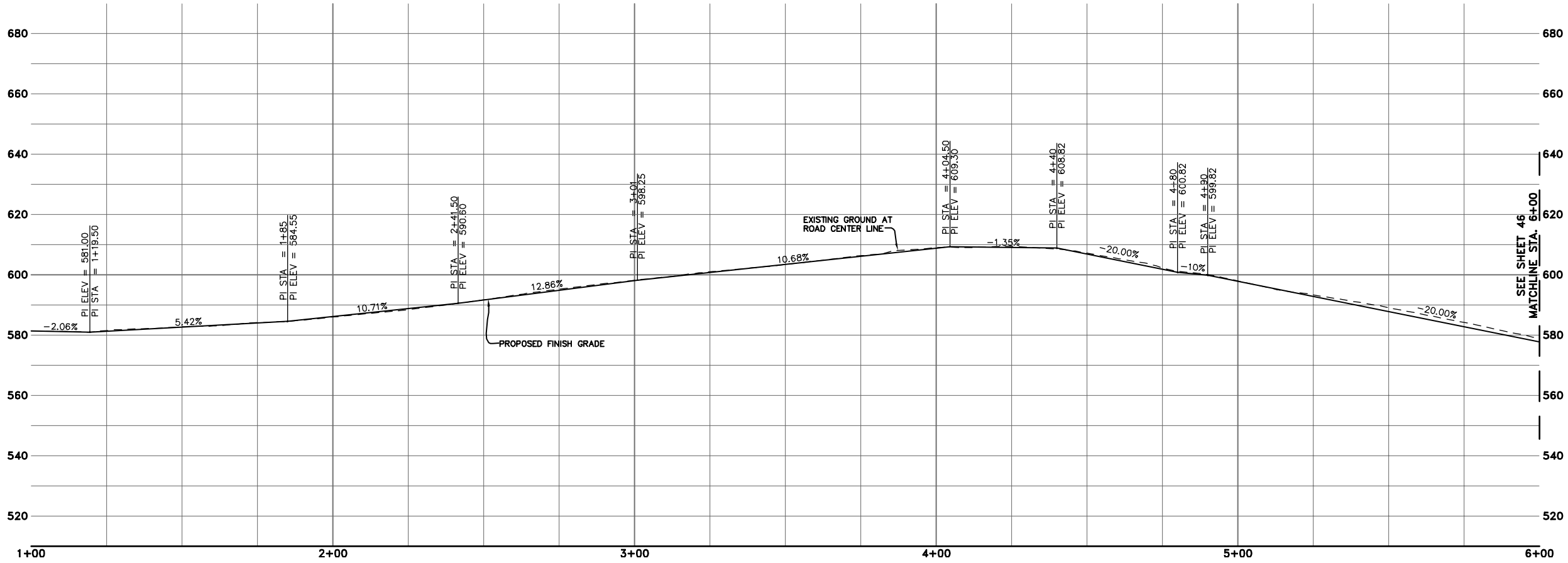
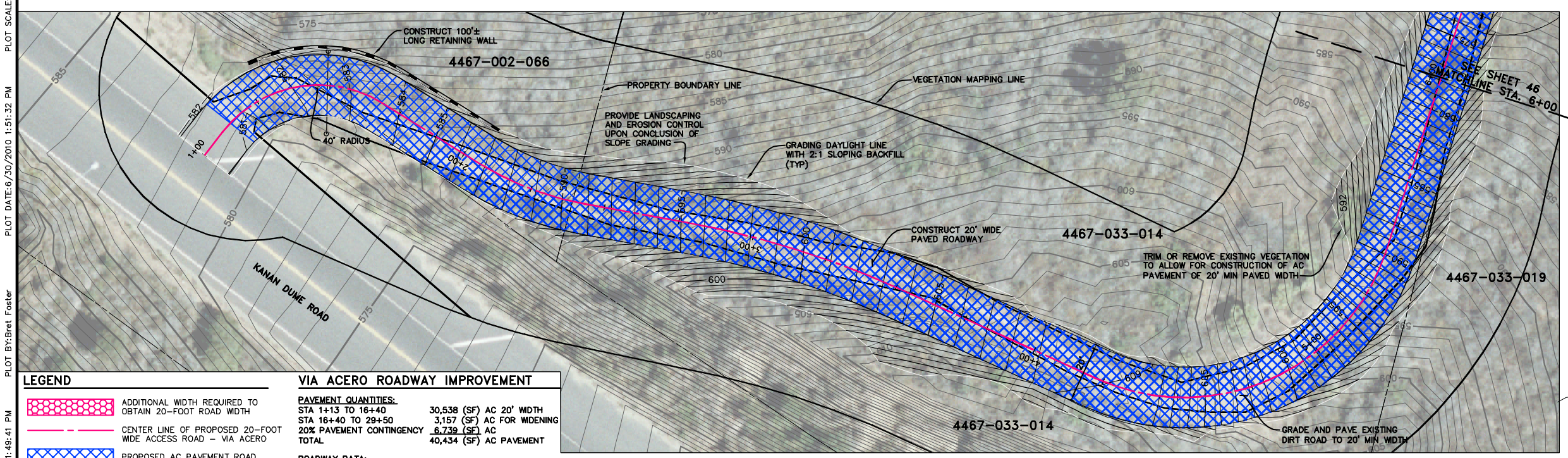


VIA ACERO ROAD PROFILE



VIA ACERO ROAD PLAN

SCALE: 1"=20'

0 20 40 60

LEGEND

- ADDITIONAL WIDTH REQUIRED TO OBTAIN 20-FOOT ROAD WIDTH
- CENTER LINE OF PROPOSED 20-FOOT WIDE ACCESS ROAD – VIA ACERO
- PROPOSED AC PAVEMENT ROAD
- PROPERTY LINE
- RETAINING WALL

VIA ACERO ROADWAY IMPROVEMENT

PAVEMENT QUANTITIES:

STA 1+13 TO 16+40	30,538 (SF) AC 20' WIDTH
STA 16+40 TO 29+50	3,157 (SF) AC FOR WIDENING
20% PAVEMENT CONTINGENCY	6,739 (SF) AC
TOTAL	40,434 (SF) AC PAVEMENT

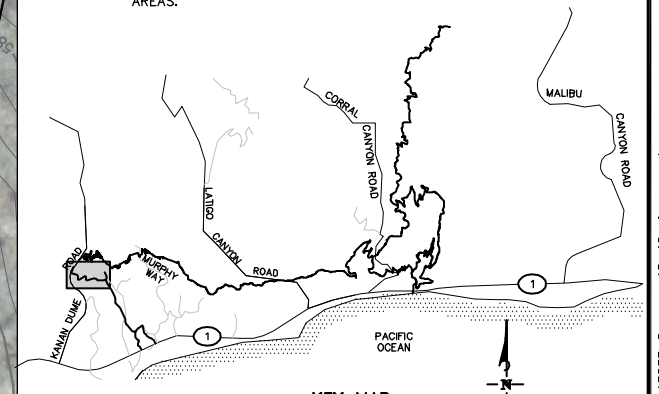
ROADWAY DATA:

LENGTH OF ROAD	2,938 LINEAL FEET
LENGTH OF RETAINING WALLS	1460± LINEAL FEET

GRADING QUANTITIES FROM STA 1+13 TO 29+50 :
CUT: 1,587 CY FILL: 2,946 CY IMPORT: 1,359 CY

ROADWAY GENERAL CONSTRUCTION NOTES

1. ALL OF THE IMPROVEMENTS PROPOSED IN THIS 63 SHEET PLAN SET ARE AT CONCEPT LEVEL ONLY. THE DESIGN SHOWN HEREON IS FOR USE IN THE PERMIT PROCESS. UPON APPROVAL, A FINAAL DESIGN SHALL BE PERFORMED. THE FINAL DESIGN SHALL BE BASED ON A FINAL GEOLOGIC/GEOTECHNICAL INVESTIGATION AND REPORT, EXISTING UTILITY AND INFRASTRUCTURE RESEARCH, FIELD SURVEY, FINAL ENGINEERING AND IN ACCORDANCE WITH APPLICABLE CODES, LAWS AND THE PROJECT CONDITIONS OF APPROVAL. THIS 63 SHEET PLAN SET IS NOT FOR CONSTRUCTION.
2. 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 THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD DESIGN PROFESSIONALS HARMLESS FROM ALL LIABILITY AND CLAIMS, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF DESIGN PROFESSIONALS.
3. THE CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR TRAFFIC SAFETY AND PROTECTION OF PUBLIC AND PRIVATE PROPERTY IN THE VICINITY OF THE JOB SITE AND FURTHER AGREES TO, AT CONTRACTOR'S EXPENSE, REPAIR OR REPLACE TO THE ORIGINAL CONDITION, ALL EXISTING IMPROVEMENTS WITHIN OR IN THE VICINITY OF THE JOB SITE WHICH ARE NOT DESIGNATED FOR REMOVAL AND WHICH ARE DAMAGED OR REMOVED AS A RESULT OF CONTRACTOR'S OPERATIONS.
4. UNDERGROUND UTILITY RESEARCH WAS NOT PERFORMED BY THE ENGINEER, THE CONTRACTOR SHALL VERIFY THE PRESENCE OF BURIED CONDUITS AND STRUCTURES. BOTH ACTIVE AND ABANDONED-IN-PLACE AND, BEFORE COMMENCING WORK, CONTRACTOR SHALL DETERMINE THE EXACT LOCATION INCLUDING DEPTHS OF ALL EXISTING UNDERGROUND UTILITIES, PIPES, CONDUITS AND STRUCTURES, INCLUDING SERVICE CONNECTIONS, WHICH MAY AFFECT OR BE EFFECTED BY HIS OPERATIONS. CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH OCCUR AS A RESULT OF CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES, CONDUITS AND STRUCTURES.
5. EXISTING PERMANENT SURVEY MONUMENTS, INCLUDING PROPERTY CORNERS AND BENCHMARKS, SHALL BE PRESERVED BY THE CONTRACTOR. IF MONUMENTS CANNOT BE PRESERVED, THEN THE CONTRACTOR SHALL ENGAGE THE SERVICES OF A CALIFORNIA LAND SURVEYOR TO TIE-OUT SAID MONUMENTS PRIOR TO CONSTRUCTION. AFTER CONSTRUCTION, THE LICENSED LAND SURVEYOR SHALL RESET MONUMENTS AND FILE A CORNER RECORD WITH THE COUNTY SURVEYOR. KNOWN SURVEY MONUMENTS ARE SHOWN HEREON.
6. ALL ROAD ENCROACHMENTS WITHIN THE 20-FOOT ACCESS ROAD SHALL BE REMOVED AND REINSTALLED TO A MINIMUM 1-FOOT OUTSIDE THE EDGE OF PAVEMENT. RELOCATION OF MAILBOXES SHALL BE DONE IN ACCORDANCE WITH THE UNITED STATES POSTAL SERVICE AND THE AFFECTED PROPERTY OWNER.
7. ALL ROADWAY IMPROVEMENTS SHALL MAINTAIN EXISTING DRAINAGE PATTERNS.
8. ALL EXCAVATIONS OR TRENCHES IN PAVED AREAS SHALL REQUIRE SAW CUTTING IN A NEAT AND UNIFORM MANNER. ALL MATCH OR JOIN LINES TO EXISTING ASPHALTIC CONCRETE PAVING SHALL BE SAWCUT.
9. ASPHALT CONCRETE SHALL CONFORM TO CALTRANS STANDARD SPECIFICATIONS. AGGREGATE SHALL BE TYPE B 1/2" MAXIMUM, MEDIUM GRADE PER SECTION 39. ASPHALT SHALL BE PG64-16 PER SECTION 92.
10. AGGREGATE BASE SHALL BE CLASS 2 3/4" MAXIMUM AGGREGATE BASE PER CALTRANS STANDARD SPECIFICATION 26. AGGREGATE BASE SHALL BE COMPACTED TO 95% RELATIVE COMPACTION.
11. BEFORE PAVING, A PAINT BINDER (TACK COAT) OF ASPHALTIC EMULSION SHALL BE APPLIED TO ALL EXISTING VERTICAL FACES AGAINST WHICH PAVING IS TO BE PLACED AND BETWEEN PAVEMENT COURSES CONSTRUCTED MORE THAN 24 HOURS APART. TACK COAT SHALL BE SS1h PER CALTRANS STANDARD SPECIFICATION SECTION 94.
12. ALL EXISTING AND PROPOSED VALVE AND UTILITY BOXES AND MANHOLE FRAMES AND COVERS SHALL BE ADJUSTED TO FINISH GRADE IN PAVED AREAS.



KEY MAP
SCALE: N.T.S.

PHASE 2

CONCEPT - MODIFIED REDESIGN ALTERNATIVE

FOR REDUCED PLANS
ORIGINAL SCALE IN INCHES
0 1 2 3

DUDEK
621 CHAPALA STREET
SANTA BARBARA, CA 93101
(805) 963-0651

NO.	DATE	REVISIONS	APPD.

Penfield & Smith
Engineers · Surveyors · Planners · Construction Management ·
111 East Victoria Street, Santa Barbara, CA 93101
Phone: (805) 963-9532 Fax: (805) 966-9801
DESIGN JHC CHECKED BEF
BRET. E. FOSTER DATE:
PROJECT ENGINEER
R.C.E. 48,267 (EXP. 06-30-12)

STATION 1+00 TO 6+00
SECONDARY ACCESS – VIA ACERO ROAD
SANTA MONICA MOUNTAINS CONSERVANCY
MALIBU, CALIFORNIA

P&S PROJECT NO. 13638.05
SHEET 45 OF 63
PLAN DATE JUNE 30, 2010

34-ENG SAVE DATE:6/30/2010 1:49:41 PM PLOT BY:Bret Foster PLOT DATE:6/30/2010 1:51:32 PM PLOT SCALE:1:1
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