

Gerald Desmond Bridge Replacement Project

Final EIR/EA



Port of
LONG BEACH
The Green Port



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CEQA/NEPA Process



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- Proposal to replace existing Gerald Desmond Bridge with new cable-stayed bridge
- Port prepared environmental impact report (EIR) under California Environmental Quality Act (CEQA)
- California Department of Transportation (Caltrans) reviews project on behalf of the Federal Highway Administration (FHWA) and prepared an environmental assessment (EA) under the National Environmental Policy Act (NEPA)

Gerald Desmond Bridge

- Existing Conditions

- Steel tied-arch truss bridge
- Completed in 1968
- Seismically deficient
- 156 feet above channel
- 5.5 to 6 percent grade
- Four through-traffic lanes
- No shoulders
- Concrete deterioration (falling chunks)



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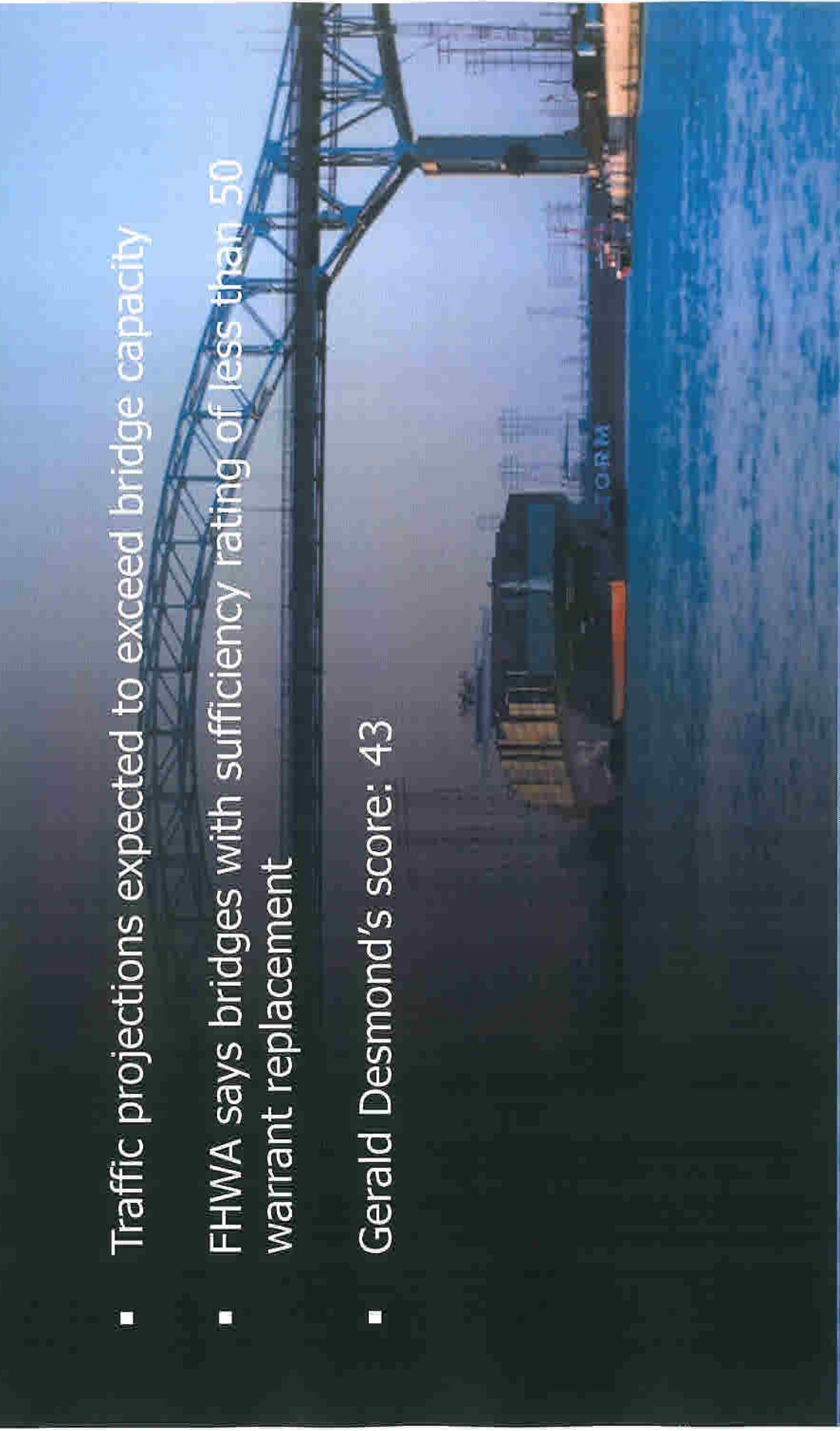


Gerald Desmond Bridge

- Existing Conditions Cont.



- Traffic projections expected to exceed bridge capacity
- FHWA says bridges with sufficiency rating of less than 50 warrant replacement
- Gerald Desmond's score: 43



Proposed Project Objectives



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- Provide a bridge that is structurally sound and seismically resistant
- Reduce approach grade to bridge
- Handle current and future car and truck traffic
- Provide vertical clearance for larger marine vessels

Project Alternatives



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- Four alternatives were evaluated
 - North-side alignment
 - South-side alignment
 - Rehabilitation
 - No project alternative

- North-side alignment deemed the most feasible alternative



Proposed Project

(North-side Alignment Alternative)



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- Signature cable-stayed bridge designed to last 100 years
- 140 feet north of existing bridge
- 200 feet above Back Channel

Proposed Project

(North-side Alignment Alternative)



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- Three 12-foot-wide travel lanes each direction
- 10-foot to 12-foot-wide inside and outside shoulders
- 5 percent grades
- Reconstruction of horseshoe interchange ramp connectors
- Reconstruction of State Route 710 connectors
- Relocation of electrical lines across Cerritos Channel

Proposed Project

(North-side Alignment Alternative)



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Potential construction/operational impacts

- Air quality
- Climate change
- Transportation and circulation

Proposed Project

(North-side Alignment Alternative)



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Construction/ operational environmental measures

- Street intersection improvements
- Ultra low-sulfur fuels
- Cleaner construction equipment (Tier 3/Tier 4)

Proposed Project

(North-side Alignment Alternative)



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Construction/ operational environmental measures (cont.)

- Artificial nest boxes (peregrine falcons)
- Nesting management & monitoring program (peregrine falcons)
- Placement of roosting boxes (bats)
- Roosting management & monitoring program (bats)
- Nesting management (double-crested cormorants)

Proposed Project

(North-side Alignment Alternative)



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Project Benefits

- Provides a structurally sound and seismically resistant bridge
- Improves traffic flow and capacity to accommodate Port-related and regional traffic through 2030
- Provides new jobs during construction of the project
- Enhances current and future navigational safety
- Enhances current and future vehicular safety

Proposed Project

(North-side Alignment Alternative)



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Mitigation Grant Programs

- Schools & Related Sites Program
 - \$1 Million
- Healthcare & Senior Facilities Program
 - \$1 Million
- Greenhouse Gas Reduction Program
 - \$400,000

Comments Received



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- Strong support for project
- Request for bicycle access
- Air quality analysis
- Measures to lessen environmental impacts
- Noise impacts
- Traffic impacts
- Lead-based paint

FEIR/EA includes response to all comments

FEIR/EA distributed July 28, 2010

Next Steps

Adopt resolution

- Certify the final EIR
- Make certain findings
- Adopt Statement of Overriding Considerations
- Adopt Mitigation Monitoring and Reporting Plan
- Approve project
- Adopt Application Summary Report
- Issue Level III Harbor Development Permit



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