VINCENT THOMAS BRIDGE

FACT SHEET

Spring 2024

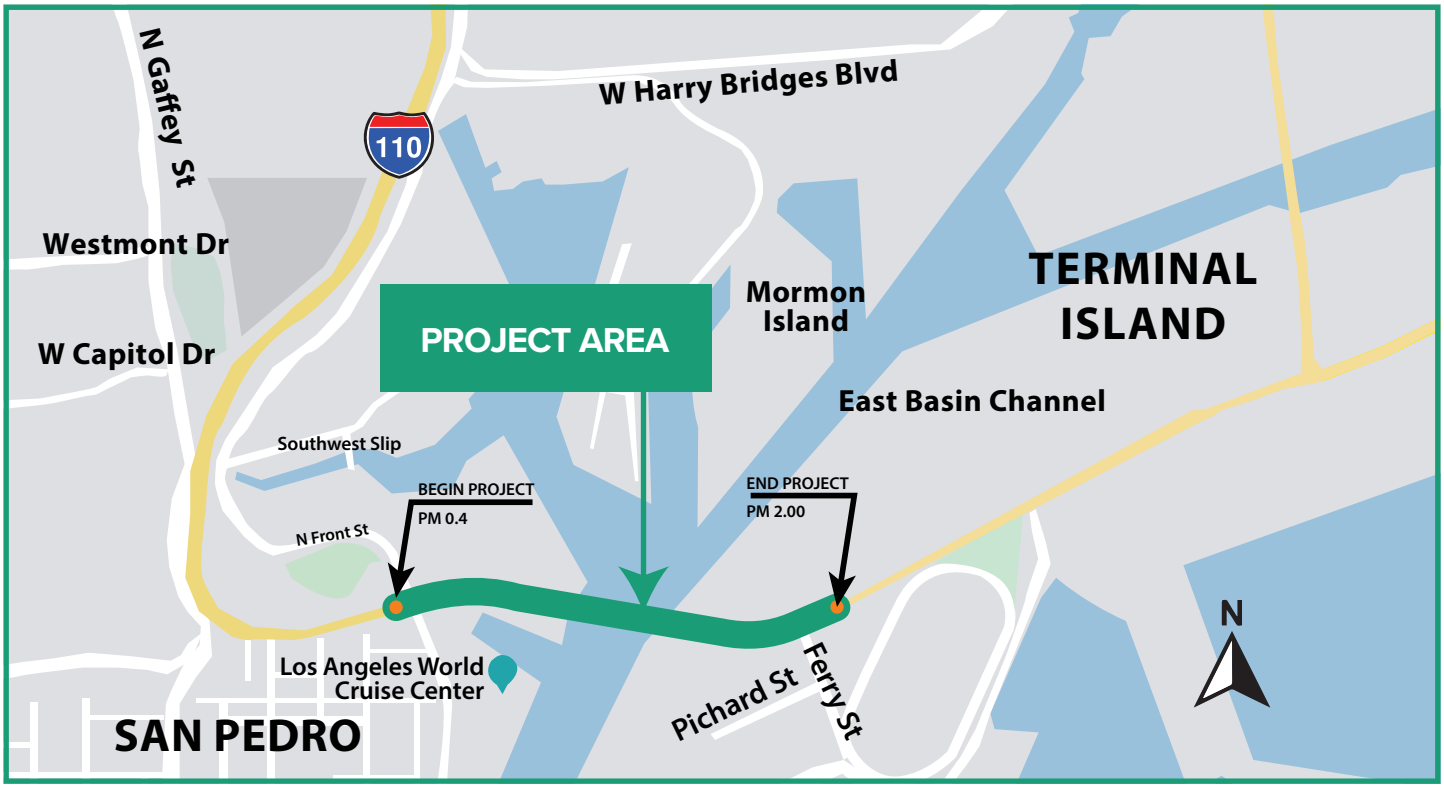
OVERVIEW

Vincent Thomas Bridge (VTB) on State Route 47 (SR 47) has been in service for 60 years. Although the bridge is structurally sound, the bridge deck is rapidly deteriorating. This is due to concrete fatigue caused by heavy traffic loading, as well as environmental deterioration due to age and the marine environment. Caltrans is proposing the VTB Deck Replacement Project to replace the entire bridge deck and seismic sensors of the bridge to preserve the functionality and structural integrity of the Vincent Thomas Bridge deck and to enhance the bridge's overall safety.

BUILD ALTERNATIVE

This alternative would replace the entire bridge deck and seismic sensors and upgrade median barriers, fencing and railings. Construction staging options are included with the Build Alternative.

PROJECT LOCATION



ENVIRONMENTAL PHASE

Caltrans is the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead agency. The Environmental Document is an Environmental Impact Report (EIR) / Environmental Assessment (EA). The project is in the environmental phase, which includes the formal scoping process (completed summer 2023) and the technical studies (completed early 2024). The public will have an opportunity to comment on the Draft Environmental Document during the 90-day public circulation.

More Information

dot.ca.gov/caltrans-near-me/district-7

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CONSTRUCTION STAGING

Due to its location, type of structure, and physical and environmental constraints, construction staging options are of vital importance to minimizing community impacts and port operational impacts and achieving the construction completion deadlines required by the funding of the project.

The following **preliminary** construction staging options are being evaluated:

- **Single-stage construction:** full closure may last 16 to 41 months with detours and 24/7 work. The difference in construction timelines depends on the deck type chosen. Orthotropic and pre-cast deck types would lead to a construction timeline of approximately 16 months. A cast-in-place deck type would lead to a construction timeline of approximately 41 months.
- **Two-stage construction:** partial closure with one lane open in each direction for each stage. The work would require the installation of a temporary support/bracing system, potentially reduced speeds due to narrowed lanes, and multiple weekend (55-hour) full closures and overnight full closures of the bridge. Construction would last approximately 25 months.
- **Three-stage construction:** partial closure with one lane open in each direction and would require installation of a temporary support/bracing system. One lane would be open in each direction for each stage, and multiple weekend (55-hour) full bridge closures and full overnight bridge closures would be required. Construction would last approximately 32 months.
- **Nighttime bridge closure:** the bridge would be fully open during daytime traffic hours (6 a.m. - 7 p.m.). The work would require the installation of a temporary support/bracing system and full closures of the bridge every night (7 p.m. - 6 a.m.). Construction would last approximately 48 months.

During construction, the anticipated detour routes will direct traffic to and from Terminal Island via the Commodore Schuyler F. Heim Bridge (SR 47) from the north and the Gerald Desmond Bridge (I-710) from the east. These detour routes potentially include Sepulveda Boulevard, West Harry Bridges Boulevard, Alameda Street, Pacific Coast Highway (SR 1), Henry Ford Avenue (SR 47), and Terminal Island Freeway (SR 103). Official detour routes will be selected during the project's approval phase.

SCHEDULE

FEEDBACK

We welcome your feedback and want to hear from you. Please visit the project website at virtualeventroom.com/caltrans/vtb/ to submit a feedback form.

General Project Contact Information

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