ADDENDUM NO. 3

ADDENDUM DATE: 05/14/2025

ADDENDUM NO.: 3

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 Project Specific Specifications have been revised for the following sections. The changes have been marked up in the attached document.
    a. 01 57 19 TEMPORARY ENVIRONMENTAL CONTROLS
        i. Added items 1.02.E, 1.02.F, 1.02.G.
        ii. Added item 1.04.F.
        iii. Added additional information regarding Measurement and Payment in Part 4.
    b. 32 91 00 SOIL EROSION, SEDIMENT CONTROL, TOPSOILING, AND SEEDING
        i. Added item 1.02.F.
2. The Project Engineering Drawings has been revised for Sheet SC-002.
    a. SC-002 was revised to indicate the distance between the CL of track to the limits of the railroad ROW line is 50'.
3. The Price File (IB-7 B) has been revised to reflect the following updates:
    a. 01 55 26.01 Traffic Control has been removed from the Allowances section and added to Division 01 section to be bid as a lump sum.
    b. 01 57 19.02 Unknown Environmental Regulatory Requirements Allowance has been set to the price of $100,000.00.
    c. 31 20 50.01 Removal and Disposal of Hazardous Materials (Category 2, 3 and 4) Allowance has been set to the price of $50,000.00.

SPBL-2025-01

SESPE CREEK OVERFLOW
RAILROAD BRIDGE REPAIR

EXHIBIT 1
PROJECT SPECIFIC SPECIFICATIONS

SECTION 01 57 19

TEMPORARY ENVIRONMENTAL CONTROLS

The following are modifications to the SCRRA Standard Specifications:

ADD the following to paragraph 1.02:

1.02 RELATED REQUIREMENTS

A. Section 01 35 44, Environmental Safety and Health Program

B. Section 01 71 13, Mobilization, Demobilization and Controls

C. Sespe Creek Overflow Bridge Repair Best Management Practices

D. Sespe Creek Overflow Bridge Repair Cultural Resources Memorandum

E. Sespe Creek Overflow Bridge Repair Biological Resources Assessment and Jurisdictional Delineation Report

F. Declining Amphibian Populations Task Force Fieldwork (DAPTF) Code of Practice

G. Water Diversion Guide

3

ADD the following to paragraph 1.03:

1.03 REGULATIONS

The Contractor shall comply with all pertinent regulations including the following:

A. State of California requirements relating to Air Resources Board (CARB), Code of Regulations (CCR), Health and Safety Code (CHSC), Regional Water Quality Control Board, and the Water Resources Control Board (SWRCB).

B. Federal Code of Federal Regulations (CFR),

C. U.S. Environmental Protection Agency (EPA), National Pollutant Discharge Elimination system (NPDES).

D. The Federal Occupational Safety and Health Act (OSHA) and the California Occupational Safety and Health Act (CAL/OSHA).

E. South Coast Air Quality Management District (SCAQMD).

F. The Clean Water Act, Section 404, 33 USC 1344 and Clean Water Act (CWA) Section 401 Water Quality Certifications.

G. The National Historic Preservation Act (Section 106).

ADD the following to paragraph 1.04:

1.04 SUBMITTALS

F. The Contractor shall obtain a Statewide Construction Stormwater General Permit (CGP) – Small Construction Rainfall Erosivity Waiver (Erosivity Waiver) in lieu of a SWPPP.

1. The Contractor shall have the Erosivity Waiver certified and submitted by the Legally Responsible Person (LRP) or Duly Authorized Representative (DAR). A Data Entry Person (DEP) may fill out the Erosivity Waiver but does not have authority to certify it.

2. Authority will designate a Legally Responsible Person (LRP) and will also provide a Data Submitter for uploading information into the SMARTS system.

3. Contractor shall maintain site throughout all construction phases in a manner compliant with the required Erosivity Waiver rules and regulations.

ADD the following to Part 4:

PART 4 – MEASUREMENT AND PAYMENT

Payment for the Statewide Construction Stormwater General Permit (CGP) – Small Construction Rainfall Erosivity Waiver (Erosivity Waiver) will be included under Division 01 measurement and payment for Erosion Control Compliance. Work not specified in this section, resulting from Unknown Environmental Regulatory Requirements, shall be provided under a separate payment item as shown in the Price File (IB-7 B) as an allowance.

Work of this Section includes specified work and related requirements. Work of this Section is considered incidental to Work under other payment items and no separate measurement or payment will be made to the Contractor for Work of this Section.

END OF SECTION 01 57 19

SECTION 32 91 00

SOIL EROSION, SEDIMENT CONTROL, TOPSOILING, AND SEEDING

The following are modifications to the SCRRA Standard Specifications:

ADD the following to the end of paragraph 1.02:

1.02 REFERENCES

E. Sespe Creek Overflow Bridge Repair Best Management Practices

F. Water Diversion Guide

END OF SECTION 32 91 00

SPBL-2025-01

SESPE CREEK OVERFLOW RAILROAD BRIDGE REPAIR

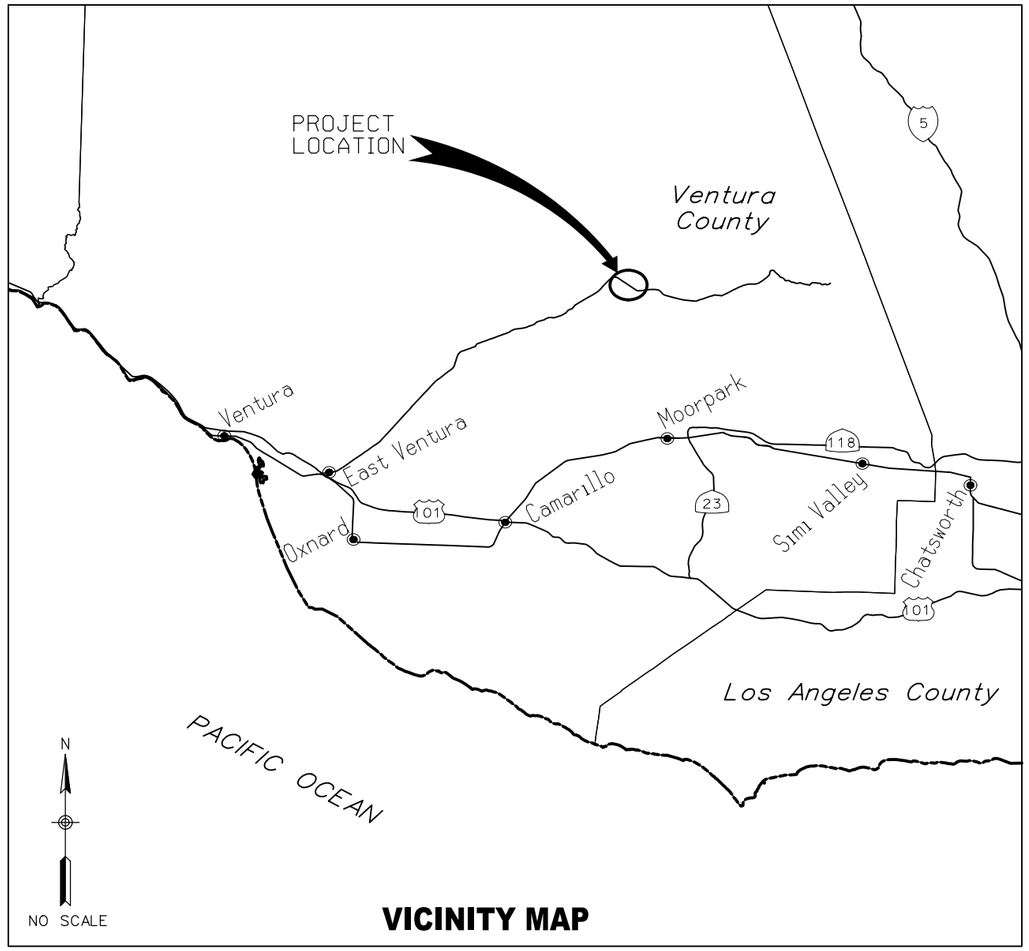
EXHIBIT 3
PROJECT ENGINEERING DRAWINGS

VENTURA COUNTY TRANSPORTATION COMMISSION

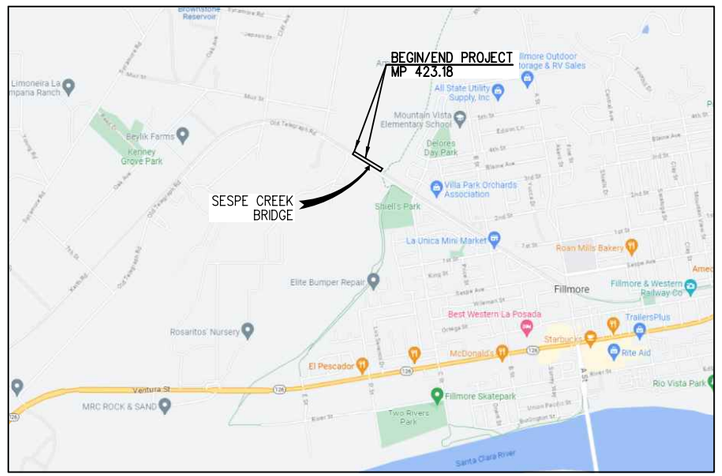
SESPE CREEK OVERFLOW

RAILROAD BRIDGE REPAIR ON THE SANTA PAULA BRANCH LINE

FILLMORE, CA



VICINITY MAP



NO SCALE

LOCATION MAP

DATE ISSUED: APRIL 4, 2025

100% SUBMITTAL

CAMERA READY

RAILPROS

APPROVED BY: _____ DATE: _____

SUBMITTED BY: _____ DATE: 3/25/2025

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	2	TRACK PLAN AND PROFILE - STA 98+50 TO STA 110+50
9	DIV-001	0	TEMPORARY CREEK DIVERSION PLAN
STRUCTURES			
10	S-001	0	GENERAL PLAN NO. 1
11	S-002	0	GENERAL PLAN NO. 2
12	S-003	0	GENERAL NOTES AND INDEX OF DRAWINGS
13	S-004	0	STAGE CONSTRUCTION PLAN
14	S-005	0	FOUNDATION PLAN
15	S-006	0	ABUTMENT DETAILS NO. 1
16	S-007	0	ABUTMENT DETAILS NO. 2
17	S-008	2	ROCK SLOPE PROTECTION
18	S-009	0	BENT DETAILS NO. 1
19	S-010	0	BENT DETAILS NO. 2
20	S-011	0	BENT DETAILS NO. 3
21	S-012	0	GIRDER DETAILS NO. 1
22	S-013	0	GIRDER DETAILS NO. 2
23	S-014	0	HANDRAIL REPLACEMENT PLAN
24	S-015	0	HANDRAIL DETAILS
25	S-016	0	MISCELLANEOUS DETAILS NO. 1
26	S-017	0	MISCELLANEOUS DETAILS NO. 2
GEOTECHNICAL			
27	GE-001	0	LOG OF TEST BORINGS
28	GE-002	0	SOIL LEGEND 1 OF 2 - LOG OF TEST BORINGS
29	GE-003	0	SOIL LEGEND 2 OF 2 - LOG OF TEST BORINGS
SCOUR COUNTERMEASURE			
30	SC-001	2	ROCK SLOPE PROTECTION, OWNER'S OPTION
31	SC-002	2	ROCK SLOPE PROTECTION, OWNER'S OPTION

FINAL DESIGN (100%)
CAMERA READY

REV.	DATE		BY	SUB.	APP.
0	4/8	RSP SHEETS VOIDED AND REPLACED BY SC-002	JZ		MW
0	3/25	ISSUED FOR BID	JZ		NO

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

VENTURA COUNTY TRANSPORTATION COMMISSION

RAILPROS
811 WILSHIRE, SUITE 1820
LOS ANGELES, CA 90017
WWW.RAILPROS.COM
EMAIL: INFO@RAILPROS.COM
PHONE: (213)627-0044

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

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

RAILROAD CONTACT

SIERRA NORTHERN RAILWAY DIVISION MANAGER	(530) 490-1446

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
CTC	CENTER TO CENTER
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, EL	ELEVATION
EMT	EXISTING MAIN TRACK
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
NO	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
PMT	PROPOSED MAIN TRACK
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
SERA, SNR	SIERRA NORTHERN RAILWAY
STA	STATION
ST	STREET
SD	STORM DRAIN
SUB	SUBDIVISION
SWT	SWITCH
TCE	TEMPORARY CONSTRUCTION EASEMENT
TF	TRACK FOOT
TO	TURNOUT
TOR, T/R	TOP OF RAIL
TWC	TIME WARNER CABLE
TYP	TYPICAL
UPRR	UNION PACIFIC RAILROAD
V	VELOCITY
VERT	VERTICAL
WSE	WATER SURFACE ELEVATION
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
- 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

3/21/2025 3:08:30 PM USER - jackson.ziegler
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FINAL DESIGN (100%)
CAMERA READY

REV.	DATE		BY	SUB.	APP.

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

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

VENTURA COUNTY TRANSPORTATION COMMISSION

RAILPROS
811 WILSHIRE, SUITE 1820
LOS ANGELES, CA 90017
WWW.RAILPROS.COM
EMAIL: INFO@RAILPROS.COM
PHONE: (213)627-0044

SUBMITTED: JULINA CORONA, P.E. PROJECT MANAGER

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

STANDARD ABBREVIATIONS

CONTRACT NO.
DRAWING NO. G-003
REVISION | SHEET NO. 3 OF 30
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		N
PHOTOELECTRIC CELL	PC	PC
POLE-MOUNTED LUMINAIRE		
POT HOLE LOCATION		
POWER POLE/TELEPHONE POLE		
RAILROAD MILEPOST	XX MP 2.27	XX (XX) SG MP 59.00 OR MP 59.00 (MP 2.27)
SANITARY SEWER MANHOLE	S	S
SIGN		
RAILROAD SIGNAL		
RAILROAD CANTILEVER SIGNAL		
STATION EQUALITY	EQ	EQ
STORM DRAIN CATCH BASIN	CB	CB
STORM DRAIN DROP INLET	DI	
STORM DRAIN MANHOLE	SD	
TELEPHONE MANHOLE	T	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	SP	SP
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

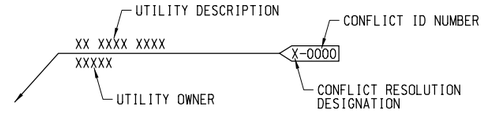
DESCRIPTION	EXISTING	PROPOSED
SIGNAL HOUSE		
10x10 SIGNAL CASE	10X10	10X10
BATTERY BOX		
CCTV, SECURITY MANHOLE		
TELEVISION MANHOLE		
ELECTRIC MANHOLE		
WATER VALVE BOX		
TRAFFIC CONTROL BOX		

HATCHES AND PATTERNS

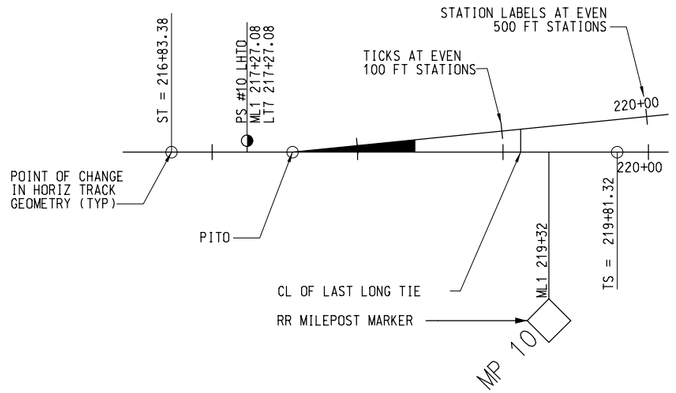
	PATTERNS
STONE/BRICK PAVING	
BALLAST	
TIMBER	
SUBGRADE, EARTH	
SUBBALLAST	
AGGREGATE BASE	
CONCRETE	
PEDESTRIAN CROSSING PANEL	
TACTILE WARNING TILES	
GRADED/LANDSCAPED AREA	
GRADE CROSSING PANELS	
HOT MIX ASPHALT CONCRETE	
SAWCUT EXISTING ASPHALT	

EXISTING TO BE REHABBED

UTILITIES LEGEND



TYPICAL ILLUSTRATION OF TRACK AND TURNOUT



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CAMERA READY

REV.	DATE	BY	SUB.	APP.

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EMAIL: INFO@RAILPROS.COM
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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 OF 30
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 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 WAY 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 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 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 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 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

FINAL DESIGN (100%)
CAMERA READY

REV.	DATE		BY	SUB.	APP.

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

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

VENTURA COUNTY TRANSPORTATION COMMISSION

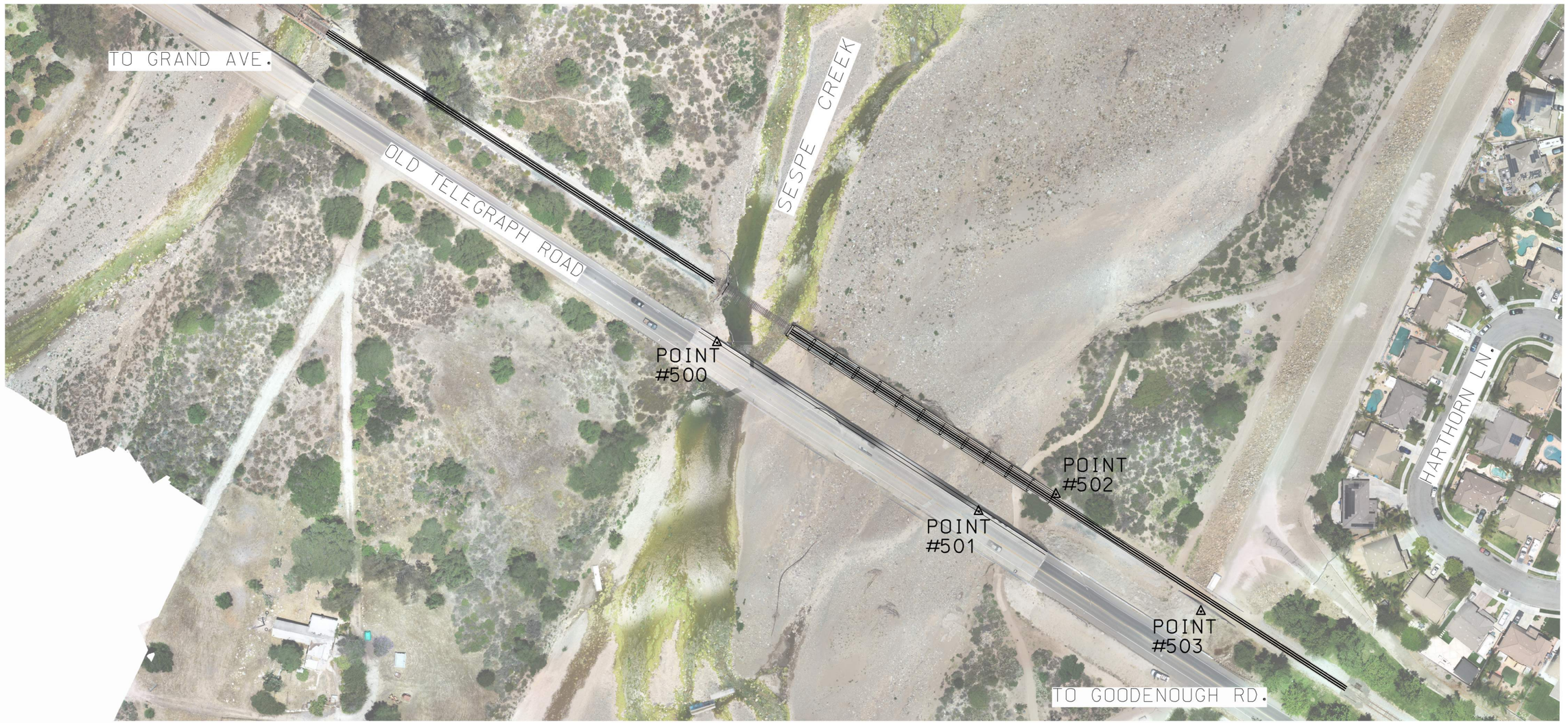
RAILPROS
811 WILSHIRE, SUITE 1820
LOS ANGELES, CA 90017
WWW.RAILPROS.COM
EMAIL: INFO@RAILPROS.COM
PHONE: (213)627-0044

SUBMITTED: JULINA CORONA, P.E. PROJECT MANAGER

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

GENERAL NOTES

CONTRACT NO.
DRAWING NO. G-005
REVISION | SHEET NO. 5 OF 30
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 "S121B8, 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 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.

N

30' 0' 30' 60'

GRAPHIC SCALE

$USER$
$TIME$
$DATE$
$FILE$
$PENTBL$
$PLTDRVL$

FINAL DESIGN (100%)
CAMERA READY

REV.	DATE	BY	SUB.	APP.

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 03-18-2025

PROFESSIONAL LAND SURVEYOR
CODY J FESTA
LS9340
STATE OF CALIFORNIA

VENTURA COUNTY
TRANSPORTATION COMMISSION

RSE, INC.
223 W. FOOTHILL BLVD, STE. 200
CLAREMONT, CA 91711
www.RSECORP.COM

SUBMITTED: JULINA CORONA, P.E.
PROJECT MANAGER

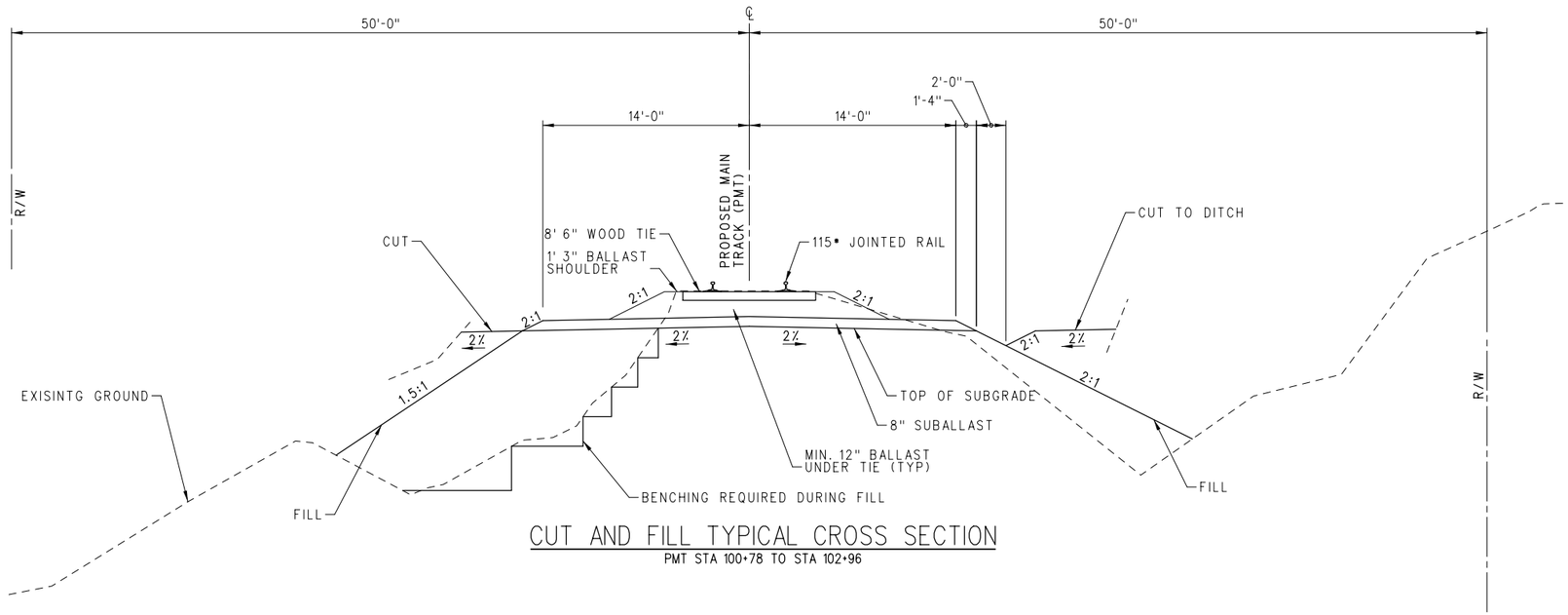
SESPE CREEK OVERFLOW BRIDGE REPAIR ON THE SANTA PAULA BRANCH LINE, FILLMORE, CA

SURVEY CONTROL EXHIBIT

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

NOTES:

1. CONTRACTOR TO REMOVE AND REPLACE TRACK FOR BRIDGE CONSTRUCTION.
2. CONTRACTOR SHALL MAINTAIN A MINIMUM WALKWAY PER SCRRA 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.



CUT AND FILL TYPICAL CROSS SECTION

PMT STA 100+78 TO STA 102+96

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FINAL DESIGN (100%)
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 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

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

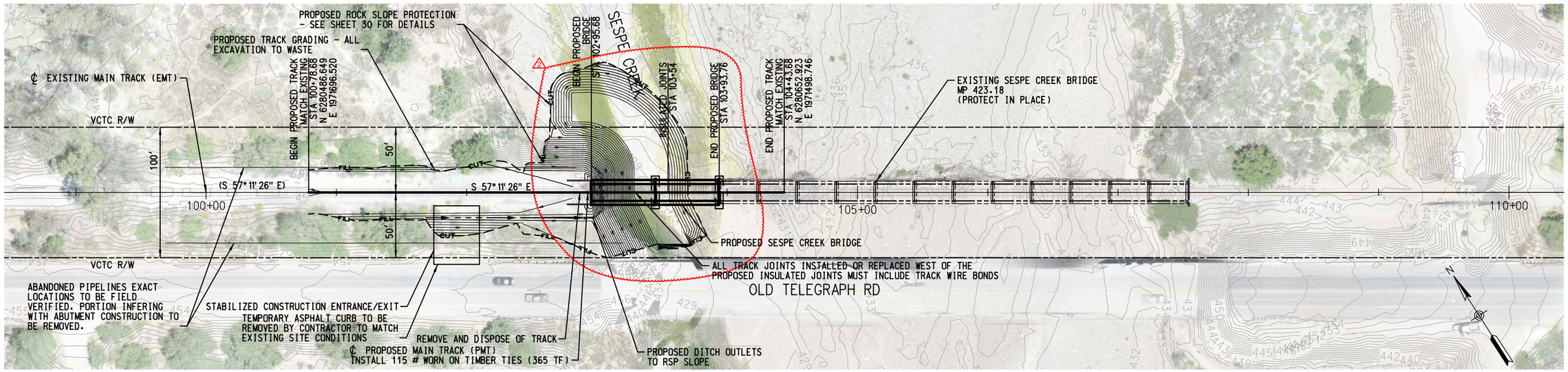
VENTURA COUNTY TRANSPORTATION COMMISSION

RAILPROS
811 WILSHIRE, SUITE 1820
LOS ANGELES, CA 90017
WWW.RAILPROS.COM
EMAIL: INFO@RAILPROS.COM
PHONE: (213)627-0044

SUBMITTED:
JULINA CORONA, P.E.
PROJECT MANAGER

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



NOTES:

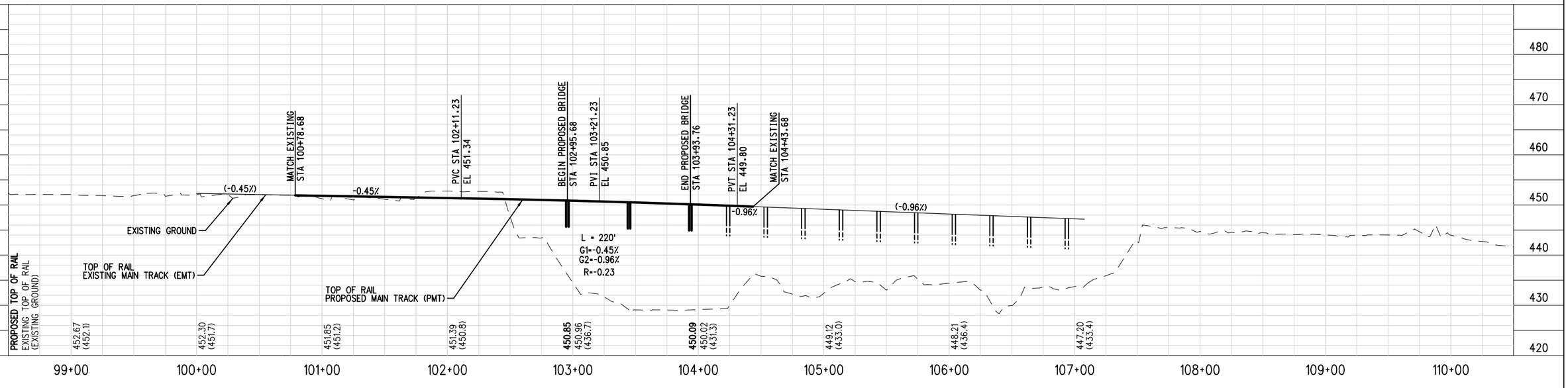
1. EXISTING RIGHT-OF-WAY IS BASED ON VCTC TRACK CHARTS.
2. A STABILIZED CONSTRUCTION ENTRANCE/EXIT FOR ACCESS TO TELEGRAPH RD SHALL BE CONSTRUCTED AND WILL NEED TO BE SUBMITTED FOR APPROVAL BY THE COUNTY TRANSPORTATION DEPARTMENT.
3. TRACK ON EXISTING APPROACH TO BE REMOVED AS NECESSARY FOR TEMPORARY ACCESS. ASPHALT OR BASE ON TOP OF GEOTEXTILE FABRIC MAY BE USED TO PROTECT EXISTING TRACK.
4. CONTRACTOR SHALL REPAIR HIGHWAY AND CURB DAMAGE AFTER CONSTRUCTION ENTRANCE IS REMOVED TO THE APPROVAL OF CITY/COUNTY.
5. CONTRACTOR RESPONSIBLE FOR TRAFFIC CONTROL.
6. EXISTING TRACK SPEED IS 15 MPH.

LEGEND:

- PROPOSED TRACK
- EXISTING TRACK
- EXISTING VCTC R/W
- PROPOSED DITCH FLOWLINE

40' 0' 40' 80'
HORIZONTAL GRAPHIC SCALE

10' 0' 10' 20'
VERTICAL GRAPHIC SCALE



VERTICAL GRAPHIC SCALE

REV.	DATE		BY	SUB.	APP.
2	4/8	CLOUD REPRESENT CHANGE FROM ADDENDUM 2	JZ		MW
0	3/18	ISSUED FOR BID	JZ		NO

FINAL DESIGN (100%)
NOT FOR CONSTRUCTION

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

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

VCTC VENTURA COUNTY TRANSPORTATION COMMISSION

RAILPROS
811 WILSHIRE, SUITE 1820
LOS ANGELES, CA 90017
WWW.RAILPROS.COM
EMAIL: INFO@RAILPROS.COM
PHONE: (213)627-0044

SUBMITTED: JULINA CORONA, P.E. PROJECT MANAGER

SESPE CREEK OVERFLOW RAILROAD BRIDGE REPAIR ON THE SANTA PAULA BRANCH LINE, FILLMORE, CA
TRACK PLAN AND PROFILE STA 98+50 TO STA 110+50

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

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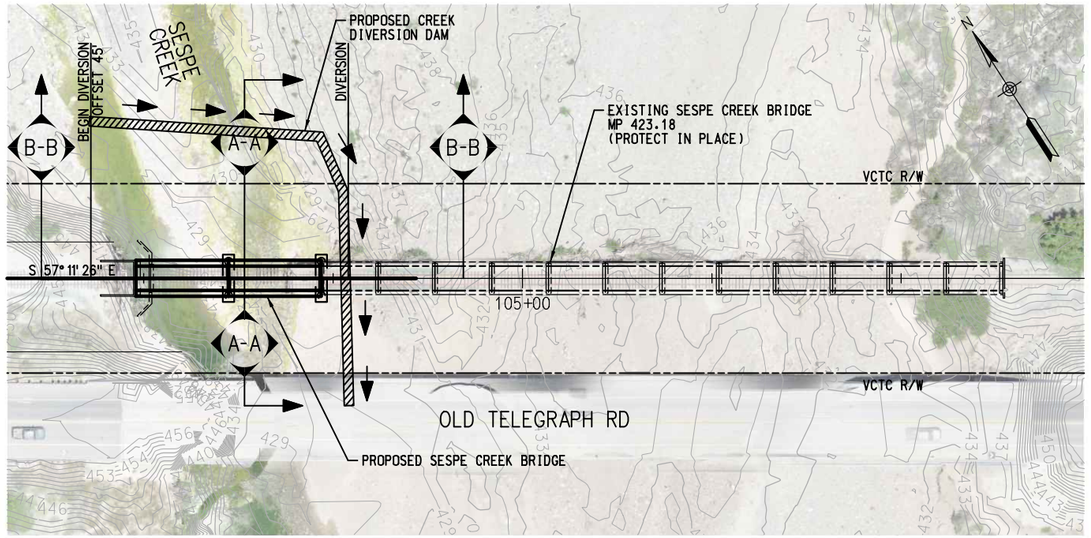
TO EAST VENTURA
RR WEST

TO FILLMORE
RR EAST



NOTES:

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

LEGEND:

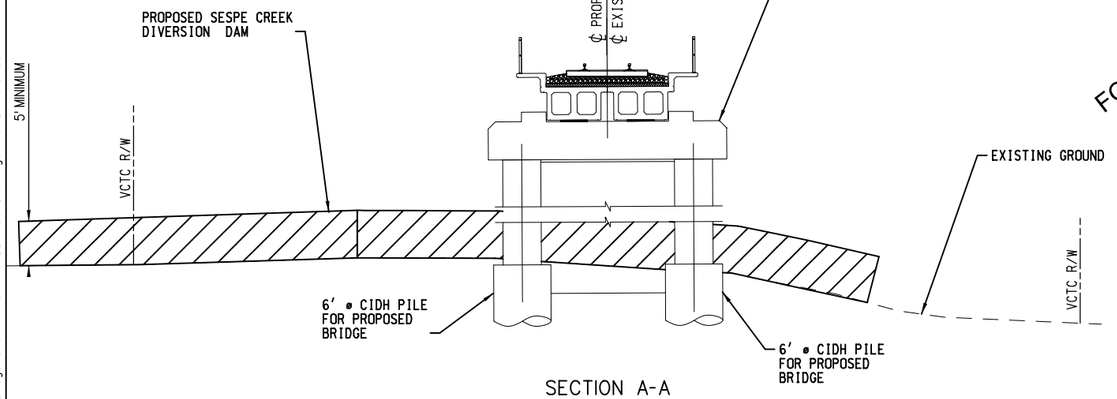
- PROPOSED TRACK
- EXISTING TRACK
- EXISTING VCTC R/W
- PROPOSED BARRIER
- PROPOSED WATER DIVERSION FLOW

40' 0' 40' 80'
HORIZONTAL GRAPHIC SCALE

CONSTRUCTION NOTES:

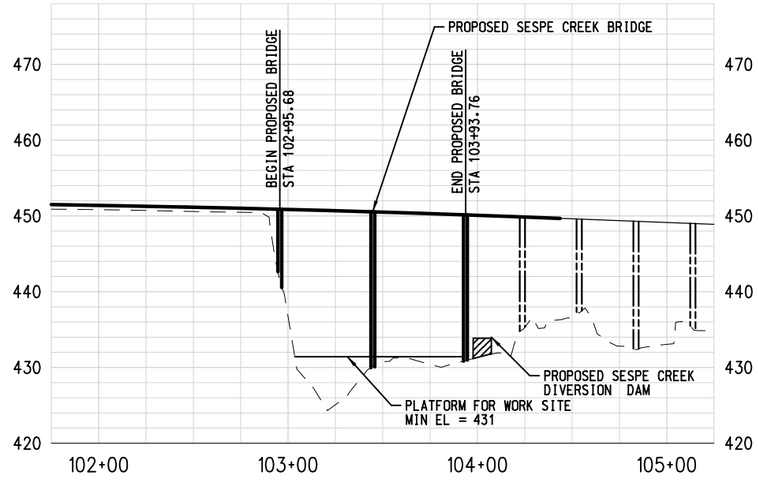
1. THIS DIVERSION PLAN IS FOR INFORMATION ONLY AND FOR MINIMUM CRITERIA. CONTRACTOR IS REQUIRED TO REVIEW THE REQUIREMENTS OF THE CONSTRUCTION GENERAL PERMIT & WATER DIVERSION GUIDE INCLUDED IN CONTRACT DOCUMENTS.
2. ACCESS AND STAGING BY MODE OF OLD TELEGRAPH ROAD MAY REQUIRE CONTRACTOR TO OBTAIN NECESSARY PERMITS FROM VENTURA COUNTY AND THE CITY OF FILLMORE.
3. FOR BMP AND SWPPP REQUIREMENTS, REFER TO PROJECT SPECIFIC SPECIFICATION 01 57 19 & 32 91 00.
4. FOR REGULATORY REQUIREMENTS, REFER TO PROJECT SPECIFIC SPECIFICATION 01 57 19.
5. CONSTRUCTION OF COFFERDAM SYSTEM SHALL NOT BEGIN UNTIL ALL REQUIRED PERMITS HAVE BEEN OBTAINED - SEE SPECIFICATIONS.
6. STATIONS AND OFFSETS ARE APPROXIMATE AND SHALL BE VERIFIED IN FIELD BY ENGINEER.
7. INSTALL COFFERDAM SYSTEM AS NEEDED TO MAINTAIN POSITIVE FLOW IN THE CREEK AND DIVERT CREEK FLOW FROM THE WORK SITE ENCLOSED.
8. COFFERDAM SYSTEM SHALL BE SUBMITED TO ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION. WHEN APPLICABLE, SYSTEM MUST MEET SUPPLIERS MINIMUM DIMENSIONS AND CRITERIA. PRODUCT DATA SSWP AND INSTALLATION METHODS MUST BE SUBMITTED FOR REVIEW.
9. RESTORE THE CHANNEL TO PRE-CONSTRUCTION CONDITION BY THE END OF EVERY DRY SEASON AND BEFORE THE START OF THE WET/RAINY SEASON IF CHANNEL IS MODIFIED FOR CONSTRUCTION ACCESS AND/OR STAGING.
10. DIVERSION COFFERDAM SYSTEM SHALL NOT BE PLACED WHEN WATER SURFACE ELEVATION EXCEEDS EL. 431.
11. WORK SITE MUST BE CLEARED UNTIL A REMEDIAL ACTION PLAN IS DEVELOPED IF THERE IS ANTICIPATED POTENTIAL FOR THE WSE TO BE GREATER THAN EL. 431 OR IF WATER SEEPAGE OCCURS.
12. COFFERDAM ENDPOINTS DOWNSTREAM AND UPSTREAM SHALL BE AS NEEDED TO PREVENT ANY FLOW TO THE WORKSITE BEING ENCLOSED INCLUDING BACKFLOW.
13. COFFERDAM DOWNSTREAM ENDPOINT SHALL TERMINATE BEYOND THE OLD TELEGRAPH RD BRIDGE AND EXTEND NO LESS THAN 130 FEET DOWNSTREAM FROM THE RAILROAD BRIDGE STRUCTURE.
14. BEGIN DIVERSION SHALL BE LOCATED AT CHANNEL BANK.

40' 0' 40' 80'
HORIZONTAL GRAPHIC SCALE
10' 0' 10' 20'
VERTICAL GRAPHIC SCALE



SECTION A-A
PMT 102+72 TO PMT 104+28
NOT TO SCALE

FOR INFORMATION ONLY, NOT FOR CONSTRUCTION



SECTION B-B
PROFILE PMT 101+75 TO PMT 105+25
NOT TO SCALE

CAMERA READY
(FOR INFORMATION ONLY, NOT FOR CONSTRUCTION)

REV.	DATE		BY SUB.	APP.

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

LICENSED PROFESSIONAL ENGINEER
JULINA CORONA
C 95108
EXP. 09-30-2025
CIVIL
STATE OF CALIFORNIA

VENTURA COUNTY TRANSPORTATION COMMISSION

RAILPROS
811 WILSHIRE, SUITE 1820
LOS ANGELES, CA 90017
WWW.RAILPROS.COM
EMAIL: INFO@RAILPROS.COM
PHONE: (213)627-0044

SUBMITTED: _____
JULINA 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

3/21/2025 3:12:41 PM USER = jackson.ziegler
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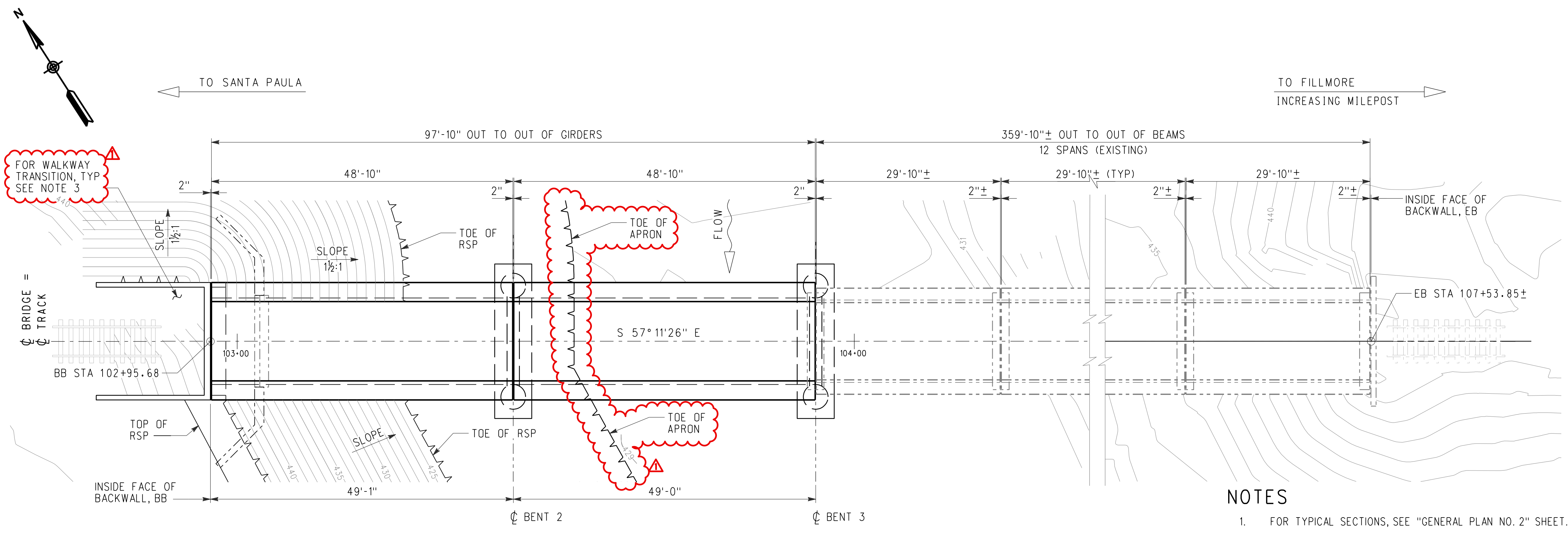
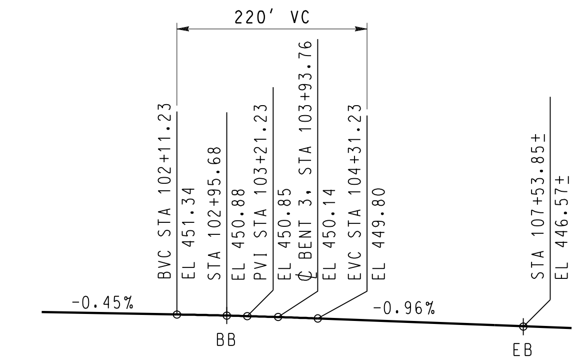


PLAN

SCALE: 1"=10'



PROFILE GRADE - ℄ TRACK

NO SCALE

RAILROAD DATA

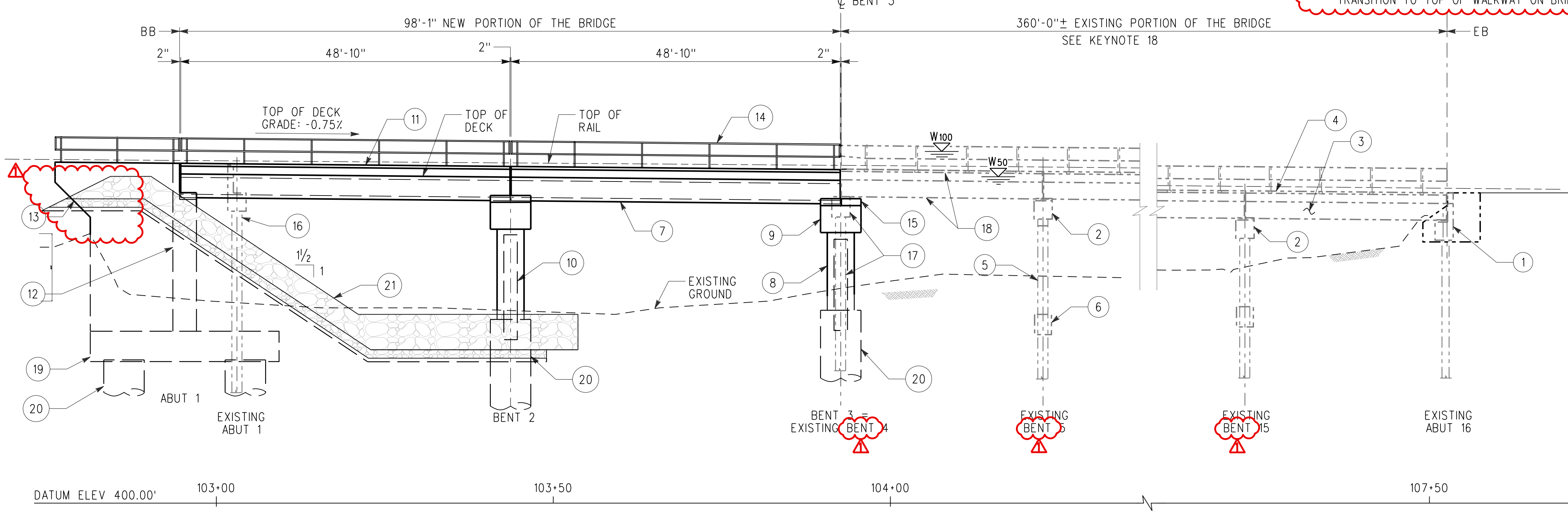
MILEPOST:	423.18
SUBDIVISION:	FILLMORE & WESTERN RAILWAY CO
DOT #:	NONE
CITY:	FILLMORE
COUNTY:	VENTURA
STATE:	CALIFORNIA
LATITUDE:	34° 24' 22.78" N
LONGITUDE:	118° 55' 55.13" W

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 HAVE BEEN REMOVED BY OTHERS
17. EXISTING BENT, IN-FILL WALL & STEEL PILES TO BE REMOVED
18. EXIST CONC GIRDERS, RAILING AND WALKWAYS TO BE REMOVED AND RE-INSTALLED BETWEEN NEW BENT 3 AND EXIST PIERS 5
19. CONCRETE PILE CAP
20. CIDH CONCRETE PILES, 6'-0"Ø
21. ROCK SLOPE PROTECTION (RSP)

NOTES

1. FOR TYPICAL SECTIONS, SEE "GENERAL PLAN NO. 2" SHEET.
2. SCOPE OF WORK IS TO REMOVE AND REPLACE DAMAGED STRUCTURE AND COMPONENTS. EVALUATION NOT PERFORMED ON REMAINING UNDAMAGED STRUCTURE.
3. BALLAST ELEVATION TO MATCH TOP OF WINGWALL ELEVATION FOR WALKWAY TRANSITION. TOP OF BALLAST AT BRIDGE SHALL HAVE CPUC WALKWAY WITH MAX 8:1 SLOPE TRANSITION TO TOP OF WALKWAY ON BRIDGE.



ELEVATION

SCALE: 1"=10'

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

REGISTERED PROFESSIONAL ENGINEER JULINA CORONA No. 95108 EXP. 09-30-25 CIVIL STATE OF CALIFORNIA

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

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\\internal.railpros.com\dfs\Z\Engineering\VCTC\Sespe Creek Bridge Overflow\900 CADD\950 Drawings\Structures\100% Original Files - 20231221\S-001_General Plan 1.sht
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REV.	DATE		BY	SUB.	APP.
⚠	3/22/25	ADDED NOMENCLATURE, CONTOUR, KEYNOTES, NOTE 3			

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 Country 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 MUHAMMAD SARWAR No. C68399 EXP. 09-30-25 CIVIL STATE OF CALIFORNIA

VENTURA COUNTY TRANSPORTATION COMMISSION

RAILPROS

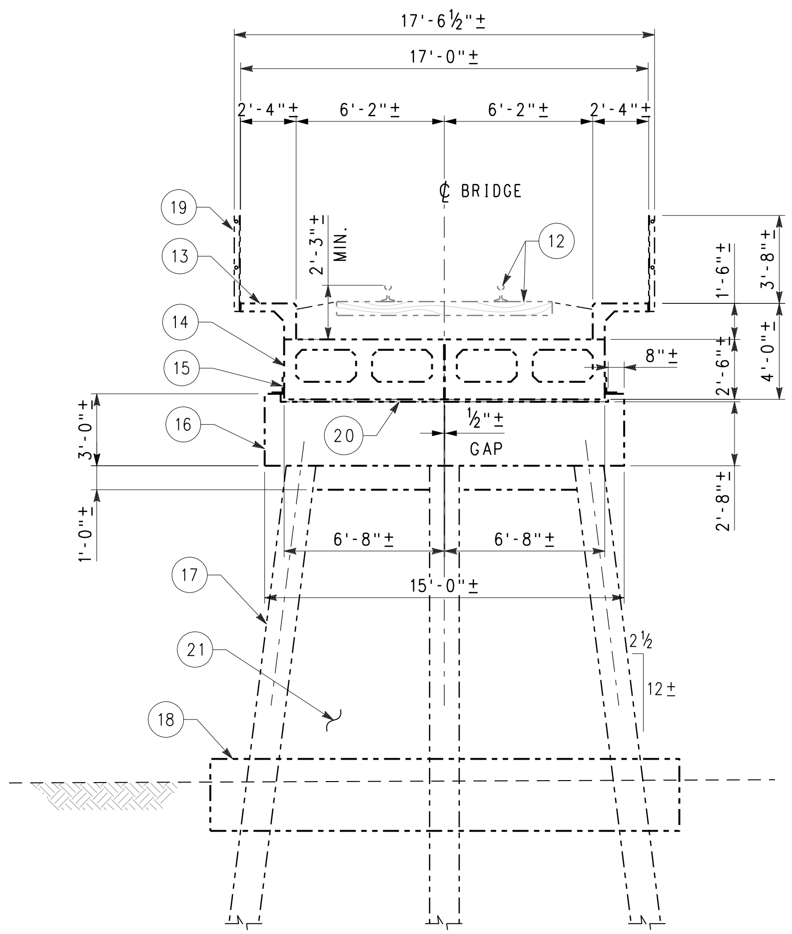
SUBMITTED: JULINA R. CORONA, P.E. PROJECT MANAGER

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

GENERAL PLAN NO. 1

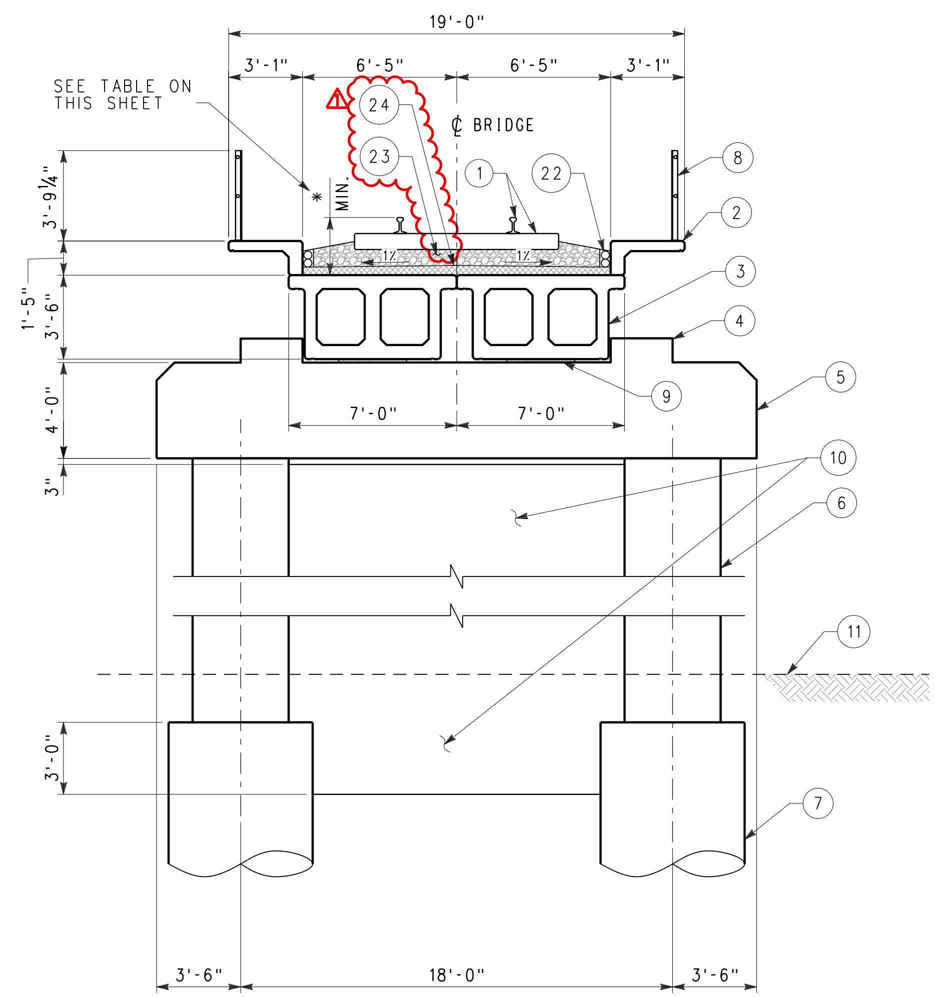
CONTRACT NO.	
DRAWING NO.	S-001
REVISION	
SHEET NO.	10 OF 30
SCALE	AS SHOWN

* 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)



TYPICAL SECTION - EXISTING BENTS

SCALE: ¼" = 1'-0"



TYPICAL SECTION - NEW BENTS 2 & 3

SCALE: ¼" = 1'-0"

KEYNOTES

1. RAIL AND TIMBER TIES
2. PRECAST CONCRETE BALLAST CURB & SIDEWALK
3. PRECAST PRESTRESSED CONCRETE DOUBLE BOX GIRDER
4. CONCRETE SHEAR KEY
5. CAST-IN-PLACE CONCRETE BENT CAP
6. CONCRETE COLUMN, 4'-0"Ø
7. CIDH CONCRETE PILE, 6'-0"Ø
8. HANDRAIL
9. BEARING PAD
10. CONCRETE IN-FILL WALL
11. EXISTING GRADE
12. EXISTING RAIL AND TIES
13. EXISTING BALLAST CURB & SIDEWALK
14. EXISTING PRECAST PRESTRESSED CONCRETE DOUBLE BOX GIRDER
15. EXISTING STEEL ANGLE
16. EXISTING CONCRETE BENT CAP
17. EXISTING STEEL PILE
18. EXISTING CONCRETE BRACE
19. EXISTING HANDRAIL
20. EXISTING BEARING PAD, ¾"± THK
21. EXISTING CONCRETE IN-FILL WALL
22. 2~4" ID GALVANIZED METAL CONDUIT WITH CONDUIT BRACKET EACH SIDE OF BRIDGE STRUCTURE (TOTAL 4) PER SCRRA STANDRAD PLAN ES6001-05 & ES6002-14
23. BALLAST
24. HOT MIX ASPHALT (HMA)

NOTES

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

REGISTERED PROFESSIONAL ENGINEER JULINA CORONA No. C95108 EXP. 09-30-25 CIVIL STATE OF CALIFORNIA

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

FINAL DESIGN (100%)
CAMERA READY

REV.	DATE		BY	SUB.	APP.
1	3/22/25	ADDED KEYNOTES & NOTES			

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

REGISTERED PROFESSIONAL ENGINEER MUHAMMAD SARWAR No. C68399 EXP. 09-30-25 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

GENERAL PLAN NO. 2

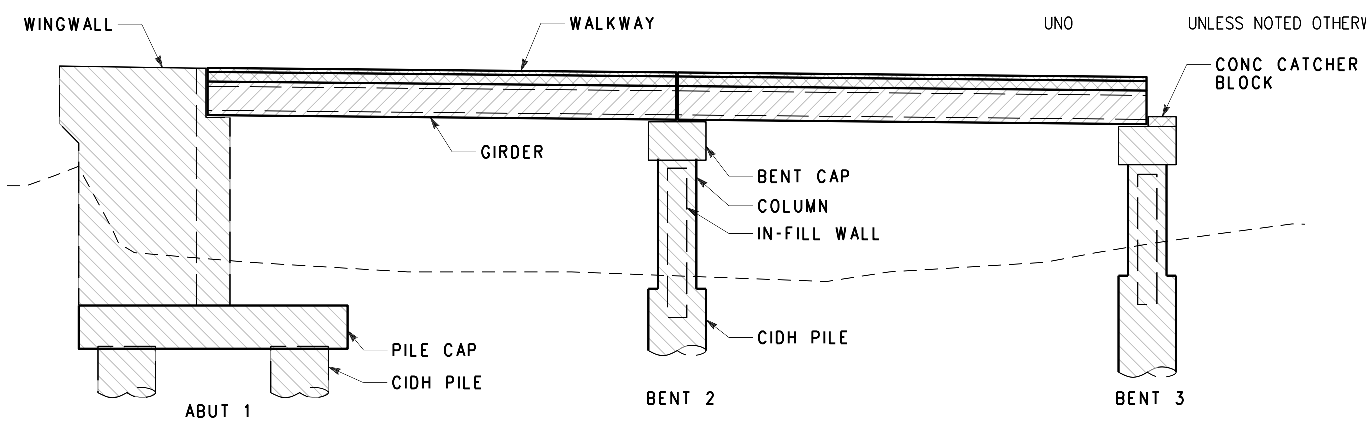
CONTRACT NO.
DRAWING NO. S-002
REVISION
SHEET NO. 11 OF 30
SCALE AS NOTED

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, γs = 120 PCF EQUIVALENT AT-REST PRESSURE COEFFICIENT, k0 = 0.47 EQUIVALENT ACTIVE PRESSURE COEFFICIENT, ka = 0.31 EQUIVALENT PASSIVE PRESSURE COEFFICIENT, kp = 3.25
SEISMIC LATERAL DATA:	AREMA LEVEL 1 Δkae, 95YR (SERVICEABILITY) = 0.07 AREMA LEVEL 2 Δkae, 475YR (ULTIMATE) = 0.15 AREMA LEVEL 3 Δkae, 2475YR (SURVIVABILITY) = 0.35 CALTRANS Δkae, 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:	fy = 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:

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.

REGISTERED PROFESSIONAL ENGINEER JULINA CORONA No. C95108 EXP. 09-30-25 CIVIL STATE OF CALIFORNIA

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

REV.	DATE		BY	SUB.	APP.
⚠	3/22/25	UPDATED GEN NOTES, SHEET NUMBERS			

FINAL DESIGN (100%) CAMERA READY

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

REGISTERED PROFESSIONAL ENGINEER MUHAMMAD SARWAR No. C68399 EXP. 09-30-25 CIVIL STATE OF CALIFORNIA

VENTURA COUNTY TRANSPORTATION COMMISSION

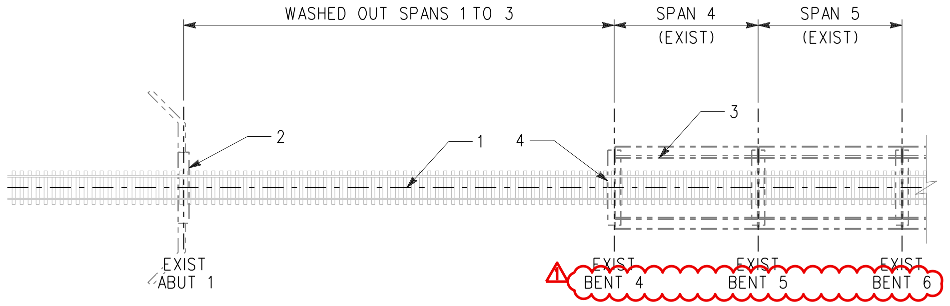
RAILPROS

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

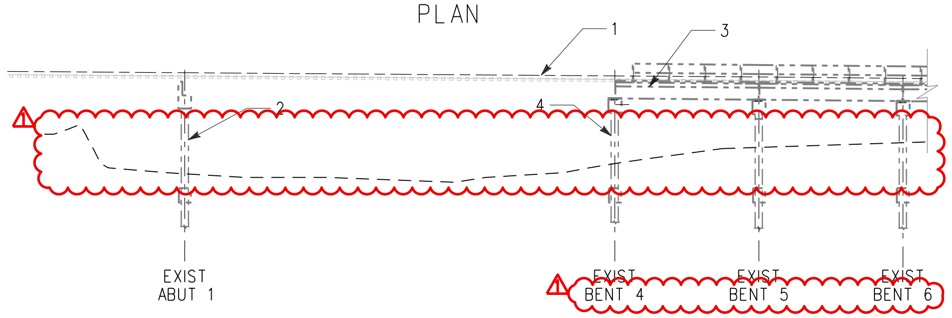
SESPE CREEK OVERFLOW BRIDGE REPAIR ON THE SANTA PAULA BRANCH LINE, FILLMORE, CA

GENERAL NOTES AND INDEX OF DRAWINGS

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

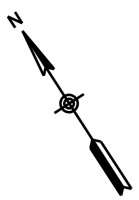


PLAN



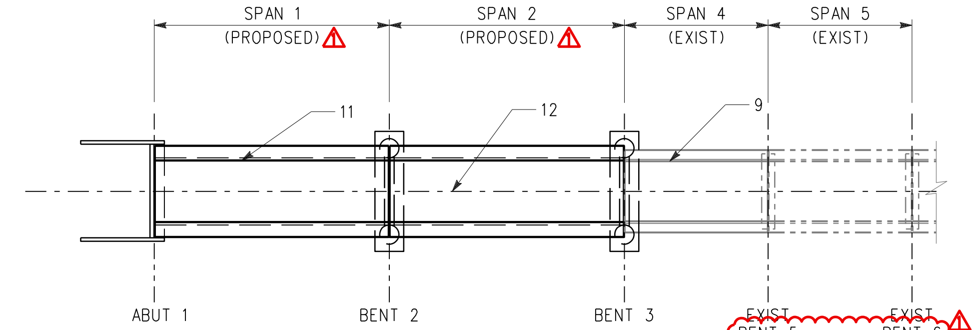
ELEVATION

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



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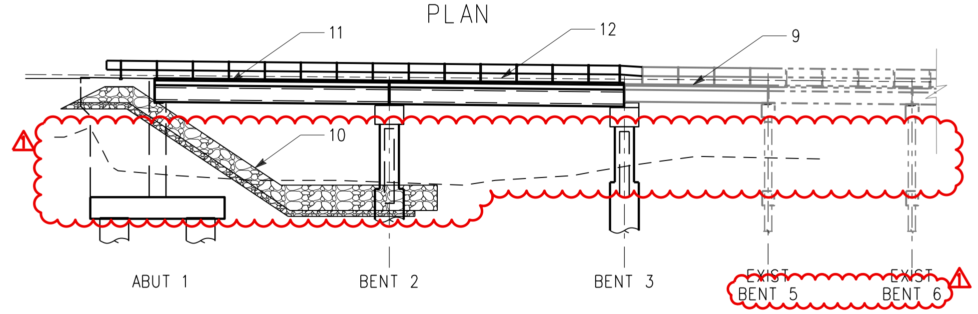
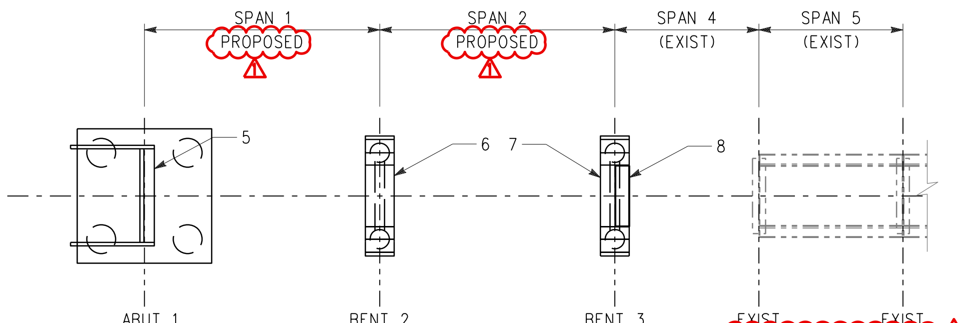


ELEVATION

CONSTRUCTION STAGE 3 - FINAL

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



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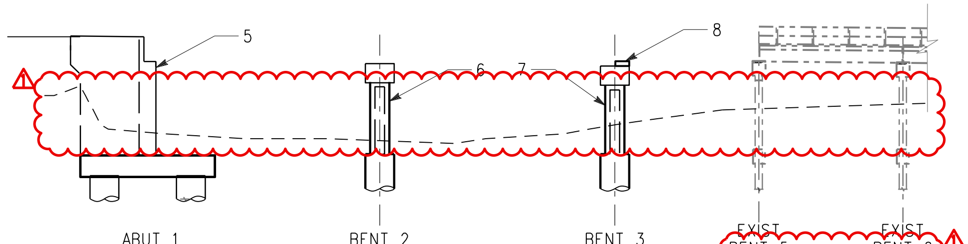

ELEVATION

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

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

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\\internal.railpros.com\dfs\Z\Engineering\VCTC\Sespe Creek Bridge Overflow\900 CADD\950 Drawings\Structures\100% Original Files - 20231221\S-004_Stage Construction.sht
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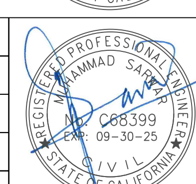
Y:\Microstation CADD Standard (All Agency)\MetroLink-SCRRA\WorkSpace\Standards\Pltcfg\pdf.pltcfg

REV.	DATE		BY	SUB.	APP.
1	3/22/25	UPDATED NOMENCLATURE, STAGE CONSTRUCTION NOTES, EG & RSP PROFILE			

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

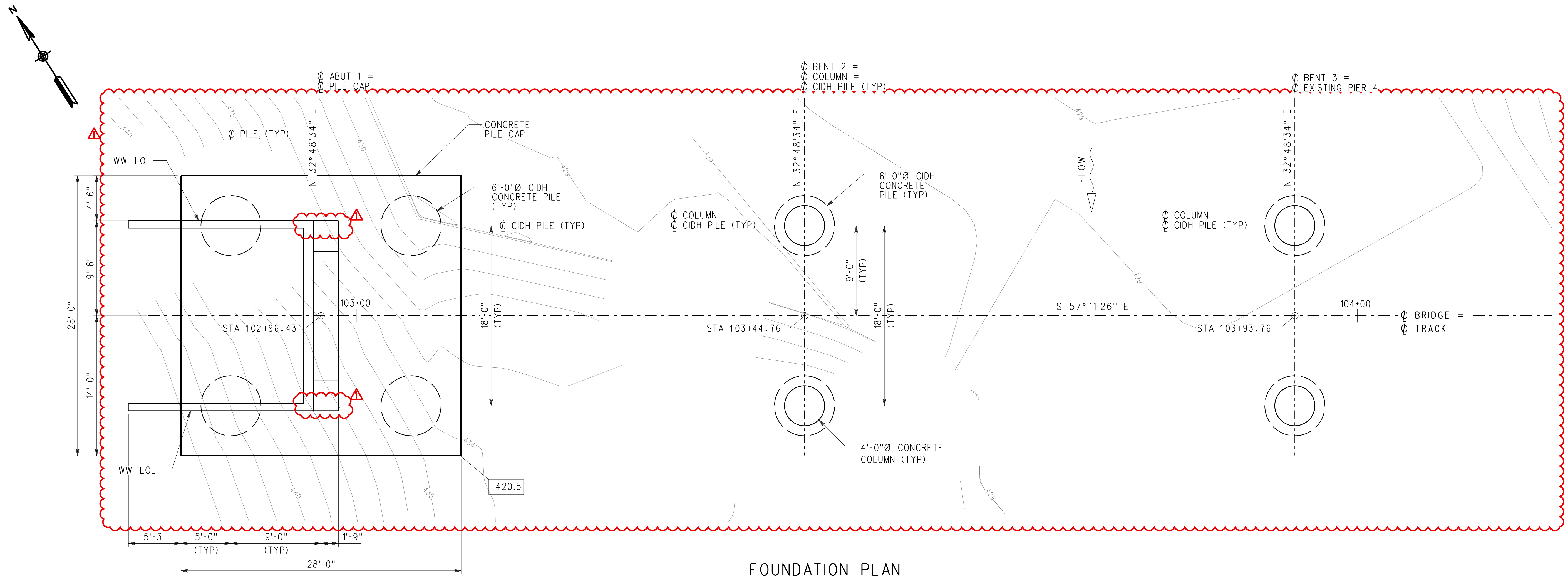
RAILPROS

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

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

STAGE CONSTRUCTION PLAN

CONTRACT NO.
DRAWING NO. S-004
REVISION
SHEET NO. 13 OF 30
SCALE NO SCALE



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), MUTI-YEAR CORS SOLUTION 2 (MYSC2) ESTABLISHED BY USING THE SMARTNET SYSTEM OF CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS).

1 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 GEIOD18 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.

HYDRAULOGICAL 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

1. 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.

REGISTERED PROFESSIONAL ENGINEER JULINA CORONA No. C95108 EXP. 09-30-25 CIVIL STATE OF CALIFORNIA

THIS STAMP CERTIFICATION IS LIMITED TO MODIFICATIONS ONLY WITH REVISION SYMBOL SHOWN. 1

FINAL DESIGN (100%) CAMERA READY

REV.	DATE		BY	SUB.	APP.
1	3/22/25	UPDATED CONTOURS, ABUT 1 SHEAR KEY LINES, SPELLING			

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

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

VENTURA COUNTY TRANSPORTATION COMMISSION

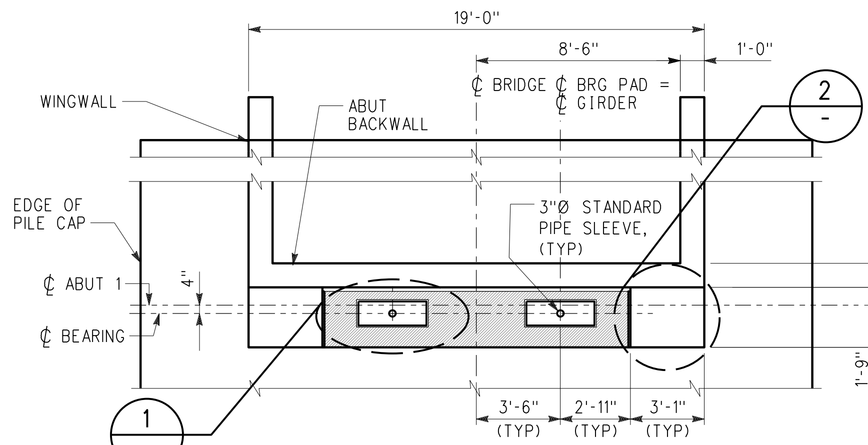
RAILPROS

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

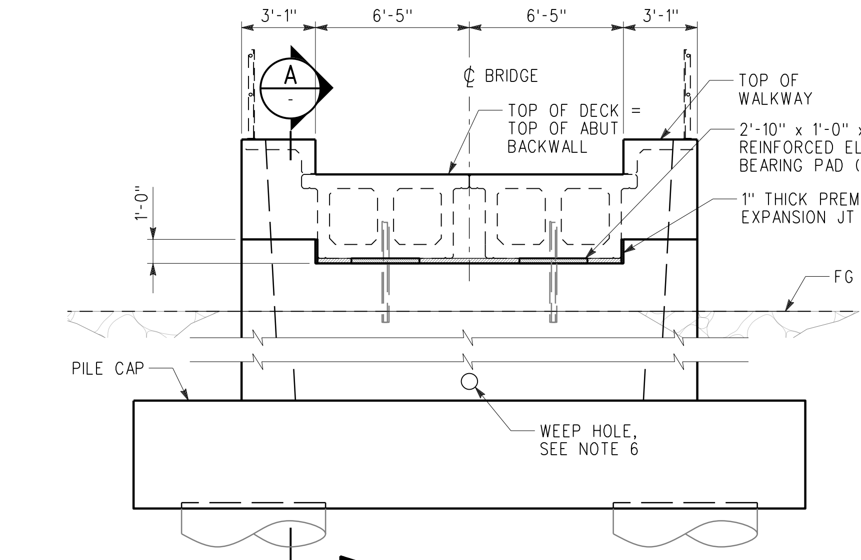
SESPE CREEK OVERFLOW BRIDGE REPAIR ON THE SANTA PAULA BRANCH LINE, FILLMORE, CA

FOUNDATION PLAN

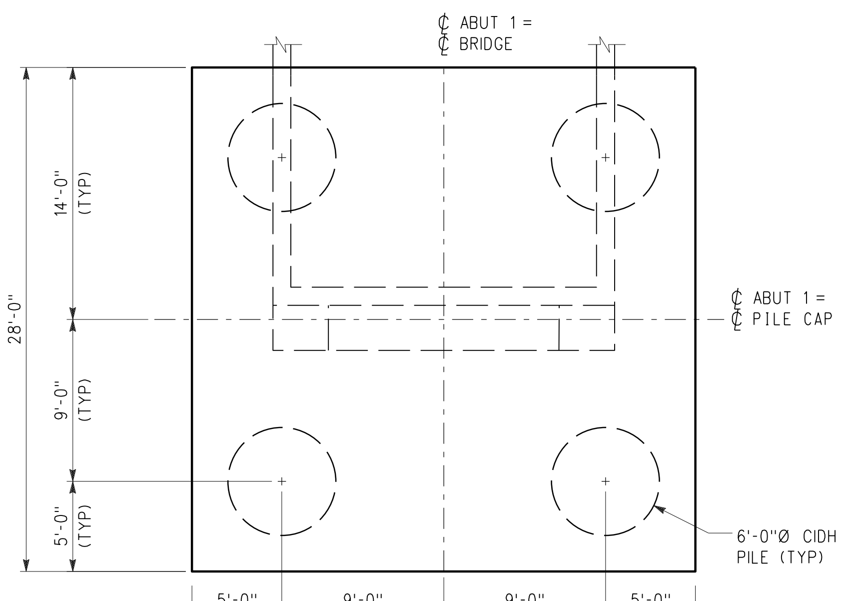
CONTRACT NO.
DRAWING NO. S-005
REVISION
SHEET NO. 14 OF 30
SCALE AS SHOWN



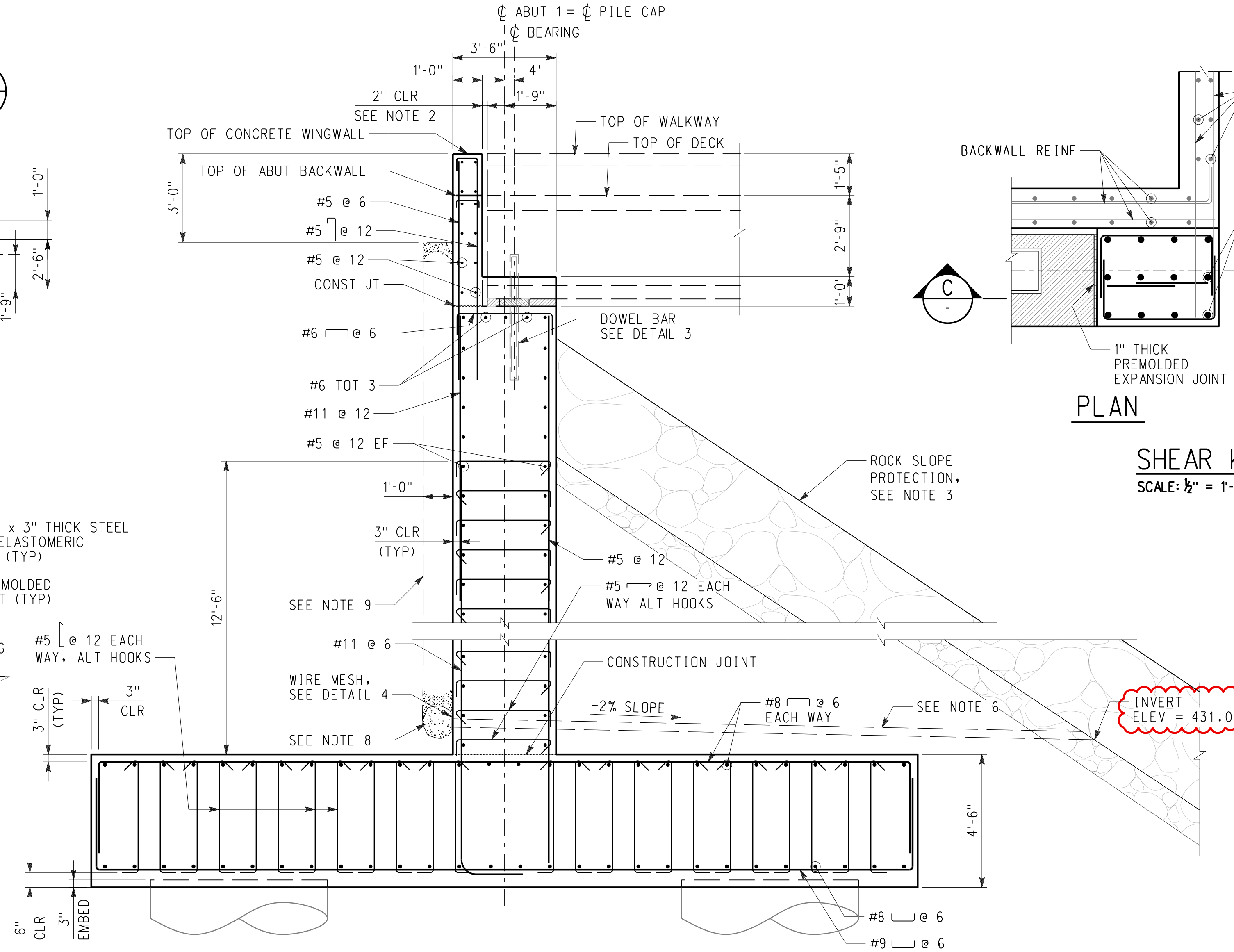
PLAN
SCALE: ¼" = 1'-0"



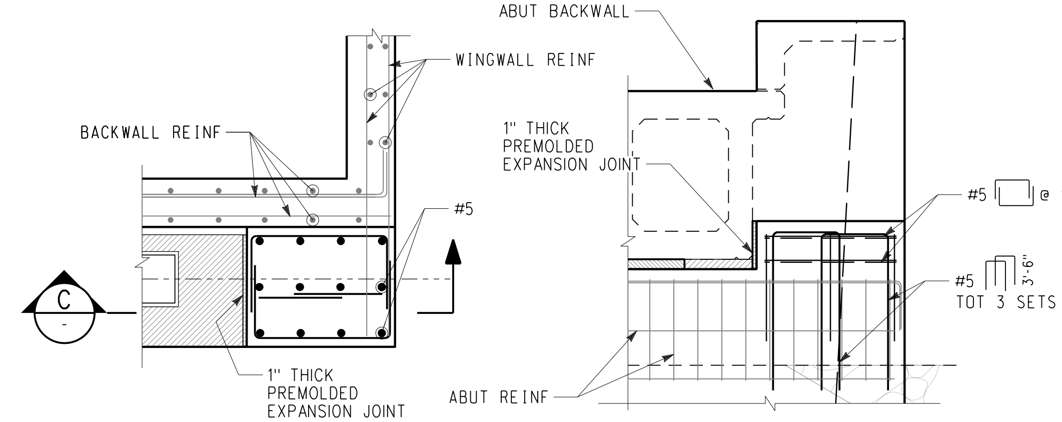
ELEVATION
SCALE: ¼" = 1'-0"



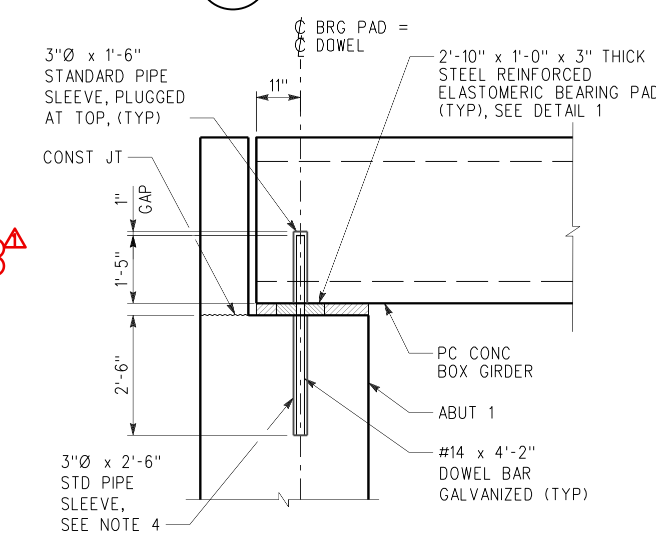
PILE LAYOUT
SCALE: 3/16" = 1'-0"



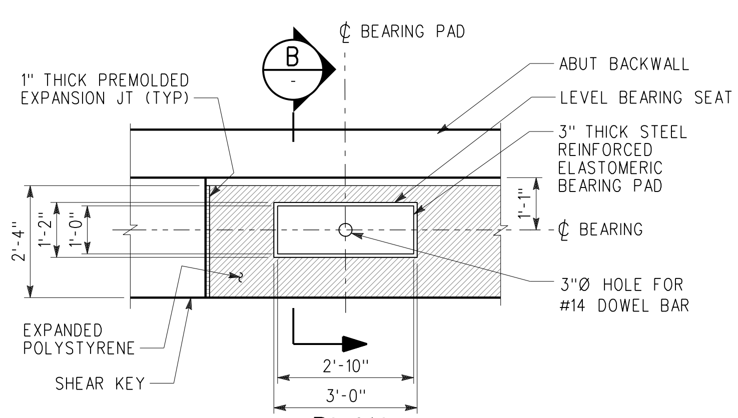
SECTION A
SCALE: ⅜" = 1'-0"



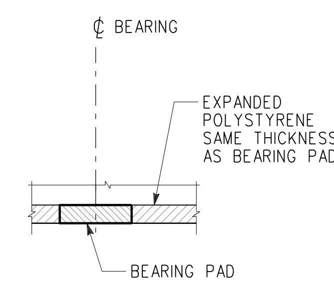
SHEAR KEY DETAILS 2
SCALE: ½" = 1'-0"



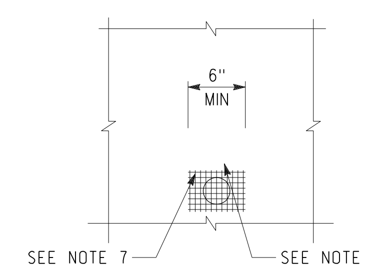
DOWEL BAR DETAIL 3
SCALE: ½" = 1'-0"



BEARING PAD DETAIL 1
SCALE: ½" = 1'-0"



SECTION B



WIRE MESH DETAIL 4
NO SCALE

NOTES:

1. SLOPE ABUT SEAT TO DRAIN EXCEPT AS SHOWN IN BEARING PAD DETAILS
2. FOR HMA OVER THE JOINT DETAILS, SEE SCRRA 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.

REGISTERED PROFESSIONAL ENGINEER JULINA CORONA No. C95108 EXP. 09-30-25 CIVIL STATE OF CALIFORNIA

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\\internal.railpros.com\dfs\Z\Engineering\VCTC\Sespe Creek Bridge Overflow\900 CADD\950 Drawings\Structures\100% Original Files - 20231221\S-006-Abut Details 1.sht
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FINAL DESIGN (100%)
CAMERA READY

REV.	DATE		BY	SUB.	APP.
1	3/22/25	UPDATED NOTES, INVERT ELEV			

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

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

VENTURA COUNTY TRANSPORTATION COMMISSION

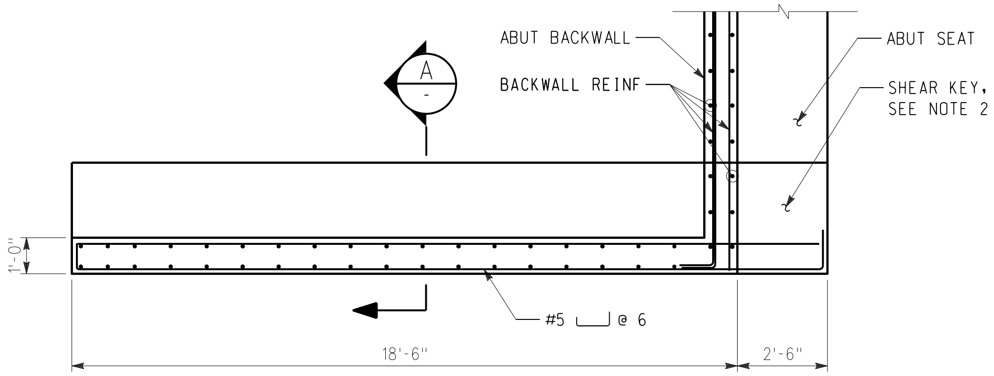
RAILPROS

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

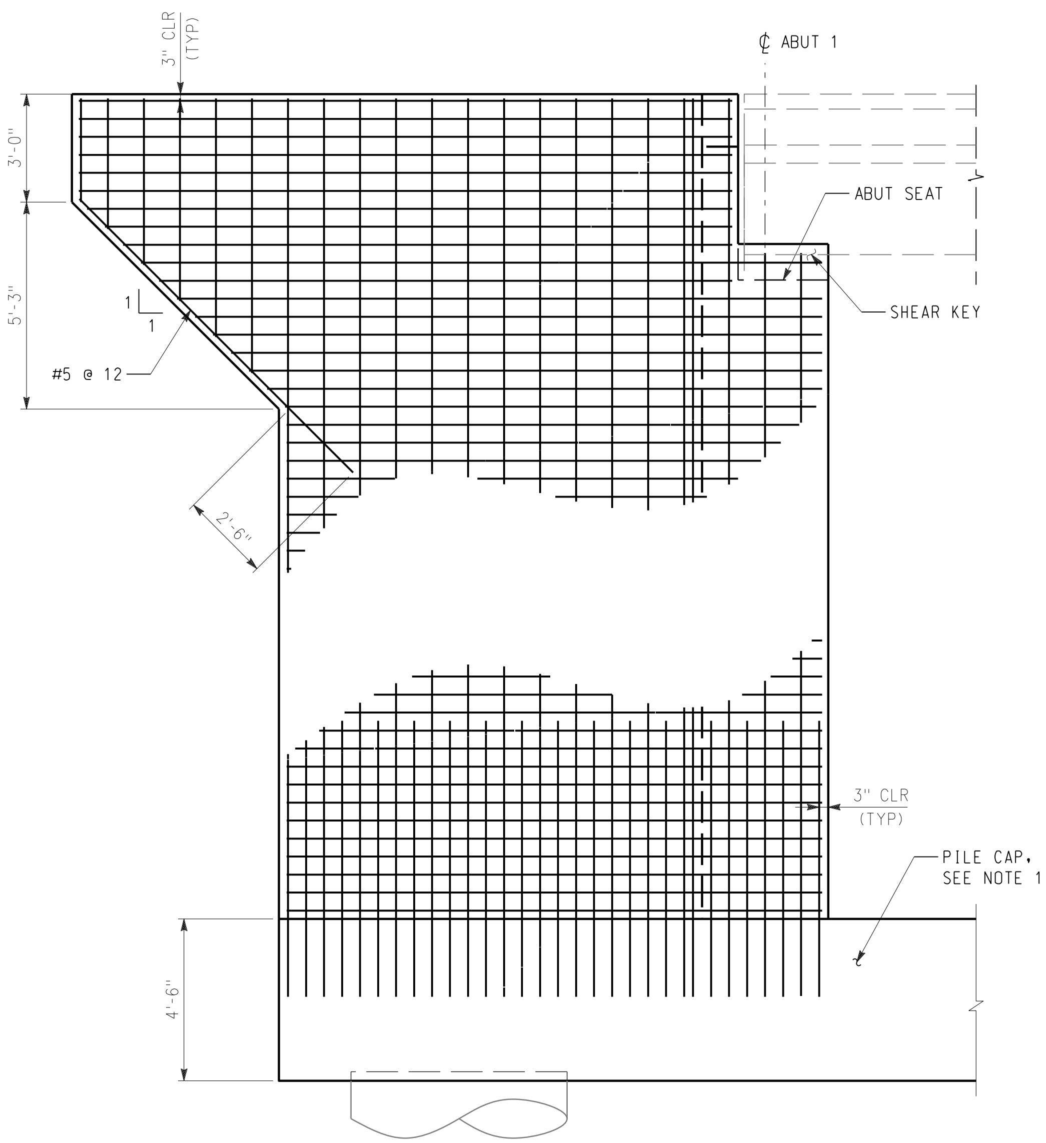
SESPE CREEK OVERFLOW BRIDGE REPAIR
ON THE SANTA PAULA BRANCH LINE, FILLMORE, CA

ABUTMENT DETAILS NO.1

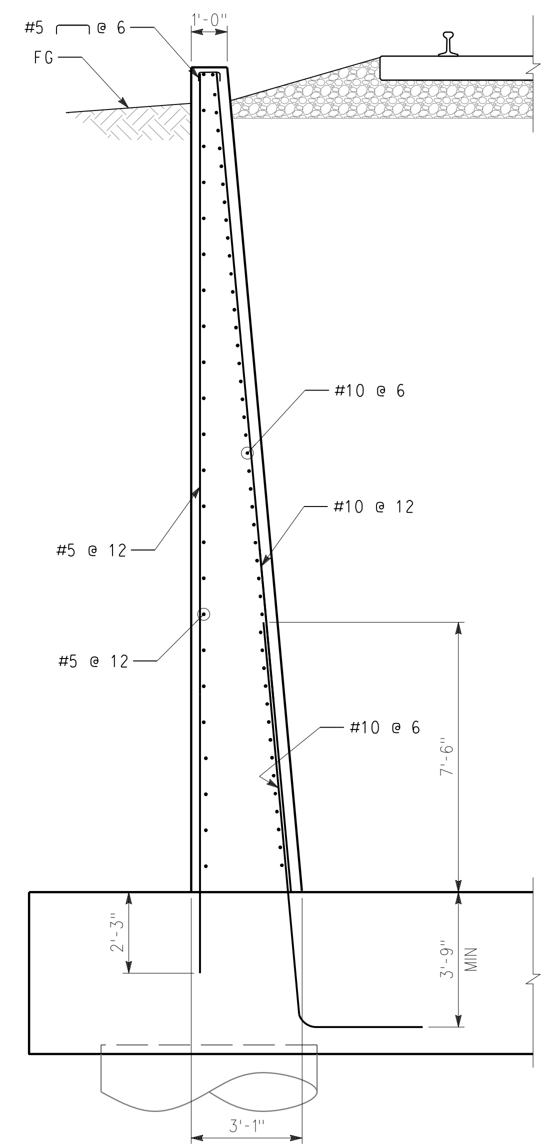
CONTRACT NO.
DRAWING NO. S-006
REVISION
SHEET NO. 15 OF 30
SCALE AS SHOWN



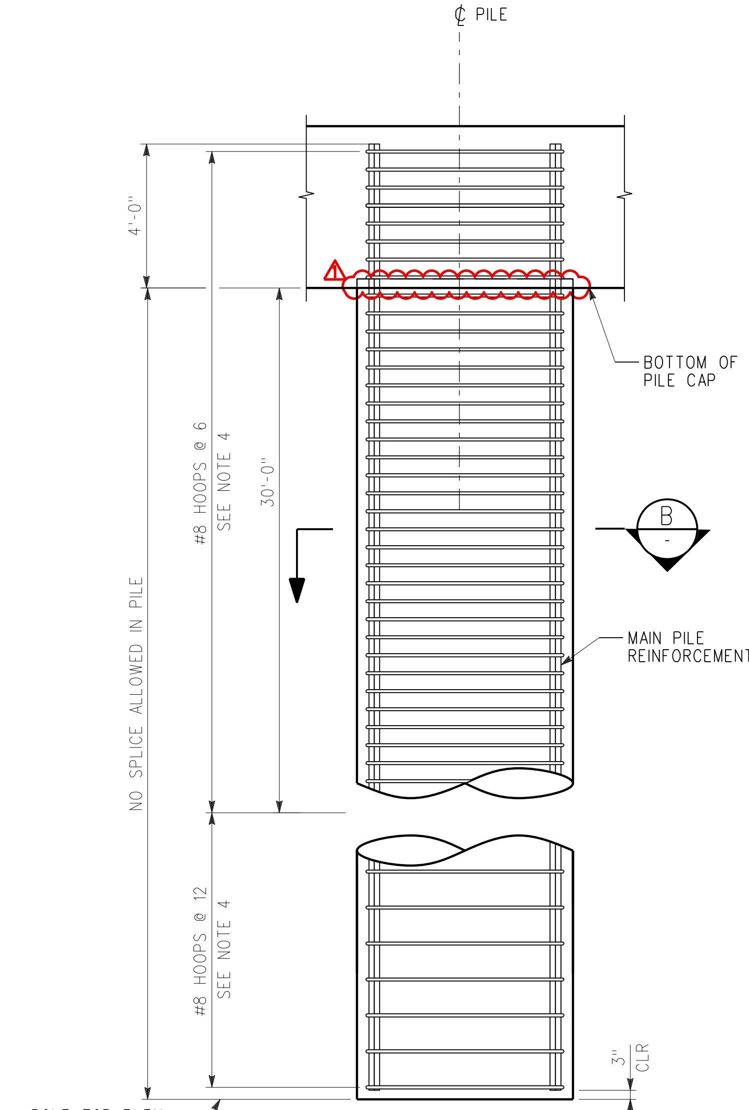
PLAN - ABUTMENT WINGWALL
SCALE: ⅜" = 1'-0"



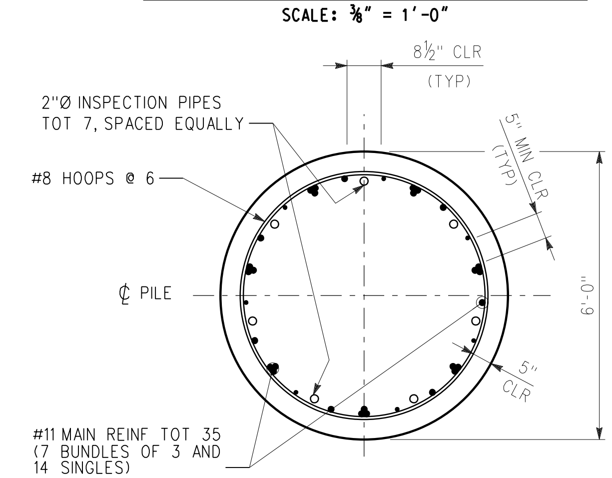
ELEVATION - ABUTMENT WINGWALL
SCALE: ⅜" = 1'-0"



SECTION A
SCALE: ⅜" = 1'-0"



ABUTMENT PILE ELEVATION
SCALE: ⅜" = 1'-0"



SECTION B
SCALE: ½" = 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

REGISTERED PROFESSIONAL ENGINEER JULINA CORONA No. C95108 EXP. 09-30-25 CIVIL STATE OF CALIFORNIA

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FINAL DESIGN (100%)
CAMERA READY

REV.	DATE		BY	SUB.	APP.
1	3/22/25	ADDED NOTE			

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 Country 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 HAMID KAZEM No. C90676 EXP: 12-31-25 CIVIL STATE OF CALIFORNIA

VCTC
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

ABUTMENT DETAILS NO. 2

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

3/24/2025 1:37:18 PM USER: gerry.estepa
\\internal.railpros.com\dfs\Z\Engineering\VCTC\Sespe Creek Bridge Overflow\900 CADD\950 Drawings\Structures\100% Original Files - 20231221\S-007_Abut Details 2.sht
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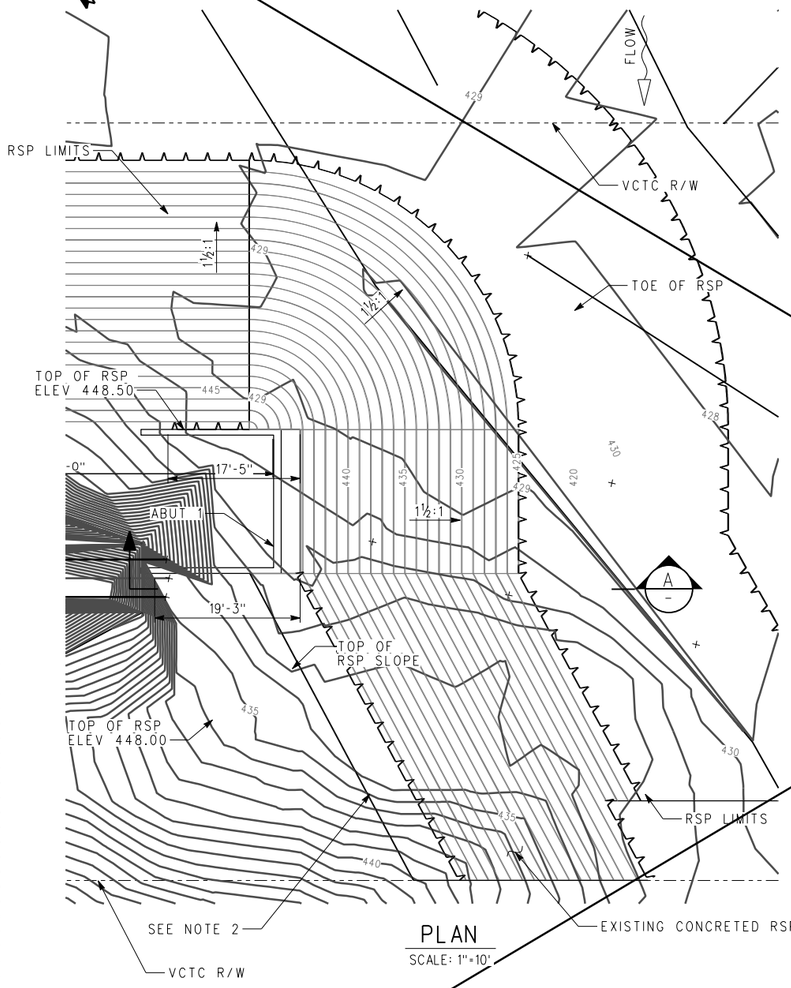
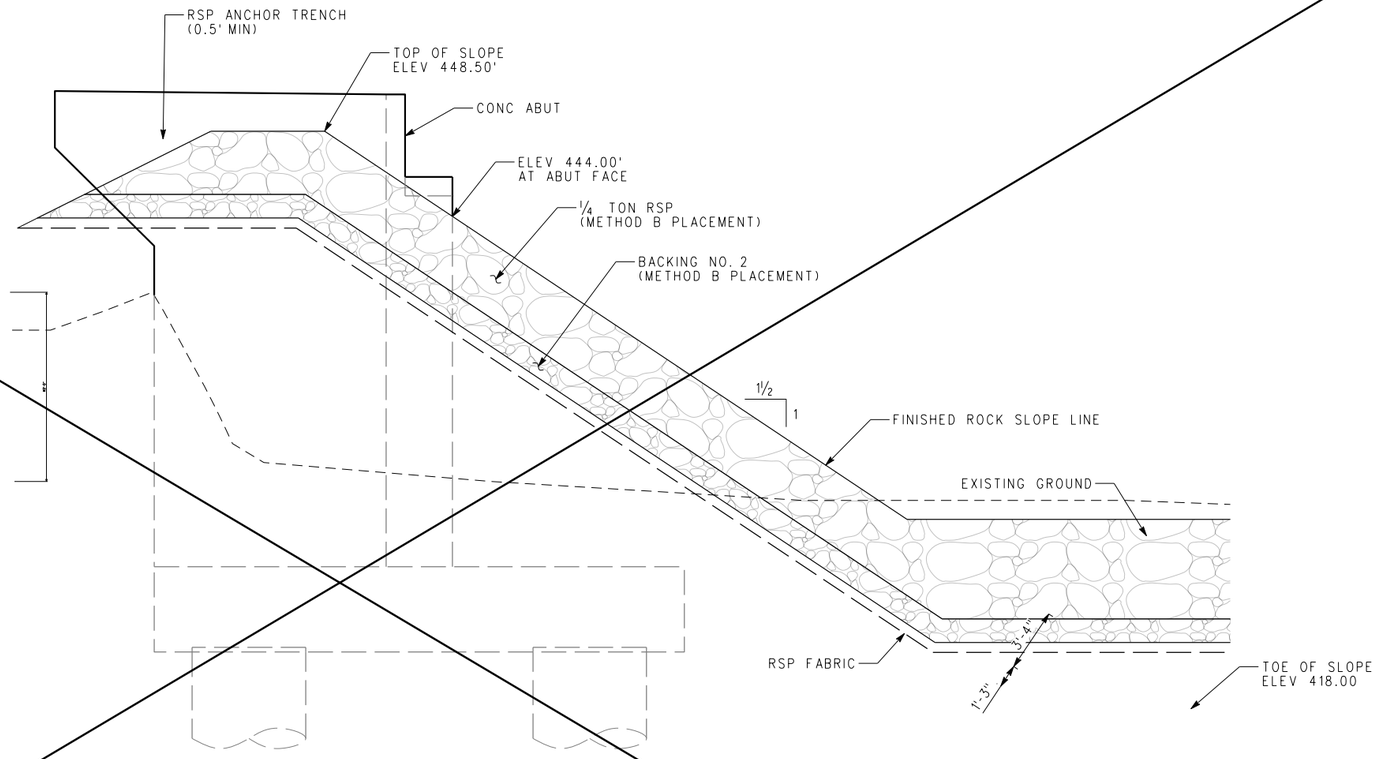


PLAN

SCALE: 1"=10'



SECTION

SCALE: ¼" = 1'-0"

A

NOTE:

1. ROCK SLOPE PROTECTION SHALL BE PER CALTRANS STANDARD SPECIFICATIONS SECTION 72.*
2. LIMITS OF REMOVAL OF EXISTING GROUTED RSP AND DETAIL OF INTERFACE WITH NEW RSP TO BE FIELD DETERMINED.

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REV.	DATE		BY	SUB.	APP.
		CAMERA READY			
2	4/8	SHEET VOIDED AND REPLACED WITH SC-002	JZ		MW
0	3/18	ISSUED FOR BID	JZ		NO

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 Country 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 — MUHAMMAD SARWAR — No. C68399 — EXP: 09-30-25 — CIVIL — STATE OF CALIFORNIA

VENTURA COUNTY TRANSPORTATION COMMISSION

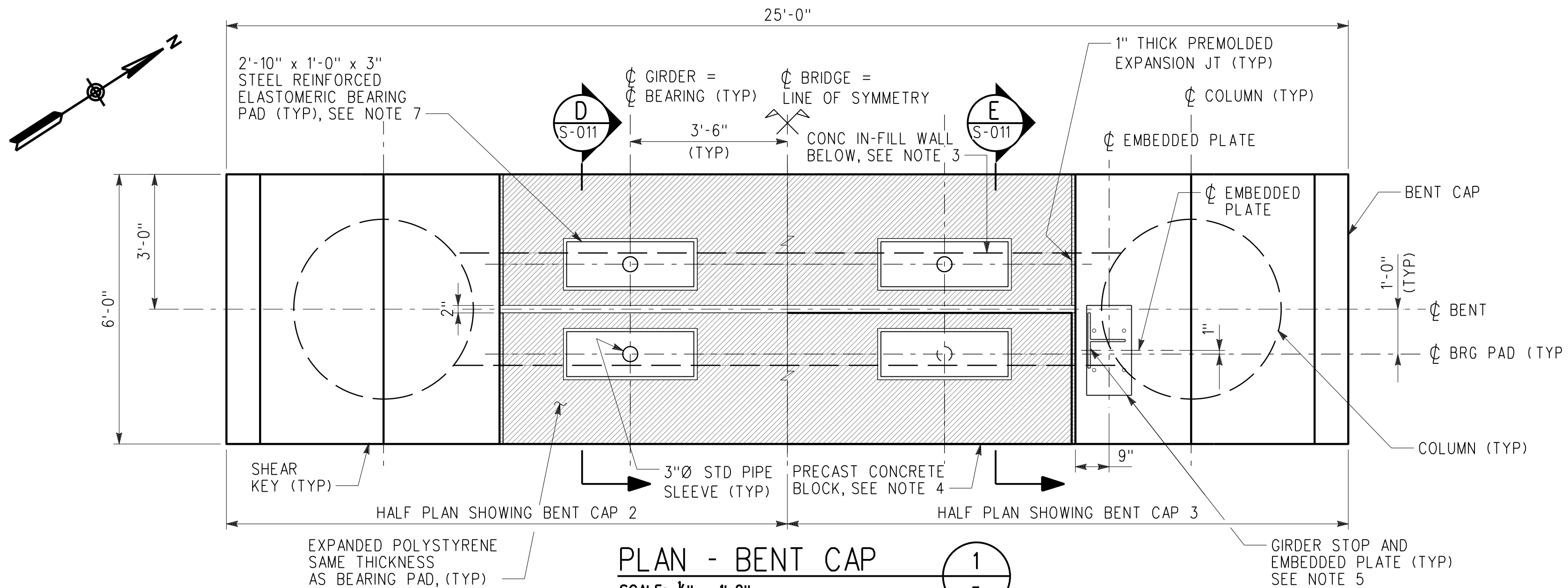
RAILPROS

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

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

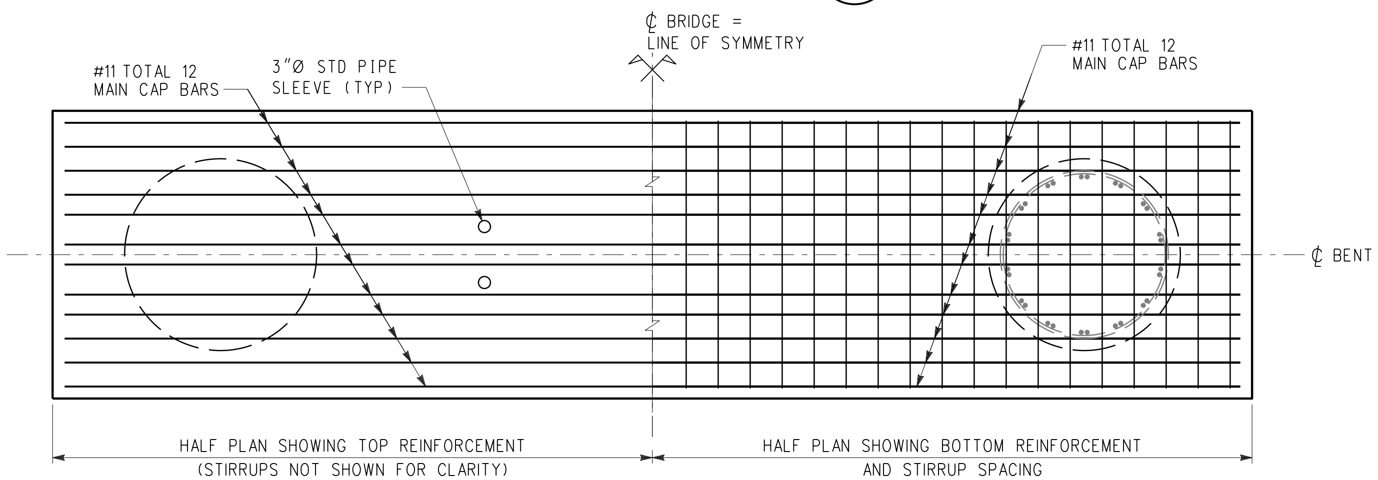
ROCK SLOPE PROTECTION

CONTRACT NO.
DRAWING NO. S-008
REVISION 2 | SHEET NO. 8 OF 30
SCALE AS SHOWN



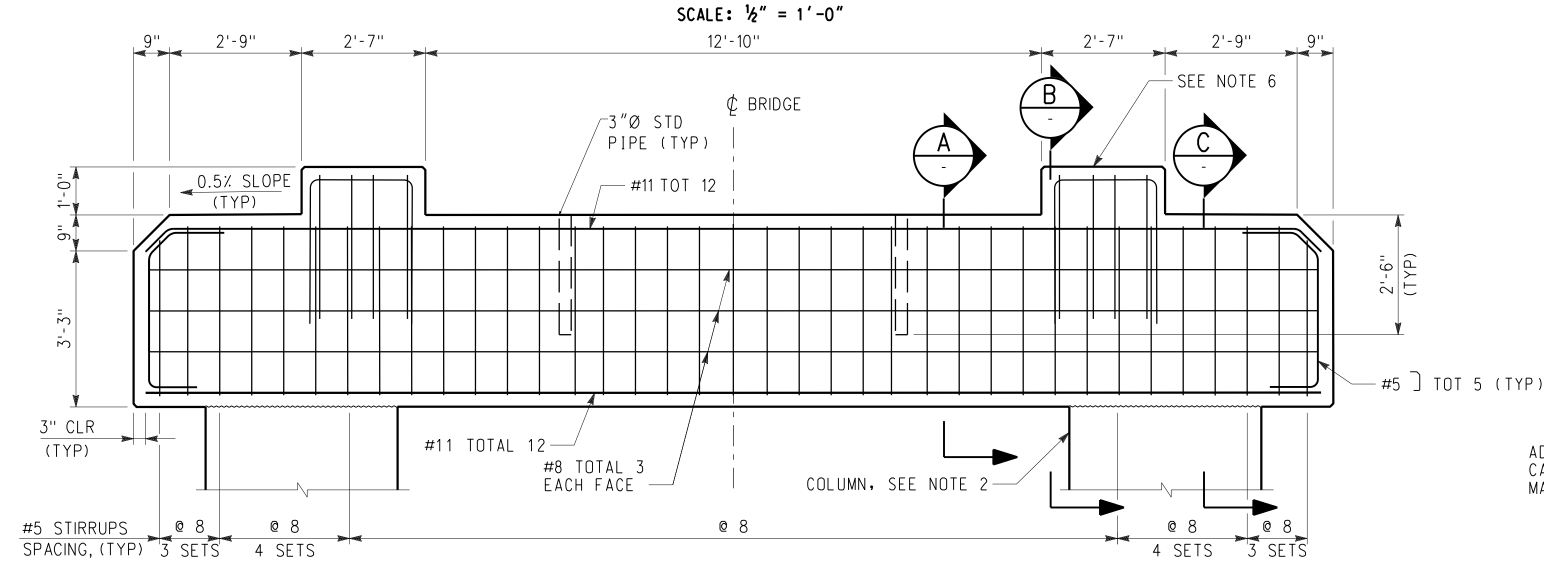
PLAN - BENT CAP (1)

SCALE: ½" = 1'-0"



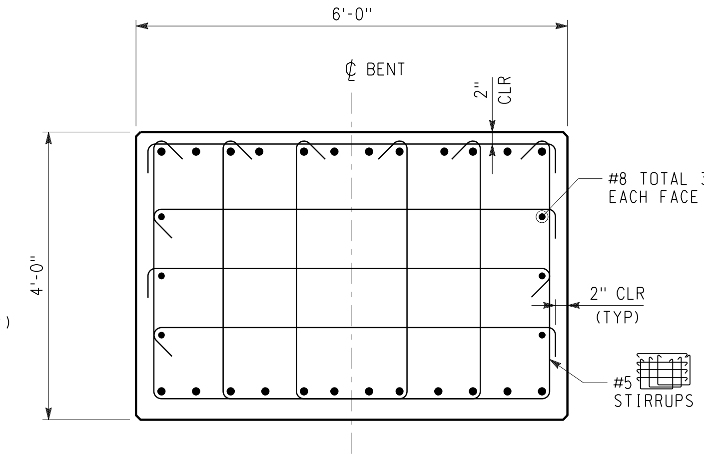
PLAN - BENT CAP REINFORCEMENT

SCALE: ½" = 1'-0"



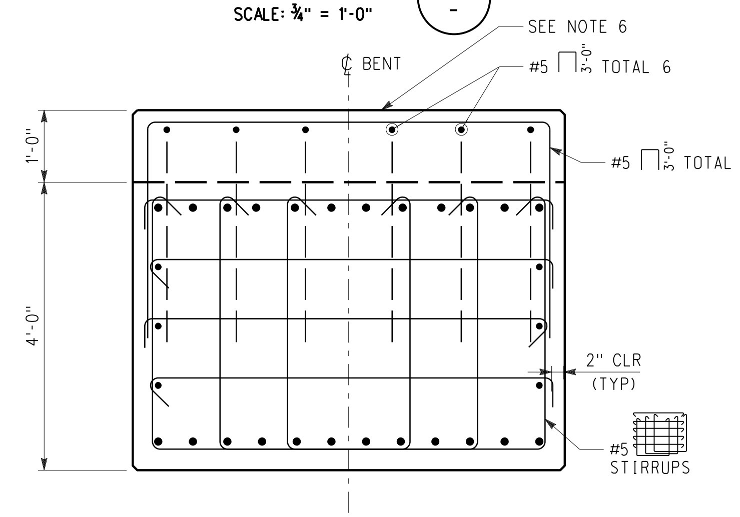
ELEVATION - BENT CAP REINFORCEMENT

SCALE: ½" = 1'-0"



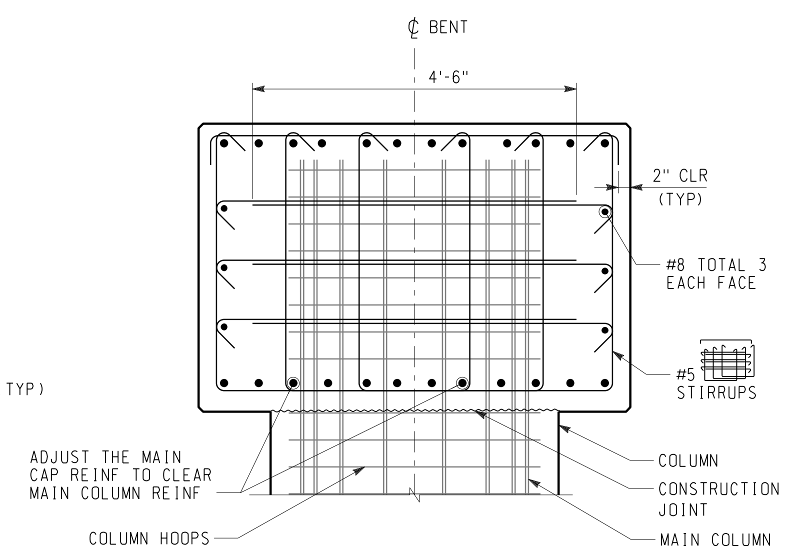
SECTION (A)

SCALE: ¾" = 1'-0"



SECTION (B)

SCALE: ¾" = 1'-0"



SECTION (C)

SCALE: ¾" = 1'-0"

NOTES:

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

REGISTERED PROFESSIONAL ENGINEER JULINA CORONA No. C95108 EXP: 09-30-25 CIVIL STATE OF CALIFORNIA

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\\internal.railpros.com\dfs\Z\Engineering\VCTC\Sespe Creek Bridge Overflow\900 CADD\950 Drawings\Structures\100% Original Files - 20231221\S-009_Bent Details 1.sht
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REV.	DATE		BY	SUB.	APP.
△	3/22/25	ADDED NOTE			

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 Country 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 HAMID KAZEM No. C90676 EXP: 12-31-25 CIVIL STATE OF CALIFORNIA

VENTURA COUNTY TRANSPORTATION COMMISSION

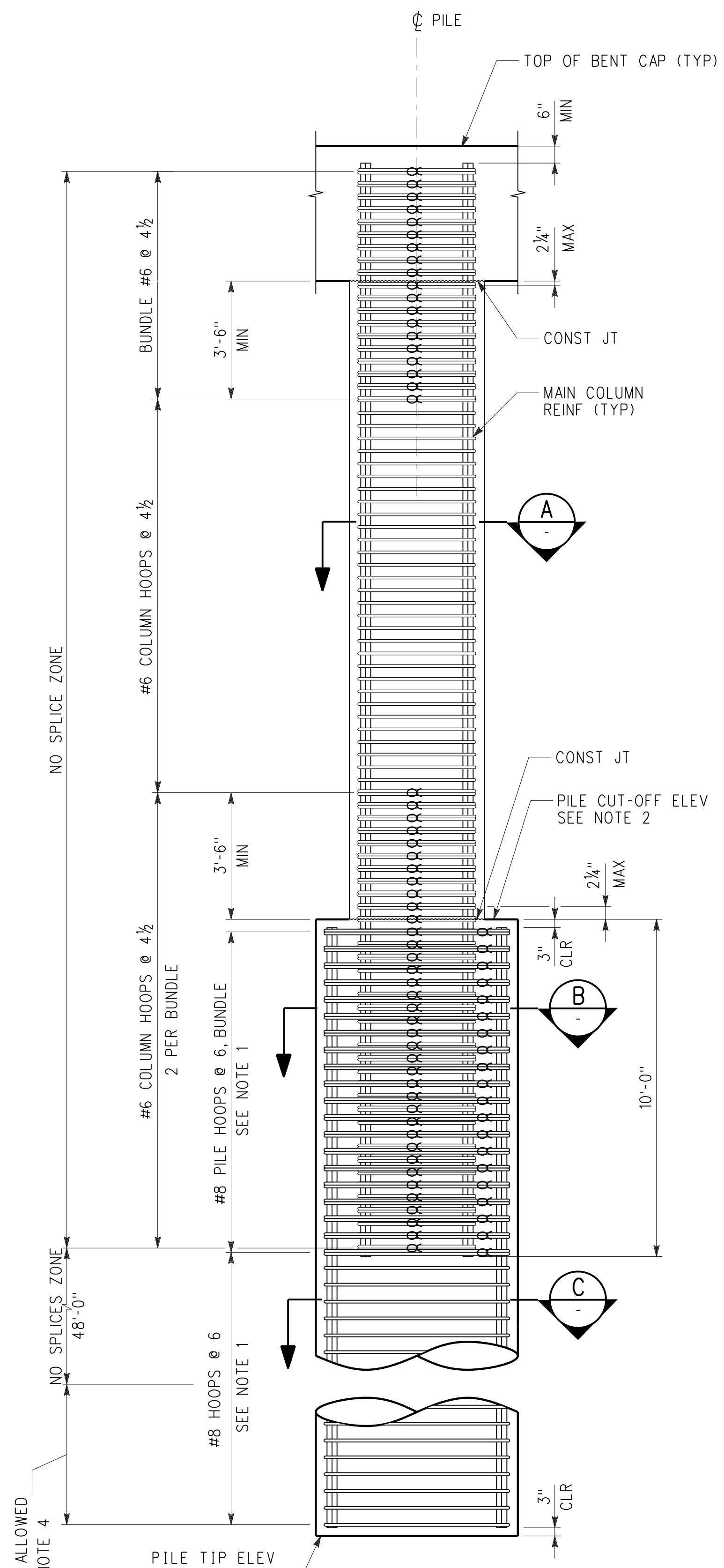
RAILPROS

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

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

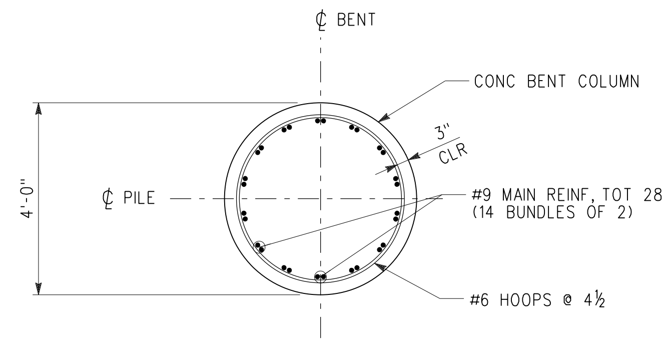
BENT DETAILS NO. 1

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



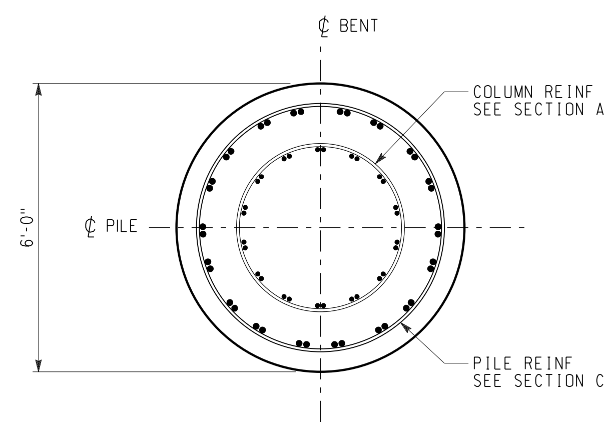
ELEVATION

SCALE: ⅜" = 1'-0"



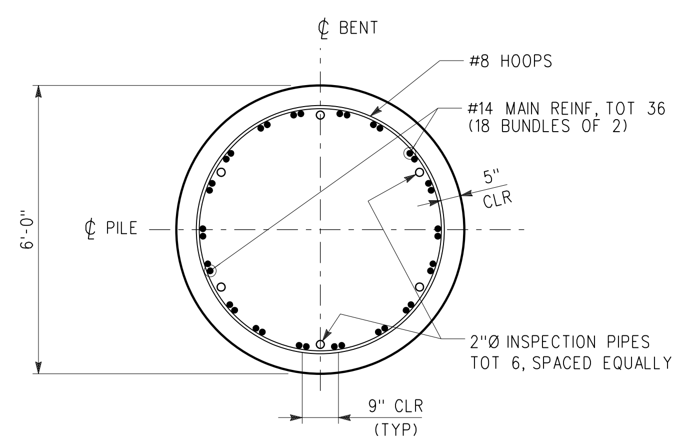
SECTION A

SCALE: ½" = 1'-0"



SECTION B

SCALE: ½" = 1'-0"



SECTION C

SCALE: ½" = 1'-0"

NOTES:

1. ALL HOOPS ARE ULTIMATE BUTT SPLICES
2. FOR PILE TIP AND CUT-OFF ELEVATION, SEE PILE DATA TABLE ON "FOUNDATION PLAN" SHEET
3. NO SPLICES ALLOWED IN THE COLUMN MAIN REINFORCEMENT
4. SPLICES SHALL BE SERVICE SPLICES "MECHANICAL COUPLERS"
5. REFER TO PROJECT SPECIFICATIONS FOR PILE AND COLUMN CONSTRUCTION IN WET CONDITIONS.

LEGEND

∝ INDICATES BUNDLED BARS

REGISTERED PROFESSIONAL ENGINEER JULINA CORONA No. C95108 EXP. 09-30-25 CIVIL STATE OF CALIFORNIA

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\\internal.railpros.com\dfs\Z\Engineering\VCTC\Sespe Creek Bridge Overflow\900 CADD\950 Drawings\Structures\100% Original Files - 20231221\S-010_Bent Details 2.sht
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CAMERA READY

REV.	DATE		BY	SUB.	APP.
⚠	3/22/25	ADDED NOTE			

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 Country Transportation Commission.

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

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

VCTC
VENTURA COUNTY TRANSPORTATION COMMISSION

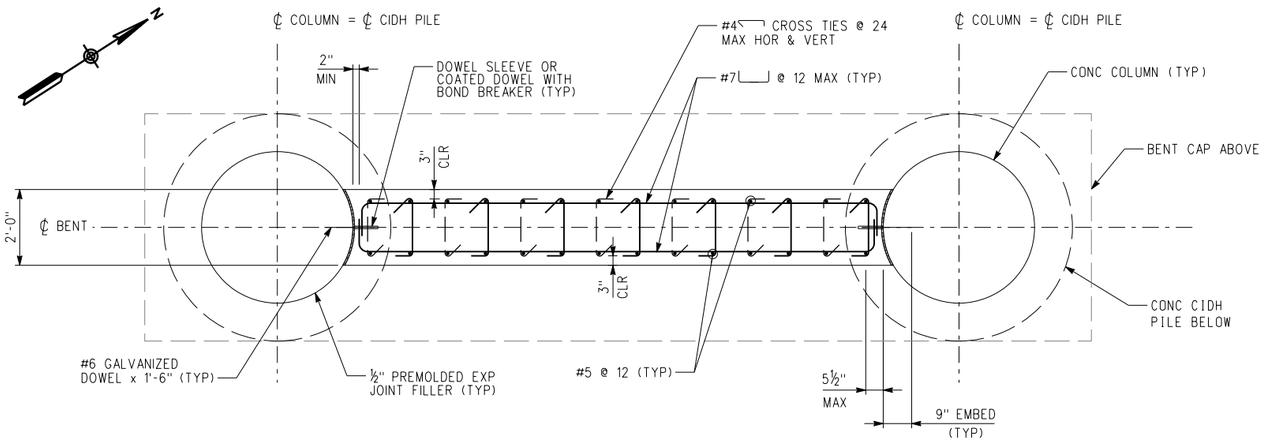
RAILPROS

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

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

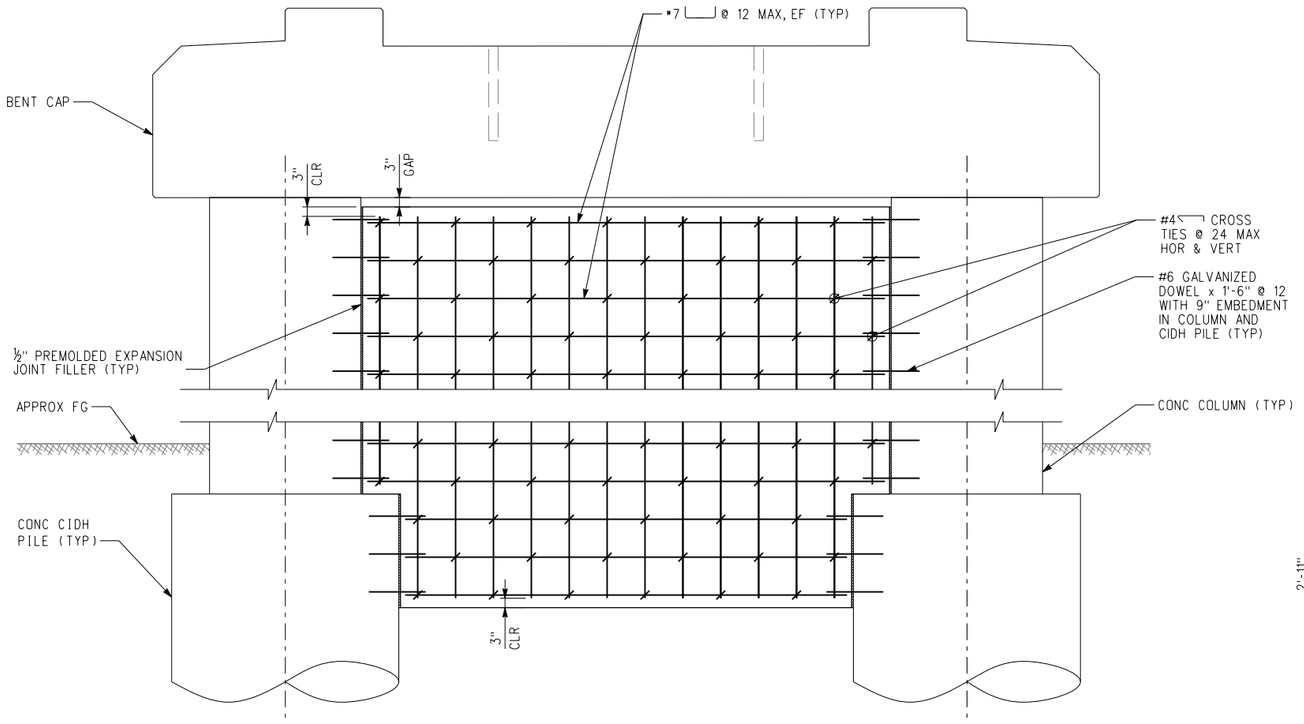
BENT DETAILS NO. 2

CONTRACT NO.
DRAWING NO. S-010
REVISION
SHEET NO. 19 OF 30
SCALE AS SHOWN



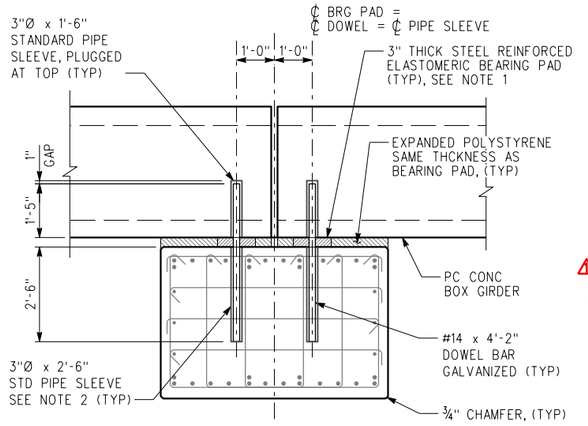
PLAN - IN-FILL WALL

SCALE: ½" = 1'-0"



ELEVATION - IN-FILL WALL

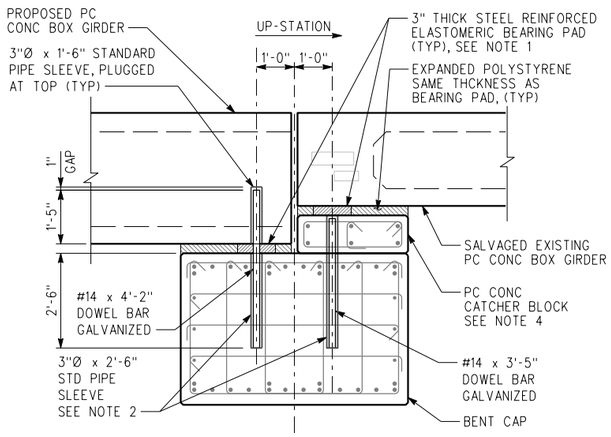
SCALE: ½" = 1'-0"



SECTION - BENT 2 CAP

SCALE: ½" = 1'-0"

D S-009

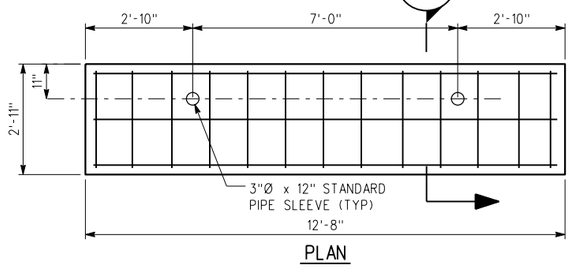


SECTION - BENT 3 CAP

SCALE: ½" = 1'-0"

E S-009

C -

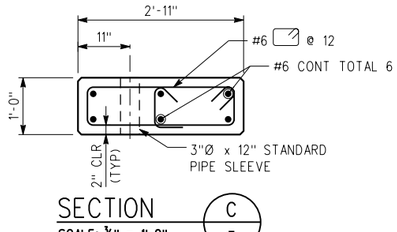


PLAN

PC CONCRETE CATCHER BLOCK DETAIL

SCALE: ½" = 1'-0"

1 -



SECTION

SCALE: ¾" = 1'-0"

C -

NOTES:

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.

REGISTERED PROFESSIONAL ENGINEER — JULINA R. CORONA — No. C95108 — EXP: 09-30-25 — CIVIL — STATE OF CALIFORNIA

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FINAL DESIGN (100%)
CAMERA READY

REV.	DATE		BY	SUB	APP.
1	3/22/25	ADDED NOTE			

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

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

VENTURA COUNTY TRANSPORTATION COMMISSION

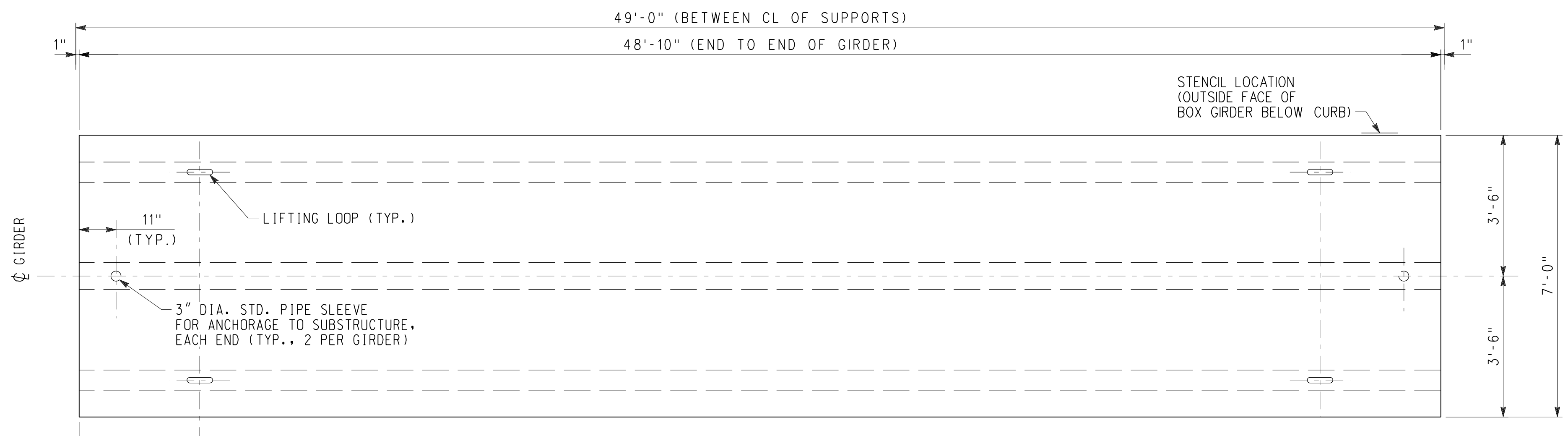
RAILPROS

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

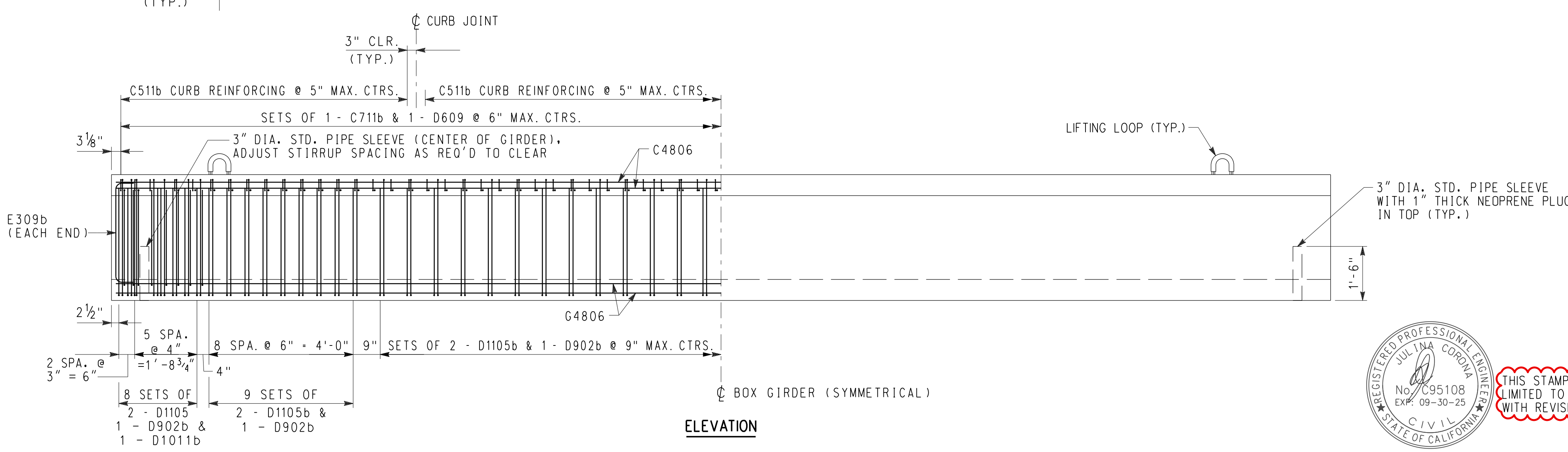
SESPE CREEK OVERFLOW BRIDGE REPAIR
ON THE SANTA PAULA BRANCH LINE, FILLMORE, CA

BENT DETAILS NO. 3

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

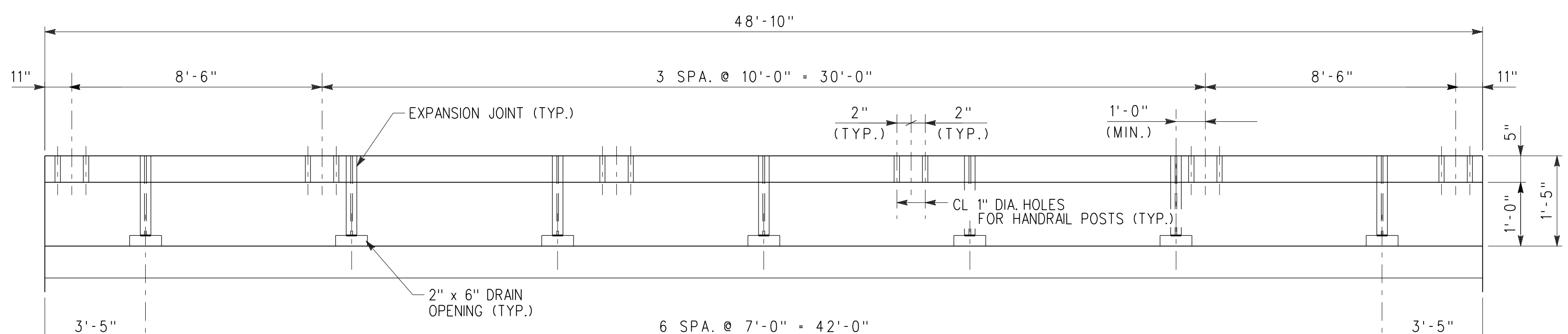


PLAN



ELEVATION w/ CONVENTIONAL REINFORCING

SCALE: NONE



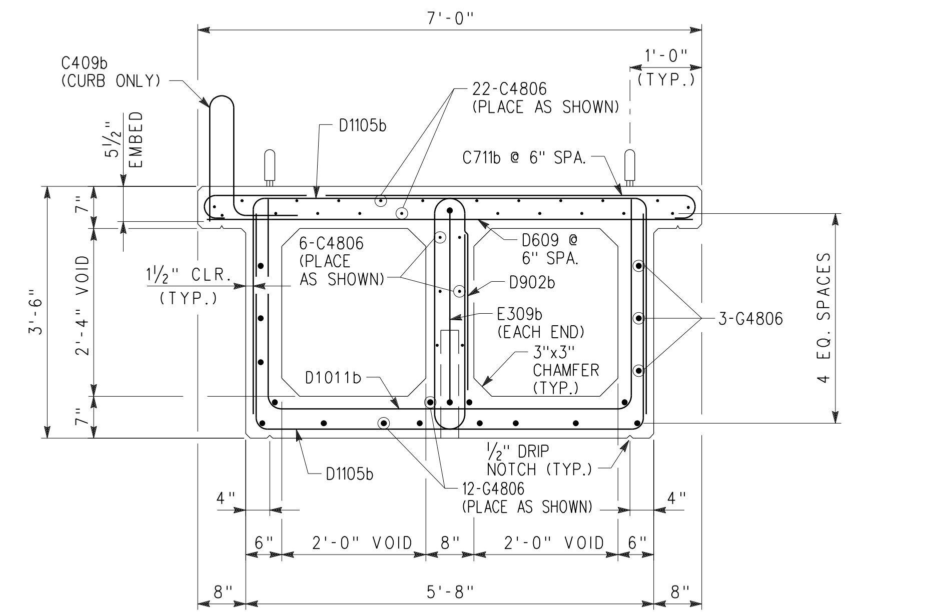
ELEVATION

BALLAST CURB AND SIDEWALK

SCALE: NONE

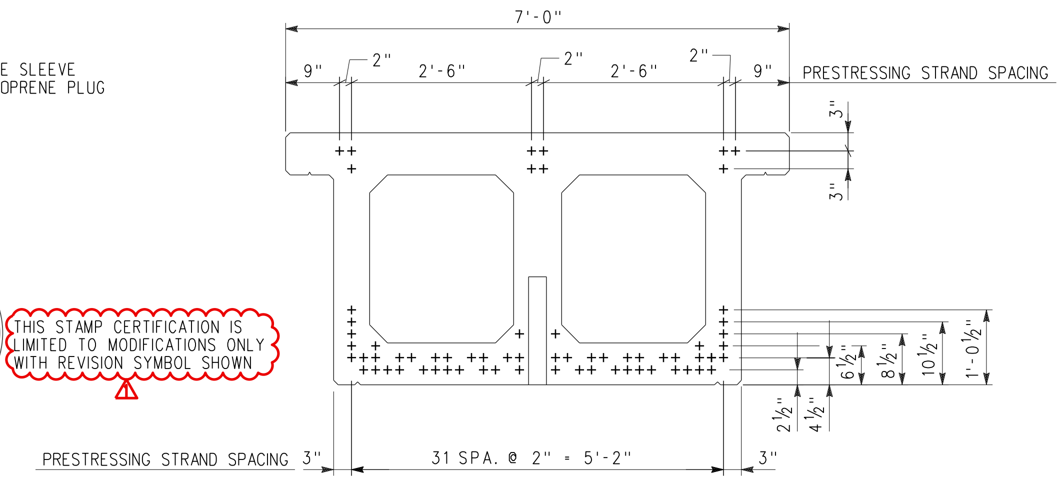
NOTE:

FOR GENERAL GIRDER NOTES AND REINFORCING SCHEDULE, SEE "GIRDER DETAILS NO. 2" SHEET.



TYPICAL MILD REINFORCING SECTION

SCALE: ¾" = 1'-0"
(PRESTRESSING STRANDS NOT SHOWN FOR CLARITY)



PRESTRESSING STRAND PATTERN

SCALE: ¾" = 1'-0"
+ (66 - 0.6" 270 KSI PRESTRESSING STRANDS)

REGISTERED PROFESSIONAL ENGINEER JULINA CORONA No. C95108 EXP. 09-30-25 CIVIL STATE OF CALIFORNIA

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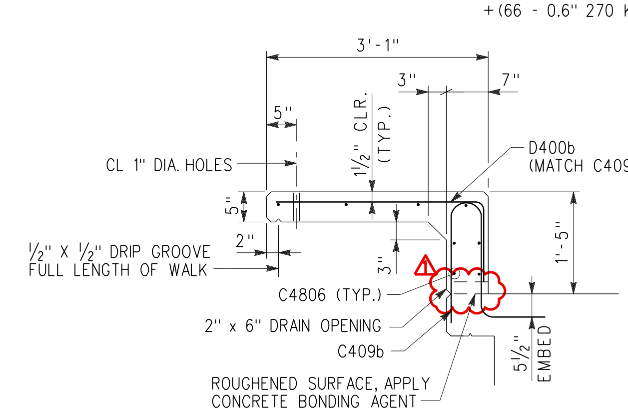
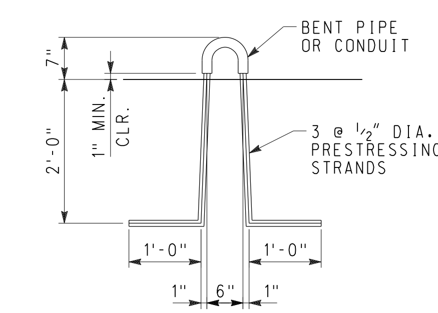


CURB AND WALK DETAIL

SCALE: ¾" = 1'-0"



LIFTING LOOP DETAIL

SCALE: ¾" = 1'-0"
(FABRICATOR IS RESPONSIBLE FOR ADEQUACY OF LIFTING LOOPS, SEE NOTES ON "GIRDER DETAILS NO.2" SHEET)

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\\internal.railpros.com\dfs\Z\Engineering\VCTC\Sespe Creek Bridge Overflow\900 CADD\950 Drawings\Structures\100% Original Files - 20231221\S-012_Girder Details 1.sht
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REV.	DATE		BY	SUB.	APP.
△	3/22/25	CJ LOCATION CLARIFIED			

FINAL DESIGN (100%) CAMERA READY

DESIGNED BY K. THOMSEN
DRAWN BY G. SMITH
CHECKED BY H. YANG
APPROVED BY M. SARWAR
DATE 12-25-2023

REGISTERED PROFESSIONAL ENGINEER MUHAMMAD SARWAR No. C68399 EXP. 09-30-25 CIVIL STATE OF CALIFORNIA

VCTC 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

GIRDER DETAILS NO. 1

CONTRACT NO.
DRAWING NO. S-012
REVISION
SHEET NO. 21 OF 30
SCALE AS SHOWN

GENERAL NOTES

CONCRETE:

CONCRETE MATERIAL, PLACING AND CURING SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS SPECIFIED IN SCRRA STANDARD SPECIFICATIONS AND THE CURRENT EDITION OF CHAPTER 8 OF THE AREMA MANUAL FOR RAILWAY ENGINEERING.

THE COMPRESSIVE STRENGTH OF THE CONCRETE SHALL BE 6,500 PSI AT THE TRANSFER OF THE PRESTRESSING FORCE AND 8,000 PSI AT 28 DAYS.

MINIMUM COMPRESSIVE STRENGTH OF CURB CONCRETE SHALL BE 4,000 PSI AT 28 DAYS.

AIR ENTRAINING AGENTS SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS SPECIFIED IN THE CURRENT EDITION OF ASTM C260. THE TOTAL ENTRAINED AIR CONTENT SHALL BE 6% +/- 1% BY VOLUME OF THE PLASTIC CONCRETE.

CONCRETE AGGREGATE SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS SPECIFIED IN THE CURRENT EDITION OF ASTM C33. COARSE AGGREGATE SHALL BE SIZE NO. 67.

PRESTRESSING STRAND:

PRESTRESSING STRAND SHALL BE 0.6 INCH DIAMETER, SEVEN WIRE, UNCOATED, LOW RELAXATION PRESTRESSING STRAND WHICH IS IN ACCORDANCE WITH THE REQUIREMENTS SPECIFIED IN ASTM A416. THE PRESTRESSING STRAND SHALL HAVE AN ULTIMATE TENSILE STRENGTH OF 270 KSI. THE INITIAL PRESTRESS SHALL BE 43,400 LBS. PER PRESTRESSING STRAND UNLESS NOTED OTHERWISE.

PRESTRESSING STRAND SHALL BE TESTED IN ACCORDANCE WITH PCI RECOMMENDATIONS (MOUSTAFA METHOD) AND CERTIFIED BY THE FABRICATOR AS HAVING ADEQUATE BOND CHARACTERISTICS TO SATISFY THE PREDICTION EQUATIONS FOR TRANSFER AND DEVELOPMENT LENGTH GIVEN IN THE AREMA MANUAL FOR RAILWAY ENGINEERING.

AN ALTERNATE PRESTRESSING STRAND PATTERN WHICH HAS THE SAME ECCENTRICITY AS THE PATTERN SHOWN ON THIS PLAN AND IS BETTER SUITED TO THE MANUFACTURER'S FACILITIES WILL BE CONSIDERED. MANUFACTURER MUST SUBMIT PLANS AND COMPUTATIONS FOR ENGINEER'S APPROVAL PRIOR TO CASTING.

REINFORCING STEEL:

REINFORCING STEEL SHALL BE DEFORMED, PER CURRENT ASTM A615 SPECIFICATION AND MEET GRADE 60 REQUIREMENTS, EXCEPT BARS CROSSING CURB JOINT TO BE PER CURRENT ASTM A1035 SPECIFICATION. BARS REQUIRED TO MEET ASTM A1035 ARE NOTED IN THE BENDING DIAGRAMS.

FABRICATION OF REINFORCING STEEL SHALL BE PER CHAPTER 7 OF THE CRSI MANUAL OF STANDARD PRACTICE. DIMENSIONS OF BENDING DETAILS ARE OUT TO OUT OF BAR.

REINFORCING STEEL IS TO BE BLOCKED TO PROPER LOCATION AND SECURELY WIRED AGAINST DISPLACEMENT. USE PLASTIC PROTECTED REINFORCING SUPPORTS, MEETING CRSI SPECIFICATIONS CHAPTER 3, CLASS 1. TACK WELDING OF REINFORCING IS PROHIBITED. MINIMUM CONCRETE COVER ON REINFORCEMENT SHALL MEET CURRENT AREMA REQUIREMENTS.

DESIGN LOADS:

DEAD LOAD (ASSUMED - LB. PER LIN. FT. OF TRACK):

TRACK, FASTENERS, ETC.	200
BALLAST	4,065
CURB, WALK, & HANDRAIL	580
GIRDERS	3,600
TOTAL	8,445

THE FABRICATOR SHALL CAMBER THE GIRDERS AS REQUIRED TO RESULT IN A NET VERTICAL DEFLECTION OF 0" DUE TO MAXIMUM DEAD LOADS SHOWN BELOW.

DEAD LOAD (ASSUMED - LB. PER LIN. FT. OF ONE GIRDER):

TRACK, FASTENERS, ETC.	100
BALLAST	2,035
CURB, WALK, & HANDRAIL	290
GIRDERS	1,800
TOTAL	4.225

LIVE LOAD: COOPER E80

IMPACT: $\frac{225}{\sqrt{\ell}}$ % (WHERE ℓ = L - 24")

MANUFACTURE:

PRODUCTION PROCEDURES AND DIMENSIONAL TOLERANCES FOR THE MANUFACTURE OF PRECAST, PRESTRESSED GIRDERS SHALL BE IN ACCORDANCE WITH THE AREMA MANUAL FOR RAILWAY ENGINEERING AND THE PRECAST CONCRETE INSTITUTE'S CURRENT MANUAL MNL 116 FOR QUALITY CONTROL.

TOLERANCE FOR LOCATION OF LIFTING LOOPS SHALL BE +/- 1/2 ".

THE ENDS OF THE PRESTRESSING STRANDS SHALL BE RECESSED AND GROUTED TO A MINIMUM COVER OF 2" AFTER CASTING IS COMPLETE.

CURB SHALL BE CAST AFTER GIRDER IS REMOVED FROM FORM. GIRDERS SHALL BE SUPPLIED WITH CURB.

CONCRETE BONDING AGENT: REFER TO SPECIFICATIONS.

SURFACES SHALL BE FORMED IN A MANNER WHICH WILL PRODUCE A SMOOTH AND UNIFORM APPEARANCE WITHOUT RUBBING OR PLASTERING. UNLESS OTHERWISE NOTED, EXPOSED EDGES OF 90-DEGREES OR LESS ARE TO BE CHAMFERED 3/4 "x 3/4 ". UNFORMED SURFACES SHALL HAVE A SMOOTH FINISH FREE OF ALL FLOAT AND TROWEL MARKS.

THE FABRICATOR SHALL STENCIL THE FABRICATOR'S NAME, DATE OF FABRICATION, PIECE MARK, AND ACTUAL LIFTING WEIGHT AT LOCATION SHOWN.

VOID DIMENSIONS SHOWN ARE MAXIMUM AND MUST NOT BE EXCEEDED AT ANY POINT INCLUDING SPLICES OF VOID FORM.

GIRDERS SHALL BE SUPPORTED BY BLOCKING WITHIN 1'-6" OF ENDS DURING STORAGE AND TRANSPORT. STORE AND TRANSPORT GIRDERS IN LEVEL POSITIONS.

INSPECTION, LOADING, AND SECURING FOR SHIPMENT: REFER TO SPECIFICATIONS.

LIFTING LOOPS:

THE AREA AROUND LIFTING LOOPS SHALL NOT BE RECESSED. LIFTING LOOPS TO BE REMOVED IN FIELD FLUSH WITH CONCRETE SURFACE.

IF LIFTED WITH SLINGS INSTEAD OF LIFTING LOOPS, SLINGS MUST NOT BE PLACED MORE THAN 3'-0" FROM ENDS OF GIRDERS.

FABRICATOR IS RESPONSIBLE FOR DEVELOPING LIFTING LOOP ANCHORAGE DETAIL TO PROVIDE SAFETY FACTOR OF 4 ON WORKING LOAD. DETAIL SHALL BE PROOF-TESTED WITH TEST RESULTS KEPT ON FILE BY FABRICATOR AND AVAILABLE FOR INSPECTION BY THE ENGINEER.

⚠ REFER TO PROJECT SPECIFIC SPECIFICATION 34 80 43 FOR ERECTION PLAN AND OTHER ERECTION AND FABRICATION SUBMITTAL REQUIREMENTS.

REGISTERED PROFESSIONAL ENGINEER JULINA CORONA No. C95108 EXP: 09-30-25 CIVIL STATE OF CALIFORNIA

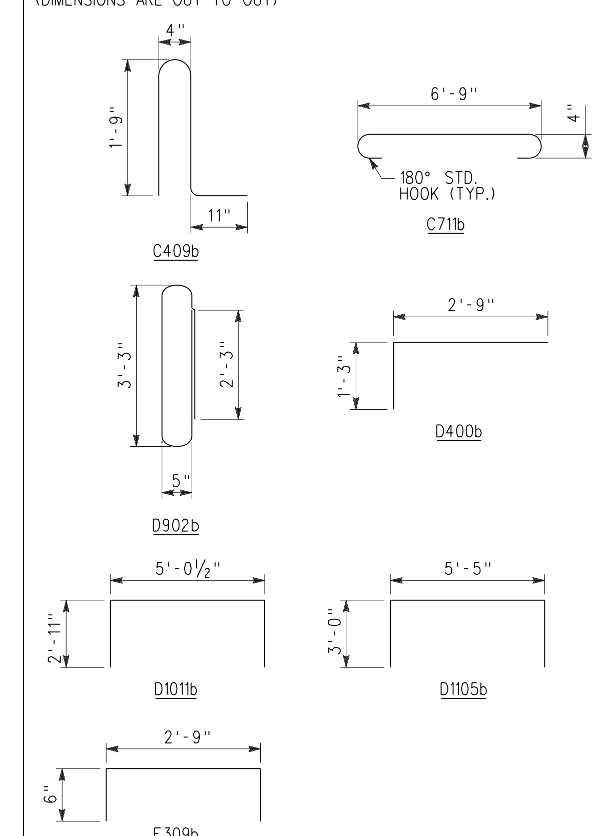
THIS STAMP CERTIFICATION IS LIMITED TO MODIFICATIONS ONLY WITH REVISION SYMBOL SHOWN ⚠

WEIGHTS (ONE GIRDER)				
NOMINAL GIRDER LENGTH (L)	NOMINAL WEIGHT *		MAX LIFTING WEIGHT **	
	WEIGHT (WITH CURB & WALK)		WEIGHT (WITH CURB & WALK)	
	LB.	TON	LB.	TON
49'	98,230	49.1	103,455	51.8

* Computed weights using nominal dimensions. For planning purposes only. Fabricator to determine actual lifting weight. If scale weight not available, use maximum weights.

** Computed weights using maximum dimensions per allowable tolerances. Use for lifting weight if scale weight is not available.

BENDING DIAGRAM
(DIMENSIONS ARE OUT TO OUT)



NOTE:

BAR DESIGNATIONS CONSIST OF BAR SIZE & LENGTH FOLLOWED BY THE LETTER "b" IF BENT. BAR SIZES ARE REPRESENTED BY THE LETTERS A THROUGH L CORRESPONDING TO BAR SIZE #2 THROUGH #18. BAR LENGTHS ARE GIVEN IN FEET AND INCHES; THE LAST TWO DIGITS ARE INCHES.

REINFORCING SCHEDULE
(QUANTITY PER ONE 42" DOUBLE CELL BOX GIRDER)

REQ'D	MARK	SIZE	LENGTH	SHAPE
116	C409b	#4	4'-9"	
98	C711b	#4	7'-11"	
36	C4806	#4	48'-6"	
116	D400b	#5	4'-0"	
98	D609	#5	6'-9"	
80	D902b	#5	9'-2"	
16	D1011b	#5	10'-11"	
160	D1105b	#5	11'-5"	
2	E309b	#6	3'-9"	
18	G4806	#8	48'-6"	

EST. WT. OF REINFORCING STEEL = 8,425 LB.

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FINAL DESIGN (100%)
CAMERA READY

REV.	DATE		BY	SUB.	APP.
⚠	3/22/25	ADDED NOTE			

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 Country Transportation Commission.

DESIGNED BY: K. THOMSEN
DRAWN BY: G. SMITH
CHECKED BY: H. YANG
APPROVED BY: M. SARWAR
DATE: 12-25-2023

REGISTERED PROFESSIONAL ENGINEER MUHAMMAD SARWAR No. C68399 EXP: 09-30-25 CIVIL STATE OF CALIFORNIA

VENTURA COUNTY TRANSPORTATION COMMISSION

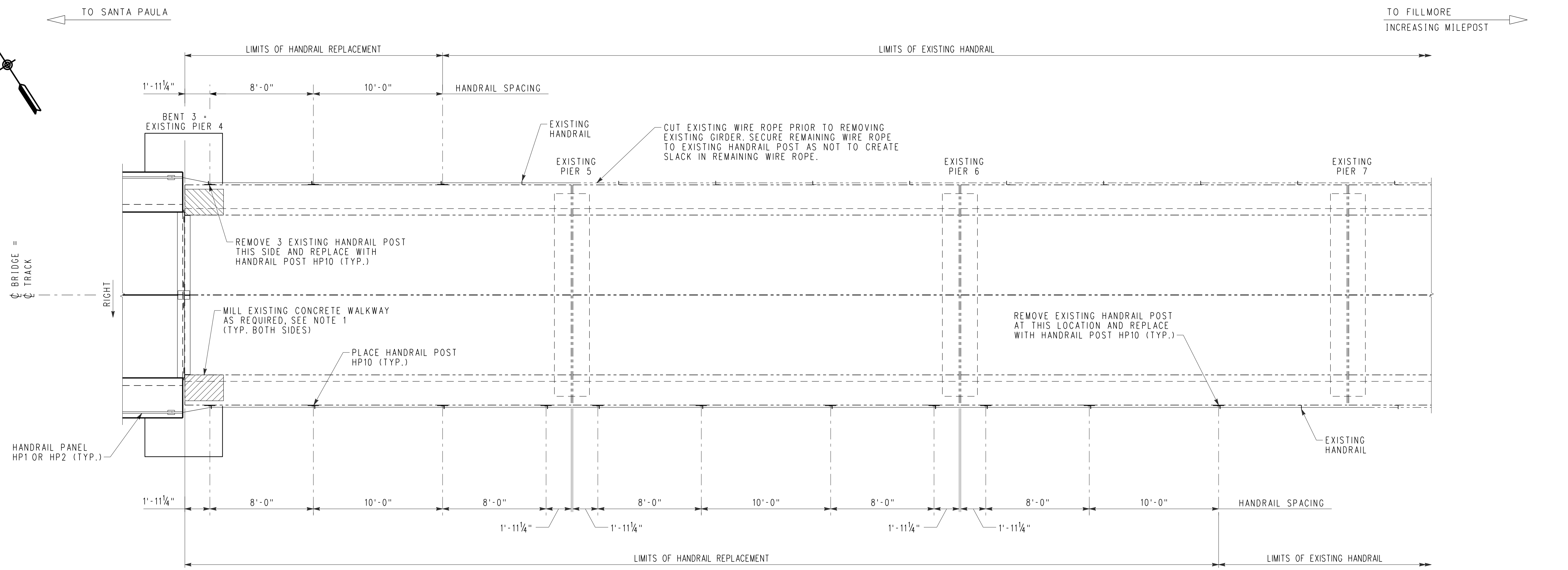
RAILPROS

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

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

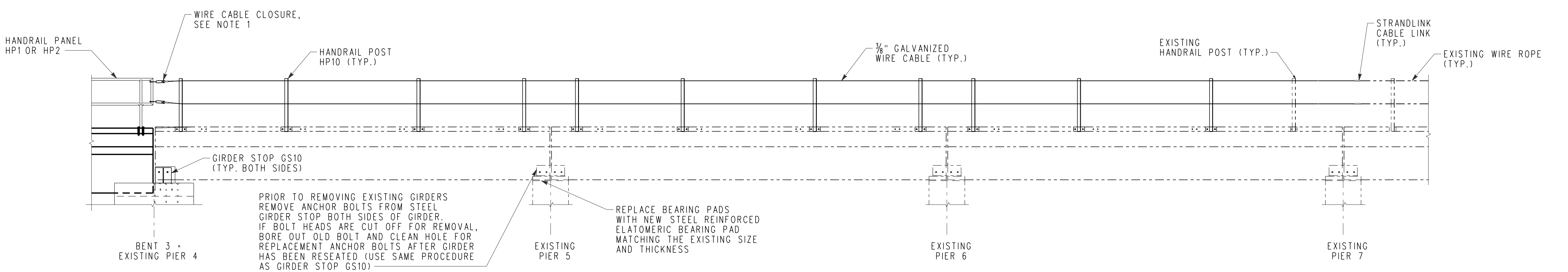
GIRDER DETAILS NO. 2

CONTRACT NO.
DRAWING NO. S-013
REVISION
SHEET NO. 22 OF 30
SCALE AS SHOWN



HANDRAIL REPLACEMENT PLAN

SCALE: ¼" = 1'-0"



HANDRAIL REPLACEMENT ELEVATION

SCALE: ¼" = 1'-0"

NOTE:

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

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REV.	DATE		BY	SUB.	APP.
		FINAL DESIGN (100%) CAMERA READY			

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REGISTERED PROFESSIONAL ENGINEER MUHAMMAD SARWAR No. C68399 Exp. 09-30-25 CIVIL STATE OF CALIFORNIA

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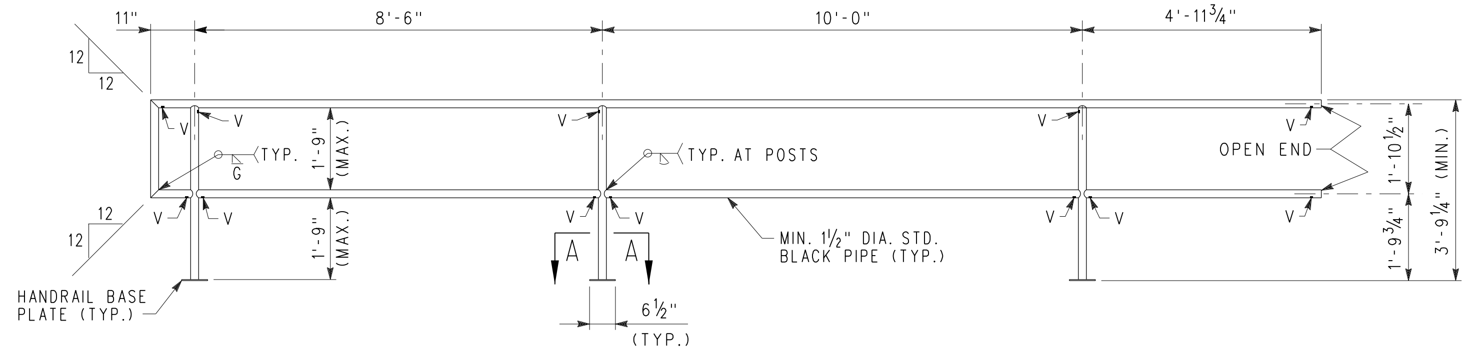
SESPE CREEK OVERFLOW BRIDGE REPAIR ON THE SANTA PAULA BRANCH LINE, FILLMORE, CA

HANDRAIL REPLACEMENT PLAN

CONTRACT NO.
DRAWING NO. S-014
REVISION
SHEET NO. 23 OF 30
SCALE AS SHOWN

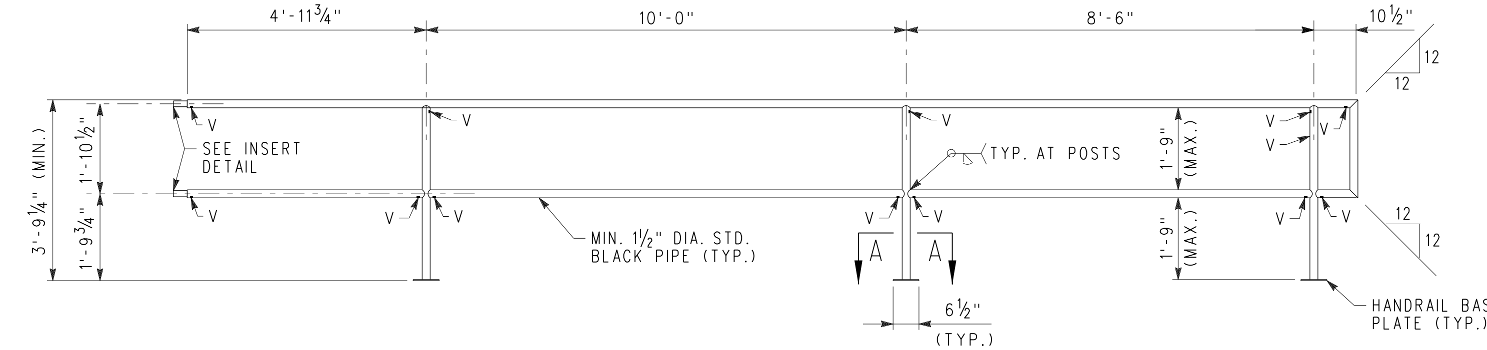


HANDRAIL PANEL HP1

SCALE: ½" = 1'-0"
GALVANIZE AFTER FABRICATION

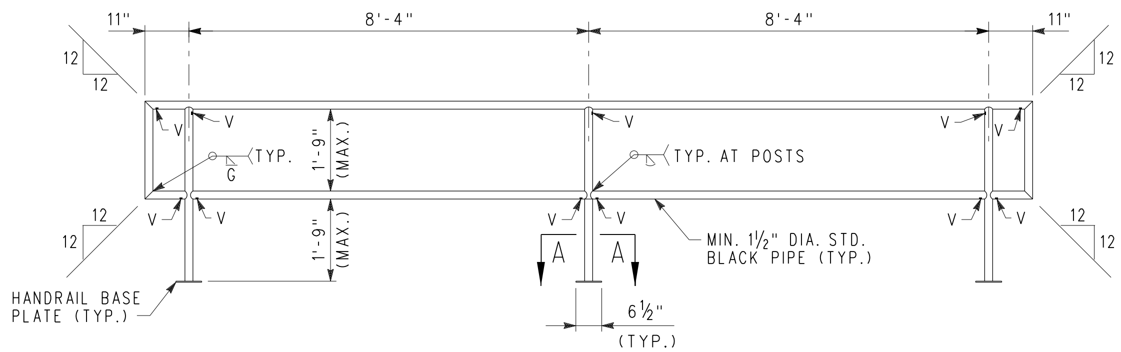
NOTE:

V = ⅜"ø DRILLED VENT HOLE 1" FROM JOINT.



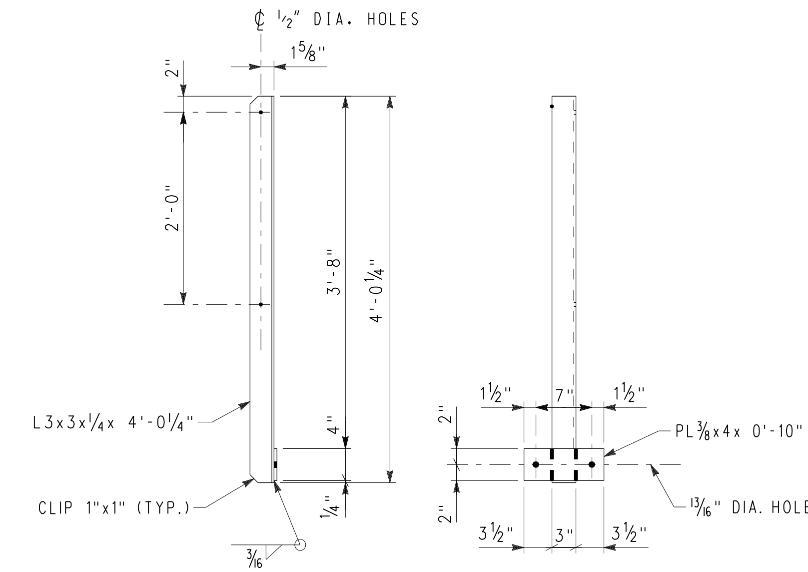
HANDRAIL PANEL HP2

SCALE: ½" = 1'-0"
GALVANIZE AFTER FABRICATION.



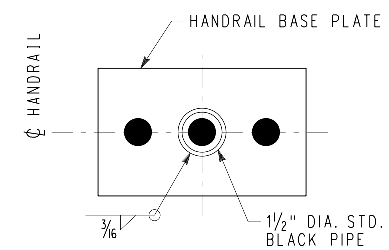
WINGWALL HANDRAIL PANEL

SCALE: ½" = 1'-0"
GALVANIZE AFTER FABRICATION.

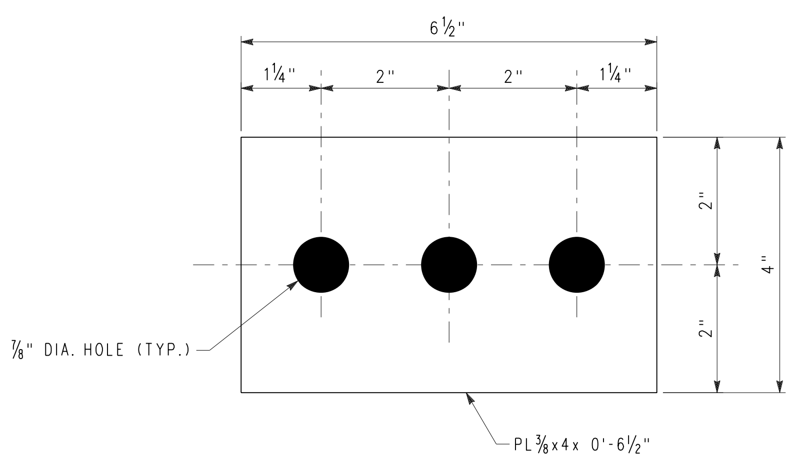


HANDRAIL POST HP10

SCALE: 1" = 1'-0"
GALVANIZE AFTER FABRICATION.

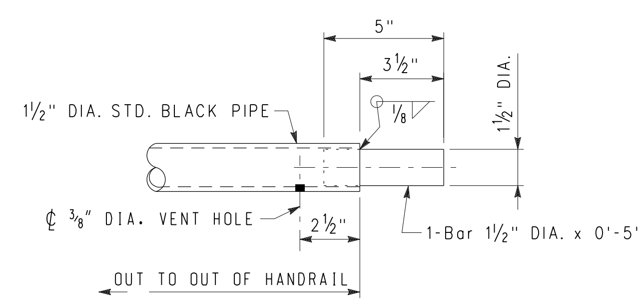


SECTION A-A



HANDRAIL BASE PLATE DETAIL

WEIGHT = 2.5 LB.



INSERT DETAIL

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.

FINAL DESIGN (100%)
CAMERA READY

REV.	DATE	BY	SUB.	APP.

DESIGNED BY K. THOMSEN
DRAWN BY G. SMITH
CHECKED BY H. YANG
APPROVED BY M. SARWAR
DATE 12-25-2023

REGISTERED PROFESSIONAL ENGINEER MUHAMMAD SARWAR No. C68399 Exp. 09-30-25 CIVIL STATE OF CALIFORNIA

VENTURA COUNTY TRANSPORTATION COMMISSION

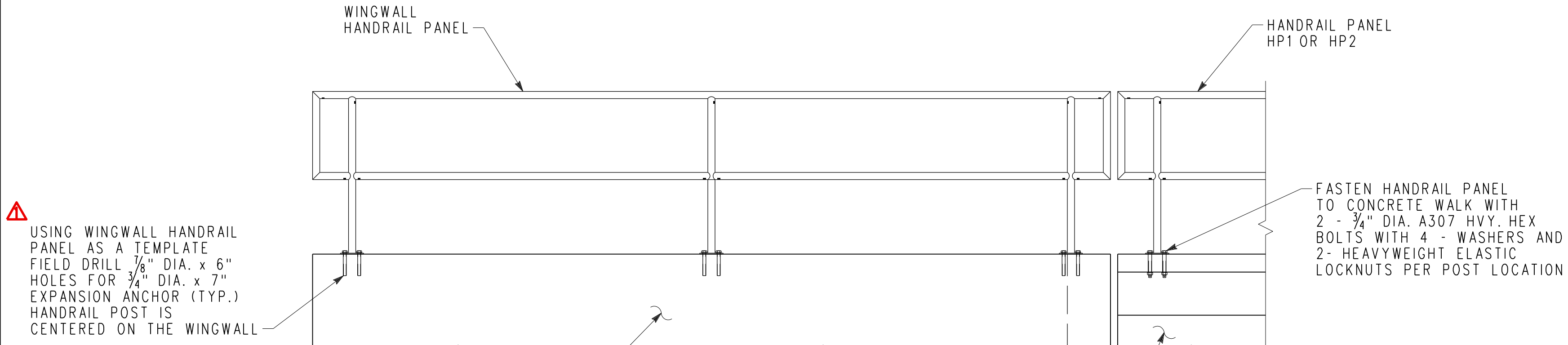
RAILPROS

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

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

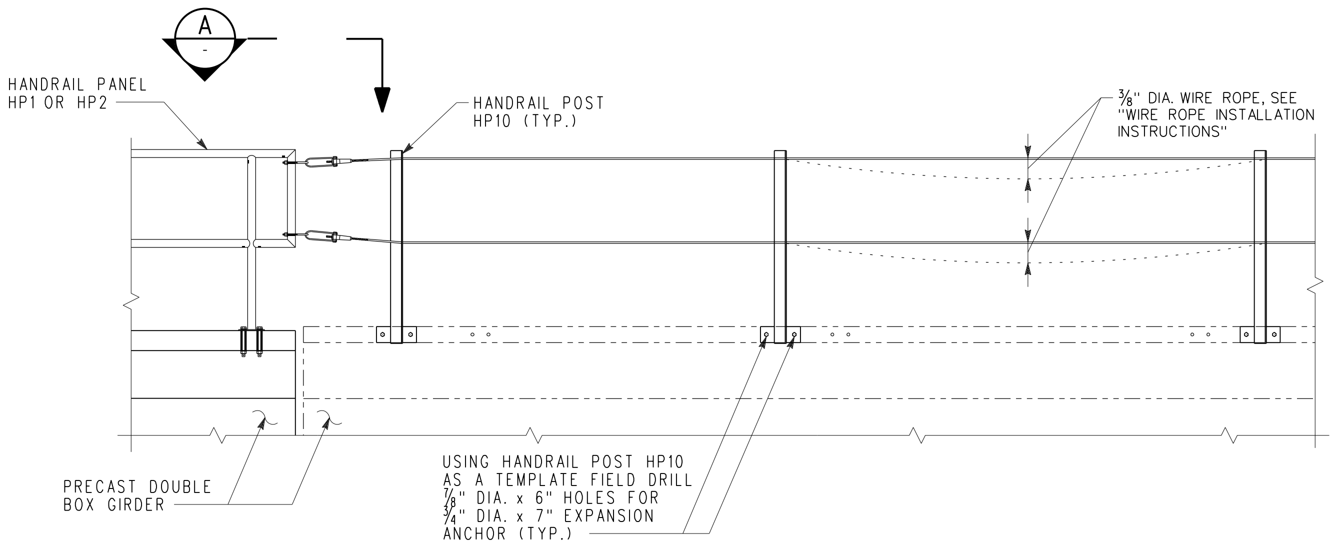
HANDRAIL DETAILS

CONTRACT NO.
DRAWING NO. S-015
REVISION
SHEET NO. 24 OF 30
SCALE AS SHOWN



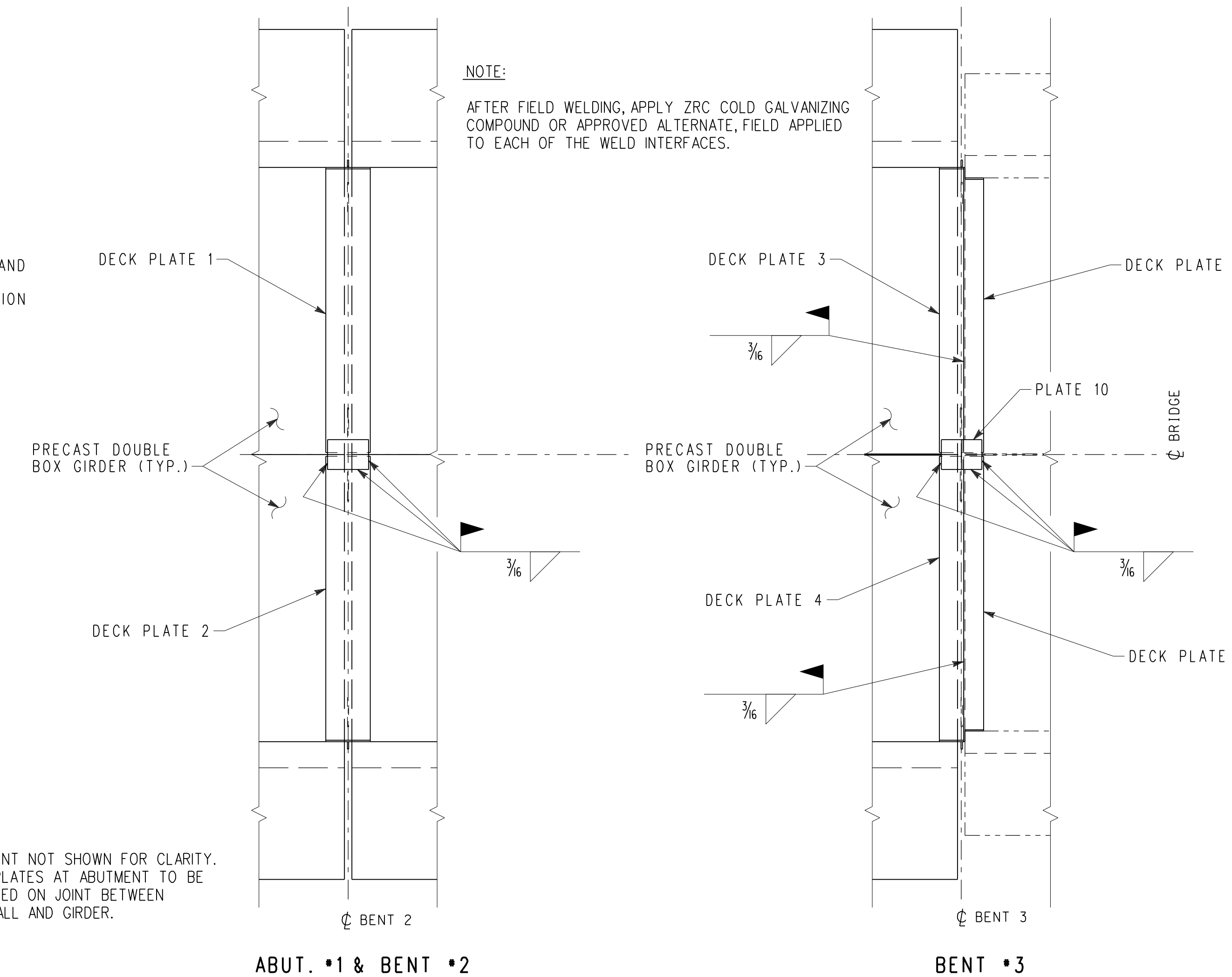
HANDRAIL PANEL INSTALLATION DETAIL

SCALE: ½" = 1'-0"



HANDRAIL POST INSTALLATION DETAIL

SCALE: ½" = 1'-0"



DECK PLATE WELD DETAIL

SCALE: ½" = 1'-0"

REGISTERED PROFESSIONAL ENGINEER
JULINA CORONA
No. C95108
EXP. 09-30-25
CIVIL
STATE OF CALIFORNIA

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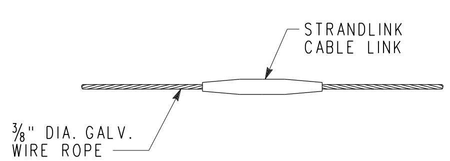
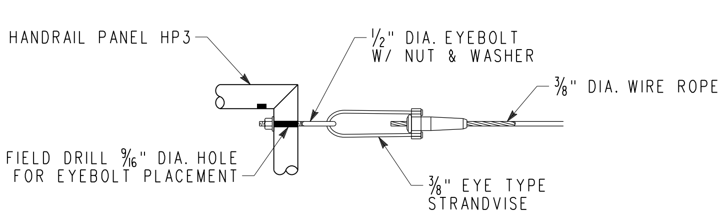


WIRE ROPE SPLICE DETAIL

SCALE: NONE

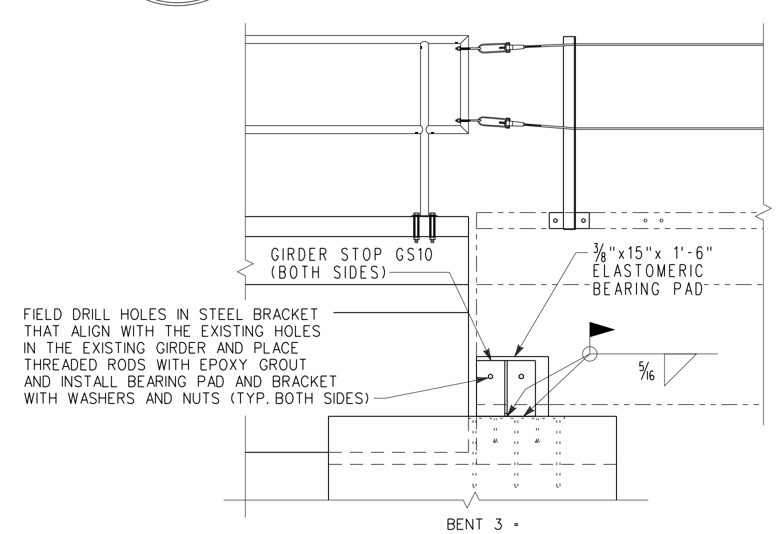


VIEW A

SCALE: 1½" = 1'-0"

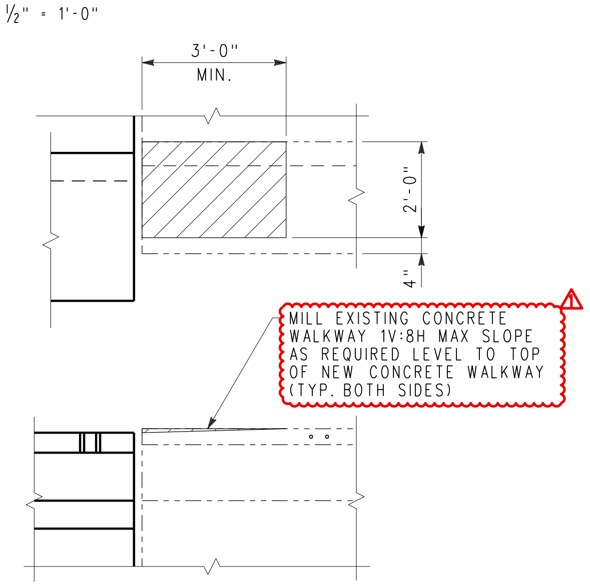
WIRE ROPE INSTALLATION INSTRUCTIONS:

1. THREAD WIRE ROPE THROUGH ALL CLIPS AND BARREL ANCHORS AND SEAT RETAINING WEDGES ON ONE END HANDRAIL POST.
2. STRETCH WIRE ROPE, HANG A MINIMUM OF 10 LB. ON CABLE BETWEEN TWO POSTS AND REMOVE ALL SAG TO A MAXIMUM OF 2 INCHES.
3. SEAT RETAINING WEDGES AT REMAINING END HANDRAIL POST.
4. REMOVE WEIGHTS.
5. TIGHTEN CLIPS AT INTERMEDIATE POSTS.
6. CUT & REMOVE EXCESS WIRE ROPE, COAT CUT PORTIONS OF WIRE ROPE WITH COLD GALVANIZING COMPOUND.



GIRDER STOP PLACEMENT DETAIL

SCALE: ½" = 1'-0"



CONCRETE WALKWAY MILLING

SCALE: ½" = 1'-0"

REV.	DATE		BY	SUB.	APP.
⚠	3/22/25	UPDATED NOTE			

FINAL DESIGN (100%)
CAMERA READY

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DESIGNED BY	K. THOMSEN
DRAWN BY	G. SMITH
CHECKED BY	H. YANG
APPROVED BY	M. SARWAR
DATE	12-25-2023

REGISTERED PROFESSIONAL ENGINEER
MUHAMMAD SARWAR
No. C68399
EXP. 09-30-25
CIVIL
STATE OF CALIFORNIA

VCTC
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

MISCELLANEOUS DETAILS NO. 1

CONTRACT NO.	
DRAWING NO.	S-016
REVISION	SHEET NO. 25 OF 30
SCALE	AS SHOWN

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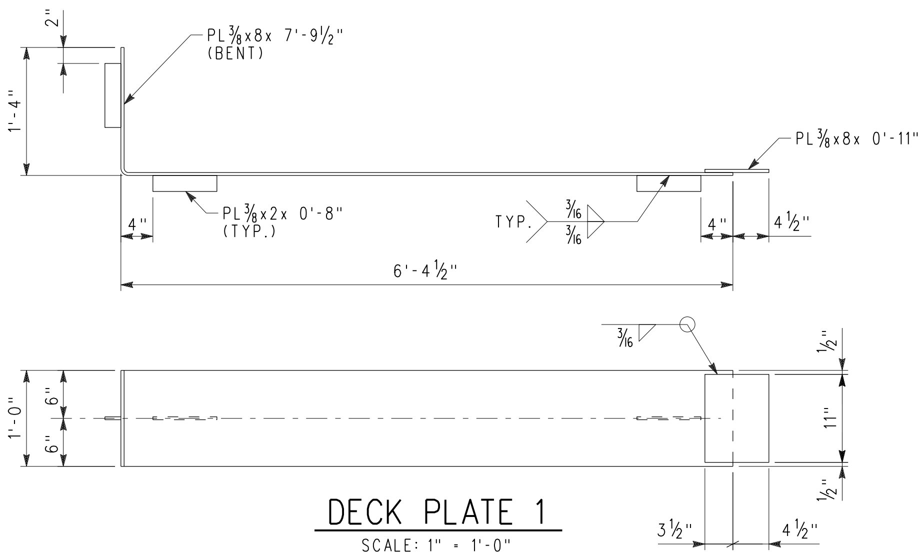
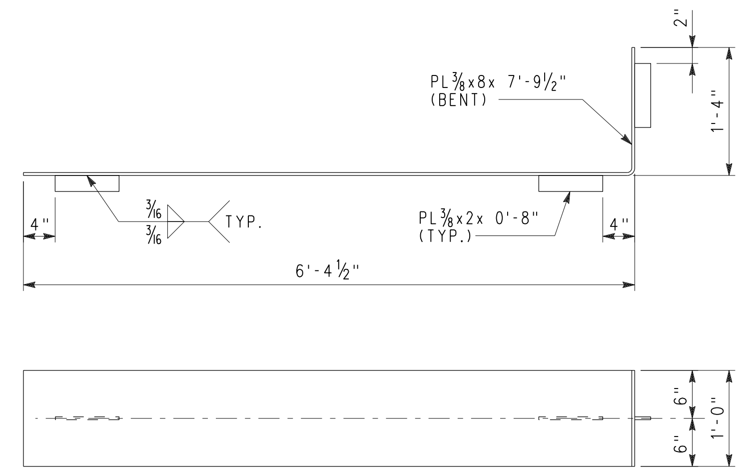


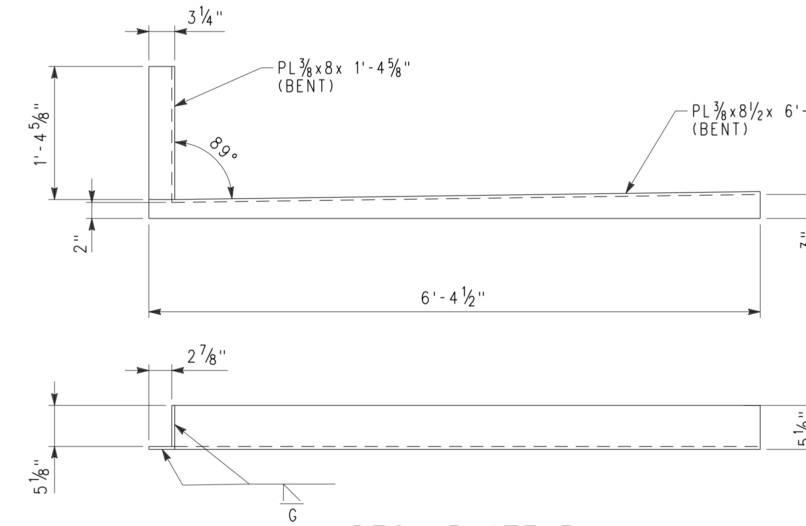
DECK PLATE 1

SCALE: 1" = 1'-0"
GALVANIZE AFTER FABRICATION
WEIGHT = 134 LB.



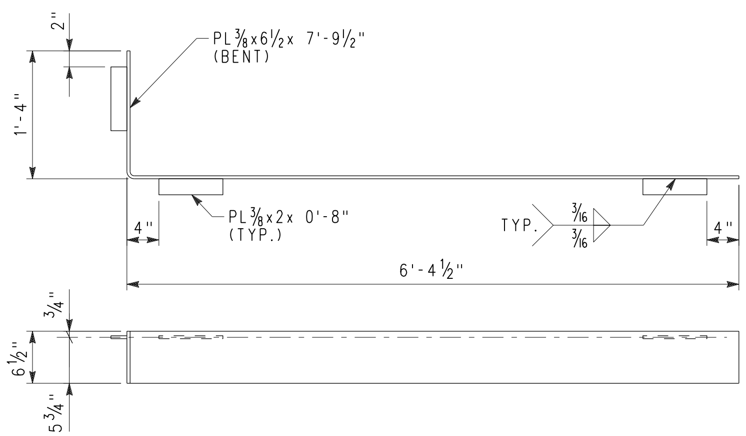
DECK PLATE 2

SCALE: 1" = 1'-0"
GALVANIZE AFTER FABRICATION
WEIGHT = 134 LB.



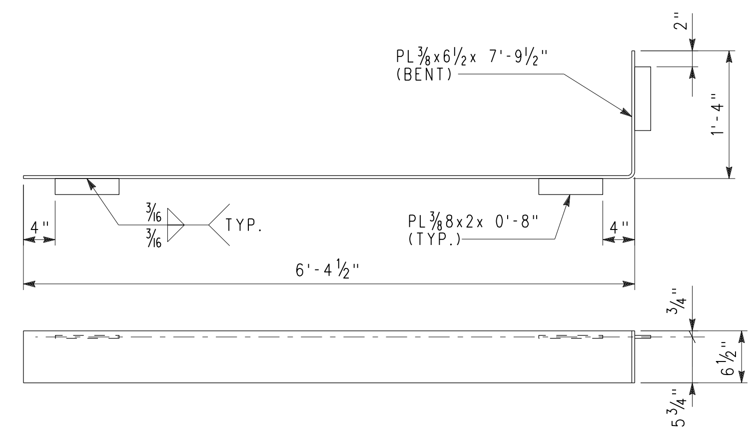
DECK PLATE 5

SCALE: 1" = 1'-0"
GALVANIZE AFTER FABRICATION
WEIGHT = 84 LB.



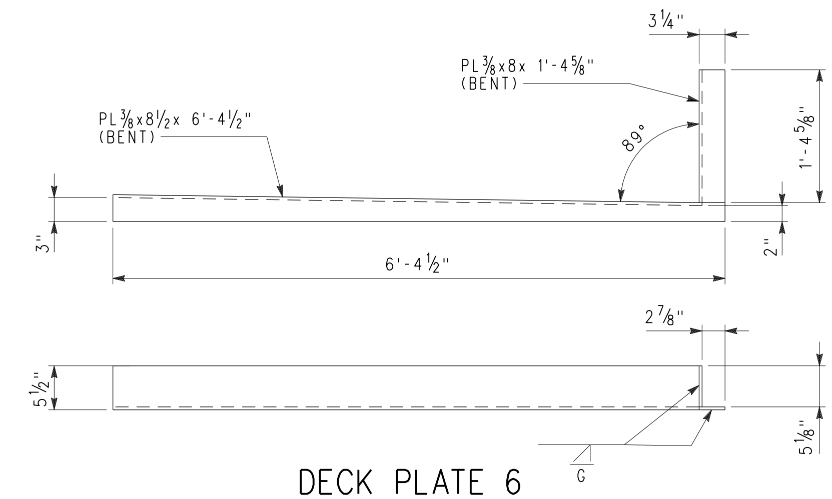
DECK PLATE 3

SCALE: 1" = 1'-0"
GALVANIZE AFTER FABRICATION
WEIGHT = 70 LB.



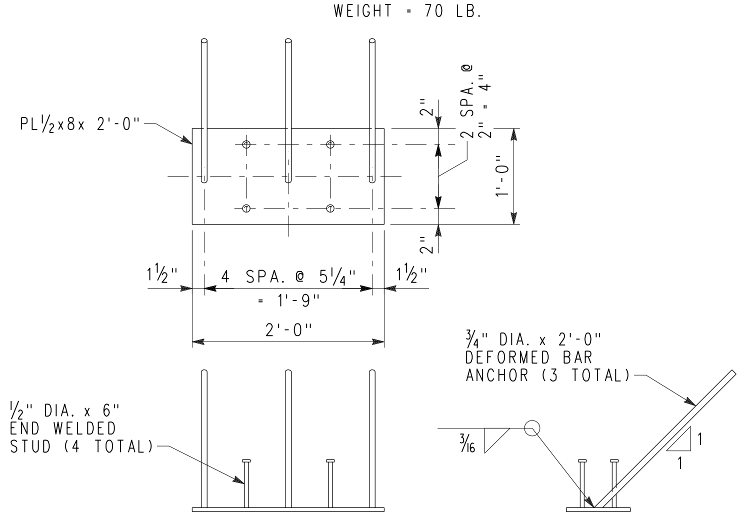
DECK PLATE 4

SCALE: 1" = 1'-0"
GALVANIZE AFTER FABRICATION
WEIGHT = 70 LB.



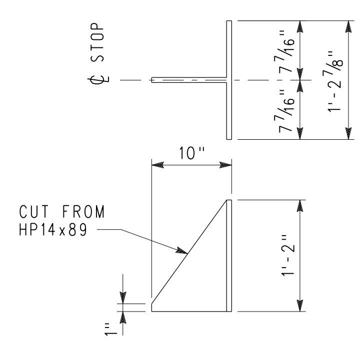
DECK PLATE 6

SCALE: 1" = 1'-0"
GALVANIZE AFTER FABRICATION
WEIGHT = 84 LB.



EMBED PLATE ½x8x 2'-0"

SCALE: 1" = 1'-0"



GIRDER STOP GS10

SCALE: 1" = 1'-0"
GALVANIZE AFTER FABRICATION
WEIGHT = 49 LB.

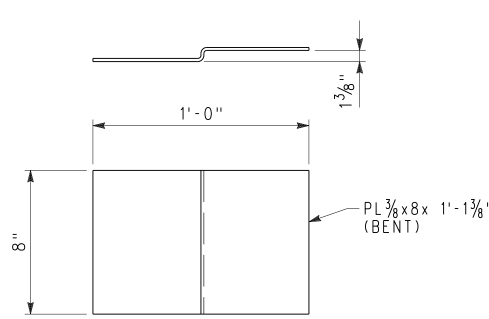


PLATE 10

SCALE: 3" = 1'-0"
GALVANIZE AFTER FABRICATION
WEIGHT = 12 LB.

3/24/2025 3:18:46 PM USER = gerry.estepa
\\internal.railpros.com\dfs\Z\Engineering\VCTC\Sespe Creek Bridge Overflow\900 CADD\950 Drawings\Structures\100% Original Files - 20231221\S-017_Miscellaneous Details 2.sht
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Y:\Microstation\CADD Standard (All Agency)\MetroLink-SCRRA\WorkSpace\Standards\Pltcfg\pdf.pltcfg

REV.	DATE		BY	SUB.	APP.
		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 K. THOMSEN
DRAWN BY G. SMITH
CHECKED BY H. YANG
APPROVED BY M. SARWAR
DATE 12-25-2023

REGISTERED PROFESSIONAL ENGINEER MUHAMMAD SARWAR No. C68399 EXP. 09-30-25 CIVIL STATE OF CALIFORNIA

VCTC
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

MISCELLANEOUS DETAILS NO. 2

CONTRACT NO.
DRAWING NO. S-017
REVISION
SHEET NO. 26 OF 30
SCALE AS SHOWN

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

REGISTERED GEOTECHNICAL ENGINEER — DATE 3/24/25

PLANS APPROVAL DATE

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

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).

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.

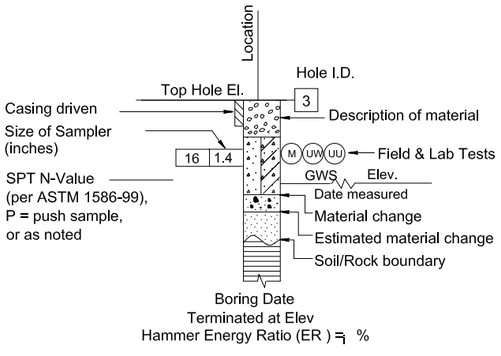
BOREHOLE IDENTIFICATION

Symbol	Hole Type	Description
Size	A	Auger Boring (hollow or solid stem bucket)
Size	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)
Size	R	Rotary drilled diamond core
Size	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)

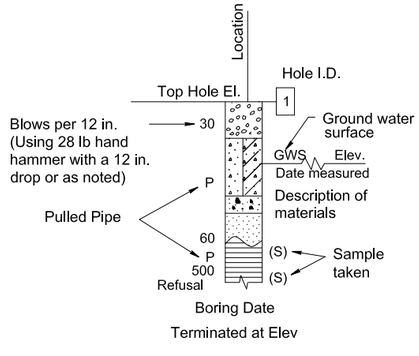
Note: Size in inches.

CONSISTENCY OF COHESIVE SOILS

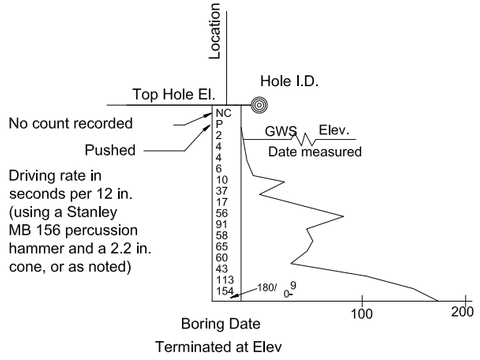
Description	Shear Strength (tsf)	Pocket Penetrometer Measurement, PP, (tsf)	Torvane Measurement, TV, (tsf)	Vane Shear Measurement, VS, (tsf)
Very Soft	Less than 0.12	Less than 0.25	Less than 0.12	Less than 0.12
Soft	0.12 - 0.25	0.25 - 0.5	0.12 - 0.25	0.12 - 0.25
Medium Stiff	0.25 - 0.5	0.5 - 1	0.25 - 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



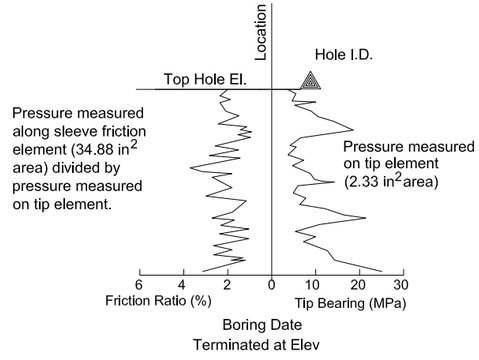
ROTARY BORING



HAND BORING



DYNAMIC CONE PENETRATION BORING



CONE PENETRATION TEST (CPT) BORING

$USER$
$TIME$
$DATE$
$FILE$
$PENTBL$
$PLTDRV$

FINAL DESIGN 100%
CAMERA READY
NOT FOR CONSTRUCTION

REV.	DATE		BY	SUB.	APP.

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

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
LOG OF TEST BORINGS

CONTRACT NO.	
DRAWING NO.	GE-001
REVISION	SHEET NO. 27 OF 30
SCALE	AS SHOWN

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

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		

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)
  Unconfined Compression-Rock (ASTM D 2938)
- (UU) Unconsolidated Undrained Triaxial (ASTM D 2850)
- (UW) Unit Weight (ASTM D 4767)

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

christopher M. Diaz — 3/24/25
REGISTERED GEOTECHNICAL ENGINEER — DATE

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

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED 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

$USER$
$TIME$
$DATE$
$FILE$
$PENTBL$
$PLTDRVL$

FINAL DESIGN 100%
CAMERA READY
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 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

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
SOIL LEGEND 1 OF 2 - LOG OF TEST BORINGS

CONTRACT NO.
DRAWING NO. GE-002
REVISION | SHEET NO. 28 OF 30
SCALE AS SHOWN

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

REGISTERED GEOTECHNICAL ENGINEER — DATE 3/24/25

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

PLANS APPROVAL DATE

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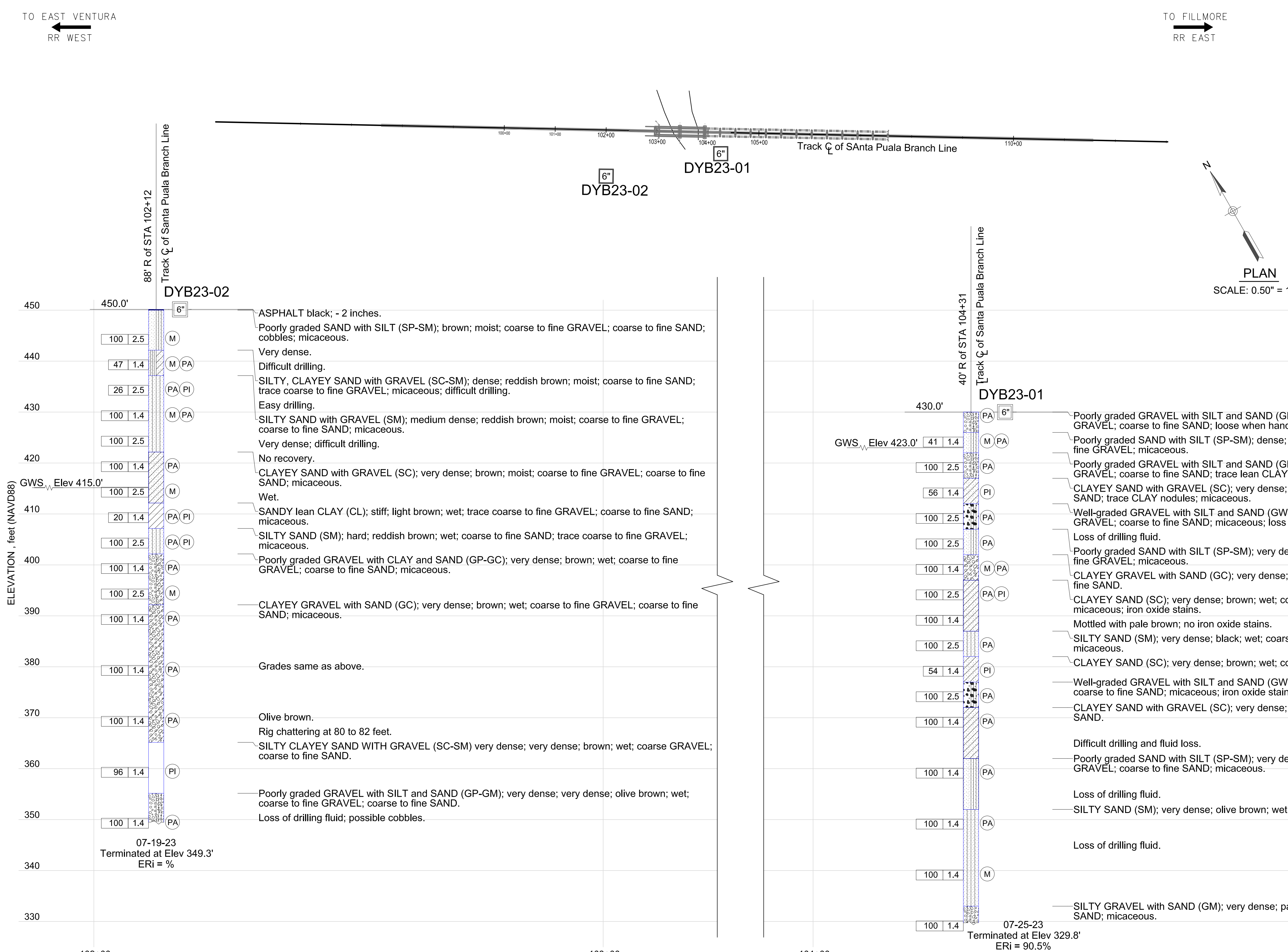
RAILPROS
250 COMMERCE STE 200
IRVINE, CALIFORNIA 92602

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).



TO EAST VENTURA
RR WEST
TO FILLMORE
RR EAST
Track ℄ of SAnta Puala Branch Line
6"
DYB23-01
6"
DYB23-02
N
PLAN
SCALE: 0.50" = 100'
88' R of STA 102+12
Track ℄ of Santa Puala Branch Line
DYB23-02
450.0'
ASPHALT black; - 2 inches.
Poorly graded SAND with SILT (SP-SM); brown; moist; coarse to fine GRAVEL; coarse to fine SAND; cobbles; micaceous.
Very dense.
Difficult drilling.
SILTY, CLAYEY SAND with GRAVEL (SC-SM); dense; reddish brown; moist; coarse to fine SAND; trace coarse to fine GRAVEL; micaceous; difficult drilling.
Easy drilling.
SILTY SAND with GRAVEL (SM); medium dense; reddish brown; moist; coarse to fine GRAVEL; coarse to fine SAND; micaceous.
Very dense; difficult drilling.
No recovery.
CLAYEY SAND with GRAVEL (SC); very dense; brown; moist; coarse to fine GRAVEL; coarse to fine SAND; micaceous.
GWS Elev 415.0'
Wet.
SANDY lean CLAY (CL); stiff; light brown; wet; trace coarse to fine GRAVEL; coarse to fine SAND; micaceous.
SILTY SAND (SM); hard; reddish brown; wet; coarse to fine SAND; trace coarse to fine GRAVEL; micaceous.
Poorly graded GRAVEL with CLAY and SAND (GP-GC); very dense; brown; wet; coarse to fine GRAVEL; coarse to fine SAND; micaceous.
CLAYEY GRAVEL with SAND (GC); very dense; brown; wet; coarse to fine GRAVEL; coarse to fine SAND; micaceous.
Grades same as above.
Olive brown.
Rig chattering at 80 to 82 feet.
SILTY CLAYEY SAND WITH GRAVEL (SC-SM) very dense; very dense; brown; wet; coarse GRAVEL; coarse to fine SAND.
Poorly graded GRAVEL with SILT and SAND (GP-GM); very dense; very dense; olive brown; wet; coarse to fine GRAVEL; coarse to fine SAND.
Loss of drilling fluid; possible cobbles.
100 2.5 M
47 1.4 M PA
26 2.5 PA PI
100 1.4 M PA
100 2.5
100 1.4 PA
100 2.5 M
20 1.4 PA PI
100 2.5 PA PI
100 1.4 PA
100 2.5 M
100 1.4 PA
100 1.4 PA
100 1.4 PA
96 1.4 PI
100 1.4 PA
07-19-23
Terminated at Elev 349.3'
ERi = %
40' R of STA 104+31
Track ℄ of Santa Puala Branch Line
DYB23-01
430.0'
Poorly graded GRAVEL with SILT and SAND (GP-GM); loose; light brown; moist; coarse to fine GRAVEL; coarse to fine SAND; loose when hand augering.
Poorly graded SAND with SILT (SP-SM); dense; olive brown; wet; coarse to fine SAND; trace coarse to fine GRAVEL; micaceous.
GWS Elev 423.0'
Poorly graded SAND with SILT and GRAVEL (GP-GM); very dense; olive brown; wet; coarse to fine GRAVEL; coarse to fine SAND; trace lean CLAY nodules; trace cobbles; micaceous.
CLAYEY SAND with GRAVEL (SC); very dense; brown; wet; coarse to fine GRAVEL; coarse to fine SAND; trace CLAY nodules; micaceous.
Well-graded GRAVEL with SILT and SAND (GW-GM); very dense; olive brown; wet; coarse to fine GRAVEL; coarse to fine SAND; micaceous; loss of drilling fluid.
Loss of drilling fluid.
Poorly graded SAND with SILT (SP-SM); very dense; brown; wet; coarse to fine SAND; trace coarse to fine GRAVEL; micaceous.
CLAYEY GRAVEL with SAND (GC); very dense; olive brown; wet; coarse to fine GRAVEL; coarse to fine SAND.
CLAYEY SAND (SC); very dense; brown; wet; coarse to fine SAND; few coarse to fine GRAVEL; micaceous; iron oxide stains.
Mottled with pale brown; no iron oxide stains.
SILTY SAND (SM); very dense; black; wet; coarse to fine SAND; trace coarse to fine GRAVEL; micaceous.
CLAYEY SAND (SC); very dense; brown; wet; coarse to fine GRAVEL; coarse to fine SAND; micacious.
Well-graded GRAVEL with SILT and SAND (GW-GM); very dense; brown; wet; coarse to fine GRAVEL; coarse to fine SAND; micaceous; iron oxide stains.
CLAYEY SAND with GRAVEL (SC); very dense; olive gray; wet; coarse to fine GRAVEL; coarse to fine SAND.
Difficult drilling and fluid loss.
Poorly graded SAND with SILT (SP-SM); very dense; olive brown; wet; fine GRAVEL; trace coarse GRAVEL; coarse to fine SAND; micaceous.
Loss of drilling fluid.
SILTY SAND (SM); very dense; olive brown; wet; coarse to fine SAND; trace coarse to fine GRAVEL.
Loss of drilling fluid.
SILTY GRAVEL with SAND (GM); very dense; pale brown; wet; coarse to fine GRAVEL; coarse to fine SAND; micaceous.
PA
41 1.4 M PA
100 2.5 PA
56 1.4 PI
100 2.5 PA
100 1.4 PA
100 2.5
100 1.4 M PA
100 2.5 PA PI
100 1.4
100 2.5 PA
54 1.4 PI
100 2.5 PA
100 1.4 PA
100 1.4 PA
100 1.4 PA
100 1.4 M
100 1.4
07-25-23
Terminated at Elev 329.8'
ERi = 90.5%
ELEVATION , feet (NAVD88)
ELEVATION, feet (NAVD88)
450
440
430
420
410
400
390
380
370
360
350
340
330
102+00
103+00
104+00
105+00
PROFILE
SCALE: 0.50" = 10'

FINAL DESIGN 100%
CAMERA READY
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 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

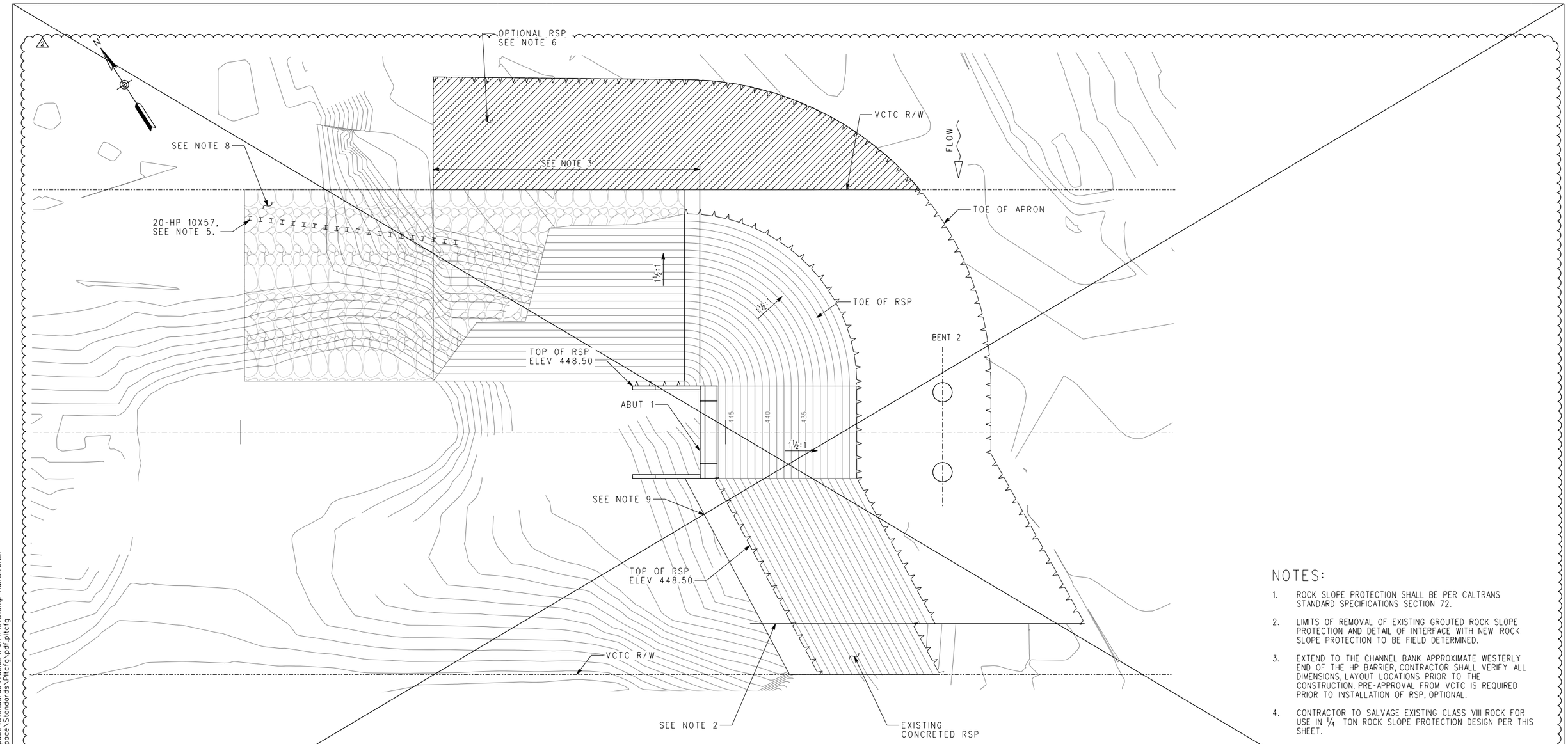
VENTURA COUNTY
TRANSPORTATION
COMMISSION

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

SESPE CREEK OVERFLOW BRIDGE REPAIR
ON THE SANTA PAULA BRANCH LINE, FILLMORE, CA
SOIL LEGEND 2 OF 2 - LOG OF TEST BORINGS

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

$USER$ $TIME$ $DATE$ $FILEL$ $PENTBLL$ $PLTDRVL$



PLAN

SCALE: 1"=10'

NOTES:

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.
4. CONTRACTOR TO SALVAGE EXISTING CLASS VIII ROCK FOR USE IN ¼ TON ROCK SLOPE PROTECTION DESIGN PER THIS SHEET.
5. 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.
6. FOR OPTIONAL ROCK SLOPE PROTECTION, SEE PROJECT SPECIFIC SPECIFICATIONS SECTION 01 21 01, MANDATORY OWNER OPTION.
7. FOR REFERENCE, SEE S-008 SHEET.
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 TRACK PLAN AND PROFILE SHEET FOR GRADING DETAILS.
9. ROCK SLOPE PROTECTION CROWN BENCH, SEE S-008 SECTION A FOR CROSS SECTION.

REV.	DATE		BY	APP.
		CAMERA READY		
2	4/8	SHEET VOIDED AND REPLACED WITH SC-002	JZ	MW
0	3/18	ISSUED FOR BID	JZ	NO

DESIGNED BY: S. CASTELLANO
DRAWN BY: T. KORPRASERTSUD
CHECKED BY: J CORONA
APPROVED BY: N. ORTEGA
DATE: 3-24-2025

REGISTERED PROFESSIONAL ENGINEER — SEAN CASTELLANO — No. C91638 — EXP: 12-31-26 — 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

ROCK SLOPE PROTECTION, MANDATORY OWNER OPTION

CONTRACT NO.
DRAWING NO. SC-001
REVISION 2 | SHEET NO. 30 OF 31
SCALE: AS SHOWN

4/4/2025 12:38:16 PM USER = jackson.ziegler
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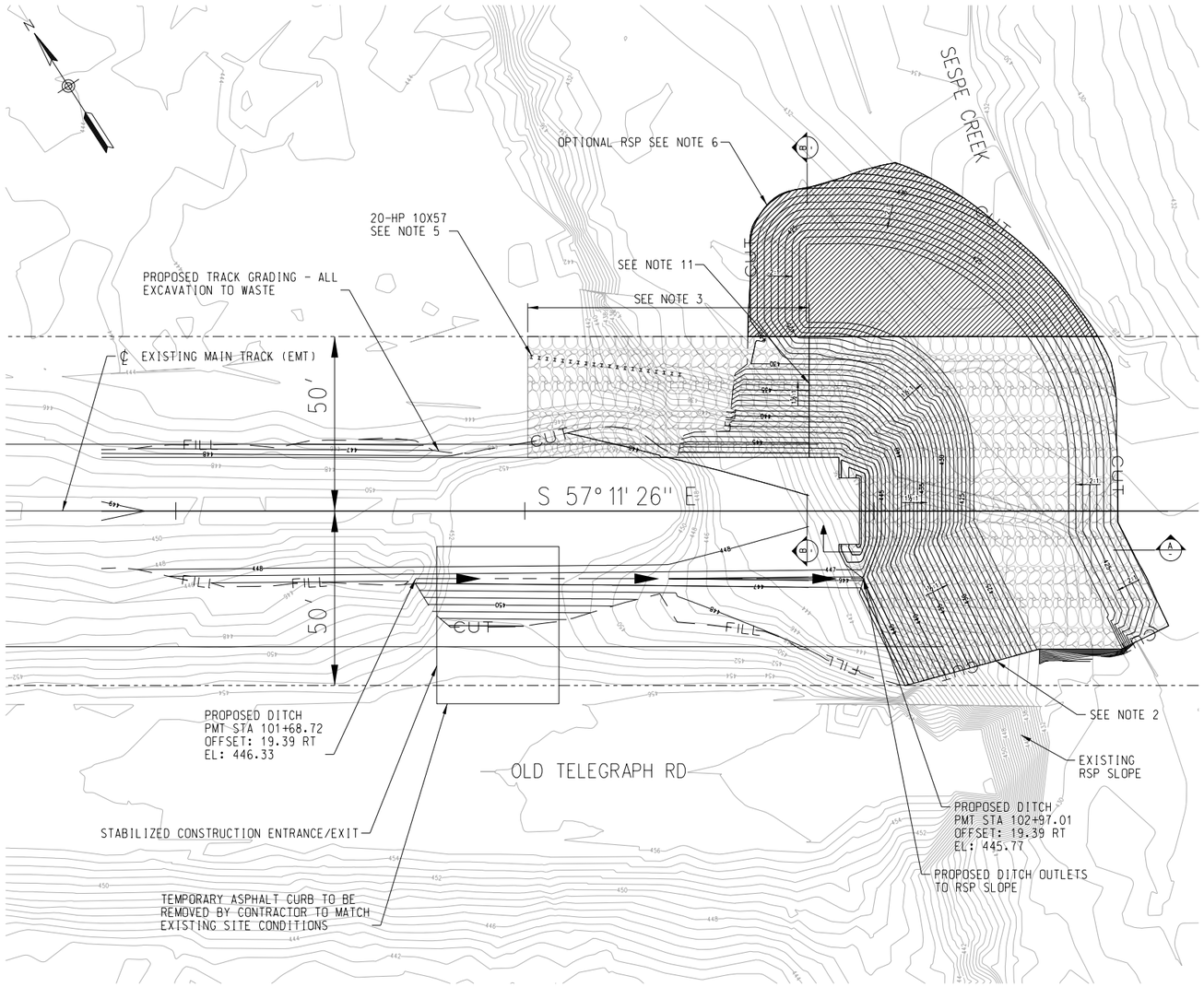

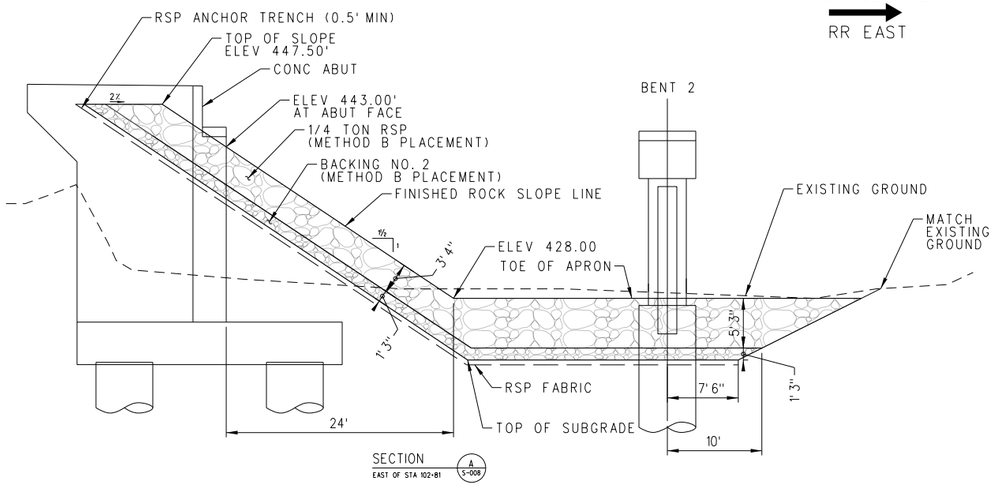

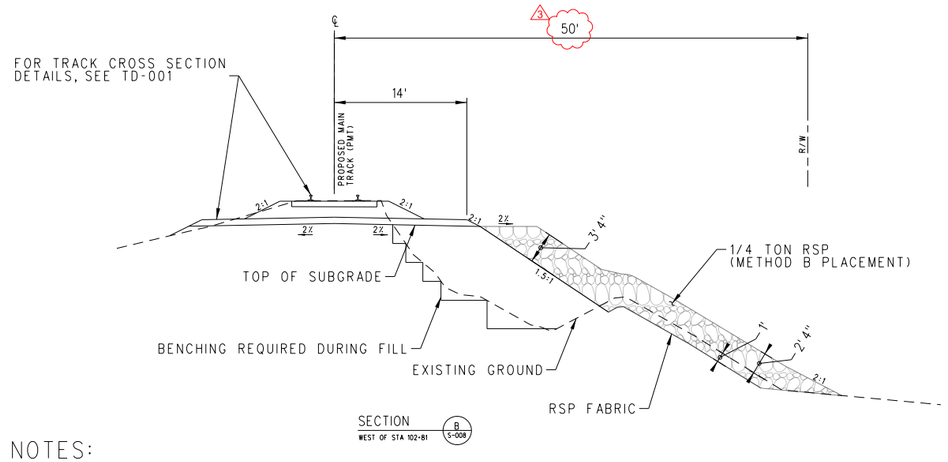

NOTES:

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.
4. CONTRACTOR TO SALVAGE EXISTING CLASS VIII ROCK FOR USE IN 1/4 TON ROCK SLOPE PROTECTION DESIGN PER THIS SHEET.
5. 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.
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.

LEGEND:

- PROPOSED TRACK
- EXISTING TRACK
- EXISTING VCTC R/W
- PROPOSED DITCH FLOWLINE
- PROPOSED EMBANKMENT
- PROPOSED EXCAVATION
- PROPOSED RSP OVERLAY
- OPTIONAL RSP OVERLAY

20' 0' 20' 40'
HORIZONTAL GRAPHIC SCALE

CAMERA READY

REV.	DATE		BY	SUB	APP.
3	05/13/25	DISTANCE FROM CL TO ROW CLARIFIED	JZ		MW
2	04/08/25	SHEET ADDED TO CLARIFY AND AMEND RSP	JZ		MW
0	03/18/25	ISSUED FOR BID	JZ		NO

DESIGNED BY: S. CASTELLANO
DRAWN BY: J. ZIEGLER
CHECKED BY: M. WHITE
APPROVED BY: N. ORTEGA
DATE: 4-25-2025

PROFESSIONAL ENGINEER — Sean Castellano — EXP: 12-31-26 — CIVIL — STATE OF CALIFORNIA

VENTURA COUNTY TRANSPORTATION COMMISSION

RAILPROS
811 WILSHIRE, SUITE 1820
LOS ANGELES, CA 90017
WWW.RAILPROS.COM
EMAIL: INFO@RAILPROS.COM
PHONE: (213)627-0044

SUBMITTED: JULINA CORONA, P.E. PROJECT MANAGER

SESPE CREEK OVERFLOW RAILROAD BRIDGE REPAIR ON THE SANTA PAULA BRANCH LINE, FILLMORE, CA
GRADING, DRAINAGE, AND ROCK SLOPE PROTECTION, MANDATORY OWNER'S OPTION

CONTRACT NO.
DRAWING NO. SC-002
REVISION 3 | SHEET NO. 31 OF 31
SCALE HORIZ 1"=20'

5/14/2025 11:55:50 AM USER - jackson.ziegler
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