

**PLANNING COMMISSION  
COUNTY OF MONTEREY, STATE OF CALIFORNIA**

**RESOLUTION NO. 09021**

**A. P. #422-021-002-000**

**FINDINGS AND DECISION**

In the matter of the application of  
**PITKINS CURVE/RAIN ROCKS (PLN080218)**

WHEREAS: The Planning Commission, pursuant to regulations established by local ordinance and state law, has considered, at public hearing, a Combined Development Permit, consisting of 1) a Coastal Development Permit to allow the construction of a 625 foot long bridge at Pitkins Curve and a 240 foot long rock shed at rain rocks over Highway 1 for the purpose of rock fall prevention; 2) a Coastal Development Permit for development on 30% slope; 3) a Coastal Development Permit to allow development within the critical viewshed; 4) a Coastal Development Permit to allow development with the potential to cause a significant environmental impact; and 5) a Design Approval. The project is located on Highway 1 between Post Mile 21.3 and 21.6, north of Limekiln Point, Big Sur area, Coastal Zone, came on regularly for hearing before the Planning Commission on April 8, 2009.

WHEREAS: Said Planning Commission, having considered the application and the evidence presented relating thereto,

FINDINGS OF FACT

1. **FINDING: CONSISTENCY** – The project, as described in Condition No. 1 and as conditioned, conforms to the policies, requirements, and standards of the Monterey County General Plan, Big Sur Land Use Plan, Coastal Implementation Plan Part 3, and the Monterey County Zoning Ordinance (Part 1, Title 20), which designates this area as appropriate for development.

- EVIDENCE:** (a) Proposed Project The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHIA) plan to construct a new bridge and rock shed on Highway 1 at a location frequently referred to as Pitkins Curve and Rain Rocks. The purpose of the project is to provide decreased maintenance expenditures and improved reliability and safety on the highway at Pitkins Curve and Rain Rocks.
- (b) Location and Zoning Consistency The project is located within the public right-of-way on Highway 1. Some of the area required for recontouring and replanting of the hillside extended into property that was owned by the California Department of Parks and Recreation (Assessor's Parcel Number 422-021-002-000). This 4.25-acre area of Limekiln State Park was previously identified for purchase by the California Department of Transportation (Caltrans) as part of the ongoing maintenance efforts at Pitkins Curve and Rain Rocks. Zoning in the project area is Watershed and Scenic Conservation in the Coastal Zone ("WSC/40 (CZ) which allows public and quasi-public uses including public safety facilities subject to a Coastal Development Permit in each case. The project requires location of the proposed structures on a public right-of-way to improve safety and reliability at the site. Therefore, the property is suitable for the proposed development.

- (c) Site Visit The project planner conducted a site inspection on August 20, 2008 to verify that the project on the subject parcel conforms to the plans listed above.
- (d) Big Sur Land Use Plan Applicable Sections of the Big Sur Land Use Plan include:
- 1) **Scenic Resources** Policy 3.2.5.C.1 exempts safety improvements of public highway facilities from the Key Policy of the LUP (which prohibits development in the critical viewshed) provided they are consistent with Section 4.1.1, 4.1.2, and 4.1.3 of the Big Sur Land Use Plan (LUP). This section also requires design of structures to utilize boulders or walls of rock construction, unpainted redwood sings, and a general preference for natural materials on all new construction. The project was carefully designed using public input including the formation of an Aesthetic Design Advisory Committee (ADAC) to include a natural appearing stone veneer on the proposed rock shed, natural appearing colors and materials on the guardrails, and a bridge design that complements the other bridges on Highway 1. Additional Mitigation Measures are proposed to reduce visual impacts of the project (**see also Finding 8 and Exhibit I of the March 25, 2009 staff report**). Consistency with Section 4.1 of the LUP is described in Evidence (d) 5) below. *The project is consistent with the Scenic Resources Section of the LUP as a highway safety improvement.*
  - 2) **Environmentally Sensitive Habitat** General Policies of the Big Sur LUP require appropriate siting and design, restricts removal of vegetation and land disturbance to only the amount needed for structural improvements, requires compatible uses for long-term maintenance of sensitive habitats, and requires restoration of native habitat where appropriate. The Natural Environment Study prepared by Caltrans identified a limited amount of potential impacts to Environmentally Sensitive vegetation, wildlife habitat, and marine resources. The affected environment is mostly within an area that has been disturbed as a result of frequent geological activity; however, potential impacts were identified to wetlands, coastal scrub habitat potentially supporting Hutchkinson's Larkspur, the California Condor, Smith's Blue butterfly, and the Southern Sea Otter. The potential impacts were evaluated and mitigation measures are proposed that avoid impacts to sensitive species including fencing wetland areas, preconstruction surveys, biological monitoring and training of employees, and in the case of the Smith's Blue Butterfly Caltrans has consulted with the U.S. Department of Fish and Wildlife to relocate on individual buckwheat plant (host plant for the butterfly) to a nearby stand of native buckwheat. The project will impact only the areas needed to construct the project, every effort is being made to avoid impacts to sensitive species, and consultation with appropriate authorities has been conducted and will continue as needed. The site will be restored with native vegetation upon completion of the project (**See Finding 5 and Exhibit D of the March 25, 2009 staff report** for a list of proposed mitigation measures). *With the proposed mitigation measures the project will not have a significant effect on sensitive habitat. Therefore, the project is consistent with environmentally sensitive habitat policies of the Big Sur LUP.*
  - 3) **Hazardous Areas** Key Policy 3.7.1 requires regulation through planning practices to minimize risk to life and property and damage to the environment. Additionally the Monterey County Zoning Ordinance (Title

20) restricts development on slopes greater than 30%. The purpose of development in this case is, in itself, to minimize risk to motorists and the structural integrity of Highway 1. Caltrans geologists and engineers have evaluated the site and predict that the area will continue to be highly unstable from landslide and rock fall activity. To address this issue Caltrans proposes to separate the highway from the hazard to allow the natural movement and geological process to continue without impacting access on Highway 1 and maximizing motorist and pedestrian safety (see **Finding 11 for 30% slope findings**). *By its nature the project is consistent with the Big Sur LUP Hazardous Area policies.*

- 4) **Dredging, Filling, and Shoreline Structures** Since the project area is located on a Coastal Bluff, Section 3.9 of the LUP applies. The applicable section addresses adequate bluff top setbacks to avoid seawalls in the future. The bridge and rock shed are approximately 200 feet above the Pacific Ocean and sea walls are not expected to be necessary within the economic lifetime of the structures. Thorough Environmental Review in the form of an EIR was conducted for the project. *Therefore, the project is consistent with this Section of the LUP.*
- 5) **Highway 1** Compliance with policies contained in Section 4 of the LUP is one of the requirements for the exemption granted in the Scenic Resources Section (Evidence (1) (a) above). Key Policy 4.1.1 directs the County to maintain and enhance the highway's aesthetic beauty and to protect its primary function as a recreation route while maintaining capacity to a two-lane road and providing walking and bicycle trails wherever feasible. The project proposes safety improvements on Highway 1 to improve safety and reliability of the highway. The road will remain a two-lane road (4.1.2.1 LUP) with required 12-foot wide lanes and 4-foot wide shoulders (4.1.3.A.1 LUP). The project will not affect the use as a public highway and recreation area or have any potential for growth inducement. Four-foot shoulders will provide adequate bicycle access along the road and pedestrian access is described further in the Public Access Finding (see **Evidence (d) 6) below and Finding 12**). Specific Policy 4.1.3.B.4 outlines design criteria with the objective to ensure that all improvements are inconspicuous and in harmony with the natural setting of the Big Sur Coast. In this case the rock shed will not be inconspicuous but has been designed using arches to the west to frame views and a stone veneer to give the appearance of natural materials. The rock shed will be a rugged structure within a rugged area of the coastline. *Therefore, the project is consistent with policies 4.1.1, 4.1.2, and 4.1.3 of the Big Sur LUP.*
- 6) **Public Access** Highway 1 along the Big Sur Coast is the principal means by which the public accesses the numerous recreation areas including State Parks, trail heads, beaches, creeks, and visitor service commercial uses in Big Sur. Not only is Highway 1 a main access point, it is a destination all its own with its scenic vistas and rustic character which is recognized as a priority resource of Big Sur. Improving safety, reliability, and stability promotes enjoyment and predictability of vehicular access on the highway which is an important existing public access route. Non-motorized traffic will have access along the continuous 4-foot wide shoulders through the project site. It is recognized that pedestrian hiking trails on the shoulder of

the highway is not an ideal hiking experience. In compliance with LUP and Coastal Act Policies, Caltrans is negotiating with the California State Parks, who will, with monetary contributions from Caltrans develop and maintain the California Coastal Trails. Caltrans and State Parks will determine a fair share contribution that would help provide hiking trails that bypass the Pitkin's Curve and Rain Rocks site (~~see Finding 12~~). *As designed, conditioned, and mitigated the current project is consistent with the Public Access Policies of the LUP.*

- (e) Traffic Procedural mitigations are proposed in the form of a Transportation Management Plan (TMP). The TMP addresses project related traffic delays and summarizes the process for distribution of timely information to the public and standards for contractors to follow that will provide safety and minimize impacts to motorist. In general Caltrans will maintain one-lane traffic with traffic signals and/or flaggers through the project site. Contractors will have two options for road closures or extended delays needed to perform specific construction activities. The first, listed as a Type III traffic control, allows nighttime closures for up to a 9 hour period from 9 P.M to 6 A.M the following morning to be used only on Sunday evenings to Friday mornings (to exclude weekends). The second, listed as a Type IV traffic control, would allow extended delays Monday through Thursday for a period of 15 to 120 minutes. A limit of 12 extended delays per year would be allowed. With both closure options, one week notification is required in the form of faxes or emails to a list of interested parties, Caltrans website and hotlines, and through the use of 4 proposed temporary changeable message signs and 2 permanent signs. The 2 permanent signs are located at the Carmel River Bridge and intersection of Highway 1 and Highway 46. The four temporary signs would be strategically located at Coast Galleries north of the project site, two within the project site limits, and one sign south of the project site in San Luis Obispo County at San Simeon. Emergency vehicles will have access through the construction area even during planned closures. Temporary and notified road closures during the course of construction (estimated approximately 5 years) will be less disruptive than unexpected and lengthy closures brought about by slide and rock fall events with associated clean-up efforts.
- (f) LUAC Two committees were involved in the review and recommendation for this project. First, the Big Sur LUAC and the South Coast LUAC jointly reviewed the project because of the nature of the Big Sur community and of the project, which could have indirect impacts on tourism and business. Because the project site is within the South Coast LUAC boundary, those LUAC members made a recommendation on the project. Areas of concern are described generally in the LUAC minutes to include a concern about traffic control. Ultimately the LUAC recommended approval of the project by a vote of 3-0. Also involved in the review and recommendation process was the Aesthetic Design Advisory Committee (ADAC) which was established as mitigation for this project. The ADAC consisted of representative's from Caltrans, Monterey County Planning Department, the Coastal Commission, both LUACs, the Big Sur Chamber of Commerce, State Parks, and any other interested parties wishing to attend. The role of the ADAC was to help define the visual issues and aid in the development of a final design. **Exhibit M** is attached outlining ADAC meeting dates and a summary of those meetings.
- (g) Application The application, project plans, and related support materials submitted by the project applicant to the Monterey County RMA - Planning

2. **FINDING: SITE SUITABILITY** – The site is physically suitable for the use proposed.
- EVIDENCE:** (a) Agency Review The project has been reviewed for site suitability by the following departments and agencies: RMA - Planning Department, California Department of Forestry (CDF), Parks, Public Works, Environmental Health Division, Sheriff's Office, and Water Resources Agency. There has been no indication from these departments/agencies that the site is not suitable for the proposed development. Conditions recommended have been incorporated.
- (b) Technical reports As part of the environmental review done by Caltrans technical reports were prepared including biological, archaeological, historic, geotechnical, geological, and traffic indicating that there are no physical or environmental constraints that would indicate that the site is not suitable for the use proposed. The Planning Commission concurs. The following reports have been prepared:
- i. "Environmental Impact Report" (LIB080562) prepared by the State Department of Transportation, District 5, San Luis Obispo, September 2006.
  - ii. "Natural Environment Study" (LIB080562) prepared by Caltrans Biologists, April 2005.
  - iii. "Air Quality Report" on file with Caltrans, District 5, San Luis Obispo, CA.
  - iv. "Noise Study Report" on file with Caltrans, District 5, San Luis Obispo, CA.
  - v. "Water Quality Report" on file with Caltrans, District 5, San Luis Obispo, CA.
  - vi. "Shoreline Biological Characterization" on file with Caltrans, District 5, San Luis Obispo, CA.
  - vii. "Historical Property and Archaeological Survey Report" on file with Caltrans, District 5, San Luis Obispo, CA.
  - viii. "Hazardous Waste Report" on file with Caltrans, District 5, San Luis Obispo, CA.
  - ix. "Scenic Resource Evaluation" on file with Caltrans, District 5, San Luis Obispo, CA.
  - x. "Initial Paleontology Study" on file with Caltrans, District 5, San Luis Obispo, CA.
  - xi. "Preliminary Geotechnical Report" on file with Caltrans, District 5, San Luis Obispo, CA.
  - xii. "Project Study Report" on file with Caltrans, District 5, San Luis Obispo, CA.
  - xiii. "Transportation Management Plan" (LIB080564) prepared by Christine Kahn, Caltrans District 5 Registered Civil Engineer, July 2008.
- (c) Location Pitkin's Curve and Rain Rocks has been identified and documented for years as having a dangerous and unstable geological make-up requiring extraordinary amounts of maintenance each year. The *Coast Highway Management Plan* of 2003 recognizes this site as problematic. The project has been designed to mitigate the geological hazards in this area along the public right-of-way, improving safety and reliability of the road. As public infrastructure associated with Highway 1 the location of the proposed improvements is mandatory. The structures have been designed to separate and withstand the

geological hazards in the area.

- (d) Constraints The EIR identified potentially significant impacts to Aesthetics due to the construction of a rock shed within the Big Sur Critical Viewshed area. The EIR includes mitigation measures to reduce impacts where possible and a statement of overriding considerations (see **Finding 8**).
- (e) Site Visit Staff conducted a site inspection on August 20, 2008 to verify that the site is suitable for this use.
- (f) Application The application, plans, photographs and support materials submitted by the project applicant to the Monterey county Planning and Building Inspection Department for the proposed development, found in the project file (PLN080218).

3. **FINDING: CEQA (EIR):** - The California Department of Transportation (Caltrans) has prepared and certified an EIR in accordance with the requirements of CEQA. Public Resources Code Section 21080(d) and the California Environmental Quality Act (CEQA) Guidelines Section 15064(a)(1) require environmental review if there is substantial evidence that the project may have a significant effect on the environment.

- EVIDENCE:**
- (a) Notice of Preparation Caltrans filed a Notice of Preparation (NOP) with the State Clearinghouse (SCH# 2003111016) and distributed the NOP to all Responsible Agencies on October 22, 2003. Responses to the Notice of Preparation were considered in the preparation of the DEIR.
  - (b) DEIR A draft environmental impact report (DEIR) was prepared to assess the potential adverse environmental impacts from the project and was circulated from February 16, 2006 to April 3, 2006. Issues that were analyzed in the Draft EIR include aesthetic resources, biological resources, geology and soils and transportation and traffic movement during construction.
  - (c) Notice of Completion The EIR was duly noticed and circulated for public review, and public comments were received and considered. Caltrans distributed a Notice of Completion with copies of the Draft EIR (DEIR) to the Office of Planning and Research on February 14, 2006. Caltrans published Notices of Availability of the DEIR in the San Luis Obispo County Tribune, the Monterey County Herald, and the Carmel Pine Cone.
  - (d) Final EIR On October 16, 2006 the Final EIR (FEIR) was released to the public. The final EIR responded to comments received on the DEIR from agencies and interested parties.
  - (e) Certification The FEIR was certified by the California Department of Transportation on October 16, 2006. Certification of the EIR included adoption of a Mitigation and Monitoring Program and a Statement of Overriding Considerations. As a state agency, Caltrans was not required to certify the EIR, by resolution, before a decision making body.
  - (f) Application The application, plans, photographs and support materials submitted by the project applicant to the Monterey county Planning and Building Inspection Department for the proposed development, found in the project file PLN080218.

4. **FINDING: CEQA. CONSIDER THE EIR.** In accordance with the California Environmental Quality Act (CEQA) Section 15096, the County of Monterey as a Responsible Agency hereby certifies that it reviewed and considered the information contained in the Lead Agency's (Caltrans) Final Environmental Impact Report (FEIR) with a Mitigation Monitoring Program, and Statement of Overriding Considerations prior to acting upon or approving the project

- EVIDENCE:** (a) The Planning Commission considered the FEIR at a duly noticed public hearing held on March 25, 2009. The County is serving as a Responsible Agency for this project. The County has made findings with regard to identified significant environmental effects and has adopted a Statement of Overriding Considerations as contained herein. The materials upon which the County's decision is based are located in the Planning Department, 168 W. Alisal Street, 2<sup>nd</sup> Floor, Salinas, CA.
- (b) The permitting authority of Monterey County is limited to the Coastal Development Permit to construct a new bridge and rock shed at Highway 1 north of Limekiln State Park. There have been no changes in the project which would necessitate additional environmental review by the County of Monterey.
- (c) See also Findings 3, 5, 5a, 5b, 5c, 5d, 6, 7, & 8 below.

5. **FINDING: ENVIRONMENTAL IMPACTS MITIGATED TO LESS THAN SIGNIFICANT**  
Mitigation measures reduce most impacts to a level of insignificance. However, the potential aesthetic impacts from construction of a rock shed on Highway 1 in Big Sur cannot be fully mitigated and therefore remains a significant unavoidable impact. As such overriding considerations must be made by the Planning Commission for this project. See Finding 8.

- EVIDENCE:** (a) CEQA Guidelines section 15041 (b) provides the authority for a responsible agency to require changes in a project to lessen or avoid only the effects, either direct or indirect, of that part of the project which the agency will be called on to carry out or approve.
- (b) Some proposed applications that are not exempt from CEQA review may have little or no potential for adverse environmental impact related to most of the topics in the Environmental Checklist. No impact or less than significant impacts were identified for agricultural resources, air quality, cultural resources, hazards and hazardous materials, mineral resources, noise, population and housing, and utilities and service systems.
- (c) Findings 6, 7, & 8.
- (d) The application, plans, photographs and support materials submitted by the project applicant to the Monterey county Planning and Building Inspection Department for the proposed development, found in the project file PLN080218.

5a. **FINDING: IMPACT TO NATURAL COMMUNITIES WILL BE MITIGATED TO LESS THAN SIGNIFICANT** – Mitigation Measures 2.3.1.A through 2.3.1.E will reduce potentially significant impacts on natural vegetation communities to a less than significant level. These Mitigation Measures are incorporated into the project as conditions of approval. The stated impacts are:

*Effects on Natural Communities (FEIR Chapter 2.3.1). Approximately 0.96 acres, sparsely vegetated with native plants of the central coastal sage scrub community and non-native plants, would be removed during construction of either Alternative 1 or 2.*

- EVIDENCE:** (a) Mitigation Measure 2.3.1.A To minimize construction related impacts, environmentally sensitive areas will be delineated on the project plans around all pullouts that may be used for equipment storage, as indicated on Figure 2-21 A, B, and C (of the EIR). The resident engineer, in consultation with the project biologist, would determine where environmentally sensitive fencing would be installed to limit construction activities. *County's Analysis: This mitigation reduces and avoids impacts to vegetation and other sensitive communities beyond*

that required for the construction project. Plans submitted to the RMA –Planning Department have incorporated this mitigation measure showing where fencing will be located.

- (b) Mitigation Measure 2.3.1.B After construction is complete, the project area will be evaluated to determine where revegetation would be appropriate and successful. Those areas identified for revegetation will be planted with native vegetation, suitable for the area, as recommended by Caltrans Office of Landscape Architecture and in consultation with the project biologist. Vegetation will be replaced at a ratio of 1:1. *County's Analysis: This mitigation would restore the area following construction and insure no net loss of habitat in the area. This helps promote the long term maintenance of the habitat in this area (Big Sur LUP Policy 3.3.2.7). Implementation of this mitigation will be required as part of the restoration condition of approval for this project (Condition #4).*
- (c) Mitigation Measure 2.3.1.C An installation and maintenance contract for mitigation planting would will be developed. The maintenance agreement shall be at least three years in length. During that time, all invasive weeds within the construction impact area will be regularly removed. A minimum of 70% survival rate for all plantings, three years post-construction, is required. *County's Analysis: This mitigation stems from 2.3.1.B and provides success and monitoring criteria that identifies a minimal threshold for replanting survivability again to promote the long-term maintenance of the habitat. Implementation of this mitigation will fall under the restoration condition of approval for this project (Condition #4).*
- (d) Mitigation Measure 2.3.1.D A Caltrans biologist or designee will prepare monitoring reports for various agencies if they are needed as part of conditions set forth in permits. Annual reports summarizing results would be sent to any requesting and appropriate state and federal agencies. *County's Analysis: Monterey County would request that annual monitoring reports prepared by Caltrans be submitted to the RMA – Planning Department as a responsible agency to insure compliance with the Big Sur Land Use Plan and to track mitigation implementation and success (Condition #5).*
- (e) Mitigation Measure 2.3.1.E A Mitigation, Monitoring, Restoration, and Success Criteria Plan shall be prepared for this project. The plan will include success criteria for revegetation. A three-year monitoring schedule, with annual reports to various agencies is typically recommended. For three years, biannual environmental monitoring for all mitigation plantings will be conducted to determine if the project meets success criteria, to request any needed replacement planting, and to identify remedial actions if the success criteria were not achieved. *County's Analysis: This mitigation can be combined with MM 2.3.1.B and 2.3.1.C into a comprehensive mitigation for replanting, success criteria, and monitoring. This mitigation will help address the monitoring action required by the restoration condition of approval for this project (Condition #4).*
- (f) Monitoring It will be the responsibility of Caltrans to implement and monitor Mitigation Measures listed above with requested annual reporting to the RMA – Planning Department.
- (g) Conclusion With proper implementation of proposed mitigation measures, Monterey County Planning Commission concurs that the project will have a less than significant effect on Natural Communities.



5b. **FINDING: IMPACTS TO WETLANDS AND OTHER WATERS WILL BE MITIGATED TO LESS THAN SIGNIFICANT LEVEL** - Mitigation Measures 2.3.2.A through 2.3.2.N will reduce potentially significant impacts on wetlands, minor drainages, and seepage areas within the project boundaries to a less than significant level. These Mitigation Measures are incorporated into the project as conditions of approval. The stated impacts are:

*Impacts to Wetlands and Other Waters (FEIR Chapter 2.3.2). Approximately 0.012 acres of "Other Waters of the U.S." in the form of unvegetated seeps and springs, would be affected by Alternative 1 or 2 during construction activities undertaken to redirect them into new culverts. Additionally Coastal wetlands were identified at two turnouts that would be used for construction storage and staging.*

- EVIDENCE:** (a) Mitigation Measure 2.3.2.A To ensure that all potential impacts to wetland resources are avoided, environmentally sensitive area fencing would be installed to protect coastal wetlands, as delineated in Figure 2-21 A, B, and C (of the FEIR). The mapped locations of the environmentally sensitive areas will be included on the project plans and layout sheets and included in the special provisions of the construction contract. All fencing will be placed at the direction of the resident engineer, in consultation with a representative from the environmental branch. *County's Analysis: This mitigation avoids impacts to wetland communities during the construction project. Plans submitted to the RMA - Planning Department have incorporated this mitigation measure showing where fencing will be located.*
- (b) Mitigation Measure 2.3.2.B All refueling and maintenance of equipment shall be conducted at least 60 feet from wetlands and waters of the U.S. *County's Analysis: This mitigation lacks a monitoring action but will reduce the risk of contamination from accidental oil spills or leak and other introduced contaminants. It will be the responsibility of Caltrans to assure compliance with this mitigation measure.*
- (c) Mitigation Measure 2.3.2.C Prior to the onset of work, the Caltrans Resident Engineer will insure that the contractor has prepared a plan for prompt and effective response to any accidental spills, to ensure protection of aquatic resources. All personnel will be informed of the plan and the importance of preventing spills. *County's Analysis: Education regarding preventing spills will help avoid contamination and preparation of a clean-up plan will reduce potential impacts through preparedness in the event that an accident occurs. This mitigation does not fall within the purview or jurisdiction of Monterey County and the Big Sur Land Use Plan and is the responsibility of Caltrans and the U.S. Army Corp of Engineers. A condition of approval requiring compliance with other agency permits and adherence to Best Management Practices have been included in the conditions of approval for this project (Conditions #7 & 10).*
- (d) Mitigation Measure 2.3.2.D All construction activities will be completed in accordance with the Caltrans National Pollution Discharge Elimination System Permit (NPDES), the General Construction Permit, and Caltrans Statewide Storm Water Management Plan. *County's Analysis: This is a general statement referring to Caltrans operating requirements including a NPDES issued to Caltrans by the State Water Quality Control Board. The NPDES requires preparation of a Storm Water Pollution Prevention Plan (SWPPP). These plans address erosion control and drainage during construction. There has been no*

*indication from the State Water Pollution Control Board that any conflicts exist. The Planning Commission concurs that preparation and implementation of s SWPPP will aid in reducing potential contaminants. A condition of approval requiring compliance with other agency permits has been included in the conditions of approval for this project (Condition #7)*

- (e) Mitigation Measure 2.3.2.E To protect all adjacent springs, seeps, willow riparian wetlands, and the Pacific Ocean/Monterey Bay National Marine Sanctuary, Caltrans will implement best management practices, as identified by the appropriate Regional Water Quality Control Board. These best management practices will be implemented to minimize or eliminate the potential for a non-storm water discharge to occur. Construction site best management practices are addressed in detail in the Storm Water Pollution Prevention Plan that will be developed for the project site. County's Analysis: *This mitigation is refers to preparation and implementation of erosion control measures required as part of the SWPPP in consultation with the Regional Water Quality Control Board which is under the purview of the State Water Board mentioned in MM 2.3.2.D above. A condition of approval requiring compliance with other agency permits and Best Management Practices have been included in the conditions of approval for this project (Conditions #7 & 10)*
- (f) Mitigation Measure 2.3.2.F If a work site is to be temporarily de-watered by diversion of pumping, intakes would be completely screened with wire mesh not larger than five millimeters to prevent all aquatic wildlife from entering the pump system. Water will be treated, released, or pumped to an appropriate location at a rate to maintain downstream flows during construction. Upon completion of construction activities, any barriers to flow shall be removed in a manner that would allow flow to resume with the least disturbance to the substrate. County's Analysis: *Although no sensitive amphibian species were discovered in the project area the wire mesh will help prevent any impacts to previously unidentified species. The maintenance of quality and flow of water will maintain surface flows and help prevent erosion and water pollution (Big Sur LUP Policy 3.3.3.3). This mitigation is incorporated in the Conditions of approval for this project (Condition #10).*
- (g) Mitigation Measure 2.3.2.G Due to the time that will elapse before project construction and because the biological environment in the project area is subject to change, pre-construction surveys would be undertaken approximately one year prior to construction to identify up-to-date distribution of wetlands. If wetland presence or distribution has changed from that documented in the April 2005 Natural Environment Study, the appropriate agencies would be consulted. All avoidance, minimization, and mitigation measures would be applied, as directed above, to newly identified wetlands. County's Analysis: *The project is proposed to start construction within the 2009 or 2010 calendar year 4 to 5 years after the initial biological evaluations. Pre-construction surveys are important to identify current information and to allow for proper consultation if necessary. As part of the consultation, a review of mitigations and or changes that may require additional environmental review can take place to insure compliance with CEQA and other state and federal laws. A condition requiring a pre-construction survey has incorporated in the Conditions of approval for this project (Condition #8).*
- (h) Mitigation Measure 2.3.2.H A biological/environmental monitor would be present onsite during construction activities that may impact the ocean and marine

- environment, special-status species, and/or migratory birds. This includes drilling and blasting for the construction of piers and abutments for the new bridge and rock shed and any associated de-water activities. *County's Analysis: Biological monitors duties and authorities are explained further in MM 2.3.2.I below.*
- (i) Mitigation Measure 2.3.2.I The Caltrans Resident Engineer, in consultation with the biological and or environmental monitor would have the authority to halt any action that might result in impacts that exceed the anticipated levels of impact that were determined during agency review (by Caltrans, Army Corps of Engineers, Department of Fish and Game, Coastal Commission, and/or U.S. Fish and Wildlife Services) of the proposed actions. If work is stopped, the Biologist or Environmental Monitor would immediately notify these same regulatory agencies. *County's Analysis: This mitigation provides the opportunity for ongoing assessment of biological impacts and provides proper control and consultation measures to insure success and compliance with law. Conditions requiring compliance with other agency requirements (Condition #7) and biological monitoring during construction, (Condition #9) have been incorporated in the conditions of approval for this project.*
- (j) Mitigation Measure 2.3.2.J All refueling and maintenance of equipment and vehicles will be at least 60 feet from any aquatic habitat, wetland area, or any water body. The contractor will ensure contamination of habitat does not occur during such operations. All workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur. *County's Analysis: This mitigation measure can be combined with MM 2.3.2.B and 2.3.2.C.*
- (k) Mitigation Measure 2.3.2.K Prior to the onset of work, the Army Corps of Engineers will ensure that the permittee has prepared a plan to allow a prompt and effective response to any accidental spills around aquatic habitats. All workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur. *County's Analysis: This mitigation measure can be combined with MM 2.3.2.B, 2.3.2.C and 2.3.2.J to insure a comprehensive approach to contaminant prevention and response.*
- (l) Mitigation Measure 2.3.2.L Erosion Control and Storm Water Management. All construction activities would be completed in accordance with Caltrans Nation Pollution Discharge Elimination System Permit, the General Construction Permit, and Caltrans Statewide Storm Water Management Plan. *County's Analysis: This mitigation is a duplicate of Mitigation Measure 2.3.2.D. Similarly Mitigation Measures 2.3.2.M is a duplicate of 2.3.2.E, and 2.3.2.N is a duplicate of 2.3.2.F. There are no added benefits from these mitigations.*
- (m) Monitoring It will be the responsibility of Caltrans to implement and monitor Mitigation Measures listed above with required consultation where necessary. The RMA –Planning Department will require Caltrans to provide information regarding the Storm Water Pollution Prevention Plan, pre-construction surveys, accidental spill response plan, and annual monitoring reports identifying implementation of proposed measures and success. Also Monterey County Planning Department should be consulted wherever new impacts are identified consistent with Mitigation Measures 2.3.2.G, 2.3.2.H, and 2.3.2.I (Condition # 5).
- (n) Conclusion Fencing, Monitoring, Spill prevention, and erosion control are appropriate and feasible measures that would reduce potential impacts on wetlands and other waters to a less than significant level.

5c. **FINDING: IMPACTS TO NESTING AND MIGRATORY BIRDS WILL BE MITIGATED TO LESS THAN SIGNIFICANT LEVEL** - Mitigation Measure 2.3.3.A will reduce potentially significant impacts on nesting or migratory birds to a less than significant level. These Mitigation Measures are incorporated into the project as conditions of approval. The stated impacts are:

*Impacts to Migratory Birds (FEIR Chapter 2.3.3). Loss of nesting habitat for one to two seasons is anticipated with construction of either Alternative 1 or 2. Approximately 50 percent of the existing cable net would be removed at Rain Rocks under Alternative 1.*

- EVIDENCE:** (a) Mitigation Measure 2.3.3.A One year prior to construction, pre-construction surveys will be conducted during the nesting season to identify the presence or absence of active nests for birds protected under the Migratory Bird Treaty Act if birds are nesting, after their dispersal, bird netting would be installed to deter nesting during construction. *County's Analysis: The Department of Fish and Game regularly requires compliance with the Migratory Bird Act through mitigation in environmental review. This reduces the impact or take of bird species that may be nesting within the project limits. Conditions of approval requiring compliance with other agency permits and pre-construction surveys have been included in the conditions of approval for this project (Conditions #7 & 8).*
- (b) Monitoring It will be the responsibility of Caltrans to implement and monitor Mitigation Measures listed above and to consult with the Department of Fish and Game where necessary.
- (c) Conclusion Surveys, Bird netting, and appropriate timing of construction activities will insure compliance with the Migratory Bird Act and therefore result in a less than significant impact to migratory or nesting bird species.

5d. **FINDING: IMPACTS TO THREATENED AND ENDANGERED SPECIES WILL BE MITIGATED TO LESS THAN SIGNIFICANT LEVEL** - Mitigation Measure 2.3.4.A through 2.3.4.I will reduce potentially significant impacts on threatened and endangered species to a less than significant level. These Mitigation Measures are incorporated into the project as conditions of approval. The stated impacts are:

*Impacts to Threatened and Endangered Species (FEIR Chapter 2.3.4). Evidence of potential presence of Smith's Blue butterfly, California Condors, and the Southern Sea Otter was identified within the project area. A single buckwheat plant (host plant for the butterfly) will need to be relocated as a result of construction of either alternative. Condors may be attracted to human activity in search of food or trash and there is a slight potential for indirect impacts to the Otter from construction related noise.*

- EVIDENCE:** (a) Mitigation Measure 2.3.4.A The number of access routes, size of staging areas, and the total area of activity would be limited to the minimum necessary to safely construct this project. *County's Analysis: Big Sur Land Use Plan Policy 3.3.2.4 requires development within sensitive habitat to limit removal of vegetation and land disturbance associated with the development to only that needed for structural improvements. This mitigation is incorporated in the Conditions of approval for this project (Condition #10).*
- (b) Mitigation Measure 2.3.4.B As a result of technical assistance from U.S. Fish and Wildlife Service under Section 7 of the Endangered Species Act, the single

Smith's blue butterfly host plant (buckwheat) will be removed, with the surrounding soils and duff, and relocated outside the area of direct impact to an area nearby that has established buckwheat plants. *County's Analysis: This mitigation identifies that the proper agency consultation was conducted. As the regulatory body for consultation regarding federally endangered species, U.S. Fish and Wildlife Services (USFWS) is responsible for issuing appropriate permits and implementing conditions or mitigations where necessary to avoid or mitigate impacts. A condition of approval requiring compliance with other agency permits has been included in the conditions of approval for this project (Condition #7).*

- (c) Mitigation Measure 2.3.4.C Due to their curious nature, condors may frequent the construction site and perch on large equipment, looking for food scraps. During construction, all food-related trash shall be properly contained and regularly removed from the work site. *County's Analysis: No suitable habitat for the Condor was identified at the site; however there is the potential for Condors to visit the work site in search of food. To prevent indirect impacts to Condors through human generated trash as a dietary source for the bird, Caltrans would keep any such material from access by Condors. Again USFWS is responsible for issuing appropriate permits and implementing conditions or mitigations where necessary to avoid or mitigate impacts. A condition of approval requiring compliance with other agency permits has been included in the conditions of approval for this project (Condition #7).*
- (d) Mitigation Measure 2.3.4.D A Caltrans biologist or designee will monitor sea otter activity during events that cause loud noises, such as blasting, for observation of abnormal activity or behavior and contact U.S. Fish and Wildlife Services if such behavior occurs. *County's Analysis: Loud noises are not expected to have a significant adverse impact on otters that may be present off shore approximately 200 feet below the project site. If impacts are identified USFWS will be consulted for appropriate actions to avoid impacts to the otter. A condition of approval requiring biological monitor (Condition #9) and compliance with other agency permits (Condition #7) have been included in the conditions of approval for this project.*
- (e) Mitigation Measure 2.3.4.E Due to the time that would elapse before project construction and because the biological environment in the project area is subject to change, pre-construction surveys will be undertaken during the appropriate survey season, approximately one year prior to construction to identify up-to-date distribution of special status species. If any federally listed species are found during the pre-construction surveys, no construction would be undertaken until consultation was completed between the Federal Highway Administration and the U.S. Fish and Wildlife Service. If any state special-status species were found during the pre-construction surveys, no construction would be undertaken until consultation was completed between Caltrans and the California Department of Fish and Game. All requirements, resulting from consultation with the resource agencies will be followed. *County's Analysis: Pre-construction surveys are required as mitigation for several identified potential impacts. These surveys act as a check to insure all resources are dealt with fully and properly and this mitigation outlines steps for required consultation if necessary with appropriate agencies. In issuing permits the responsible agencies must comply with appropriate environmental review standards including CEQA. A condition*

*requiring pre-construction surveys has been included in the Conditions of approval for this project (Condition #8).*

- (f) Mitigation Measure 2.3.4.F A Caltrans biologist (or designee) will conduct a training session for all construction personnel before any construction activities begin. The training session will include a description of all special-status species known to occur in the project vicinity (Smith's Blue butterfly and buckwheat host plants, California Condor, and southern sea otter). The biologist will discuss their habitats, their importance, and general measures being implemented to conserve these species as they relate to the project boundaries. Brochures, photographs, books, and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions. *County's Analysis: Training of personnel will increase awareness of activities and impacts of those activities on protected species. It will also help in ongoing compliance throughout project construction with mitigations. Conditions of approval requiring compliance with other agency permits (Condition #7) adherence to Best Management Practices (Condition #10), and biological monitoring (Condition #9) have been included in this project.*
- (g) Mitigation Measure 2.3.4.G A biological/environmental monitor would be present onsite during construction activities that may impact special-status species. This includes blasting for the construction of structure piers and abutments and any associated de-water activities. *County's Analysis: This mitigation is a broader description of the general biological monitoring requirement at the project site (See MM 2.3.4.D and MM 2.3.2.H).*
- (h) Mitigation Measure 2.3.4.H If any special-status species are found during construction, the Environmental Branch shall be contacted immediately. After any and all required consultations with agencies have occurred, the Caltrans Biologist or designee shall be present at the construction site until such time as special-status species have been removed and any special instructions have been given to construction personnel. *County's Analysis: This mitigation is the same as MM 2.3.4.E except for the timing which in this case is ongoing during construction as opposed to pre-construction under 2.3.4.E. Conditions of approval requiring a biological monitor (Condition #9) and compliance with other agency permits have been included in the conditions for this project (Condition #7).*
- (i) Mitigation Measure 2.3.4.I The Caltrans resident engineer, in consultation with the biologist and/or environmental monitor will have the authority to halt any action that might result in impacts that exceed the anticipated levels of impact that were determined during agency review (between Caltrans, U.S. Army Corps of Engineers, California Department of Fish and Game, and/or U.S. Fish and Wildlife Service). Once work has stopped, the biologist or environmental monitor will notify these same regulatory agencies. *County's Analysis: The authority of the monitor to halt work and requirement to consult with responsible agencies is similar to MM 2.3.2.I except that it applies to special-status species in this case. Conditions requiring compliance with other agency permits and requirements (Condition #7) and biological monitoring during construction (Condition #10), have been incorporated in the conditions of approval for this project.*
- (j) Monitoring It will be the responsibility of Caltrans to implement and monitor Mitigation Measures listed above with required consultation where necessary. The RMA-Planning Department will require Caltrans to provide information regarding, pre-construction surveys and annual monitoring reports identifying

- implementation of proposed measures and success. Also Monterey County Planning Department should be consulted wherever new impacts are identified consistent with Mitigation Measures 2.3.4.E, 2.3.4.G, and 2.3.4.H (Condition #5).
- (k) Conclusion Monitoring, education, and consultation are appropriate and feasible measures that would reduce potential impacts on special-status species to a less than significant level. Consultation with new information may require new environmental review pursuant to CEQA.

6. **FINDING: CEQA. NO SUPPLEMENTAL OR SUBSEQUENT EIR IS NEEDED.** No Supplemental or Subsequent EIR is needed pursuant to Public Resources Code Section 21166, or California Code of Regulations, Title 14, Sections 15162 or 15163 since certification of the Final EIR.

- EVIDENCE:** (a) There have not been any substantial changes to the project which require major revisions to the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects. The EIR analyzed the project for which Caltrans is seeking a permit.
- (b) No new information of substantial importance has been presented, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete. The primary purpose of this Combined Development Permit is to allow construction of a new bridge and rock shed on Highway 1 to improve safety and reliability while decreasing costs and environmental effects associated with maintenance at Pitkin's Curve and Rain Rocks. A Final Environmental Impact Report was certified on October 16, 2006. No new information has been presented since that time.

7. **FINDING: CEQA ALTERNATIVES TO THE PROPOSED PROJECT** – The EIR considered several alternatives to the proposed project in compliance with CEQA Guidelines Section 15126.6. The EIR considered the following alternatives as more fully described in Chapter 1.4 of the FEIR.

- EVIDENCE:** (a) Alternative Considered and Dismissed Caltrans, using the *Coast Highway Management Plan* as a guide, considered several alternatives that would accomplish the goal of the project. These alternatives were ultimately dismissed due to circumstances applicable to the site. The alternatives considered included: 1) Realigning the highway inland (*withdrawn due to substantial environmental impacts and cost*); 2) Retaining wall and reinforced embankments (*retaining walls were estimated to be approximately 55 feet high by 300 feet long, would require rebuilding the entire slope, and would not be a long term permanent solution*); 3) Rock net above Pitkins Curve (*withdrawn because the slope is too unstable to allow anchoring of these devices*); and 4) A continuous Rock Shed (*withdrawn due to safety concerns regarding tight curves, 25 mph zone, limited visibility, environmental impacts, and cost*).
- (b) No Project Alternative (Alternative 3) The "No Project Alternative" would not accomplish the purpose of the project which is to provide improvements that would substantially decrease maintenance expenditures and appreciably increase highway worker safety and roadway reliability, dependability, and motorist safety while minimizing environmental impacts at the Pitkins Curve/Rain Rocks location. Negative consequences of the "No Project Alternative" include routine and expensive maintenance to clean landslide material from behind existing

berms and transport that material to diminishing stockpile locations, continued unexpected road closures, replacement of cable mesh every 13 years, ongoing safety concerns for motorists and highway crews potentially resulting in injury or death, and potential loss of the road in the event of a catastrophic failure which would require a complete rebuild of the highway.

- (c) Bridge (Alternative 2) Alternative 2 would consist of the construction of a new bridge at Pitkins Curve and no change at Rain Rocks. This project would eliminate the risk associated with the Pitkins Curve landslide area but does not address risks from rock fall at Rain Rocks. All of the cable mesh at Rain Rocks would remain in place and be replaced approximately every 13 years. Although this project would not place a large structure that is unique to the Coast Highway in Big Sur within the critical viewshed (therefore having fewer impacts on aesthetics and a reduced construction period) there would still be risks to life and safety as a result of falling rocks and boulders.
- (d) Bridge and Rock Shed (Alternative 1) After consideration of comments received during the public review, Caltrans selected Alternative 1 as the preferred alternative because it provides the safest and most reliable highway facility and provides efficiencies of expenditures and construction. This alternative would construct a new 525 foot long bridge at Pitkins Curve and a new 240 foot long rock shed at Rain Rocks. Construction of the bridge and rock shed would substantially reduce the need for regular roadway maintenance and associated traffic disruption. It would eliminate the risk of catastrophic failure, extensive road closures, and environmental and economic costs. Minor periodic maintenance would still be required. Alternative 1 was chosen as the environmentally superior alternative for these reasons.

8. **FINDING: CEQA (STATEMENT OF OVERRIDING CONSIDERATIONS)** - The project would result in significant and unavoidable aesthetic impacts that cannot be mitigated to a less than significant level as described in this finding (see FEIR Chapter 3). Mitigation Measure 2.1.4.A through 2.1.4.V will reduce potentially significant impacts on aesthetics to avoid or substantially lessen the significant environmental effect as identified in the final EIR. These Mitigation Measures are incorporated into the project as conditions of approval. The following information is presented to comply with Sections 15091 and 15093 of the State CEQA Guidelines

**EVIDENCE:**

- (a) Mitigation Measure 2.1.4.A Design the structures with the highest quality architectural and engineering practices and considerations, acknowledging the existing historic bridges of the Big Sur Coast and using current state-of-the-art technology. *County's Analysis: The proposed project includes plans and photo simulations representing a design developed with public input in keeping with this mitigation and policy 4.1.3.B.4 of the Big Sur LUP.*
- (b) Mitigation Measure 2.1.4.B Involve the community in the design of all structures, walls, barriers, and other project aesthetics through the creation of an Aesthetic Design Advisory Committee. *County's Analysis: Materials contained in the project file outline the formation of an Aesthetic Design Advisory Committee (ADAC), the groups and agencies that participated in the ADAC meetings, dates on which meetings were held, and a brief summary of the discussions at those meetings. The resulting project design was developed in this forum in keeping with this mitigation and policy 4.1.3.B.4 of the Big Sur LUP.*
- (c) Mitigation Measure 2.1.4.C Consider including a high level of architectural



- detailing in the design of the structures. County's Analysis: *This mitigation can be included in MM 2.1.4.A and 2.1.4.B.*
- (d) Mitigation Measure 2.1.4.D Use an open-style safety rail that minimizes view blockage. County's Analysis: *Design of the railings is included in the plans submitted for the application contained in project file PLN080218 located at 168 W. Alisal in Salinas California. The railing design is in keeping with this mitigation and policy 4.1.3.B.4 of the Big Sur LUP.*
- (e) Mitigation Measure 2.1.4.E Use finish colors and textures that minimize reflectivity and glare. County's Analysis: *Finish colors and textures were developed with input for the ADAC. The project plans reflect the final design that includes natural appearing stone on the rock shed.*
- (f) Mitigation Measure 2.1.4.F To the greatest extent possible use an "honest use of materials" philosophy that avoids the use of obviously "fake" materials, such as materials that are concrete formed and colored to look like wood, etc. County's Analysis: *Finish colors and textures were developed with input for the ADAC. The project plans reflect the final design that includes natural appearing stone on the rock shed.*
- (g) Mitigation Measure 2.1.4.G Re-contour all disturbed areas and construction access roads to a natural appearance. County's Analysis: *Some re-contouring is included in the plans submitted for the application contained in project file PLN080218 located at 168 W. Alisal in Salinas California. This will compliment the mitigations identified that require replanting of vegetation to restore the site following completion of construction. A condition requiring restoration of the site has been incorporated in the conditions of approval for this project (Condition # 4).*
- (h) Mitigation Measure 2.1.4.H Vegetate all stabilized soil areas with native shrubs and grasses. Include planting where possible around all exposed drainage pipes, permanent access roads, and retaining walls (except the interior of the rock shed). County's Analysis: *Again revegetation will help restore the natural appearance of the site following construction. See MM 2.3.1.B, 2.3.1.C and 2.3.1.E described in Finding 5a above and Condition #4.*
- (i) Mitigation Measure 2.1.4.I Integrate existing rock outcroppings and stone landforms into the design to the greatest extent possible. County's Analysis: *Based on the plans submitted by Caltrans it appears that engineering requirements of the rock shed require the construction of an interior retaining wall which will prohibit implementation of this measure within the interior of the rock shed.*
- (j) Mitigation Measure 2.1.4.J Minimize the use of signage and reflectors to the minimum required in the Manual of Uniform Traffic Control Devices with concurrence by Caltrans Traffic Design. County's Analysis: *Signage is required to be in conformance with Big Sur Land Use Plan policy 3.2.5.C.1 which expressly requires the use of unpainted redwood signs. This mitigation is incorporated in the Conditions of approval for this project (Condition #11).*
- (k) Mitigation Measure 2.1.4.K Minimize use of asphalt or concrete paving beyond the proposed 4-foot shoulders. If additional paving were required, alternative natural-appearing surfaces such as soil cement will be used. County's Analysis: *This mitigation will provide a nice transition from the road back to the natural and rustic setting of the site and is in compliance with the Coast Highway Management Plan guiding policies and therefore Policy 4.1.3.B.4 of the Big Sur*

LUP. This mitigation is incorporated in the design of the project and Condition #12.

- (l) Mitigation Measure 2.1.4.L Color additional rock netting or mesh, if required, completely black, including all integral connectors. *This should be implemented with or without the project to reduce the visual impact of the current and future rock netting within the project area. County's Analysis: This mitigation is incorporated in the Conditions of approval for this project (Condition #12).*
- (m) Mitigation Measure 2.1.4.M Bury all overside drains and inlet structures or hide them from view to the greatest extent possible. Where unavoidably exposed to view, color the pipes to reduce visibility, and dull the gloss of the finish. *County's Analysis: Storm drainage pipes daylighting out the western bluff may be seen from turn outs near the project site. Hiding or coloring the pipes will help blend the infrastructure into the hillside and substantially reduce visibility. This mitigation is incorporated in the Conditions of approval for this project (Condition #12).*
- (n) Mitigation Measure 2.1.4.N Color all paved ditches to reduce noticeably. *County's Analysis: Self explanatory and incorporated by Condition #12.*
- (o) Mitigation Measure 2.1.4.O Where metal beam guardrail is required, use measures to reduce reflectivity of the metal components. *County's Analysis: The proposed project would straighten the highway eliminating the curve at Pitkins Curve. The plans show a concrete barrier (Type 80) along the bridge and rock shed. See guardrail design in project file.*
- (p) Mitigation Measure 2.1.4.P If paving is required beyond the paved portion of the roadway, use alternative natural-appearing surfaces such as soil cement. If a safety barrier is required at the perimeter of the pullout or parking area, design it to complement the other project structures. If boulders are used, half-bury them into the soil to appear natural. *County's Analysis: Pavement beyond the 12-foot lanes and 4-foot shoulders has already been addressed in MM 2.1.4.K. No new turnouts are proposed.*
- (q) Mitigation Measure 2.1.4.Q If pedestrian or bicycle railing is required, design it with materials, form, and colors to minimize noticeability and ocean view blockage, and to complement the bridge and rock shed architecture. *Every aspect of the proposed structures can be listed to include appropriate design for the area. The proposed design is consistent with the Coast Highway Management Plan and the Big Sur Land Use Plan.*
- (r) Mitigation Measure 2.1.4.R Minimize the tight, enclosed spatial characteristics of the rock shed to the greatest extent possible through measures such as reducing the number of columns, reducing the thickness of the columns, raising the ceiling height of the structure, aligning the inside retaining wall (closest to the uphill slope) as far from the highway lanes as possible, and allowing the entry portals openings to be as large as feasible and still architecturally appropriate. *County's Analysis: The proposed rock shed will have an arched ceiling height of approximately 22 feet. There will be six columns on the western side of the rock shed that taper toward the top and will be connected by arches which will help frame views of the ocean from within the structure. The design of the rock shed inside and out has been well thought out. This design seems like a reasonable compromise between highway safety and reliability and protection of the visual resources at the site.*
- (s) Mitigation Measure 2.1.4.S Design the length of the rock shed and the form of the

parapet walls at the portals so that no personnel fencing or railings are visible from the highway. County's Analysis: *This mitigation is self-explanatory. Plans submitted reflect proposed design.*

- (t) Mitigation Measure 2.1.4.T Consider using a ledger beam to support the rock shed roof connection to the hill rather than a full-height retaining wall, so that the native rock face of the hill would be exposed to highway viewers. County's Analysis: *Plans submitted for the rock shed include an interior retaining wall rather than a ledger beam. It is assumed that this is based on engineering requirements. Efforts have been made to treat the interior of the rock shed with stone so that it maintains a somewhat natural appearance.*
- (u) Mitigation Measure 2.1.4.U Disguise to the greatest extent possible any permanent road required to the roof of the rock shed for maintenance access. Also disguise any necessary gate by making it appear as a natural landform or screening it with berms and/or natural appearing boulders and native vegetation if possible. County's Analysis: *Caltrans has indicated that no access road will be developed. Access to the roof of the rock shed will be via use of maintenance equipment if required. Therefore, there is no visual impact from the creation of access roads that needs mitigating.*
- (v) Mitigation Measure 2.1.4.V Retrofit or replace the existing bridge rail on the Rain Rocks viaduct to complement the new bridge and rock shed structures. County's Analysis: *Caltrans intends on replacing the rail at Rain Rocks viaduct so that there is not a scattering of different architectural and railing types in the vicinity. This will bring some degree of uniformity in style. This mitigation is not expressly required as part of the Big Sur Land Use Plan or the Coast Highway Management Plan and therefore is at the discretion of Caltrans.*
- (w) Unavoidable Effects The FEIR concludes that the rock shed feature of Alternative 1 would be a substantial structure that is highly visible, distinctive, and unexpected in the magnificent natural setting of the Big Sur coast and on the state scenic highway. Measures are proposed to mitigate the aesthetic character of the rock shed; however, it is not possible to neither hide this structure from view nor blend its features to fully harmonize with the scenic qualities of the Big Sur Coast.
- (x) Statement of Overriding Considerations The California Department of Transportation (Caltrans) proposes to construct a bridge and rock shed on Highway 1 to restore highway reliability, decrease maintenance expenditures, and protect highway workers at Pitkins Curve and the northern chute of Rain Rocks along the Big Sur Coast in Monterey County, California. Unstable geology and winter storms cause unpredictable and extensive landslides and rockfall at Pitkins Curve/Rain Rocks. These events regularly reduce and sever travel for months at a time on Highway 1, a state scenic highway and national scenic byway "All-American Road," and the only direct coastal link to communities between San Simeon and Carmel. Highway restoration is generally conducted under emergency conditions, which increases risk to highway workers, elevates costs, restricts the range of methods available to restore the highway, and limits ways to avoid or minimize impacts to traffic movement, the economy, and the environment. At this location, even the routine maintenance of managing the landslides is riskier and has higher maintenance costs than for other locations on the Big Sur Coast Highway. Caltrans geologists and geotechnical engineers have studied the slopes at Pitkins Curve/Rain Rocks and concluded that the hillside will continue to slide, the highway will be damaged repeatedly, and it will likely be severed again. The

project (construction of a bridge and rock shed) would substantially reduce the need for regular roadway maintenance and associated traffic disruption. It would eliminate the risk to highway workers of working in the active rockfall area and eliminate the risk of catastrophic highway failure, extensive road closures, and environmental and economic costs. The project provides the most reliable and dependable transportation facility and, over the life of the project, would have the least impact to the area's economy.

9. **FINDING: NO VIOLATIONS** - The subject property is in compliance with all rules and regulations pertaining to zoning uses, subdivision, and any other applicable provisions of the County's zoning ordinance. No violations exist on the property. Zoning violation abatement costs, if any, have been paid.

**EVIDENCE:** Staff reviewed Monterey County RMA - Planning Department and Building Services Department records and is not aware of any violations existing on subject property.

10. **FINDING: HEALTH AND SAFETY** - The establishment, maintenance, or operation of the project applied for will not under the circumstances of this particular case be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County.

**EVIDENCE:**

- (a) Improvements to Highway 1 shall be undertaken in order to increase its service capacity and safety, consistent with its retention as a scenic two-lane road (Big Sur LUP Policy 4.1.2.1). To date, three vehicles been struck and damaged by falling rocks while traveling Pitkins Curve and Rain Rocks in addition to numerous rock fall related accidents reported by Caltrans highway workers. Extensive and unexpected closures have occurred due to blockages caused by landsliding and rock fall. The proposed project will increase safety and reliability of Highway 1 while remaining a two-lane road.
- (b) The County requests that, in order to maximize vehicular access to the Big Sur Coast the width of Highway 1 be upgraded to a standard 12-foot lanes and two 4-foot shoulders where physically practical and consistent with the preservation of other coastal resources values (LUP Policy 4.1.3.A.1). The proposed project includes uniform 12-foot wide lanes and a 4-foot wide shoulder throughout the project site.
- (c) Findings 1 and 2 with supporting evidence.
- (d) The application, project plans, and related support materials submitted by the project applicant to the Monterey County RMA - Planning Department for the proposed development found in Project File PLN080218.

11. **FINDING: 30% SLOPE:** Development on slopes in excess of 30% is prohibited unless there is no feasible alternative that would allow development to occur on slopes of less than 30%, or the proposed development better achieves the goals, policies and objectives of the Monterey County General Plan and applicable Land Use Plan than other development alternatives.

**EVIDENCE:** (a) The project is essential to improve the health and safety of the traveling public. The project area lies in an area already impacted by steep slopes and associated slope failure. The project is designed to remove the highway from these hazards. There is no feasible alternative that would allow the proposed development to occur on slopes of less than 30%;

- (b) As a safety improvement, including separation of structures from the hazard, the proposed project would better meet the goals, policies, and objectives of the General Plan and Land Use Plan.
- (c) Findings 1, 2, and 10 with supporting evidence
- (d) The *Coast Highway Management Plan*, July 2003
- (e) The application, project plans, and related support materials submitted by the project applicant to the Monterey County RMA - Planning Department for the proposed development found in Project File PLN080218.

12. **FINDING: PUBLIC ACCESS:** The project is in conformance with the public access and public recreation policies of the California Coastal Act and the Monterey County Local Coastal Program, and does not interfere with any form of historic public use or trust rights (see 20.70.050.B.4).

- **First public road and applicable Coastal Act policies.** Since Highway 1 is the first public road paralleling the sea, the requirements of Coastal Act Sections 30212 regarding the provision of public access in new development projects seaward of the first public road, as well as Section 30210 providing for public access opportunities to be maximized apply.
- **Highway 1 as public access corridor.** At this location, Highway 1 is a critical public access corridor for all motorized and bicycle recreational users and is the only coastal link between San Luis Obispo County and the City of Carmel-By-The-Sea. The project site is on Highway 1 in Big Sur which has been designated as State Scenic Highway and National Scenic Byway/All-American Road. It is the main access to the numerous recreation sites including state parks, federal recreation lands, and visitor-serving recreation destinations from Hearst Castle to Point Lobos. The highway, in this area, is not just a means of accessing these recreation areas it is a destination all its own for its spectacular beauty. Thus, the safety and reliability of the road is a significant public access and recreation issue.
- **Pedestrian access.** For hikers, coastal beach access is already possible south of the project site at Rockland Landing Beach, at the mouth of Limekiln Creek within Limekiln State Park. Coastal access to the shoreline within the project limits is infeasible in this case due to the extremely steep, unstable terrain. The need for lateral access through or around the project site has been identified. In particular, there is no safe hiker access between the State Park's main trailhead-campground area and the northern part of the park—accessed from Highway 1 by the Twitchell Flat Trail (a former fire access road). Hikers attempting to use the highway for lateral access around the Rain Rocks Promontory are forced to share the roadway with motor traffic—a significant safety impairment. An alternative lateral access connection is believed to be feasible inland from the proposed highway structures by connecting the existing Twitchell Flat Trail to the main Limekiln State Park trailhead, thus bypassing the Pitkins Curve/Rain Rocks obstacle. Rehabilitation and development of coastal trails in the area would satisfy Big Sur Coast Land Use Plan and California Coastal Act requirements regarding maximizing public access opportunities to and along the coast. It would also be consistent with Senate Bill 908 regarding completing the California Coastal Trail (CCT), and would provide appropriate pedestrian connections consistent with current Caltrans directives for non-motorized mobility modes.
- **Bicycle access along the coast.** The designated Pacific Coast Bike Route runs from Vancouver British Columbia to Imperial Beach California along Highway 1.

The project location is currently lacking in a uniform shoulder for bicycling which increases dangers from sharing the road with motorists. The project has been designed to include paved 4-foot wide shoulders throughout the project site, consistent with Big Sur Coast Land Use Plan policy 4.1.3.A.1. Bicycle safety railings will also be provided along the bridge and through the rock shed. This will result in a superior situation for bicycle access in this area.

- **Summary for applicable Coastal Act public access and recreation policies.** This project will significantly help to relieve safety risks and unplanned road closures to motorized public access along the coast. The project improves pedestrian public access through the incorporation of monetary contributions toward development of a Coastal Trail in the vicinity and improves mobility via bicycle through the inclusion of 4-foot wide shoulders (which will also improve safety for the occasional on-highway pedestrian). Accordingly, as designed, the project provides the types of public access improvements appropriate to the context, and is consistent with the above-cited Coastal Act public access policies for new development seaward of the first public road.
- **Summary for Monterey County Local Coastal Program.** The project consists entirely of improvements that will help maintain and enhance public access along the coast. The proposed improvements are consistent with, and will serve to carry out the applicable public access policies of the Monterey County Local Coastal Program. Monetary contributions for development of a pedestrian coastal trail bypassing Pitkins Curve and Rain Rocks are required as part of the project. Per an agreement to be developed between Caltrans and State Parks, Caltrans shall be responsible for contributing to the cost of rehabilitating these trail segments and State Parks shall be responsible for design, construction, and ultimate operation and maintenance upon completion of the needed rehabilitation work.

**EVIDENCE:** (a)

Caltrans contribution The rights of access to the shoreline, public lands, and along the coast, and opportunities for recreational hiking access, shall be protected, encouraged and enhanced (Land Use Plan Key Policy 6.1.3). Caltrans proposes, and the project is conditioned to require, a fair share contribution to California State Parks, for improvement of trails bypassing Pitkins Curve and Rain Rocks. Connecting a trail north of the project site (Twitchell Flats) with the Limekiln State Parks main trailhead to the south will complete an essential 1.1 mile segment of the California Coastal Trail. It will also provide a linkage between existing disconnected recreational trail segments within the State Park, thereby creating an enhanced and enjoyable 4.7 mile trail system bypassing Pitkins Curve and Rain Rocks. This measure will therefore satisfy Coastal Act requirements for maximizing public access opportunities (Condition #6). A deposit in an amount sufficient to support implementation of the proposed pedestrian hiking trail, bypassing the new bridge and rock shed on Highway 1, is required. The total required deposit will be based on trail improvements that would allow pedestrian bypass access around Pitkins Curve and Rain Rocks, beginning at the day use parking area and continuing via the "Alvin Trail", terminating at the junction of State Route 1 and Twitchell Flats Road. Specifically, the envisioned rehabilitation work would include connecting portions of the lower Limekiln Creek Trail and Twitchell Flat fire road/trail, repair of the day use trailhead parking area for the Limekilns Trail, development of signage needed for the segment of the Limekilns Trail between the trailhead and the beginning of the Alvin trail, as well as for the segment of the Twitchell Flat fire road/trail, between the north end of the Alvin

Trail to its junction at Highway 1 north of the new highway bridge, and production of an updated trail map. The interagency agreement (IA) between State Parks and Caltrans will set forth project start and completion dates, trail routes, trail specifications, responsibility for operation and maintenance, and funding allocations. Once Caltrans has funded the Coastal Trail Rehabilitation portion of this project, their obligation toward providing pedestrian access around the said highway project is finalized. The IA will further specify staging areas for access to the Coastal Trail, which will consist of the day use parking area at Limekiln Creek (on the south end) and Twitchell Road at Highway 1 (on the north end). Deposit amounts are subject to reallocation between project elements at the sole discretion of the Department of Parks and Recreation (“State Parks”).

- (b) Responsibilities for additional environmental review and for Coastal Development Permit, if needed. The proposed trail rehabilitation work identified above is understood to fall within the definition of repair and maintenance activities that are excluded from the requirement to obtain a coastal development permit. In event that the necessary trail work entails substantive realignment, new structures or grading, the Planning Director will determine if a separate coastal development permit is required. Any additional environmental review and any required separate coastal development permit will be the responsibility of the California Department of Parks & Recreation.
- (c) Responsibilities after trail rehabilitation. Once opened, State Parks or subsequent owners in interest, shall operate and maintain the new Coastal Trail segment in perpetuity. Once funded, Caltrans will have no obligation for upkeep of this trail segment.
- (d) Bicycle access The project proposes a uniform 4-foot wide shoulder throughout the project site which will be adequate for bicycle use.
- (e) Highway 1 access The project itself will improve access along Highway 1, which is an important public access route that provides access to other recreational opportunities along the Big Sur and San Luis Obispo coastlines, by improving safety and reliability.
- (f) Existing trails No existing trails or shoreline access areas will be adversely impacted as a result of the proposed project.
- (g) Public Transportation There will be no impact on public transportation in this remote area of the Coast other than improved safety and reliability for existing services.
- (h) Traffic management during construction Temporary road closures during construction will have the potential to impact access and local economies. To address this issue and concerns raised, Caltrans has developed a Transportation Management Plan with input from the community and stakeholders. The plan indicates that throughout the estimated 5-year construction period one-lane access will be maintained by using traffic signals or flaggers. Several construction-related activities will require road closures. Two types of closures or extended delays have been made available to the contractors including nighttime closures from 9 PM to 6 AM Sunday night through Friday mornings only (9 hour durations) and a maximum of 12- 15 to 120 minute daytime extended delays per year between 9 AM and 4 PM Mondays through Thursdays. At least one week’s notification is required for both closure options. Two permanent and four temporary changeable message signs, strategically located at the Carmel River Bridge, Coast Gallery, two at the project site, San Simeon, and the intersection of

Highway 1 and Highway 46, will be used to alert motorists of construction delays. Emergency personnel will be allowed access at all times. Implementation of this plan significantly reduces impacts on recreation and access through the use of appropriate timing and an absence of extensive delays; current conditions sometimes require closure of the road for maintenance for days at a time.

- (i) Application The application, project plans, and related support materials submitted by the project applicant to the Monterey County RMA - Planning Department for the proposed development found in Project File PLN080218.

13. **FINDING: APPEALABILITY** - The decision on this project is appealable to the Board of Supervisors and the California Coastal Commission.

- EVIDENCE:**
- (a) Section 20.86.030 of the Monterey County Coastal Implementation Plan - Part 1 (Board of Supervisors).
  - (b) The project may be appealed to the California Coastal Commission pursuant to Section 20.86.080 of the Monterey County Coastal Implementation Plan - Part 1 because the proposed project is subject to a Coastal Development Permit and is located between the sea (Pacific Ocean) and the first public road paralleling the sea (Highway 1).



## DECISION

THEREFORE, it is the decision of the Planning Commission of the County of Monterey that the EIR was considered and a Program for Monitoring and/or Reporting on Conditions of Approval be adopted and said application for a Combined Development Permit be granted as shown on the attached sketch and subject to the attached conditions.

**PASSED AND ADOPTED** this 8th day of April 2009, by the following vote:

AYES: Brown, Rochester, Salazar, Vandevere, Sanchez, Diehl  
NOES: None  
ABSENT: Pessagno, Isakson, Padilla, Ottone



MIKE NOVO, SECRETARY

A COPY OF THIS DECISION WAS MAILED TO THE APPLICANT ON **APR 22 2009**

THIS APPLICATION IS APPEALABLE TO THE BOARD OF SUPERVISORS. IF ANYONE WISHES TO APPEAL THIS DECISION, AN APPEAL FORM MUST BE COMPLETED AND SUBMITTED TO THE CLERK OF THE BOARD OF SUPERVISORS ALONG WITH THE APPROPRIATE FILING FEE ON OR BEFORE **MAY 02 2009**

This decision, if this is the final administrative decision, is subject to judicial review pursuant to California Code of Civil Procedure Sections 1094.5 and 1094.6. Any Petition for Writ of Mandate must be filed with the Court no later than the 90<sup>th</sup> day following the date on which this decision becomes final.

### NOTES

1. You will need a building permit and must comply with the Monterey County Building Ordinance in every respect.

Additionally, the Zoning Ordinance provides that no building permit shall be issued, nor any use conducted, otherwise than in accordance with the conditions and terms of the permit granted or until ten days after the mailing of notice of the granting of the permit by the appropriate authority, or after granting of the permit by the Board of Supervisors in the event of appeal.

2. Do not start any construction or occupy any building until you have obtained the necessary permits and use clearances from the Monterey County Planning and Building Inspection Department office in Salinas.
3. This permit expires two years after the above date of granting thereof unless construction or use if started within this period.

**Monterey County Resource Management Agency  
Planning Department  
Condition Compliance and/or Mitigation Monitoring  
Reporting Plan**

**Project Name: California Department of Transportation (Pitkins Curve/Rain Rocks)**

**File No: PLN080218  
Right-of-way**

**APNs: Highway 1 Public Road**

**Approved by: Planning Commission**

**Date: April 8, 2009**

*\*Monitoring or Reporting refers to projects with an EIR or adopted Mitigated Negative Declaration per Section 21081.6 of the Public Resources Code. Caltrans has already certified and adopted a mitigation monitoring and reporting plan (10/16/2006)*

<i>Permit Cond. Number</i>	<i>Mitig. Number</i>	<i>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</i>	<i>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</i>	<i>Responsible Party for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
1.		<p><b>PD001 - SPECIFIC USES ONLY</b>            This Combined Development Permit (PLN080218) allows 1) A Coastal Development Permit to allow the construction of a 625 foot long bridge at Pitkins Curve and a 240 foot long rock shed at Rain Rocks over Highway 1 for the purpose of rock fall and landslide mitigation including approximately 25,000 cubic yards of grading; 2) A Coastal Development Permit for development on slopes greater than 30%; 3) A Coastal Development Permit to allow development within the critical viewshed; 4) A Coastal Development Permit to allow development with the potential to cause a significant environmental impact; and 5) A Design Approval. The site is located at State Route 1, Big Sur between Post Mile 21.3 and 21.6 just north of Limekiln State Park Big Sur Land Use Plan. This permit was approved in accordance with County ordinances and land use regulations subject to the following terms and conditions. Neither the uses nor the construction allowed by this permit shall commence unless and until all of the conditions of this permit are met to the satisfaction of the Director of the RMA - Planning</p>	Adhere to conditions and uses specified in the permit.	Owner/ Applicant	Ongoing unless otherwise stated	

<i>Permit Cond. Number</i>	<i>Mitig. Number</i>	<i>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</i>	<i>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</i>	<i>Responsible Party for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
		Department. Any use or construction not in substantial conformance with the terms and conditions of this permit is a violation of County regulations and may result in modification or revocation of this permit and subsequent legal action. No use or construction other than that specified by this permit is allowed unless additional permits are approved by the appropriate authorities. To the extent that the County has delegated any condition compliance or mitigation monitoring to the Monterey County Water Resources Agency, the Water Resources Agency shall provide all information requested by the County and the County shall bear ultimate responsibility to ensure that conditions and mitigation measures are properly fulfilled. <b>(RMA - Planning Department)</b>				
2.		<b>PD002 - NOTICE-PERMIT APPROVAL</b> The applicant shall record a notice which states: "A permit (Resolution 09021) was approved by the Planning Commission for State Route 1 between Post Mile 21.3 and 21.6 on April 8, 2009. The permit was granted subject to 12 conditions of approval which run with the land. A copy of the permit is on file with the Monterey County RMA - Planning Department." Proof of recordation of this notice shall be furnished to the Director of the RMA - Planning Department prior to issuance of building permits or commencement of the use. <b>(RMA - Planning Department)</b>	Proof of recordation of this notice shall be furnished to the RMA - Planning Department.	Owner/ Applicant	Prior to construction	
3.		<b>PD004 - INDEMNIFICATION AGREEMENT</b> The property owner agrees as a condition and in consideration of the approval of this discretionary development permit that it will, pursuant to agreement and/or statutory provisions as applicable,	Submit signed and notarized Indemnification Agreement to the Director of RMA – Planning Department for review and signature by the County.	Owner/ Applicant	Upon demand of County Counsel or	

<i>Permit Cond. Number</i>	<i>Mitig. Number</i>	<i>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</i>	<i>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</i>	<i>Responsible Party for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
		including but not limited to Government Code Section 66474.9, defend, indemnify and hold harmless the County of Monterey or its agents, officers and employees from any claim, action or proceeding against the County or its agents, officers or employees to attack, set aside, void or annul this approval, which action is brought within the time period provided for under law, including but not limited to, Government Code Section 66499.37, as applicable. The property owner will reimburse the county for any court costs and attorney's fees which the County may be required by a court to pay as a result of such action. County may, at its sole discretion, participate in the defense of such action; but such participation shall not relieve applicant of his obligations under this condition. An agreement to this effect shall be recorded upon demand of County Counsel or concurrent with the issuance of building permits, use of the property, filing of the final map, whichever occurs first and as applicable. The County shall promptly notify the property owner of any such claim, action or proceeding and the County shall cooperate fully in the defense thereof. If the County fails to promptly notify the property owner of any such claim, action or proceeding or fails to cooperate fully in the defense thereof, the property owner shall not thereafter be responsible to defend, indemnify or hold the county harmless. <b>(RMA - Planning Department)</b>	Proof of recordation of the Indemnification Agreement, as outlined, shall be submitted to the RMA – Planning Department.		concurrent with use of the property, whichever occurs first and as applicable	
4.	2.3.1.B, 2.3.1.C, 2.3.1.E, 2.1.4.G, and	<b>PD033 - RESTORATION OF NATURAL MATERIALS</b> Upon completion of the development, the area disturbed shall be restored to a condition to correspond with the adjoining area, subject to the	Submit restoration plans to the RMA - Planning Department for review and approval.	Owner/ Applicant	Prior to commencement of use.	

<i>Permit Cond. Number</i>	<i>Mitig. Number</i>	<i>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</i>	<i>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</i>	<i>Responsible Party for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
	2.1.4.H	approval of the Director of the RMA - Planning Department. Plans for such restoration shall be submitted to and approved by the Director of the RMA - Planning Department prior to commencement of use. <b>(RMA – Planning Department)</b>				
5.	2.3.1.D	<b>PDSP001 – MITIGATION MONITORING AND REPORTING (NON-STANDARD)</b> The California Department of Transportation shall submit biannual mitigation monitoring and reporting information including any pre-construction surveys or plans required to the Monterey County RMA – Planning Department and the California Coastal Commission describing compliance with mitigation implementation and success. Reporting shall continue for three years following completion of the project or until the vegetation replanting success criteria is reached as described in Mitigation Measure 2.3.1.E of the EIR. <b>(RMA – Planning Department and the California Coastal Commission)</b>	Prior to construction the applicant (Caltrans) shall submit a reporting plan describing compliance with all mitigations required prior to construction activities to the RMA-Planning Department and the California Coastal Commission for review.	Caltrans	Prior to construction	
			Every six months, starting at commencement of construction and ending with successful restoration of vegetation at the site, Caltrans shall submit reporting plans demonstrating compliance with applicable mitigation measures to the RMA-Planning Department and the California Coastal Commission for review.	Caltrans	Every six months until project completion	
6.		<b>PDSP002 – CALIFORNIA COASTAL TRAIL CONTRIBUTION (NON-STANDARD)</b> In lieu of constructing a barrier-separated pedestrian walkway on the new bridge and within the new rock shed, Caltrans shall deposit funds sufficient to reconstruct and rehabilitate a hiking trail that bypasses the segment of State Highway where the new construction is permitted. Specifically, such hiking trail shall function as a segment of the California Coastal Trail, from the existing Limekiln Trail trailhead, inland around the Rain Rocks promontory and Pitkins Curve landslide, rejoining	Prior to commencement of construction of the permitted highway structures, the required deposit shall be placed in trust with the Department of Parks and Recreation or its designee (e.g., the State Coastal Conservancy, or the Transportation Agency for Monterey County). Such funds shall be held in a segregated account earmarked for Coastal Trail reconstruction and rehabilitation within and adjoining Limekiln State Park. Caltrans shall	Caltrans/ California Department of Parks and Recreation/	Prior to construction	

<i>Permit Cond. Number</i>	<i>Mitig. Number</i>	<i>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</i>	<i>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</i>	<i>Responsible Party for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
		Highway 1 north of the new bridge. Prior to commencement of construction, the California Department of Transportation shall submit documentation demonstrating a fair share contribution, in compliance with the California Coastal Act public access policies and an implementation agreement with State Parks, for improvements and development of pedestrian trails bypassing the Pitkins Curve and Rain Rocks site to the RMA – Planning Department and the California Coastal Commission for review and approval. <b>(RMA – Planning Department and the California Coastal Commission)</b>	submit proof of said deposit to the RMA-Planning department prior to construction activities. Such deposit shall be sufficient to cover trail improvements that would allow pedestrian bypass access around Pitkins Curve and Rain Rocks, beginning at the day use parking area and continuing via the "Alvin Trail", terminating at the junction of State Route 1 and Twitchell Flats Road. Specifically, an interagency agreement is needed to assure the envisioned goal of; connecting portions of the lower Limekiln Creek Trail and Twitchell Flat fire road/trail, repair of the day use trailhead parking area for the Limekilns Trail, development of signage needed for the segment of the Limekilns Trail between the trailhead and the beginning of the Alvin trail, as well as for the segment of the Twitchell Flat fire road/trail, between the north end of the Alvin Trail to its junction at Highway 1 north of the new highway bridge, and production of an updated trail map.			
			Prior to construction, Caltrans shall submit to the Director of the RMA-Planning Department, for review and approval, an executed agreement with the California Department of Parks and Recreation ("State Parks") ensuring that State Parks will obligate these funds and provide for commencement of trail	Caltrans/ California Department of Parks and Recreation/	Prior to construction	

<i>Permit Cond. Number</i>	<i>Mitig. Number</i>	<i>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</i>	<i>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</i>	<i>Responsible Party for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
			reconstruction /rehabilitation work within one year of deposit. The interagency agreement (IA) between State Parks and Caltrans will set forth project start and completion dates, trail routes, trail specifications, responsibility for operation and maintenance, and funding allocations. Once Caltrans has funded the Coastal Trail Rehabilitation portion of this project, their obligation toward providing pedestrian access around the said highway project is finalized. The IA will further specify staging areas for access to the Coastal Trail, which will consist of the day use parking area at Limekiln Creek (on the south end) and Twitchell Road at Highway 1 (on the north end).			
			The agreement shall include provisions for the Coastal Trail segment reconstruction and rehabilitation to be completed and available for visitor use on or prior to the opening of the new highway structures. The agreement may include provisions for extension of either the commencement of construction and/or the completion of the new Coastal Trail segment for up to one year, subject to demonstration of good cause.	Caltrans/ California Department of Parks and Recreation/	Prior to construc- tion  /	

<i>Permit Cond. Number</i>	<i>Mitig. Number</i>	<i>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</i>	<i>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</i>	<i>Responsible Party for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
7.	2.3.2.B-E, 2.3.2.H-K, 2.3.3.A-D, and 2.3.4.F-I	<b>PDSP003 – OTHER AGENCY PERMITS AND REQUIRMENTS (NON-STANDARD)</b> If applicable, prior to beginning work and during construction at the direction of the biological monitor, Caltrans shall consult with and obtain clearance and/or permits from proper and relevant local, state, and federal agencies including: a. California Coastal Commission b. State Water Quality Control Board c. U.S. Army Corps of Engineers/ACOE (401/404) d. California Department of Fish & Game (1601) e. U.S. Fish and Wildlife Services f. Monterey Bay National Marine Sanctuary (MBNMS) g. Monterey County Planning Department <b>(RMA-Planning Department)</b>	Contact and obtain required clearances and/or permits from the appropriate agencies if at anytime previously unidentified impacts are discovered. Submit evidence to the RMA-Planning Department that clearance and/or permits have been obtained.	Caltrans/ biological monitor	Ongoing- prior to and during constructi on /	
8.	2.3.2.G, 2.3.3.A, 2.3.4.D, and 2.3.4.E	<b>PDSP005 – PRE-CONSTRUCTION SURVEYS (NON-STANDARD)</b> Due to the time that will elapse before project construction and because the biological environment in the project area is subject to change, pre-construction surveys would be undertaken approximately one year prior to construction to identify up-to-date environmental settings. If sensitive habitat presence or distribution has changed from that documented in the April 2005 Natural Environment Study, the appropriate	No more than one year prior to initiation of construction activities, a qualified biologist shall be retained to conduct a biological survey to determine if the biological environment in the project area has changed since the Natural Environment Study was prepared. Proof and results of the survey shall be submitted to the RMA – Planning Department for review and approval.	Caltrans/ Qualified Biologist	No more than one year prior to constructi on activities.	



<i>Permit Cond. Number</i>	<i>Mitig. Number</i>	<i>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</i>	<i>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</i>	<i>Responsible Party for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
		agencies would be consulted. All avoidance, minimization, and mitigation measures would be applied, as directed above, to newly identified wetlands. <b>(RMA-Planning Department)</b>	If new or previously unidentified impacts on sensitive habitats are identified during the pre-construction surveys, work shall not begin until clearance and/or permits are obtained from all appropriate agencies pursuant to Condition number 6.	Caltrans/ Qualified Biologist	Prior to construction	
9.	2.3.2.I, 2.3.4.F, and 2.3.4.H	<b>PDSP006 – BIOLOGICAL MONITOR (NON-STANDARD)</b> A biological/environmental monitor would be present onsite during construction activities that may impact the ocean and marine environment, special-status species, and/or migratory birds. This includes drilling and blasting for the construction of piers and abutments for the new bridge and rock shed and any associated de-water activities. <b>(RMA-Planning Department)</b>	The Caltrans Resident Engineer, in consultation with the biological and or environmental monitor would have the authority to halt any action that might result in impacts that exceed the anticipated levels of impact that were determined during agency review (by Caltrans, Army Corps of Engineers, Department of Fish and Game, Coastal Commission, U.S. Fish and Wildlife Services, and/or Monterey County Planning) of the proposed actions. If work is stopped, the Biologist or Environmental Monitor would immediately notify these same regulatory agencies pursuant Condition number 6.	Caltrans/ Resident Engineer/ Biological Monitor	Ongoing during construction	
10.	2.3.2.C, 2.3.2.E, 2.3.4.A, 2.3.4.F, and 2.3.4.I	<b>PDSP007 –BEST MANAGEMENT PRACTICES (NON-STANDARD)</b> The number of access routes, size of staging areas, and the total area of activity would be limited to the minimum necessary to safely construct this project. <b>(RMA-Planning Department)</b>	During construction Caltrans shall follow all best management practices as outlined in the Environmental Impact Report, the Transportation Management Plan, the plans submitted for approval to Monterey County Planning Department, and all recommended conditions of approval of this project. Reporting on compliance with this condition shall be done pursuant to Condition number 4 of this permit	Caltrans	Ongoing	

<i>Permit Cond. Number</i>	<i>Mitig. Number</i>	<i>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</i>	<i>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</i>	<i>Responsible Party for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
11.	2.1.4.J	<b>PDSP008 –SIGNAGE (NON-STANDARD)</b> Minimize the use of signage and reflectors to the minimum required in the Manual of Uniform Traffic Control Devices with concurrence by Caltrans Traffic Design. <b>(RMA-Planning Department)</b>	All proposed signage shall be developed in accordance with the Big Sur Land Use Plan Policies including the use of unfinished redwood. If signage is to be installed plans and specifications must be submitted to Monterey County Planning Department for review and approval prior to installation.	Caltrans	Prior to installation of signs	
12.	2.1.4.K-V	<b>PDSP009 –AESTHETIC TREATMENTS (NON-STANDARD)</b> Caltrans shall construct the project in accordance with the approved design and recommended conditions regarding aesthetic treatments. All aesthetic treatments and construction techniques shall be implemented to blend, to the extent feasible, the proposed structures with the surrounding environment. Proposed Aesthetic treatment conditions include: <ul style="list-style-type: none"> <li>• No lighting shall be allowed. If lighting is required to meet safety requirements, an amended permit must first be obtained.</li> <li>• Use finish colors and textures that minimize reflectivity and glare;</li> <li>• To the greatest extent possible use an “honest use of materials” philosophy that avoids the use of obviously “fake” materials, such as materials that are concrete formed and colored to look like wood, etc.;</li> <li>• Re-contouring and Re-vegetation of the site (see Conditon #3);</li> <li>• Integrate existing rock outcroppings and stone landforms into the design to the greatest extent possible;</li> </ul>	Caltrans shall construct the new bridge, rock shed, and all associated improvements in compliance with the approved design and incorporate all proposed aesthetic treatments to blend the structures with the environment to the maximum extent feasible. Photos demonstrating compliance with this condition shall be submitted to the RMA-Planning Department within 6 months following completion of the project.	Caltrans	Within 6 months of project completion	

Permit Cond. Number	Mitig. Number	Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department	Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.	Responsible Party for Compliance	Timing	Verification of Compliance (name/date)
		<ul style="list-style-type: none"> <li>• Minimize the use of signage and reflectors to the minimum required in the Manual of Uniform Traffic Control Devices with concurrence by Caltrans Traffic Design;</li> <li>• Minimize use of asphalt or concrete paving beyond the proposed 4-foot shoulders. If additional paving were required, alternative natural-appearing surfaces such as soil cement will be used;</li> <li>• Color additional rock netting or mesh completely black, including all integral connectors;</li> <li>• Bury all overside drains and inlet structures or hide them from view to the greatest extent possible. Where unavoidably exposed to view, color the pipes to reduce visibility, and dull the gloss of the finish; and</li> <li>• Color all paved ditches to reduce noticeability; and</li> <li>• If paving is required beyond the paved portion of the roadway, use alternative natural-appearing surfaces such as soil cement.</li> </ul> <p><b>(RMA-Planning Department)</b></p>				

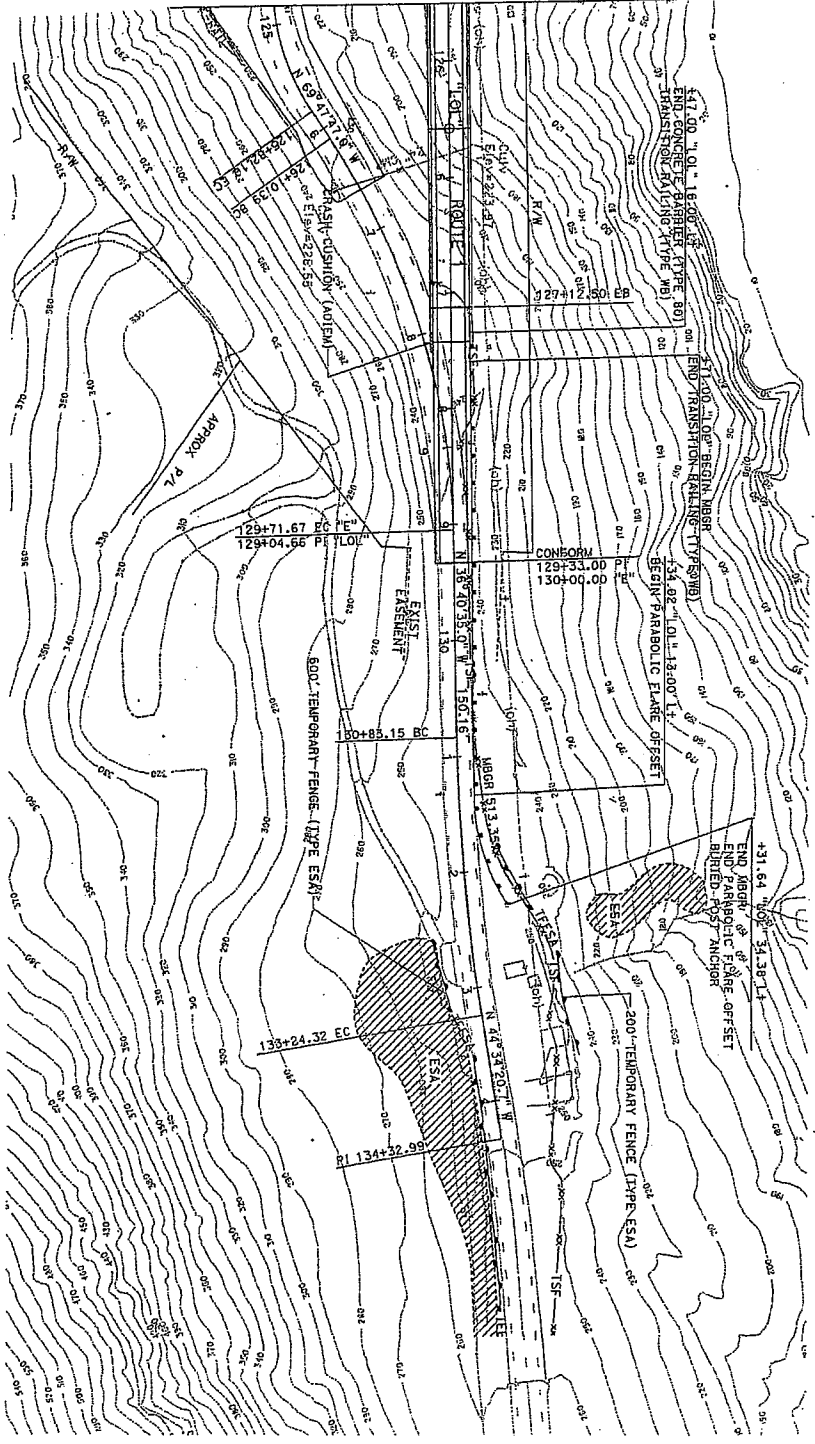
END OF CONDITIONS



BORDER LAST REVISED 3/1/2001

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	AMIR SAEDI	REVISED BY	
<b>Caltrans</b> DESIGN	J.R.PERANO	CHECKED BY		DATE REVISED	

MATCH LINE - SEE SHT L-1



**PRELIMINARY PLANS  
SUBJECT TO REVISION**

RELATIVE BORDER SCALE  
15 IN INCHES



USERNAME: j115013  
DGN FILE: j1509804.dwg

CU 06232

EA 02901

SCALE: 1"=500'  
LAYOUT  
L-2

DATE	COUNTY	ROUTE	POST MILES	SHEET TOTAL
05	Mon	1	21.3/21.6	4

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

NO. 55833  
EX. 127124  
CIVIL ENGINEER

REGISTERED PROFESSIONAL ENGINEER

AMIR SAEDI

DATE OF BIRTH: 01/15/1968

DATE OF GRADUATION: 05/17/1992

DATE OF EXPIRATION: 05/17/2002

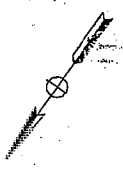
DATE OF RENEWAL: 05/17/2002

DATE OF REISSUE: 05/17/2002

DATE OF TRANSFER: 05/17/2002

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	AMIR SAEEDI	REVISED BY			
<b>Caltrans</b> DESIGN	J.R.PERANO	CHECKED BY		DATE REVISED			

BORNER LAST REVISED 3/1/2007



**PRELIMINARY PLANS  
SUBJECT TO REVISION**

RELATIVE BORNER SCALE  
1" = 40' HORIZONTAL  
1" = 20' VERTICAL



UPSCALE TO 11/15/07  
FROM FILE # 5045100001.dgn

**CONTOUR GRADING  
G-1**  
SCALE: 1"=500'

CU 06232

EA 06361

Dist	County	Route	POST MILES	SHEET TOTAL
05	Mon	1	TOTAL PROJECT 21.3/21.6	8

REGISTERED CIVIL ENGINEER DATE

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

AMIR SAEEDI  
No. 58093  
Exp. 12/31/08  
REGISTERED CIVIL ENGINEER  
FOR DESIGN OF HIGHWAYS  
AND AIRPORTS  
REGISTERED CIVIL ENGINEER OF ELECTRICITY

DIS#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	1	21.3/21.6	10	

REGISTERED CIVIL ENGINEER DATE	
PLANS APPROVAL DATE	

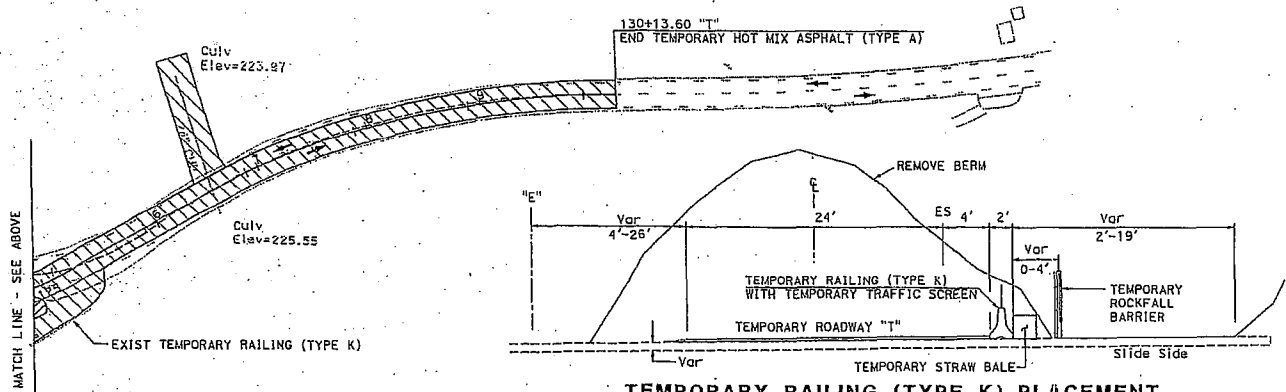
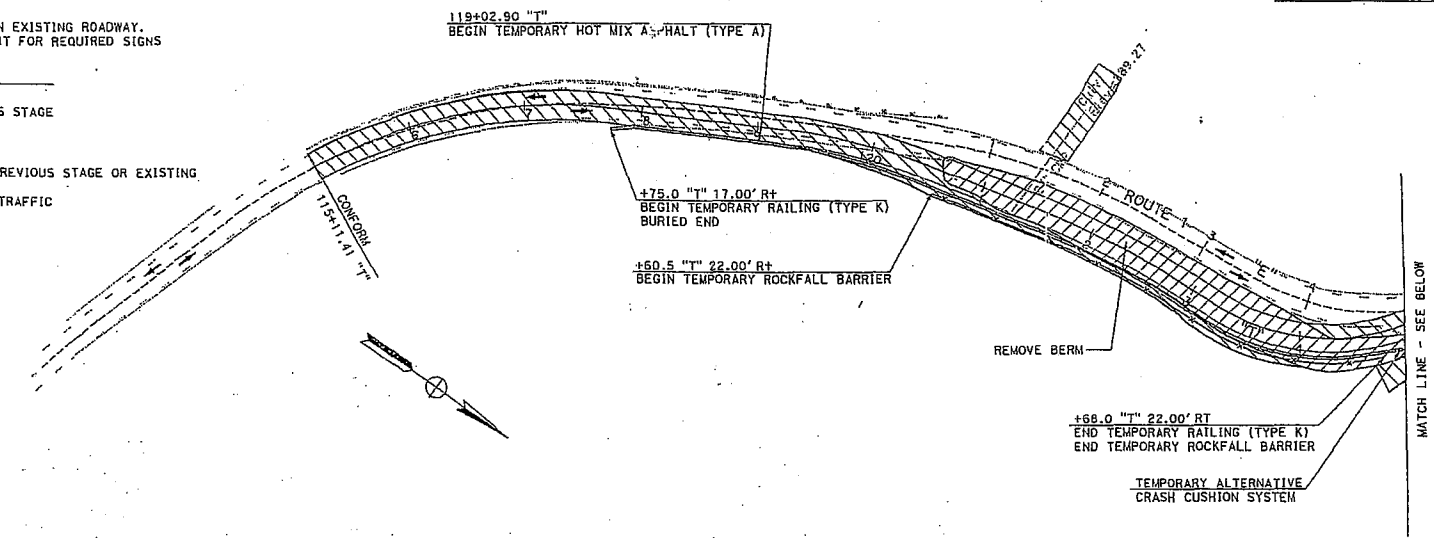
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

# PRELIMINARY PLANS SUBJECT TO REVISION

- STAGE 1 CONSTRUCTION:**
1. CLEAR & GRUB THE HILLSIDE AND REMOVE BERM MATERIAL FROM SITE.
  2. CONSTRUCT TEMPORARY DRAINAGE SYSTEMS.
  3. PLACE AC FOR THE TEMPORARY ROADBED.
  4. REMOVE EXISTING TRAFFIC STRIPE AND STRIPE TEMPORARY ROADWAY.

**TRAFFIC:**  
TRAFFIC WILL REMAIN ON EXISTING ROADWAY.  
SEE LANE CLOSURE CHART FOR REQUIRED SIGNS

- LEGEND**
- CONSTRUCT THIS STAGE
  - BERM AREA
  - CONSTRUCTED PREVIOUS STAGE OR EXISTING
  - DIRECTION OF TRAFFIC



**TEMPORARY RAILING (TYPE K) PLACEMENT  
STA "T" 120+60.5 TO 124+68.0  
NO SCALE**

**STAGE CONSTRUCTION  
STAGE 1  
SCALE: 1"=500'  
SC-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Gilbert**  
 DESIGN  
 J.R. PERANO  
 AMIR SAEDI  
 CHECKED BY  
 DESIGNED BY  
 DATE REVISED  
 REVISED BY

BORDER LAST REVISED 3/1/2007



USERNAME => s125073  
SCH FILE => 506960e001.dgn

CU 06232

EA 069601

DATE PLOTTED => 22-MAY-2006  
 TIME PLOTTED => 11:02

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Non	1	21.3/21.6	11	

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 AMIR SAEDI  
 No. 55083  
 Exp. 12/31/00  
 CIVIL  
 STATE OF CALIFORNIA





PLANS APPROVAL DATE \_\_\_\_\_

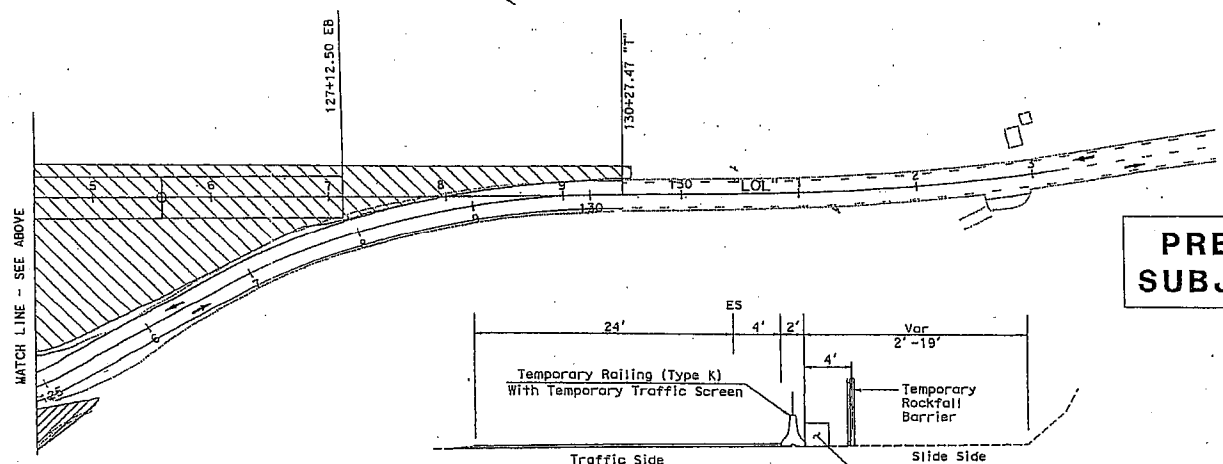
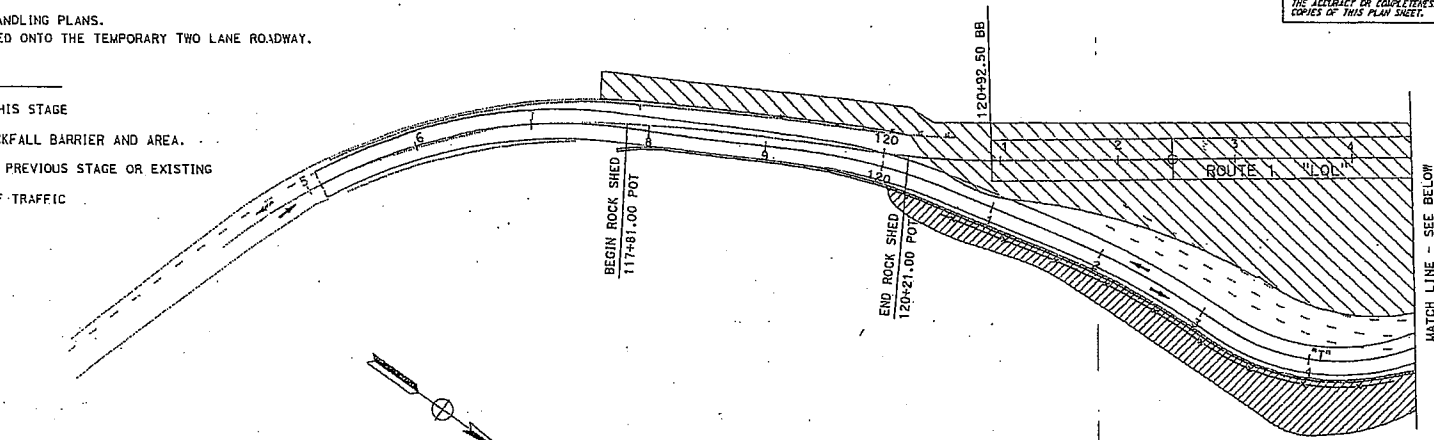
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

- CONSTRUCTION:**
1. GRADE TO CONSTRUCT BRIDGE.
  2. EXCAVATE FOR, DRILL AND CONSTRUCT ABUTMENT FOUNDATIONS.
  3. EXCAVATE FOR, DRILL AND CONSTRUCT BRIDGE MAIN BENT FOUNDATIONS AND COLUMNS.
  4. MAINTAIN ROCKFALL BARRIER AND AREA.

**TRAFFIC:** SEE TRAFFIC HANDLING PLANS.  
 TRAFFIC WILL BE SHIFTED ONTO THE TEMPORARY TWO LANE ROADWAY.

**LEGEND**

-  CONSTRUCT THIS STAGE
-  MAINTAIN ROCKFALL BARRIER AND AREA.
-  CONSTRUCTED PREVIOUS STAGE OR EXISTING
-  DIRECTION OF TRAFFIC



**PRELIMINARY PLANS  
 SUBJECT TO REVISION**

**TEMPORARY RAILING (TYPE K) PLACEMENT**  
 NO SCALE

THIS PLAN ACCURATE FOR STAGE CONSTRUCTION ONLY.

**STAGE CONSTRUCTION  
 STAGE 2**

SCALE: 1"=500'

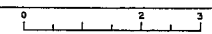
SC-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**

FUNCTIONAL SUPERVISOR: J.R. PERANO  
 CALCULATOR/DESIGNED BY: AMIR SAEDI  
 CHECKED BY: \_\_\_\_\_  
 REVISED BY: \_\_\_\_\_ DATE REVISED: \_\_\_\_\_

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE  
 15 IN INCHES



USERNAME => a125073  
 DGN FILE => 50c560c002.dgn

CU 06232

EA 069601

PLOT DATE PLOTTED 07-22-MAY-2006



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	Mon	1	21.3/21.6	12	

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 ELECTRONIC COPIES OF THIS PLAN SHEET.

# PRELIMINARY PLANS SUBJECT TO REVISION

**CONSTRUCTION:**

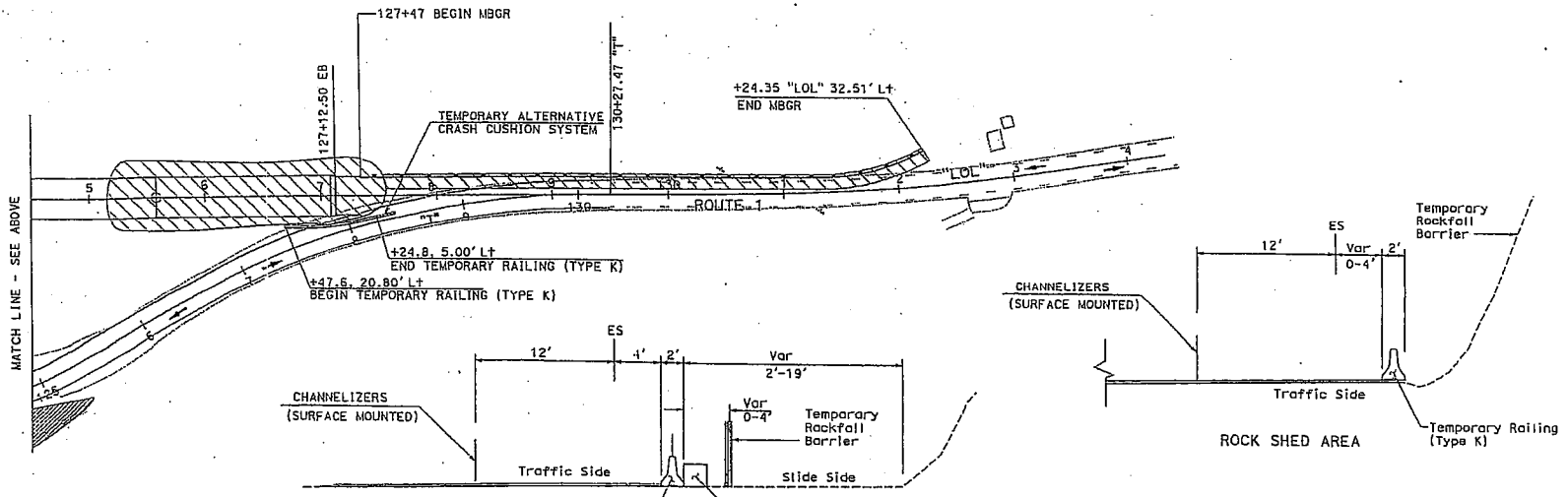
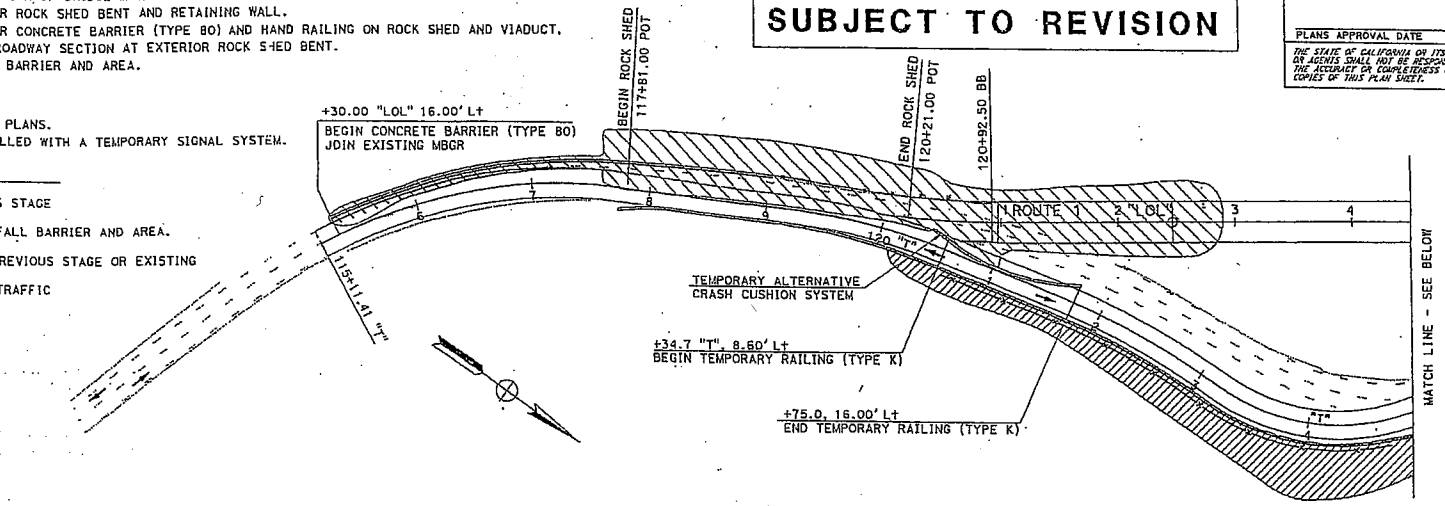
1. CONSTRUCT BRIDGE ABUTMENTS.
2. COMPLETE CONSTRUCTION OF BRIDGE MAIN BENT FOUNDATIONS AND COLUMNS.
3. CONSTRUCT EXTERIOR ROCK SHED BENT AND RETAINING WALL.
4. CONSTRUCT EXTERIOR CONCRETE BARRIER (TYPE B0) AND HAND RAILING ON ROCK SHED AND VIADUCT.
5. GRADE AND PLACE ROADWAY SECTION AT EXTERIOR ROCK SHED BENT.
6. MAINTAIN ROCKFALL BARRIER AND AREA.

**TRAFFIC:**

SEE TRAFFIC HANDLING PLANS.  
 TRAFFIC TO BE CONTROLLED WITH A TEMPORARY SIGNAL SYSTEM.

**LEGEND**

- CONSTRUCT THIS STAGE
- MAINTAIN ROCKFALL BARRIER AND AREA.
- CONSTRUCTED PREVIOUS STAGE OR EXISTING
- DIRECTION OF TRAFFIC



THIS PLAN ACCURATE FOR STAGE CONSTRUCTION ONLY.

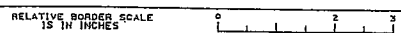
## STAGE CONSTRUCTION STAGE 3

SCALE: 1"=500'

SC-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 DESIGN  
 J.R. PERANO  
 FUNCTIONAL SUPERVISOR  
 CALCULATED BY  
 DESIGNED BY  
 CHECKED BY  
 AMIR SAEDI  
 REVISIONS BY  
 DATE REVISION

BORDER LAST REVISED 3/1/2007



USERNAME => #125973  
 DGN FILE => 50c950m003.dgn

CU 06232

EA 0E9601

DATE PLOTTED => 22-JUL-2006

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	1	21.3/21.6	13	

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 AMIR SAEDI  
 No. 56083  
 Exp. 12/31/08  
 CIVIL  
 STATE OF CALIFORNIA

PLANS APPROVAL DATE \_\_\_\_\_

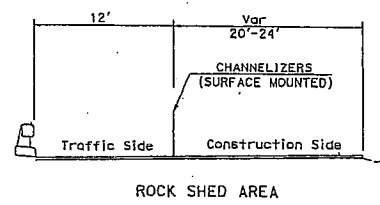
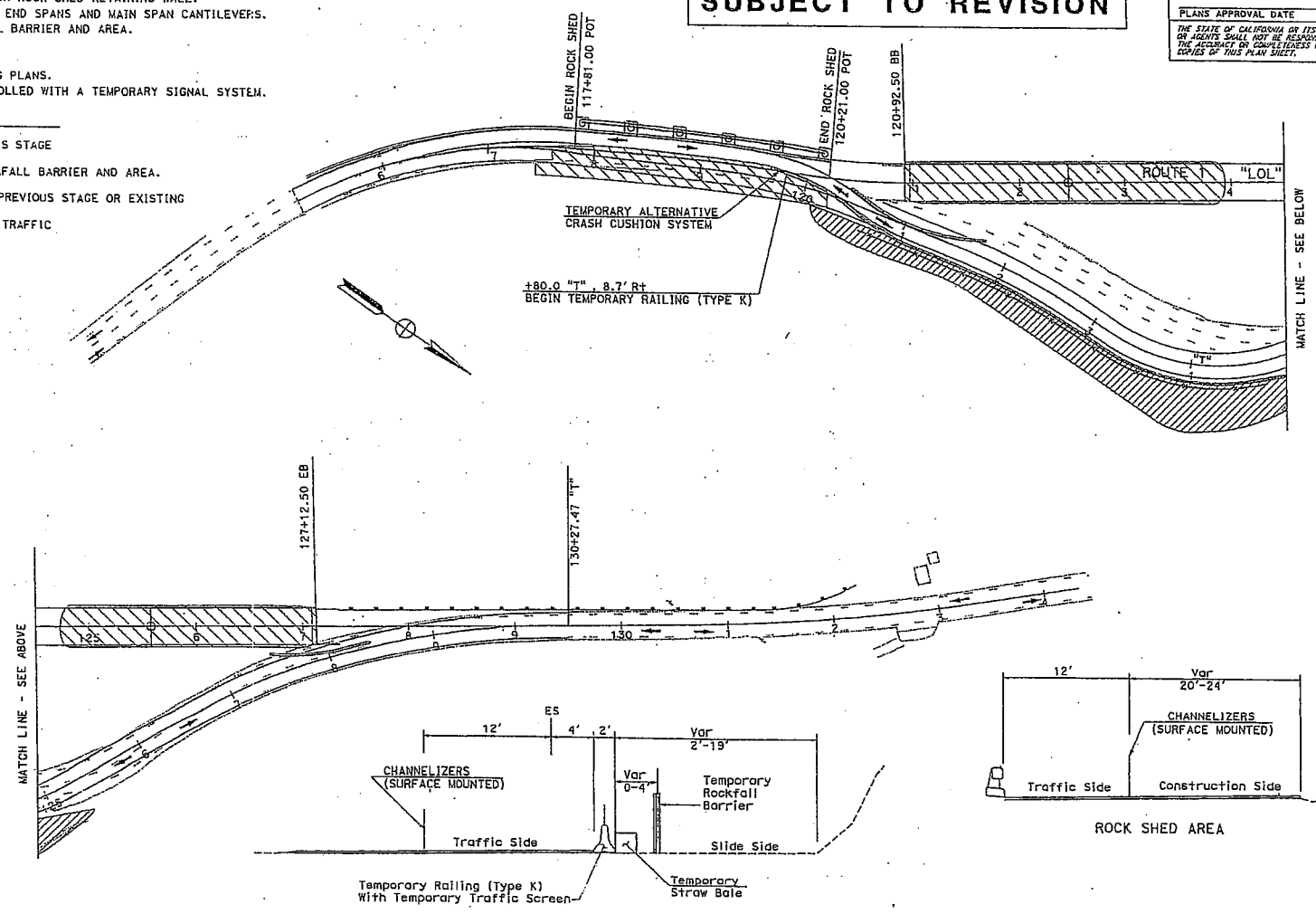
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**PRELIMINARY PLANS  
SUBJECT TO REVISION**

- CONSTRUCTION:**
1. REMOVE TEMPORARY TRAFFIC STRIPE, PLACE NEW TRAFFIC STRIPE AND CHANNELIZERS.
  2. GRADE AND CONSTRUCT INTERIOR ROCK SHED BENT.
  3. CONSTRUCT INTERIOR ROCK SHED RETAINING WALL.
  4. CONSTRUCT BRIDGE END SPANS AND MAIN SPAN CANTILEVERS.
  5. MAINTAIN ROCKFALL BARRIER AND AREA.

**TRAFFIC:**  
SEE TRAFFIC HANDLING PLANS.  
TRAFFIC TO BE CONTROLLED WITH A TEMPORARY SIGNAL SYSTEM.

- LEGEND**
- CONSTRUCT THIS STAGE
  - MAINTAIN ROCKFALL BARRIER AND AREA.
  - CONSTRUCTED PREVIOUS STAGE OR EXISTING
  - DIRECTION OF TRAFFIC

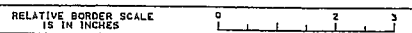


THIS PLAN ACCURATE FOR STAGE CONSTRUCTION ONLY.

**STAGE CONSTRUCTION  
STAGE 4**  
SCALE: 1"=500' **SC-4**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 DESIGN  
 J.R. PERRANO  
 AMIR SAEDI  
 REVISIONS BY DATE REVISIONS BY

BORDER LAST REVISED 3/1/2007



USERNAME => s125073  
SCH FILE => 500960x0004.dgn

CU 06232 EA 0E9601

LOW RESOLUTION DATE PLOTTED => 12-MAY-2008

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	1	21.3/21.6	14	

REGISTERED CIVIL ENGINEER DATE	
PLANS APPROVAL DATE	

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**PRELIMINARY PLANS  
SUBJECT TO REVISION**

**CONSTRUCTION:**

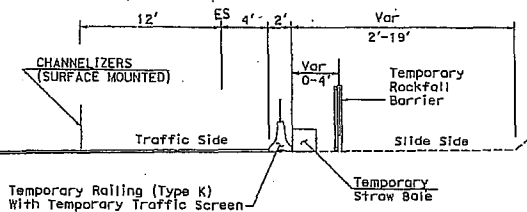
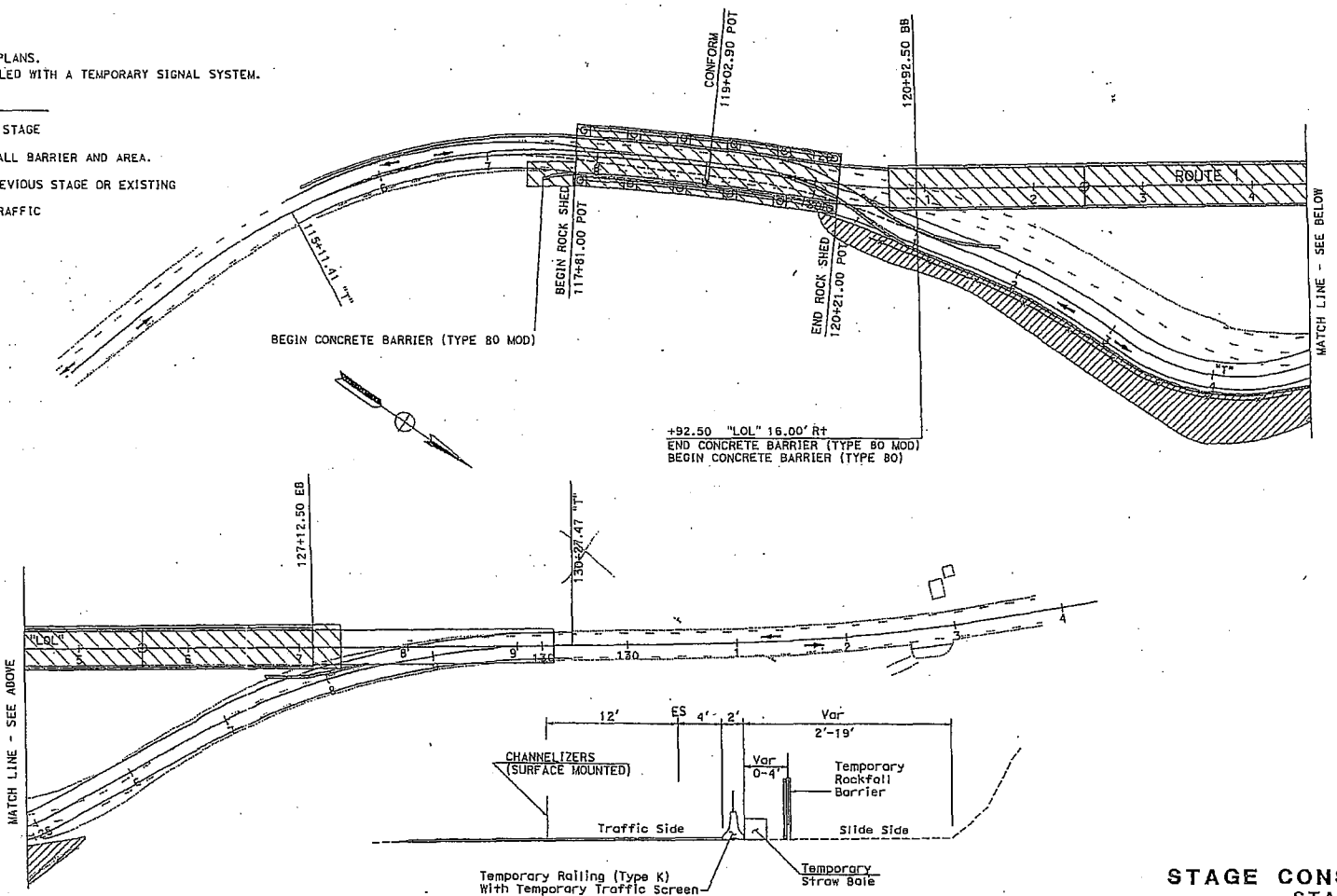
1. CONSTRUCT ROCK SHED ROOF, PC PANELS, OVERLAY, PARAPET.
2. CONSTRUCT ROCK SHED HEADWALL, DRAINAGE SYSTEM, BARRIER AND ARCHITECTURAL FINISH.
3. COMPLETE BRIDGE MAIN SPAN SEGMENTS.
4. BACKFILL BEHIND ROCK SHED INTERIOR WALL AND GRADE.
5. CONSTRUCT BRIDGE APPROACH SLAB, CONCRETE BARRIER AND RAILING.
6. MAINTAIN ROCKFALL BARRIER AND AREA.
7. STRIPE BRIDGE.

**TRAFFIC:**

SEE TRAFFIC HANDLING PLANS.  
TRAFFIC TO BE CONTROLLED WITH A TEMPORARY SIGNAL SYSTEM.

**LEGEND**

- CONSTRUCT THIS STAGE
- MAINTAIN ROCKFALL BARRIER AND AREA.
- CONSTRUCTED PREVIOUS STAGE OR EXISTING
- DIRECTION OF TRAFFIC



THIS PLAN ACCURATE FOR STAGE CONSTRUCTION ONLY.

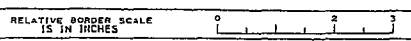
**STAGE CONSTRUCTION  
STAGE 5**

SCALE: 1"=500'

SC-5

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	AMIR SAEDI	REVISOR	DATE
	J.H. PERANO	CHECKED BY			
<b>DESIGN</b>					

BORDER LAYOUT REVISED 3/1/2007



USERNAME => a125073  
DWG FILE => 20a86m005.dgn

CU 06232

EA 0E9601

DATE PLOTTED => 22-MAY-2008

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
*Caltrans*  
 DESIGN





**CONSTRUCTION:**

- PHASE I  
 1. PLACE PERMANENT AC AND STRIPE NEW ROADWAY.  
 2. COMPLETE CONCRETE BARRIER (TYPE 80) CONNECTION AND END TREATMENT.
- PHASE II  
 1. REMOVE ROCKFALL PROTECTION, TEMPORARY DRAINAGE SYSTEMS AND ALL AC IN THE CURVE.  
 2. REMOVE TEMPORARY AND OLD AC.  
 3. CONSTRUCT END TREATMENT.

**TRAFFIC:**

SEE TRAFFIC HANDLING PLANS.  
 PHASE I & II, TRAFFIC TO BE CONTROLLED WITH A TEMPORARY SIGNAL SYSTEM.

**LEGEND:**

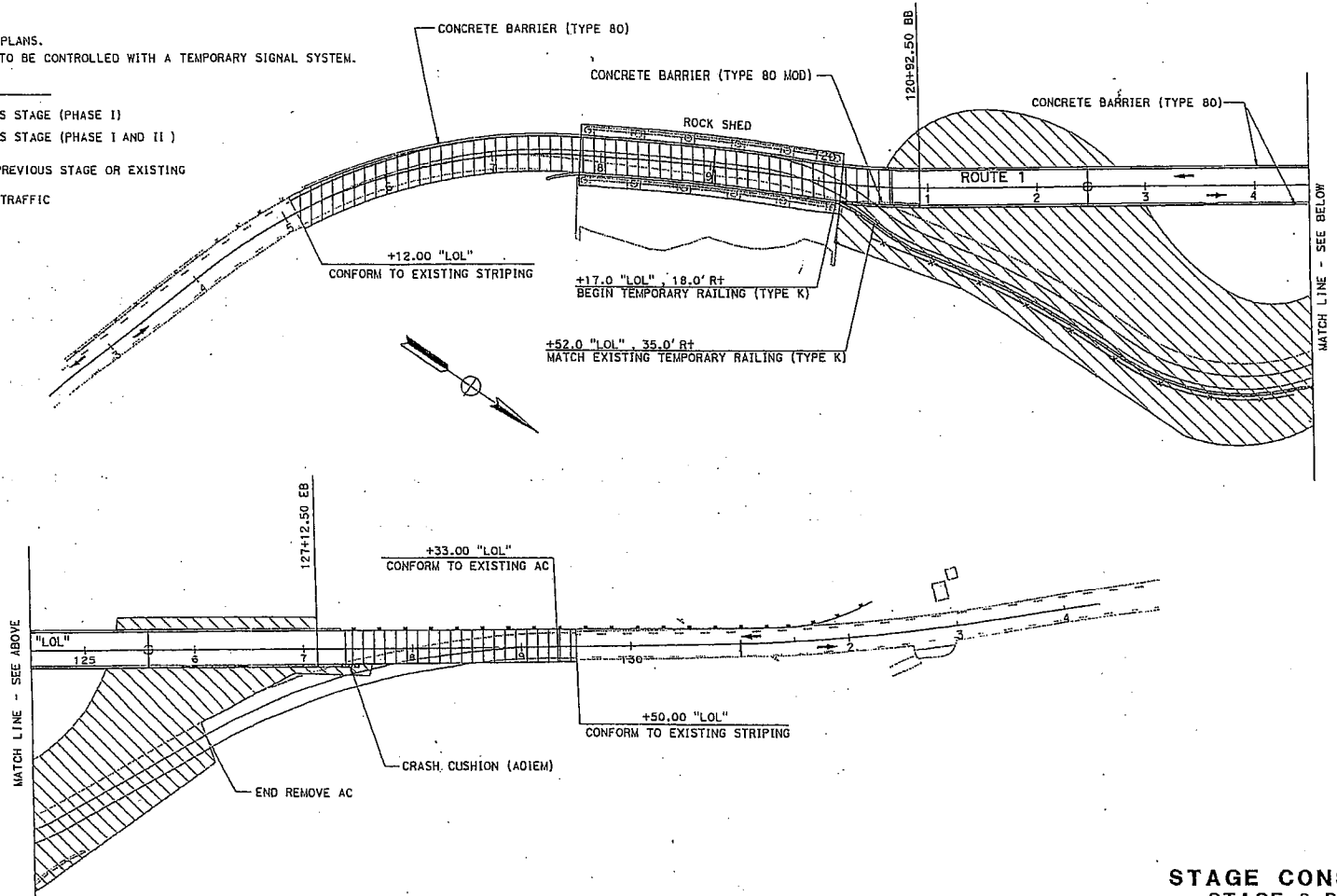
-  CONSTRUCT THIS STAGE (PHASE I)
-  CONSTRUCT THIS STAGE (PHASE I AND II)
-  CONSTRUCTED PREVIOUS STAGE OR EXISTING
-  DIRECTION OF TRAFFIC

**PRELIMINARY PLANS  
 SUBJECT TO REVISION**

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	Mon	1	21.3/21.6	15	15

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 AMIR SAEDI  
 No. 56883  
 Exp. 12/31/08  
 CIVIL  
 STATE OF CALIFORNIA

PLANS APPROVAL DATE \_\_\_\_\_  
 THE STATE OF CALIFORNIA OR ITS OFFICERS OF JUDITS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

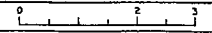


THIS PLAN ACCURATE FOR STAGE CONSTRUCTION ONLY.

**STAGE CONSTRUCTION  
 STAGE 6 PHASE 1 & 2**  
 SCALE: 1"=500'  
**SC-6**

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE  
 IS IN INCHES



USERNAME => s125973  
 DCN FILE => 50c960m0006.dgn

CU 06232

EA 0E9601

CALIFORNIA DATE PLOTTED 04-JUL-2008 01:08:08 THE NUMBER 10:10

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
05	Mon	01			

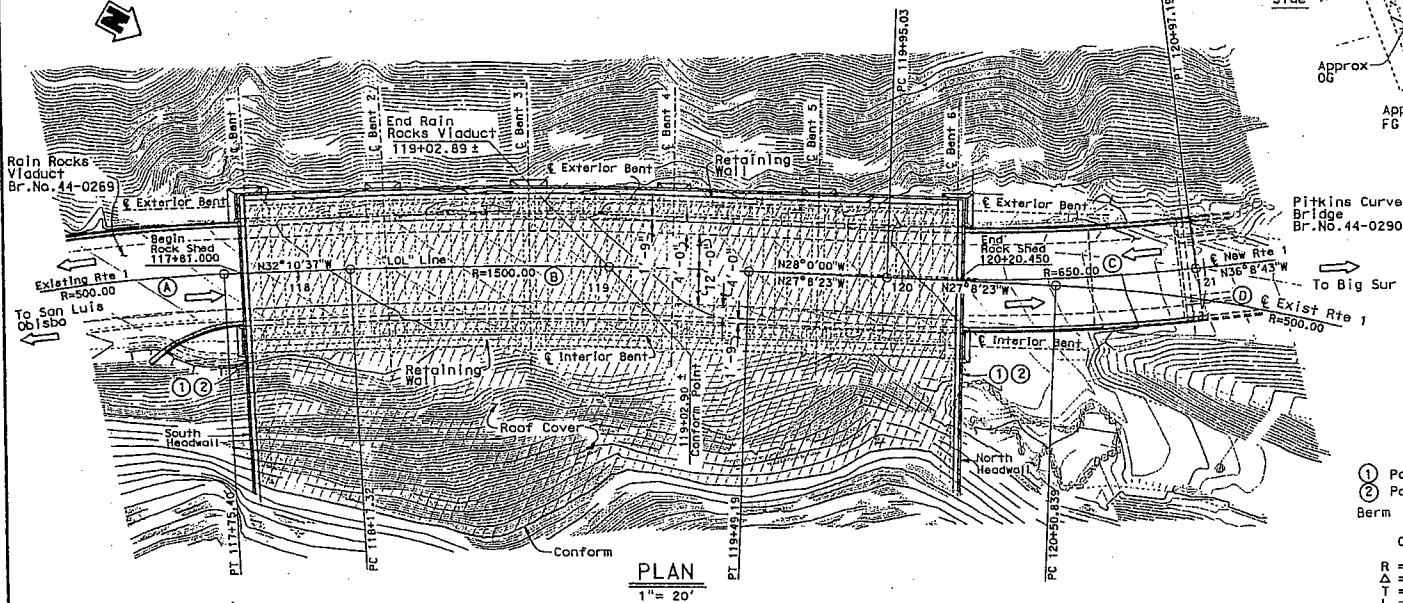
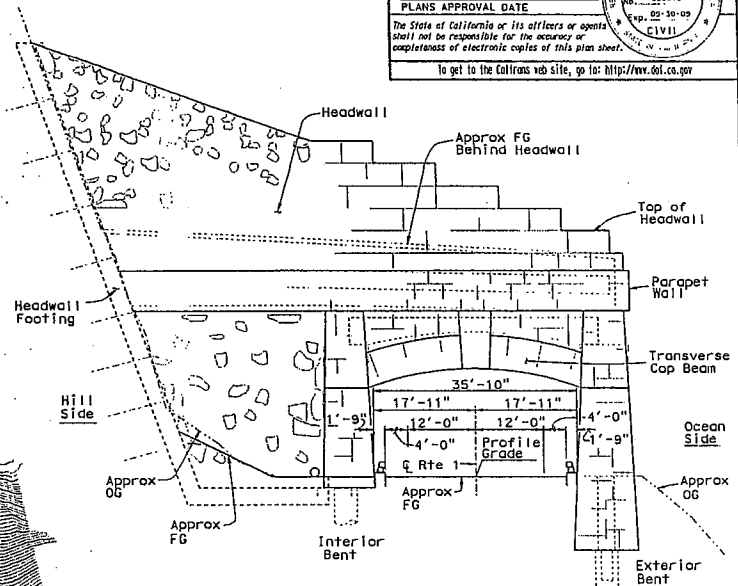
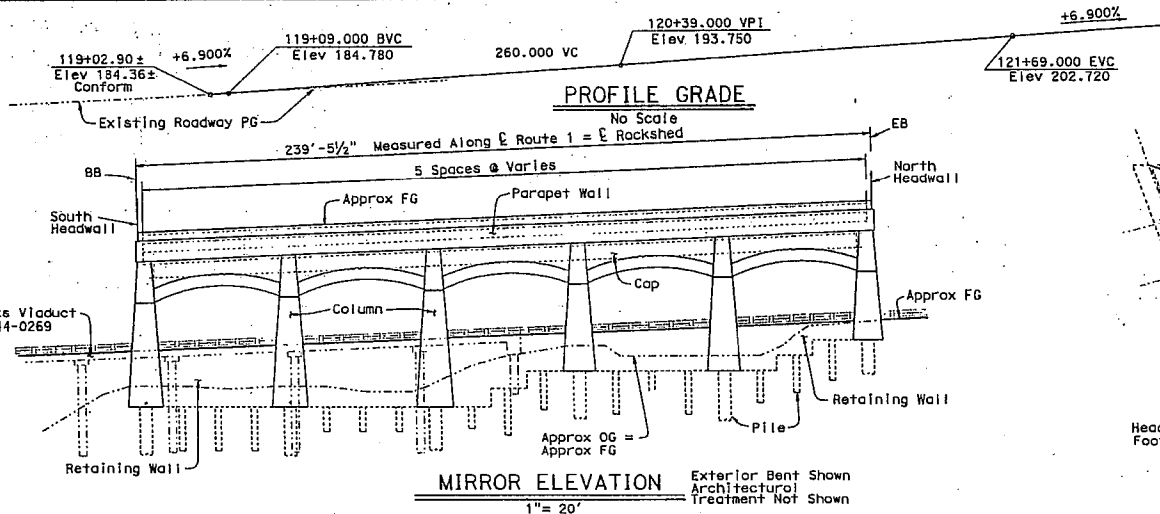
  

REGISTERED CIVIL ENGINEER	DATE
<i>M. Van De Pol</i>	

PLANS APPROVAL DATE
NO. 03810
EXP. 22-30-09
CIVIL

To get to the Caltrans web site, go to: <http://rvv.dtl.ca.gov>



**TYPICAL HEADWALL ELEVATION**  
1/8" = 1"

North Headwall Shown  
South Headwall Similar  
Architectural Treatment Not Fully Shown  
Exterior Railing Not Shown

① Point Br. No. 44-0289  
② Point "Rain Rocks Rock Shed" Berm

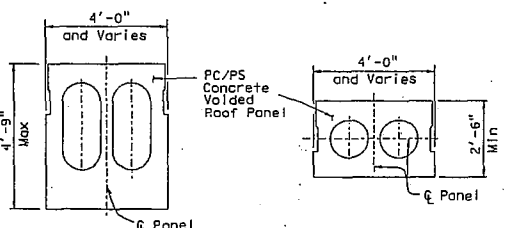
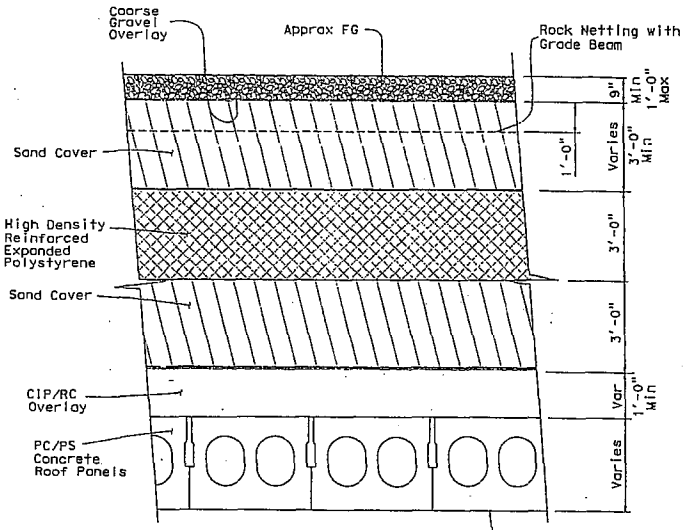
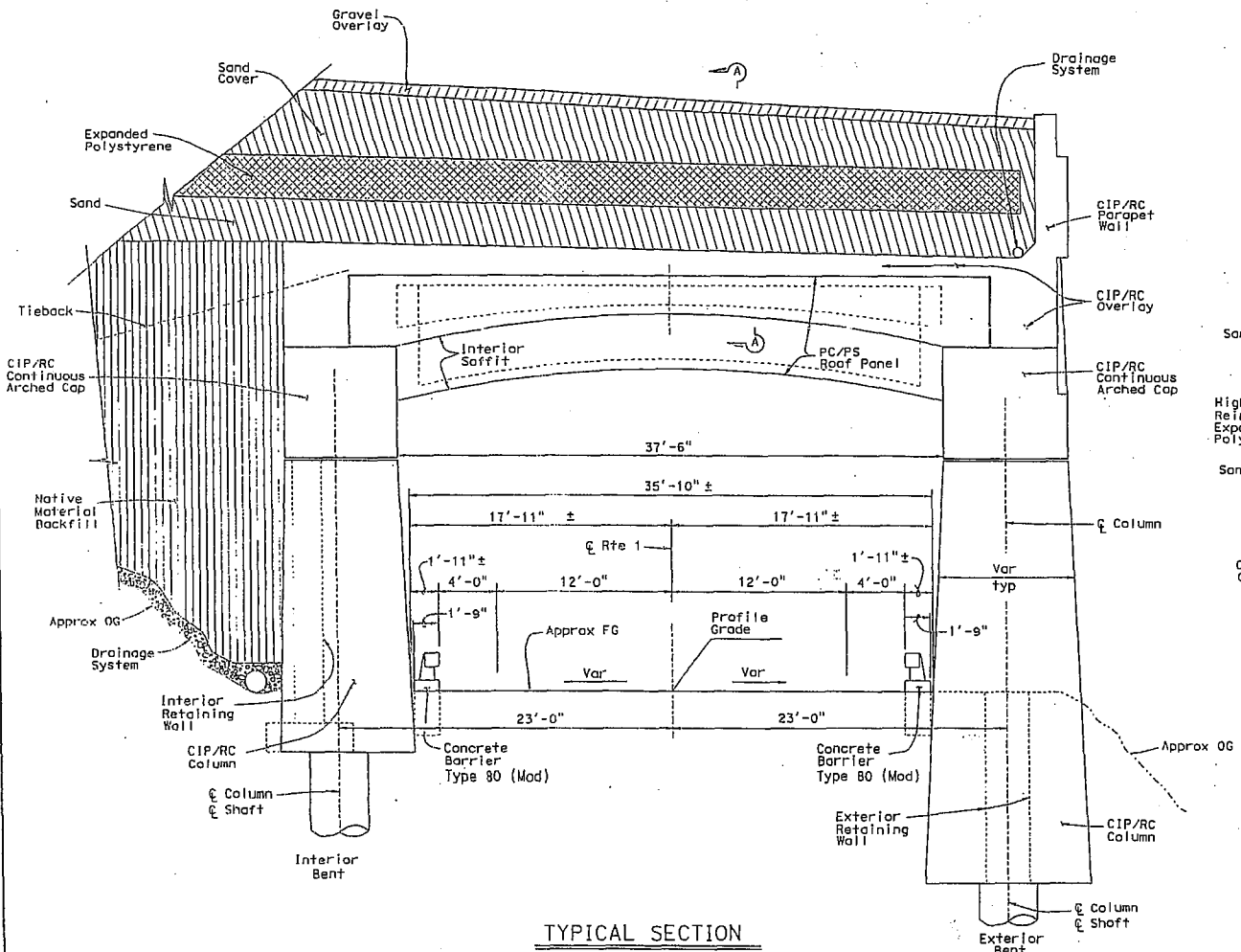
----- Denotes Existing Structure  
———— Denotes New Construction

**CURVE DATA**

Curve A	Curve B	Curve C	Curve D
R = 500.00	R = 1500.00	R = 650.00	R = 500.00
Δ = 41° 54' 40"	Δ = 5° 2' 14"	Δ = 9° 0' 20"	Δ = 22° 29' 30"
T = 191.49	T = 65.98	T = 51.19	T = 99.42
L = 365.74	L = 131.87	L = 102.16	L = 196.28

DESIGN BY M. Van De Pol	CHECKED P. Norboe	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADS: Bulldozer and Rock Impact	STATE OF CALIFORNIA	DIVISION OF ENGINEERING SERVICES	BRIDGE NO. 44-0289
DETAILS BY M. Van De Pol	CHECKED P. Norboe	LAYOUT BY M. Van De Pol	CHECKED P. Norboe	DEPARTMENT OF TRANSPORTATION	STRUCTURE DESIGN	DESIGN BRANCH 9
QUANTITIES BY	CHECKED	SPECIFICATIONS BY	CHECKED	CU 05	POST MILE 21.30	RAIN ROCKS ROCKSHED GENERAL PLAN No. 1
STRUCTURES DESIGN GENERAL PLAN SHEET (ENCL15H) (REV. 10/22/09)				ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	CU 05 EA 059601	DISREGARD PRINTED BEARING
				FILE # 05-059601-1-gp1	REVISION DATES	3 78

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
05	Mon	01		46	
REGISTERED CIVIL ENGINEER DATE					
PLANS APPROVAL DATE					
<small>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.</small>					
<small>To get to the Caltrans web site, go to: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a></small>					

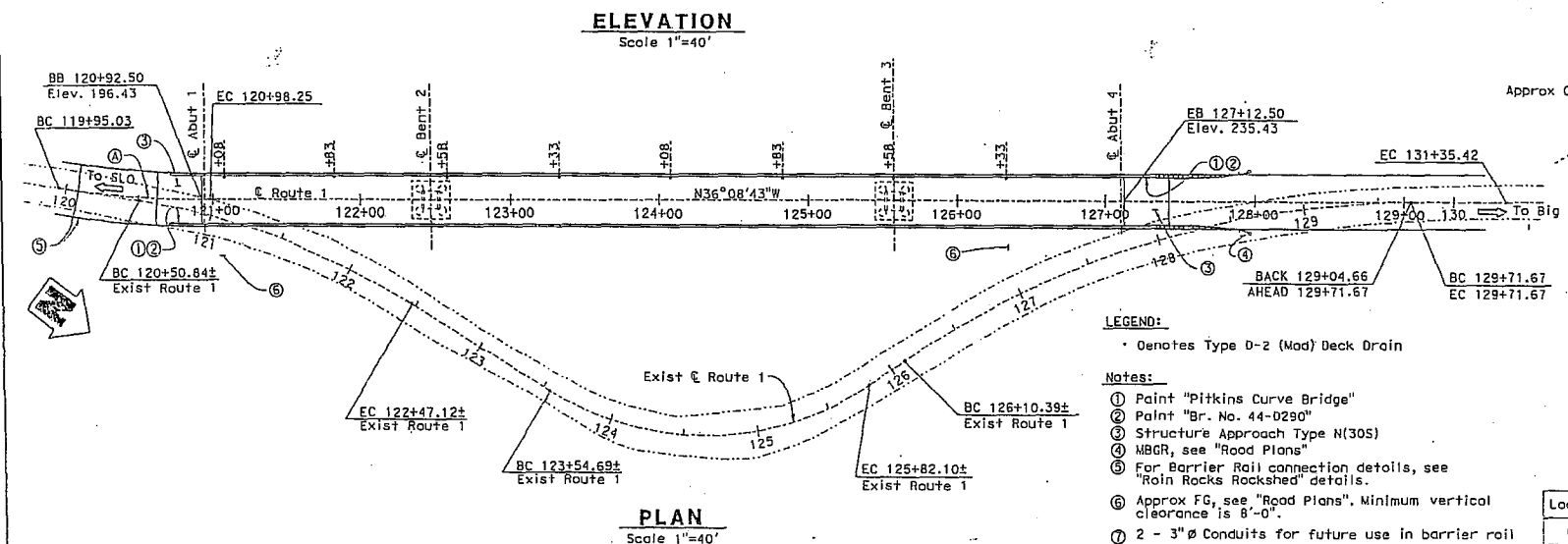
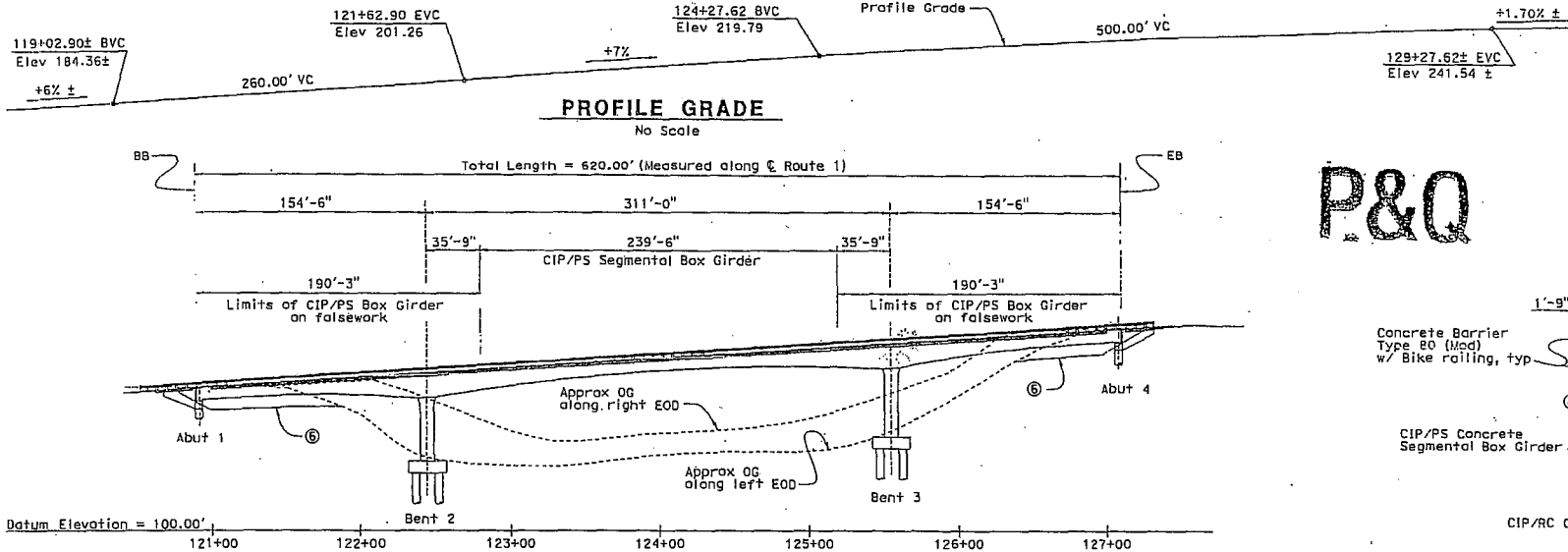


**TYPICAL SECTION**  
 1/4"=1"  
 Section Looking Down Station  
 Section Taken Beyond Limits of  
 Rain Rocks Viaduct  
 Section Taken at Columns

- Notes**
1. Exterior Rolling Not Shown
  2. Architectural Treatment Not Shown. See "Architectural Treatment Details" Sheets
  3. Pile Casings not Shown

DESIGN ENGINEER	DESIGN BY	M. Van De Pol	CHECKED BY	P. Narboe	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: Bulldozer and Rock Impact	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH	BRIDGE NO.	44-0289	RAIN ROCKS ROCKSHED GENERAL PLAN No. 2
	DETAILS BY	M. Van De Pol	CHECKED BY	P. Narboe	LAYOUT BY	M. Van De Pol			CHECKED BY	P. Narboe	
	QUANTITIES BY		CHECKED BY		SPECIFICATIONS BY						

DATE PLOTTED: 03/08/07 TIME PLOTTED: 03:08:44-2008

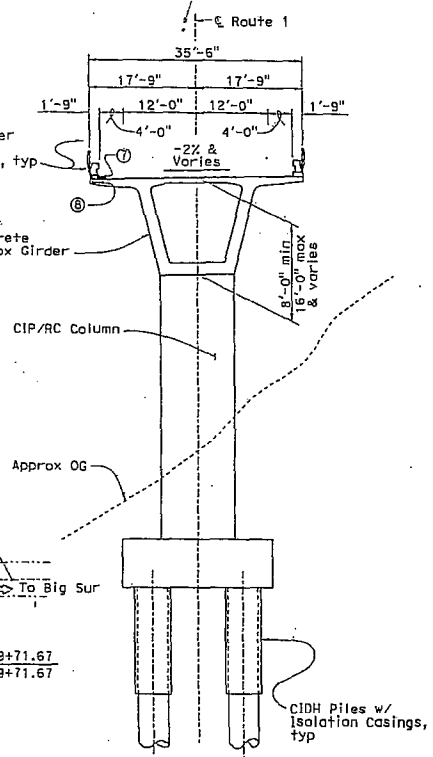


**P&Q**

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO	TOTAL SHEETS
05	Mon	1		35	

REGISTERED CIVIL ENGINEER DATE:                      X  
 No. CS9910  
 Exp. 2-28-07  
 CIVIL  
 STATE OF CALIFORNIA

PLANS APPROVAL DATE:                       
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**TYPICAL SECTION**  
Scale 1"=10'

**CURVE DATA**

Location	R	Δ	T	L
④	650.000'	9°05'56"	51.720'	103.222'

- LEGEND:**  
 \* Denotes Type D-2 (Mod) Deck Drain
- Notes:**  
 ① Paint "Pitkins Curve Bridge"  
 ② Paint "Br. No. 44-0290"  
 ③ Structure Approach Type N(30S)  
 ④ MBGR, see "Road Plans"  
 ⑤ For Barrier Rail connection details, see "Rain Rocks Rockshed" details.  
 ⑥ Approx FG, see "Road Plans". Minimum vertical clearance is 8'-0".  
 ⑦ 2 - 3" ∅ Conduits for future use in barrier rail  
 ⑧ 2 - 4" ∅ Conduits for telephone line in overhang

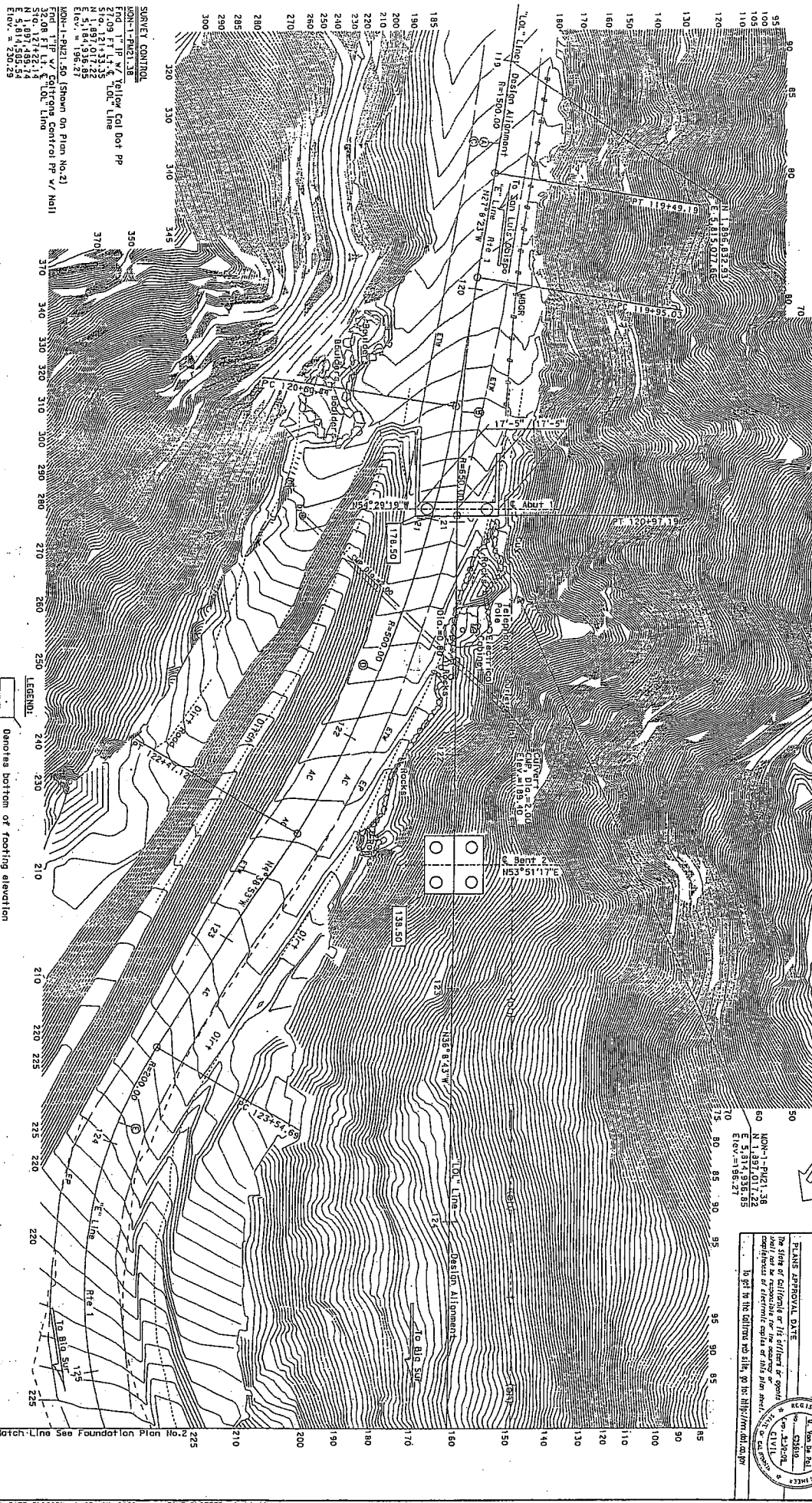
DESIGN BY P. Norboe	CHECKED M. Van De Pol	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADS HL93 W/ "LOW-BODY" PERMIT DESIGN VEHICLE	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN	BRIDGE NO. 44-0290	PITKINS CURVE BRIDGE GENERAL PLAN
DETAILS BY D. Elliott	CHECKED M. Van De Pol	LAYOUT	BY M. Van De Pol	CHECKED P. Norboe	DESIGN BRANCH 9	POST MILE 21.50	
QUANTITIES BY P. Norboe	CHECKED M. Van De Pol	SPECIFICATIONS	BY X	PLANS, 200 SHEETS COMPARES X			

STRUCTURES DESIGN GENERAL PLAN SHEET (ENGLISH) (REV. 10/25/05)

TIME PLOTTED 07.03.06-2008

**CURVE DATA**

No.	R	A	L
(A)	1500.00	5° 21' 4"	65.98
(B)	950.00	9° 0' 20"	51.13
(C)	1500.00	5° 21' 4"	65.98
(D)	500.00	22° 25' 30"	39.42
(E)	200.00	65° 8' 54"	127.18



DIST	county	hour	POST OFFICE	INDEX
05	KOHN	1	TOTAL PROJECT	76
REGISTERED CIVIL ENGINEER		DATE	X	
PLANS APPROVAL DATE				
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to get to the address and sign, go to: http://www.dgs.ca.gov				



**PRELIMINARY INVESTIGATION SECTION**

SCALE: HORIZONTAL 1"=40' VERTICAL 1"=20' (along Col Foot PP)

DATE: 03/2008

PROJECT: PITKINS CURVE BRIDGE FOUNDATION PLAN NO. 1

DESIGNER: PITKINS CURVE BRIDGE FOUNDATION PLAN NO. 1

DATE PLOTTED: 03-JUL-2008 TIME PLOTTED: 14:10



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans** TRAFFIC DESIGN  
 FUNCTIONAL SUPERVISOR: HASSAN MAREI  
 CHECKED BY: FANZI YAGHMOUR  
 REVISIONS: REVISED BY: DATE REVISED:

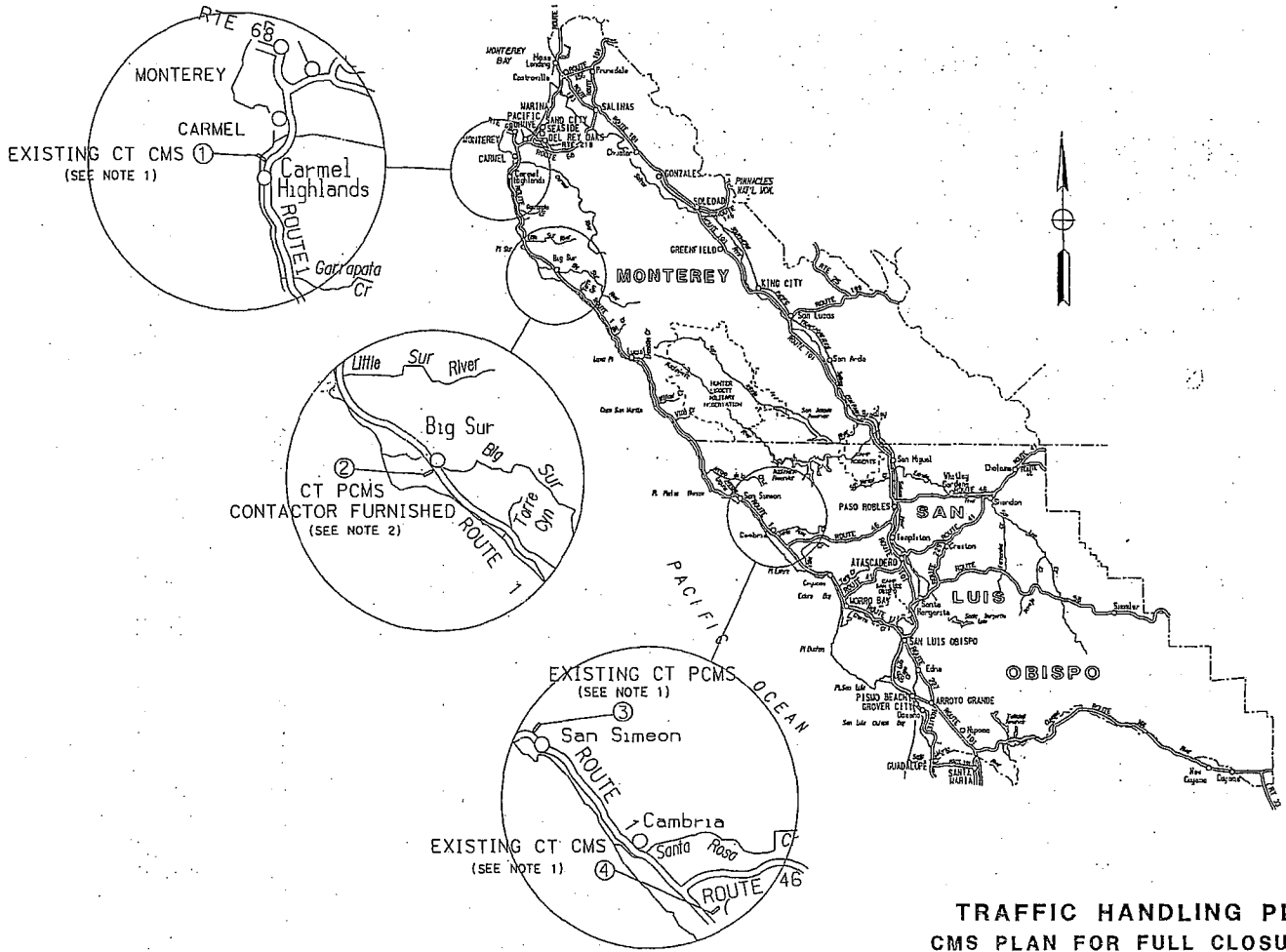
Notes:

1. EXISTING CT OWNED CMS, MESSAGE PROVIDED BY D5 TMC WITH REMOTE PROGRAMING
2. NEW SOLAR POWERED PCMS TO BE FURNISHED TO THE STATE BY THE CONTRACTOR AT THE START OF THE PROJECT FOR D5 TMC TO OWN OPERATE

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	Mon	1	21.3/21.6		

REGISTERED CIVIL ENGINEER DATE: *[Signature]*  
 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.



**TRAFFIC HANDLING PLAN  
 CMS PLAN FOR FULL CLOSURES**

THIS PLAN IS ACCURATE FOR TRAFFIC HANDLING PLAN ONLY

DATE PLOTTED: 09-06-2008  
 TIME PLOTTED: 10:10:00




# BIG SUR



APPLICANT: PITKINS CURVE/RAIN ROCKS

APN: N/A

FILE # PLN080218

 300' Limit     2500' Limit     City Limits

