA and Caltrans have documented that the existing Schuyler Heim Bridge does not conform to current seismic criteria (Caltrans, 2002). Using the Caltrans 1996 Seismic Hazard Map, peak bedrock acceleration at the site is estimated to be 0.6 g[1]. However, it has been determined that, due to the ongoing deterioration of the bridge, it would only require a seismic event with a bedrock acceleration of 0.3 g to cause collapse of the main bridge spans; an event with 0.1 g acceleration would result in collapse of the approach spans."

Following the 1994 Northridge Earthquake, every bridge structure in the state underwent a thorough seismic safety evaluation. Of the bridges identified as seismically deficient, the Schuyler Heim Bridge is one of only two bridges that have not been replaced or retrofitted. The project is proposed to address this need.



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement & SR-47 Expressway Project
Public Meeting
Banning's Landing
January 27, 2009 – 6:00 p.m.

Name: Teresa Hurtado
Address: 1537 E. Robidoux St. Wil
Affiliation: Resident
Phone: 310-549-4442
Email: ~~n/a~~
Date: 1/27/09
Comments: Oppose! CC42-3

We welcome your participation. You may speak or submit your written comments.
__ I would like to be added to the mailing list.
X I would like to have the comment below filed in the record. CC42-1
X I would like to speak. CC42-2

- What magnitude earthquake would it take to knock down the bridge? CC42-4
- Where is this money coming from?, can't we use it in other more needy causes. CC42-5
- As far as the pollution + cancer risks, we did not really get a clear # on what it would be? We simply got a % of what the present diesel changes are doing and are piggy backing off other. CC42-6
- Did not address hazards heart attacks, dissolution, asthma, insurance cost, water + ocean, animal CC42-7
- Jobs here in Wilmington? employees or from here? CC42-8
- Unless we say to truckers you cannot come into the community they are going to keep taking same routes. CC42-9

[1] Bedrock acceleration is the horizontal movement of the earth (the solid rock below the soil surface) caused by an earthquake. Its magnitude is measured in terms of (g), the acceleration due to gravity, which represents the force with which the earth moves (e.g., 0.1 g is the acceleration equal to 10 percent of the force of gravity).

Comment Card 42
Page 2

Response to Comment CC42-5

Funding for the Bridge replacement portion comes from the Grant Anticipation Revenue Vehicle (GARVEE) bond and is included in the 2008 State Highway Operation and Protection Program (SHOPP), which was approved by CTC on March 13, 2008. Funding for the Expressway portion is included in the Trade Corridor Improvement fund (TCIF) program adopted by CTC on April 10, 2008. A part of the funding for the Expressway portion also comes from ACTA's Demonstration fund, Port container fees, and ACTA bond. For further discussion, please see Response to Comment TR2-35.

Response to Comment CC42-6

Specific risk levels are listed in Tables 3.13-17 through 3.13-20 of the SDEIS/RDEIR. For a discussion of asthma and other sub-chronic effects, please see Response to Comment AJ15-5. In addition, the commenter is referred to Response to Comment TR2-20.

Response to Comment CC42-7

The Draft EIS/EIR provided environmental analyses for hazards, water, biological resources, and other natural resources. The environmental consequences and impacts for these areas can be found in the Physical Environment Sections 3.12 (Hazardous Waste/ Hazardous Materials), 3.9 (Hydrology, Floodplains and Oceanography), 3.10 Water Quality and Stormwater Runoff), and 3.16 (Biological Resources). It is unclear what impact, if any, the proposed project would have on insurance costs. Please see Response to Comment CC42-6.

Response to Comment CC42-8

The proposed project is estimated to produce approximately 11,000 construction jobs, and generate about $47 million in taxes. It is anticipated that most of these jobs would come from local employers within the greater Los Angeles area, including Wilmington and Long Beach. Construction job growth is also discussed in Section 3.2 (Growth) of the Draft EIS/EIR.

Response to Comment CC42-9

Your comment is noted.

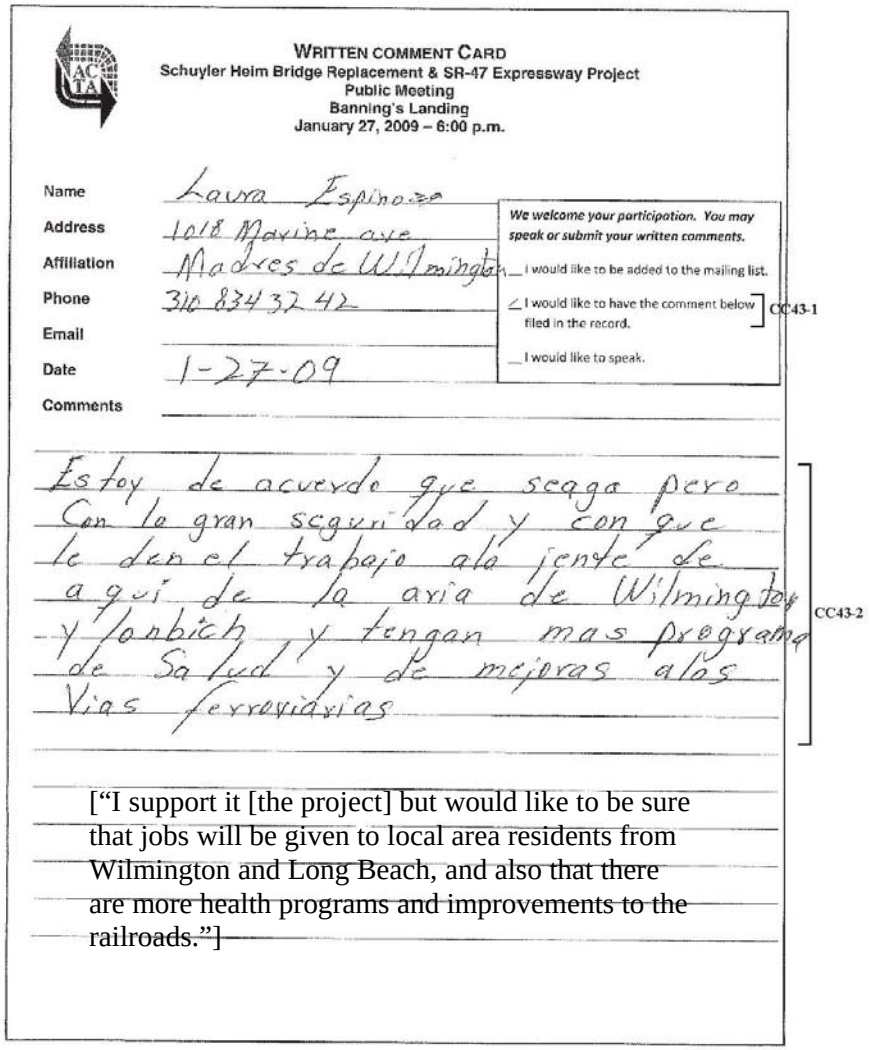
Comment Card 43

Response to Comment CC43-1

Please note this record of your comments.

Response to Comment CC43-2

Your support of the proposed project is acknowledged. No changes are proposed as part of this project to railroads. With mitigation, no significant health impacts are anticipated associated with the proposed project. Please see Response to Comment CC42-8 regarding potential constructions jobs in Wilmington and Long Beach.



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement & SR-47 Expressway Project
Public Meeting
Banning's Landing
January 27, 2009 – 6:00 p.m.

Name: Laura Espinoza
Address: 1018 Marine ave
Affiliation: Madres de Wilmington
Phone: 310 834 32 42
Email:
Date: 1-27-09
Comments:

We welcome your participation. You may speak or submit your written comments.
__ I would like to be added to the mailing list.
✓ I would like to have the comment below filed in the record. CC43-1
__ I would like to speak.

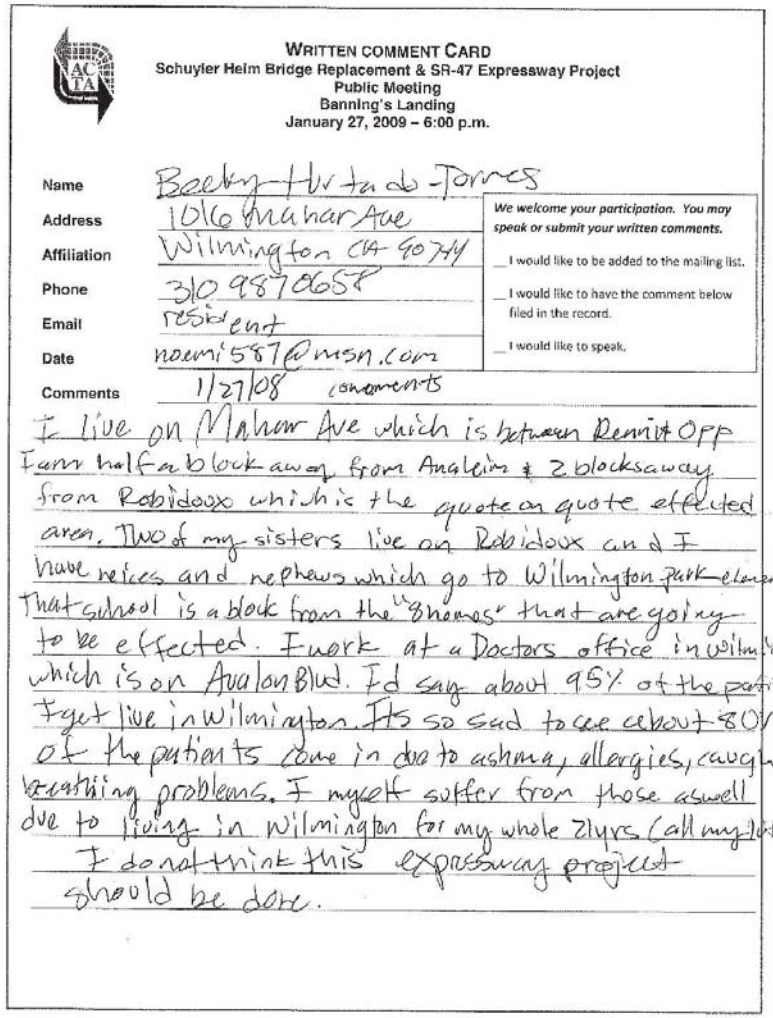
Estoy de acuerdo que sea ga pero Con la gran seguridad y con que le den el trabajo ala jente de aqui de la area de Wilmington y Torbich y tengan mas programa de Salud y de mejoras alas Vias ferroviarias CC43-2

["I support it [the project] but would like to be sure that jobs will be given to local area residents from Wilmington and Long Beach, and also that there are more health programs and improvements to the railroads."]

Comment Card 44

Response to Comment CC44-1

Your comment is noted. Please see the discussion regarding proximity in the response to TR2-15, TR2-19, and OB14-7.



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement & SR-47 Expressway Project
Public Meeting
Banning's Landing
January 27, 2009 – 6:00 p.m.

Name: Beeby Hurtado-Torres
Address: 1016 Mahar Ave
Affiliation: Wilmington CA 90744
Phone: 310 9870658
Email: resident
Date: noemi587@msn.com
Comments: 1/27/08 comments

We welcome your participation. You may speak or submit your written comments.
__ I would like to be added to the mailing list.
__ I would like to have the comment below filed in the record.
__ I would like to speak.

I live on Mahar Ave which is between Fennit Opp I am half a block away from Anaheim & 2 blocks away from Robidoux which is the quote on quote effected area. Two of my sisters live on Robidoux and I have neices and nephews which go to Wilmington park elementary That school is a block from the "homes" that are going to be effected. I work at a Doctors office in Wilmington which is on Avalon Blvd. I'd say about 95% of the patients I get live in Wilmington. Its so sad to see about 80% of the patients come in due to ashma, allergies, cough & breathing problems. I myself suffer from those aswell due to living in Wilmington for my whole 21yrs (all my life) I do not think this expressway project should be done. CC44-1

Comment Card 45

Response to Comment CC45-1

Your name has been added to the mailing list.

Response to Comment CC45-2

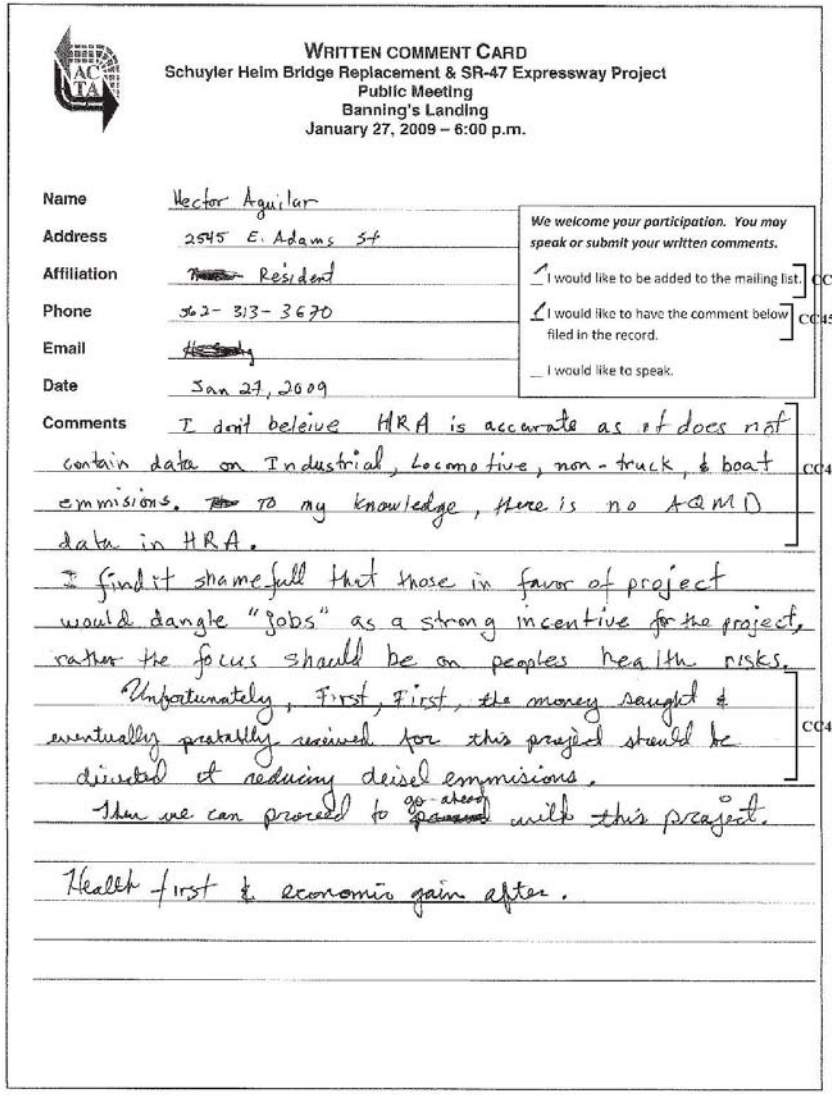
Please note this record of your comments.

Response to Comment CC45-3

The purpose of the HRA is to evaluate the incremental health risk changes due to the project operation. The HRA was conducted following OEHHA Guidance, which is recognized by CARB and SCAQMD, and has taken into account different vehicle types and different fuel types within the project area. Any increase from marine vessel emissions would mostly occur at the outer harbor area where the ships would be rerouted, which would be further away from the harbor and any sensitive and residential receptors. The emissions would also be offset at some level by eliminating the vehicle idling emissions at the bridge by building the fixed-span bridge. Implementation of the project would not cause any changes in rail operation. Therefore, locomotive and marine vessel emissions were not included in the HRA analysis.

Response to Comment CC45-4

For a discussion on efforts to reduce diesel emissions in the Port area, please see Response to Comments TR2-18 and TR2-31.



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement & SR-47 Expressway Project
Public Meeting
Banning's Landing
January 27, 2009 – 6:00 p.m.

Name: Hector Aguilar
Address: 2545 E. Adams St
Affiliation: [redacted] Resident
Phone: 562- 313- 3670
Email: [redacted]
Date: Jan 27, 2009

We welcome your participation. You may speak or submit your written comments.

- ✓ I would like to be added to the mailing list. CC45-1
- ✓ I would like to have the comment below filed in the record. CC45-2
- __ I would like to speak.

Comments: I dont beleive HRA is accurate as it does not contain data on Industrial, Locomotive, non-truck, & boat emmisions. To my knowledge, there is no AQMD data in HRA. CC45-3

I find it shamefull that those in favor of project would dangle "jobs" as a strong incentive for the project, rather the focus should be on peoples health risks. Unfortunately, First, First, the money sought & eventually probably received for this project should be directed at reducing deisel emmisions. CC45-4

Then we can proceed to go-ahead with this project.

Health first & economic gain after.

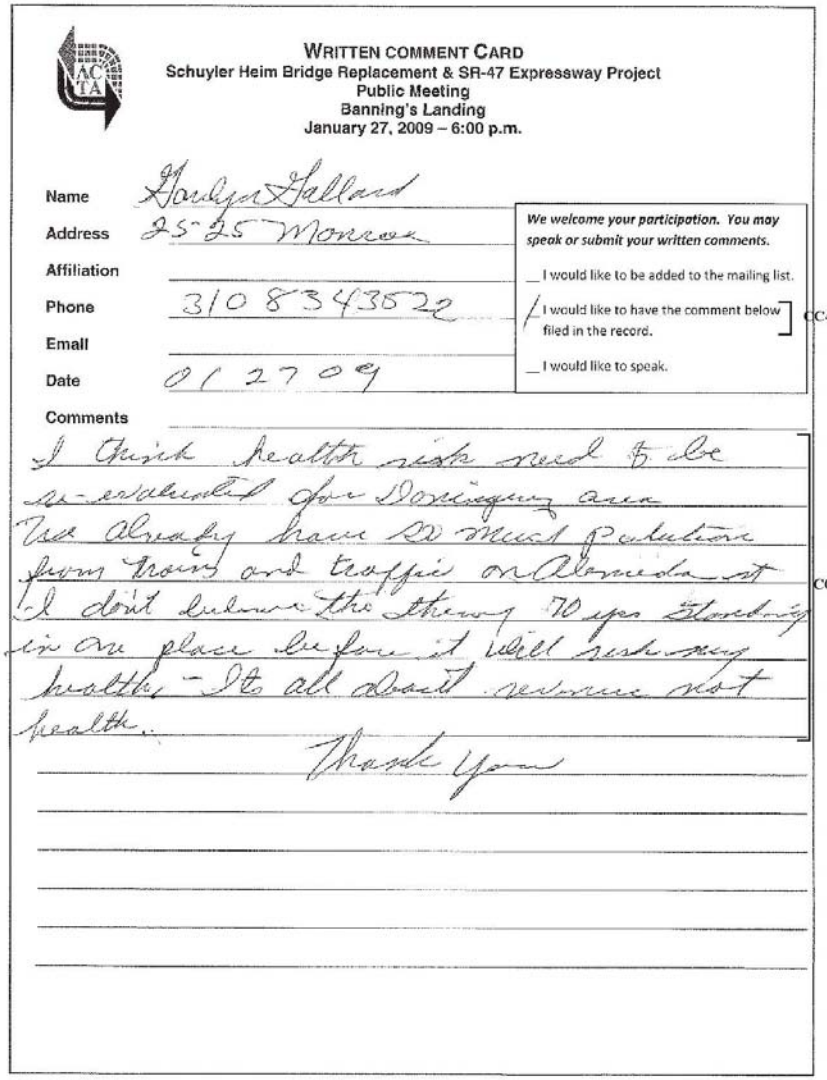
Comment Card 46

Response to Comment CC46-1

Please note this record of your comments.

Response to Comment CC46-2

Please see Response to Comment TR2-20.



WRITTEN COMMENT CARD
Schuyler Heim Bridge Replacement & SR-47 Expressway Project
Public Meeting
Banning's Landing
January 27, 2009 – 6:00 p.m.

Name: Jaclyn Holland
Address: 25-25 Monroe
Affiliation:
Phone: 3108343522
Email:
Date: 01 27 09

We welcome your participation. You may speak or submit your written comments.

__ I would like to be added to the mailing list.
/ I would like to have the comment below filed in the record. CC46-1
__ I would like to speak.

Comments:

I think health risk need to be re-evaluated for Downtown area. We already have so much pollution from trains and traffic on Alameda st. I don't believe the strong 70 ft Landing in one place before it will risk my health. - Its all about revenue not health.

Thank You CC46-2

PP1

The following slides were included as a part of a commenter's presentation during the public meeting on January 27, 2009. Please see TR2-9 to TR2-14 for comments and responses relating to the slides.

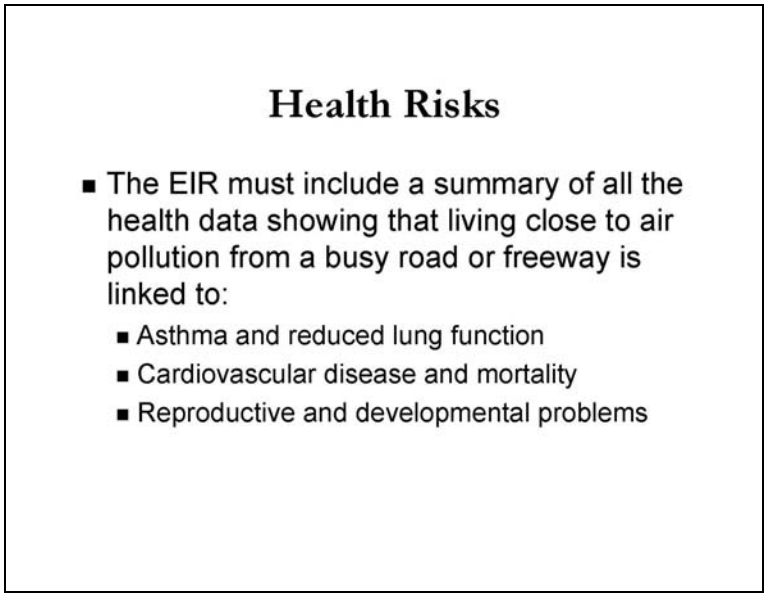
SR-47 Expressway
Recirculated DEIR & HRA:

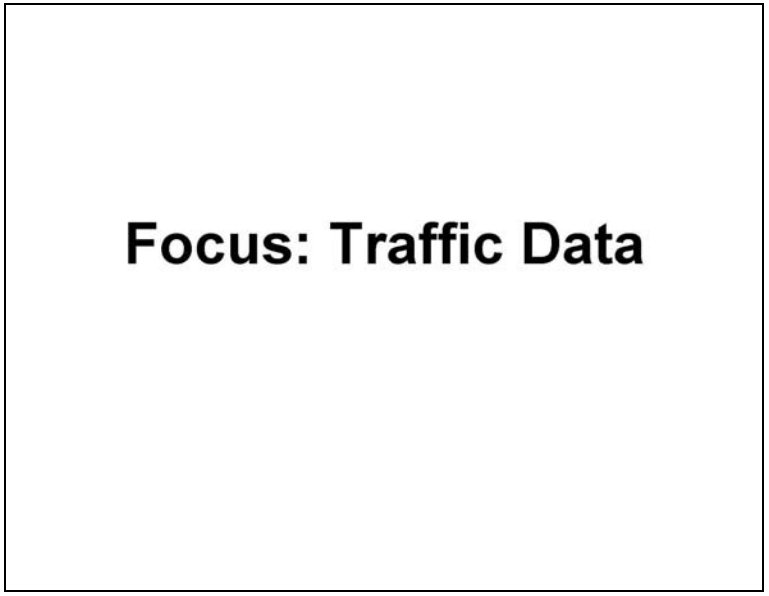
Concerns about Faulty Assumptions,
Faulty Traffic Estimates,
the Health Risk Assessment Relying on
those Faulty Estimates,
& Failure to Consider the Latest
Scientific Research Findings

Presentation by

Andrea Hricko, Director
Community Outreach and Education Program
Southern CA Environmental Health Sciences Center
Keck School of Medicine
USC
January 27, 2009

PP1
Page 2


Health Risks
The EIR must include a summary of all the health data showing that living close to air pollution from a busy road or freeway is linked to:
Asthma and reduced lung function
Cardiovascular disease and mortality
Reproductive and developmental problems


Focus: Traffic Data

PP1
Page 3

Why do the traffic data matter so much?

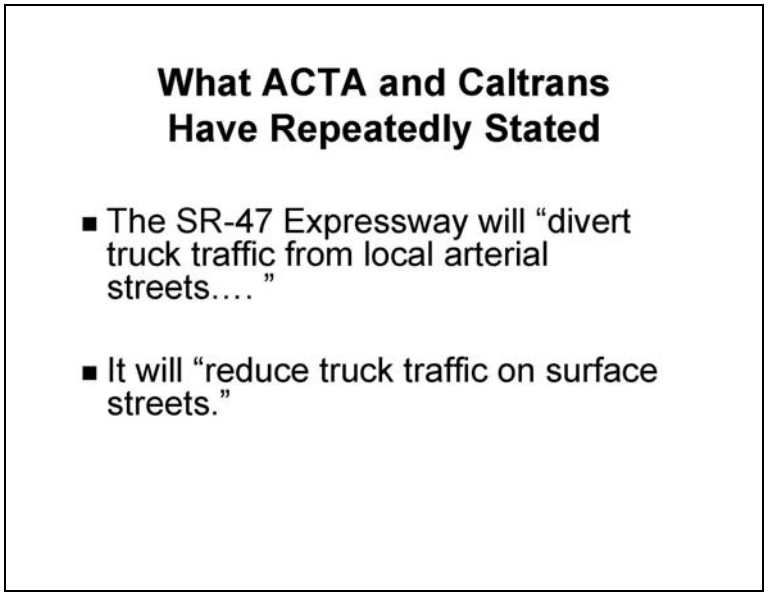
- The public needs to have confidence that a new freeway infrastructure project uses accurate traffic data because all of the Health Risk and Mobile Source Air Toxics Assessments rely on them.
- When the traffic data are wrong, then all of the analyses are wrong, and the public has no way to know whether or not the project will cause an increased risk to public health.

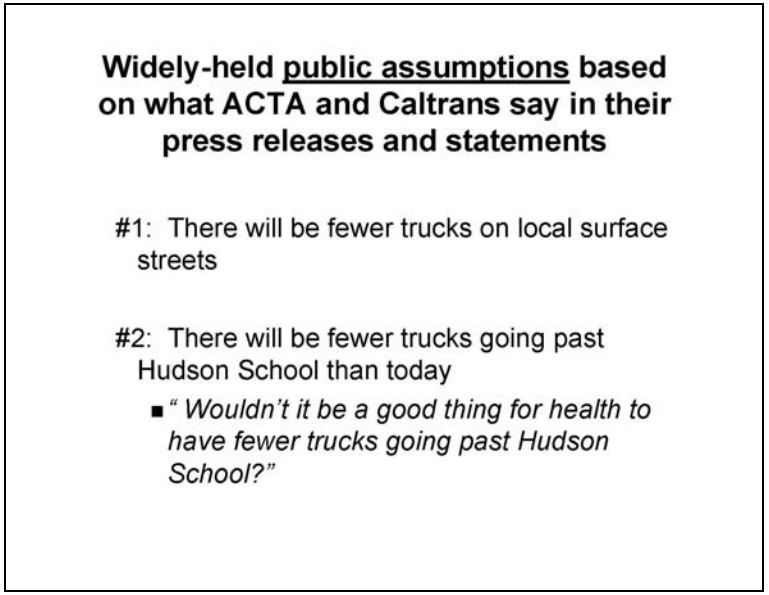
HRA Accuracy

- "The level of travel activity is typically the most important variable in completing air quality related project assessments."*

- Quotation from UC Davis analysis of HRA for Caltrans, commenting on the need for better traffic data, in the Recirculated DEIR

PP1
Page 4


What ACTA and Caltrans Have Repeatedly Stated
The SR-47 Expressway will "divert truck traffic from local arterial streets…."
It will "reduce truck traffic on surface streets."


Widely-held public assumptions based on what ACTA and Caltrans say in their press releases and statements
#1: There will be fewer trucks on local surface streets
#2: There will be fewer trucks going past Hudson School than today
" Wouldn't it be a good thing for health to have fewer trucks going past Hudson School?"

PP1
Page 5

The reality

- There will MORE traffic after the Expressway is built – everywhere.
  - In 2030, after the Expressway is built, there will be twice as much truck traffic going past Hudson School as today
    - 2003: 5500 trucks/day
    - 2030: AFTER the SR-47 Expressway is built, 9800 trucks/day

Explanation?

"We never said that there would be fewer trucks than today…"

The Union Pacific Railyard (ICTF)

- Right now the UP ICTF is FULL
  - It cannot handle any more trucks unless it expands.
- Yet the HRA traffic maps show that in 2030 there would 2x as many trucks on the 103 Freeway as now
  - on their way to a FULL rail yard that can't handle them!

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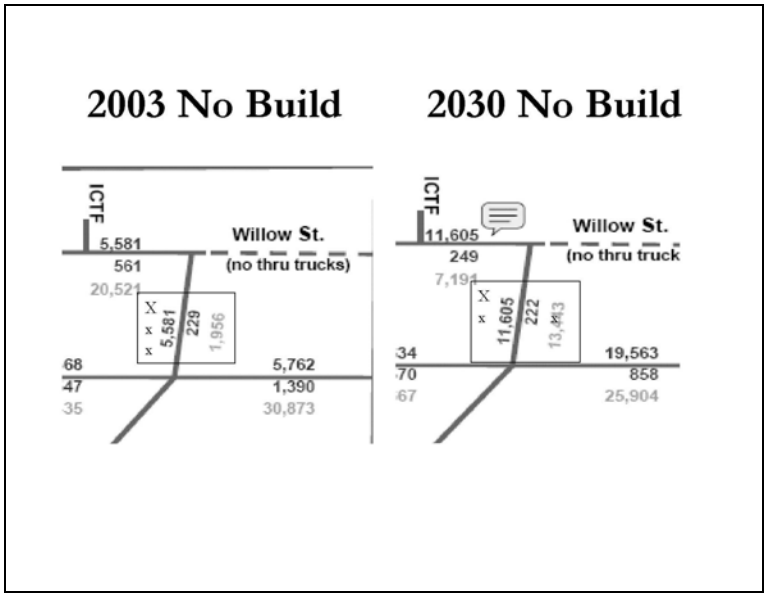
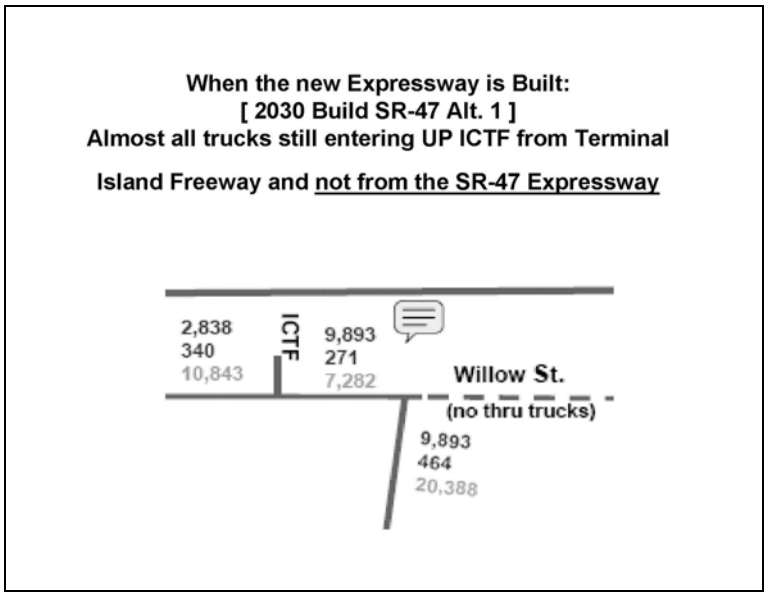

2003 No Build
2030 No Build
ICTF
5,581
561
20,521
Willow St.
(no thru trucks)
X
5,581
229
1,956
68
47
35
5,762
1,390
30,873
ICTF
11,605
249
7,194
Willow St.
(no thru truck
X
11,605
222
13,483
34
70
67
19,563
858
25,904


When the new Expressway is Built:
[2030 Build SR-47 Alt. 1]
Almost all trucks still entering UP ICTF from Terminal
Island Freeway and not from the SR-47 Expressway
2,838
340
10,843
ICTF
9,893
271
7,282
Willow St.
(no thru trucks)
9,893
464
20,388

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Traffic engineers' explanation?

- "… the expected increased traffic from the Ports will follow current traffic patterns through the port area."
  - Port trucks will take their old routes after the new Expressway is built
    - a completely erroneous assumption

In reality….

- If UP is expanded, the railyard claims it will use the SR-47 and Alameda Street
- That would 11,000 more trucks on Alameda Street

These trucks are on the maps in the HRA

BUT traffic engineers chose to put them all onto the SR-103, past Hudson Schools ….

So they are not counted as being on the new Truck Expressway!

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What does this mean for the accuracy of the HRA?

- Falsely claiming that trucks in the future would take their "regular, old routes," artificially decreases the number of trucks on the new Expressway.
- This serves to decrease the calculated diesel cancer risk.
- Showing an accurate – and larger – number of trucks on the Expressway would necessitate re-doing the HRA.
- It would mean that the calculated diesel cancer risk would increase along the Expressway.

What does a larger cancer risk mean?

- Houses now impacted would have a *higher diesel cancer risk* than the current HRA estimates
- *More houses* would be impacted
- A *larger area* would be impacted
  - Maybe even Wilmington Park Elementary School?

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How would trucks get to the SCIG?

SR-103 SAY ACTA AND CALTRANS ENGINEERS in letter to Andrea Hricko

- "Regarding SCIG, the most direct route will be SR 103, even if the SR- 47 project is built."
- "The traffic analysis does not account for SCIG, but if it did, the trips on the SR-103 would increase by 6,000 and the increase on the Expressway would be nominal."

SR-47 SAY ACTA AND THE L.A. CITY COUNCIL

City Council Resolution 07-1005:

ACTA adopted an Expanded Mission … WHEREAS, one of the projects that ACTA has identified is improving State Route 47 (SR-47), which includes a 2.2 mile expressway…that will connect the port complex on Terminal Island to Alameda Street **in order to access near-dock rail facilities**, local warehouses and other transportation corridors; …

In other words….

- The City Council: a major purpose of the Expressway is to carry trucks to the near-dock railyard**s.**
- If these trucks also traveled on the SR-47 to the SCIG, there would be 11,000 MORE trucks on SR-47 than shown on maps
  - plus a total of 11,000 more if UP ICTF were expanded! = 22,000 more trucks than shown

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Trucks not counted as traveling on SR-47 Expressway

- 11,000 – UP ICTF
- 11,000 -- proposed BNSF SCIG
- = 22,000 more trucks a year than calculated

- The 10/million risk is based on 28,000 trucks a day on the SR-47 near PCH in Wilmington
- What would it be if there were actually **51,382 trucks a day?**

Major Errors?

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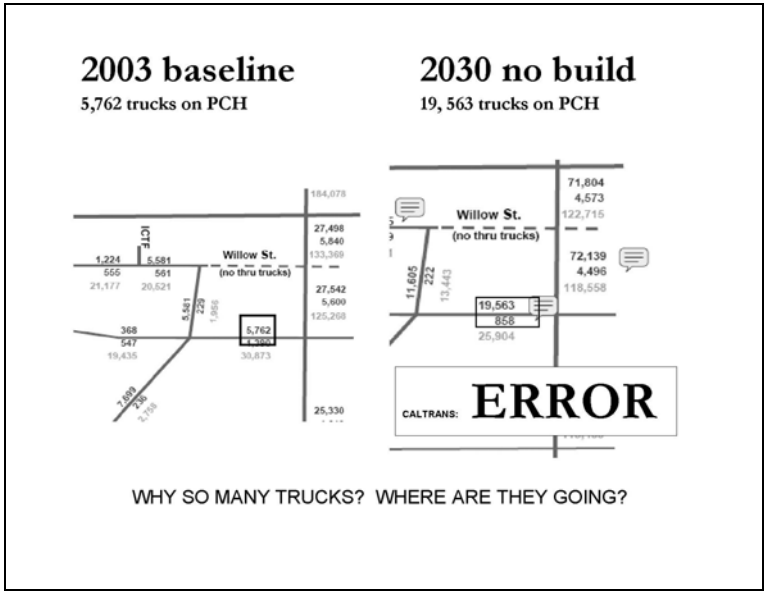

Conclusion about Traffic Data and a Request

- There can be no confidence in the current HRA or MSAT analyses because the traffic data upon which they are based contains incorrect assumptions and multiple errors.
- The traffic data must be redone and peer-reviewed by another independent firm, with the public able to see the errors and final results shown to the public.
- After the traffic data are redone, the HRA and MSAT analyses must be redone using the peer-reviewed/corrected data.

Transcripts of Schuyler Heim Bridge Replacement and SR-47 Replacement Project Public Hearing Proceedings January 27, 2009 TR2

SCHUYLER HEIM BRIDGE REPLACEMENT DRAFT ENVIRONMENTAL
AND SR-47 EXPRESSWAY PROJECT
DRAFT EIS/EIR
PUBLIC HEARING
TUESDAY, JANUARY 27, 2009
6:00 P.M.
REPORTER'S TRANSCRIPT OF PROCEEDINGS

REPORTED BY: MARIE T. MELLGREN, CSR No. 9442

TR2 Page 2

JANUARY 27, 2009, WILMINGTON, CALIFORNIA

6:49 P.M.

MS. HAHN: I'm Councilwoman Janice Hahn. And aside from being a councilwoman representing Wilmington, I also serve as chair of the Alameda Corridor Transportation Authority or vice-chair, depending on the year.

And it was the Board of the Alameda Corridor Transportation Authority that heard the public loud and clear about this project. And we heard that you didn't feel that you had enough information about this project.

We also asked for a health risk assessment of this project. We wanted to know what impact this project would have on people's health, their homes, their lives. So that is going to be part of this assessment. But we hope tonight that many of your questions, your concerns, your fears, everything -- we want you to ask and we hope that your questions will be answered.

But before we go any further, the City of Wilmington suffered a great tragedy early this morning. And I just came from another community meeting. And I was informed that early this morning a man killed his

wife, killed his five children, ranging in ages from two to eight, and then he killed himself. And it was such a tragedy for a small community in Wilmington. I thought it would be appropriate right now if we just all took a moment of silence to remember this family and the tragedy that unfolded early this morning.

(A brief moment of silence.)

MS. HAHN: Thank you.

I know we're talking about the SR-47 project tonight, but I want you to know, anybody in this room, if you have issues, if you have problems, if you have issues at your job, if you have -- are you worried about your home going into foreclosure, whatever it is, please know that there is help available for you, there are resources where we can help you through rough times. And I think this whole country is going to have rough times. And Wilmington is not going to be spared from rough times.

So please call my office. We're able to give you numbers that can help you with a number of issues. Please don't ever think that you are alone or that anything is too big or too insurmountable that you would ever consider taking your own lives or a member of your family. We want to all be a community. We want to take care of each other. We want to pay

TR2 Page 3

attention to each other. We want to make sure that this tragedy never happens again. It's so sad. I can barely comprehend what happened today.

So back to this tonight. There's many of us that believe this is a positive project. It has positive benefits for the community. But there certainly are impacts that we want you to be aware of. And we want this tonight to be a workshop format, that everyone here that can answer your question, please this is -- the reason we held this meeting tonight was because we did not feel like you had enough information. We've tried to get the public comment period of time extended so that you have opportunity to weigh in on this project.

So, please, this meeting is for you to understand what this project is and understand the alternatives that can or cannot happen. And more importantly, have all your questions answered. So I hope this is informational. It's valuable. And I hope that the concerns that are brought up, we will find a way to answer those, to mitigate those so that this project really is a benefit to this community and not a burden to this community.

So with that -- what's happening?

MR. HERNANDEZ: Good evening.

On behalf of ACTA, I want to welcome you to the public meeting on the project's health risk assessment.

My name is Manny Hernandez and I'm one of ACTA's community coordinators. I hope that you found the workshop portion of this meeting helpful. We will have three presenters who will speak to you about the project in general, the health risk assessment, and the traffic analysis.

Following the presentations, we will open the floor for comments. Those who wish to speak will have three minutes to make their comments. Please respect the time limit so all who wish to speak can do so. The comments will be recorded and made part of the written record of this meeting and responses to those comments will be included in the final EIR/EIS documents for the project.

Caltrans, the lead agency for the project, will consider these comments before reaching its decision regarding certification of the environmental documents.

Note that any comments that were previously submitted following the September 2007 public meeting will also be responded to in the final EIR/EIS documents. Tonight's meeting focuses on the additional

TR2 Page 4

information that were submitted for review on November 20th, 2008, which included the health risk assessment that was performed at the request of the ACTA Board, the ACTA Board in response to comments made of the September public meeting.

Please fill out the speaker cards in advance and give them to Maria or Liz. They're over there. Please raise your hands.

If you do not wish to speak but want to submit comments tonight, please fill in your comments on the cards. Both the speakers' oral comments and those comments on the cards will be made part of the record with responses included in the final EIR/EIS.

You will also have the opportunity to file written comments with Caltrans by Friday of this week, January 30th, 2009, by e-mail, fax or letter. Those who require more time may request Caltrans in writing before Friday to grant them additional time.

These requests will be considered by Caltrans on a case-by-case basis. We encourage all of you to get your comments in by the deadline so they can be addressed. These instructions will be repeated at the end of this meeting.

We will begin with a seven-minute long video describing the project followed by three speakers.

Please hold all your comments until after the speakers finish. Those who have submitted speaker cards will be called in the order they were received. Three names will be called at a time to help speed the process.

And with that, I would like to introduce the SR-47 video to provide you with an overview of the entire project.

(A seven-minute video was played.)

MR. HERNANDEZ: I would now like to introduce Art Goodwin, the director of planning for the Alameda Corridor who will provide an overview of the project.

Mr. Goodwin.

MR. GOODWIN: Thank you very much.

I'm just going to provide a very brief overview of the project and some of the milestones and dates that we've been working on.

The first thing I'll provide is the project alternatives. Something that you may remember we had in the drafting of the EIR/EIS here in this room September 27, 2007. So that's a year-and-a-half ago now.

There were six alternatives. The two alternatives that received the most attention and provide the most -- address most of the goals of the project are really two.

TR2 Page 5

Before we talk about those two, the area in blue that you can see here down on the Cerritos Channel, in this area, this is Cerritos Channel and, of course, Terminal Island. The area involves replacement of the Commodore Heim Bridge. You may know it's a fixed bridge. Two lift bridge will replace or reinforce the top of the fixed bridge as part of the seismic retrofit plan that the State of California has had in operation for a number of years.

Alternative one is in red and that is the line that comes from just south of where Cerritos -- excuse me -- Dominguez Channel comes into the Port of Los Angeles area, which proceeds along Henry Ford Avenue, curves and comes up at a downward grade from an elevated structure at Pacific Coast Highway. That was the only preferred alternative as a result of the environmental impact studies, EIS, a year-and-a-half ago.

The second alternative, instead of going out this way, this will remain as it is. You will come and make a new connection on the existing 103 Freeway. You would go up under -- or over, excuse me, Anaheim Street up to Pacific Coast Highway, which is right here. And about halfway between Pacific Coast Highway and Willow Street, Sepulveda Boulevard, you would rise up on an

elevated structure over the new Union Pacific Railroad tracks, crossing northeasterly -- going in a westerly direction, excuse me, and you'd come back on Alameda Street just south of the 405 Freeway.

Those are the two alternatives that have the most analysis performed on.

Project benefits: Replace the Heim moveable bridge with an earthquake-safe fixed bridge; provide an elevated expressway to Alameda Street at Pacific Coast Highway. Two traffic studies reduced freeway truck congestion by nearly ten percent, both on the 710 and on the 110 Freeways.

Reduce future truck congestion on certain local streets. Studies have been shown that truckers, if you can get them on a more direct route to where they want to go versus using some local streets and secondary highways, particularly in the west Long Beach areas, they tend to go to where the capacity is. And that would be on the new SR-47 Expressway.

Provide alternative route to local warehouse and existing rail yards. If you're familiar with the area north of Wilmington on Alameda Street into the City of Carson, there's something like 25 to 30 million square feet of warehouse distribution centers in and around the City of Carson.

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The number of trucks that currently use the 710 Freeway will go up and cross over on Willow Street and the 405 and they'll go then north on Alameda Street to get into that region. So if they're coming from Terminal Island, particularly this would be a much more direct route than trying to go over the bridge, up the 710 and so forth.

Reduce delays and emissions at five railroad crossings and three signalized traffic intersections along Henry Ford Avenue. Based on the objective car watchings and the traffic subsequent to that, those five signalized intersections would be right underneath by where Henry Ford Avenue merges onto the ramps at SR-47. It would be Anaheim Street and it would be up by where Henry Ford goes in Alameda Street.

So there's three signalized intersections here. If you're on the top of the structure, you would go through all of those without stop signs. And it still would be all local access on the local streets below.

It's been estimated that we will generate about 11,000 construction jobs and create about $47 million in taxes.

A brief history of the project: The project really started back in 1981. When I say "the project,"

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it was SCIG that recommended the studies that created the basis of the Alameda Corridor to improve highway and railway to the Ports of Los Angeles and Long Beach. Those studies came out in 1981.

From 1982 to 1995, various agencies went out to seek the funds to build this lower portion of the Alameda Corridor, if you will. Two various federal and local funds, they were secured to construct the passageway and improvements along the route south of the 91 Freeway.

And by the way, Alameda, Henry Ford is actually designated State Route 47 based on this early SCIG work in 1981/1982 time frame.

From 1985 to 2004, agencies including the City of Carson, Los Angeles County, City of Los Angeles and ACTA completed projects to widen Alameda Street essentially to six lanes. And they also built six highway rail grade separations essentially from Anaheim Street north all the way to the 91 Freeway along Alameda Street.

In 2001, ACTA and Caltrans began a partnership to study the feasibility and prepared environmental documents for the SR-47 to complete the highway portion of the overall project and concept that SCIG put forth over 30 years ago now.

TR2 Page 7

What is the schedule for the EIR/EIS? This will show you what can be placed for this evening. The first is the notice of preparation of EIR/EIS, which was published in July 26, 2004 in the federal register. There was a public meeting held on September 9th, 2004. One in the morning and one in the evening. The draft EIR/EIS was circulated August 17th, 2007. I mentioned we had a public hearing right here in this room on September 25th, 2007. Again, in the afternoon and one in the evening.

Right after that meeting, as Chairman Hahn mentioned, the ACTA governing board requested that an HRA be prepared for the project based on the concerns that the other governing board had from the comments that everyone here put forth.

So with that started in earnest in the middle of November 2007, we recirculated the supplemental information. We generated in that subsequent period of time, including the HRA. That was started officially on November 20th, 2008.

And here we are today, on January 27th, 2009 to provide you additional information and discuss the findings of the supplemental information and the HRA.

What's the next step after tonight? As we mentioned, Caltrans is the lead agency on the EIR/EIS.

They will receive the comments that have already been taken in this supplemental period. They will incorporate those responses and comments, including everything that's said today either by transcription, by written or fax or e-mails to Caltrans, that information is provided to you in the back table if you don't know who to contact or how to contact them.

So once they get this information, they'll start working and incorporating the responses and comments. And by February -- I think we should point out these are tentative dates -- February 20, 2009, they'll incorporate this EIR/EIS. Caltrans will make a decision then regarding the certification. The EIR would be anticipated in late February/March time frame of 2009.

After that, Caltrans forwards the EIS to FHWA. And it's the Federal Highway Administration. And it's the federal determination on the ROD, record on decision, that would start in the March 2009 time frame.

There's a public comment period again on the final EIS. And that would be in the March/April 2009 time frame. And then the FHWA decision regarding the ROD we anticipate that would happen in the April/May 2009 time frame. I want to point out these are just

TR2 Page 8

our tentative dates. Caltrans is the responsible agency for doing those things.

With that, I'd like to introduce Dr. Peggy Lobnitz who will be discussing the HRA itself.

MR. HERNANDEZ: Before Dr. Lobnitz comes up, I'd like to apologize for the lighting. There's been problems today in the building about the electrical power. And unfortunately, we can't turn the lights down because if we do, we may not have any more lights tonight. So I apologize sincerely about the lighting, but that was beyond our ability to control right now.

Thank you.

DR. LOBNITZ: So as Art said, I'm Peggy Lobnitz and I'm here to discuss the health risk assessment that we performed for the project.

And basically, I'd like to go over why we did the health risk assessment with respect to what kind of methods we used to analyze the risks, what we found out, what it means in terms of, you know, your propensity to get cancer, and then what we're going to do about it. That's what I'm going to cover.

Basically, the sources of the project risks are cars and trucks that would be traveling over the bridge and along the expressway. And if you look at

all the pollutants that are generated from both cars and trucks, it's the exhaust is basically the thing that causes cancer. But, remember, this is a bridge and expressway. There will be cars and trucks in this project whether or not this is built. The only thing that will really change when this project is built is where that traffic goes.

And the other thing you should recognize is between now and 2015, overall emissions in the project study area will decrease. Let me show you what I mean.

Thanks to the good work of the EPA, California Resources Board, there's been several regulations that have been passed over the last few years that will significantly reduce pollution.

If you look at the year 2003, the daily amount of diesel exhaust that went into the community was about 900 pounds per day. By 2015, when the project has started, it will be reduced to 577 pounds. And by 2030, down to 455 pounds.

So that's one good thing we can say is that pollution levels are going to go down. And if you want to look at it on a percentage basis, the diesel exhaust is recommended in that last column at PM 2.5. So in three years, we're expecting 26 percent reduction. By 2015, 36 percent. By 2030, 50 percent.

TR2 Page 9

UNKNOWN SPEAKER: Can you define the study area?

DR. LOBNITZ: The study area is between Terminal Island, the 91 Freeway, the 110, and the 710. But there still will be truck exhaust in the study area. And that's why we're here tonight.

Just to let you know, Caltrans and Federal Highway Administration really --

UNKNOWN SPEAKER: They're wrong.

DR. LOBNITZ: -- but Alameda Corridor instructed their staff to conduct one. And there were a couple of reasons for that.

Number one, they really wanted to understand the risk of the community. And, number two, if there really were problems, they wanted to make sure they took care of them. So that's why they brought me in to do the study.

So this is kind of new ground for health risk assessment. Normally when we do health risk assessments, it's on a big refinery or a chemical plant and the source of pollution is in one place. But with a transportation project, cars are moving around all the time. So it's a little bit harder to quantify.

But what we did is we consulted with the South Coast Air Quality Management District, California

Resources Board and made sure that we adopted all the major protocols for truck emissions and estimated health risk and incorporated that into our analysis.

So we basically looked at four exposure assumptions, so four different populations that we're really worried about.

Number one is residential exposure. I know a lot of you are probably residents. So what we assumed for this group is that you stay in your house for 70 full years and actually you didn't leave, you were there 24 hours a day, and you may have taken a two-week vacation, but you basically stayed on that piece of property for 70 years. So we tried to make it as conservative as possible.

The second group we went to was people that go to the parks. We assumed that a person went to a park every single day for two hours, except when they went on vacation.

And then for school workers and people who worked in parks, we assumed they spent their entire career in one place for 40 years, they worked eight hours a day and they were there 245 days a year.

For students, we assumed they went to one school from K through 12. They never moved schools. They were there for six hours and they were there

TR2 Page 10

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during the entire school year.

So every assumption we used, we tried to keep conservative so it really would be the worse case or what people would think the worse situation.

So what we did is according to a really good data on port trucks, that's the latest information about the ages of the trucks, what kinds of trucks they were, a lot of regional planning study that are prepared by local government agencies, we used those to estimate for non-port trucks and cars, then we laid the whole project area on a grid.

We wanted to be able to show up at a hearing like this and tell you, based on your neighborhood, what would happen. So then we calculated all the emissions. Then we used a very sophisticated model that calculated what the concentrations of the diesel we thought would be all over the entire area. And then we plotted it on maps, then we overlaid it with land use to figure out what kinds of land use matched up to what kind of risks.

So hopefully you'll find that much more meaningful than just looking at a table with numbers.

We looked at two scenarios. Both of them, like we talked about, for residential exposure living with the 70 years of exposure. But one of them assumed

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that we have no new regulation after 2020 and that the port growth will continue to grow to 44 million TEUs by 2030.

The other assumption in the scenario used was everything is stationary by 2030. No other regulation after 2030, even though we know we're going to have them. No growth because we're assuming that as regulations get more stringent, it will balance off the growth. We really believe that the 2015 scenario is really the one that's most representative of conditions over the entire project life.

So the results -- I'm going to show you in a minute -- but basically we're showing quite a bit of regional benefit in the entire project area. There are some localized impacts, but we think they can be mitigated.

And there's a real difference -- I'm going to show in a second -- between alternative one, bridge replacement and SR-47; alternative two, which goes through the SR-103.

Alt one, there's no problems with students going to the park or workers. But we do show some residences, about eight, that are over the significant threshold, which is ten in a million.

In alt two, where it goes out to the 103,

TR2 Page 11

there's still no problems with students and recreational workers, but there are problems with park recreation, student workers and about a hundred fifty residences.

So let's look at the picture. The green area of this map show project improvements. So you can see that for the majority of the project area, we moved the trucks off of all of the surface streets. This is the green area. When you move them off the 110 and put them on the dedicated expressway, there's over 40,000 residents that all of sudden have better air quality directly as a result of redistributing the trucks, getting them off the major side streets.

And you know what that's like. There's a safety issue associated with that as well.

Now, the great thing about Alameda is that it's mostly commercial/industrial. And what we're showing you here is residential 70-year exposure. So there's really not a lot of houses -- well, there's no houses here, frankly.

There's a group of houses here that are uncertain what the exposure would be. But let's look at the other alternative. You go up the 103 and you'll see that the risk here is a lot fatter, a much bigger area. And land use is worse. You've got a lot of

pools. You've got residences.

So in this scenario, you know, you have about a hundred and fifty residences. So we prefer alternative one for many reasons, but for health risk purposes, this is also superior.

So what does ten in a million mean? I mean, how do figure out what that is.

Right now in this community, the cancer risk is 250,000 in a million. That means one in four people will get cancer. That's really really high. From air toxins only. So if you take out all the other kinds of cancer, it's 1300 to 1800 per million. And because cancer risks are so severe, not only here but in the entire south coast area, the agencies have adopted a threshold of significance that basically says if you do anything greater than ten, you've got to mitigate it.

So that's the criteria we used. If it's less than ten, it's okay. If it's greater than ten, we just got to do something about it. So we looked at the houses in question. And we think we've come up with a very feasible method.

There's some really good high-efficiency filters that can be used to filter the air in your house. And not only would it take care of the ten in a million, but it will probably bring you way down in

TR2 Page 12

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terms of your 1800 to 1300 overall cancer risk. And that makes it very favorable. And we have done this on other projects and it has been successful. And we plan to have it all installed and ready to go before we ever start to operate the expressway.

MR. HAMRICK: Good evening.

I'd like to briefly discuss the traffic study that was done with the same agency with the health risk assessment. They actually provided the traffic numbers that resulted in the air quality analysis.

The traffic study contains and was based on what we call the high growth estimated growth up to 44 million TEUs per year. This is an estimate that's generated by the port in its own internal plant. And it's also been used for -- if you looked at other documents, other projects that have occurred over the past few years by the ports, the same numbers were used by this project.

Traffic volumes conservatively ranked ICTF based on port projected near-dock trips as opposed to a facility to capacity constraint. Those are a lot of words. What it really means is some of the growth of the ports will result in more near-dock truck ships, truck movements to and from the ports. We did assume that in the analysis. And again, that's an assumption

Page 23

directly from the port's own documents and their own forecasts.

What this did by assuming the high-growth forecast and some increase in trucks to and from ICTF, we made sure that we did not underestimate localized traffic and back and localized health risks. We wanted to be very conservative.

The other alternative would be to assume that those trucks go up to, for example, the Inland Empire and they don't return here. So we wanted to make sure that we didn't assume them away.

The model that we used, the traffic model, used both local and regional, we call to-scale traffic forecast. What that means is we assumed and included all growth that's going to occur up to the year 2030 based on the regional agencies' projection of growth in San Pedro and Wilmington and throughout all of Southern California, and we included that as the background condition.

We also accounted for all truck-restricted routes. We made sure that the traffic analysis didn't allow trucks to go on routes that are currently, by ordinance, not allowed. For example, Wilmington, portions of Santa Fe, Avalon, et cetera.

The model includes all freeways and major and

TR2 Page 13

secondary streets in the area. And the traffic model chooses routes based on roadway capacities and local and regional origins and destinations. In other words, it's a realistic model of how truckers move.

Next slide.

MS. HRICKO: Can you go back and explain number two in a little more detail because it isn't what worked then? And someone asked what that meant, asked whether it meant trucks are going to the ICTF if they can't go in there.

MR. HAMRICK: It does assume that there would be an expansion in what we call near-dock or off-dock interval movements. That's taking the container from the port that is going to get onto your train. For example, be destined to some area outside of California, whether it be Dallas or the mid west or whatever.

So this assumes that there will be a number of containers going from the port terminals to an off-dock rail yard. ICTF is the one that's here. We know about that. It also assumes that there will be an expansion of some type of off-dock facility, whether an ICTF or a different one. That wasn't specific, but the port's own forecast do assume that with the 44 million TEUs, there will also be an increase in the near-dock,

off-dock being built and the containers that are stacked.

MS. HRICKO: I'm sorry. I --

MR. HERNANDEZ: Can we just hold the comments until the end, please, so we can get through the presentation? We're almost done.

MS. HRICKO: What we don't understand is why you would show those trucks going to the ICTF when they can't get in there as opposed to them going past Hudson School as opposed to taking your brand new expressway that Mr. Goodwin said would be the preferred route.

Why would they go up the Terminal Island Freeway rather than take your beautiful new expressway? Why would you not show that on --

MR. HAMRICK: If I understand your question correctly, the model actually has some of these increase in truck trips within the ICTF area on all facilities. So we didn't tell the traffic model to put them up to the 103 or the 47 or the 710 or the 110 or Alameda.

We let the model determine that, looked at that to see if it was reasonable. So when you actually look at the results, all of those routes are being used. Obviously, the new 47 would be a brand new four-lane facility so the truckers -- many truckers

TR2 Page 14

would like that facility from, you know, particularly from Terminal Island to get to, for example, the ICTF area or Carson distribution centers.

Some will still prefer to take the 710, depending on where they're coming from, but some will still prefer to use Alameda Street. So there is a balance of all of the routes being used.

MS. HRICKO: Thank you.

MR. HAMRICK: Thank you.

Next slide.

What this slide shows is basically you see some negatives there. These are changes on a daily basis, on a percentage basis if the project would be built. And then at the bottom you see a couple of changes. What this basically says is that by building this facility, there's going to be an enhancement of capacity in the area where the new facility is.

Some truckers -- again, some, not all -- will choose to shift their routes to use this. Some will remain in the 710. But these numbers show that, for example, about ten percent of the trucks that would have occurred by 2030 on Harbor Freeway and about ten percent of the trucks that would have used the 710 Freeway would have shifted over to the new truck route.

Henry Ford would get the biggest change

because this route is directly parallel. Why would they go through Henry Ford and have to go through railroad crossings and intersections when they can take an expressway facility?

Also, the 103 would be reduced. Again, there would still be trucks in the 103. And then there would be increases along the new route at the Heim Bridge and Alameda Street as a result of this new increase in capacity.

So that concludes my traffic presentation. And I'll turn it back over to Manny for the rest of the program.

MR. HERNANDEZ: Before I call the individuals who would like to comment in the order that it was received, let me once again reiterate, as I mentioned earlier, if you'd like to speak, please fill out the speaker card in advance and give them to Maria or Liz.

If you do not wish to speak but want to submit comments tonight, please fill in your comments on the cards. Both the speaker's oral comments and those comments listed on the cards will be made part of the record in the final EIR/EIS.

With that, I'd like to remind you that for -- so that everyone will have ample time to make their comments, there's a three-minute rule and the light is

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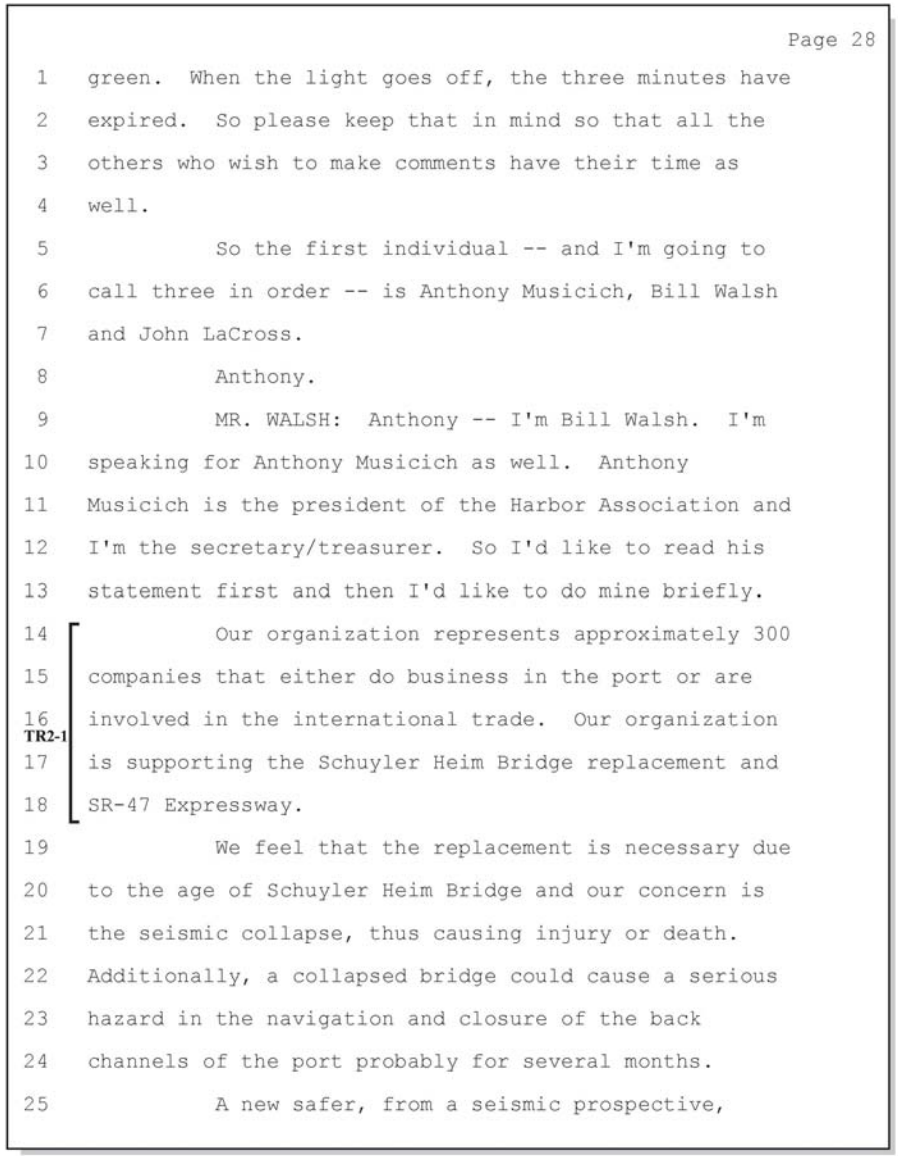
Response to Comment TR2-1

Your support of the proposed project is acknowledged.



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green. When the light goes off, the three minutes have expired. So please keep that in mind so that all the others who wish to make comments have their time as well.

So the first individual -- and I'm going to call three in order -- is Anthony Musicich, Bill Walsh and John LaCross.

Anthony.

MR. WALSH: Anthony -- I'm Bill Walsh. I'm speaking for Anthony Musicich as well. Anthony Musicich is the president of the Harbor Association and I'm the secretary/treasurer. So I'd like to read his statement first and then I'd like to do mine briefly.

Our organization represents approximately 300 companies that either do business in the port or are involved in the international trade. Our organization is supporting the Schuyler Heim Bridge replacement and SR-47 Expressway. TR2-1

We feel that the replacement is necessary due to the age of Schuyler Heim Bridge and our concern is the seismic collapse, thus causing injury or death. Additionally, a collapsed bridge could cause a serious hazard in the navigation and closure of the back channels of the port probably for several months.

A new safer, from a seismic prospective,

TR2
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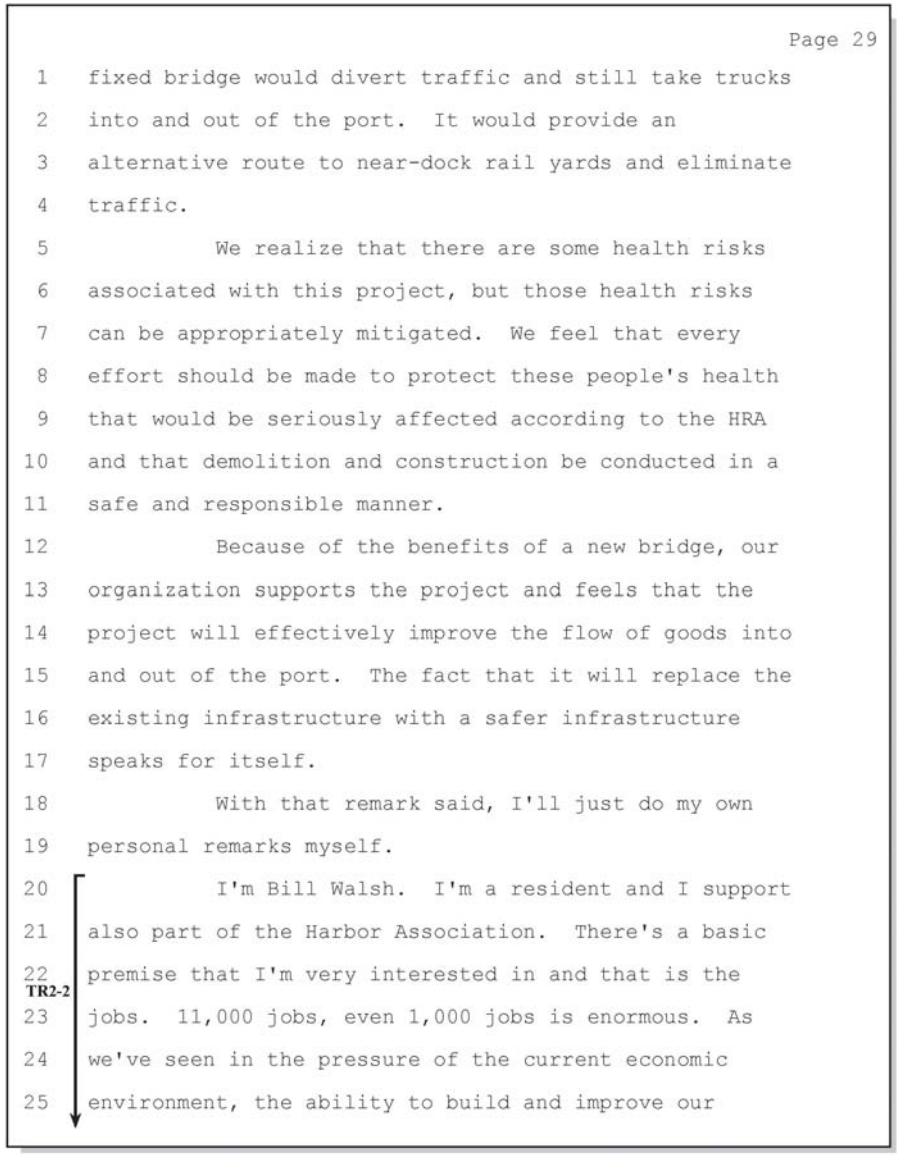
Response to Comment TR2-2

Your support of the proposed project is acknowledged.



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fixed bridge would divert traffic and still take trucks into and out of the port. It would provide an alternative route to near-dock rail yards and eliminate traffic.

We realize that there are some health risks associated with this project, but those health risks can be appropriately mitigated. We feel that every effort should be made to protect these people's health that would be seriously affected according to the HRA and that demolition and construction be conducted in a safe and responsible manner.

Because of the benefits of a new bridge, our organization supports the project and feels that the project will effectively improve the flow of goods into and out of the port. The fact that it will replace the existing infrastructure with a safer infrastructure speaks for itself.

With that remark said, I'll just do my own personal remarks myself.

I'm Bill Walsh. I'm a resident and I support also part of the Harbor Association. There's a basic premise that I'm very interested in and that is the jobs. 11,000 jobs, even 1,000 jobs is enormous. As we've seen in the pressure of the current economic environment, the ability to build and improve our

TR2-2

TR2
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infrastructure is critical from everybody's perspective.

Certainly there are effects and those effects need to be mitigated. Those effects need to be handled by new technology, and cleaner technology, improved fuels and all kinds of other things that are in the process of development.

TR2-2

I firmly believe that we need to support the growth of this bridge and this project should be approved.

Thank you.

MR. HERNANDEZ: John LaCross, Dan Hoffman and Elizabeth Warren.

MR. LA CROSS: My name is John LaCross. I support alternative two. I'm glad to see this is good because that's all inaudible) it's good for the Port of Long Beach and Port of L.A., but I think you guys are way off base with your estimates of the traffic reduction.

And one gentleman said there hasn't been any truck traffic on Willow so you're not going to reduce any smog over there.

Also, somebody wants to get to the ICTF, they're not going to take your expressway to come out of the Port of Long Beach. They're going to come up

TR2
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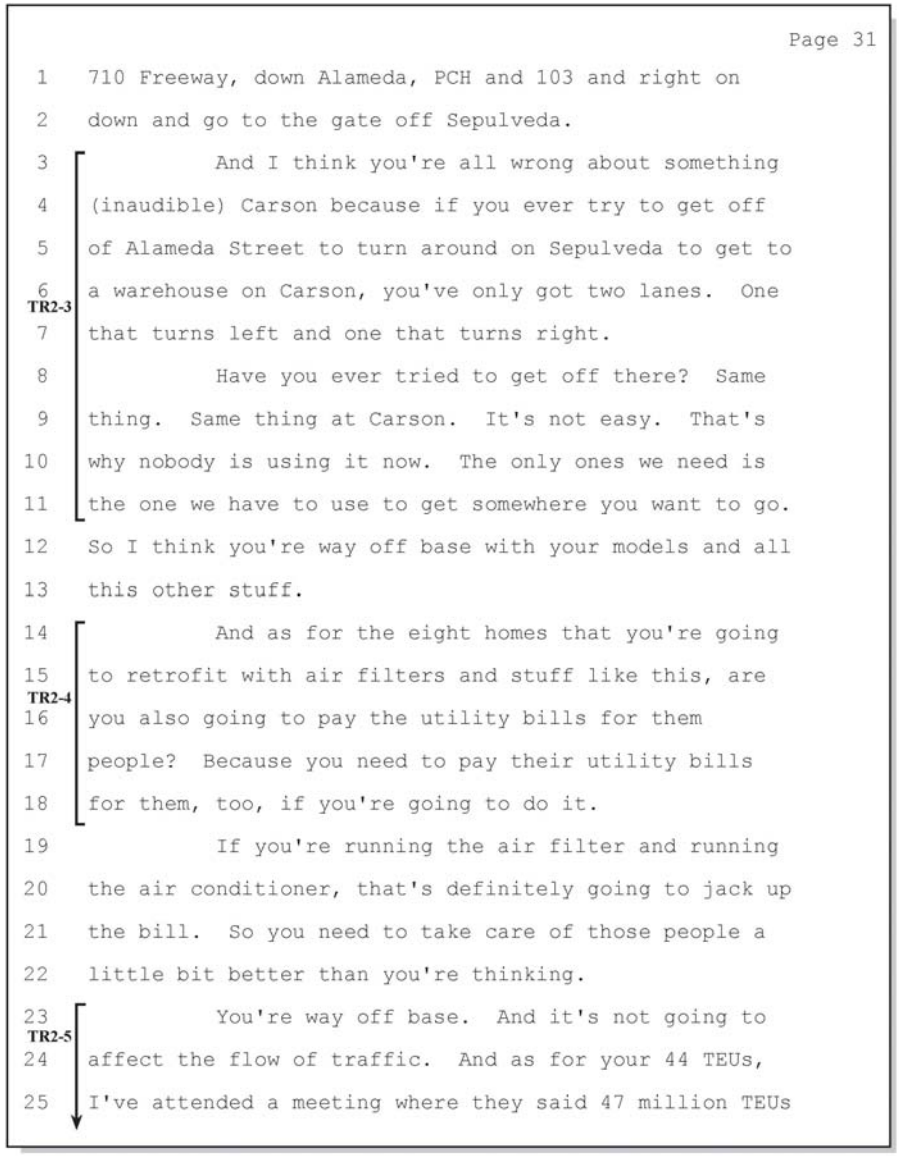
Response to Comment TR2-3

The Traffic Study includes forecasts for the traffic flow for both the baseline (No Build) and each of the build alternatives for the year 2030. These traffic forecasts include each of the five new grade separated intersections on Alameda Street. These five grade separated intersections are Pacific Coast Highway (PCH), Sepulveda, 223rd St, Carson and Del Amo (see the Traffic Study, Exhibits 8a, 8b, 9a, 9b, 10a, and 10b on pages 24 through 29 for the No Build condition and Exhibits 15a, 15b, 16a, 16b, 17a, and 17b on pages 38 through 43 for Alternative 1). These forecasts include both projected through-flow and turning movement counts. In the Traffic Study, Tables 7, 8, and 9 (pages 45, 46, and 47) provide the resulting levels of service for the various portions of the intersections under both the No Build and Alternative 1 cases for the AM, Mid Day and PM peak traffic flow periods. These tables show an improvement in level of service (LOS) for most of the intersections under Alternative 1. In the year 2030, the Carson Street and Del Amo intersections are forecast to move smoothly with little or no interruption (LOS A and B). However, Alameda/223rd, Alameda/Sepulveda and Alameda/PCH are forecast to have the lowest levels of service. As a result of the evaluation process, configuration enhancements were proposed for two of these intersections. The intersection configuration changes are now a part of the scope of Alternative 1 and the level of service reported in the traffic study include these configuration changes. Turn lane pockets and lane stripping improvements are planned to improve the traffic movement at the Alameda/223rd intersection. A southbound connector ramp is planned for the Alameda/PCH intersection to eliminate the left-turn movement and improve traffic flow through the intersection. No improvements are proposed for this Alameda/Sepulveda intersection.



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710 Freeway, down Alameda, PCH and 103 and right on down and go to the gate off Sepulveda.

And I think you're all wrong about something (inaudible) Carson because if you ever try to get off of Alameda Street to turn around on Sepulveda to get to a warehouse on Carson, you've only got two lanes. One

TR2-3

that turns left and one that turns right.

Have you ever tried to get off there? Same thing. Same thing at Carson. It's not easy. That's why nobody is using it now. The only ones we need is the one we have to use to get somewhere you want to go. So I think you're way off base with your models and all this other stuff.

And as for the eight homes that you're going to retrofit with air filters and stuff like this, are

TR2-4

you also going to pay the utility bills for them people? Because you need to pay their utility bills for them, too, if you're going to do it.

If you're running the air filter and running the air conditioner, that's definitely going to jack up the bill. So you need to take care of those people a little bit better than you're thinking.

You're way off base. And it's not going to

TR2-5

affect the flow of traffic. And as for your 44 TEUs, I've attended a meeting where they said 47 million TEUs

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Response to Comment TR2-4

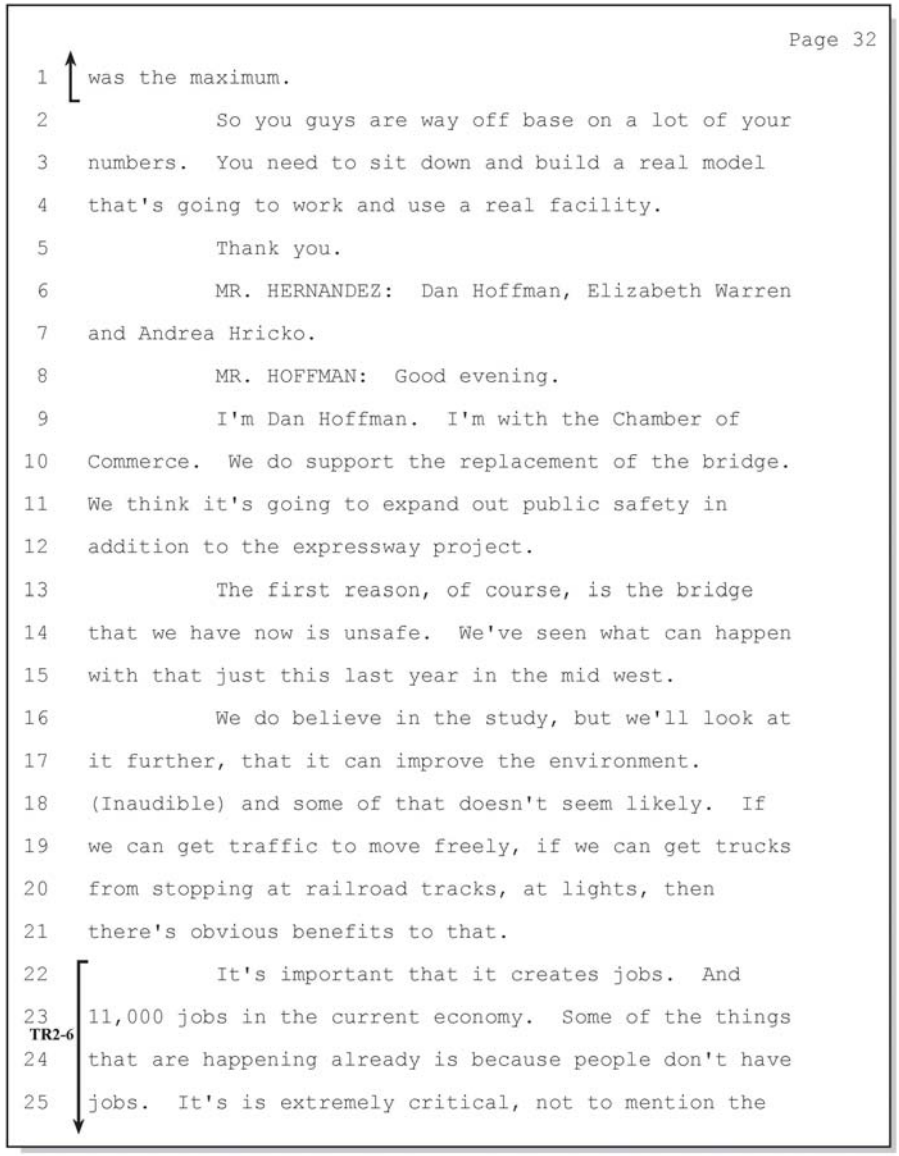
ACTA's decision to provide mitigation by retrofitting affected homes with HVAC would not include paying utility bills, operation, maintenance, or future replacements.

Response to Comment TR2-5

Please see Response to Comment OB14-6. Growth projections contained in the Final EIS/EIR are consistent with TRANSPLAN data.

Response to Comment TR2-6

Your support of the proposed project is acknowledged.



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was the maximum.

So you guys are way off base on a lot of your numbers. You need to sit down and build a real model that's going to work and use a real facility.

Thank you.

MR. HERNANDEZ: Dan Hoffman, Elizabeth Warren and Andrea Hricko.

MR. HOFFMAN: Good evening.

I'm Dan Hoffman. I'm with the Chamber of Commerce. We do support the replacement of the bridge. We think it's going to expand out public safety in addition to the expressway project.

The first reason, of course, is the bridge that we have now is unsafe. We've seen what can happen with that just this last year in the mid west.

We do believe in the study, but we'll look at it further, that it can improve the environment. (Inaudible) and some of that doesn't seem likely. If we can get traffic to move freely, if we can get trucks from stopping at railroad tracks, at lights, then there's obvious benefits to that.

It's important that it creates jobs. And 11,000 jobs in the current economy. Some of the things that are happening already is because people don't have jobs. It's is extremely critical, not to mention the

TR2-6

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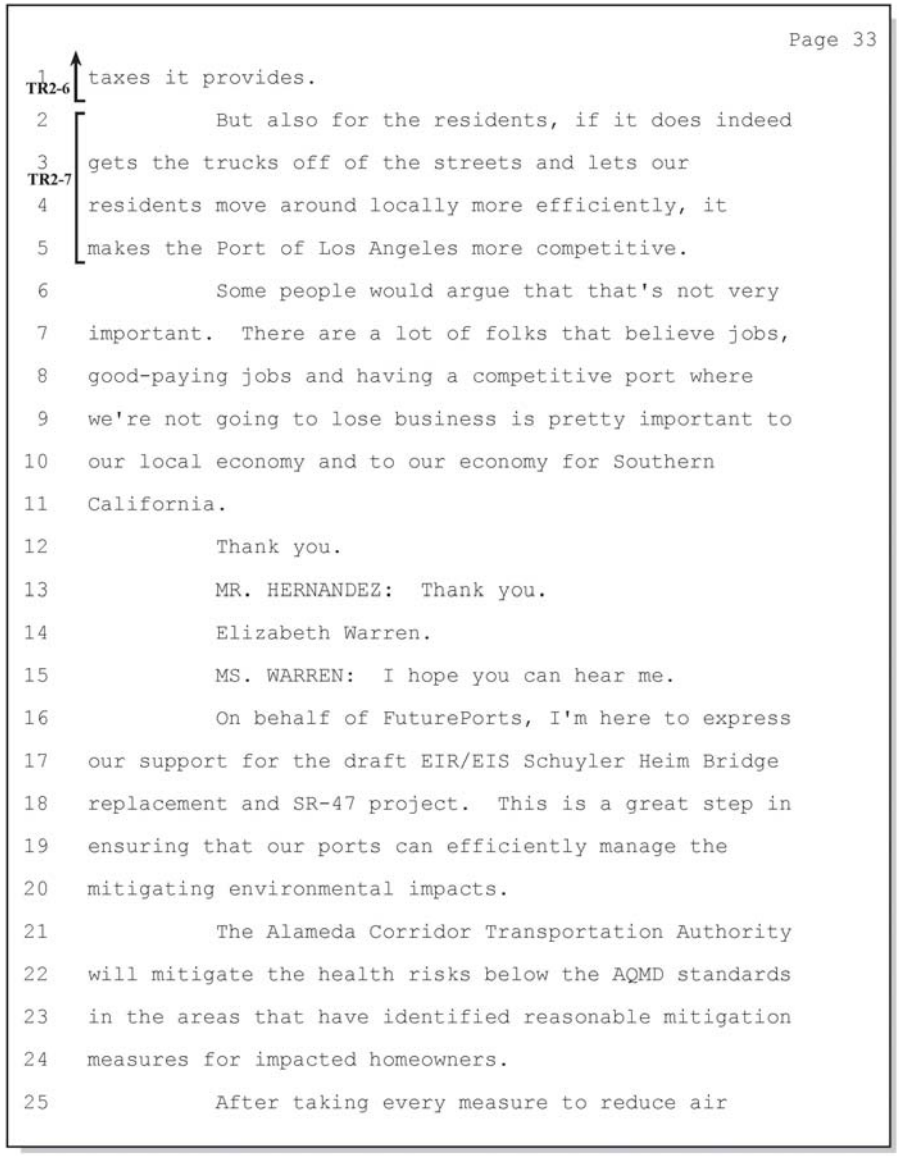
Response to Comment TR2-7

Your support of the proposed project is acknowledged.



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TR2-6 taxes it provides.

But also for the residents, if it does indeed

TR2-7 gets the trucks off of the streets and lets our residents move around locally more efficiently, it makes the Port of Los Angeles more competitive.

Some people would argue that that's not very important. There are a lot of folks that believe jobs, good-paying jobs and having a competitive port where we're not going to lose business is pretty important to our local economy and to our economy for Southern California.

Thank you.

MR. HERNANDEZ: Thank you.

Elizabeth Warren.

MS. WARREN: I hope you can hear me.

On behalf of FuturePorts, I'm here to express our support for the draft EIR/EIS Schuyler Heim Bridge replacement and SR-47 project. This is a great step in ensuring that our ports can efficiently manage the mitigating environmental impacts.

The Alameda Corridor Transportation Authority will mitigate the health risks below the AQMD standards in the areas that have identified reasonable mitigation measures for impacted homeowners.

After taking every measure to reduce air

TR2
Page 21

emissions, this project represents an important step to ensure green growth in the ports. And although, we may be in a recession right now, there will be a recovery. And there's no greater time than now to prepare for the future.

Ports of L.A. and Long Beach are and always will be major economic (inaudible) providing approximately half a million jobs in the greater five town region and more three million jobs annually. In this project alone, we will incur 11,000 construction jobs and $47 million in state and local taxes.

So this is a very important issue right now. We firmly believe that port growth is appropriate. The accomodation in that growth is critical not only in Southern California and the national economy but also our air quality. This alternative presents an important green growth issue to provide movement of goods in the port resulting in emissions.

We also believe that replacing the Heim Bridge with the newer safer fixed bridge is without question the utmost importance.

The other additional benefits are also critical to safety and efficiency. We believe that we have some common goals that are important to reduce efficiency thereby reducing emissions.

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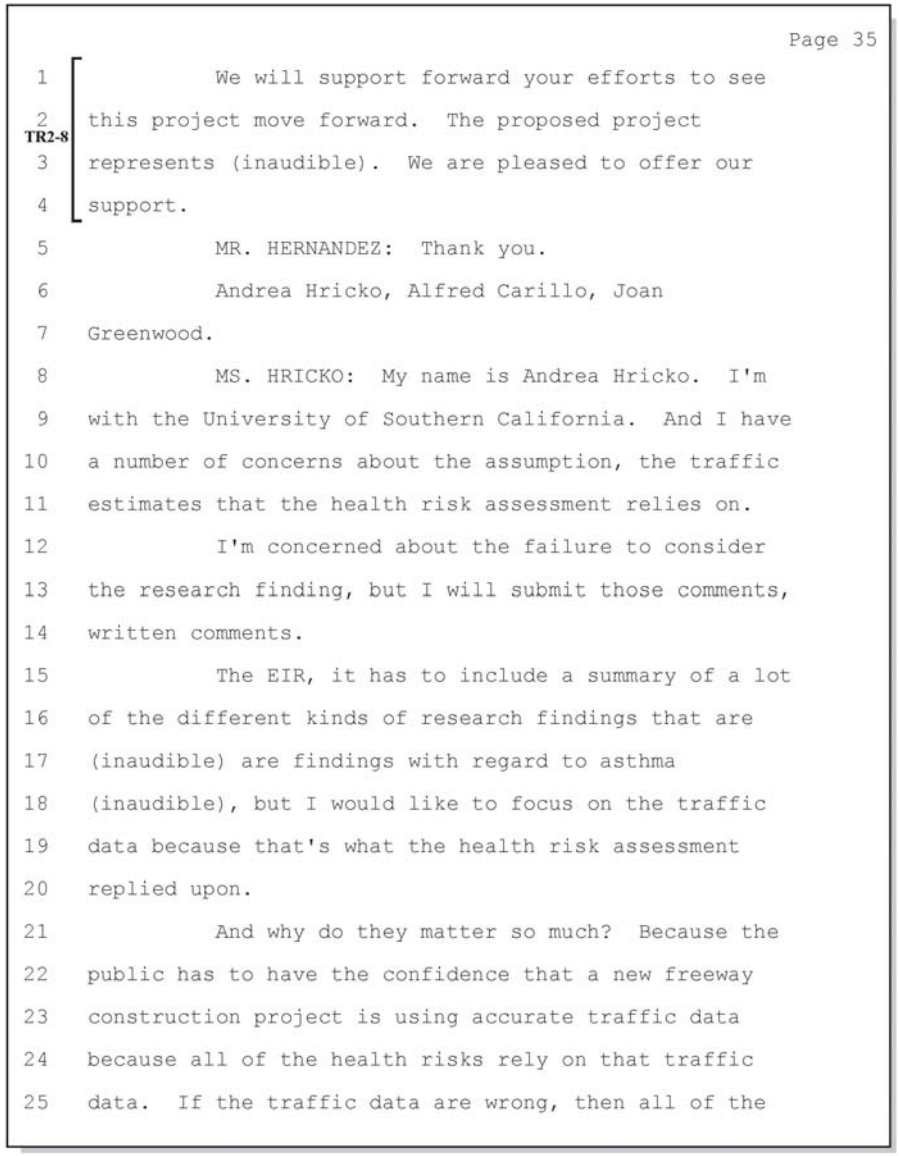
Response to Comment TR2-8

Your support of the proposed project is acknowledged.



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We will support forward your efforts to see this project move forward. The proposed project represents (inaudible). We are pleased to offer our support.

TR2-8

MR. HERNANDEZ: Thank you.

Andrea Hricko, Alfred Carillo, Joan Greenwood.

MS. HRICKO: My name is Andrea Hricko. I'm with the University of Southern California. And I have a number of concerns about the assumption, the traffic estimates that the health risk assessment relies on.

I'm concerned about the failure to consider the research finding, but I will submit those comments, written comments.

The EIR, it has to include a summary of a lot of the different kinds of research findings that are (inaudible) are findings with regard to asthma (inaudible), but I would like to focus on the traffic data because that's what the health risk assessment replied upon.

And why do they matter so much? Because the public has to have the confidence that a new freeway construction project is using accurate traffic data because all of the health risks rely on that traffic data. If the traffic data are wrong, then all of the

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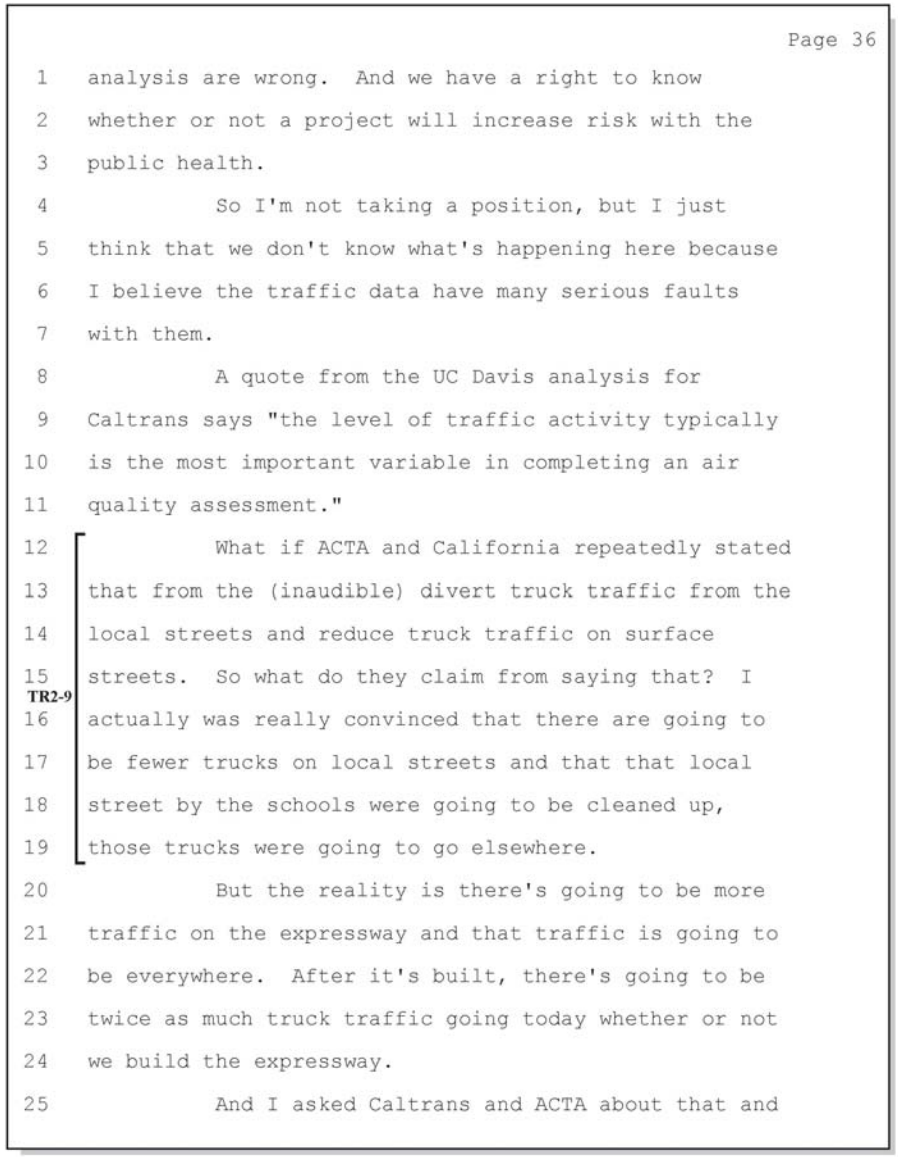
Response to Comment TR2-9

Please see Response to Comment OB15-1.



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analysis are wrong. And we have a right to know whether or not a project will increase risk with the public health.

So I'm not taking a position, but I just think that we don't know what's happening here because I believe the traffic data have many serious faults with them.

A quote from the UC Davis analysis for Caltrans says "the level of traffic activity typically is the most important variable in completing an air quality assessment."

What if ACTA and California repeatedly stated that from the (inaudible) divert truck traffic from the local streets and reduce truck traffic on surface streets. So what do they claim from saying that? I actually was really convinced that there are going to be fewer trucks on local streets and that that local street by the schools were going to be cleaned up, those trucks were going to go elsewhere.

TR2-9

But the reality is there's going to be more traffic on the expressway and that traffic is going to be everywhere. After it's built, there's going to be twice as much truck traffic going today whether or not we build the expressway.

And I asked Caltrans and ACTA about that and

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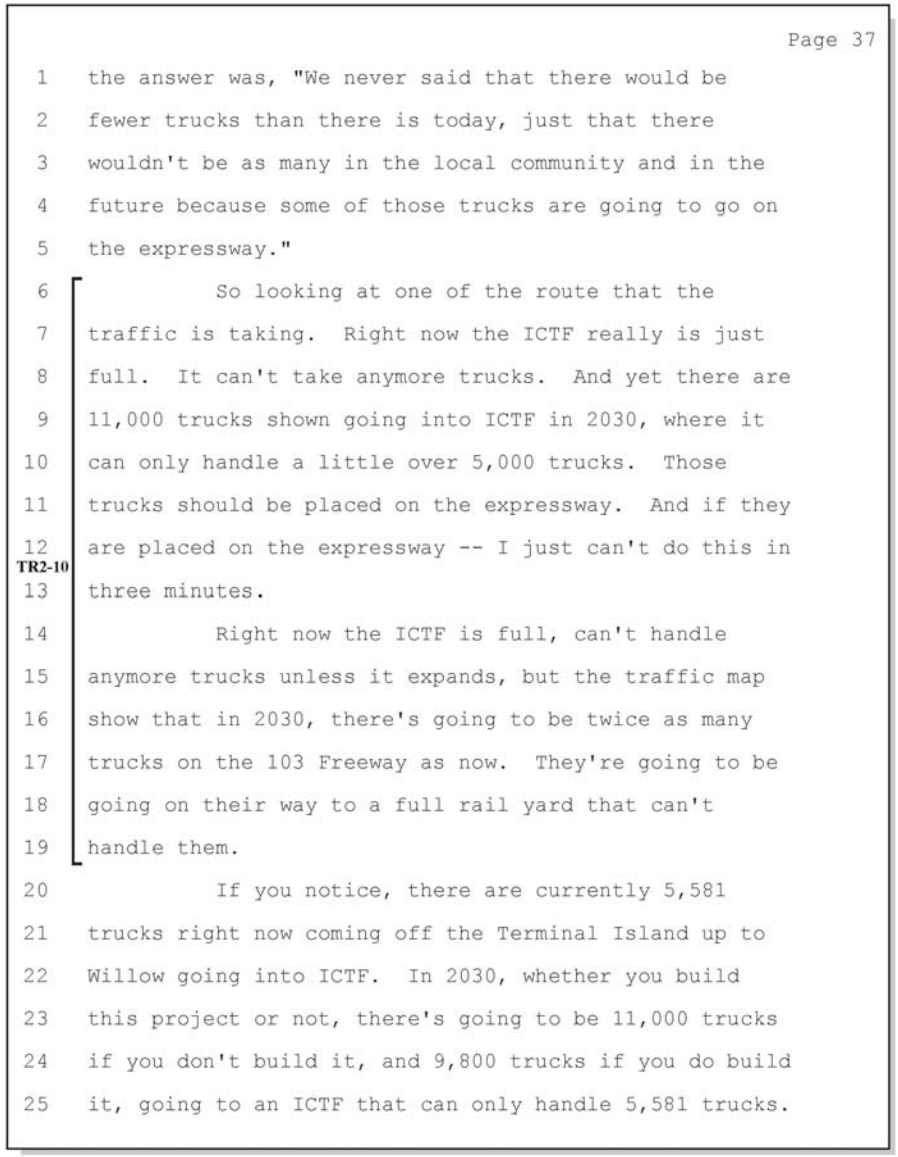
Response to Comment TR2-10

Please see Response to Comment OB14-6 and OB15-3. It was reasonable to assume expansion of the existing ICTF facility when the Traffic Study was completed.



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the answer was, "We never said that there would be fewer trucks than there is today, just that there wouldn't be as many in the local community and in the future because some of those trucks are going to go on the expressway."

So looking at one of the route that the traffic is taking. Right now the ICTF really is just full. It can't take anymore trucks. And yet there are 11,000 trucks shown going into ICTF in 2030, where it can only handle a little over 5,000 trucks. Those trucks should be placed on the expressway. And if they are placed on the expressway -- I just can't do this in three minutes. TR2-10

Right now the ICTF is full, can't handle anymore trucks unless it expands, but the traffic map show that in 2030, there's going to be twice as many trucks on the 103 Freeway as now. They're going to be going on their way to a full rail yard that can't handle them.

If you notice, there are currently 5,581 trucks right now coming off the Terminal Island up to Willow going into ICTF. In 2030, whether you build this project or not, there's going to be 11,000 trucks if you don't build it, and 9,800 trucks if you do build it, going to an ICTF that can only handle 5,581 trucks.

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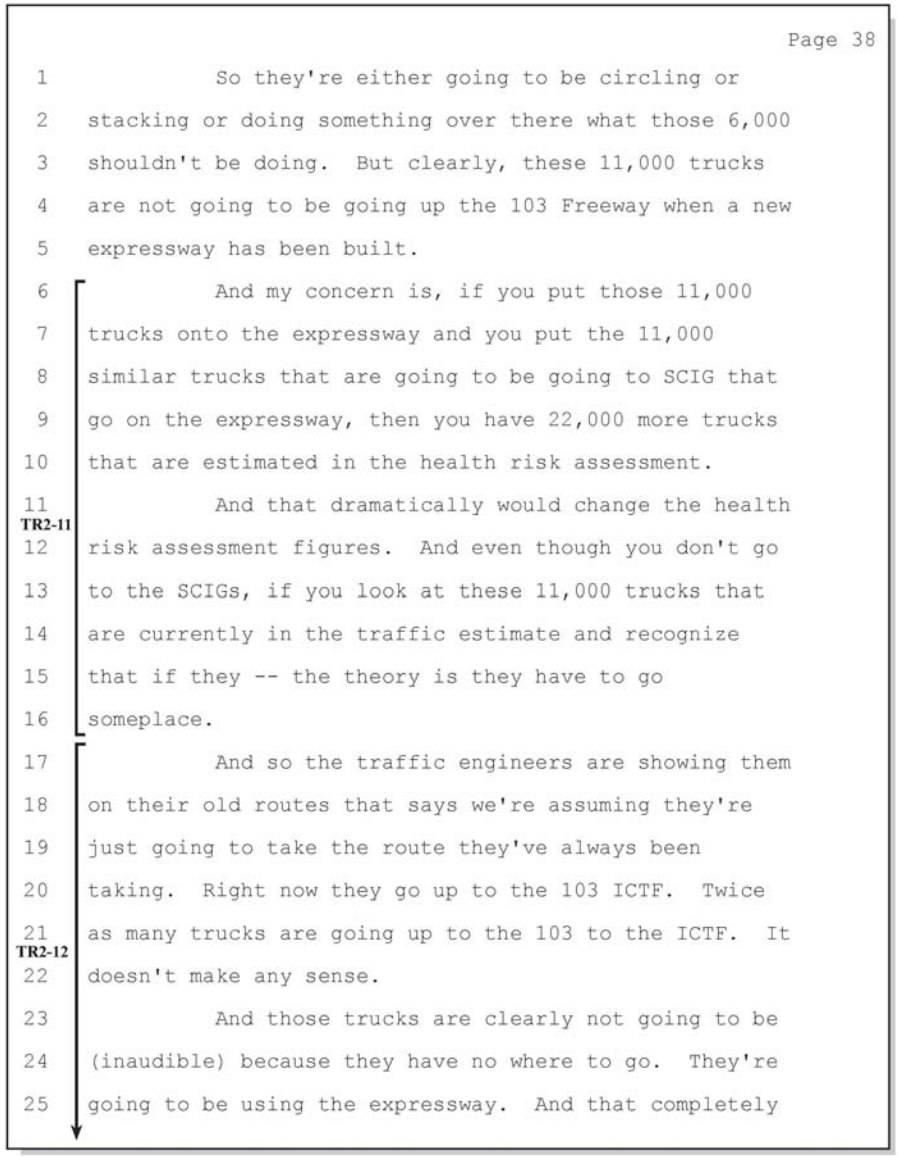
Response to Comment TR2-11

The Health Risk Assessment (HRA) does account for container movement that will be handled by the proposed SCIG and ICTF expansion projects.

Please see Response to Comment OB14-6.

Response to Comment TR2-12

Please see Response to Comments OB14-6 and OB15-3. The Traffic Study made reasonable assumptions about growth and trip distribution that were consistent with the data available at the time it was commissioned.



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So they're either going to be circling or stacking or doing something over there what those 6,000 shouldn't be doing. But clearly, these 11,000 trucks are not going to be going up the 103 Freeway when a new expressway has been built.

And my concern is, if you put those 11,000 trucks onto the expressway and you put the 11,000 similar trucks that are going to be going to SCIG that go on the expressway, then you have 22,000 more trucks that are estimated in the health risk assessment.

And that dramatically would change the health risk assessment figures. And even though you don't go to the SCIGs, if you look at these 11,000 trucks that are currently in the traffic estimate and recognize that if they -- the theory is they have to go someplace.

TR2-11

And so the traffic engineers are showing them on their old routes that says we're assuming they're just going to take the route they've always been taking. Right now they go up to the 103 ICTF. Twice as many trucks are going up to the 103 to the ICTF. It doesn't make any sense.

TR2-12

And those trucks are clearly not going to be (inaudible) because they have no where to go. They're going to be using the expressway. And that completely

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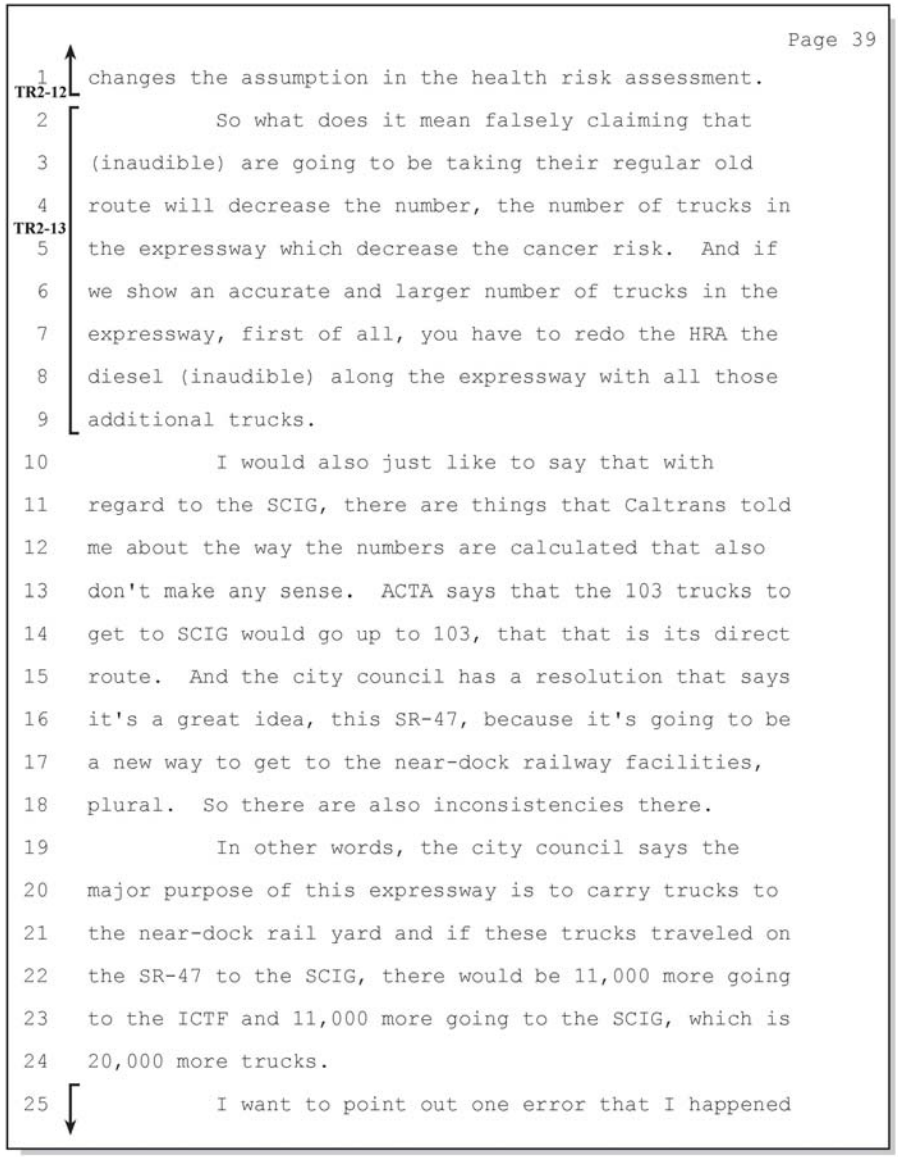
Response to Comment TR2-13

See Response to Comment OB14-6. The traffic study projects increases in traffic on Alameda Street as well as SR-103. The routes that would be taken to the ICTF are based on current traffic patterns. If those patterns are changed as a result of conditions imposed during review and approval of the proposed ICTF project, the impacts of those changes would be considered as part of that project. Neither Caltrans nor ACTA have the authority to dictate the route used by trucks traveling to the ICTF.

Please also see Response to Comments OB15-3, and OB15-12.



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TR2-12
changes the assumption in the health risk assessment.
So what does it mean falsely claiming that (inaudible) are going to be taking their regular old route will decrease the number, the number of trucks in
TR2-13
the expressway which decrease the cancer risk. And if we show an accurate and larger number of trucks in the expressway, first of all, you have to redo the HRA the diesel (inaudible) along the expressway with all those additional trucks.
I would also just like to say that with regard to the SCIG, there are things that Caltrans told me about the way the numbers are calculated that also don't make any sense. ACTA says that the 103 trucks to get to SCIG would go up to 103, that that is its direct route. And the city council has a resolution that says it's a great idea, this SR-47, because it's going to be a new way to get to the near-dock railway facilities, plural. So there are also inconsistencies there.
In other words, the city council says the major purpose of this expressway is to carry trucks to the near-dock rail yard and if these trucks traveled on the SR-47 to the SCIG, there would be 11,000 more going to the ICTF and 11,000 more going to the SCIG, which is 20,000 more trucks.
I want to point out one error that I happened

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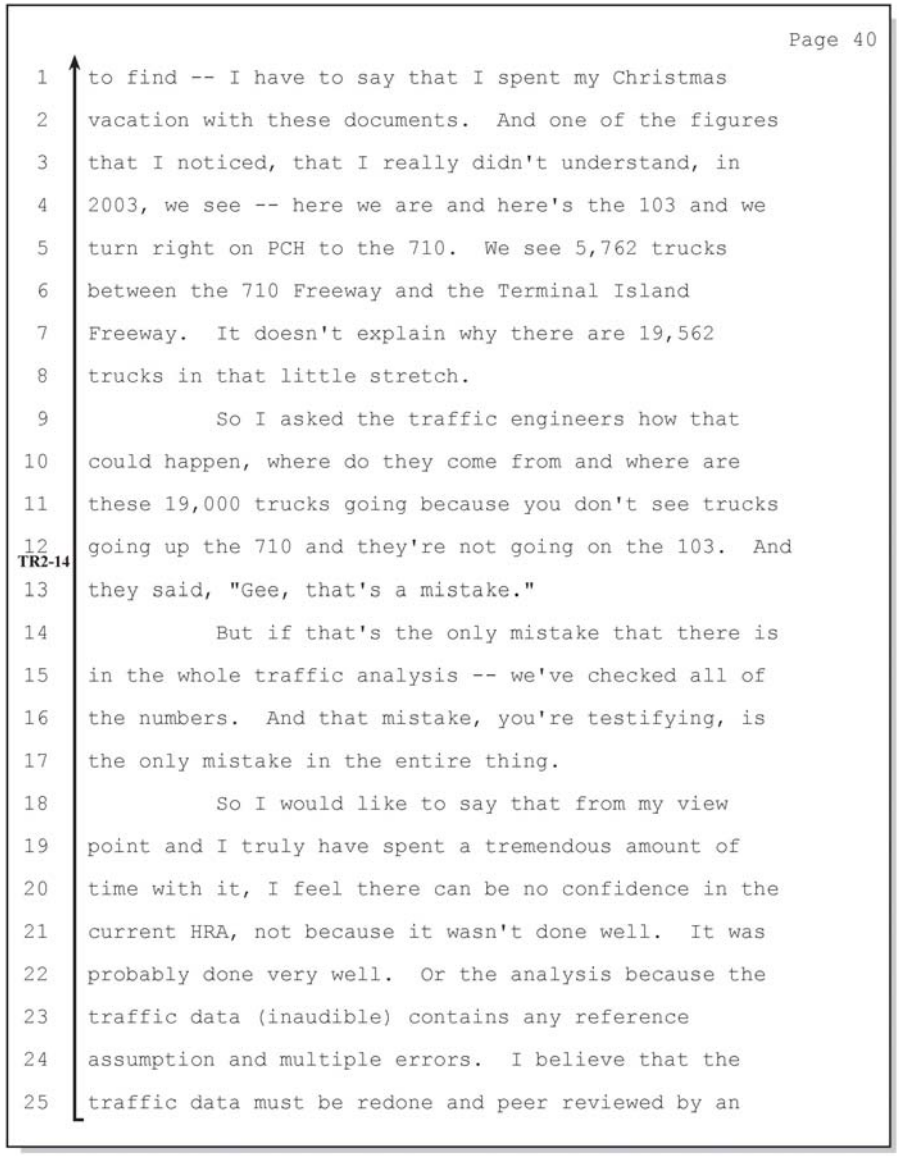
Response to Comment TR2-14

Please see Response to Comment OB14-6 and OB15-12.



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to find -- I have to say that I spent my Christmas vacation with these documents. And one of the figures that I noticed, that I really didn't understand, in 2003, we see -- here we are and here's the 103 and we turn right on PCH to the 710. We see 5,762 trucks between the 710 Freeway and the Terminal Island Freeway. It doesn't explain why there are 19,562 trucks in that little stretch.

So I asked the traffic engineers how that could happen, where do they come from and where are these 19,000 trucks going because you don't see trucks going up the 710 and they're not going on the 103. And

TR2-14

they said, "Gee, that's a mistake."

But if that's the only mistake that there is in the whole traffic analysis -- we've checked all of the numbers. And that mistake, you're testifying, is the only mistake in the entire thing.

So I would like to say that from my view point and I truly have spent a tremendous amount of time with it, I feel there can be no confidence in the current HRA, not because it wasn't done well. It was probably done very well. Or the analysis because the traffic data (inaudible) contains any reference assumption and multiple errors. I believe that the traffic data must be redone and peer reviewed by an

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TR2-14

independent firm with the public able to see the errors, and final results need to be shown to the public.

And after the traffic data are redone, the HRA and the analysis should be redone using the corrected data.

I thank you very much for the extra time and holding this public meeting.

Thank you.

MR. HERNANDEZ: Alfred Carrillo, Joan Greenwood, David Petit.

MR. CARRILLO: My name is Alfred Carrillo. I live at 1508 East Rubidoux Street. Beautiful presentation. Congratulations.

My concern is the area between Rubidoux Street all the way to Opt Street, the cross street of Blend. I've lived in that area for about 60 years. I have a congregation of a hundred ten, a hundred fifteen members located in that block. I see that on Arm Street, on Rubidoux Street, there are only eight houses that are being affected. To me, that's a joke.

Like I said, I've been in Wilmington for 60 years, approximately. My concern is all those houses in that area. I know by the time 70 years pass, all that area is going to be such a dump.

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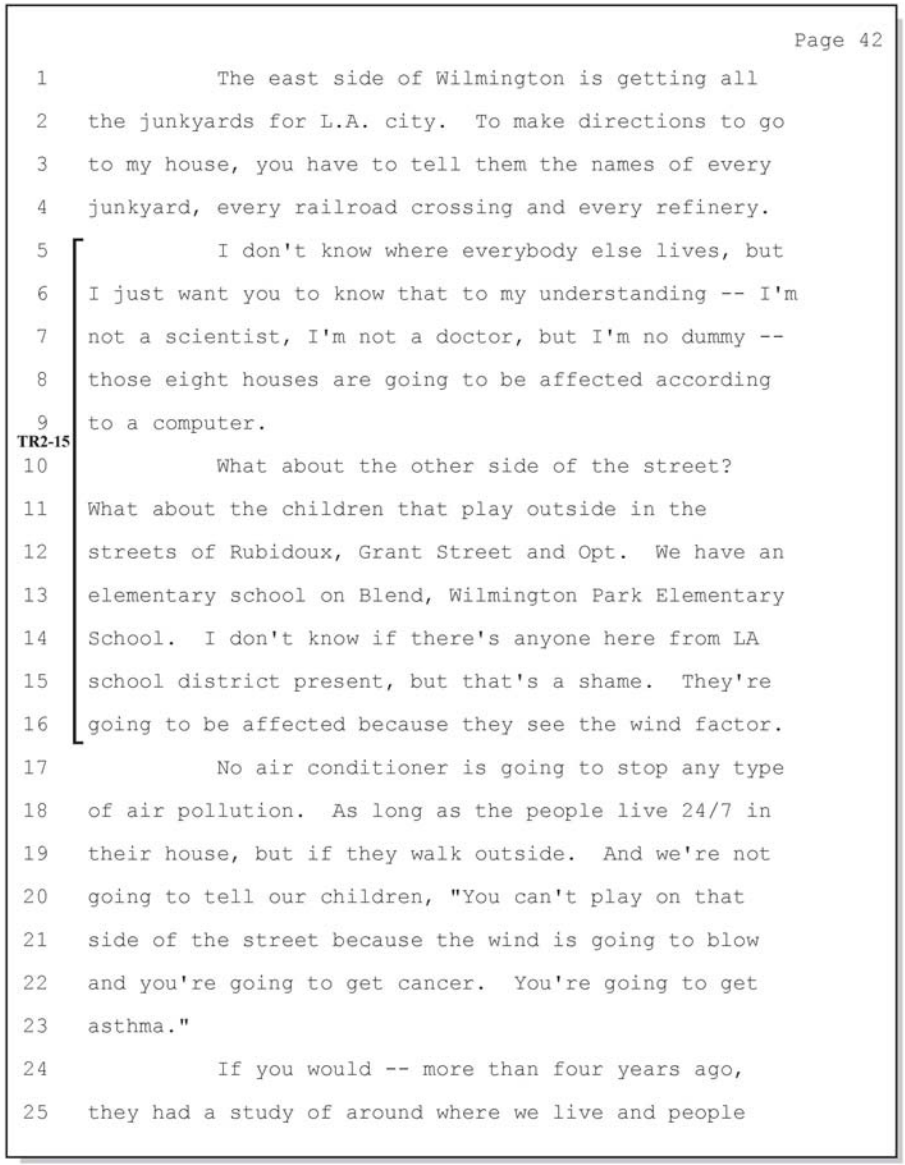
Response to Comment TR2-15

The HRA evaluated the project-associated health impacts in terms of increased cancer risk and acute and chronic health impacts (non-cancer health risks). All non-cancer health risk impacts were found to be less than significant (with hazard indexes less than the SCAQMD significance level of 1.0). The cancer risk is considered significant if the incremental cancer risk increase between the No Build scenario and the proposed project is greater than 10 in a million. The increased cancer risk was calculated for residences, commercial workers, recreational users and workers, and students and school workers. For Alternative 1, all impacts were found to be less than significant, except at a limited number of residential receptors. The incremental cancer risk increases at schools in the study area were all less than 10 in a million. Therefore, none of the schools mentioned by the commenter were found to have a significant health risk.

It is highly unlikely that more homes in the study area would have a risk higher than 10 in a million because of the conservative methodology employed. For further discussion on this issue please see Response to Comment AJ11-7 and OB14-7.



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The east side of Wilmington is getting all the junkyards for L.A. city. To make directions to go to my house, you have to tell them the names of every junkyard, every railroad crossing and every refinery.

I don't know where everybody else lives, but I just want you to know that to my understanding -- I'm not a scientist, I'm not a doctor, but I'm no dummy -- those eight houses are going to be affected according to a computer.

TR2-15

What about the other side of the street? What about the children that play outside in the streets of Rubidoux, Grant Street and Opt. We have an elementary school on Blend, Wilmington Park Elementary School. I don't know if there's anyone here from LA school district present, but that's a shame. They're going to be affected because they see the wind factor.

No air conditioner is going to stop any type of air pollution. As long as the people live 24/7 in their house, but if they walk outside. And we're not going to tell our children, "You can't play on that side of the street because the wind is going to blow and you're going to get cancer. You're going to get asthma."

If you would -- more than four years ago, they had a study of around where we live and people

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have died of heart attacks, people died of diseases. And I know that once they build that expressway, people are going to be affected with that air pollution.

I know. I've lived there. I've seen things happening and I know that even in our school, we have a private school on that same block. It's a small school, but I want you to know that what came out of that school, we have produced people in the medical field, young soldiers that have been in Somalia, they have three tours of Iraq, another one went to Afghanistan. There have been doctors that came out of that school, people going to college from that school. It's a small school, but I want you to know that they go out and play, they go out and exercise, they use Green Belt Park.

And when we go out there, there's other people there. And if you would walk out in the evening, you see children, young kids playing outside, basketball. They can't go to another park because if they go to another park, there's about three gangs on L Street.

So we have a community. We don't need more pollution. We don't need it.

And that's all I have to say. Either buy us out or don't do nothing.

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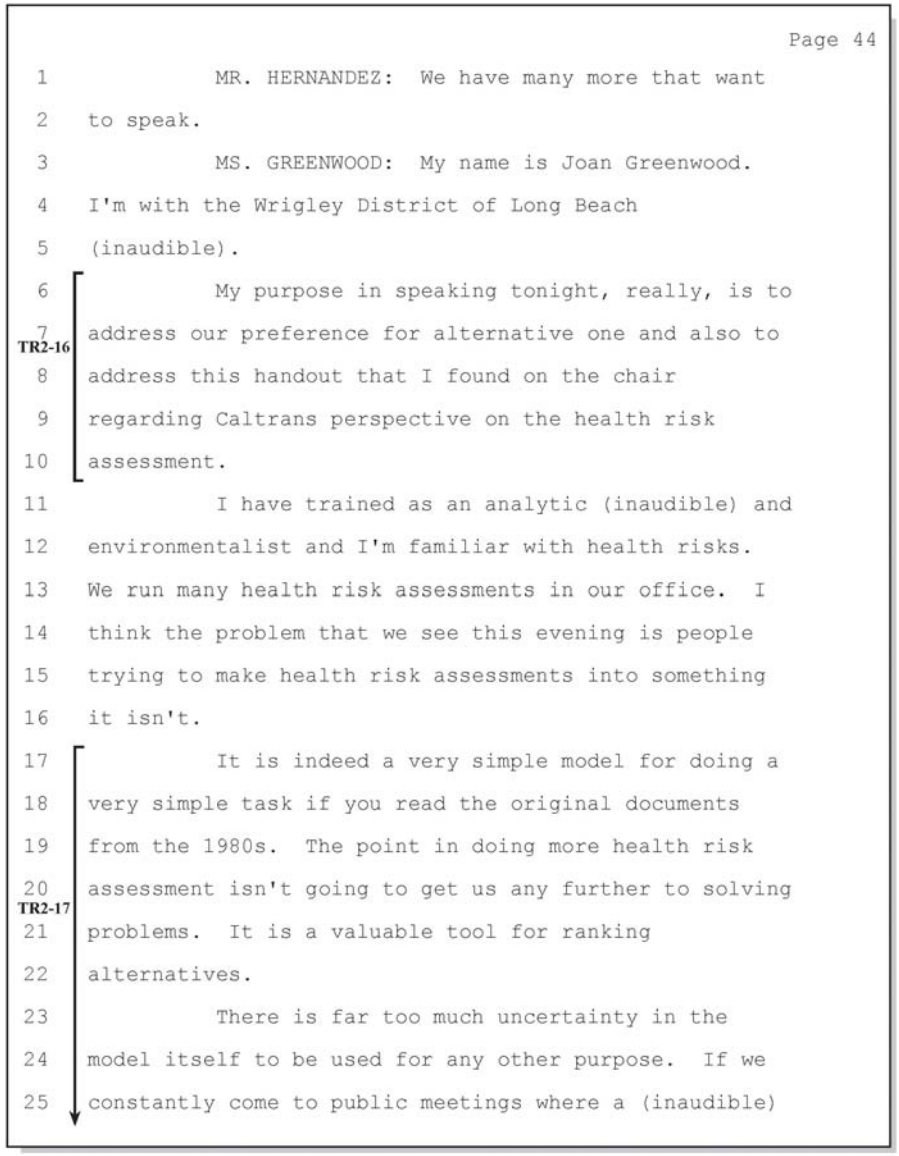
Response to Comment TR2-16

Your support for Alternative 1 is acknowledged.

Response to Comment TR2-17

See Response to Comment TR2-15. The commenter is correct that the original purpose of risk assessments was to compare relative risk of one alternative from another and for comparing the potential risks to target levels to determine the level of mitigation needed. ACTA's Board has proposed to mitigate the impacts identified by the HRA as potentially significant even though the results of the HRA are considered to be extremely conservative.

For further discussion of the conservative methodology employed please see Response to Comment AJ11-7 and OB14-7.



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MR. HERNANDEZ: We have many more that want to speak.

MS. GREENWOOD: My name is Joan Greenwood. I'm with the Wrigley District of Long Beach (inaudible).

TR2-16 My purpose in speaking tonight, really, is to address our preference for alternative one and also to address this handout that I found on the chair regarding Caltrans perspective on the health risk assessment.

I have trained as an analytic (inaudible) and environmentalist and I'm familiar with health risks. We run many health risk assessments in our office. I think the problem that we see this evening is people trying to make health risk assessments into something it isn't.

TR2-17 It is indeed a very simple model for doing a very simple task if you read the original documents from the 1980s. The point in doing more health risk assessment isn't going to get us any further to solving problems. It is a valuable tool for ranking alternatives.

There is far too much uncertainty in the model itself to be used for any other purpose. If we constantly come to public meetings where a (inaudible)

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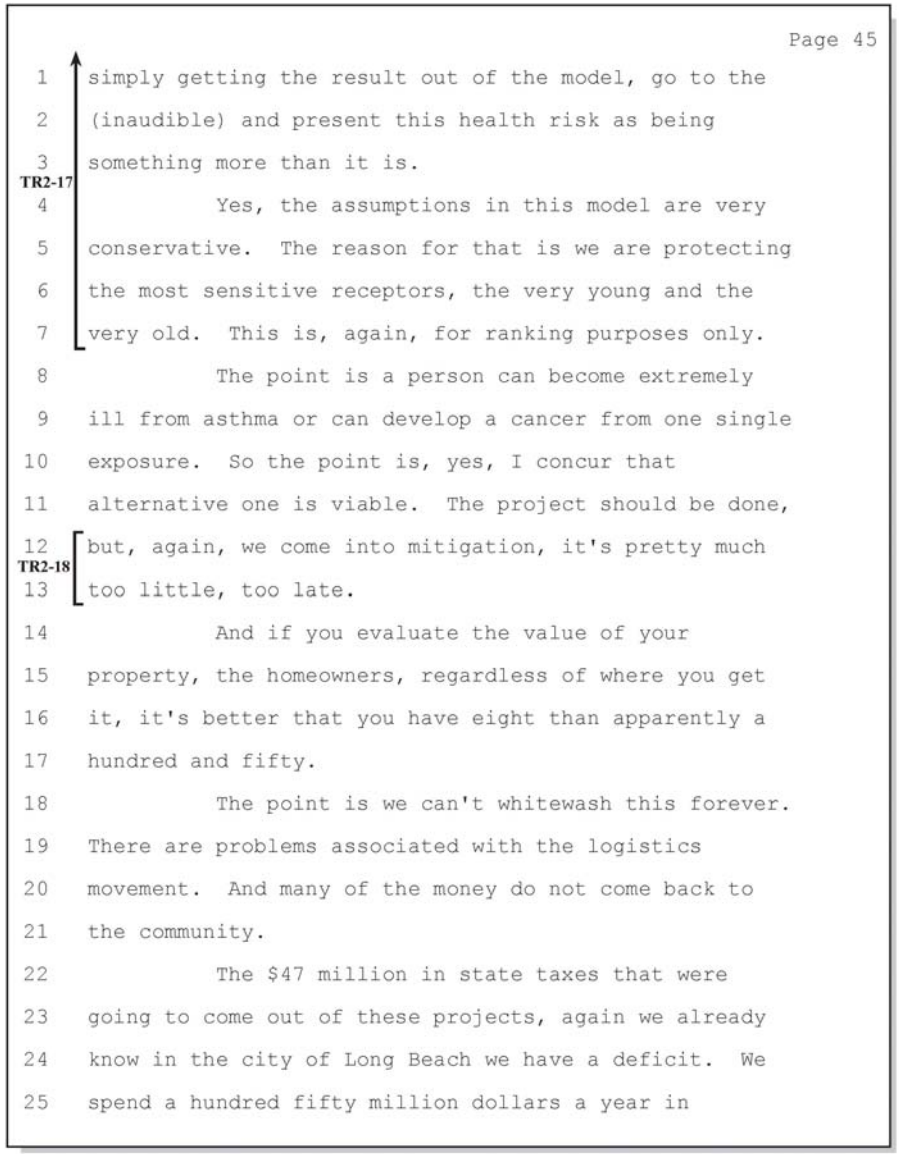
Response to Comment TR2-18

Caltrans has no authority to regulate the emissions of the mobile sources that will utilize the proposed projects. The emissions attributed to the proposed project would come from cars and trucks that would use the expressway and the direct control of vehicular emissions is within the jurisdiction of other agencies.

Motor vehicle emissions are a significant source of pollution in the South Coast Air Basin and their continued control is required to meet the state and federal ambient air quality standards. As discussed in Response to Comment AJ17-2 there are several federal state and local measures that will contribute to improved air quality in future years, thereby reducing the possibility that persons will be exposed to pollutant concentrations that would result in negative health impacts.



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simply getting the result out of the model, go to the (inaudible) and present this health risk as being something more than it is.

TR2-17

Yes, the assumptions in this model are very conservative. The reason for that is we are protecting the most sensitive receptors, the very young and the very old. This is, again, for ranking purposes only.

The point is a person can become extremely ill from asthma or can develop a cancer from one single exposure. So the point is, yes, I concur that alternative one is viable. The project should be done, but, again, we come into mitigation, it's pretty much too little, too late.

TR2-18

And if you evaluate the value of your property, the homeowners, regardless of where you get it, it's better that you have eight than apparently a hundred and fifty.

The point is we can't whitewash this forever. There are problems associated with the logistics movement. And many of the money do not come back to the community.

The $47 million in state taxes that were going to come out of these projects, again we already know in the city of Long Beach we have a deficit. We spend a hundred fifty million dollars a year in

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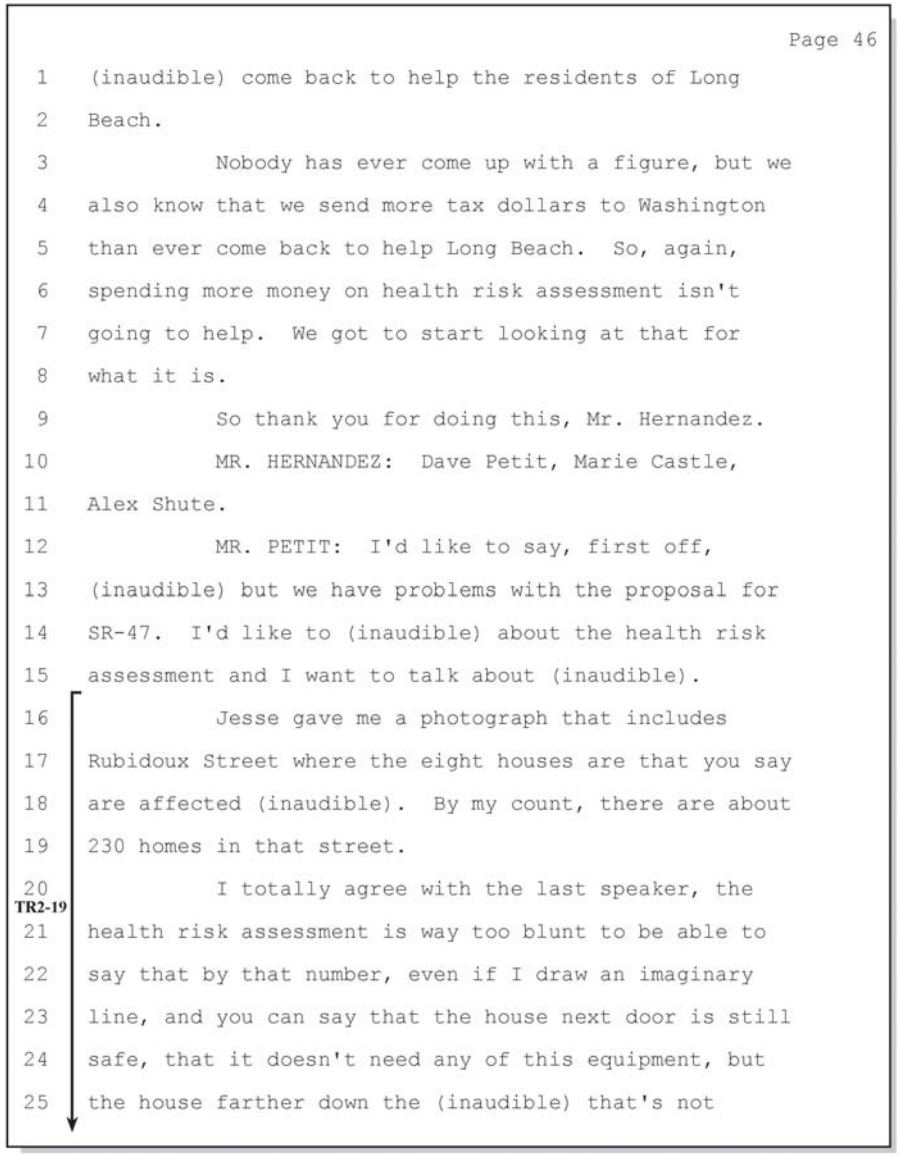
Response to Comment TR2-19

The commenter is correct that there are more than eight homes on Rubidoux Street. The other homes are located farther away from the proposed project and their risk was determined to be less than significant. For further discussion on the conservative methodology and results contained in the HRA, please see Response to Comment AJ11-7 and OB14-7.



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(inaudible) come back to help the residents of Long Beach.

Nobody has ever come up with a figure, but we also know that we send more tax dollars to Washington than ever come back to help Long Beach. So, again, spending more money on health risk assessment isn't going to help. We got to start looking at that for what it is.

So thank you for doing this, Mr. Hernandez.

MR. HERNANDEZ: Dave Petit, Marie Castle, Alex Shute.

MR. PETIT: I'd like to say, first off, (inaudible) but we have problems with the proposal for SR-47. I'd like to (inaudible) about the health risk assessment and I want to talk about (inaudible).

Jesse gave me a photograph that includes Rubidoux Street where the eight houses are that you say are affected (inaudible). By my count, there are about 230 homes in that street.

TR2-19

I totally agree with the last speaker, the health risk assessment is way too blunt to be able to say that by that number, even if I draw an imaginary line, and you can say that the house next door is still safe, that it doesn't need any of this equipment, but the house farther down the (inaudible) that's not

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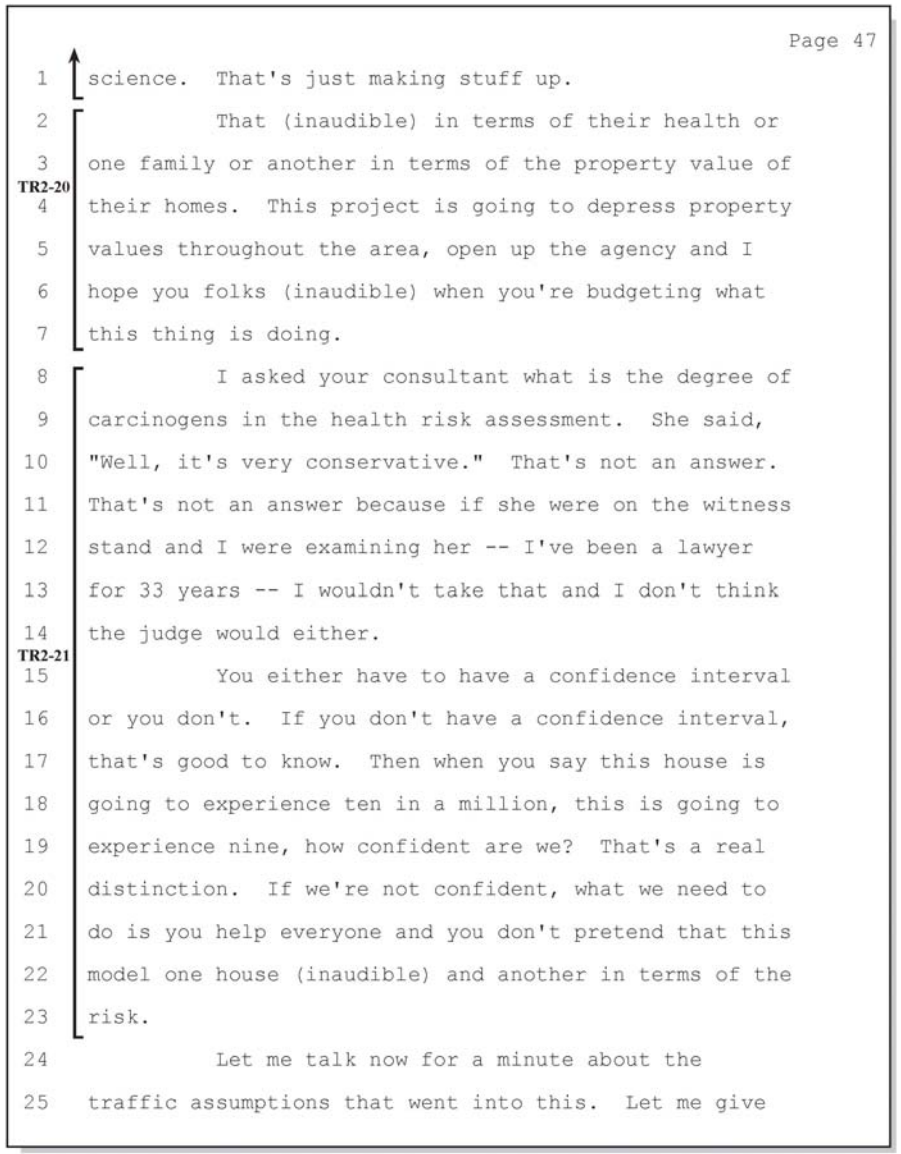
Response to Comment TR2-20

Property values are unlikely to decline due to the proposed project. The project would be located in a heavily industrialized area where residences are impacted by local commercial and industrial operations and traffic. The proposed project would improve air quality in the study area by reducing emissions due to traffic idling by-passing five at-grade rail crossings and three intersections. The project would also reduce traffic on the I-110 and I-710 over levels that would otherwise occur if the project is not built. Referring to the SCAQMD's MATES III study, existing air-quality related residential risk in the South Coast Air Basin is approximately 1200 excess cancer risks per million people exposed, and existing risk near the ports ranges from about 1100 to 3700 in million. In 2003, using the methodology in the HRA, the health risk attributed to vehicles using the SR-47 is estimated at approximately 356 to 630 in a million in Dominguez, Lincoln Village, Long Beach, and Wilmington communities. By the time the project is scheduled to begin operation in approximately 2015, the baseline risk in these communities (assuming no project) is predicted to be 39.7 to 87.8 in a million. The risks of 2015 Emissions Scenario is presented below in Table TR2-1. This table is a variation on Table 3.13-17 of the SDEIS/RDEIR, p. 3.13-53. The 2003 baseline has been added for comparative purposes. Thus, in 2015 risk from port-related traffic would be reduced by over 90 percent from the existing condition due to the benefits of already adopted regulatory programs to reduce vehicular emissions, such as the CARB fleet rule and the Clean Truck Program. With the project, the excess risk (difference between the proposed project and the No Build scenario) at the maximally impacted homes would be slightly over the 10 in a million threshold but it would still be approximately 90 percent lower than the risk level in 2003. ACTA proposes to install HVAC systems on the impacted homes. HVAC systems are conservatively estimated to reduce particulate emissions by 90 percent, which would reduce excess risk at all impacted residences to less than the 10 in a million threshold (SDEIS/RDEIR, Appendix A, *Human Health Risk Assessment for the Schuyler-Heim Bridge Replacement and SR-47 Expressway Project*, p. 53).



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science. That's just making stuff up.

That (inaudible) in terms of their health or one family or another in terms of the property value of their homes. This project is going to depress property values throughout the area, open up the agency and I hope you folks (inaudible) when you're budgeting what this thing is doing.

TR2-20

I asked your consultant what is the degree of carcinogens in the health risk assessment. She said, "Well, it's very conservative." That's not an answer. That's not an answer because if she were on the witness stand and I were examining her -- I've been a lawyer for 33 years -- I wouldn't take that and I don't think the judge would either.

TR2-21

You either have to have a confidence interval or you don't. If you don't have a confidence interval, that's good to know. Then when you say this house is going to experience ten in a million, this is going to experience nine, how confident are we? That's a real distinction. If we're not confident, what we need to do is you help everyone and you don't pretend that this model one house (inaudible) and another in terms of the risk.

Let me talk now for a minute about the traffic assumptions that went into this. Let me give

Table TR2-1 Summary of Cancer Risks

Alternative 1

All risks are expressed in number per million population

Residential Regions	Receptor[1]	UTM Coordinates[2] East (m)	UTM Coordinates[2] North (m)	2003 Baseline[3]	2015 Emission Scenario Residential Risk Baseline	Alt 1	Increase[4]
Dominguez	2535	386,675	3,744,275	630	87.8	97.6	9.8
Lincoln Village	2389	386,525	3,743,825	612	84.9	95.0	10.1
Long Beach	2274	386,675	3,743,375	411	52.5	57.9	5.4
Wilmington	1548	384,975	3,740,025	356	39.7	50.3	10.6

Recreational Areas	Receptor[1]	UTM Coordinates[2] East (m)	UTM Coordinates[2] North (m)	2003 Baseline[3]	2015 Emission Scenario Worker Risk Baseline	Alt 1	Increase[4]	2003 Baseline[3]	2015 Emission Scenario Adjusted Recreational Risk Baseline	Alt 1	Increase[4]
Hudson Park	1677	386,825	3,740,375	151	10.9	11.3	0.4	227	16.4	17.0	0.6

School Areas	Receptor[1]	UTM Coordinates[2] East (m)	UTM Coordinates[2] North (m)	2003 Baseline[3]	2015 Emission Scenario 40-year Staff Risk Baseline	Alt 1	Increase[4]	2003 Baseline[3]	2015 Emission Scenario Adjusted 13-year Student Risk Baseline	Alt 1	Increase[4]
Cabrillo High School	1623	386,775	3,740,225	152	10.8	11.2	0.4	35	2.5	2.6	0.1
Hudson Elementary School	1766	386,925	3,740,625	153	11.3	11.7	0.4	36	2.6	2.7	0.1

Alternative 2

All risks are expressed in number per million population

Residential Regions	Receptor[1]	UTM Coordinates[2] East (m)	UTM Coordinates[2] North (m)	2003 Baseline[3]	2015 Emission Scenario Residential Risk Baseline	Alt 2	Increase[4]
Dominguez	2535	386,675	3,744,275	630	87.8	94.1	6.3
Lincoln Village	2389	386,525	3,743,825	612	84.9	91.8	6.9
Long Beach	1736	387,125	3,740,525	532	50.1	66.2	16.1
Wilmington	1189	384,325	3,738,725	281	26.7	26.4	None

Recreational Areas	Receptor[1]	UTM Coordinates[2] East (m)	UTM Coordinates[2] North (m)	2003 Baseline[3]	2015 Emission Scenario Worker Risk Baseline	Alt 2	Increase[4]	2003 Baseline[3]	2015 Emission Scenario Adjusted Recreational Risk Baseline	Alt 2	Increase[4]
Hudson Park	1677	386,825	3,740,375	151	10.9	20.3	9.4	227	16.4	30.5	14.1

School Areas	Receptor[1]	UTM Coordinates[2] East (m)	UTM Coordinates[2] North (m)	2003 Baseline[3]	2015 Emission Scenario Worker Risk Baseline	Alt 2	Increase[4]	2003 Baseline[3]	2015 Emission Scenario Adjusted Recreational Risk Baseline	Alt 2	Increase[4]
Cabrillo High School	1623	386,775	3,740,225	152	10.8	22.7	11.9	35.3	2.5	5.3	2.8
Hudson Elementary School	1749	386,925	3,740,575	143	10.857	15.4	4.5	33.2	2.5	3.6	1.0

NOTES

[1] - Multiple receptors may share maximum risk increase; receptor listed is lowest-numbered.

[2] - Universal Transverse Mercator projection, Zone 11, NAD 83

[3] - For informational purposes only. Cancer risks of 2003 were estimated based on 2003 emisssions.

[4] - 2015 Baseline values used to calculate incremental risk.

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Response to Comment TR2-21

State law required the Office of Environmental Health Hazard Assessment (OEHHA) to develop risk assessment guidelines to be used by state and local agencies in implementing the Air Toxic Hot Spots program (Health and Safety Code, Section 44300 et seq.). In association with that task, OEHHA has developed methodology for assessing cancer health risks. CARB both utilizes and recommends OEHHA guidance for the evaluation of cancer health risk (see Health Risk Assessment for the UP Intermodal Container Transfer Facility (ICTF) and Dolores Railyards [CARB, 2008]). Because OEHHA acknowledges that there is a great deal of uncertainty associated with the health risk assessment process, assumptions are designed to be conservative, in order to avoid underestimation of risk to the public (The Air Toxics Hot Sots Program Guidance Manual for Preparation of Health Risk Assessments, pp. 1-4 and 1-5 [OEHHA, 2003]). For these reasons, health risk assessment conclusions about the potential for significant health risk impacts at residences in the vicinity of the project err on the side of caution. They overstate the additional cancer risk and over-extend the impact zone boundaries.

Please also see Response to Comment AJ11-7 and OB14-7, which further explain the HRA's conservative methodology.

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Response to Comment TR2-22

In November 2007, a question was asked by the commenter as to how to convert the peak hour volumes shown in the Traffic Study of the DEIR/DEIS to AADT. The traffic consultant responded that a "rule of thumb" (approximate) conversion factor was to multiply the peak hour traffic by 10. This factor varies widely depending on the nature and composition of the traffic. For example, where there is no real peaking the multiplier can theoretically be as high as 24 – in other words the traffic every hour is the same. In the case of traffic near the Ports, truck trips are spread more uniformly over periods of time resulting in a factor of greater than 10.

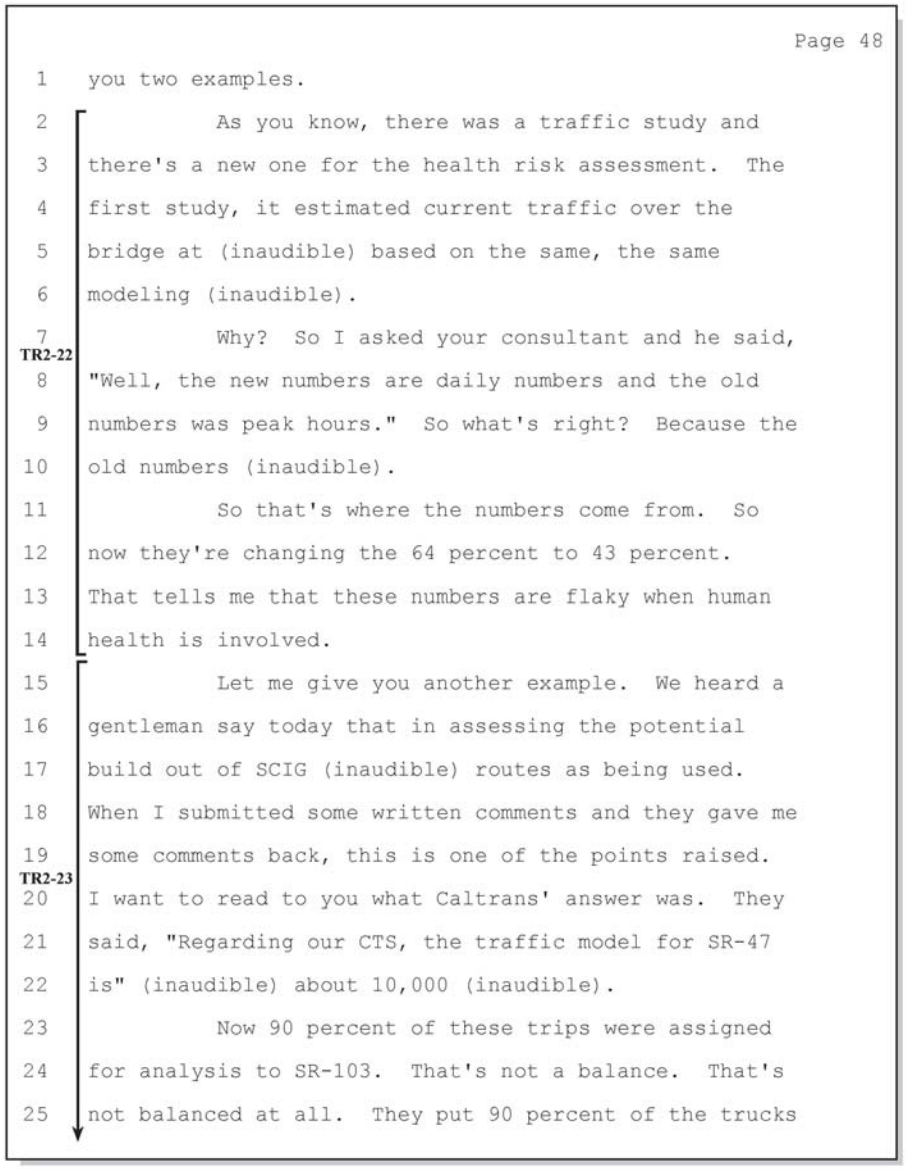
The actual computation of AADT by the model does not involve a "rule of thumb" multiplier, but a dispersion of daily traffic across four periods totaling 24 hours. It then derives peak our traffic by interpolation methods. The AADT numbers in the diagrams are more accurate than the multiplier approximation results cited in the comment.

Response to Comment TR2-23

The SR-103 truck trips are determined by the model, which assigns routes to trucks based on the shortest trip time.

Trucks originating in the POLB to the ICTF (about 35 percent) use the I-710 to PCH to SR-103, or port surface roads to Anaheim Street to SR-103. These trucks do not use the Schuyler Heim Bridge now and would not use the Expressway.

Trucks originating in the POLA West Basin to the ICTF (about 10 percent) use Harry Bridges Road to Alameda Street to Sepulveda Boulevard. These trucks also do not use the Heim Bridge now and would not use the Expressway.



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you two examples.

As you know, there was a traffic study and there's a new one for the health risk assessment. The first study, it estimated current traffic over the bridge at (inaudible) based on the same, the same modeling (inaudible).

TR2-22

Why? So I asked your consultant and he said, "Well, the new numbers are daily numbers and the old numbers was peak hours." So what's right? Because the old numbers (inaudible).

So that's where the numbers come from. So now they're changing the 64 percent to 43 percent. That tells me that these numbers are flaky when human health is involved.

Let me give you another example. We heard a gentleman say today that in assessing the potential build out of SCIG (inaudible) routes as being used. When I submitted some written comments and they gave me some comments back, this is one of the points raised.

TR2-23

I want to read to you what Caltrans' answer was. They said, "Regarding our CTS, the traffic model for SR-47 is" (inaudible) about 10,000 (inaudible).

Now 90 percent of these trips were assigned for analysis to SR-103. That's not a balance. That's not balanced at all. They put 90 percent of the trucks

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Trucks originating on Terminal Island to the ICTF (about 55 percent) use the Schuyler Heim Bridge to SR-103. These trucks would likely not use the Expressway rather than the SR-103 unless the ICTF Modernization Project moves forward. That project includes a new gate on Alameda Street and no left turns from the exit gate on Sepulveda Boulevard. That modernization may attract many of the SR-103 truck trips to the Expressway. As discussed in Response to Comment OB14-6, potential impacts resulting from newly proposed elements of the ICTF expansion project will be analyzed as part of the environmental review process for that project.

Response to Comment TR2-24

Please see Response to Comment OB14-6 and OB15-3.

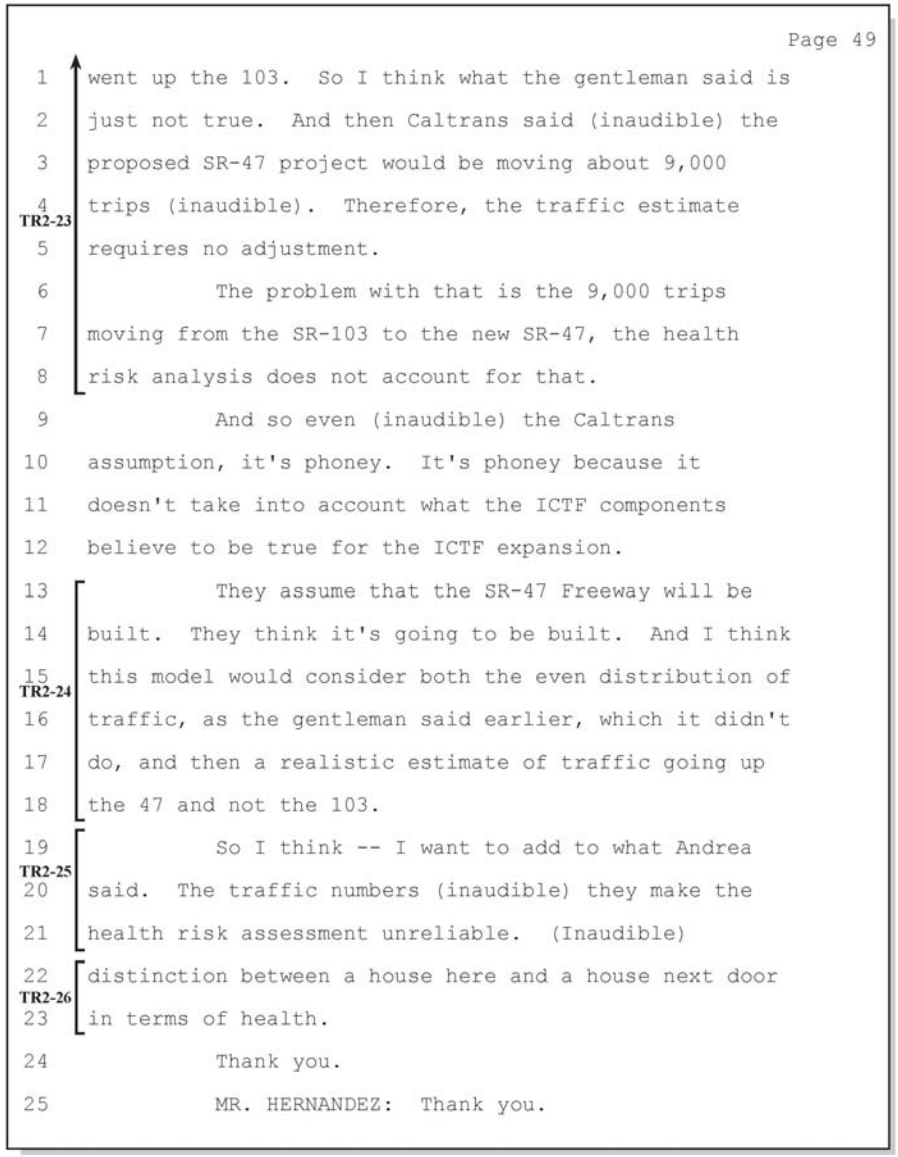
The Final EIS/EIR made reasonable assumptions about future trip distribution. To the extent the ICTF Modernization and/or SCIG projects will result in alternative trip distribution patterns, those patterns will be analyzed as part of the environmental review process for those projects.

Response to Comment TR2-25

Please see Response to Comment TR2-24.

Response to Comment TR2-26

As discussed in TR2-21, the HRA conclusions about the potential for significant impacts at residences in the vicinity of the proposed project err on the side of caution. They overstate the additional cancer risk and over-extend the impact zone boundaries. For this reason, the list of homes with the potential to be impacted by the proposed project is likely over- rather than under-inclusive. Moreover, if the 2003 baseline were utilized to assess potential health risks, the analysis would have concluded that no significant health risk impacts would result from the project. Please see Response to Comment AJ11-7 and OB14-7 for further discussion of the HRA's conservative methodology.



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went up the 103. So I think what the gentleman said is just not true. And then Caltrans said (inaudible) the proposed SR-47 project would be moving about 9,000 trips (inaudible). Therefore, the traffic estimate requires no adjustment. TR2-23

The problem with that is the 9,000 trips moving from the SR-103 to the new SR-47, the health risk analysis does not account for that.

And so even (inaudible) the Caltrans assumption, it's phoney. It's phoney because it doesn't take into account what the ICTF components believe to be true for the ICTF expansion.

They assume that the SR-47 Freeway will be built. They think it's going to be built. And I think this model would consider both the even distribution of traffic, as the gentleman said earlier, which it didn't do, and then a realistic estimate of traffic going up the 47 and not the 103. TR2-24

So I think -- I want to add to what Andrea said. The traffic numbers (inaudible) they make the health risk assessment unreliable. (Inaudible) TR2-25

distinction between a house here and a house next door in terms of health. TR2-26

Thank you.

MR. HERNANDEZ: Thank you.

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Response to Comment TR2-27

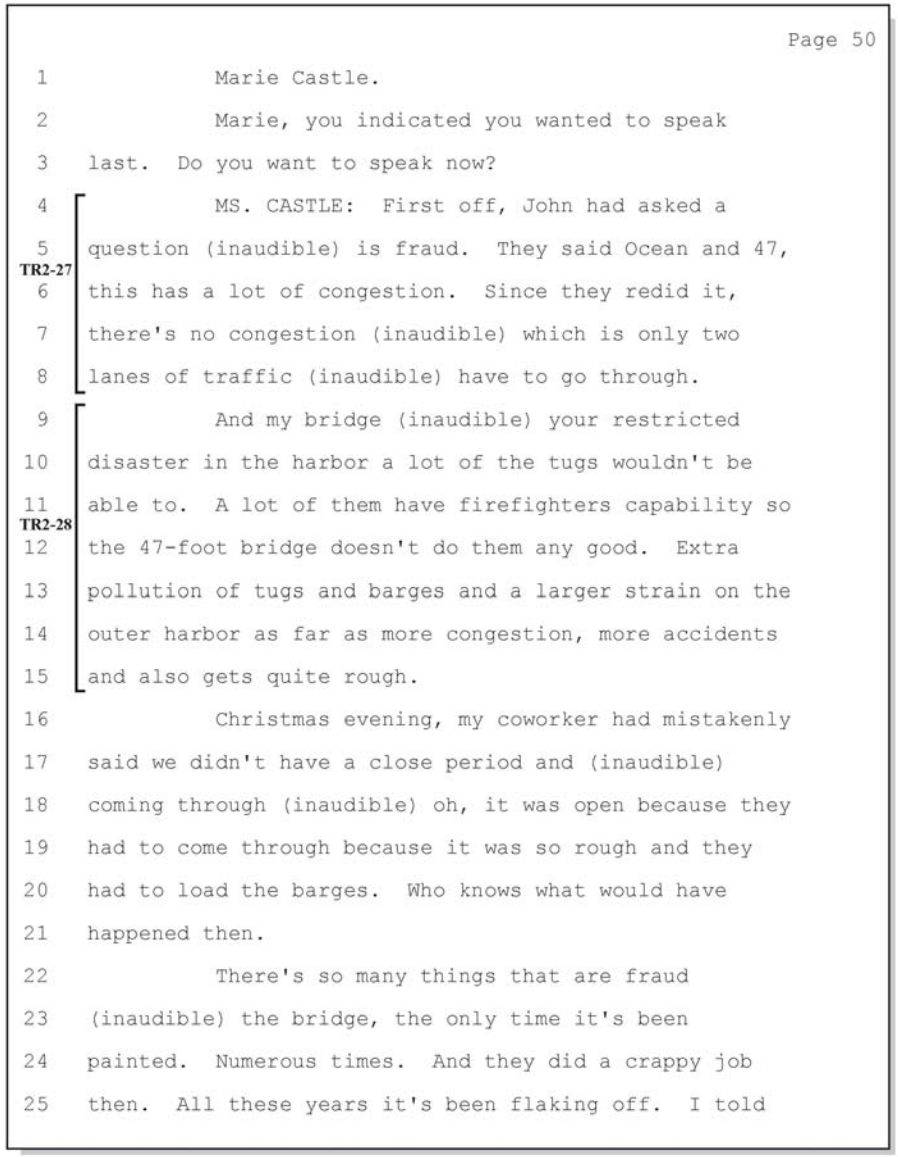
Since the Port of Long Beach reconstructed this intersection, the level of service has improved. However, the traffic study analysis determined that it will still operate at a poor level of service in the future based on Port growth.

Response to Comment TR2-28

Federal regulations concerning marine navigation are implemented by the U.S. Coast Guard (USCG) and the U.S. Army Corp of Engineers (ACOE). During preparation of the EIS/EIR, both the USCG and ACOE were consulted, and as a condition of the bridge permit, the USCG required consultation with both Ports, and the local mariners who use the Cerritos Channel. The agreed upon 47-foot vertical clearance permits the largest Port fireboats to pass through Cerritos Channel.

Section 3.4, Utilities and Public Services, of the Final EIS/EIR provides an analysis of potential impacts from both construction and operations. The conclusion is that average emergency response time for both land and water based operations would not be affected by the proposed project. Please see Public Services page 3.4-27 of the Final EIS/EIR for further discussion.

Air emissions associated with the detours of marine vessels were considered and appropriate mitigation measures were applied to help offset the emissions. Please see AQ-9, the Heavy Duty Truck Buy Back Program, in Section 3.13.4.2 of the Final EIS/EIR.



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Marie Castle.

Marie, you indicated you wanted to speak last. Do you want to speak now?

TR2-27

MS. CASTLE: First off, John had asked a question (inaudible) is fraud. They said Ocean and 47, this has a lot of congestion. Since they redid it, there's no congestion (inaudible) which is only two lanes of traffic (inaudible) have to go through.

TR2-28

And my bridge (inaudible) your restricted disaster in the harbor a lot of the tugs wouldn't be able to. A lot of them have firefighters capability so the 47-foot bridge doesn't do them any good. Extra pollution of tugs and barges and a larger strain on the outer harbor as far as more congestion, more accidents and also gets quite rough.

Christmas evening, my coworker had mistakenly said we didn't have a close period and (inaudible) coming through (inaudible) oh, it was open because they had to come through because it was so rough and they had to load the barges. Who knows what would have happened then.

There's so many things that are fraud (inaudible) the bridge, the only time it's been painted. Numerous times. And they did a crappy job then. All these years it's been flaking off. I told

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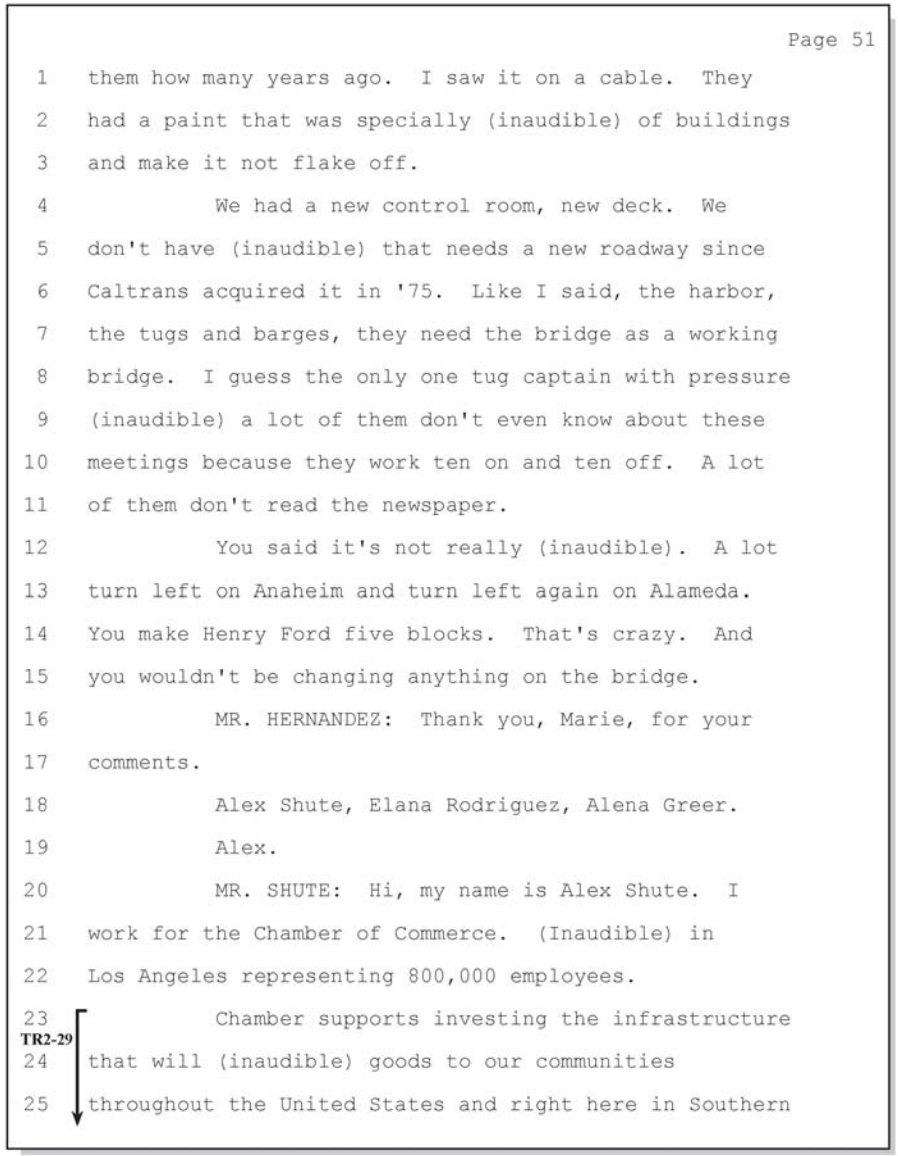
Response to Comment TR2-29

Your support of Alternative 1 is acknowledged.



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them how many years ago. I saw it on a cable. They had a paint that was specially (inaudible) of buildings and make it not flake off.

We had a new control room, new deck. We don't have (inaudible) that needs a new roadway since Caltrans acquired it in '75. Like I said, the harbor, the tugs and barges, they need the bridge as a working bridge. I guess the only one tug captain with pressure (inaudible) a lot of them don't even know about these meetings because they work ten on and ten off. A lot of them don't read the newspaper.

You said it's not really (inaudible). A lot turn left on Anaheim and turn left again on Alameda. You make Henry Ford five blocks. That's crazy. And you wouldn't be changing anything on the bridge.

MR. HERNANDEZ: Thank you, Marie, for your comments.

Alex Shute, Elana Rodriguez, Alena Greer.

Alex.

MR. SHUTE: Hi, my name is Alex Shute. I work for the Chamber of Commerce. (Inaudible) in Los Angeles representing 800,000 employees.

TR2-29 Chamber supports investing the infrastructure that will (inaudible) goods to our communities throughout the United States and right here in Southern

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California.

We support alternative one for this bridge because of the safety and reliability. Reduction of trucks on the street and safety (inaudible). The Chamber does strongly support (inaudible) ACTA and Caltrans mitigate local community impacts as discussed in the HRA. TR2-29

Additionally, (inaudible) expects the Los Angeles County to (inaudible) jobs and it's vital that the project continues.

Thank you.

MR. HERNANDEZ: Elana Rodriguez will be speaking in Spanish and will be interpreted in English by our interpreter for all the rest.

MS. RODRIGUEZ: Good evening.

My name is Elana Rodriguez. And I'm coming from the Alliance for Children with Asthma. And I'm also a resident of Long Beach, an area that's going to be affected.

A group of mothers in my area, we do several activities protecting the environment. We have been doing some counting on traffic. And we realized we counted 500 trucks with heavy loads per hour. They go by Cabrillo School that presently has over 4500 students. Hudson School that has over 1500 students.

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Response to Comment TR2-30

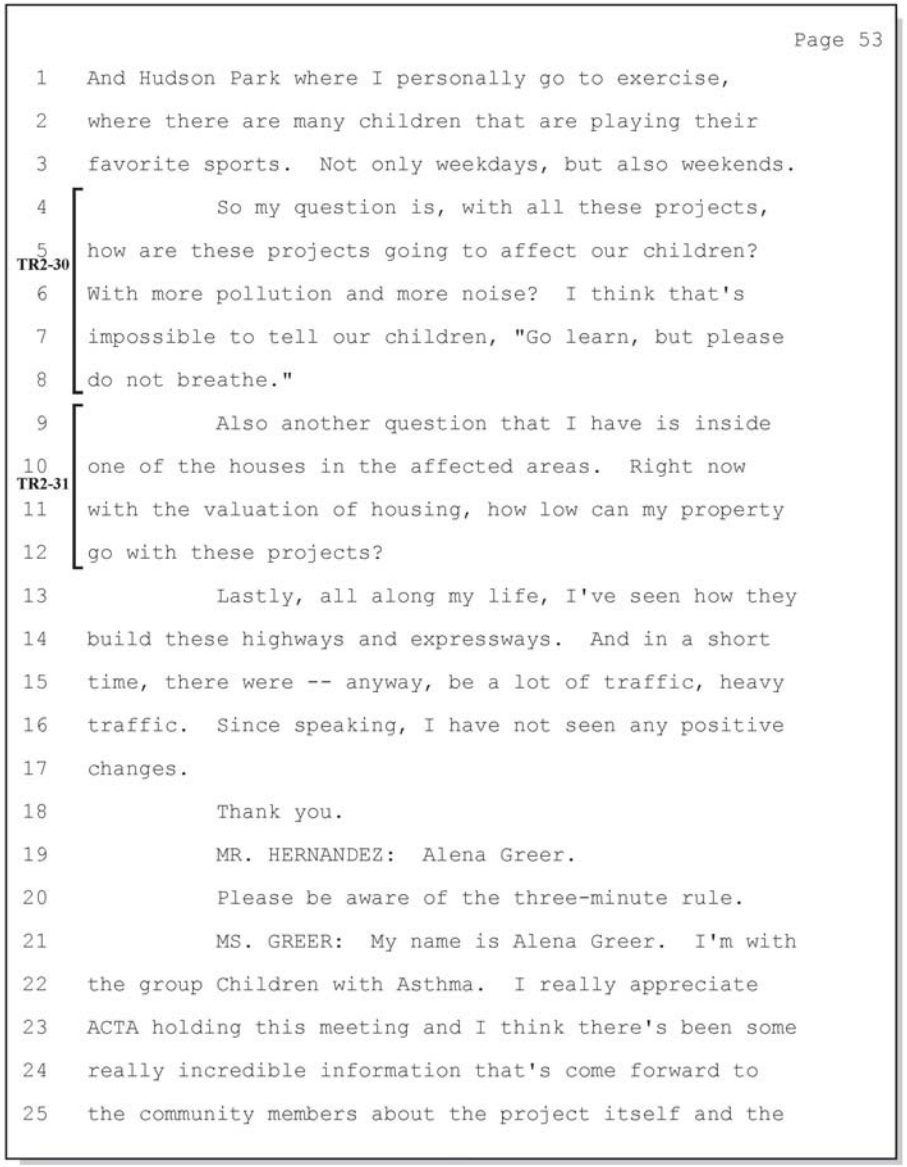
The HRA evaluated the risk to children in the project area. It considered exposure to project-associated motor vehicle emissions for several exposure scenarios and used assumptions to estimate the risk to children based on CARB's Interim Policy for Inhalation-Based Residential Cancer Risk (CARB, 2003) (HRA p. 31). Residential exposure duration was assumed to be 24 hours per day, 350 days per year over 70 years. Risks were also estimated for students attending schools in the study area and for recreational users. For Alternative 1, the preferred alternative, cancer risk increases for students in the study area were less than the SCAQMD significance level of 10 in a million (See Table TR2-1). Results are shown for Cabrillo High School. All other schools have less than significant risk. All residential impacts were less than the significance level with the exception of limited number of homes. If the proposed project is approved, ACTA has offered to install HVAC systems on the homes with significant impacts. HVAC systems are estimated to be 90 percent effective in removing particulate matter, which would reduce risk to less than the significance level as well as reducing baseline risk substantially at these locations (HRA, p. 53). Noise impacts were addressed in the Draft EIS/EIR, Section 3.14, and found to be less than significant with mitigation.

Response to Comment TR2-31

Please see Response to Comment TR2-20 and OB14-11.

In addition, other efforts would be made to minimize impacts and engage the community.

Referring to the SCAQMD's MATES III study, existing air-quality related residential risk in the project area ranges from 1300 to 1800 excess cancer risks per million people exposed. In 2003, the baseline health risk (assuming no project) for the SR-47 without improvements is 356 in a million. By the time the project is scheduled to begin



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And Hudson Park where I personally go to exercise, where there are many children that are playing their favorite sports. Not only weekdays, but also weekends.

TR2-30

So my question is, with all these projects, how are these projects going to affect our children? With more pollution and more noise? I think that's impossible to tell our children, "Go learn, but please do not breathe."

TR2-31

Also another question that I have is inside one of the houses in the affected areas. Right now with the valuation of housing, how low can my property go with these projects?

Lastly, all along my life, I've seen how they build these highways and expressways. And in a short time, there were -- anyway, be a lot of traffic, heavy traffic. Since speaking, I have not seen any positive changes.

Thank you.

MR. HERNANDEZ: Alena Greer.

Please be aware of the three-minute rule.

MS. GREER: My name is Alena Greer. I'm with the group Children with Asthma. I really appreciate ACTA holding this meeting and I think there's been some really incredible information that's come forward to the community members about the project itself and the

TR2
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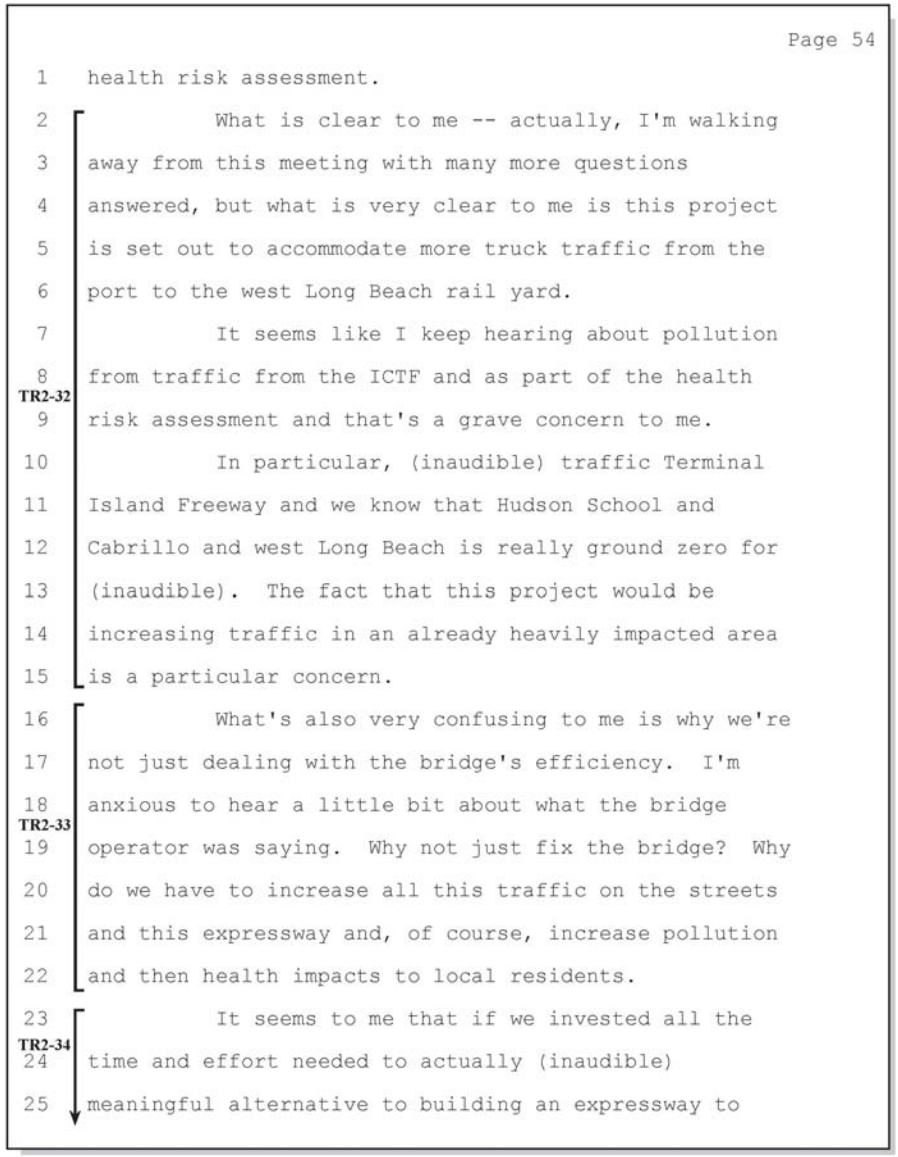
operation in approximately 2015, the baseline risk in the project area (assuming no project) is predicted to be 39.7 in a million (see Table TR2-1). Thus, risk from port-related traffic would be substantially less than current levels due to the benefits of the various regulatory efforts to reduce vehicular emissions such as the CARB fleet rule and the Clean Truck Program. With the project, the excess risk (difference between the proposed project and the No-Build scenario) at the most impacted homes would add slightly over 10 in a million to the risk at that time. ACTA has proposed to install HVAC systems on the impacted homes. HVAC systems are conservatively estimated to reduce particulate emissions by 90 percent, which would reduce excess risk at the impacted homes to less than 10 in a million (see HRA, pg 53). In homes with existing HVAC systems, the weatherization process and replacement with increased efficiency HVAC units would lower energy costs for these residents.

Response to Comment TR2-32

Please see Response to Comments OB14-6, OB15-1, OB15-2, and OB15-3.

Response to Comment TR2-33

Your comment is noted. The purpose of the project is to ensure safe vehicular connection between Terminal Island and the mainland, reduce congestion, and provide a high-capacity limited-access route for traffic between Terminal Island and I-405. All reasonable and feasible alternatives were considered during project scoping and are addressed in Chapter 2 of the Draft and the Final EIS/EIR. Alternative 4 considered the option of replacing the bridge only. Section 2.2.1 of the Final EIS/EIR states "Alternative 4 involves only replacement of the Schuyler Heim Bridge. Because it would not help address traffic congestion north of the bridge, it would not meet the project purpose and need. Therefore, Alternative 4 was not identified as a preferred alternative over Alternative 1."



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health risk assessment.

What is clear to me -- actually, I'm walking away from this meeting with many more questions answered, but what is very clear to me is this project is set out to accommodate more truck traffic from the port to the west Long Beach rail yard.

It seems like I keep hearing about pollution from traffic from the ICTF and as part of the health

TR2-32

risk assessment and that's a grave concern to me.

In particular, (inaudible) traffic Terminal Island Freeway and we know that Hudson School and Cabrillo and west Long Beach is really ground zero for (inaudible). The fact that this project would be increasing traffic in an already heavily impacted area is a particular concern.

What's also very confusing to me is why we're not just dealing with the bridge's efficiency. I'm anxious to hear a little bit about what the bridge

TR2-33

operator was saying. Why not just fix the bridge? Why do we have to increase all this traffic on the streets and this expressway and, of course, increase pollution and then health impacts to local residents.

It seems to me that if we invested all the

TR2-34

time and effort needed to actually (inaudible) meaningful alternative to building an expressway to

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Response to Comment TR2-34

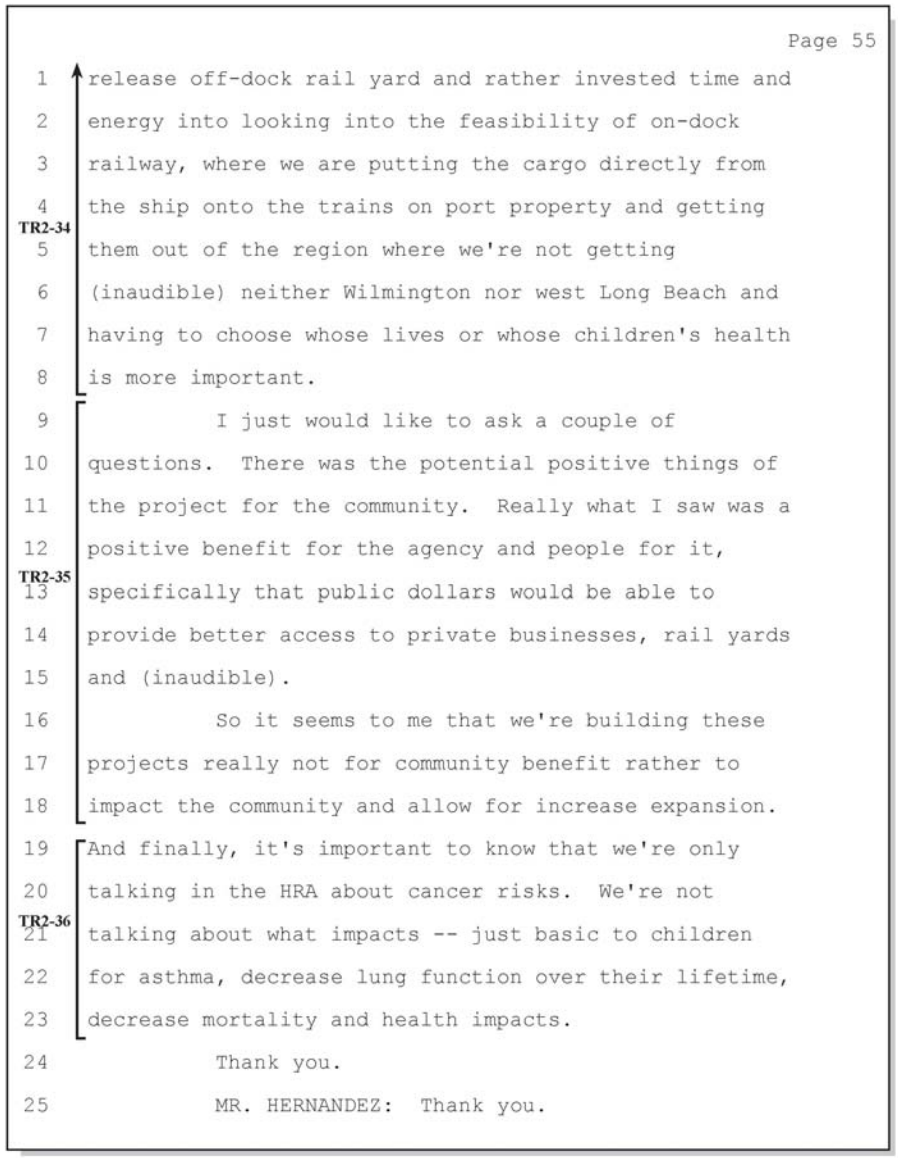
Several projects have been approved or proposed that would increase the percentage of cargo loaded on trains using on-dock rail. However, due to space and logistic constraints it is not considered possible for all cargo to be loaded using on-dock rail and for that reason near-dock rail yards such as the SCIG, if adopted, and the ICTF would continue to be used. Near-dock rail is considered preferable to shipping containers lengthy distances by truck (*San Pedro Bay Ports Clean Air Action Plan Technical Report*, p. 137). Rail shipment reduces traffic congestion and reduces emission per container (*Id*. at p. 136).

Response to Comment TR2-35

The community would benefit from the proposed project because it would reduce traffic congestion and emissions as opposed to the No-Build scenario (Please see Response to Comment TR1-54). Historically public dollars have been used for transportation improvements that benefit both the traveling public and industry. Much of these public dollars come from state and federal fuel taxes that are paid by the public and industry. In the case of the Expressway, over half its funding would come specifically from industry assessed container fees, which is a new model for funding port-related infrastructure.

Response to Comment TR2-36

Non-cancer acute and chronic health risks were evaluated in the HRA. OEHHA has developed Reference Exposure Levels (RELs) to assess non-cancer health risks. RELs are developed from the best available data in the scientific literature and are concentrations at or below which no adverse health effects are anticipated in the most susceptible people. In other words, RELs are set at levels of exposure meant to ensure that the most sensitive individuals (e.g., children and the elderly) are protected from non-cancer health effects (*A Guide to Health Risk Assessment*, p. 10, OEHHA, 2001). To assess chronic



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release off-dock rail yard and rather invested time and energy into looking into the feasibility of on-dock railway, where we are putting the cargo directly from the ship onto the trains on port property and getting them out of the region where we're not getting (inaudible) neither Wilmington nor west Long Beach and having to choose whose lives or whose children's health is more important. TR2-34

I just would like to ask a couple of questions. There was the potential positive things of the project for the community. Really what I saw was a positive benefit for the agency and people for it, specifically that public dollars would be able to provide better access to private businesses, rail yards and (inaudible). TR2-35

So it seems to me that we're building these projects really not for community benefit rather to impact the community and allow for increase expansion.

And finally, it's important to know that we're only talking in the HRA about cancer risks. We're not talking about what impacts -- just basic to children for asthma, decrease lung function over their lifetime, decrease mortality and health impacts. TR2-36

Thank you.

MR. HERNANDEZ: Thank you.

and acute non-cancer exposures, annual and 1-hour TAC ground-level concentrations were compared to the RELs developed by OEHHA to obtain a chronic or acute hazard index. According to the most recent guidance published by OEHHA (OEHHA, 2003) a hazard index less than 1.0 indicates that the potential for non-cancer public health risks is less than significant.

The HRA concluded that there would be net decreases in the acute and chronic hazard indices for the project years 2015 and 2030 (as well as intermediate project years) compared to the baseline scenario for all receptors due to improvements in vehicle emissions controls. It also found that the potential for non-cancer health effects between the build and no-build alternatives was less than significant for all scenarios analyzed because the highest hazard index in the vicinity of the proposed project were estimated to be less than the 1.0 threshold (HRA, p. 36). This methodology is consistent with applicable guidance and analyses of non-cancer health impacts performed by agencies such as, OEHHA, CARB, and SCAQMD, which are responsible for the protection of human health.

The HRA relied on the currently adopted regulatory guidelines. The health values of diesel PM and other air toxics used in the HRA were those in the latest version of the HARP model, which embodies the latest approved health values for air toxics and the regulatory guidance from OEHHA.

Adverse impacts of diesel PM, such as cardiovascular and respiratory disease, are not specifically addressed by the OEHHA guideline or HARP model. However, it is generally accepted that PM concentrations lower than the REL can affect cardiovascular and respiratory systems. The Final EIS/EIR has been revised to indicate that the HI calculations for air toxics were based on acute and chronic non-cancer effects but do not explicitly include other effects such as cardiovascular and respiratory disease and deaths, exacerbation of asthma, or enhancement of allergic response.

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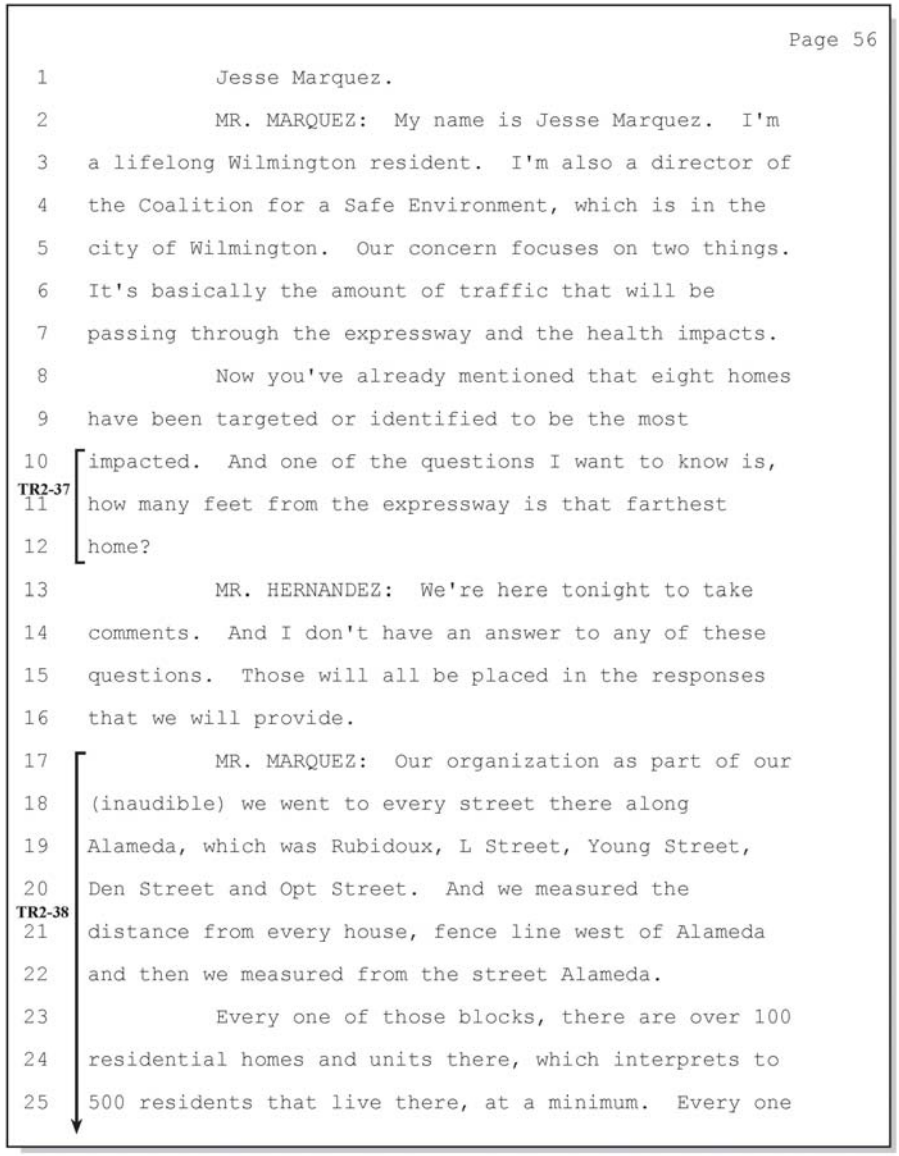
Response to Comment TR2-37

The furthest affected home is 557 ft from the elevated expressway. The isopleths for determining the boundary is calculated by comparing the difference between emission levels determined for the no build case and the specific alternative at the various grid locations (HRA; Figures 3-5, 3-6). Due to geometries, prevailing winds and physical topography, this line is not a fixed distance from the roadway alignment but instead varies in distance from one side of the alignment to the other or even along the alignment. Therefore universally applying this number to all locations is not valid. One of the conditions that affects the results in the Rubidoux area is that the Expressway is transitioning from an elevated structure to an at-grade facility in this vicinity.

Response to Comment TR2-38

As noted in the comment, studies have shown elevated risk within 500 feet of existing transportation corridors, particularly freeways. That is one of the reasons why ACTA decided to conduct an HRA and mitigate the risks to the levels below SCAQMD's significance level. The HRA used very conservative assumptions and the impact zones calculated are similarly very conservative, meaning that they overstate the additional cancer risk and over-extend the impact zone boundaries.

The cited California Air Resources Board (CARB) and South Coast Air Quality Management District (SCAQMD) guidelines come out of advisory documents that provide suggested policies. The documents do not establish regulatory standards (see *Air Quality and Land Use Handbook: A Community Health Perspective*, p. 3 [CARB, 2005]; see also *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, p. 1 [SCAQMD, 2005]). While both documents recommend that residences and other sensitive land uses be cited more than 500 feet from a freeway, they also recognize that land use



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Jesse Marquez.

MR. MARQUEZ: My name is Jesse Marquez. I'm a lifelong Wilmington resident. I'm also a director of the Coalition for a Safe Environment, which is in the city of Wilmington. Our concern focuses on two things. It's basically the amount of traffic that will be passing through the expressway and the health impacts.

Now you've already mentioned that eight homes have been targeted or identified to be the most impacted. And one of the questions I want to know is, TR2-37 how many feet from the expressway is that farthest home?

MR. HERNANDEZ: We're here tonight to take comments. And I don't have an answer to any of these questions. Those will all be placed in the responses that we will provide.

MR. MARQUEZ: Our organization as part of our (inaudible) we went to every street there along Alameda, which was Rubidoux, L Street, Young Street, Den Street and Opt Street. And we measured the TR2-38 distance from every house, fence line west of Alameda and then we measured from the street Alameda.

Every one of those blocks, there are over 100 residential homes and units there, which interprets to 500 residents that live there, at a minimum. Every one

decisions are not within the jurisdiction of either agency and; therefore, that recommendations in each respective document are not binding on agencies exercising land use authority (*Air Quality and Land Use Handbook: A Community Health Perspective*, supra, pp. 2 and 4.; see also *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, supra, p. 1.) Accordingly, while a 500-foot guideline is suggested in both documents, Caltrans and FHWA have the authority to deviate from the suggested guideline.

Please see Response to Comment TR2-15.

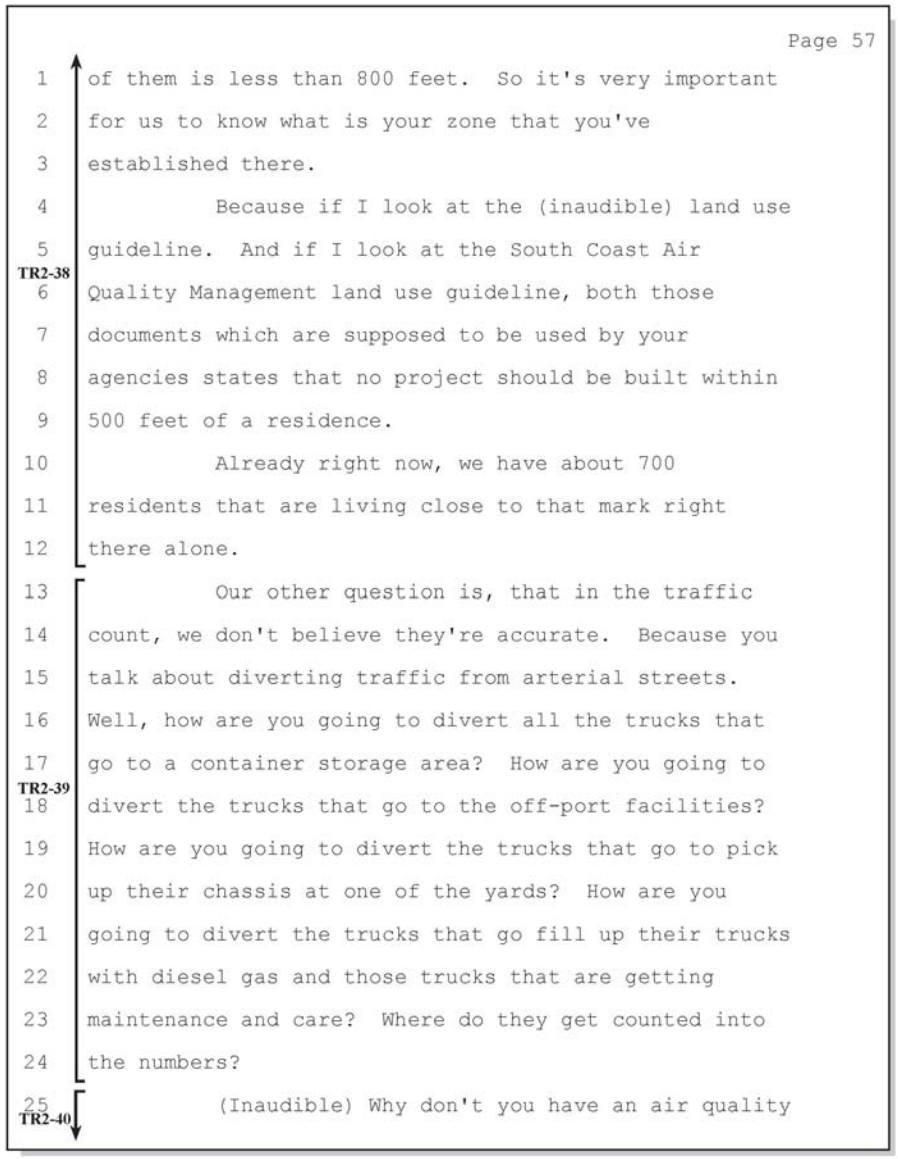
Response to Comment TR2-39

The primary purpose of the project is freeway congestion relief by diverting certain traffic to the previously improved Alameda Street where tens of millions have been spent by local agencies to increase its capacity. The localized diversion, as stated in the Executive Summary of the Draft EIS/EIR, involves the existing surface street Henry Ford/Alameda Street connection from the fully improved and widened Alameda Street north of PCH to the SR-103 ramps to Terminal Island. The new elevated structure would result in a 50 percent reduction in the trucks on Henry Ford Avenue that would otherwise use it if the proposed project is not built. It was never the intent nor is it reasonably possible to divert all the types of localized trips mentioned in the comment away from the area.

Response to Comment TR2-40

In terms of "fence-line" monitoring, it should be noted that the air dispersion modeling in the HRA used meteorological data collected at the Sts. Peter and Paul School, which is within the overall modeling domain, and approximately 0.3 mile outside the refined receptor region in Wilmington area.

A public health survey in the project area would not yield meaningful baseline information or information about potential project impacts because it would be impossible to separate project impacts from illnesses caused by natural processes or even general port-related impacts. Please see Response to Comment TR2-36.



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of them is less than 800 feet. So it's very important for us to know what is your zone that you've established there.

Because if I look at the (inaudible) land use guideline. And if I look at the South Coast Air TR2-38 Quality Management land use guideline, both those documents which are supposed to be used by your agencies states that no project should be built within 500 feet of a residence.

Already right now, we have about 700 residents that are living close to that mark right there alone.

Our other question is, that in the traffic count, we don't believe they're accurate. Because you talk about diverting traffic from arterial streets. Well, how are you going to divert all the trucks that go to a container storage area? How are you going to TR2-39 divert the trucks that go to the off-port facilities? How are you going to divert the trucks that go to pick up their chassis at one of the yards? How are you going to divert the trucks that go fill up their trucks with diesel gas and those trucks that are getting maintenance and care? Where do they get counted into the numbers?

TR2-40 (Inaudible) Why don't you have an air quality

TR2
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test site fence line right there where the residents live on Rubidoux or Young Street or Opt Street since we're talking about human lives here. You're talking about cancer. You're talking about cancer deaths. What about asthma? You can have an acute asthma attack and die. So where does that get counted?

There's probably about 30 other illnesses where you can die but they're not cancer. So what was it based on? Did you conduct a public health survey of that target area? Did you go door to door and interview these families? What are their existing problems? You did not. Because if you did, then you

TR2-40

will establish a public base line and that base line will tell you who has asthma, who has emphysema. You would know those numbers.

Because if we're talking eight homes -- and I happen to live next door, what if I have a cardiopulmonary disease, does that mean I do not qualify for any medication? Right now you have no clue whatsoever. So we ask that you do conduct a public health survey, you do conduct and establish a public health base line in which to establish (inaudible) because right now we're based on pure number that doesn't exist here.

It's not reality and it's not based on the

TR2
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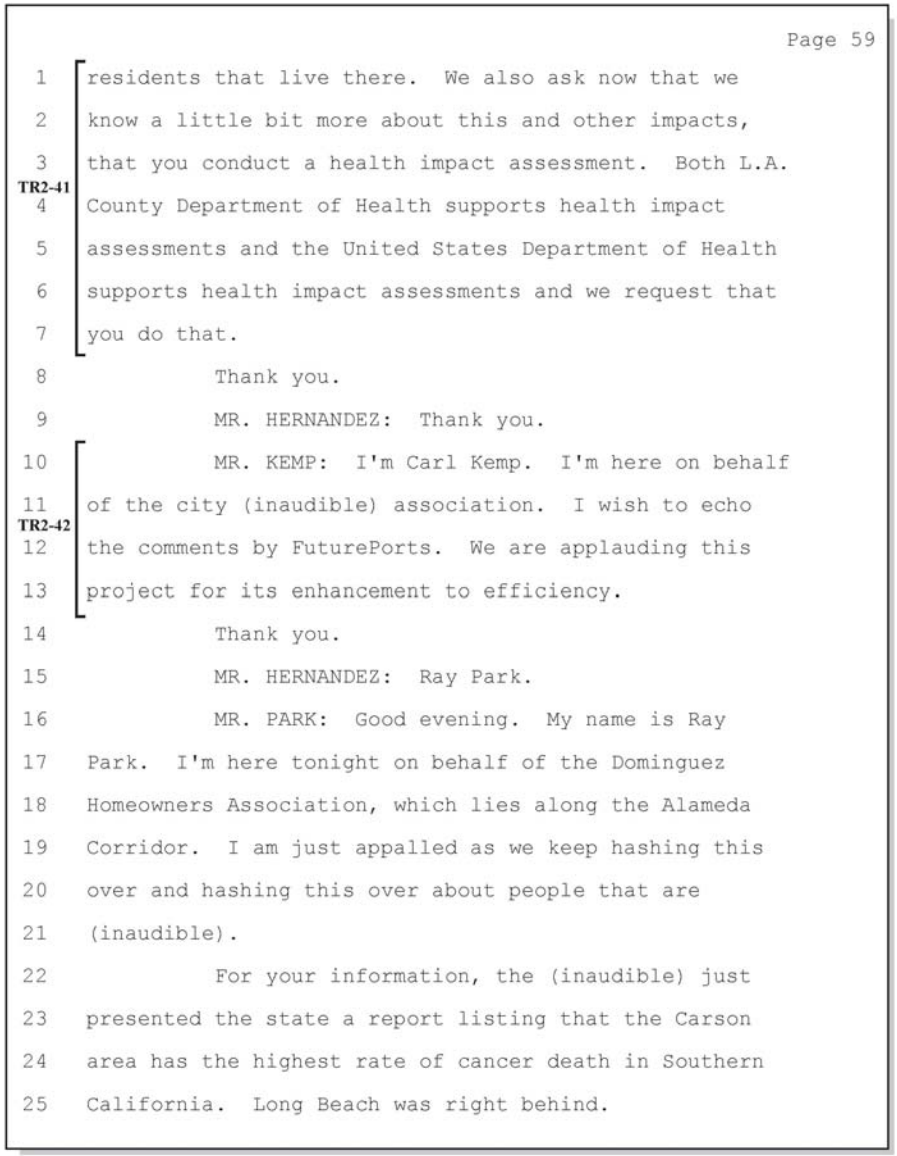
Response to Comment TR2-41

According to the World Health Organization (WHO), a Health Impact Assessment ("HIA") is "A combination of procedure, methods and tools by which a policy, program or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population." HIA recommendations are produced for decision makers and stakeholders, with the aim of maximizing a proposed project's positive health effects and minimizing the negative health effects. In a letter dated January 28, 2009, the EPA stated that a port-wide health impact assessment may be "beyond the scope of any one Port project NEPA document" (Goforth, Kathleen; EPA; 2009; letter to U.S. Army Corps of Engineers; January 28.)

Because the Final EIS/EIR discloses environmental impacts, including health risk impacts, of the proposed project, an additional HIA is not required. Nonetheless, the Final EIS/EIR includes a number of health assessment tools including the HRA, criteria pollutant modeling, and Environmental Justice analysis that will assist the lead agency in comparing the benefits and costs among project alternatives.

Response to Comment TR2-42

Your support of the proposed project is acknowledged.



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residents that live there. We also ask now that we know a little bit more about this and other impacts, that you conduct a health impact assessment. Both L.A. County Department of Health supports health impact assessments and the United States Department of Health supports health impact assessments and we request that you do that.

TR2-41

Thank you.

MR. HERNANDEZ: Thank you.

MR. KEMP: I'm Carl Kemp. I'm here on behalf of the city (inaudible) association. I wish to echo the comments by FuturePorts. We are applauding this project for its enhancement to efficiency.

TR2-42

Thank you.

MR. HERNANDEZ: Ray Park.

MR. PARK: Good evening. My name is Ray Park. I'm here tonight on behalf of the Dominguez Homeowners Association, which lies along the Alameda Corridor. I am just appalled as we keep hashing this over and hashing this over about people that are (inaudible).

For your information, the (inaudible) just presented the state a report listing that the Carson area has the highest rate of cancer death in Southern California. Long Beach was right behind.

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Response to Comment TR2-43

The traffic study and the HRA consider the impacts through the Dominguez area to SR-91. The results show virtually no additional significant cancer risk between the build and no-build conditions.

Response to Comment TR2-44

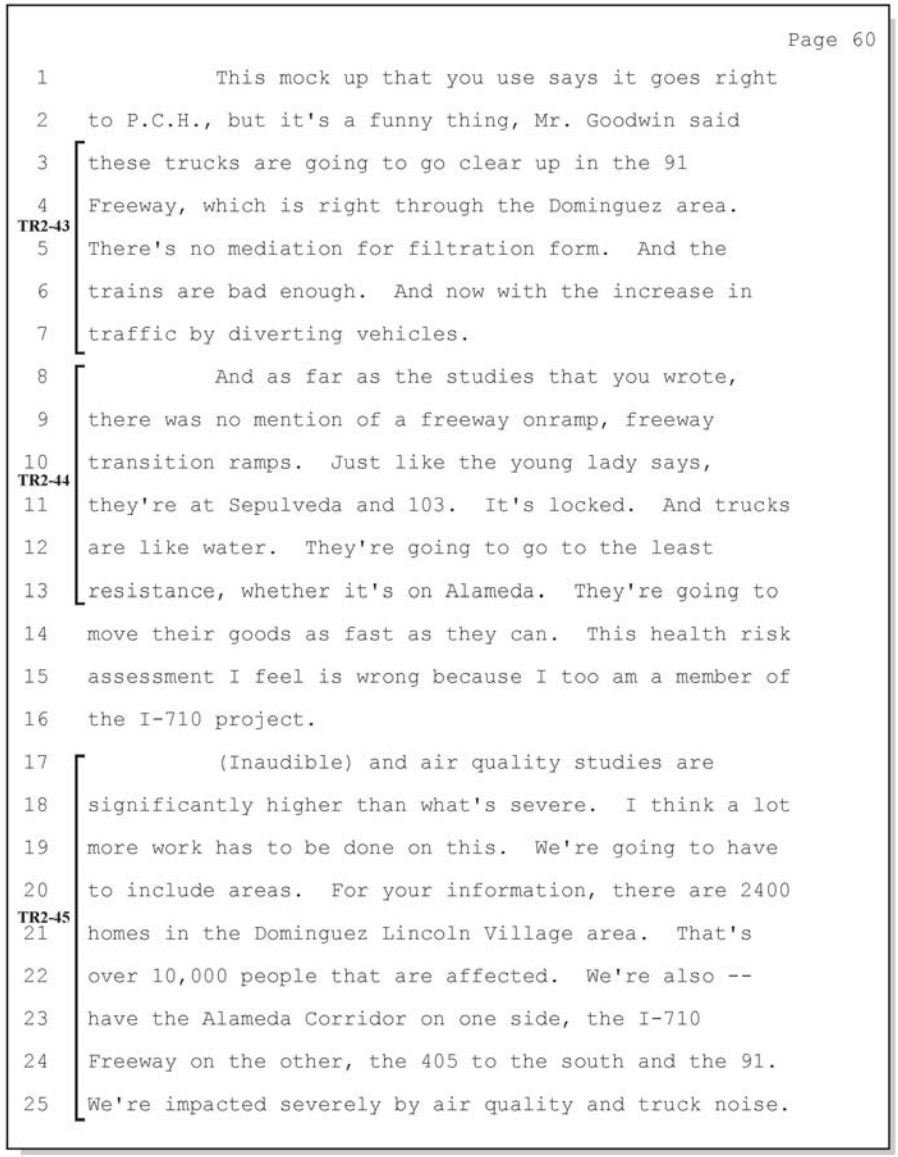
Table 3.5-14 of the Final EIS/EIR shows 14 ramp conditions with and without the project from PCH north to SR91. Three improve, nine stay the same and two are worse with the project. Improvements at impacted intersections are incorporated as an element of the proposed project for Alternatives 1 and 2.

Response to Comment TR2-45

The HRA estimated the potential health impacts for the Dominguez and Lincoln Village areas associated with the proposed project. The results are shown in Tables 3.13-17 and 3.13-19 of the SDEIS/RDEIR, pp. 3.13-53 and 56. The maximum cancer risk increases at residential areas are below the significance threshold for Alternatives 1 using the preferred emissions scenario, except for a small area in Lincoln Village. For any residence in the impacted area, ACTA has offered to install HVAC systems to reduce the risk to a level that is less than significant.

The potential for noise impacts as a result of the project was studied in the EIS/EIR (Final EIS/EIR, Section 3.14; Section 4.5.4). The EIS/EIR determined that with implementation of mitigation including noise barriers along the SR-47 Expressway and Alameda Street, potential operational noise impacts (including those resulting from truck noise) would be reduced to a less than significant level at all locations in the project study area except Anchorage Way Marinas where no mitigation is feasible (*Id.* at pp. 3.14-20 and 4-15).

Please see Response to Comment TR2-43.



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This mock up that you use says it goes right to P.C.H., but it's a funny thing, Mr. Goodwin said these trucks are going to go clear up in the 91 Freeway, which is right through the Dominguez area.

TR2-43

There's no mediation for filtration form. And the trains are bad enough. And now with the increase in traffic by diverting vehicles.

And as far as the studies that you wrote, there was no mention of a freeway onramp, freeway transition ramps. Just like the young lady says,

TR2-44

they're at Sepulveda and 103. It's locked. And trucks are like water. They're going to go to the least resistance, whether it's on Alameda. They're going to move their goods as fast as they can. This health risk assessment I feel is wrong because I too am a member of the I-710 project.

(Inaudible) and air quality studies are significantly higher than what's severe. I think a lot more work has to be done on this. We're going to have to include areas. For your information, there are 2400

TR2-45

homes in the Dominguez Lincoln Village area. That's over 10,000 people that are affected. We're also -- have the Alameda Corridor on one side, the I-710 Freeway on the other, the 405 to the south and the 91. We're impacted severely by air quality and truck noise.

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I think that we've got to do some more studying and we have to include people that are affected, whether it's at the elementary schools in Long Beach, the residents along the Alameda Corridor, but something has to be done to ensure the safety of the residents, not just four or five folks that you can draw a line and no more fumes and air quality at this point. It doesn't work.

Thank you very much.

MR. HERNANDEZ: Thank you very much.

Teresa Hurtado.

MS. HURTADO: Hello, I'm Teresa Hurtado. I'm a registered dental (inaudible) and I'm getting my Bachelor's in occupational science. I work full-time and I go to school full-time at night. The only reason that I looked at this flier was because I remember that bridge, going through that bridge when we would go visit my dad because he worked in Terminal Island.

Me, as a community member, we usually don't have time to come to these meetings and listen to everything (inaudible) and one thing and another, but I'm really happy that I did look at this.

I am on 1500 block Rubidoux. This is crazy to me how we have all this pollution that can be happening, like premature deaths, asthma.

TR2
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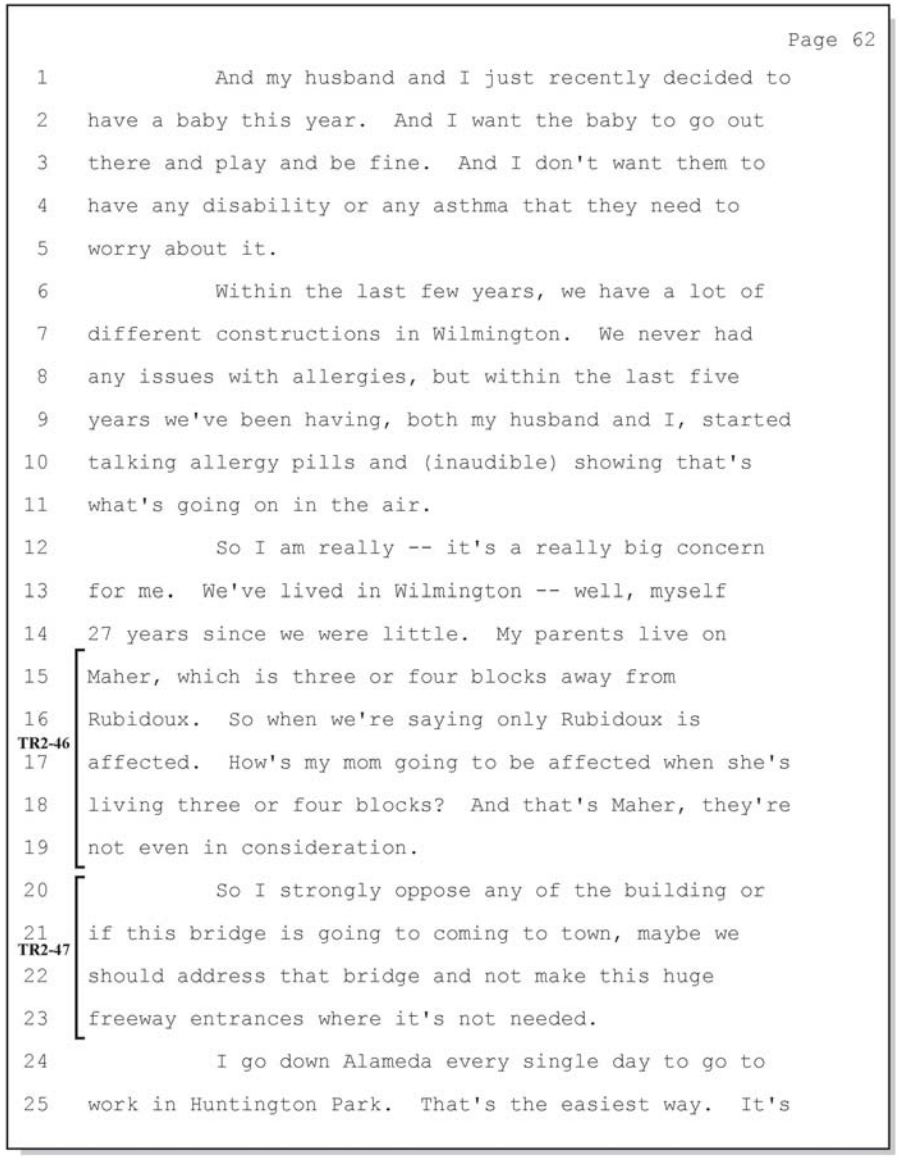
Response to Comment TR2-46

It is highly unlikely that more homes in the study area would have a risk higher than 10 in a million. Please see Response to Comment AJ11-7 and OB14-7 for further discussion.

Response to Comment TR2-47

Your comment is noted. The option of only replacing the bridge was considered as Alternative 4.



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And my husband and I just recently decided to have a baby this year. And I want the baby to go out there and play and be fine. And I don't want them to have any disability or any asthma that they need to worry about it.

Within the last few years, we have a lot of different constructions in Wilmington. We never had any issues with allergies, but within the last five years we've been having, both my husband and I, started talking allergy pills and (inaudible) showing that's what's going on in the air.

So I am really -- it's a really big concern for me. We've lived in Wilmington -- well, myself 27 years since we were little. My parents live on Maher, which is three or four blocks away from Rubidoux. So when we're saying only Rubidoux is affected. How's my mom going to be affected when she's living three or four blocks? And that's Maher, they're not even in consideration.

TR2-46

So I strongly oppose any of the building or if this bridge is going to coming to town, maybe we should address that bridge and not make this huge freeway entrances where it's not needed.

TR2-47

I go down Alameda every single day to go to work in Huntington Park. That's the easiest way. It's

TR2
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usually packed, but Alameda and Anaheim, they don't have a huge congestion. So I don't think truckers will take these new routes on the 47 or whatever this new route is going to be. It wouldn't be beneficial.

MR. HERNANDEZ: Thank you very much.

Thank you very much. That concludes our portion of the public comments. There are still a few cookies left. And I'd like to thank all of you for attending this evening. Good night.

(Proceedings concluded at 8:36 p.m.)

MEMORANDUM OF AGREEMENT
BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER REGARDING THE STATE ROUTE 47 (SR-47) EXPRESSWAY AND THE SCHUYLER HEIM BRIDGE REPLACEMENT PROJECT, CITIES OF LONG BEACH AND LOS ANGELES, LOS ANGELES COUNTY, CALIFORNIA

WHEREAS, the Federal Highways Administration (FHWA) has assigned, and the California Department of Transportation (Caltrans) has assumed, FHWA responsibility for environmental review, consultation, and coordination under the provisions of the *Memorandum of Understanding (MOU) between the Federal Highway Administration and the California Department of Transportation Concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program*, which became effective on July 1, 2007 and applies to this project; and

WHEREAS, Caltrans has determined that the State Route 47 (SR-47) Expressway and the Schuyler Heim Bridge Replacement Project (Undertaking), will have an adverse effect on the Schuyler Heim Bridge (#53-2618), a property determined to be eligible for inclusion in the National Register of Historic Places (National Register); and

WHEREAS, Caltrans has consulted with the California State Historic Preservation Officer (SHPO) pursuant to Stipulations X.C., and X.I. of the January 2004, *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it pertains to the Administration of the Federal-Aid Highway Program in California* (PA), and where the PA so directs, in accordance with 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (16 USC Section 470f), as amended (NHPA), regarding the Undertaking's effects on historic properties and has notified the Advisory Council on Historic Preservation (ACHP) of the adverse effect finding pursuant to pursuant to 36 CFR § 800.6(a)(1); and

WHEREAS, Caltrans has thoroughly considered alternatives to the Undertaking, has determined that the statutory and regulatory constraints on the design of the Undertaking preclude the possibility of avoiding adverse effects to the historic property during the Undertaking's implementation , and has further determined that it will resolve adverse effects of the Undertaking on the subject historic property through the execution and implementation of this Memorandum of Agreement (MOA); and

WHEREAS, Caltrans District 7 (District 7) and the Alameda Corridor Transportation Authority (ACTA), have participated in the consultation process and have been invited to concur in this MOA; and

WHEREAS, For Alternatives 1, 1A, 2, 4, and 3, Caltrans shall ensure that the following stipulations are implemented; and

NOW, THEREFORE, Caltrans and the SHPO agree that, upon Caltrans' decision to proceed with the Undertaking, Caltrans shall ensure that the Undertaking is implemented in accordance with the following stipulations in order to take into account the effect of the Undertaking on historic properties, and further agrees that these stipulations shall govern the Undertaking and all of its parts until this MOA expires or is terminated.

STIPULATIONS

I. AREA OF POTENTIAL EFFECT

A. The Undertaking's area of potential effects (APE) is depicted in Figures 4A and 4B of the September 2006 *Finding of Adverse Effect for the Commodore Schuyler Heim Bridge and SR-47 Project.* The APE includes the maximum existing or proposed right-of-way for all alternatives under consideration, easements (temporary and permanent), all improved properties subject to temporary or permanent changes in access (ingress and egress), and areas where visual or audible changes could occur outside the required right-of-way.

B. If modifications to the Undertaking, subsequent to the execution of this MOA, necessitate the revision of the APE, Caltrans will consult with District 7 and the SHPO to facilitate mutual agreement on the subject revisions. If Caltrans, District 7, and the SHPO cannot reach such agreement, then the parties to this MOA shall resolve the dispute in accordance with Stipulation III. D. below. If Caltrans, District 7, and the SHPO reach mutual agreement on the proposed revisions, then Caltrans will submit a final map of the revisions, consistent with the requirements of stipulation VIII.A. and attachment 3 of the PA, no later than 30 days following such agreement.

II. TREATMENT OF HISTORIC PROPERTIES

A. Caltrans shall offer the Schuyler Heim Bridge (Bridge) for sale for reuse in an alternate location to interested public agencies and non-profits. A marketing plan shall be prepared for the sale of the bridge, including: a notification letter, fact sheet, list of intended recipients, as well as provisions for the salvage of smaller components in the case that there is no interest in re-use of the bridge. Advertisements shall be placed in appropriate newspapers of record. The offer shall run for 6 months. If no acceptable bids are received after 6 months, this stipulation shall be deeded to have been met. The above shall be done in accordance with the U.S. Department of Transportation Historic Bridge Program 23 USC 144(o)(4)(A) and (B).

B. Caltrans shall install informative permanent metal plaques at both ends of the new bridge at public locations that provide a brief history of the original Bridge, its engineering features and characteristics, the reasons for its demolition, and a statement of the characteristics of the replacement structure. SHPO shall have 30 days to review proposed plaque information before they are produced and installed.

C. Caltrans shall, pursuant to Section 110(b) of the NHPA, before the Bridge is demolished, contact the National Park Service (NPS) Historic American Building Survey/Historic American Engineering Record (HABS/HAER) program to determine what level and kind of recordation is required for the property.

D. Caltrans shall disseminate copies of the HABS/HAER report to local libraries. One acid-free xerographic copy of the report or reports shall be prepared on standard 8 ½ X 11 paper and provided to each repository to include the Los Angeles Public Library, the Long Beach Public Library, the Los Angeles Conservancy, the Caltrans Transportation Library in Sacramento, and the California Office of Historic Preservation.

E. Caltrans shall prepare a website, or adapt its current website, or help the Port of Long Beach or Port of Los Angeles adapt its website to make the information from the HABS/HAER report available to the public for 10 years. The information will also be made available to the Caltrans Transportation Library in Sacramento for inclusion on their website.

F. Caltrans shall produce a documentary (motion picture or video) that addresses the history of the Bridge, its importance and use within the history of the Port of Long Beach and Port of Los Angeles, and demonstrates its operation and function. The motion picture or video will be of broadcast quality, of sufficient length for a standard 30-minute time period and will be made available to local broadcast stations for public access channels in local cable systems and to schools/libraries; and one copy shall be submitted to the Caltrans Transportation Library in Sacramento.

G. Caltrans shall prepare traveling exhibits that address the history of the Bridge, its importance and use within the history of the Port of Long Beach and the Port of Los Angeles, and demonstrate its operation and function, appropriate for display in small museums, or for use in schools.

H. Caltrans shall offer artifacts removed from the Bridge during preliminary stages of the demolition process to local museums, and provide for their delivery to accepting institutions. Examples of such artifacts may include, but not be limited to, control panels, instruments, structural members, railings, signage, plaques or other identifying ornamentation, street lights, navigation lights, etc., unless such artifacts are subject to sale of the bridge under stipulation II. A.

III. ADMINISTRATIVE PROVISIONS

A. Definitions. The definitions provided at 36 CFR § 800.16 are applicable throughout this MOA.

B. Professional Qualifications and Standards. Caltrans will ensure that only individuals meeting the Secretary of the Interior's Professional Qualification Standards (48 FR 44738-39) in the relevant field of study carry out or review appropriateness and quality of the actions and products required by Stipulations II.A-H in this MOA.

C. Discoveries and Unanticipated Effects. If Caltrans determines after the construction of the Undertaking has commenced, that the undertaking will affect a previously unidentified property that may be eligible for listing in the National Register, or affect a known historic property in an unanticipated

manner, Caltrans will address the discovery or unanticipated effect in accordance with 36 CFR § 800.13(b)(3). Caltrans at its discretion may hereunder assume any discovered property to be eligible for inclusion in the National Register in accordance with 36 CFR § 800.13 (c).

D. Resolving Objections

1. Should any party to this MOA object at any time in writing to the manner in which the terms of this MOA are implemented, to any action carried out or proposed with respect to implementation of the MOA, or to any document prepared in accordance with and subject to the terms of the MOA, Caltrans shall immediately notify the other parties of the objection, request their comments on the objection within 15 days following receipt of Caltrans' notification, and proceed to consult with the objecting party for no more than 30 days to resolve the objection. Caltrans will honor the request of the other parties to participate in the consultation and will take any comments provided by those parties into account.
2. If the objection is resolved during the 30-day consultation period, Caltrans may proceed with the disputed action in accordance with the terms of such resolution.
3. If at the end of the 30 day consultation period, Caltrans determines that the objection cannot be resolved through such consultation, then Caltrans shall forward all documentation relevant to the objection to the ACHP, including Caltrans' proposed response to the objection, with the expectation that the ACHP will, within thirty (30) days after receipt of such documentation:
    a. Advise Caltrans that the ACHP concurs in Caltrans' proposed response to the objection, whereupon Caltrans will respond to the objection accordingly. The objection shall thereby be resolved; or
    b. Provide Caltrans with recommendations, which Caltrans will take into account in reaching a final decision regarding its response to the objection. The objection shall thereby be resolved; or
    c. Notify Caltrans that the objection will be referred for comment pursuant to 36 CFR § 800.7(c) and proceed to refer the objection and comment. Caltrans shall take the resulting comments into account in accordance with 36 CFR § 800.7(c)(4) and Section 110(1) of the NHPA. The objection shall thereby be resolved.
4. Should the ACHP not exercise one of the above options within 30 days after receipt of all pertinent documentation, Caltrans may assume the ACHP's concurrence in its proposed response to the

objection and proceed to implement that response. The objection shall thereby be resolved.

5. Caltrans shall take into account any of the ACHP's recommendations or comments provided in accordance with this stipulation with reference only to the subject of the objection. Caltrans' responsibility to carry out all other actions under this MOA that are not the subject of the objection shall remain unchanged.

6. At any time during implementation of the measures stipulated in this MOA, should a member of the public raise an objection in writing pertaining to such implementation to any signatory party to this MOA, that signatory party shall immediately notify Caltrans. Caltrans shall immediately notify the other signatory parties in writing of the objection. Any signatory party may choose to comment in writing on the objection to Caltrans. Caltrans shall establish a reasonable time frame for this comment period. Caltrans shall consider the objection, and in reaching its decision, Caltrans will take all comments from the other signatory parties into account. Within 15 days following closure of the comment period, Caltrans will render a decision regarding the objection and respond to the objecting party. Caltrans will promptly notify the other signatory parties of its decision in writing, including a copy of the response to the objecting party. Caltrans' decision regarding resolution of the objection will be final. Following issuance of its final decision, Caltrans may authorize the action subject to dispute hereunder to proceed in accordance with the terms of that decision.

7. Caltrans shall provide all parties to this MOA, and the ACHP, if the ACHP has commented, and any parties that have objected pursuant to section D.6 of the stipulation, with a copy of its final written decision regarding any objection addressed pursuant to this stipulation.

8. Caltrans may authorize any action subject to objection under this stipulation to proceed after the objection has been resolved in accordance with the terms of this stipulation.

E. Amendments. Any signatory party to this MOA may propose that this MOA be amended, whereupon all signatory parties shall consult to consider such amendment. The amendment will be effective on the date a copy signed by all of the original signatories is filed with the ACHP. If the signatories cannot agree to appropriate terms to amend the PA, any signatory may terminate the agreement in accordance with Stipulation III.F, below.

F. Termination

1. If this MOA is not amended as provided for in section E of this stipulation, or if either signatory proposes termination of this MOA for other reasons, the signatory party proposing termination shall, in

writing, notify the other MOA parties, explain the reasons for proposing termination, and consult with the other parties for at least 30 days to seek alternatives to termination. Such consultation shall not be required if Caltrans proposes termination because the Undertaking no longer meets the definition set forth in 36 CFR § 800.16(y).

2. Should such consultation result in an agreement on an alternative to termination, the signatory parties shall proceed in accordance with that agreement.

3. Should such consultation fail, the signatory party proposing termination may terminate this MOA by promptly notifying the other parties in writing. Termination hereunder shall render this MOA without further force or effect.

4. If this MOA is terminated hereunder, and if Caltrans determines that the Undertaking will nonetheless proceed, then Caltrans shall comply with the requirements of 36 CFR 800.3-800.6.

G. Duration of MOA

1. Unless terminated pursuant to section F. of this stipulation, or unless it is superseded by an amended MOA, this MOA will be in effect following execution by the signatory parties until Caltrans, in consultation with the other signatory parties, determines that all of its stipulations have been satisfactorily fulfilled.

2. The terms of this MOA shall be satisfactorily fulfilled within ten (10) years following the date of execution by the signatory parties. If Caltrans determines that this requirement cannot be met, the MOA parties will consult to reconsider its terms. Reconsideration may include continuation of the MOA as originally executed, amendment of the MOA or termination. In the event of termination, Caltrans will comply with section F.4 of this stipulation, if it determines that the Undertaking will proceed notwithstanding termination of this MOA.

3. If the Undertaking has not been implemented within ten (10) years following execution of this MOA, this MOA shall automatically terminate and have no further force or effect. In such event, Caltrans shall notify the other signatory parties in writing and, if it chooses to continue with the Undertaking, shall reinitiate review of the Undertaking in accordance with 36 CFR Part 800.

H. Effective Date

This MOA will take effect on the date that it is executed by Caltrans and the SHPO.

EXECUTION of this MOA by Caltrans and the SHPO, its filing with the ACHP in accordance with 36 CFR §800.6(b)(1)(iv), and subsequent implementation of its terms, shall evidence, pursuant to 36CFR§800.6(c), that Caltrans has afforded the ACHP an opportunity to comment on the Undertaking and its effects on historic properties, and that Caltrans has taken into account the effects of the Undertaking on historic properties.

SIGNATORY PARTIES

California Department of Transportation

By:_____ Date: 2/4/08
Jay Norvell, Chief
Division of Environmental Analysis

California State Historic Preservation Officer

By:_____ Date: 5 FEB 2008
Milford Wayne Donaldson
State Historic Preservation Officer

CONCURRING PARTIES

California Department of Transportation

By:_____ Date: 2/29/08
Douglas R. Failing, District Director
District 7, Los Angeles

Alameda Corridor Transportation Authority

By:_____ Date: 4/11/08
John T. Doherty, P.E.
Chief Executive Officer

Acronyms and Abbreviations

°F	Fahrenheit
µ/L	micrograms per liter
µg	micrograms
µg/kg	micrograms per kilogram
µg/m^3	micrograms per cubic meter
µm	micron
AB 1493	Assembly Bill 1493
ACET	Alameda Corridor Engineering Team
ACHP	Advisory Council on Historic Preservation
ACM	asbestos-containing material
ACTA	Alameda Corridor Transportation Authority
ACTM	Airborne Toxic Control Measure
ADA	Americans with Disabilities Act
ADL	aerially deposited lead
ADT	average daily traffic
AHERA	Asbestos Hazard Emergency Response Act
AMSL	above mean sea level
APE	area of potential effects
APLIC	Avian Power Line Interaction Committee
APP	Avian Protection Plan
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ARB	Air Resources Board
ARP	Accidental Release Prevention
ASR	Archaeological Survey Report
AST	aboveground storage tank
ASTM	American Society for Testing and Materials
ATCM	Asbestos Airborne Toxic Control Measure

ATIS	Advanced Traveler Information System
ATMIS	Advanced Transportation Management and Information Systems
ATSAC	Automated Traffic Surveillance and Control
BAT	Best Available Technology
BCPCT	Best Conventional Pollutant Control Technology
BEP	Business Emergency Plan
bgs	below ground surface
BHC	benzene hexachloride
BMP	best management practices
BPTCP	Bay Protection and Toxic Cleanup Program
BTEX	benzene, toluene, ethylene, and xylenes
Btu	British thermal unit(s)
CAA	Clean Air Act
CAAP	Clean Air Action Plan
CAAQS	California ambient air quality standards
CalARP	California Accidental Release Prevention
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCA	California Coastal Act
CCTV	closed circuit television
CDFG	California Department of Fish and Game
CDMG	California Department of Mining and Geology
CEC	California Energy Commission
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act of 1980
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CERFA	Community Environmental Response Facilitation Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations

CGS	California Geological Survey
CH_4	methane
CHMIRS	California Hazardous Material Incident Report System
CIDH	cast-in-drilled-hole
CIP	cast-in-place
CISS	cast-in-steel-shell
CIWMB	California Integrated Waste Management Board
cm	centimeter(s)
cm/s	centimeters per second
CMA	Critical Movement Analysis
CMP	Congestion Management Program
CMS	changeable message sign
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
Coast Guard	United States Coast Guard
COC	contaminants of concern
CORRACTS	Corrective Action Sites
CPS	Coastal Pelagic Species
CRHR	California Register of Historic Resources
CTC	California Transportation Commission
cu	cubic meter
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
DCA	dichloroethane
DDD	dichlorodiphenyl dichloroethane
DDE	dichlorodiphenyl dichloroethylene
DDT	dichlorodiphenyl trichloroethane
DOC	California Department of Conservation
DOT	Department of Transportation
DPM	diesel particulate matter

DTSC	Department of Toxic Substances Control
ECOUS	Environmental Consequences of Underwater Sound
EDR	Environmental Database Report
EEZ	Exclusive Economic Zone
EFH	Essential Fish Habitat
EIS/EIR	Environmental Impact Statement/Environmental Impact Report
EO	Executive Order
EPA	United States Environmental Protection Agency
ERL	effects range-low
ERM	effects range-median
ERMQ	effect range median quotient
ERNS	Emergency Response Notification System
FACU	facultative upland plants
FACW	facultative wetland plants
FEMA	Federal Emergency Management Agency
FERC	Federal Energy Regulatory Commission
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FMP	Fishery Management Plan
FOE	Findings of Effect
FONSI	Finding of No Significant Impact
ft	foot/feet
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Plan
g	average acceleration produced by terrestrial gravity
GHG	greenhouse gas
HABS/HAER	Historic American Buildings Survey/Historic American Engineering Record
HAS	hydrologic subarea

HAZWOPER	Hazardous Waste Operations and Emergency Response
HBRR	Highway Bridge Replacement and Rehabilitation
HCM	Highway Capacity Manual
HFC	Hydrofluorocarbon
HHD	Heavy Duty
HHW	higher high water
HLW	higher low water
HMS	Hazardous Materials System
HPSR	Historic Properties Survey Report
HRA	Health Risk Assessment
HSA	hydrologic subarea
I-	Interstate
I-110	Harbor Freeway
I-405	San Diego Freeway
ICTF	intermodal container transfer facility
IHA	Incidental Harassment Authorization
in	inch(es)
INCE	Institute of Noise Control Engineering
IPCC	Intergovernmental Panel on Climate Change
IRIS	Integrated Risk Information System
IS/EA	initial study/environmental assessment
ISA	Initial Site Assessment
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation System
IWMD	Industrial Waste Management Division
JWPCP	Joint Water Pollution Control Plant
kg	kilogram
kJ	kilojoule(s)
km	kilometer(s)
KP	kilometer post
kV	kilovolt(s)

LA	Los Angeles
LACM	Natural History Museum of Los Angeles County
LACOFD	Los Angeles County Fire Department
LADWP	Los Angeles Department of Water and Power
LAFC	City of Los Angeles Fire Code
LAFD	Los Angeles City Fire Department
LAHD	Los Angeles Harbor Department
LAPD	Los Angeles Police Department
LARWQCB	California Regional Water Quality Control Board, Los Angeles Region
LAUSD	Los Angeles Unified School District
LBFD	Long Beach Fire Department
LBP	lead-based paint
LBPD	Long Beach Police Department
LBPL	Long Beach Public Library
LBSWMP	Long Beach Storm Water Management Program
LBUSD	Long Beach Unified School District
LBWD	Long Beach Water Department
LCP	Local Coastal Program
LHW	lower high water
LLW	lower low water
LNM	*Local Notice to Mariners* (USCG District weekly publication)
LOMR	Letter of Map Revision
LOS	level of service
LQG	large-quantity generator
LUST	leaking underground storage tank
M	magnitude
m	meter
m^3	cubic meter
MBAS	methylene blue activated substances
MCE	maximum credible earthquake
MD	mid-day

MEB	maximum extent practicable
mg	milligram
mg/kg	milligrams per kilogram
mg/L	milligrams per liter
MHHW	mean higher high water
MHLW	mean higher low water
MHWL	mean high water level
mi	mile(s)
MLD	Most Likely Descendent
MLHW	mean lower high water
MLLW	mean lower low water
mm	millimeter(s)
MMBtu	million Btu
MMPA	Marine Mammal Protection Act
MOA	memorandum of agreement
mph	miles per hour
MPO	Metropolitan Planning Organization
MRZ	mineral resource zone
MS4	Municipal Separate Storm Sewer Systems
MSAT	Mobile Source Air Toxics
MSE	mechanically stabilized earth
MT	metric ton
MTA	Metropolitan Transportation Authority
MUN	Municipal water use
MWD	Metropolitan Water District of Southern California
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCHRP	National Cooperative Highway Research Program
NEPA	National Environmental Policy Act
NES	Natural Environment Study

NESHAP	National Emission Standard for Hazardous Air Pollutants
NGA	Natural Gas Act of 1938
NHPA	National Historic Preservation Act of 1966
NMFS	National Marine Fisheries Service
NO	nitric oxide
NO_2	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NOI	Notice of Intent
NOP	Notice of Preparation
NO_X	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NPL	National Priority List
NRHP	National Register of Historic Places
NTU	nephelometric turbidity unit
NWTC	National Wind Technology Center
O_3	ozone
OBL	obligate wetland plants
OCORM	Office of the Coast and Ocean Resource Management
OSHA	Occupational Safety & Health Act
PA	Programmatic Agreement
PAH	polycyclic aromatic hydrocarbons
Pb	lead
PBA	peak bedrock acceleration
PCB	polychlorinated biphenyls
PCE	passenger car equivalent
PCG	Pacific Coast groundfish
pcphpl	passenger cars per hour per lane
PDT	Project Development Team
PEA	Preliminary Endangerment Assessment
PEL	permissible exposure limits
PFC	perfluorocarbon

PHL	Pacific Harbor Line
PM	post mile(s)
PM	particulate matter
PM_{10}	particulate matter equal to or less than 10 microns in equivalent diameter
$PM_{2.5}$	particulate matter equal to or less than 2.5 microns in equivalent diameter
PMP	Port Master Plan
POLA	Port of Los Angeles
POLB	Port of Long Beach
Port Police	Los Angeles Harbor Department Port Police
ppm	parts per million
PQS	Professionally Qualified Staff
PRC	California Public Resources Code
PR-PSR	Project Report-Project Study Report
PS&E	plans, specifications, and estimates
PSI	preliminary site investigation
PSSR	Project Scope Summary Report
PST	Pacific Standard Time
PTS	Permanent Threshold Shift
PUC	Public Utilities Commission
PY	person years
RAP	Remedial Action Plan
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Conservation and Recovery Act
RCRIS	Resource Conservation and Recovery Information System
RDIFF	River Diffusion Farfield
REC	recognized environmental condition
Regional Board	Regional Water Quality Control Board
RI/FS	Focused Remedial Investigation/Feasibility Study
RL	reporting limit
RMP	Risk Management Plan
RMS	root mean square

ROD	Record of Decision
ROG	reactive organic gases
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCEC	Southern California Earthquake Center
SEL	Sound Exposure Level
SF_6	sulfur hexafluoride
SCIG	Southern California International Gateway
SHOPP	State Highway Operation and Protection Program
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SLIC	spills, leaks, investigations, and cleanups
SMARA	Surface Mining and Reclamation Act
SO_2	sulfur dioxide
SQG	small-quantity generator
SQG	sediment quality guideline
SR-	State Route
SR-1	Pacific Coast Highway
SR-91	Artesia Freeway
SUSMP	Standard Urban Stormwater Mitigation Plan
SVOC	semivolatile organic compounds
SVP	Society of Vertebrate Paleontology
SWF/LF	Solid Waste Facility/Landfill
SWMP	Stormwater Management Program
SWPPP	Stormwater Pollution Prevention Plan

SWQCB	State Water Quality Control Board
SWRCB	California State Water Resources Control Board
TASAS	Traffic Accident Surveillance and Analysis System
TCIF	Trade Corridor Improvement Funds
TCM	Transportation Control Measure
TCWG	Transportation Conformity Working Group
tDDT	total DDT
TDF	traffic demand forecast
TDM	travel demand management
TDS	total dissolved solid
TE	Guidance for Transportation
TEA-21	Transportation Equity Act for the 21st Century
TEU	twenty-foot equivalent unit
TMC	Traffic Management Center
TMDL	total maximum daily load
TMP	traffic management plan
TOC	Traffic Operation Center
TPH	total petroleum hydrocarbon
TPH-d	total petroleum hydrocarbon-diesel
TRPH	total recoverable petroleum hydrocarbons
TSAR	TASAS Selective Accident Retrieval
TSCA	Toxic Substance Control Act
TSM	transportation systems management
TSS	total suspended solids
TTLC	total threshold limit concentration
TTS	Temporary Threshold Shift
TCWG	Transportation Conformity Working Group
UBC	Uniform Building Code
UCD	University of California, Davis
UP	Union Pacific
UPL	obligate upland species

UPRC	Union Pacific Resource Company
UPRR	Union Pacific Railroad
USA	Underground Service Alert
USACE	U.S. Army Corps of Engineers
USC	United States Code
USCG	U.S. Coast Guard
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	underground storage tank
V/C	volume to capacity
VCP	Voluntary Cleanup Property
VHF-FM	very high frequency-frequency modulation
VMT	vehicle miles traveled
VOC	volatile organic compound
VTIS	Vessel Traffic Information Service
WDR	waste discharge requirement
WMUDS/SWAT	Waste Management Unit Database System
WQC	water quality criteria
WQO	water quality objectives
WWECP	Wet Weather Erosion Control Plan
yd	yard(s)

UC DAVIS - CALTRANS AIR QUALITY PROJECT

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FINAL MEMORANDUM

September 8, 2008

TO: Mike Brady (Caltrans)

FROM: Doug Eisinger, Deb Niemeier (UC Davis-Caltrans Air Quality Project)
Deborah Bennett (UC Davis Department of Public Health Sciences)

SUBJECT: Brief Screening-Level Review of the Draft Health Risk Assessment (HRA) for the Schulyer-Heim Bridge Replacement and SR-47 Expressway Project (Heim Bridge)

This memo updates our June 24, 2008 memorandum that responded to your request that we provide a high level review of the June 2008 Draft HRA[1] for the Heim Bridge project. There are no substantive changes between the June 24, 2008 document and this document; this memo streamlines some of the text from the June memo and clarifies that this communication is a final work product.

We have scanned the draft report and identified any obvious questions or issues regarding: travel activity, emissions, concentrations, exposure, and risk. We also had some comments regarding mitigation, using "reasonable" vs. "worst-case" modeling assumptions, and differentiating this project from other projects. The expediency with which this review was requested prohibits detailed analysis, but we have identified some issues that we believe relate to future HRAs. We strongly encourage Caltrans/U.S. Federal Highway Administration to consider a formalized effort aimed at developing a systematic framework for conducting HRAs for transportation project-level analysis. As a matter of note, all page number references cited below are to the 44-page June 2008 Draft HRA.

[1] Draft Health Risk Assessment for the Schulyer-Heim Bridge Replacement and SR-47 Expressway Project. Prepared for Alameda Corridor Transportation Authority, Carson, CA. Prepared by Weston Solutions, Inc. June 2008.

Travel Activity

- The project description text should note the beginning and ending of the construction phase and the built year. We were unable to determine when the project became operational, but assumed it was in year 2015.

- The analysis segregated traffic activity into the four time periods currently used by SCAG to model the regional transportation plan (RTP): AM peak, midday activity, PM peak, and night activity (p. 11). This approach is reasonable. It is generally considered more optimal in terms of traffic level predictions to have a greater number of modeling time periods. The UCD-Caltrans mobile source air toxics (MSAT) methodology prepared in 2006 with multi-agency input recommended, at the minimum, travel estimation for at least the peak vs. off-peak periods.

- The level of travel activity is typically the most important variable in completing air quality related project assessments. In the main body of the report, details should be expanded to include activity assumptions for the no-build and build alternatives, including fleet mix (truck percentage), volumes, and speeds. This information would be especially valuable for the main routes directly affected by the project: for Alternative 1, illustrating how truck traffic would be diverted from SR-103 to SR-47 (as described on p. 25), and how, for Alternative 2, truck traffic would be diverted from the Alameda St. corridor to SR-103 (as described on p. 25). The report employs traffic projections "from the traffic study" (p. 11); however, the genesis of this traffic study is not clear. Did this traffic study document expected traffic shifts to/from adjacent facilities and any other affected facilities such as the 110 and 710 freeways? The report also notes that traffic volumes and average daily traffic were developed using information from the Ports and from SCAG (pp. 11-12). It appears that the project analysts used travel assumptions consistent with regional analysis, which would be appropriate; however, as noted above, further documentation is needed to understand where and how the various assumptions are employed in the analysis. The traffic study should be included in the material as an appendix.

- Page 20 of the report describes how "conservative traffic assumptions" were used to create the scenarios to be analyzed. Using a conservative approach would appear to be correct in concept; however, it is critical to document assumptions, and to clearly identify how each was conservative.

- Standard milestone years for project-level air quality analysis typically include a base year, the year of project completion, and the design year (usually defined as the project completion year plus 20 years). It is not a serious problem that this analysis used different years, however the analysis years neither match the standard air quality approach, nor do they align the 70-year exposure assessment period with the years the project is operational (some of the 70 years are before the project is built, some are after the project is built). It would seem more logical to have the 70-year window begin with the year of project completion, so that the entire risk analysis would reflect no-build vs. build conditions.

Emissions

- The emissions assessment includes assumed implementation of various control programs which are part of the Ports Clean Air Action Plan (CAAP) (p. 9). For example, one of the assumptions is that 100% of trucks entering the Port by January 1, 2012 will meet 2007 federal clean truck standards (p. 9). As a general practice, the U.S. EPA typically discounts the effectiveness of control programs for planning purposes, to account for unexpected implementation delays and problems, as well as enforcement issues and other factors that can lessen effectiveness. So, for example, EPA has sometimes assumed that control programs achieve only 80% of the emission reductions that would occur if the program was fully implemented as planned. Unless the CAAP's emission reductions are federally enforceable, it would be more in keeping with standard practice to discount the anticipated effectiveness of these controls, rather than assume 100% successful program implementation. The HRA should clearly identify which control strategies are included in the analysis, which strategies are enforceable compared to those that are merely planned, and what year they are expected to be implemented.

- Alternative 1 provides for grade separations, which would generally be expected improve traffic flow and reduce emissions (p. 7).

- Use of EMFAC2007 was appropriate. It appears that the study took vehicle deterioration into account when estimating LNG vehicle emissions (p. 10), and that conservative assumptions were made about the lack of LNG truck introduction after 2011 (p. 11). Further details would be helpful to document the methodology for LNG trucks consistent with EMFAC2007 (p. 10).

- It appears that the analysis used the 2006 UCD-Caltrans MSAT methodology, which is reasonable since that methodology was the only readily-available tool during 2007 when the analysis was likely completed. Future analyses (for other projects), should use the UCD-Caltrans CT-EMFAC model, the most recent version of which is dated May 2008, since it incorporates a more robust methodology to account for MSAT emissions.

- As mentioned later under both the Risk and Mitigation sections, there is confusion about what is meant by the "mitigation scenarios" explored for 2015. Further documentation on these is necessary to understand whether the emission factors chosen to represent the mitigation scenarios were different than the other scenarios (see pp. 13, 20).

- The main report text should clarify which gasoline and diesel-related compounds are covered by the health risk assessment. The MSATs listed in the main report are recognized as priority MSATs by the U.S. Environmental Protection Agency and are appropriate compounds for analysis. Material in an appendix seemed to indicate that, beyond diesel PM, several additional diesel-related compounds were evaluated; if this is the case, this should be made clear in the main body of the report.

Concentrations

- The spacing of the receptors seemed to be appropriate to capture near-road impacts since they were spaced at 50 m intervals close to the affected facilities (p. 16).

- Overall, the dispersion modeling approach appears reasonable based on the tools used and the information provided in the main body of the report.

Exposure

- The text states that maximum 1-hour concentrations were used for acute effects. For some compounds, the acute time frame uses a slightly longer time period. In general, HRAs should match the time period of exposure and health concern (e.g., for some pollutants, the reference dose should be compared to a maximum six or seven hour concentration). We did not check the time frames for the pollutants under consideration. The Hazard Index (HI) will only go down if longer time periods are used. The text should state the time-frames of interest for all the pollutants evaluated.

- The breathing rate needs to be confirmed. Using the parameters listed for the Gamma distribution in OEHHA's 2003 "Air Toxics Program Risk Assessment Guidelines"[2], along with Crystal Ball software, we derived an 80th percentile value of 393.9 L/kg-day. The guidelines list a high-end value of 393 L/kg-day, which matches the 80th percentile value we calculated. However, the analysis done in the report we are evaluating states that the 80th percentile value is 302 L/kg-day. This value should be revised upwards. The discrepancy may be that the 302 L/kg-d comes from an estimate of the adult breathing rate. The value presented for use by OEHHA (2003) assumes a 70-year exposure beginning in childhood, such that the higher breathing rates for children's early years are incorporated into the estimate for the entire lifetime. The OEHHA guidance value should be used.

- The OEHHA guidance also states, "The risk assessment guidelines require the use of the 95th percentile (i.e., high-end) breathing rate for all assessments of cancer risk by the inhalation route in Tier-1 risk assessments in order to avoid underestimating risk to the public, including children." The potential discrepancy between the listed "high-end" value in the report, which appears to be the 80th percentile, and the OEHHA guidance, should be resolved by following OEHHA guidance.

- The breathing rates for the workers should also be confirmed once the residential breathing rate has been established.

- The concentrations do not consider potentially lower indoor air concentrations for some of the particle bound species. By not including this factor, the concentrations are more conservative than they need to be. However, given the temperate climate in the Long Beach area, doors and windows may be open a considerable fraction of time, in which case the conservative approach is appropriate.

[2] See: http://www.oehha.org/air/hot_spots/pdf/HRAfinalnoapp.pdf.

Risk

- (*see also first bullet comment below under Mitigation*) The text on pages 20 and 23 is confusing – it seems to imply that, in addition to the build vs. no-build scenarios, there were other sensitivity analyses done for year 2015. However, the text on p. 24 notes that these sensitivity analyses were simply build vs. no-build comparisons. The final document should clarify the analyses discussed.

- The modeling time period was 2003 to 2072, which is said to be "for purposes of CEQA comparison." The baseline assumes no project construction, and the project scenarios assume project emissions from the year 2015 onward (page 13). The linear extrapolation is from 2003 to 2015, and from 2015 to 2030. It is not made clear if the HRA assumed a "baseline" version of 2015 for the first averaging period, and a "project" version of 2015 for the second averaging period. As we state elsewhere, it was also not clear which control programs (mitigation) were assumed to be operative in the no-build and build scenarios. Also, as stated above, a broader concern is that, ideally, we would want to make risk comparisons beginning at the time period the project was completed, and extending for 70 years from that time point.

- There are two issues with the presentation of the HI results. First: South Coast Air Quality Management District (SCAQMD) guidance[3] does indicate that the standards for a project are increases in the HI of less than 1.0. Also necessary to determine, however, is if the project pushes the exposed population from below 1.0 to above 1.0. Second: from the report, we cannot determine the value of the ultimate HI. A look through the appendices does not clear up the issue either as it is not clear if the values presented are the HI considering all sources of exposure, or just the difference between the baseline and the project scenarios.

- The report notes that the results show "substantial regional benefits that reduce risk in the majority of the study area" (p. 34). The figures shown, however, only highlight the geographic areas where risk decreases and increases, thus it is hard to see (quantitatively) what the population-weighted risk impacts are. This information needs to be documented better.

- The actual risk values should be stated in a clear and visible manner in the main body of the report, preferably in the executive summary. Without reading Table 3.1, it is possible to have the impression that the exposed population meets all regulatory guidelines in the no-build situation. In fact, their no-build risk is already above 1×10^{-4}, the level at which action should be taken in most regulatory guidelines. While it is true that this proposed project comes very close to meeting the guidelines for the allowed increase of less than 10 in a million, this increase should be placed in context of the existing, no-build risk conditions.

[3] See: http://www.aqmd.gov/CEQA/handbook/signthres.pdf.

- The discussion (beginning p. 34) identifies factors that could contribute to over-estimating the risk impacts. Some points merit further discussion. The first bullet statement notes that actual goods movement activity may be less than what is forecasted, thus reducing activity and risk. Presumably, the premise for the entire project is the need to satisfy future goods movement demand – if that demand has been over-predicted, then the basis for the entire project is in question. We recommend removing the bullet. The second bullet statement on page 34 includes helpful comments about the fact that future controls may be implemented that are not yet credited; however, as discussed under the "Emissions" section, it would be more appropriate to discount the assumed effectiveness of the Ports CAAP.

- The risk discussion would benefit by including information describing the conservative nature of the risk assessment process, including, for example, the approach used to establish unit risk factors and the analytical process of assuming 70-year exposures regardless of the low probability of individuals remaining in one location for 70 years. That would help provide the general public with some context to understand how to interpret the risk results.

- The individual pollutants and the exposure pathways used to complete the analysis should be stated in the main body of the report. Currently, some of this is documented in an appendix, and some is mentioned in the text, but it is difficult to identify. Our assumption is that the modeled risk is largely a function of diesel PM exposure via inhalation. It would be helpful, especially to inform how to structure future HRAs, to break down the attribution of risk by pollutant, and by exposure route. If, as expected, virtually all of the health risk is due to diesel PM, and by inhalation, documenting these results would help encourage streamlining future HRAs to eliminate analytical work with little informational value.

Mitigation

- (*See also the first bullet point above under Risk*) There is a discussion under Section 2.3 (Risk Assessment Approach, p. 20) which refers to a year 2015 "mitigation scenario." It is not clear what this means. It appears that year 2015 risks were estimated for the purpose of identifying homes impacted, and to help identify homes that would be candidates for mitigation (as described later on p. 35). Is this correct? How does this information compare to the risk information presented in Table 3-1? Also, the page 20 text creates some confusion about the assumptions for all of the no-build vs. build analyses. Page 20 states that year 2015 analyses were based on known emission reduction strategies as the basis for mitigation. It was not clear whether all the build scenarios were modeled with the known emission reduction strategies, or just the ones for the 2015 analysis. The text on p. 20 implies that the mitigation was used only for 2015, but on page 9, it said the Ports CAAP was assumed for both 2015 and 2030. Was there some mitigation other than the Ports CAAP also assumed for 2015? Also, the text on page 35 refers to the sensitivity analysis results in Figure 4-1; that figure is not included.

- The mitigation discussion (p. 35) describes approximately 12 homes as meriting mitigation, and expanding that pool of homes to 100 to 200 to provide a safety buffer and ensure anonymity of the impacted receptors. The justification seems understandable, but the

impact – raising the number of sites to be mitigated by a factor of about 10 to 15 – seems overly high. Given the conservative nature of risk assessments (see comment under Risk above), margins of safety are already built into the analysis. The need for mitigation, and the geographic coverage for such mitigation, should be further examined.

- The choice of mitigation (p. 36) requires further discussion and documentation. HVAC system effectiveness can be easily defeated simply by opening windows or doors. The socio-economic status of these residents also needs to be considered as they are likely to minimize HVAC use if operational cost is prohibitive. For HVAC improvements to be an effective mitigation, some consideration needs to be given to ensuring that adequate resources are available to pay for ongoing HVAC system maintenance as well as the monthly bills that would be incurred due to HVAC operation. If, however, HVAC system improvements need only be effective for a small fraction of the year to reduce risk below the target level, that information should be described. Alternatively, other mitigation could be examined if the HVAC systems prove impractical. For example, there is some literature that shows that tree screens (particular species of trees) have successfully reduced ambient PM levels. If tree-planting is a practical solution for the affected sites, that option could be explored as well.

Minor / Miscellaneous Issues

- Page 5 of the report describes Alternative 1 as replacing the existing bridge with a "slightly wider" new bridge – we assumed that the new structure did not increase capacity by adding travel lanes, since the text focused on the addition of standard shoulders. If that is not the case, the text should be clarified.

Broader HRA Discussion Points

1. Differentiating Project Types: Which Projects Merit Assessment?

Separate from the Heim Bridge project assessment, you have asked us for thoughts concerning which types of projects might be more appropriate for HRAs. Since there is no regulatory requirement to prepare an HRA for transportation projects, there are no uniform procedures for completing such assessments, for interpreting the results obtained, or for communicating the findings to the public in a meaningful way. In the Heim Bridge analysis, this has resulted in, for example, confusing analysis years, lack of understandable travel activity and modeling assumptions, and other issues as discussed above. We highly recommend that Caltrans consider implementing a study in which a small number of project-level HRAs are completed by a qualified team, using different analytical approaches for each of the analyses. The various approaches and results can then be compared and assessed as to their explanatory value, as well as the time and cost involved with their preparation. We believe that this process will also help to establish the outlines of a broader HRA analysis framework for transportation projects that can be used to gather multi-agency input, and to gain consensus from other regional, state and federal partner agencies on the need for these studies and the usefulness of different HRA options.

Diesel PM is the risk driver in the Heim Bridge case (p. 36) as well as in other California communities (e.g., see findings from the MATES-II and III studies). Accordingly, one option for selecting candidate projects for HRA pilot studies is to examine project situations involving an unusually high percentage of diesel traffic. Also, given the literature on near-road pollutant concentrations, study candidates could include cases where there are residential areas and schools in close proximity (e.g., within 100 m) to a project. For example, projects facilitating increased goods movement through ports, where environmental justice and community concerns are high, would be good candidates to explore how to implement HRAs and to pilot test what risk information is of most value to assist public involvement in the project selection process.

2. Worst-Case vs. Real-World Analyses

Independent of the Heim Bridge project, you also asked for thoughts concerning how to estimate risk when completing HRAs; in particular, you asked whether such assessments should focus on using worst-case or real-world assumptions. OEHHA guidance[4] for hot-spot analyses recommends using a tiered approach to risk assessment, and such an approach might be applicable for transportation projects as well. In concept, tiered analyses begin by using conservative assumptions to facilitate screening assessments; if a project passes a simplified conservative screening test, the analysis is complete. Projects that fail an initial screening test can move to the next tier of analysis, which can involve replacing default screening assumptions with site-specific conservative information. Projects failing second tier review then move to more detailed assessment involving distributions for input data. A tiered approach would be consistent with other project-level analysis protocols, such as the carbon monoxide protocol developed for Caltrans by UC Davis.

In addition, HRAs could also consider presenting population-weighted risk impacts as well as site-specific impacts. OEHHA guidance, for example, recommends that hot-spot analyses assess population risk. A population risk analysis often includes two approaches. One approach involves estimating total cancer burden across the population – in other words, the increased number of excess cancers that are forecasted to occur across the population as a whole. A second approach involves estimating cancer risk by specifying the size of population at a given level of risk. From a more practical standpoint, this can be done as the number of people exposed to concentrations that result in excess cancer risks of less than 1 per million, 1-10 per million, 11-20 per million, and so on. The first approach details total risk. The second approach allows for greater resolution – enabling analysts to understand whether the absolute number of excess cancers is derived from a small pool of highly exposed individuals, or a large pool of people exposed to relatively lower concentrations and risk. In addition, OEHHA recommends presenting two sets of risk values: one set using conservative, high-end exposure assumptions (e.g., 80^{th} or 95^{th} percentile values for exposure), and a second set using average exposure factors.

In summary, a general approach for completing HRAs might include steps such as the following:

- As a first-tier screening approach, calculate increased risk using high-end, conservative values (higher concentrations and longer exposure periods). Present the actual risk

[4] (See OEHHA guidance available at footnote 2 Internet address.)

numbers in addition to the change in risk. Determine whether there are homes/receptors exceeding incremental additional risk criteria. If there are, then:

- As a second-tier approach, reassess increased risk for the affected receptors using site specific conservative values, rather than general conservative values.
- For context, reassess the increased risk for the affected receptors using typical values, rather than conservative values.
- Once this suite of information is available, project sponsors can then evaluate whether mitigation is warranted, or whether further analytical work is needed. If they do not feel they can move forward on the project with the results obtained, they might conduct additional analysis; for example:
    - Present the overall population-based impact of the project by summing the change in risks over the population, especially if risk is reduced for a significant portion of the population.
    - Conduct an uncertainty analysis to provide the likely range of expected impacts, rather than just point estimates. The HARP[5] tool, for example, has an option for Monte Carlo simulation that could assist with such analyses.

In closing, in our judgment, we believe it is premature to define a specific HRA analytical approach for transportation projects. Since relatively little work has been done to establish uniform transportation project-level HRA procedures, we do not believe the Heim Bridge approach should be used as a template for future analyses. Instead, we believe a better technical approach would be to complete several HRAs, compare them, and then assess their relative merits. Comparisons of pilot results will provide insight on whether HRA analyses should be completed, what project types they should apply to, and how to structure them assuming they are valuable.

Reference

California Office of Environmental Health Hazard Assessment (OEHHA) (2003) *Air Toxics Hot Spots Program Risk Assessment Guidelines. The Air Toxic Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments.* August. Available via: http://www.oehha.org/air/hot_spots/pdf/HRAfinalnoapp.pdf.

[5] See: http://www.arb.ca.gov/toxics/harp/harp.htm.

U.S. DEPARTMENT OF TRANSPORTATION
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May 6, 2009

IN REPLY REFER TO
HDA-CA
EA # 07-23850
Document # P59095

Doug Failing, District Director
California Department of Transportation
District 7
100 South Main Street, Suite 100
Los Angeles, CA 90012-3606

Attention: Andrew Yoon, Senior Transportation Engineer

Dear Mr. Yoon:

SUBJECT: Project-Level Conformity Redetermination for the SR-47 Expressway: Schuyler Heim Bridge Replacement Project

On April 29, 2009, the California Department of Transportation (Caltrans) submitted to the Federal Highway Administration (FHWA) a request for the project-level conformity redetermination for the State Route 47 Expressway: Schuyler Heim Bridge Replacement Project pursuant to 23 U.S.C. 327(a)(2)(B)(ii)(1). The project is in an area that is designated nonattainment or maintenance for ozone, course particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), carbon monoxide (CO), and nitrogen dioxide (NO_2).

FHWA originally issued a project-level conformity determination for this project on January 21, 2009. Since then, the PM_{10} hot-spot analysis has been updated in accordance with the FHWA and Environmental Protection Agency (EPA) guidance, *The Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas* (March 29, 2006).

The project-level conformity analysis submitted by Caltrans indicates that the project-level transportation conformity requirements of 40 C.F.R. Part 93 have been met. The project is included in the Southern California Association of Government's (SCAG) currently conforming *2008 Regional Transportation Plan (RTP),* and the *2008 Regional Transportation Improvement Program (RTIP).* The current conformity determinations for the RTP and RTIP were approved by FHWA and the Federal Transit Administration (FTA) on January 14, 2009. The design concept and scope of the preferred alternative have not changed significantly from those assumed in the regional emissions analysis.

Based on the information provided, FHWA finds that the Conformity Determination for the State Route 47 Expressway: Schuyler Heim Bridge Replacement Project conforms to the State Implementation Plan (SIP) in accordance with 40 C.F.R. Part 93.

If you have any questions pertaining to this conformity finding, please contact Aimee Kratovil, FHWA Air Quality Specialist, at (916) 498-5866.

Sincerely,

/s/ Aimee Kratovil

For
Walter C. Waidelich, Jr.
Division Administrator

cc: (email)
Brett Gainer, FHWA
Steve Luxenberg, FHWA
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Ron Kosinski, Caltrans
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