

ADDENDUM NO. 1

ADDENDUM DATE: 04/25/2025

ADDENDUM NO.: 1

IFB TITLE: Sespe Creek Overflow Railroad Bridge Repair

IFB NO.: SPBL-2025-01

ADDENDUM SUMMARY

The purpose of the Addendum is to provide additional information and documentation:

1. The Exhibit 3 Project Engineering Drawings has been revised for the following sheets:
 - G-002
 - RP-001
 - S-008
 - SC-001
 - SC-002
2. Sheet G-002 was updated to indicate the revised sheets.
3. Sheet RP-001 has been replaced.
4. Sheet S-008 has been voided and replaced by SC-002.
5. Sheet SC-001 has been voided and replaced by SC-002.

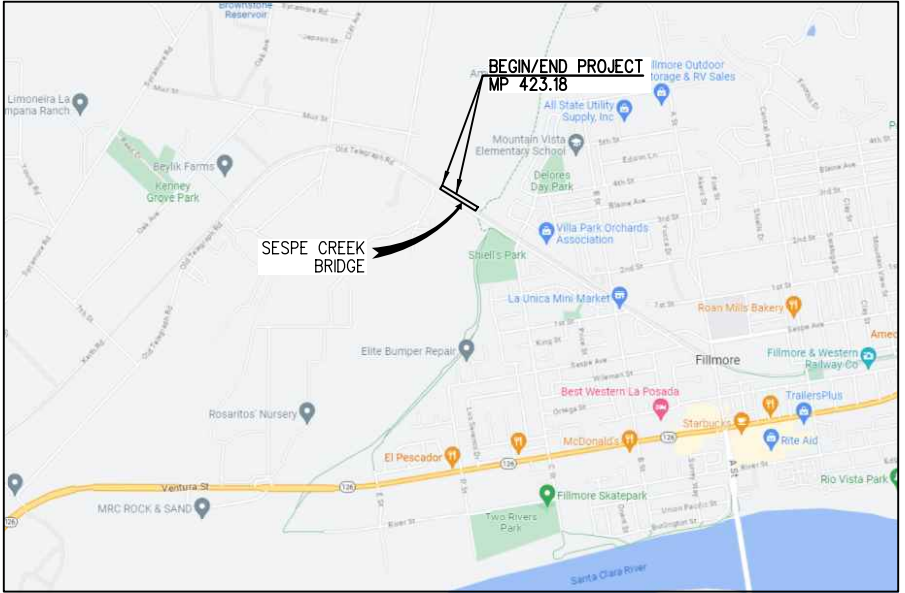
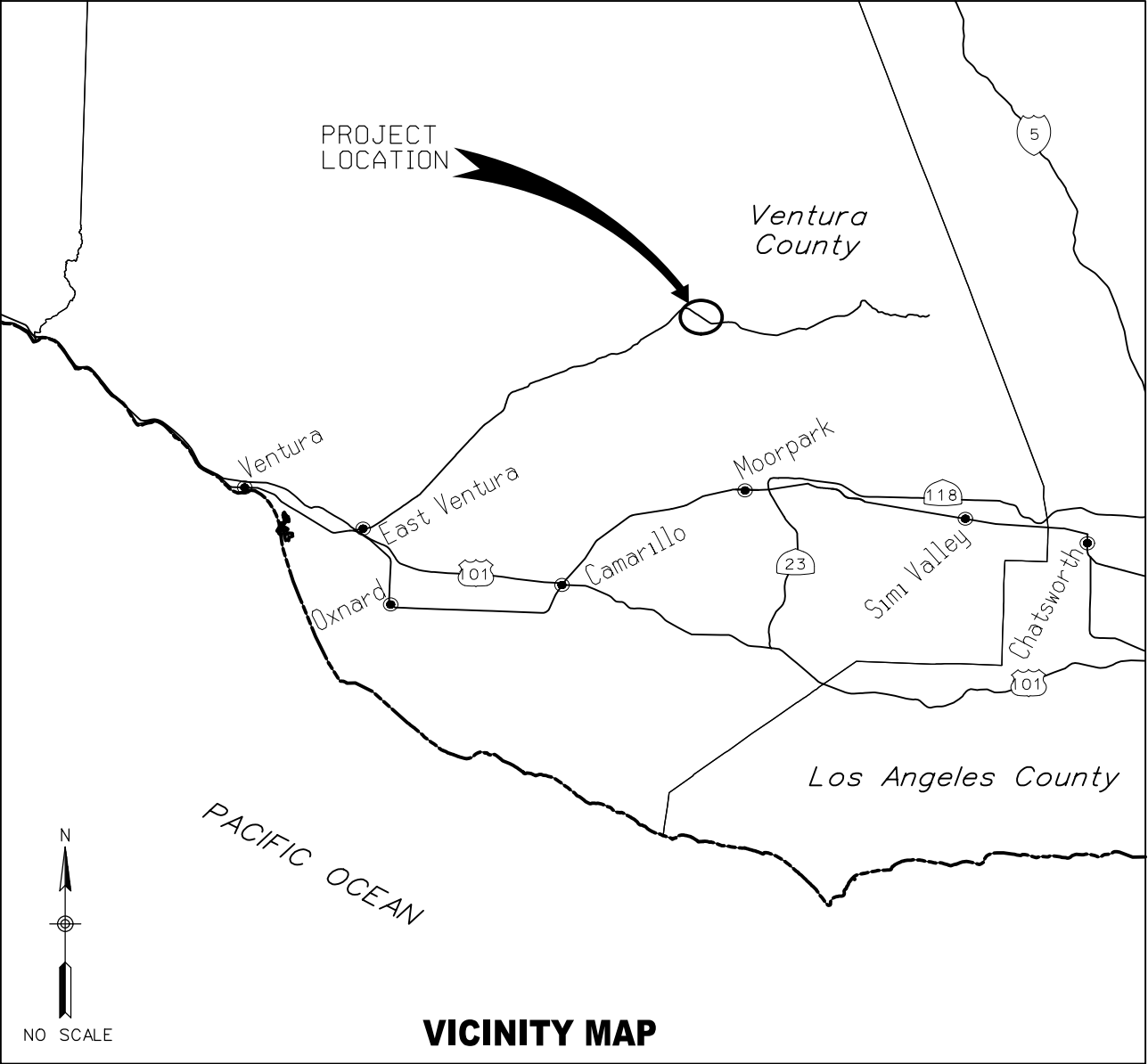
Changes noted in this addendum have been marked in the documents.

SPBL-2025-01

SESPE CREEK OVERFLOW
RAILROAD BRIDGE REPAIR

EXHIBIT 3
PROJECT ENGINEERING DRAWINGS

VENTURA COUNTY TRANSPORTATION COMMISSION
SESPE CREEK OVERFLOW
RAILROAD BRIDGE REPAIR ON THE SANTA PAULA BRANCH LINE
FILLMORE, CA




LOCATION MAP

DATE ISSUED: APRIL 4, 2025

100% SUBMITTAL
CAMERA READY

3/21/2025 USER: jackson.ziegler
Z:\Engineering\VTCT\Sespe Creek Bridge Overflow\900 CAD\950 Drawings\Troc\VTCTC_SCB_G-001.dgn
Z:\Engineering\VTCT\Sespe Creek Bridge Overflow\900 CAD\950 Drawings\Troc\VTCTC_SCB_G-001.dgn
Z:\Engineering\VTCT\Sespe Creek Bridge Overflow\900 CAD\950 Drawings\Troc\VTCTC_SCB_G-001.dgn
Z:\Engineering\VTCT\Sespe Creek Bridge Overflow\900 CAD\950 Drawings\Troc\VTCTC_SCB_G-001.dgn



APPROVED BY: _____ DATE: _____
SUBMITTED BY:  _____ DATE: 3/25/2025
JULIANA CORONA, P.E.
PROJECT MANAGER, RAILPROS



GENERAL

TRACK

STRUCTURES

GEOTECHNICAL

SCOUR COUNTERMEASURE

	<div style="border: 1px solid black; padding: 10px; text-align: center;"> <h1>FINAL DESIGN (100%) CAMERA READY</h1> </div>			
4/8	RSP SHEETS VOIDED AND REPLACED BY SC-002		JZ	MW
3/25	ISSUED FOR BID		JZ	NO
DATE			BY SUR APP	

DESIGNED BY	J. ZIEGLER
DRAWN BY	J. ZIEGLER
CHECKED BY	M. WHITE
APPROVED BY	N. ORTEGA
DATE	3-18-2025





















SESPE CREEK OVERFLOW
RAILROAD BRIDGE REPAIR ON THE
SANTA PAULA BRANCH LINE, FILLMORE, CA

INDEX OF DRAWINGS

CONTRACT NO.	
DRAWING NO.	
G-002	
REVISION	SHEET NO.
	2 OF 31
SCALE	
NTS	

EXISTING LIFESTYLES

	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
	SCRRRA INTERTRACK FENCE/WWW
	SCRRRA RIGHT-OF-WAY

	PROPOSED TRACK
	PROPOSED RESURFACE TRACK
	PROPOSED SHIFT TRACK
	EXISTING RESURFACE TRACK
	EXISTING SHIFT TRACK
	TRACK TO BE REMOVED
	FENCE
	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

CONTRACT NO.	
DRAWING NO. G-003	
REVISION	SHEET NO. 3 OF 30
SCALE NTS	

ATCS/PTC ANTENNA
BILLBOARD
BUILDING
BUMPER
COORDINATE
CROSSING GATE & FLASHERS
CURVE NUMBER
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
NORTH ARROW
PHOTOELECTRIC CELL
POLE-MOUNTED LUMINAIRE
POT HOLE LOCATION
POWER POLE/TELEPHONE POLE
RAILROAD MILEPOST

N2, 800, 500
 C12
 MP 2.27
 S
 EQ
 CB
 DI
 SD
 T
 TC

POINT OF SWITCH
(HAND-THROW TURNOUT)

POINT OF SWITCH
(POWER-OPERATED TURNOUT)

DERAIL SWITCH POINT

[illegible]

Figure 1 illustrates four types of occlusal wear: attrition, abfraction, erosion, and abrasion. Each diagram shows a cross-section of a tooth with a shaded area representing the wear. A legend at the bottom indicates 'RL' for Right Lower.

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

DESCRIPTION

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

Diagram illustrating the structure of the Conflict Resolution Designation field:

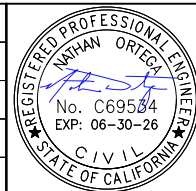
- Field 1 (5 characters):
 - XX: UTILITY DESCRIPTION
 - XXXX: UTILITY OWNER
- Field 2 (5 characters):
 - X: CONFLICT ID NUMBER
 - 0000: CONFLICT RESOLUTION DESIGNATION

Diagram illustrating a horizontal curve with various stationing and geometric points:

- ST = 216+83.38**: Stationing at the start of the curve.
- POINT OF CHANGE IN HORIZ TRACK GEOMETRY (TYP)**: Indicated by a circle at the start of the curve.
- PS #10 LHTO**: Point of Sight (PS) for the horizontal curve.
- ML 1 217+27.08**: Milepost location.
- LIT 217+27.08**: Location of the intersection.
- PITO**: Point of Intersection (PIT).
- TICKS AT EVEN 100 FT STATIONS**: Indicated by vertical tick marks along the curve.
- CL OF LAST LONG TIE**: Centerline of the last long tie.
- RR MILEPOST MARKER**: Indicated by a diamond shape labeled **MP 10**.
- ML 1 219+32**: Milepost location.
- TS = 219+81.32**: Stationing at the end of the curve.
- STATION LABELS AT EVEN 500 FT STATIONS**: Indicated by vertical tick marks along the curve.
- 220+00**: Stationing at the end of the curve.

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	J. ZIEGLER
DRAWN BY	J. ZIEGLER
CHECKED BY	M. WHITE
APPROVED BY	N. ORTEGA
DATE	3-18-2025



VENTURA COUNTY
TRANSPORTATION
COMMISSION



SUBMITTED:


JULINA CORONA, P.E.
PROJECT MANAGER

SESPE CREEK OVERFLOW
RAILROAD BRIDGE REPAIR ON THE
SANTA PAULA BRANCH LINE, FILLMORE, CA

STANDARD SYMBOLS

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

3/21/2025 3:08:41 PM USER = jackson.ziegler
VCTC Sespe Creek Bridge Overflow 300 CADD_950 Drawings\Track\VCTC_SCB-G-04.dgn
VCTC Sespe Creek Bridge Overflow 300 CADD_950 Drawings\Plot Drivers\SCRA140
Z:\Engineering\SCRA140 SCORE_03 Phase 1 Final Design - Burbank_900 CADD_950
VCTC Sespe Creek Bridge Overflow 300 CADD_950 Drawings\Plot Drivers\SCRA11X17-CLR-PDF-Stamp-CLR.plt

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 RAILROAD'S SIGNAL REPRESENTATIVE.
6. SIERRA NORTHERN & VCTC ARE NOT MEMBERS OF DIG ALERT. THE CONTRACTOR SHALL CALL SIERRA NORTHERN'S 24-HOUR EMERGENCY NUMBER 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 WRITTEN AUTHORIZATION TO PROCEED FROM SIERRA NORTHERN. IN CASE OF SIGNAL EMERGENCIES OR GRADE CROSSING PROBLEMS, THE CONTRACTOR SHALL CALL THE 24-HOUR EMERGENCY NUMBER: (888) 864-6995.
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 FOUR (4) 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 SIERRA NORTHERN EMPLOYEE-IN CHARGE (EIC) 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 EIC/FLAGMAN FROM SIERRA NORTHERN 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 SIERRA NORTHERN RAILWAY 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 BY THE CONTRACTOR 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. 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 SIERRA NORTHERN RAILWAY.
14. WALKWAYS SHALL BE PLACED AS REQUIRED BY CALIFORNIA PUBLIC UTILITIES COMMISSION GENERAL ORDER NO. 118 AND 26D AND SCRRRA 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 SIERRA NORTHERN, VCTC, VENTURA COUNTY 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 THE SATISFACTION OF THE ENGINEER.
20. ONCE IN SERVICE, 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 SIERRA NORTHERN.
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.
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 SCRRRA ENGINEERING STANDARDS. PRIOR TO CONSTRUCTION, SCRRRA 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 SIERRA NORTHERN RAILWAY TO ARRANGE FOR FLAGGING SERVICES. FLAGGING SERVICE IS DEPENDENT ON THE EIC 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 EIC FOR THE PROPOSED DATE OF WORK.
26. ALL PERSONNEL TO ACCESS SPBL ROW MUST COMPLY WITH AN ACCEPTED 49 CFR PART 214 & 243 PROGRAM. CONTRACTOR TO PERFORM WORK IS RESPONSIBLE FOR ALL TESTING REQUIRED PER THEIR ACCEPTED PROGRAM. THE CONTRACTORS RWIC MUST BE CERTIFIED WITH SNR'S CONTRACTOR SAFETY CERTIFICATION. ALLOW 5 WORKING DAYS FROM THE REQUEST TO SNR FOR SAFETY TRAINING TO BE ARRANGED.
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, MARCH 2024

PROJECT SPECIFIC SPECIFICATIONS

SCRRA STANDARD SPECIFICATIONS

[illegible]

TO FILLMORE
RR EAST



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 "S12188, 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 TR

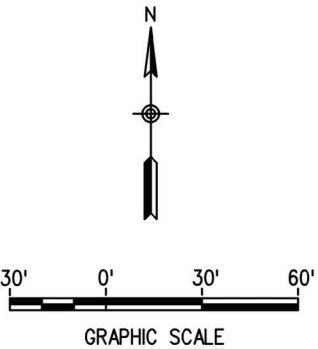
 PROJECT CONTROL POINT

THE BASIS OF HORIZONTAL CONTROL IS THE NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT (NAD83-2011), MULTI-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 GEOID18 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.



FINAL DESIGN (100%) CAMERA READY

INFORMATION CONFIDENTIAL:
All plans, drawings, specifications, and or information furnished herewith shall remain the property of the Ventura County Transportation Commission and shall be held confidential; and shall not be used for any purpose not provided for in agreements with the Ventura County Transportation Commission.

DESIGNED BY	M. CUSICK
DRAWN BY	M. CUSICK
CHECKED BY	C. FESTA
APPROVED BY	C. FESTA
DATE	03-18-2021



VENTURA COUNTY
TRANSPORTATION COMMISSION



RSE, INC.
 OTHILL BLVD, STE. 200
 EMONT, CA 91711
 W.RSECORP.COM

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

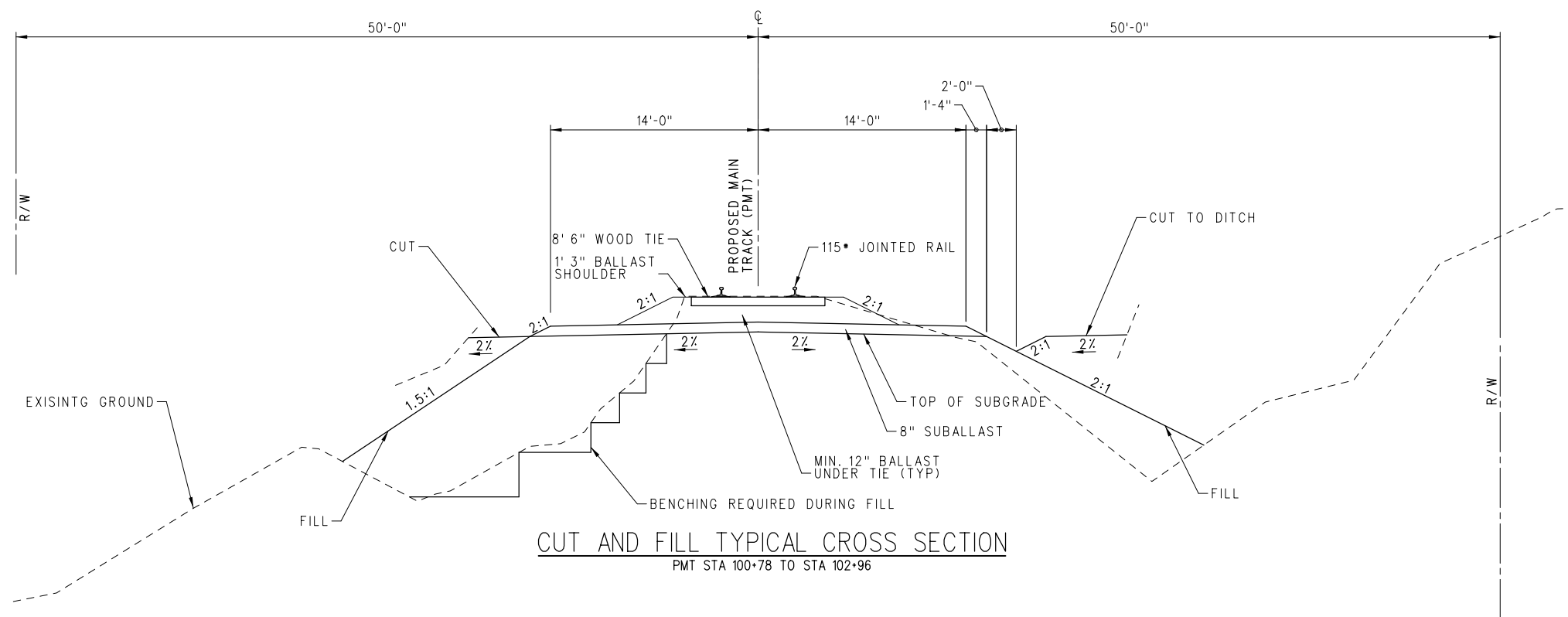
SESPE CREEK OVERFLOW BRIDGE REPAIR ON THE SANTA PAULA BRANCH LINE, FILLMORE, CA

SURVEY CONTROL EXHIBIT

CONTRACT NO.		
DRAWING NO.		
G-006		
REVISION	SHEET NO.	
	6	OF 30
SCALE		
AS SHOWN		

\$DATE\$	\$TIME\$	\$USER\$
\$FILE\$		
\$PENTBILL\$		
\$PLTDRVL\$		

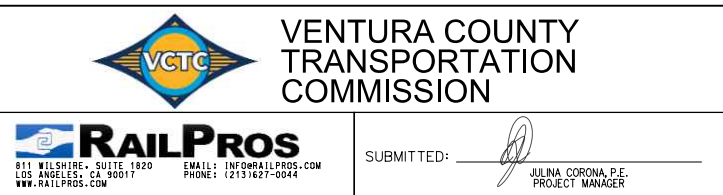
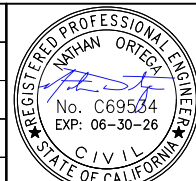
1. CONTRACTOR TO REMOVE AND REPLACE TRACK FOR BRIDGE CONSTRUCTION.
2. CONTRACTOR SHALL MAINTAIN A MINIMUM WALKWAY PER SCRRR ES 2109 FOR ALL REINSTALLED AND RESURFACED TRACK.
3. SEE STRUCTURAL PLANS FOR PROPOSED BRIDGE.
4. CONTRACTOR SHALL GRADE FOR BOTH DITCHES TO PROPERLY DRAIN.
5. CONTRACTOR TO BENCH FILL INTO EXISTING GRADE WITH A MAX OF 3' HORIZONTAL BENCH FOR LOWEST BENCH, 2' MAX ON SUBSEQUENT BENCHES.



FINAL DESIGN (100%)
NOT FOR CONSTRUCTION

INFORMATION CONFIDENTIAL-
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DESIGNED BY	J. ZIEGLER
DRAWN BY	J. ZIEGLER
CHECKED BY	M. WHITE
APPROVED BY	N. ORTEGA
DATE	3-18-2025

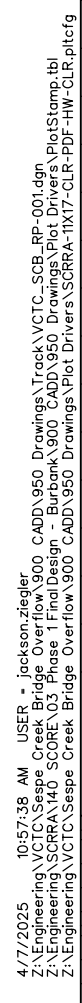
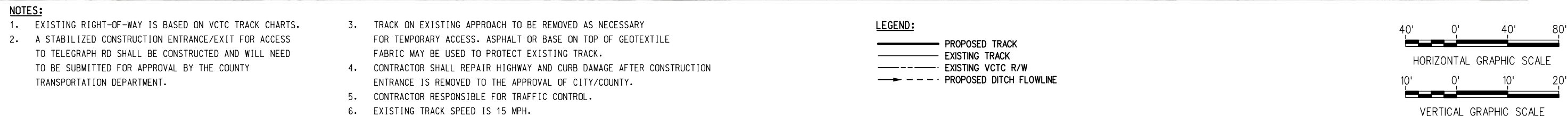


SESPE CREEK OVERFLOW
RAILROAD BRIDGE REPAIR ON THE
SANTA PAULA BRANCH LINE, FILLMORE, CA
TYPICAL SECTION

CONTRACT NO.	
DRAWING NO. TD-001	
REVISION	SHEET NO. 7 OF 30
SCALE NTS	

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TO FILLMORE
RR EAST



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REGISTERED PROFESSIONAL ENGINEER
NATHAN ORTEGA
No. C69534
EXP: 06-30-26
CIVIL
STATE OF CALIFORNIA

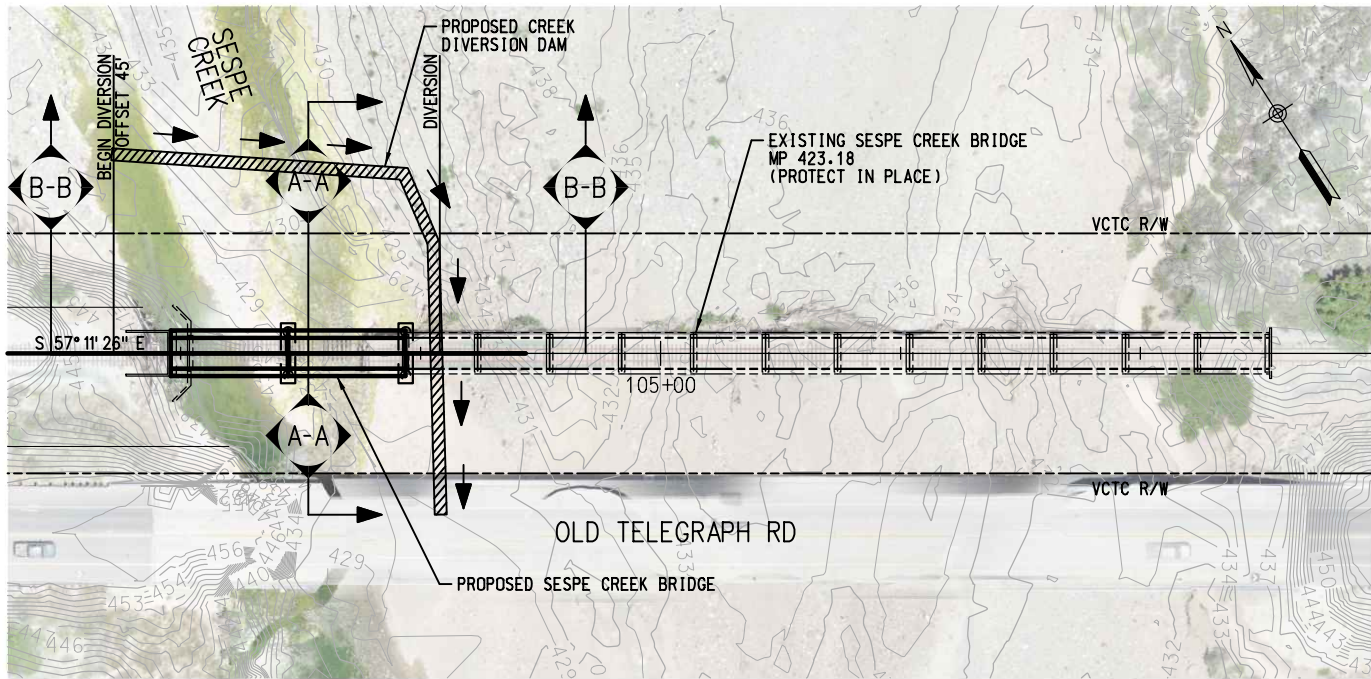


CONTRACT NO.	
DRAWING NO. RP-001	
REVISION 2	SHEET NO. 8 OF 31
SCALE AS SHOWN	

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TO EAST VENTURA
RR WEST

TO FILLMORE
RR EAST

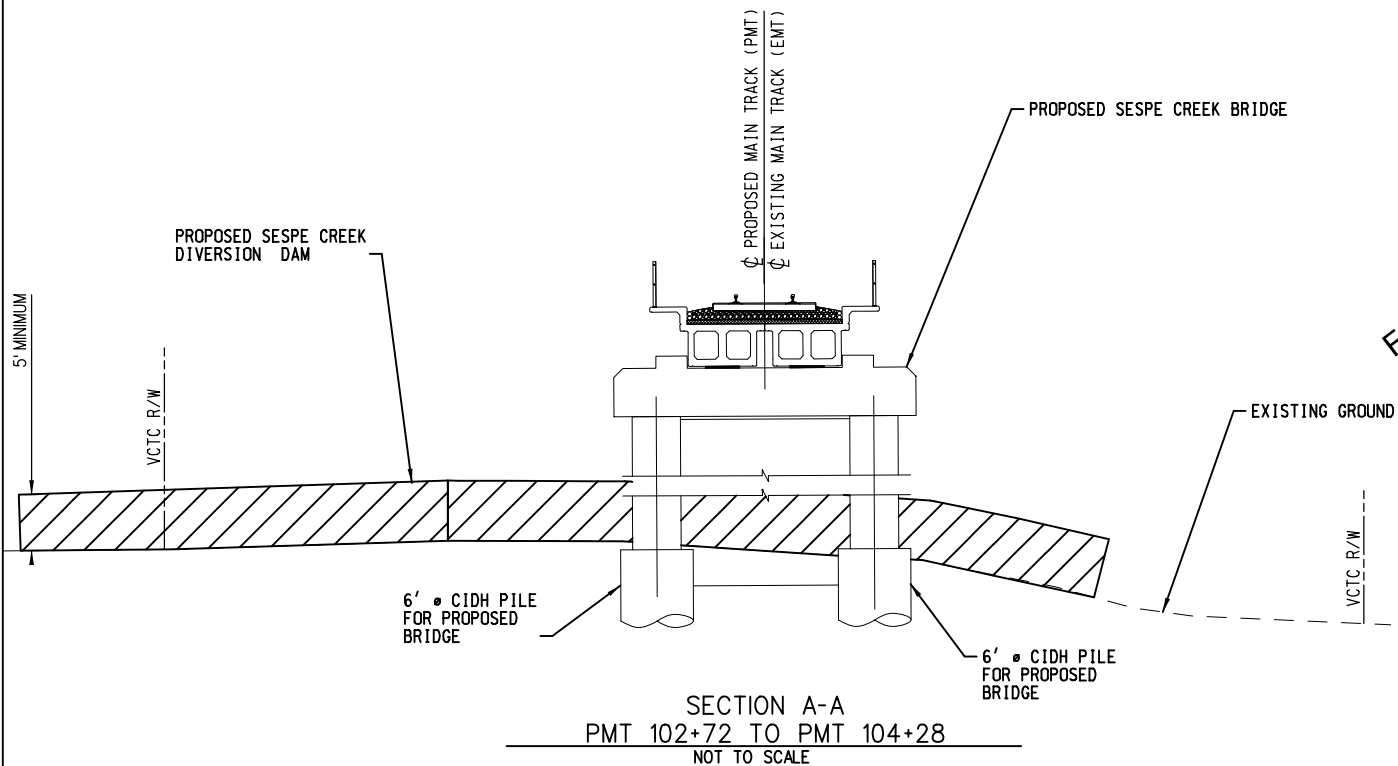
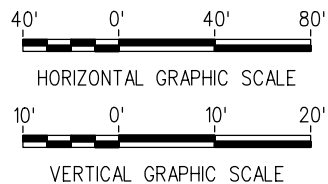
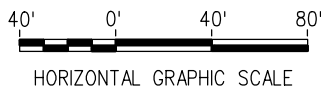


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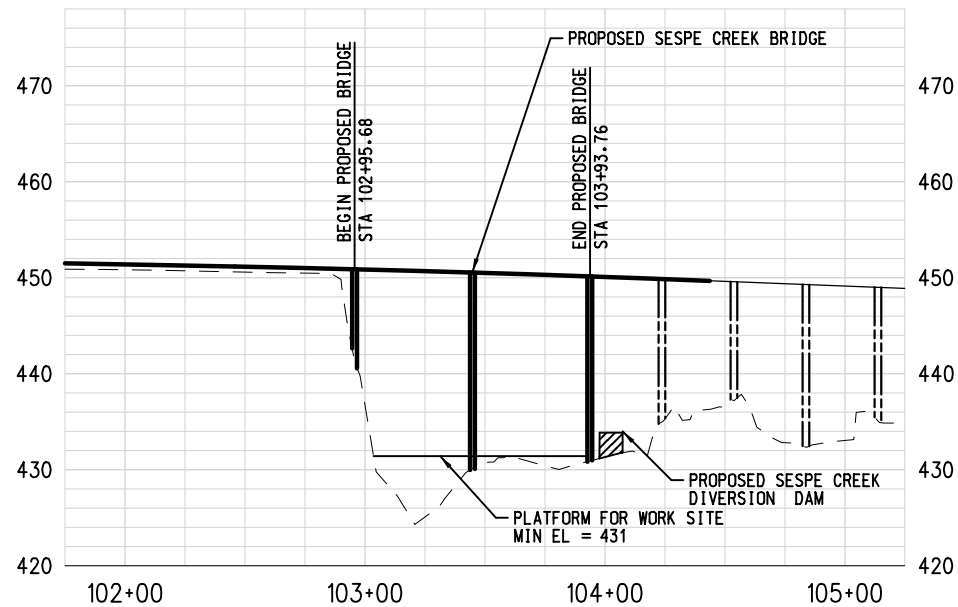
1. EXISTING RIGHT-OF-WAY IS BASED ON VCTC TRACK CHARTS.

LEGEND:

- PROPOSED TRACK
— EXISTING TRACK
--- EXISTING VCTC R/W
▨ PROPOSED BARRIER
➔ PROPOSED WATER DIVERSION FLOW



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FOR CONSTRUCTION



CAMERA READY
(FOR INFORMATION ONLY, NOT
FOR CONSTRUCTION)

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DESIGNED BY
J. CORONA
DRAWN BY
J. ZIEGLER
CHECKED BY
M. WHITE
APPROVED BY
N. ORTEGA
DATE
3-18-2025

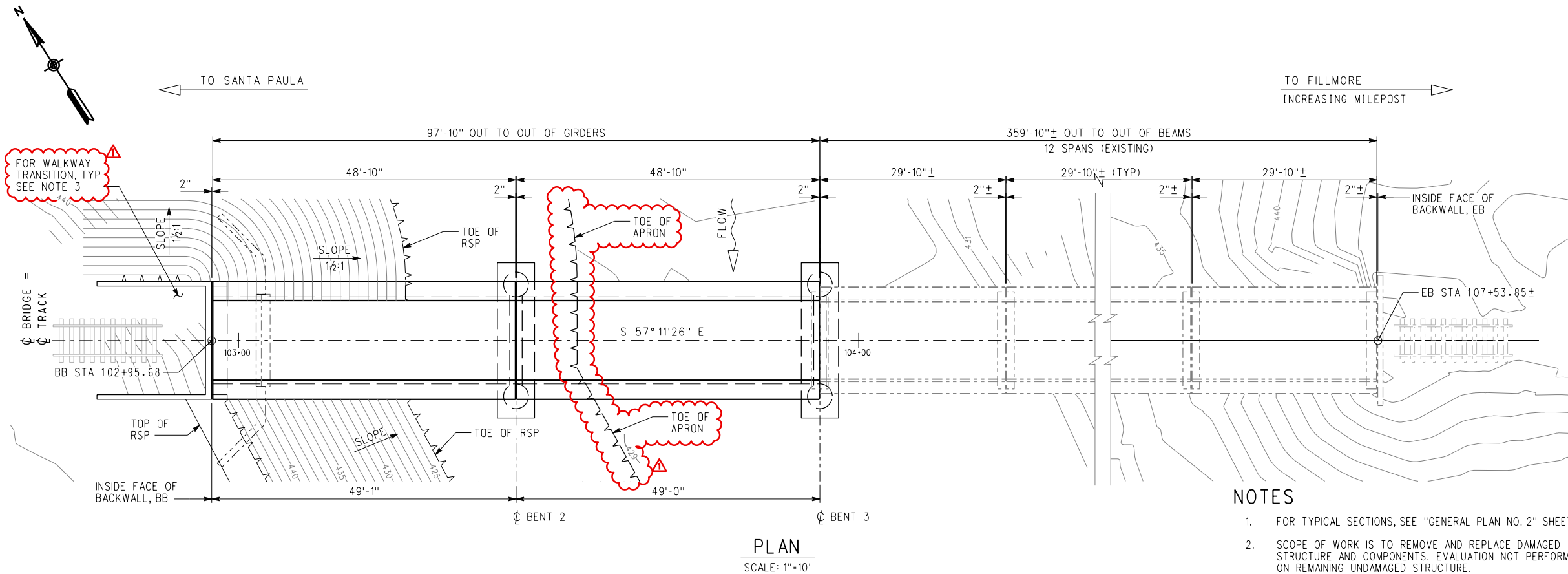


SUBMITTED:
JULIANA CORONA, P.E.
PROJECT MANAGER

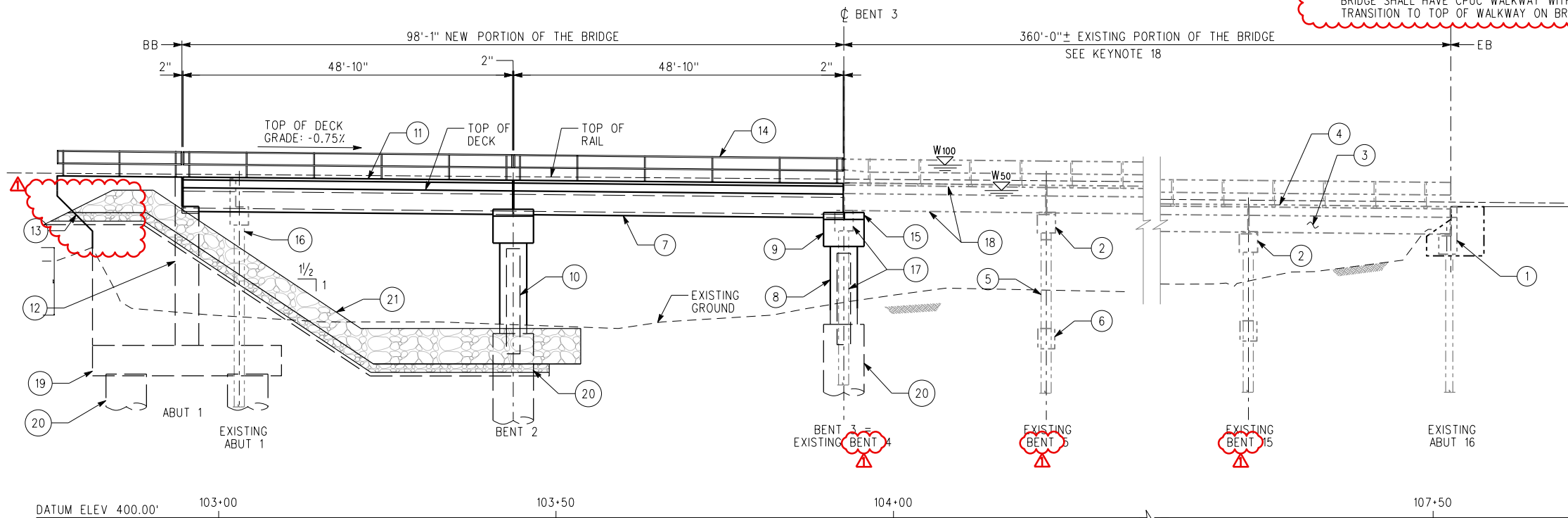
SESPE CREEK OVERFLOW
RAILROAD BRIDGE REPAIR ON THE
SANTA PAULA BRANCH LINE, FILLMORE, CA
TEMPORARY CREEK DIVERSION PLAN

CONTRACT NO.
DRAWING NO.
DIV-001
REVISION SHEET NO.
9 OF 30
SCALE
AS SHOWN

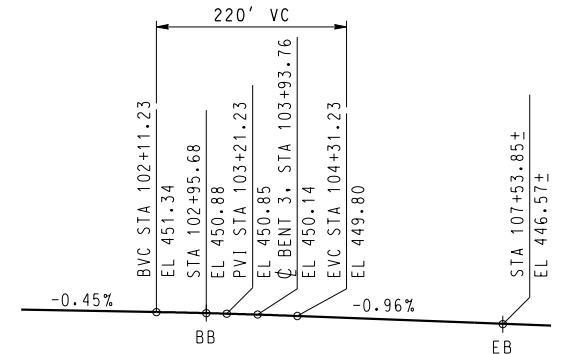
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PLAN
SCALE: 1"=10'



ELEVATION
SCALE: 1"=10'



PROFILE GRADE - C 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

- EXISTING CONCRETE ABUTMENT
- EXISTING CONCRETE BENT CAP
- EXISTING CONCRETE GIRDER
- EXISTING CONCRETE WALKWAY
- EXISTING STEEL PILES WITH IN-FILL WALL
- EXISTING CONCRETE COLLAR
- PRECAST PRESTRESSED CONCRETE DOUBLE-BOX BRIDGE
- CONCRETE COLUMN, 4'-0"Ø
- CONCRETE BENT CAP
- CONCRETE IN-FILL WALL
- CONCRETE WALKWAY
- CONCRETE ABUTMENT
- CONCRETE WINGWALL
- HANDRAIL
- CATCHER BLOCK
- EXISTING ABUTMENT, IN-FILL WALL & STEEL PILES HAVE BEEN REMOVED BY OTHERS
- EXISTING BENT, IN-FILL WALL & STEEL PILES TO BE REMOVED
- EXIST CONC GIRDERS, RAILING AND WALKWAYS TO BE REMOVED AND RE-INSTALLED BETWEEN NEW BENT 3 AND EXIST PIERS 5
- CONCRETE PILE CAP
- CIDH CONCRETE PILES, 6'-0"Ø
- ROCK SLOPE PROTECTION (RSP)

LEGEND

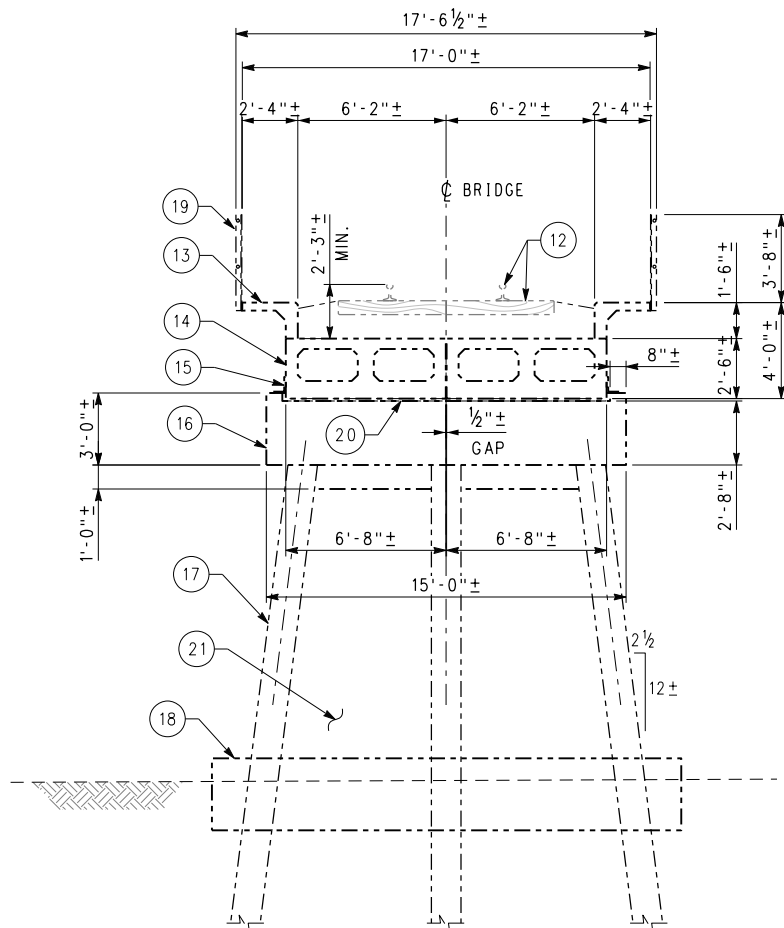
- INDICATES EXISTING STRUCTURE
- INDICATES NEW STRUCTURE
- W100 INDICATES 100-YEAR FLOOD LEVEL = ELEV 452.18
- W50 INDICATES 50-YEAR FLOOD LEVEL = ELEV 448.45



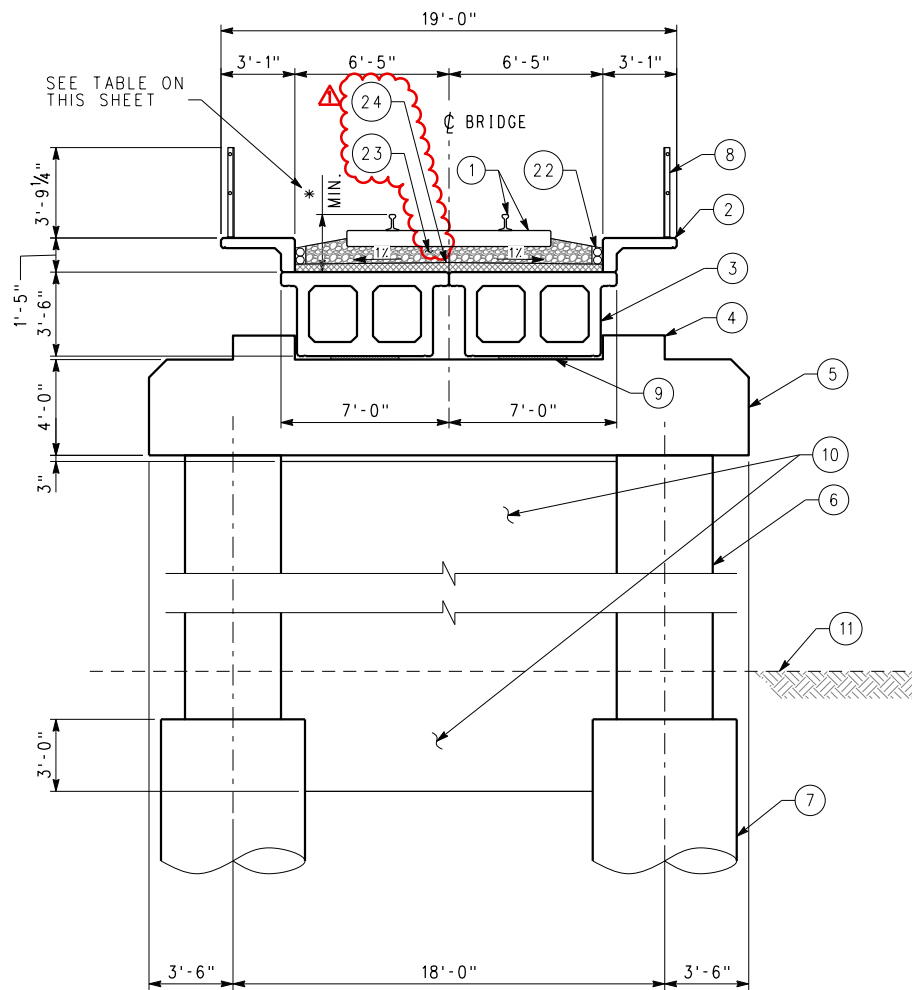
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FINAL DESIGN (100%) CAMERA READY		INFORMATION CONFIDENTIAL: All plans, drawings, specifications, and/or information furnished herewith shall remain the property of the Ventura County Transportation Commission and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Ventura County Transportation Commission.		DESIGNED BY H. KAZEM DRAWN BY G. ESTEPA CHECKED BY H. YANG APPROVED BY M. SARWAR DATE 12-25-2023		REGISTERED PROFESSIONAL ENGINEER JULIANA R. CORONA, P.E. No. 2995108 Exp. 09-30-25 CIVIL STATE OF CALIFORNIA		VENTURA COUNTY TRANSPORTATION COMMISSION		RAILPROS		SUBMITTED: JULIANA R. CORONA, P.E. PROJECT MANAGER		SESPE CREEK OVERFLOW BRIDGE REPAIR ON THE SANTA PAULA BRANCH LINE, FILLMORE, CA		GENERAL PLAN NO. 1		CONTRACT NO. DRAWING NO. S-001 REVISION SHEET NO. 10 OF 30 SCALE AS SHOWN	
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TYPICAL SECTION - EXISTING BENTS
SCALE: 1/4" = 1'-0"



TYPICAL SECTION - NEW BENTS 2 & 3
SCALE: 1/4" = 1'-0"

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

KEYNOTES

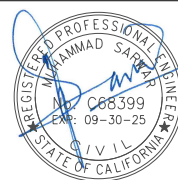
- RAIL AND TIMBER TIES
- PRECAST CONCRETE BALLAST CURB & SIDEWALK
- PRECAST PRESTRESSED CONCRETE DOUBLE BOX GIRDER
- CONCRETE SHEAR KEY
- CAST-IN-PLACE CONCRETE BENT CAP
- CONCRETE COLUMN, 4'-0"Ø
- CIDH CONCRETE PILE, 6'-0"Ø
- HANDRAIL
- BEARING PAD
- CONCRETE IN-FILL WALL
- EXISTING GRADE
- EXISTING 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 BRACE
- EXISTING HANDRAIL
- EXISTING BEARING PAD, 3/4"± THK
- EXISTING CONCRETE IN-FILL WALL
- 2-4" ID GALVANIZED METAL CONDUIT WITH CONDUIT BRACKET EACH SIDE OF BRIDGE STRUCTURE (TOTAL 4) PER SCRR STANDARD PLAN ES6001-05 & ES6002-14
- BALLAST
- HOT MIX ASPHALT (HMA)

NOTES

- ALL EXISTING DIMENSIONS ARE APPROXIMATE AND SHALL BE FIELD MEASURED AND CONFIRMED BEFORE START OF WORK OR ORDERING MATERIALS.
- DIMENSIONS LISTED ARE MINIMUM AND SHALL BE ADJUSTED AS NEEDED TO MAINTAIN THE EXISTING TRACK PROFILE.
- REFER TO SCRR ENGINEERING STANDARD DRAWING ES 6001-02 FOR BALLAST DEPTH AND HMA DEPTH REQUIREMENTS.
- REFER TO SCRR ENGINEERING STANDARD DRAWING ES 6001-03 FOR HMA PLACEMENT REQUIREMENTS.



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VENTURA COUNTY
TRANSPORTATION
COMMISSION



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

SESPE CREEK OVERFLOW BRIDGE REPAIR
ON THE SANTA PAULA BRANCH LINE, FILLMORE, CA

GENERAL PLAN NO. 2

CONTRACT NO.	
DRAWING NO.	
S-002	
REVISION	SHEET NO.
	11 OF 30
SCALE	
AS NOTED	

FINAL DESIGN (100%)
CAMERA READY

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DESIGNED BY
H. KAZEM
DRAWN BY
G. ESTEPA
CHECKED BY
H. YANG
APPROVED BY
M. SARWAR
DATE
12-25-2023

REV.	DATE	DESCRIPTION
3/22/25		ADDED KEYNOTES & NOTES

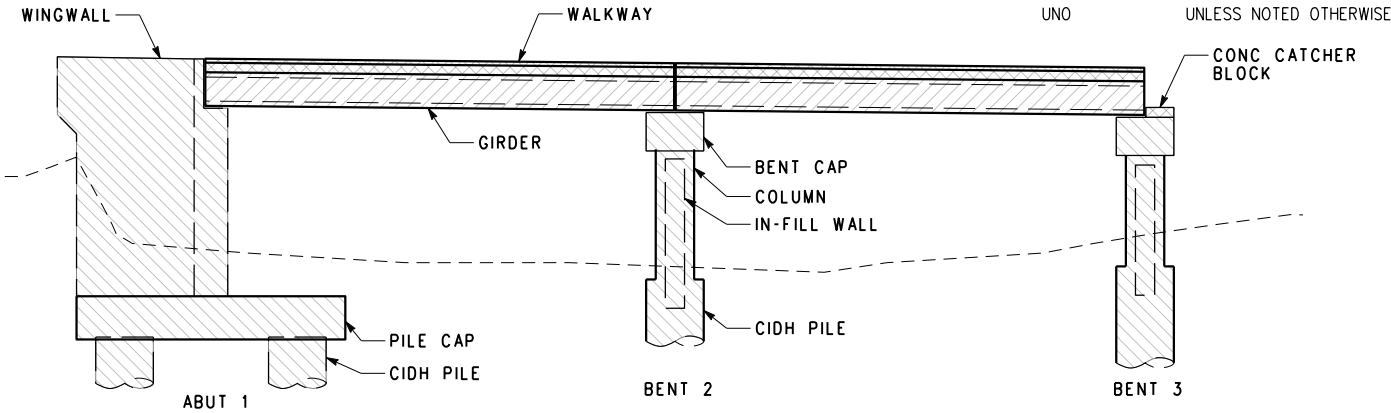
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Y:\Microstation CADD Standard (All Agency)\MetroLink\SCRR WorkSpace\Standards\VTc1g\vd1.plt:c1g

GENERAL NOTES:

DESIGN CRITERIA:	AMERICAN RAILWAY AND MAINTENANCE-OF-WAY ASSOCIATION (AREMA), 2023 EDITION SOUTHERN CALIFORNIA REGIONAL RAILROAD AUTHORITY (SCRRA) DESIGN CRITERIA FEB, 2022
LIVE LOAD:	COOPER E-80
PROJECT SPECIFIC SPECIFICATIONS:	MODIFICATIONS TO SCRRA STANDARD SPECIFICATIONS MAY 2022
GEOTECHNICAL DATA:	GEOTECHNICAL REPORT RECONSTRUCT A PORTION OF THE SESPE CREEK OVERFLOW RAILROAD BRIDGE CITY OF FILLMORE, CALIFORNIA, PROJECT NO. 2023-010 DATED: OCTOBER 13, 2023, PREPARED BY: DIAZ & YOURMAN & ASSOCIATES (1616 EAST 17TH STREET, SANTA ANA, CA 92705-8509, (714) 245-2920)
LATERAL EARTH PRESSURE:	UNIT WEIGHT OF EARTH FILLING MATERIALS, γ_s = 120 PCF EQUIVALENT AT-REST PRESSURE COEFFICIENT, k_0 = 0.47 EQUIVALENT ACTIVE PRESSURE COEFFICIENT, k_a = 0.31 EQUIVALENT PASSIVE PRESSURE COEFFICIENT, k_p = 3.25
SEISMIC LATERAL DATA:	AREMA LEVEL 1 Δk_{ae} , 95YR (SERVICEABILITY) = 0.07 AREMA LEVEL 2 Δk_{ae} , 475YR (ULTIMATE) = 0.15 AREMA LEVEL 3 Δk_{ae} , 2475YR (SURVIVABILITY) = 0.35 CALTRANS Δk_{ae} , 975YR = 0.28
PGA:	AREMA LEVEL 1, 95YR (SERVICEABILITY) = 0.19G AREMA LEVEL 2, 475YR (ULTIMATE) = 0.44G AREMA LEVEL 3, 2475YR (SURVIVABILITY) = 0.82G CALTRANS, 975YR = 0.72G

CONCRETE STRENGTH AND TYPE LIMITS

REINFORCED CONCRETE:	$f'c$ = 4.0 KSI @ 28 DAYS UNLESS NOTED OTHERWISE
REINFORCING BARS:	f_y = 60 KSI, ASTM A706 GRADE 60
REINFORCING BAR COUPLERS:	REINFORCING BAR MECHANICAL COUPLERS SHALL BE "SERVICE SPLICE" SELECTED FROM CALTRANS AUTHORIZED MATERIAL LIST AT "HTTPS://DOT.CA.GOV/PROGRAMS/ENGINEERING-SERVICES/AUTHORIZED-MATERIALS-LISTS"



LEGEND:

	STRUCTURAL PRECAST CONCRETE, ($f'c$ = 4 KSI AT 28 DAYS)
	PRESTRESSED CONCRETE, SEE "GIRDER DETAILS NO. 2" SHEET
	STRUCTURAL CONCRETE BRIDGE, ($f'c$ = 4 KSI AT 28 DAYS)

ABBREVIATIONS:

AREMA	AMERICAN RAILWAY ENGINEERING AND MAINTENANCE OF WAY ASSOCIATION
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
BB	BEGINNING OF BRIDGE
BC	BEGINNING OF CURVE
BOT	BOTTOM
BRG	BEARING
BVC	BEGINNING OF VERTICAL CURVE
CALTRANS	CALIFORNIA DEPARTMENT OF TRANSPORTATION
CIDH	CAST-IN-DRILLED HOLE
CIP	CAST-IN-PLACE
CLR	CLEAR, CLEARANCE
CONC	CONCRETE
EA	EACH
EB	END OF BRIDGE
EC	END OF CURVE
ELEV, EL	ELEVATION
EMBED	EMBEDMENT
EVC	END OF VERTICAL CURVE
EXIST	EXISTING
EXP JT	EXPANSION JOINT
FG	FINISHED GRADE
FT	FOOT, FEET
HMA	HOT MIXED ASPHALT
KIPS	1000 POUNDS-FORCE
KSI	1000 POUNDS-FORCE PER SQUARE INCH
LOL	LAYOUT LINE
MAX	MAXIMUM
MIN	MINIMUM
MP	MILEPOST
NA, N/A	NOT APPLICABLE
NO.	NUMBER
PC	PRECAST
PCF	POUND-FORCE PER CUBIC FOOT
PCI	POUND-FORCE PER CUBIC INCH
PS	PRESTRESSED
PVI	POINT OF VERTICAL INTERSECTION
REINF	REINFORCING
RSP	ROCK SLOPE PROTECTION
R/W, ROW	RIGHT OF WAY
RW	RETAINING WALL
RWLOL	RETAINING WALL LAYOUT LINE
SCRRA	SOUTHERN CALIFORNIA REGIONAL RAILROAD AUTHORITY
SSPWC	STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION
SYM	SYMMETRICAL
T/R, TOR	TOP OF RAIL
TOC	TOP OF CONCRETE
TOT	TOTAL
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE

INDEX OF DRAWINGS:

SHT. NO.	DWG. NO.	REV. NO.	TITLE
10	S-001		GENERAL PLAN NO. 1
11	S-002		GENERAL PLAN NO. 2
12	S-003		GENERAL NOTES AND INDEX OF DRAWINGS
13	S-004		STAGE CONSTRUCTION PLAN
14	S-005		FOUNDATION PLAN
15	S-006		ABUTMENT DETAILS NO. 1
16	S-007		ABUTMENT DETAILS NO. 2
17	S-008		ROCK SLOPE PROTECTION
18	S-009		BENT DETAILS NO. 1
19	S-010		BENT DETAILS NO. 2
20	S-011		BENT DETAILS NO. 3
21	S-012		GIRDER DETAILS NO. 1
22	S-013		GIRDER DETAILS NO. 2
23	S-014		HANDRAIL REPLACEMENT PLAN
24	S-015		HANDRAIL DETAILS
25	S-016		MISCELLANEOUS DETAILS NO. 1
26	S-017		MISCELLANEOUS DETAILS NO. 2
27	GE-001		LOG OF TEST BORINGS
28	GE-002		SOIL LEGEND 1 OF 2 - LOG OF TEST BORINGS
29	GE-003		SOIL LEGEND 2 OF 2 - LOG OF TEST BORINGS
30	SC-001		ROCK SLOPE PROTECTION, MANDATORY OWNER OPTION

CONSTRUCTION NOTE:

1. CONTRACTOR SHALL FIELD VERIFY AND CALCULATE THE SEAT ELEVATIONS FOR THE NEW ABUTMENT AND BENTS TO MAINTAIN THE TRACK PROFILE BEFORE FABRICATION OR ORDERING ANY MATERIALS.

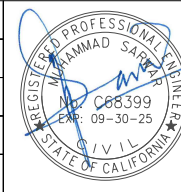
FINAL DESIGN (100%) CAMERA READY	
REV.	DATE
3/22/25	UPDATED GEN NOTES, SHEET NUMBERS
BY	SUB. APP.

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DESIGNED BY	H. KAZEM
DRAWN BY	G. ESTEPA
CHECKED BY	H. YANG
APPROVED BY	M. SARWAR
DATE	12-25-2023



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TRANSPORTATION
COMMISSION



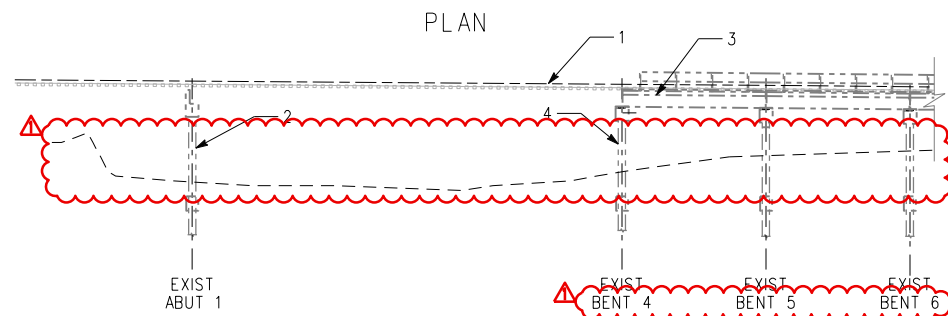
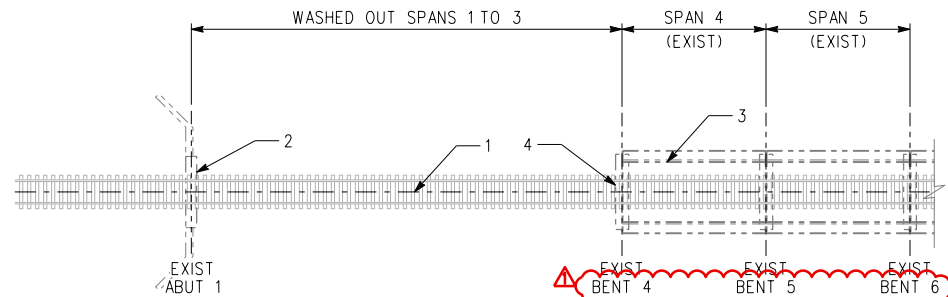
SUBMITTED: 
JULIANA R. CORONA, P.E.
PROJECT MANAGER

SESPE CREEK OVERFLOW BRIDGE REPAIR
ON THE SANTA PAULA BRANCH LINE, FILLMORE, CA

GENERAL NOTES AND INDEX OF DRAWINGS

CONTRACT NO.	
DRAWING NO. S-003	
REVISION	SHEET NO. 12 OF 30
SCALE NO SCALE	

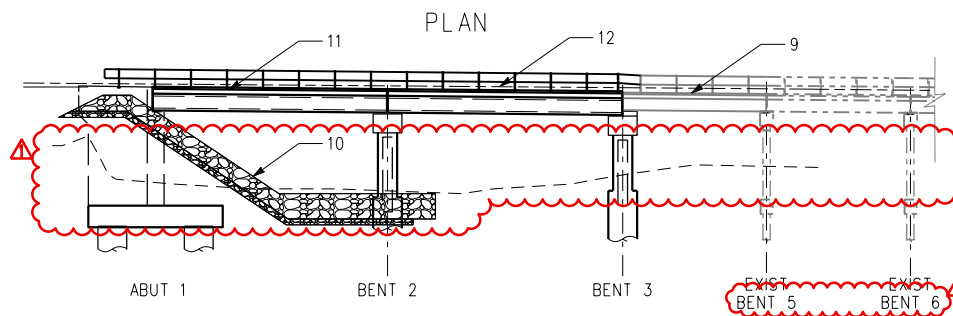
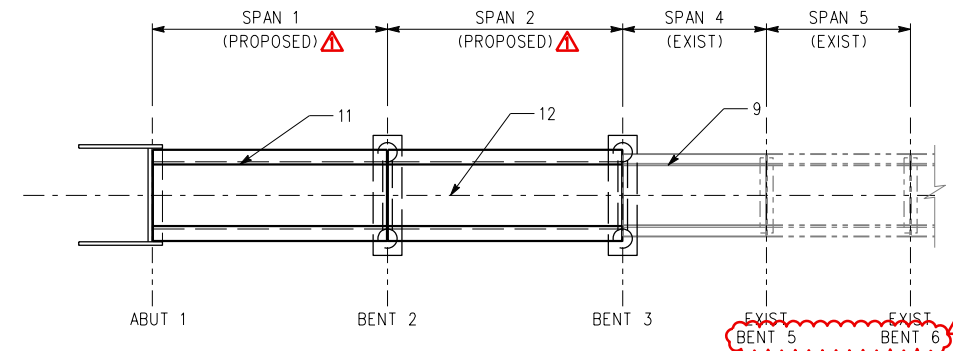
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CONSTRUCTION STAGE 1

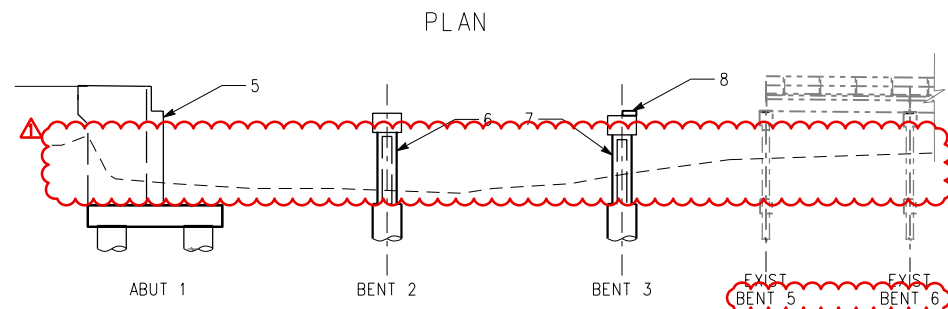
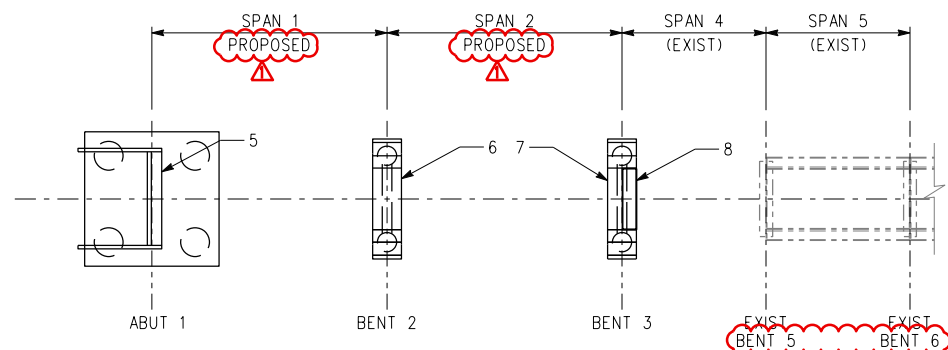
NOTES - STAGE 1:

1. REMOVED BY OTHERS, EXISTING TRACKS & TIES. CUT RAILS FROM 50 FT BEFORE ABUTMENT 1 TO MIDPOINT OF EXISTING SPAN BETWEEN EXISTING BENT 5 AND 6
2. PERFORMED BY OTHERS, DEMOLISH EXISTING LEFT OVER ABUTMENT 1 AND REMOVE EXISTING STEEL PILES
3. REMOVE & SALVAGE EXISTING CONCRETE GIRDERS & HANDRAILS IN SPAN BETWEEN EXISTING BENT 4 AND 5.
4. DEMOLISH EXISTING BENT 4 AND REMOVE EXISTING STEEL PILES, IN-FILL WALL & CONCRETE BRACE



NOTES - STAGE 3, FINAL:

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



CONSTRUCTION STAGE 2

NOTES - STAGE 2:

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

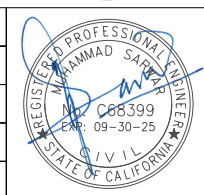


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FINAL DESIGN (100%) CAMERA READY		BY		SUB		APP	
REV.	DATE						
3/22/25	UPDATED Nomenclature, Stage Construction Notes, EG & RSP Profile						

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DESIGNED BY
H. KAZEM
DRAWN BY
G. ESTEPA
CHECKED BY
H. YANG
APPROVED BY
M. SARWAR
DATE
12-25-2023





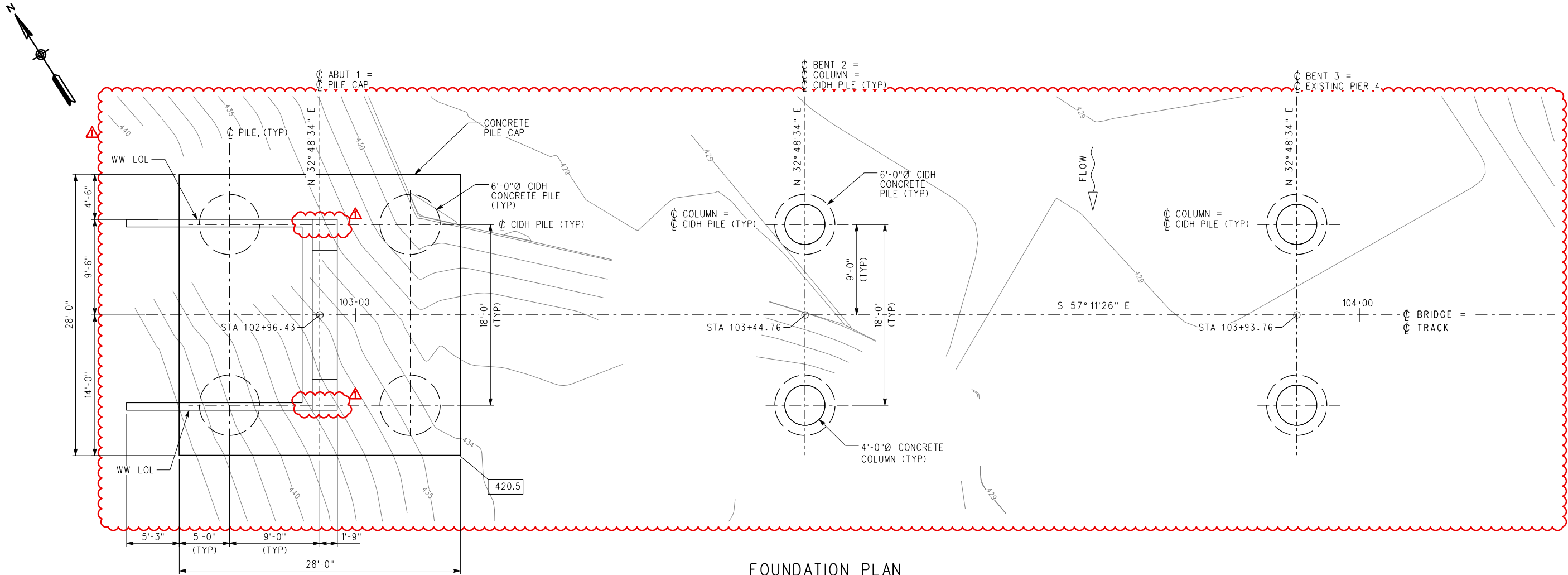
VENTURA COUNTY
TRANSPORTATION
COMMISSION



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

SESPE CREEK OVERFLOW BRIDGE REPAIR ON THE SANTA PAULA BRANCH LINE, FILLMORE, CA		CONTRACT NO.	
STAGE CONSTRUCTION PLAN		DRAWING NO.	
		S-004	
		REVISION	SHEET NO.
			13 OF 30
		SCALE	NO SCALE

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

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	72" Ø CIDH	716	0	420.75	(a) 322.25 (c) 378.25 (d) 355.75	322.25	N/A
BENT 2	72" Ø CIDH	778	304	425.00	(a) 350.0 (b) 392.0 (c) 364.0 (d) 355.0	350.00	N/A
BENT 3	72" Ø CIDH	778	304	429.00	(a) 354.0 (b) 396.0 (c) 368.0 (d) 359.0	354.00	N/A

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 CIDH PILES MUST NOT BE RAISED.

BENCH MARK				
POINT NUMBER	NORTHING	EASTING	ELEV (FT)	DESCRIPTION
500	1971511.827	6280526.913	457.84'	CUT X CONC ON WB SIDE OF BRIDGE 27' EAST OF WEST EXP JT
501	1971316.983	62808728.833	458.67'	CUT X CONC ON WB SIDE OF BRIDGE 94' EAST OF WEST EXP JT
502	1971336.612	6280917.852	446.28'	3.5" USC&GS BRASS BM DISK STAMPED "S12188, 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 SESIDE OF RR TRACK

SURVEY CONTROL: THE BASIC HORIZONTAL CONTROL IS THE NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT (NAD83-2011), MULTI-YEAR CORS SOLUTION 2 (MYSC2) ESTABLISHED BY USING THE SMARTNET SYSTEM OF CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS).
COORDINATES ARE IN CALIFORNIA STATE PLAN COORDINATE SYSTEM, ZONE 5, EPOCH 2023.25, US SURVEY FT.
VERTICAL SURVEY CONTROL VALUES HEREON ARE BASED UPON THE NORTH AMERICAN VERICAL DATUM OF 1988, GNSS-DERIVED BY FAST STATIC SURVEY METHODS USING GE10D18 PER CALIFORNIA PUBLIC RESOURCES CODE 8890, DEFINED AS CALIFORNIA ORTHOMETRIC HEIGHTS OF 1988 (CH88).
ALL POSITION ARE CALCULATED PER A FULLY CONSTRAINED LEAST SQUARES ADJUSTMENT USING STARNET V11 LEAST SQUARES ADJUSTMENT SOFTWARE.

HYDRAULICAL DATA

50 YEAR FLOOD LEVEL = 448.45
100 YEAR FLOOD LEVEL = 452.18

LEGEND

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

NOTES

- ONLY NEW STRUCTURE SHOWN FOR CLARITY. EXISTING STRUCTURE PORTION THAT REMAINS IN PLACE IS NOT SHOWN. SEE GENERAL PLAN AND STAGE CONSTRUCTION PLAN FOR DETAILS.



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FINAL DESIGN (100%)
CAMERA READY

3/22/25
UPDATED CONTOURS, ABUT 1 SHEAR KEY LINES, SPELLING

INFORMATION CONFIDENTIAL:
All plans, drawings, specifications, and/or information furnished herewith shall remain the property of the Ventura County Transportation Commission and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Ventura County Transportation Commission.

DESIGNED BY
H. KAZEM
DRAWN BY
G. ESTEPA
CHECKED BY
H. YANG
APPROVED BY
M. SARWAR
DATE
12-25-2023

REGISTERED PROFESSIONAL ENGINEER
HAMD KAZEM
No. C90676
EXP. 12-31-25
CIVIL
STATE OF CALIFORNIA

VENTURA COUNTY
TRANSPORTATION
COMMISSION

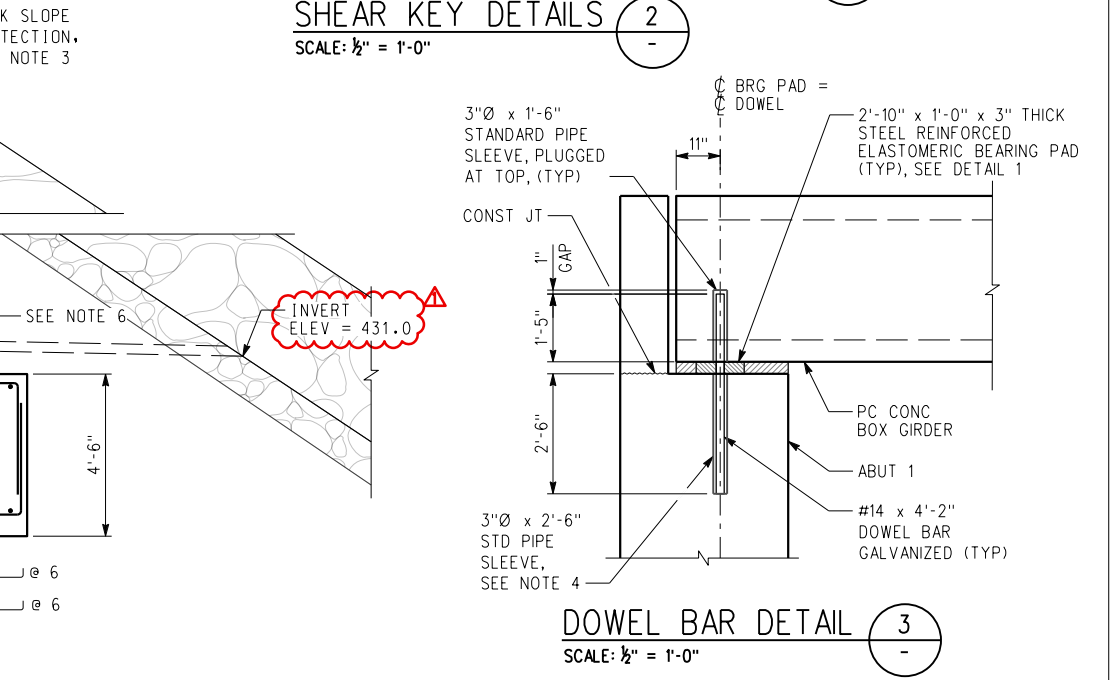
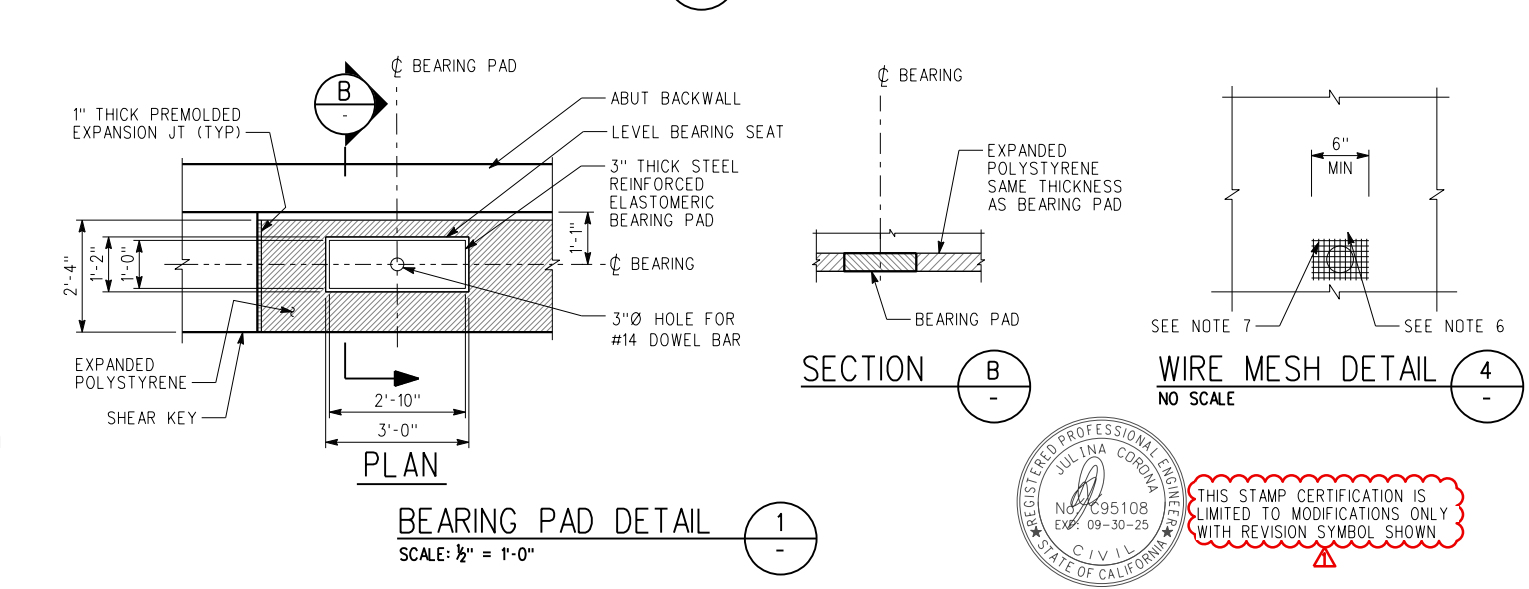
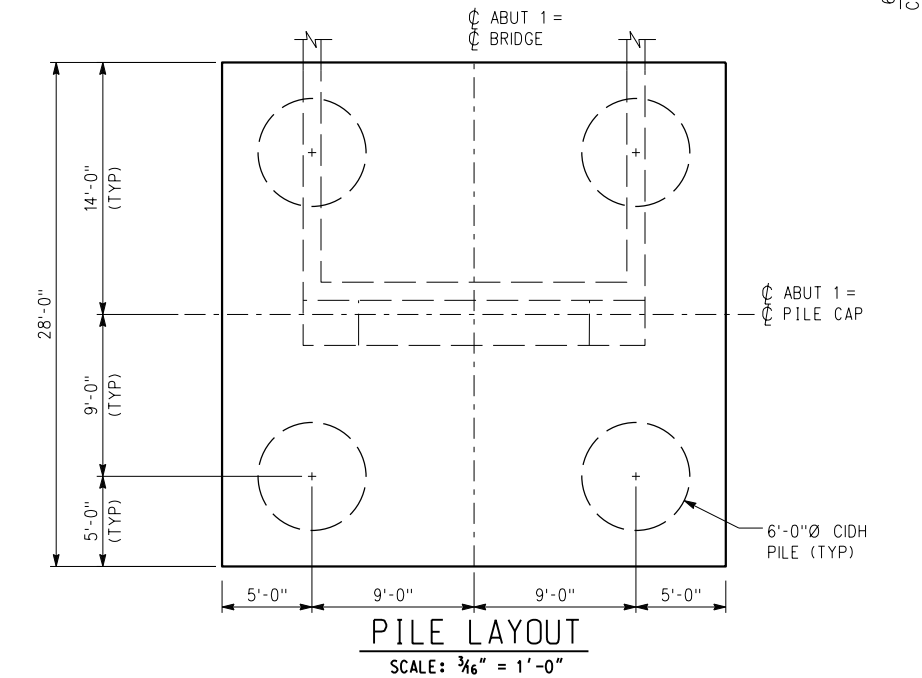
RAILPROS

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

SESPE CREEK OVERFLOW BRIDGE REPAIR
ON THE SANTA PAULA BRANCH LINE, FILLMORE, CA

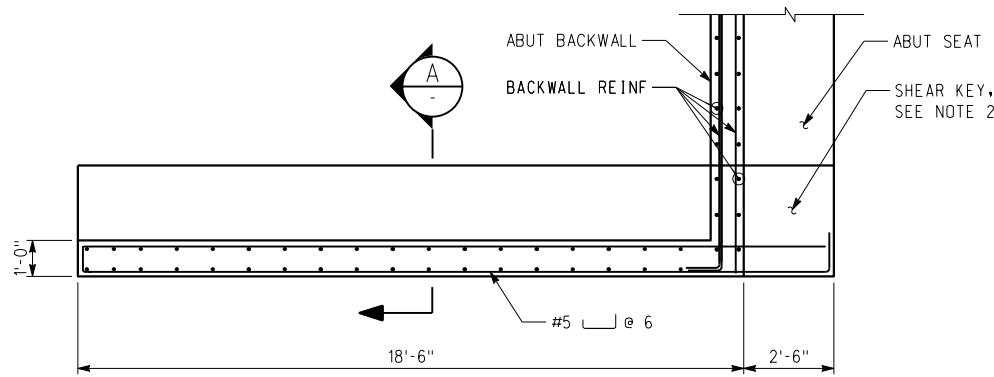
FOUNDATION PLAN

CONTRACT NO.
DRAWING NO.
S-005
REVISION
SHEET NO.
14 OF 30
SCALE
AS SHOWN

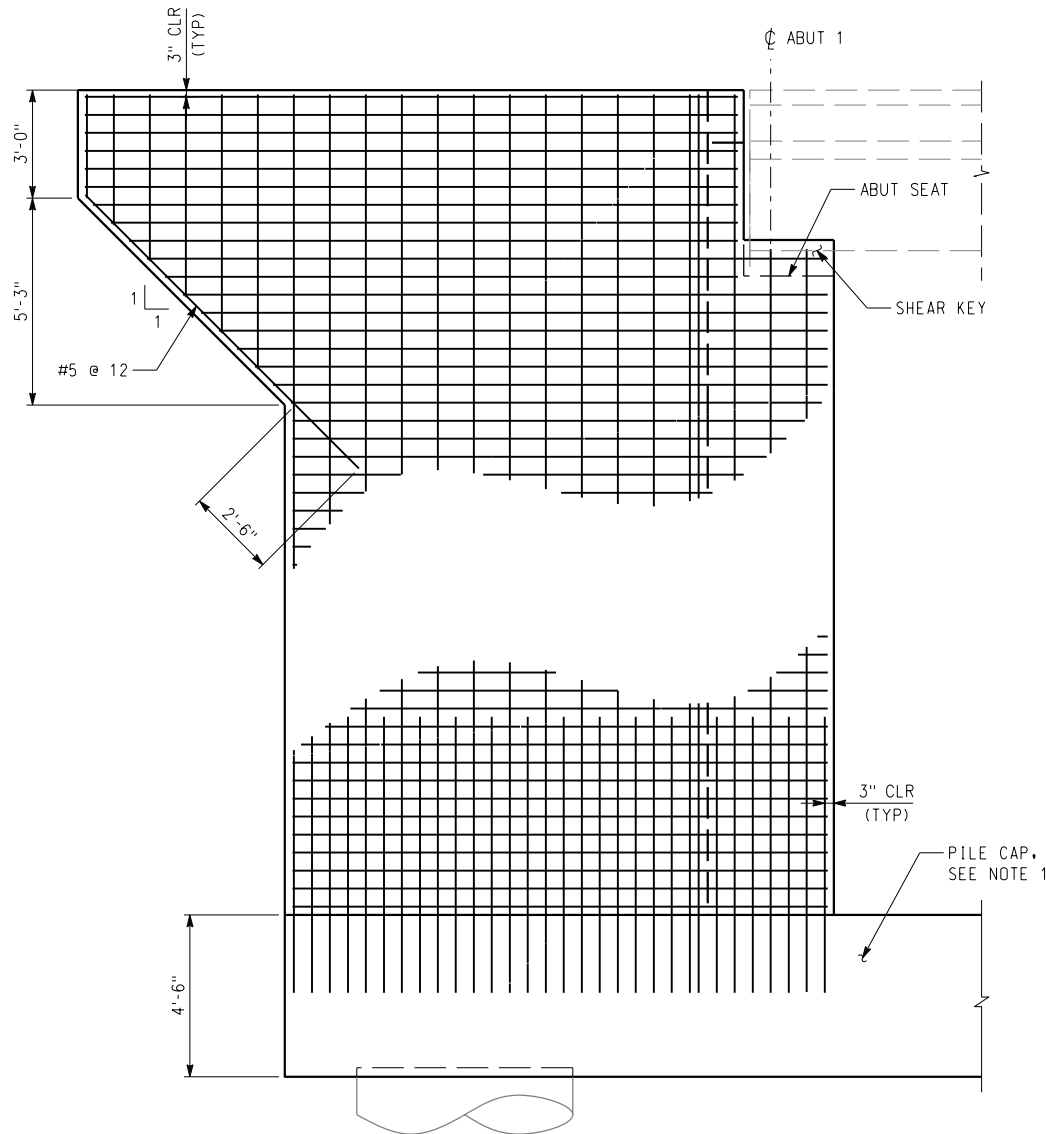


- # NOTES:
1. SLOPE ABUT SEAT TO DRAIN EXCEPT AS SHOWN IN BEARING PAD DETAILS
 2. FOR HMA OVER THE JOINT DETAILS, SEE SCRRRA STANDARD PLAN ES6001-03
 3. FOR RSP DETAILS, SEE "ROCK SLOPE PROTECTION DETAILS" SHEET
 4. LOWER PIPE SLEEVE TO BE FILLED WITH NON-SHRINK GROUT AFTER INSTALLATION OF #14 DOWEL BAR
 5. FOR ABUTMENT PILE DETAILS, SEE "ABUTMENT DETAILS NO.2" SHEET
 6. 4"Ø DRAINS AT CENTER OF ABUTMENT. SEE PROJECT SPECIFIC SPECIFICATIONS 34 80 23 FOR DRAIN OUTLET LINE.
 7. 6" SQUARE ALUMINUM OR GALVANIZED STEEL WIRE 1/4" MESH HARDWARE CLOTH, MINIMUM WIRE DIAMETER 0.025". ANCHOR FIRMLY TO BACKFACE.
 8. ONE CUBIC FOOT PERVIOUS BACKFILL MATERIAL IN A NONWOVEN FILTER FABRIC, SECURELY TIED.
 9. PERVIOUS BACKFILL MATERIAL CONTINUOUS BEHIND ABUTMENT AND INSIDE WINGWALLS. REFER TO PROJECT SPECIFIC SPECIFICATION 31 20 00 FOR COMPACTION AND OTHER STRUCTURAL BACKFILL REQUIREMENTS.

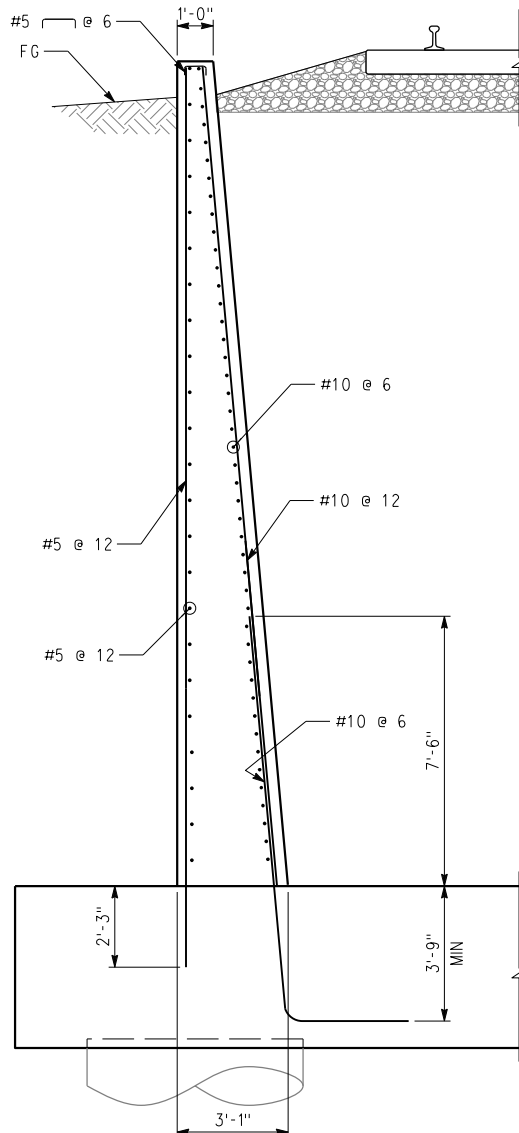
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Y:\Microstation CADD Standard (All Agency)\Metrolink\SCRA\WorkSpace\Standards\VTc1g\pdt.plt
Y:\Microstation CADD Standard (All Agency)\Metrolink\SCRA\WorkSpace\Standards\VTc1g\pdt.plt



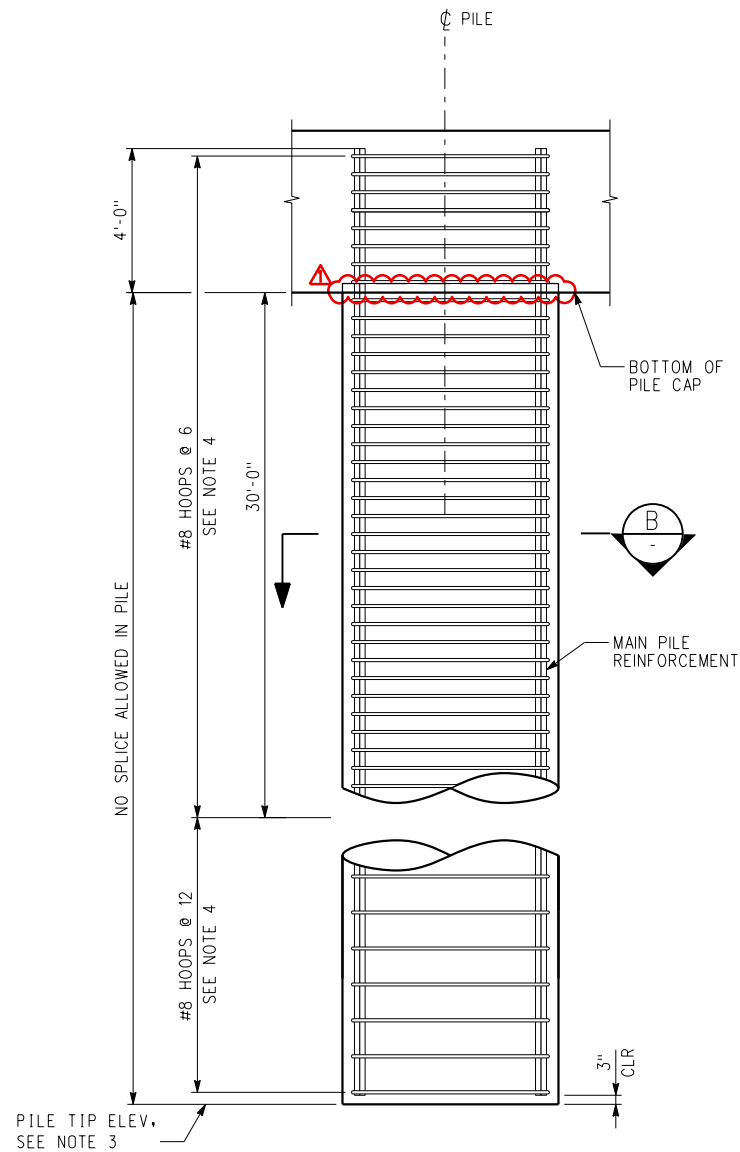
PLAN - ABUTMENT WINGWALL
SCALE: $\frac{3}{8}$ " = 1'-0"



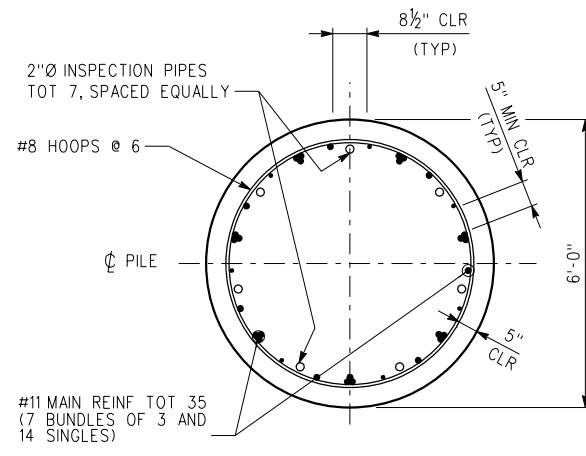
ELEVATION - ABUTMENT WINGWALL
SCALE: $\frac{3}{8}$ " = 1'-0"



SECTION A
SCALE: $\frac{3}{8}$ " = 1'-0"



ABUTMENT PILE ELEVATION
SCALE: $\frac{3}{8}$ " = 1'-0"



SECTION B
SCALE: $\frac{1}{2}$ " = 1'-0"

NOTES:

1. FOR PILE CAP DIMENSIONS AND REINFORCEMENT, SEE "ABUTMENT DETAILS NO. 1"
2. FOR SHEAR KEY REINFORCEMENT, SEE "ABUTMENT DETAILS NO. 1"
3. FOR PILE TIP ELEVATION SEE "FOUNDATION PLAN" SHEET
4. ALL HOOPS ARE ULTIMATE BUTT SPLICES
5. FOR PILE CUTOFF ELEVATION SEE "FOUNDATION PLAN" SHEET



THIS STAMP CERTIFICATION IS LIMITED TO MODIFICATIONS ONLY WITH REVISION SYMBOL SHOWN

FINAL DESIGN (100%) CAMERA READY	
REV.	DATE
3/22/25	ADDED NOTE

BY	SUB	APP.

DESIGNED BY H. KAZEM
DRAWN BY G. ESTEPA
CHECKED BY H. YANG
APPROVED BY M. SARWAR
DATE 12-25-2023

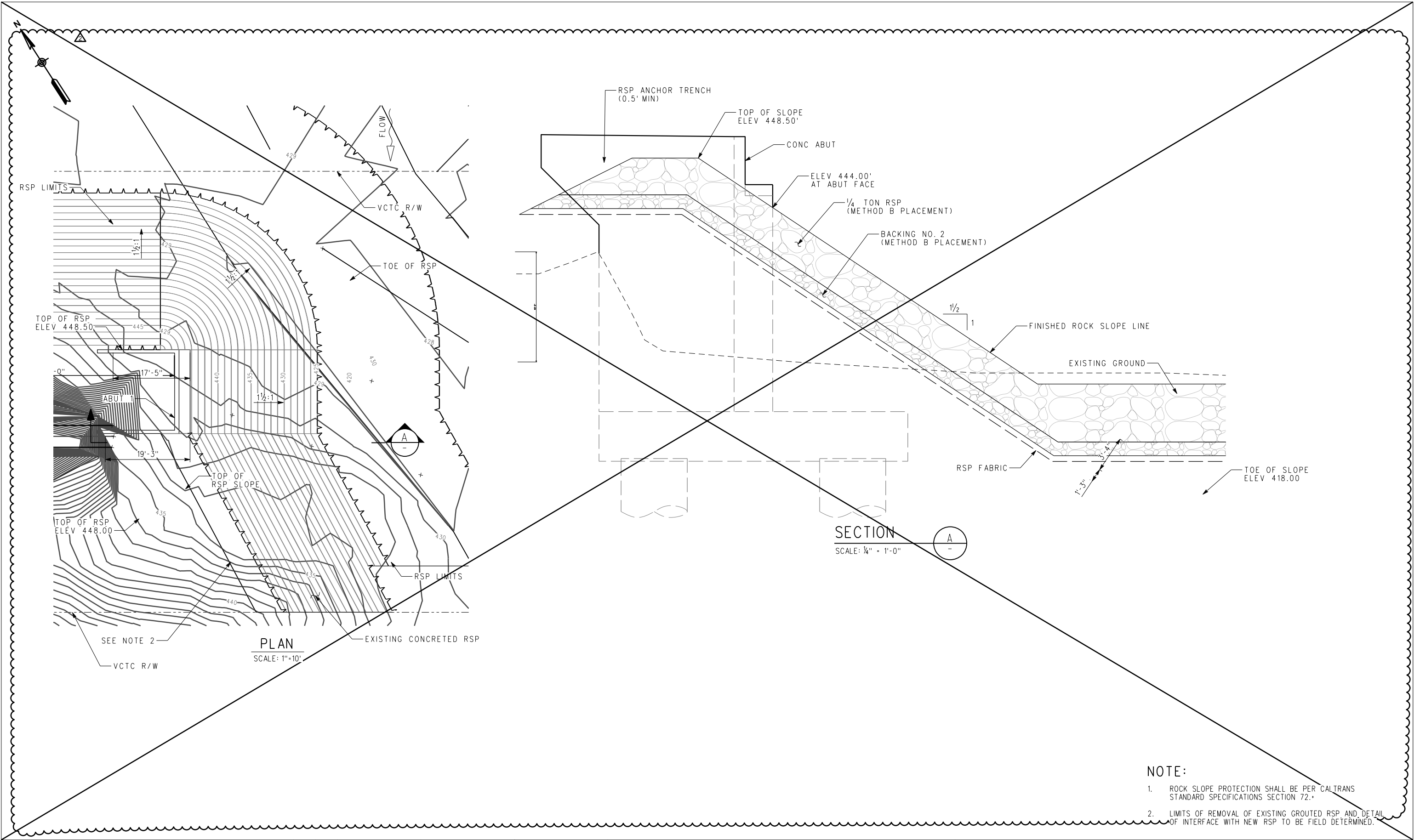


SUBMITTED:	JULINA R. CORONA, P.E. PROJECT MANAGER
------------	---

SESPE CREEK OVERFLOW BRIDGE REPAIR ON THE SANTA PAULA BRANCH LINE, FILLMORE, CA	
ABUTMENT DETAILS NO. 2	

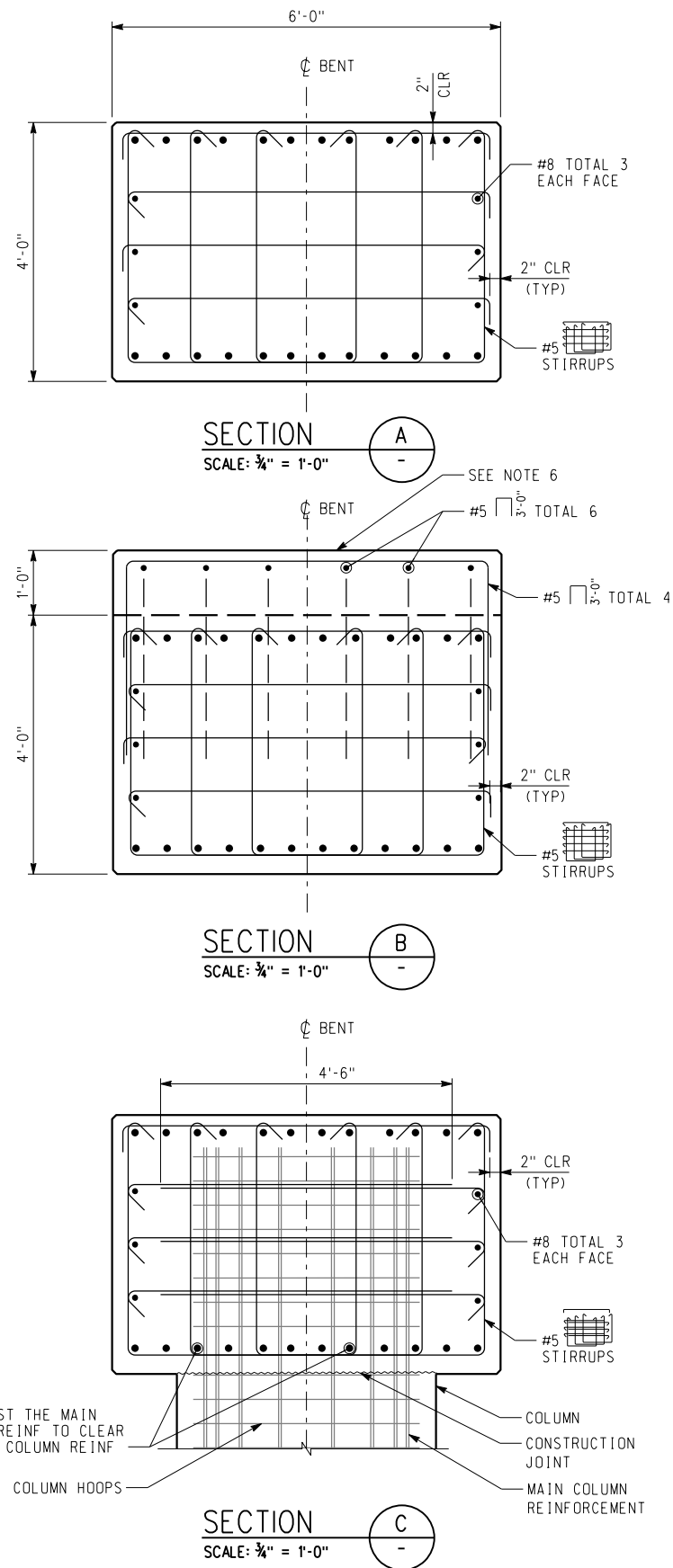
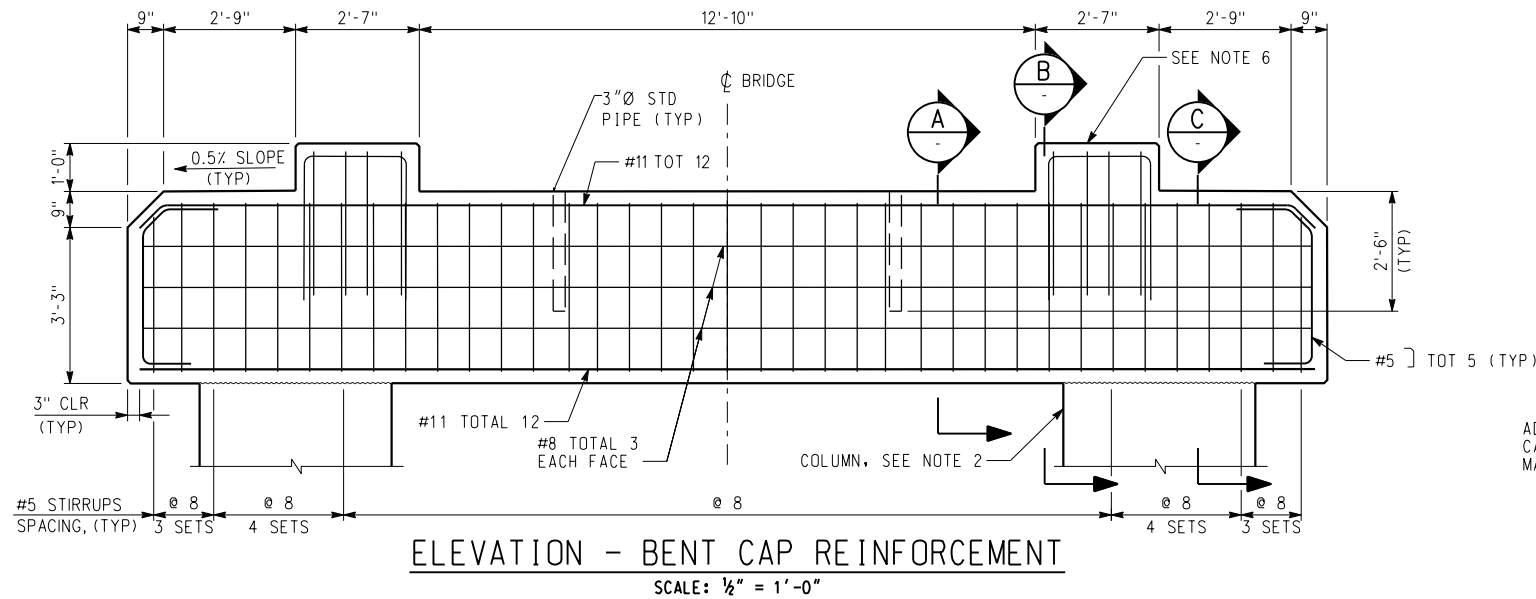
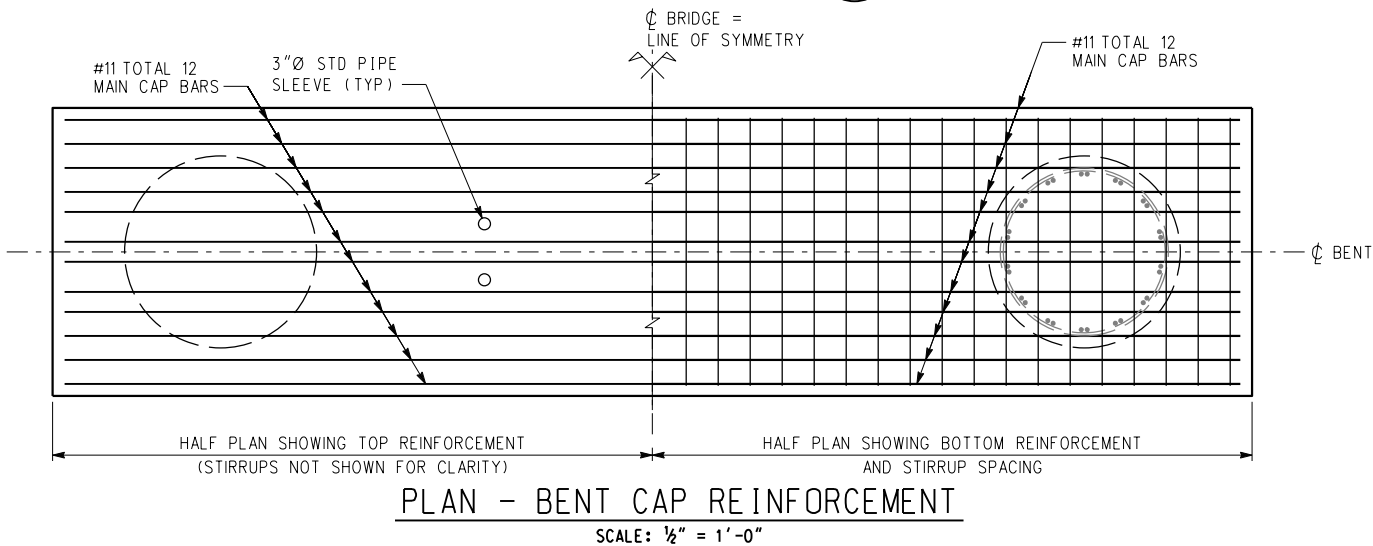
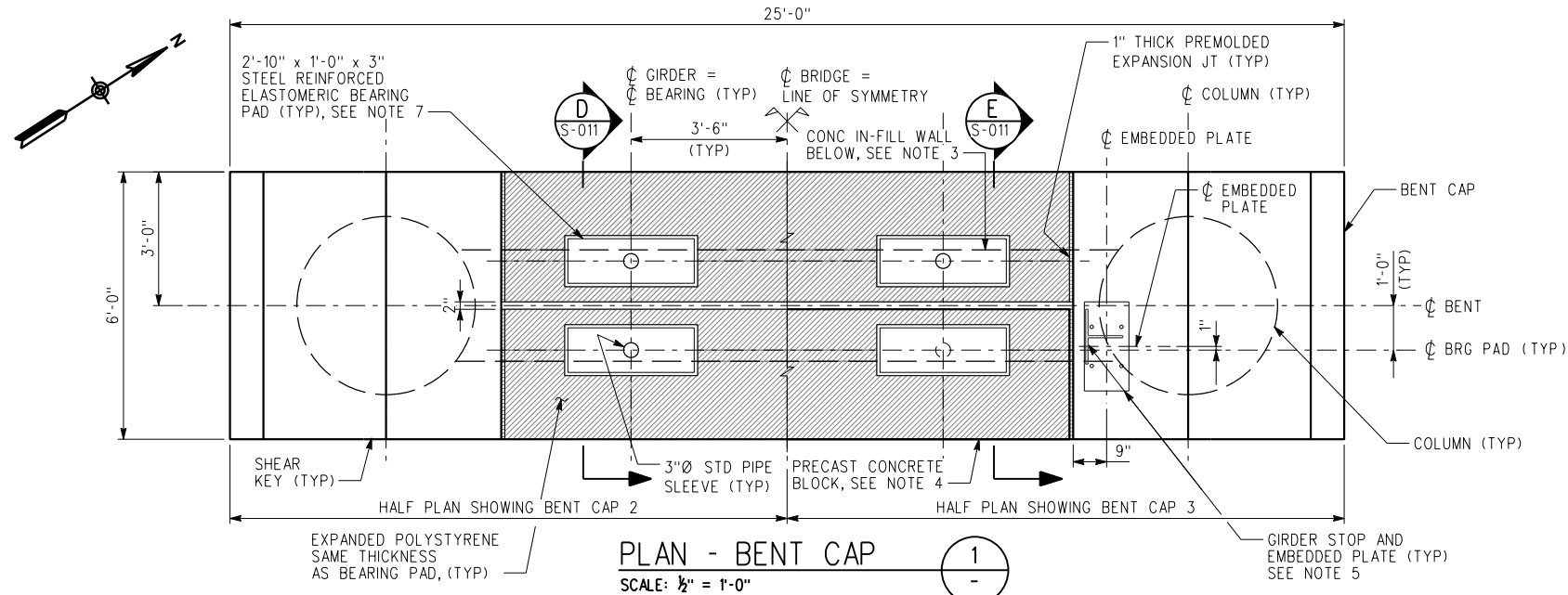
CONTRACT NO.	S-007
DRAWING NO.	16 OF 30
REVISION	SHEET NO.
SCALE	AS SHOWN

4/4/2025 12:33:36 PM USER: jackson.ziegler
X:\Engineering\VCCTC\Sespe Creek Bridge Overflow\900_CADD\950 Drawings\VCCTC-SCB_S-008.sht
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Y:\Microstation CAD Standard\All Agency\Metrolink\SCRA\WorkSpace\Standards\Htc\g\pdl\pic1g



- NOTES:
- NO SPLICES ALLOWED IN MAIN BENT CAP REINFORCEMENT.
 - COLUMN REINFORCEMENT NOT SHOWN FOR CLARITY. FOR REINFORCEMENT, SEE "BENT DETAILS NO. 2" SHEET.
 - FOR CONCRETE IN-FILL WALL DIMENSIONS AND REINFORCEMENT, SEE "BENT DETAILS NO. 2" SHEET.
 - FOR SIZE AND REINFORCEMENT OF PRECAST CONCRETE CATCHER BLOCK, SEE "BENT DETAILS NO. 3" SHEET. AT BENT 3 UP-STATION ONLY.
 - FOR GIRDER STOP PLACEMENT DETAIL, SEE "MISCELLANEOUS DETAILS NO. 1" SHEET. FOR GIRDER STOP AND EMBED PLATE DETAILS, SEE "MISCELLANEOUS DETAILS NO. 2" SHEET.
 - EMBEDDED PLATE AND GIRDER STOP NOT SHOWN FOR CLARITY.
 - FOR BEARING PAD DETAILS, SEE SIMILAR "BEARING PAD DETAILS 1" ON "ABUTMENT DETAILS NO. 1" SHEET.
 - CONTRACTOR WILL PROVIDE TOP OF SEAT AND TOP OF COLUMN ELEVATIONS TO THE PROJECT ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION OF ALL BENTS.



THIS STAMP CERTIFICATION IS LIMITED TO MODIFICATIONS ONLY WITH REVISION SYMBOL SHOWN

FINAL DESIGN (100%)
CAMERA READY

INFORMATION CONFIDENTIAL:
All plans, drawings, specifications, and/or information furnished herewith shall remain the property of the Ventura County Transportation Commission and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Ventura County Transportation Commission.

DESIGNED BY
H. KAZEM
DRAWN BY
G. ESTEPA
CHECKED BY
H. YANG
APPROVED BY
M. SARWAR
DATE
12-25-2023



VENTURA COUNTY
TRANSPORTATION
COMMISSION

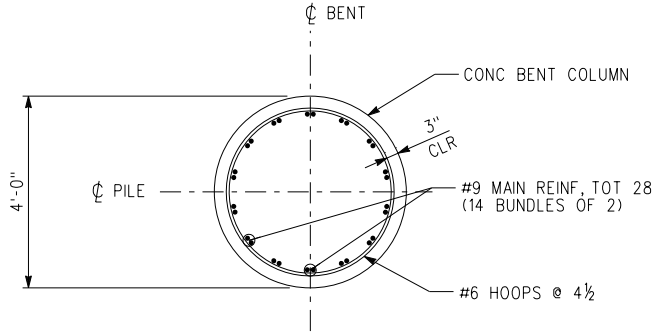
SUBMITTED: JULIANA R. CORONA, P.E.
PROJECT MANAGER


SESPE CREEK OVERFLOW BRIDGE REPAIR
ON THE SANTA PAULA BRANCH LINE, FILLMORE, CA

BENT DETAILS NO. 1

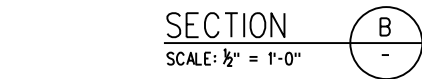
CONTRACT NO.
DRAWING NO.
S-009
REVISION SHEET NO.
18 OF 30
SCALE
AS SHOWN

3/24/2025 2:06:49 PM USER - gerry.estepa



SECTION 

SCALE: $\frac{1}{2}" = 1'-0"$



SECTION B
-

SCALE: $\frac{1}{2}" = 1'-0"$



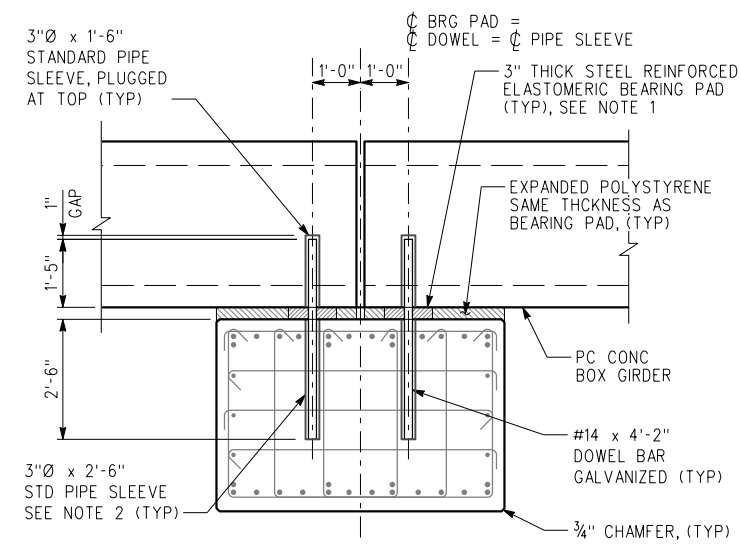
SECTION C
SCALE: $\frac{1}{2}" = 1'-0"$

5. REFER TO PROJECT SPECIFICATIONS FOR PILE AND COLUMN CONSTRUCTION IN WET CONDITIONS.

\propto INDICATES BUNDLED BARS



<div>FINAL DESIGN (100%) CAMERA READY</div>			<div>INFORMATION CONFIDENTIAL: All plans, drawings, specifications, and/or information furnished hereunder shall remain the property of the Ventura County Transportation Commission and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Ventura County Transportation Commission.</div>			<div>DESIGNED BY H. KAZEM</div> <div>DRAWN BY T. KORPRASERTSUD</div> <div>CHECKED BY H. YANG</div> <div>APPROVED BY M. SARWAR</div> <div>DATE 12-25-2023</div>			<div></div> <div></div> <div>VENTURA COUNTY TRANSPORTATION COMMISSION</div>			<div></div> <div>SUBMITTED:  JULIANA R. CORONA, P.E. PROJECT MANAGER</div>			<div>SESPE CREEK OVERFLOW BRIDGE REPAIR ON THE SANTA PAULA BRANCH LINE, FILLMORE, CA</div> <div>BENT DETAILS NO. 2</div>			<div>CONTRACT NO.</div> <div>DRAWING NO. S-010</div> <div>REVISION SHEET NO. 19 OF 30</div> <div>SCALE AS SHOWN</div>		
<div> 3/22/25 ADDED NOTE</div>																				
<div>REV. DATE</div>			<div>BY SUB. APP.</div>																	



SECTION - BENT 2 CAP

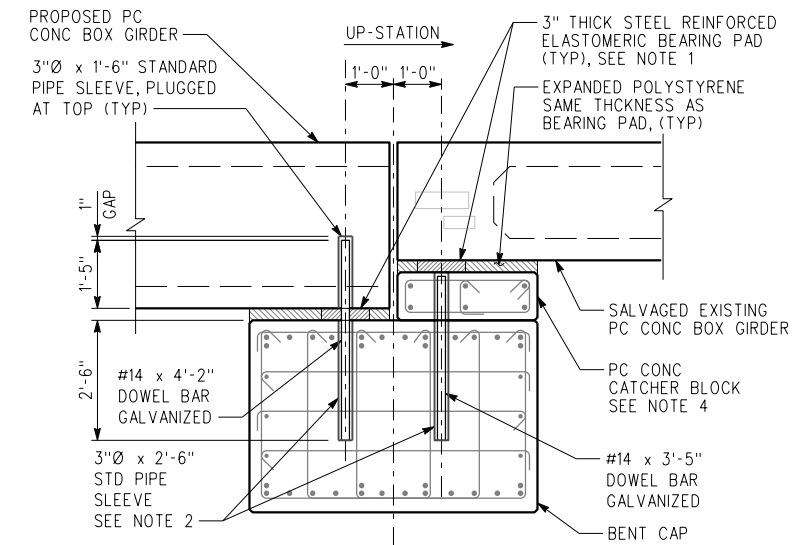
SCALE: $\frac{1}{2}" = 1'-0"$

D
S-009

1. FOR BEARING PAD DETAILS, SEE DETAIL 1 ON "ABUTMENT DETAILS NO. 1" SHEET.
2. PIPE SLEEVE TO BE FILLED WITH NON-SHRINK GROUT AFTER INSTALLATION OF #14 DOWEL BAR.
3. BENT CAP REINFORCEMENT TO BE ADJUSTED AS NEEDED TO PROVIDE 1" CLEARANCE TO THE PIPE SLEEVE.
4. PROVIDE SELF-LEVELING GROUT BETWEEN BENT CAP AND CATCHER BLOCK AS NEEDED TO MAINTAIN A LEVEL SURFACE.
5. CONTRACTOR WILL PROVIDE TOP OF SEAT AND TOP OF COLUMN ELEVATIONS TO THE PROJECT ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION OF ALL BENTS.

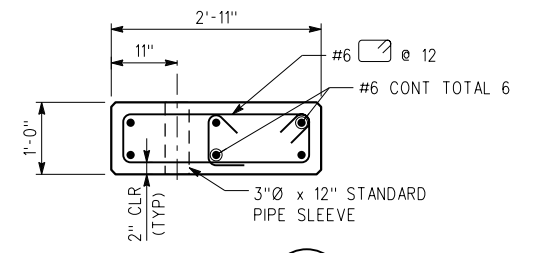


THIS STAMP CERTIFICATION IS
LIMITED TO MODIFICATIONS ONLY
WITH REVISION SYMBOL SHOWN



SCALE: $\frac{1}{2}" = 1'-0"$

E
S-009



SECTION

SCALE: $\frac{3}{4}" = 1'-0"$

1

SCALE: $\frac{1}{2}" = 1'-0"$

$$\frac{1}{-}$$

INFORMATION CONFIDENTIAL-
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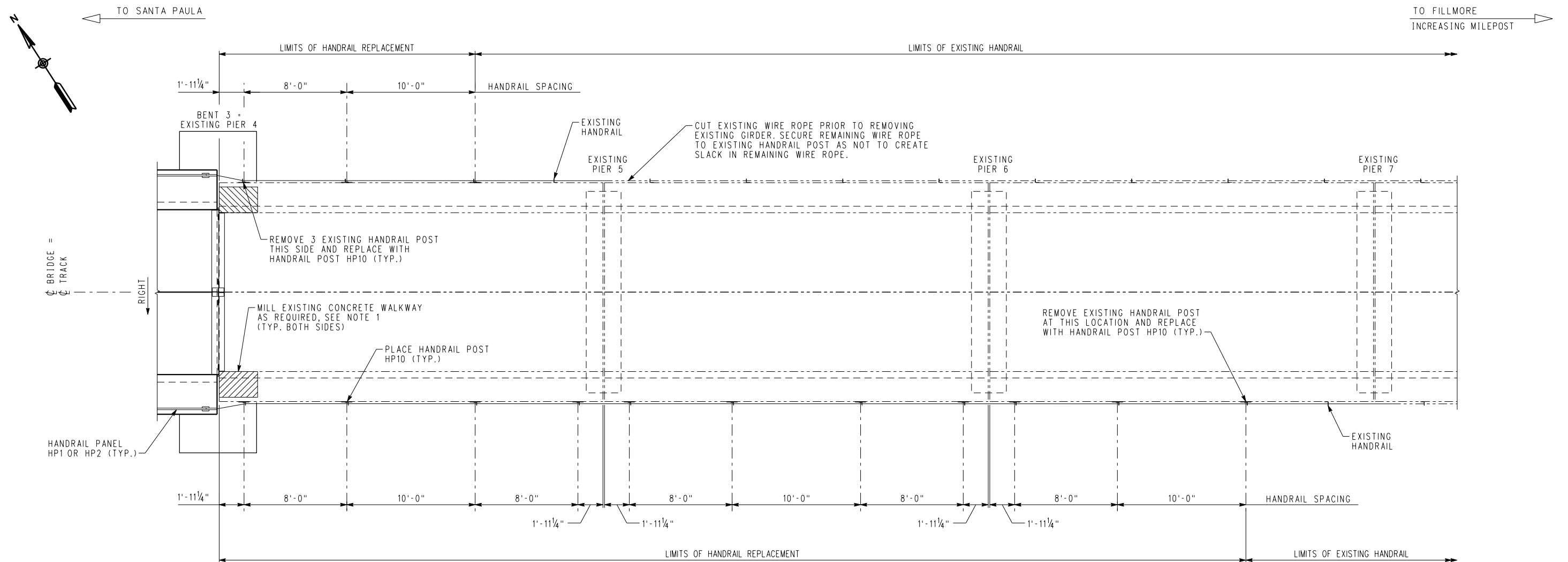


SUBMITTED: _____
JULINA R. CORONA, P.E.
PROJECT MANAGER

BENT DETAILS NO. 3

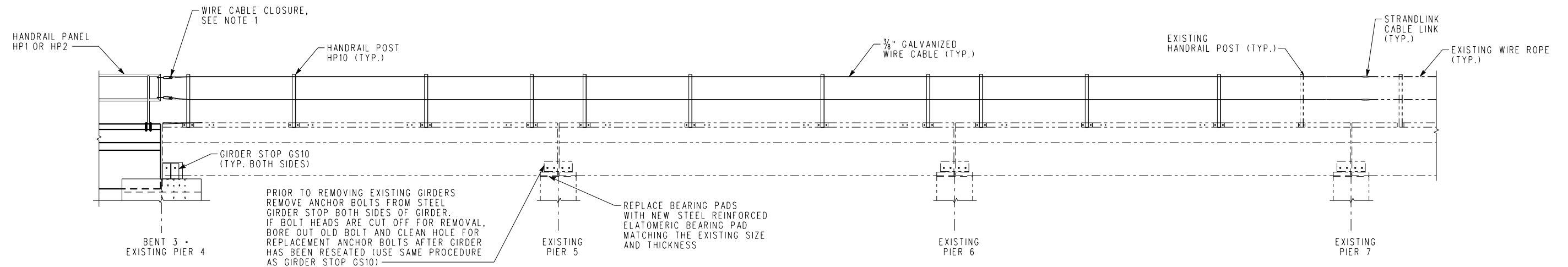
CONTRACT NO.	
DRAWING NO. S-011	
REVISION	SHEET NO. 20 OF 30
SCALE AS SHOWN	

3/24/2025 2:40:47 PM USER = gerry.esteja
\\internal.rjraigos.com\dfs\Z\Engineering\VCTC\Sespe_Creek_Bridge_Overflow\900_CADD\950_Drawings\Structures\100%_Original Files - 2023\22\VS-011_Bent_Details 3.sht
Y:\Microstation Connect\Configuration\WorkSpaces\SCRR-Structures\Standards\Tables\Pen\PlotSize.tbl
Y:\Microstation CADD_Standard (All Agency)\MetroLink\SCRR\WorkSpace\Standards\Plt\cpg.pdf.plt;cpg



HANDRAIL REPLACEMENT PLAN

SCALE: $\frac{1}{4}" = 1'-0"$



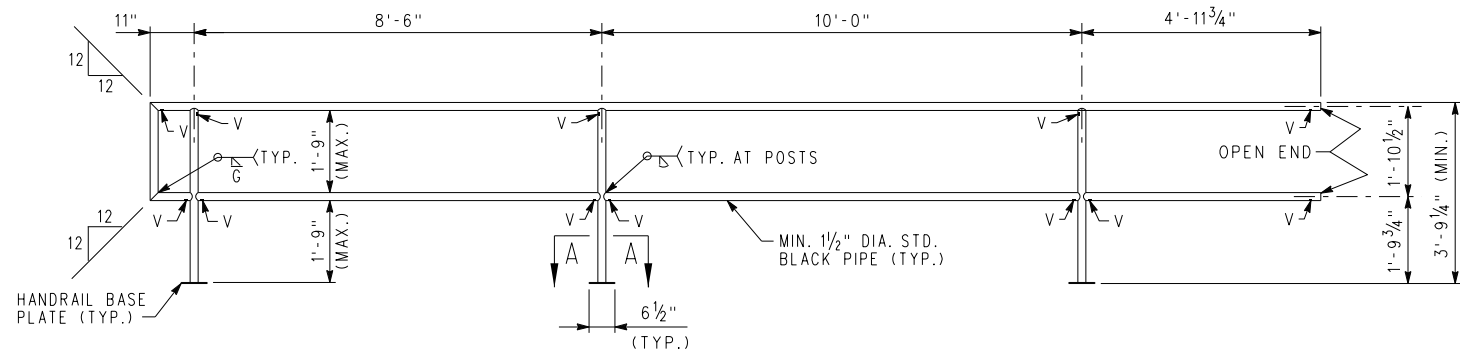
HANDRAIL REPLACEMENT ELEVATION

SCALE: $\frac{1}{4}" = 1'-0"$

NOTE:

1. FOR INSTALLATION DETAILS, SEE
"MISCELLANEOUS DETAILS NO.1" SHEET.

<div>FINAL DESIGN (100%) CAMERA READY</div>					<div>INFORMATION CONFIDENTIAL: All plans, drawings, specifications, and/or information furnished hereafter shall remain the property of the Ventura County Transportation Commission and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Ventura County Transportation Commission.</div>					<div>DESIGNED BY K. THOMSEN</div> <div>DRAWN BY G. SMITH</div> <div>CHECKED BY H. YANG</div> <div>APPROVED BY M. SARWAR</div> <div>DATE 12-25-2023</div>					<div></div> <div> VENTURA COUNTY TRANSPORTATION COMMISSION</div>					<div>SESPE CREEK OVERFLOW BRIDGE REPAIR ON THE SANTA PAULA BRANCH LINE, FILLMORE, CA</div>										<div>CONTRACT NO.</div> <div>DRAWING NO. S-014</div>						
<div><table><tr><th>REV.</th><th>DATE</th><th>BY</th><th>SUB</th><th>APP.</th></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr></table></div>					REV.	DATE	BY	SUB	APP.											<div></div>					<div>SUBMITTED:  JULIANA R. CORONA, P.E. PROJECT MANAGER</div>					<div>HANDRAIL REPLACEMENT PLAN</div>					<div>REVISION SHEET NO. 23 OF 30</div>	
REV.	DATE	BY	SUB	APP.																																
																				<div>SCALE AS SHOWN</div>																



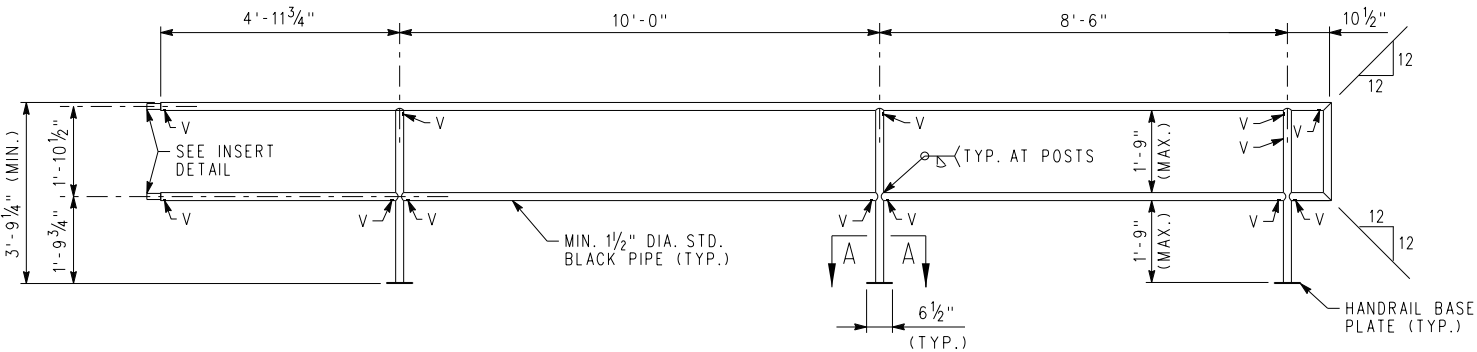
HANDRAIL PANEL HP1

SCALE: 1/2" = 1'-0"

GALVANIZE AFTER FABRICATION

NOTE:

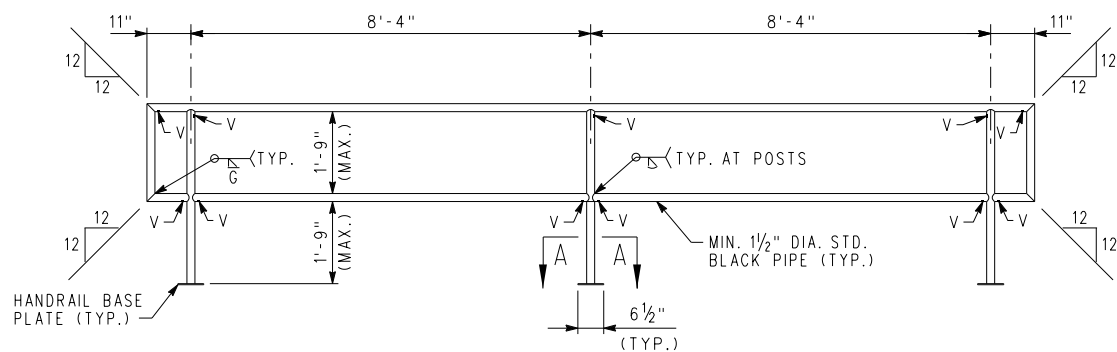
V = $\frac{3}{8}$ " \varnothing DRILLED VENT HOLE 1"
FROM JOINT,



HANDRAIL PANEL HP2

SCALE: $\frac{1}{2}" = 1'-0"$

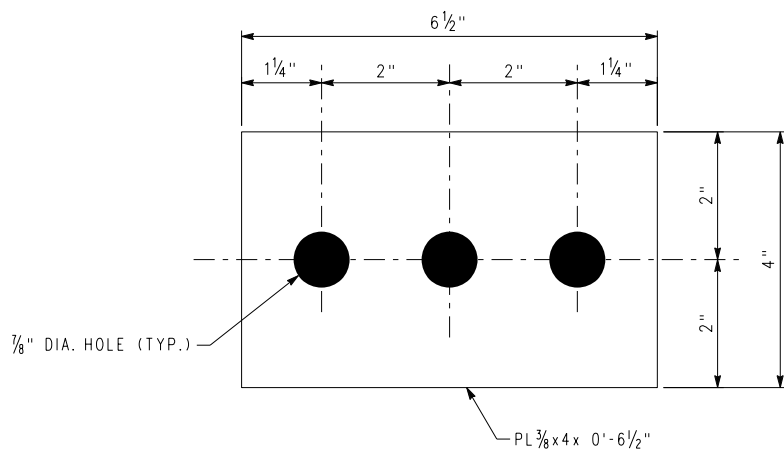
GALVANIZE AFTER FABRICATION



WINGWALL HANDRAIL PANEL

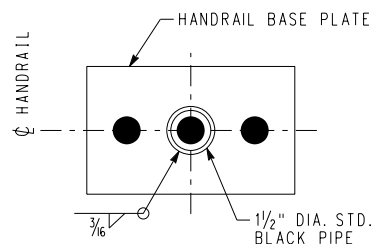
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GALVANIZE AFTER FABRICATION

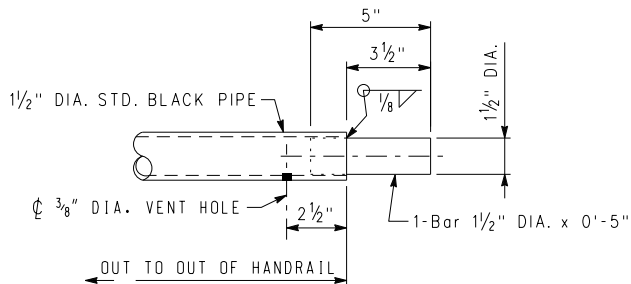


HANDRAIL BASE PLATE DETAIL

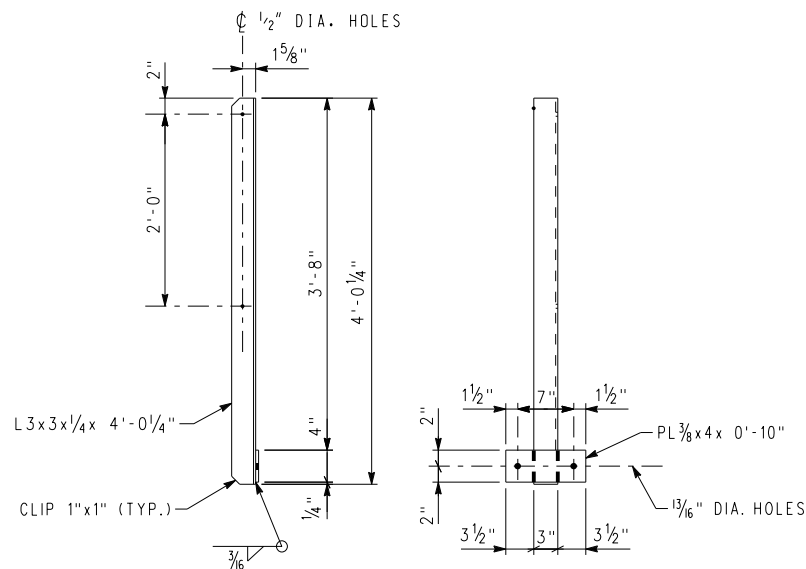
WEIGHT = 2.5 LB.



SECTION A-A



INSERT DETAIL



HANDRAIL POST HP10

SCALE: 1" = 1'-0"

GALVANIZE AFTER FABRICATION

NOTES:

SHOP NOTES:

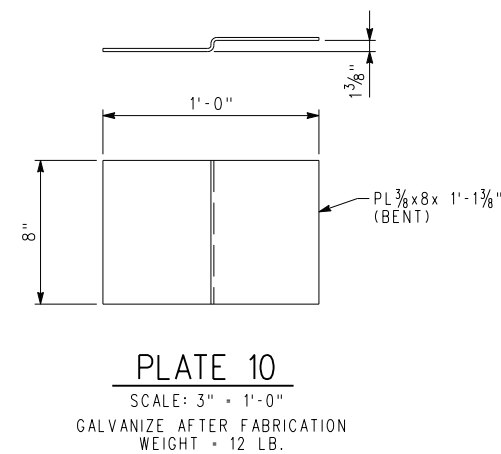
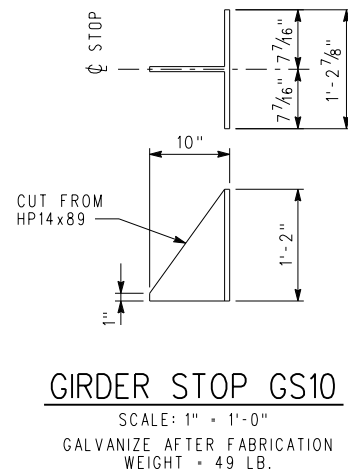
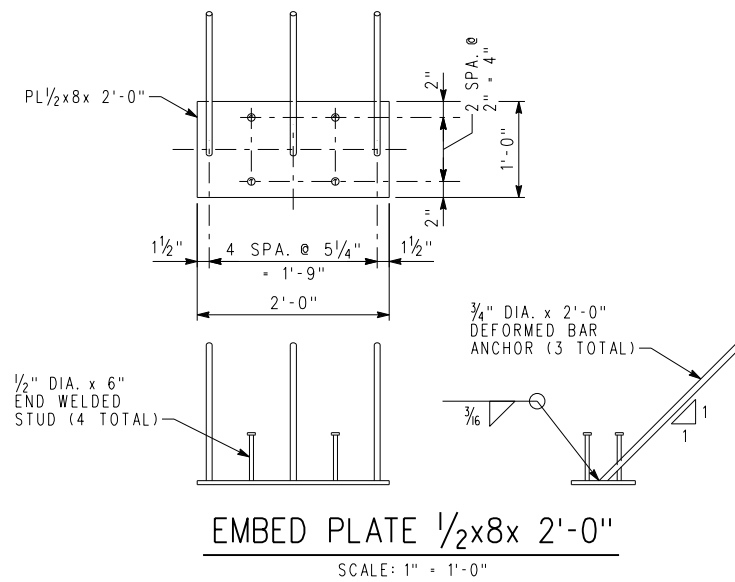
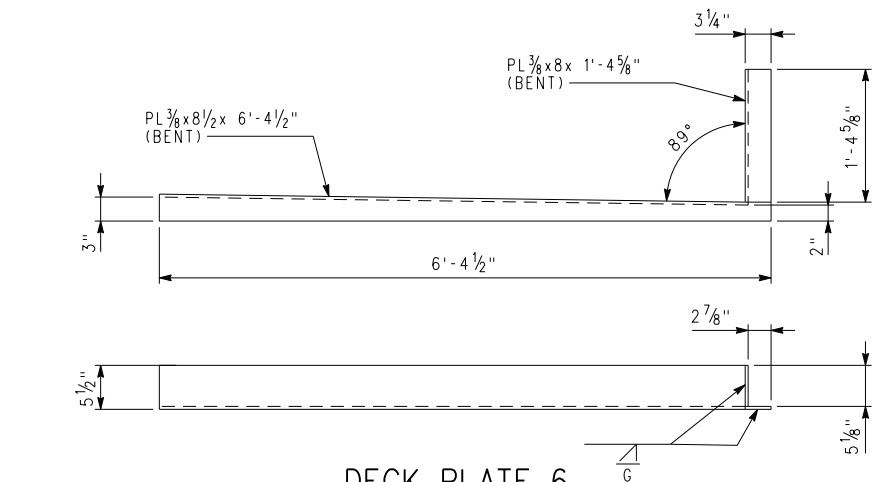
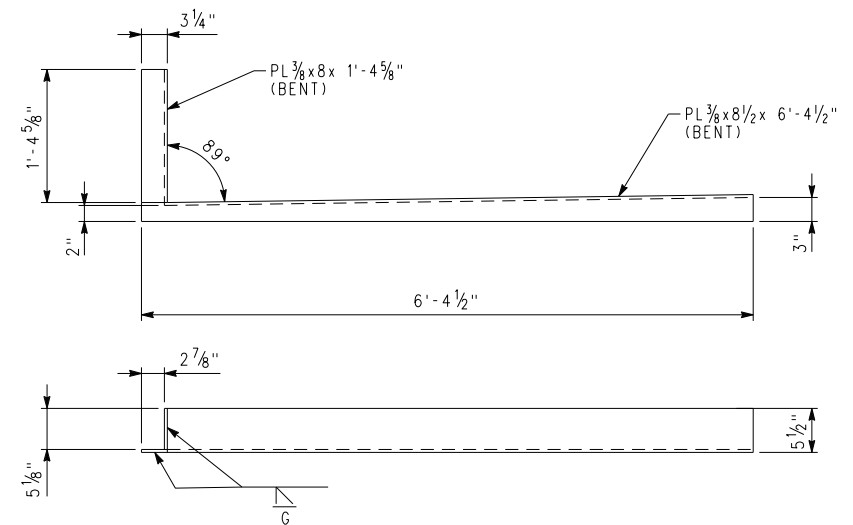
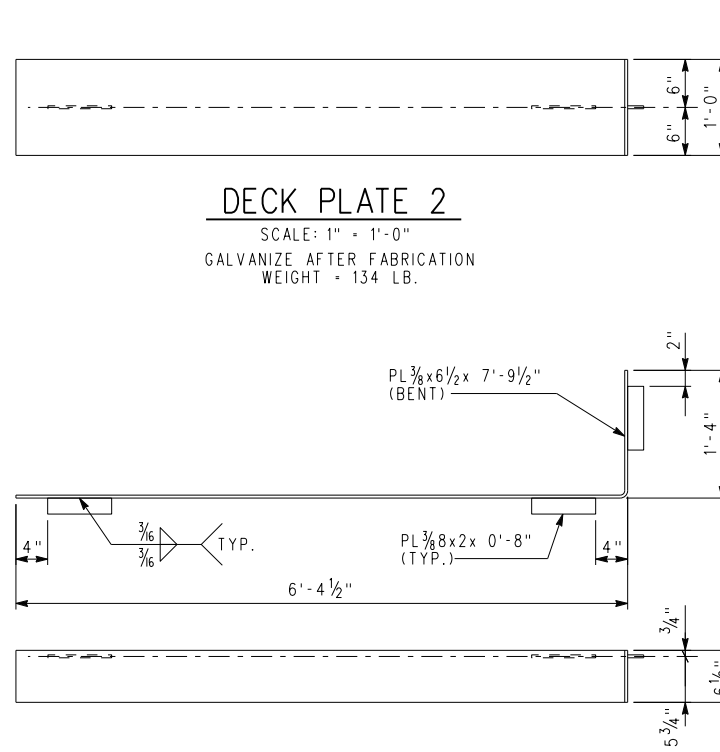
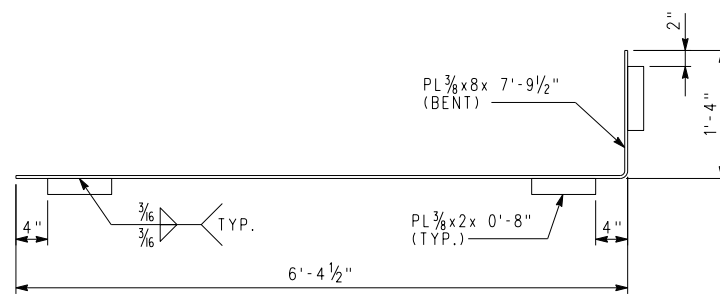
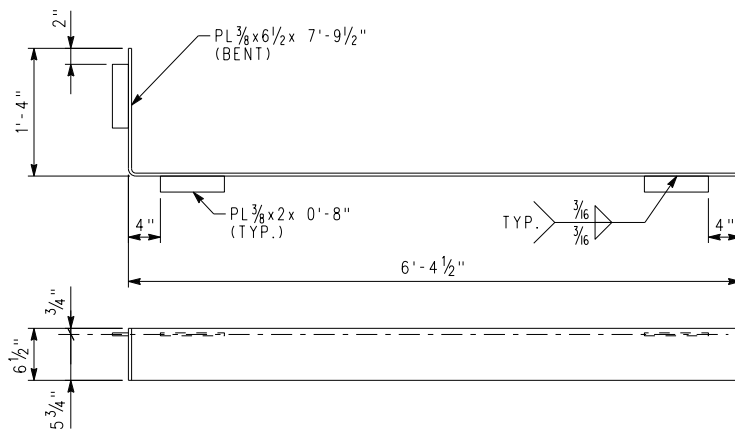
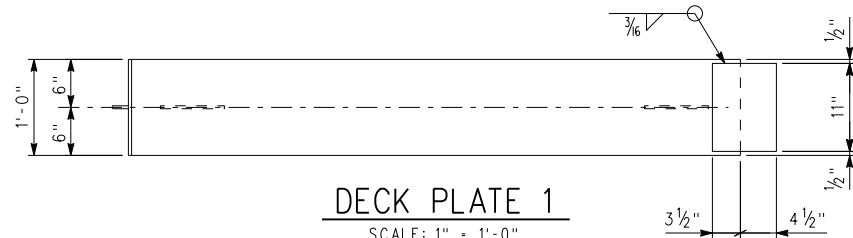
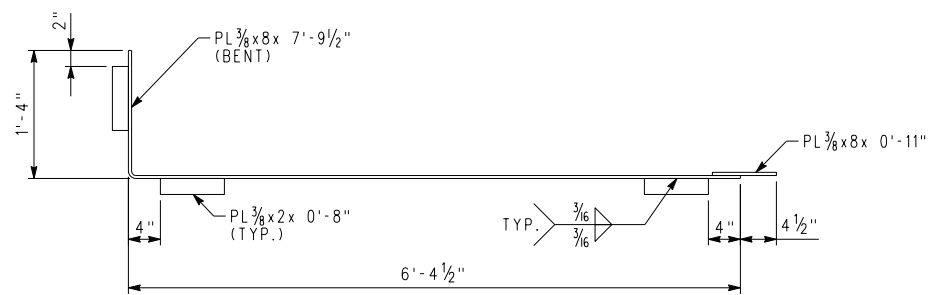
FABRICATION AND ARC WELDING OF STRUCTURAL STEEL AND HANDRAIL PANELS SHALL BE IN ACCORDANCE WITH CHAPTER 15, PART 3 OF THE CURRENT A.R.E.M.A. MANUAL FOR RAILWAY ENGINEERING. MIG WELDING SHALL BE USED ON HANDRAIL PANELS. OPEN HOLES: AS NOTED. SHOP PAINT: NONE.

GALVANIZING:

HANDRAIL PANELS SHALL BE GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH THE CURRENT A.S.T.M. DESIGNATION: A123.

AFTER GALVANIZING ALL ELEMENTS SHALL BE FREE OF FINS, ABRASIONS, ROUGH OR SHARP EDGES AND OTHER SURFACE DEFECTS.

[illegible]



<div>FINAL DESIGN (100%) CAMERA READY</div>			<div>INFORMATION CONFIDENTIAL: All plans, drawings, specifications, and/or information furnished hereon shall remain the property of the Ventura County Transportation Commission and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Ventura County Transportation Commission.</div>			<div>DESIGNED BY K. THOMSEN DRAWN BY G. SMITH CHECKED BY H. YANG APPROVED BY M. SARWAR DATE 12-25-2023</div>			<div></div>			<div> VENTURA COUNTY TRANSPORTATION COMMISSION</div>			<div></div>			<div>SUBMITTED:  JULIANA R. CORONA, P.E. PROJECT MANAGER</div>			<div>SESPE CREEK OVERFLOW BRIDGE REPAIR ON THE SANTA PAULA BRANCH LINE, FILLMORE, CA</div>			<div>CONTRACT NO. DRAWING NO. S-017</div>			<div>REVISION SHEET NO. 26 OF 30</div>			<div>SCALE AS SHOWN</div>		
REV.	DATE		BY	SUB.	APP.																											

REFERENCE: CALTRANS SOIL & ROCK LOGGING, CLASSIFICATION, AND PRESENTATION MANUAL (2010)

CEMENTATION	
Description	Criteria
Weak	Crumbles or breaks with handling or little finger pressure.
Moderate	Crumbles or breaks with considerable finger pressure.
Strong	Will not crumble or break with finger pressure.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	VENTURA	—	423.18	3	3

Christopher M. Diaz
 REGISTERED GEOTECHNICAL ENGINEER

3/24/25
 DATE








PLANS APPROVAL DATE

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 COPIES OF THIS PLAN SHEET.

RAILPROS
 250 COMMERCE STE 200
 IRVINE, CALIFORNIA 92602

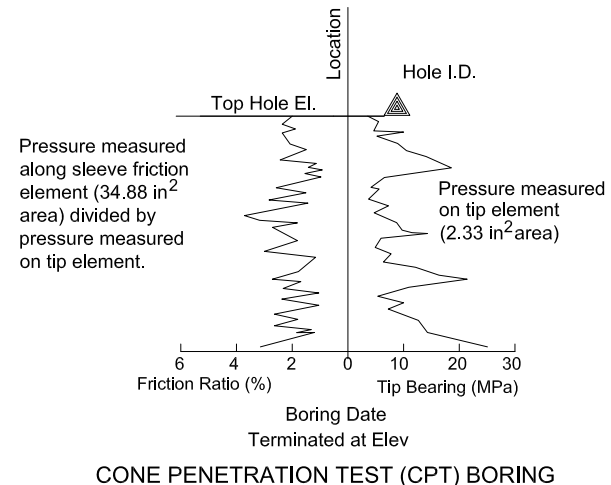
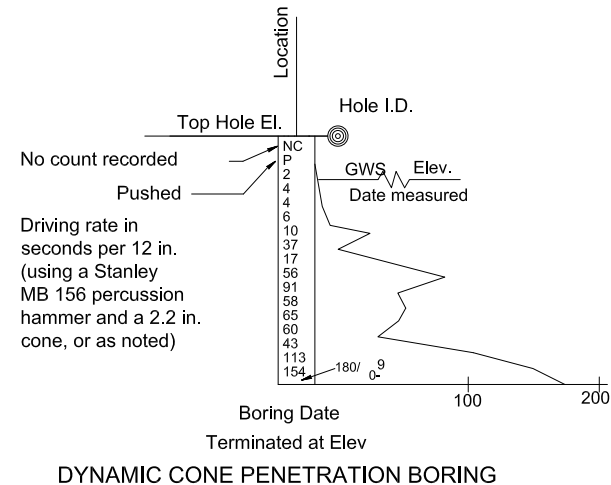
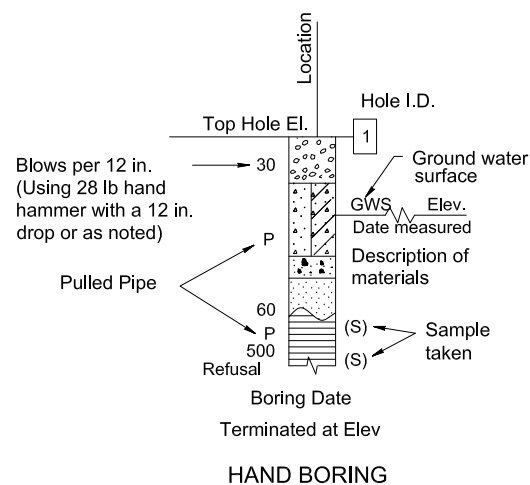
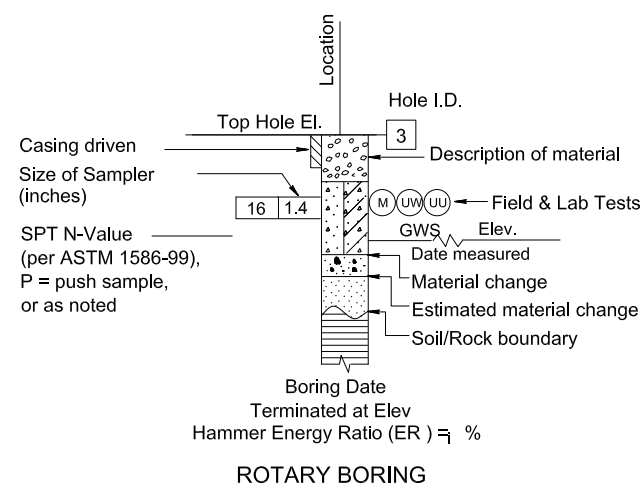
DIAZ YOURMAN & ASSOC.
 1616 E 17TH STREET
 SANTA ANA, CALIFORNIA 92705


This LOTB sheet was prepared in accordance with the Caltrans Soil & Rock Logging, Classification, & Presentation Manual (2010).

BOREHOLE IDENTIFICATION		
Symbol	Hole Type	Description
	A	Auger Boring (hollow or solid stem bucket)
	R	Rotary drilled boring (conventional)
	RW	Rotary drilled with self-casing wire-line
	RC	Rotary core with continuously-sampled, self-casing wire-line
	P	Rotary percussion boring (air)
	R	Rotary drilled diamond core
	HD	Hand driven (1-inch soil tube)
	HA	Hand Auger
	D	Dynamic Cone Penetration Boring
	CPT	Cone Penetration Test (ASTM D 5778)
	O	Other (note on LOTB)

Note: Size in inches.

CONSISTENCY OF COHESIVE SOILS				
Description	Shear Strength (tsf)	Pocket Penetrometer Measurement, PP, (tsf)	Torvane Measurement, TV, (tsf)	Vane Shear Measurement, VS, (tsf)
Very Soft	Less than 0.12	Less than 0.25	Less than 0.12	Less than 0.12
Soft	0.12 - 0.25	0.25 - 0.5	0.12 - 0.25	0.12 - 0.25
Medium Stiff	0.25 - 0.5	0.5 - 1	0.25 - 0.5	0.25 - 0.5
Stiff	0.5 - 1	1 - 2	0.5 - 1	0.5 - 1
Very Stiff	1 - 2	2 - 4	1 - 2	1 - 2
Hard	Greater than 2	Greater than 4	Greater than 2	Greater than 2



<div>FINAL DESIGN 100% CAMERA READY NOT FOR CONSTRUCTION</div>				<div>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.</div>		<div>DESIGNED BY A. SCHOLDER</div> <div>DRAWN BY A. SCHOLDER</div> <div>CHECKED BY T. REINERT</div> <div>APPROVED BY C. DIAZ</div> <div>DATE 12-28-2023</div>		<div>VENTURA COUNTY TRANSPORTATION COMMISSION</div>		<div>SUBMITTED:  JULIANA R. CORONA, P.E. PROJECT MANAGER</div>		<div>SESPE CREEK OVERFLOW BRIDGE REPAIR ON THE SANTA PAULA BRANCH LINE, FILLMORE, CA LOG OF TEST BORINGS</div>				<div>CONTRACT NO.</div> <div>DRAWING NO. GE-001</div> <div>REVISION</div> <div>SHEET NO. 27 OF 30</div> <div>SCALE AS SHOWN</div>	
REV.	DATE			BY	SUB.	APP.											

REFERENCE: CALTRANS SOIL & ROCK LOGGING, CLASSIFICATION, AND PRESENTATION MANUAL (2010)

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	VENTURA	—	423.18	3	3

Christopher M. Diaz
REGISTERED GEOTECHNICAL ENGINEER

3/24/25
DATE

REGISTERED PROFESSIONAL ENGINEER
CHRISTOPHER M. DIAZ
No. 2992
EXP 6/30/25
GEOTECHNICAL
STATE OF CALIFORNIA

PLANS APPROVAL DATE _____

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COPIES OF THIS PLAN SHEET.

RAILPROS
250 COMMERCE STE 200
IRVINE, CALIFORNIA 92602

DIAZ YOURMAN & ASSOC.
1616 E 17TH STREET
SANTA ANA, CALIFORNIA 92705

This LOTB sheet was prepared in accordance with the Caltrans Soil & Rock Logging, Classification, & Presentation Manual (2010).

APPARENT DENSITY OF COHESIONLESS SOILS	
Description	SPT N ⁶⁰ (Blows / 12 in.)
Very Loose	0 - 5
Loose	5 - 10
Medium Dense	10 - 30
Dense	30 - 50
Very Dense	Greater than 50


MOISTURE	
Description	Criteria
Dry	No discernable moisture
Moist	Moisture present, but no free water
Wet	Visible free water

PERCENT OR PROPORTION OF SOILS	
Description	Criteria
Trace	Particles are present but estimated to be less than 5%
Few	5% - 10%
Little	15% - 25%
Some	30% - 45%
Mostly	50% - 100%

PARTICLE SIZE		
Description		Size (in.)
Boulder		Greater than 12
Cobble		3 - 12
Gravel	Coarse	3/4 - 3
	Fine	1/5 - 3/4
Sand	Coarse	1/16 - 1/5
	Medium	1/64 - 1/16
	Fine	1/300 - 1/64
Silt and Clay		Less than 1/300

FIELD AND LABORATORY TESTING	
C	Consolidation (ASTM D 2435)
CL	Collapse Potential (ASTM D 5333)
CP	Compaction Curve (CTM 216)
CR	Corrosivity Testing (CTM 643, CTM 422, CTM 417)
CU	Consolidated Undrained Triaxial (ASTM D 4767)
DS	Direct Shear (ASTM D 3080)
EI	Expansion Index (ASTM D 4829)
M	Moisture Content (ASTM D 2216)
OC	Organic Content-% (ASTM D 2974)
P	Permeability (CTM 220)
PA	Particle Size Analysis (ASTM D 422)
PI	Plasticity Index (AASHTO T 90) Liquid Limit (AASHTO T 89)
PL	Point Load Index (ASTM D 5731)
PM	Pressure Meter
R	R-Value (CTM 301)
SE	Sand Equivalent (CTM 217)
SG	Specific Gravity (AASHTO T 100)
SL	Shrinkage Limit (ASTM D 427)
SW	Swell Potential (ASTM D 4546)
UU	Unconfined Compression-Soil (ASTM D 2166)
UU	Unconfined Compression-Rock (ASTM D 2938)
UU	Unconsolidated Undrained Triaxial (ASTM D 2850)
UW	Unit Weight (ASTM D 4767)

GROUP SYMBOLS AND NAMES							
Graphic/Symbol		Group Names		Graphic/Symbol		Group Names	
	GW	Well-graded GRAVEL Well-graded GRAVEL with SAND			CL	Lean CLAY Lean CLAY with SAND Lean CLAY with GRAVEL SANDY lean CLAY SANDY lean CLAY with GRAVEL GRAVELLY lean CLAY GRAVELLY lean CLAY with SAND	
	GP	Poorly-graded GRAVEL Poorly-graded GRAVEL with SAND					
	GW-GM	Well-graded GRAVEL with SILT Well-graded GRAVEL with SILT and SAND			CL-ML	SILTY CLAY SILTY CLAY with SAND SILTY CLAY with GRAVEL SANDY SILTY CLAY SANDY SILTY CLAY with GRAVEL GRAVELLY SILTY CLAY GRAVELLY SILTY CLAY with SAND	
	GW-GC	Well-graded GRAVEL with CLAY (or SILTY CLAY) Well-graded GRAVEL with CLAY and SAND (or SILTY CLAY and SAND)					
	GP-GM	Poorly-graded GRAVEL with SILT Poorly-graded GRAVEL with SILT and SAND			ML	SILT SILT with SAND SILT with GRAVEL SANDY SILT SANDY SILT with GRAVEL GRAVELLY SILT GRAVELLY SILT with SAND	
	GP-GC	Poorly-graded GRAVEL with CLAY (or SILTY CLAY) Poorly-graded GRAVEL with CLAY and SAND (or SILTY CLAY and SAND)					
	GM	SILTY GRAVEL SILTY GRAVEL with SAND			OL	ORGANIC lean CLAY ORGANIC lean CLAY with SAND ORGANIC lean CLAY with GRAVEL SANDY ORGANIC lean CLAY SANDY ORGANIC lean CLAY with GRAVEL GRAVELLY ORGANIC lean CLAY GRAVELLY ORGANIC lean CLAY with SAND	
	GC	CLAYEY GRAVEL CLAYEY GRAVEL with SAND					
	GC-GM	SILTY, CLAYEY GRAVEL SILTY, CLAYEY GRAVEL with SAND			OL	ORGANIC SILT ORGANIC SILT with SAND ORGANIC SILT with GRAVEL SANDY ORGANIC SILT SANDY ORGANIC SILT with GRAVEL GRAVELLY ORGANIC SILT GRAVELLY ORGANIC SILT with SAND	
	SW	Well-graded SAND Well-graded SAND with GRAVEL					
	SP	Poorly-graded SAND Poorly-graded SAND with GRAVEL			CH	Fat CLAY Fat CLAY with SAND Fat CLAY with GRAVEL SANDY fat CLAY SANDY fat CLAY with GRAVEL GRAVELLY fat CLAY GRAVELLY fat CLAY with SAND	
	SW-SM	Well-graded SAND with SILT Well-graded SAND with SILT and GRAVEL					
	SW-SC	Well-graded SAND with CLAY (or SILTY CLAY) Well-graded SAND with CLAY and GRAVEL (or SILTY CLAY and GRAVEL)			MH	Elastic SILT Elastic SILT with SAND Elastic SILT with GRAVEL SANDY elastic SILT SANDY elastic SILT with GRAVEL GRAVELLY elastic SILT GRAVELLY elastic SILT with SAND	
	SP-SM	Poorly-graded SAND with SILT Poorly-graded SAND with SILT and GRAVEL					
	SP-SC	Poorly-graded SAND with CLAY (or SILTY CLAY) Poorly-graded SAND with CLAY and GRAVEL (or SILTY CLAY and GRAVEL)			OH	ORGANIC fat CLAY ORGANIC fat CLAY with SAND ORGANIC fat CLAY with GRAVEL SANDY ORGANIC fat CLAY SANDY ORGANIC fat CLAY with GRAVEL GRAVELLY ORGANIC fat CLAY GRAVELLY ORGANIC fat CLAY with SAND	
	SM	SILTY SAND SILTY SAND with GRAVEL					
	SC	CLAYEY SAND CLAYEY SAND with GRAVEL			OH	ORGANIC elastic SILT ORGANIC elastic SILT with SAND ORGANIC elastic SILT with GRAVEL SANDY ORGANIC elastic SILT SANDY ORGANIC elastic SILT with GRAVEL GRAVELLY ORGANIC elastic SILT GRAVELLY ORGANIC elastic SILT with SAND	
	SC-SM	SILTY, CLAYEY SAND SILTY, CLAYEY SAND with GRAVEL					
	PT	PEAT			OL/OH	ORGANIC SOIL ORGANIC SOIL with SAND ORGANIC SOIL with GRAVEL SANDY ORGANIC SOIL SANDY ORGANIC SOIL with GRAVEL GRAVELLY ORGANIC SOIL GRAVELLY ORGANIC SOIL with SAND	
		COBBLES COBBLES and BOULDERS BOULDERS					

<p align="center">FINAL DESIGN 100% CAMERA READY NOT FOR CONSTRUCTION</p>			<p>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.</p>	DESIGNED BY A. SCHOLDER	<p align="center">VENTURA COUNTY TRANSPORTATION COMMISSION</p>	<p align="center">SESPE CREEK OVERFLOW BRIDGE REPAIR ON THE SANTA PAULA BRANCH LINE, FILLMORE, CA</p> <p align="center">SOIL LEGEND 1 OF 2 - LOG OF TEST BORINGS</p>	CONTRACT NO.
				DRAWN BY A. SCHOLDER			DRAWING NO. GE-002
				CHECKED BY T. REINERT			REVISION SHEET NO. 28 OF 30
				APPROVED BY C. DIAZ			SCALE AS SHOWN
REV.	DATE	BY	SUB.	APP.	DATE 12-28-2023	SUBMITTED:  JULIANA R. CORONA, P.E. PROJECT MANAGER	

TO FILLMORE
RR EAST



DIAZ YOURMAN & ASSOC.
1616 E 17TH STREET
SANTA ANA, CALIFORNIA 92705

This LOTB sheet was prepared in accordance with the Caltrans Soil & Rock Logging, Classification, & Presentation Manual (2010).

PLAN
SCALE: 0.50" = 100'

\$DATE\$ \$TIME\$ \$USER\$
\$FILE\$ \$PENTBL\$
\$PLDRVL\$

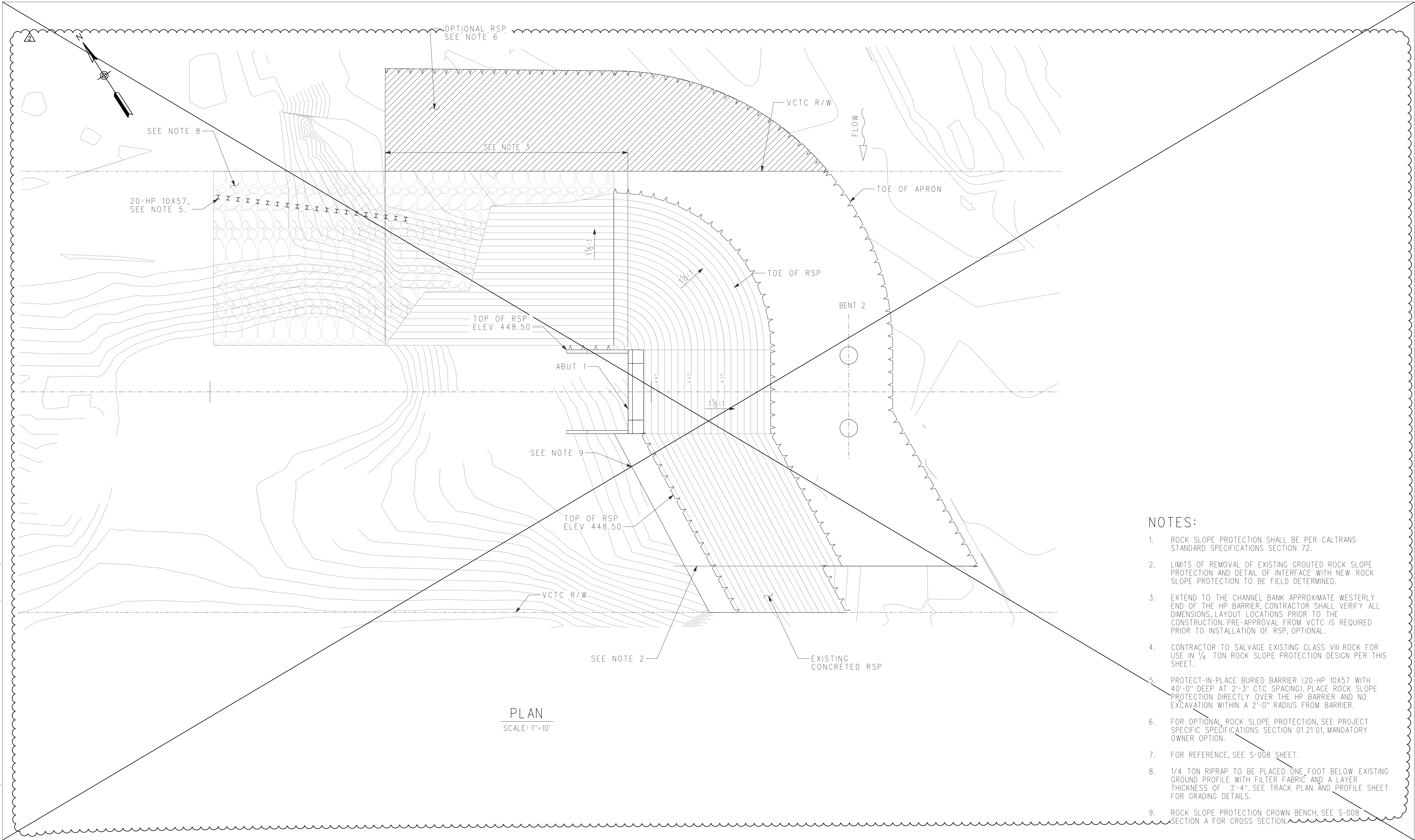
INFORMATION CONFIDENTIAL:
All plans, drawings, specifications, and/or information furnished herewith shall remain the property of the Southern California Regional Rail Authority and shall be held confidential; and shall not be used for any purpose not provided for in agreements with the Southern California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

DESIGNED BY A. SCHOLDER
DRAWN BY A. SCHOLDER
CHECKED BY T. REINERT
APPROVED BY C. DIAZ
DATE 12-28-2023

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

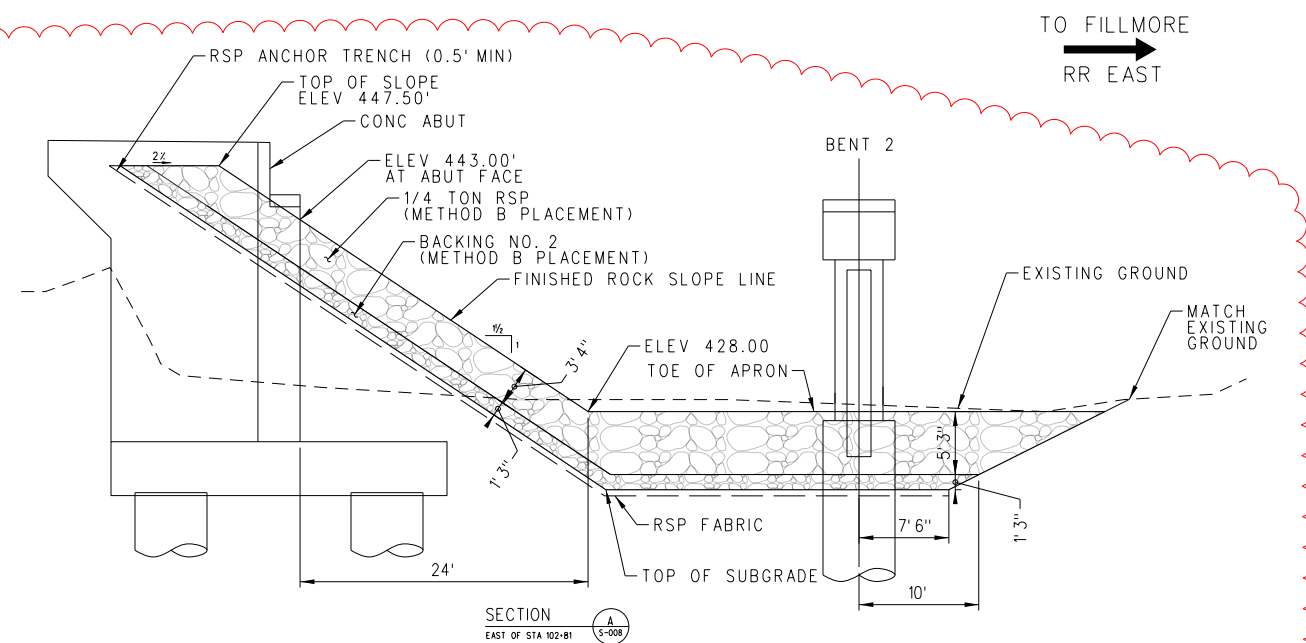
CONTRACT NO.	
DRAWING NO.	
GE-003	
REVISION	SHEET NO.
	29 OF 30
SCALE	
AS SHOWN	

4/4/2025 12:38:16 PM USER = jackson.ziegler
X:\Engineering\VC\TC Sespe Creek Bridge Overflow\900_CADD\950_Drawings\Track\VC\TC-SCB_S-008_Rock Slope Protection.sht
Y:\Microstation_CADD_Standard (All Agency)\Metrolink - SCRA\WorkSpace\Standards\Plc\g_vpd.plt19




- NOTES:
- ROCK SLOPE PROTECTION SHALL BE PER CALTRANS STANDARD SPECIFICATIONS SECTION 72.
 - LIMITS OF REMOVAL OF EXISTING GROUTED ROCK SLOPE PROTECTION AND DETAIL OF INTERFACE WITH NEW ROCK SLOPE PROTECTION TO BE FIELD DETERMINED.
 - EXTEND TO THE CHANNEL BANK APPROXIMATE WESTERLY END OF THE HP BARRIER, CONTRACTOR SHALL VERIFY ALL DIMENSIONS, LAYOUT LOCATIONS PRIOR TO THE CONSTRUCTION. PRE-APPROVAL FROM VCTC IS REQUIRED PRIOR TO INSTALLATION OF RSP, OPTIONAL.
 - CONTRACTOR TO SALVAGE EXISTING CLASS VIII ROCK FOR USE IN 1/4 TON ROCK SLOPE PROTECTION DESIGN PER THIS SHEET.
 - PROTECT-IN-PLACE BURIED BARRIER (20-HP 10X57 WITH 40'-0" DEEP AT 2'-3" CTC SPACING). PLACE ROCK SLOPE PROTECTION DIRECTLY OVER THE HP BARRIER AND NO EXCAVATION WITHIN A 2'-0" RADIUS FROM BARRIER.
 - FOR OPTIONAL ROCK SLOPE PROTECTION, SEE PROJECT SPECIFIC SPECIFICATIONS SECTION 0121 01, MANDATORY OWNER OPTION.
 - FOR REFERENCE, SEE S-008 SHEET.
 - 1/4 TON RIPRAP TO BE PLACED ONE FOOT BELOW EXISTING GROUND PROFILE WITH FILTER FABRIC AND A LAYER THICKNESS OF 3'-4". SEE TRACK PLAN AND PROFILE SHEET FOR GRADING DETAILS.
 - ROCK SLOPE PROTECTION CROWN BENCH, SEE S-008 SECTION A FOR CROSS SECTION.

		CAMERA READY				INFORMATION: CONFIDENTIAL: All plans, drawings, specifications, and/or information furnished herewith shall remain the property of the Ventura County Transportation Commission and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Ventura County Transportation Commission.		DESIGNED BY S. CASTELLANO				 VENTURA COUNTY TRANSPORTATION COMMISSION				SUBMITTED: _____ JULINA R. CORONA, P.E. PROJECT MANAGER		SESPE CREEK OVERFLOW BRIDGE REPAIR ON THE SANTA PAULA BRANCH LINE, FILLMORE, CA ROCK SLOPE PROTECTION, MANDATORY OWNER OPTION		CONTRACT NO.	
				DRAWN BY T. KORPRASERTSUD		DRAWING NO. SC-001															
				CHECKED BY J. CORONA		REVISION 2		SHEET NO. 30 OF 31													
				APPROVED BY N. ORTEGA		SCALE AS SHOWN															
REV.		DATE		BY				SUB.		APP.		DATE									
0		3/18		JZ						NW		3-24-2025									
		ISSUED FOR BID																			



1. ROCK SLOPE PROTECTION SHALL BE PER CALTRANS STANDARD SPECIFICATIONS SECTION 72.
2. LIMITS OF REMOVAL OF EXISTING GROUTED ROCK SLOPE PROTECTION AND DETAIL OF INTERFACE WITH NEW ROCK SLOPE PROTECTION TO BE FIELD DETERMINED.
3. EXTEND TO THE CHANNEL BANK APPROXIMATE WESTERLY END OF THE HP BARRIER, CONTRACTOR SHALL VERIFY ALL DIMENSIONS, LAYOUT LOCATIONS PRIOR TO THE CONSTRUCTION. PRE-APPROVAL FROM VCTC IS REQUIRED PRIOR TO INSTALLATION OF RSP, OPTIONAL.
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6. FOR OPTIONAL ROCK SLOPE PROTECTION, SEE PROJECT SPECIFIC SPECIFICATIONS SECTION 01 21 01, MANDATORY OWNER OPTION.
7. FOR FULL TRACK CROSS SECTIONS, REFER TO SHEET TD-001.
8. 1/4 TON RIPRAP TO BE PLACED ONE FOOT BELOW EXISTING GROUND PROFILE WITH FILTER FABRIC AND A LAYER THICKNESS OF 3'-4". SEE CROSS SECTION B FOR DETAIL.
9. ROCK SLOPE PROTECTION CROWN BENCH, SEE S-008 SECTION A FOR CROSS SECTION.
10. CONTRACTOR TO FIELD VERIFY SUITABLE FILL. ALL UNSUITABLE FILL TO BE EXCAVATED TO WASTE.
11. EAST OF STATION 102+81, RSP TO BE LAID OVER BACKING NO. 2 WITH ACCORDANCE TO CROSS SECTION A. WEST OF STATION 102+81, RSP TO BE LAID OVER EXISTING GROUND WITH ACCORDANCE TO CROSS SECTION B.
12. PROPOSED CONTOURS INDICATE TOP OF SUBGRADE AT EXCAVATION SURFACE.



	PROPOSED TRACK
	EXISTING TRACK
	EXISTING VCTC R/W
	PROPOSED DITCH FLOWLINE
	PROPOSED EMBANKMENT
	PROPOSED EXCAVATION



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4/25/2025 1:13:18 PM USER = jackson.ziegler
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Z:\Engineering\VCCTC\Sespe Creek Bridge Overflow\900 CADD\950 Drawings\Plot Drivers\PlotStamp.tbl
Y:\Microstation\CADD_Standards\AI\Agency\MetroLink-SCRA\WorkSpace\Standards\Plotting.plt;g