CALIFORNIA COASTAL COMMISSION
South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
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W7b

Filed:	11/12/16
180th Day:	05/11/17
Staff:	L.Roman-LB
Staff Report:	02/22/17
Hearing Date:	03/08/17

STAFF REPORT: CONSENT CALENDAR

Application No.:	**5-16-0427**
Applicant:	**California Department of Transportation (CalTrans - District 12)**
Location:	Pacific Coast Highway at the southwest corner of the Newport Bay Bridge, Newport Beach, Orange County
Project Description:	Restore/repair a section of collapsed concrete slope paving at the north arm Newport Bay Bridge abutment in Newport Bay and failed asphalt section of a bicycle/pedestrian path underneath the bridge, new protective sheet pile, replacement of rock rip-rap in front of existing storm drain/box culvert outlet, and planting of native plant species on upland slopes adjacent to the project site.
Staff Recommendation:	Approval with conditions

SUMMARY OF STAFF RECOMMENDATION:

Procedural Note: The City of Newport Beach Local Coastal Plan (LCP) was recently certified on January 13, 2017. The project site is located both within the Commission's original permit jurisdiction and the City's certified jurisdiction, therefore, the Commission is processing the CDP application instead of the local government. The standard of review for development is Chapter 3 of the Coastal Act and the certified City of Newport Beach LCP.

The applicant, California Department of Transportation (CalTrans) District 12 proposes to restore a collapsed section of concrete slope paving at the north arm of the Newport Bay Bridge abutment and a collapsed section of a bicycle and pedestrian path underneath the bridge by 1) replacing the failed concrete slope paving with concrete featuring a deeper slope paving key, geo-composite protection fabric material, and a sheet pile to provide future protection against slope scour; 2) replacing failed section of asphalt concrete bike path with a deeper slope paving key, geo-composite

materials and a protective sheet pile; and 3) replace rock rip-rap in front of the existing storm drain/box culvert outlet in the same footprint per original as-built plans; original rocks have settled or migrated. Additionally, the applicant proposes to replace a 240 sq. ft. area of non-native ice-plant with a native plant palette on a vegetated slope adjacent to the project site and along a 0.1 acre vegetated area just north of project site along the north side of the bike path. As proposed, the development will be within the footprint of the existing concrete slope paving and will not result in additional fill of coastal waters.

Staff is recommending **approval** of the proposed coastal development permit with **four (4)** special conditions. The special conditions pertain to: **1) construction best management practices; 2) removal of debris from Newport Bay; 3) debris disposal site; 4) construction staging area; 5) landscaping; 6) assumption of risk and waiver of liability; and 7) future development.**

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EXHIBITS

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Exhibit 5 – Proposed Detour Route
Exhibit 6 – Original 1980 Bridge Bicycle Path As-Built Plans
Exhibit 7 – Site photographs showing collapsed slope and bike path and concrete/asphalt debris

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 Local Coastal Program and policies of Chapter 3 of the Coastal Act. 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. **Removal of Debris from Newport Bay.** The applicant shall remove all recoverable debris that has fallen into Newport Bay associated with the collapsed portions of the bridge concrete slope paving and the pedestrian /bicycle path underneath the bridge as part of the proposed development for bridge restoration/repair.

2. **Location of Debris Disposal Site.** PRIOR TO COMMENCEMENT OF DEVELOPMENT, the applicant shall identify in writing, for the review and approval of the Executive Director, the location of the disposal site of the construction debris and concrete/asphalt debris resulting from the removal of the asphalt and concrete which collapsed into Newport Bay waters. Disposal of debris shall occur at the approved disposal site. If the disposal site for the construction debris is located in the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place.

3. **Future Rock Rip-Rap Maintenance Activities.** By acceptance of this permit, the applicant shall be responsible for future maintenance of the rip-rap dissipater authorized by this permit in front of an existing storm drain/box culvert outlet between the bridge and the bicycle path. The applicant shall comply with the following requirements:

    a. The applicant shall remove from the muddy soft bottom of Newport Bay any rocks or other material that has become dislodged from the riprap structures or migrated/expanded from the original footprint as shown on the approved final plans. The applicant may retrieve and replace rocks to the riprap dissipater within the footprint of the approved final plans. No new rock may be used to repair the riprap dissipater without a coastal development permit or an amendment to this permit.

4. **Construction Responsibilities, Storage of Construction Material and Mechanized Equipment.** The application shall comply with the following construction-related requirements:
    a. No 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 construction activities shall be removed from the site within 10 days of completion of construction;
    c. Machinery or construction materials not essential for project improvements shall not be allowed at any time in the intertidal zone;
    d. Sand from the beach, cobbles, or shoreline rocks shall not be used for construction material;
    e. If turbid conditions are generated during construction; a silt curtain shall be utilized to control turbidity;
    f. Floating booms shall be used to contain debris discharged into coastal waters and any debris discharged shall be removed as soon as possible but no later than the end of each day;

g. Divers shall recover non-buoyant debris discharged into coastal waters as soon as possible after loss.
h. 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.
i. 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.
j. The discharge of any hazardous materials into any receiving waters shall be prohibited.
k. 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.
l. All BMPs shall be maintained in a functional condition throughout the duration of construction activity.

5. **Construction Staging Area.** PRIOR TO COMMENCEMENT OF DEVELOPMENT, the applicant shall submit a plan for the review and approval of the Executive Director which indicates that the construction staging area(s) will avoid impacts to public access, beach areas or to sensitive habitat areas.

(1) The plan shall demonstrate that:

a. Construction equipment or activity shall not occur outside the staging area
b. Public parking areas shall not be used for staging or storage of equipment
c. Sandy beach or habitat (vegetated) areas shall not be used for staging or storage of equipment. Construction staging and storage of equipment shall only occur on existing paved surfaces.
d. The staging area for construction of the project shall not obstruct vertical or lateral access to the beach, marina or other recreational facilities

(2) The plan shall include, at a minimum, the limits of the staging area(s) and location of construction fencing and temporary job trailers, if any.

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.

6. **Landscaping – Drought Tolerant, Non-Invasive Plans.** Vegetated landscaped areas adjacent to the project site shall only consist of drought tolerant plants native to coastal Orange County and appropriate to the habitat type. Native plants shall be from local stock wherever possible. No plant species listed as problematic and/or invasive by the California Native Plant Society (http://www.CNPS.org/), the California Invasive Plant Council (formerly the California Exotic Pest Plant Council) (http://www.cal-ipc.org/), or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant

species listed as a "noxious weed" by the State of California or the U.S. Federal Government shall be utilized within the property. All plants shall be low water use plants as identified by California Department of Water Resources (http://www.water.ca.gov/wateruseefficiency/docs/wucols00.pdf).

7. **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 prior to the beginning of construction and shall be valid until the next period of active growth. The survey shall be prepared in full compliance with the "Southern California Eelgrass Mitigation Policy" Revision 8 (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 Game. The applicants 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 one month after the conclusion of construction, the applicants shall survey the project site to determine if any eelgrass was adversely impacted. The survey shall be prepared in full compliance with the "Southern California Eelgrass Mitigation Policy" Revision 8 (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 Game. The applicants 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 applicants shall replace the impacted eelgrass at a minimum 1.2:1 ratio on-site, or at another location, in accordance with the Southern California Eelgrass Mitigation Policy. All impacts to eelgrass habitat shall be mitigated at a minimum ratio of 1.2:1 (mitigation:impact). The exceptions to the required 1.2:1 mitigation ratio found within SCEMP 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.

8. **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 applicants 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 Game, and the National Marine Fisheries Service.

C. Within five (5) business days of completion of the survey, the applicants shall submit the survey:
   (1) for the review and approval of the Executive Director; and
   (2) to the Surveillance Subcommittee of the Southern California Caulerpa Action Team (SCCAT). The SCCAT Surveillance Subcommittee may be contacted through William Paznokas, California Department of Fish & Game (858/467-4218) or Robert Hoffman, National Marine Fisheries Service (562/980-4043), or their successors.

D. If *Caulerpa taxifolia* is found within the project or buffer areas, the applicants shall not proceed with the project until 1) the applicants provides evidence to the Executive Director that all *C. taxifolia* discovered within the project and 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 applicants 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.

9. **Assumption of Risk, Waiver of Liability and Indemnity.** By acceptance of this permit, the applicants acknowledge and agree (i) that the site may be subject to hazards from geologic instability, sea level rise, wave uprush, and erosion; (ii) to assume the risks to the applicants 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; and (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.

10. **Future Development.** This permit is only for development described in Coastal Development Permit No. 5-16-0427. Pursuant to Title 14 California Code of Regulations Section 13250(b)(6), the exemptions otherwise provided in Public Resources Code Section 30610(a) shall not apply to the development governed by Coastal Development Permit No. 5-16-0427. Accordingly, any future improvements to the single-family house authorized by this permit, including, but not limited to, repair and maintenance identified as requiring a permit in Public Resources Section 30610(d) and Title 14 California Code of Regulations Sections 13252(a)-(b), shall require an amendment to Permit No. 5-16-0427 from the Commission or shall require an additional coastal development permit from the Commission or from the applicable certified local government.

IV. FINDINGS AND DECLARATIONS:

A. PROJECT LOCATION & DESCRIPTION

The project site located on Pacific Coast Highway (State Route 1) at the southwest corner of the Newport Bay Bridge in the City of Newport Beach, Orange County (**Exhibits 1 and 2**). The Newport Bay Bridge is a segment of Pacific Coast Highway that bisects Newport Bay into the Lower Newport Bay and Upper Newport Bay areas. Along this commercial segment of Pacific Coast Highway a Class 1 bicycle path runs underneath the Newport Bay Bridge perpendicular to Pacific Coast Highway. A storm drain/box culvert outlet is located between the bridge abutment and the pedestrian/bicycle path. Vertical access to the public bay front is available approximately 400 feet west of the subject site at the municipal Castaways Park.

The slope paving at the bridge's west side of abutment #1 has collapsed due to tidal erosion exposing the bridge's support soil, timber piles, and rebar. Tidal erosion has also displaced rock rip-rap originally placed in front of the storm drain/box culvert outlet to act as a dissipater; the rocks have either settled or migrated. A portion of the bike path has also collapsed into the bay. The applicant proposes to repair the failed slope and bike path by 1) replacing the failed concrete slope paving with concrete featuring a deeper slope paving key, geo-composite protection fabric material, and a sheet pile to provide future protection against slope scour; 2) replacing failed section of asphalt concrete bike path with a deeper slope paving key, geo-composite materials and a protective sheet pile; and 3) replace rock rip-rap in front of the existing storm drain/box culvert outlet in the same footprint per original as-built plans. Proposed project plans are included as **Exhibit #3**. Additionally, the applicant proposes to replace a 240 sq. ft. area of non-native ice-plant with a native plant palette on a vegetated slope adjacent to the project site and along a 0.1 acre vegetated area just north of project site along the north side of the bike path (**Exhibit #4**). It will be necessary to temporarily close the pedestrian/bicycle path to conduct the proposed necessary repairs. The applicant has provided a suitable alternative detour route during the proposed project construction (**Exhibit # 5**).

As proposed, the failed concrete slope paving would be reconstructed with a deeper slope paving key, thus allowing the proposed new protective sheet pile to be placed at the toe of the newly reconstructed slope without encroaching further seaward into Lower Newport Bay than the existing toe of the concrete slope paving. The new sheetpile is proposed to stabilize the slope from future tidal erosion. Therefore, as proposed, the project will not result in new fill of coastal waters. The applicant also provided the original 1980 Newport Bay Bridge Bicycle Path as-built plans which also depict an existing storm drain/box culvert outlet located between the bridge abutment and the pedestrian/bicycle path, these are included as **Exhibit #6**. Per the submitted as-built plans, rock rip-rap had originally been placed in front of the culvert to act as a dissipater/erosion control. The applicant is proposing to replace rock rip-rap directly in front of the culvert outlet that over the years has either settled into the muddy substrate or has migrated. The rip-rap will be placed within the footprint of the previous rip rap placement and will thus not result in new fill of open coastal waters. **Special Condition 3** requires the applicant to be responsible for future maintenance of the rip-rap dissipater authorized by this permit, authorizing future maintenance such as the removal

from the muddy soft bottom of Newport Bay any rocks or other material that has become dislodged from the riprap structures or migrated/expanded from the original footprint as shown on the approved final plans and specifying that no future additional new rock may be used to repair the riprap dissipater without a coastal development permit or an amendment to this permit.

The project description does not specifically address the removal of the collapsed portions of concrete and asphalt debris scattered in the intertidal zone of Lower Newport Bay (**Exhibit #7**). Therefore, **Special Condition 1** requires the applicant retrieve and properly dispose of concrete and asphalt debris resulting from the failed slope and bike path as part of this permit approval to restore the area back to soft bottom habitat.

Additionally, as part of the repair of the failed slope and bike path, the applicant is also proposing landscaping improvements on upland vegetated slopes adjacent to Newport Bay Bridge/Pacific Coast Highway. The Commission imposes **Special Condition 3** requiring any new vegetated landscaped areas adjacent to the project site to consist of drought tolerant plants native to coastal Orange County and appropriate to the habitat type.

The applicant submitted a Natural Environment Study dated December 2015 which included a habitat evaluation of the site; a delineation of jurisdictional waters, wetlands, and streambeds; focused surveys for special-status species including eelgrass and Caulerpa, Essential Fish Habitat (EFH); and marine resources.

An assessment of eelgrass and Caulerpa was performed in 2015 at the project area and within a 50 foot buffer around the project area. No eelgrass or Caulerpa were encountered at the project site or within the 50 foot buffer area. Eelgrass was found at the closest point 10 feet outside of the buffer zone. The proposed project would not have any direct adverse impacts on eelgrass, however, there is a potential for construction phase temporary impacts (due to increased water turbidity, shading, and changes in water circulation patterns in the vicinity) on eelgrass habitat and thus on EFH. Following EFH consultation with the NOAA National Marine Fisheries Service (NMFS), 0.018 acre of permanent and 0.014 acre of temporary impacts to EFH were identified. In response, the applicant proposes to offset lost habitat function impacts with a $10,200 contribution to the Orange County Coast Keeper to plant and monitor 0.05 acre of eelgrass in Upper Newport Bay. That proposed restoration project is not part of this CDP approval. Under the provisions of the Coastal Act, the project would not result in direct adverse impacts to eelgrass or sensitive habitat, therefore, the Commission is not requiring habitat mitigation. As the project would not result in new fill of coastal waters, no mitigation is required for loss of soft bottom area.

The U.S. Army Corps of Engineers (ACOE) also has regulatory authority over the proposed project under Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act. Section 10 of the Rivers and Harbors Act regulates the diking, filling, and placement of structures in navigable waterways. Section 404 of the Clean Water Act regulates fill or discharge of materials into waters and ocean waters. For the subject project, AOCE is considering the issuance of a Section 10 Permit. Should the Commission approve the CDP for the proposed project, ACOE would then be able to issue its Section 10 Permit.

B. PUBLIC ACCESS

The proposed development will not affect the public's ability to gain access to, and/or to use the coast and nearby recreational facilities. Therefore, the proposed development, conforms to the City of Newport Beach certified LCP polices and requirements regarding public access and with Coastal Act Sections 30210 through 30214, Sections 30220 through 30224, and 30252 of the Coastal Act pertaining to public access and recreation.

C. MARINE RESOURCES

The proposed development is the placement of a sheet pile in the same location or landward of the existing slope footing that is necessary to protect an existing structure. The proposed development will not result in the additional fill of coastal waters as the new sheet pile will be located either in the same location or landward of the existing structure. In the event that the structure is being reconstructed in the same location, it is infeasible to locate the new sheetpile further landward. The proposed project has been conditioned to minimize any significant adverse effect the project may have on the 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*. Further, as proposed and conditioned, the project conforms with the policies and requirements of the City of Newport Beach certified LCP and with Sections 30224, 30230, and 30231 of the Coastal Act.

D. HABITAT

The proposed development will have no significant adverse impact on adjacent habitat, recreation areas, or parks. Therefore, the Commission finds that the project conforms with the City of Newport Beach certified LCP policies and requirements protecting sensitive habitat and recreation areas and conforms with Section 30240(b) of the Coastal Act.

E. WATER QUALITY

The proposed work will be occurring on, within, or adjacent to coastal waters. The storage or placement of construction material, debris, or waste in a location where it could be discharged into coastal waters would result in an adverse effect on the marine environment. To reduce the potential for 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. As conditioned, the Commission finds that the development conforms to the water quality control policies and requirements of the City of Newport Beach certified LCP and Sections 30230 and 32031 of the Coastal Act requiring the protection of water quality to promote the biological productivity of coastal waters and to protect human health.

F. LOCAL COASTAL PROGRAM (LCP)

On January13, 2017, the City of Newport Beach LCP was effectively certified. The proposed development is located within the City's jurisdiction and consequently, the standard of review is the City's certified Local Coastal Plan (LCP) and the public access and recreation policies of the Coastal Act. As conditioned, the proposed development is consistent with the City's certified LCP and the public access and recreation policies of the Coastal Act.

G. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

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.

Appendix A - Substantive File Documents

State Route 1 Restoration Project Natural Environment Study, prepared by Kedest Ketsela, Associate Environmental Planner State of California, Department of Transportation dated December 2015

State Route 1 Permanent Restoration Project, Initial Study with Mitigated Negative Declaration/Categorical Exclusion prepared by the State of California, Department of Transportation dated March 2016

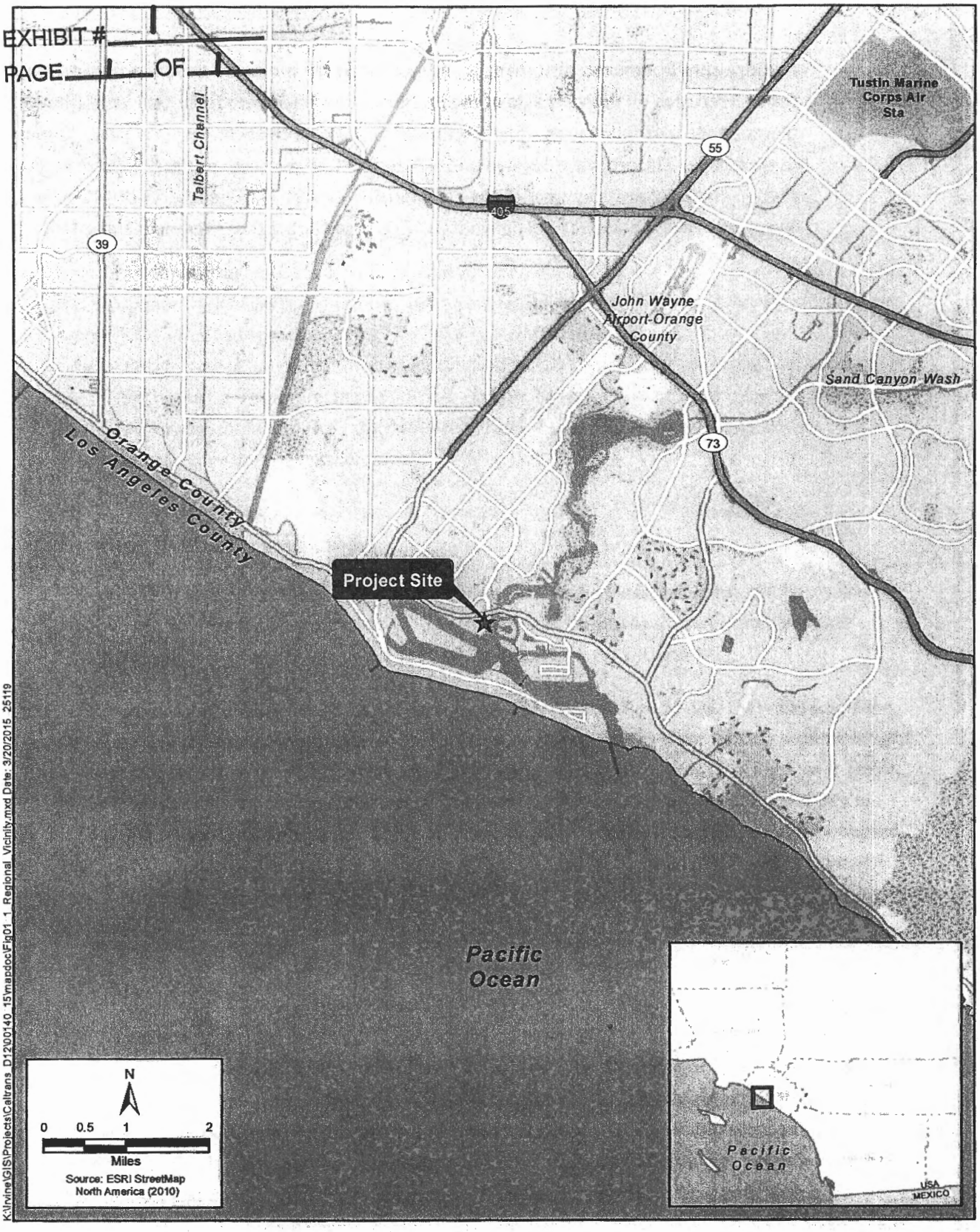


Figure 1-1
Regional Vicinity Map
State Route 1 Restoration Project

EXHIBIT # 2
PAGE 1 OF 1

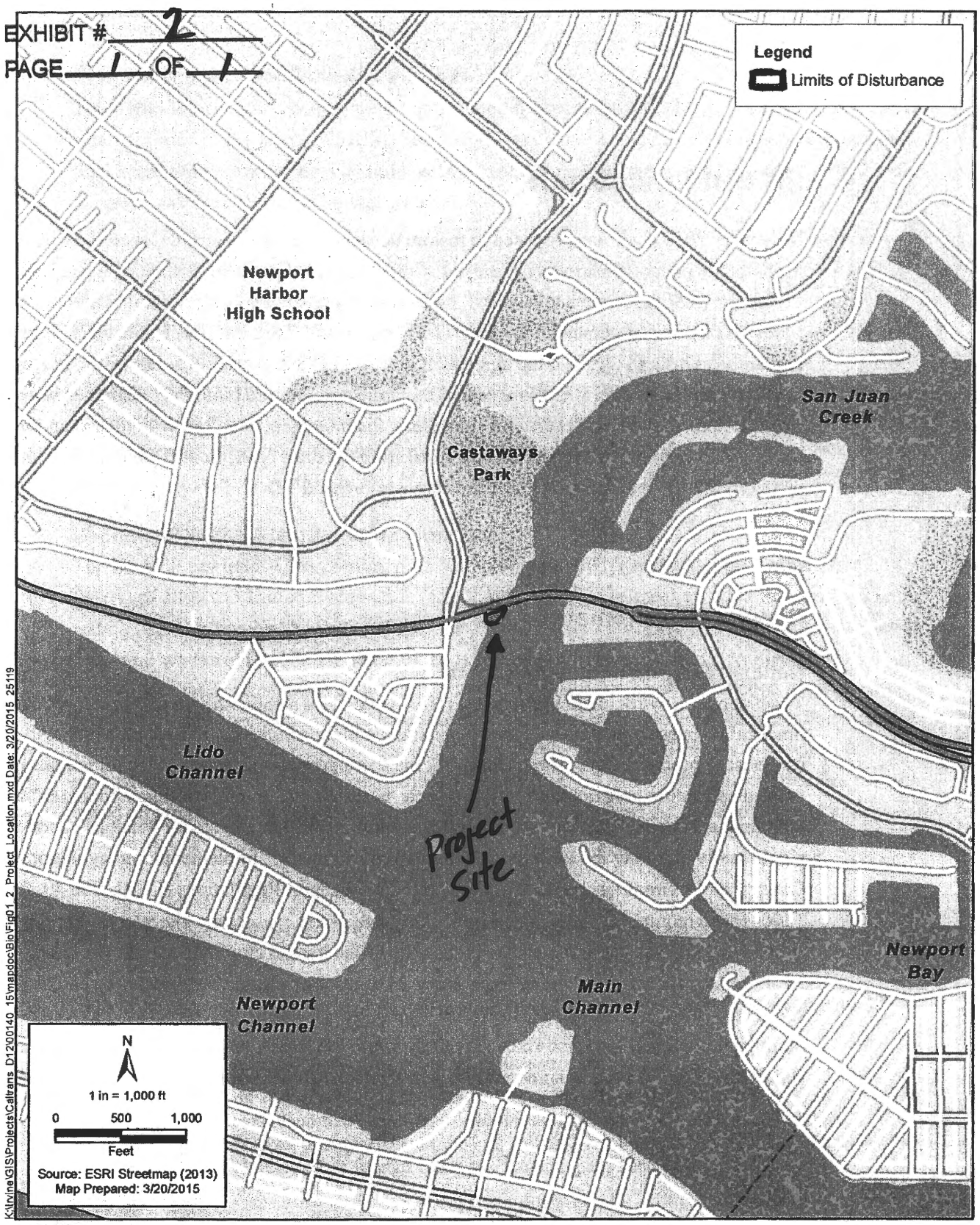


Figure 2
Project Location
State Route 1 Restoration Project

INDEX OF PLANS

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

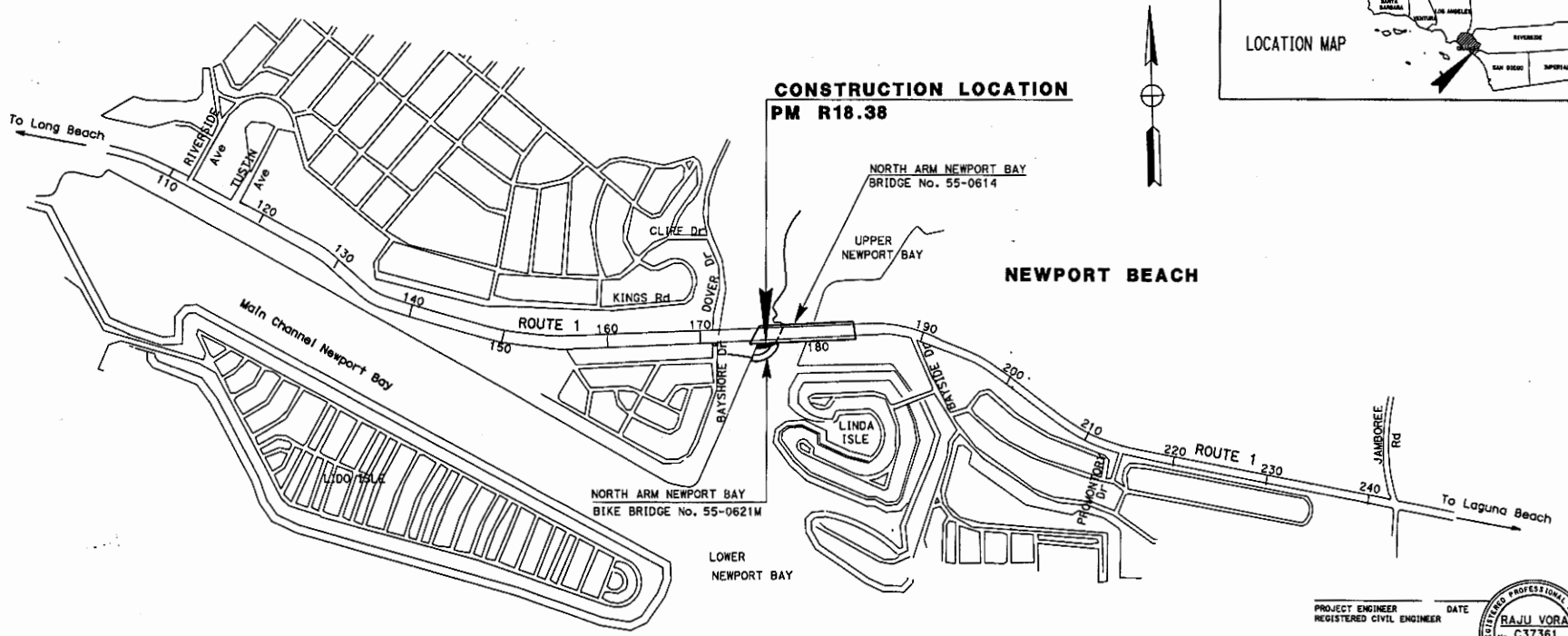
PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

IN ORANGE COUNTY
IN NEWPORT BEACH
AT THE NORTH ARM NEWPORT BAY BRIDGE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

12	Ora	1	R18.38



PROJECT MANAGER	BOB BARZAGAN
DESIGN MANAGER	ANDREW OSHRIN

PROJECT ENGINEER
REGISTERED CIVIL ENGINEER — DATE

RAJU VORA
No. C37361
Exp. 06-30-16
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

NO SCALE

CONTRACT No.	12-0N9104
PROJECT ID	12150000081

LAST REVISION	DATE PLOTTED => 08-AUG-2016
08-08-16	TIME PLOTTED => 15:14

BORDER LAST REVISED 10/4/2013 | CALTRANS WEB SITE IS: HTTP//WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s126594 DGN FILE => 12150000081_001.dgn | UNIT 2995 | PROJECT NUMBER & PHASE 12150000081

COASTAL COMMISSION
EXHIBIT # 3
PAGE 1 OF 6

FOR COMPLETE RIGHT OF WAY DATA,
SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

12	Ora	1	R18.38		

REGISTERED CIVIL ENGINEER DATE

RAJU VORA No. C37361 06-30-16 CIVIL STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CURVE DATA

No.	R	Δ	T	L
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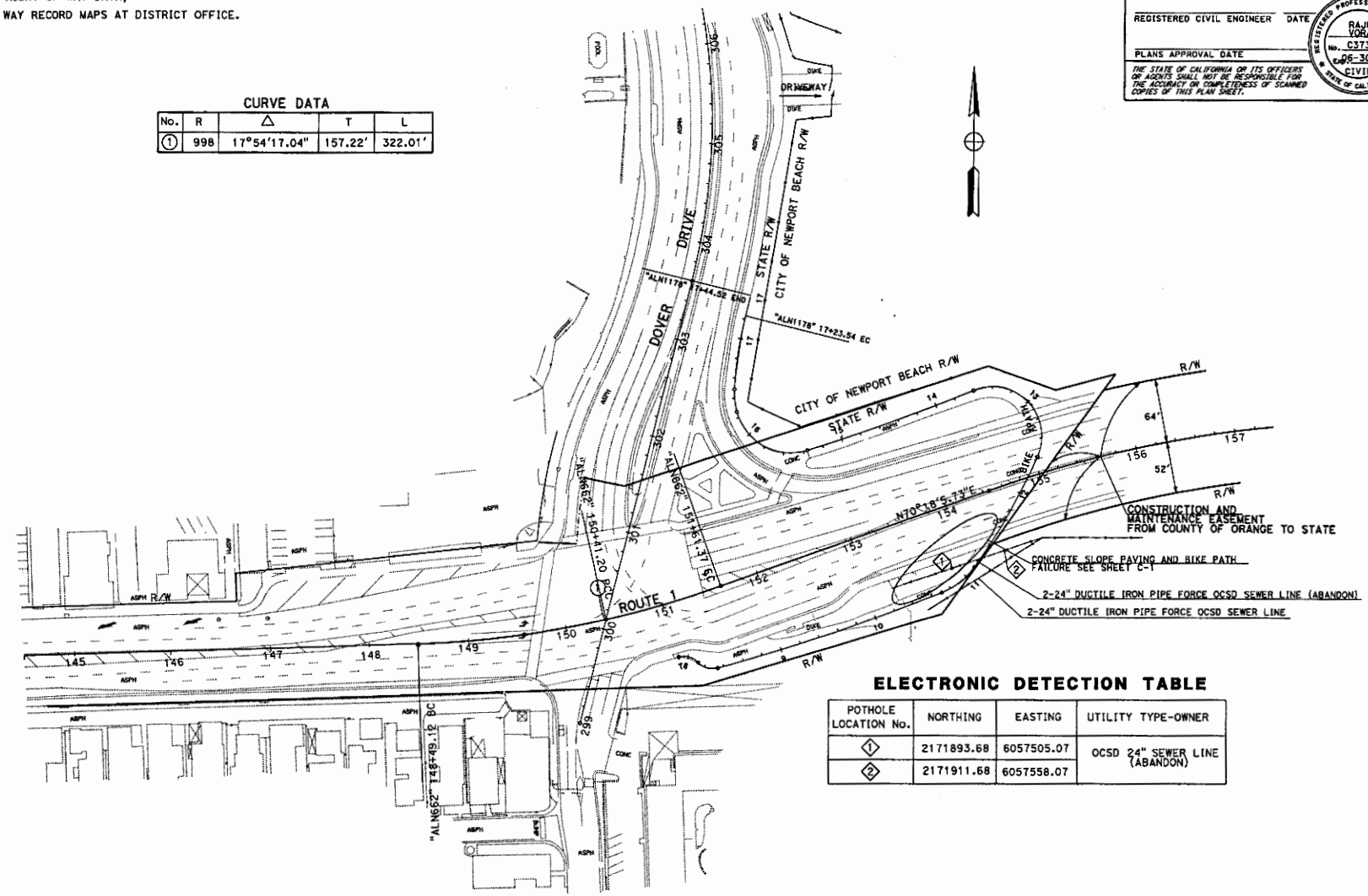


ELECTRONIC DETECTION TABLE

POTHOLE LOCATION No.	NORTHING	EASTING	UTILITY TYPE-OWNER
1	2171893.68	6057505.07	OCSD 24" SEWER LINE (ABANDON)
2	2171911.68	6057558.07	

LAYOUT AND UTILITY

SCALE 1"=50'

L-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

FUNCTIONAL SUPERVISOR: ANDREW OSHRIN

CALCULATED-DESIGNED BY: THUAN NGUYEN

CHECKED BY: RAJU VORA

REVISED BY	DATE REVISED

LAST REVISED DATE PLOTTED => 08-AUG-2016
TIME PLOTTED => 15:14
08-08-16

BORDER LAST REVISED 7/2/2010

USERNAME => s128894
DGN FILE => 1215000008ea001.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000 PROJECT NUMBER 299 PHASE EA 0000000001

COASTAL COMMISSION
EXHIBIT # 3
PAGE 2 OF 6

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	Ora	1	R18.4	3	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — RAJU VORA — No. C37361 — Exp. 06-30-18 — CIVIL — STATE OF CALIFORNIA

LEGENDS:

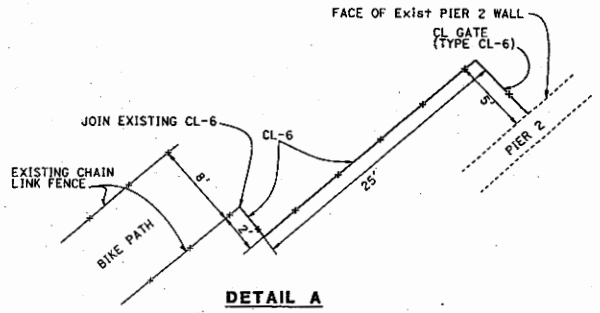
1. ROCK SLOPE PROTECTION FABRIC (CLASS 10) - ALL AROUND CEMENT SLURRY
2. REPLACE CONCRETE SLOPE PAVING
3. BRIDGE SLOPE PAVING AND KEY
4. CONCRETE APPROACH SLAB TYPE R (10S)
5. BIKE PATH SLOPE PAVING WITH KEY
6. 6' BIKE PATH SLOPE PAVING CHAIN LINK FENCE WITH GATE, TO MATCH EXITSTING BIKE PATH CHAIN LINK FENCE
7. STRUCTURE BACK FILL (CEMENT SLURRY)

[#] LOCATION NUMBER

ROCK SLOPE PROTECTION (1/2 T, METHOD B)

------ STEEL SHEET PILE LOL

- - - - TEMPORARY TURBIDITY CONTROL CURTAIN



DETAIL A
CHAIN LINK FENCE AND GATE

SLOPE PROTECTION TABLE

LOCATION No.	NORTHING EASTING	ELEVATION
12	N 2171921.82 E 6057497.16	8.13
13	N 2171907.96 E 6057490.55	7.64
14	N 2171910.02 E 6057485.96	11.10
15	N 2171918.62 E 6057490.20	11.22

SLOPE PROTECTION TABLE

LOCATION No.	NORTHING EASTING	ELEVATION	EC/BC
1	N 2171893.62 E 6057478.09	4.66	
2	N 2171902.39 E 6057482.41	7.65	
3	N 2171909.73 E 6057502.76	7.65	EC
4	N 2171924.50 E 6057529.56	7.65	BC
5	N 2171929.35 E 6057535.84	7.65	
6	N 2171931.99 E 6057540.14	7.65	
7	N 2171928.16 E 6057538.69	5.32	
8	N 2171924.40 E 6057535.64	4.95	EC
9	N 2171898.82 E 6057498.45	3.78	BC
10	N 2171897.28 E 6057493.75		EC
11	N 2171884.02 E 6057473.15	MATCH TOP OF HEADWALL	BC

DESIGN NOTES

DESIGN: AASHTO LRFD Bridge Design Specifications, 2012 Edition with Caltrans Amendments, preface dated January 2014

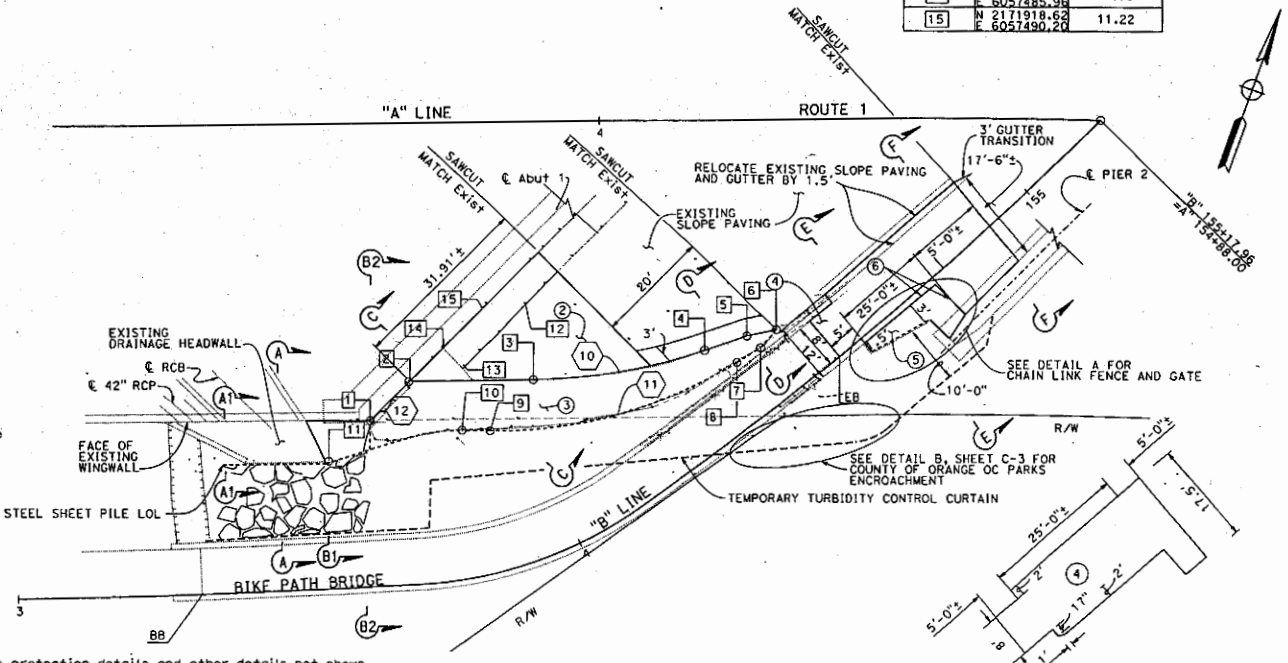
LIMIT STATES: Service I, Strength I & II, Extreme II and Fatigue I (γ_{FAT} = 1.0)

DEAD LOAD: Includes 35 psf for future wearing surface

LIVE LOAD: HL93 and permit design load
Equivalent strip width method: W_1 = 12 ft
Slab span: L_1 = 7.83 ft

REINFORCED CONCRETE:
f_y = 60 ksi
f'_c = 3.6 ksi
n = 8

STEEL SHEET PILES:
MINIMUM SECTION MODULES PER FT WALL = 15 CUBIC INCHES/FT
f_y = 50 ksi
A690/A690M GRADE XX
MINIMUM STEEL THICKNESS = 0.5"



PLAN

NOTES:

1. For joint protection details and other details not shown, see other plan sheets. Adjust reinforcement to clear sawcut for sealed joint.
2. End the plate or edge angle at beginning of barrier transition, end of wingwall, or end of structure approach as applicable.
3. At the Contractor's option, approach slab transverse reinforcement may be placed parallel to BB or EB. Spacing of transverse reinforcement is measured along ℄ roadway.
4. The contractor must verify all controlling field dimensions before ordering or fabricating any material.
5. Vertical clearance is 7'±00"

CURVE DATA

No. (#)	R	Δ	T	L
10	100'	17°36'18"	15.49'	30.73'
11	80'	32°46'08"	23.52'	45.75'
12	20'	44°39'07"	8.21'	15.59'

CONCRETE APPROACH SLAB DETAIL
TYPE R (10S)

CONSTRUCTION DETAILS

NO SCALE

C-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | DESIGN | FUNCTIONAL SUPERVISOR: ANDREW OSHRIN | CALCULATED-DESIGNED BY: ANHHUY TRUONG | CHECKED BY: RAJU VORA | REVISED BY | DATE REVISED

LAST REVISION: DATE PLOTTED => 18-JAN-2017, 01-18-17 TIME PLOTTED => 10:14

BORDER LAST REVISED 7/2/2010 | USERNAME => s128894 | DGN FILE => 1215000008ga001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2995 | PROJECT NUMBER & PHASE 12150000081

COASTAL COMMISSION
EXHIBIT # 3
PAGE 3 OF 6

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	Ora	1	R18.4	4	

REGISTERED CIVIL ENGINEER DATE

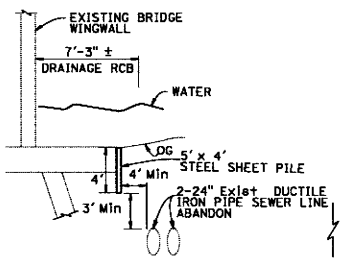
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

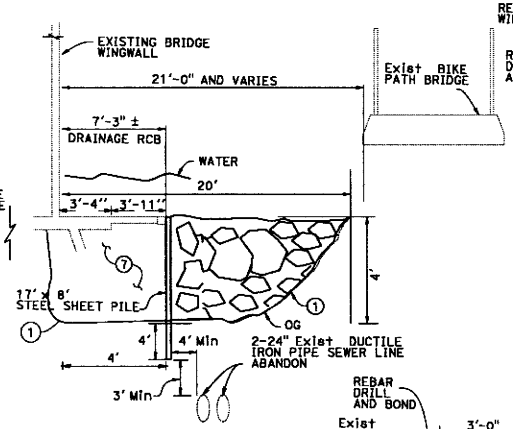
REGISTERED PROFESSIONAL ENGINEER — RAJU VORA — No. C37361 — EXP. 06-30-18 — CIVIL — STATE OF CALIFORNIA

NOTES:

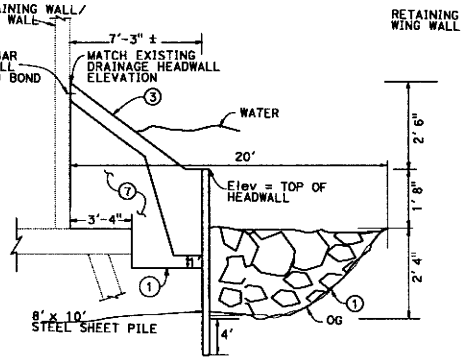
1. CONTRACTOR TO VERIFY 4' MINIMUM EMBEDED DEPTH UNLESS OTHERWISE SHOWN ON THE PLANS BEFORE STEEL SHEET PILE PLACEMENT.



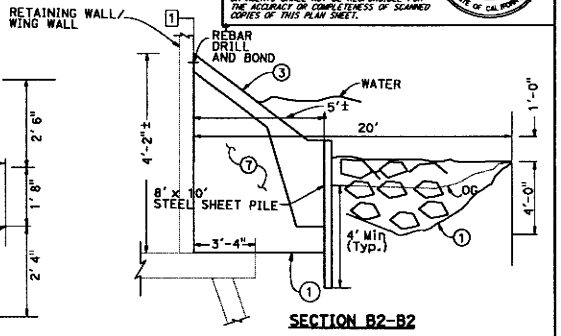
SECTION A1-A1



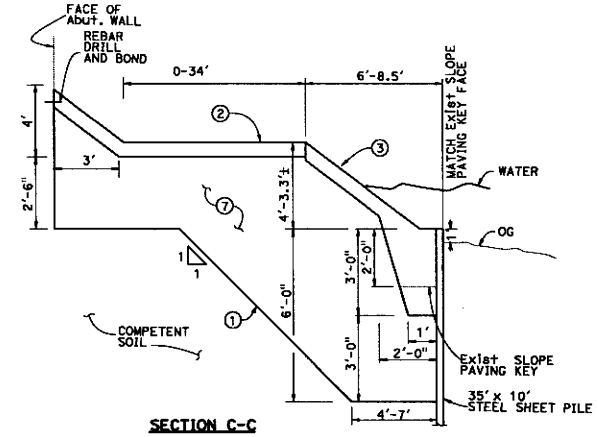
SECTION A-A



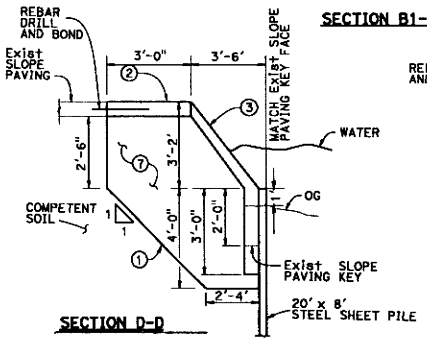
SECTION B1-B1



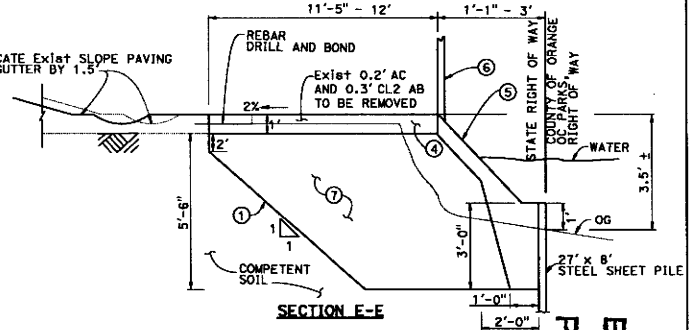
SECTION B2-B2



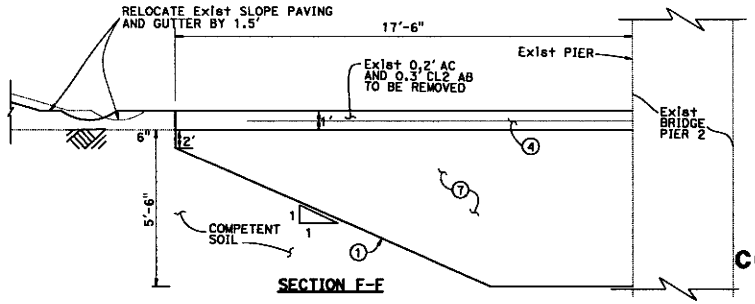
SECTION C-C



SECTION D-D



SECTION E-E



SECTION F-F

CONSTRUCTION DETAILS

NO SCALE

C-2

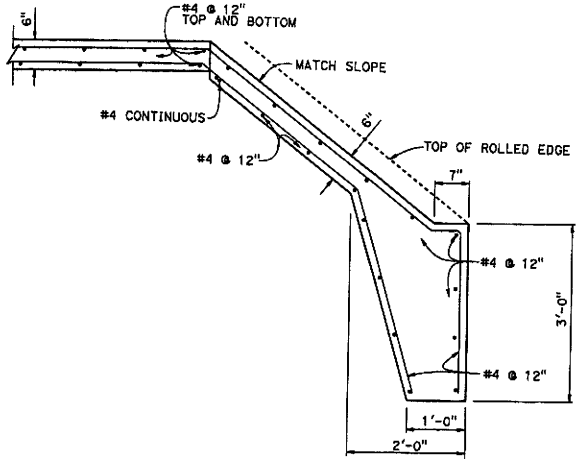
EXHIBIT # 3
PAGE 4 OF 7

COASTAL COMMISSION

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — DESIGN

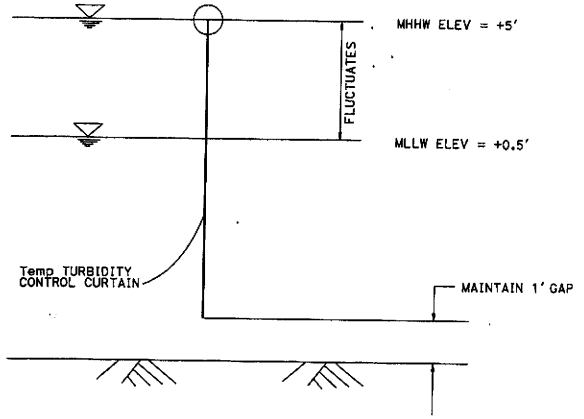
FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	DATE REVISED
ANDREW OSHRIN	ANHHUY TRUONG		
	CHECKED BY		
	RAJU VORA		

BORDER LAST REVISED 7/2/2010 | USERNAME => e109609 | DGN FILE => 1215000008ga002.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2995 | PROJECT NUMBER & PHASE EA12150000081



TYPICAL SECTION
SLOPE PAVING AT
ABUTMENT 1

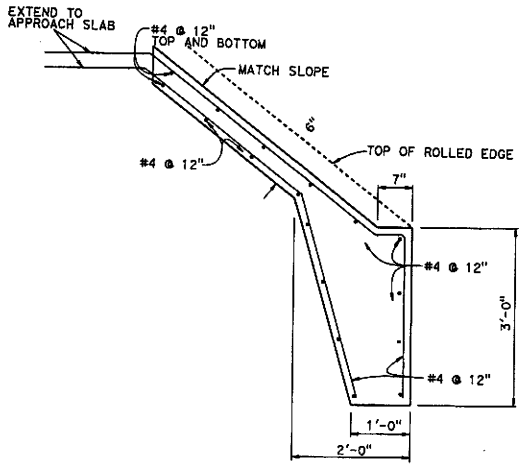
1" = 1'-0"



TEMPORARY TURBIDITY CONTROL CURTAIN DEPTH DETAIL

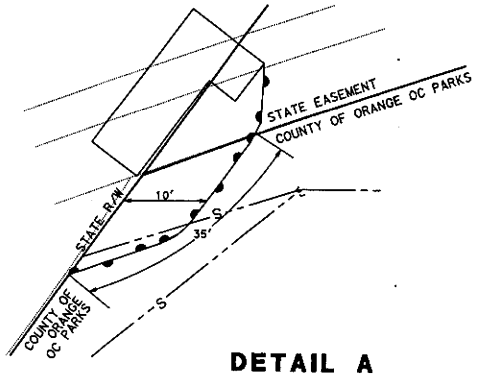
TEMPORARY TURBIDITY CONTROL CURTAIN

SHEET No.	QUANTITY (LF)
C-3	150



TYPICAL SECTION
SLOPE PAVING AT
BIKE PATH

1" = 1'-0"



DETAIL A
COUNTY OF ORANGE
OC PARKS ENCROACHMENT

CONSTRUCTION DETAIL

SCALE 1"=50'

C-3

12	Ora	1	R18.38

REGISTERED CIVIL ENGINEER DATE

RAJU VORA No. C37361 06-30-16 CIVIL STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REVISED BY	DATE REVISED
RAJU VORA	THUAN NGUYEN

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: ANDREW OSHRIN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans DESIGN

LAST REVISION 08-08-16 DATE PLOTTED => 08-AUG-2016 TIME PLOTTED => 15:14

BORDER LAST REVISED 7/2/2010

USERNAME => s128894
DGN FILE => 12150000008gd003.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

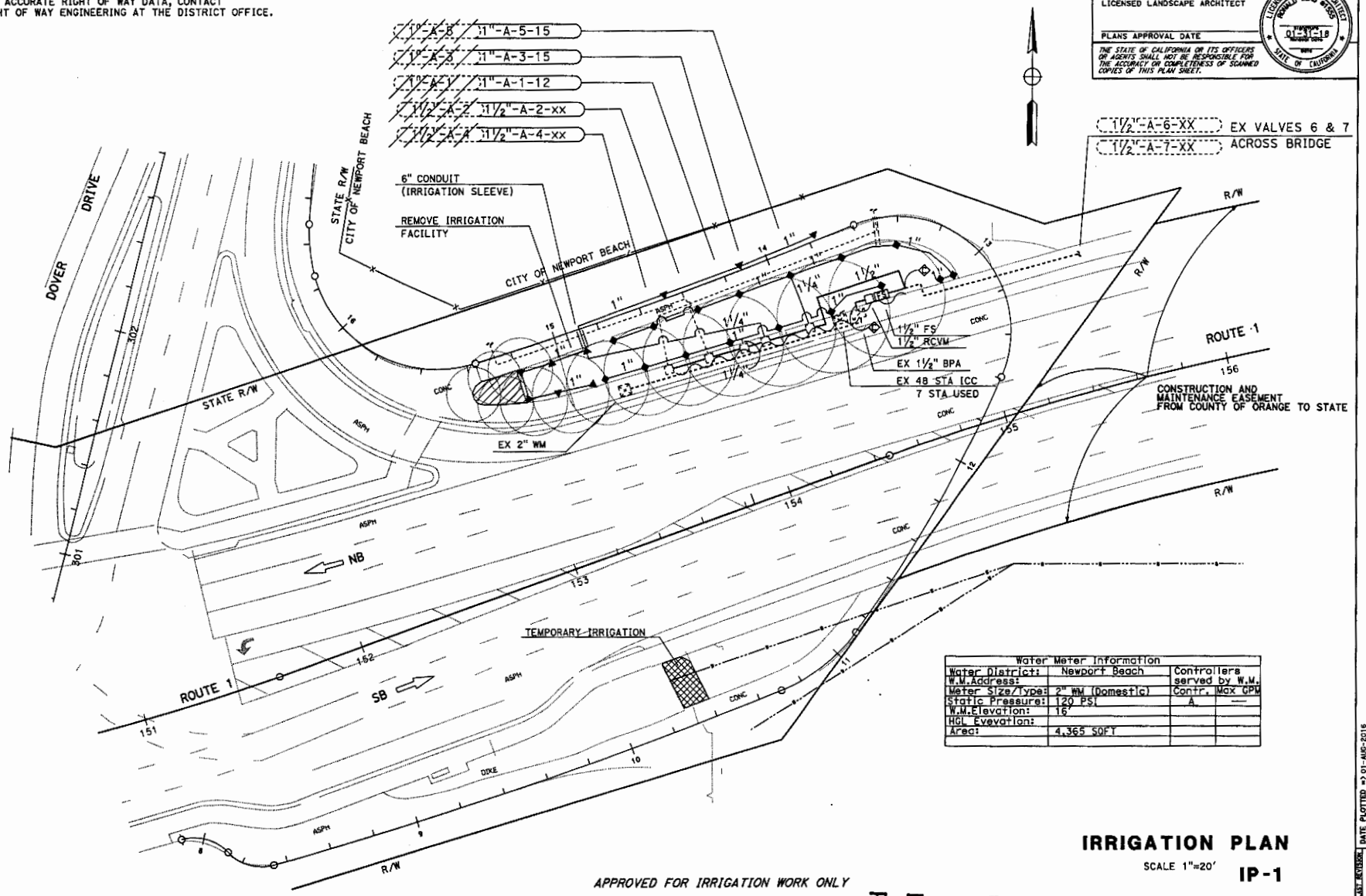
UNIT 2995

PROJECT NUMBER & PHASE 12150000081

COASTAL COMMISSION
EXHIBIT # 3
PAGE 5 OF 6

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



Water Meter Information			
Water District:	Newport Beach	Controllers served by W.M.	
W.M.Address:		Contr.	Max GPM
Meter Size/Type:	2" WM (Domestic)	A	—
Static Pressure:	120 PSI		
W.M.Elevation:	16'		
HGL Evevation:			
Area:	4,365 SQFT		

APPROVED FOR IRRIGATION WORK ONLY

IRRIGATION PLAN

SCALE 1"=20'

IP-1

12	Ora	1	R18.38

LICENSED LANDSCAPE ARCHITECT

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

LICENSED LANDSCAPE ARCHITECT RONALD WONG 6765 01-31-18 STATE OF CALIFORNIA

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	SENIOR LANDSCAPE ARCHITECT	CALCULATED-DESIGNED BY	RONALD WONG	REVISED BY	
LANDSCAPE ARCHITECTURE	ERIC DICKSON	CHECKED BY	DEEDEE MARTINEZ	DATE REVISED	

DATE PLOTTED => 01-AUG-2016
TIME PLOTTED => 15:50

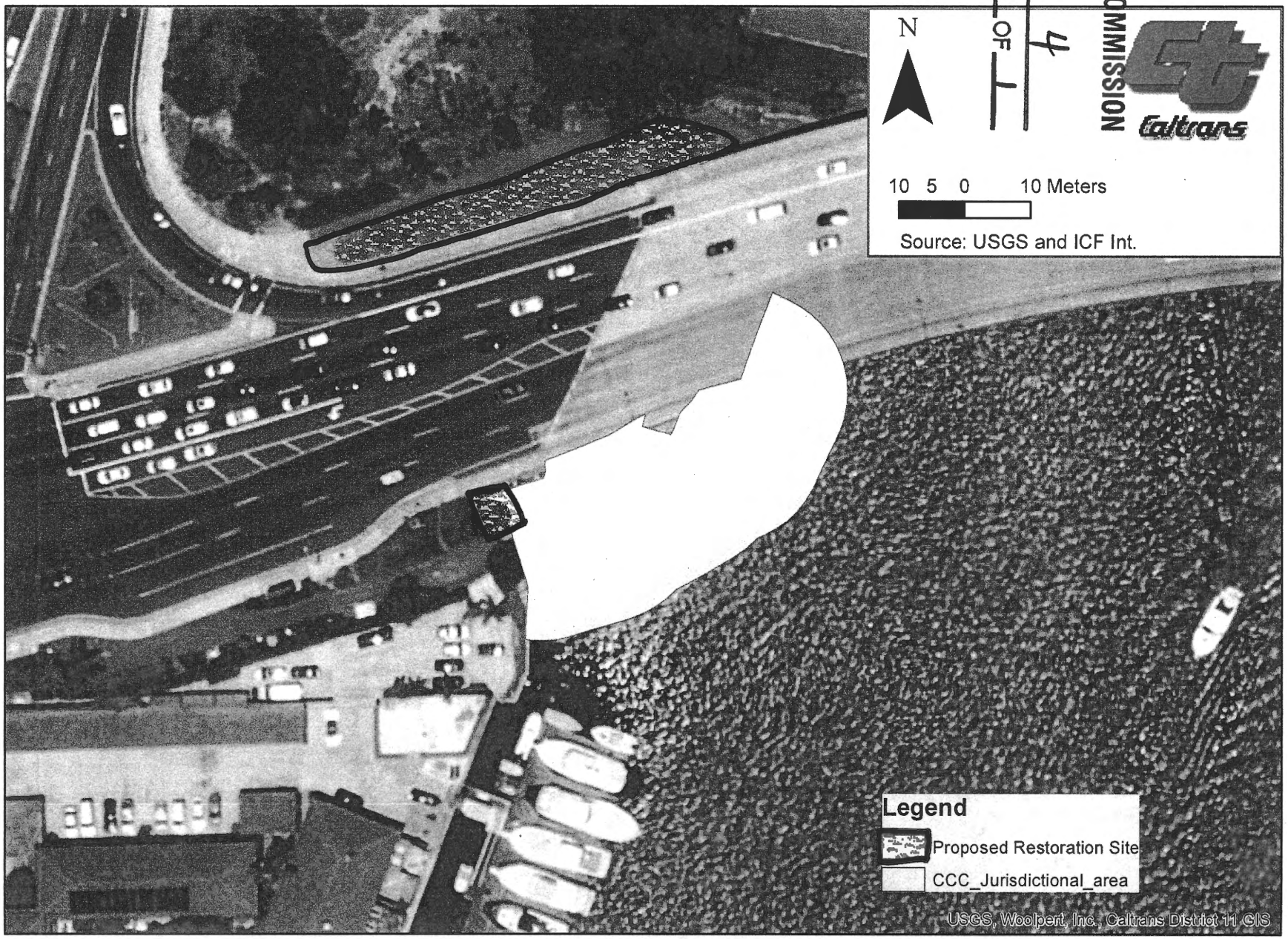
BORDER LAST REVISED 7/2/2010	USERNAME => e125227 DGN FILE => 12150000008ip001.dgn	RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3	UNIT 0314	PROJECT NUMBER & PHASE	12150000081

COASTAL COMMISSION
EXHIBIT # 3
PAGE 6 OF 6

COASTAL COMMISSION

EXHIBIT # 4

PAGE 1 OF 1



Proposed Restoration Site

SR-1 Restoration Project

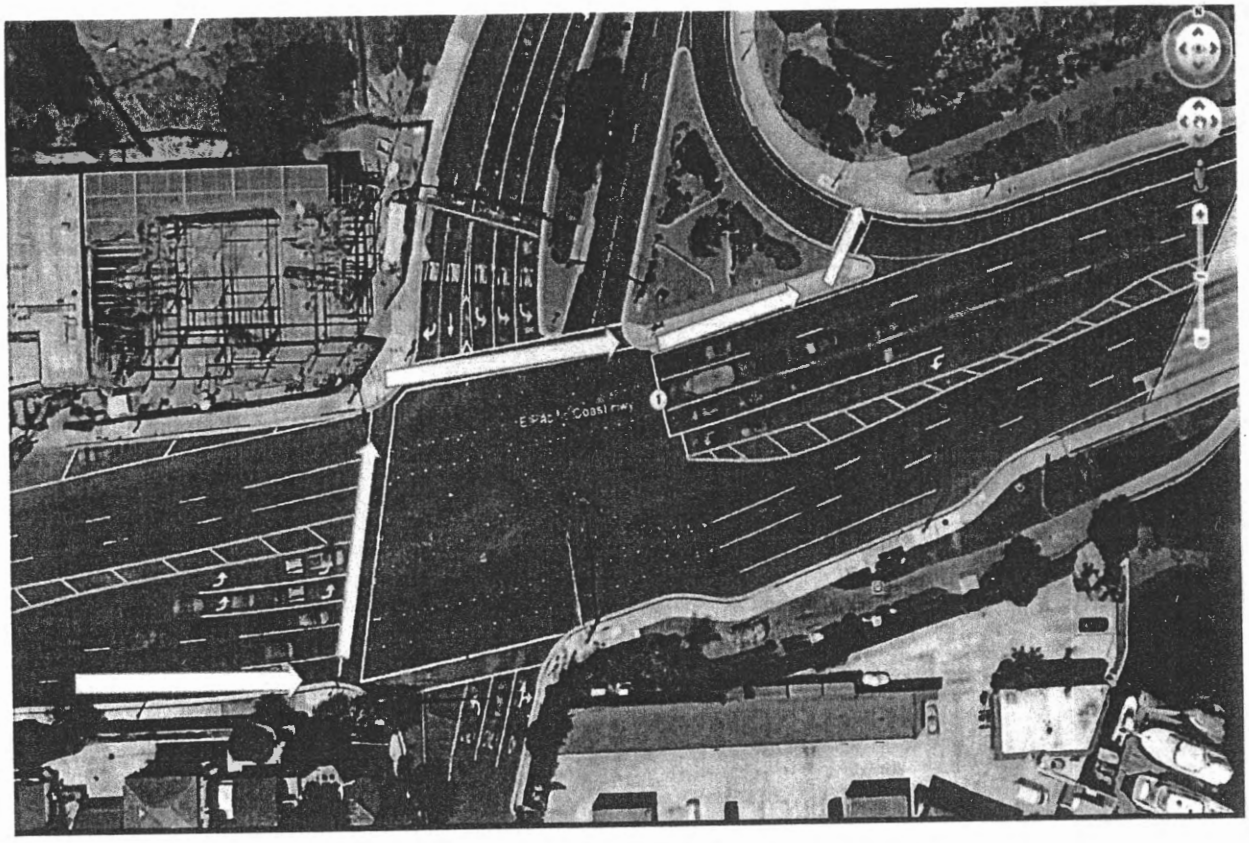


Figure 4. Proposed Detour Route

NOTE:

1. FOR ACCURATE RIGHT OF WAY AND ACCESS DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

PORTABLE CHANGEABLE MESSAGE SIGN 1

MESSAGE		DURATION	No. OF SIGNS
1ST FRAME	2ND FRAME		
BIKE PATH UC WILL BE CLOSED	FROM ---------- TO ----------	7 DAYS IN ADVANCE	2
BIKE PATH UC WILL BE CLOSED	USE DETOUR ROUTE	WHEN BIKE PATH UC IS CLOSED	2

PORTABLE CHANGEABLE MESSAGE SIGN 2

MESSAGE		DURATION	No. OF SIGNS
1ST FRAME	2ND FRAME		
BIKE PATH UC WILL BE CLOSED AT DOVER	FROM ---------- TO ----------	7 DAYS IN ADVANCE	2
BIKE PATH UC IS CLOSED AT DOVER	WATCH BIKERS SHARE ROAD	WHEN BIKE PATH UC IS CLOSED AT DOVER	2

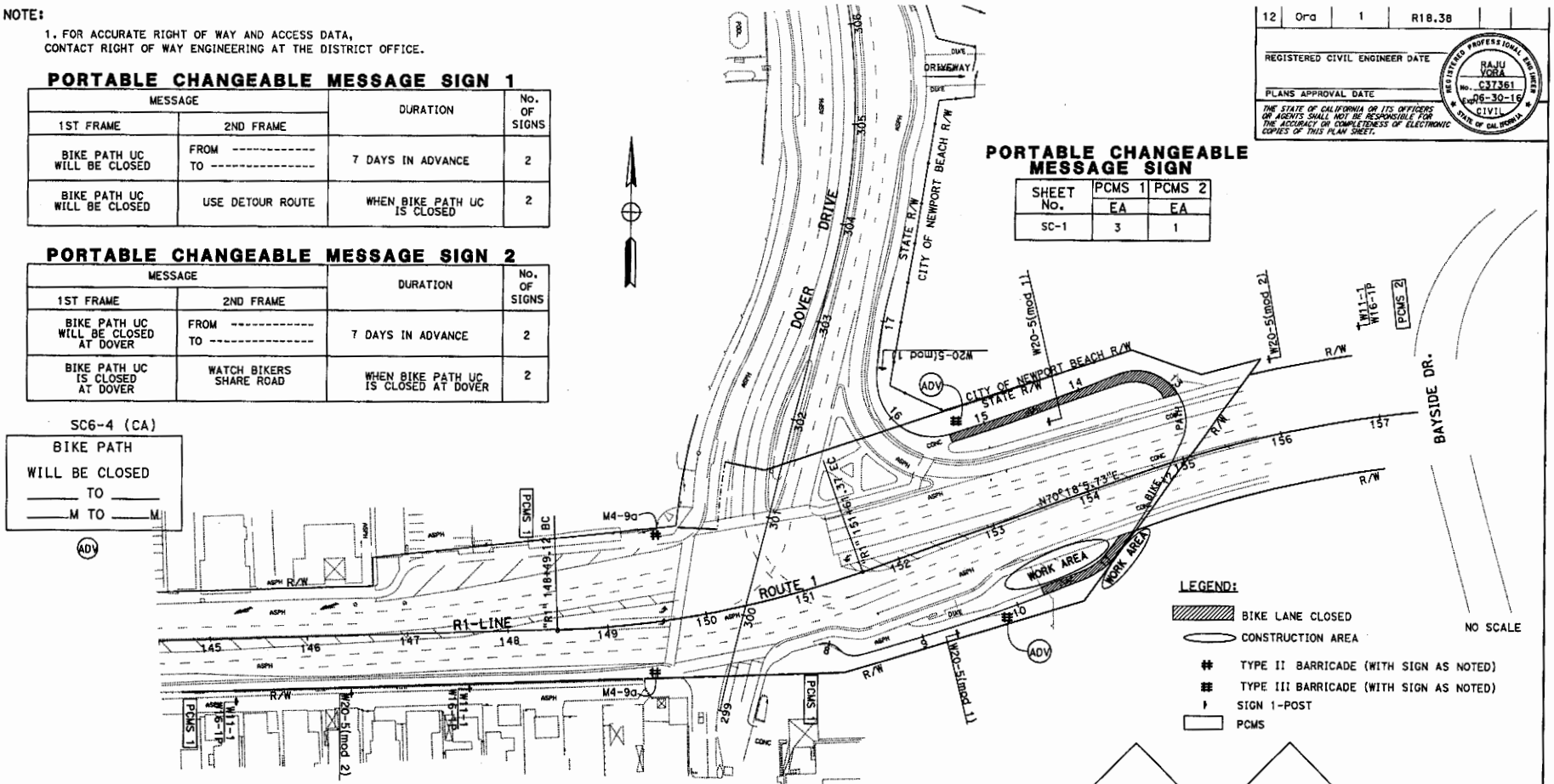
SC6-4 (CA)

BIKE PATH
WILL BE CLOSED
____ TO ____
____M TO ____M

ADV

PORTABLE CHANGEABLE MESSAGE SIGN

SHEET No.	PCMS 1	PCMS 2
	EA	EA
SC-1	3	1



LEGEND:

- BIKE LANE CLOSED
- CONSTRUCTION AREA
- # TYPE II BARRICADE (WITH SIGN AS NOTED)
- ## TYPE III BARRICADE (WITH SIGN AS NOTED)
- SIGN 1-POST
- PCMS

NO SCALE

W20-5 (mod 1) W20-5 (mod 2)

CONSTRUCTION AREA SIGN (STAGE CONSTRUCTION)

SHEET No.	SIGN CODE	SIGN MESSAGE	PANEL SIZE	POST NUMBER AND SIZE	No. OF SIGNS	REMARK
SC-1	W11-1	BICYCLE TRAFFIC SYMBOL	24" x 24"	1-4.0" x 6.0"	2	
	W16-1P	SHARE THE ROAD	36" x 36"		2	
	W20-5(mod 1)	BIKE LANE UNDER CROSSING CLOSED	48" x 48"	1-4.0" x 6.0"	2	
	W20-5(mod 2)	BIKE LANE UC CLOSED AHEAD	48" x 48"	1-4.0" x 6.0"	2	
	M4-9a	BICYCLE TRAFFIC SYMBOL & DETOUR ARROWS	48" x 48"		2	ON TYPE II BARRICADE
	SC 6-4 (CA)	BIKE PATH WILL BE CLOSED FROM--TO--	48" x 48"		2	ON TYPE III BARRICADE

STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN (BIKE DETOUR)

SCALE 1"=50'

SC-1

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

12 | Ora | 1 | R18.38

REGISTERED CIVIL ENGINEER DATE

RAJU YORA No. C37361 Exp. 06-30-16 CIVIL STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

REVISED BY	DATE REVISED
THUAN NGUYEN	RAJU YORA

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: ANDREW OSHRIN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN

LAST REVISED: DATE PLOTTED => 08-AUG-2016
07-27-16 TIME PLOTTED => 15:16

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

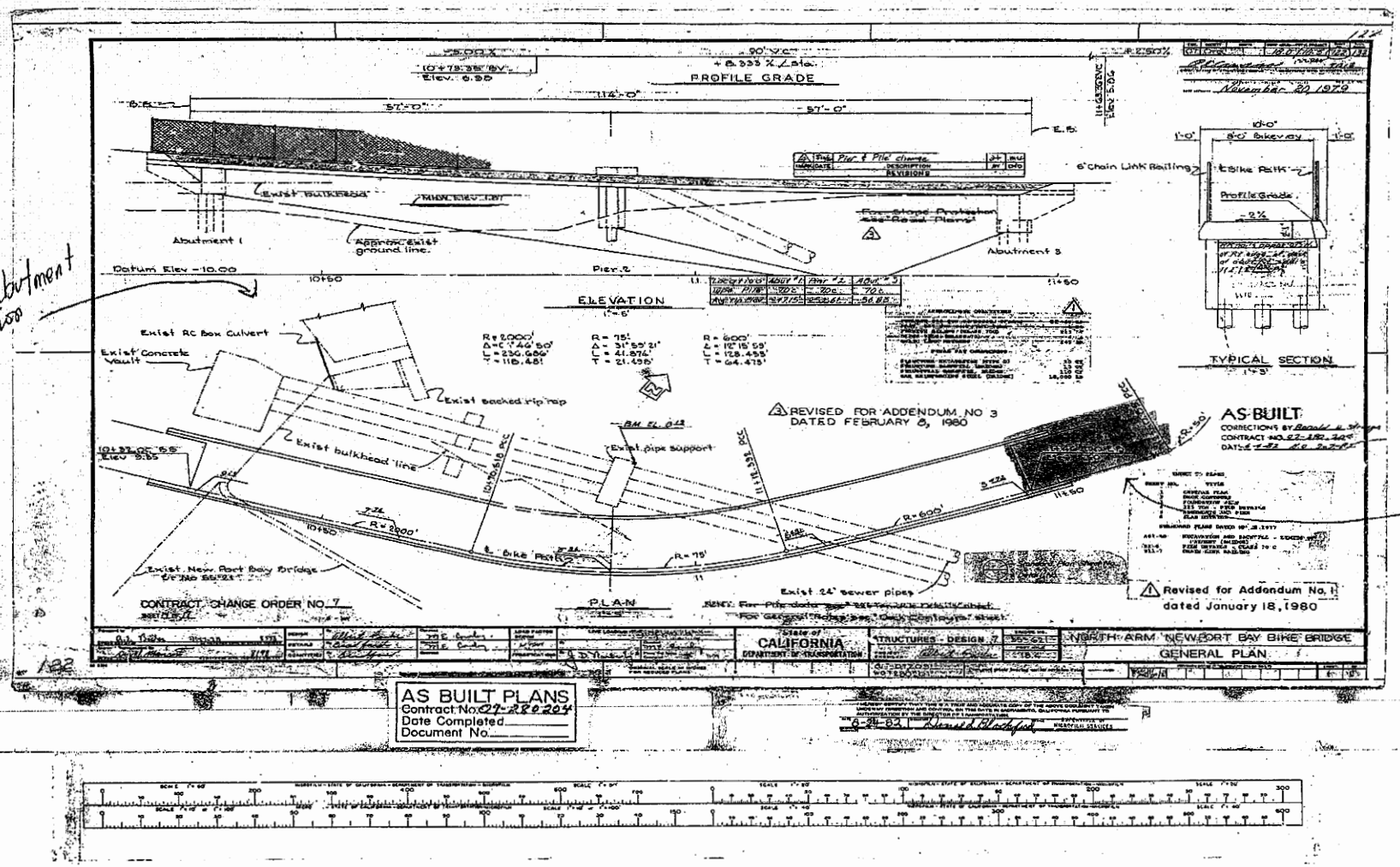
USERNAME => s128894
DGN FILE => 1215000008ma001.dgn

CU 2995

EA 12150000081

COASTAL COMMISSION
EXHIBIT # 5
PAGE 2 OF 2

SHEET 2



Bridge abutment location

Bike path location

http://drs.dot.ca.gov/drs/d12/asbuilts/07-280204/07-280204_0122.tif

10/22/2015

COASTAL COMMISSION

EXHIBIT # 6

PAGE 1 OF 1

Figure 3. Failed Section of the Bike/Pedestrian Path

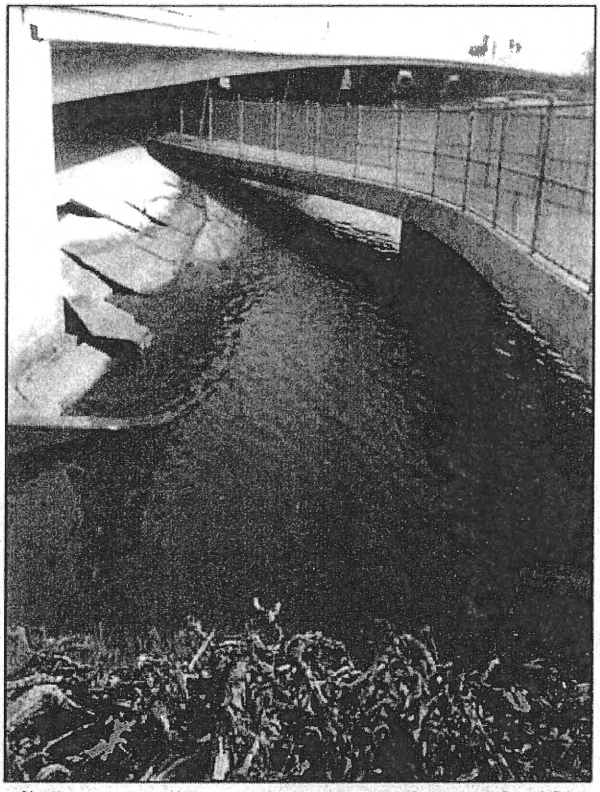


Figure 5: Collapsed bridge abutment on the north side of the bike path.

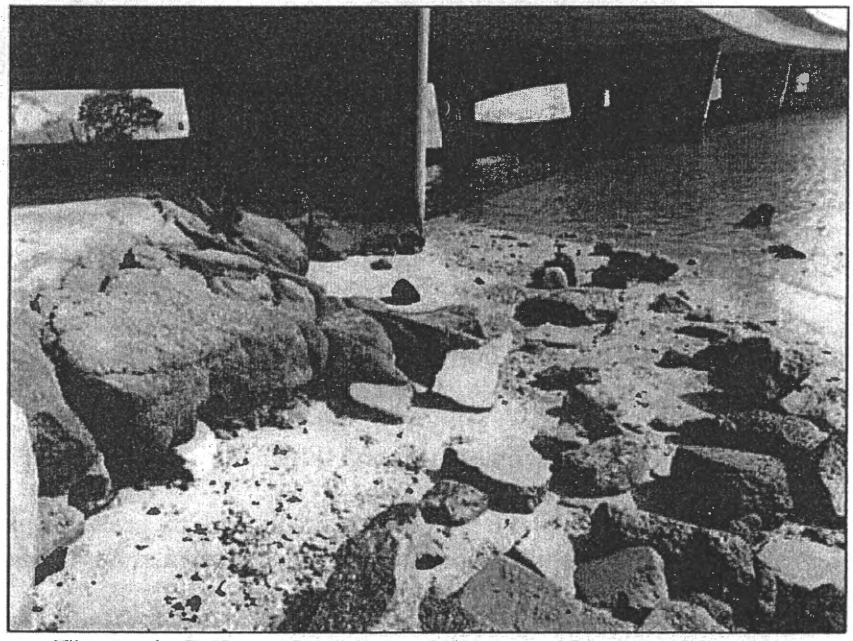
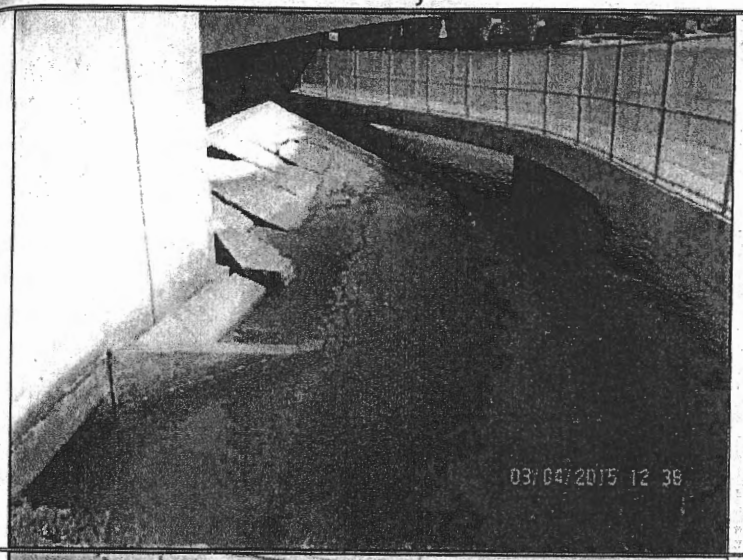


Figure 6: Collapsed portion of the east side of the bike path where it approaches the south side of the bridge.

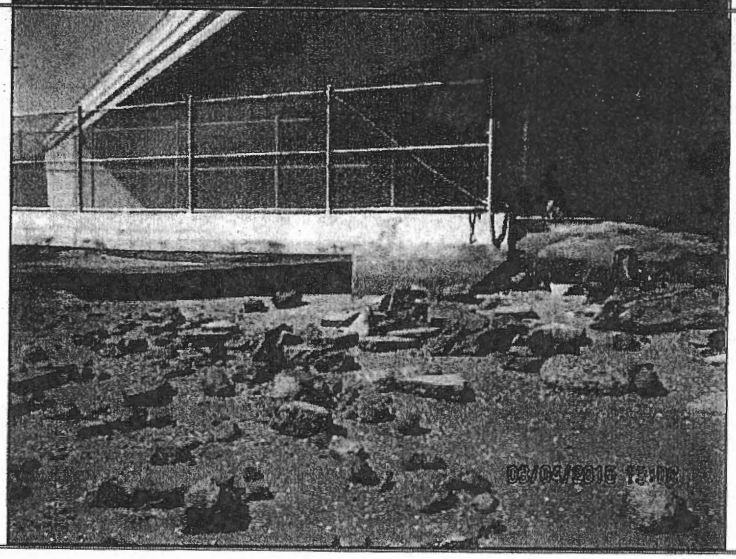


Photograph: 1

Photo Date: March 4, 2015
Location: Southwestern side of Study Area.
Direction: Photo looking northeast.
Comment: Photo depicts the bridge abutment wall to be repaired. Photo taken approximately 2 hours before a low tide of -0.23 ft. MSL.

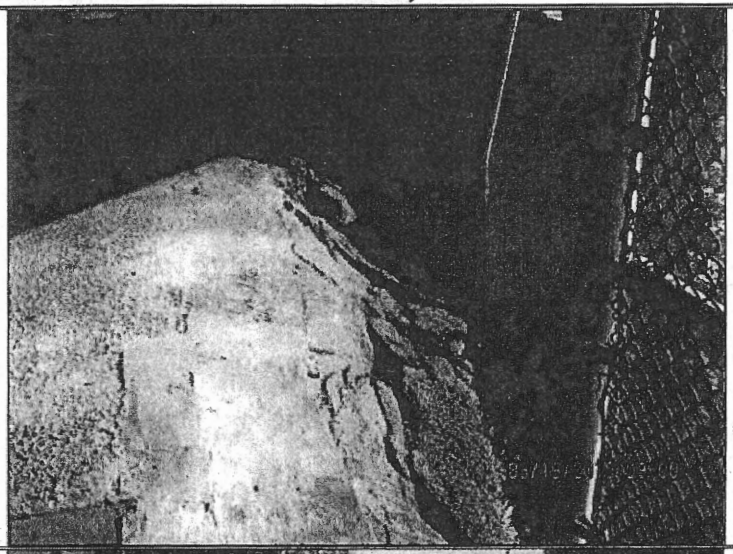
Photograph: 2

Photo Date: March 19, 2015
Location: Southwestern side of Study Area.
Direction: Photo looking northeast.
Comment: Photo depicts the bridge abutment wall to be repaired. Photo taken at high tide of +5.86 ft. MSL.



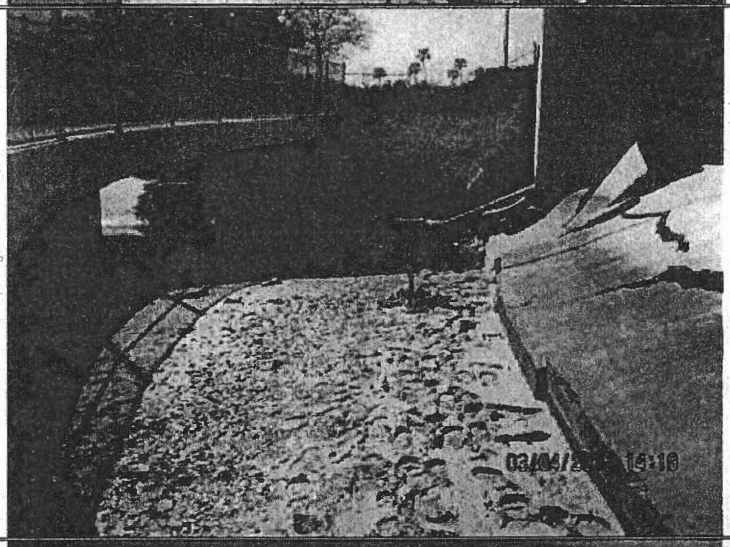
Photograph: 3

Photo Date: March 4, 2015
Location: Northeastern portion of the study area.
Direction: Photo looking west.
Comment: Photo depicts the pedestrian path and associated asphalt bank to be repaired. Photo taken approximately 1 hour 45 minutes before a low tide of -0.23 ft. MSL.



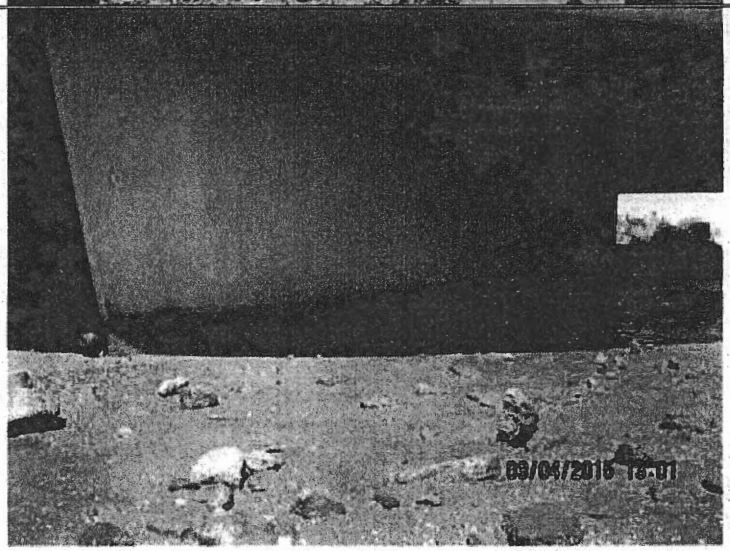
Photograph: 4

Photo Date: March 19, 2015
Location: Northeastern portion of the study area.
Direction: Photo looking north.
Comment: Photo depicts the edge of the pedestrian path and the associated asphalt bank to be repaired. Photo taken approximately 6 minutes prior to a high tide of +5.86 ft. MSL.



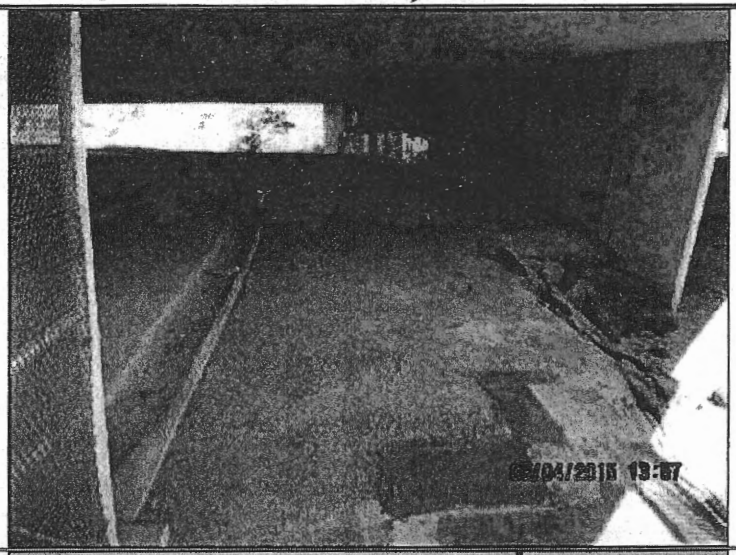
Photograph: 5

Photo Date: March 4, 2015
Location: Northeastern portion of the study area.
Direction: Photo looking west.
Comment: Photo depicts un-vegetated tidal mud flat where wetland sample point #1 was located. Photo taken approx. 27 minutes before a low tide of -0.23 ft. MSL.



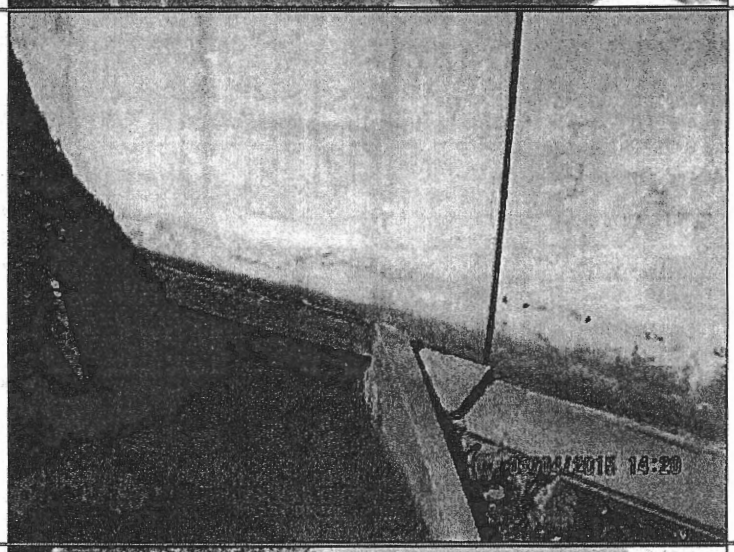
Photograph: 6

Photo Date: March 4, 2015
Location: Northeastern portion of the study area.
Direction: Photo looking northwest.
Comment: Photo depicts the bridge support structure that the pedestrian path asphalt bank ties into. Photo taken approx. 1 hour 45 minutes before a low tide of -0.23 ft. MSL. The height of the staining on the support structure is approximately +5.06 ft. MSL.



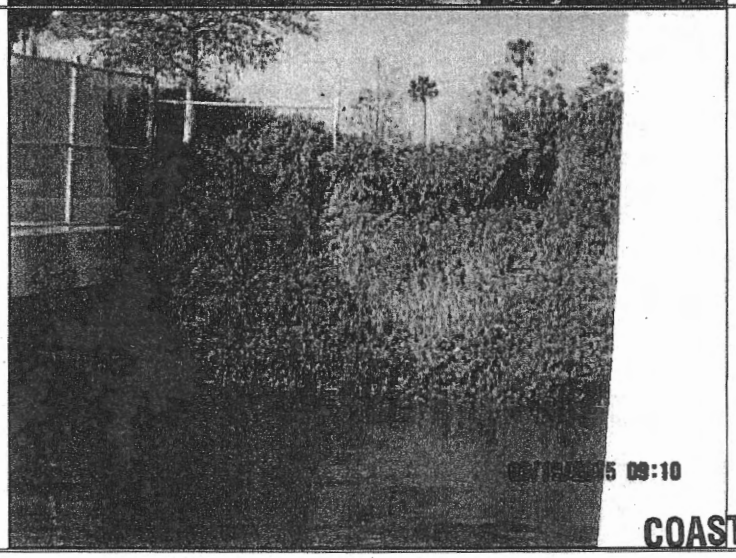
Photograph: 7

Photo Date: March 4, 2015
Location: Northeastern portion of the study area.
Direction: Photo looking north.
Comment: Photo depicts the pedestrian path asphalt bank to be repaired on the right side of the photo and a shallow concrete-lined channel that conveys flows from PCH to the harbor.



Photograph: 8

Photo Date: March 4, 2015
Location: Southern portion of the study area.
Direction: Photo looking northwest from the bike path.
Comment: Photo depicts the storm drain outlet located in the western portion of the study area.



Photograph: 9

Photo Date: March 19, 2015
Location: Northeast portion of the study area.
Direction: Photo looking southwest.
Comment: Photo depicts iceplant (*Carpobrotus chilensis*, FACU) growing over an impenetrable concrete apron between the pedestrian path and the bridge abutment.