



Memorandum

To: Tifini Tran
District Local Assistance Engineer
Caltrans, District 8
1750 E. 4th Street, Suite 100
Santa Ana, CA 92705
Att: Monroe Johnson

Date: December 5, 2017

File No.: Golden Avenue Bridge
Bridge #55C0192

Federal Project No.: BRLS-5269(025)

From: Sylvia Vega
Principal Environmental Planner
GPA Consulting
231 California Street
El Segundo, CA 90245

Subject: **Golden Avenue Bridge Replacement Project
Visual Impact Memorandum**

Introduction

The City of Placentia (City), in cooperation with the California Department of Transportation (Caltrans), is proposing to replace the existing Golden Avenue Bridge over the Carbon Canyon Creek Channel (Bridge #55C0192) in the City of Placentia, Orange County, California (project).

The existing bridge was built in 1934, and is an earth-filled reinforced concrete arch bridge supported on concrete spread footings. The existing bridge is 34 feet long and 27 feet wide, and carries two lanes of traffic over the Carbon Canyon Creek Channel. The bridge has been determined to be functionally obsolete, according to a Caltrans Bridge Inspection Report dated September 29, 2011. The project is included in the Southern California Association of Governments' (SCAG) 2017 Federal Transportation Improvement Program (Project #ORA131701).

Environmental documentation under the California Environmental Quality Act (CEQA) is required for the project. In addition, the City is planning to request federal funding for the project, and therefore, environmental documentation pursuant to the National Environmental Policy Act (NEPA) is required. The City is the lead agency under CEQA, and Caltrans is the lead agency under NEPA.

Because the project is located on a local street and not Caltrans' right of way (ROW), the project is being processed through Caltrans' Local Assistance Program, and therefore, a Preliminary Environmental Study (PES) was prepared for the project. During completion of the PES, the Caltrans *Questionnaire to Determine Visual Impact Assessment (VIA) Level* was completed to determine the appropriate level of VIA

documentation for the project (see **Attachment D**, Questionnaire to Determine VIA Level). The project received a score of 14 out of a total of 30 possible points, which indicates that negligible visual changes to the environment are proposed, and a brief memorandum is the appropriate level of visual analysis to address visual issues and provide the rationale for why a technical study is not required.

An Initial Study/Mitigated Negative Declaration (IS/MND) will be prepared pursuant to CEQA, and a categorical exclusion (CE) will be prepared pursuant to NEPA. The results of this memorandum will be summarized in the CEQA IS/MND to be prepared for the project, and this memorandum will also be included in the project file to support the NEPA CE for the project.

Project Description

The project includes the removal of the existing bridge in its entirety, including the removal of the asphalt overlay, reinforced concrete deck arch bridge, reinforced concrete spread footings, and the soil backfill contained within the arch bridge. The anticipated replacement bridge would be widened from 27 feet to 58 feet and four inches to accommodate two traffic lanes, Class II bike lanes/shoulders, and sidewalks that meet American Association of State Highway and Transportation Officials (AASHTO) minimum standards. In addition, the replacement bridge would be lengthened from 34 feet to 82 feet and six inches to accommodate a proposed bike path along the Carbon Canyon Creek Channel as part of the Orange County Loop Bikeway Project (OC Bike Loop Project) (see **Attachment F**, Engineering Drawings).

All work would be completed in the existing ROW, and no ROW acquisition would be required for the project. Existing utilities (gas and oil lines) on the north side of the bridge would be relocated between the bridge girders (hanging) along the bridge. Temporary construction easements (TCE) would be required for project construction, and would extend across the 100-foot-wide flood control easement in the Carbon Canyon Creek Channel and along designated access ramps to the channel from Golden Avenue. Construction equipment would be staged along Golden Avenue to the west and east of the bridge. The staging areas would be approximately 100 feet long and 80 feet wide (see **Attachment C**, Project Footprint).

Excavation to a maximum depth of 15 feet would be required to construct the cast-in-drilled-hole piles, abutment footings, and abutment seats. Storm drain pipes would be connected at all four quadrants of the bridge to the existing concrete channel wall. To connect the storm drain pipes, work in the channel would be required to form the reinforced concrete collar around the storm drains. Construction would be conducted during the dry season (April to October) when there would be no water in the channel. The trees adjacent to both sides of the bridge would be permanently removed to allow the bridge to be widened, including two trees of heaven (*Ailanthus altissima*), one on the north and one on the south side of the bridge, and two fan palms (*Washingtonia* spp.), both on the north side of the bridge.

Construction would be completed in six to nine months. During construction, Golden Avenue would be closed from California Street to North Rose Drive, approximately 0.18 mile east of the project area; however, through access would be allowed to and from residences along Navigation Circle to the east of the bridge. Detour routes around the construction area would be available on North Rose Drive, Bastanchury Road, and Valencia Avenue.

Existing Setting

Placentia is located in northern Orange County and is surrounded by the cities of Yorba Linda, Brea, Fullerton, and Anaheim (see **Attachment A**, Regional Location). The project area is located on Golden Avenue in the northeast corner of Placentia. The City of Yorba Linda begins approximately 1,000 feet to the east of the project area, and is delineated by North Rose Drive, which runs in a north-south direction.

Golden Avenue is a residential street that runs in an east-west direction, and connects Imperial Highway/State Route 90 (SR-90) to the east with South Kraemer Boulevard to the west (see **Attachment B**, Project Location). The project area includes the existing Golden Avenue Bridge over the Carbon Canyon Creek Channel (see **Attachment C**, Project Footprint). The segment of Golden Avenue in the project area is located east of California Street, west of North Rose Drive, north of Landmark Avenue, and south of Navigation Circle. Imperial Highway/SR-90 crosses over the Carbon Canyon Creek Channel approximately 700 feet north of the project area, and Bastanchury Road crosses over the channel approximately 1,500 feet south of the project area.

The project limits would extend 200 feet from each end of the existing bridge, and 75 feet upstream and downstream of the bridge. The existing bridge is a 2-lane, earth-filled, reinforced concrete, arch bridge supported on concrete spread footings. The bridge has a decorative concrete guard railing with arched openings.

The Carbon Canyon Creek Channel consists of a narrow, concrete-lined drainage within a larger, un-lined channel. The larger un-lined channel is a dirt embankment that extends upward from the smaller concrete channel to the roadways and properties above. The upper slopes of the larger channel contain several large trees, including tree of heaven, pine (*Pinus* spp.), and fan palm. The rest of the embankment area is bare ground interspersed with weedy plants. Flows within the channel are variable, with highest flows occurring for short periods after rainstorms.

To the east and west of the bridge, Golden Avenue has a narrow shoulder, and there is a Class II bike path on the north and south sides of the roadway. Utility poles, street lamps, and sidewalks also line Golden Avenue to the east and west of the bridge. Golden Avenue narrows at the bridge approaches to accommodate the smaller width of the bridge, which currently does not have any shoulders, bike paths, sidewalks, or street lamps.

Surrounding land uses include single-family residences in all directions, with large commercial developments on the northeast side of Imperial Highway/SR-90. Properties directly adjacent to the project area include two single-family residences to the northwest and southeast of the bridge, respectively, and two industrial properties to the northeast and southwest of the bridge, respectively.

Existing Viewers and Views

Viewers and Views of the Bridge

The primary viewers of the bridge include residents that can see the bridge from their properties, including a one residence to the northwest of the bridge and one residence to the southeast of the bridge. Views from adjacent residences are partially blocked by surrounding trees, shrubs, and fences. Partial views from these properties include the bridge's decorative guard railing and the asphalt-paved roadway.

Other viewers of the bridge include motorists, bicyclists, and pedestrians traveling on Golden Avenue to the east and west of the bridge. Views while traveling toward the bridge on Golden Avenue include the asphalt-paved, striped roadway and the bridge's decorative guard railing (see **Attachment E**, Site Photographs). Golden Avenue narrows substantially at the bridge approaches. Canopies of trees rise over each side of the bridge from the Carbon Canyon Creek Channel embankment below and are visible from Golden Avenue while approaching the bridge.

Motorists on Imperial Highway/SR-90 can see portions of the Golden Avenue Bridge while crossing over the Carbon Canyon Creek channel, approximately 700 feet north of the project area. Views of the bridge from the Imperial Highway/SR-90 overcrossing include the bridge's side profile, consisting of the bridge's concrete arch, decorative guard railing, and the Carbon Canyon Creek Channel below the bridge. The project area is not visible from the Bastanchury Road overcrossing because of the bend of the Carbon Canyon Creek Channel south of Golden Avenue.

Currently, access to the Carbon Canyon Channel Creek below the bridge is restricted, and there are no viewers of the bridge from the channel. However, a bike path is planned along Carbon Canyon Creek Channel as part of the OC Bike Loop Project, and future viewers from the channel would be pedestrians and bicyclists using the OC Bike Loop. The replacement bridge would be constructed prior to, or at the same time as, the OC Bike Loop Project. Therefore, future views along the OC Bike Loop bike path would include a side profile view of the replacement bridge.

Viewers and Views from the Bridge

Viewers from the bridge include motorists, bicyclists, and pedestrians that are traveling on the bridge to cross over the Carbon Canyon Creek Channel. The primary views from the bridge are of Golden Avenue, the Carbon Canyon Creek Channel, as well as nearby residential and industrial properties. While traveling on the bridge, views of Golden Avenue include the decorative guard railing on both sides of the bridge, and the asphalt-paved roadway lined with sidewalks, bike paths, fences, trees, and shrubs. Views of the Carbon Canyon Creek Channel include the concrete lined channel, which is approximately 14 feet in width, and a chain-link fence lining each side of the channel. An embankment containing sparse weedy vegetation, shrubs, and trees extends up from the Carbon Canyon Creek Channel to street level.

Views from the bridge toward adjacent and surrounding residential properties are partially blocked by trees and fences. Views of the adjacent industrial property to the southwest of the bridge include above ground storage tanks, a shed unit, and additional miscellaneous equipment. Views of the adjacent industrial property to the northeast of the bridge include a fenced, empty lot that is undeveloped with medium-sized trees and sparse weedy vegetation.

Additional views from the bridge include residential streets to the east and west of the project area, and the Imperial Highway/SR-90 overcrossing to the north. Views of residential streets include 2-lane roadways lined with sidewalks, streetlights, fences, and some landscaping. Views from the bridge of the Imperial Highway/SR-90 overcrossing include a graded dirt embankment below the overcrossing, and motorists on Imperial Highway/SR-90 crossing over the channel.

Viewer Sensitivity

Residential viewers are likely the most familiar with the project area because they spend a considerable amount of time in the area, and therefore would be most affected by aesthetic changes resulting from the project. Two adjacent residences to the northwest and southeast of the bridge, respectively, would be considered the most sensitive viewers. Residents that are further away from the project area would be less sensitive to visual changes.

Motorists along Golden Avenue experience views to and from the bridge that are of relatively short duration and are likely more focused on their destination rather than surrounding views. Bicyclists and pedestrians pass through the project area at a leisurely pace, allowing enough time to experience their surroundings with substantial detail. Therefore, bicyclists and pedestrians are considered more sensitive viewers, while motorists that pass through the project area more quickly are considered the least sensitive viewers. Viewer sensitivity of motorists on the Imperial Highway/SR-90 overcrossing is low because viewers have only momentary, distant views of the project area.

Project Impacts

Scenic Vistas

The project area is densely developed with a single-family residential neighborhood and two industrial properties, and does not include a designated scenic vista. Therefore, the project would not have an adverse effect on a scenic vista.

Scenic Resources within a State Scenic Highway

The project area is not located along a state scenic highway. Therefore, the project would not damage scenic resources within a state scenic highway.

Visual Character and Quality

Project Operation

The proposed bridge would appear noticeably larger to viewers familiar with the project area. However, the replacement bridge would match existing roadway widths on Golden Avenue to the east and west of the bridge. The replacement bridge would include bike lanes/shoulders and sidewalks, similar to the adjacent segments of Golden Avenue, and the roadway would no longer narrow noticeably at the bridge approaches.

Because the roadway features on the new bridge would match adjacent segments on Golden Avenue, the new width of the replacement bridge would be compatible with the existing visual character along Golden Avenue. Sensitive viewers would likely view the additional bike lanes/shoulders and sidewalks to be harmonious with the existing roadway features to the east and west of the bridge. Therefore, the larger width of the bridge would not substantially degrade the visual character or quality of the project area or its surroundings.

The replacement bridge would appear aesthetically different than the existing bridge to meet AASHTO standards and to accommodate the OC Bike Loop Project. However, several aesthetic features have been incorporated into the project design to minimize changes in the existing visual setting. The proposed

bridge would be constructed with concrete, similar to the existing bridge. To meet AASHTO standards, the replacement guard railing would be solid instead of having decorative openings like the existing guard railing. However, the guard railing would be stamped to mimic the shape of the current decorative openings. The height of the guard railing would be similar to the existing height, and existing views from the bridge would not be blocked by any new vertical structures. To allow space for the OC Bike Loop to cross under the bridge, the replacement bridge would not include an arch; however, an arched decorative fascia beam would be incorporated at the exterior edges of the bridge to mimic the existing design.

Because aesthetic features that mimic the existing bridge would be incorporated into the project design, sensitive viewers would likely view the replacement bridge to be compatible with the existing bridge design. Therefore, the new design of the replacement bridge would not substantially degrade the visual character or quality of the project area or its surroundings.

The upper slopes of the Carbon Canyon Creek Channel contain several large trees. Two trees of heaven, one on the north and one on the south side of the bridge, and two fan palms, both on the north side of the bridge, would be permanently removed. Permanent tree removal would be required to allow space for the wider replacement bridge. However, there are a substantial number of trees along the banks of the Carbon Canyon Creek Channel and surrounding the project area. Only four trees would be removed to construct the project, but several similar trees would remain during and following project construction. Because tree removal in the project area would be minimal, sensitive viewers would likely not notice the changes in vegetation in the project area. Therefore, tree removal would not substantially degrade the visual character or quality of the project area or its surroundings.

Project Construction

Project construction would last approximately six to nine months. During construction, the construction area would extend from California Street, adjacent to the west of the project area, to 200 feet east of the bridge. Vehicles would be staged to the west and east of the bridge. Construction materials, equipment, and debris would be visible in the project area during the construction period.

Motorists, bicyclists, and pedestrians may not be able to see construction activities from their designated detour routes, and therefore, would not be substantially affected by visual impacts during project construction. Sensitive viewers from the surrounding residences would only be exposed to these visual changes during the construction period, and the surrounding visual setting would be restored to existing conditions following construction. In addition, views from surrounding residences are partially blocked by trees, shrubs, and fences, and therefore, sensitive viewers would not be substantially affected by temporary visual impacts during construction. Therefore, construction activities would not substantially degrade the visual character or quality of the project area or its surroundings.

Sources of Light or Glare

Existing sources of light or glare in the project area include vehicles on the roadway and street lamps that line Golden Avenue to the east and west of the bridge. The project would not result in additional vehicles on the bridge, and would not include additional street lamps that could create new sources of light or glare. Additional lighting could be required for certain construction activities; however, the lighting would be similar to existing street lamps, and would not adversely affect day or nighttime views in the area.

Therefore, the project would not create new sources of substantial light or glare that would adversely affect day or nighttime views in the area.

Conclusion

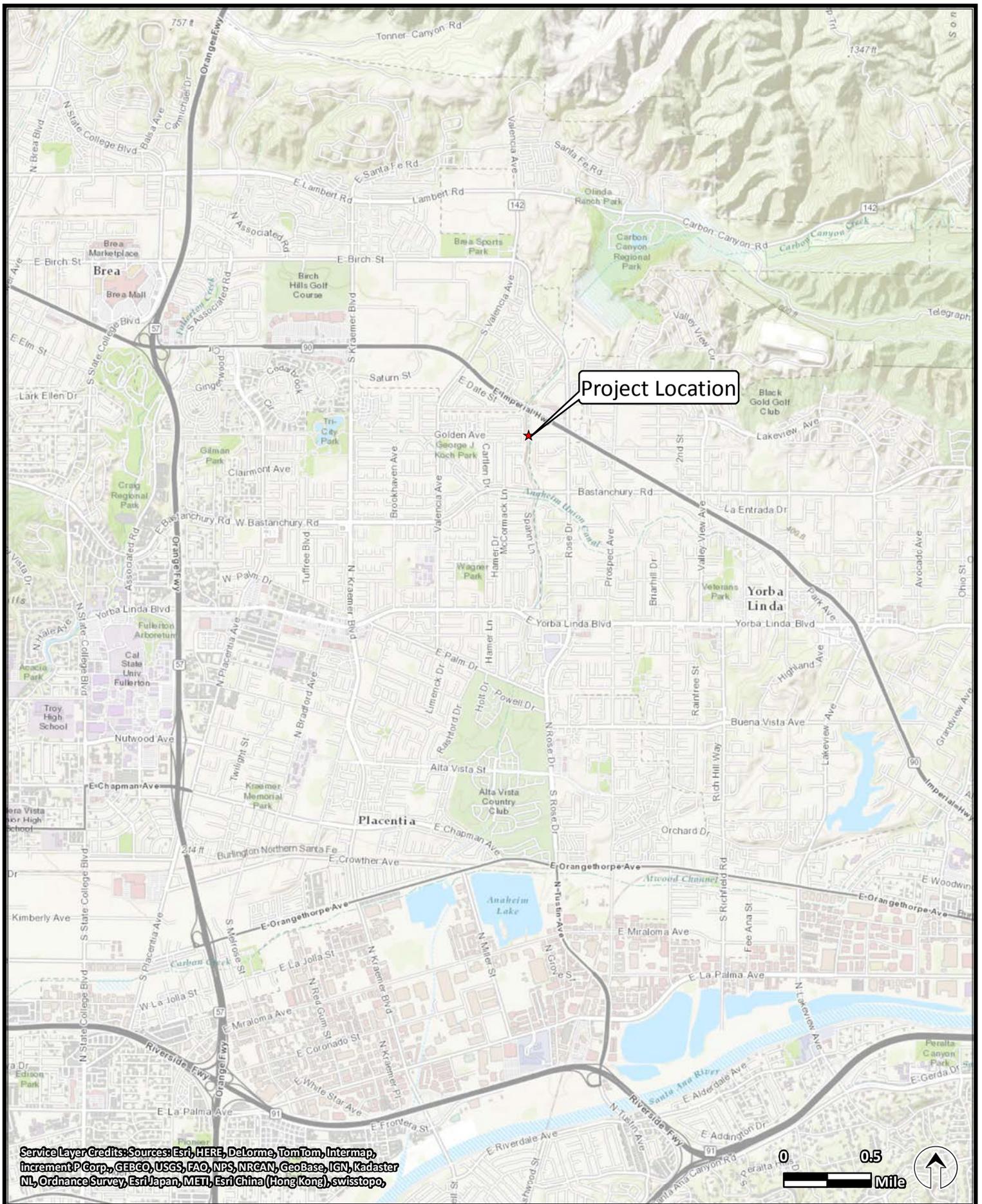
The project would not result in adverse effects under NEPA, or significant impacts under CEQA on scenic vistas, scenic resources within a state scenic highway, visual character or quality, or sources of light or glare. Therefore, no additional visual analysis is required, and a technical study will not be prepared for the project. The results of this memorandum will be summarized in the CEQA IS/MND to be prepared for the project, and this memorandum will also be included in the project file to support the NEPA CE for the project.

Attachment A: Regional Location



ATTACHMENT A: REGIONAL LOCATION Golden Avenue Bridge Replacement/Rehabilitation Project

Attachment B: Project Location



Project Location

Service Layer Credits: Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo,



ATTACHMENT B: PROJECT LOCATION Golden Avenue Bridge Replacement/Rehabilitation Project

Attachment C: Project Footprint



ATTACHMENT C: PROJECT FOOTPRINT
Golden Avenue Bridge Replacement/Rehabilitation Project

Attachment D: Questionnaire to Determine VIA Level

Questionnaire to Determine Visual Impact Assessment (VIA) Level

Use the following questions and subsequent score as a guide to help determine the appropriate level of VIA documentation. This questionnaire assists the VIA preparer (i.e. Landscape Architect) in estimating the probable visual impacts of a proposed project on the environment and in understanding the degree and breadth of the possible visual issues. The goal is to develop a suitable document strategy that is thorough, concise and defensible.

Enter the project name and consider each of the ten questions below. Select the response that most closely applies to the proposed project and corresponding number on the right side of the table. Points are automatically computed at the bottom of the table and the total score should be matched to one of the five groups of scores at the end of the questionnaire that include recommended levels of VIA study and associated annotated outlines (i.e., minor, moderate, advanced/complex).

This scoring system should be used as a preliminary guide and should not be used as a substitute for objective analysis on the part of the preparer. Although the total score may recommend a certain level of VIA document, circumstances associated with any one of the ten question-areas may indicate the need to elevate the VIA to a greater level of detail. For projects done by others on the State Highway System, the District Landscape Architect should be consulted when scoping the VIA level and provide concurrence on the level of analysis used.

Calculate VIA Level Score

PROJECT NAME: Golden Avenue Bridge	
CHANGE TO VISUAL ENVIRONMENT	
<p>1. Will the project result in a noticeable change in the physical characteristics of the existing environment?</p> <p><i>Consider all project components and construction impacts - both permanent and temporary, including landform changes, structures, noise barriers, vegetation removal, railing, signage, and contractor activities.</i></p>	Moderate Level of Change (2 points) ▼
<p>2. Will the project complement or contrast with the visual character desired by the community?</p> <p>Evaluate the scale and extent of the project features compared to the surrounding scale of the community. Is the project likely to give an urban appearance to an existing rural or suburban community? Do you anticipate that the change will be viewed by the public as positive or negative? Research planning documents, or talk with local planners and community representatives to understand the type of visual environment local residents envision for their community.</p>	High Compatibility (1 point) ▼
<p>3. What level of local concern is there for the types of project features (e.g., bridge structures, large excavations, sound barriers, or median planting removal) and construction impacts that are proposed?</p> <p>Certain project improvements can be of special interest to local citizens, causing a heightened level of public concern, and requiring a more focused visual analysis.</p>	Low Concern (1 point) ▼
<p>4. Will the project require redesign or realignment to minimize adverse change or will mitigation, such as landscape or architectural treatment, likely be necessary?</p> <p>Consider the type of changes caused by the project, i.e., can undesirable views be screened or will desirable views be permanently obscured so a redesign should be considered?</p>	Mitigation Likely (1 point) ▼

<p>5. Will this project, when seen collectively with other projects, result in an aggregate adverse change (cumulative impacts) in overall visual quality or character?</p> <p>Identify any projects (both Caltrans and local) in the area that have been constructed in recent years and those currently planned for future construction. The window of time and the extent of area applicable to possible cumulative impacts should be based on a reasonable anticipation of the viewing public's perception.</p>	<p>Cumulative Impacts Unlikely to Occur (1 point) ▼</p>
<p>VIEWER SENSITIVITY</p>	
<p>1. What is the potential that the project proposal will be controversial within the community, or opposed by any organized group?</p> <p>This can be researched initially by talking with Caltrans and local agency management and staff familiar with the affected community's sentiments as evidenced by past projects and/or current information.</p>	<p>Low Potential (1 point) ▼</p>
<p>2. How sensitive are potential viewer-groups likely to be regarding visible changes proposed by the project?</p> <p>Consider among other factors the number of viewers within the group, probable viewer expectations, activities, viewing duration, and orientation. The expected viewer sensitivity level may be scoped by applying professional judgment, and by soliciting information from other Caltrans staff, local agencies and community representatives familiar with the affected community's sentiments and demonstrated concerns.</p>	<p>Low Sensitivity (1 point) ▼</p>
<p>3. To what degree does the project's aesthetic approach appear to be consistent with applicable laws, ordinances, regulations, policies or standards?</p> <p>Although the State is not always required to comply with local planning ordinances, these documents are critical in understanding the importance that communities place on aesthetic issues. The Caltrans Environmental Planning branch may have copies of the planning documents that pertain to the project. If not, this information can be obtained by contacting the local planning department. Also, many local and state planning documents can be found online at the California Land Use Planning Network.</p>	<p>High Compatibility (1 point) ▼</p>
<p>4. Are permits going to be required by outside regulatory agencies (i.e., Federal, State, or local)?</p> <p>Permit requirements can have an unintended consequence on the visual environment. Anticipated permits, as well as specific permit requirements - which are defined by the permitted, may be determined by talking with the project Environmental Planner and Project Engineer. Note: coordinate with the Caltrans representative responsible for obtaining the permit prior to communicating directly with any permitting agency.</p>	<p>Yes (3 points) ▼</p>
<p>5. Will the project sponsor or public benefit from a more</p>	<p>Maybe (2 points) ▼</p>

detailed visual analysis in order to help reach consensus on a course of action to address potential visual impacts?

Consider the proposed project features, possible visual impacts, and probable mitigation recommendations.

Calculate Total

[It is recommended that you print a copy of these calculations for the project file.](#)

PROJECT SCORE: 14

Select An Outline Based Upon Project Score

The total score will indicate the recommended VIA level for the project. In addition to considering circumstances relating to any one of the ten questions-areas that would justify elevating the VIA level, also consider any other project factors that would have an effect on level selection.

SCORE 6-9

No noticeable visual changes to the environment are proposed and no further analysis is required. Print out a copy of this completed questionnaire for your project file or Preliminary Environmental Study (PES).

SCORE 10-14

Negligible visual changes to the environment are proposed. A brief [Memorandum](#) (see sample) addressing visual issues providing a rationale why a technical study is not required.

SCORE 15-19

Noticeable visual changes to the environment are proposed. An abbreviated VIA is appropriate in this case. The assessment would briefly describe project features, impacts and any avoidance and minimization measures. Visual simulations would be optional. Go to the [Directions](#) for using and accessing the Minor VIA Annotated Outline.

SCORE 20-24

Noticeable visual changes to the environment are proposed. A fully developed VIA is appropriate. This technical study will likely receive public review. Go to the [Directions](#) for using and accessing the Moderate VIA Annotated Outline.

SCORE 25-30

Noticeable visual changes to the environment are proposed. A fully developed VIA is appropriate that includes photo simulations. It is appropriate to alert the Project Development Team to the potential for highly adverse impacts and to consider project alternatives to avoid those impacts. Go to the [Directions](#) for using and accessing the Advanced/Complex VIA Annotated Outline.

Attachment E: Site Photographs



A view of the bridge from Golden Avenue facing east



A view of the bridge from Golden Avenue facing west



A view of the bridge from the Carbon Canyon Creek Channel facing north



A view of the bridge from the Carbon Canyon Creek Channel facing south



A view from the bridge facing north



A view from the bridge facing south



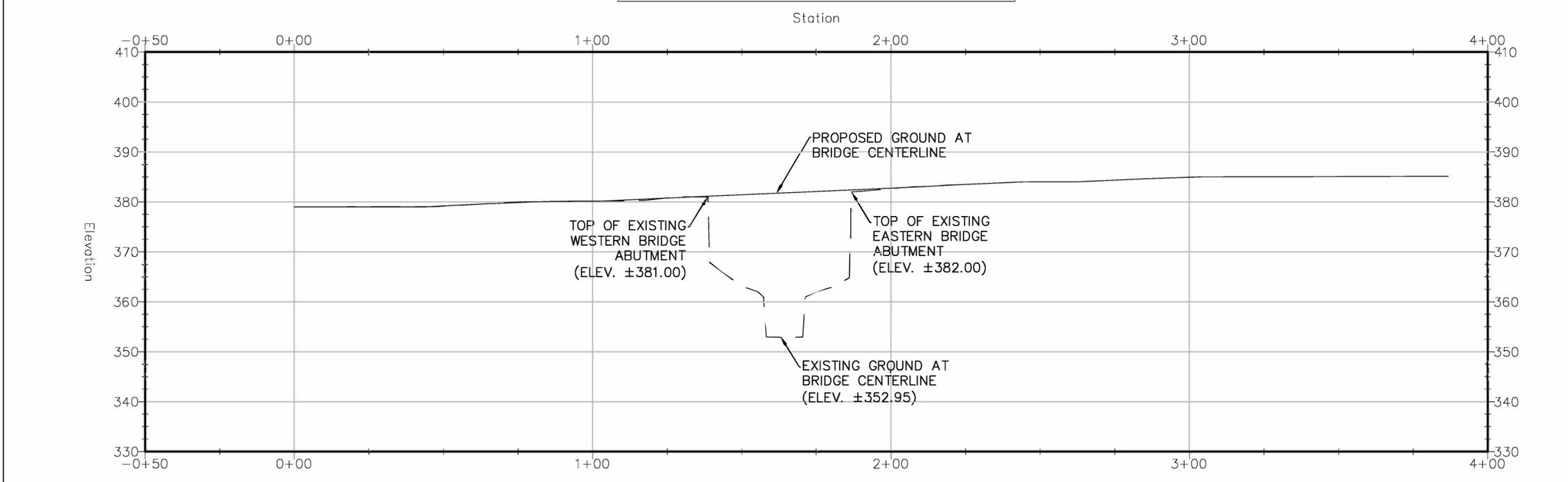
A view from the bridge facing east



A view from the bridge facing west

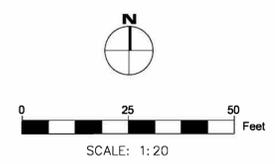
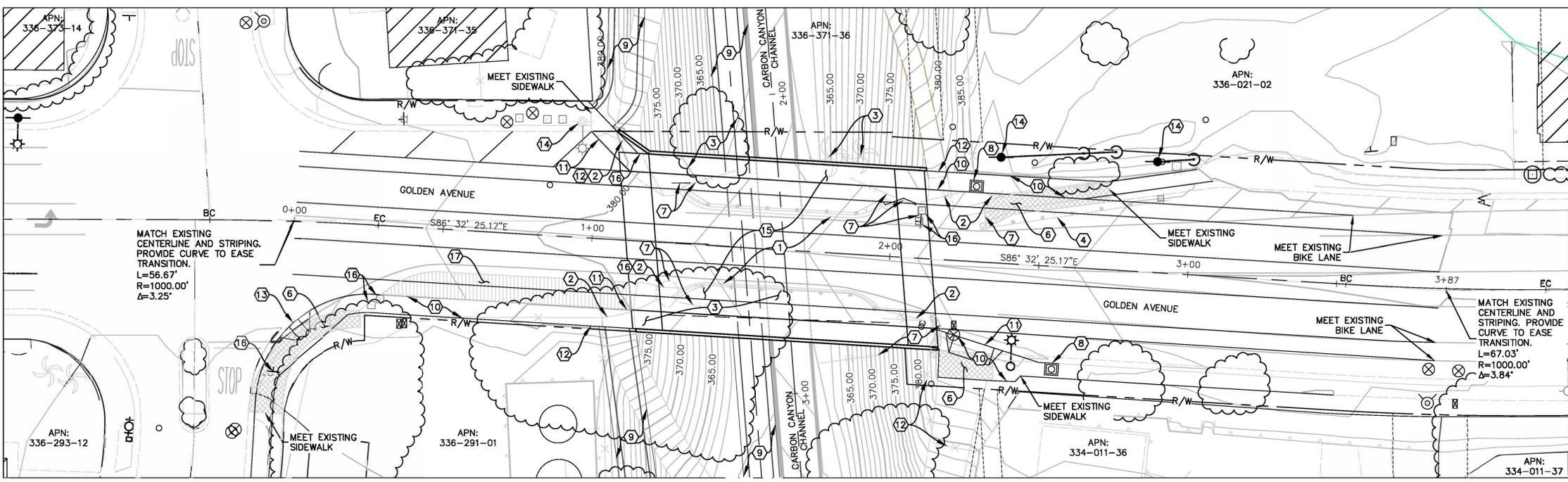
Attachment F: Engineering Drawings

GOLDEN AVENUE BRIDGE PROFILE



CONSTRUCTION NOTES

- ① REMOVE EXISTING BRIDGE
- ② REMOVE EXISTING FENCE AND/OR GATE
- ③ REMOVE EXISTING TREES
- ④ REMOVE EXISTING GUARDRAIL
- ⑤ REMOVE EXISTING SIGN
- ⑥ REMOVE EXISTING CURB, GUTTER AND SIDEWALK
- ⑦ REMOVE EXISTING DRAINAGE STRUCTURE AND CMP
- ⑧ CURB INLET TYPE I PER ORANGE COUNTY PUBLIC WORKS STD DRWG 1301
- ⑨ FUTURE OC LOOP SEGMENT D (NOT A PART)
- ⑩ CONSTRUCT 6ft SIDEWALK SIMILAR TO ORANGE COUNTY PUBLIC WORKS STD DRWG 1205
- ⑪ CONSTRUCT CURB DRIVEWAY APPROACH PER ORANGE COUNTY PUBLIC WORKS STD DRWG 1210
- ⑫ CONSTRUCT GATE AND FENCING PER OCPW STD DRWG 600-3-OC
- ⑬ CONSTRUCT ADA CURB RAMP PER ORANGE COUNTY PUBLIC WORKS STD DRWG 1115
- ⑭ POWER POLE TO REMAIN
- ⑮ CONSTRUCT BRIDGE, SEE STRUCTURAL SHEETS
- ⑯ REMOVE AND REINSTALL EXISTING SIGN
- ⑰ CONSTRUCT A.C. PAVEMENT OVER AGGREGATE BASE



REVISIONS	MADE BY	DATE	APPROVED BY	DATE

3550 E Florida Avenue, Suite B
Hemet, California 92544
(951) 765-6622

Engineering & Surveying
A Division of Southern California

PREPARED BY	BY	DATE	APPROVED BY

DIRECTOR OF PUBLIC WORKS
DATE: _____

CITY OF PLACENTIA

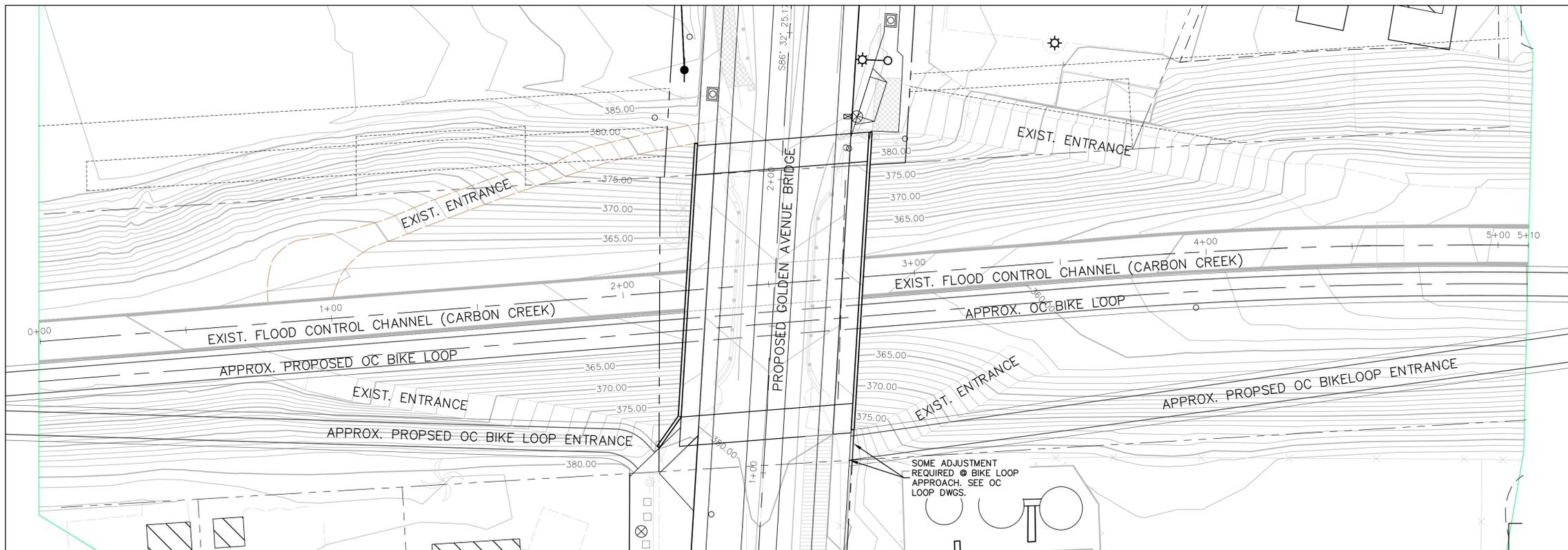
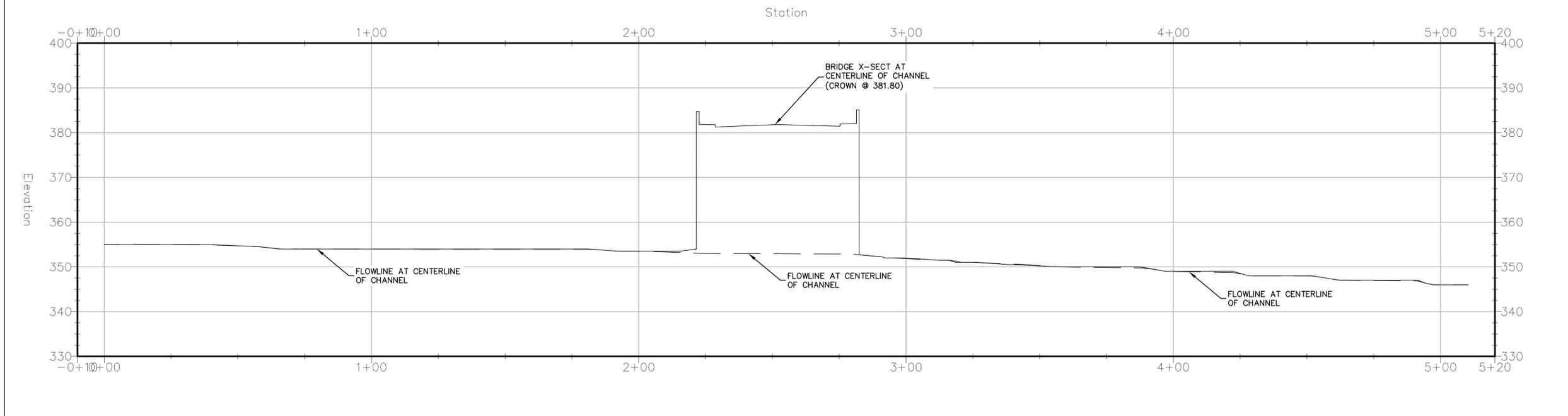
GOLDEN AVENUE BRIDGE REPLACEMENT

PLAN AND PROFILE

PROJECT NO.	
SHEET OF	
DRAWING NO.	C1

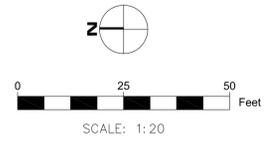
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CARBON CREEK FLOOD CONTROL CHANNEL PROFILE



CONSTRUCTION NOTES

- ① NOTES
- ② NOTES
- ③ NOTES
- ④ NOTES
- ⑤ NOTES
- ⑥ NOTES
- ⑦ NOTES
- ⑧ NOTES
- ⑨ NOTES
- ⑩ NOTES
- ⑪ NOTES
- ⑫ NOTES
- ⑬ NOTES
- ⑭ NOTES
- ⑮ NOTES



REVISIONS	MADE BY	DATE	APPROVED BY	DATE

3550 E Florida Avenue, Suite B
Hemet, California 92544
(951) 765-6622

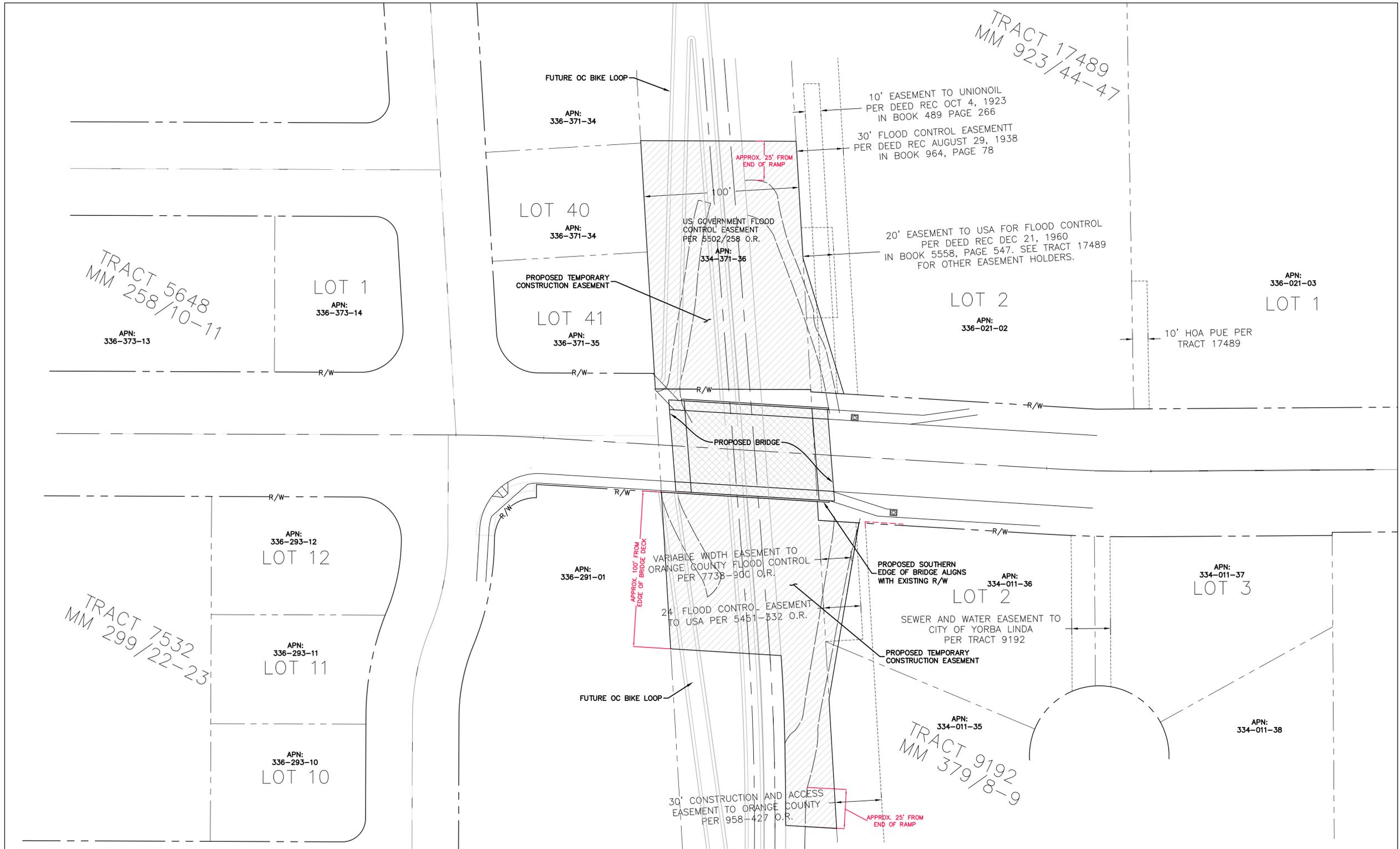
PREPARED BY	BY	DATE	APPROVED BY

DIRECTOR OF PUBLIC WORKS
DATE: _____

CITY OF PLACENTIA
GOLDEN AVENUE BRIDGE REPLACEMENT
GRADING PLAN

PROJECT NO.	
SHEET OF	
DRAWING NO.	C2

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SCALE 1:30



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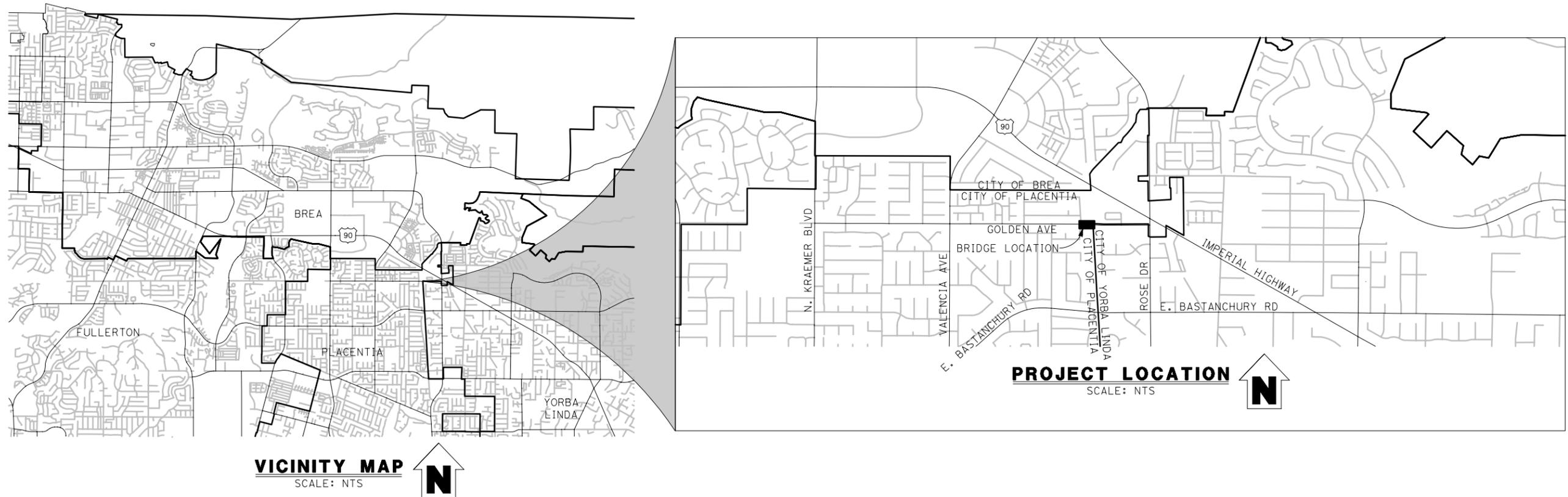


PREPARED BY	BY	DATE	APPROVED BY

CITY OF PLACENTIA		PROJECT NO.
GOLDEN AVENUE BRIDGE REPLACEMENT		SHEET OF
TEMPORARY CONSTRUCTION EASEMENTS		DRAWING NO.

CITY OF PLACENTIA

PLANS FOR THE CONSTRUCTION OF GOLDEN AVENUE BRIDGE OVER CARBON CANYON REPLACEMENT



PLAN CHECK SET/NOT FOR CONSTRUCTION (5/17/17)



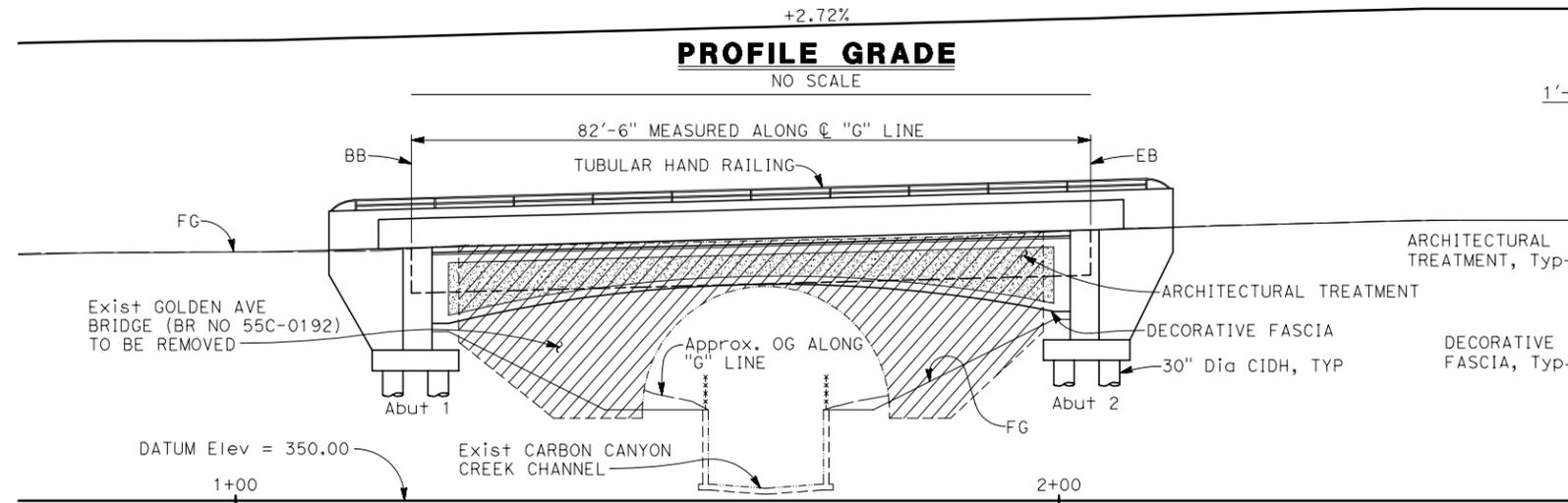
REVISIONS	MADE BY	DATE	APPROVED BY	DATE

BIGGS CARDOSA ASSOCIATES INC
STRUCTURAL ENGINEERS
500 S. Main Street, Suite 400
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714-550-4665



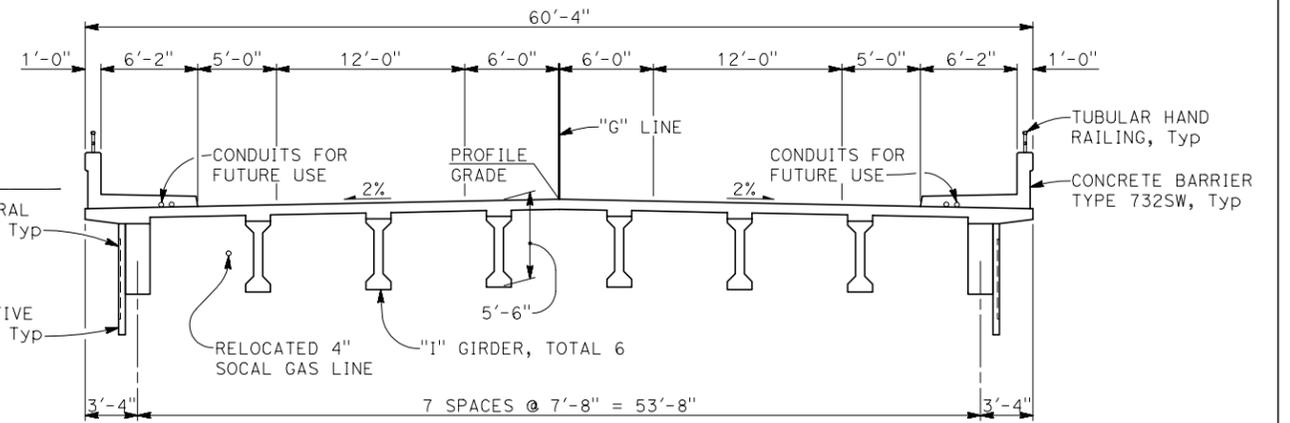
PREPARED BY	CITY ENGINEER'S STAFF	BY	DATE	APPROVED BY:
	DRAWN:	DM	4/11/17	DIRECTOR OF PUBLIC WORKS DATE: _____
	DESIGNED:	MAL	4/11/17	
	CHECKED:			
	RECOMMENDED:			

CITY OF PLACENTIA	PROJECT NO. 2017041
GOLDEN AVENUE BRIDGE REPLACEMENT	SHEET 1 OF
TITLE SHEET	DRAWING NO. T-1



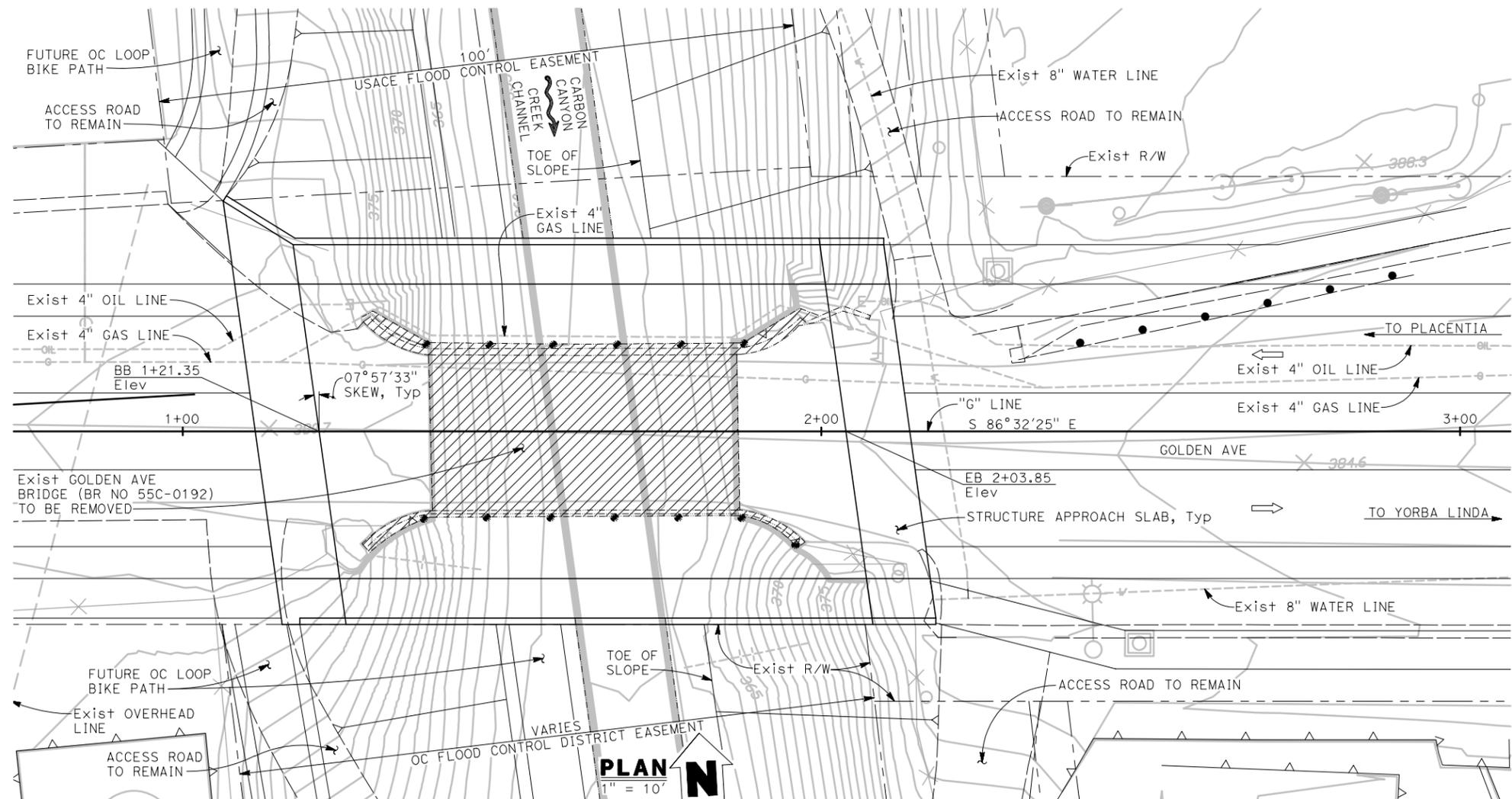
ELEVATION

1" = 10'



TYPICAL SECTION

3/16" = 1'-0"



- LEGEND:**
- Indicates Bridge Removal
 - Indicates Direction of Travel
 - Indicates Existing Structure

PLAN CHECK SET/NOT FOR CONSTRUCTION (5/17/17)



REVISIONS	MADE BY	DATE	APPROVED BY	DATE

BIGGS CARDOSA ASSOCIATES INC
STRUCTURAL ENGINEERS
500 S. Main Street, Suite 400
Orange, California 92668
714-550-4665
BCA

PREPARED BY	CITY ENGINEER'S STAFF	BY	DATE	APPROVED BY:
	DRAWN:	DM	4/11/17	DIRECTOR OF PUBLIC WORKS DATE: _____
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CITY OF PLACENTIA
GOLDEN AVENUE BRIDGE REPLACEMENT
GENERAL PLAN

PROJECT NO. 2017041
SHEET 2 OF DRAWING NO. 8-1

05/17/2017 13:29
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