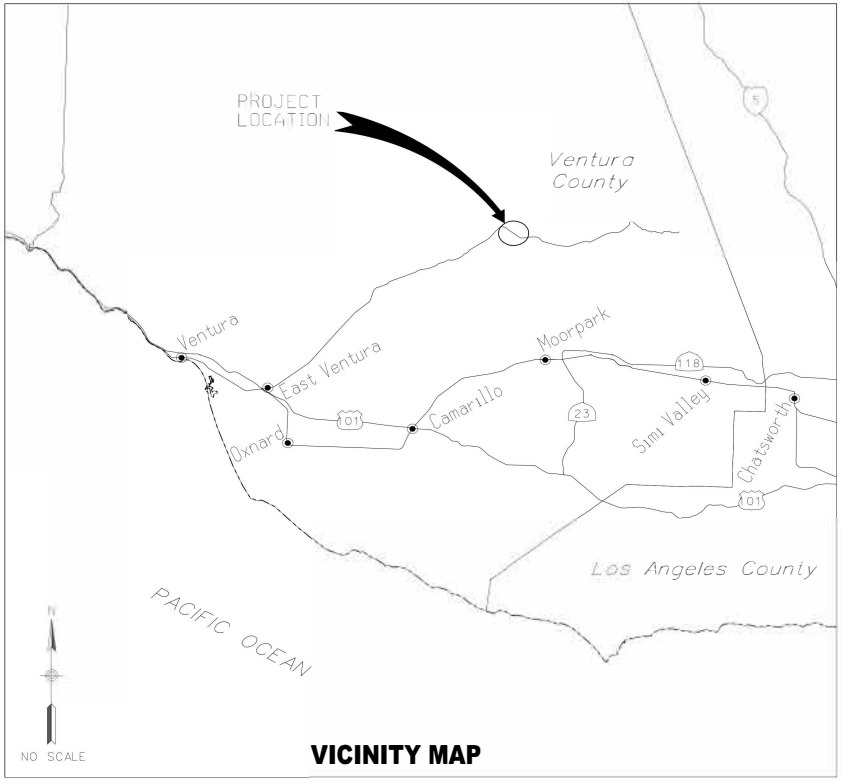
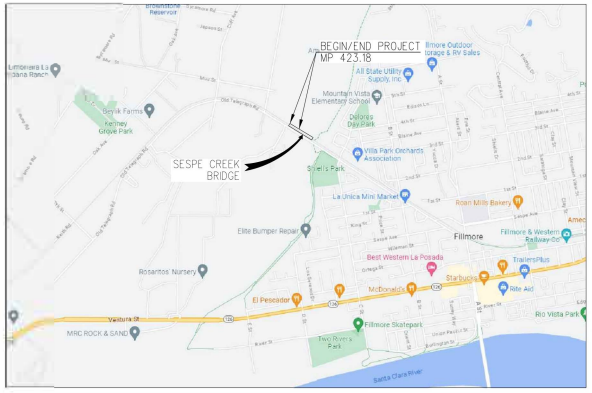
VENTURA COUNTY TRANSPORTATION COMMISSION
SESPE CREEK BRIDGE OVERFLOW
SANTA PAULA BRANCH LINE, FILLMORE, CA



VICINITY MAP



NO SCALE

LOCATION MAP

AUGUST 16, 2023

30% SUBMITTAL

NOT FOR CONSTRUCTION

RAILPROS

APPROVED BY: _____ DATE: _____

SUBMITTED BY: _____ DATE: _____
JULINA CORONA, P.E.
PROJECT MANAGER, RAILPROS

VCTC

SHT NO.	DWG. NO.	REV. NO.	TITLE
GENERAL			
1	G-001	0	TITLE SHEET
2	G-002	0	INDEX OF DRAWINGS
3	G-003	0	STANDARD ABBREVIATIONS
4	G-004	0	STANDARD SYMBOLS
5	G-005	0	GENERAL NOTES
6	G-006	0	SURVEY CONTROL EXHIBIT
TRACK			
7	TD-001	0	TYPICAL SECTION
8	RP-001	0	TRACK PLAN AND PROFILE
STRUCTURES			
9	S-001	0	GENERAL PLAN NO. 1, PLAN AND ELEVATION
10	S-002	0	GENERAL PLAN NO. 2, TYPICAL SECTIONS
11	S-003	0	STAGE CONSTRUCTION PLAN
12	S-004	0	FOUNDATION PLAN

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Z:\Engineering\VCTC\Sespe Creek Bridge Overflow\900 CAD\950 Drawings\Data\Design Data\Design Data.dat
Y:\Microstation\CADD Standard (All Agency)\MetroLink-SCRRA Work Space\Standards\Plotcfg\pdf.plt.cfg

REV.	DATE		CG	NO	BY	SUB.	APP.

INFORMATION CONFIDENTIAL: All plans, drawings, specifications, and or information furnished herewith shall remain the property of the the Southern California Regional Rail Authority and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Southern California Regional Rail Authority.

DESIGNED BY M. WHITE
DRAWN BY J. ZIEGLER
CHECKED BY J. WNEK
APPROVED BY N. ORTEGA
DATE 8-16-2023

VENTURA COUNTY TRANSPORTATION COMMISSION

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SUBMITTED: _____
JULINA CORONA, P.E.
PROJECT MANAGER

SESPE CREEK BRIDGE OVERFLOW
SANTA PAULA BRANCH LINE, FILLMORE, CA

INDEX OF DRAWINGS

CONTRACT NO.
DRAWING NO. G-002
REVISION | SHEET NO. 2
SCALE NTS

UTILITY AND AGENCY CONTACTS

SCRRA (METROLINK)	(909) 392-8463 CHRISTOS SOURMELIS
CITY OF SANTA CLARITA	(661) 286-4172 LESLIE FRAZIER
AT&T TRANSMISSION	(714) 963-7964 JOSEPH FORKERT
PLAINS ALL AMERICAN PIPELINE	(562) 728-2371 PAULA BAWDEN
MCI (VERIZON BUSINESS)	(469) 886-4238 DEAN BOYERS
QWEST/CENTURYLINK/LEVEL 3 COMMUNICATIONS	(303) 992-9931 GEORGE MCELVAIN
SPRINT	(800) 659-9698 TIBOR LAKY
WILCON (WILSHIRE CONNECTION LLC)	(213) 542-0100 NOC
CHARTER COMMUNICATIONS/TWC	(818) 295-3030 JERRY BAYLES
SOUTHERN CALIFORNIA GAS	(818) 701-3245 SAM SIFUENTES

ABBREVIATIONS

ADS	ADVANCED DRAINAGE SYSTEMS
AVE	AVENUE
AT&T	AMERICAN TELEPHONE AND TELEGRAPH COMPANY
AWW	ABSOLUTE WORK WINDOW
BLVD	BOULEVARD
CI	CAST IRON
℄	CENTERLINE
CMPA	CORRUGATED METAL PIPE ARCH
CONT	CONTINUED
CP	CONTROL POINT
CPUC	CALIFORNIA PUBLIC UTILITIES COMMISSION
CWR	CONTINUOUS WELDED RAIL
Dc	DEGREE OF CURVE
Θ_s	DEFLECTION ANGLE - SPIRAL
DI	DRAINAGE INLET
DOT	DEPARTMENT OF TRANSPORTATION (U.S.)
DWG	DRAWING
EA	EACH
Ea	ACTUAL SUPERELEVATION
Eu	UNBALANCED SUPERELEVATION
ELEV	ELEVATION
ES	ENGINEERING STANDARDS (SCRRA STANDARD DRAWINGS)
EG	EXISTING GROUND
EWD	EASTWARD DIRECTION
EXIST., EX., (E)	EXISTING
FL	FLOW LINE
FT	FEET, FOOT
FWY	FREEWAY
GPS	GLOBAL POSITIONING SYSTEM
HMA	HOT MIX ASPHALT
HR	HOUR
HTTO	HAND THROW TURNOUT
HDPE	HIGH DENSITY POLY ETHYLENE
HST	HOLLOW STEEL TIE
IJ	INSULATED JOINT
JCT	JUNCTION
L	LENGTH
LA	LOS ANGELES
LACMTA	LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
LACTC	LOS ANGELES COUNTY TRANSPORTATION COMMISSION
Lc	LENGTH OF CIRCULAR CURVE
Ls	LENGTH OF SPIRAL
LF	LINEAL FOOT
LH	LEFT HAND
LLT	LAST LONG TIE
LT	LEFT
LG	LIP OF GUTTER
LWW	LIMITED WORK WINDOW
MCI	MICROWAVE COMMUNICATIONS INC.
MFS	MERCANTILE FREIGHT SERVICE
MH	MANHOLE
MIN	MINUTE
MIN	MINIMUM
MP	MILEPOST
MPH	MILES PER HOUR
MT	MAIN TRACK
NAD 83	NORTH AMERICAN DATUM OF 1983
NAD 88	NORTH AMERICAN DATUM OF 1988
ND	NUMBER
NTS	NOT TO SCALE
OH	OVERHEAD
OTM	OTHER TRACK MATERIAL
OFF	OFFSET
O.C.	ON CENTER

ABBREVIATIONS (CONT.)

PCC	PORTLAND CEMENT CONCRETE
PED	PEDESTRIAN
PH	POT HOLE
PITO	POINT OF INTERSECTION OF TURNOUT
POB	POINT OF BEGINNING
POE	POINT OF ENDING
POTO	POWER OPERATED TURNOUT
PROP	PROPOSED
PS	POINT OF SWITCH
PI	POINT OF INTERSECTION
SPI	POINT OF INTERSECTION - SPIRAL
SC	POINT OF SPIRAL TO CIRCULAR CURVE
CS	POINT OF CIRCULAR CURVE TO SPIRAL
ST	POINT OF SPIRAL TO TANGENT
TS	POINT OF TANGENT TO SPIRAL
PT	POINT OF TANGENCY
PTC	POSITIVE TRAIN CONTROL
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENT
PVC	POINT OF VERTICAL CURVE
QWEST	QWEST ENGINEERING
R	RADIUS
RBM	RAIL BOUND MANGANESE
RR	RAILROAD
RH	RIGHT HAND
RCB	REINFORCED CONCRETE BOX
ROW, R/W	RIGHT-OF-WAY
RT	RIGHT
RWIC	RAILROAD WORKER IN CHARGE
SCRRA	SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
STA	STATION
ST	STREET
SD	STORM DRAIN
SUB	SUBDIVISION
SWT	SWITCH
TCE	TEMPORARY CONSTRUCTION EASEMENT
TF	TURNOUT
TO	TRACK FOOT
TOR, T/R	TOP OF RAIL
TWC	TIME WARNER CABLE
TYP	TYPICAL
UPRR	UNION PACIFIC RAILROAD
V	VELOCITY
VERT	VERTICAL
WSM	WELDED SPRING MANGANESE
WWD	WESTWARD DIRECTION
WWM	WELDED WIRE MESH
XING	CROSSING

EXISTING LINESTYLES

- ASPHALT SURFACE
- BUILDING
- BRUSH LINE/TREE LINE
- CONCRETE SURFACE
- CURB
- DIRT SURFACE
- FLOW LINE
- EXISTING TRACK
- FENCE AND HANDRAILS
- GUARD RAIL
- GUTTER
- PROPERTY LINE
- RAILROAD TRACK
- RETAINING WALL
- ROAD STRIPING
- TOP OF SLOPE
- SCRRA INTERTRACK FENCE/WWM
- SCRRA RIGHT-OF-WAY

PROPOSED LINESTYLES

- PROPOSED TRACK
- PROPOSED RESURFACE TRACK
- PROPOSED SHIFT TRACK
- EXISTING RESURFACE TRACK
- EXISTING SHIFT TRACK
- TRACK TO BE REMOVED
- FENCE
- SCRRA INTERTRACK FENCE/WWM
- ROADWAY GUARDRAIL
- RETAINING WALL / GRAVITY WALL
- TOP OF SLOPE
- K-RAIL
- PLATFORM HANDRAIL
- FILL
- CUT
- FLOW LINE
- BLOCK WALL
- CENTERLINE OF ROAD
- GUARDRAIL
- STORM DRAIN
- TRENCH DRAIN
- UNDER DRAIN
- PLATFORM EDGE FENCE
- LIMITS OF CONSTRUCTION BOUNDARY
- CONST JOINT
- FIBER ROLLS
- SILT CONTROL FENCE
- PROPOSED TEMPORARY CONSTRUCTION EASEMENT

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Y:\Microstation\CADD Standard (All Agency)\Metra.link-SCRRA WorkSpace\Standards\Ptlcfg.pdf.ptlcfg

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REV. | DATE | BY | SUB. | APP.

DESIGNED BY: M. WHITE
DRAWN BY: J. ZIEGLER
CHECKED BY: J. WNEK
APPROVED BY: N. ORTEGA
DATE: 8-16-2023

VCTC

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JULIANA CORDINA, P.E.
PROJECT MANAGER

SESPE CREEK BRIDGE OVERFLOW
SANTA PAULA BRANCH LINE, FILLMORE, CA

STANDARD ABBREVIATIONS

CONTRACT NO.
DRAWING NO. G-003
REVISION | SHEET NO. 3
SCALE NTS

GENERAL SYMBOLS

DESCRIPTION	EXISTING	PROPOSED
ATCS/PTC ANTENNA		
BILLBOARD		
BUILDING		
BUMPER		
COORDINATE	N2,800,500	
CROSSING GATE & FLASHERS		
CURVE NUMBER	C12	C12
ELECTROLIER WITH POLE		
ELECTROLIERS, DOUBLE WITH POLE		
ELECTROLIER WITHOUT POLE		
FIRE HYDRANT		
FLASHERS		
FLAG POLE		
FLARED END SECTION		
FLOW		
GRID TICK		
GROUND CONTROL POINT (AERIAL)		
GUY WIRE		
HEADWALL		
MANHOLE	MH	MH
NORTH ARROW		
PHOTOELECTRIC CELL	PE	PE
POLE-MOUNTED LUMINAIRE		
POT HOLE LOCATION		
POWER POLE/TELEPHONE POLE		
RAILROAD MILEPOST	MP 2.27	SG MP 59.00 OR MP 59.00 (MP 2.27)
SANITARY SEWER MANHOLE	S	
SIGN		
RAILROAD SIGNAL		
RAILROAD CANTILEVER SIGNAL		
STATION EQUALITY	EQ	EQ
STORM DRAIN CATCH BASIN	CB	CB
STORM DRAIN DROP INLET	DI	DI
STORM DRAIN MANHOLE		
TELEPHONE MANHOLE		T
THIRD PARTY PROJECTS		
TRAFFIC SIGNAL		
TRAFFIC SIGNAL WITH ARM ONLY		
TRAFFIC SIGNAL WITH ARM AND POLE		
TREE		
TREE PALM		
TREE LINE, SHRUBBERY		
TIME CLOCK	TC	TC

SWITCHES AND DERAILS

DESCRIPTION	EXISTING	PROPOSED
POINT OF SWITCH (HAND-THROW TURNOUT)		
POINT OF SWITCH (POWER-OPERATED TURNOUT)		
DERAIL SWITCH POINT	DS	
DERAIL POWERED SWITCH POINT		
DERAIL BI-DIRECTIONAL WITH CROWDER		
RAIL LUBRICATOR	RL	RL

SURVEY CONTROL SYMBOLS

HORIZONTAL CONTROL POINT	
HORIZONTAL AND VERTICAL CONTROL POINT	
VERTICAL CONTROL POINT	
BENCHMARK	

SIGNAL HOUSES, CASES, SECURITY AND UTILTY BOXES & MANHOLES

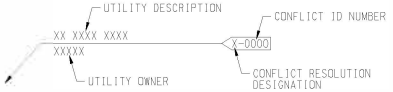
DESCRIPTION	EXISTING	PROPOSED
SIGNAL HOUSE		
10x 10SIGNAL CASE		
BATTERY BOX		
CCTV, SECURITY MANHOLE		
TELEVISION MANHOLE		
ELECTRIC MANHOLE		
WATER VALVE BOX		
TRAFFIC CONTROL BOX		

HATCHES AND PATTERNS

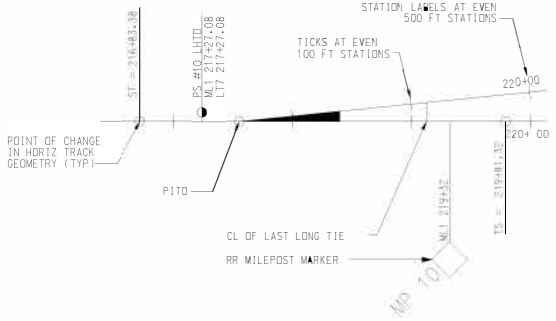
	PATTERNS
STONE/BRICK PAVING	
BALLAST	
TIMBER	
SUBGRADE, EARTH	
SUBBALLAST	
AGGREGATE BASE	
CONCRETE	
PEDESTRIAN CROSSING PANEL	
TACTILE WARNING TILES	
GRADED/LANDSCAPED AREA	
GRADE CROSSING PANELS	
HOT MIX ASPHALT CONCRETE	
SAWCUT EXISTING ASPHALT	

EXISTING TO BE REHABBED

UTILITIES LEGEND



TYPICAL ILLUSTRATION OF TRACK AND TURNOUT



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DRAWN BY: J. ZIEGLER
CHECKED BY: J. WNEK
APPROVED BY: N. ORTEGA
DATE: 8-16-2023

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PROJECT MANAGER

SESPE CREEK BRIDGE OVERFLOW
SANTA PAULA BRANCH LINE, FILLMORE, CA

STANDARD SYMBOLS

CONTRACT NO.
DRAWING NO. G-004
REVISION | SHEET NO. 4
SCALE NTS

GENERAL NOTES

1. THE CONTRACTOR SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL SAFETY CODES, REGULATIONS, AND SPECIFICATIONS FOR THIS CONTRACT.

2. ALL CONSTRUCTION ACTIVITIES SHALL BE SCHEDULED AND COORDINATED WITH THE ENGINEER AND THE VARIOUS COMPANIES, AGENCIES, AND OTHER CONTRACTORS WHO MAY BE AFFECTED BY THIS WORK.

3. HORIZONTAL AND VERTICAL CONTROL POINTS FOR THE SITE LAYOUT ARE IDENTIFIED IN THE CONTRACT DOCUMENTS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO UTILIZE THESE CONTROL POINTS TO ASSURE THAT ALL FACILITIES INCLUDED IN PROJECT ARE CONSTRUCTED AT THE CORRECT HORIZONTAL AND VERTICAL LOCATIONS.

4. SECTION 4216/4217 OF THE GOVERNMENT CODE REQUIRES A DIG ALERT IDENTIFICATION NUMBER BE ISSUED BEFORE A "PERMIT TO EXCAVATE" IS VALID. THE CONTRACTOR SHALL CALL THE UNDERGROUND SERVICE ALERT (1-800-422-4133) TWO (2) WORKING DAYS PRIOR TO CONSTRUCTION TO OBTAIN A DIG ALERT ID NUMBER.

5. CALIFORNIA SENATE BILL 1359 (APPROVED 2006) OUTLINES PROCEDURES FOR LOCATING UTILITIES BY HAND EXCAVATION. THE CONTRACTOR SHALL BECOME FAMILIAR WITH THIS LEGISLATION AND COMPLY WITH ITS DIRECTIVE. PRIOR TO EACH CONSTRUCTION ACTIVITY WITHIN RAILROAD RIGHT-OF-WAY, THE CONTRACTOR SHALL NOTIFY RAILROADS SIGNAL REPRESENTATIVE.

6. [illegible] IS NOT A MEMBER OF DIG ALERT. THE CONTRACTOR SHALL CALL SCRRA'S SIGNAL DEPARTMENT AT [illegible] A MINIMUM OF FIVE DAYS PRIOR TO BEGINNING CONSTRUCTION TO MARK SIGNAL AND COMMUNICATION CABLES AND CONDUITS TO ASSURE CABLES AND CONDUITS HAVE BEEN MARKED, NO WORK MAY PROCEED UNTIL THE CONTRACTOR HAS BEEN PROVIDED WITH AN SCRRA DIG NUMBER. IN CASE OF SIGNAL EMERGENCIES OR GRADE CROSSING PROBLEMS, THE CONTRACTOR SHALL CALL SCRRA'S 24-HOUR SIGNAL EMERGENCY NUMBER 1-888-846-9121.

7. THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS FOR CONFLICTS WITH EXISTING UTILITIES, SIGNAL CABLES/EQUIPMENT, FIBER OPTIC LINES, AND/OR OTHER ITEMS THAT MIGHT IMPAIR CONSTRUCTION ACTIVITIES. INCONSISTENCIES FOUND SHALL BE REPORTED TO THE ENGINEER.

8. REPAIRS TO THE DAMAGED MATERIALS OR FACILITIES INTENDED TO REMAIN IN PLACE SHALL BE MADE BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE UNLESS OTHERWISE STATED BY THE ENGINEER.

9. ALL EXCAVATED WASTE MATERIAL SHALL BE IMMEDIATELY REMOVED FROM THE SITE. ON SITE STORAGE OF EXCAVATED WASTE MATERIAL SHALL NOT BE PERMITTED AT ANY TIME.

10. DEFINITIONS:

A. TRACK OUTAGE: TRACK WHICH IS OUT OF SERVICE FOR A GIVEN PERIOD OF TIME.

B. ACTIVE TRACK: TRACK ON WHICH TRAINS ARE OPERATING AND INTERRUPTION OF SERVICE MAY OCCUR ONLY WITHIN AN APPROVED "WINDOW" AS DEFINED BELOW.

C. FOULED TRACK: TRACK IS FOULED WHEN AN OBSTRUCTION IS PLACED WITHIN EIGHT (8) FEET FROM THE NEAREST RAIL OF THE TRACK OR WHEN AN OVERHEAD OBSTRUCTION IS PLACED WITHIN TWENTY-TWO AND A HALF FEET (22'-6") ABOVE THE TOP OF RAIL.

D. WINDOW: A GIVEN PERIOD OF TIME BETWEEN OPERATING TRAINS WHERE A TRACK MAY BE FOULED WITH THE STIPULATION THAT THE TRACK SHALL BE BACK IN SERVICE AT THE END OF THE GIVEN PERIOD OF TIME. A FORM OF POSITIVE PROTECTION SHALL ALSO BE REQUIRED.

E. EXCLUSIVE TRACK WINDOW / ABSOLUTE WORK WINDOW (AWW): AN APPROVED WORK WINDOW IN WHICH NO TRAIN MOVEMENTS WILL OPERATE ON ANY TRACK WITHIN THE WINDOW LIMITS. THE CONTRACTOR MAY DISMANTLE, REMOVE, RECONSTRUCT, OR OTHERWISE OBSTRUCT TRACKS WITHIN THE LIMITS OF SUCH A WINDOW. THIS WORK MAY BE PROTECTED BY TRACK OUT OF SERVICE, TRACK AND TIME LIMITS, OR BY FORM B TRACK BULLETIN.

F. LIMITED TRACK WINDOW / LIMITED WORK WINDOW (LWW): AN APPROVED WORK WINDOW FOR SOME, BUT NOT ALL TRACKS WITHIN A GENERAL WORK AREA (E.G. ONE TRACK REMAINS FOR OPERATION OF TRAINS, OTHER TRACKS ARE AVAILABLE FOR THE CONTRACTOR'S WORK), MOVEMENT OF TRAINS OVER THE TRACK(S) OF A LIMITED TRACK WINDOW IS UNDER THE CONTROL OF THE SCRRA ROADWAY WORKER IN CHARGE (RWIC) WHO WILL NOT AUTHORIZE TRAIN MOVEMENT UNLESS AND UNTIL THE CONTRACTOR PERSONNEL AND EQUIPMENT ARE CLEAR OF THE OPERATING TRACK. THE CONTRACTOR MAY REMOVE, CONSTRUCT, OR OBSTRUCT ONLY THE TRACK DESIGNATED BY THE SSWP AND MUST ARRANGE THE WORK SO THAT TRAINS CAN OPERATE WITHOUT DELAY ON THE REMAINING TRACK(S) IN THE WORK AREA. THIS WORK MAY BE PROTECTED BY TRACK OUT OF SERVICE, TRACK AND TIME, OR BY FORM B TRACK BULLETIN.

G. WORK WINDOW: AN APPROVED WORK WINDOW IN WHICH PASSENGER, FREIGHT AND ALL OTHER TRAINS AND ON-TRACK EQUIPMENT MOVEMENTS CAN BE PROHIBITED FROM ENTERING THE DEFINED LIMITS OF A SEGMENT OF TRACK. THE "FORM B" WORK WINDOW DOES NOT ALLOW THE CONTRACTOR TO REMOVE FROM SERVICE OR MODIFY THE TRACKS, SIGNALS, BRIDGES, STATIONS OR OTHER ELEMENTS OF THE OPERATING SYSTEM IN A MANNER, WHICH WILL DELAY OR IN ANY WAY AFFECT THE SAFE OPERATION OF THE TRAINS. THE "FORM B" WORK WINDOW ALLOWS THE CONTRACTOR THE ABILITY TO ENTER THE OPERATING ENVELOPE AND PERFORM CONSTRUCTION ACTIVITIES SUBJECT TO THE CONDITIONS ABOVE. AN RWIC/FLAGMAN FROM SCRRA WILL EXERCISE STRICT CONTROL OVER THE CONTRACTOR'S CONSTRUCTION ACTIVITIES IN CONJUNCTION WITH ROADWAY WORKER PROTECTION REQUIREMENTS, TO ASSURE THAT THE CONTRACTOR'S ACTIVITIES DO NOT DELAY OR IMPACT TRAIN SERVICE.

H. TRACK AND TIME: AN APPROVED WORK WINDOW IN WHICH THE DISPATCHER WILL AUTHORIZE MEN AND EQUIPMENT TO OCCUPY A TRACK OR TRACKS WITHIN LIMITS FOR A CERTAIN TIME PERIOD. THE DISPATCHER AUTHORITY SHALL INCLUDE AUTHORITY NUMBER, TRACK DESIGNATION, LIMITS AND TIME. MOVEMENTS MAY BE MADE IN EITHER DIRECTION WITHIN THE SPECIFIED LIMITS UNTIL THE LIMITED ARE RELEASED.

11. PRIOR TO COMMENCING WORK, ALL EXISTING SITE CONDITIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER TO ASCERTAIN THE LIMITS OF WORK ACTIVITIES. THE CONTRACTOR SHALL SUBMIT AND RECEIVE THE ENGINEER'S APPROVAL OF THE PROJECT SCHEDULE AND OPERATIONS PLAN. EACH ITEM OF WORK SHALL BE DESCRIBED AND ACCOUNTED FOR IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL REFER TO THE SPECIFICATIONS FOR FURTHER INFORMATION REGARDING SUBMITTAL REQUIREMENTS.

GENERAL NOTES (CONTNUED)

12. RAIL TRAFFIC DISRUPTIONS SHALL BE KEPT TO A MINIMUM. DISRUPTIONS IN RAIL TRAFFIC THAT MAY BE REQUIRED SHALL BE COORDINATED WITH THE ENGINEER. NOTWITHSTANDING SUCH WORK SHALL COMMENCE WITHOUT THE ENGINEER'S APPROVAL. WORK AFFECTING THE MOVEMENT OF TRAINS WILL BE UNDER THE AUTHORITY AND OVERALL CONTROL OF THE ENGINEER OR HIS REPRESENTATIVE.

13. THE CONTRACTOR SHALL NOT PLACE MATERIAL AND/OR EQUIPMENT WITHIN TWENTY (20) FEET OF AN ACTIVE TRACK AT ANY TIME WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

14. WALKWAYS SHALL BE PLACED AS REQUIRED BY CALIFORNIA PUBLIC UTILITIES COMMISSION GENERAL ORDER NO. 118 AND 26D AND SCRRA ENGINEERING STANDARD ES2109 FOR ALL NEW CONSTRUCTION, UNLESS OTHERWISE NOTED.

15. THE CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES , THE CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT LIMITED TO NORMAL WORKING HOURS, AND THE CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY HOLD SCRRA AND THE DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT.

16. THE LOCATIONS AND DIMENSIONS SHOWN ON THE PLANS FOR EXISTING FACILITIES ARE IN ACCORDANCE WITH AVAILABLE INFORMATION WITHOUT UNCOVERING AND MEASURING. THE ENGINEER DOES NOT GUARANTEE THE ACCURACY OF THIS INFORMATION OR THAT ALL EXISTING UNDERGROUND FACILITIES ARE SHOWN.

17. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE CODES, ORDINANCES, AND STANDARD SPECIFICATIONS OF ALL AGENCIES THAT HAVE THE RESPONSIBILITY OF REVIEWING PLANS AND SPECIFICATIONS FOR CONSTRUCTION OF ALL ITEMS PER THESE PLANS AND SPECIFICATIONS IN THIS LOCALITY.

18. THE CONTRACTOR SHALL OBTAIN ALL THE NECESSARY PERMITS AND PAY PERMIT FEES AS REQUIRED FOR CONSTRUCTION OF THIS PROJECT.

19. THE CONTRACTOR SHALL CLEAN UP ALL DEBRIS AND MATERIALS RESULTING FROM HIS OPERATION AND RESTORE ALL SURFACES, STRUCTURES, DITCHES, AND PROPERTY TO ITS ORIGINAL CONDITION TO THE SATISFACTION OF THE ENGINEER.

20. CONTRACTOR SHALL PROVIDE FOR THE CONTINUOUS OPERATION OF THE EXISTING FACILITY WITHOUT INTERRUPTION DURING CONSTRUCTION EXCEPT DURING EXCLUSIVE TRACK WINDOWS OUTLINED IN THE SPECIFICATIONS AND UNLESS SPECIFICALLY AUTHORIZED OTHERWISE BY SCRRA.

21. CONTRACTOR TO IDENTIFY DEPTH AND LOCATION OF ALL EXISTING UNDERGROUND UTILITIES. FOR LOCATION OF SIGNALS AND COMMUNICATION CONDUITS CONTACT RAILROAD SIGNAL DEPARTMENT.

22. TIMBER TIES SHALL BE SPACED AT 19 1/2 INCHES ON CENTER. CONCRETE TIES SHALL BE SPACED AT 24 INCHES ON CENTER.

23. TEMPORARY FACILITIES CONSTRUCTED AND REMOVED BY THE CONTRACTOR TO PROVIDE FOR MAINTENANCE RAIL OPERATIONS DURING THE PHASING OF CONSTRUCTION (SUCH AS PLACEMENT OF A TEMPORARY TRACK PANEL AT THE LOCATION OF A TURNOUT TO BE CONSTRUCTED AT A FUTURE PHASE) WILL BE CONSIDERED INCIDENTAL TO OTHER ITEMS BEING CONSTRUCTED. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR PROVIDING FOR THE CONTINUOUS OPERATION OF RAIL TRAFFIC.

24. EXISTING RAILROAD SIGNAGE (INCLUDING SPEED SIGNS) SHALL BE MAINTAINED DURING CONSTRUCTION PERIOD. ALL RAILROAD SIGNAGE SHALL BE FULLY RESTORED UPON COMPLETION OF EACH WORK PERIOD IN ACCORDANCE WITH SCRRA ENGINEERING STANDARDS. PRIOR TO CONSTRUCTION, SCRRA STANDARD PROJECT NOTICE SIGNS SHALL BE PLACED AT LOCATIONS AS DIRECTED BY THE ENGINEER. NO TRESPASSING SIGNS SHALL BE PLACED IN ACCORDANCE WITH ES5214 AND AS SHOWN ON THE DRAWINGS.

25. CONTACT VCTC'S CONSULTANT (CONTRACTOR TO ARRANGE FOR FLAGGING SERVICES. FLAGGING SERVICE IS DEPENDENT ON THE RWIC AVAILABILITY AND MAY REQUIRE A MINIMUM OF FIFTEEN WORKING DAYS PRIOR TO BEGINNING WORK. PRIOR NOTIFICATION OF FLAGGING SERVICES DOES NOT GUARANTEE THE AVAILABILITY OF THE RWY FOR THE PROPOSED DATE OF WORK.

26. CONTACT VCTC'S CONSULTANT (COORDINATION TO ARRANGE FOR THIRD PARTY SAFETY TRAINING. ALLOW 5 WORKING DAYS FROM THE REQUEST FOR SAFETY TRAINING TO ARRANGE THE TRAINING.

27. NO MECHANIZED EXCAVATION WITHIN 2 FEET OF FIBER LINE IS ALLOWED. QWEST, VCTC AND MFS TO BE PRESENT FOR ANY ACTIVITY WITHIN 5 FEET HORIZONTALLY OR VERTICALLY OF FIBER LINES. NO FACILITIES MAY BE ADDED CLOSER THAN 2 FEET VERTICALLY OR HORIZONTALLY TO QWEST, LACTC AND MFS'S STRUCTURES, INCLUDING THE ENCASEMENT. CONTRACTOR SHALL POTHOLE ALL FIBER LINES WITHIN THE WORK LIMITS BEFORE BEGINNING WORK IN THAT VICINITY. IF CONSTRUCTION EQUIPMENT INTENDS TO DRIVE OVER THE FIBER LINE, CONTRACTOR SHALL PLACE STEEL PLATES OVER THE FIBER LINE BEFORE CONSTRUCTION CREWS DRIVE OVER FIBER.

DESIGN CRITERIA

SCRRA DESIGN CRITERIA MANUAL, FEBRUARY 2022

30% SUBMITTAL
NOT FOR CONSTRUCTION

REV.	DATE	BY	SUB	APP.

INFORMATION CONFIDENTIAL

All plans, drawings, specifications, and or information furnished herewith shall remain the property of the Southern California Regional Rail Authority and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Southern California Regional Rail Authority.

DESIGNED BY	M. WHITE
DRAWN BY	J. ZIEGLER
CHECKED BY	J. WNEK
APPROVED BY	N. ORTEGA
DATE	8-16-2023

VENTURA COUNTY
TRANSPORTATION COMMISSION

RAILPROS
811 WILSHIRE, SUITE 1920
LOS ANGELES, CA 90017
WWW.RAILPROS.COM
EMAIL: INFO@RAILPROS.COM
PHONE: (213)627-0044

SUBMITTED: _____
JULINA CORONA, P.E.
PROJECT MANAGER

SESPE CREEK BRIDGE OVERFLOW
SANTA PAULA BRANCH LINE, FILLMORE, CA

GENERAL NOTES

CONTRACT NO.	
DRAWING NO.	G-005
REVISION	SHEET NO. 5
SCALE	NTS

PROJECT CONTROL				
POINT NUMBER	NORTHING	EASTING	ELEVATION	DESCRIPTION
500	1971511.827	6280526.913	457.84'	CUT X IN CONC ON WB SIDE OF BRIDGE 27' EAST OF WEST EXPANSION JOINT
501	1971316.983	6280828.833	458.67'	CUT X IN CONC ON WB SIDE OF BRIDGE 94' WEST OF EAST EXPANSION JOINT
502	1971336.612	6280917.852	446.28'	3.5" USC&GS BRASS BM DISK STAMPED "S121BB, 1971" ON SE ABUTMENT, CONC WALKWAY
503	1971201.537	6281085.270	458.32'	MAGNAIL & SPIKE IN GROUND 5.15' FROM CONC CURBING AT GATE TO RR ABUTMENT ON SE SIDE OF RR TRX

LEGEND:

△ PROJECT CONTROL POINT

BASIS OF COORDINATES:

THE BASIS OF HORIZONTAL CONTROL IS THE NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT (NAD83–2011), MUTI–YEAR CORS SOLUTION 2 (MYSC2) ESTABLISHED BY USING THE SMARTNET SYSTEM OF CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS).

COORDINATES ARE IN CALIFORNIA STATE PLANE COORDINATE SYSTEM, ZONE 5, EPOCH 2023.25, US SURVEY FT.

VERTICAL SURVEY CONTROL VALUES HEREON ARE BASED UPON THE NORTH AMERICAN VERTICAL DATUM OF 1988, GNSS–DERIVED BY FAST STATIC SURVEY METHODS USING GEIOD18 PER CALIFORNIA PUBLIC RESOURCES CODE 8890, DEFINED AS CALIFORNIA ORTHOMETRIC HEIGHTS OF 1988 (CH88).

ALL POSITIONS ARE CALCULATED PER A FULLY CONSTRAINED LEAST SQUARES ADJUSTMENT USING STARNET V11 LEAST SQUARES ADJUSTMENT SOFTWARE.

N

30' 0' 30' 60'

GRAPHIC SCALE

PRELIMINARY EXHIBIT

REV. | DATE | BY | SUB. | APP.

INFORMATION CONFIDENTIAL: All plans, drawings, specifications, and or information furnished herewith shall remain the property of the the Southern California Regional Rail Authority and shall be held confidential; and shall not be used for any purpose not provided for in agreements with the Southern California Regional Rail Authority.

DESIGNED BY: M. CUSICK
DRAWN BY: M. CUSICK
CHECKED BY: C. FESTA
APPROVED BY: C. FESTA
DATE: 8–11–2023

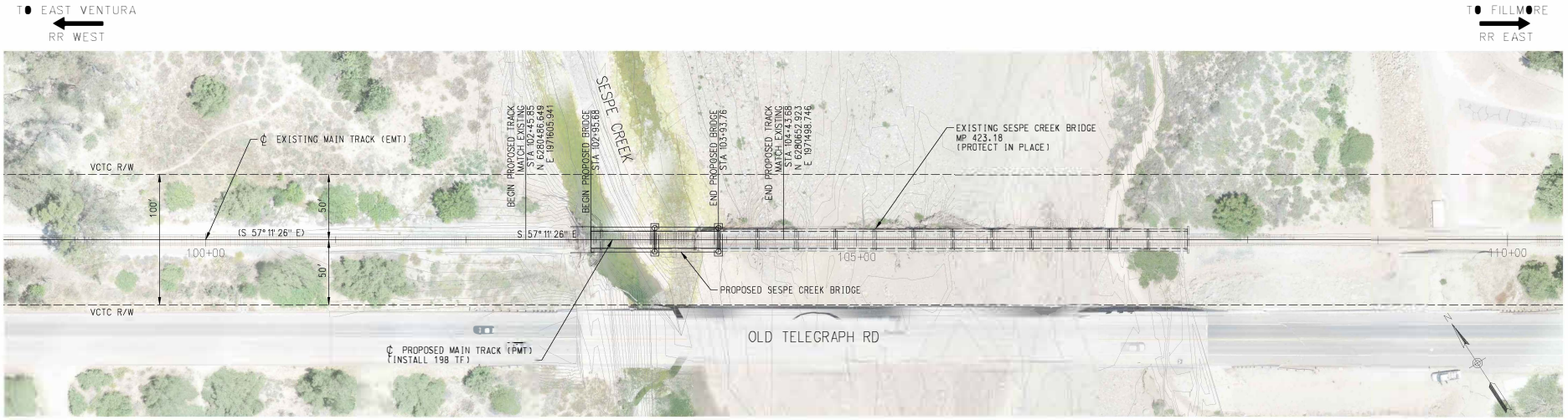
VCTC

VENTURA COUNTY TRANSPORTATION COMMISSION

SUBMITTED: _____
JULINA CORONA, P.E.
PROJECT MANAGER

SESPE CREEK BRIDGE OVERFLOW
SANTA PAULA BRANCH LINE, FILLMORE, CA
SURVEY CONTROL EXHIBIT

CONTRACT NO.:
DRAWING NO. G-006
REVISION | SHEET NO. 6
SCALE 1"=60'

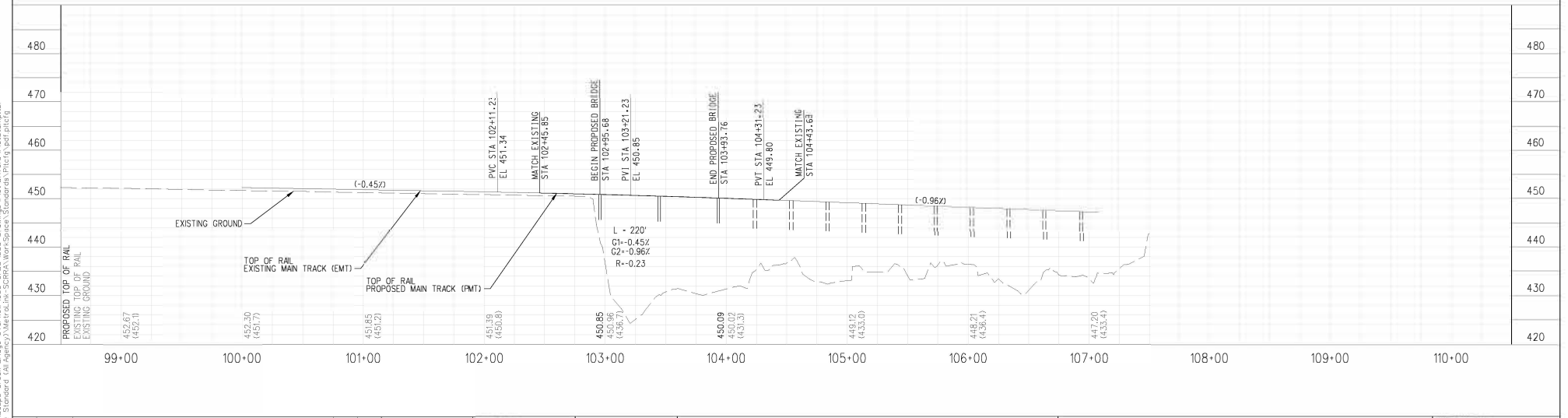


NOTES:
1. EXISTING RIGHT-OF-WAY IS BASED ON VCTC TRACK CHARTS

LEGEND:
- PROPOSED TRACK
- EXISTING TRACK
- EXISTING VCTC R/W

HORIZONTAL GRAPHIC SCALE 40' 0' 40' 80'

VERTICAL GRAPHIC SCALE 10' 0' 10' 20'



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REV. | DATE | BY | APP.

INFORMATION CONFIDENTIAL: All plans, drawings, specifications, and or information furnished herewith shall remain the property of the the Southern California Regional Rail Authority and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Southern California Regional Rail Authority.

DESIGNED BY: M. WHITE
DRAWN BY: J. ZIEGLER
CHECKED BY: J. WNEK
APPROVED BY: N. ORTEGA
DATE: 8-16-2023

VENTURA COUNTY TRANSPORTATION COMMISSION

RAILPROS
SUBMITTED:
JULINA CORONA, P.E.
PROJECT MANAGER

SESPE CREEK BRIDGE OVERFLOW
SANTA PAULA BRANCH LINE, FILLMORE, CA

TRACK PLAN AND PROFILE
STA 98+50 TO STA 110+50

CONTRACT NO.:
DRAWING NO.: RP-001
REVISION | SHEET NO.: 7
SCALE: AS SHOWN

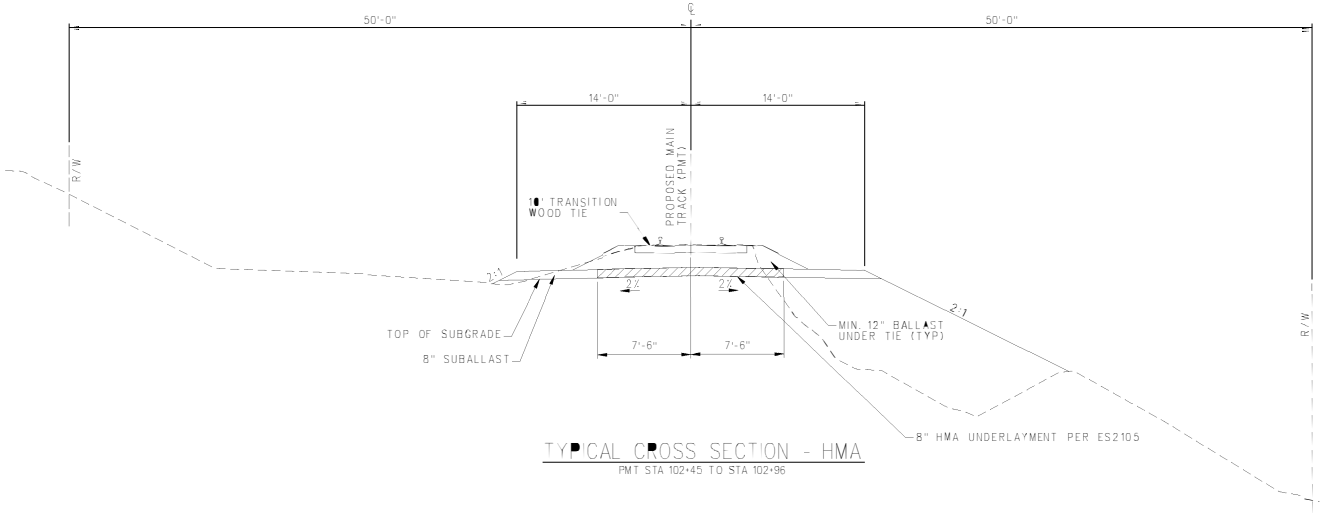
8/16/2023 11:00:11 AM USER = Jonathan Wnek
Z:\Engineering\VCTC\Sespe Creek Bridge Overflow\900 CADD\950 Drawings\Track\VCTC_SCBS_RP-001.dgn
Z:\Engineering\VCTC\Sespe Creek Bridge Overflow\900 CADD\950 Drawings\Track\SCBS_RP-001.dgn
Y:\Microstation\CADD Standard (All Agency)\MetroLink-SCRRA WorkSpace\Standards\Plot\g plot.plt.cfg

NOTES:
1) CONTRACTOR TO REMOVE AND REINSTALL TRACK FOR BRIDGE CONSTRUCTION AND HMA UNDERLAYMENT.

2) CONTRACTOP SHALL MAINTAIN A MINIMUM WALKWAY PER ES 2109 FOR ALL REINSTALLED AND RESURFACED TRACK.

3) SEE STRUCTURAL PLANS FOR PROPOSED BRIDGE.

4) CONTRACTOR TO FIELD VERIFY EXISTING HMA. IF HMA IS ENCOUNTERED, CONTRACTOR TO REMOVE EXISTING HMA PRIOR TO PROPOSED HMA INSTALLATION FOR BRIDGE APPROACH.



TYPICAL CROSS SECTION - HMA

PMT STA 102+45 TO STA 102+96

8/16/2023 11:00:31 AM USER = Jonathan Wnek
Z:\Engineering\VCTC\Sespe Creek Bridge Overflow\900 CADD\950 Drawings\Track\VCTC-SCB-TD-001.dgn
Z:\Engineering\VCTC\Sespe Creek Bridge Overflow\900 CADD\950 Drawings\Track\Xrefs\Typical Section.dgn
Y:\Microstation\CADD Standard (All Agency)\MetroLink-SCRRA Workspace\Standards\Plotfig pdf plt.cfg

30% SUBMITTAL
NOT FOR CONSTRUCTION

REV.	DATE	BY	SUB.	APP.

DESIGNED BY	M. WHITE
DRAWN BY	J. ZIEGLER
CHECKED BY	J. WNEK
APPROVED BY	N. ORTEGA
DATE	8-16-2023

VENTURA COUNTY TRANSPORTATION COMMISSION

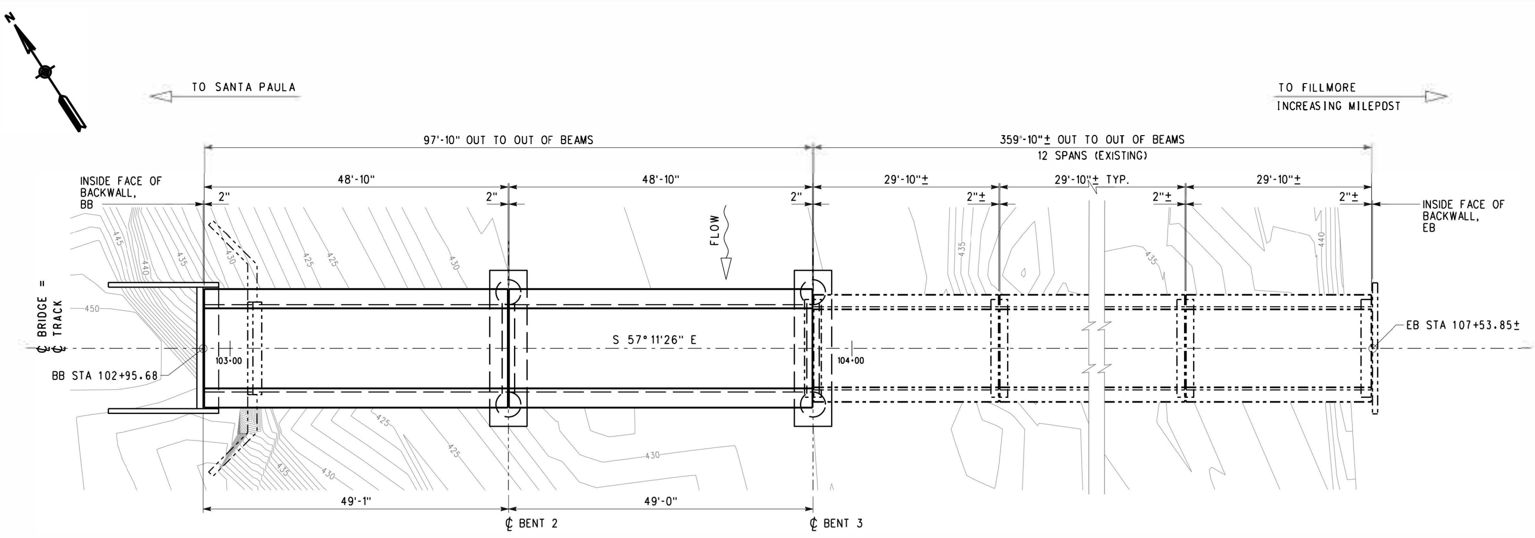
RAILPROS
811 WILSHIRE, SUITE 1820
LOS ANGELES, CA 90017
WWW.RAILPROS.COM
EMAIL: INFO@RAILPROS.COM
PHONE: (213)621-0044

SUBMITTED: _____
JULINA CORONA, P.E.
PROJECT MANAGER

SESPE CREEK BRIDGE OVERFLOW
SANTA PAULA BRANCH LINE, FILLMORE, CA

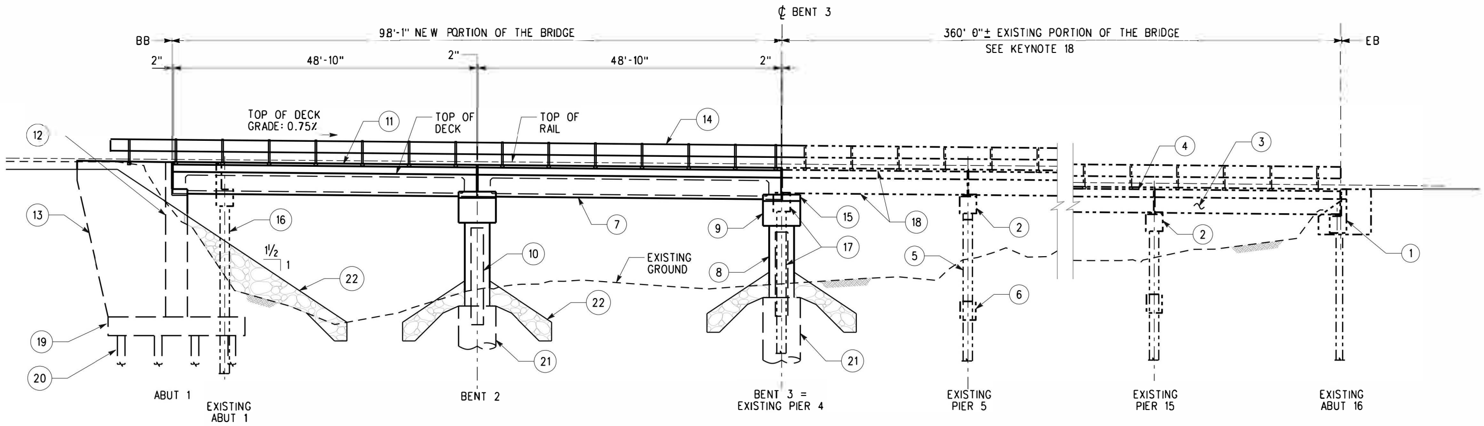
TYPICAL SECTION

CONTRACT NO.	
DRAWING NO.	TD-001
REVISION	SHEET NO. 8
SCALE	NTS



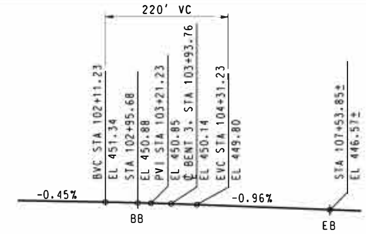
PLAN

SCALE: 1"=10'



ELEVATION

SCALE: 1"=10'



PROFILE GRADE - ℄ TRACK

NO SCALE

RAILROAD DATA

MILEPOST:	423.18
SUBDIVISION:	FILLMORE & WESTERN RAILWAY CO
DOT #:	NONE
CITY:	FILLMORE
COUNTY:	VENTURA
STATE:	CALIFORNIA
LATITUDE:	34° 24' 22.78" N
LONGITUDE:	118° 55' 55.13" W

KEYNOTES

1. EXISTING CONCRETE ABUTMENT
2. EXISTING CONCRETE BENT CAP
3. EXISTING CONCRETE GIRDER
4. EXISTING CONCRETE WALKWAY
5. EXISTING STEEL PILES WITH IN-FILL WALL
6. EXISTING CONCRETE COLLAR
7. PRECAST PRESTRESSED CONCRETE DOUBLE-BOX BRIDGE
8. CONCRETE COLUMN, 4'-0"Ø
9. CONCRETE BENT CAP
10. CONCRETE IN-FILL WALL
11. CONCRETE WALKWAY
12. CONCRETE ABUTMENT
13. CONCRETE WINGWALL
14. HANDRAIL
15. CATCHER BLOCK
16. EXISTING ABUTMENT, IN-FILL WALL & STEEL PILES TO BE REMOVED
17. EXISTING BENT, IN-FILL WALL & STEEL PILES TO BE REMOVED
18. EXIST CONC GIRDERS AND WALKWAYS TO BE REMOVED AND RE-INSTALLED BETWEEN EXIST PIERS 4 AND 5.
19. CONCRETE PILE CAP
20. CIDH CONCRETE PILES, 2'-0"Ø
21. CIDH CONCRETE PILES, 6'-0"Ø
22. ROCK SLOPE PROTECTION

LEGEND

- - - - INDICATES EXISTING STRUCTURE

——— INDICATES NEW STRUCTURE

NOTES

1. FOR TYPICAL SECTIONS, SEE "TYPICAL SECTIONS" SHEET.
2. XXX

8/15/2023 3:46:38 PM USER = gerry.estepo
Z:\Engineering\VCTC\Sespe Creek Bridge Overflow\900 CADD\950 Drawings\S-001_GeneralPlan 1.sht
Y:\MicroStation\CADD Standard (All Agency)\SCRRA\Structures\WorkSpace\Standards\Tables\Pen\SCRRA_HalfSize.tbl
Y:\Microstation\CADD Standard (All Agency)\MetroLink-SCRRA\WorkSpace\Standards\Pltcfg\pdf.pltcfg

REV.	DATE	BY	SUB.	APP.

DESIGNED BY H. KAZEM
DRAWN BY G. ESTEPA
CHECKED BY S. NAVEED
APPROVED BY R. MATTHEWS
DATE XX-XX-XXXX

PROGRESS SUBMITTAL 30% NOT FOR CONSTRUCTION

VENTURA COUNTY TRANSPORTATION COMMISSION

RAILPROS

SUBMITTED: DANIELLE LIBRING, P.E., T.E. PROJECT MANAGER

SESPE CREEK BRIDGE OVERFLOW
SANTA PAULA BRANCH LINE, FILLMORE, CA

GENERAL PLAN NO. 1
PLAN AND ELEVATION

CONTRACT NO.
DRAWING NO. S-001
REVISION
SHEET NO. 1 OF
SCALE AS SHOWN

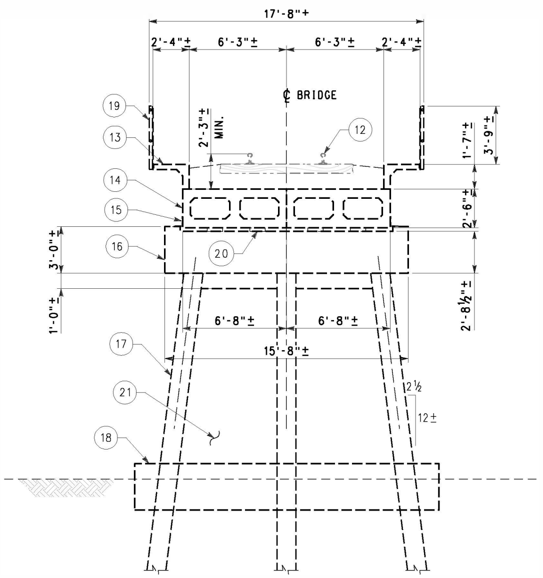
* DEPTH TOP/RAIL TO TOP/DECK	
8"	RAIL & TIE PLATE
8"	CONCRETE TIE
8"	MINIMUM BALLAST
4"	MAXIMUM HMA AT CENTERLINE AND VARIES WITH 1% CROSS SLOPE
2'-4"	TOTAL

KEYNOTES

- RAIL AND CONCRETE TIES
- PRECAST CONCRETE BALLAST CURB & SIDEWALK
- PRECAST PRESTRESSED CONCRETE DOUBLE BOX GIRDER
- CONCRETE SHEAR KEY
- CAST-IN-PLACE CONCRETE BENT CAP
- CONCRETE COLUMN, 4'-0"Ø
- CIDH CONCRETE PILE, 6'-0"Ø
- HANDRAIL
- BEARING PAD
- CONCRETE IN-FILL WALL
- EXISTING GRADE
- EXISTING RAIL AND TIES
- EXISTING BALLAST CURB & SIDEWALK
- EXISTING PRECAST PRESTRESSED CONCRETE DOUBLE BOX GIRDER
- EXISTING STEEL ANGLE
- EXISTING CONCRETE BENT CAP
- EXISTING STEEL PILE
- EXISTING CONCRETE COLLAR
- EXISTING HANDRAIL
- EXISTING BEARING PAD
- EXISTING CONCRETE IN-FILL WALL

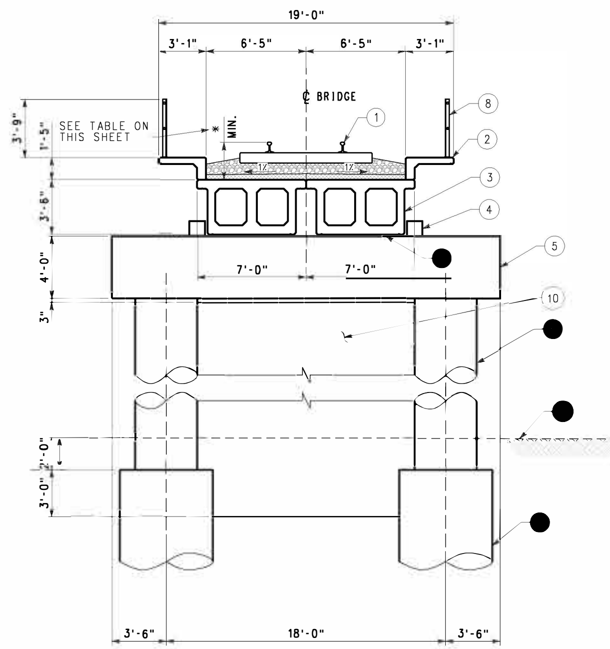
NOTE

1. ALL EXISTING DIMENSIONS ARE APPROXIMATE AND SHALL BE FIELD MEASURED AND CONFIRMED.



TYPICAL SECTION - EXISTING BENTS

SCALE: 1/4" = 1'-0"



TYPICAL SECTION - NEW BENTS 2 & 3

SCALE: 1/4" = 1'-0"

8/15/2023 3:55:28 PM USER = gerry.estepa

REV.	DATE	BY / SUB	APP.

INFORMATION CONFIDENTIAL: All plans, drawings, specifications, and or information furnished herewith shall remain the property of the Southern California Regional Rail Authority and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Southern California Regional Rail Authority.

DESIGNED BY H. KAZEM
DRAWN BY G. ESTEPA
CHECKED BY S. NAVEED
APPROVED BY R. MATTHEWS
DATE XX-XX-XXXX

PROGRESS SUBMITTAL 30% NOT FOR CONSTRUCTION

VENTURA COUNTY TRANSPORTATION COMMISSION

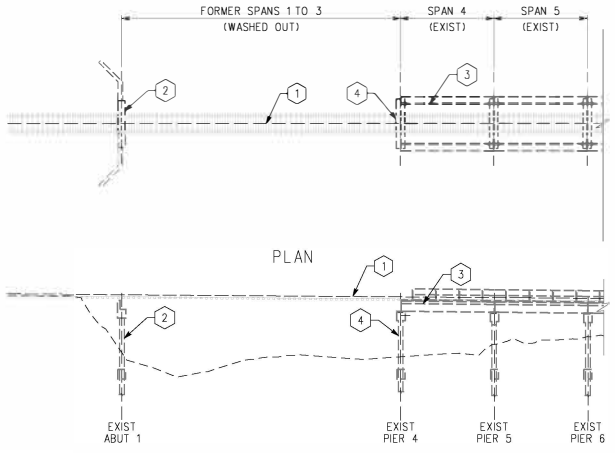
RAILPROS

SUBMITTED: DANIELLE LIBRING, P.E., T.E. PROJECT MANAGER

SESPE CREEK BRIDGE OVERFLOW
SANTA PAULA BRANCH LINE, FILLMORE, CA

GENERAL PLAN NO. 2
TYPICAL SECTIONS

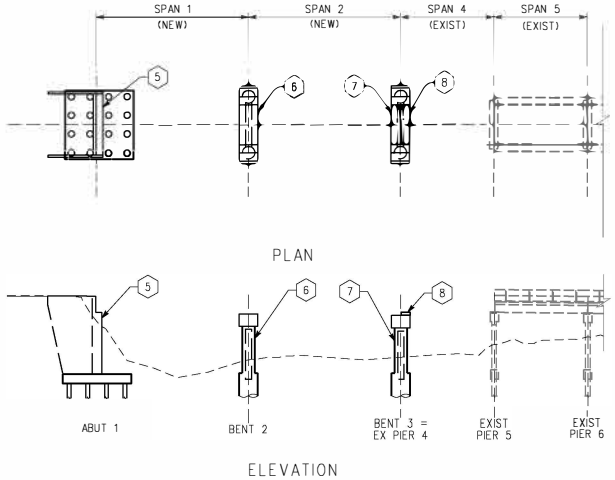
CONTRACT NO.
DRAWING NO. S-002
REVISION
SHEET NO. 2 OF
SCALE AS SHOWN



NOTES - STAGE 1:

1. REMOVE EXISTING TRACKS & TIES. CUT RAILS FROM 50 FT BEFORE ABUTMENT 1 TO MIDPOINT OF EXISTING SPAN BETWEEN EXISTING PIERS 5 AND 6
2. DEMOLISH EXISTING ABUTMENT AND REMOVE EXISTING STEEL PILES
3. REMOVE EXISTING CONCRETE GIRDERS & HANDRAILS IN SPAN BETWEEN EXISTING PIERS 4 AND 5. EXISTING GIRDERS TO BE REPAIRED (AS NEEDED)/REINSTALLED AT A LATER CONSTRUCTION STAGE
4. DEMOLISH EXISTING PIER 4 AND REMOVE EXISTING STEEL PILES, IN-FILL WALL & CONCRETE COLLAR

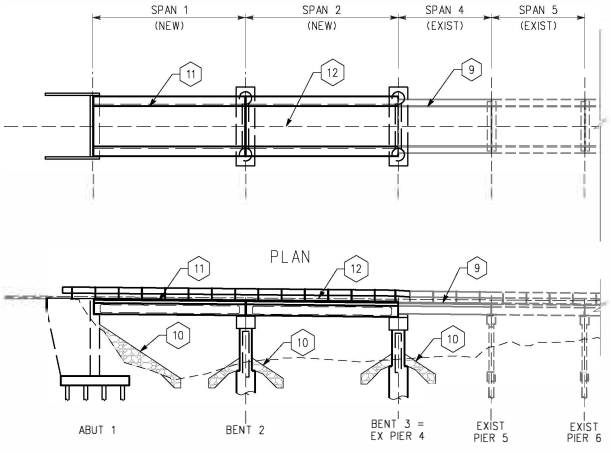
CONSTRUCTION STAGE 1



NOTES - STAGE 2:

5. BUILD ABUTMENT 1 AND WINGWALLS
6. BUILD BENT 2
7. BUILD BENT 3
8. INSTALL PRECAST CONCRETE CATCHER BLOCK ON BENT 3

CONSTRUCTION STAGE 2



NOTES - STAGE 3, FINAL:

9. RE-INSTALL SPAN 4 SUPERSTRUCTURE INCLUDING GIRDERS, WALKWAYS & HANDRAILS
10. BUILD ROCK SLOPE PROTECTION FOR ABUTMENT 1, BENT 2 AND BENT 3
11. INSTALL NEW SUPERSTRUCTURE ON SPANS 1 AND 2 INCLUDING WALKWAYS AND HANDRAILS
12. INSTALL HMA, BALLAST, TRACKS & TIES

CONSTRUCTION STAGE 3 - FINAL

REV.	DATE	BY	SUB.	APP.

DESIGNED BY: H. KA...ZEM
DRAWN BY: G. ESTEPA
CHECKED BY: S. NAVEED
APPROVED BY: R. MATTHEWS
DATE: XX-XX-XXXX

30% PROGRESS SUBMITTAL NOT FOR CONSTRUCTION

VENTURA COUNTY TRANSPORTATION COMMISSION

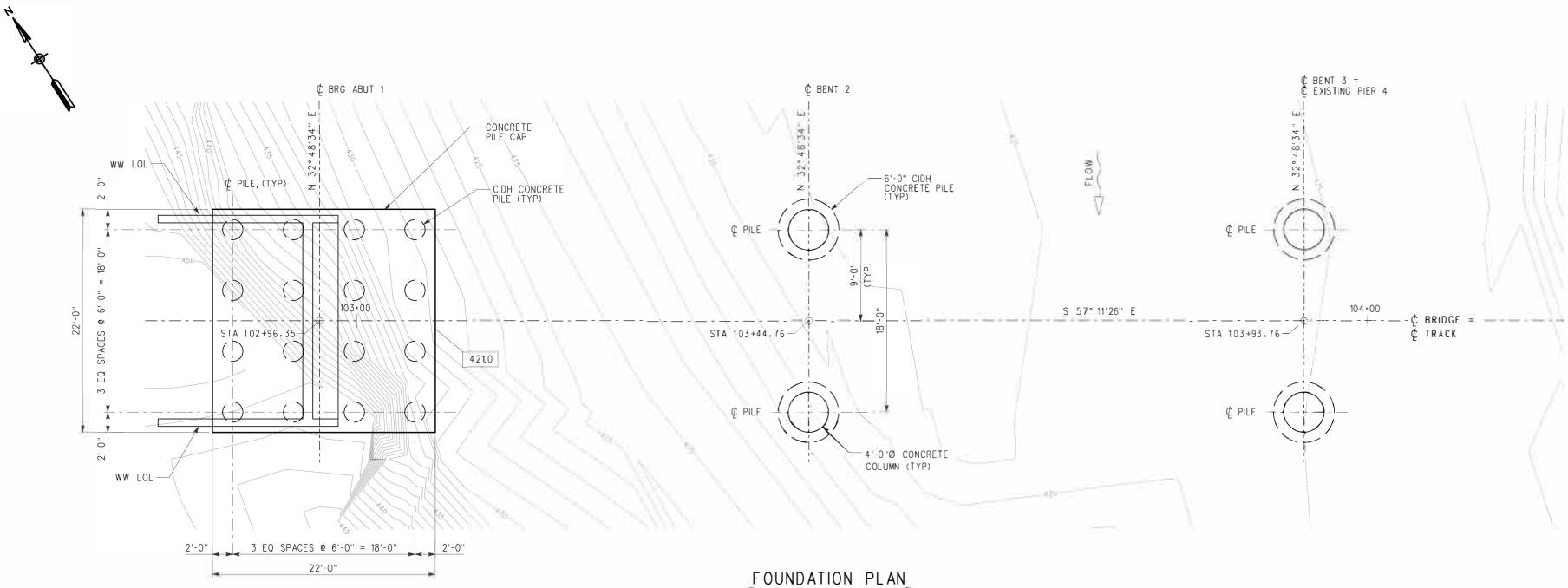
RAILPROS

SUBMITTED: _____
DANIELLE LIBRING, P.E., T.E.
PROJECT MANAGER

SESPE CREEK BRIDGE OVERFLOW
SANTA PAULA BRANCH LINE, FILLMORE, CA

STAGE CONSTRUCTION PLAN

CONTRACT NO.
DRAWING NO. S-003
REVISION
SHEET NO. 3 OF
SCALE: NO SCALE



FOUNDATION PLAN

SCALE: 3/16" = 1'-0"

HYDRAULOGICAL DATA

50 YEAR FLOOD LEVEL = XXX.XX
100 YEAR FLOOD LEVEL = XXX.XX

LEGEND

- NEW STRUCTURE
- 24" Ø CIDH PILE
- 72" Ø CIDH PILE
- XXX.X BOTTOM OF PILE CAP ELEVATION
- DIRECTION OF FLOW

NOTES

1. XXX

PILE DATA TABLE

LOCATION	PILE TYPE	NOMINAL RESISTANCE (kips)		PILE CUT-OFF ELEVATION (ft)	DESIGN TIP ELEVATION (ft)	SPECIFIED TIP ELEVATION (ft)	NOMINAL DRIVING RESISTANCE (kips)
		COMPRESSION	TENSION				
ABUT 1	24"Ø CIDH			421.25			
BENT 2	72"Ø CIDH			425.00			
BENT 3	72"Ø CIDH			429.00			

NOTES:
1. DESIGN TIP ELEVATIONS ARE CONTROLLED BY: (a) COMPRESSION, (b) TENSION, (c) SETTLEMENT, AND (d) LATERAL LOAD.
2. THE SPECIFIED TIP ELEVATION FOR DRIVEN PILES MUST NOT BE RAISED ABOVE THE DESIGN TIP ELEVATIONS FOR SETTLEMENT AND LATERAL LOAD. THE SPECIFIED TIP ELEVATION FOR CISS PILES MUST NOT BE RAISED.

BENCH MARK

BENCH MARK	NORTHING	EASTING	ELEV (FT)	DESCRIPTION

SURVEY CONTROL: HORIZONTAL CONTROL FOR THIS SURVEY IS BASED ON THE NORTH AMERICAN DATUM OF 1983 (NAD83) AND THE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE 5. VERTICAL CONTROL IS BASED ON THE NORTH AMERICAN VERICAL DATUM OF 1988 (NAVD88).

REV.	DATE	BY	SUB	APP

DESIGNED BY: H. KAZEM
DRAWN BY: G. ESTEPA
CHECKED BY: S. NAVEED
APPROVED BY: R. MATTHEWS
DATE: XX-XX-XXXX

PROGRESS SUBMITTAL 30% NOT FOR CONSTRUCTION

VENTURA COUNTY TRANSPORTATION COMMISSION

RAILPROS

SUBMITTED: _____
DANIELLE LIBRING, P.E., T.E
PROJECT MANAGER

SESPE CREEK BRIDGE OVERFLOW
SANTA PAULA BRANCH LINE, FILLMORE, CA

FOUNDATION PLAN

CONTRACT NO.
DRAWING NO. S-004
REVISION
SHEET NO. 4 OF
SCALE: AS SHOWN

8/15/2023 4:16:23 PM USER • gerry.estepa
Z:\Engineering\VCTC\Sespe Creek Bridge Overflow\300 CADD\350 Drawings\S-004 Foundation Plan.dgn
Y:\Microstation\CADD Standard (All Agency)\MetroLink-SCRRA\Work Space\Standards\Plt cfg\pdf plot.cfg

Project Definition Report

Sespe Creek Bridge Overflow Project

August 16 2023

Submitted By: RailPros, Inc.

RAILPROS

250 Commerce, Suite 200
Irvine, CA 92602

Submitted To: Ventura County Transportation Commission

VCTC

1.0 Project Objective

The *Sespe Creek Overflow Bridge Reconstruction-Planning, Design & Compliance* project objective is to perform a railroad bridge repair to pre-disaster design, capacity, and function, consistent with FEMA guidance.

1.1 Project Existing Conditions

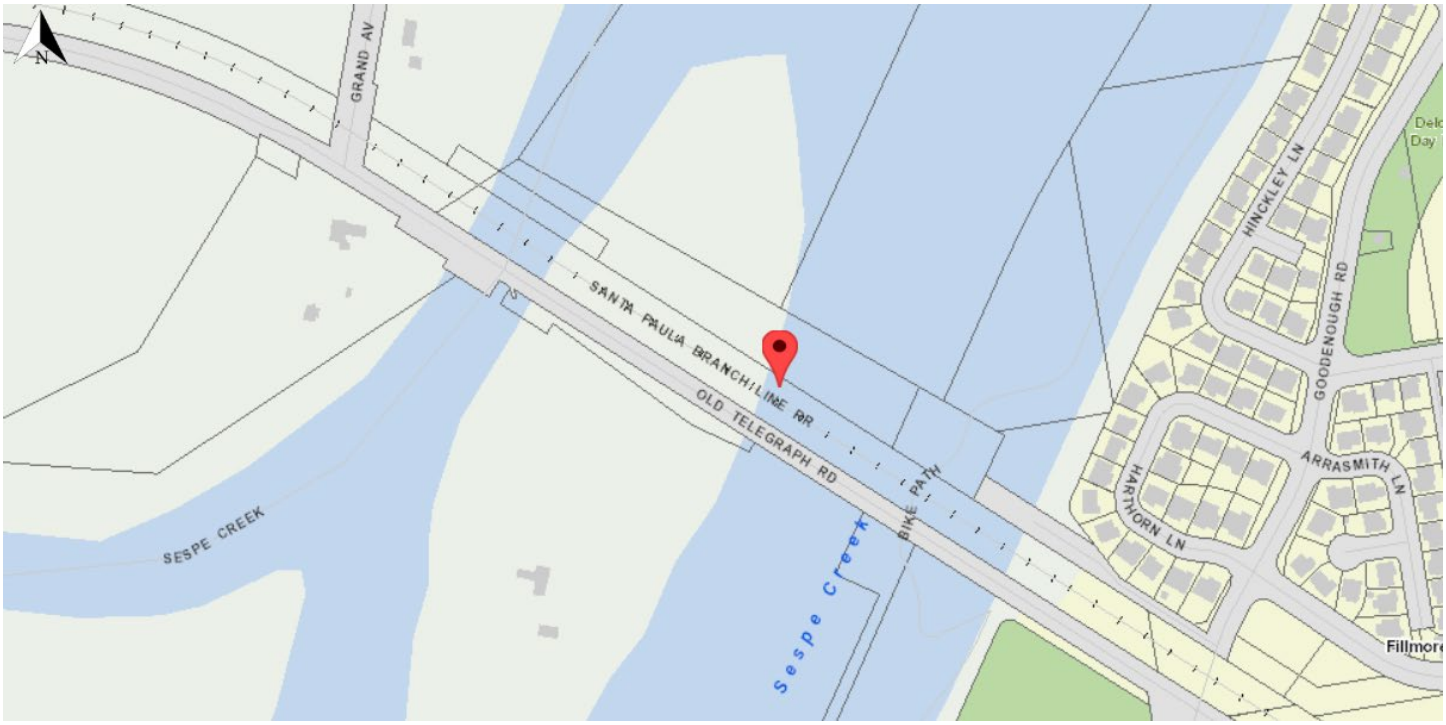
On January 10, 2023, the heavy rainfall from a series of storms led to flooding in the creek which resulted in the destruction of three span bents, approximately 90 feet, on the Easterly section of the bridge. The line is currently out of service as the rail and rail ties are suspended between the Abutment 1 and Bent 4, see Figure 1. Reconstruction of the bridge section is necessary to resume rail operations on the Sespe Creek Overflow railroad bridge.

1.2 Project Description

Ventura County Transportation Commission's (VCTC) owns the Santa Paula Branch Line (SPBL) railroad tracks that runs over the Sespe Creek. It was originally constructed by the Southern Pacific railroad in 1887 and acquired by VCTC in 1995. In 2021, VCTC entered into a 35-year Railroad Lease and Operations Agreement with Sierra Northern Railway.

The Sespe Creek Overflow railroad bridge is located within SPBL, and it is composed of 15 spans with a total length of 450 feet and vertical clearance of 14 feet. The Project is in VCTC's SPBL at Mile Post 423.44 in Fillmore, California (Longitude 34.406284, Latitude -118.931914). The bridge runs parallel to the Sespe Creek Highway Bridge.

Figure 1. Project Location (County View)



2.0 Design Limitations and Constraints

To perform the bridge repairs construction the substructure installation activities must be conducted from the creek bed which will require encroachment permits from Ventura County Watershed Protection and all necessary environmental clearance and permitting must be obtained prior to construction. An environmental field survey will be conducted within the limits defined in the Area of Potential Effects (APE) map which will need to be developed by the design team with constructability and access in mind and any creek bed clearing required from the washed out bridge components that are laying in the project area.

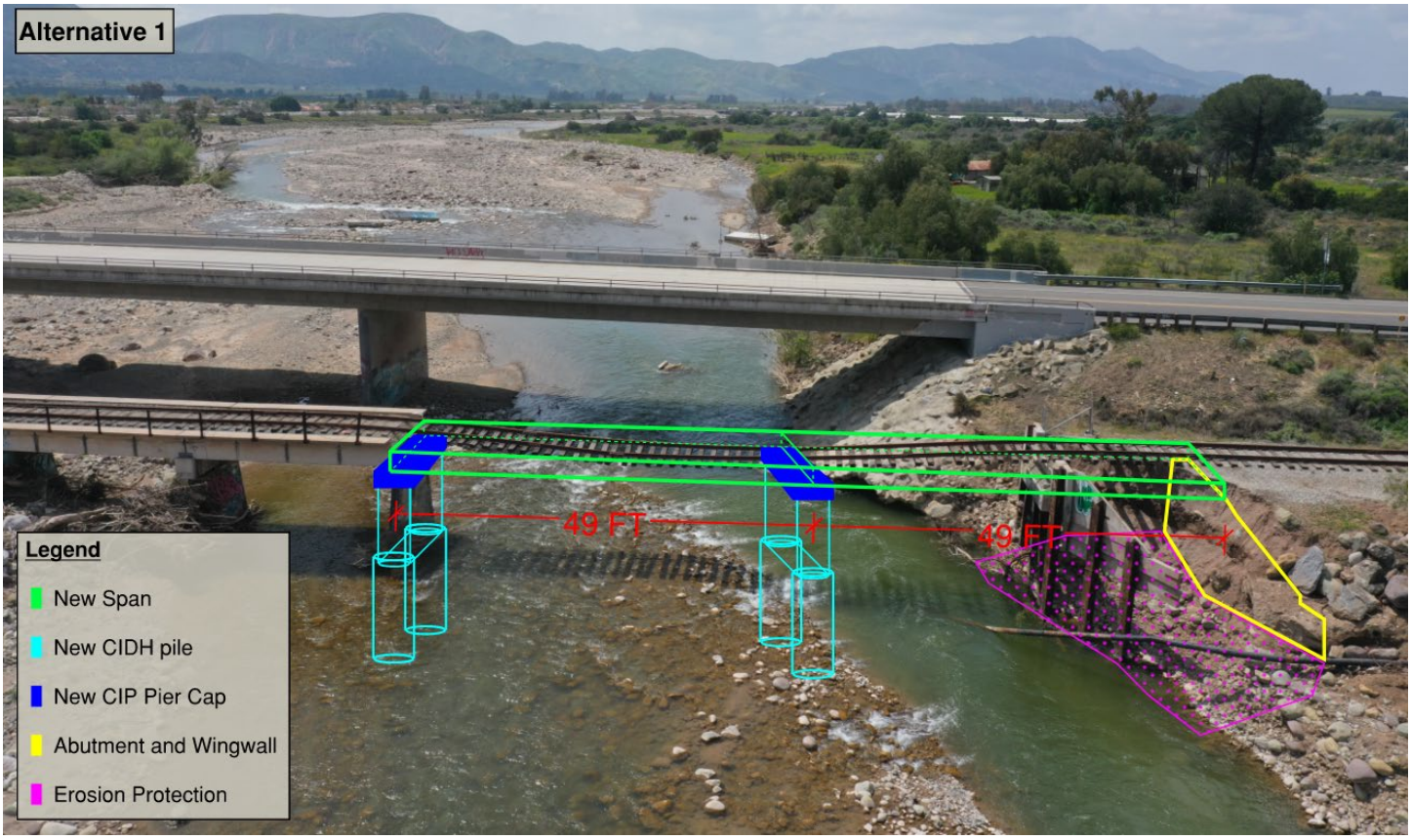
3.0 Design Alternatives

The three alternatives were identified for the reconstruction to a portion of the Sespe Creek Overflow Railroad bridge. All alternatives will include erosion protection, the West abutment and wingwall. RailPros will design girders like BNSF standard girders rather than Metrolink standards to benefit from shorter material procurement lead times. After evaluating the three alternatives, Alternative 1 is recommended for reconstruction.

3.1 Alternative 1 (Proposed Design)

Alternative 1 proposes two new bents, two new pier caps, two new 49-foot spans, a new abutment and wingwall, and erosion protection. The new proposed bent will be parallel to the flow of water and each bent is comprised of two cast-in-drilled-hole (CIDH) piles. The new proposed pier caps are cast-in-place (CIP). The abutment and wingwall will be constructed at the end of the bridge.

Figure 2. Alternative 1



3.2 Alternative 2

Alternative 2 proposes a replacement-in-kind. It consists of three driven pile bents, three pier caps, three 30-foot spans, a new abutment and wingwall, and erosion protection.

3.3 Alternative 3

Alternative 3 proposes three new bents, three new CIP pier caps, three new spans, a new abutment and wingwall, and erosion protection. Like Alternative 1, the new bent will also be parallel to the flow of water and each bent is comprised of two cast-in-drilled-hole (CIDH) piles. Of the three spans, two of the spans are 49-feet in length and the third span is 30-feet in length.

August 16, 2023

Ventura County Transportation Commission, (VCTC)

SESPE CREEK BRIDGE OVERFLOW SANTA PAULA BRANCH LINE, FILLMORE, CA

30% Submittal - Design Submittal Report

Prepared by:
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1. Project Scope

The bridge requiring rehabilitation and reconstruction is located on VCTC's SPBL at Mile Post 423.44 in Fillmore, California (Longitude 34.406284, Latitude -118.931914). The bridge runs parallel to the Sespe Creek Highway Bridge. On January 10, 2023, the heavy rainfall from a series of storms led to flooding in the creek which resulted in the destruction of three span bents, approximately 90 feet, on the Easterly section of the bridge. The line is currently out of service as the rail and rail ties are suspended between the Abutment 1 and Bent 4. Reconstruction of the bridge section is necessary to resume rail operations on the Sespe Creek Overflow railroad bridge. The rehabilitation will include the entire restoration of the destroyed bridge and track bed. See the Project Definition, attached in submission, for more detailed information.

2. Background

Project Description/Definition

The Sespe Creek Overflow railroad bridge is located within SPBL, and it is composed of 15 spans with a total length of 450 feet and vertical clearance of 14 feet. The bridge is located within FEMA-designated Zone A and the channel immediately downstream of the bridge is designated ZONE AE with defined base flood elevations. The Ventura County Transportation Commission's (VCTC) Santa Paula Branch Line (SPBL) was originally constructed by the Southern Pacific railroad in 1887 and acquired by VCTC in 1995. In 2021, VCTC entered into a 35-year Railroad Lease and Operations Agreement with Sierra Northern Railway. The construction work area surrounds the North-East portion of the railroad bridge. The three design alternatives presented will improve bridge hydraulics. All design alternatives will include erosion protection, the West abutment and wingwall. Girders will likely be standard UP/BNSF girders rather than Metrolink standards to avoid delays in construction procurement as UP/BNSF standard girders are typically "shelve ready". See the Hazard Mitigation Memo for details on each alternative.

RailPros has included the **Project Definition Report** with the 30% Submittal (provided with Reference Documents) identifying 3 proposed solutions and VCTC selected Alternative 1 comprised of two new bents, two new cast-in-place (CIP) pier caps, and two new spans that are each 49-feet in length.

3. Design Criteria

Design Criteria (to be submitted separately when complete):

Prepare 30% plans. Design will include structural design of piers and the northwestern abutment. This will include repairs to current Bent 4, the standing westerly bent. Girders will be designed by RailPros similar to standard UP/BNSF girders rather than using Metrolink's standard girder, to benefit from shorter procurement lead times. The design will meet or exceed Metrolink's standard design criteria.

Geotechnical Analysis (to be submitted separately when complete):

Diaz Yourman will provide the geotechnical report with geotechnical design conclusions and recommendations that will include foundation design such as bearing capacity and settlements for potential shallow and deep foundations for the bridge structure, seismic design input for the bridge structure such as acceleration response spectrum (ARS) curves, design peak ground acceleration (PGA)

and seismic earthquake magnitude per AREMA and Caltrans codes, potential liquefaction analysis, and corrosion at the site.

Hydraulic Analysis (to be submitted separately when complete):

Hydrologist will consider 2022 FEMA submitted preliminary FIS revisions for Ventura County, if accessible, which included Sespe Creek and the bridge location and FEMA updated HEC-RAS model geometry and flows for Sespe Creek. GHD is developing an HEC-RAS model which includes Sespe Creek and the bridge location.

Foundation Type Selection (to be submitted separately when complete):

Based on the preliminary geotechnical memo, heavy structure loading, deep pile foundations will be required to support bridge structures. The necessary pile installation method is drilled given the preliminary soil parameters defined. The installation of the piles will be combined with the wet method and temporary casing. Where the site is susceptible to liquefaction, liquefaction-induced down-drag loads will be evaluated for the per Caltrans methodology as long as they meet the design criteria outlined in SCRRA Design Criteria Manual. The pile foundations will be designed per Caltrans methodology, which is the preferred practice for seismic analysis. Any design exception to SCRRA Design Criteria Manual will be brought to VCTC's attention.

4. Design Submittal

Design Drawing Sheets

Surveying Control Points: RSE performed a topographic survey and a base map of the project site which have been incorporated into the 30 percent design drawings. Survey control points were established to depict the horizontal and vertical alignment of the bridge, including adjacent top-of-rail elevations of adjacent spans and the northwest approach and elevations of the creek bed near the project.

Track Design Sheets: Track Design incorporated survey control data into the track plan and profile sheet and developed a typical cross section for the bridge approaches (Sheet 8 and 9), which is a Metrolink Standard, to be further discussed with VCTC and Sierra Northern.

Structural Design Sheets: The Structural Design based the bridge repair on the recommendations contained in the reports as part of this submittal. The proposed solution consists of two new bents, two new cast-in-place (CIP) pier caps, and two new spans that are each 49-feet in length. Each bent is comprised of two cast-in-drilled-hole (CIDH) piles 30% design diameter of the pile is taken as 6 feet pending final Geotech memo. The abutment and wingwall will be constructed at the end of the bridge. This design is shown on S-001 General Plan No. 1 Plan and Elevation.

Project Definition Report: defines the repair concept, project limits, and needs of the project.

Geotechnical Investigation Memo (to be submitted separately when complete): Diaz Yourman has conducted subsurface exploration in the channel bottom and adjacent to the abutment at the northwestern end of the three washed-out bridge spans. The boring samples from the exploration are under review in the lab. Lab results are anticipated by mid-August and will drive the development of the geotechnical memo for the final foundation design determination.

Hazard Mitigation Memo (to be submitted separately when complete): Will include more information on the design repair considerations, and recommendations to achieve a sustainable solution considering future hazard mitigation. Alternatives have been reviewed with VCTC and 30% Submittal consists of the proposed design alternative.

Hydrology and Hydraulics Memo (to be submitted separately when complete): will include results from HEC-RAS development of the memo is dependent on confirmation of boring sample lab results.

Utility Matrix Draft: See utilities matrix draft, attached in submission, for a list of affected utility information. Pending further coordination with county and VCTC.

Permits Matrix Draft: See permit matrix draft, attached in submission, for a list of permit statuses to date.

5. Design Criteria Exceptions

There are no design criteria exceptions requested for this project at the 30% design phase.

6. Permit and Environmental Coordination

Environmental Assessment: Coordinate with Environmental permitting restrictions and requirements that will be incorporated into the plans, specifications, and estimates. Jacobs will be submitting and coordinating permit approvals for the repair/replacement of the damaged bridge over Sespe Creek. Permitting may include California Department of Fish and Wildlife Lake and Streambed Alteration Agreement, and a Regional Water Quality Control Board Waste Discharge Requirements.

The approach to obtain environmental clearance is through a CEQA Statutory Exemption (SE), which will be further coordinated with VCTC and Sierra Northern prior to submission. The permits necessary to clear this project includes:

- U.S. Army Corps of Engineers Section 404 – the Clean Water Act (CWA) establishes a program to regulate the discharge of dredged or fill material into waters of the United States
- Regional Water Quality Control Board Section 401 – CWA requires that any person applying for a federal permit or license, which may result in a discharge of pollutants into waters of the United States must obtain a state water quality certification
- Fish and Wildlife's Lake and Streambed Alteration Agreement (LSAA) – must notify CDFW prior to beginning any activity that may alter the streambed profile, including drilling piles, installing riprap, and earthwork on the creek bed
- Construction General Permit (CGP) – must ensure that construction BMP methods adhere to environmental mitigation of all permits applicable to this project

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7. Quality Assurance / Quality Control (QA/QC)

RailPros follows a detailed internal QA/QC program which was implemented. QA of the 30% Design Submittal was performed by Aaron Silver, holding constructability of the project in mind. Jonathan Wnek performed the QC for the track design. Sarwar Naveed performed the QC for the structural design. Rough Order Magnitude (ROM) cost estimate performed by Julina Corona and reviewed by Aaron Silver.

8. Cost Estimate

ROM Project cost estimates were prepared for the proposed design based on high level construction cost data from recent construction bids.
See ROM Cost Estimate breakdown attached in submission.

9. Reference Information

1) Project Definition Report

PERMIT MATRIX

Project Name: Sespe Creek Bridge Overflow Repair

Last Updated: 8/11/2023

ITM	DESCRIPTION	PERMITTING AGENCY Agency Name Contact Name Address Phone	PERMIT PROCESS LEAD TIME	 DURATION OR EXPIRATION	DATA REQUIRED Technical requirements or back-up to accompany permit application	PERMIT FEE BY VCTC	 BY RP	 BY Construction Contractor	COMMENTS Basis of permit fee determination	STATUS Next steps; Outstanding issues
1	Ventura County Transportation Permit	County of Ventura Public Works Agency - Transportation Division 800 S Victoria Ave, Ventura, CA 93009 (805) 654-2055	2 Weeks		Site Specific Workplan; Certification of insurance				Application by owner.	Work under this permit has been completed.
2	Watershed Protection Permit	Public Works Agency Watershed Protection District 800 S Victoria Ave, Ventura, CA 93009 (805) 662-6882	2 Months		In process of determination.	$2,480			Application by owner.	Work under this permit has been completed.
3	404	Army Corp of Engineers Aaron Allen 915 Wilshire Blvd, Los Angeles, CA 90017 (805) 665-9660	2 Months	2 Years	To be discussed during VCTC Coordination meeting on 8/16.				Environmental lead assisting owner in processing application.	Permit is being developed by biologist.
4	401	Army Corp of Engineers Aaron Allen 915 Wilshire Blvd, Los Angeles, CA 90017 (805) 665-9660	2 Months	2 Years	To be discussed during VCTC Coordination meeting on 8/16.	TBD			Environmental lead assisting owner in processing application.	Permit is being developed by biologist.
5	Lake and Streambed Alteration Agreement (LSAA)	California Department of Fish and Wildlife (CDFW) Sue Howell 3883 Ruffin Rd, San Diego, CA 92123 (858) 467-4253	3 Months	5 Years	Project information, surveys, bio reports, environmental studies	TBD			Environmental lead assisting owner in processing application.	Permit is being developed by biologist.
6	Construciton General Permit (CGP)	California Environmental Protection Agency 1001 I St #1, Sacramento, CA 95814 (916) 323-2514			Owner information, project information, drainage report, WQMP, geotechnical report, grading/improvement plan, total disturbed soil area, construction duration, project contact information				RP assisting owner in processing application.	Has not been initiated.
7	Encroachment & Watercourse Permit	Ventura County Public Works Agency 800 S Victoria Ave, Ventura, CA 93009 (805) 662-6882	1 Month		Need SWPPP must be completed and included and include water diversion plan	$2,480			RP assisting owner in processing application.	Contractor will obtain during construction.
8										
9										
10										