



The bridges have safely served travelers on Hwy 1 for 90+ years with no fatalities on them.

The rails at Garrapata clearly afford travelers with visual access to the coast, which is protected by BSLUP Key Policy 6.1.3





THE BRIDGE RAILS HAVE BEEN REPAIRED IN OTHER AREAS OF BIG SUR SUCCESSFULLY AND NO ONE HAS DIED IN THE HISTORY OF THESE BRIDGES



# Garrapata Bridge Rail

Iconic design that warrants protection

The following committees and decision-makers who reviewed the options voted for restoration, not replacement

- ADAC (#1 recommendation)
- MOCO Planning commission (unanimous denial)
- BOS (initial unanimous motion to Deny in December 2023)
- AD HOC working group (4-3 vote to replace in-kind)





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**THE FOLLOWING IS AN EXCERPT FROM CALTRANS' OWN PRESENTATION TO THE ADAC ON OCTOBER 26, 2021:**

**HISTORIC BRIDGES**

THE CONCRETE ARCH BRIDGES ALONG HIGHWAY 1 ARE IMPORTANT FEATURES OF THE CARMEL-SAN SIMEON HIGHWAY HISTORIC DISTRICT AND HAVE BEEN FOUND ELIGIBLE FOR LISTING IN THE NATIONAL REGISTER OF HISTORIC PLACES.

***THESE BRIDGES, INDIVIDUALLY AND AS A COHESIVE GROUP, ARE RECOGNIZED INTERNATIONALLY FOR THEIR AESTHETIC QUALITIES AND ENGINEERING DESIGN***

***EXCELLENCE.*** HOWEVER, THE STRUCTURES, NOW OVER 60 YEARS OLD, REQUIRE ONGOING MAINTENANCE, REPAIRS, AND OCCASIONAL MAJOR UPGRADES.

1. Should any structural modification be identified as a critical need (such as the seismic retrofit program in the 1990s), the visual design of historic bridges should be changed as little as possible. Necessary modifications should be designed visually as if these features had been incorporated in the bridges as originally constructed.
  2. Bridge rails on historic bridges should be repaired or reconstructed to replicate the original rails as closely as possible.
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# CALTRANS' PROPOSED DESIGN

Only 6" openings,  
with much larger  
base and approach,  
would not afford  
the visual access  
offered with the  
existing rail design.

THIS DESIGN IS  
UNACCEPTABLE



Barrier Alternative - 1  
6" Clear Opening with Chamfered Balusters

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WE URGE THE BOARD TO  
SUPPORT STAFF'S  
RECOMMENDATION TO **DENY**  
THE CALTRANS APPEAL AND  
SUPPORT THE COMMUNITY'S  
WISHES TO RESTORE THE  
BRIDGES WITH AN IN-KIND  
DESIGN.

The FINDINGS of INCONSISTENCY listed in the March 26, 2024 staff report still apply, therefore the project cannot be approved.

- The Project is inconsistent with:  
Monterey County Local Coastal Program, which includes Big Sur Coast Land Use Plan (LUP)
  - Monterey County Coastal Implementation Plan, Part 3 (CIP)
  - Monterey County Coastal Implementation Plan, Part 1 (Title 20).
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THANK YOU

