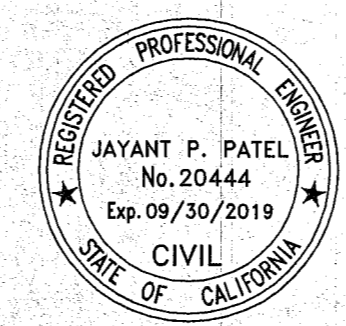


TYPICAL ABUTMENT DETAIL
NOT TO SCALE



		PREPARED BY:		CITY OF AGOURA HILLS APPROVAL						COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) OLD AGOURA PARK ACCESSIBILITY IMPROVEMENT PROJECT CHESEBORO CANYON CHANNEL AT DRIVER AVENUE CROSSING	
		 PROJECT ENGINEER RCE No. 20444 DATE 12/20/17		 REVIEWED BY DATE 12/20/17		66865 09/30/18 RCE NO. EXP DATE		SHEET 3 OF 6			
REVISION #	SYMBOL	DESCRIPTION OF CHANGE	APPROVED	DATE							

GENERAL NOTES:

1. A PERMIT SHALL BE OBTAINED AND ALL FEES AND DEPOSITS FOR CONSTRUCTION INSPECTION SHALL BE PAID TO THE DEPARTMENT OF PUBLIC WORKS AT THE PERMIT COUNTER, 900 SOUTH FREMONT AVENUE, 3RD FLOOR, PRIOR TO STARTING WORK UNDER THIS CONTRACT. ALSO, ALL OTHER REQUIRED PERMITS, SUCH AS ROAD EXCAVATION PERMITS, MUST BE OBTAINED PRIOR TO STARTING WORK.
2. THE CONTRACTOR SHALL CONTACT THE DISTRICT OFFICE LISTED ON THE "APPLICATION FOR STORM DRAIN CONSTRUCTION INSPECTION FORM 1" TO ARRANGE FOR AN ACCEPTABLE CONSTRUCTION START DATE.
3. APPROVAL OF THIS PLAN BY THE COUNTY OF LOS ANGELES DOES NOT CONSTITUTE A REPRESENTATION TO THE ACCURACY OF THE LOCATION, OR THE EXISTENCE OR NON-EXISTENCE OF ANY UNDERGROUND, UTILITY, PIPE, OR STRUCTURE WITHIN THE LIMITS OF THIS PROJECT. THIS NOTE APPLIES TO ALL SHEETS.
4. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST ADOPTED EDITION OF THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" (INCLUDING SUPPLEMENTS), SHALL BE PROSECUTED ONLY IN THE PRESENCE OF THE DIRECTOR OF PUBLIC WORKS.
5. THE CONTRACTORS ATTENTION IS DIRECTED TO SECTION 7-10.4.1 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION IN REGARD TO SAFETY ORDERS AND SHALL CONFORM TO THE "MINIMUM PUBLIC SAFETY REQUIREMENTS" AS SHOWN ON THE LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS STANDARD PLAN 6008.
6. ELEVATIONS ARE IN FEET ABOVE U.S.C. 7 G. S. MEAN SEA LEVEL DATUM OF 1929, UNLESS OTHERWISE INDICATED.
7. NO CONCRETE SHALL BE PLACED UNTIL THE FORMS AND REINFORCING STEEL HAVE BEEN PLACED, INSPECTED AND APPROVED.
8. ALL STRUCTURAL CONCRETE SHALL BE PORTLAND CEMENT CONCRETE WITH AN ULTIMATE 28 DAY COMPRESSIVE STRENGTH OF 4000 P.S.I. UNLESS OTHERWISE NOTED.
9. TRANSVERSE REINFORCEMENT AND TRANSVERSE JOINTS SHALL BE PLACED AT RIGHT ANGLES (OR RADIAL) TO THE CONDUIT CENTERLINE EXCEPT AS OTHERWISE SHOWN ON THE DRAWINGS.
10. ALL STEEL ADJACENT TO FACE OF CONCRETE SHALL HAVE 2.5" CLEARANCE UNLESS OTHERWISE SPECIFIED. STEEL CLEARANCE FOR RCJ INVERT SHALL BE A MINIMUM OF 3 INCHES.
11. REINFORCEMENT SHALL BE DEFORMED BARS OF INTERMEDIATE GRADE STEEL PER A.S.T.M. A-615-GRADE 60.
12. ALL BAR BENDS AND HOOKS SHALL CONFORM TO THE AMERICAN CONCRETE INSTITUTE "MANUAL OF STANDARD PRACTICE".
13. DIMENSIONS FROM FACE OF CONCRETE TO STEEL ARE TO CENTERLINE OF STEEL UNLESS OTHERWISE NOTED.
14. ALL STEEL THAT IS TO BE CONTINUOUS SHALL HAVE A MINIMUM LAP OF 30 BAR DIAMETERS OR 18 INCHES, WHICHEVER IS GREATER.
15. ALL CONSTRUCTION JOINTS IN THE FOOTING OR SLABS AND WALLS SHALL BE IN THE SAME PLANE. NO STAGGERING OF JOINTS WILL BE PERMITTED.
16. ALL EXPOSED EDGES SHALL BE FINISHED WITH A 3/4" CHAMFER.
17. UNLESS OTHERWISE SHOWN, CONCRETE DIMENSIONS SHALL BE MEASURED VERTICALLY OR HORIZONTALLY AND PARALLEL OR AT RIGHT ANGLES (OR RADIAL) TO THE CENTERLINE OF CONSTRUCTION.
18. CONCRETE BACK FILL IS REQUIRED WHEN THE PIPE HAS LESS THAN ONE FOOT OF COVER. THE CONCRETE BACK FILL SHALL BE 1:3:5 MIX, PORTLAND CEMENT CONCRETE POURED FROM WALL TO WALL OF TRENCH AND FROM BOTTOM OF TRENCH TO A MINIMUM OF 4 INCHES OVER THE TOP OF THE PIPE.
19. ALL PIPES SHALL BE PLACED IN TRENCH IN NATURAL GROUND AND/OR COMPACTED FILL. THE GROUND LEVEL BEFORE THE TRENCHING SHALL BE AT LEAST 3 FEET ABOVE THE TOP OF THE PIPE ELEVATION, OR AT FINISH SURFACE ELEVATION, WHICHEVER IS LESS.
20. ALL BACK FILL AND RELATIVE COMPACTION FILLS OUTSIDE OF STREET RIGHT-OF-WAY SHALL BE COMPACTED TO A MINIMUM RELATIVE COMPACTION OF 90% OF MAXIMUM DRY DENSITY AS DETERMINED BY ASTM SOIL TEST METHOD D1557 CURRENT EDITION, UNLESS OTHERWISE SPECIFIED. THIS SHALL BE CERTIFIED BY A SOILS ENGINEER. THIS CERTIFICATION SHALL BE SUBMITTED TO THE DIRECTOR CITY ENGINEER PRIOR TO ACCEPTANCE OF THE WORK BY THE COUNTY.
21. ALL BACK FILL AND FILLS WITHIN STREET RIGHT-OF-WAY SHALL BE COMPACTED IN ACCORDANCE WITH CITY REQUIREMENTS UNLESS OTHERWISE NOTED AND INSPECTED BY THE CITY. THE SOIL COMPACTION SHALL BE CERTIFIED BY A GEOTECHNICAL ENGINEER. FILL MATERIALS SHOULD BE COMPACTED TO 90% RELATIVE TO COMPACTION, WITH OPTIMUM MOISTURE CONTENT IN FILLS TO DEPTHS OF 40 FEET BELOW GRADE; FILL MATERIALS PLACED AT DEPTHS BELOW
22. PIPE BEDDING SHALL BE: IN ACCORDANCE WITH COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS STANDARD PLAN NO. 3092 UNLESS OTHERWISE NOTED. OR ACCORDING TO STANDARD PLAN NO. 3080, CASE III, EXCEPT BELL AND SPIGOT PIPE, WHICH SHALL BE CASE II BEDDING UNLESS OTHERWISE SHOWN. W VALVES SHALL BE AS SPECIFIED ON STANDARD PLAN NO. 3080 FOR CASE III BEDDING NOTES 3(A), 3(B), AND 3(C). IF THE W VALUE AT THE TIP OF THE PIPE IS EXCEEDED, THE BEDDING SHALL BE MODIFIED AND/OR PIPE OF ADDITIONAL STRENGTH SHALL BE PROVIDED. THE PROPOSED MODIFICATION SHALL BE APPROVED BY PUBLIC WORKS.
23. PIPE SHALL BE EMBEDDED 5 INCHES INTO ALL STRUCTURES INCLUDING INLET AND HEADWALLS, UNLESS OTHERWISE SPECIFIED.
24. MINIMUM CONCRETE COVER FOR REINFORCEMENT IN PRECAST CONCRETE PIPE SHALL BE 1 INCH IN PIPE HAVING A WALL THICKNESS OF 2-1/2 INCHES OR GREATER AND 3/4 INCH IN PIPE HAVING WALL THICKNESS OF LESS THAN 2-1/2 INCHES.
25. ALL CATCH BASINS WITHIN THE DEDICATED STREET RIGHT-OF-WAY SHALL BE CONSTRUCTED PER THE STREET PLANS.
26. THE CONTRACTOR SHALL PROVIDE TO THE SATISFACTION OF THE DIRECTOR OF PUBLIC WORKS A SYSTEM FOR CONTRIBUTORY FLOWS TO BE OPERABLE AT ALL TIMES UNTIL STORM SYSTEM IS ACCEPTED FOR MAINTENANCE. THE DESIGN OF THE DRAINAGE SYSTEM MUST BE PREPARED UNDER THE DIRECTION OF A CIVIL ENGINEER.
27. ALL REFERENCES ON THIS PLAN TO THE CITY ENGINEER, ROAD DEPARTMENT, OR FLOOD CONTROL DISTRICT SHALL APPLY TO THE APPROPRIATE ELEMENTS OF PUBLIC WORKS.
28. EXISTING UTILITIES SHALL BE MAINTAINED IN PLACE BY THE CONTRACTOR, UNLESS OTHERWISE NOTED.
29. WHERE THE UTILITIES ARE INDICATED ON THE DRAWINGS TO BE SUPPORTED, SAID SUPPORTS SHALL BE IN ACCORDANCE WITH STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION NO.224, UNLESS OTHERWISE INDICATED.
30. ALL OPENINGS RESULTING FROM CUTTING OR PARTIAL REMOVAL OF EXISTING CULVERTS, PIPES OR SIMILAR STRUCTURES SHALL BE SEALED WITH 8 INCHES OF BRICK AND MORTAR OR 6 INCHES OF CONCRETE, UNLESS OTHERWISE SHOWN.
31. MANHOLES PER SHALL USE THE STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION 630 FOR THE "FRAME AND COVER" AND 635 FOR THE "STANDARD DROP STEP".
32. THIS STORM DRAIN WILL NOT BE FIELD ACCEPTED UNTIL THE STREETS HAVE BEEN PAVED, MANHOLES BROUGHT TO GRADE AND SYSTEM CLEANED TO THE SATISFACTION OF THE DIRECTOR OF PUBLIC WORKS.
33. A NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT FROM REGIONAL WATER QUALITY CONTROL BOARD IS REQUIRED BEFORE ANY DISCHARGE OF NON-STORMWATER INTO THE STORM DRAIN IS ALLOWED.
34. THE LATEST REVISED STANDARD PLAN OR DRAWING SHALL BE USED UNLESS OTHERWISE NOTED.
35. THE SOILS ENGINEER OF RECORD SHALL INSPECT AND APPROVE THE FOUNDATION EXCAVATIONS BEFORE STEEL OR CONCRETE IS PLACED.
36. STORM DRAIN MANHOLE COVERS CONSTRUCTED PER S.P.P.W.C. STANDARD PLANS 630, 631, 632 AND 633 SHALL BE CAST WITH THE LETTERS "L.A.C.F.C.D.". THE LETTERS SHALL BE 1 INCH IN HEIGHT AND PLACED BELOW LETTER "D" IN THE CENTER OF THE COVER.
37. STORM DRAIN MANHOLE COVERS CONSTRUCTED PER S.P.P.W.C. STANDARD PLAN 312 SHALL BE CAST WITH THE LETTERS "L.A.C.F.C.D.". THE LETTERS SHALL BE 1 INCH IN HEIGHT AND PLACED BELOW LETTER "D" IN THE CENTER OF COVER.
38. ALL THE ABOVE GROUND FACILITIES SHALL BE STAMPED WITH THE DRAIN AND LINE NAME. THE LETTERING SHOULD BE 4" BLACK TEXT ON A YELLOW BACKGROUND.
39. EVERY 100 FEET STATIONS SHALL BE LABELED ON THE INSIDE OF ALL STORM DRAINS AND WALL OF OPEN CHANNELS. THE LETTERING SHOULD BE 4" BLACK ON A YELLOW BACKGROUND AND SHALL BE PLACED IN THE SOFFIT OF PIPES AND THE TOP 2 FEET OF A CHANNEL WALL.
40. FOR ALL DEBRIS BASINS, THE 0%, 5%, AND 25% DEBRIS CONE ELEVATIONS SHALL BE LABELED ON THE CONCRETE FACING SLAB AND THE STAND PIPE.

FILL NOTES:

1. FILL SHALL BE COMPACTED THROUGHOUT ITS FULL EXTENT TO A MINIMUM OF 90% OF MAXIMUM DRY DENSITY AS DETERMINED BY A.S.T.M. TEST METHOD STANDARD D1557 OR THE CURRENT EDITION, WHERE APPLICABLE; WHERE NOT APPLICABLE, A TEST ACCEPTABLE TO THE CITY ENGINEER SHALL BE USED. -17.27.02(a)
2. TRENCH BACKFILLS UNDERLYING PAVEMENTS SHALL BE COMPACTED TO A MINIMUM RELATIVE COMPACTION OF 90 PERCENT OF MAXIMUM DRY DENSITY, TO A DEPTH OF 24 INCHES BELOW THE PAVEMENT SECTION.
3. FIELD DENSITY SHALL BE DETERMINED BY A METHOD ACCEPTABLE TO THE CITY ENGINEER.
4. SUFFICIENT TESTS OF FILL SOILS SHALL BE MADE TO DETERMINE THE RELATIVE COMPACTION OF THE FILL IN ACCORDANCE WITH THE FOLLOWING GUIDELINES:
 - (a) ONE TEST FOR EACH TWO FOOT VERTICAL LIFT.
 - (b) ONE TEST FOR EACH 1000 CUBIC YARDS OF MATERIAL PLACED.
 - (c) ONE TEST AT THE LOCATION OF THE FINAL FILL SLOPE FOR EACH BUILDING SITE (LOT) IN EACH FOUR FOOT VERTICAL LIFT OR PORTION THEREOF.
 - (d) ONE TEST IN THE VICINITY OF EACH BUILDING PAD FOR EACH FOUR FOOT VERTICAL LIFT OR PORTION THEREOF.
5. SUFFICIENT TESTS OF FILL SOILS SHALL BE MADE TO VERIFY COMPLIANCE OF THE SOIL PROPERTIES COMPLY WITH THE DESIGN REQUIREMENTS, AS DIRECTED BY THE GEOTECHNICAL ENGINEER, INCLUDING SOIL TYPES AND SHEAR STRENGTHS. THE RESULTS OF SUCH TESTING SHALL BE INCLUDED IN THE REPORTS REQUIRED BY SECTION 17.29.02(c).
6. NO FILL SHALL BE PLACED UNTIL STRIPPING OF VEGETATION, REMOVAL OF UNSUITABLE METHOD FOR MOISTURE, ASH, ORGANIC MATTER, PEAT OR OTHER ORGANIC SOILS' ASTM SOILS HAS BEEN PERFORMED. THE CITY ENGINEER MAY REQUIRE A STANDARD TEST D-2974-87 ON ANY SUSPECT MATERIAL. ALL MATERIALS THAT HAVE A TEST VALUE OF 10 PERCENT OR GREATER WILL BE REJECTED AS UNSUITABLE FOR SUPPORT OF OR BEING STRUCTURAL FILL.
7. ROCK OR SIMILAR MATERIAL GREATER THAN 8 INCHES IN DIAMETER SHALL NOT BE PLACED IN THE TRENCH BACKFILL.
8. CONTINUOUS INSPECTION BY THE GEOTECHNICAL ENGINEER OR HIS RESPONSIBLE REPRESENTATIVE SHALL BE PROVIDED DURING ALL FILL PLACEMENT AND COMPACTION OPERATIONS.
9. THE GEOTECHNICAL ENGINEER SHALL PROVIDE SUFFICIENT INSPECTIONS DURING THE PREPARATION OF THE NATURAL GROUND AND THE PLACEMENT AND COMPACTION OF THE FILL TO BE SATISFIED THAT THE WORK IS BEING PERFORMED IN ACCORDANCE WITH THE PLAN AND APPLICABLE CODE REQUIREMENTS. -17.29.01(d)
10. ALL GRADING AND CONSTRUCTION SHALL CONFORM TO CHAPTERS 70 AND 71 OF THE LOS ANGELES BUILDING CODE UNLESS SPECIFICALLY NOTED ON THESE PLANS. GRADING MUST BE PERFORMED IN ACCORDANCE WITH CURRENT APPLICABLE BUILDING CODES AND RECOMMENDATIONS OF THE PROJECT GEOTECHNICAL PLAN REVIEW, PREPARED BY R.T. FRANKAN & ASSOCIATES INC. DATED 11/30/16.

STORMWATER POLLUTION PLAN NOTES:

- A. NOTES:**
1. EVERY EFFORT SHOULD BE MADE TO ELIMINATE THE DISCHARGE OF NON-STORMWATER FROM THE PROJECT SITE AT ALL TIMES.
 2. ERODED SEDIMENTS AND OTHER POLLUTANTS MUST BE RETAINED ON-SITE AND MAY NOT BE TRANSPORTED FROM THE SITE VIA SHEETFLOW, SWALES, AREA DRAINS, NATURAL DRAINAGE COURSES OR WIND.
 3. STOCKPILES OF EARTH AND OTHER CONSTRUCTION RELATED MATERIALS MUST BE PROTECTED FROM BEING TRANSPORTED FROM THE SITE BY THE FORCES OF WIND OR WATER.
 4. FUELS, OILS, SOLVENTS, AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND ARE NOT TO CONTAMINATE THE SOIL AND SURFACE WATERS. ALL APPROVED SURFACE CONTAINERS ARE TO BE PROTECTED FROM WEATHER. SPILLS MUST BE CLEANED UP IMMEDIATELY AND DISPOSED OFF IN A PROPER MANNER. SPILLS MAY NOT BE WASHED INTO THE DRAINAGE SYSTEM.
 5. EXCESS OR WASTE CONCRETE MAY NOT BE WASHED INTO PUBLIC WAY OR ANY OTHER DRAINAGE SYSTEM. PROVISIONS SHALL BE MADE TO RETAIN CONCRETE WASTES ON-SITE UNTIL THEY CAN BE DISPOSED AS SOLID WASTE.
 6. TRASH AND CONSTRUCTION RELATED SOLID WASTES MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION OF RAINWATER AND DISPERSAL BY WIND.
 7. SEDIMENTS AND OTHER MATERIALS MAY NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS MUST BE STABILIZED SO AS TO INHIBIT SEDIMENTS FROM BEING DEPOSITED INTO PUBLIC RIGHT-OF-WAY. ACCIDENTAL DEPOSITIONS MUST BE SWEEP UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR OTHER MEANS.
 8. TRASH AND CONSTRUCTION RELATED SOLID WASTES MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION OF RAINWATER AND DISPOSAL BY WIND.
- B. THE FOLLOWING BMPs AS OUTLINED IN, BUT NOT LIMITED TO, THE LATEST EDITION OF THE CALIFORNIA BMP HANDBOOK (CONSTRUCTION) OR CALTRANS STORMWATER QUALITY HANDBOOKS (CONSTRUCTION SITE BMP MANUAL), MAY APPLY DURING THE CONSTRUCTION OF THE PROJECT (ADDITIONAL MEASURES MAY BE REQUIRED IF DEEMED APPROPRIATE BY THE PROJECT ENGINEER OR THE BUILDING OFFICIAL).**

WIND EROSION CONTROL

- WE1 - WIND EROSION CONTROL

EROSION CONTROL

- EC1 - SCHEDULING
- EC2 - PRESERVATION OF EXISTING VEGETATION
- EC3 - HYDRAULIC MULCH
- EC4 - HYDROSEEDING
- EC5 - SOIL BINDERS
- EC6 - STRAW MULCH
- EC7 - GEOTEXTILE AND MATS
- EC8 - WOOD MULCHING
- EC9 - EARTH DIKES AND DRAINAGE SWALES
- EC10 - VELOCITY DISSIPATION DEVICES
- EC11 - SLOPE DRAINS
- EC12 - STREAMBANK STABILIZATION
- EC13 - RESERVED
- EC14 - COMPOST BLANKETS
- EC15 - SOIL PREPARATION/ROUGHENING
- EC16 - NON-VEGETATED STABILIZATION

EQUIPMENT TRACKING CONTROL

- TC1 - STABILIZED CONSTRUCTION ENTRANCE/EXIT
- TC2 - STABILIZED CONSTRUCTION ROADWAY
- TC3 - ENTRANCE/OUTLET TIRE WASH

TEMPORARY SEDIMENT CONTROL

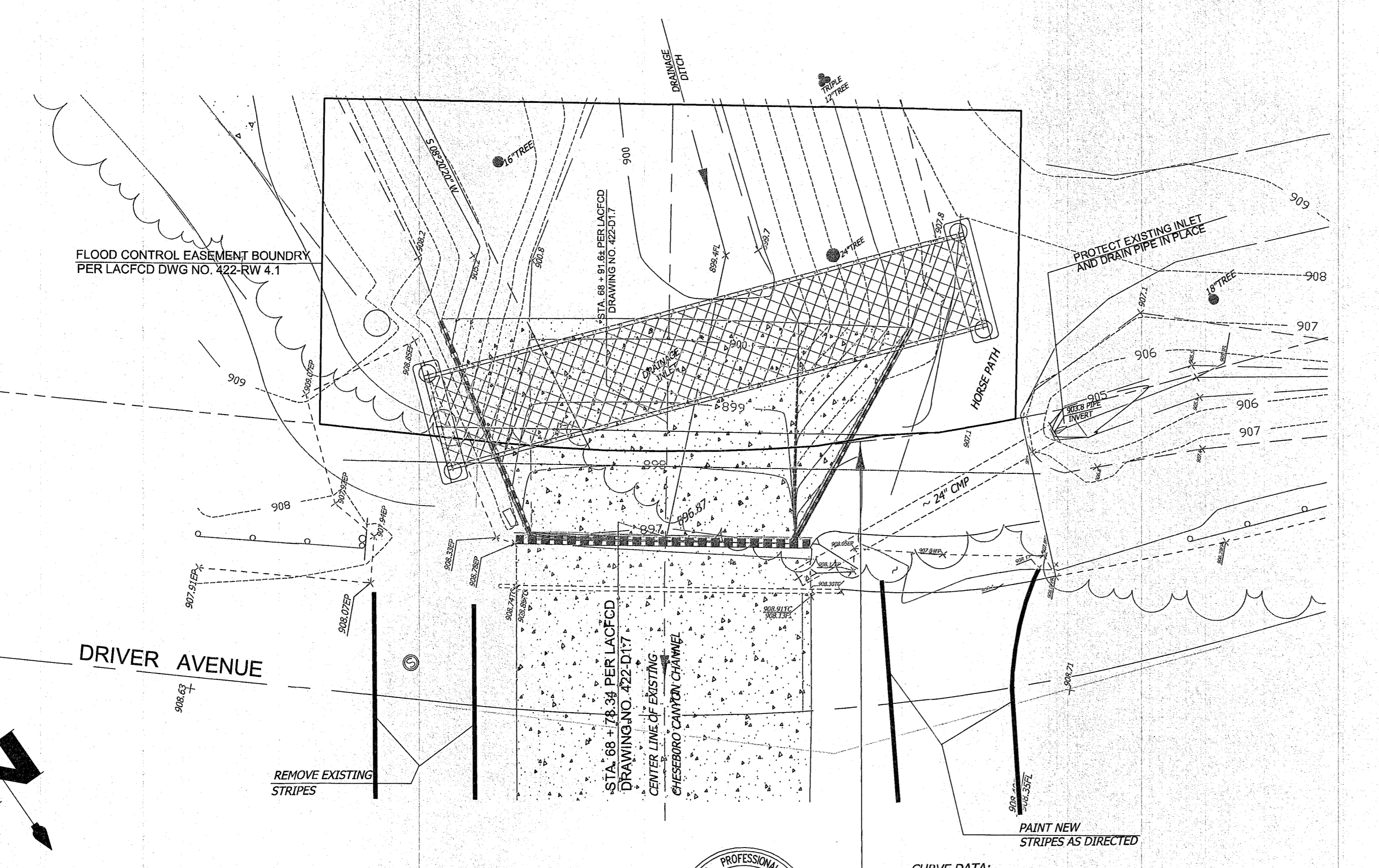
- SE1 - SITE FENCE
- SE2 - SEDIMENT BASIN
- SE3 - SEDIMENT TRAP
- SE4 - CHECK DAM
- SE5 - FIBER ROLLS
- SE6 - GRAVEL BAG BERM
- SE7 - STREET SWEEPING AND VACUUMING
- SE8 - SANDBAG BARRIER
- SE9 - STRAW BALE BARRIER
- SE10 - STORM DRAIN INLET PROTECTION
- SE11 - ACTIVE TREATMENT SYSTEM
- SE12 - TEMPORARY SILT DIKE
- SE13 - COMPOST SOCKS AND BERMS
- SE14 - BIOPILER BAGS

NON-STORMWATER MANAGEMENT

- NS1 - WATER CONSERVATION PRACTICES
- NS2 - DEWATERING OPERATIONS
- NS3 - PAVING AND GRADING OPERATIONS
- NS4 - TEMPORARY STREAM CROSSING
- NS5 - CLEAR WATER DIVERSION
- NS6 - ILLICIT CONNECTION/ DISCHARGE
- NS7 - PORTABLE WATER/ IRRIGATION
- NS8 - VEHICLE AND EQUIPMENT CLEANING
- NS9 - VEHICLE AND EQUIPMENT FUELING
- NS10 - VEHICLE AND EQUIPMENT MAINTENANCE
- NS11 - PILE DRIVING OPERATIONS
- NS12 - CONCRETE CURING
- NS13 - CONCRETE FINISHING
- NS14 - MATERIAL AND EQUIPMENT USE
- NS15 - DEMOLITION ADJACENT TO WATER
- NS16 - TEMPORARY BATCH PLANTS

WASTE MANAGEMENT AND MATERIAL POLLUTION CONTROL

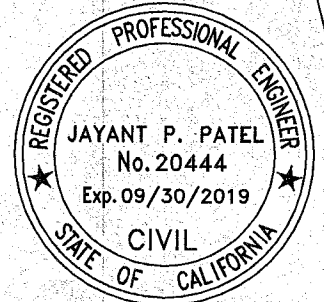
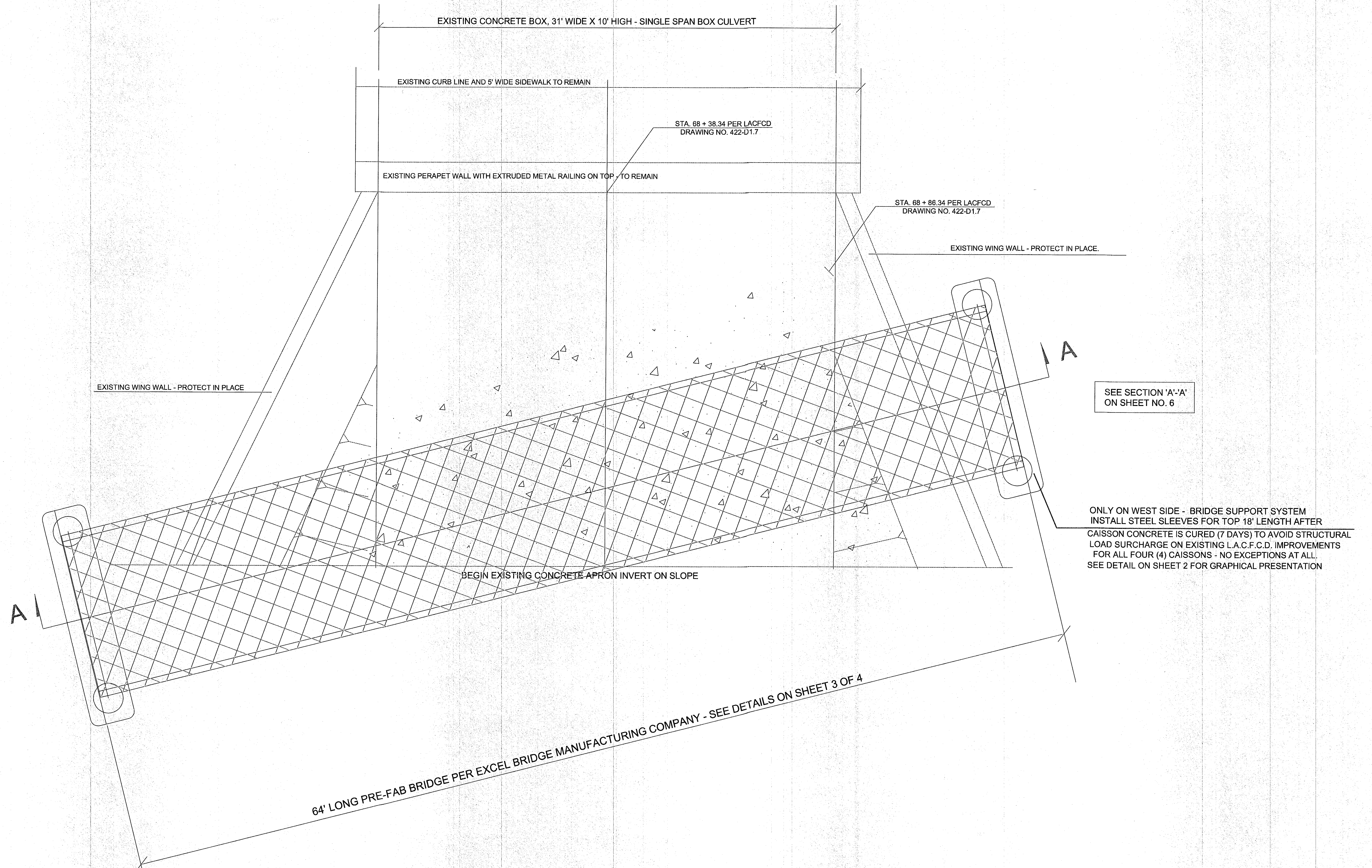
- WM1 - MATERIAL DELIVERY AND STORAGE
- WM2 - MATERIAL USE
- WM3 - STOCK PILE MANAGEMENT
- WM4 - SPILL PREVENTION AND CONTROL
- WM5 - SOLID WASTE MANAGEMENT
- WM6 - HAZARDOUS WASTE MANAGEMENT
- WM7 - CONTAMINATION SOIL MANAGEMENT
- WM8 - CONCRETE WASTE MANAGEMENT
- WM9 - SANITARY / SEPTIC WASTE MANAGEMENT
- WM10 - LIQUID WASTE MANAGEMENT



REGISTERED PROFESSIONAL ENGINEER
 JAYANT P. PATEL
 No. 20444
 Exp. 09/30/2019
 CIVIL
 STATE OF CALIFORNIA

CURVE DATA:
 R = 206.00'
 L = 65.17'
 Δ = 18°07'26"

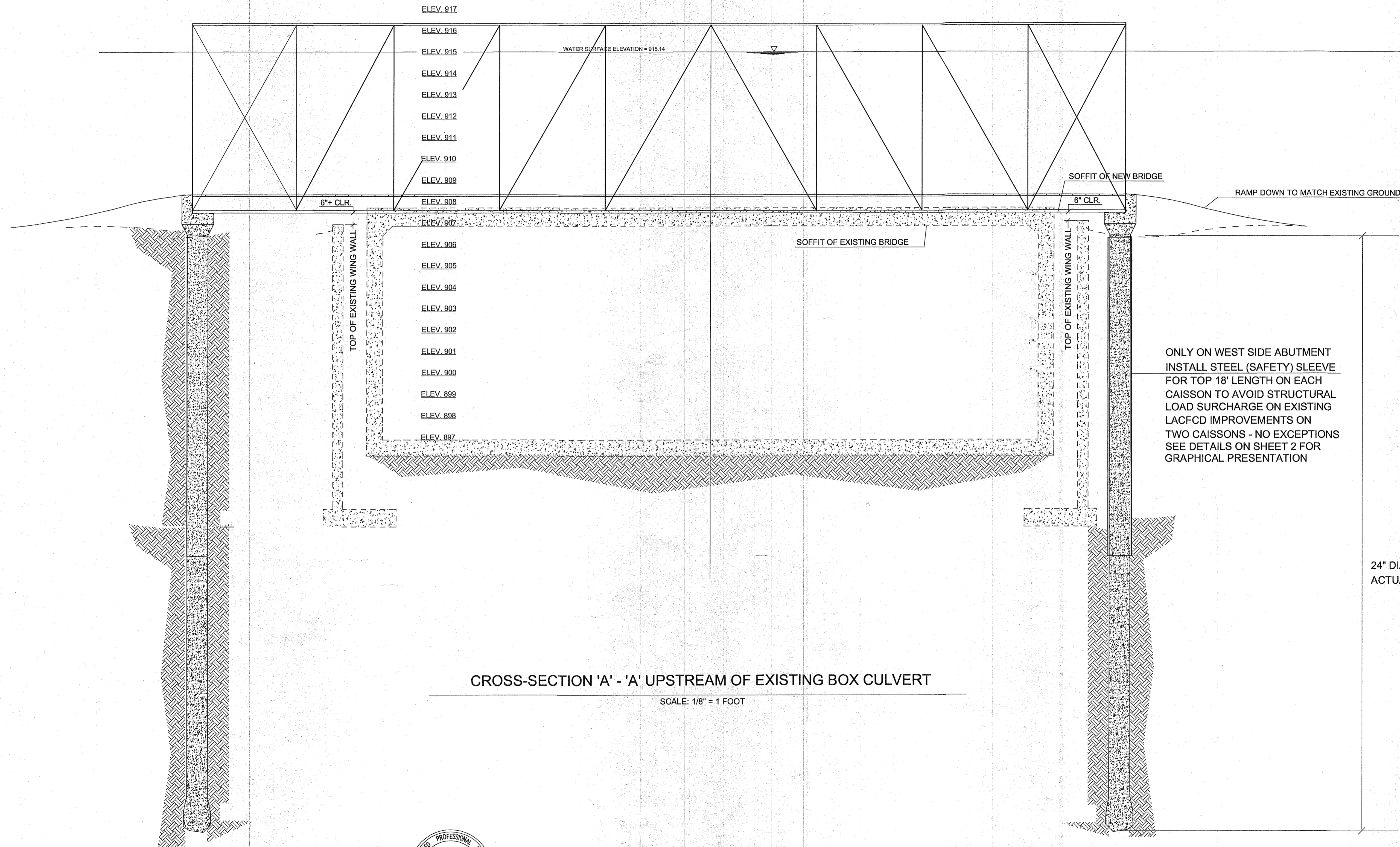
REVISION #		SYMBOL		DESCRIPTION OF CHANGE		APPROVED		DATE	
PREPARED BY: <i>Jayant P. Patel</i> 12/20/17 PROJECT ENGINEER RCE No. 20444 DATE									
REVIEWED BY: <i>Ramiro S. Adeva III</i> 12/20/17 DATE 68865 RCE NO. 09/30/18 EXP DATE CITY ENGINEER									
CITY OF AGOURA HILLS APPROVAL COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) OLD AGOURA PARK ACCESSIBILITY IMPROVEMENT PROJECT CHESEBORO CANYON CHANNEL AT DRIVER AVENUE CROSSING SHEET 4 OF 6									



PLAN VIEW OF EXISTING AND PROPOSED IMPROVEMENTS OVER PALO CAMADO CANYON BOX CULVERT AT DRIVER AVENUE
NOT TO SCALE

					PREPARED BY: <i>Jayant P. Patel</i> 12/20/17 PROJECT ENGINEER RCE No. 20444 DATE		CITY OF AGOURA HILLS APPROVAL 12/20/17 RAMIRO S. ADEVA III, P.E. DATE DIR. OF PUBLIC WORKS/CITY ENGINEER			CITY OF AGOURA HILLS 		COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) OLD AGOURA PARK ACCESSIBILITY IMPROVEMENT PROJECT CHESEBORO CANYON CHANNEL AT DRIVER AVENUE CROSSING SHEET 5 OF 6	
REVISION #	SYMBOL	DESCRIPTION OF CHANGE	APPROVED	DATE									

STEEL TRUSS PEDESTRIAN PRE-FAB BRIDGE
 64' SPAN, 10' CLEAR WIDTH, RAILING 8' HIGH AND
 BOTTOM CORD AT 6" ABOVE EXISTING WING WALL
 NO STRUCTURAL LOAD ON EXISTING WING WALLS



ONLY ON WEST SIDE ABUTMENT
 INSTALL STEEL (SAFETY) SLEEVE
 FOR TOP 18' LENGTH ON EACH
 CAISSON TO AVOID STRUCTURAL
 LOAD SURCHARGE ON EXISTING
 LACFCD IMPROVEMENTS ON
 TWO CAISSONS - NO EXCEPTIONS
 SEE DETAILS ON SHEET 2 FOR
 GRAPHICAL PRESENTATION

24" DIA. CAISSON AT 5° OUTWARD INCLINATION (TYP.)
 ACTUAL DEPTH OVER 35' (SEE SOILS REPORT)

CROSS-SECTION 'A' - 'A' UPSTREAM OF EXISTING BOX CULVERT

SCALE: 1/8" = 1 FOOT



REVISION #		SYMBOL		DESCRIPTION OF CHANGE		APPROVED		DATE		PREPARED BY: Jayant P. Patel PROJECT ENGINEER RCE No. 20444		DATE: 02/07/18		CITY OF AGOURA HILLS APPROVAL		REVIEWED BY: Ramiro S. Adeva III, P.E. DIR. OF PUBLIC WORKS/CITY ENGINEER		DATE: 2/7/18		66865 RCE NO.		09/30/18 EXP DATE		CITY OF AGOURA HILLS		COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) OLD AGOURA PARK ACCESSIBILITY IMPROVEMENT PROJECT CHESEBORO CANYON CHANNEL AT DRIVER AVENUE CROSSING		SHEET 6 OF 6	
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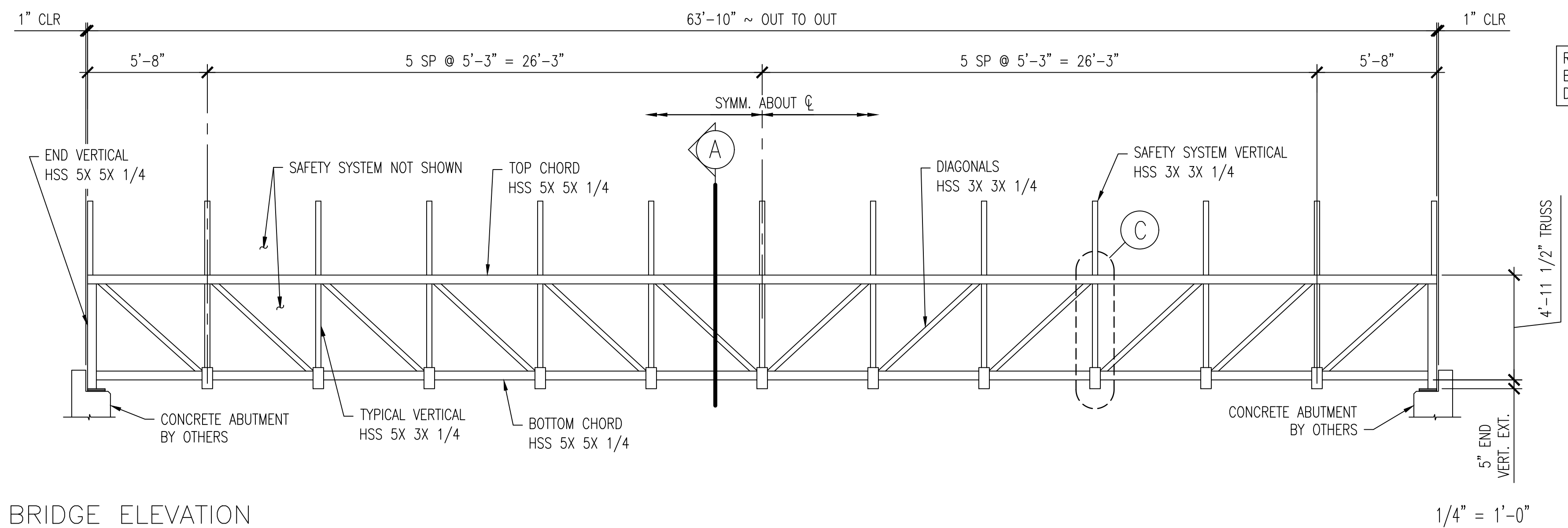
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GENERAL NOTES

- LIVE LOADS USED IN DESIGN:**
 - A. Uniform Live Load 90 PSF
 - B. Vehicle Load H5
 - C. Wind-Lateral 55 PSF
 - D. Wind-Uplift 20 PSF
 - E. Seismic AASHTO, As=0.510
- FOUNDATIONS:**
 - A. Foundations are to be designed and provided by others.
 - B. Foundations shall provide minimum 3000 PSI concrete bearing surface.
- TIMBER:**
 - A. Wood for bridge decking shall be 2x6 or 2x8 naturally durable hardwood IPE (Tabebuia Spp) with Fv= 320 psi, Fb= 3700 psi and E= 3000 ksi.
- METALS:**
 - A. All steel shall be high strength low alloy (Fy = 50,000 psi), self-weathering and atmospheric corrosion resistant.
 - a. All structural steel tube shapes shall conform to ASTM A847.
 - b. All other steel shapes and plates shall conform to ASTM A588.
 - c. Anchor bolts, washers and nuts shall be galvanized and conform to ASTM F1554 - Grade 36.
 - d. All standard bolts shall conform to ASTM A307. Carriage bolts, washers and nuts shall be galvanized.
 - B. Structural steel shall be designed, detailed and fabricated according to the latest provisions of the AASHTO LRFD Bridge Design Specifications and AASHTO LRFD Guide Specifications for the Design of Pedestrian Bridges.
 - C. All steel surfaces shall be cleaned in accordance with Steel Structures Painting Council standard SSPC-SP6.
- WELDED CONNECTIONS:**
 - A. All structural steel welds shall conform to the latest provisions of the Structural Welding Code ANSI/AWS D1.1.
 - B. All welders shall be qualified in accordance with the above AWS Code.
 - C. Welding shall be electric arc process using SMAW and/or FCAW.
 - D. All welded connections are pre-qualified joints per AWS Code unless otherwise detailed.
 - E. All welds of tube shapes shall assure a hermetic connection.
 - F. Minimum filler metal strength shall be Fy = 70 KSI and minimum fillet weld size shall be 1/4", unless noted on plans. Refer to AISC Manual Section J2 for other minimum requirements.
- EXCEL Bridge Manufacturing Company is an AISC certified fabricator with sophisticated paint endorsement. Excel Bridge Manufacturing Company is also certified for high strength fabrication under the City of Los Angeles License #1582.
- Inspection shall be provided by Excel Bridge Manufacturing Company's Quality Control Program to include: review of shop drawings, welding procedures, welder qualifications, verification of bridge dimensions and geometry, and visual inspection of welds.
- EXCEL Bridge Manufacturing Company is responsible for delivery of the fabricated bridge to the job site only. Unloading, erection, and job site safety are the responsibility of others.
- If bridge is within 5 miles of any salt water, excessive corrosion of the weathering steel due to close proximity to coastal environment is a concern. If this is the case, please be advised we recommend a painted finish or Hot Dip Galvanized finish.
- UNFACTORED BRIDGE REACTIONS** in pounds per base plate (4 per bridge)

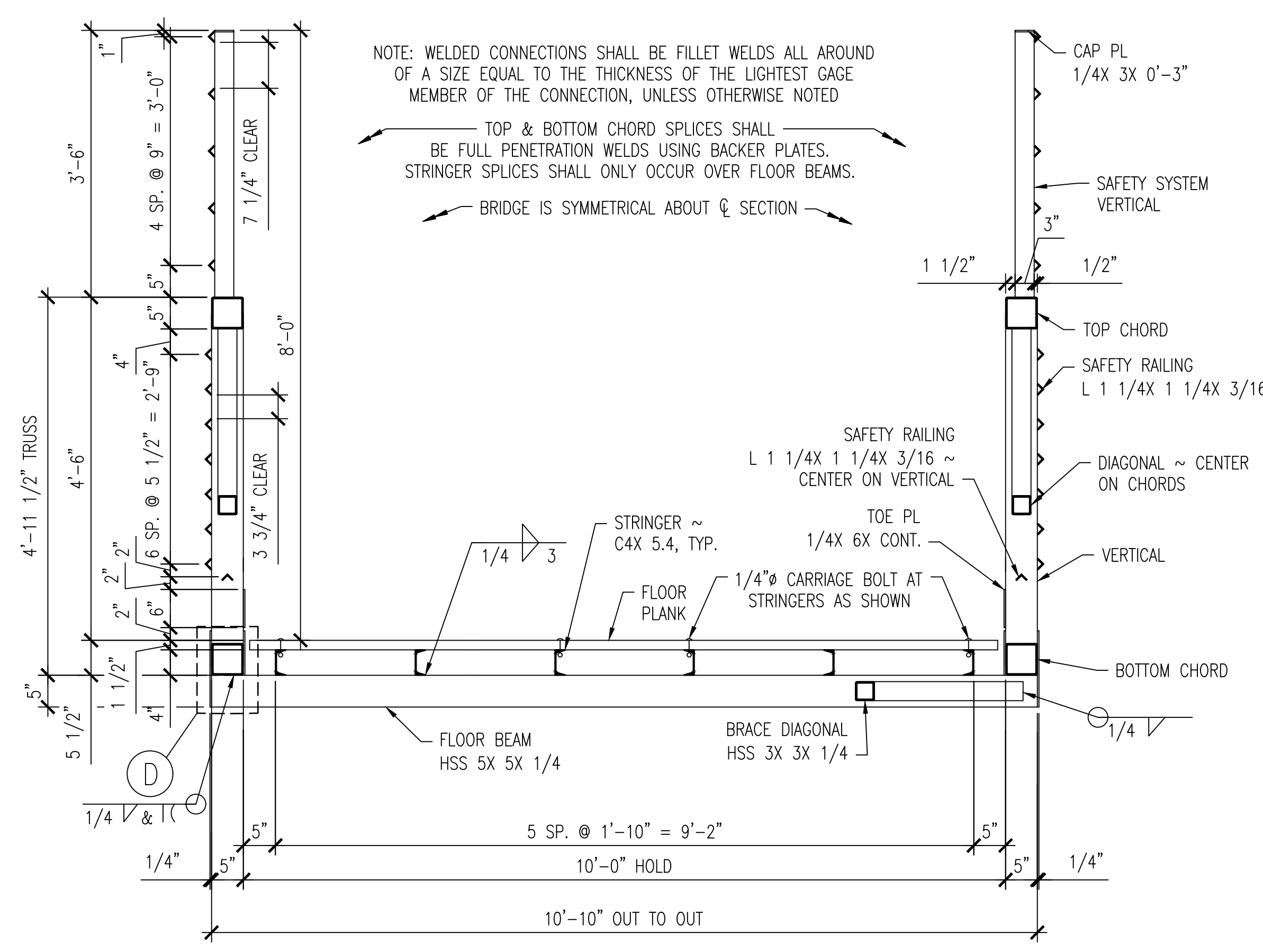
Dead Load	5,700 LBS
Uniform Live Load	14,400 LBS
Vehicle Live Load	4,800 LBS
- UNFACTORED LATERAL FORCES** in pounds per base plate (2 per bridge)

	FIXED END	EXPANSION END
Wind:	Vertical (windward)	7,300 LBS (uplift)
	Vertical (leeward)	400 LBS
	Transverse	3,700 LBS
Seismic:	Transverse	2,900 LBS
	Longitudinal	5,800 LBS
		0 LBS
- BRIDGE LIFTING WEIGHT:** 22,900 LBS
- UNIFORM LIVE LOAD DEFLECTION:** L/874

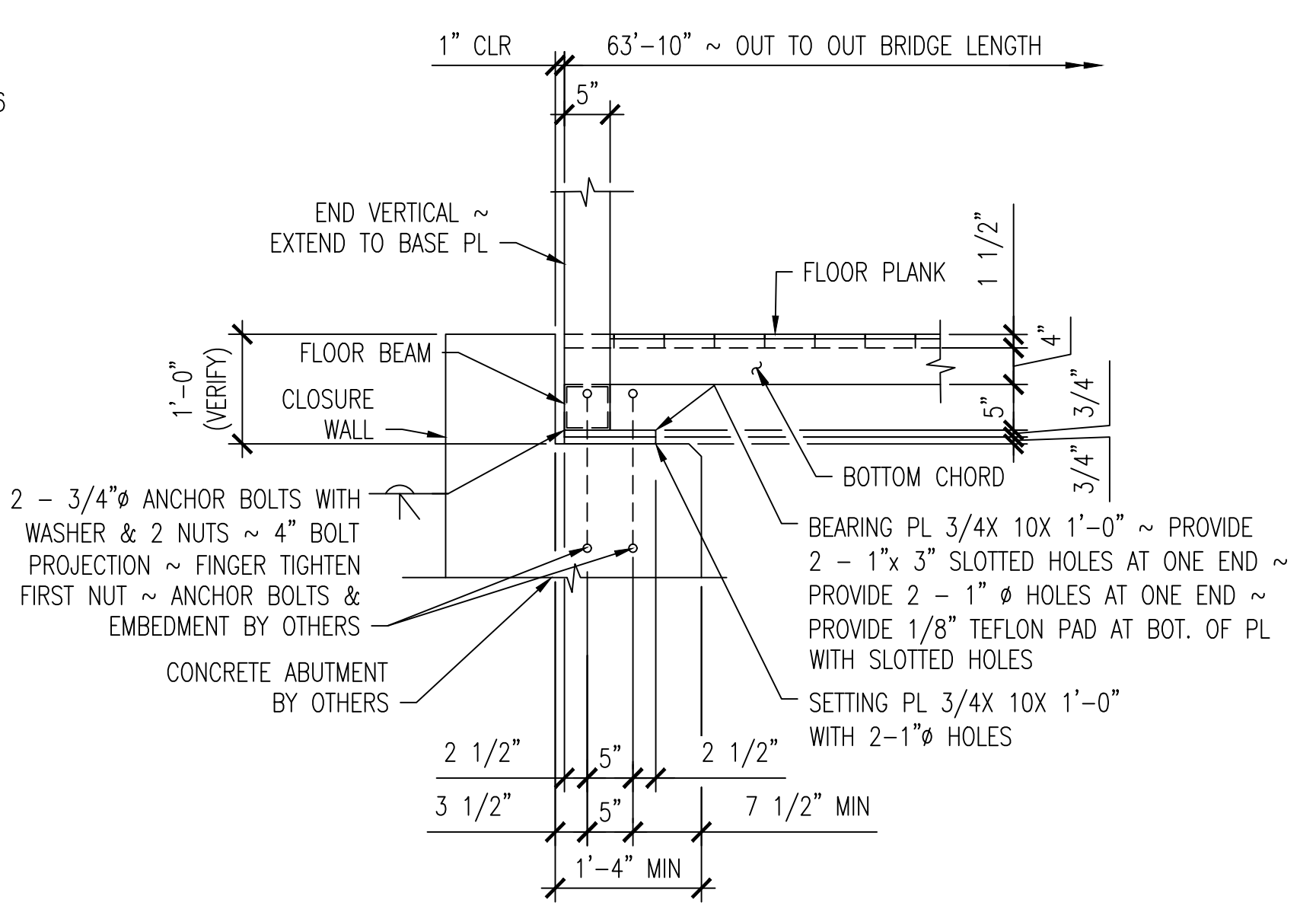


BRIDGE ELEVATION

REVIEWER VERIFY:
BRIDGE DOES NOT NEED TO BE
DESIGNED FOR FLOOD LOADING.



BRIDGE SECTION



BEARING DETAIL

SHIPPING NOTES:

- Bridges will be shipped on over-the-road trucks. Truck must be unloaded as close as possible to paved streets or roads.
- Purchaser is responsible for coordinating and supplying unloading cranes, support dunnage, and other necessary items.
- Standard unloading time is 2 hours per truck. Purchaser will be responsible for all standby time and time over two hours, required by unloading.

NOTE:
THE OWNER, OWNER'S REPRESENTATIVE, OR CONTRACTOR MUST THOROUGHLY REVIEW ALL BRIDGE DIMENSIONS SHOWN ON THESE PLANS PRIOR TO FABRICATION WITH PARTICULAR ATTENTION TO BRIDGE OVERALL LENGTH, SPACING OF ANCHOR BOLTS, HANDRAIL CONFIGURATION AND ABUTMENT STEP HEIGHT. IN ADDITION, THE OWNER, OWNER'S REPRESENTATIVE, OR CONTRACTOR IS RESPONSIBLE FOR VERIFYING THESE DIMENSIONS AND STEP HEIGHTS WITH ANY OTHER SET OF CONCEPTUAL OR FINAL BRIDGE PLANS, PREPARED BY OTHERS. BY SIGNING BELOW, THE OWNER OR CONTRACTOR AUTHORIZES EXCEL TO BEGIN FABRICATION AND RELEASES EXCEL BRIDGE MANUFACTURING CO. AND VECTOR STRUCTURAL ENGINEERING FROM ANY LIABILITY DUE TO DISCREPANCIES BETWEEN THE DIMENSIONS SHOWN ON THESE DRAWINGS AND THE OWNER'S INTENDED FINAL BRIDGE DIMENSIONS AND CONFIGURATIONS.

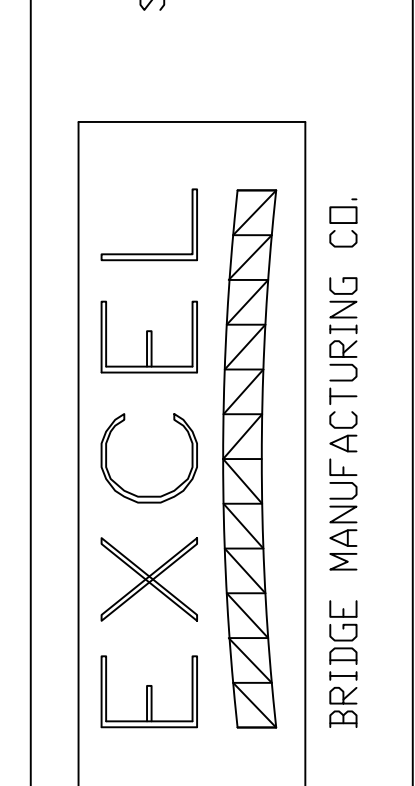
OWNER/AUTHORIZED REPRESENTATIVE: _____
SIGNATURE: _____ DATE: _____



DESIGN & DRAWN : DNB/DNB
DATE : 01/05/18

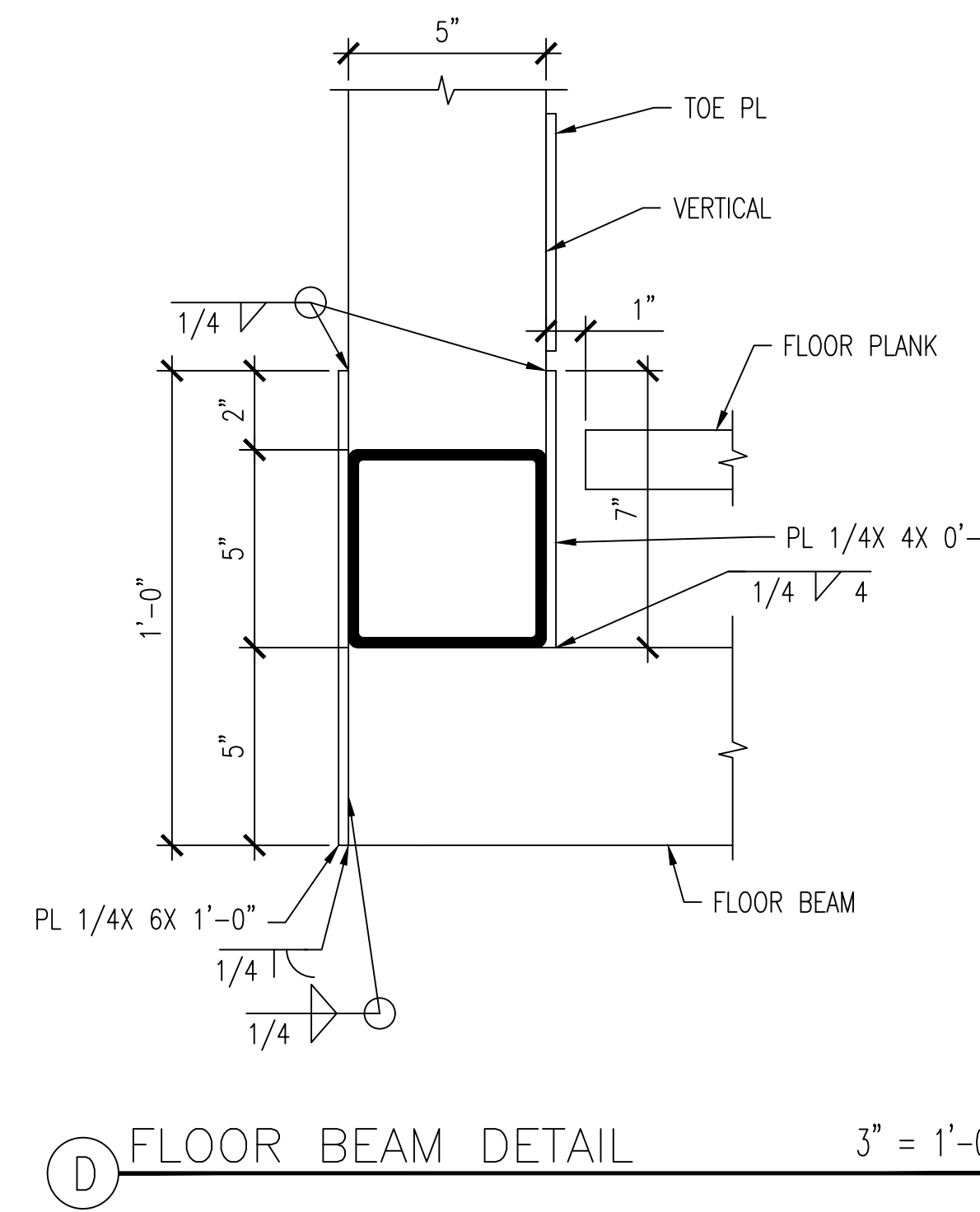
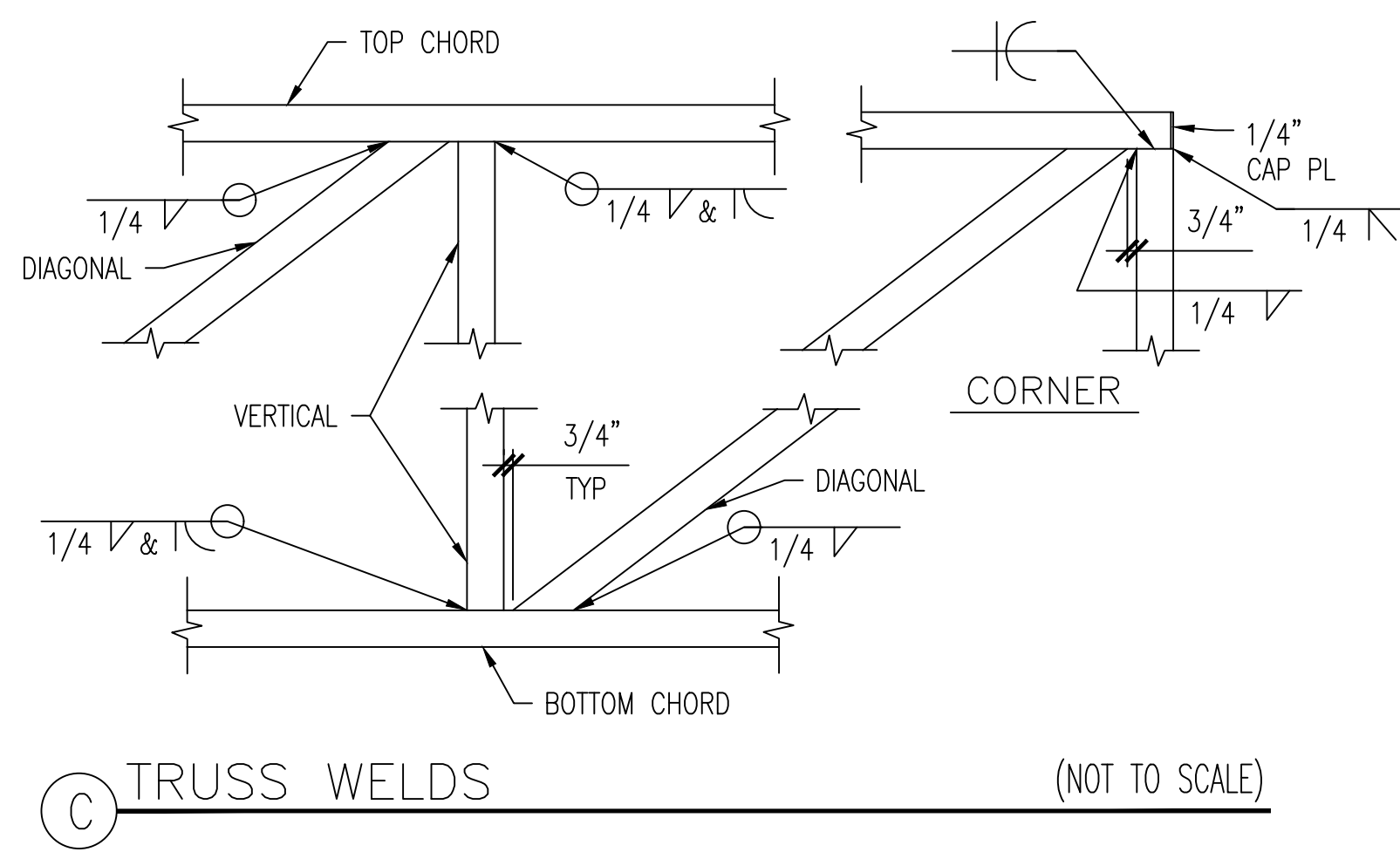
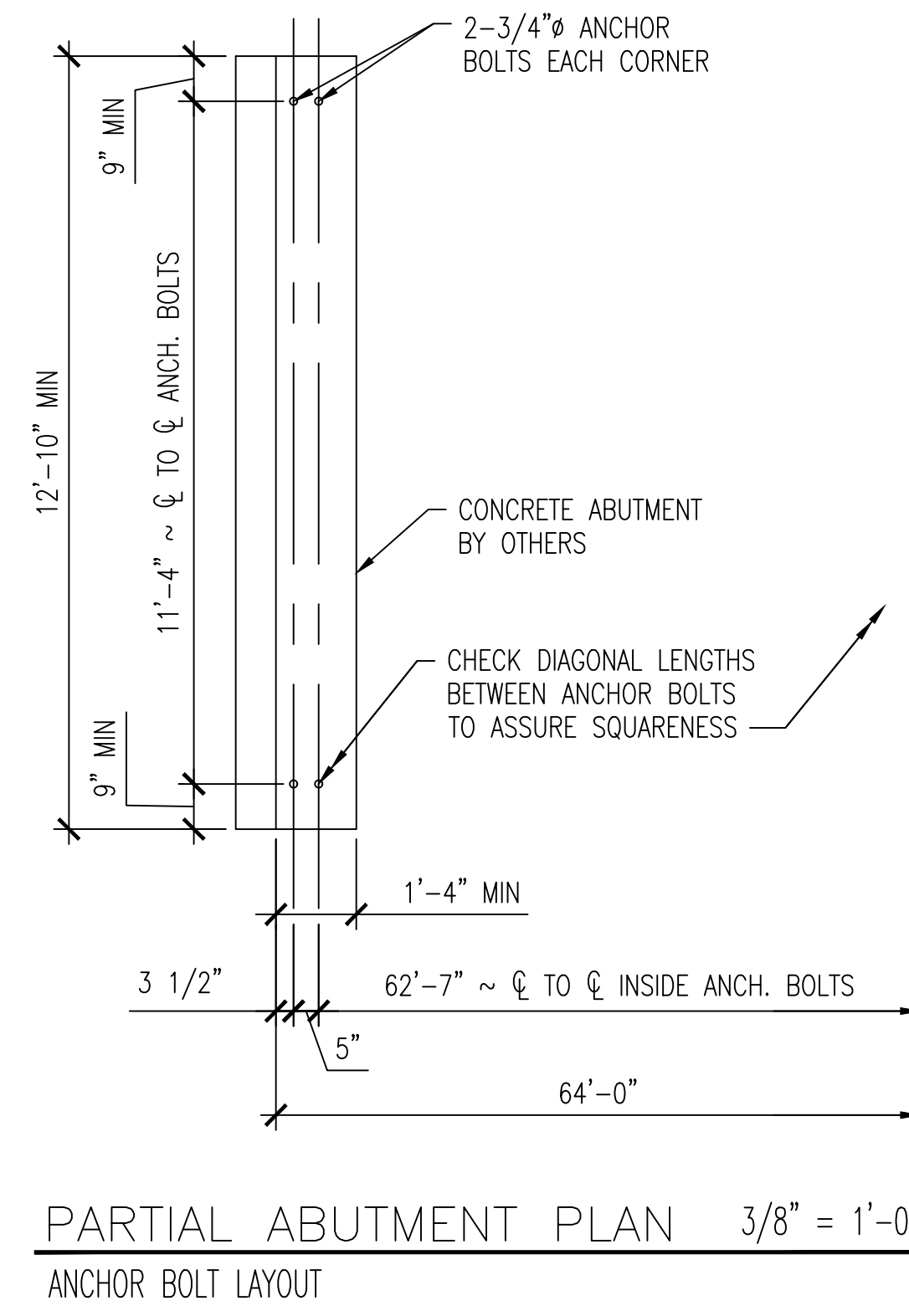
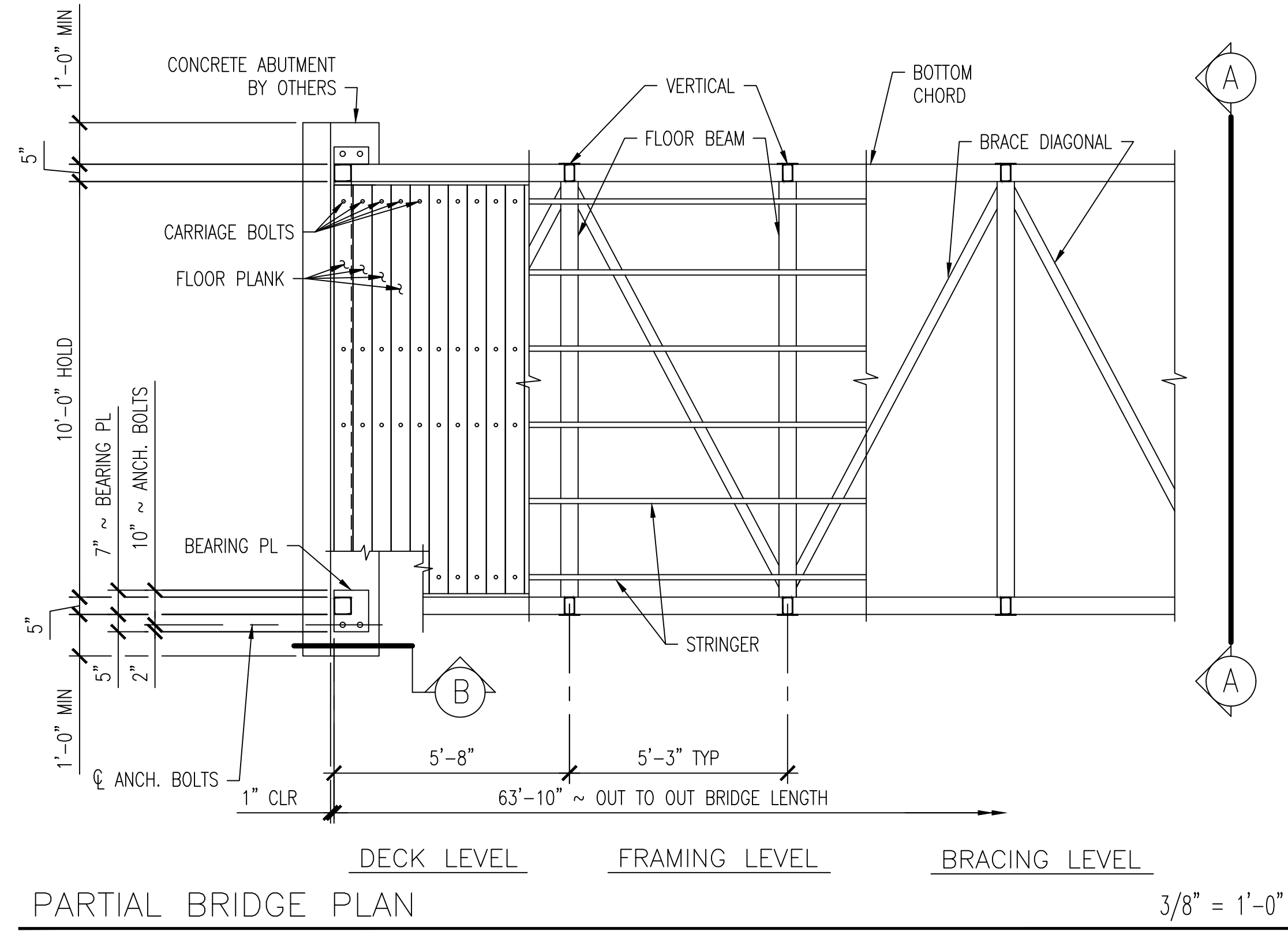
MARK	DATE	PURPOSE

12001 SHOEMAKER AVE.
SANTA FE SPRINGS, CA. 90670
(562) 944-0701
FAX (562) 944-4025
OUTSIDE CA: (800) 548-0054



10'-0" WIDE X 64'-0" LONG
PEDESTRIAN BRIDGE
OLD AGOURA PARK
AGOURA HILLS, CA
EXCEL JOB NO. 178054

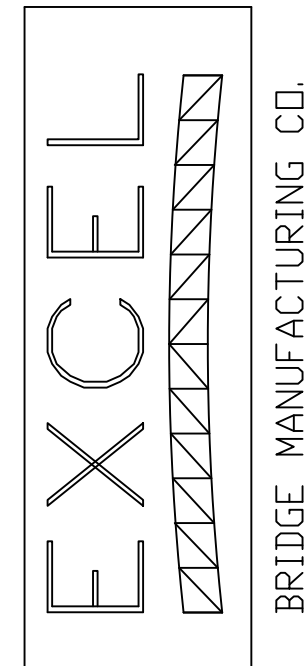
SHEET 1 OF 2



DESIGN & DRAWN : DNB/DNB
DATE : 01/05/18

MARK	DATE	PURPOSE
REVISIONS		

12001 SHEEMAKER AVE.
SANTA FE SPRINGS, CA. 90670
(562) 944-0701
FAX (562) 944-4025
OUTSIDE CA. (800) 548-0054



10'-0" WIDE X 64'-0" LONG
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