



STAFF REPORT

CITY of YORBA LINDA

PUBLIC WORKS DEPARTMENT

DATE: MAY 20, 2025

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: JAMIE LAI, P.E., DIRECTOR OF PUBLIC WORKS/ CITY ENGINEER
PREPARED BY: TONY WANG, P.E., TRAFFIC ENGINEERING MANAGER

SUBJECT: RESOLUTION NO. 2025-5939 APPROVING THE TEMPORARY STREET CLOSURE OF BASTANCHURY ROAD

RECOMMENDATION

It is recommended that the City Council adopt Resolution No. 2025-5939, approving the temporary street closure on Bastanchury Road at Carbon Canyon Channel.

BACKGROUND

The OC Loop is a planned active transportation corridor comprised of 66 miles of regional non-motorized recreational/commuter cycling and pedestrian routes that provide seamless connections and an opportunity for people to bike, walk and connect to some of California's most scenic beaches and inland destinations. Approximately 88% (58 miles) of the OC Loop is complete and is actively used by thousands of people each year. Existing segments include the Santa Ana River Bikeway, the Coastal Bikeway, and portions of the Coyote Creek Bikeway and San Gabriel River Bikeway, providing a well-connected network for cyclists and pedestrians alike.

One of the portions of the OC Loop, Segment D, is currently under construction. This 0.67-mile segment is located in the cities of Yorba Linda, Placentia, and Brea. The portion within Yorba Linda city limits is 0.12 miles. The proposed bikeway alignment, most of which will be adjacent to the Carbon Canyon Channel, is generally undeveloped. Surrounding land use is flood control, street right-of-way, open space, and single family residential. The alignment connects the northern terminus of the El Cajon Trail near Bastanchury Road to the southern terminus of the La Floresta Trail located near the intersection of Imperial Highway and La Floresta Drive.

The proposed project's key feature is a Class I bikeway, ranging from 12 to 14 feet in width. To accommodate its construction, the project includes a box culvert, multiple retaining walls, and slope grading. The box culvert will be built through the existing embankment that supports Bastanchury Road's crossing over the Carbon Canyon Channel. Measuring approximately 141 feet long, 12 feet wide, and 12.5 feet tall, the culvert will consist of precast segments placed in open-cut excavations.

To facilitate this construction, street closures on Bastanchury Road at the Carbon Canyon Channel are necessary. The project will be executed in three phases, with Phase 1 necessitating a full street closure:

- Phase 1 (Construct Middle): Full closure for 9 working days (June 17 – June 26)
- Phase 2 (Construct North Side): Partial closure if needed for 5 working days (June 27 – July 3)
- Phase 3 (Construct South Side): Partial closure if needed for 5 working days (July 7 – July 11)

The selected contractor has been incentivized to minimize disruptions to Bastanchury Road and aims to complete the full box culvert construction within the initial 9-day full closure. If successful, Phases 2 and 3 may not require partial closures. However, these additional closures are included in the request to account for any unforeseen challenges.

At the March 27, 2025 Traffic Commission meeting, the Project Team proposed using Golden Avenue as the primary detour route but was directed to revise the plans to reflect Imperial Highway as a primary detour route instead of Golden Avenue. The Traffic Commission unanimously approved this request at the subsequent meeting on April 24, 2025.

DISCUSSION

Staff are in support of this regional OC Loop project. However, the contractor must comply with the following conditions:

1. Applicant shall obtain an encroachment permit from the City.
2. Applicant must submit a certificate of liability insurance in an amount not less than one million dollars (\$1,000,000) per occurrence with a two million-dollar (\$2,000,000) aggregate. The certificate must name the City of Yorba Linda, its agents, officials, and employees as an additional insured.
3. Applicant must also agree to hold harmless the City of Yorba Linda and any of its agents, officials or employees against all liabilities, judgments, costs, and expenses which might arise as a result of the issuance of the street closure permit.
4. A Traffic Control Plan (TCP) signed by a licensed Civil Engineer or Traffic Engineer will be required. The street closure shall conform to all applicable requirements of the State of California Manual on Uniform Traffic Control Devices (MUTCD).
5. The portable Changeable Message Signs (PCMS) shall be installed in accordance with the TCP at least two weeks before the start of construction to notify motorists of upcoming street closures.
6. Provisions for emergency vehicle access shall be maintained at all times.
7. Applicant shall notify the Orange County Fire Authority and the Orange County Sheriff's Department not less than 72 hours prior to the physical street closure and no later than two (2) hours after all signs and devices have been removed.

FISCAL IMPACT

None.

ALTERNATIVES

1. Deny the temporary street closure request.
2. Other options as directed by the City Council

ATTACHMENT

Attachment 1 – OC Loop - Segment D presentation at the April 24, 2025 Traffic Commission meeting

Attachment 2 – Resolution No. 2025 - 5939
