

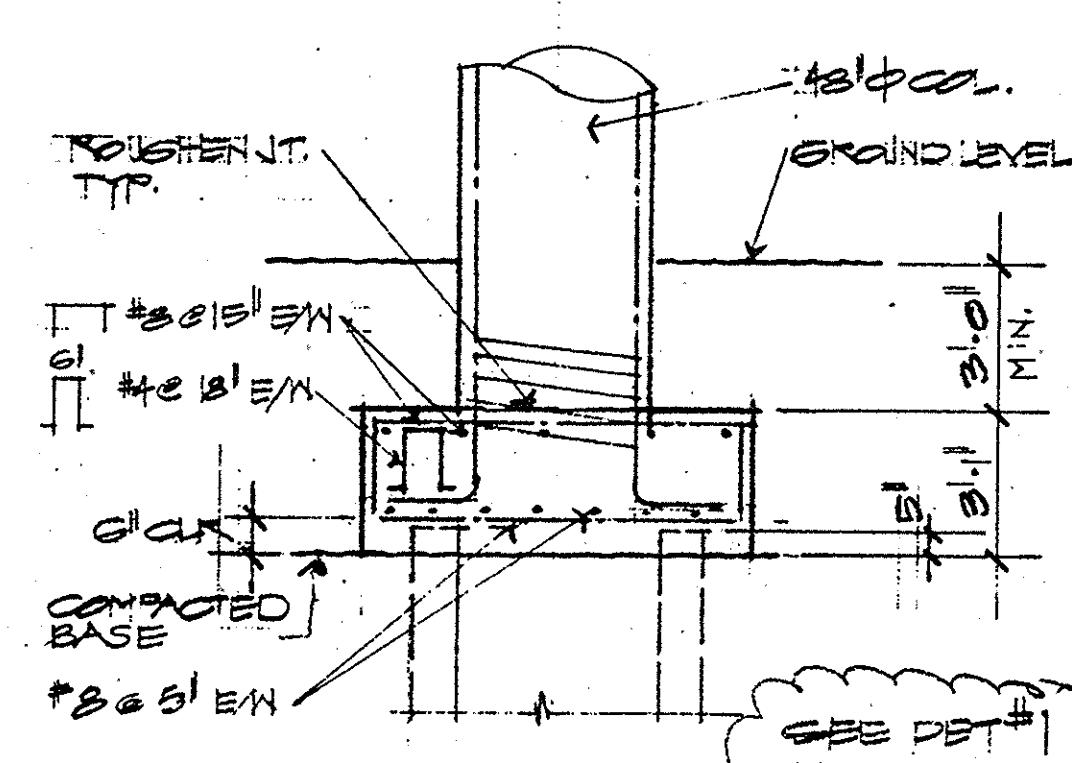
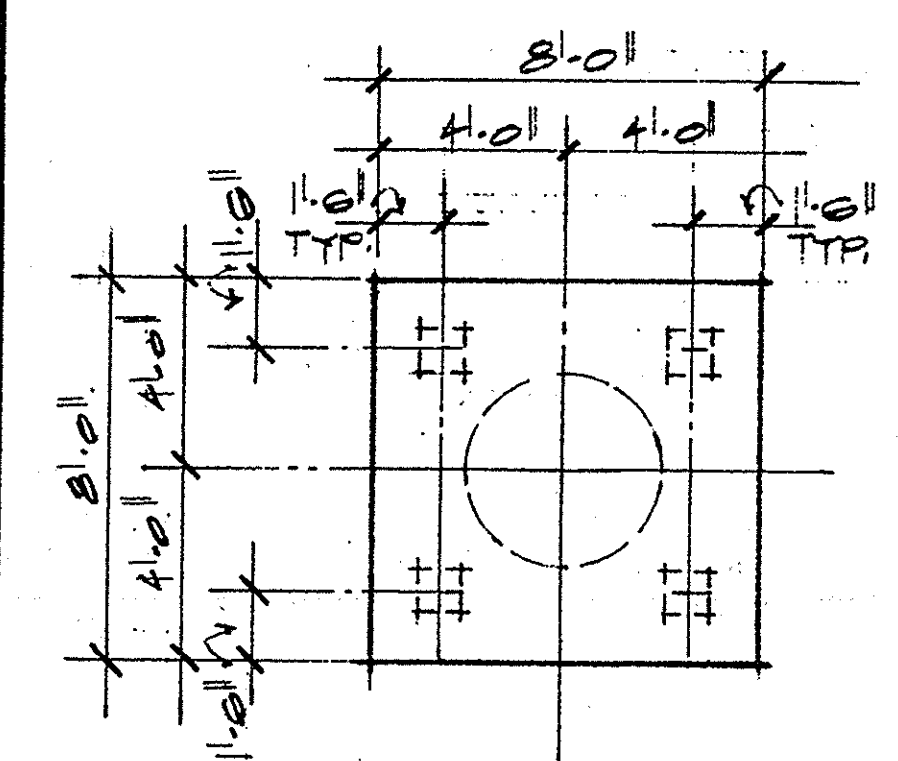
- PILE AND FOUNDATION NOTES**
1. PILE DRIVINGS SHALL FOLLOW THE RECOMMENDATIONS MADE BY THE PROJECT SOIL ENGINEER, PETER & ASSOCIATES, AT 1519 CALLE VALLE, SAN CLEMENTE, CA. TEL 4744-1122-3733
 2. PILES SHALL BE PRESTRESSED CONCRETE PILES IN ACCORDANCE WITH THE CALTRANS STANDARD PLAN - B2. A DESIGN SHALL BE PROVIDED BY CONTRACTOR FOR THE 100 TON PILE. SAID DESIGN SHALL BE PREPARED BY A REGISTERED ENGINEER, AND SUBMITTED TO OWNERS FOR REVIEW PRIOR TO FABRICATION.
 3. DATA FOR THE PILE DRIVING EQUIPMENT AND THE METHOD OF DRIVINGS SHALL BE SUBMITTED TO THE OWNER FOR REVIEW PRIOR TO EQUIPMENT MOBILIZATION.
 4. UTILITY AGENCIES AND THE AT&T RAILROAD COMPANY SHALL BE CONTACTED BY THE CONTRACTOR PRIOR TO PILE-DRIVING. REQUIREMENTS STIPULATED BY THOSE PARTIES SHALL BE FOLLOWED BY THE CONTRACTOR.

IF PILE IS DRIVEN SHORT OF THE PROPOSED TIP ELEVATION, REINFORCEMENTS IN PILES SHALL BE PROTECTED AFTER PILE IS CUT AND DEVELOPED IN PILE CAP AS SHOWN DETAIL BELOW.

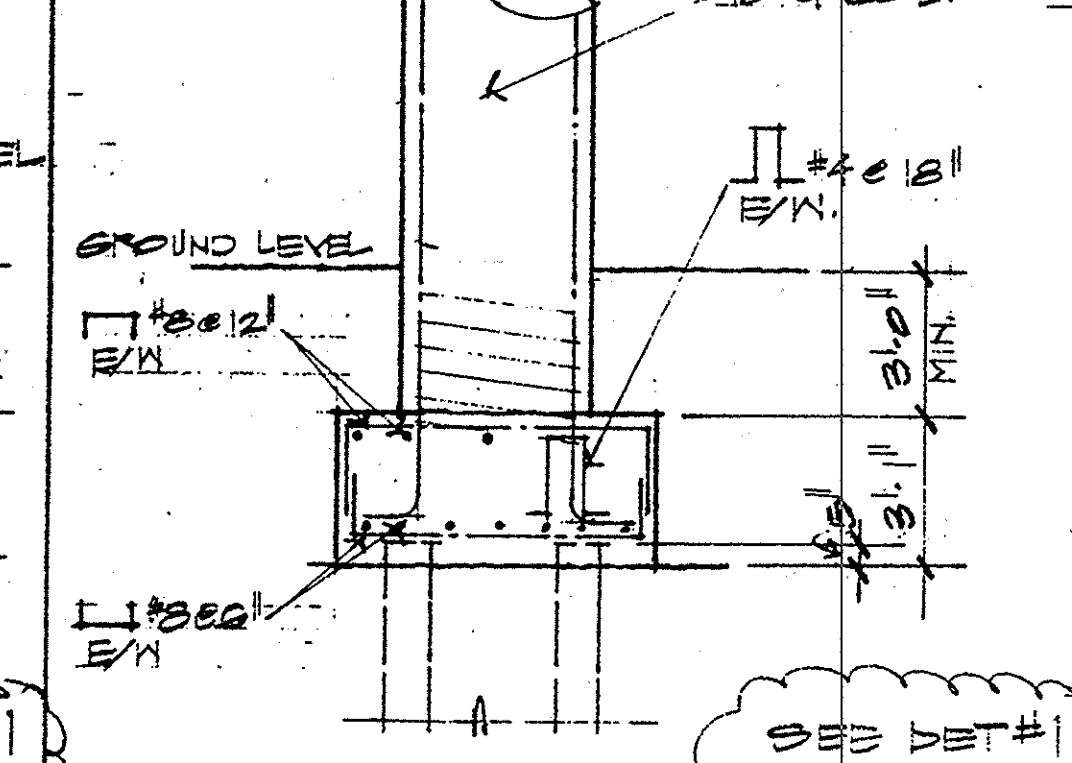
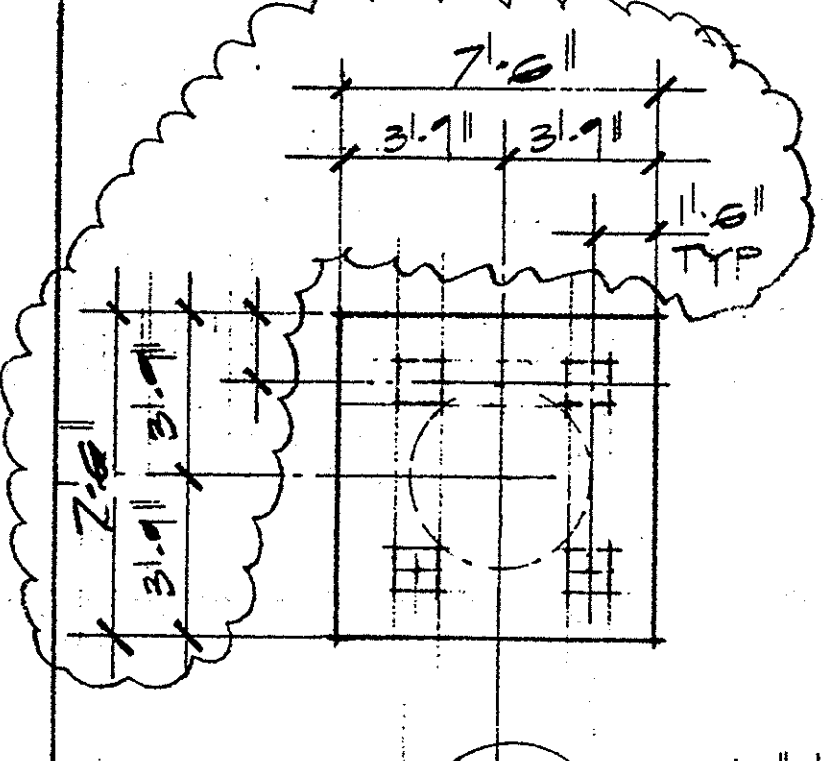
NOTE: SEE TABLE FOR FOUNDATION ELEV. & PILE INFO.

FOUNDATION PLAN 1"=10'

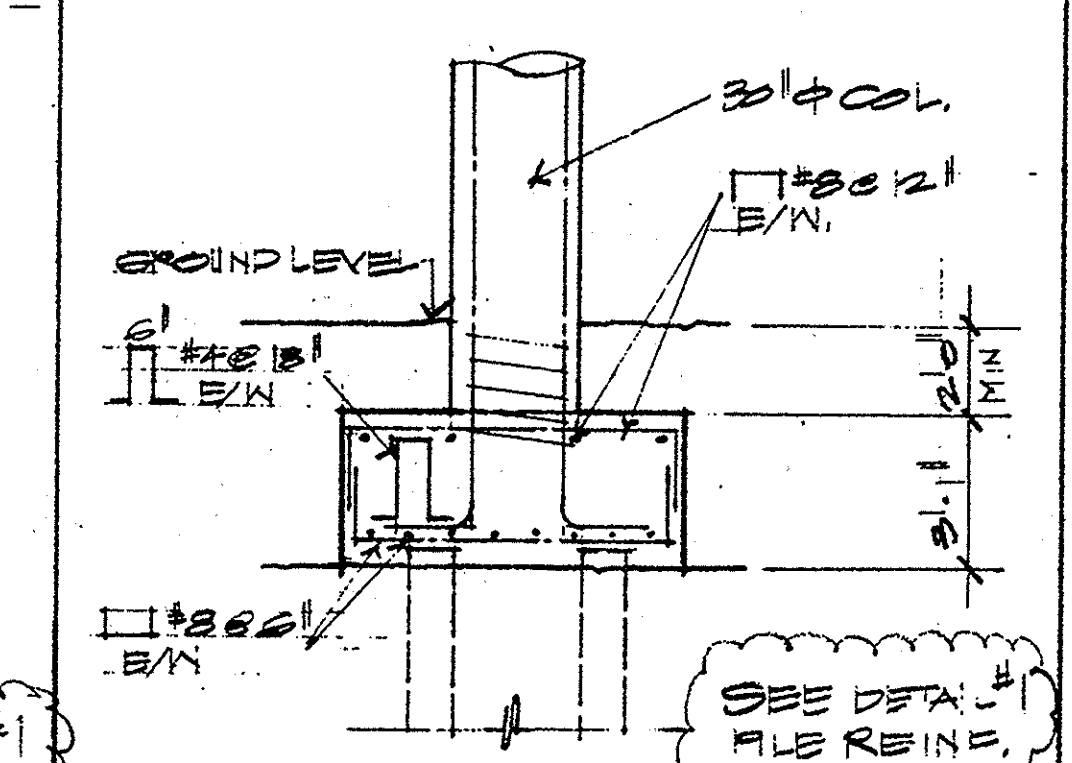
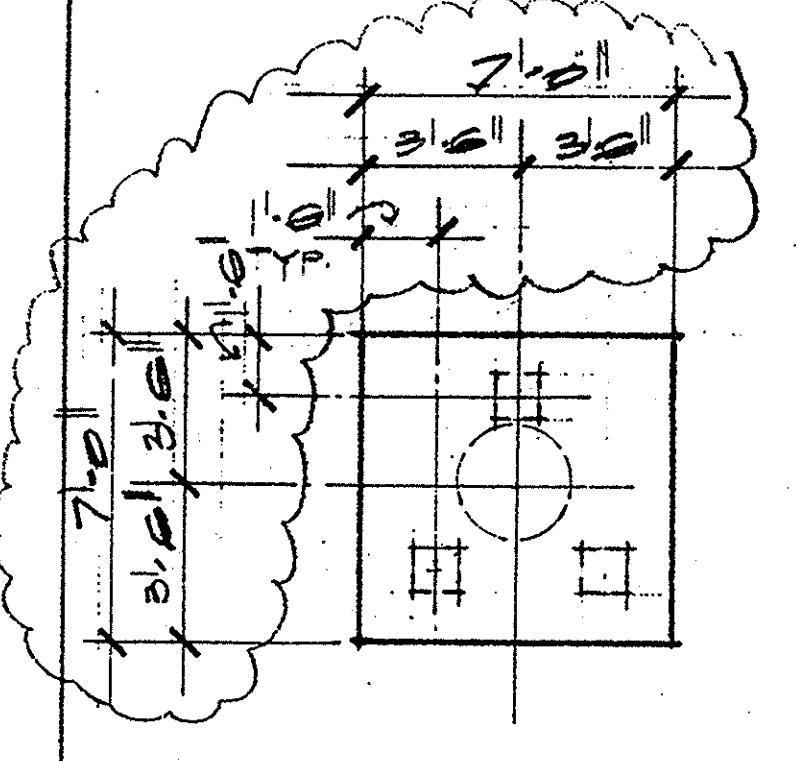
NOTE: PILE CAP ELEV. IS BASED ON FUTURE GRADE. CONTRACTOR SHALL VERIFY THESE ELEVATIONS WITH MINIMUM DEPTH OF COVER AS SHOWN ON FOOTING DETAILS. A THRU D. DISCREPANCIES SHOULD BE REPORTED TO ENGINEERS PRIOR TO FOOTING LAYOUT.



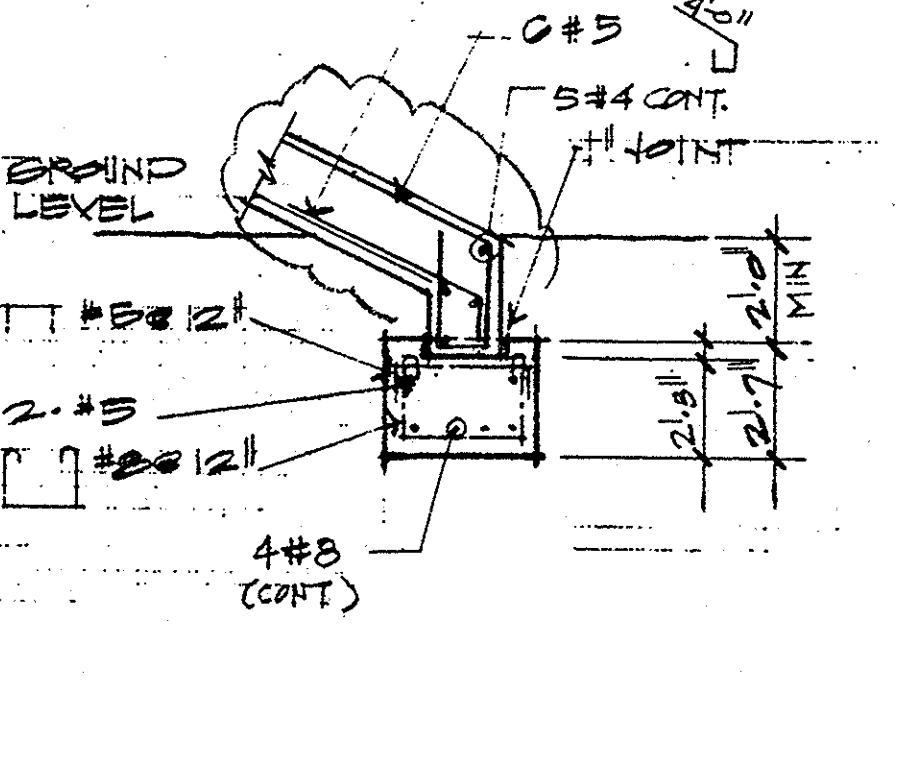
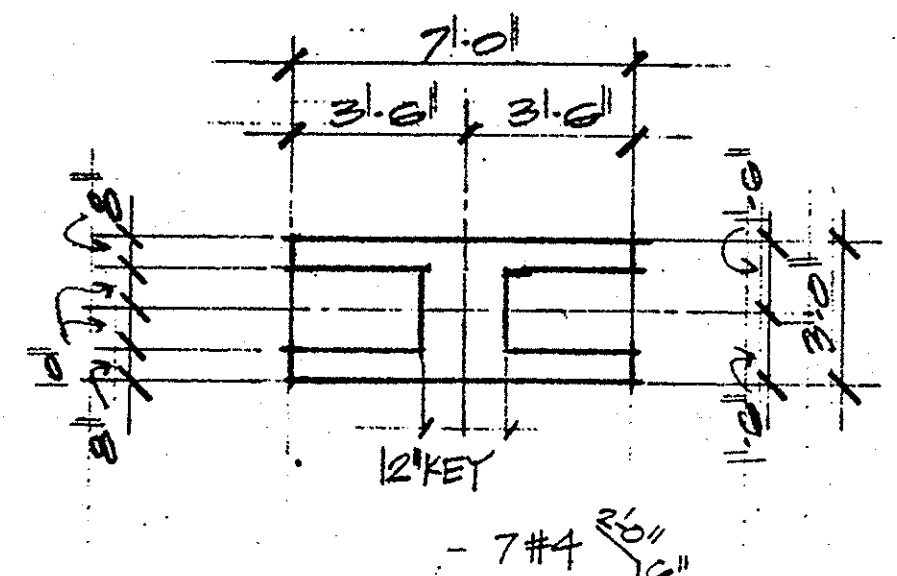
FOOTING 2
1/4"=1'-0" A



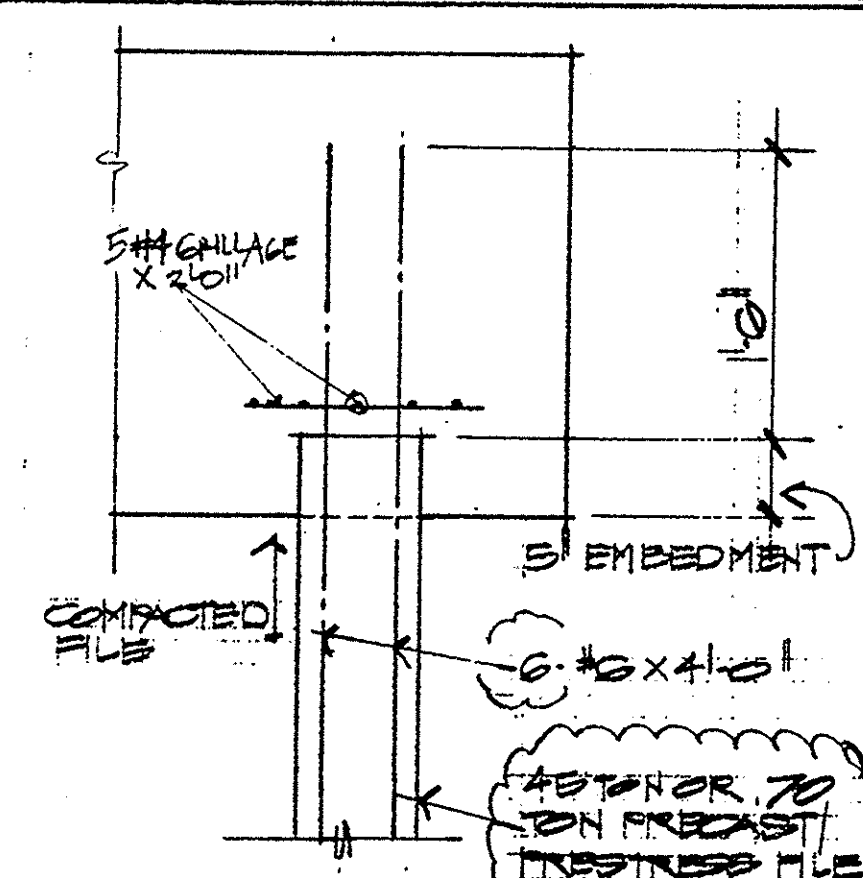
FOOTING 1, 3
1/4"=1'-0" B



FOOTING 1A, 1B, 2A, 2B, 3A
1/4"=1'-0" C



FOOTING 1C, 2C, 3B
1/4"=1'-0" D



TYPICAL PILE CONNECTION AT TOP

NO.	PILE TIP ELEV.	FILES	PILE TIP ELEV. X	DRIVEN LENGTH	DRIVEN LENGTH AT REFERENCE	REMARKS
1	8.20	4.70T	-10.8			
1A	8.50	3.45T	-10.8			
1B	9.00	3.45T	-10.0			
1C	9.22					
2	8.20	4.70T	-17.0			
2A	8.50	3.45T	-10.5			
2B	9.00	3.45T	-10.0			
2C	9.22					
3	9.70	4.70T	-15.3			
3A	9.70	3.45T	-15.3			
3B	10.24					

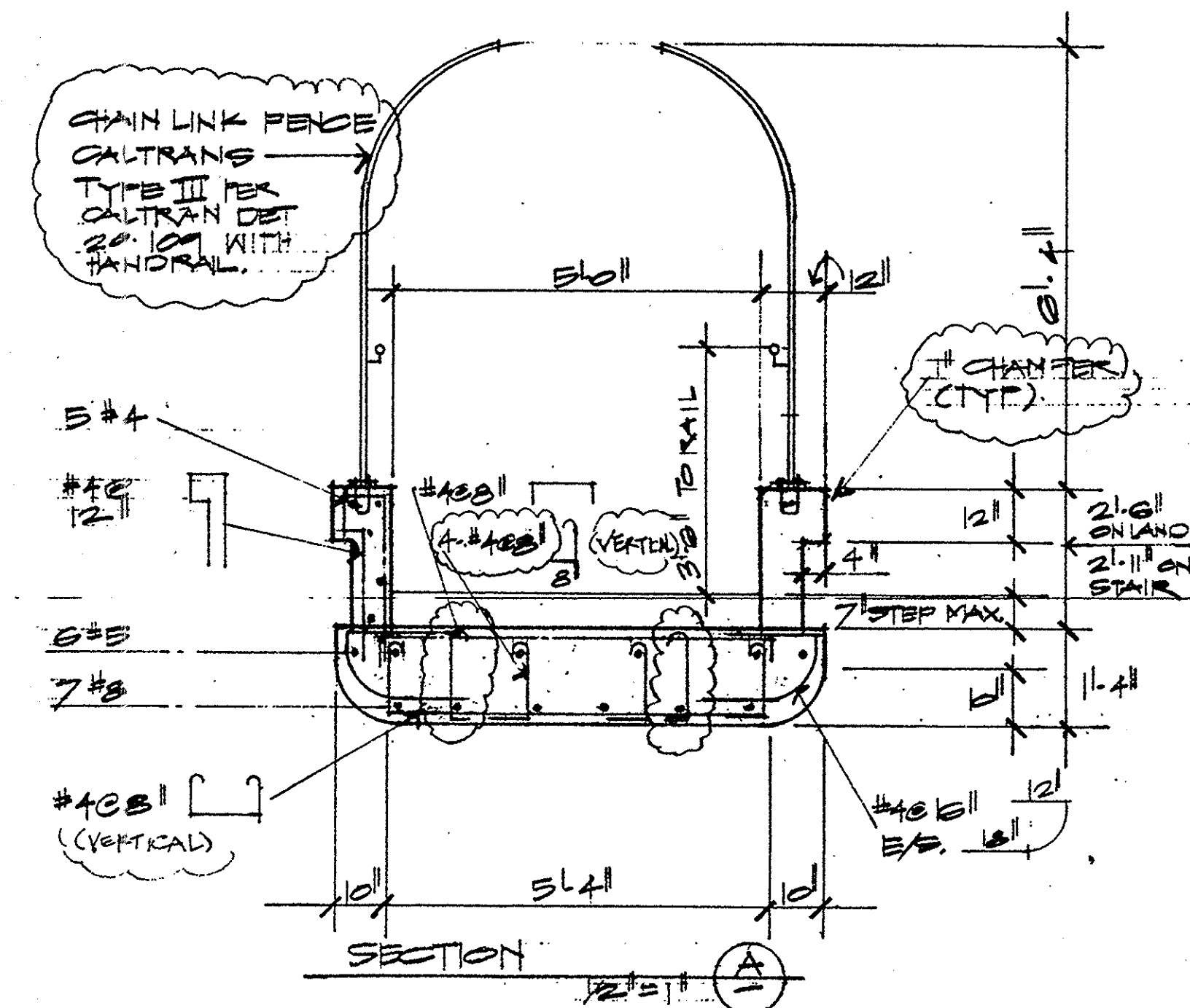
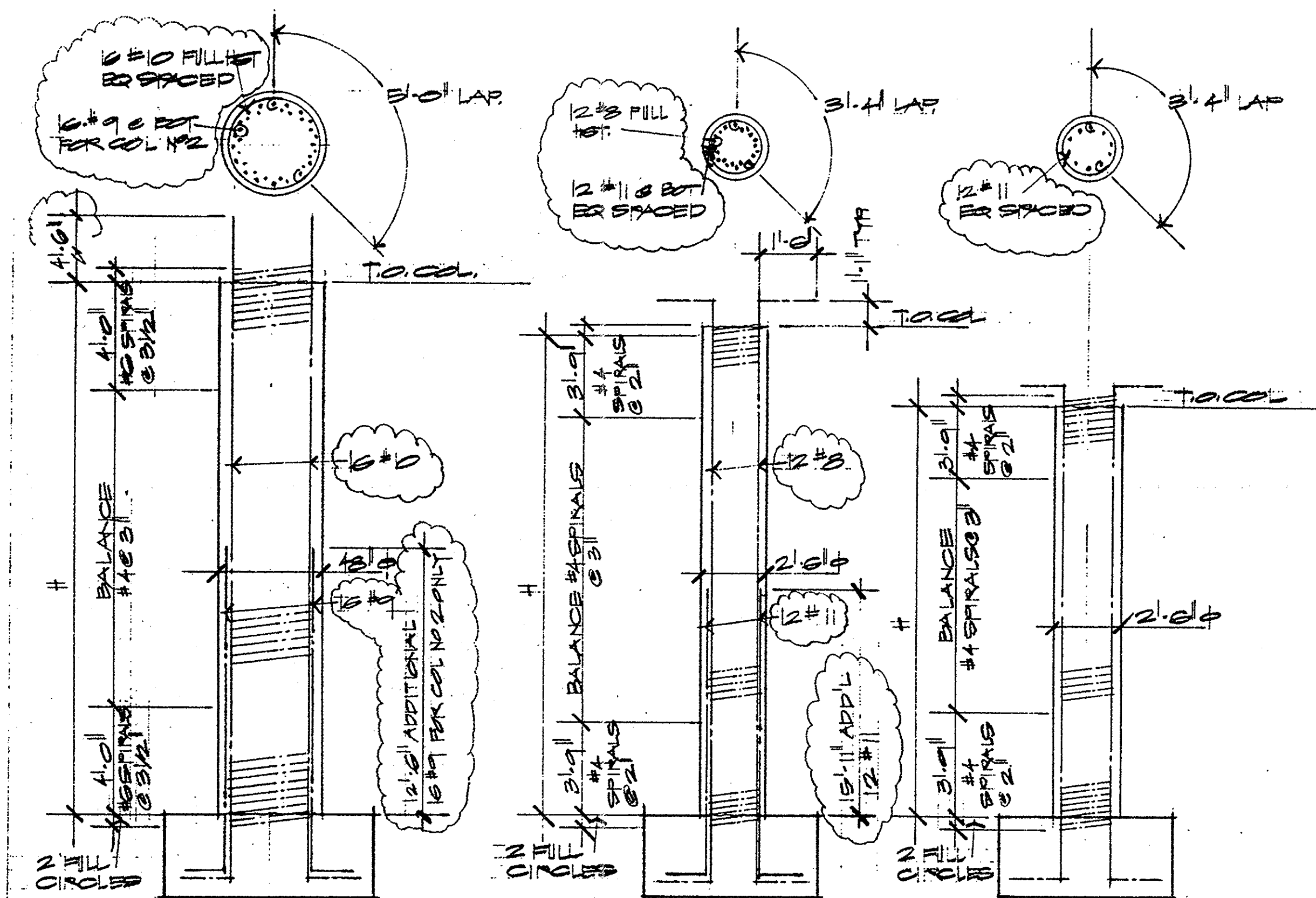
AS BUILT DATA.

* ESTIMATE BASED ON PRELIMINARY GEOTECHNICAL INFO SUPPLIED BY PETER & ASSOC., SAN CLEMENTE, CA.

FORBES MANSHADI ENG.
STRUCTURAL DESIGN & CONSULTING
1822 E. 17TH ST. SUITE 200
SANTA ANA, CA. 92701
(714) 244-8881

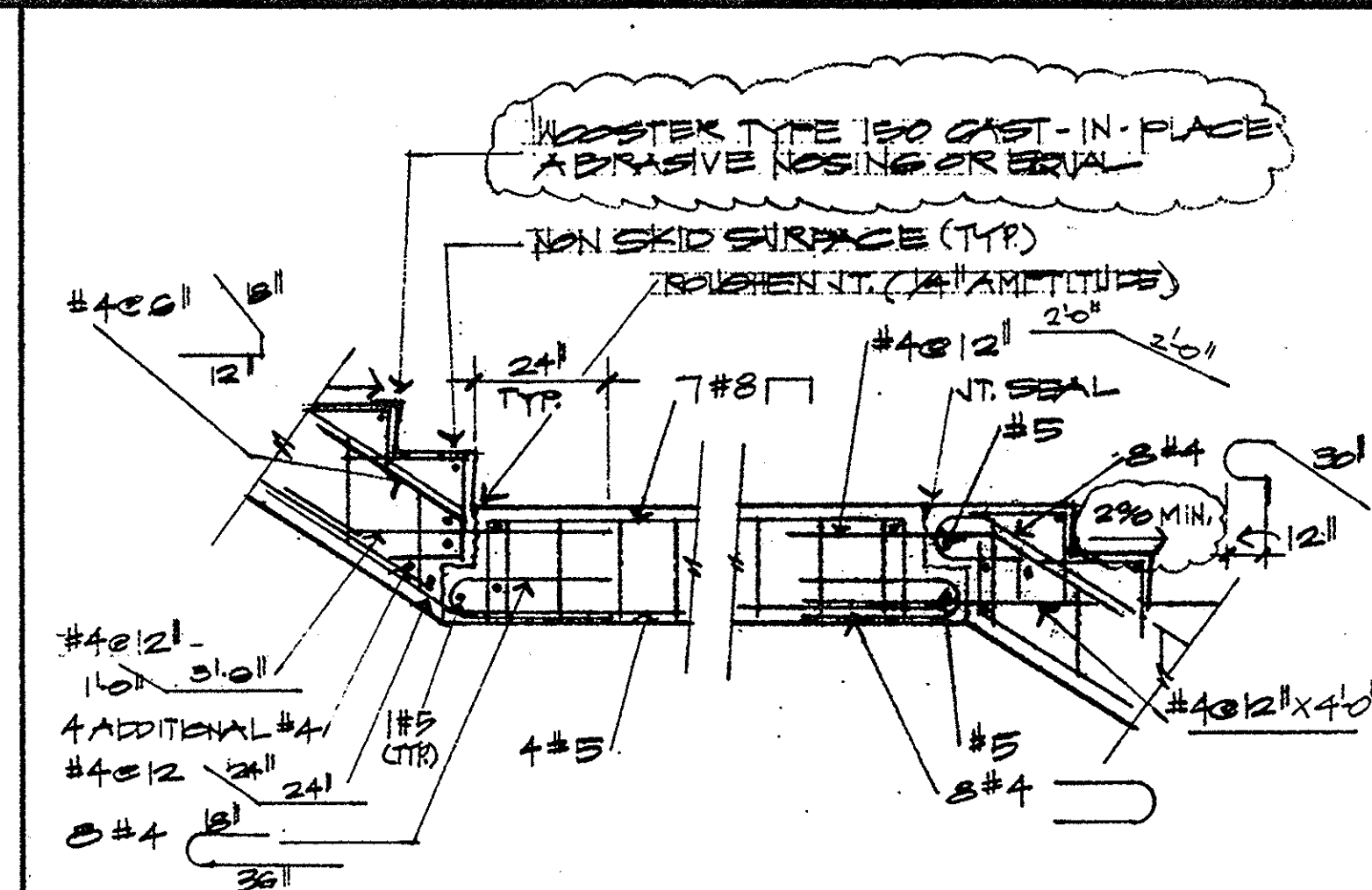
FIG 295-367
5-13-85

SHT 2 OF 2

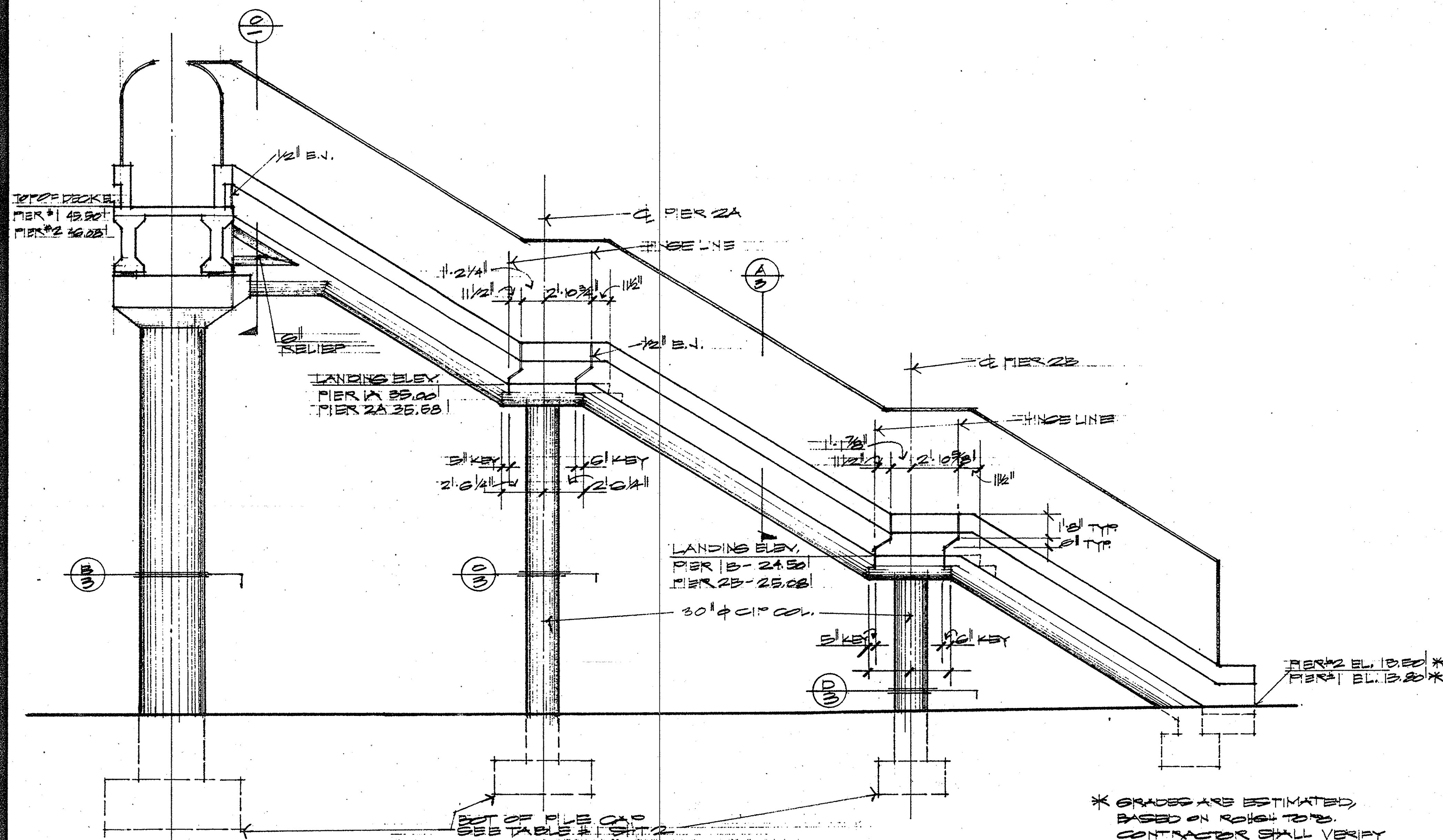
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COL # B, 2B, 3A

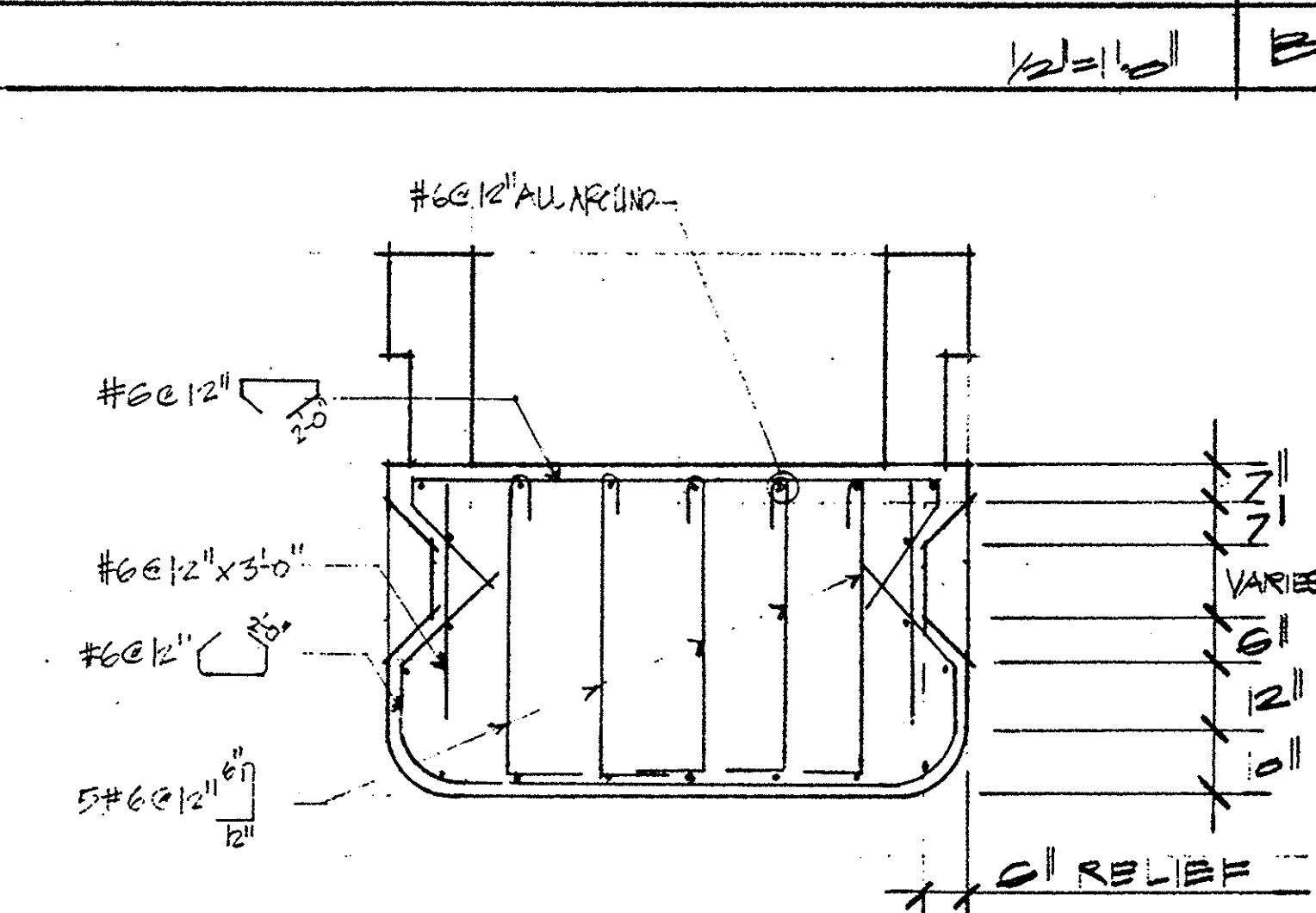
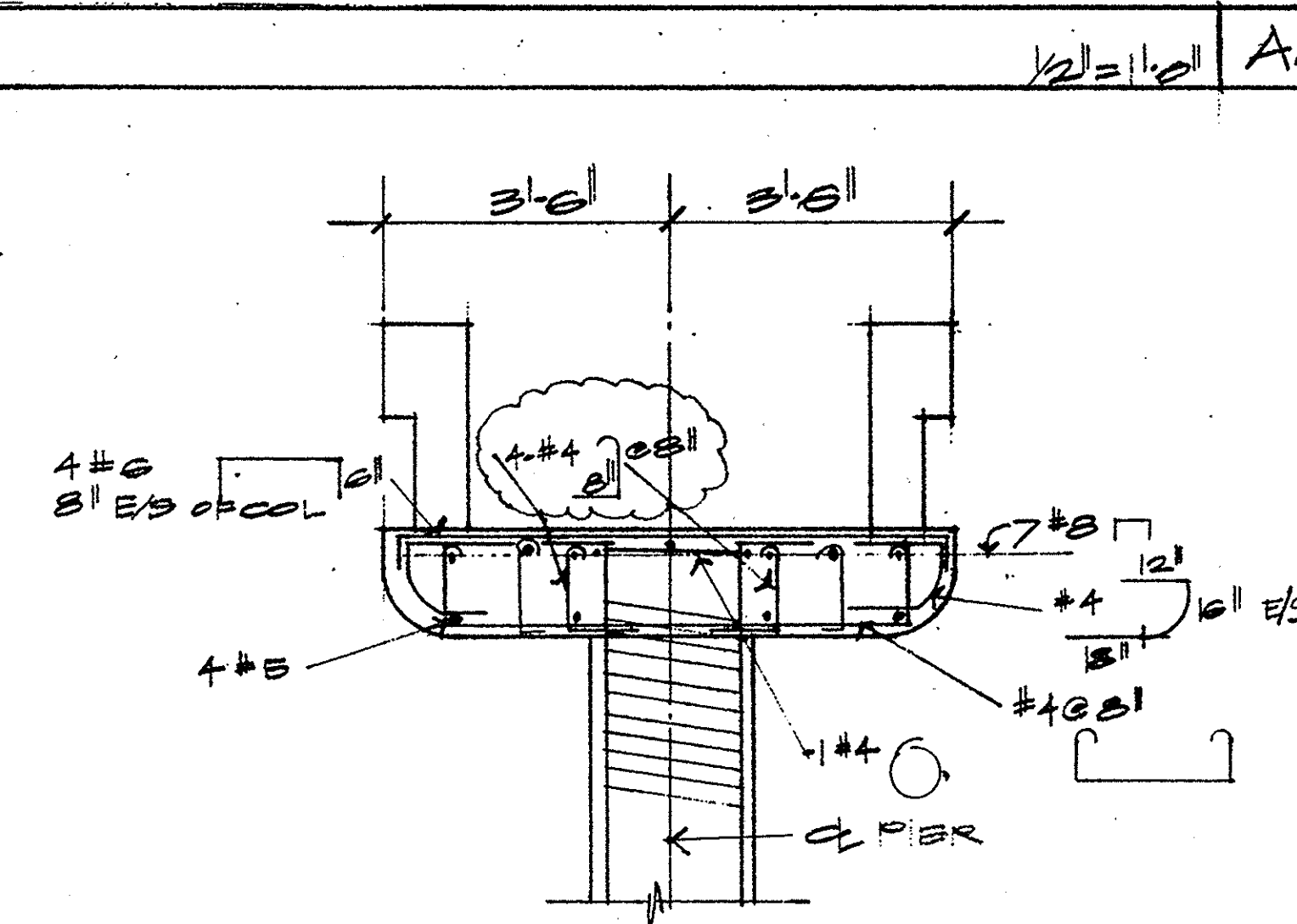
NORTH ELEVATION $\frac{1}{4}'' = 1'-0''$

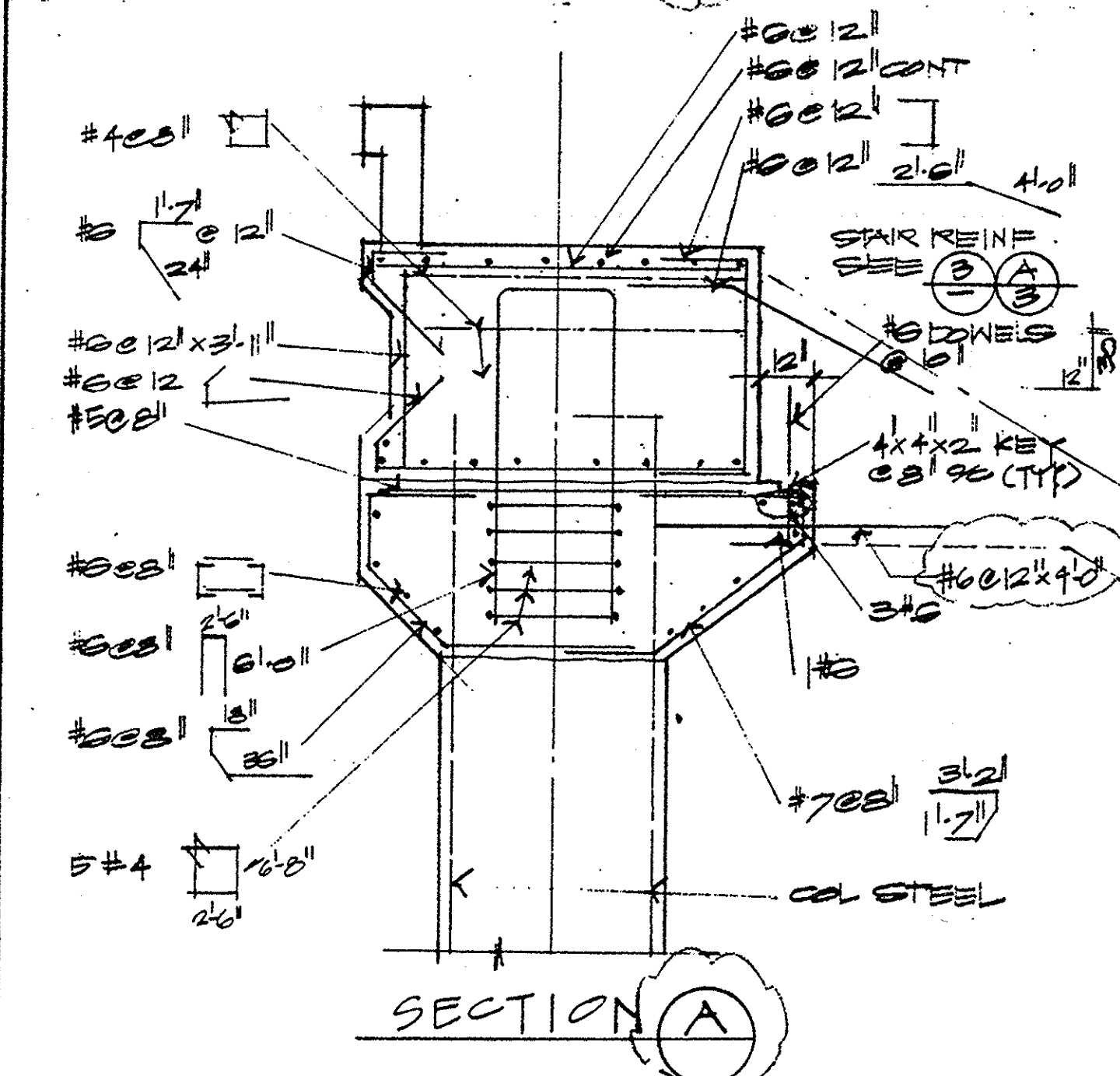
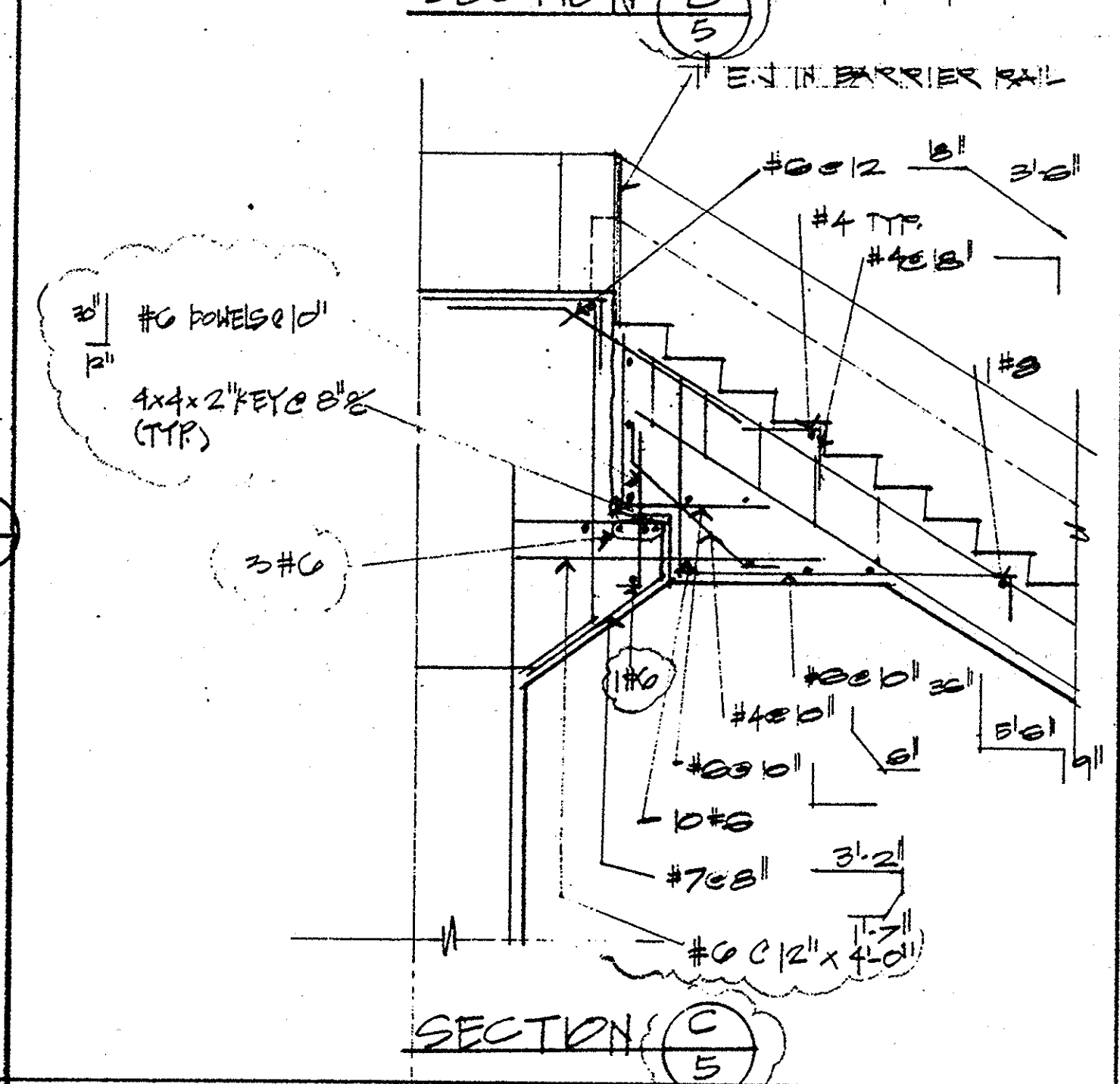
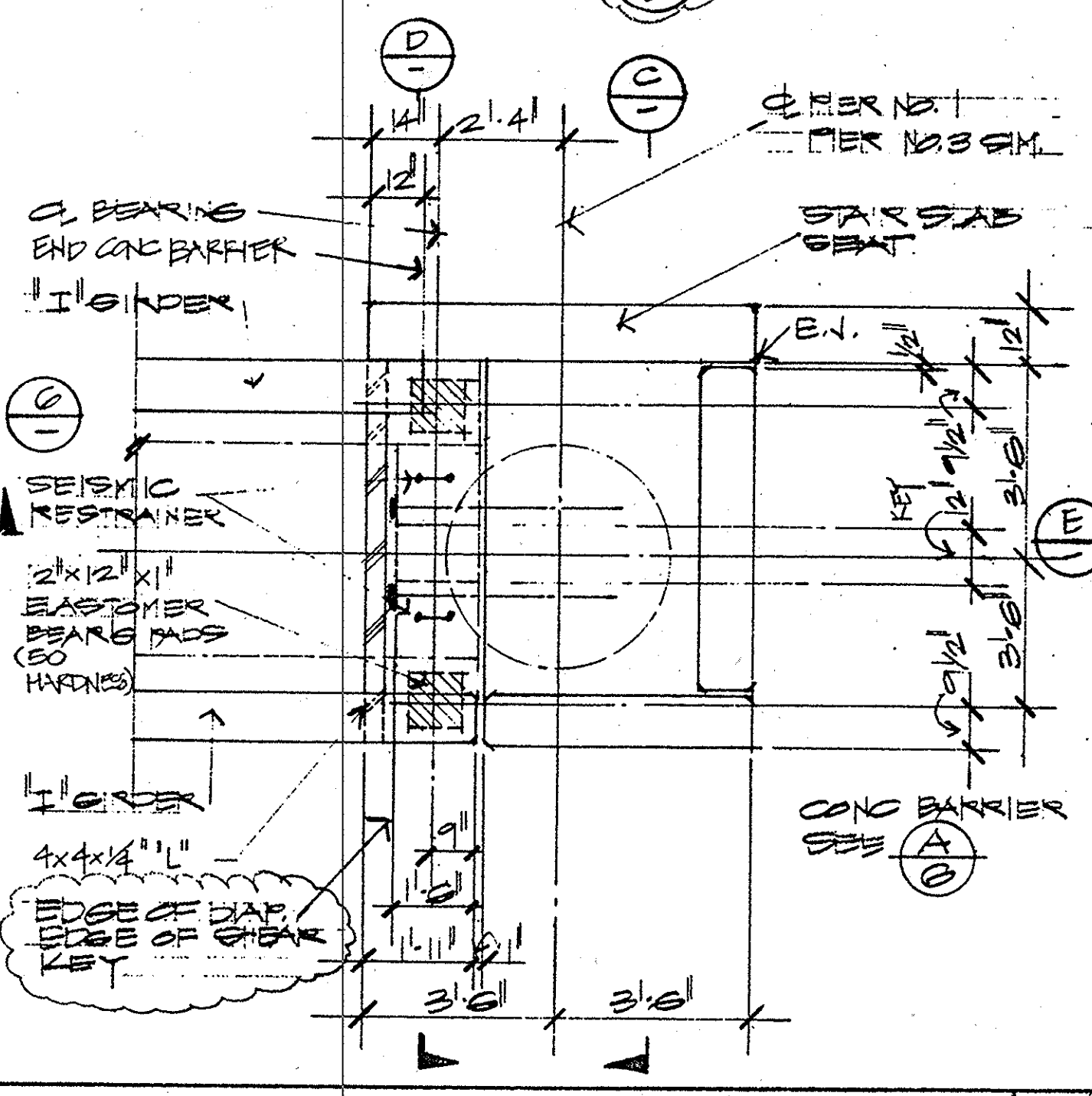
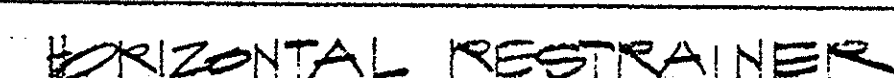
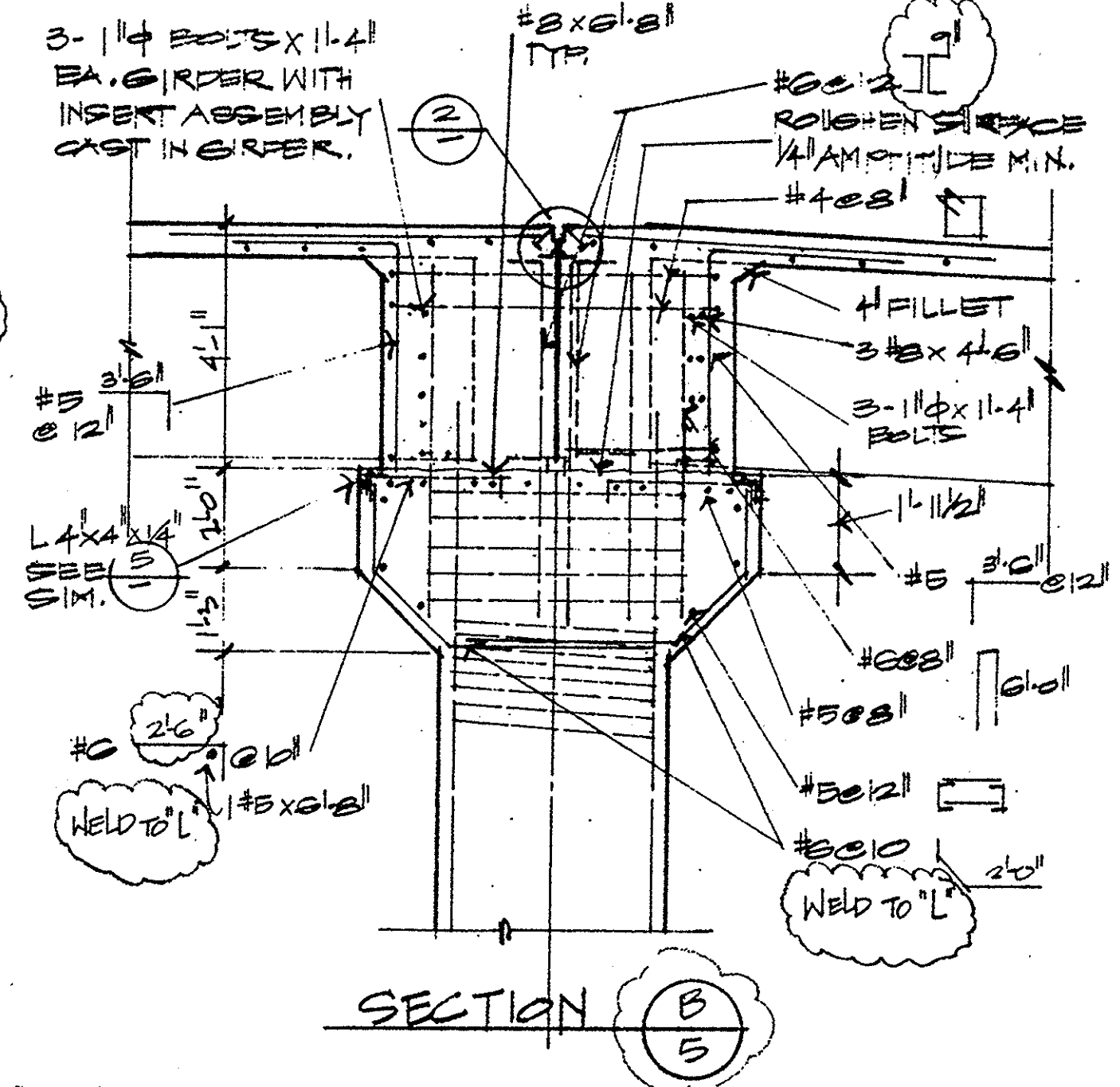
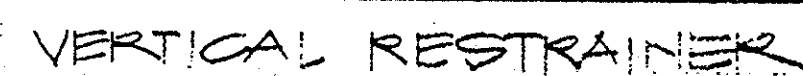


PEA NO. 2 STAR CASE SHOWN
PEA NO. 1 STAR CASE SIMILAR 1/4 = 110



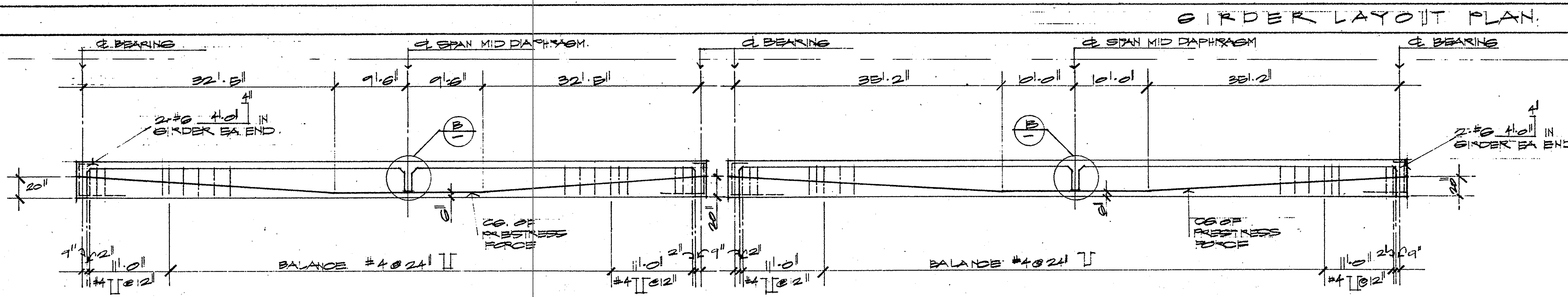
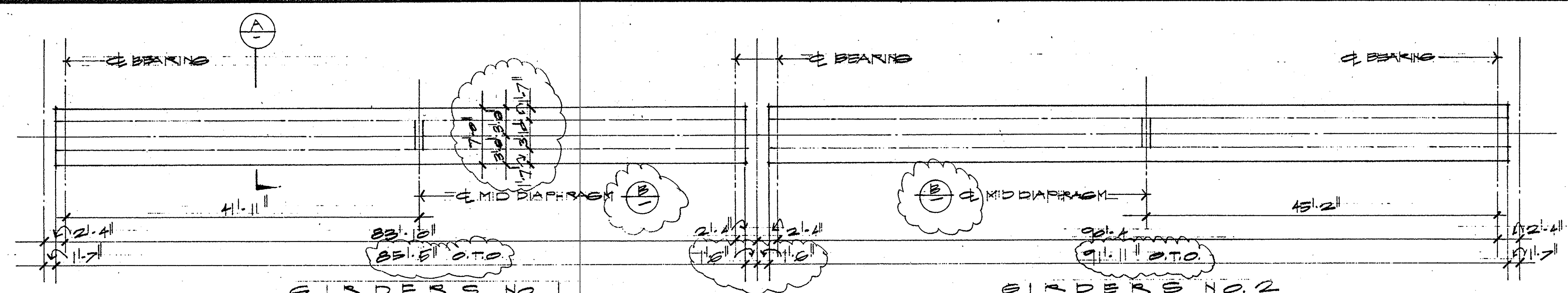
OVER NO. 2. SHOWH
SUTTA 65 SIX X 9

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FORBES, MANUWADI, INC.
STRUCTURAL DESIGN & CONSULTING
1828 S. 17TH ST., SUITE #201
SANTA ANA, CA. 92701
(714) 553-2531



PRECAST GIRDER NOTES:

- GIRDERS SHOWN ARE STD. CALIF. "I" SECTIONS. CONTRACTOR MAY PROVIDE ALTERNATE DESIGN, IN WHICH CASE CONTRACTOR SHALL SUBMIT TO OWNER COMPLETE DESIGN DATA & CALCULATIONS SIGNED BY A REGISTERED ENGINEER IN THE STATE OF CALIF. DESIGNS SHALL BE IN ACCORDANCE WITH 1983 EDITION OF STD. SPECIFICATION FOR HIGHWAY BRGS BY AASHTO WITH APPLICABLE MODIFICATION BY CALIF. DEPT. OF TRANSPORTATION.
- MATERIAL:
 - CONCRETE: $f'_c = 5500$ PSI
 $f_{ci} = 2500$ PSI
 - PRESTRESS: SEVEN WIRE STRESS RELIEVED STRANDS $f_{pu} = 270$ KSI
MAX $f_{pi} = 70\%$ f_{pu} TRANSFER.
JACK GIRDERS NO. 1 = 640 KIPS
GIRDERS NO. 2 = 694 KIPS
TOTAL ELASTIC & INELASTIC LOSSES = 80 KIPS
 - MILD STEEL: GRADE 60 ASTM A615

