

CALIFORNIA COASTAL COMMISSION

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Filed:	1/29/2015
180th Day:	7/28/2015
270 th Day:	10/26/2015
Staff:	S. Vaughn-LB
Staff Report:	7/23/2015
Hearing Date:	8/13/2015

STAFF REPORT: CONSENT CALENDAR

Application No.: 5-15-0138

Applicant: City of Huntington Beach, Jonathan Claudio, P.E., Senior Engineer

Agent: Erinn Peterson, Senior Environmental Planner, GPA Consulting

Location: Brookhurst Street Bridge (Bridge No. 55C-0096), over Talbert Channel northeast of Pacific Coast Highway, City of Huntington Beach, Orange County

Project Description: Bridge maintenance and repairs including: removal and replacement of the concrete barrier and chain-link railing on both side of the bridge, removal of unsound concrete and patch concrete at bridge bents and columns, and removal and replacement of the asphalt concrete (AC) overlay.

Staff Recommendation: Approval with conditions

SUMMARY OF STAFF RECOMMENDATION

The Brookhurst Street Bridge is located approximately 500' northeast of Pacific Coast Highway, over the Talbert Channel, adjacent to the Huntington Beach Wetlands. The project involves bridge repair and maintenance as described in the project description.

As part of the bridge repair and maintenance, the applicant proposes to remove the three-foot tall chain-linked fencing that sits atop 2'-3" tall concrete barriers on both sides of the bridge (total height is 5'-3" from the top of the side walk and 6' from the top of the bridge deck) and replace it with an open rail system that sits lower than the existing fence. The proposed rail system includes wildlife

diversion poles (a.k.a Sebastian Poles) (**EXHIBIT 2**), which will be erected every ten feet along both sides of the bridge and are intended to direct inflight birds over vehicle traffic, thereby preventing/mitigating vehicular bird strikes. The diversion poles are being required by U.S. Department of Fish and Wildlife Service (FWS) as a means to protect federally threatened and endangered bird species known to be present within the wetlands system that flanks both sides of the bridge. The new wildlife diversion poles will be no taller than the 6' tall chain link fence being removed. Furthermore, the new poles will be more visually open compared with the existing fence to be removed, which has a top pole and chain link webbing between the fence posts which obscure views.

Commission staff recommends **approval** of Coastal Development permit application 5-15-0138, with **eight (8)** special conditions regarding: **1) Revised Final Plans; 2) Resource Agencies; 3) Avoidance of Sensitive Species; 4) Pre- and Post-Construction Eelgrass Survey(s); 5) Pre-Construction *Caulerpa taxifolia* Survey; 6) Construction Responsibilities and Debris Removal; 7) Construction Access and Staging Plans; and 8) Assumption of Risk, Waiver of Liability and Indemnity Agreement Applicable to Applicant.** The special conditions are necessary to ensure that rare and protected species in the area and coastal resources are protected and that the applicant is aware of and assumes the risks associated with the proposed development.

The bridge is located within the City of Huntington Beach, which has a certified Local Coastal Program. However, the project contains development occurring over coastal waters, which is within an area of the Commission's retained permit jurisdiction, and development located in the City's jurisdiction. The applicant has exercised the consolidated permit provisions in Section 30601.3 of the Coastal Act, which allows the Commission to process a coastal development permit for development located in both its jurisdiction and the City's jurisdiction. In such cases, the standard of review is Chapter 3 of the Coastal Act. Nonetheless, the City's certified Local Coastal Program may be used as guidance.

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APPENDICES

[Appendix A - Substantive File Documents](#)

EXHIBITS

Exhibit 1 – Vicinity Map

Exhibit 2 – Fence Design with Sebastian Poles/Wildlife Diversion Poles

Exhibit 3 – Project Plans

I. MOTION AND RESOLUTION

Motion:

*I move that the Commission **approve** the coastal development permit applications included on the consent calendar in accordance with the staff recommendations.*

Staff recommends a **YES** vote. Passage of this motion will result in approval of all of the permits included on the consent calendar. The motion passes only by affirmative vote of a majority of the Commissioners present.

Resolution:

The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. STANDARD CONDITIONS:

This permit is granted subject to the following standard conditions:

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. **Interpretation.** Any questions of intent of interpretation of any condition will be resolved by the Executive Director or the Commission.
4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. SPECIAL CONDITIONS:

This permit is granted subject to the following special conditions:

1. **Revised Project Plans.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and approval of the Executive Director, two (2) sets of revised project plans. The revised project plans shall be in substantial conformance with the plans submitted on January 29, 2015, except for the wildlife diversion poles, which shall not exceed a height of 6 feet from the top of the bridge deck.

The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this Coastal Development Permit unless the Executive Director determines that no amendment is legally required.

2. **Resource Agencies.** The permittee shall comply with all requirements, requests and mitigation measures from the California Department of Fish and Wildlife, California Department of Transportation, Regional Water Quality Control Board, United States Army Corps of Engineers, and the United States Fish and Wildlife Service with respect to preservation and protection of water quality and the marine and terrestrial environment. Any change in the approved project that may be required by the above-stated agencies shall be submitted to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.

3. **Avoidance of Sensitive Species**

- A. **Nesting Birds.** Prior to commencement of any demolition or construction activities between February 15 through August 31, a qualified biologist shall conduct a breeding behavior and nesting survey for birds protected by the United States Fish and Wildlife Service, California Department of Fish and Wildlife, the Migratory Bird Treaty Act and California species of special concern within 300' of the project site (500' for raptors and owls). If any occupied nests of any sensitive species are discovered, construction activities within 300' of the nest (500' for raptors and owls) shall be monitored to ensure that construction noise levels do not exceed 85 dB peak within 300' of the nest until the nest is vacated and juveniles have fledged and there is no longer evidence of a second attempt at nesting. The applicant shall implement a larger buffer if the biologist recommends a larger buffer from the nest area.
- B. **Sensitive Species Monitoring.** Prior to undertaking any development including, but not limited to, demolition, construction, grading or excavation, a qualified biologist shall survey the project site to determine whether sensitive bird species, including but not limited to Belding's savannah sparrow, western snowy plover, brown pelican, light-footed clapper rail, black skimmer and/or California least tern, are present within 100' of the project site, and whether sensitive plant species, including but not limited to wooly seablite, estuary seablite, Leopold's rush and/or southern tarplant are located within 25' of the project site. Any identified species shall be flagged for avoidance.

- C. An appropriately trained biologist shall monitor the proposed development for disturbance to sensitive species or habitat area. At minimum, monitoring shall occur once a week during any week in which construction occurs. Daily monitoring shall occur during development which could significantly impact biological resources such as construction that could result in disturbances to sensitive species. Based on field observations, the biologist shall advise the applicant regarding methods to avoid significant impacts which could occur to sensitive species or habitat areas.
- D. If, prior to construction, the biologist identifies impacts to southern tarplant which cannot be avoided, a final seeding and salvage plan shall be submitted for the review and approval of the Executive Director. The seeding and salvage plan shall include a plan identifying the location of southern tarplant, the required width necessary for construction access and measures for reseeding or salvage.

4. Pre-and Post-Construction Eelgrass Survey(s)

- A. Pre-Construction Eelgrass Survey. A valid pre-construction eelgrass (*Zostera marina*) survey shall be completed during the period of active growth of eelgrass (typically March through October). The pre- construction survey shall be completed within 60 days before the start of construction. The survey shall be prepared in full compliance with the “California Eelgrass Mitigation Policy and Implementing Guidelines” dated October 2014 (see http://www.westcoast.fisheries.noaa.gov/habitat/habitat_types/seagrass_info/california_eelgrass.html) adopted by the National Marine Fisheries Service (except as modified by this special condition) and shall be prepared in consultation with the California Department of Fish and Wildlife. The applicant shall submit the eelgrass survey for the review and approval of the Executive Director within five (5) business days of completion of each eelgrass survey and in any event no later than fifteen (15) business days prior to commencement of any development. If the eelgrass survey identifies any eelgrass within the project area which would be impacted by the proposed project, the development shall require an amendment to this permit from the Coastal Commission or a new coastal development permit.
- B. Post Construction Eelgrass Survey. If any eelgrass is identified in the project area by the survey required in subsection A of this condition above, within 30 days of completion of construction, or within the first 30 days of the next active growth period following completion of construction that occurs outside of the active growth period, the applicant shall survey the project site to determine if any eelgrass was adversely impacted. The survey shall be prepared in full compliance with the “California Eelgrass Mitigation Policy and Implementing Guidelines” dated October 2014 (see http://www.westcoast.fisheries.noaa.gov/habitat/habitat_types/seagrass_info/california_eelgrass.html) (except as modified by this special condition) adopted by the National Marine Fisheries Service and shall be prepared in consultation with the California Department of Fish and Wildlife. The applicant shall submit the post-construction eelgrass survey for the review and approval of the Executive Director within thirty (30) days after completion of the survey. If any eelgrass has been impacted, the applicant shall replace the impacted eelgrass at a minimum 1.2:1 (mitigation:impact) ratio on-site, or at another location, in accordance with the California Eelgrass Mitigation Policy and Implementing Guidelines. Based on past performance of eelgrass mitigation efforts in this area, in order to achieve this minimum, an

initial planting ratio of 1.38:1 is recommended. All impacts to eelgrass habitat shall be mitigated at a minimum ratio of 1.2:1 (mitigation: impact). Any exceptions to the required 1.2:1 mitigation ratio found within the California Eelgrass Mitigation Policy and Implementing Guidelines shall not apply. Implementation of mitigation shall require an amendment to this permit or a new coastal development permit unless the Executive Director determines that no amendment or new permit is required.

5. Pre-Construction *Caulerpa taxifolia* Survey

- A. Not earlier than 90 days nor later than 30 days prior to commencement or re-commencement of any development authorized under this coastal development permit (the “project”), the applicant shall undertake a survey of the project area and a buffer area at least 10 meters beyond the project area to determine the presence of the invasive alga *Caulerpa taxifolia*. The survey shall include a visual examination of the substrate.
- B. The survey protocol shall be prepared in consultation with the Regional Water Quality Control Board, the California Department of Fish and Wildlife, and the National Marine Fisheries Service (see http://www.westcoast.fisheries.noaa.gov/habitat/habitat_types/seagrass_info/caulerpa_taxifolia.html).
- C. Within five (5) business days of completion of the survey, the applicant shall submit the survey:
 - 1. for the review and approval of the Executive Director; and
 - 2. to the Surveillance Subcommittee to the Southern California Caulerpa Action Team (SCCAT). The SCCAT Surveillance Subcommittee may be contacted through William Paznokas, California Department of Fish & Wildlife ([858-467-4218](tel:858-467-4218)/William.Paznokas@wildlife.ca.gov) or Bryant Chesney, National Marine Fisheries Service ([562-980-4037](tel:562-980-4037)/Bryant.Chesney@noaa.gov), or their successors.
- D. If *Caulerpa taxifolia* is found within the project or buffer areas, the applicant shall not proceed with the project until 1) the applicant provides evidence to the Executive Director that all *C. taxifolia* discovered within the project and/or buffer area has been eliminated in a manner that complies with all applicable governmental approval requirements, including but not limited to those of the California Coastal Act, or 2) the applicant has revised the project to avoid any contact with *C. taxifolia*. No revisions to the project shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

6. Construction Responsibilities and Debris Removal. The permittee shall comply with the following construction related requirements:

- A. No demolition or construction materials, equipment, debris, or waste shall be placed or stored where it may enter sensitive habitat, receiving waters or a storm drain, or be subject to wave, wind, rain or tidal erosion and dispersion.

- B. Any and all debris resulting from demolition or construction activities, and any remaining construction material, shall be removed from the project site within 24 hours of completion of the project.
- C. Demolition or construction debris and sediment shall be removed from work areas each day that demolition or construction occurs to prevent the accumulation of sediment and other debris that may be discharged into coastal waters.
- D. Machinery or construction materials not essential for project improvements will not be allowed at any time in the intertidal zone
- E. If turbid conditions are generated during construction a silt curtain will be utilized to control turbidity.
- F. Floating booms will be used to contain debris discharged into coastal waters and any debris discharged will be removed as soon as possible but no later than the end of each day.
- G. Non buoyant debris discharged into coastal waters will be recovered by divers as soon as possible after loss.
- H. All trash and debris shall be disposed in the proper trash and recycling receptacles at the end of every construction day.
- I. The applicant shall provide adequate disposal facilities for solid waste, including excess concrete, produced during demolition or construction.
- J. Debris shall be disposed of at a legal disposal site or recycled at a recycling facility. If the disposal site is located in the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place unless the Executive Director determines that no amendment or new permit is legally required.
- K. All stock piles and construction materials shall be covered, enclosed on all sides, shall be located as far away as possible from drain inlets and any waterway, and shall not be stored in contact with the soil.
- L. Machinery and equipment shall be maintained and washed in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems.
- M. The discharge of any hazardous materials into any receiving waters shall be prohibited.
- N. Spill prevention and control measures shall be implemented to ensure the proper handling and storage of petroleum products and other construction materials. Measures shall include a designated fueling and vehicle maintenance area with appropriate berms and protection to prevent any spillage of gasoline or related petroleum products or contact with runoff. The area shall be located as far away from the receiving waters and storm drain inlets as possible.
- O. Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) designed to prevent spillage and/or runoff of demolition or construction-related materials, and to contain sediment or contaminants associated with demolition or construction activity, shall be implemented prior to the on-set of such activity.

P. All BMPs shall be maintained in a functional condition throughout the duration of construction activity.

7. Construction Access and Staging Plans. PRIOR TO COMMENCEMENT OF CONSTRUCTION, the permittee shall submit a plan for the review and approval of the Executive Director which indicates that the construction staging area(s) and construction corridor(s)/access will avoid impacts to public access or sensitive habitat areas, except as specifically authorized in this coastal development permit:

A. The plan shall demonstrate that:

1. Construction equipment or activity shall not occur outside the staging area and construction corridor identified on the site plan required by this condition.
2. Staging or storage areas shall not be located in or result in impacts to habitat areas.
3. The construction staging/storage area shall not be located in public beach parking areas during the peak summer period (Memorial Day to Labor Day).
4. The size of the construction staging/storage area will be minimized and will be gradually reduced as less materials and equipment are necessary.
5. The construction access corridor is the minimum width necessary, boundaries of the corridor have been flagged for avoidance of sensitive habitat and public access ways, and measures to protect the soil from disturbance such as temporary driving surfaces are utilized.

B. The plan shall include, at a minimum, the following components:

1. A site plan that depicts:
 - a. limits of the staging area(s)
 - b. construction corridor(s)
 - c. construction site
 - d. location of construction fencing and temporary job trailers
 - e. traffic control plan
2. Written documentation from the owner of the staging area site that the permittee is authorized to use the site, as conditioned by the Coastal Commission, for the period the project is under construction or needed to complete post construction restoration work.

The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

8. Assumption of Risk, Waiver of Liability and Indemnity Agreement Applicable to Applicant. By acceptance of this permit, the applicant, the City of Huntington Beach, acknowledges and agrees (i) that the site may be subject to hazards from wave and tidal action, flooding, erosion, sea level rise, geologic instability, or liquefaction; (ii) to assume the risks to the applicant, the City of Huntington Beach, and the property that is the subject of this permit of injury and damage from

such hazards in connection with this permitted development; (iii) to unconditionally waive any claim of damage or liability against the Commission, its officers, agents, and employees for injury or damage from such hazards; (iv) to indemnify and hold harmless the Commission, its officers, agents, and employees with respect to the Commission's approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards.

IV. FINDINGS AND DECLARATIONS:

A. PROJECT LOCATION & DESCRIPTION

The project site is the existing Brookhurst Street Bridge in the City of Huntington Beach. The bridge sits between Pacific Coast Highway (PCH) and Bushard Street, approximately 500' northeast (inland) of PCH. A developed residential area lies north of the bridge, an Orange County Sanitation District sewage treatment plant lies to the northeast of the bridge, and the Talbert and Brookhurst Marshes lie west and south of the bridge. The bridge is approximately 120' wide and spans approximately 180' across the Talbert Channel, a tidally influenced waterway connecting the Pacific Ocean with the Talbert, Brookhurst and Magnolia Marshes. The Talbert Marsh lies south of the bridge and is the direct connection for the Huntington Beach Channel and the marshes to the Pacific Ocean. The marshes provide open space, walking and bike trails, an observation deck and a boat dock that are all available to the public. See **EXHIBIT 1** for vicinity maps.

The proposed project includes repairs to the existing bridge in three phases consisting of: Phase 1a) removal and replacement of the existing 2'-3" high concrete side barriers and a 3' tall chain-linked fence that reaches a total height of approximately 6' above the top of the bridge deck on both sides of the bridge; Phase 1b) removal of unsound concrete at bridge bents and columns, and patching distressed areas with new concrete; Phase 2) removal and replacement of the AC overlay across the surface of the south side of the bridge; and Phase 3) removal and replacement of the AC overlay across the surface of the north side of the bridge; (**EXHIBITS 3**). Existing utilities beneath the bridge include two underground electrical lines, a 16" water line, and an 84" reinforced concrete pipe sewer. The existing utilities will not be disturbed during bridge maintenance and repairs.

The Brookhurst Street Bridge was constructed in 1958 and widened in 1989 (CDP No. 5-87-388). The bridge is a five-span pre-stressed voided slab bridge with six traffic lanes (three in each direction) (**EXHIBIT 1**). Parts of the bridge have deteriorated during the last five decades from normal wear from vehicular traffic and from the tidal flux of salt water from the Pacific Ocean, which flows into the Talbert Channel. The bridge concrete barriers are cracked and spalled with exposed internal reinforcing that has corroded. The bridge columns and bent caps have unsound concrete. The asphalt concrete (AC) overlay on the bridge deck is cracked, resulting in roadway water leaking through the deck into the Talbert Channel below. These characteristics of the bridge's deterioration may result in conditions that are potentially structurally unstable and that could compromise water quality in the Talbert Channel. Therefore, repair and rehabilitation of the bridge is proposed to address these existing conditions.

Phase 1a of the proposed project includes the removal of the existing concrete barriers and chain-linked fencing that sit atop the barriers on both sides of the bridge. The fencing that sits atop the barriers reaches a height of approximately six feet. The concrete barriers and chain-linked fencing will be removed from the top of the bridge using jackhammers, bobcat loaders, tractor loaders, and dump trucks. Once removed, new 2' – 3" high concrete barriers topped with a 1'- 4" high open tubular rail fence and 3' tall wildlife diversion poles reaching a height of 3' above the top of the concrete barriers and 6' above the roadway) (**EXHIBIT 2**) will be installed in the same location. Work will occur from the top of the bridge, using timber forms, concrete boom pumps, and concrete mixing trucks. The new railing is proposed to be lower than the existing chain-linked fence and proposed wildlife diversion poles would extend to the same height as the existing chain-linked fence. The proposed diversion poles on this bridge are to be placed 10' apart from each other and are intended to prevent birds from flying into vehicular traffic. The diversion poles are being required as

a result of a Section 7 (Federal Endangered Species Act) consultation with the US Department of Fish and Wildlife (FWS), which requires the bridge to have features that minimize bird strikes and recommends “*Fencing [to] be of adequate height to direct birds over vehicle traffic.*” FWS is requiring the wildlife diversion poles on this bridge because of several factors, which include: 1) the presence of threatened and endangered bird species in the area and presence of wetland habitat flanking both sides of the bridge; 2) the presence of an existing fence (to be removed) that served to divert birds away from traffic crossing the bridge; 3) the types of vehicles crossing the bridge, their typical speed (50 MPH speed limit), and traffic volume on the bridge. FWS concluded that the wildlife diversion poles were necessary in order for them to conclude that the proposed project wouldn’t result in a ‘take’ of endangered species. The new wildlife diversion poles will be no taller than the chain link fence being removed. Furthermore, the new poles will be more visually open compared with the existing fence to be removed, which has a top pole and chain link webbing between the fence posts which obscure views. Finally, to address visual resources, the City will seek to reduce the overall quantity of vertical elements on the bridge (e.g. sign posts, light poles, etc.) by combining such elements when feasible. **Special Condition 1** requires the applicant to submit final plans depicting the final design and layout of the wildlife diversion poles and other vertical elements for review and approval of the Executive Director.

As proposed and conditioned, the proposed railing would, restore and enhance visual quality as required in Coastal Act Section 30251, and will meet the requirements of public safety and the resource agencies while minimizing impacts to scenic views. The proposed fence is designed to be the minimum possible height that would be consistent with the requirements of the resource agencies and the provisions of public safety and will not exceed a height of six feet above the top of the bridge deck.

BMPs to prevent all material, equipment, and debris from falling into the channel will be implemented during all maintenance activities as proposed by the applicant and required by **Special Condition 5**.

Phase 1b of the proposed project involves repairs to the underside of the bridge using working platforms with protective tarp covers, which will be placed around the area being worked on during low tide and removed each day before high tide. The working platforms will be constructed of timber, installed during low tide, and suspended from the bridge soffit and/or pier walls. The protective covers will be designed to contain 100% of all debris produced during the operations. All operations will be performed from within the protective covers during low tide. Small hand-held jackhammers will be used to remove all unsound concrete as required. All exposed and corroded reinforcing will be replaced, as needed, and sand blasted clean. Patching will be completed with hand mixed concrete using small forms and hand towels or with shotcrete using high-pressure concrete hoses.

Phases 2 and 3 of the proposed project include the removal and replacement of the AC overlay. The AC overlay is proposed to be removed from the top of the bridge utilizing asphalt grinders, bobcat and tractor loaders, and dump trucks. A new AC overlay is proposed to be placed from the top of the bridge (south side then north side) utilizing wheeled asphalt pavers and asphalt trucks. BMPs to prevent all material, equipment, and debris from falling into the channel will be implemented during all maintenance activities as proposed by the applicant and required by **Special Condition 5**.

Work for the proposed project would occur within a flood control channel and adjacent to the Magnolia, Brookhurst, and Talbert Marshes, which are parts of the Huntington Beach wetlands. In order to protect biological resources within the channel, the Commission imposes **Special Conditions 3, 4 & 5**, which require the applicant to conduct Eelgrass and *Caulerpa taxifolia* surveys, possible Eelgrass mitigation and to implement construction BMPs. Additionally, in an effort to avoid impacts to sensitive species, the Commission imposes **Special Conditions 1 & 2**, which require the applicant to comply with the requirements of other resource agencies and to take careful measures to avoid adversely affecting sensitive species.

The estimated construction time for the project is six months: approximately five months to complete Phases 1a and 1b; approximately half of a month to complete Phase 2; and approximately half of a month to complete Phase 3. The applicant will implement a traffic management plan during each phase. Phase 1a and 1b of the proposed project will require the moving vehicular and pedestrian traffic to the center lanes of the bridge, allowing for construction on the north and south sides of the bridge (removal and replacement of the concrete barriers and railing) and work below the bridge (removal of unsound concrete and patching of concrete). Vehicular capacity will be reduced from six lanes to two lanes (one lane in each direction) and pedestrian traffic will be accommodated in temporary K-rail lanes. Temporary K-rails will separate vehicular traffic, pedestrian traffic, and construction activities.

During Phase 2 of the proposed project, vehicular and pedestrian traffic will be moved to the north lanes, allowing for construction on the south side of the bridge (removal and replacement of the AC overlay). Vehicular capacity will remain two lanes (one lane in each direction), and pedestrians will use the sidewalk on the north side. Temporary K-rails will separate traffic, pedestrian traffic, and construction activities. During Phase 3 of the proposed project, vehicular and pedestrian traffic will be moved to the south lanes, allowing for construction on the north side of the bridge (removal and replacement of the AC overlay). Vehicular capacity will remain two lanes (one lane in each direction), and pedestrians will use the sidewalk on the south side. Temporary K-rails will separate traffic, pedestrian traffic, and construction activities.

At the end of each workday, all construction equipment, materials and other possessions will be properly secured and stored in an approved staging area. The traffic control plans will maintain two-way vehicular traffic on Brookhurst Street throughout construction. **Special Condition 6** requires that the applicant submit construction access and staging plans for approval by the Executive Director prior to commencement of construction. **Special Condition 7** imposes an assumption of risk, waiver of liability and indemnity agreement on the applicant. By accepting a Coastal Development Permit, the applicant agrees to this and all associated conditions.

B. WATER QUALITY / MARINE RESOURCES

The proposed work will occur in a location where there is a potential for a discharge of polluted runoff from the project site into coastal waters. The storage or placement of construction material, debris, or waste in a location where it could be carried into coastal waters would result in an adverse effect on the marine environment. To reduce the potential for construction and post-construction related impacts on water quality, the Commission imposes special conditions requiring, but not limited to, the appropriate storage and handling of construction equipment and materials to minimize the potential of pollutants to enter coastal waters and for the use of on-going best

management practices following construction. As conditioned, the Commission finds that the development conforms with Sections 30230 and 30231 of the Coastal Act.

C. BIOLOGICAL RESOURCES

As conditioned, the development will not result in significant degradation of adjacent habitat, recreation areas, or parks and is compatible with the continuance of those habitat, recreation, or park areas. Therefore, the Commission finds that the project, as conditioned, conforms with Section 30240(b) of the Coastal Act.

D. VISUAL RESOURCES

As proposed, the development is located within an existing developed area and is compatible with the character and scale of the surrounding area. As conditioned, the project will not disrupt public coastal views. Therefore, the Commission finds that the development conforms with Sections 30250, 30251, and 30252 of the Coastal Act.

E. MARINE RESOURCES

The proposed development is the improvement of a bridge which crosses over a waterway and leads into a wetland. The proposed development has been designed to minimize the fill of coastal waters and adequate mitigation has been provided. The proposed development has been conditioned to minimize adverse effects on the marine environment by avoiding or mitigating impacts upon sensitive marine resources, such as eelgrass and to avoid contributing to the dispersal of the invasive aquatic algae, *Caulerpa taxifolia*. As conditioned, there are no feasible less environmentally damaging alternatives available. Therefore, the Commission finds that the proposed development conforms with Sections 30224, 30230, 30231, and 30233 of the Coastal Act.

F. HAZARDS

Development adjacent to the ocean is inherently hazardous. To minimize risks to life and property, the development has been conditioned to: require that the applicant assume the risk of undertaking the development. As conditioned, the Commission finds that the development conforms to the requirements of Section 30253 of the Coastal Act regarding the siting of development in hazardous locations.

G. PUBLIC ACCESS

As conditioned, the proposed development will not have any new adverse impact on public access to the coast or to nearby recreational facilities. Thus, as conditioned, the proposed development conforms with Sections 30210 through 30214, Sections 30220 through 30224, and 30252 of the Coastal Act.

H. LOCAL COASTAL PROGRAM (LCP)

An LCP for the City of Huntington Beach was effectively certified in March 1985. However, the proposed development is occurring within an area that crosses jurisdiction with that of the Commission's original permit jurisdiction.

Section 30601.3 of the Coastal Act provides for the issuance of coastal development permits directly by the Commission when the applicant, the local government and the Commission through

its executive director consent to consolidate the permit action, provided that public participation is not substantially impaired by that review consolidation. In this case, the project site crosses jurisdictional boundaries, the applicant is the City, and the City submitted the coastal development permit application directly to the Commission, requesting a consolidated permit action by the Commission. Consequently, the standard of review is Chapter 3 of the Coastal Act and the City's LCP is used only as guidance. As conditioned, the proposed development is consistent with Chapter 3 of the Coastal Act and with the certified LCP for the area.

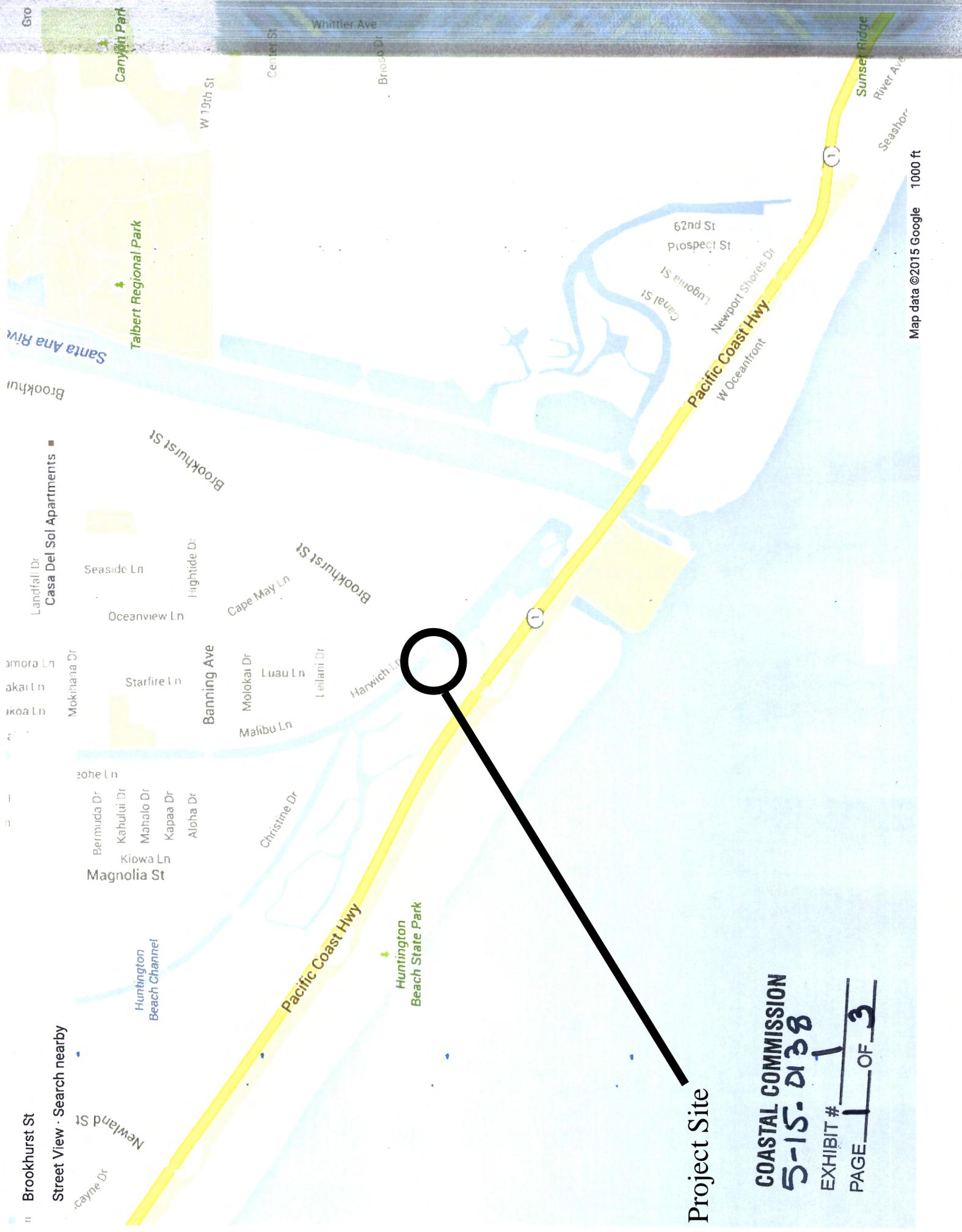
I. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Section 13096(a) of the Commission's administrative regulations requires Commission approval of a Coastal Development Permit application to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect that the activity may have on the environment.

The City of Huntington Beach is the lead agency for purposes of CEQA compliance. The City of Huntington Beach issued a Final Mitigated Negative Declaration for the project on April 15, 2015, pursuant to the provisions of CEQA. Mitigation measures included education of construction personnel on sensitive species in the area, biological monitoring of flora and fauna prior to and during construction, and reduction of noise.

The proposed project has been conditioned in order to be found consistent with the resource protection policies of the Coastal Act. As conditioned, the project has been found consistent with the hazard minimization, archaeological resources, marine resources, water quality, and public access policies of the Coastal Act. Mitigation measures to minimize adverse effects include: 1) revised final plans; 2) the requirement to comply with the requirements of resource agencies; 3) monitoring to avoid impacts to sensitive species; 4) pre and post-construction eelgrass surveys and eelgrass mitigation; 5) pre- construction *Caulerpa taxifolia* surveys; 6) construction BMPs to protect water quality; 7) submittal of a construction staging and access plan; and 8) assumption of risk for the development.

As conditioned, there are no feasible alternatives or additional feasible mitigation measures available that would substantially lessen any significant adverse effect that the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, is the least environmentally damaging feasible alternative and can be found consistent with the requirements of the Coastal Act to conform to CEQA.



Map data ©2015 Google 1000 ft

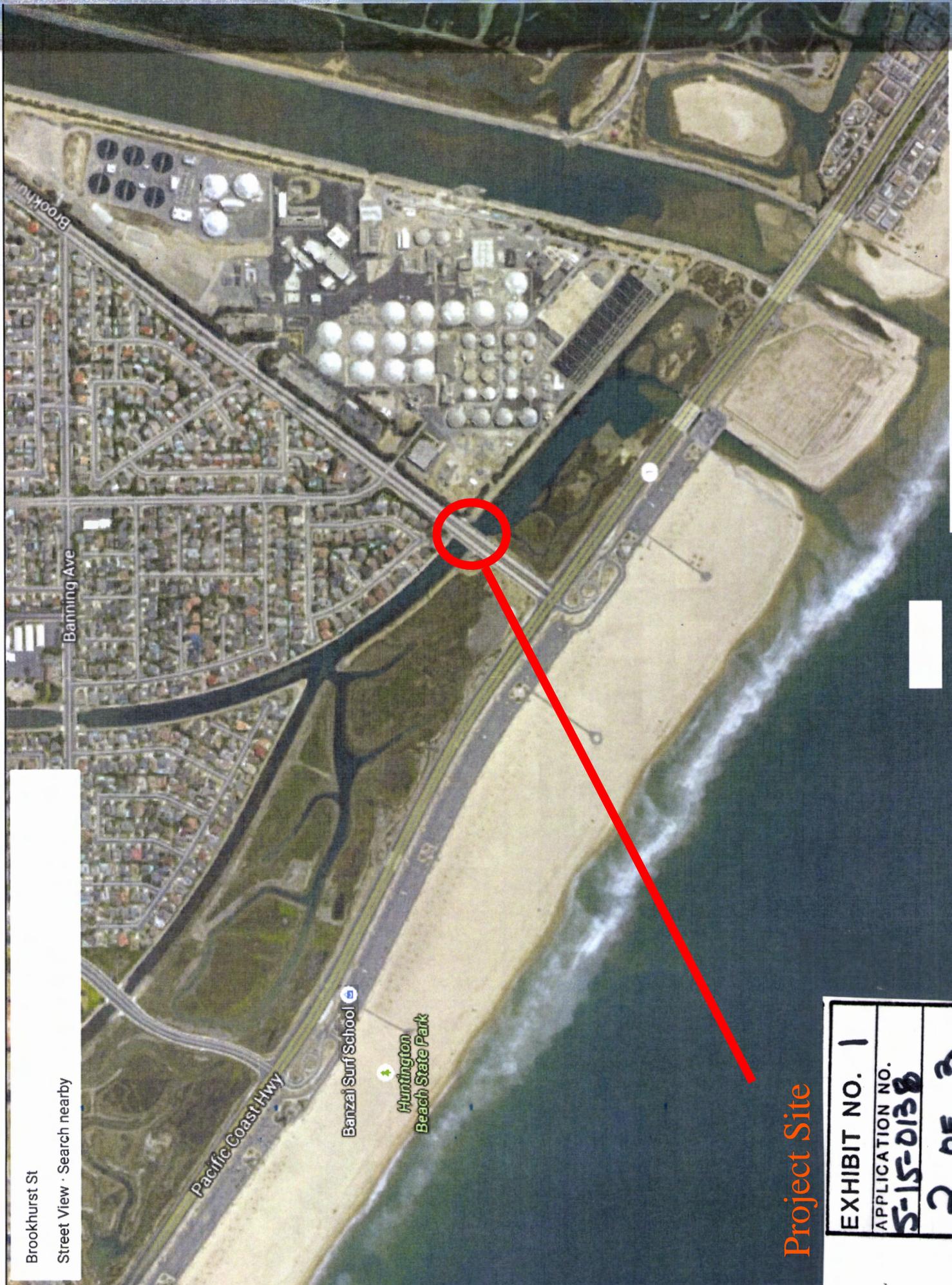
Project Site

COASTAL COMMISSION
5-15-2138

EXHIBIT # 1
 PAGE 1 OF 3

Brookhurst St

Street View · Search nearby



Project Site

EXHIBIT NO. 1

APPLICATION NO.

S-15-0138

2 OF 3



California Coastal Commission

Brookhurst St

Street View · Search nearby



EXHIBIT NO. 1
APPLICATION NO. 5-15-0138
3 OF 3
 California Coastal Commission



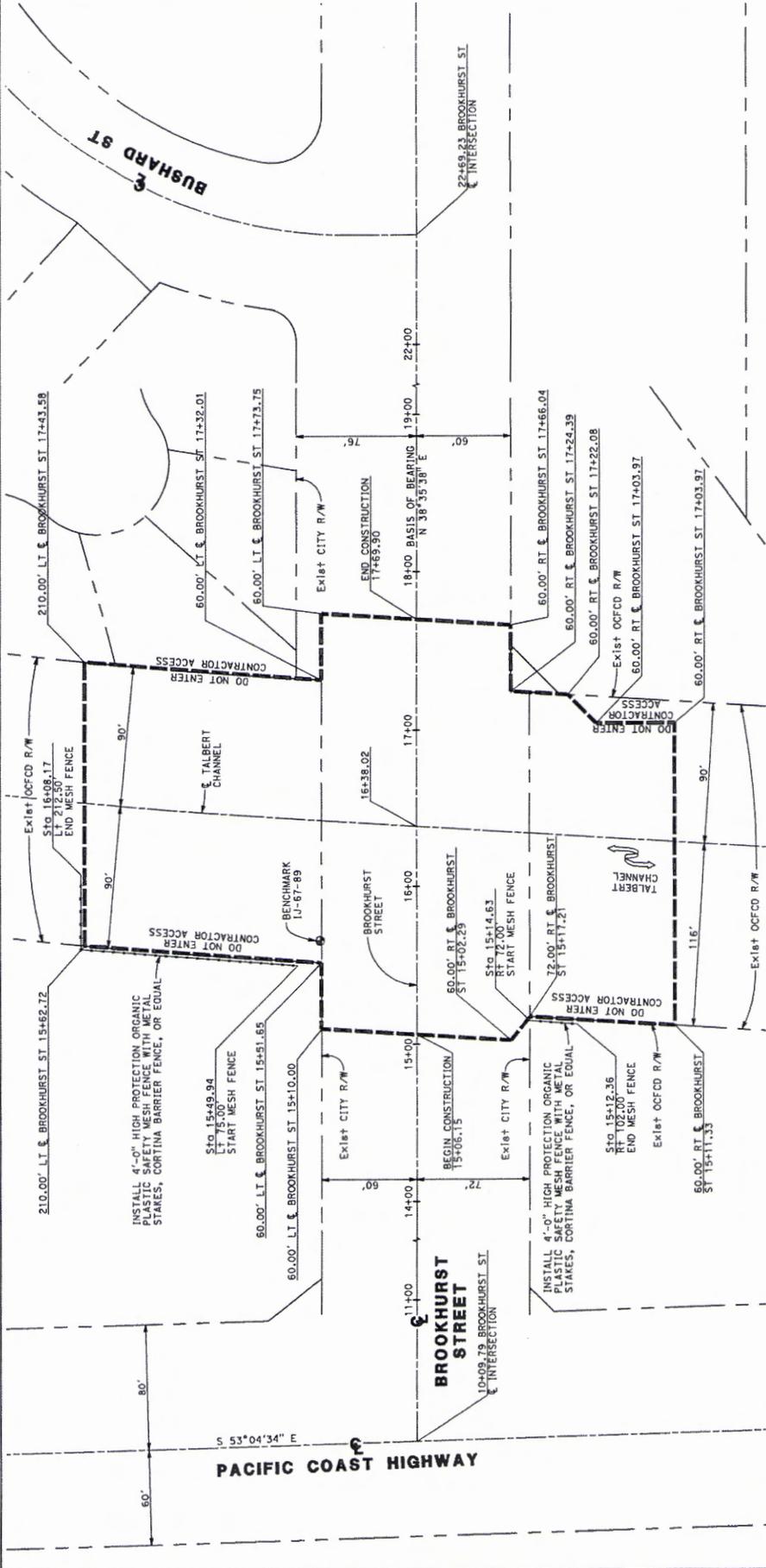
COASTAL COMMISSION

S-15-0138

EXHIBIT #

PAGE 2 OF 2

SHEET NO. 2		OF 13	
PROJECT NO. T2		DATE: 1/9/15	
PROJECT NAME: BROOKHURST ST BRIDGE PREVENTIVE MAINTENANCE (OVER TALBERT CHANNEL)		CITY OF HUNTINGTON BEACH	
PROJECT LOCATION: STA. 15+00.15 TO STA. 17+40.90		DEPARTMENT OF PUBLIC WORKS	
DESIGNED BY: [Signature]		CHECKED BY: [Signature]	
DRAWN BY: [Signature]		DATE: 1/9/15	
SCALE: 1" = 30'		DATE: 1/9/15	
PROJECT NO. T2		DATE: 1/9/15	



BENCHMARKS AND BASIS OF BEARINGS:

HORIZONTAL CONTROL:
 THE HORIZONTAL COORDINATES OF THIS SURVEY ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE VI, 1983 NAD, (1991.35 EPOCH OCS GPS ADJUSTMENTS). THE BEARING $N 38^{\circ}35'38'' E$ OF THE MONUMENT LINE OF BROOKHURST STREET, AS SHOWN ON THAT CERTAIN RECORD OF SURVEY 2005-1075 IN THE CITY OF HUNTINGTON BEACH, COUNTY OF ORANGE, CALIFORNIA, FILED FOR RECORD IN DECEMBER 2, 2008, IN BOOK 232 OF RECORDS OF SURVEY, CALL PAGE 10, IS THE BASIS OF BEARINGS FOR THIS SURVEY. THIS WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY.

VERTICAL CONTROL:
 BENCHMARK: 1J-67-89
 FOUND ORANGE COUNTY PUBLIC WORKS 3 3/4" OCS ALUMINUM BENCHMARK DISK IN THE SOUTHERLY END OF A CONCRETE HEADWALL. MONUMENT IS LOCATED IN THE SOUTHWEST CORNER OF THE INTERSECTION OF THE TALBERT CHANNEL AND BROOKHURST STREET, 65 FEET WESTERLY OF THE CENTERLINE OF BROOKHURST STREET AND 85 FEET SOUTHERLY OF A 36" IN RCP SOUND IN THE CENTER OF THE BRIDGE. DISK IS STAMPED 'J-67-89'. ELEVATION = 11.191 FEET (NAD 88)

REFERENCES

DATE	BY	REVISIONS



C# 811

CODE	MESSAGE
C20(CA)	RIGHT LANE CLOSED
C30(CA)	LANE CLOSED
C20-2	END ROAD WORK
R4-70	KEEP RIGHT
RP-9	SIDEWALK CLOSED
RP-11a (L/R)	SIDEWALK CLOSED CROSS HERE (LEFT/RIGHT)
W12-1	DOUBLE ARROW SIGN
W20-1	ROAD WORK AHEAD

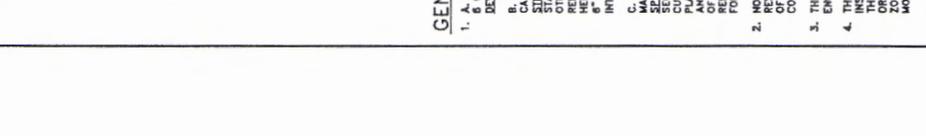
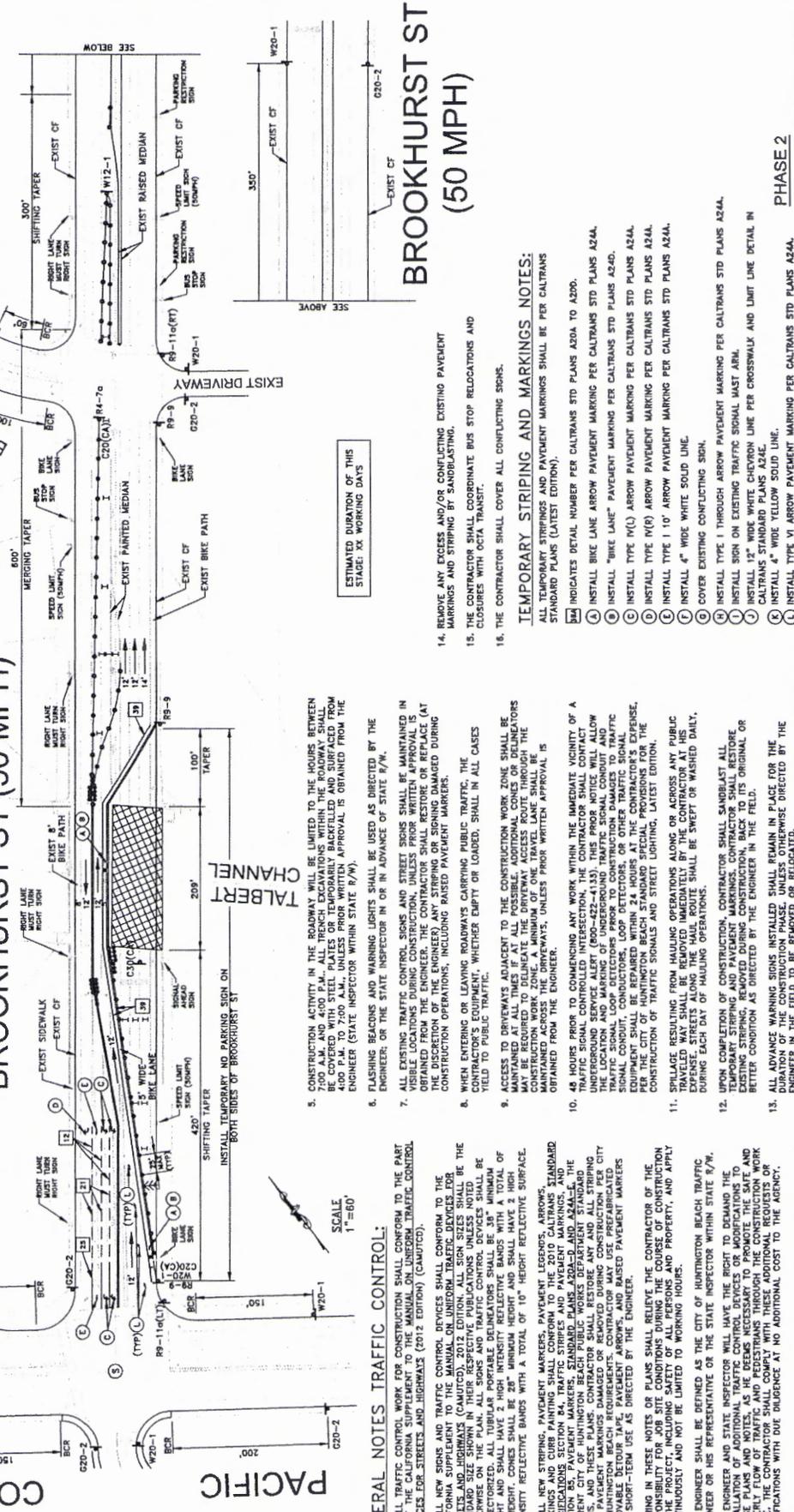
CODE	MESSAGE
C20(CA)	RIGHT LANE CLOSED
C30(CA)	LANE CLOSED
C20-2	END ROAD WORK
R4-70	KEEP RIGHT
RP-9	SIDEWALK CLOSED
RP-11a (L/R)	SIDEWALK CLOSED CROSS HERE (LEFT/RIGHT)
W12-1	DOUBLE ARROW SIGN
W20-1	ROAD WORK AHEAD

CODE	MESSAGE
C20(CA)	RIGHT LANE CLOSED
C30(CA)	LANE CLOSED
C20-2	END ROAD WORK
R4-70	KEEP RIGHT
RP-9	SIDEWALK CLOSED
RP-11a (L/R)	SIDEWALK CLOSED CROSS HERE (LEFT/RIGHT)
W12-1	DOUBLE ARROW SIGN
W20-1	ROAD WORK AHEAD

CODE	MESSAGE
C20(CA)	RIGHT LANE CLOSED
C30(CA)	LANE CLOSED
C20-2	END ROAD WORK
R4-70	KEEP RIGHT
RP-9	SIDEWALK CLOSED
RP-11a (L/R)	SIDEWALK CLOSED CROSS HERE (LEFT/RIGHT)
W12-1	DOUBLE ARROW SIGN
W20-1	ROAD WORK AHEAD

CODE	MESSAGE
C20(CA)	RIGHT LANE CLOSED
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C20-2	END ROAD WORK
R4-70	KEEP RIGHT
RP-9	SIDEWALK CLOSED
RP-11a (L/R)	SIDEWALK CLOSED CROSS HERE (LEFT/RIGHT)
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W20-1	ROAD WORK AHEAD

CODE	MESSAGE
C20(CA)	RIGHT LANE CLOSED
C30(CA)	LANE CLOSED
C20-2	END ROAD WORK
R4-70	KEEP RIGHT
RP-9	SIDEWALK CLOSED
RP-11a (L/R)	SIDEWALK CLOSED CROSS HERE (LEFT/RIGHT)
W12-1	DOUBLE ARROW SIGN
W20-1	ROAD WORK AHEAD



BROOKHURST ST (50 MPH)

ESTIMATED DURATION OF THIS STAGE: XX WORKING DAYS

TEMPORARY STRIPING AND MARKINGS NOTES:
ALL TEMPORARY STRIPINGS AND PAVEMENT MARKINGS SHALL BE PER CALTRANS STANDARD PLANS (LATEST EDITION).

14. REMOVE ANY EXCESS AND/OR CONFLICTING EXISTING PAVEMENT MARKINGS AND STRIPING BY SANDBLASTING.
15. THE CONTRACTOR SHALL COORDINATE BUS STOP RELOCATIONS AND CLOSURES WITH OCTA TRANSIT.
16. THE CONTRACTOR SHALL COVER ALL CONFLICTING SIGNAGE.

17. INDICATES DETAIL NUMBER PER CALTRANS STD PLANS A240 TO A249.
18. INSTALL BIKELANE PAVEMENT MARKING PER CALTRANS STD PLANS A244.
19. INSTALL "BIKE LANE" PAVEMENT MARKING PER CALTRANS STD PLANS A240.
20. INSTALL TYPE IV(L) ARROW PAVEMENT MARKING PER CALTRANS STD PLANS A244.
21. INSTALL TYPE IV(R) ARROW PAVEMENT MARKING PER CALTRANS STD PLANS A244.
22. INSTALL TYPE I 10' ARROW PAVEMENT MARKING PER CALTRANS STD PLANS A244.
23. COVER EXISTING CONFLICTING SIGN.
24. INSTALL TYPE I THROUGH ARROW PAVEMENT MARKING PER CALTRANS STD PLANS A244.
25. INSTALL SIGN ON EXISTING TRAFFIC SIGNAL MAST ARM.
26. INSTALL 12" WIDE WHITE CHEVRON LINE PER CROSSWALK AND LIMIT LINE DETAIL IN CALTRANS STANDARD PLANS A242.
27. INSTALL 4" WIDE YELLOW SOLID LINE.
28. INSTALL TYPE VI ARROW PAVEMENT MARKING PER CALTRANS STD PLANS A244.

GENERAL NOTES TRAFFIC CONTROL:

- ALL TRAFFIC CONTROL WORK FOR CONSTRUCTION SHALL CONFORM TO THE PART 6 OF THE CALIFORNIA SUPPLEMENT TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (2012 EDITION) (CAUTOD).
- ALL NEW SIGNS AND TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE CALIFORNIA SUPPLEMENT TO THE MANUAL ON UNIFORM TRAFFIC DEVICES FOR STREETS AND HIGHWAYS (2012 EDITION) (CAUTOD). ALL SIGNS SHALL BE THE STANDARD SIZE UNLESS OTHERWISE NOTED. ALL SIGNS SHALL BE REFLECTORIZED. ALL TUBULAR PORTABLE DELINEATORS SHALL BE 38" MINIMUM HEIGHT. ALL TUBULAR PORTABLE DELINEATORS SHALL HAVE 2" HIGH INTENSITY REFLECTIVE BANDS WITH A TOTAL OF 10" HEIGHT REFLECTIVE SURFACE.
- ALL NEW STRIPINGS, PAVEMENT MARKINGS, PAVEMENT LEGISLATION, ARROWS, MARKINGS AND CURB PAINTING SHALL CONFORM TO THE 2010 CALTRANS STANDARD SPECIFICATIONS SECTION 84, TRAFFIC STRIPES AND PAVEMENT MARKINGS, AND SECTION 85, PAVEMENT MARKINGS, STANDARD PLANS A200-2 AND A244. THE CONTRACTOR SHALL VERIFY THE EXISTING STRIPING AND MARKINGS, AND THESE PLANS. CONTRACTOR SHALL RESTORE ANY AND ALL STRIPING AND PAVEMENT MARKINGS DAMAGED OR REMOVED DURING CONSTRUCTION PER CITY STANDARD PRACTICES. ALL STRIPING AND PAVEMENT MARKINGS SHALL BE REMOVED DURING CONSTRUCTION PER CITY STANDARD PRACTICES. ALL STRIPING AND PAVEMENT MARKINGS FOR SHORT-TERM USE AS DIRECTED BY THE ENGINEER.
- NOTHING IN THESE NOTES OR PLANS SHALL RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, AND APPLY CONTINUOUSLY AND NOT BE LIMITED TO WORKING HOURS.
- THE ENGINEER SHALL BE DEFINED AS THE CITY OF HUNTINGTON BEACH TRAFFIC ENGINEER OR HIS REPRESENTATIVE OR THE STATE INSPECTOR WITHIN STATE R/W.
- THE ENGINEER AND STATE INSPECTOR WILL HAVE THE RIGHT TO DEMAND THE INSTALLATION OF ADDITIONAL TRAFFIC CONTROL DEVICES OR MODIFICATIONS TO THE EXISTING STRIPING AND MARKINGS DURING CONSTRUCTION TO MAINTAIN THE ORDERLY FLOW OF TRAFFIC AND PEDESTRIANS THROUGH THE CONSTRUCTION WORK ZONE. THE CONTRACTOR SHALL COMPLY WITH THESE ADDITIONAL REQUESTS OR MODIFICATIONS WITH DUE DILIGENCE AT NO ADDITIONAL COST TO THE AGENCY.

LEGEND

- 36" HIGH SURFACE MOUNTED TYPE III BARRICADE
- PORTABLE SIGNS
- K-RAIL
- FLASHING ARROW SIGN
- CONSTRUCTION AREA
- TEMPORARY WHITE MARKINGS
- TEMPORARY STRIPING
- TEMPORARY CRASH CUSHION
- CURB FACE
- EDGE OF PAVEMENT
- MAXIMUM
- TYPICAL

REFERENCES

- U.S. TRANSPORTATION ENGINEERING, INC. 2772 WILSON AVE SUITE 200 HUNTINGTON BEACH, CA 92648 TEL: (714) 798-7800 FAX: (714) 798-1701
- DATE: 07/27/2011
- BY: [Signature]
- CHECKED BY: [Signature]
- DATE: 07/27/2011

REVISIONS

NO.	DATE	DESCRIPTION

TRAFFIC CONTROL PLAN 2

BROOKHURST ST BRIDGE PREVENTIVE MAINTENANCE (OVER TALBERT CHANNEL) STA. 18+00.15 TO STA. 17+06.90

CITY OF HUNTINGTON BEACH

DEPARTMENT OF PUBLIC WORKS

PHASE 2

INSTALL TYPE VI ARROW PAVEMENT MARKING PER CALTRANS STD PLANS A244.

Underground Service Alert

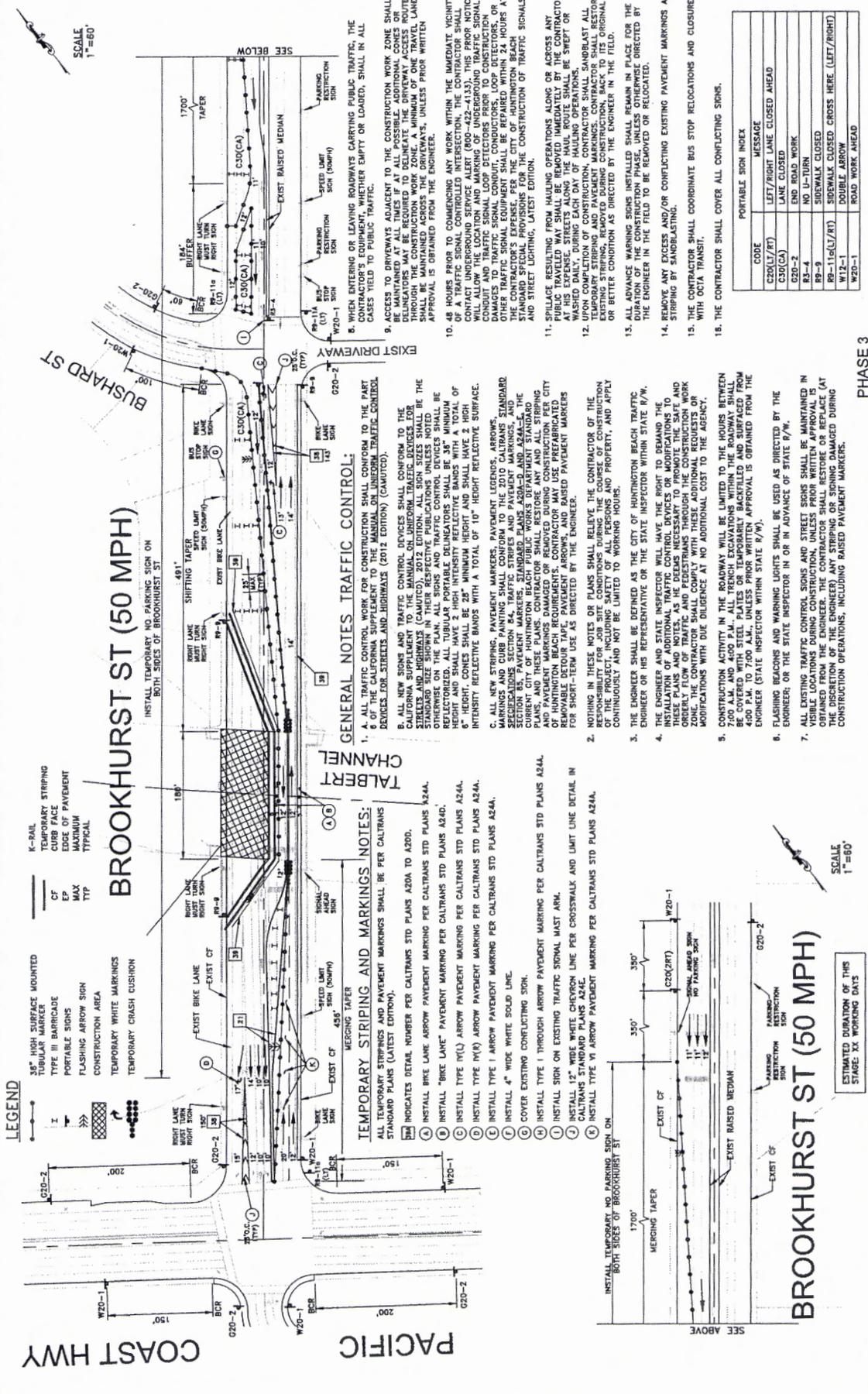
Call: 811

COASTAL COMMISSION

EXHIBIT # 3 OF 13

Underground Service Alert

Call: 811



BROOKHURST ST (50 MPH)

INSTALL TEMPORARY NO PARKING SIGN ON BOTH SIDES OF BROOKHURST ST

INSTALL TEMPORARY NO PARKING SIGN ON BOTH SIDES OF BROOKHURST ST

INSTALL TEMPORARY NO PARKING SIGN ON BOTH SIDES OF BROOKHURST ST

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INSTALL TEMPORARY NO PARKING SIGN ON BOTH SIDES OF BROOKHURST ST

INSTALL TEMPORARY NO PARKING SIGN ON BOTH SIDES OF BROOKHURST ST

GENERAL NOTES, TRAFFIC CONTROL:

1. ALL TRAFFIC CONTROL WORK FOR CONSTRUCTION SHALL CONFORM TO THE PART 6 OF THE CALIFORNIA SUPPLEMENT TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (2012 EDITION) (CAUTUCD).
2. ALL NEW SIGNS AND TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE CALIFORNIA SUPPLEMENT TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (CAUTUCD), 2012 EDITION. ALL SIGN SIZES SHALL BE THE STANDARD SIZE UNLESS OTHERWISE SPECIFIED. ALL SIGNS SHALL BE REFLECTORIZED. ALL TUBULAR PORTABLE DELINEATORS SHALL BE 3/4" MINIMUM HEIGHT AND SHALL HAVE 2" HIGH INTENSITY REFLECTIVE BANDS WITH A TOTAL OF 10" HEIGHT REFLECTIVE SURFACE. INTENSITY REFLECTIVE BANDS WITH A TOTAL OF 10" HEIGHT REFLECTIVE SURFACE.
3. ALL NEW STRIPING, PAVEMENT MARKERS, PAVEMENT LEGENDS, ARROWS, MARKINGS AND CURB PAINTING SHALL CONFORM TO THE 2010 CALTRANS STANDARD SPECIFICATIONS FOR PAVEMENT MARKINGS, STANDARD PLANS A240-D AND A244-E. THE CURRENT CITY OF HUNTINGTON BEACH PUBLIC WORKS DEPARTMENT STANDARD SPECIFICATIONS AND PAVEMENT MARKINGS DAMAGED OR REMOVED DURING CONSTRUCTION PER CITY OF HUNTINGTON BEACH REQUIREMENTS. CONTRACTOR MAY USE PREFABRICATED REMOVABLE DETOUR TAPE PAVEMENT ARROWS AND RAISED PAVEMENT MARKERS FOR SHORT-TERM USE AS DIRECTED BY THE ENGINEER.
4. NOTHING IN THESE NOTES OR PLANS SHALL RELIEVE THE CONTRACTOR OF THE OBLIGATION TO MAINTAIN THE SAFETY OF THE PROJECT, INCLUDING THE SAFETY OF ALL PERSONS AND PROPERTY, AND APPLY CONTINUOUSLY AND NOT BE LIMITED TO WORKING HOURS.
5. THE ENGINEER SHALL BE DEFINED AS THE CITY INSPECTOR WITHIN STATE R/M.
6. THE ENGINEER AND STATE INSPECTOR WILL HAVE THE RIGHT TO DEMAND THE INSTALLATION OF ADDITIONAL TRAFFIC CONTROL DEVICES OR MODIFICATIONS TO THESE PLANS AND NOTES, AS HE DEEMS NECESSARY TO PROMOTE THE SAFE AND EFFICIENT OPERATION OF THE PROJECT. THE CONTRACTOR SHALL COMPLY WITH THESE ADDITIONAL REQUESTS OR MODIFICATIONS WITH DUE DILIGENCE AT NO ADDITIONAL COST TO THE AGENCY.
7. CONSTRUCTION ACTIVITY IN THE ROADWAY WILL BE LIMITED TO THE HOURS BETWEEN 7:00 A.M. AND 4:00 P.M. ALL TRENCH EXCAVATIONS WITHIN THE ROADWAY SHALL BE COVERED WITH STEEL PLATES OR TEMPORARILY BACKFILLED AND SURFACED FROM 4:00 P.M. TO 7:00 A.M., UNLESS PRIOR WRITTEN APPROVAL IS OBTAINED FROM THE ENGINEER (STATE INSPECTOR WITHIN STATE R/M).
8. FLASHING BEACONS AND WARNING LIGHTS SHALL BE USED AS DIRECTED BY THE ENGINEER; OR THE STATE INSPECTOR IN OR IN ADVANCE OF STATE R/M.
9. ALL EXISTING TRAFFIC CONTROL SIGNS AND STREET SIGNS SHALL BE MAINTAINED IN VISIBLE LOCATIONS DURING CONSTRUCTION, UNLESS PRIOR WRITTEN APPROVAL IS OBTAINED FROM THE ENGINEER. THE CONTRACTOR SHALL RESTORE OR REPLACE (AT HIS OWN EXPENSE) ALL TRAFFIC CONTROL SIGNS AND STREET SIGNS DAMAGED DURING CONSTRUCTION OPERATIONS, INCLUDING RAISED PAVEMENT MARKERS.

TEMPORARY STRIPING AND MARKINGS NOTES:

- ALL TEMPORARY STRIPINGS AND PAVEMENT MARKINGS SHALL BE PER CALTRANS STANDARD PLANS (LATEST EDITION).
- A INDICATES DETAIL NUMBER PER CALTRANS STD PLANS A240.
 - B INSTALL BIKE LANE ARROW PAVEMENT MARKING PER CALTRANS STD PLANS A244.
 - C INSTALL "BIKE LANE" PAVEMENT MARKING PER CALTRANS STD PLANS A240.
 - D INSTALL TYPE (M/L) ARROW PAVEMENT MARKING PER CALTRANS STD PLANS A244.
 - E INSTALL TYPE (M/R) ARROW PAVEMENT MARKING PER CALTRANS STD PLANS A244.
 - F INSTALL TYPE I ARROW PAVEMENT MARKING PER CALTRANS STD PLANS A244.
 - G INSTALL "4" WIDE WHITE SOLID LINE.
 - H COVER EXISTING CONFLICTING SIGN.
 - I INSTALL TYPE I THROUGH ARROW PAVEMENT MARKING PER CALTRANS STD PLANS A244.
 - J INSTALL SIGN ON EXISTING TRAFFIC SIGNAL MAST ARM.
 - K INSTALL 12" WIDE WHITE CHEVRON LINE PER CROSSWALK AND LIMIT LINE DETAIL IN CALTRANS STANDARD PLANS A24E.
 - L INSTALL TYPE VI ARROW PAVEMENT MARKING PER CALTRANS STD PLANS A244.

PORTABLE SIGN INDEX

CODE	MESSAGE
C20(L/RT)	LEFT/RIGHT LANE CLOSED AHEAD
C20(CA)	LANE CLOSED
C20-2	END ROAD WORK
R2-2	NO U-TURN
R2-3	SURFWALK CLOSED
R2-1(L/R/RT)	SURFWALK CLOSED, CROSS HERE (LEFT/RIGHT)
W12-1	DOUBLE ARROW
W20-1	ROAD WORK AHEAD

14. REMOVE ANY EXCESS AND/OR CONFLICTING EXISTING PAVEMENT MARKINGS AND STRIPING BY SANDBLASTING.

15. THE CONTRACTOR SHALL COORDINATE BUS STOP RELOCATIONS AND CLOSURES WITH OCTA TRANSIT.

16. THE CONTRACTOR SHALL COVER ALL CONFLICTING SIGNS.



PROPOSED UNDER THE SUPERVISION OF:
 ENGINEER: [Signature]
 DATE: [Date]



M.G. HANRAHAN ENGINEERING, INC.
 9772 BULLA AVE, SUITE 200
 HUNTINGTON BEACH, CA 92648
 TEL: (714) 798-1750
 FAX: (714) 798-1751

REFERENCES

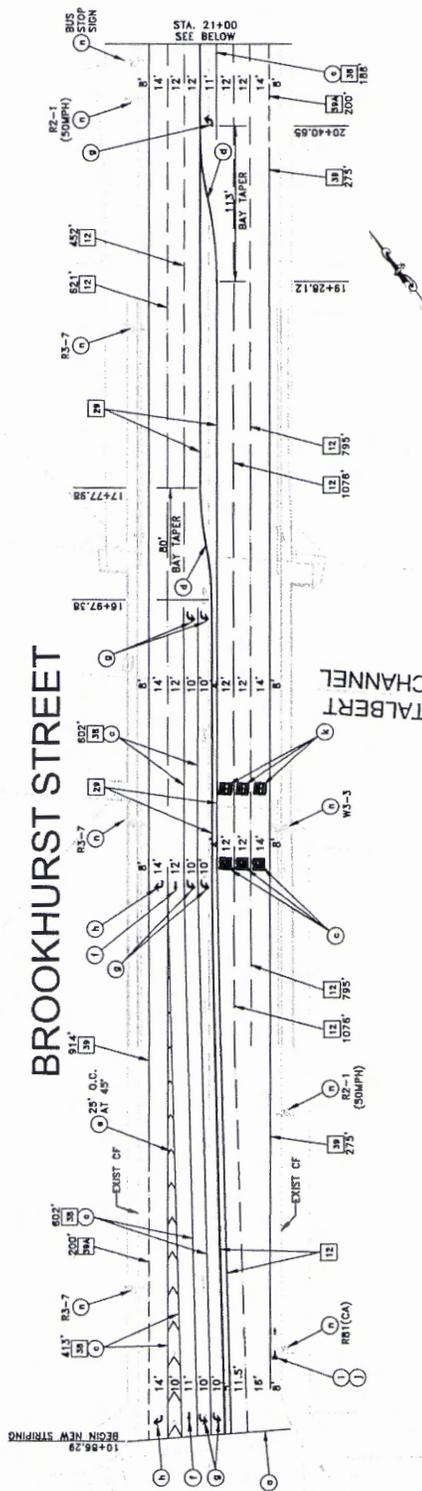
REV.	DATE	BY	REVISION

ESTIMATED DURATION OF THIS STAGE: XX WORKING DAYS

Underground Service Alert
 Call 811
 COASTAL COMMISSION
 NO WORKING DAYS DELAYED USE

COAST HWY

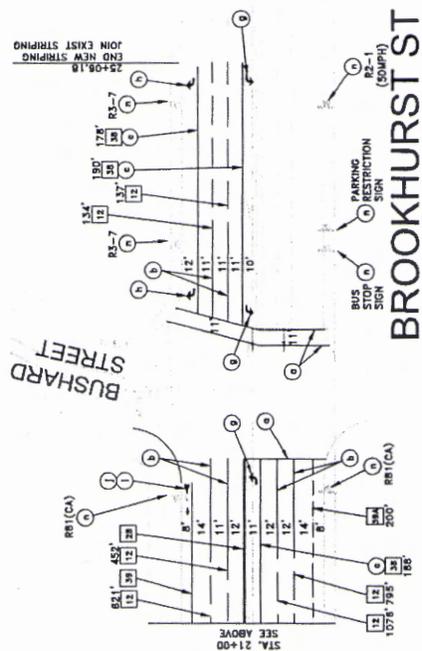
PACIFIC



LEGEND
 ——— RIGHT OF WAY
 ——— CENTERLINE
 - - - - - EXISTING SIGN
 ——— CURB FACE
 CF EXIST
 EXIST

SIGNING AND STRIPING NOTES:

- 1. ALL STRIPINGS AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC AND PER CALTRANS STANDARD PLANS (LATEST EDITION).
- 2. INDICATES DETAIL NUMBER PER CALTRANS STD PLANS A240 TO A242.
- 3. INSTALL 12" WIDE WHITE CROSSWALK AND LIMIT LINE PER CALTRANS STD PLANS A24E.
- 4. INSTALL 12" WIDE WHITE SOLID LINE WITH TYPE G REFLECTIVE MARKERS PER CALTRANS STD PLAN A24A.
- 5. INSTALL 4" WIDE WHITE SOLID LINE WITH TYPE G REFLECTIVE MARKERS AT BOTH ENDS PER CALTRANS STD PLAN A20A.
- 6. INSTALL BAY TAPER PER CALTRANS HIGHWAY DESIGN MANUAL.
- 7. INSTALL 12" WIDE WHITE CHEVRON PER CALTRANS STD PLAN A24E, CROSSWALK AND LIMIT LINE DETAIL.
- 8. INSTALL TYPE I ARROW PAVEMENT MARKING PER CALTRANS STD PLANS A24A.
- 9. INSTALL TYPE IV (L) ARROW PAVEMENT MARKING PER CALTRANS STD PLANS A24A.
- 10. INSTALL TYPE IV (R) ARROW PAVEMENT MARKING PER CALTRANS STD PLANS A24A.
- 11. INSTALL BIKE LANE ARROW PAVEMENT MARKING PER CALTRANS STD PLAN A244.



BROOKHURST ST

SIGNING AND STRIPING PLAN
BROOKHURST ST BRIDGE PREVENTIVE MAINTENANCE
 (OVER TALBERT CHANNEL)
 STA. 18+06.15 TO STA. 17+88.00



PREPARED UNDER THE SUPERVISION OF
 WALTER B. THOMPSON, P.E. DATE
 10/15/2013
 PROJECT NO. 1449
 CONTRACT NO. 1449
 SHEET NO. 7 OF 13

NO.	DATE	BY	REVISIONS

REFERENCES

Underground Service Alert
 call 811

COASTAL COMMISSION

LOAD & RESISTANCE FACTOR DESIGN
GENERAL NOTES

DESIGN: AASHTO LRFD Bridge Design Specifications, 4th Edition and Caltrans Amendments, previously dated Dec. 2008, except as noted. The design is based on the design criteria set forth in the Bridge Design Specifications (96 AASHTO with Revisions by Caltrans)

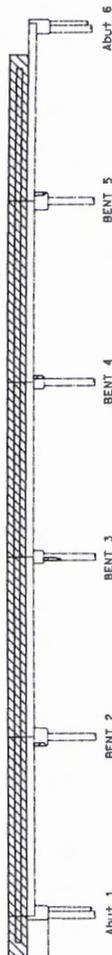
fy = 60 ksi
fc = see "CONCRETE STRENGTH AND TYPE LIMITS"

CONCRETE:

CALTRANS 2010 STANDARD PLANS

1100 ABBREVIATIONS (SHEET 1 OF 2)
1101 ABBREVIATIONS (SHEET 2 OF 2)
1102 ABBREVIATIONS (SHEET 3 OF 3)
1103 LINES AND SYMBOLS (SHEET 1 OF 3)
1104 LINES AND SYMBOLS (SHEET 2 OF 3)
1105 LINES AND SYMBOLS (SHEET 3 OF 3)
1106 MATERIALS AND FINISHES
1107 TUBULAR HAND RAILING
1108 MISCELLANEOUS DETAILS
1109 CONCRETE BARRIER TYPE 26
1110-1115

-  B7-11 Indicates Standard Plan sheet No.
-  U42 Indicates Detail No.
-  A-35 Indicates Section No.
-  J-35 Indicates sheet No. shown on



-  Concrete Barrier, Type 26 (Mod) or Type 732 (Mod) (fc = 3600 psi at 28 days)
-  Portland Cement Concrete Patch (fc = 3600 psi at 28 days)
-  Existing Concrete

CONCRETE STRENGTH AND TYPE LIMITS

$f'c = 10'$

NOTE: Per Green Book Section 201-4.1, a clear curing compound will be applied to all new concrete surfaces.

PLAN CHECK SET/NOT FOR CONSTRUCTION (12/31/14)

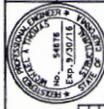
NOTE: THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

Underground Service Airt

REV. DATE BY DESCRIPTION
C-111 811

REFERENCES

BRIDGE ENGINEER
APPROVED BY AND DATE
DATE BY AND DATE
CHECKED BY AND DATE
DESIGNED BY AND DATE



PREPARED UNDER THE SUPERVISION OF
NAME, TITLE, FIRM, ADDRESS, CITY, STATE, ZIP
APPROVED BY
NAME, TITLE, FIRM, ADDRESS, CITY, STATE, ZIP



GENERAL NOTES

BROOKHURST ST BRIDGE PREVENTIVE MAINTENANCE
(OVER TALBERT CHANNEL)
STA. 18+06.15 TO STA. 17+06.00

SHEET NO. 9 OF 13 S2

10/10/11 (R1, S2) 010101

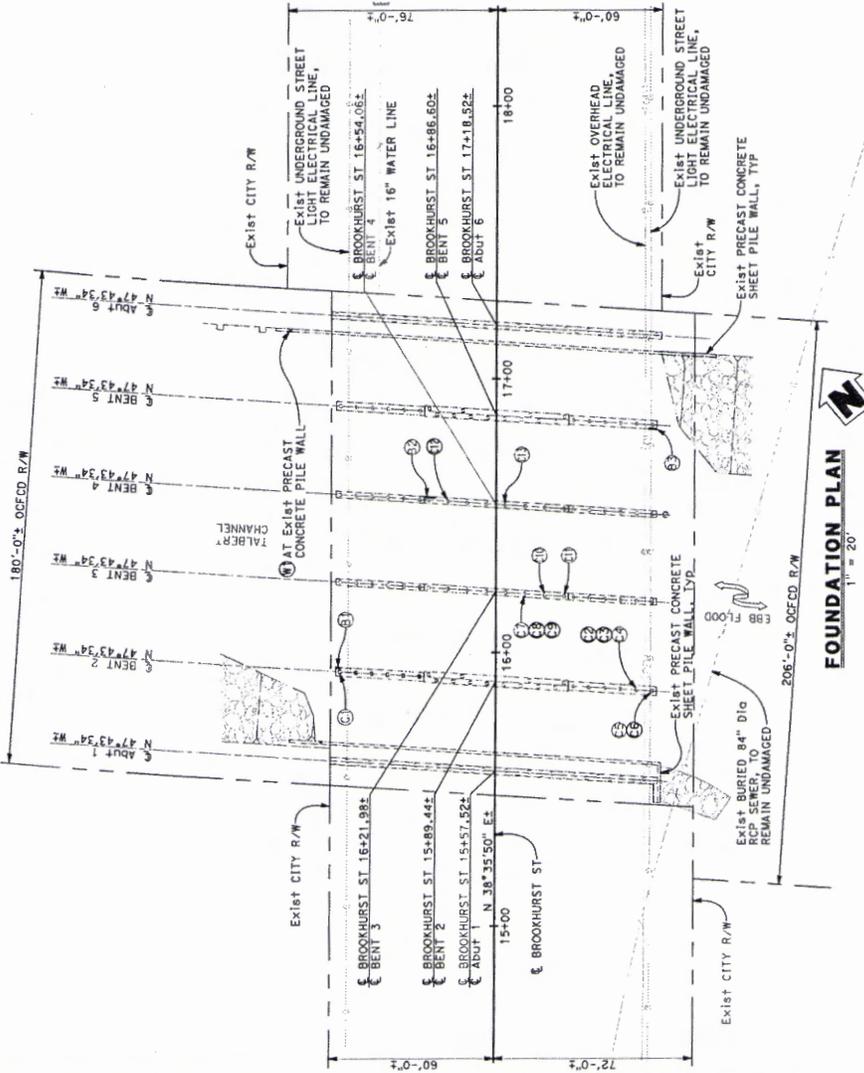
COASTAL COMMISSION

EXHIBIT # 3
PAGE 9 OF 13

- NOTES:
- ① Indicates unsound concrete at bent (B), at column (C), or at wall (W), see "Repair and Patch Schedule"
 - Indicates existing structure
 - Indicates new construction
 - Utilities shown are for illustrative purposes only, verify with Road Plans and As-Built Plans
 - Indicates existing Rock Slope Protection
 - Indicates unsound concrete to be removed and patched

REMOVE AND PATCH SCHEDULE

Abut/Bent No.	Concrete Description
2	2'-0" x 1'-0" x 5" DEEP UNSOUND CONCRETE
4	4'-0" x 1'-0" x 5" DEEP UNSOUND CONCRETE
5	3'-0" x 1'-6" x 5" DEEP UNSOUND CONCRETE
2	2'-0" x 8" x 4 1/2" DEEP UNSOUND CONCRETE
2	2'-0" x 8" x 4 1/2" DEEP UNSOUND CONCRETE
2	2'-0" x 8" x 4 1/2" DEEP UNSOUND CONCRETE
2	3'-0" x 8" x 4 1/2" DEEP UNSOUND CONCRETE
2	2'-0" x 8" x 4 1/2" DEEP UNSOUND CONCRETE
2	2'-0" x 8" x 4 1/2" DEEP UNSOUND CONCRETE
3	2'-0" x 8" x 4 1/2" DEEP UNSOUND CONCRETE
3	2'-0" x 8" x 4 1/2" DEEP UNSOUND CONCRETE
3	2'-0" x 8" x 4 1/2" DEEP UNSOUND CONCRETE
3	3'-0" x 8" x 4 1/2" DEEP UNSOUND CONCRETE
3	3'-0" x 8" x 4 1/2" DEEP UNSOUND CONCRETE
4	2'-0" x 8" x 4 1/2" DEEP UNSOUND CONCRETE
4	3'-0" x 1'-0" x 4 1/2" DEEP UNSOUND CONCRETE
6	22'-0" x 1'-0" x 1'-0" DEEP UNSOUND CONCRETE



PLAN CHECK SET/NOT FOR CONSTRUCTION (1/7/15)

FOUNDATION PLAN
 BROOKHURST ST BRIDGE PREVENTIVE MAINTENANCE
 (OVER TALEBERT CHANNEL)
 87A-15-00-19 TO 87A-17-00-00



PREPARED UNDER THE SUPERVISION OF
 PROJECT ENGINEER: [Signature]
 DATE: 1/7/15
 CHECKED BY: [Signature]
 DATE: 1/7/15



NO. DATE BY
 REVISIONS
 1 1/7/15 [Signature]

REFERENCES

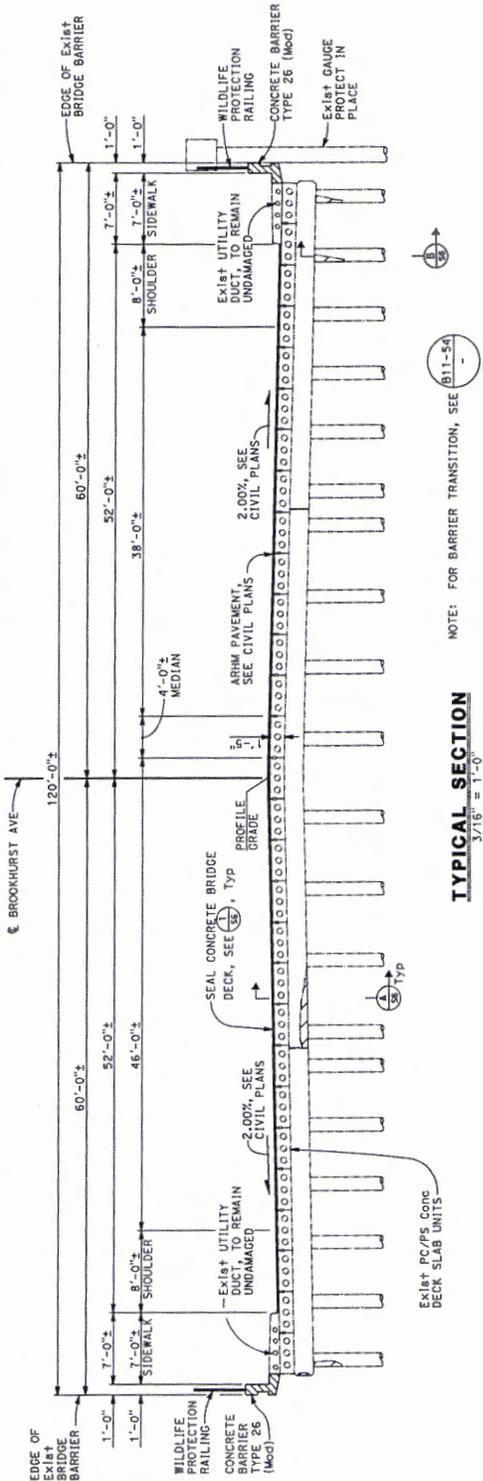
Underground Service Alert

NOTE:
 THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL

Call 811

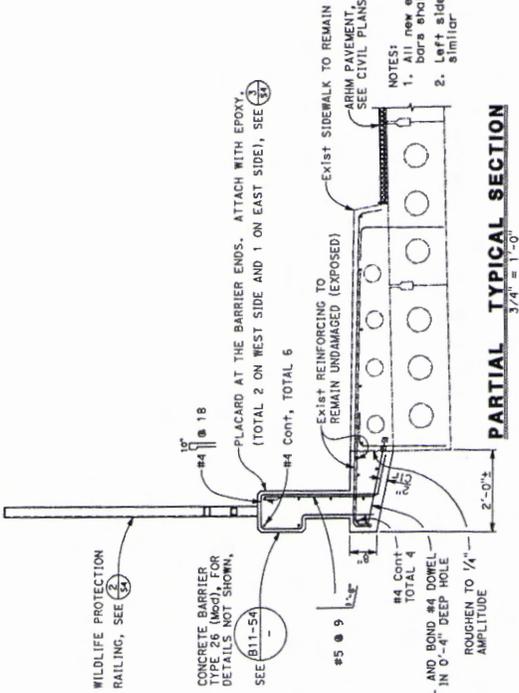


- LEGEND:**
- Indicates portion of existing bridge to be removed
 - Indicates existing structure
 - Indicates new construction
 - Indicates unseal concrete to be removed and patched
 - Indicates ARHM Pavement, see CIVIL Plans



NOTE: FOR BARRIER TRANSITION, SEE **B11-54**

TYPICAL SECTION
3/16" = 1'-0"



- NOTES:**
1. Bars shall be epoxy coated
 2. Left side shown, right side similar

PLAN CHECK SET/NOT FOR CONSTRUCTION (12/31/14)

TYPICAL SECTION
BROOKHURST ST BRIDGE PREVENTIVE MAINTENANCE
(OVER TALBERT CHANNEL)
STA. 18+06.19 TO STA. 17+00.00



PREPARED UNDER THE SUPERVISION OF
SERGEY I. SIVKO, REGISTERED CIVIL ENGINEER
DATE: 04/20/14
APPROVED BY:
DATE: 04/20/14



BRIDGE ENGINEER
SERGEY I. SIVKO
DATE: 04/20/14
DESIGNED BY:
CHECKED BY:

REFERENCES

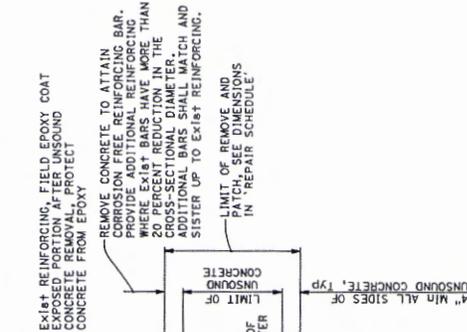
NO.	DATE	BY	REVISION

Underground Service Alert
COASTAL COMMISSION

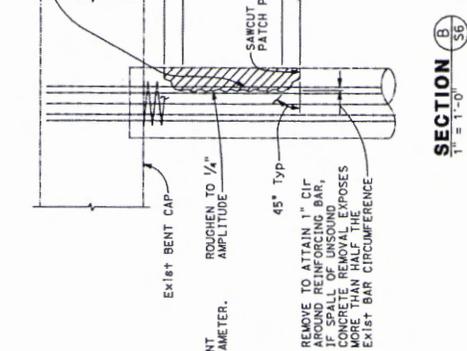
NO WORKING DAYS BEFORE YOU DIG

UNBOUND CONCRETE NOTES:
 The work for remove and patch unbound concrete shall include, but not be limited to, the following:
 - Contractor shall submit a work plan for remove and patch unbound concrete.
 - Construct working platform with removable protective cover.
 - Remove unbound concrete to the limits given in the project documents and to the engineer's satisfaction.
 - Blast clean reinforcing.
 - Measure corroded reinforcing to determine if more than a 20% reduction in cross-section has taken place.
 - Apply bonding agent to the patch area.
 - Apply Portland Cement Concrete Patch.

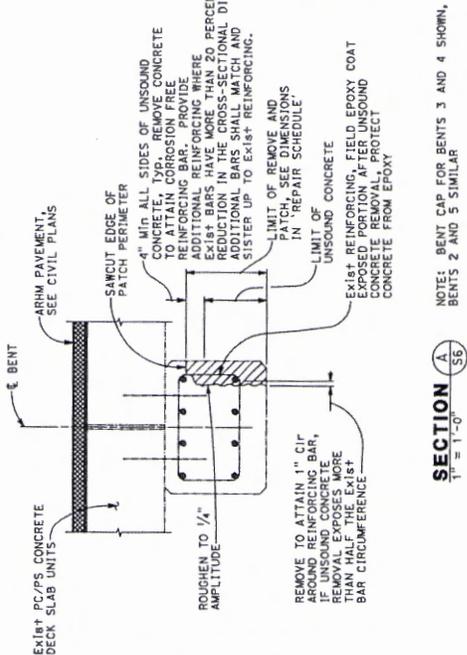
LEGEND:
 [Symbol] Indicates ARHM Pavement, see Civil Plans
 [Symbol] Indicates unbound concrete to be removed and patched
 [Symbol] Indicates existing structure
 [Symbol] Indicates new construction



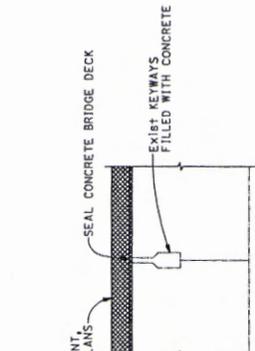
SECTION A
 1" = 1'-0"
 S6



SECTION B
 1" = 1'-0"
 S6



TRANSVERSE



LONGITUDINAL

NOTE: BENT CAP FOR BENTS 3 AND 4 SHOWN, BENTS 2 AND 5 SIMILAR.

SEAL CONCRETE BRIDGE DECK
 1 1/2" = 1'-0"
 S6

PLAN CHECK SET/NOT FOR CONSTRUCTION (12/31/14)

<p>CITY OF HUNTINGTON BEACH DEPARTMENT OF PUBLIC WORKS</p>		<p>PREPARED UNDER THE SUPERVISION OF CIVIL ENGINEER ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF HUNTINGTON BEACH SPECIFICATIONS APPROVED BY: [Signature]</p>	<p>TYPICAL SECTION DETAILS BROOKHURST ST BRIDGE PREVENTIVE MAINTENANCE (OVER TALBERT CHANNEL) STA. 16+08.13 TO STA. 17+69.90</p>
<p>NO. DATE BY REVISIONS</p>	<p>REFERENCES</p>	<p>APPROVED BY: [Signature]</p>	<p>SHEET NO. 13 OF 13 S6</p>
<p>Underground Service Alert Call 811</p>		<p>BEA BENTON ENGINEERING ARCHITECTS 1000 N. GARDEN ST., SUITE 200 ANAHEIM, CA 92815 PHONE: 714.771.1100 FAX: 714.771.1101 WWW: BEA-CA.COM</p>	<p>DATE: 12/15/14 CHECKED BY: [Signature]</p>
<p>COASTAL COMMISSION</p>			

EXHIBIT # 3
 PAGE 12 OF 13