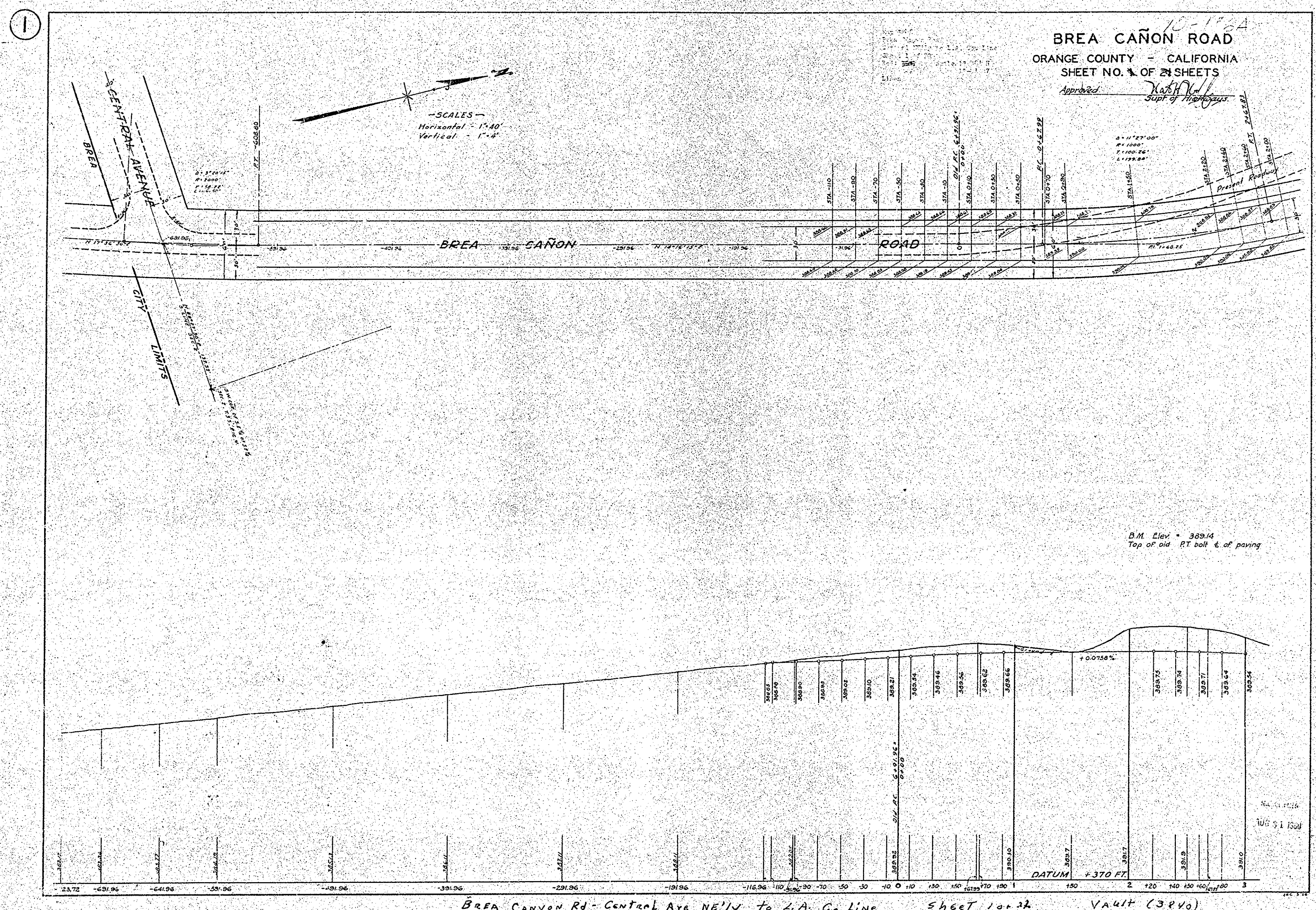


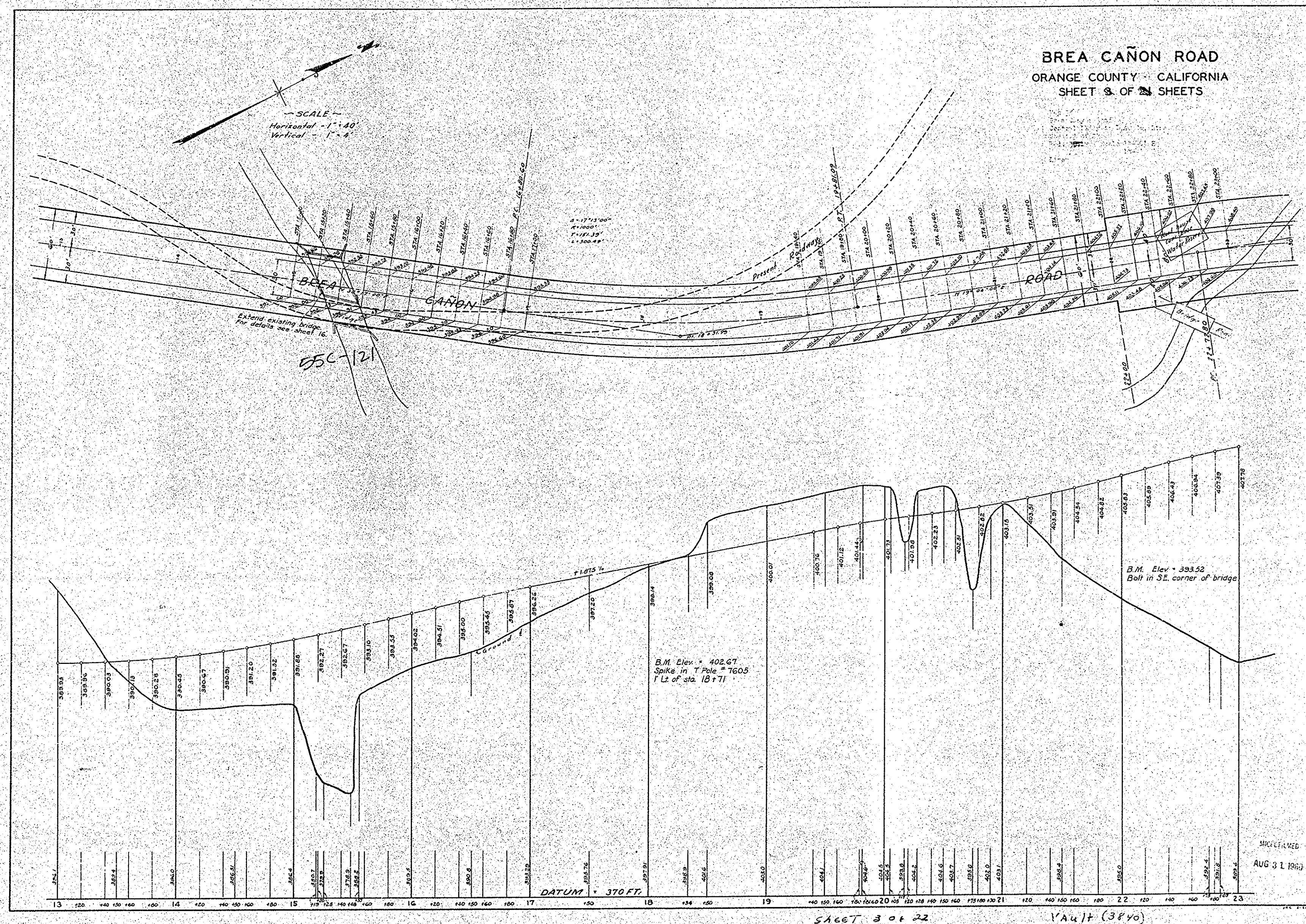


BREA CAÑON ROAD
ORANGE COUNTY - CALIFORNIA
SHEET NO. 1 OF 2 SHEETS
Approved: *W. H. [Signature]*
Supt. of Highways

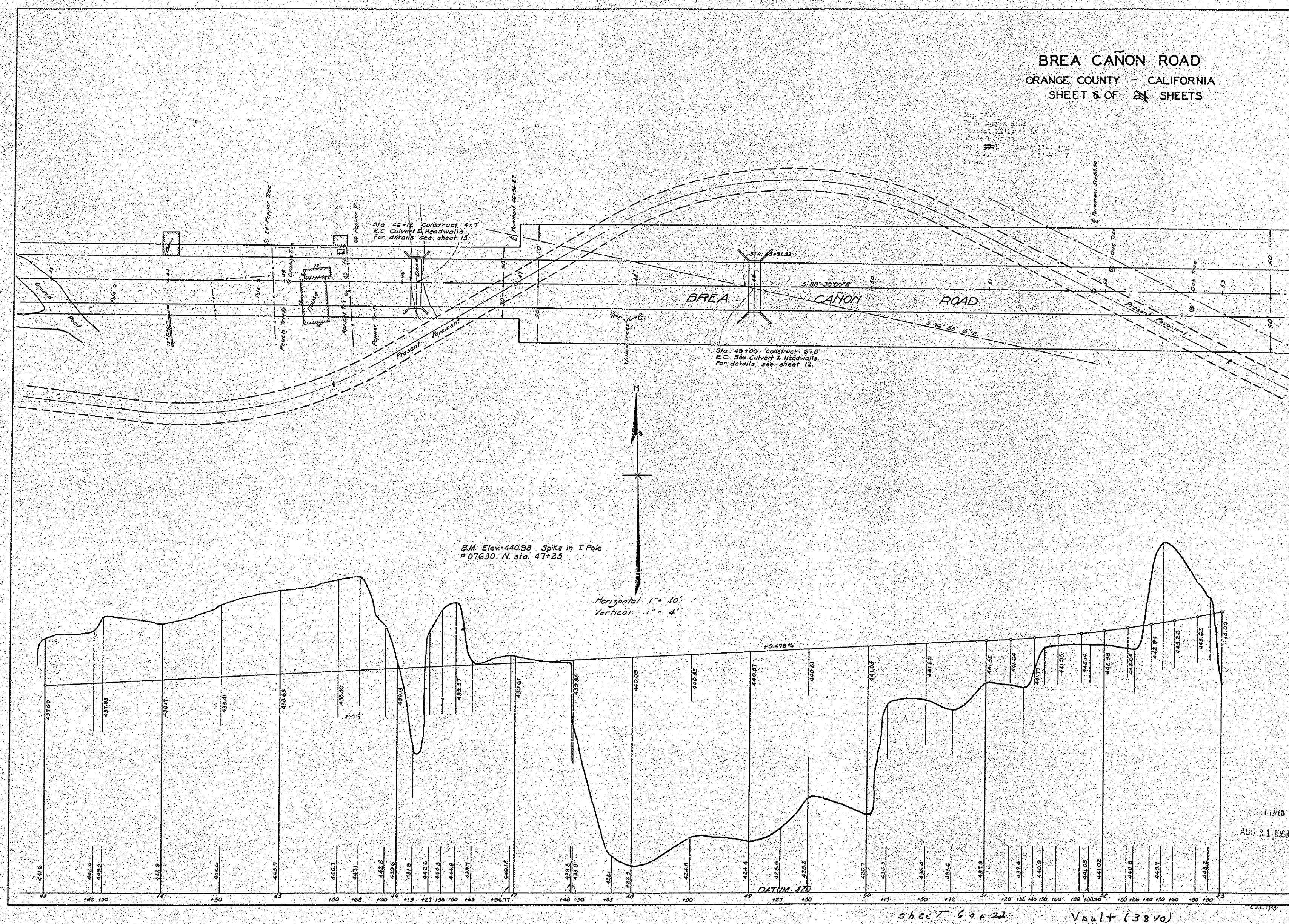
BREA CANYON Rd - Central Ave NE'ly to L.A. Co. Line

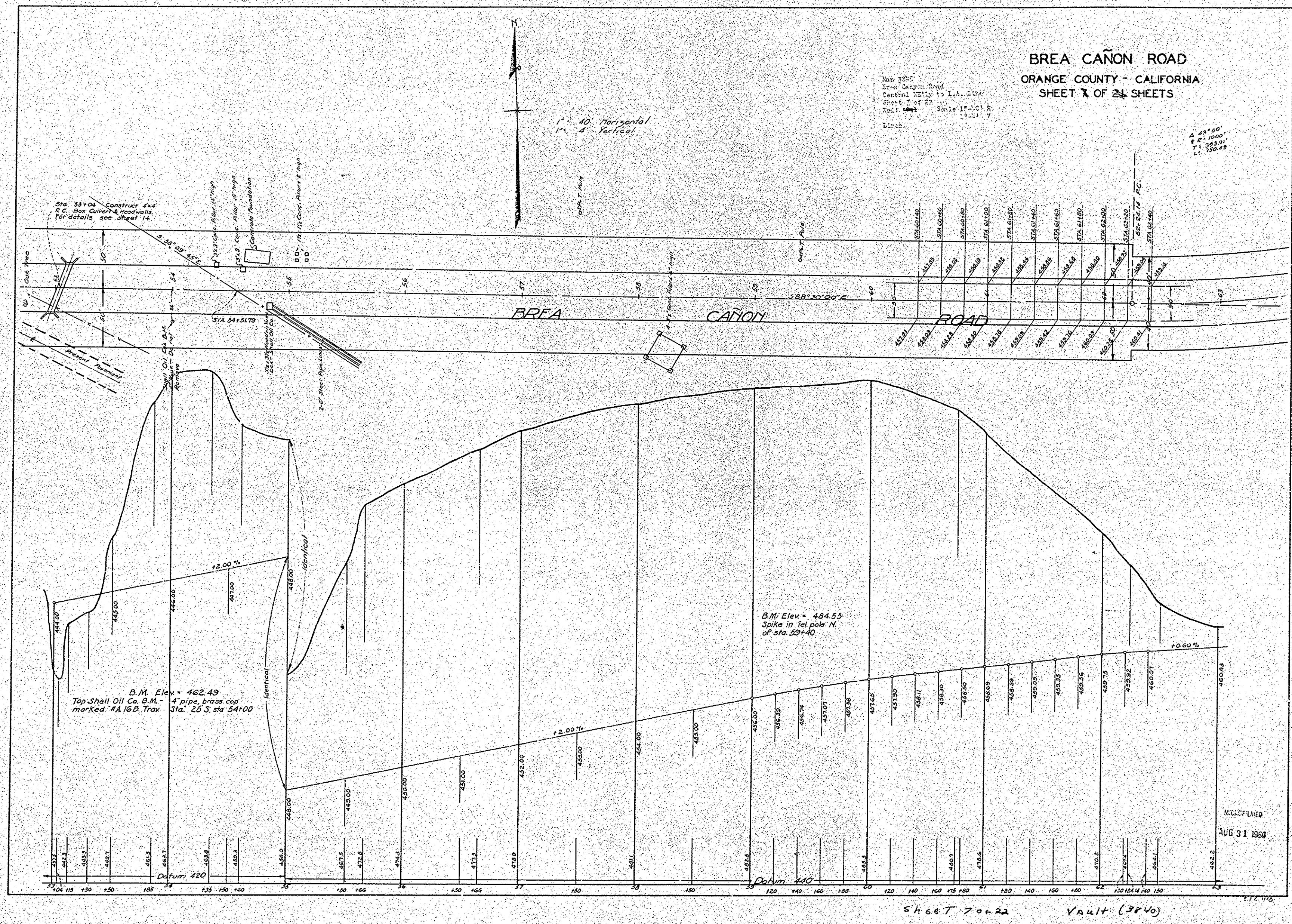
Sheet 1 of 2
* 55C-121 (BR-
@ BREA BLVD.
Thomas: 709-85
* 55C-122 (BR-2)
@ BREA BLVD.
Thomas: 709-84
* 55C-123 (BR-1)
@ Brea Blvd.
Thomas: 709-C4

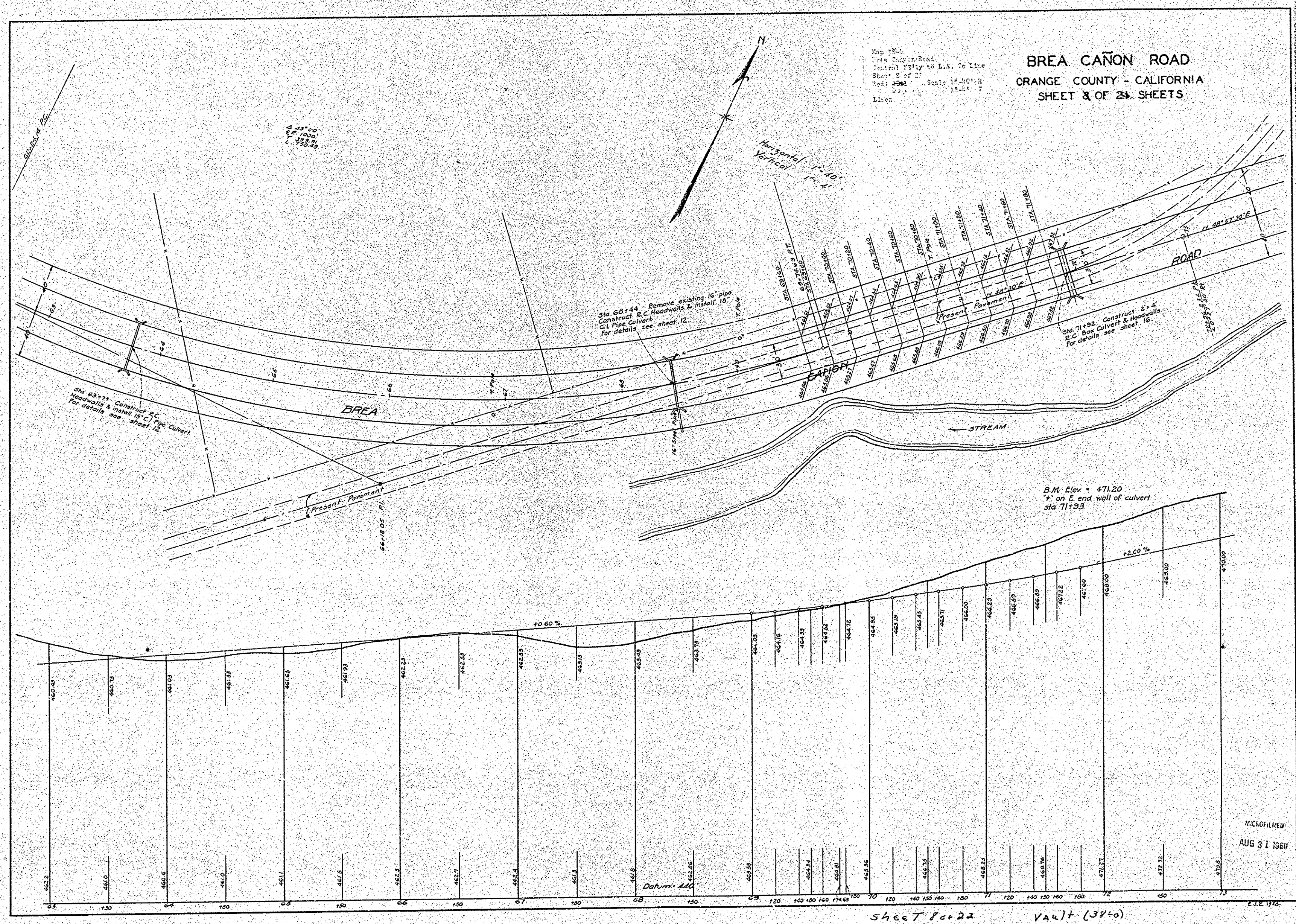
1928
BREA CANYON ROAD
2 BRIDGES 55C-0122 55C-0123 OVER
BREA CANYON CHANNEL (A02)
55C-122 0.6 mi N/O Central Ave.
55C-123 0.8 mi N/O Central Avenue
55C-121 0.41 mi N/O Central Avenue
L.A. COUNTY LINE = 93+84.97
BREA CITY LIMITS = -691.96
100+76.93 ~ 1.91 miles
5280

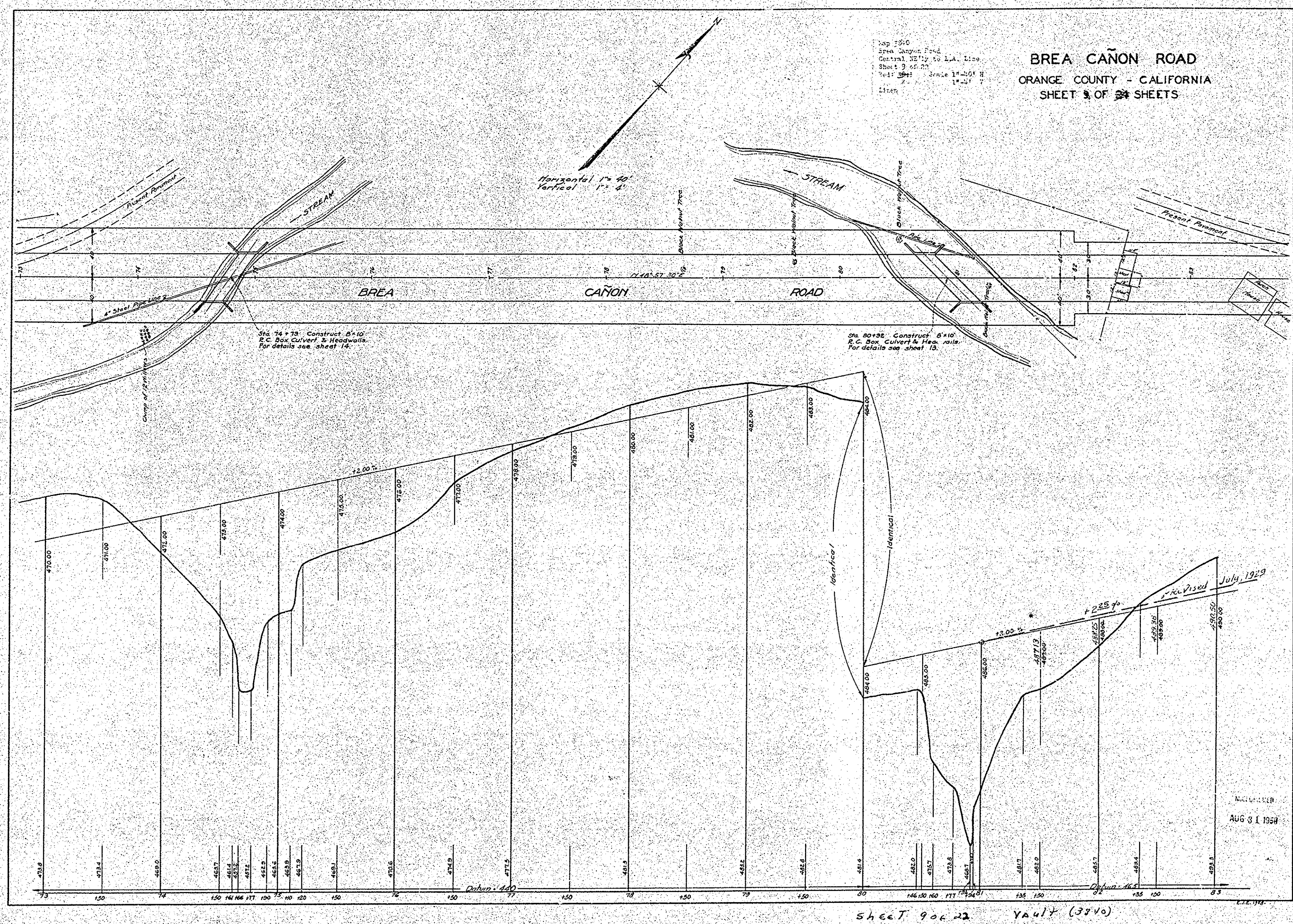


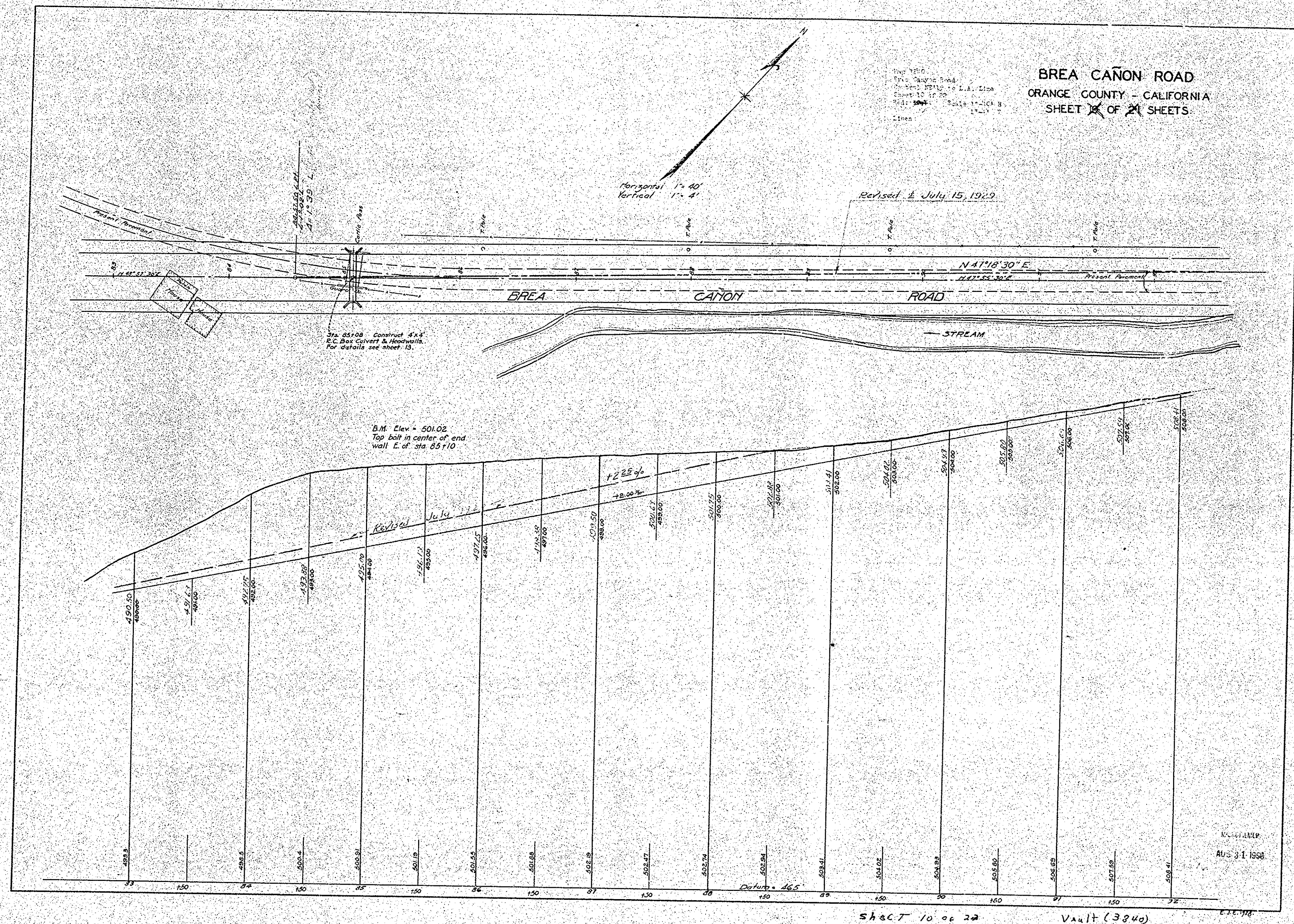




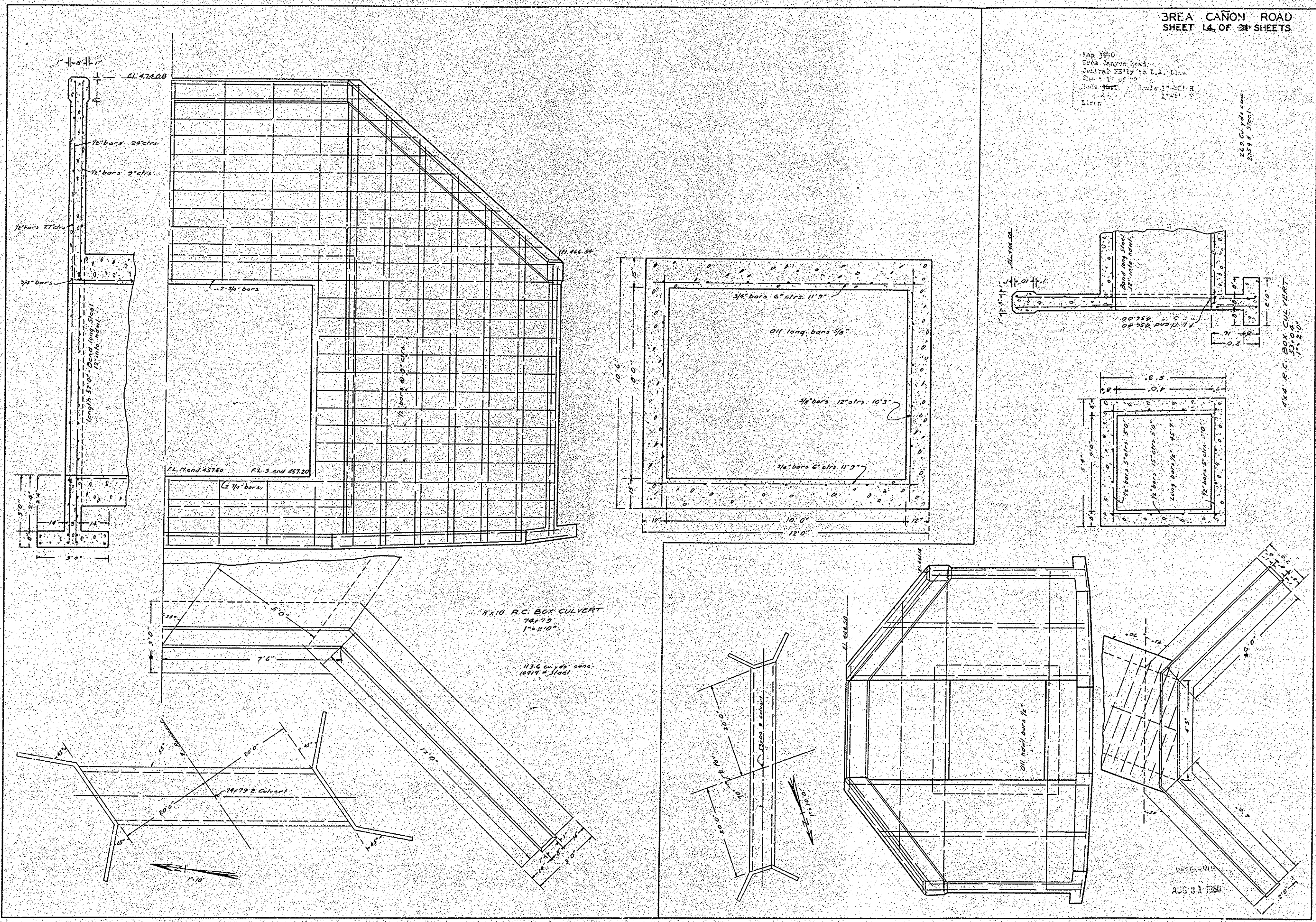








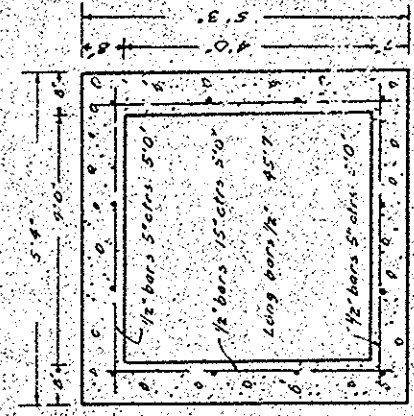
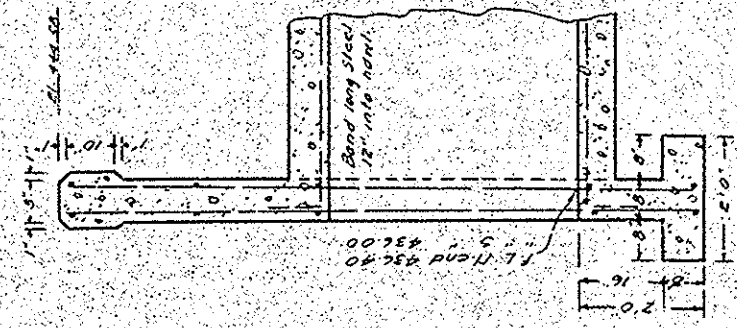




3REA CANON ROAD
SHEET 14 OF 24 SHEETS

Map 1950
Erea Canyon Road
Control Station to L.A. Line
Sheet 14 of 24
Scale: 1"=40' H
1"=40' V
Elevations

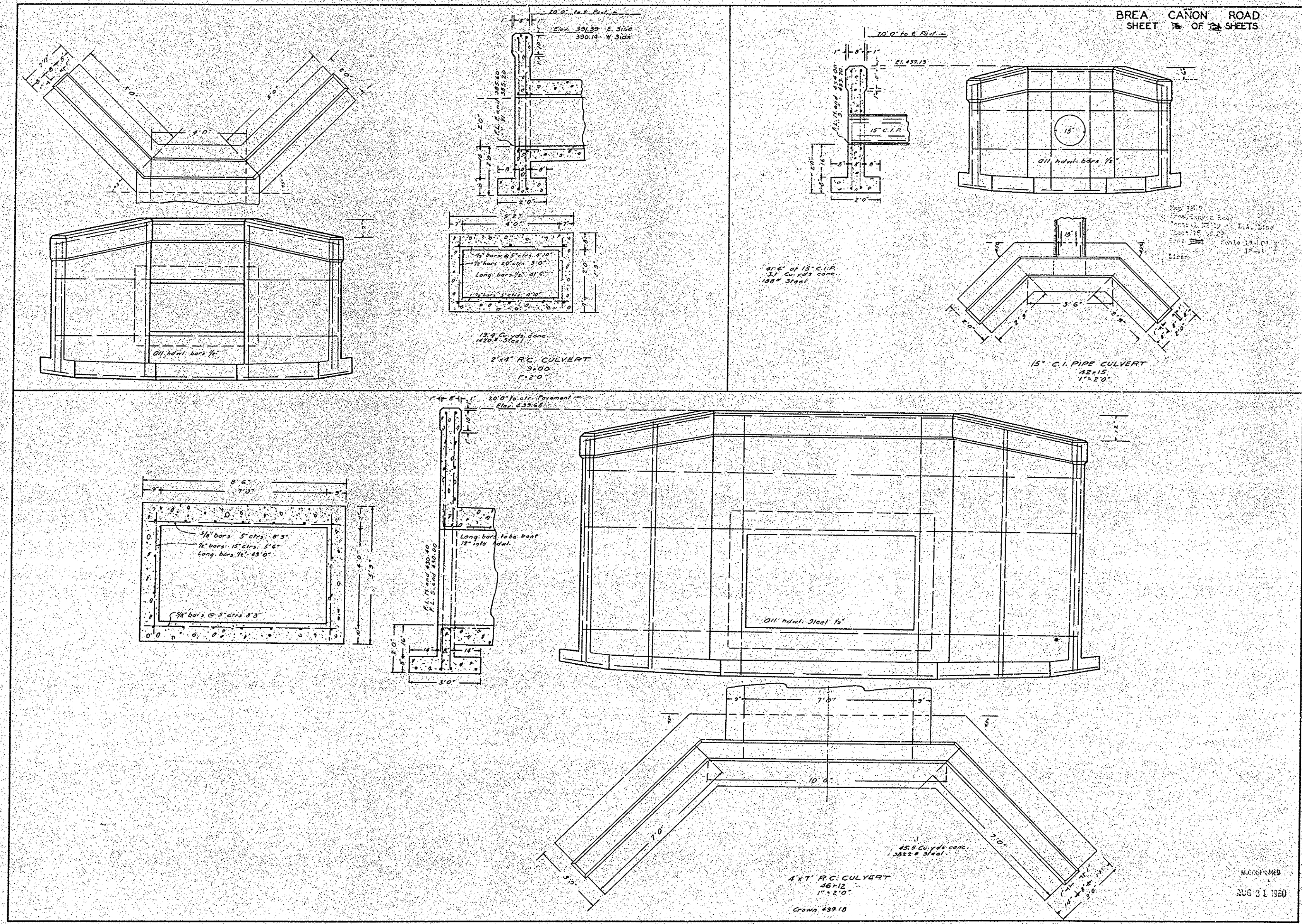
260 C. road curve
255 ft. Street



14' x 10' R.C. BOX CULVERT
12' x 10' 0"

14' x 10' R.C. BOX CULVERT
12' x 10' 0"

113.6 cu yds. concrete
10019 # steel



Center Pier Info.:

For Center Pier (not shown here) geometry and background, see Full BIRIS record, pgs. 42 & 45 (highlighted/noted version is in Scour Critical bridge file), summarized as follows:

The flood of 1938 caused the Original (upstream) portion of the bridge to separate from the Widening portion, and settle.

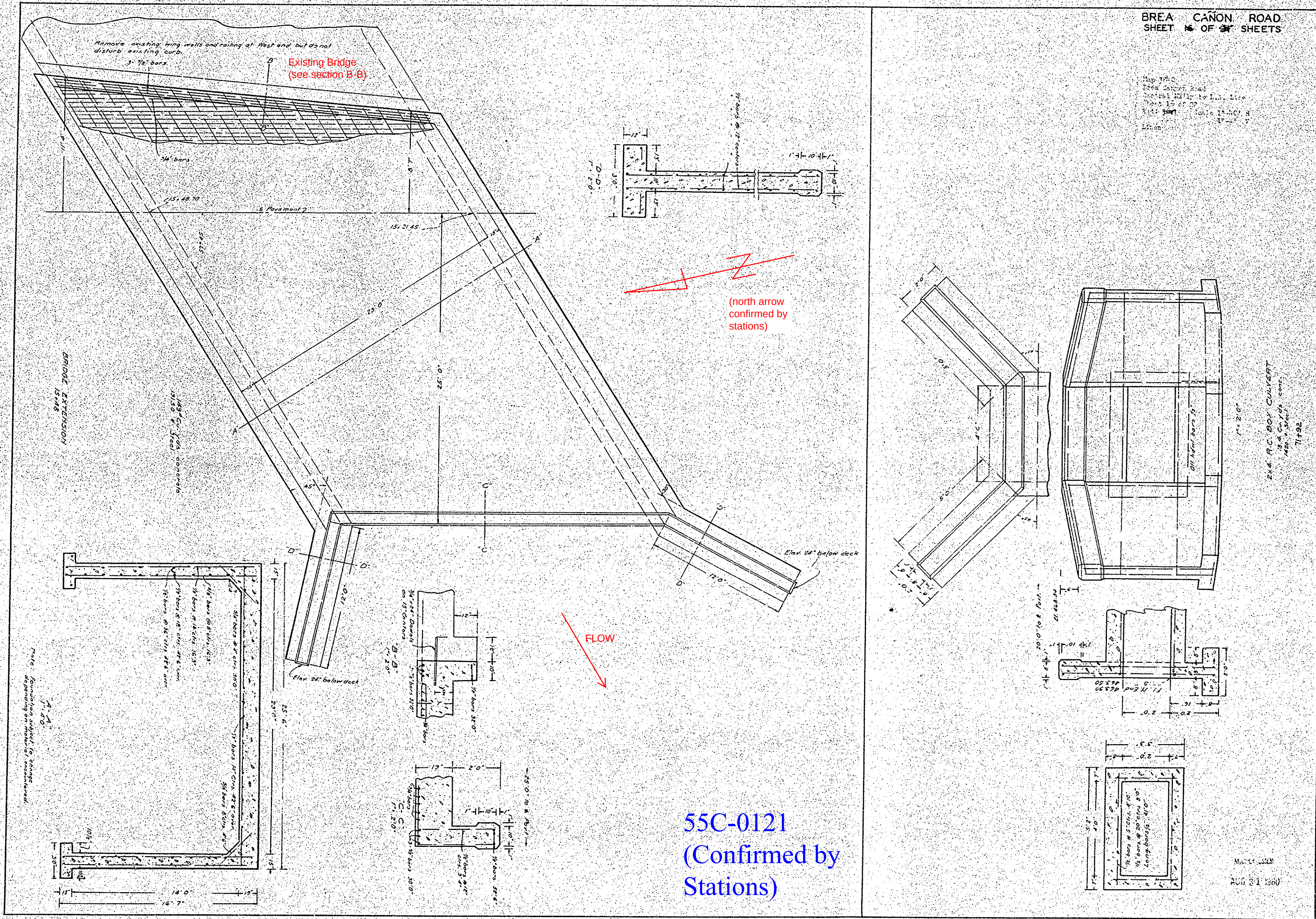
To repair the 1938 flood damage, the Original portion ("Existing" per these 1928 Widening plans) was replaced 100%, incl. the existing center pier.

This Original portion had a slab thickness of only 1'-2 1/2", and may have been designed either as a 2-span with a center pier, or as 1-span for H-10 loading, with the center pier added prior to the 1938 flood to raise it to H-20 standards.

This 1928 Widening portion was undamaged by the 1938 flood. However, as part of the 1938 flood damage repair, it was decided to extend the center pier downstream beneath the Widening portion to "strengthen" it. This Widening portion had a slab thickness of 1'-7", and per these Widening plans, was originally designed as a 1-span.

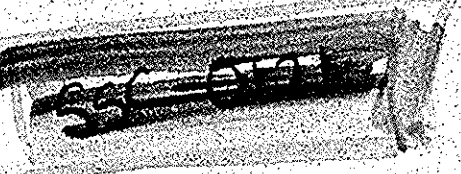
The BIRIS records show repeated maintenance consisting of tightening the screw jacks between the top of pier and the slab. These jacks were apparently installed for the Widening portion as part of the 1938 flood repairs to load the new center pier.

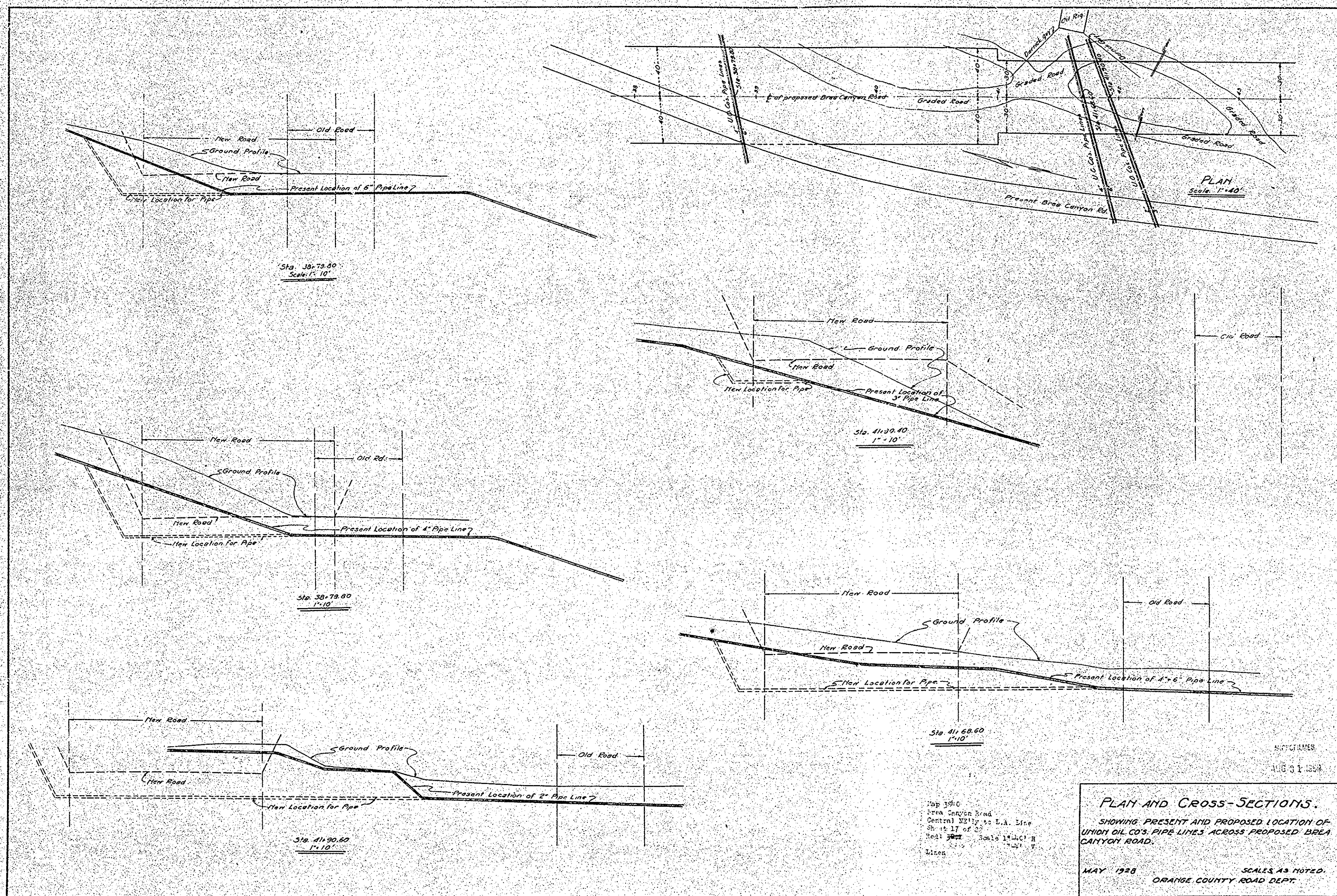
The above BIRIS records show the center pier to be the same clear height, 14', from top of footing to slab soffit, as the abutments, and to have the same footing dimensions (3' x 1'). However, page 38 shows that these footing dimensions were increased to 4'-8" x 1'-6" during construction due to the nature of the foundation material. The only difference was the wall thickness: 1'-3" for the abutment vs. 1'-0" for the pier.



55C-0121
(Confirmed by
Stations)

Sheet 16 of 22 Vault (3849)





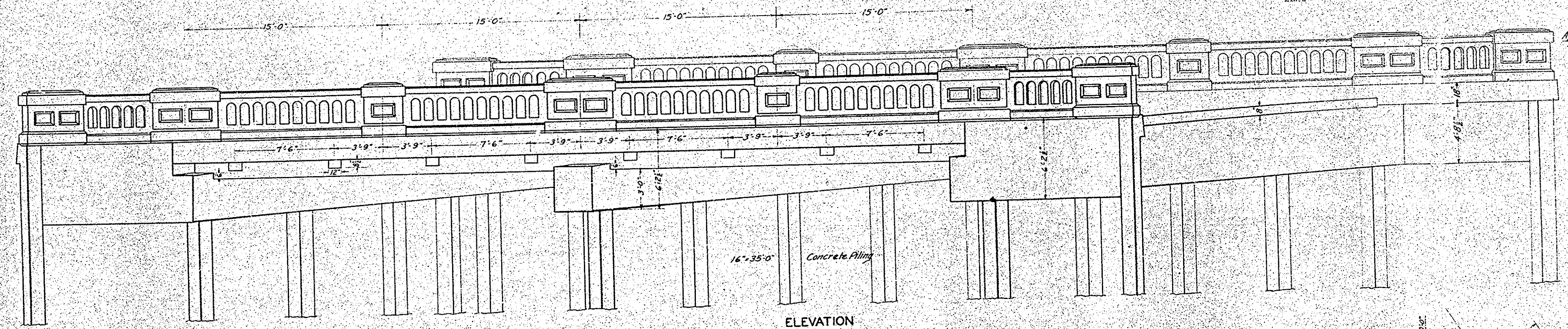
Sheet 17 of 22 Vault (3840)

15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50

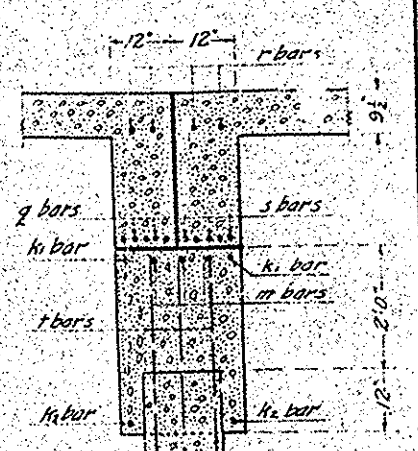
BREA CAÑON ROAD
ORANGE COUNTY CALIFORNIA
SHEET NO. 2 OF 2 SHEETS
SCALE 1" = 4'-0"

Map 1910
Brea Cañon Road
Central 1912 to 1914 Line
Sheet 1912 to 1914
Rail Scale As Shown
Line 1912 to 1914

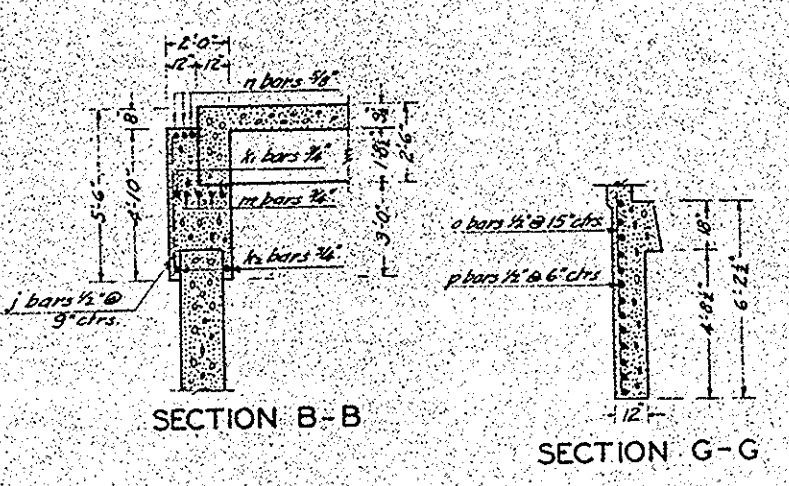
Approved: *John S. Kelly*
Supt. of Highways



ELEVATION

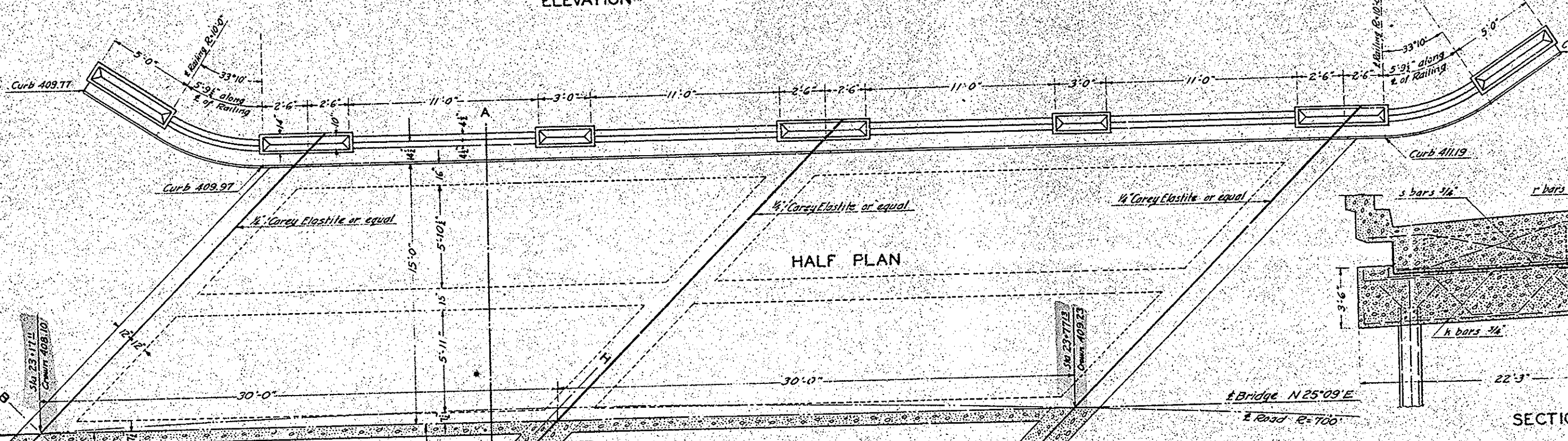


SECTION J-J
1" = 2'-0"

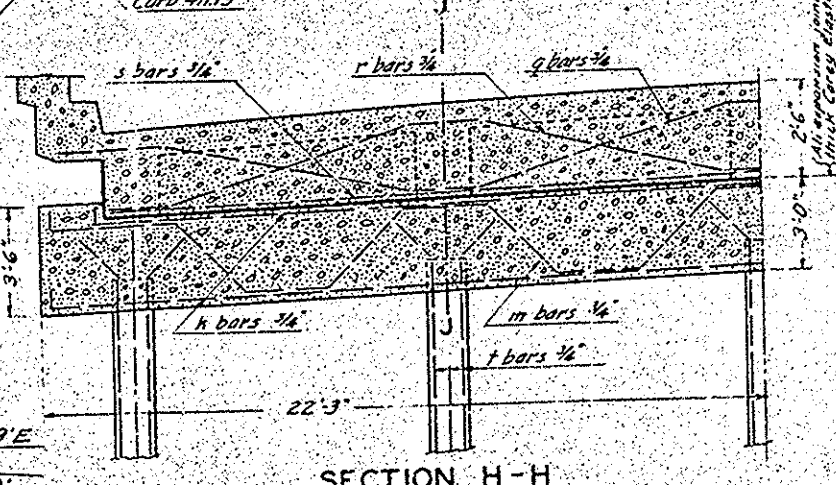


SECTION B-B

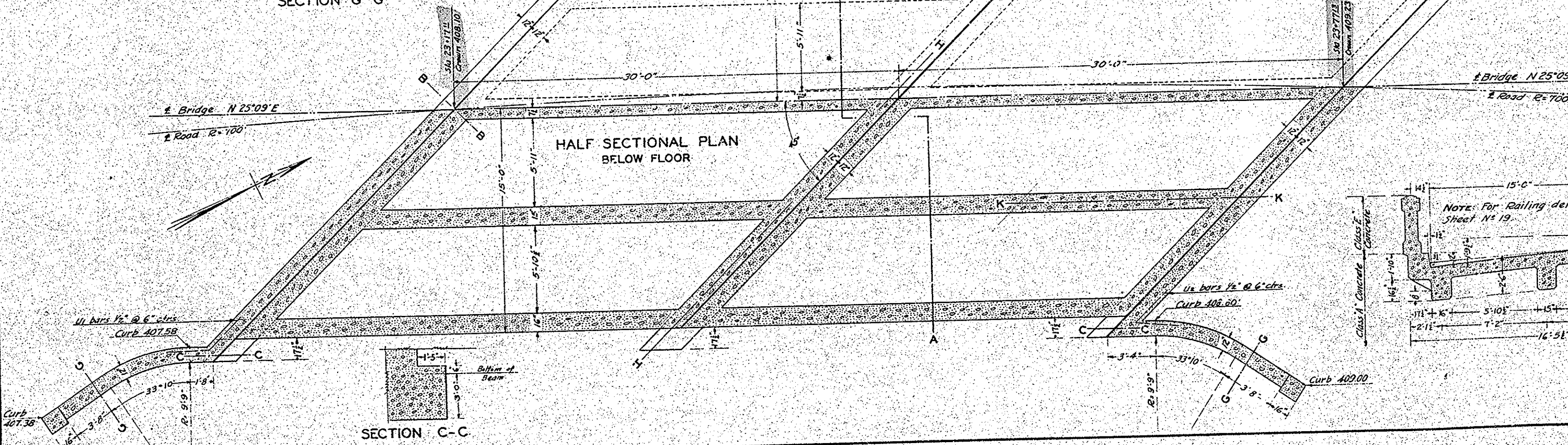
SECTION G-G



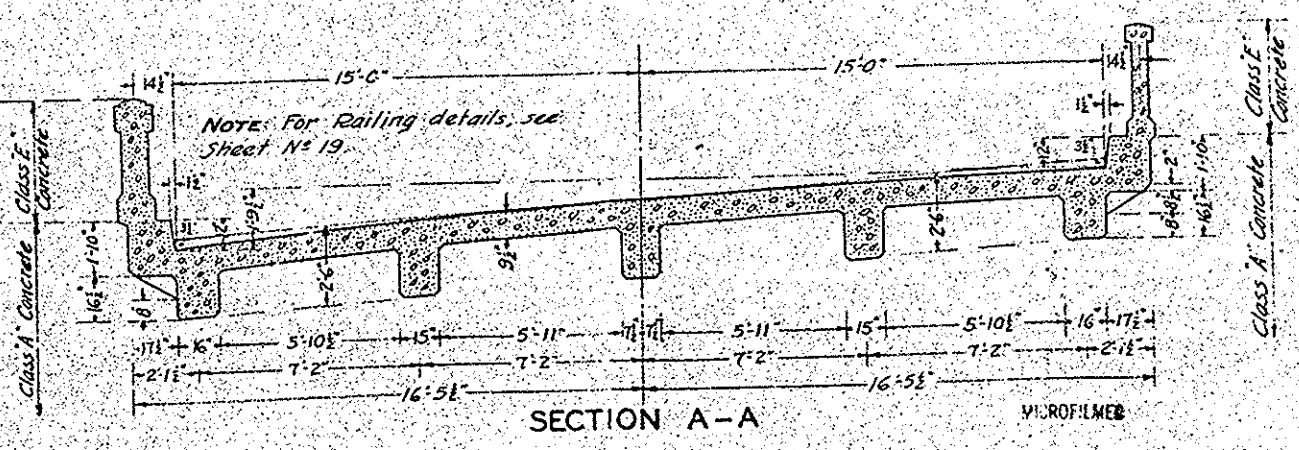
HALF PLAN



SECTION H-H



HALF SECTIONAL PLAN
BELOW FLOOR



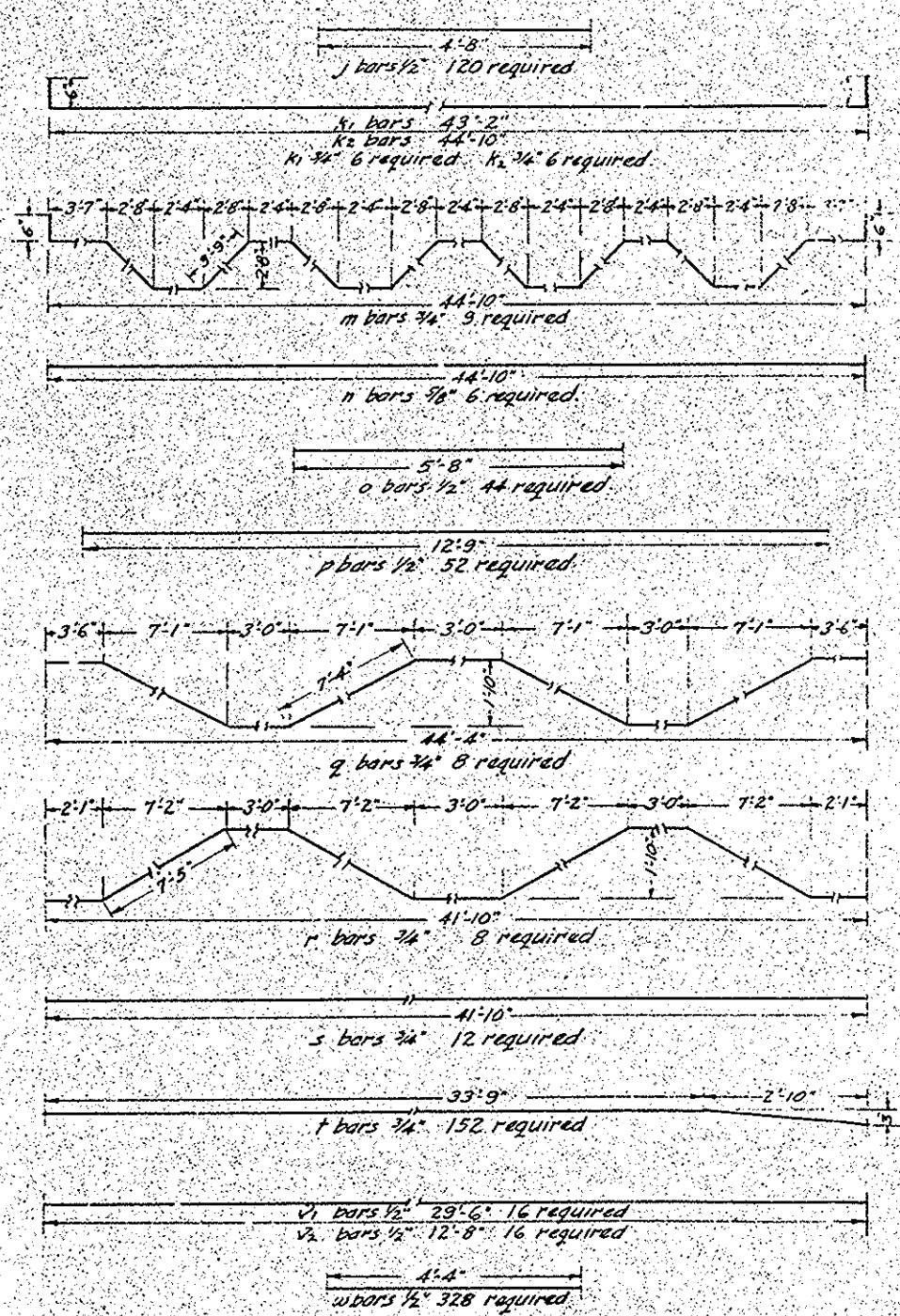
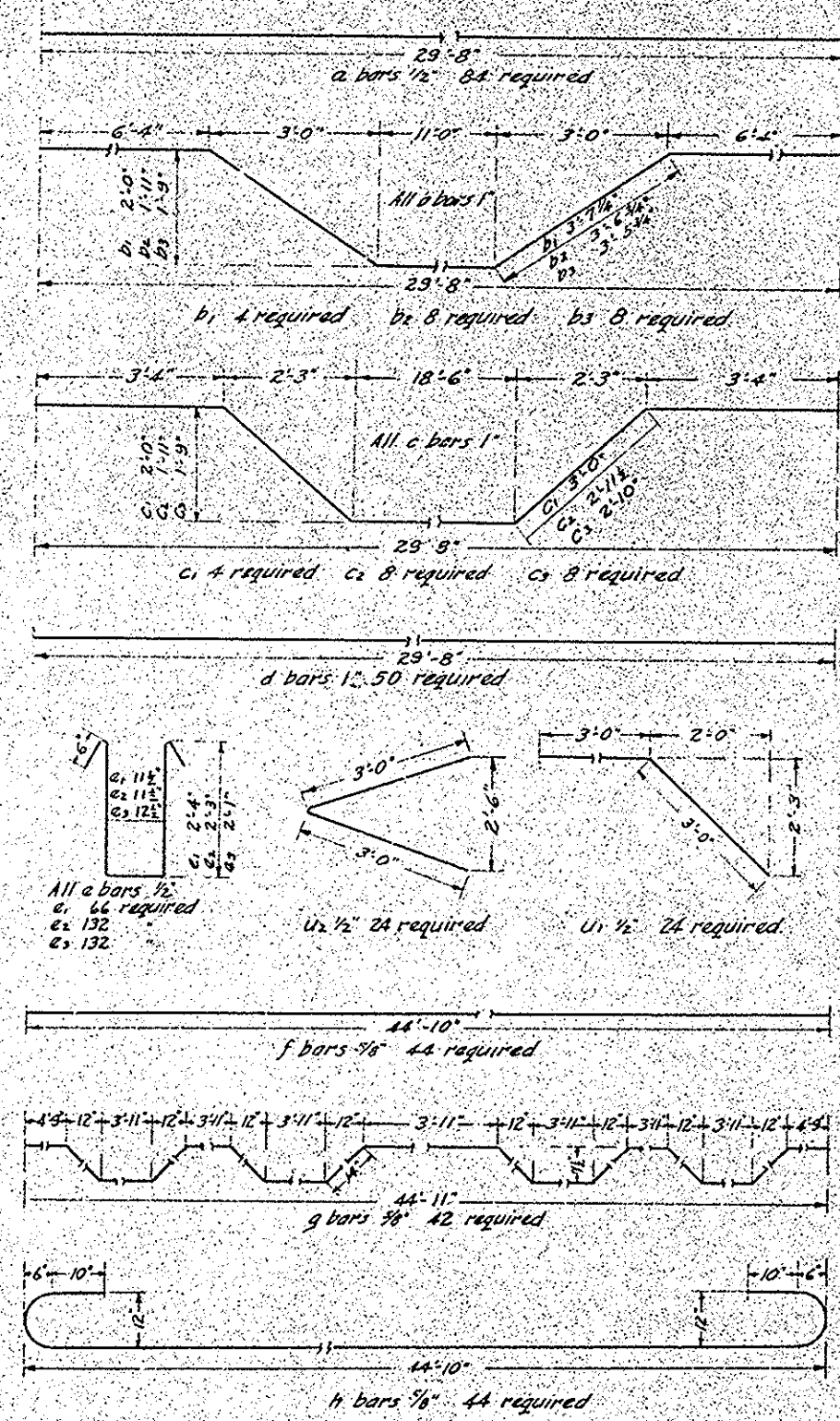
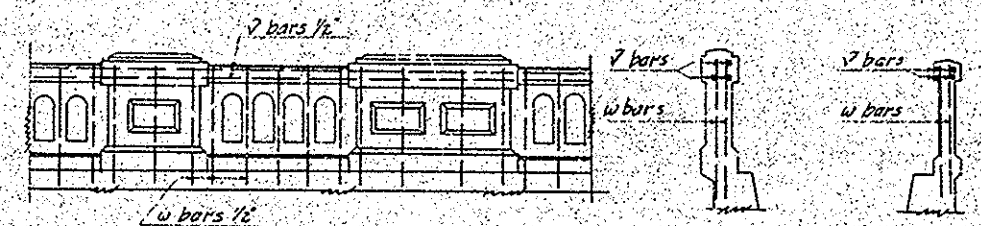
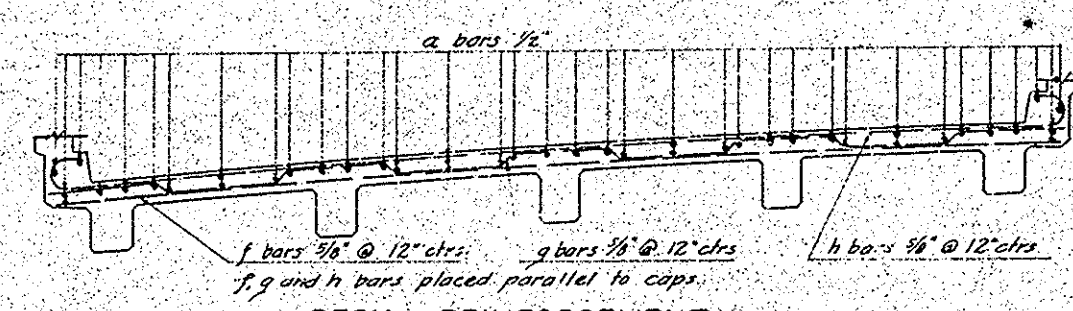
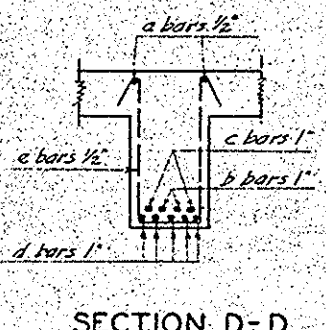
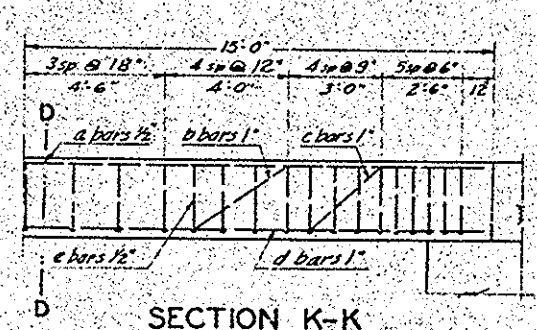
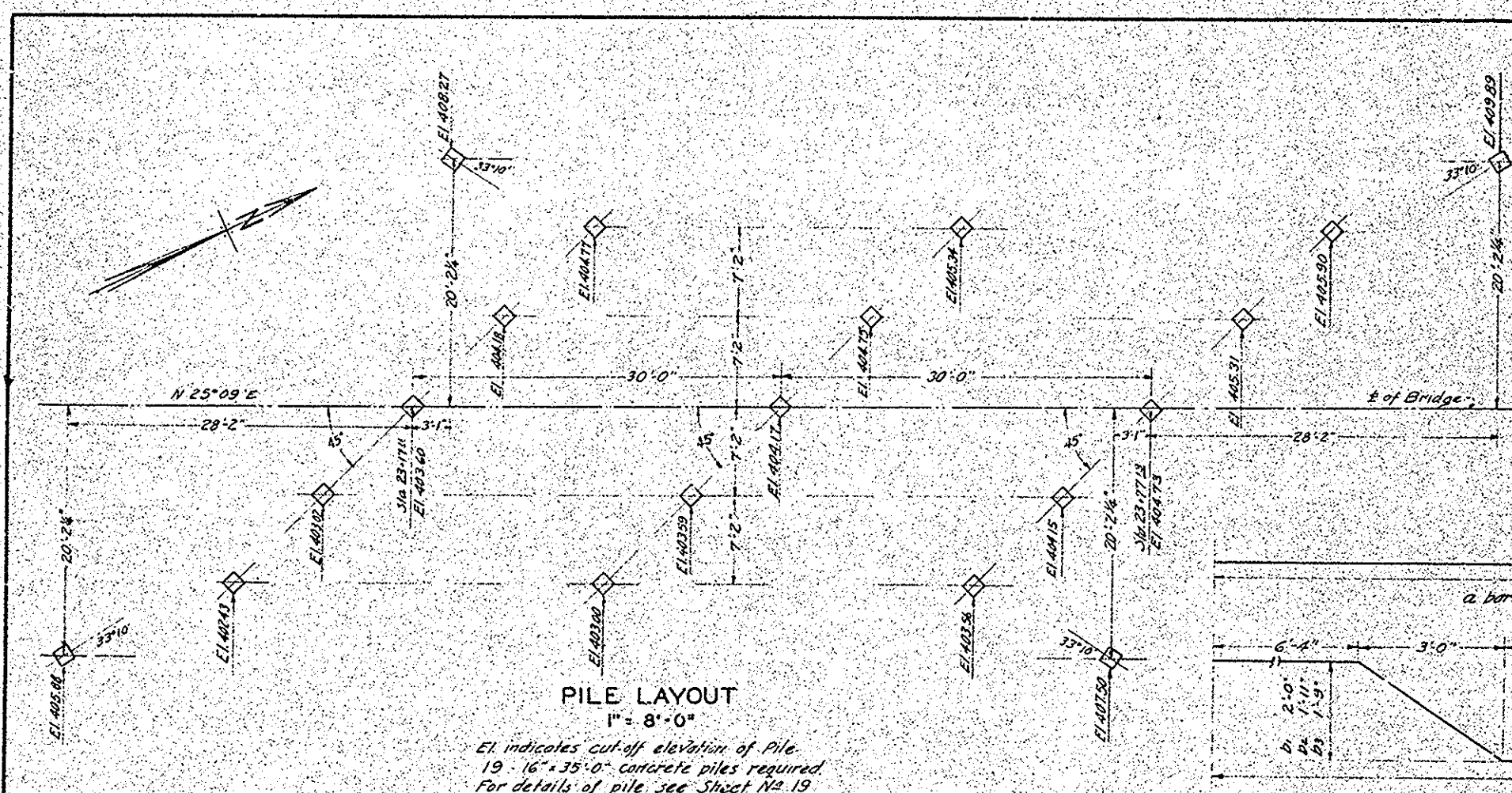
SECTION A-A

4/15 3.1.1964
BREA CAÑON BRIDGE NO. 2

Sheet 180-22 UNIT (3114)

556-0122

BREA CAÑON ROAD
ORANGE COUNTY CALIFORNIA
SHEET 18 OF 31 SHEET
SCALE 1" = 4'-0"
Approved: *[Signature]*
Supt. of Highways



ESTIMATED QUANTITIES
144.60 Cu. yds. Class "A" Concrete.
14.70 " " Class "E" " "
29,396 pounds reinforcing bars.
665 Lin. feet 16" Concrete piling.

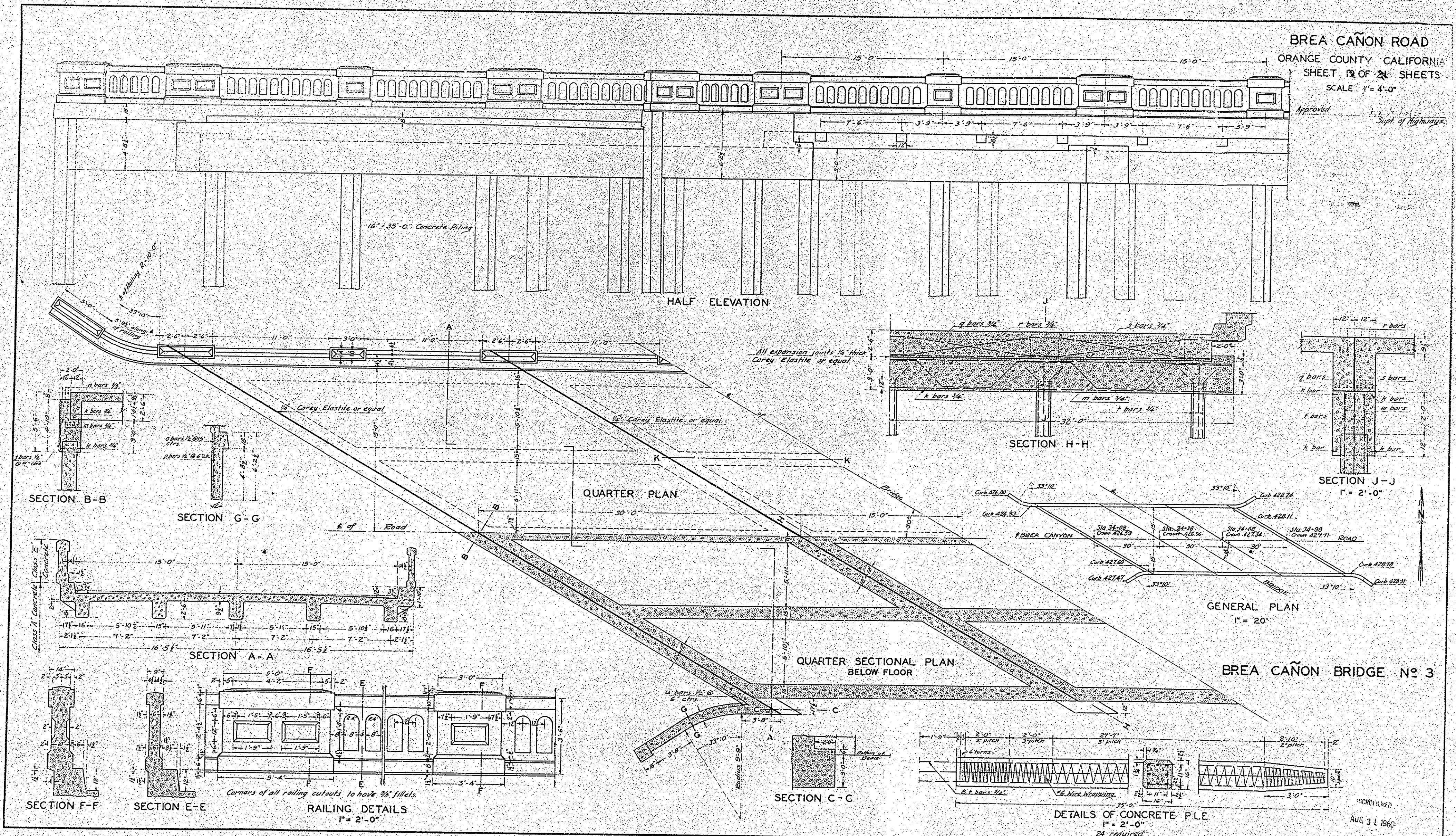
BREA CAÑON BRIDGE NO 2

BENDING DIAGRAM FOR STEEL
1" = 2'-0"
All reinforcing rods to be deformed square bars.

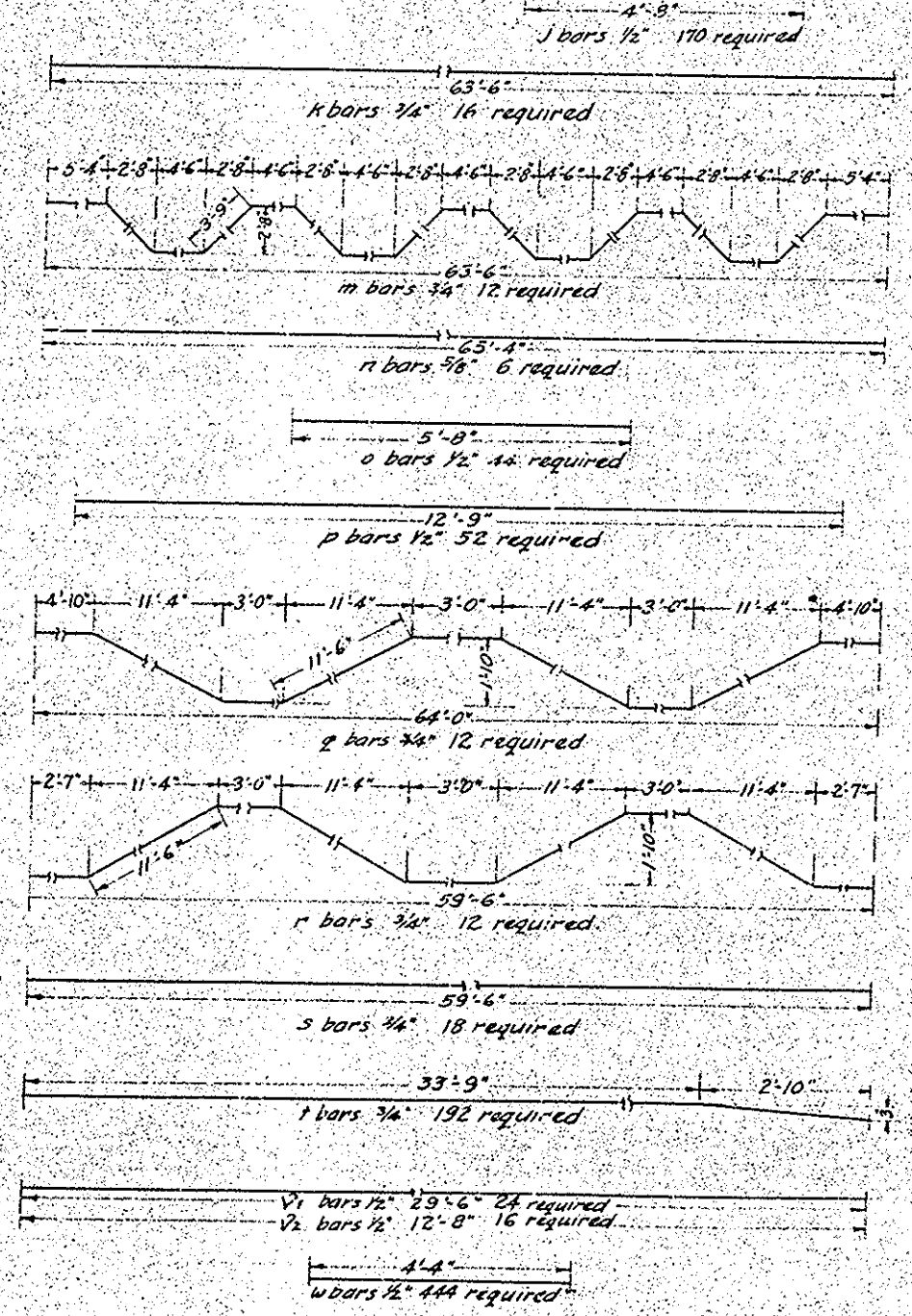
MUSCUP LIND
AUG 31 1960

BREA CAÑON ROAD
ORANGE COUNTY CALIFORNIA
SHEET 19 OF 21 SHEETS
SCALE 1" = 4'-0"

Approved _____
Supt. of Highways

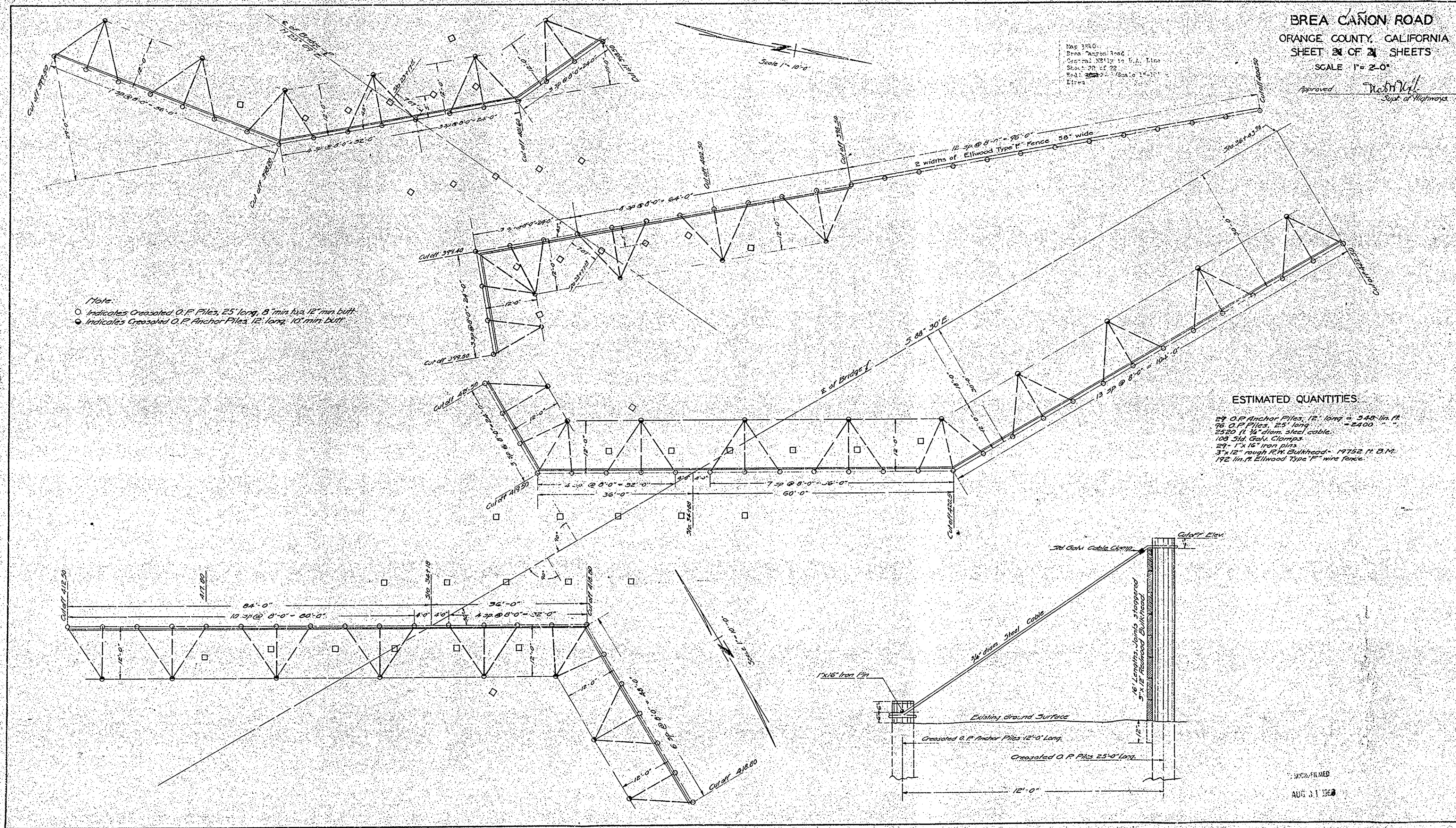


55C-0123
AUG 31 1960
FOB



BREA CAÑON BRIDGE No 3

F.O.B.



BREA CAÑON ROAD
ORANGE COUNTY, CALIFORNIA
SHEET 24 OF 24 SHEETS
SCALE 1"=2'-0"

Approved: *[Signature]*
Supt. of Highways

Note:
○ Indicates Crossed O.P. Piles, 25' long, 8" min dia, 12" min butt.
● Indicates Crossed O.P. Anchor Piles, 12' long, 10" min butt.

ESTIMATED QUANTITIES
24 O.P. Anchor Piles, 12' long x 340 lin. ft.
25 O.P. Piles, 25' long x 2400 lin. ft.
2520 ft. 3/4" diam. steel cable.
108 5th Galv. Clamps.
29 1" x 16" Iron pins.
3 1/2" 12" rough R.M. Bulkhead - 1752 ft. B.M.
192 lin. ft. Ellwood Type F wire fence.

