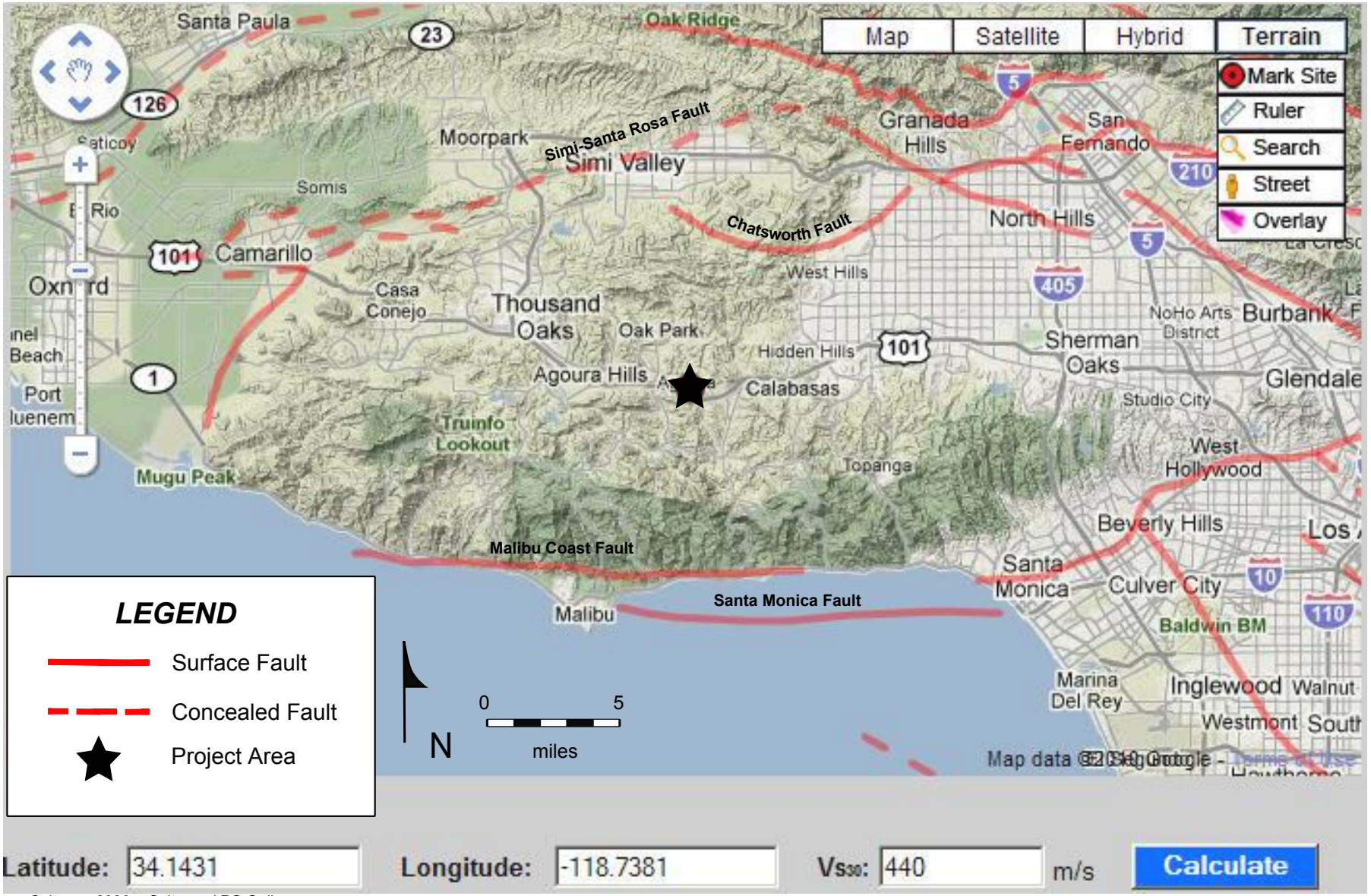

Adapted from Caltrans, 2009a, Caltrans ARS Online, http://dap3.dot.ca.gov/shake_stable/

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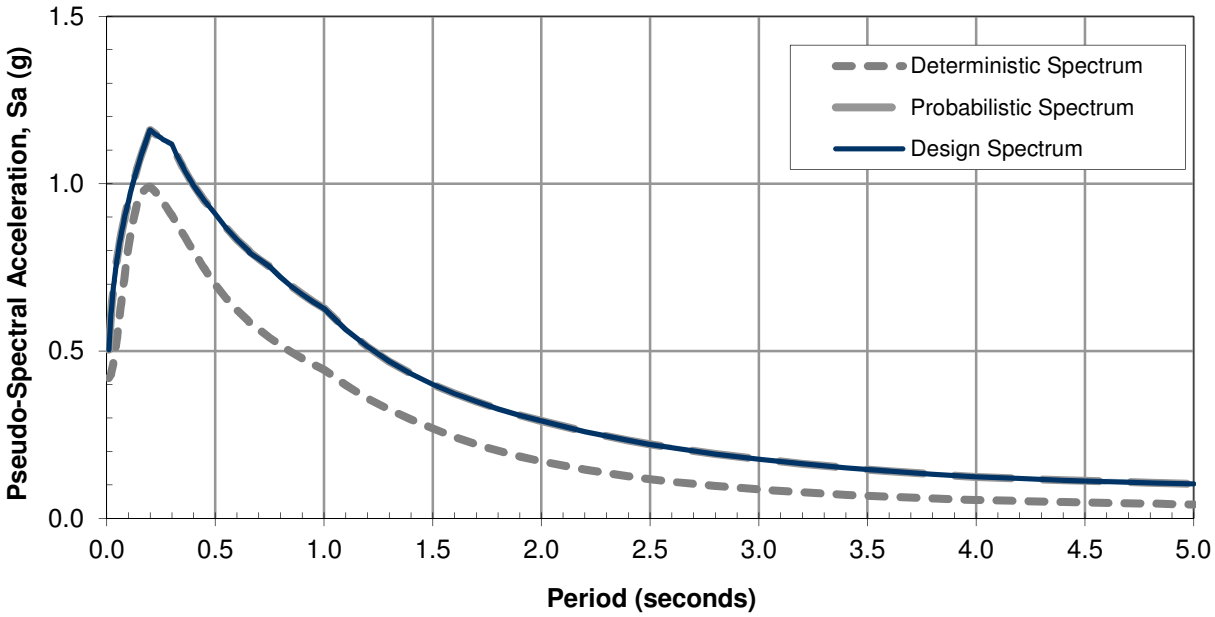
KLEINFELDER
Bright People. Right Solutions.

PROJECT NO.	106226
DRAWN:	12-15-10
DRAWN BY:	ASW
CHECKED BY:	SGL
FILE NAME:	ARSFLTMAP

REGIONAL FAULT MAP (CALTRANS ARS ONLINE)

PALO COMADO CANYON ROAD INTERCHANGE
CITY OF AGOURA HILLS, CALIFORNIA

PLATE
3



SITE DATA

Latitude (degrees):	34.1431	Shear Wave Velocity, V_{s30}:	440 m/s
Longitude (degrees):	-118.7381	Depth to Vs = 1.0 km/s, $Z_{1.0}$:	168 m
		Depth to Vs = 2.5 km/s, $Z_{2.5}$:	2 km

KLEINFELDER
Bright People. Right Solutions.
www.kleinfelder.com

PROJECT NO	106226
DRAWN:	2/8/11
DRAWN BY:	SGL
CHECKED BY:	EZ
FILE NAME:	KA_US101 Palo Comado

PRELIMINARY DESIGN
2009 CALTRANS ARS CURVES

US101 Palo Comado Canyon Road OC
Bridge No. 53-1678
City of Agoura Hills, CA

PLATE
4a

DESIGN ARS CURVE ORDINATES

Period (s)	Sa (g)	Period (s)	Sa (g)
0.010	0.504	0.360	1.038
0.020	0.609	0.380	1.016
0.022	0.625	0.400	0.995
0.025	0.648	0.420	0.976
0.029	0.674	0.440	0.958
0.030	0.681	0.450	0.949
0.032	0.693	0.460	0.941
0.035	0.710	0.480	0.925
0.036	0.715	0.500	0.910
0.040	0.736	0.550	0.868
0.042	0.746	0.600	0.832
0.044	0.756	0.650	0.802
0.045	0.760	0.667	0.792
0.046	0.765	0.700	0.775
0.048	0.774	0.750	0.752
0.050	0.783	0.800	0.721
0.055	0.803	0.850	0.693
0.060	0.823	0.900	0.669
0.065	0.841	0.950	0.647
0.067	0.848	1.000	0.627
0.070	0.858	1.100	0.564
0.075	0.874	1.200	0.513
0.080	0.890	1.300	0.469
0.085	0.905	1.400	0.432
0.090	0.919	1.500	0.400
0.095	0.933	1.600	0.373
0.100	0.946	1.700	0.349
0.110	0.973	1.800	0.327
0.120	0.998	1.900	0.308
0.130	1.022	2.000	0.291
0.133	1.028	2.200	0.259
0.140	1.044	2.400	0.233
0.150	1.066	2.500	0.221
0.160	1.086	2.600	0.211
0.170	1.105	2.800	0.192
0.180	1.124	3.000	0.177
0.190	1.142	3.200	0.163
0.200	1.160	3.400	0.151
0.220	1.150	3.500	0.146
0.240	1.140	3.600	0.141
0.250	1.136	3.800	0.132
0.260	1.132	4.000	0.124
0.280	1.125	4.200	0.119
0.290	1.121	4.400	0.114
0.300	1.117	4.600	0.110
0.320	1.089	4.800	0.106
0.340	1.063	5.000	0.103

APPENDIX A

ADVANCED PLANNING STUDY DRAWING AND PROPOSED BUILD EXHIBITS

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT
07	LA	101	33.69

City of Agoura Hills
30001 Ladyface Court
Agoura Hills, CA 91301
(818) 597-7300

Kimley-Horn and Associates, Inc.

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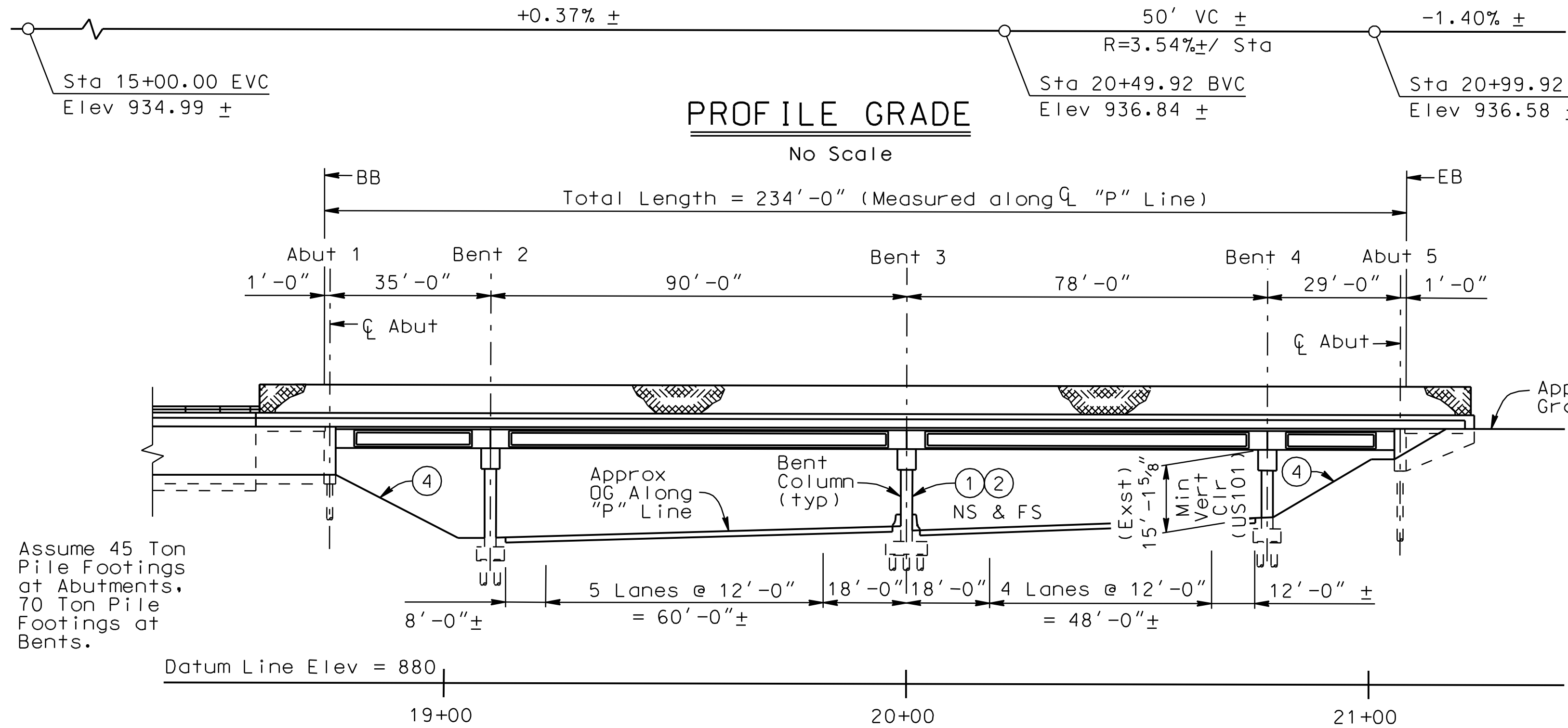
PREPARED FOR THE STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION

PROFILE GRADE

No Scale

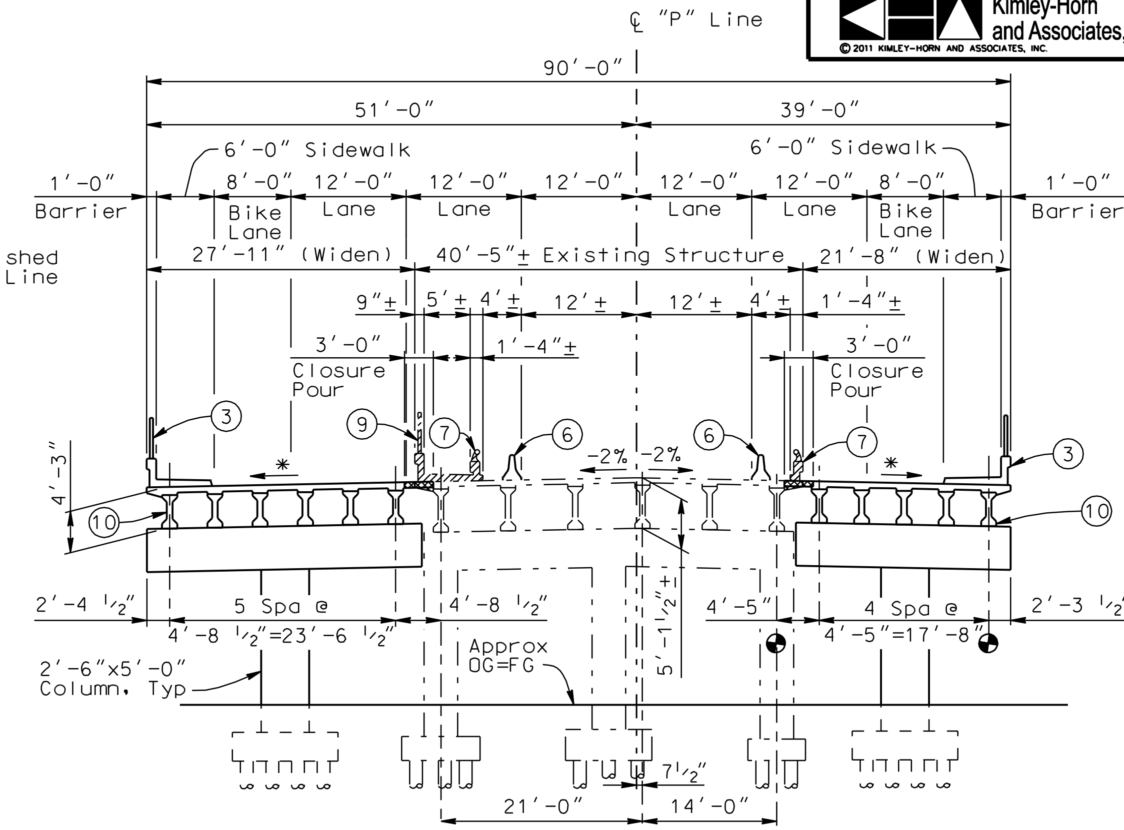


ELEVATION

Scale: 1:20′

VEHICULAR TRAFFIC

1. ___ New Alignment. No traffic at the site.
2. ___ Traffic will be detoured away from site.
3. X Traffic will be carried on the structure.
4. X Traffic will pass under the Structure on US 101
   - A. X No falsework required over traffic
   - B. ___ Falsework openings required



TYPICAL SECTION

Scale: 1″=10′

∗ Match Exist Slope

LEGEND:

● Indicates Point of Minimum Vertical Clearance

ETW Existing: 15.14′ EP Existing: 14.75′
ETW Proposed: 15.53′ EP Proposed: 15.14′

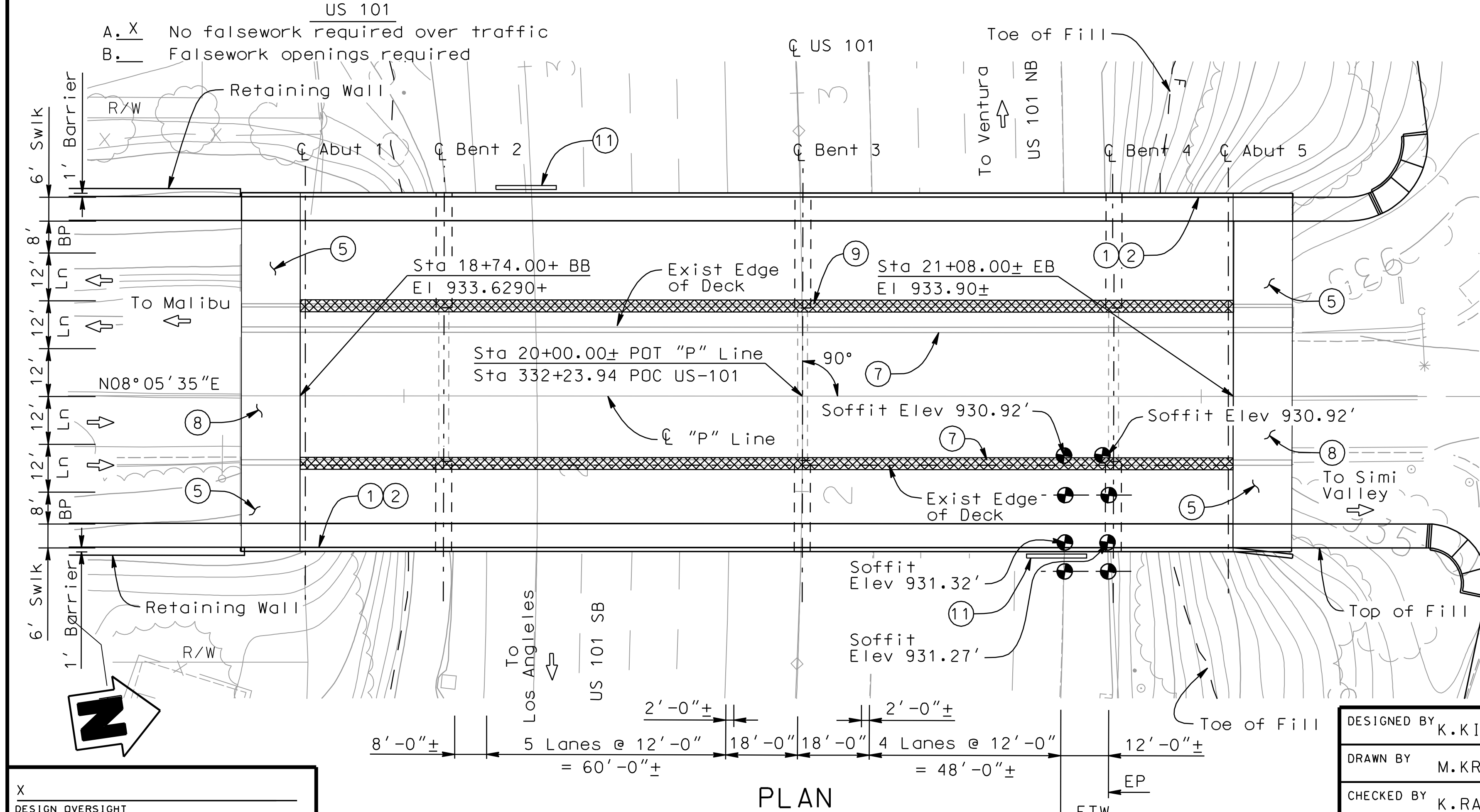
Indicates Removal Structure

Indicates Closure Pour

NOTES:

1. Paint "Br No. 53-1678"
2. Paint "Palo Comado Canyon Road OC"
3. Concrete Barrier Type 26 (Mod) w/Chain Link Railing Type 7
4. Concrete Slope Paving
5. Structure Approach Slab Type N(30S)
6. Temporary Railing Type K
7. Remove and Salvage Existing Type 1 Barrier Railing
8. Structure Approach Type R(30D)
9. Remove and Salvage Existing Pipe Railing
10. Precast P/S Concrete I Girder (42″)
11. Relocate Existing Bridge Mounted Signs.

Date of Estimate	= 1/6/11
Bridge Removal	=
Structure Depth	= 4′-3″
Length	= 234′-0″
Width (Widened)	= 49′-7″
Area (Widened)	= 11,603 SF
Cost/Sf Including 10% Mobilization & 25% Contingency	= $266
Total Cost	= $3,080,000



PLAN

Scale: 1:20′

X
DESIGN OVERSIGHT
X
SIGN OFF DATE

DESIGNED BY K.KIMM	DATE 01/11
DRAWN BY M.KRZYZEWSKI	DATE 01/11
CHECKED BY K.RAMANATHAN	DATE 01/11
APPROVED	DATE

X
PROJECT ENGINEER

ALTERNATIVE 2 GENERAL PLAN

PLANNING STUDY

PALO COMADO CANYON RD OC (WIDEN)

BRIDGE NO. 53-1678 | UNIT: X
SCALE: AS NOTED | PROJECT NUMBER & PHASE: EA: 25720

CONTRACT NO.: X

PLOTTED : 1/6/2011 Kr\PHX_Structure\Rancho Cordova\090083012-US 101 Palo Comado IC\CADD\3012gp01-A.dgn
RGWY_Caltrans_pdf_b&w.plt Caltrans.tbl

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT
07	LA	101	33.69

City of Agoura Hills
30001 Ladyface Court
Agoura Hills, CA 91301
(818) 597-7300

Kimley-Horn and Associates, Inc.

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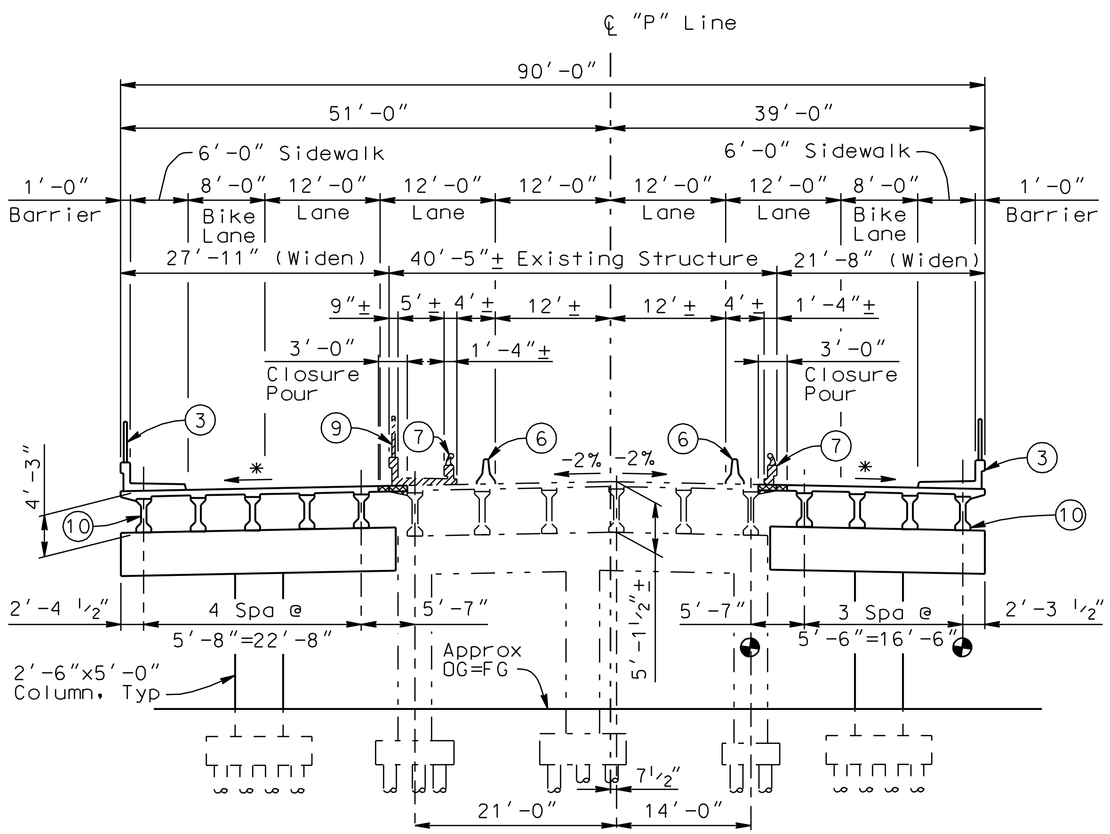
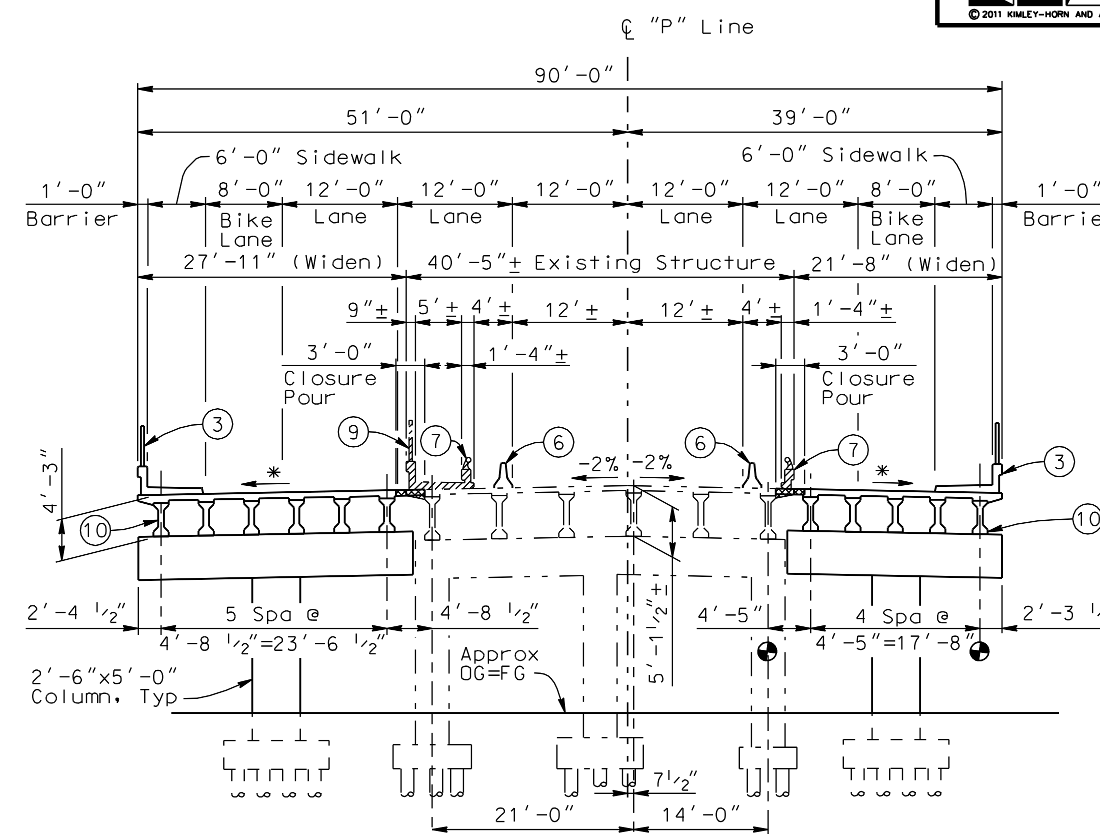


TYPICAL SECTION - SPANS 1,3 AND 4

Scale: 1:10'

* Match Exist Slope



TYPICAL SECTION - SPAN 2

Scale: 1:10'

* Match Exist Slope

GENERAL NOTES:

1. General Plan & Elevation for Alternative 2A similar to Alternative 2.

NOTES:

(1) Paint "Br No. 53-1678"

(2) Paint "Palo Comado Canyon Road OC"

(3) Concrete Barrier Type 26 (Mod) w/Chain Link Railing Type 7

(6) Temporary Railing Type K

(7) Remove and Salvage Existing Type 1 Barrier Railing

(9) Remove and Salvage Existing Pipe Railing

(10) Precast P/S Concrete I Girder (42")

Date of Estimate	= 1/6/11
Bridge Removal	=
Structure Depth	= 4'-3"
Length	= 234'-0"
Width (Widened)	= 49'-7"
Area (Widened)	= 11,603 SF
Cost/Sf Including 10% Mobilization & 25% Contingency	= $255
Total Cost	= $2,950,000

ALTERNATIVE 2A
TYPICAL SECTIONS

PLANNING STUDY

PALO COMADO CANYON RD OC (WIDEN)

DESIGNED BY	K.KIMM	DATE	01/11
DRAWN BY	M.KRZYZEWSKI	DATE	01/11
CHECKED BY	K.RAMANATHAN	DATE	01/11
APPROVED		DATE	

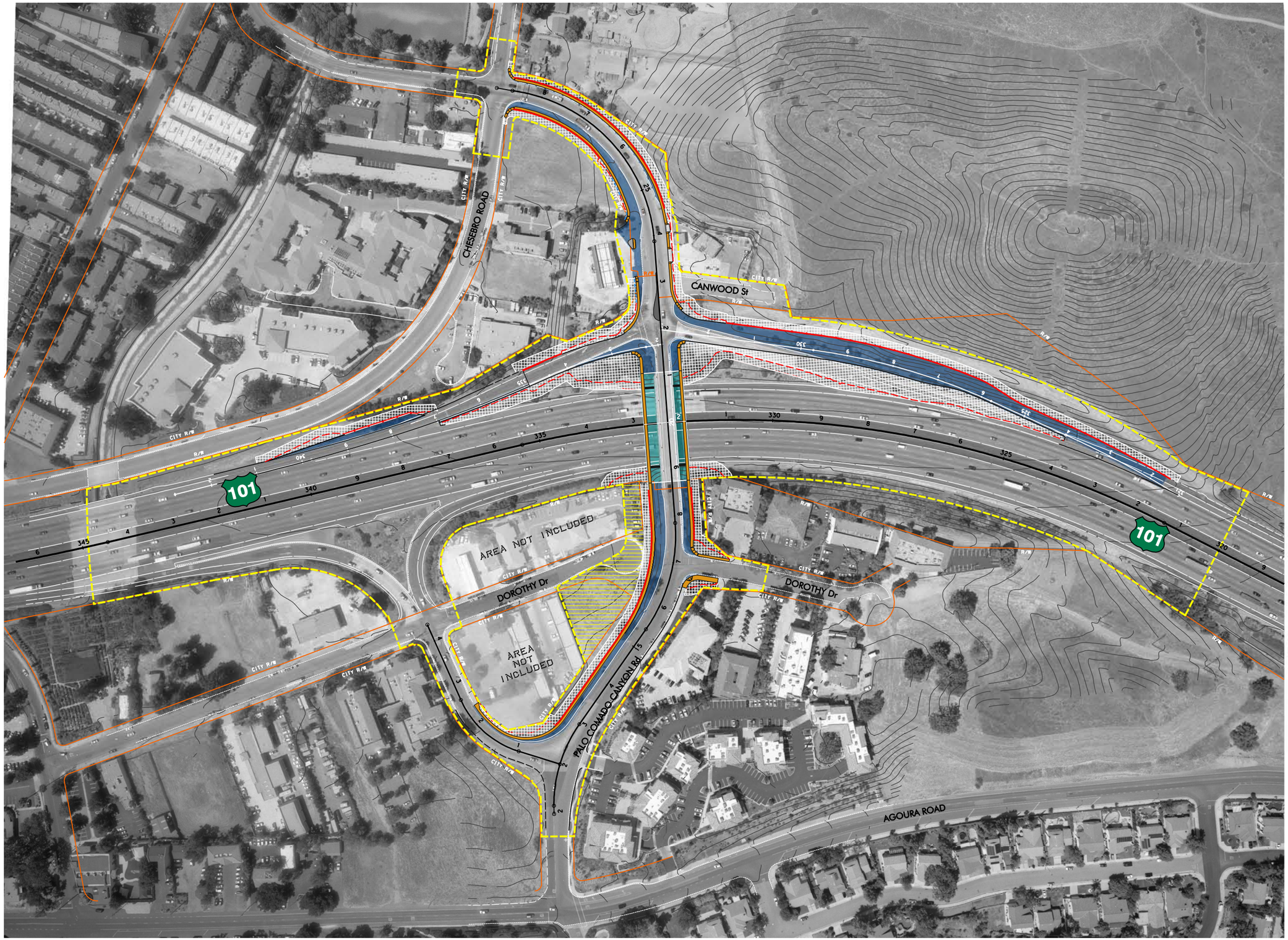
X
PROJECT ENGINEER

BRIDGE NO. 53-1678 | UNIT: X

SCALE: AS NOTED | PROJECT NUMBER & PHASE: EA: 25720

CONTRACT NO.: X

X
DESIGN OVERSIGHT
X
SIGN OFF DATE



City of Agoura Hills

0 100 200 300 feet

Legend:

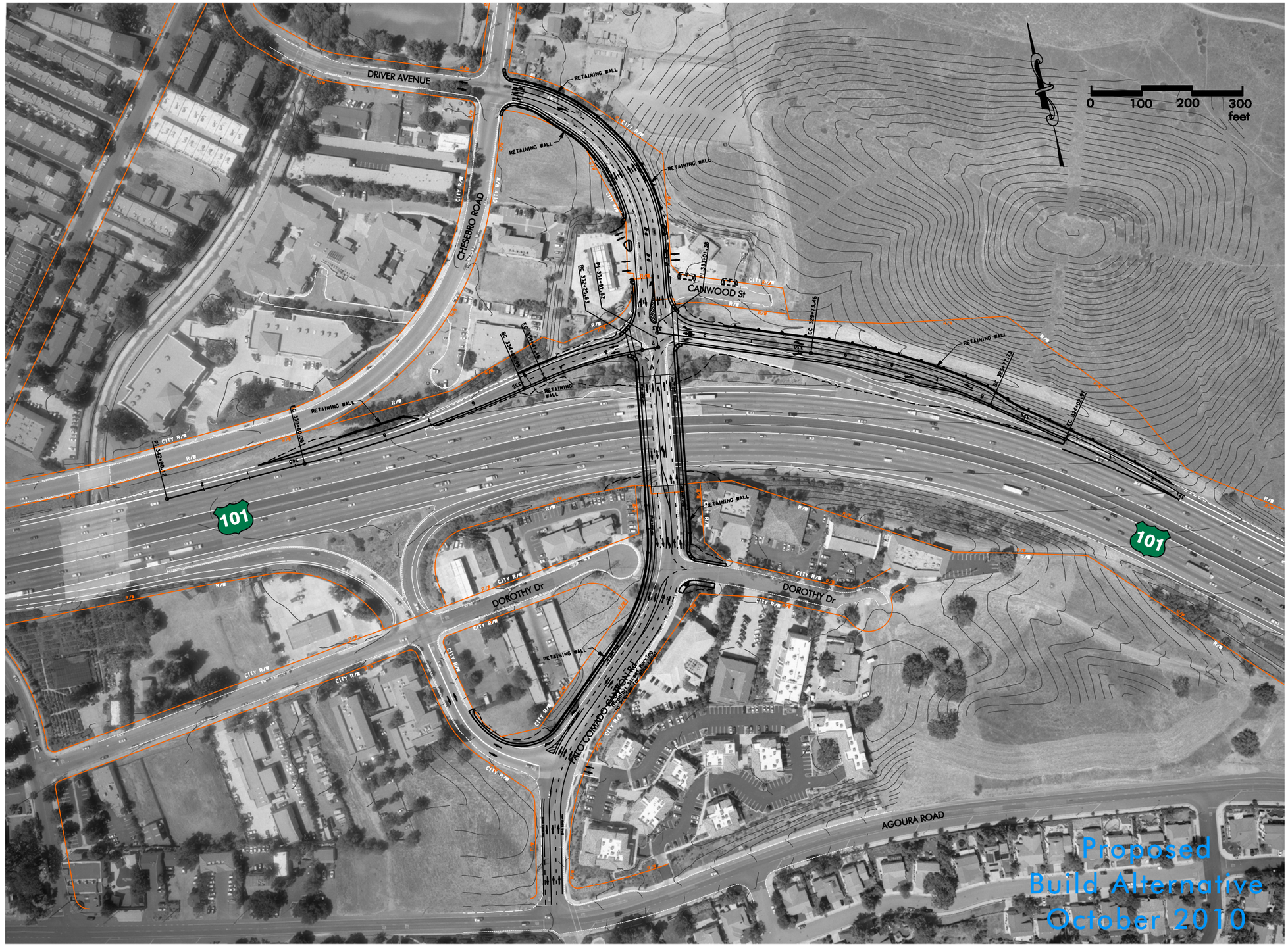
- New Pavement Section
- Widened Bridge Section
- Widened Bridge Bent
- Possible Limits of Disturbance
- Possible Staging Area
- Grading Limits
- Cut & Fill Line
- Retaining Wall
- New Sidewalk

Proposed Build Alternative

Kimley-Horn and Associates, Inc.

October 06, 2010

Palo Comado Canyon Road 101 Interchange



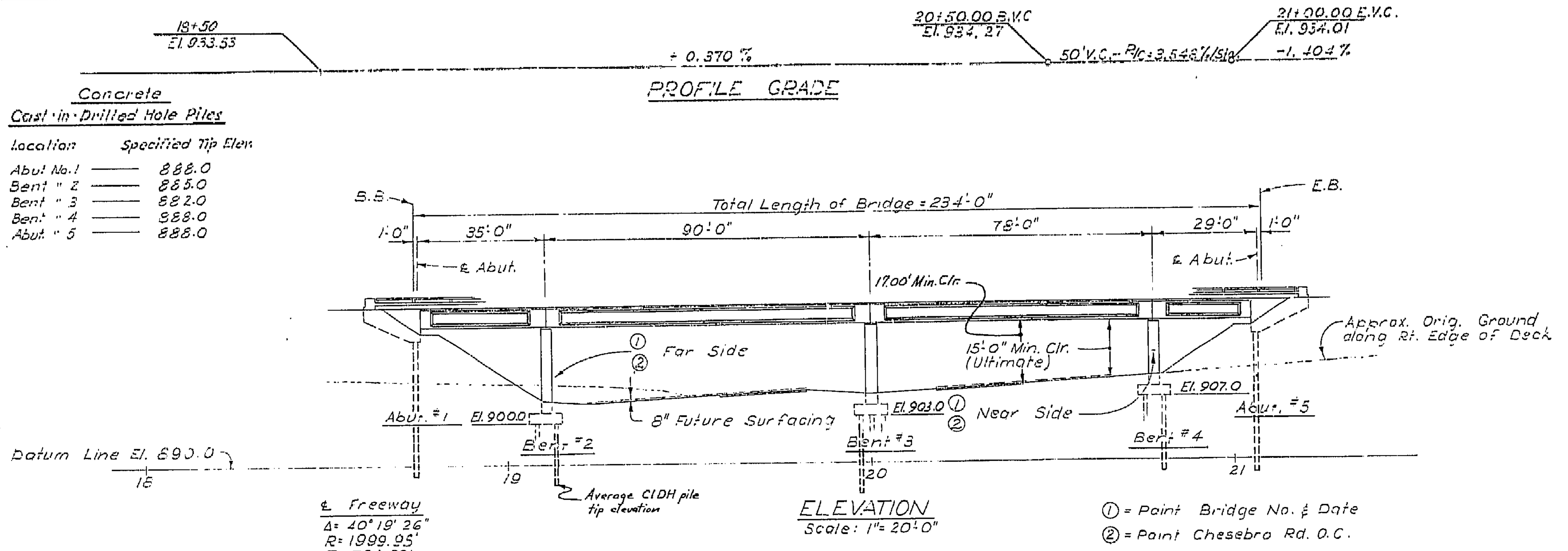
Palo Comado Canyon Road 101 Interchange

Caltrans

CITY OF AGOURA HILLS

APPENDIX B

AS-BUILT PLANS FOR CHESEBRO ROAD OC BRIDGE NO 53-1678

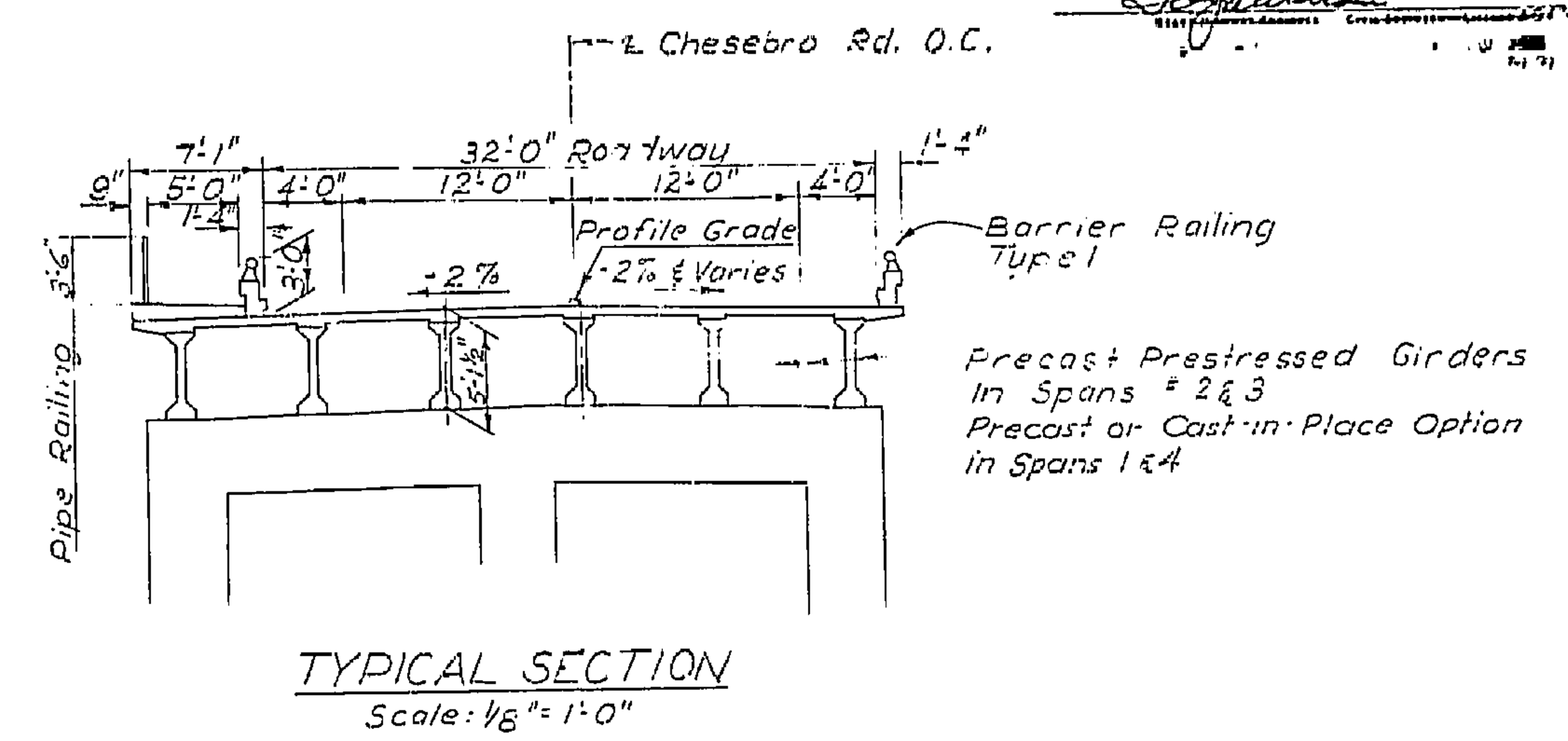


Concrete Cast-in-Drilled Hole Piles

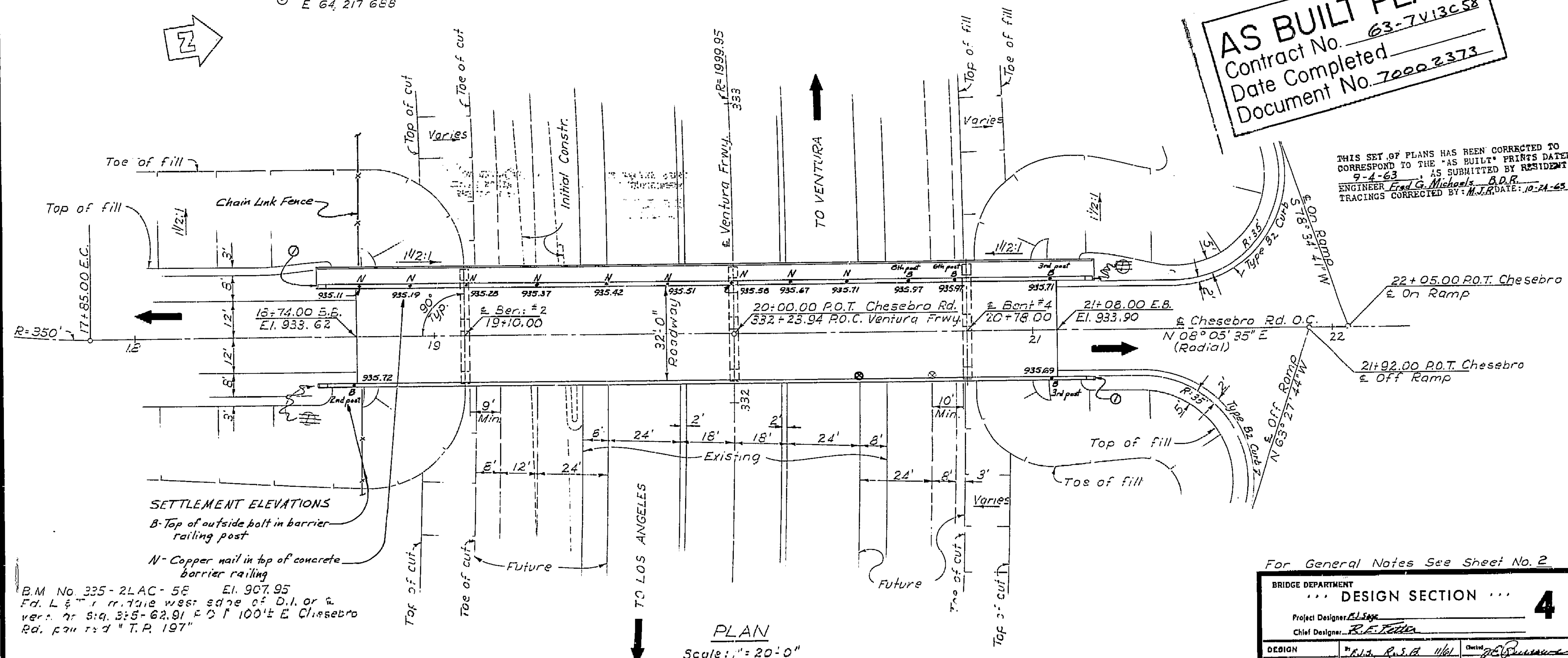
Location	Specified Tip Elev.
Abut. No. 1	888.0
Bent " 2	885.0
Bent " 3	882.0
Bent " 4	888.0
Abut. " 5	888.0

① = Point Bridge No. & Date
② = Point Chesebro Rd. O.C.
⊗ Indicates point of minimum vertical clearance.

℄ Freeway
Δ = 40°18'26"
R = 1999.95'
T = 734.35'
L = 1407.55'
N 162,754.015
E 64,217.688



Precast Prestressed Girders in Spans # 2 & 3
Precast or Cast-in-Place Option in Spans 1 & 4



SETTLEMENT ELEVATIONS
B - Top of outside bolt in barrier railing post
N - Copper nail in top of concrete barrier railing

B.M. No. 335-2LAC-58 El. 907.95

B.M. No. 321-2LAC-56 El. 694.52

L.L. = H20-S16-44 & Alternative

AS BUILT PLANS
Contract No. 63-7V13C58
Date Completed
Document No. 70002373

THIS SET OF PLANS HAS BEEN CORRECTED TO CORRESPOND TO THE "AS BUILT" PRINTS DATED 9-4-63, AS SUBMITTED BY RESIDENT ENGINEER Fred G. Michaels, A.O.R.
TRACINGS CORRECTED BY: M.J.R. DATE: 10-24-65

INDEX TO PLANS

APPROXIMATE QUANTITIES

*STRUCTURE EXCAVATION (BRIDGE)	310 C.Y.
*STRUCTURE BACKFILL (BRIDGE)	180 C.Y.
16" C.I.D.H. CONCRETE PILING	1,210 L.F.
FURNISHING PC/PS CONCRETE GIRDERS (90'-0")	6 EA.
FURNISHING PC/PS CONCRETE GIRDERS (78'-0")	6 EA.
ERECTING PC/PS CONCRETE GIRDERS	12 EA.
*CLASS "A" CONCRETE (BRIDGE)	540 C.Y.
RUBBER WATERSTOPS	128 L.F.
JOINT SEALER	128 L.F.
*BAR REINFORCING STEEL (BRIDGE)	109,000 LBS.
MISCELLANEOUS METAL (BRIDGE)	400 LBS.
BARRIER RAILING (TYPE 1)	528 L.F.
PIPE BRIDGE RAILING (3'-6")	262 L.F.

*FINAL QUANTITIES

Contract # 63-7V13C58

Note: Route Change (VII-LA-101)

For General Notes See Sheet No. 2

VENTURA FREEWAY

BRIDGE DEPARTMENT
DESIGN SECTION 4

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

CHESEBRO ROAD OVERCROSSING

LOCATED ABOUT 400 FEET EAST OF THE INTERSECTION OF EXISTING CHESEBRO RD. AND VENTURA FRWY. IN LOS ANGELES COUNTY

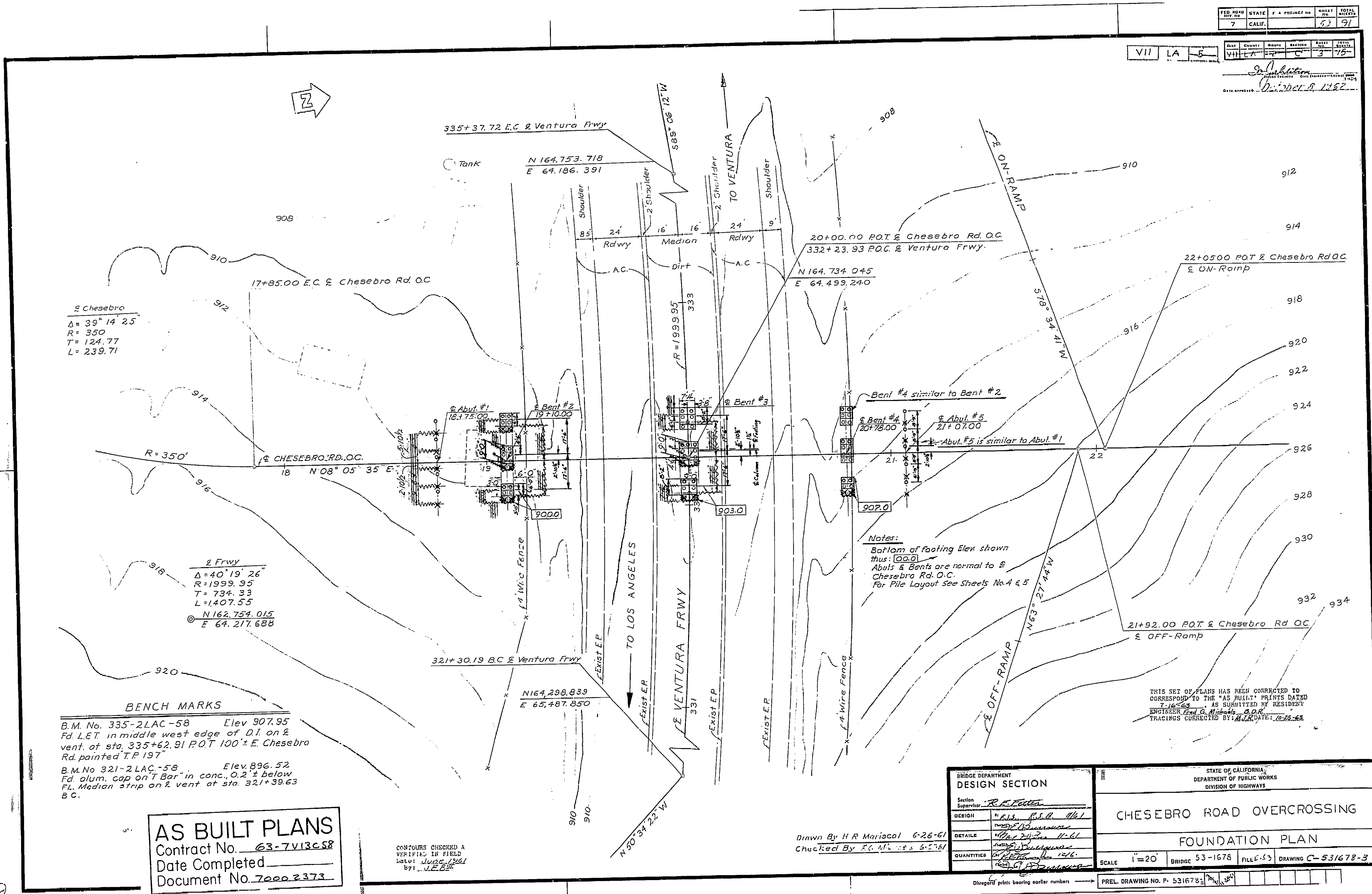
GENERAL PLAN

SCALE AS NOTED | BRIDGE 53-1878 | FILE | DRAWING C-531678-1

Disregard prints bearing earlier numbers → PREL. DRAWING No. P-531678-1

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.

DATE ________ SIGNATURE ________ TITLE ________



FED. ROAD DIV. NO. 7 | STATE CALIF. | SHEET NO. 53 | TOTAL SHEETS 91
VII LA 5
Tank
335+37.72 E.C ℄ Ventura Frwy
N 164,753.718
E 64,186.391
S85° 06' 12" W
TO VENTURA
Shoulder
Rdwy
Median
Dirt
A.C.
20+00.00 P.O.T. ℄ Chesebro Rd. O.C.
332+23.93 P.O.C. ℄ Ventura Frwy.
N 164,734.045
E 64,499.240
17+85.00 E.C. ℄ Chesebro Rd. O.C.
℄ ON-RAMP
22+0500 P.O.T. ℄ Chesebro Rd O.C.
℄ ON-Ramp
S78° 34' 41" W
℄ Chesebro
Δ= 39° 14' 25"
R= 350
T= 124.77
L= 239.71
R=1999.95
℄ Abut. #1
18+75.00
℄ Bent #2
19+10.00
℄ Bent #3
Bent #4 similar to Bent #2
℄ Bent #4
20+78.00
℄ Abut. #5
21+07.00
Abut. #5 is similar to Abut. #1
R= 350'
℄ CHESEBRO RD. O.C.
N 08° 05' 35" E
900.0
903.0
907.0
Notes:
Bottom of footing Elev. shown thus: 00.0
Abuts & Bents are normal to ℄ Chesebro Rd. O.C.
For Pile Layout See Sheets No. 4 & 5
℄ Frwy
Δ= 40° 19' 26"
R= 1999.95
T= 734.33
L= 1,407.55
N 162,754.015
E 64,217.688
4' Wire Fence
TO LOS ANGELES
℄ VENTURA FRWY
Exist E.P.
N63° 27' 44" W
℄ OFF-RAMP
21+92.00 P.O.T. ℄ Chesebro Rd O.C.
℄ OFF-Ramp
321+30.19 B.C ℄ Ventura Frwy
N 164,298.839
E 65,487.850
N 50° 34' 22" W
BENCH MARKS
B.M. No. 335-2LAC-58 Elev 907.95
Fd. L.E.T. in middle west edge of D.I. on ℄ vent. at sta. 335+62.91 P.O.T. 100'± E. Chesebro Rd. painted "T.P. 197"
B.M. No 321-2LAC-58 Elev. 896.52
Fd. alum. cap on "T Bar" in conc., 0.2'± below F.L. Median strip on ℄ vent. at sta. 321+39.63 B.C.
AS BUILT PLANS
Contract No. 63-7VI3C58
Date Completed
Document No. 70002373
CONTOURS CHECKED & VERIFIED IN FIELD
Date: June 1961
by: J.E.B.
Drawn By H R Mariscal 6-26-61
Checked By F.G. Mi... 6-5-61
THIS SET OF PLANS HAS BEEN CORRECTED TO CORRESPOND TO THE "AS BUILT" PRINTS DATED 7-16-63, AS SUBMITTED BY RESIDENT ENGINEER Fred G. Michaels B.O.R. TRACINGS CORRECTED BY: M.R. DATE: 10-25-63
BRIDGE DEPARTMENT
DESIGN SECTION
STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
CHESEBRO ROAD OVERCROSSING
FOUNDATION PLAN
SCALE 1"=20'
BRIDGE 53-1678
DRAWING C-531678-3
Disregard prints bearing earlier numbers
PREL. DRAWING NO. P-531678
59

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.

DATE 1-13-72 SIGNATURE ______ TITLE ______

MICROFILM - STATE OF CALIFORNIA - DEPARTMENT OF PUBLIC WORKS - MICROFILM

ClibPDF - www.fastio.com

FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	CAL.			1	1

DIST.	COUNTY	ROUTE	SECTION	BRIDGE NO.	TOTAL SHEETS
VII	LA	5		53-1678	15

VII LA 5

Jay Gabbitas
BRIDGE ENGINEER — CIVIL ENGINEER — LICENSED UNDER LAWS OF TENNESSEE
DATE APPROVED 11-25-63

BENCH MARK #335-2LAC-56

Fd L & T in middle West edge of D.I. on ℄ Ven. at Sta 335+62.91 P.O.T. 100'± E. Chesebro Rd. pointed "T.P. 197"

ELEV. 907.95

5 = NO. PILES IN FOOTING OF ABUTMENT NO. 1
ACTUAL LENGTH OF PILES:
AV. 38.0 MAX. 38.0 MIN. 38.0
PILE TIP ELEVATION:
AV. 886.4 MAX. 886.5 MIN. 886.1
SPECIFIED TIP ELEV. 888.0

14 = NO. OF PILES IN FOOTING OF BENT NO. 2
ACTUAL LENGTH OF PILES:
AV. 16.1 MAX. 17.0 MIN. 15.5
PILE TIP ELEVATION:
AV. 883.9 MAX. 884.5 MIN. 883.0
SPECIFIED TIP ELEV. 885.0

14 = NO. OF PILES IN FOOTING OF BENT NO. 4
ACTUAL LENGTH OF PILES:
AV. 20.0 MAX. 20.0 MIN. 20.0
PILE TIP ELEVATION:
AV. 887.0 MAX. 887.0 MIN. 887.0
SPECIFIED TIP ELEVATION 888.0

5 = NO. PILES IN FOOTING OF ABUTMENT NO. 5
ACTUAL LENGTH OF PILES:
AV. 37.9 MAX. 38.1 MIN. 37.6
PILE TIP ELEVATION:
AV. 886.6 MAX. 887.1 MIN. 886.4
SPECIFIED TIP ELEV. 888.0

24 = NO. OF PILES IN FOOTING OF BENT NO. 3 (INCLUDING CCO #8)
ACTUAL LENGTH OF PILES
AV. 22.0 MAX. 22.0 MIN. 22.0
PILE TIP ELEVATION:
AV. 881.0 MAX. 881.0 MIN. 881.0
SPECIFIED TIP ELEVATION 882.0

Abut #1 · B-2 · B-1 · B-3 · Abut #5 · Logged pile · ℄ PROPOSED STRUCTURE · ℄ RETRACEMENT (RTE. 2) · TO VENTURA · TO L.A. · 18 · 19 · 20 · 21 · 22 · 332 · 232.40

AS BUILT PLANS
Contract No. 63-7V13C58
Date Completed
Document No. 70002373

PILE DATA

TYPE OF PILE - C.I.D.H.
HAMMER DATA -
PILE DIAMETER: TIP 16" BUTT 15"
PILE DESIGN LOAD = 45 TONS
FOR THE STRUCTURE:
NUMBER OF PILES = 55 + 7 IN CCO #8
EST. LENGTH OF PILING = 1,210 L.F.
ACTUAL LENGTH OF PILING = 1,259.2 + 154.0 L.F. CCO #8

Approximate existing ground line along ℄ Proposed Structure · Sta. 19+38 ℄ Prop. Structure · Sta. 20+69 ℄ Prop. Structure · Sta. 20+71 ℄ Prop. Structure · Bottom Ftg. El.+924.5 · Fill Material · Soft & loose dark brown-black clayey silt · Bottom Ftg. El.+907.0 · tan shale · gray shale · ground water · Slightly compact to compact tan-reddish brn., mottled clay-siltstone-shale, sandy clay · Bottom Ftg. El.+903.0 · Bottom Ftg. El.+900.0 · Dense to very dense blue grey clay-siltstone-shale · 6-26-61 · 910 · 900 · 890 · 880 · 870

NO GROUND WATER ENCOUNTERED DURING THIS INVESTIGATION BY BRIDGE DEPT. GEOLOGY SECTION
DATE June, 1961

THIS SET OF PLANS HAS BEEN CORRECTED TO CORRESPOND TO THE "AS BUILT" PRINTS DATED 3-22-63, AS SUBMITTED BY RESIDENT ENGINEER Fred G. Michaels, B.D.R.
TRACINGS CORRECTED BY: M.J.R. DATE: 10-29-63

FIELD STUDY	By: E.M.E. Curry 6.26.61
DRAWN	By: K. Tochino 7-7-61
CHECKED	By: Ole Bauman Jr. 7-24-61

Approval Recommended by: C.H. Gronseth, Chief Engineer, Bridge Department
E.L. Hauser, Chief Bridge Design Engineer
Allen Stanley, Chief Bridge Maintenance Engineer

BRIDGE DEPARTMENT

CLASSIFICATION OF MATERIAL BASED ON STANDARD GRADE SIZE LIMITS

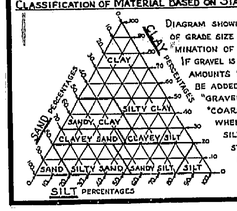


DIAGRAM SHOWING THE BASIS FOR ESTIMATES OF GRADE SIZE DISTRIBUTION USED IN DETERMINATION OF CLASS NAMES.
IF GRAVEL IS PRESENT IN APPRECIABLE AMOUNTS THE TERM "GRAVELLY" MAY BE ADDED TO THE CLASS NAME, VIZ. "GRAVELLY SAND". THE TERMS "COARSE", "MEDIUM" AND "FINE" WHEN USED TO DESCRIBE SAND, SILT AND GRAVEL REFER TO STANDARD GRADE SIZE LIMITS.

LEGEND OF EARTH MATERIALS

GRAVEL · SILTY CLAY OR CLAYEY SILT · SAND · PEAT AND/OR ORGANIC MATTER · SILT · FILL MATERIAL · CLAY · IGNEOUS ROCK · SANDY CLAY OR CLAYEY SAND · SEDIMENTARY ROCK · SANDY SILT OR SILTY SAND · METAMORPHIC ROCK

LEGEND OF BORING OPERATIONS

PENETROMETER · 2½" CONE PENETROMETER · SAMPLER BORING (DRY) · ROTARY BORING (WET) · AUGER BORING (DRY) · JET BORING · CORE BORING · TEST PIT

1" SOIL TUBE: Top Hole El. · Location · Groundwater surface · Date measured · Description of material · Blows per foot (Using 1 inch hand hammer with a 12" Free fall) · Pulled pipe · Sample taken · Refusal · Date of boring

ROTARY BORING: Top Hole El. · Casing driven · Location · Description of material · Size of sampler (inches) · Blows per foot (Using a 140 lb hammer with a 30" drop, or as noted) · Unit weight (#/cu ft) · % Moisture · Consolidation Test · Unconfined compressive strength (T/ft²) · Conformable material change · Vane shear (#/sq ft) · Estimated material change · Shear strength (#/sq ft) · Unconformable material change · Date of boring

PENETRATION BORING: Top Hole El. · Pushed · Location · No. blows per foot (Using a N-2, McKiernan-Terry Air hammer @ 115 psi or as noted) · G.W.S. · Date measured · Elev. · Graphic representation of driving rate · Average skin friction above this point (#/sq ft) · Natural boring · Seconds per foot

NOTES

~~The contractor's attention is directed to Section 2, Article (c) of the Standard Specifications and to the Special Provisions accompanying this set of plans.~~
Classification of earth material as shown on this sheet is based upon field inspection and is not to be construed to imply mechanical analysis.

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

CHESEBRO RD. OVERCROSSING

LOG OF TEST BORINGS

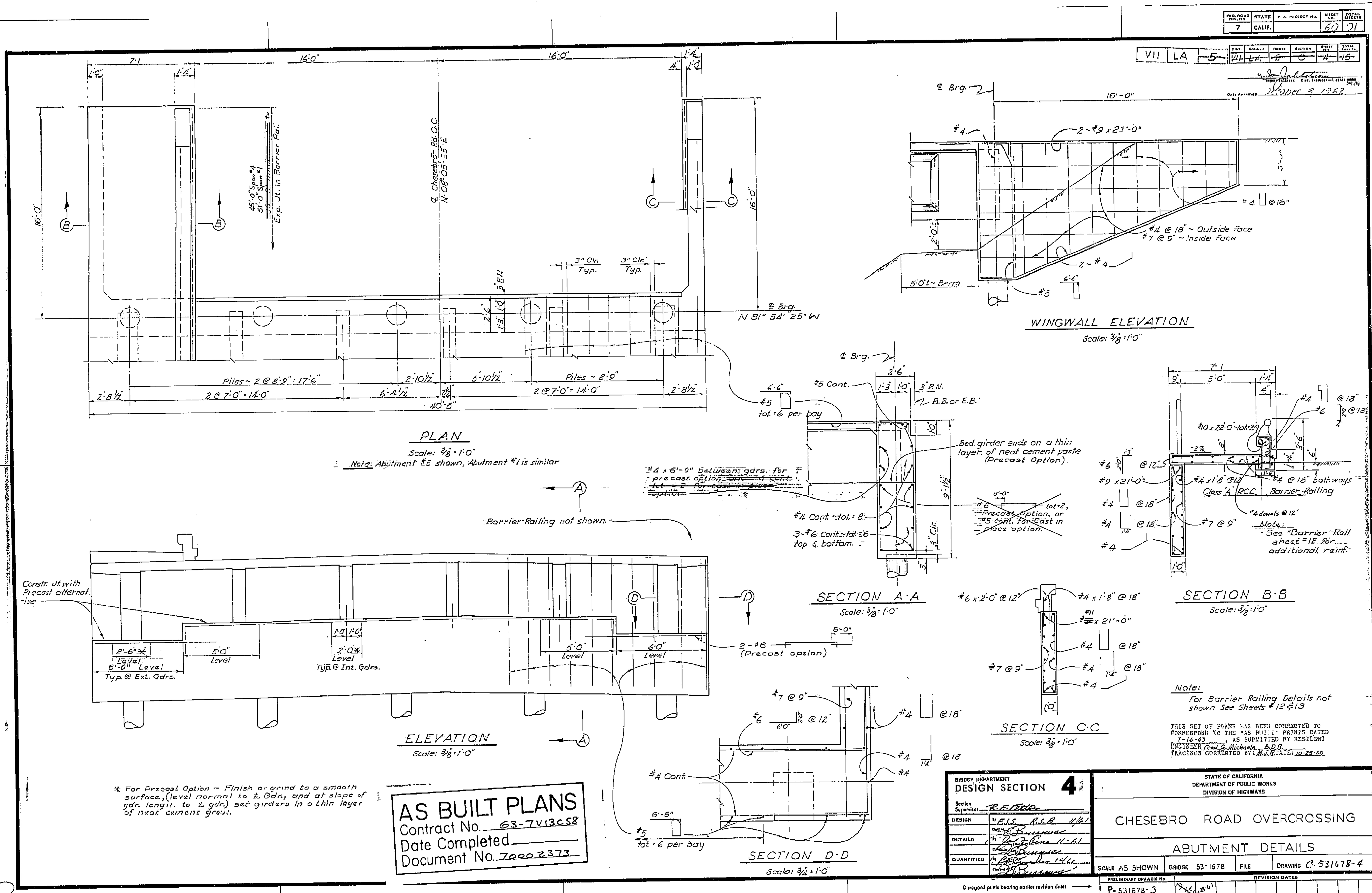
SCALE Horiz. 1"=20' Vert. 1"=10' | BRIDGE 53-1678 | FILE | DRAWING C-531678-15

PREL. DRAWING P-531678-15

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.

DATE _____ SIGNATURE _____ TITLE _____

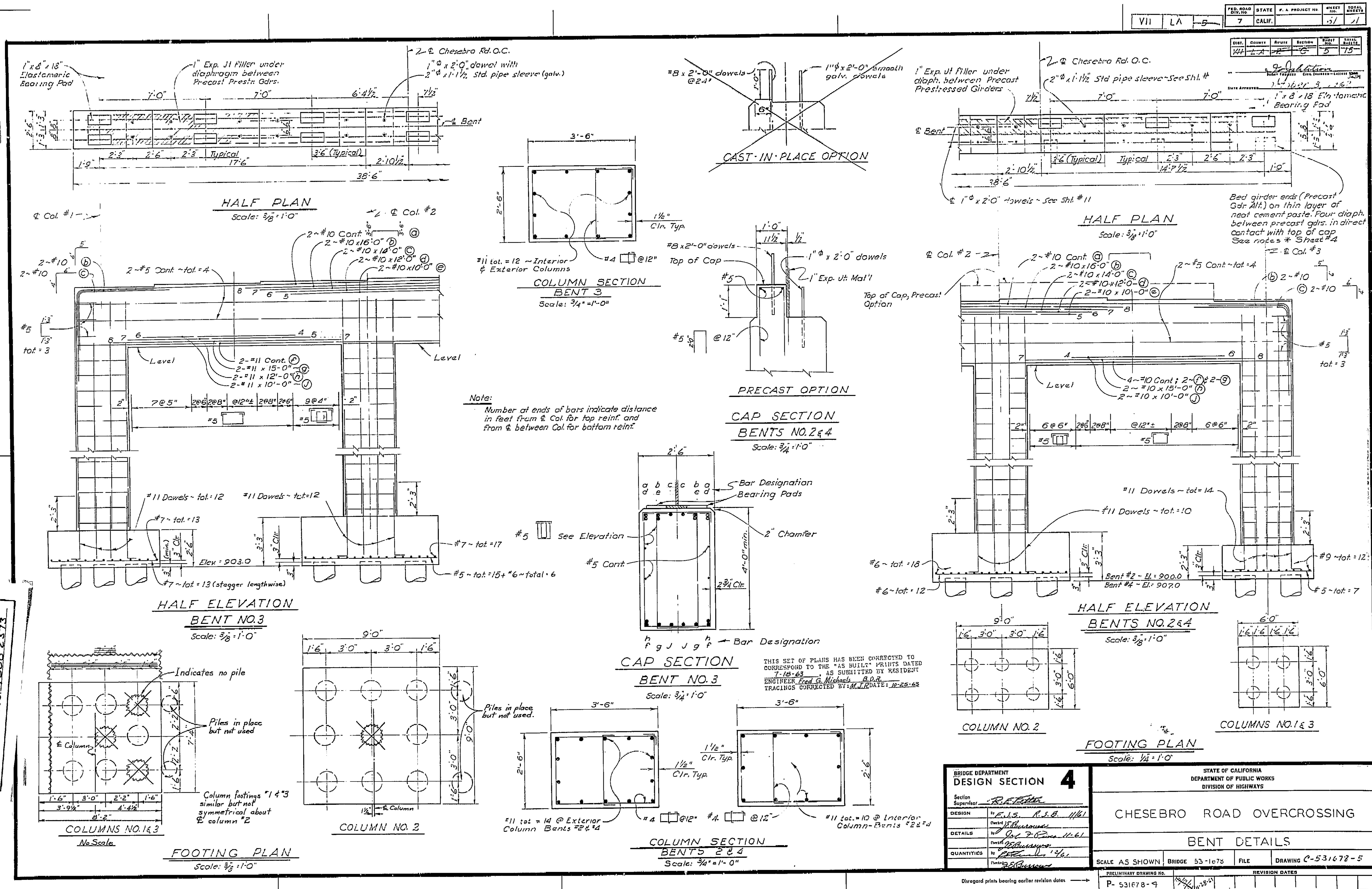
MICROFILM - STATE OF CALIFORNIA - DEPARTMENT OF PUBLIC WORKS - MICROFILM
SCALE 1" = 50'
SCALE 1" = 20'
MICROFILM - STATE OF CALIFORNIA - DEPARTMENT OF PUBLIC WORKS - MICROFILM
SCALE 1" = 20'
ClibPDF - www.fastio.com


PLAN
Scale: 3/8" = 1'-0"
Note: Abutment #5 shown, Abutment #1 is similar
ELEVATION
Scale: 3/8" = 1'-0"
WINGWALL ELEVATION
Scale: 3/8" = 1'-0"
SECTION A-A
Scale: 3/8" = 1'-0"
SECTION B-B
Scale: 3/8" = 1'-0"
SECTION C-C
Scale: 3/8" = 1'-0"
SECTION D-D
Scale: 3/4" = 1'-0"
Barrier Railing not shown
Bed girder ends on a thin layer of neat cement paste (Precast Option)
Note: For Barrier Railing Details not shown See Sheets #12 & 13
* For Precast Option — Finish or grind to a smooth surface, (level normal to ℄ Gdr., and at slope of gdr. longit. to ℄ gdr.) set girders in a thin layer of neat cement grout.
AS BUILT PLANS
Contract No. 63-7V13C58
Date Completed
Document No. 70002373
THIS SET OF PLANS HAS BEEN CORRECTED TO CORRESPOND TO THE "AS BUILT" PRINTS DATED 7-16-63, AS SUBMITTED BY RESIDENT ENGINEER Fred G. Michaels B.D.R.
TRACINGS CORRECTED BY: M.J.R. DATE: 10-25-63
BRIDGE DEPARTMENT
DESIGN SECTION 4
Section Supervisor
DESIGN
DETAILS
QUANTITIES
STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
CHESEBRO ROAD OVERCROSSING
ABUTMENT DETAILS
SCALE AS SHOWN
BRIDGE 53-1678
FILE
DRAWING C-531678-4
PRELIMINARY DRAWING No. P-531678-3
REVISION DATES
Disregard prints bearing earlier revision dates

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.

DATE 1-13-72 SIGNATURE ______ TITLE ______

MICROFILM – STATE OF CALIFORNIA – DEPARTMENT OF PUBLIC WORKS – MICROFILM



AS BUILT PLANS
Contract No. 63-7V13C58
Date Completed
Document No. 70002373

61

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.

DATE 1 11 72 SIGNATURE ______ TITLE ______

MICROFILM - STATE OF CALIFORNIA - DEPARTMENT OF PUBLIC WORKS - MICROFILM

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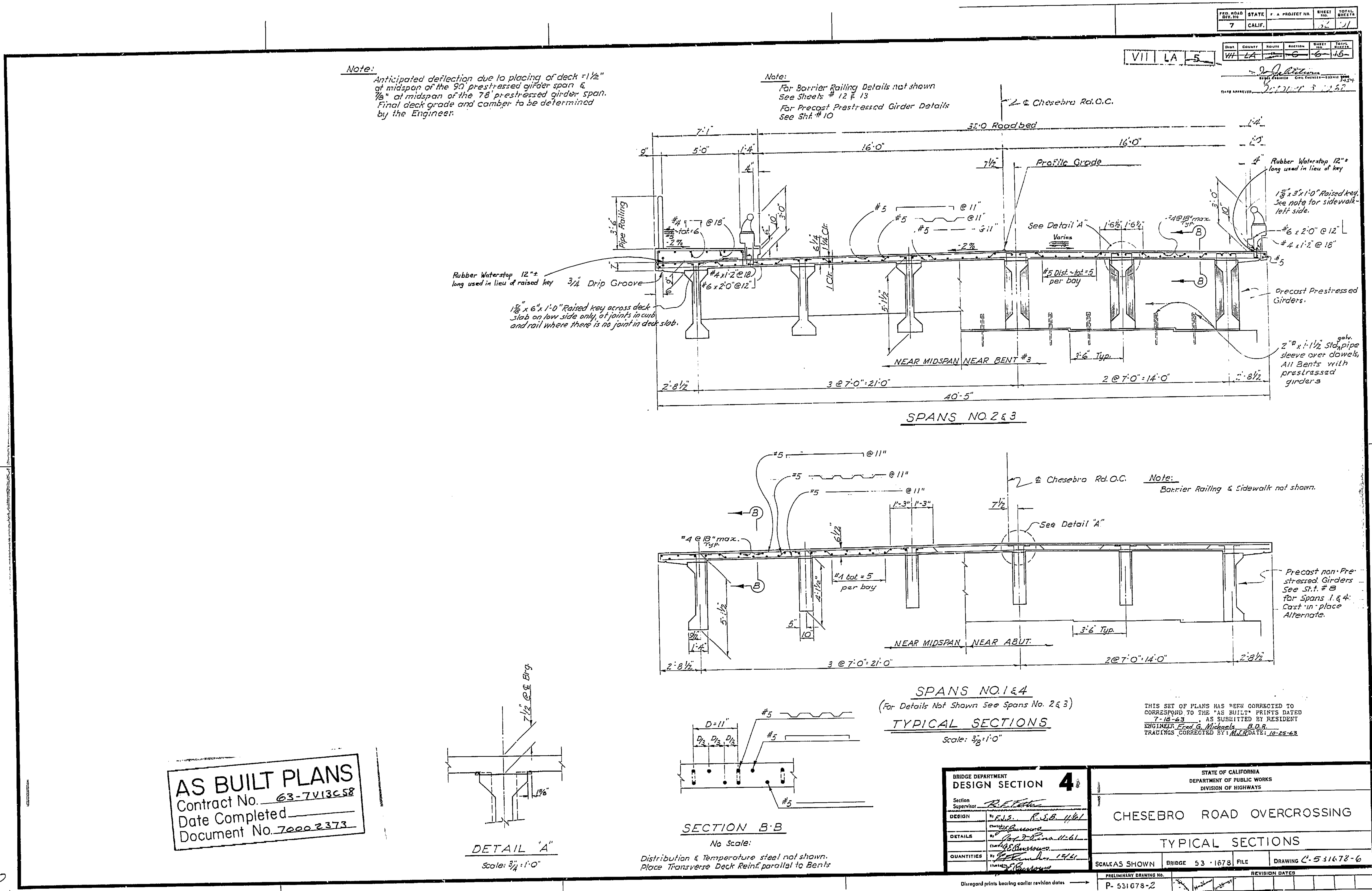

Note: Anticipated deflection due to placing of deck = 1½" at midspan of the 90 prestressed girder span & 7/8" at midspan of the 78 prestressed girder span. Final deck grade and camber to be determined by the Engineer.
Note: For Barrier Railing Details not shown See Sheets #12 & 13
For Precast Prestressed Girder Details See Sht. #10
℄ Chesebro Rd. O.C.
36'-0 Roadbed
Profile Grade
See Detail "A"
Rubber Waterstop 12"± long used in lieu of raised key
¾ Drip Groove
1⅛" x 6" x 1'-0" Raised key across deck slab on low side only, at joints in curb and rail where there is no joint in deck slab.
1⅛" x 3" x 1'-0" Raised key. See note for sidewalk-left side.
Precast Prestressed Girders.
2" φ x 1'-1½ Std. galv. pipe sleeve over dowels. All Bents with prestressed girders
NEAR MIDSPAN
NEAR BENT #3
3 @ 7'-0" = 21'-0"
2 @ 7'-0" = 14'-0"
40'-5"
SPANS NO. 2 & 3
Note: Barrier Railing & Sidewalk not shown.
Precast non-Prestressed Girders See Sht. #8 for Spans 1 & 4. Cast-in-place Alternate.
NEAR MIDSPAN
NEAR ABUT.
SPANS NO. 1 & 4
(For Details Not Shown See Spans No. 2 & 3)
TYPICAL SECTIONS
Scale: ⅜" = 1'-0"
DETAIL "A"
Scale: ¾" = 1'-0"
SECTION B-B
No Scale:
Distribution & Temperature steel not shown. Place Transverse Deck Reinf. parallel to Bents
THIS SET OF PLANS HAS BEEN CORRECTED TO CORRESPOND TO THE "AS BUILT" PRINTS DATED 7-18-63, AS SUBMITTED BY RESIDENT ENGINEER Fred G. Michaels B.O.R. TRACINGS CORRECTED BY: M.J.R. DATE: 10-25-63
AS BUILT PLANS
Contract No. 63-7VI3C58
Date Completed
Document No. 70002373
BRIDGE DEPARTMENT
DESIGN SECTION 4
STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
CHESEBRO ROAD OVERCROSSING
TYPICAL SECTIONS
SCALE AS SHOWN
BRIDGE 53-1678
DRAWING C-531678-6
P-531678-2
Disregard prints bearing earlier revision dates
VII LA 5
7 CALIF.
62

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.

DATE 1-13-72 SIGNATURE ______ TITLE ______

MICROFILM - STATE OF CALIFORNIA - DEPARTMENT OF PUBLIC WORKS - MICROFILM

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APPENDIX C

RESPONSE TO CALTRANS REVIEW COMMENTS

APPENDIX C
RESPONSE TO CALTRANS REVIEW COMMENTS

Kleinfelder submitted this Preliminary Geotechnical Report dated December 22, 2010 to the California Department of Transportation (Caltrans) for review. Kleinfelder subsequently received review comments dated February 2, 2011 on the report from Caltrans Office of Geotechnical Design – South 1. The Caltrans review comments and our responses to the comments are presented below. A copy of the Caltrans comment letter dated February 2, 2011 is included in this Appendix for reference. Our responses to the comments have been incorporated into this revised report as applicable.

Comment No. 1. *Table 1 on page 8 of 19: F_{norm} and F_{rev} should be revised to 0 and 1, respectively. Also, R_{jb} should be verified since the R_{jb} is greater than 3.8 km based on calculation using fault parameters from the 2007 Fault Database.*

Response to Comment No. 1. The values of 1 and 0 for F_{norm} and F_{rev} were transposed in Table 1 due to a typographical error. The values have been corrected as requested. A value of 4.7 km was calculated graphically for R_{jb}. A value of 3.8 km was estimated for R_{jb} by the ARS Online program. Our recommendations are based on an R_{jb} value of 3.8 km to be conservative. However, it should be noted that this does not affect the design response spectrum since the probabilistic response spectrum was found to govern over the deterministic response spectrum at all periods at this site.

Comment No. 2. *Plate 4a: please provide calculation and/or reference backup for Displacement Response Spectral curve, and also describe the use of this curve in seismic analysis. If it is unnecessary information, please remove it.*

Response to Comment No. 2. Based on our communication with representatives of Kimley-Horn and Associates, Inc., we understand that the displacement response spectral curve is not required for analysis during this phase of the project. Therefore, it has been removed from our report.

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Comment No. 3. *Section 10.4 on page 9 of 19: please provide calculation backup for liquefaction analysis if the analysis was conducted.*

Response to Comment No. 3. Liquefaction calculations were not peformed at this stage of the project. Our evaluation of the liquefaction potential at the site was based on preliminary screening. Based on the fact that the assumed historic shallow groundwater elevation of 890 feet is below the elevation that bedrock is shown on the as-built Log of Test Borings, it is our professional opinion that the potential for liquefaction to impact site is low.

The potential for liquefaction to occur at the project site should be re-evaluated during the PS&E phase of the project after completion of exploratory borings at the site and laboratory testing.

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State of California **Business, Transportation and Housing Agency**

M e m o r a n d u m

Flex your power!
Be energy efficient!

To: MR. KHAN HOSSAIN
Senior Transportation Engineer
Office of Design D

Date: February 2, 2011
File: 07-LA-101-PM33/34.4
07-257200
Oversight

From: **DEPARTMENT OF TRANSPORTATION**
DIVISION OF ENGINEERING SERVICES
Geotechnical Services
Office of Geotechnical Design – South 1

Subject: Review of Preliminary Geotechnical Report for US 101 Palo Comado Canyon Road Interchange Improvement Project

Per your request, the Office of Geotechnical Design – South 1 of the Division of Engineering Services has preformed a review of Draft Preliminary Geotechnical Report for the subject project. The review is limited to geotechnical aspect of the project. The information provided and reviewed for this project is listed as follows:

- Draft Preliminary Geotechnical Report for US 101 Palo Comado Canyon Road Interchange improvement in city of Agoura Hills, California, prepared by Kleinfelder West, Inc. for Kimely-Horn and Associates, Inc. on December 22, 2010.

In addition, it is our understanding that a Preliminary Foundation Report prepared by Group Delta was reviewed.

Based on the review of the report, our comments are as follows:

1. Table 1 on page 8 of 19: F_{norm} and F_{rev} should be revised to 0 and 1, respectively. Also, R_{jb} should be verified since the R_{jb} is greater than 3.8 km based on calculation using fault parameters from the 2007 Fault Database.

2. Plate 4a: please provide calculation and/or reference backup for Displacement Response Spectral curve, and also describe the use of this curve in seismic analysis. If it is unnecessary information, please remove it.

3. Section 10.4 on page 9 of 19: please provide calculation backup for liquefaction analysis if the analysis was conducted.

If you have any questions or comments, please contact me at 916-227-4533.

SEUNGWOON HAN, PH.D, P.E.
Transportation Engineer - Civil
Office of Geotechnical Design-South 1