

## **APPENDIX B HISTORICAL DOCUMENTS**

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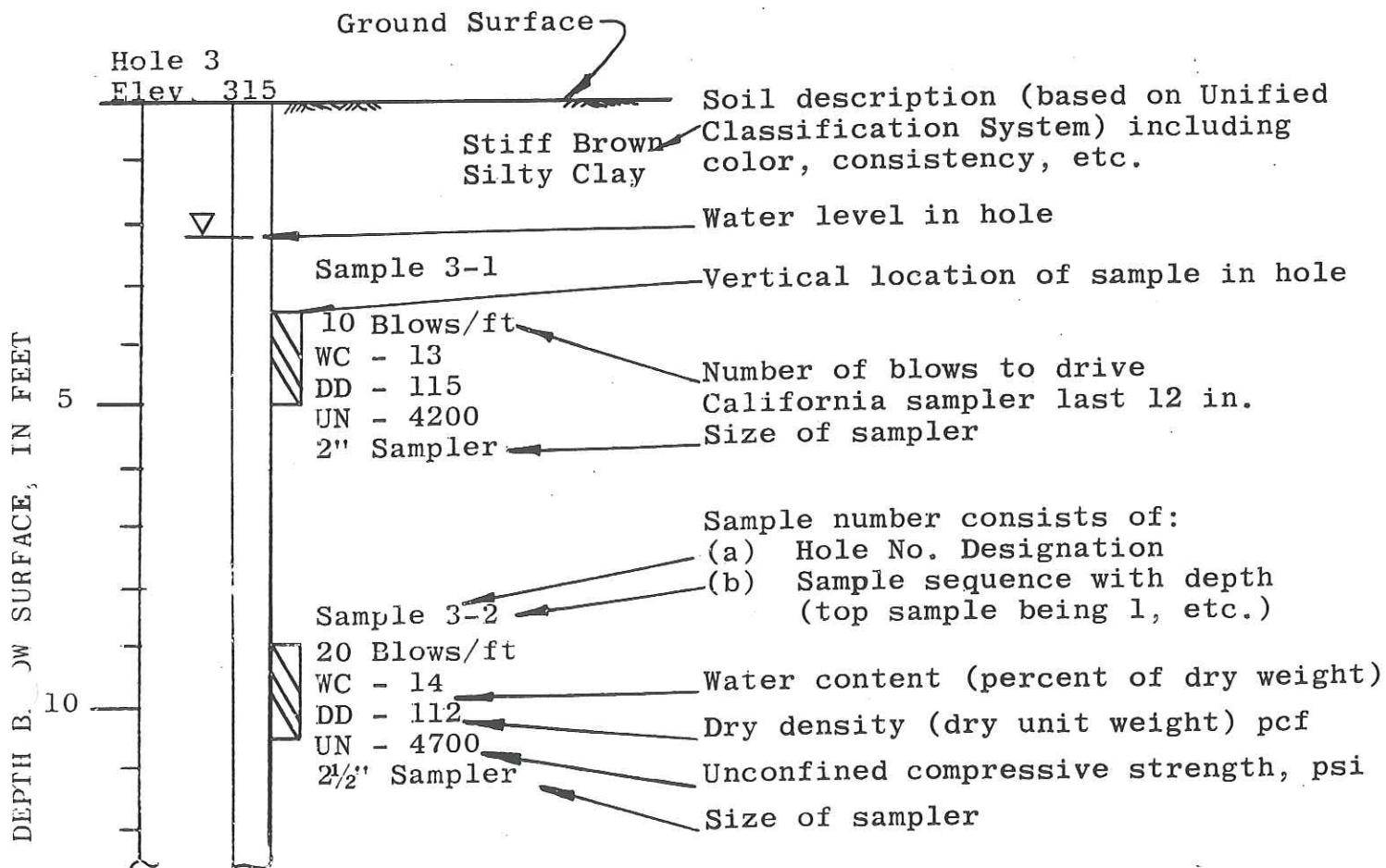
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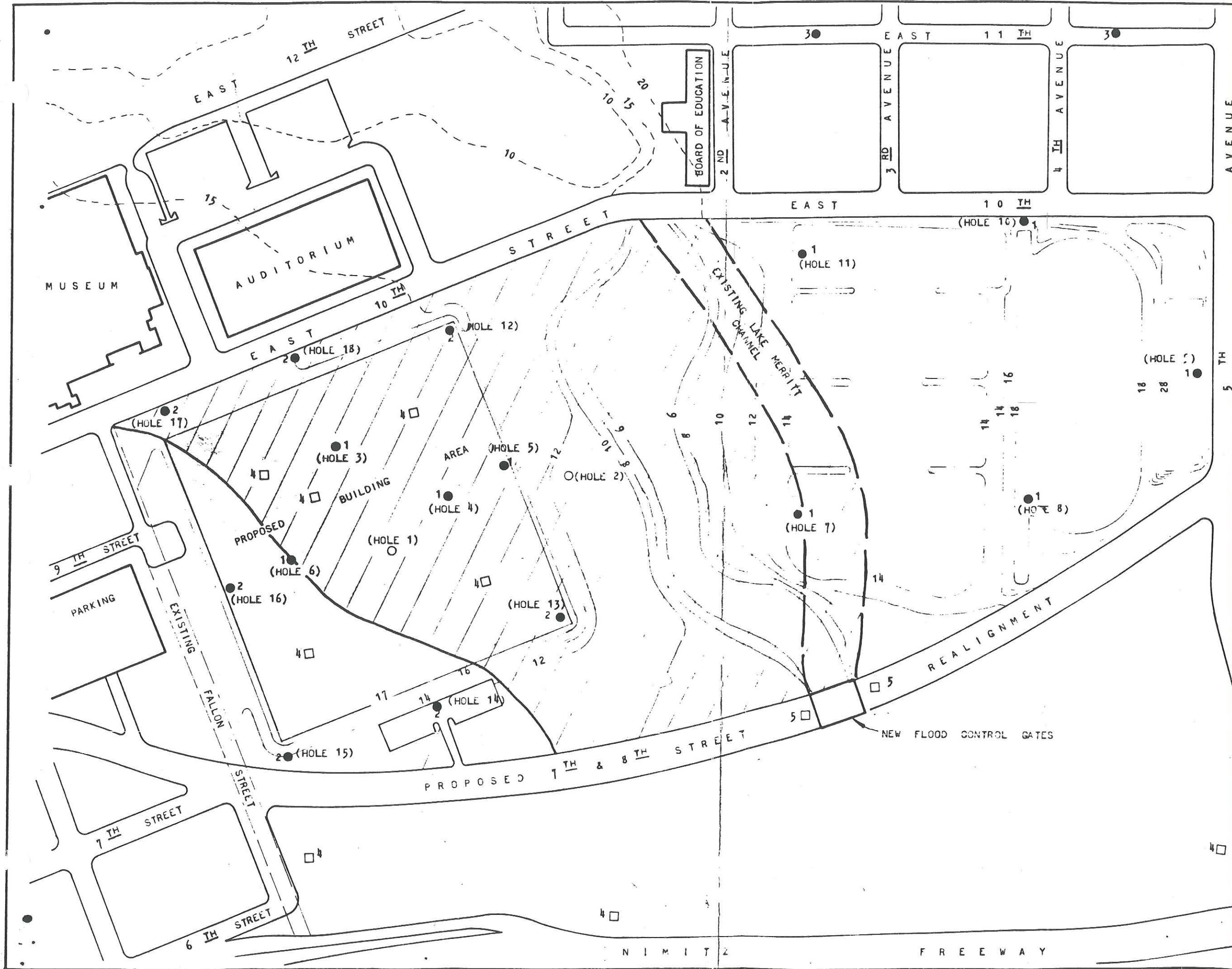
A P P E N D I X

NOTES ON FIELD INVESTIGATION

1. Borings were advanced with a 6-in. diameter continuous flight power auger and by wash boring.
2. The Engineering Geologist were M. Conant, R. Russell and C. Taylor
3. In-place samples of the soils were obtained with either drive samplers or Shelby tube samplers. The size of sampler used is indicated at the sample location on the logs of borings.
  - a) The 2-in. sampler measures 2-in. I.D. and 2½-in. O.D.. Thin brass liners are enclosed in the sampler. The sampler is driven 18-in. into the soil at the bottom of the holes with a 140 lb. hammer falling 30 in.
  - b) The 2½-in. sampler measures 2½-in. I.D. and 2¾-in. O.D. and also contains brass liners. This sampler is driven 24-in. into the soil with a 140 lb. hammer falling 30 in.
  - c) Shelby tube samplers are thin-walled brass tubes, measuring either 2.8 or 3.2 I.D., and are pushed into the soil by hydraulic mechanism. Loss of the sample is prevented by either a fixed piston in the Osterberg type sampler or by ball check valve in the open type sampler.
4. When the sampler was withdrawn from the test holes, the brass tubes containing the soils samples were removed, carefully sealed to preserve the natural moisture content, and returned to the laboratory for testing.
5. Classifications are based on the Unified Classification System and are made in the field by our Engineer or Geologist. Classifications of in-place samples are verified by an examination by the Staff Engineer.

KEY TO BORING LOGS





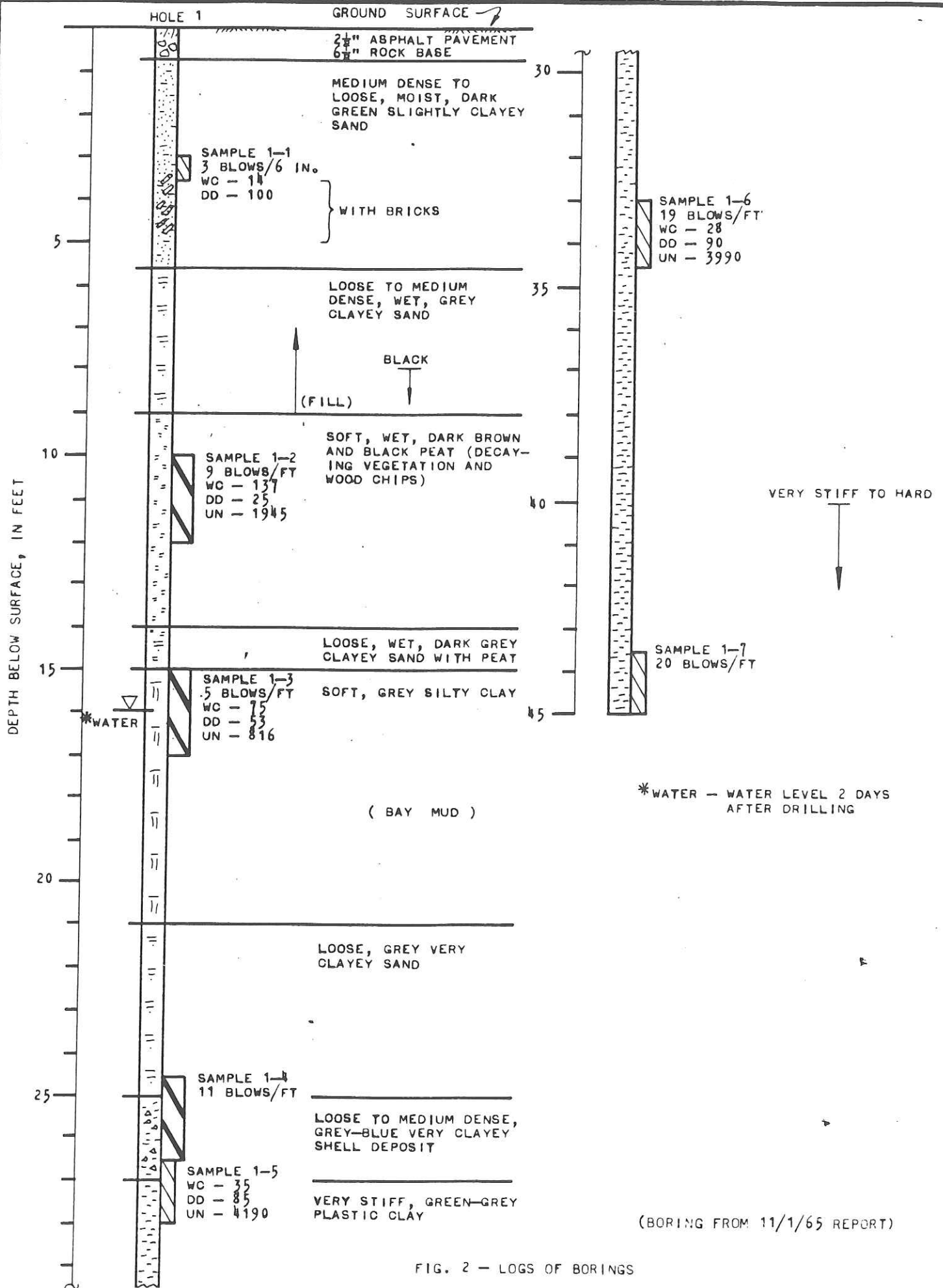
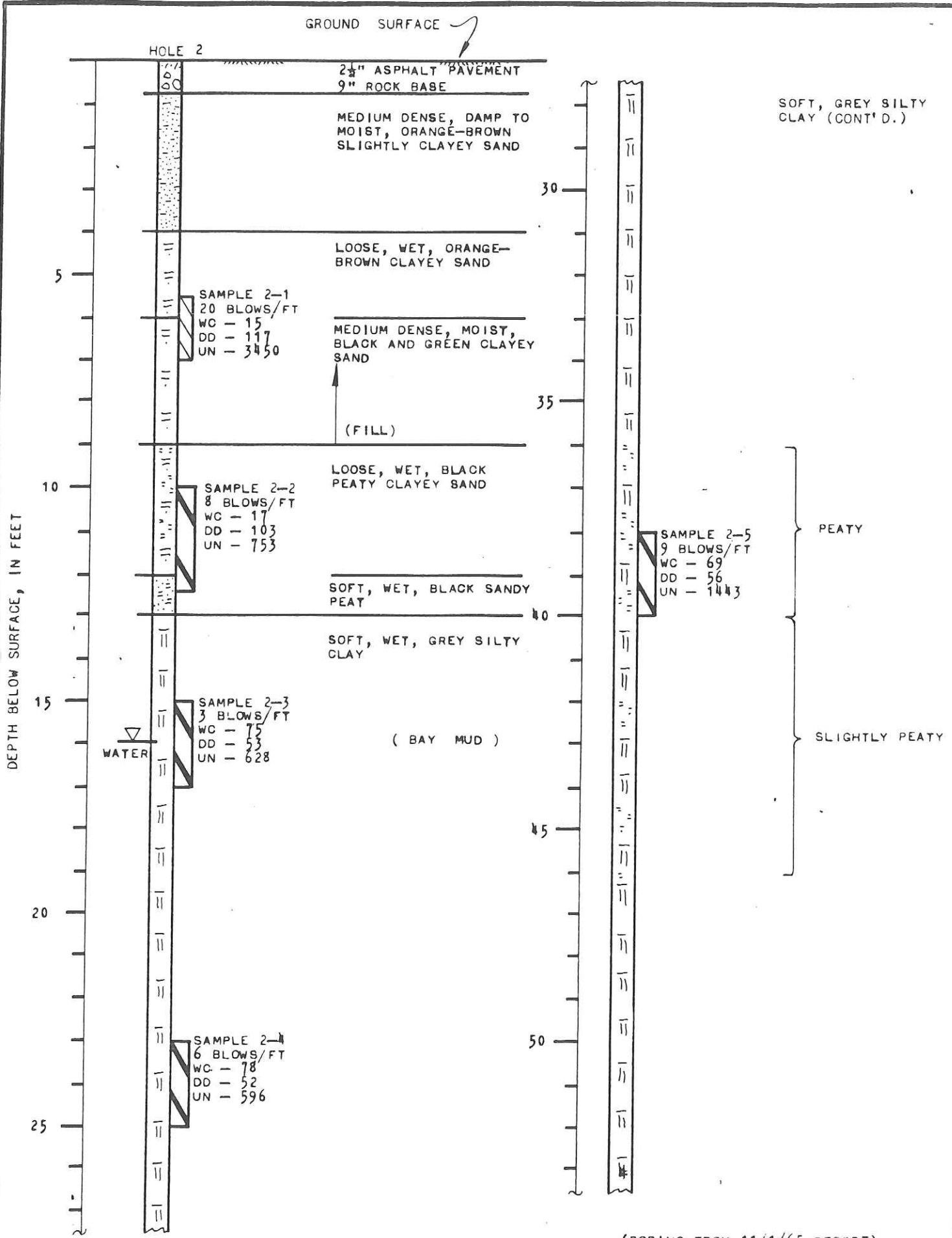
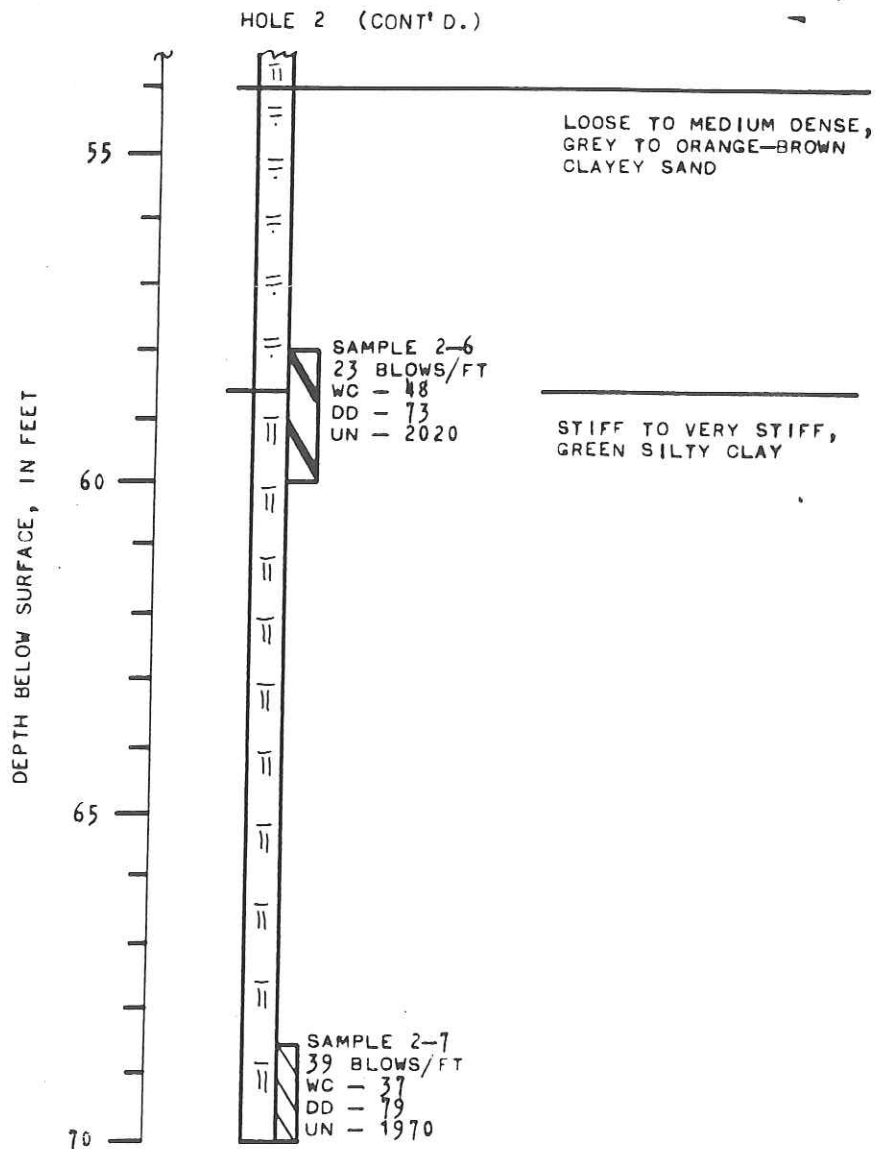


FIG. 2 - LOGS OF BORINGS



(BORING FROM 11/1/65 REPORT)

FIG. 3 - LOGS OF BORINGS



(BORING FROM 11/1/65 REPORT)

FIG. 4 - LOGS OF BORINGS

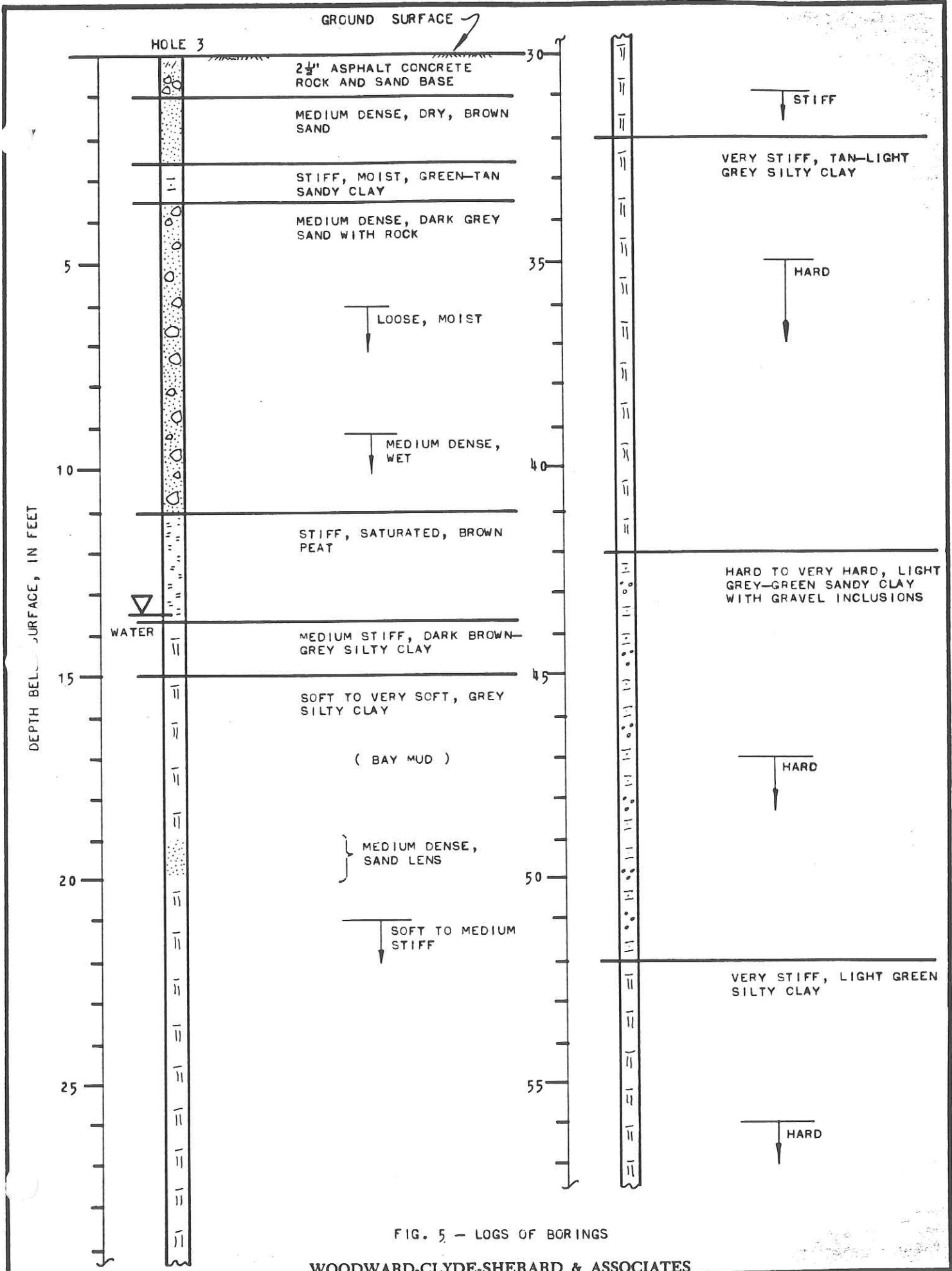


FIG. 5 - LOGS OF BORINGS



HOLE 3 (CONT'D.)

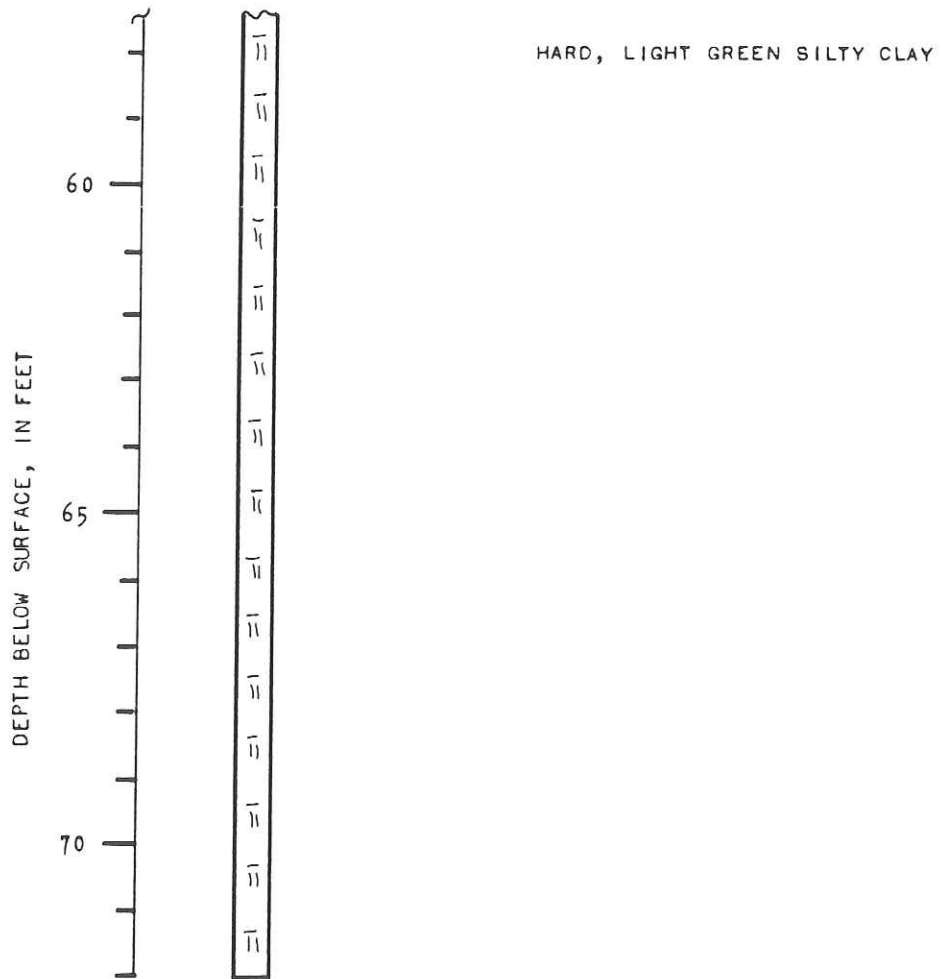


FIG. 6 - LOGS OF BORINGS

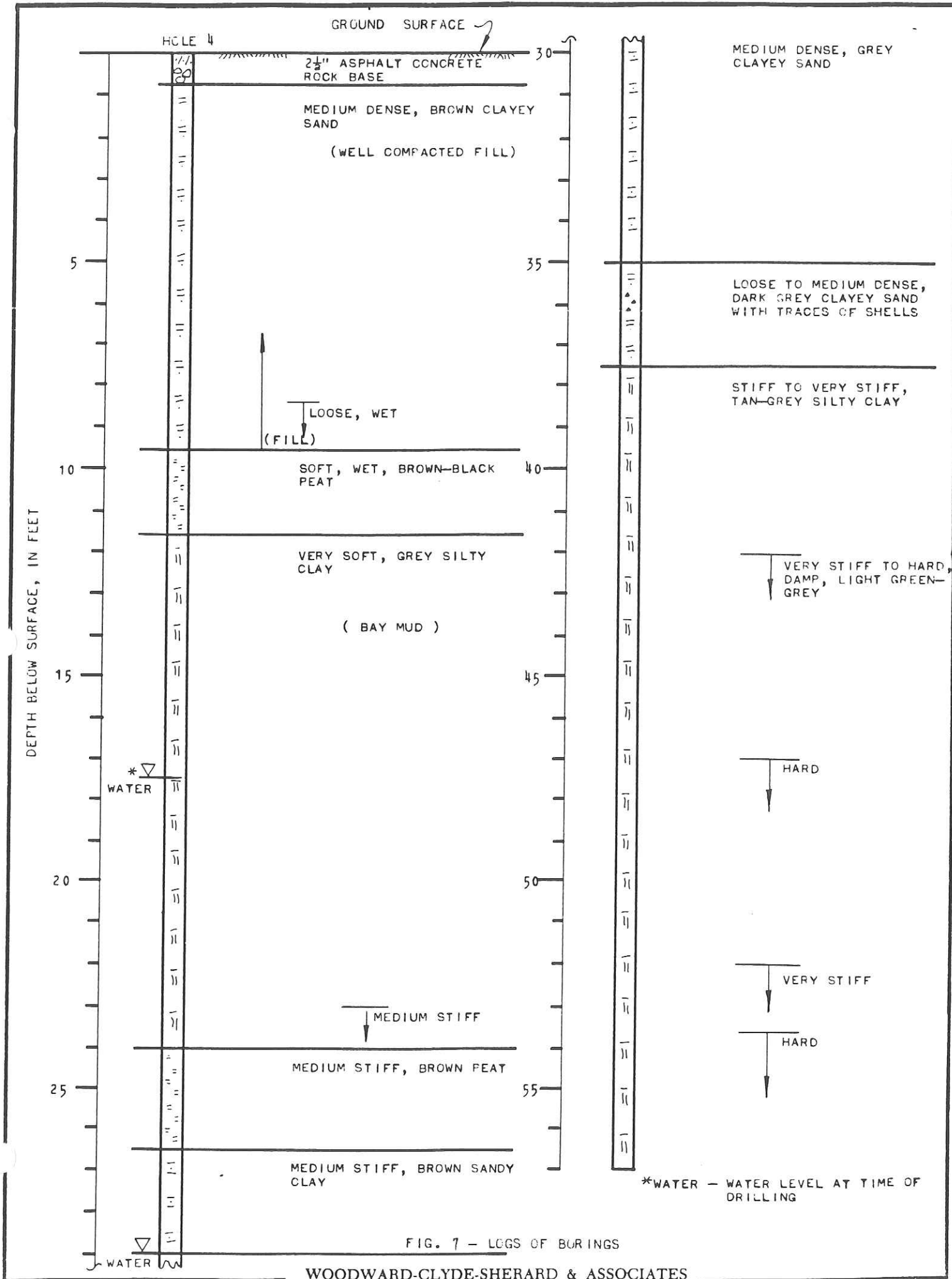


FIG. 7 - LOGS OF BORINGS

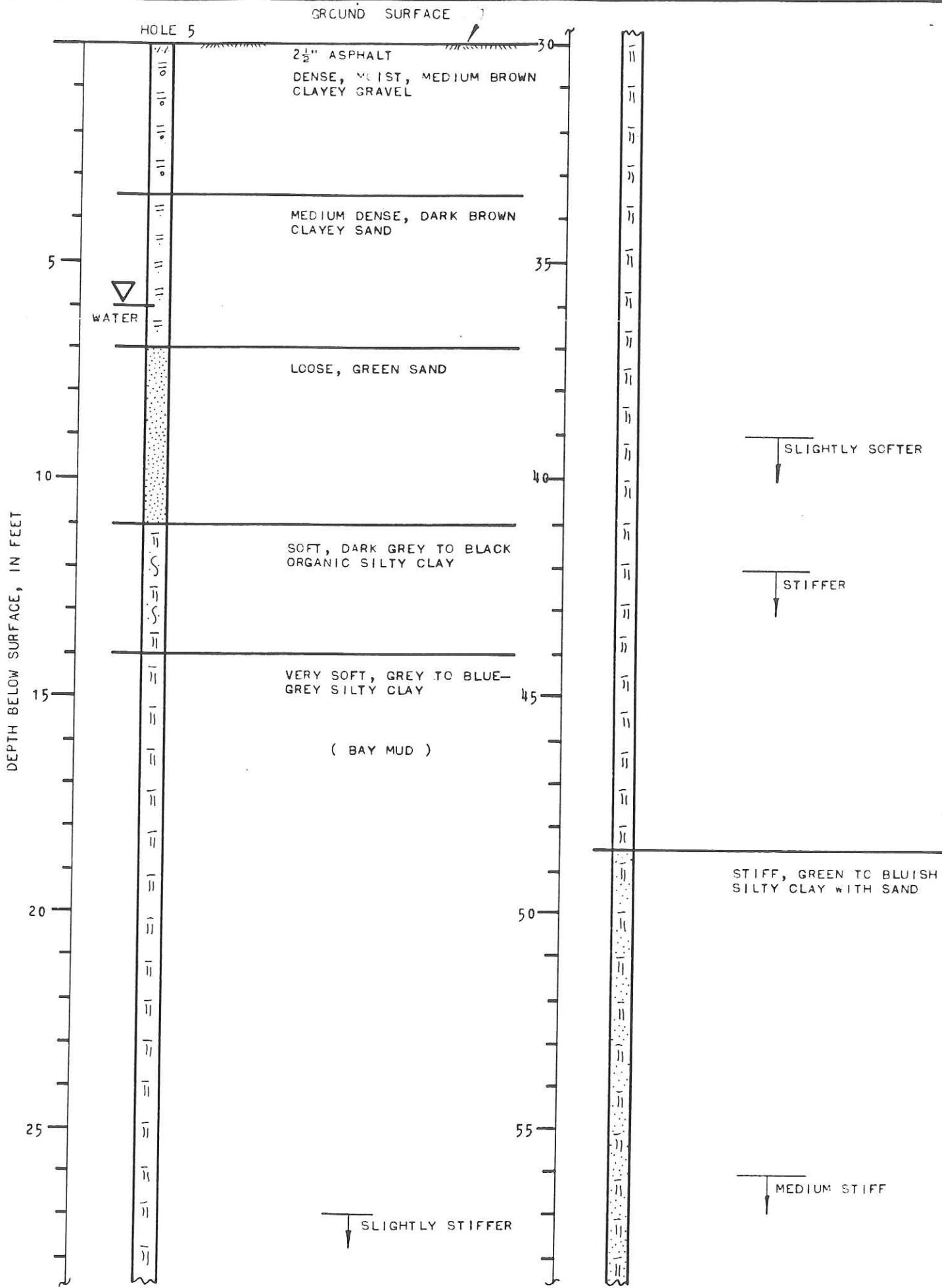


FIG. 8 - LOGS OF BORINGS  
 WOODWARD-CLYDE-SHERARD & ASSOCIATES  
 Consulting Soil and Foundation Engineers

HOLE 5 (CONT'D)

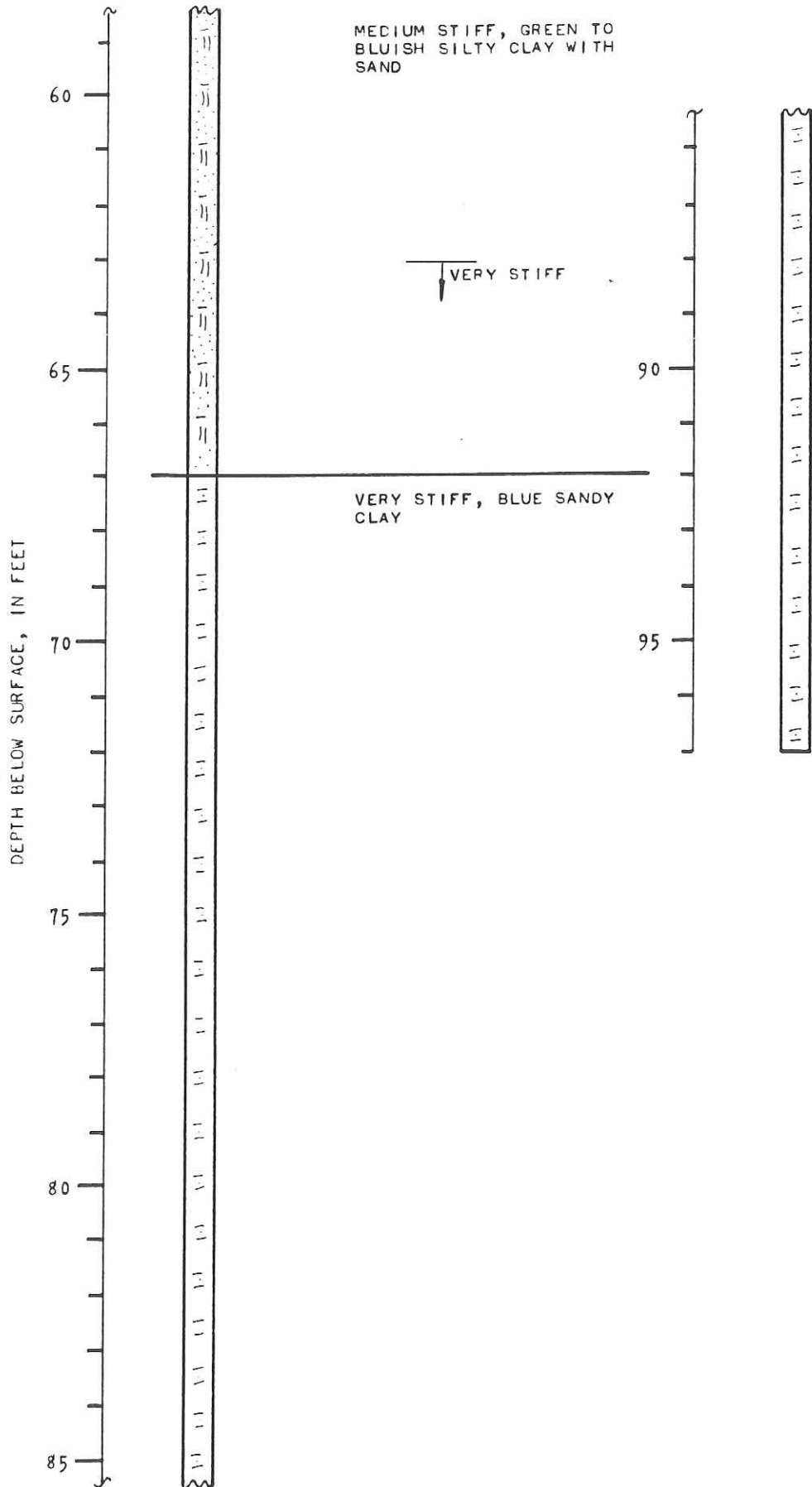


FIG. 9 - LOGS OF BCR INGS

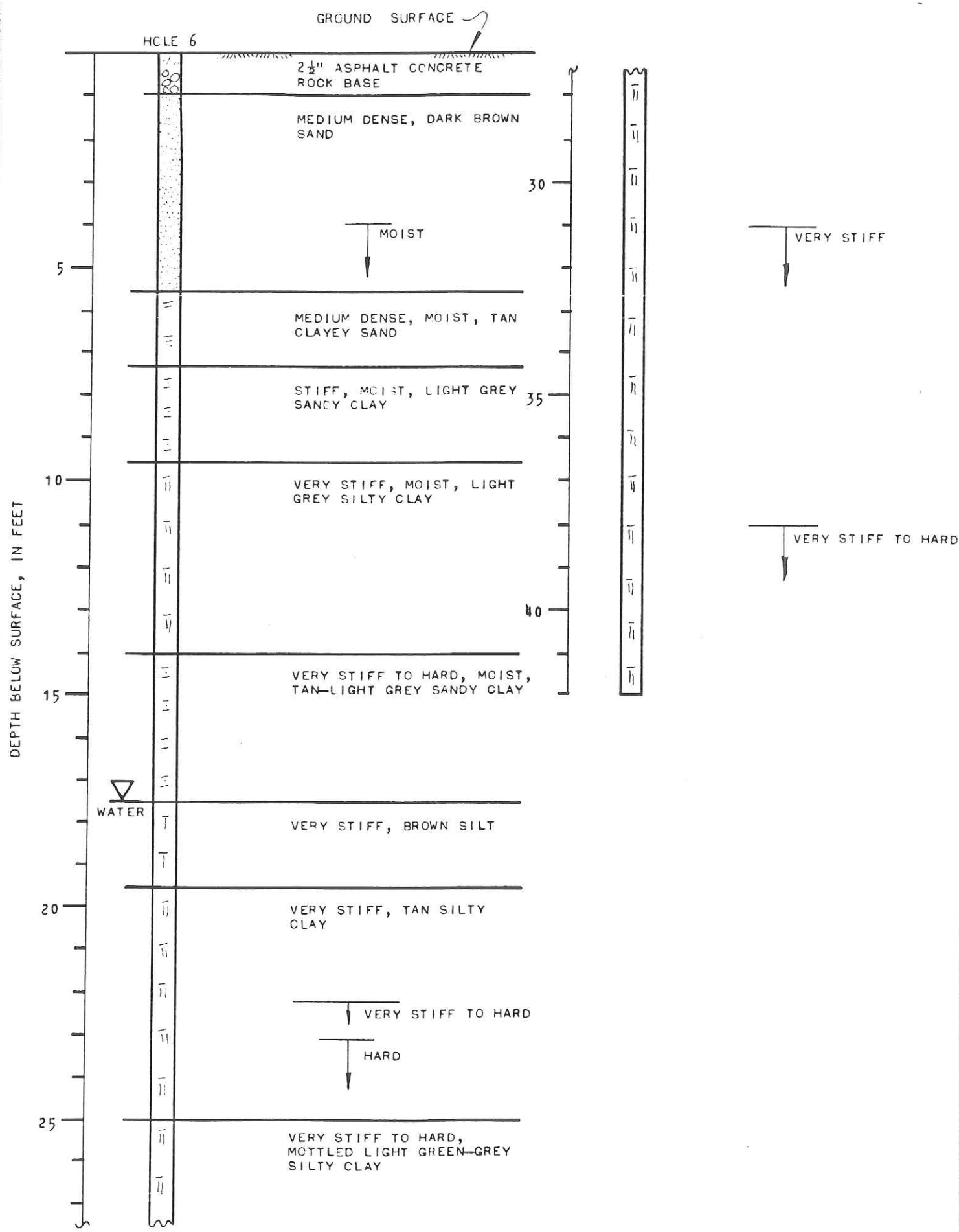


FIG. 10 - LOGS OF BORINGS

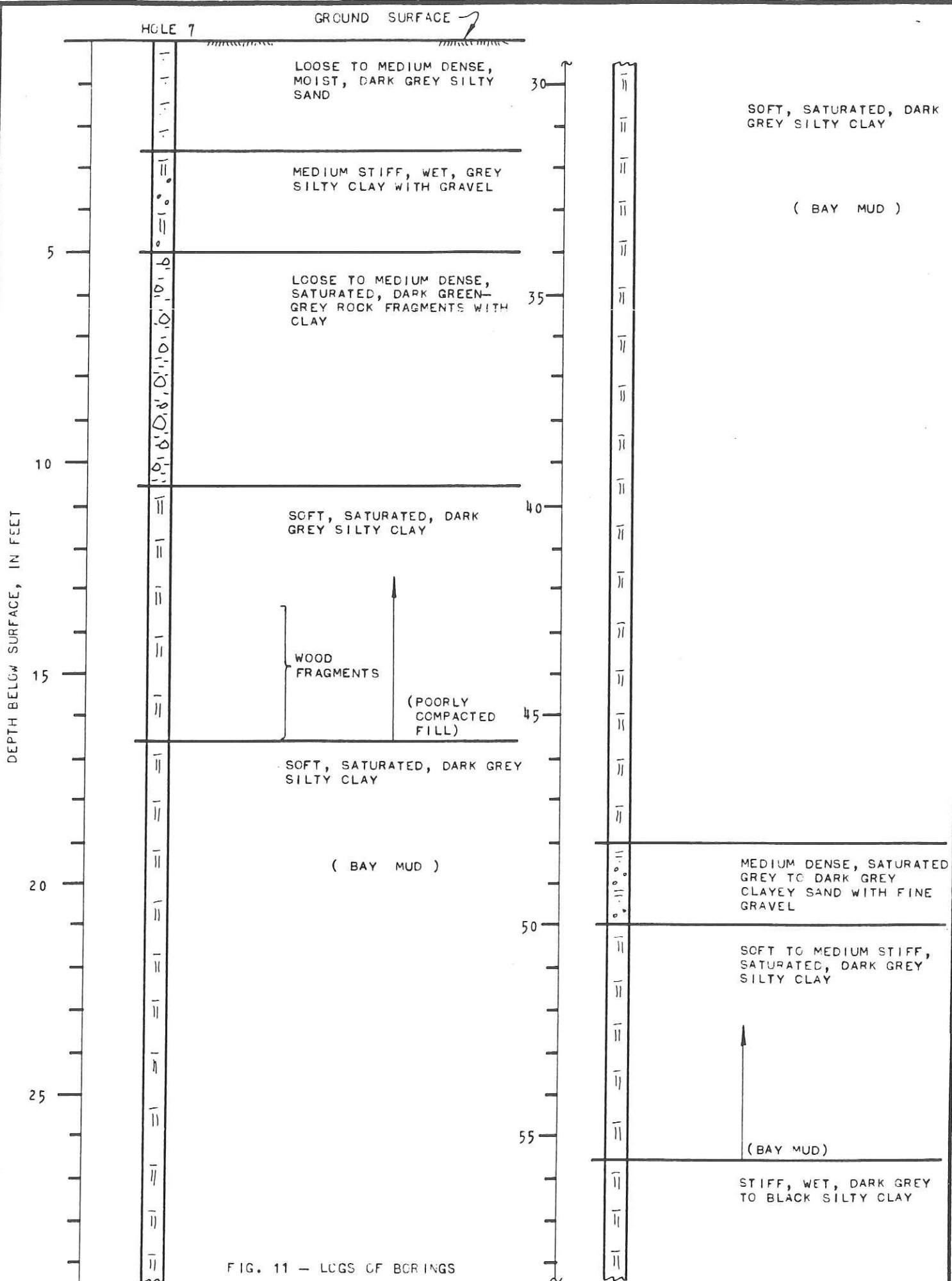


FIG. 11 - LOGS OF BORINGS

HOLE 7 (CONT'D)

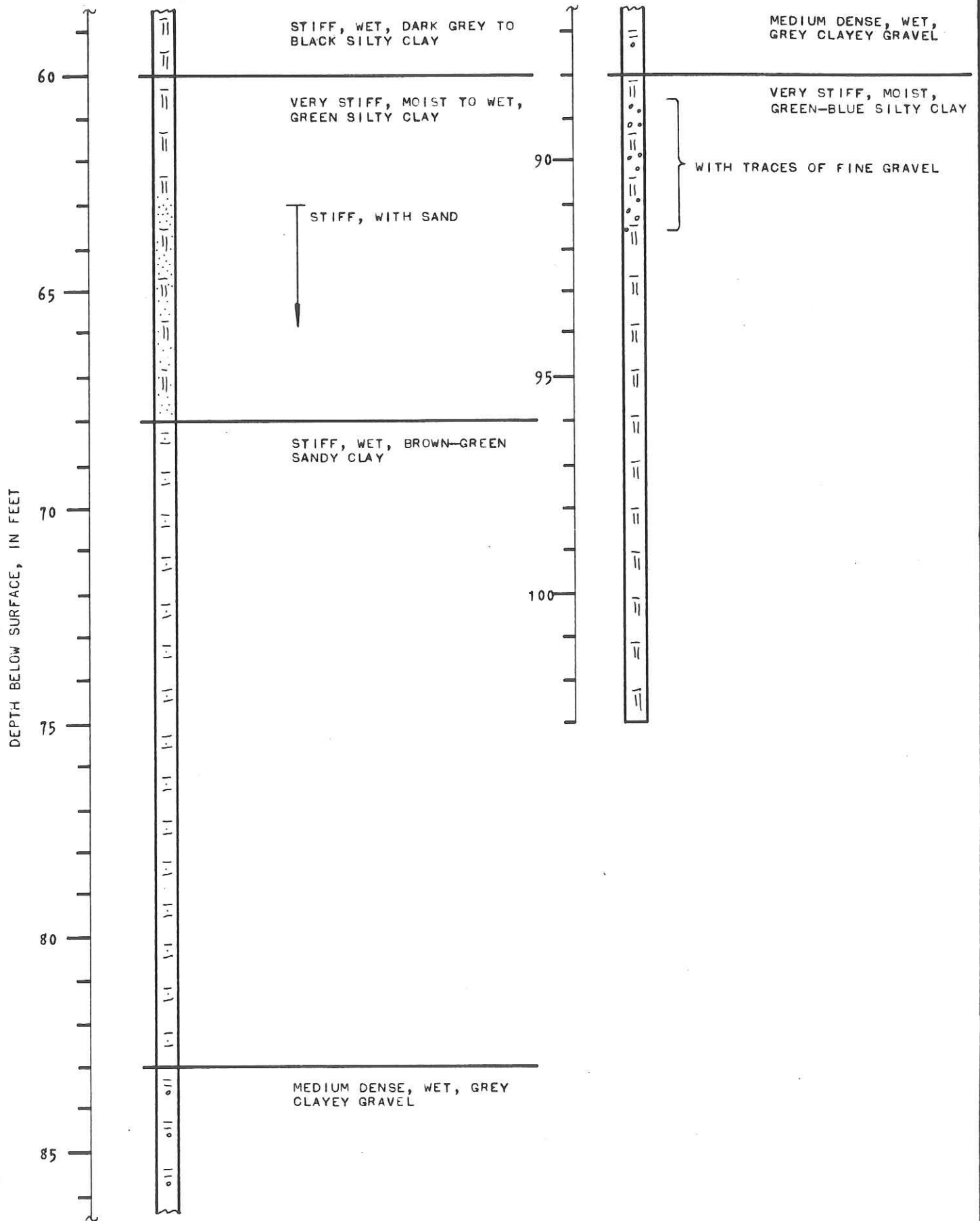


FIG. 12 - LOGS OF BORINGS

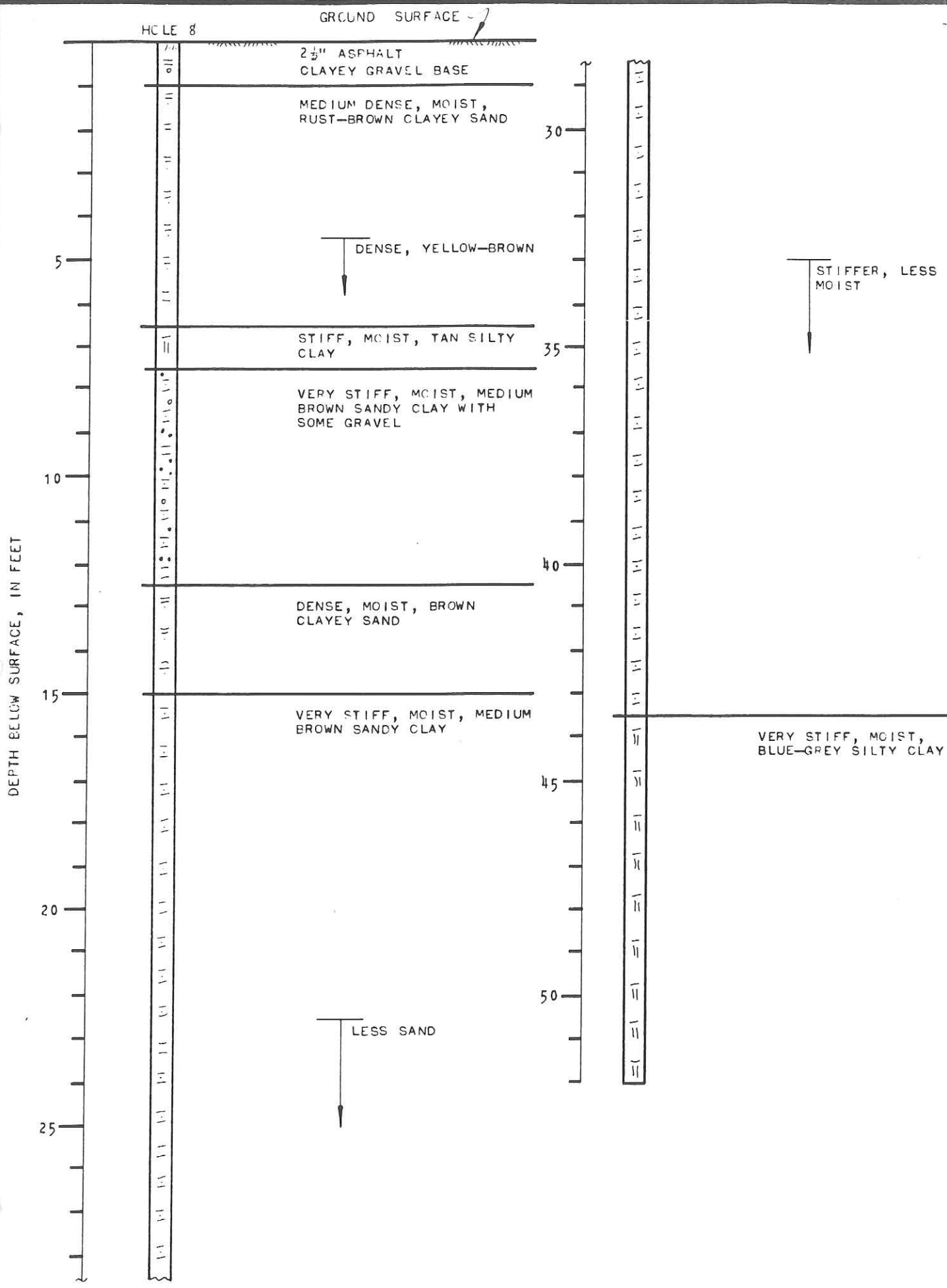


FIG. 13 - LOGS OF BORINGS



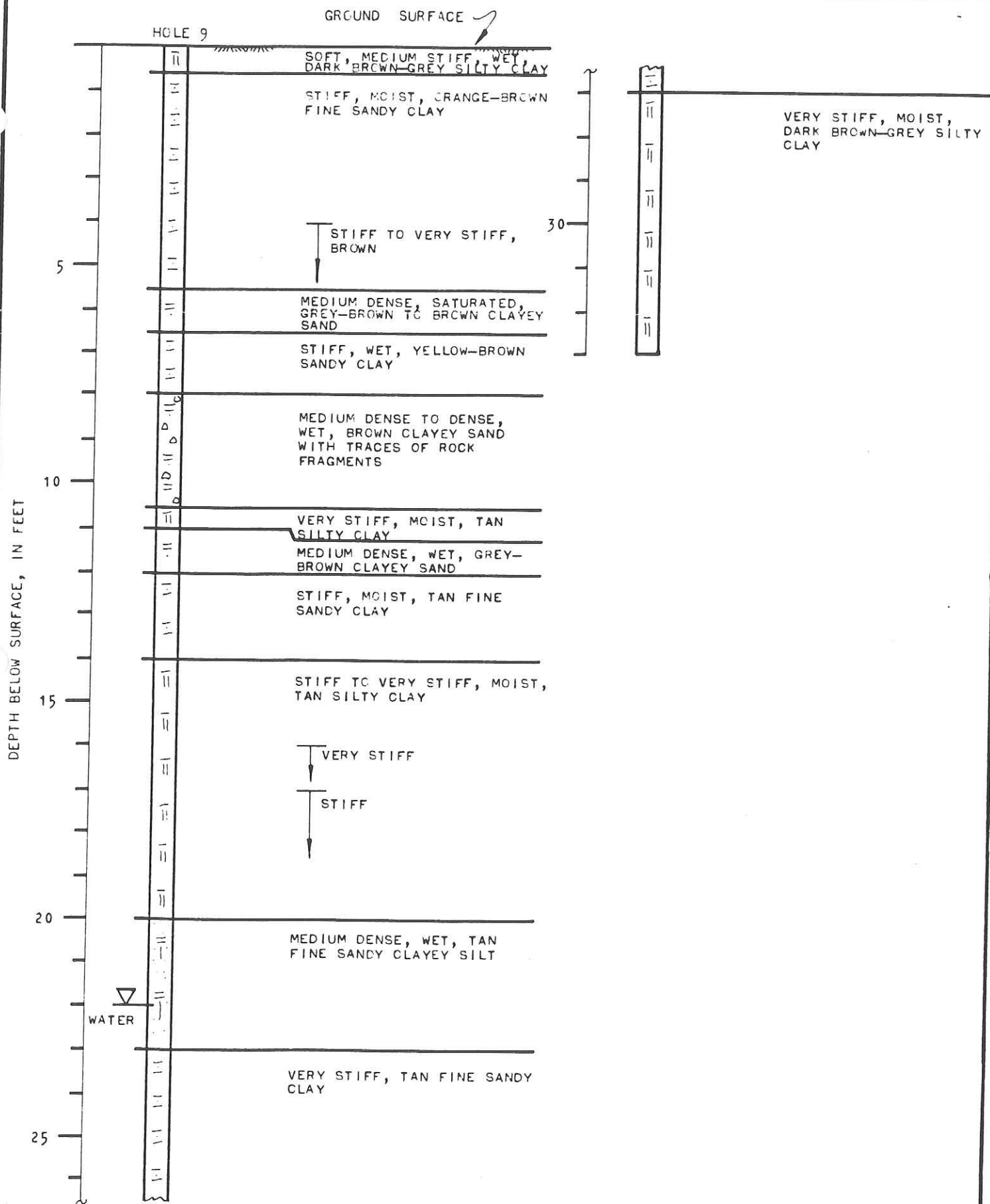


FIG. 14 - LOGS OF BORINGS

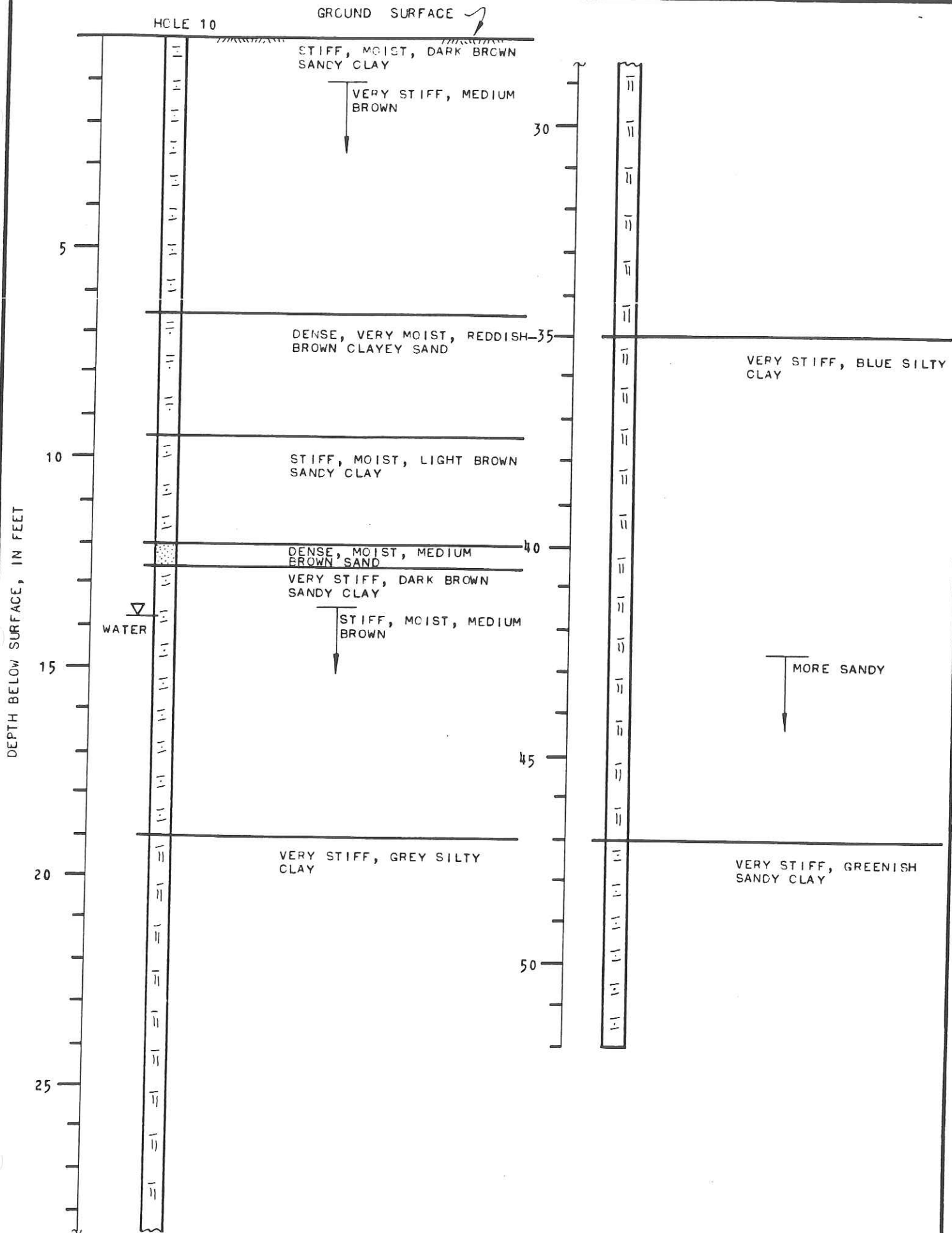


FIG. 15 - LOGS OF BORINGS

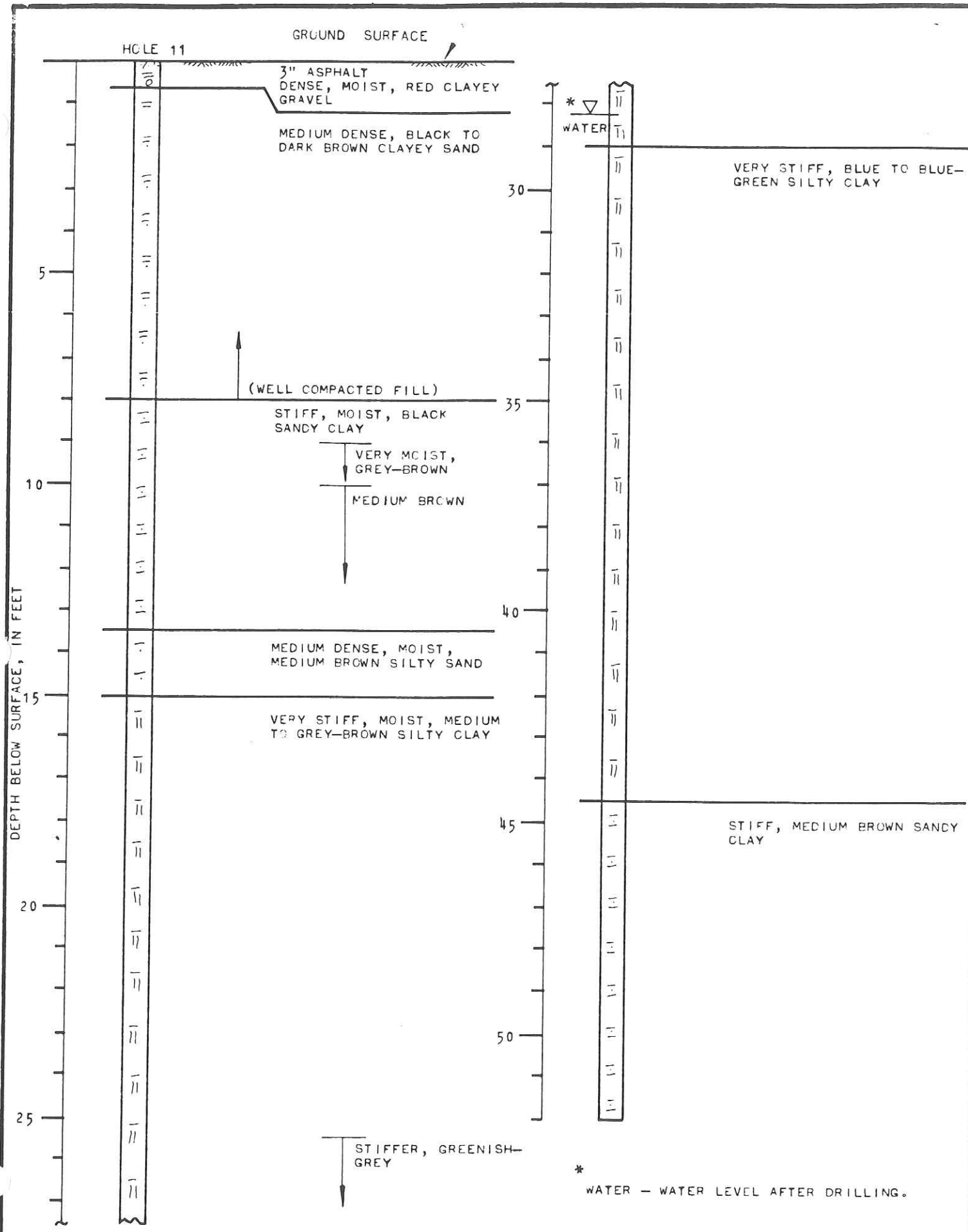


FIG. 16 - LOGS OF BORINGS

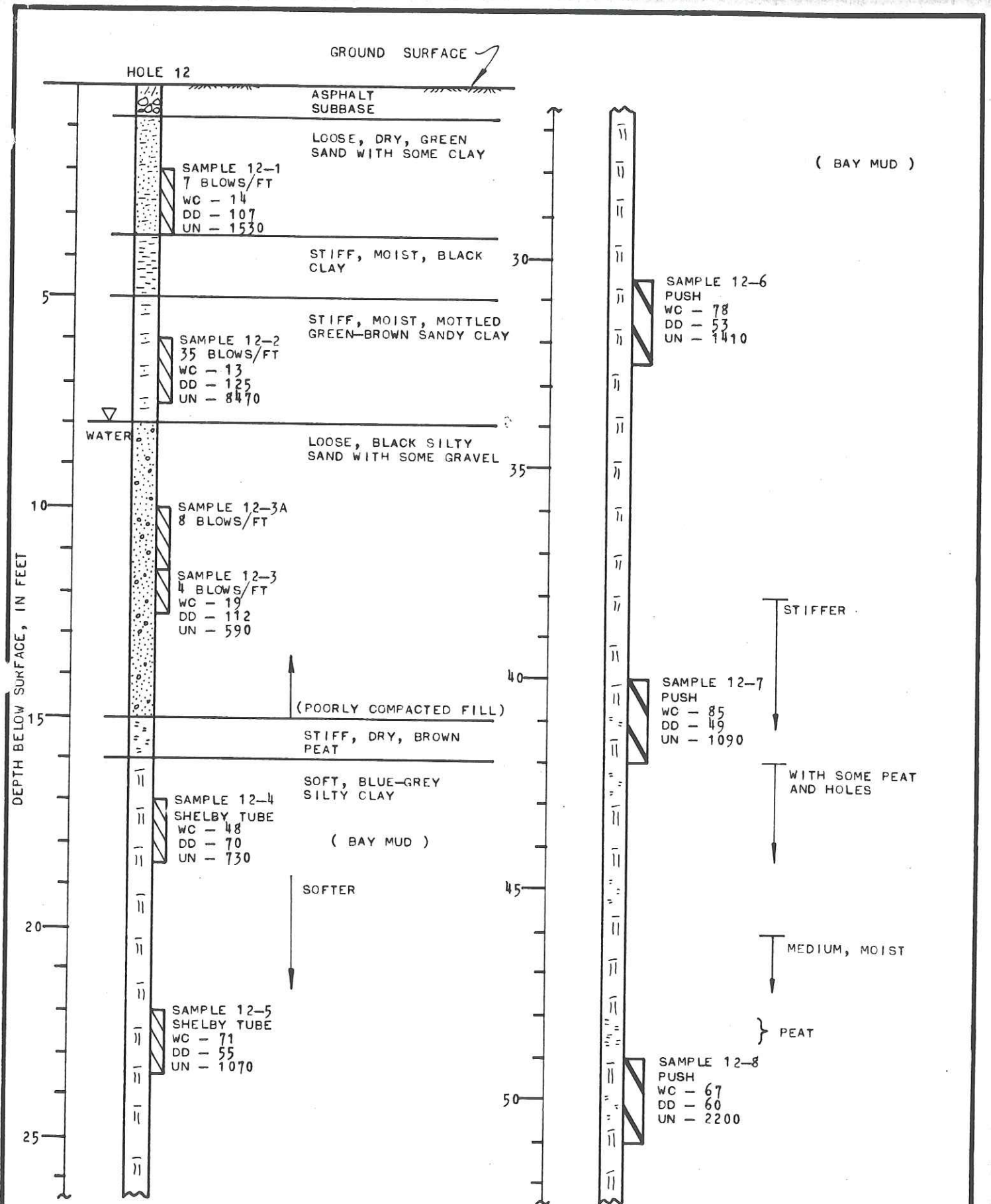


FIG. 17 - LOGS OF BORINGS

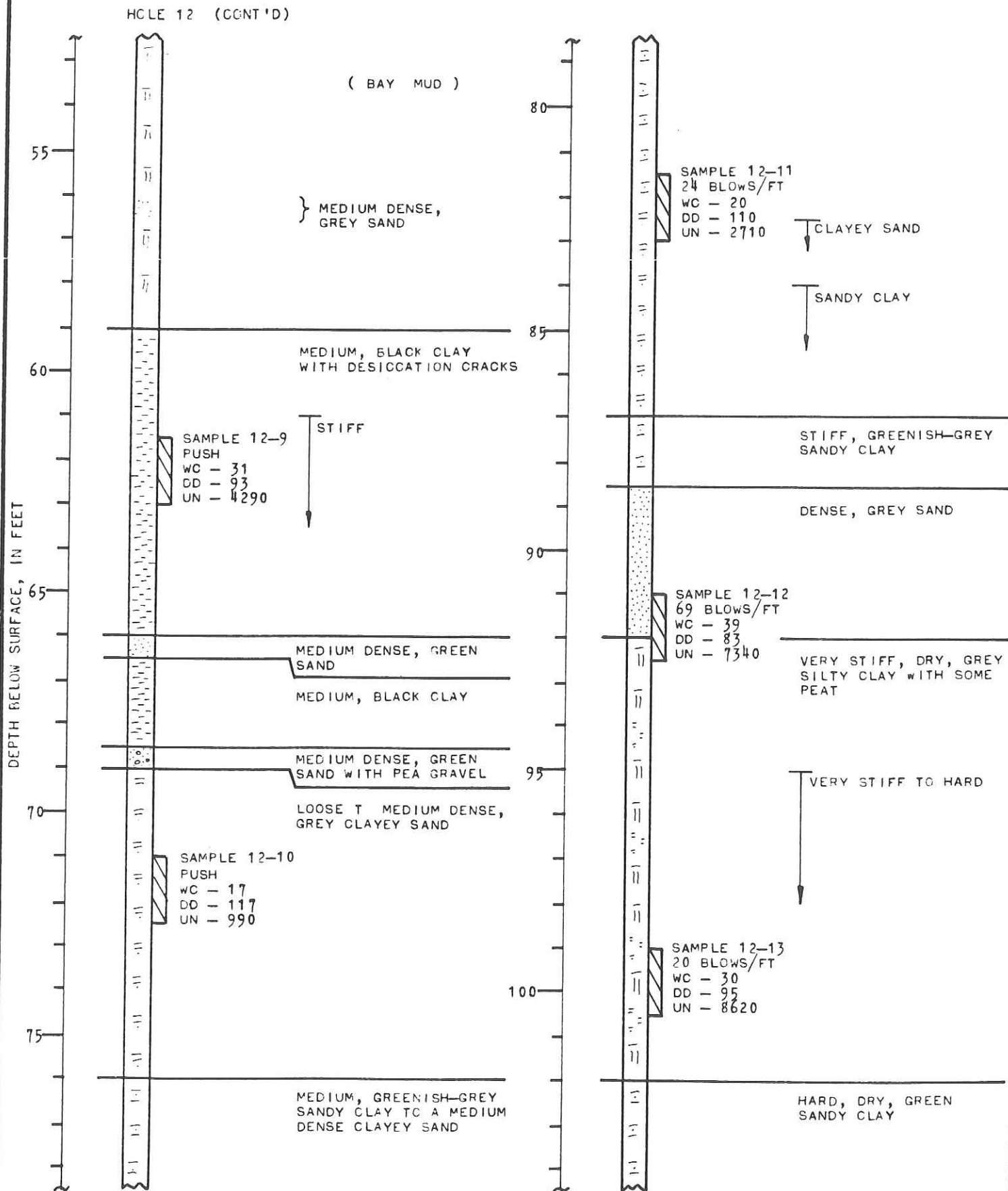


FIG. 18 - LOGS OF BORINGS

HOLE 12 (CONT'D)

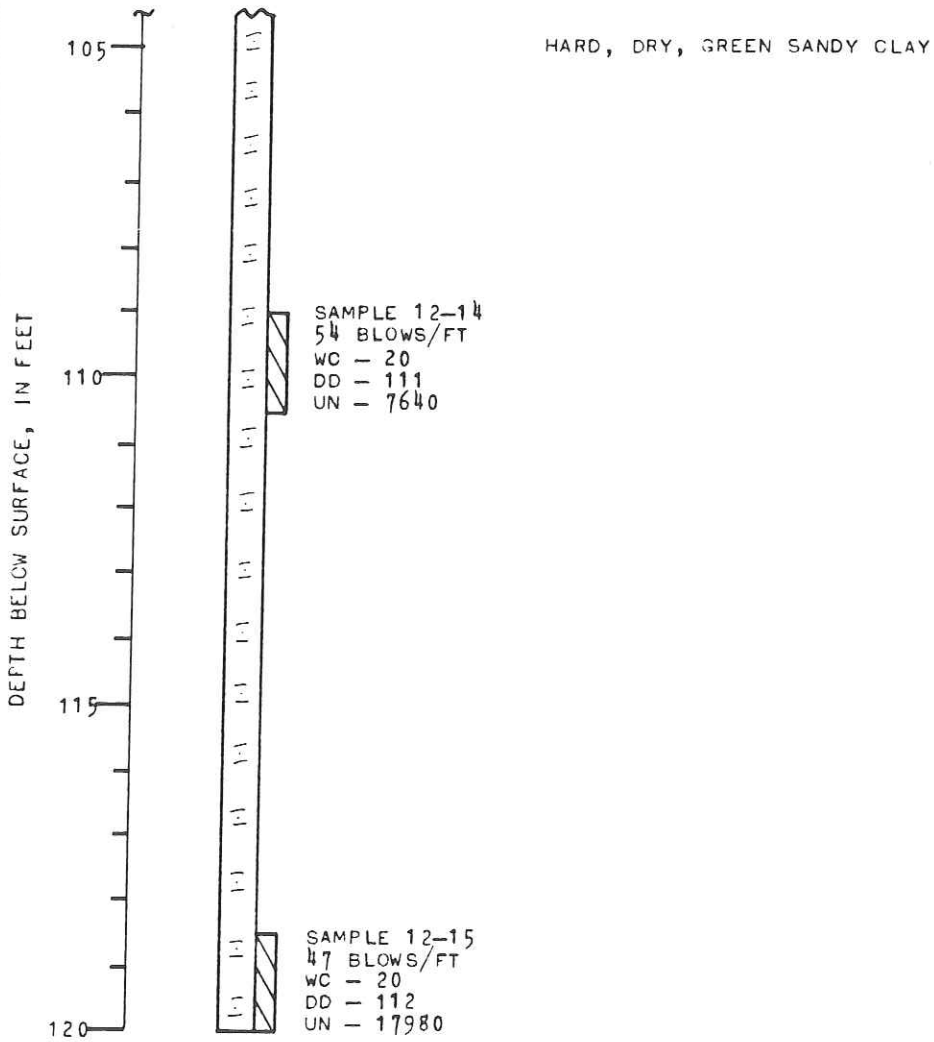


FIG. 19 - LOGS OF BORINGS

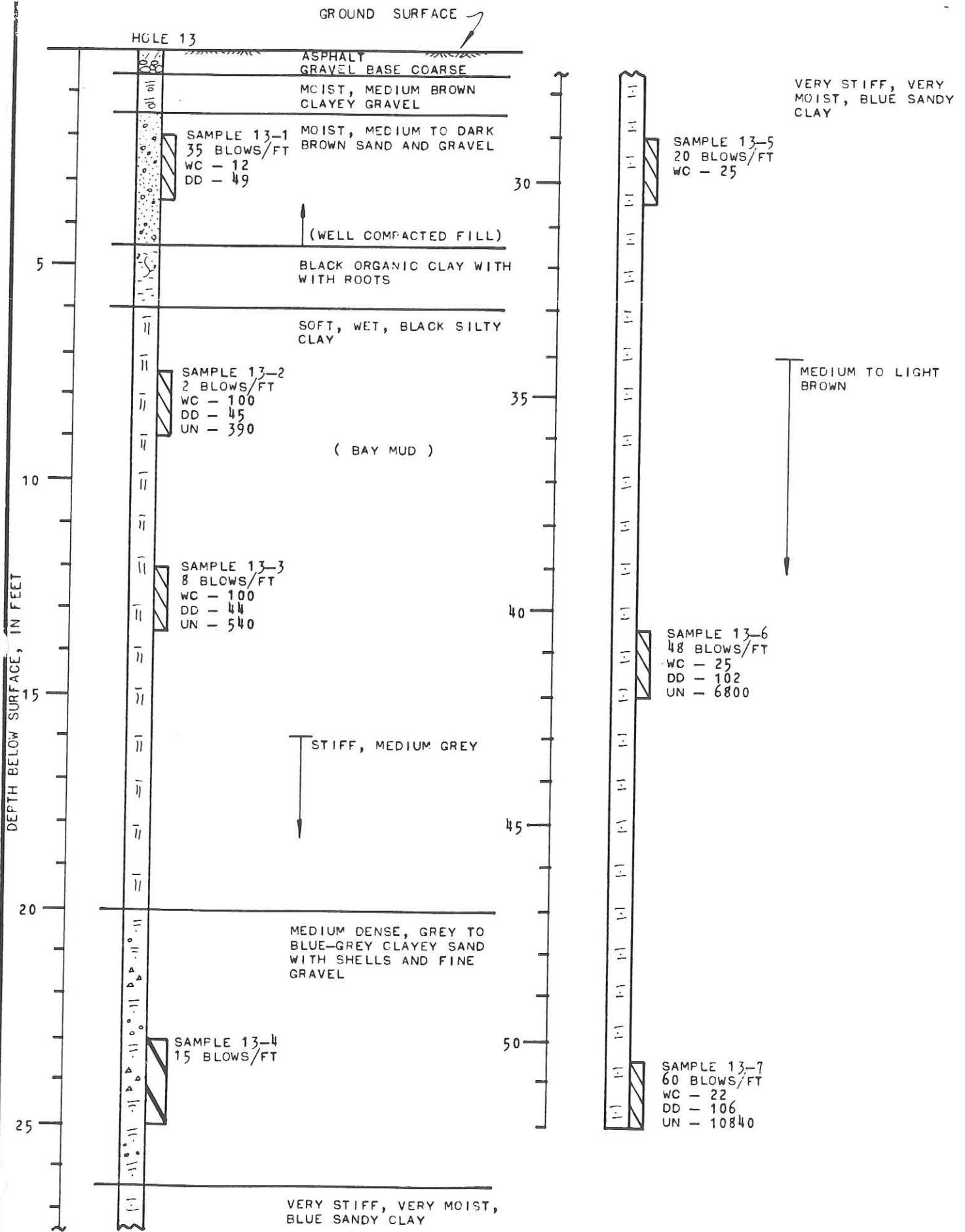


FIG. 20 - LOGS OF BORINGS

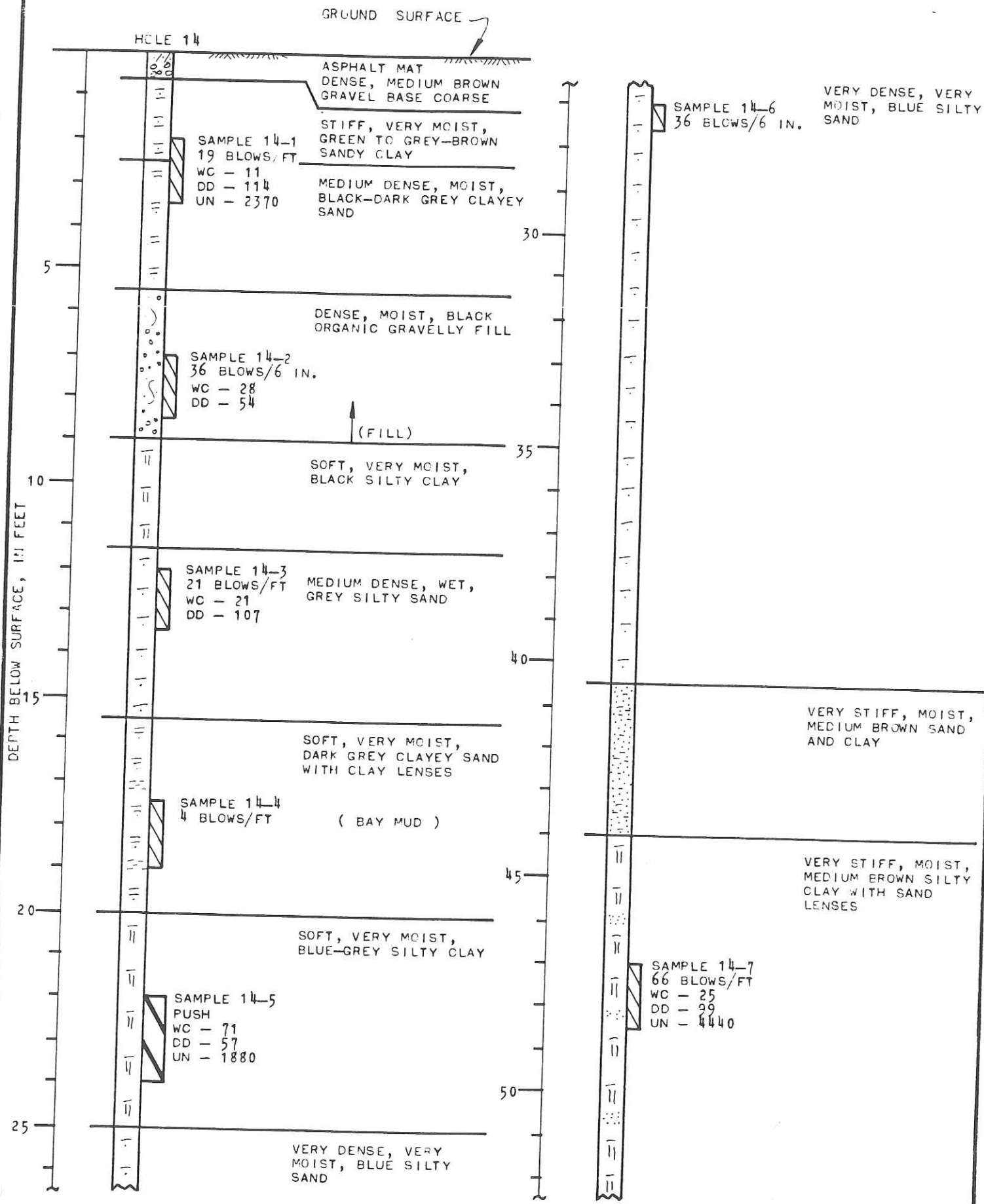


FIG. 21 - LOGS OF BORINGS



HOLE 14 (CONT'D)

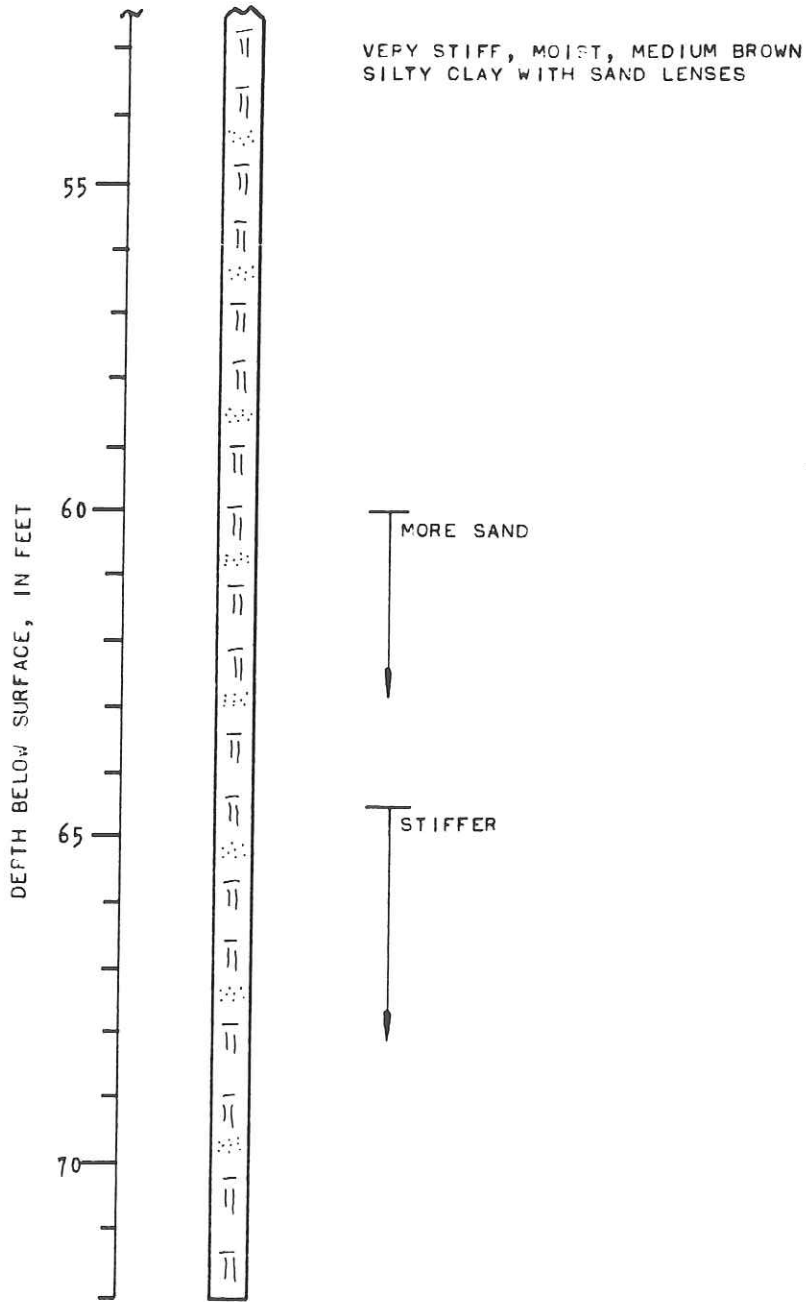


FIG. 22 - LOGS OF BORINGS

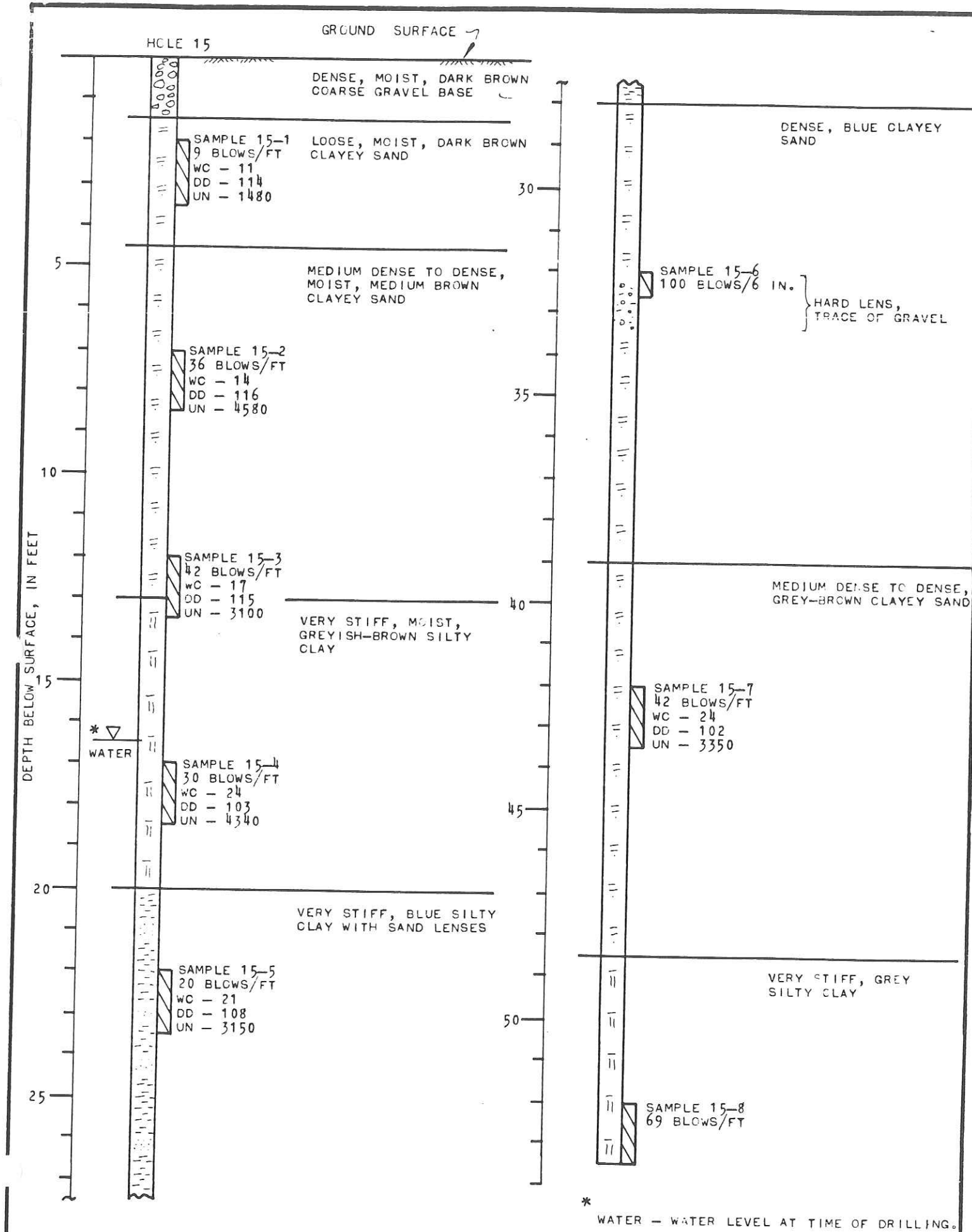


FIG. 23 - LOGS OF BORINGS

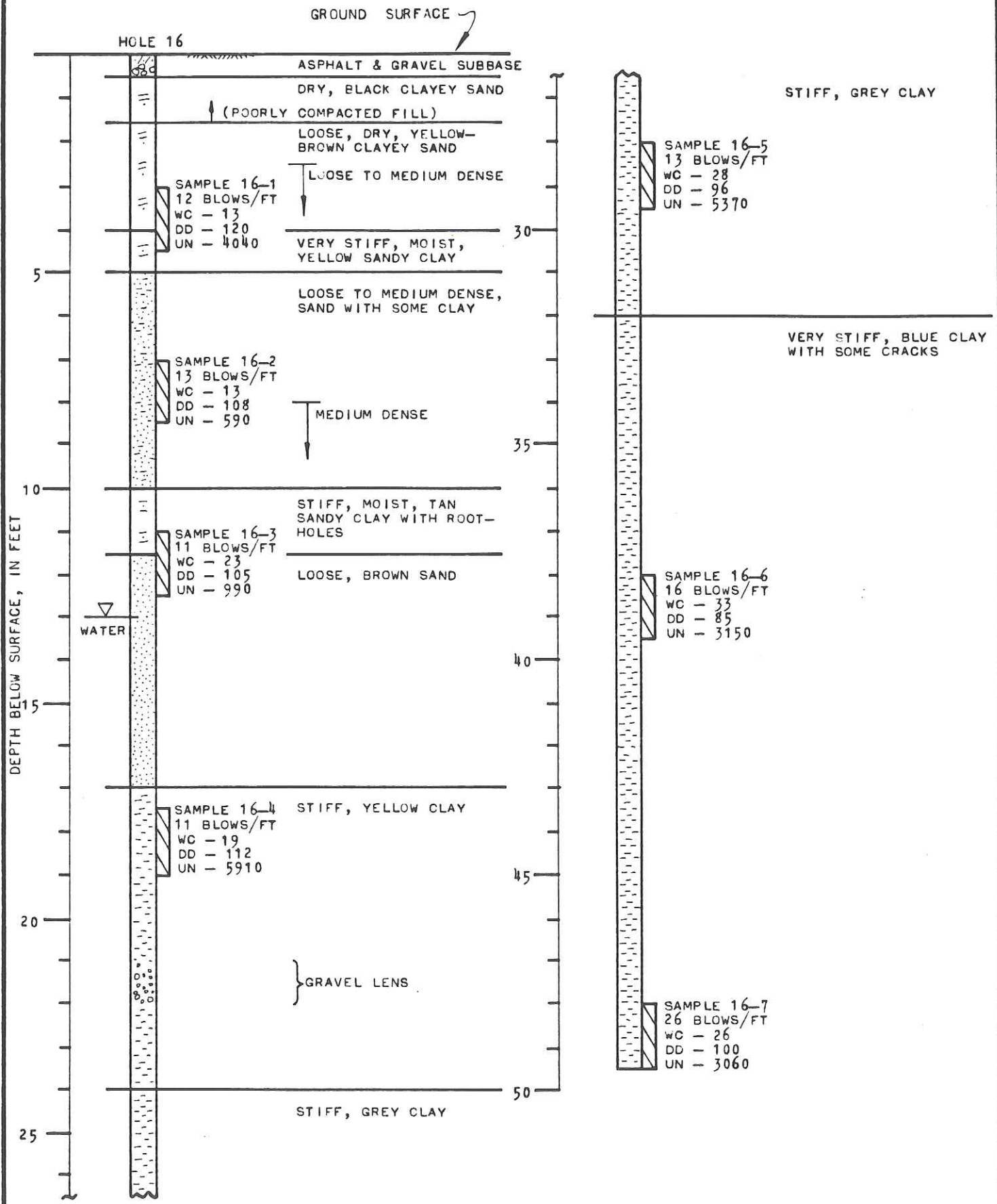
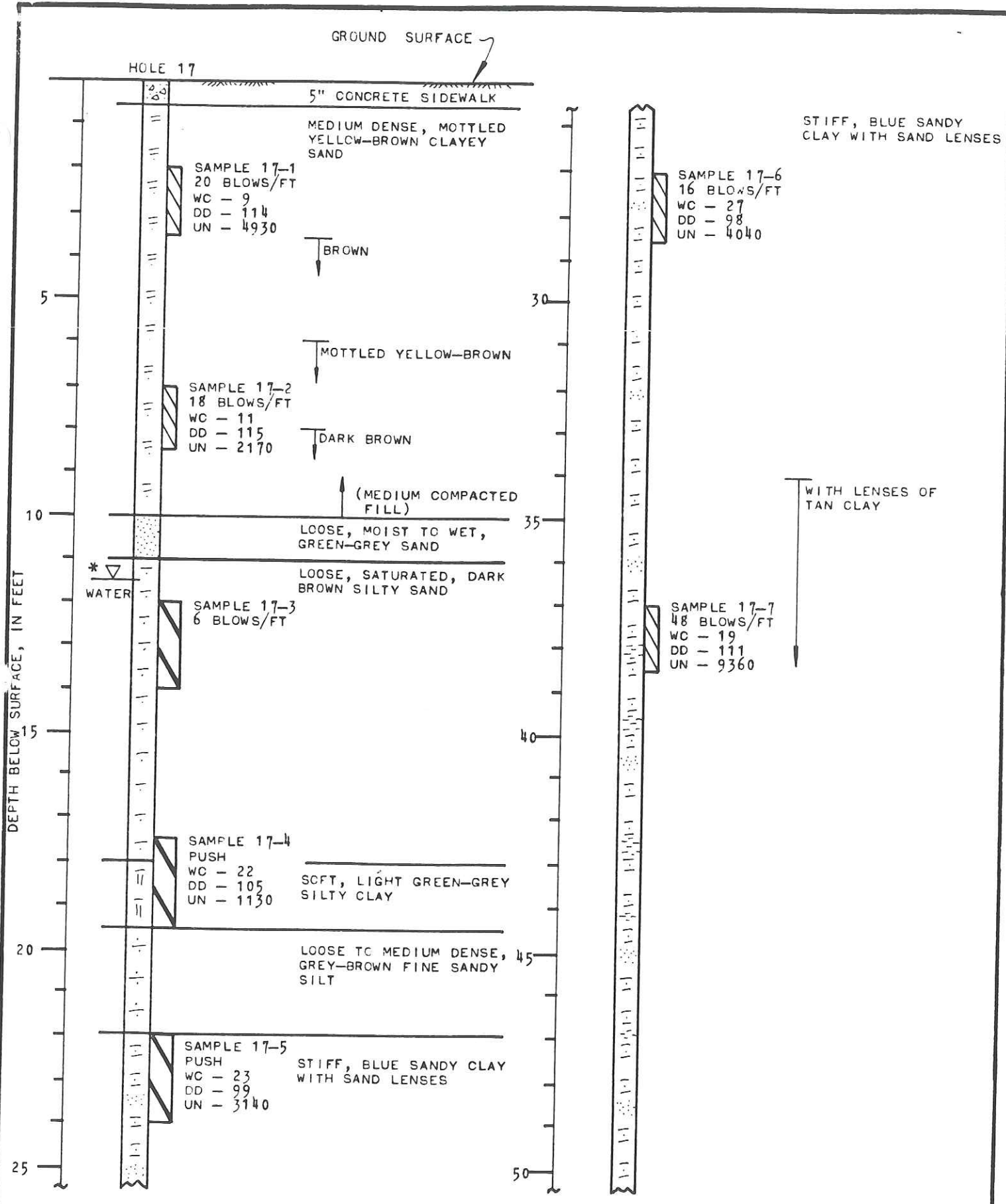


FIG. 24 - LOGS OF BORINGS



\* WATER - WATER LEVEL AT TIME OF DRILLING.

FIG. 25 - LOGS OF BORINGS

HOLE 17 (CONT'D)

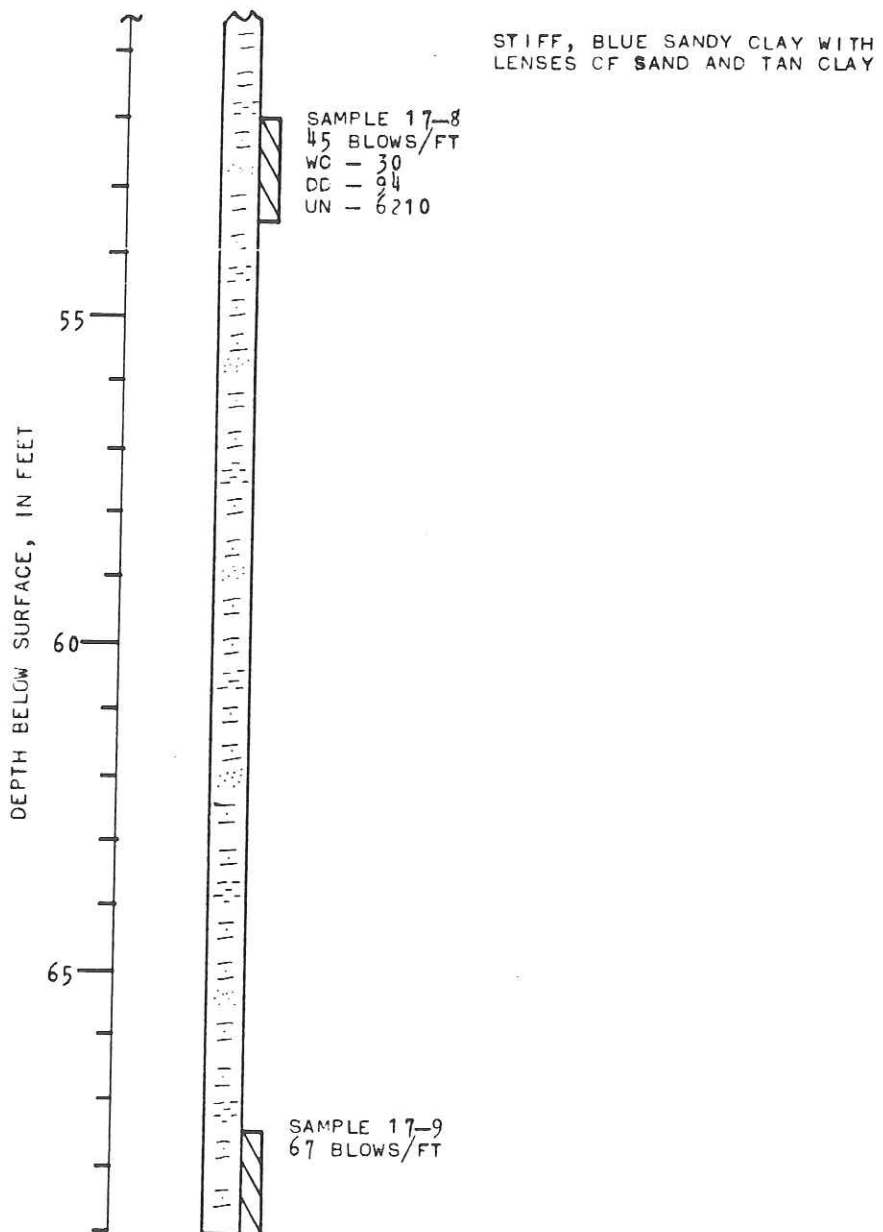


FIG. 26 - LOGS OF BORINGS

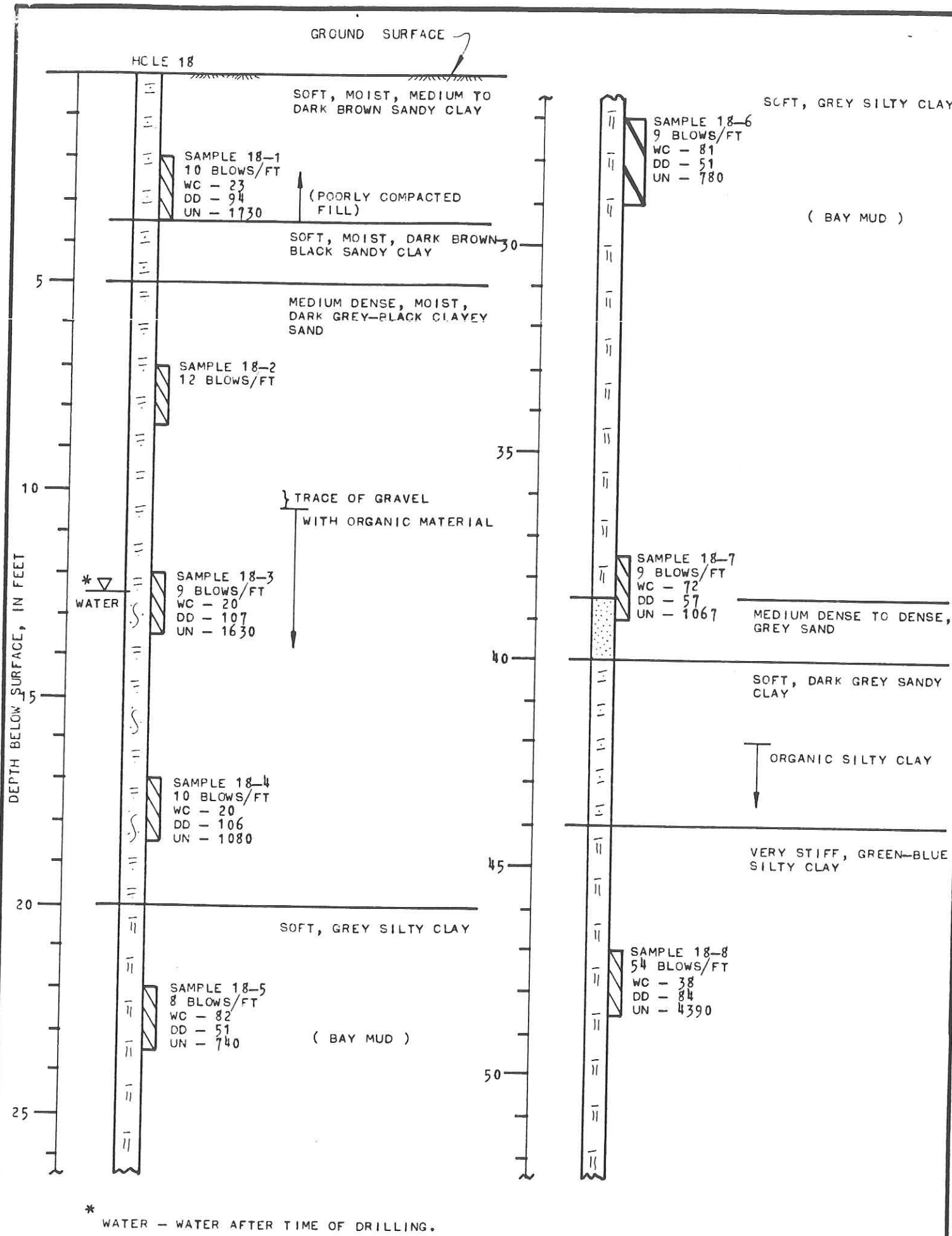


FIG. 27 - LOGS OF BORINGS

HOLE 18 (CONT'D)

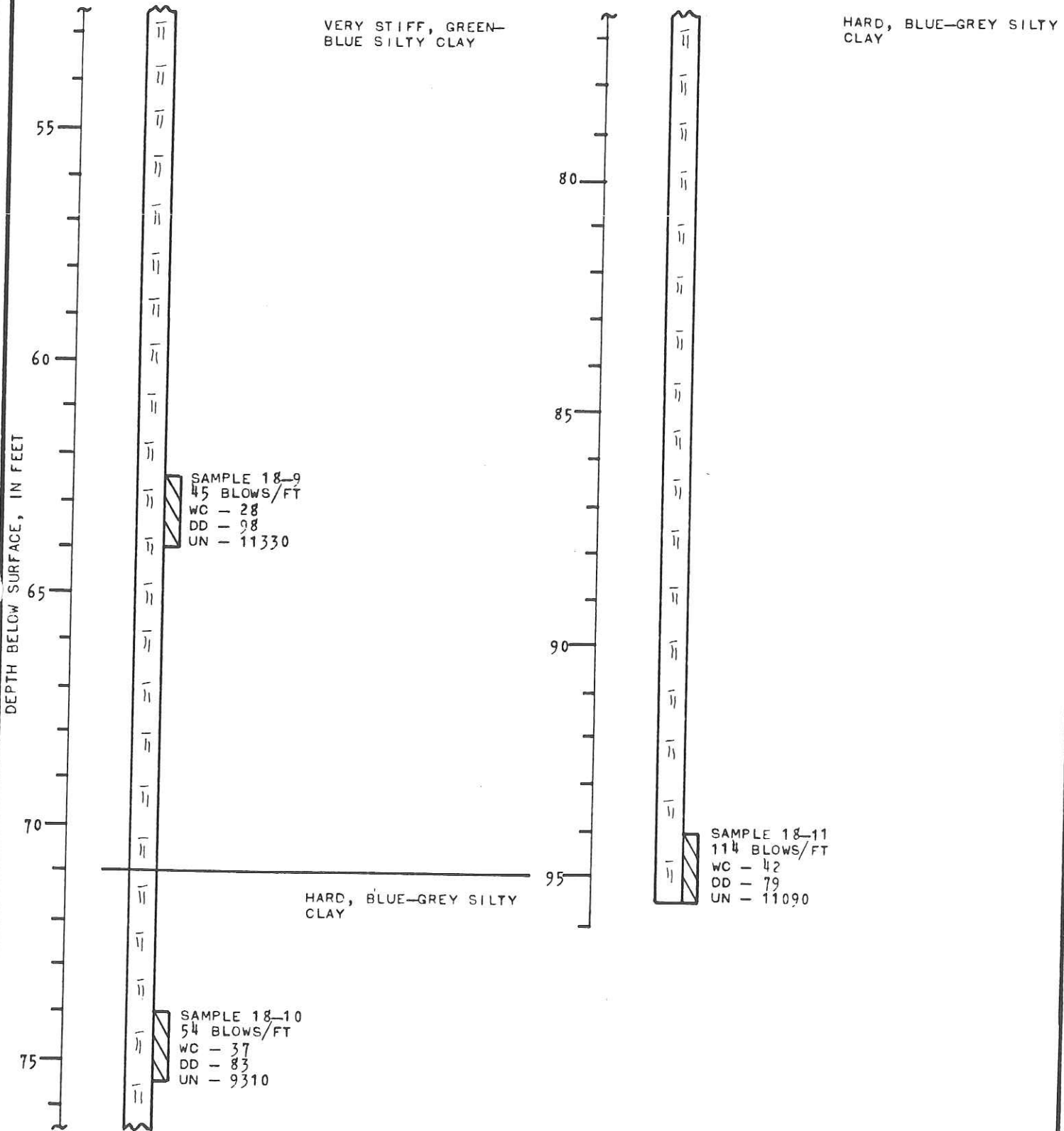
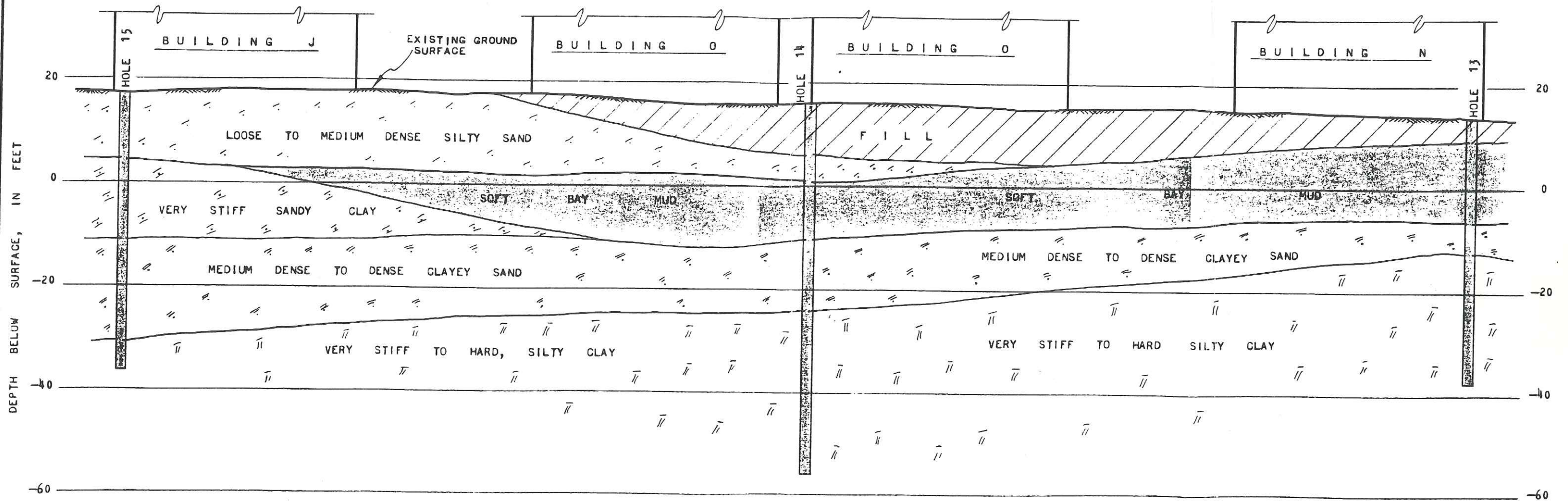


FIG. 28 - LOGS OF BORINGS

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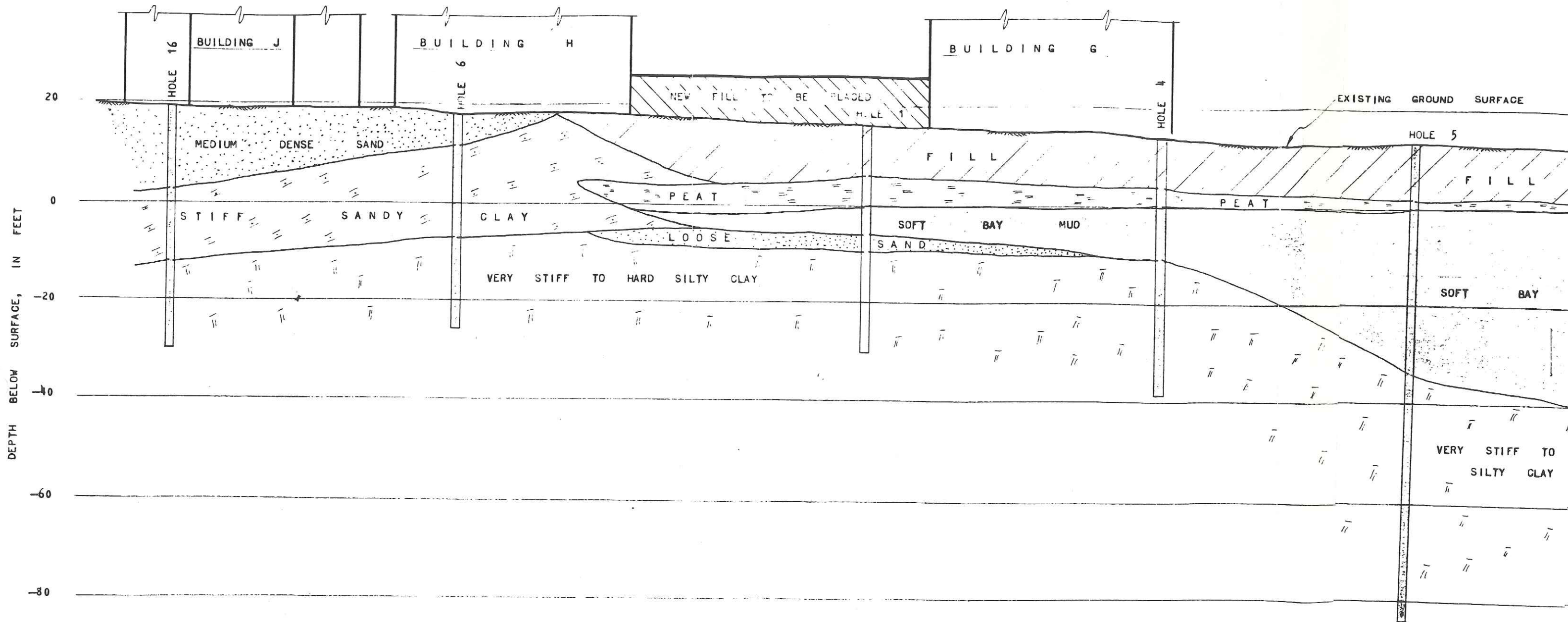




SECTION "A" - "A"

HORIZ. SCALE: 1" = 50'  
 VERT. SCALE: 1" = 20'

<b>WOODWARD, CLYDE, SHERARD &amp; ASSOCIATES</b> CONSULTING SOIL AND FOUNDATION ENGINEERS 2811 ADELIN STREET OAKLAND 8, CALIFORNIA			
FIG. 40 - SECTION "A" - "A" IDEALIZED SOIL PROFILE PERALTA JUNIOR COLLEGE			
DESIGNED BY:	APPROVED BY:	SCALE: NOTED	DATE: 1/21/66
CHECKED BY: R. M.		DWG. NO.	S 10312 - 40
DRAWN BY: D.O.F.	R. E. NO.		

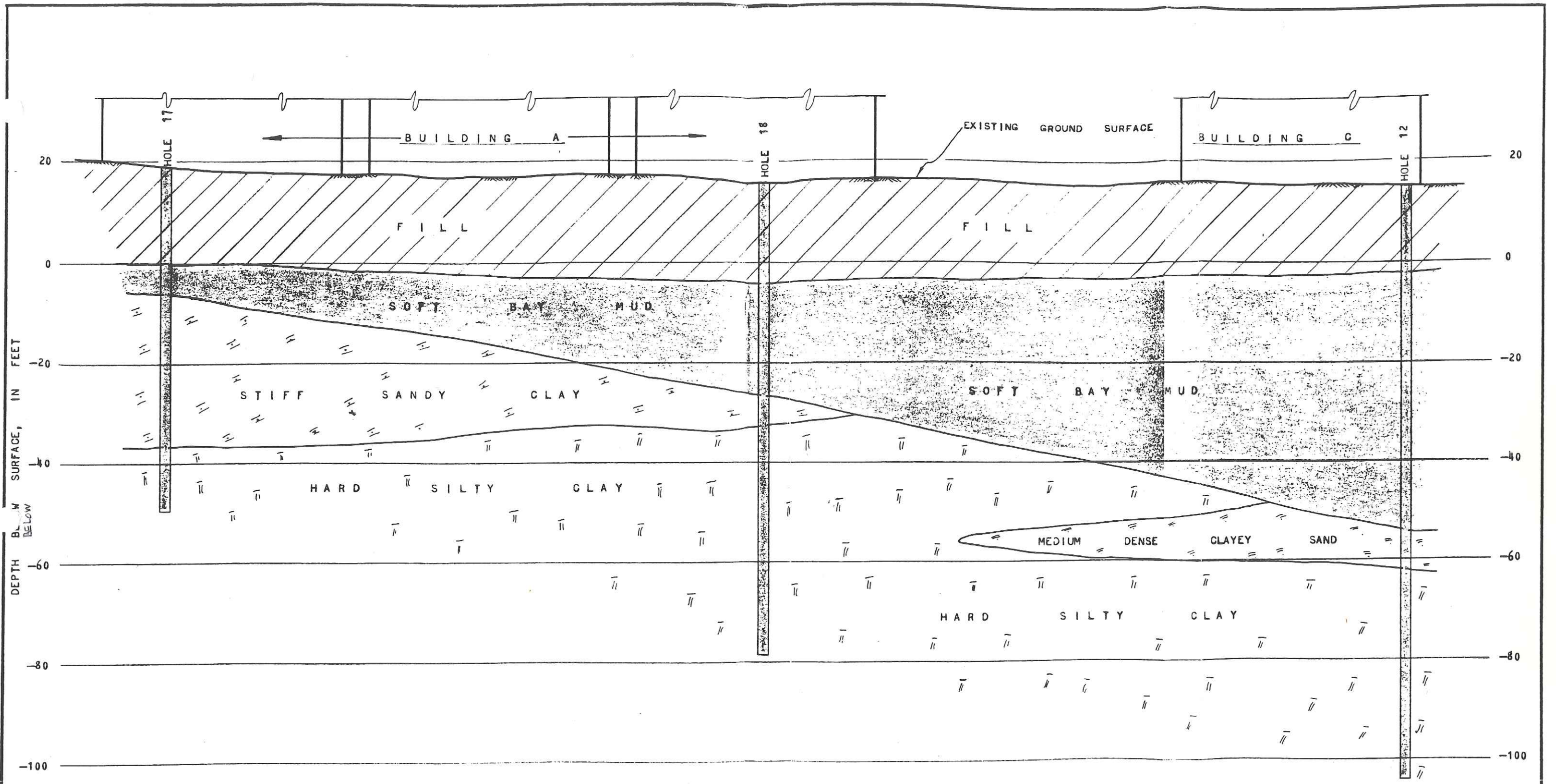


SECTION "B" - "B"  
 HORIZ. SCALE: 1" = 50'  
 VERT. SCALE: 1" = 20'

**WOODWARD, CLY**  
 CONSULTING S  
 281  
 OAK LA

FIG. 41  
 IDEAL-12  
 PERALY

DESIGNED BY:	APPROV
CHECKED BY: R. M.	
DRAWN BY: D.O.F.	



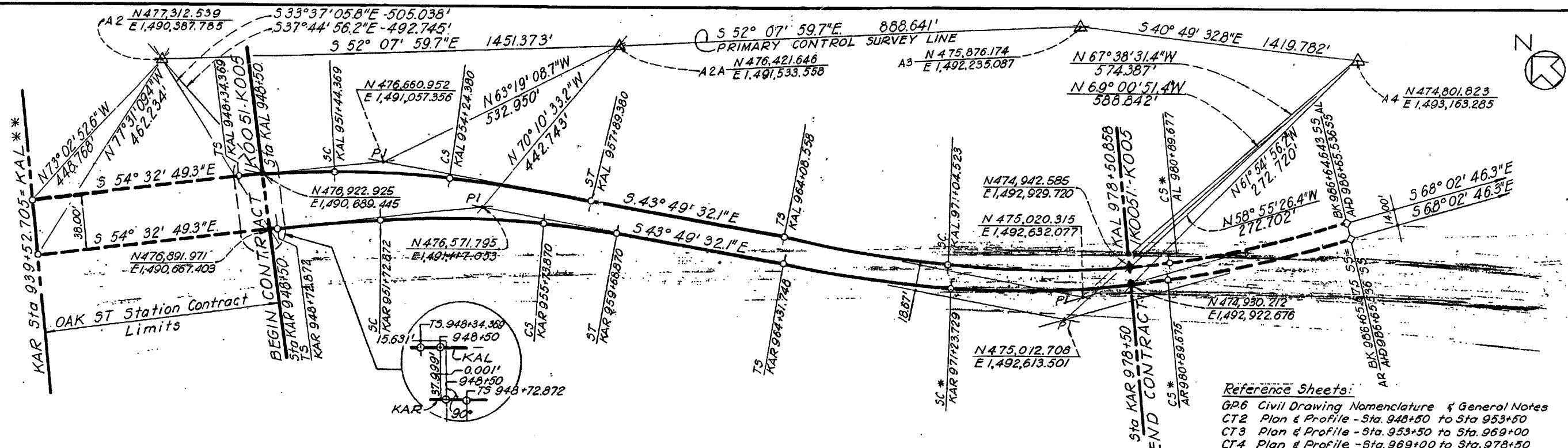
SECTION "C" - "C"  
 HORIZ. SCALE: 1" = 50'  
 VERT. SCALE: 1" = 20'

**WOODWARD, CLYDE, SHERARD & ASSOCIATES**  
 CONSULTING SOIL AND FOUNDATION ENGINEERS  
 2811 ADELIN STREET  
 OAKLAND 8, CALIFORNIA

FIG. 42 - SECTION "C" - "C"  
 IDEALIZED SOIL PROFILE  
 PERALTA JUNIOR COLLEGE

DESIGNED BY:	APPROVED BY:	SCALE: NOTED	DATE: 1/21/66
CHECKED BY: R. M.		DWG. NO.	
DRAWN BY: D.O.F.	R. E. NO.	S 10312 - 42	





Reference Sheets:  
 GP6 Civil Drawing Nomenclature & General Notes  
 CT2 Plan & Profile - Sta. 948+50 to Sta. 953+50  
 CT3 Plan & Profile - Sta. 953+50 to Sta. 969+00  
 CT4 Plan & Profile - Sta. 969+00 to Sta. 978+50

KAR-KAL LINE HORIZONTAL ALIGNMENT

TRACK	STATION	POINT	NORTH	EAST	R	$\theta_{s1}, \Delta, \theta_{s2}$	Ls1, Lc, Ls2	Tangents	E	U	V
KAR	939+52.705	POT	477,412,433	1,489,936,474							
KAR	948+72.872	TS	476,878,705	1,490,686,034		$\theta_{s1} = 2^{\circ}08'54.9''$	Ls1=300.000'	TL1=920.167'			
	951+72.872	SC	476,701,664	1,490,928,203				Ts1=529.122'			80
	954+01.994	PI	476,571,795	1,491,117,053	4,000,000'	$\Delta = 10^{\circ}43'17.2''$	Lc=400.998'		4.00"	3.44	
	955+73.870	C3	476,441,487	1,491,233,117				Ts2=569.285'			80
	959+68.870	ST	476,161,084	1,491,511,263		$\theta_{s2} = 2^{\circ}49'44.3''$	Ls2=395.000'	TL2=1,591,759'			
	964+31.748	TS	475,827,140	1,491,831,790		$\theta_{s1} = 6^{\circ}00'57.8''$	Ls1=691.982'	TL1=1,032,163'			
	971+23.729	SC	475,345,217	1,492,327,895	3,295,152'			Ts1=1,128,881'			80
	971+23.729	SC*	475,345,217	1,492,327,895							80
KAR	975+60.629	PI	475,012,708	1,492,613,501	3,960,684'	$\Delta = 24^{\circ}13'14.2''$	Lc=965.946'		6.00"	3.00	
AR	980+89.675	C3	474,818,010	1,493,134,423				Ts2=1,131,622'			80
AR	980+89.675	C3*	474,818,011	1,493,134,423	3,900,000'						80
Eq AR, BK	986+65.675	SS	474,589,641	1,493,663,065		$\theta_{s2} = 4^{\circ}13'51.9''$	Ls2=576.000'	TL2=491,011'			
Eq AR, AL, AH	986+65.536	SS	474,589,641	1,493,663,065							
AR	991+56.547	PI	474,406,072	1,494,118,470							
KAL	939+52.705	POT	477,443,387	1,489,958,516							
KAL	948+34.369	TS	476,931,992	1,490,676,712		$\theta_{s1} = 2^{\circ}41'28.2''$	Ls1=310.000'	TL1=881,664'			70
	951+44.369	SC	476,748,267	1,490,926,365				Ts1=467,281'			73
	953+01.650	PI	476,660,952	1,491,057,356	3,300,000'	$\Delta = 10^{\circ}43'17.2''$	Lc=280.011'		3.50"	4.05	
	954+24.380	C3	476,566,191	1,491,138,985				Ts2=489,780'			80
	957+89.380	ST	476,207,600	1,491,396,511		$\theta_{s2} = 3^{\circ}10'07.1''$	Ls2=365,000'	TL2=1,784,300'			
	964+08.558	TS	475,860,893	1,491,825,271		$\theta_{s1} = 5^{\circ}13'04.0''$	Ls1=695,965'	TL1=1,108,958'			
	971+04.523	SC	475,373,825	1,492,322,036				Ts1=1,165,122'			80
KAL	975+73.680	PI	475,020,315	1,492,632,077	3,821,166'	$\Delta = 24^{\circ}13'14.2''$	Lc=985,154'		6.00"	1.78	
AL	980+89.677	C3	474,830,578	1,493,140,598				Ts2=1,117,237'			80
AL	980+89.677	C3*	474,830,574	1,493,140,601	3,886,000'						
Eq AL, BK	986+64.643	SS	474,602,625	1,493,668,299		$\theta_{s2} = 4^{\circ}13'51.9''$	Ls2=574,966'	TL2=491,941'			
Eq AL, AH	986+65.536	SS	474,602,625	1,493,668,299							
AL	991+57.477	PI	474,418,709	1,494,124,567							

NOTE:  
 Supplementary horizontal and vertical curve computer output data will be available in the field from the Engineer.

Vertical Control-Bench Marks

Survey Point	Monument	MSL Elev
AB2	3FBARTD	19.336
AB3	3FBARTD	10.511
AB4	3FBARTD	18.685

The descriptive location and type of bench mark are available from the Engineer.

LEGEND

R	RADIUS OF CURVATURE
$\Delta$	INTERSECTION ANGLE (OF ALIGNMENT TANGENTS)
Lc	LENGTH OF CIRCULAR CURVE
E	SUPERELEVATION IN INCHES
TL1	TANGENT DISTANCE (PI TO TS)
Ts1	LEAD TANGENT DISTANCE (TS TO PI)
Ls1	LENGTH OF LEAD SPIRAL (TS TO SC)
$\theta_{s1}$	CENTRAL ANGLE OF LEAD SPIRAL
PI	POINT OF INTERSECTION (OF ALIGNMENT TANGENTS)
$\theta_{s2}$	CENTRAL ANGLE OF RUNOFF SPIRAL
Ls2	LENGTH OF RUNOFF SPIRAL (CS TO ST)
Ts2	RUNOFF TANGENT DISTANCE (PI TO ST)
TL2	TANGENT DISTANCE (ST TO PI)
V	DESIGN VELOCITY IN MILES PER HOUR
$\Delta$	CONTROL SURVEY MONUMENT
U	UNBALANCE IN INCHES

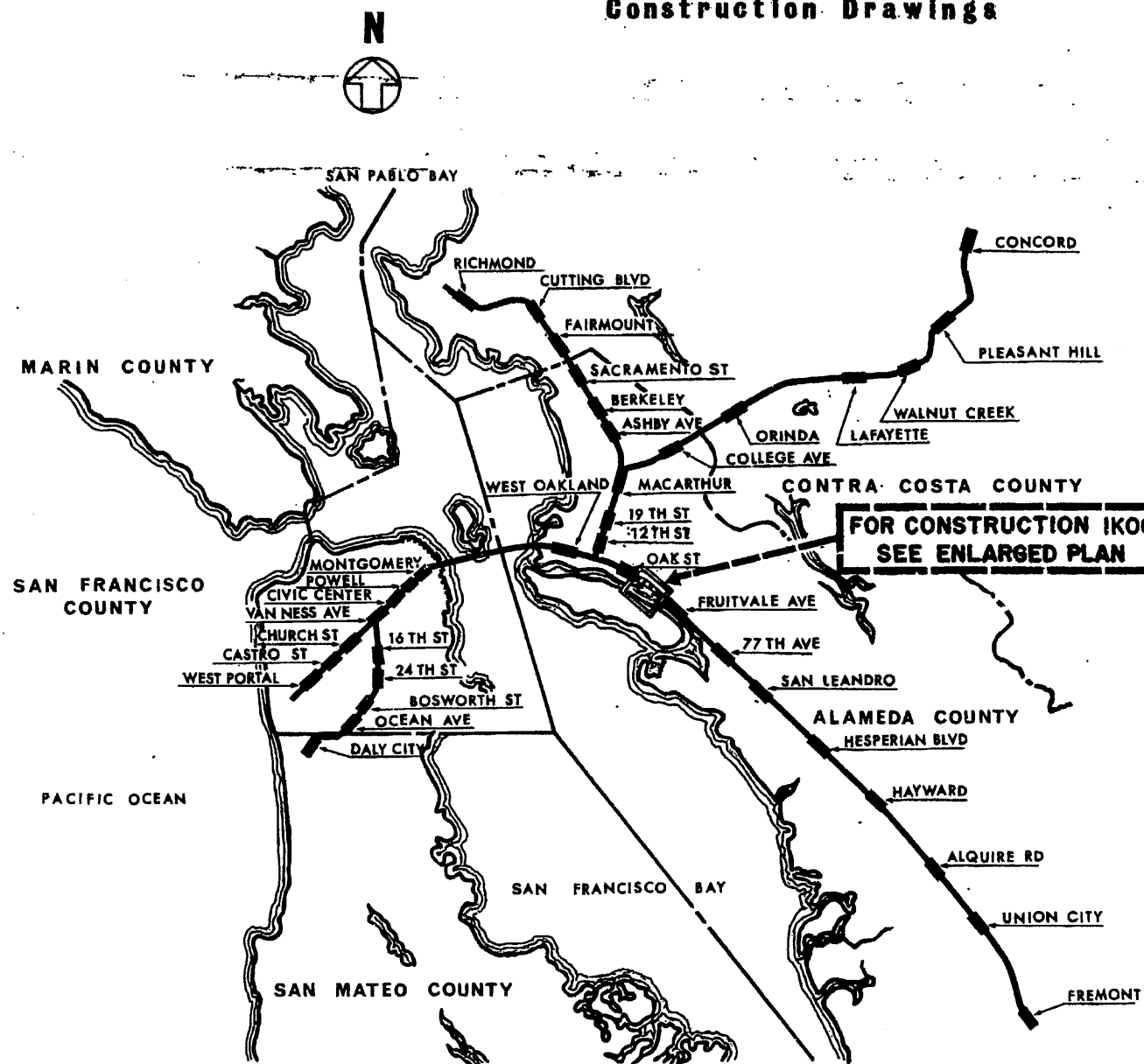
NOTES: KAR Sta 948+50 - KAL Sta 948+50 = Begin Contract IK0051 \* Point of compound Curvature  
 KAR Sta 978+50 = KAL Sta 978+50.858 = End Contract IK0051 \*\* Stationing of KAR and KAL, from this equality at Sta. 939+52.705 KAR=939+52.705 KAL through entire IK0051, are completely independent of each other.

DESIGNED BY D. FITZPATRICK DRAWN BY F. GLASMACHER CHECKED BY D. FITZPATRICK IN CHARGE J. BIRKMYER DATE 21 SEP 65			SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT BECHTEL CORPORATION ENGINEERS SAN FRANCISCO	PARSONS BRINCKERHOFF-TUDOR-BECHTEL GENERAL ENGINEERING CONSULTANTS	OAKLAND DOWNTOWN ALIGNMENT DATA	SCALE: NO SCALE CONTRACT - PACKAGE IK0051 K005 SHEET NO. - REV. PAGE NO. CTI-1 15
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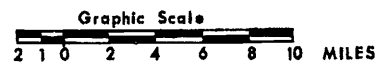


# SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

## Plan for Construction of OAKLAND DOWNTOWN Fallon Street To Seventh Avenue Construction Drawings



KEY PLAN



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

APPROVED *Stanley D. Tompkins* DATE 9-3-65  
DIRECTOR OF DEVELOPMENT AND OPERATIONS

BECHTEL CORPORATION  
ENGINEER  
SAN FRANCISCO

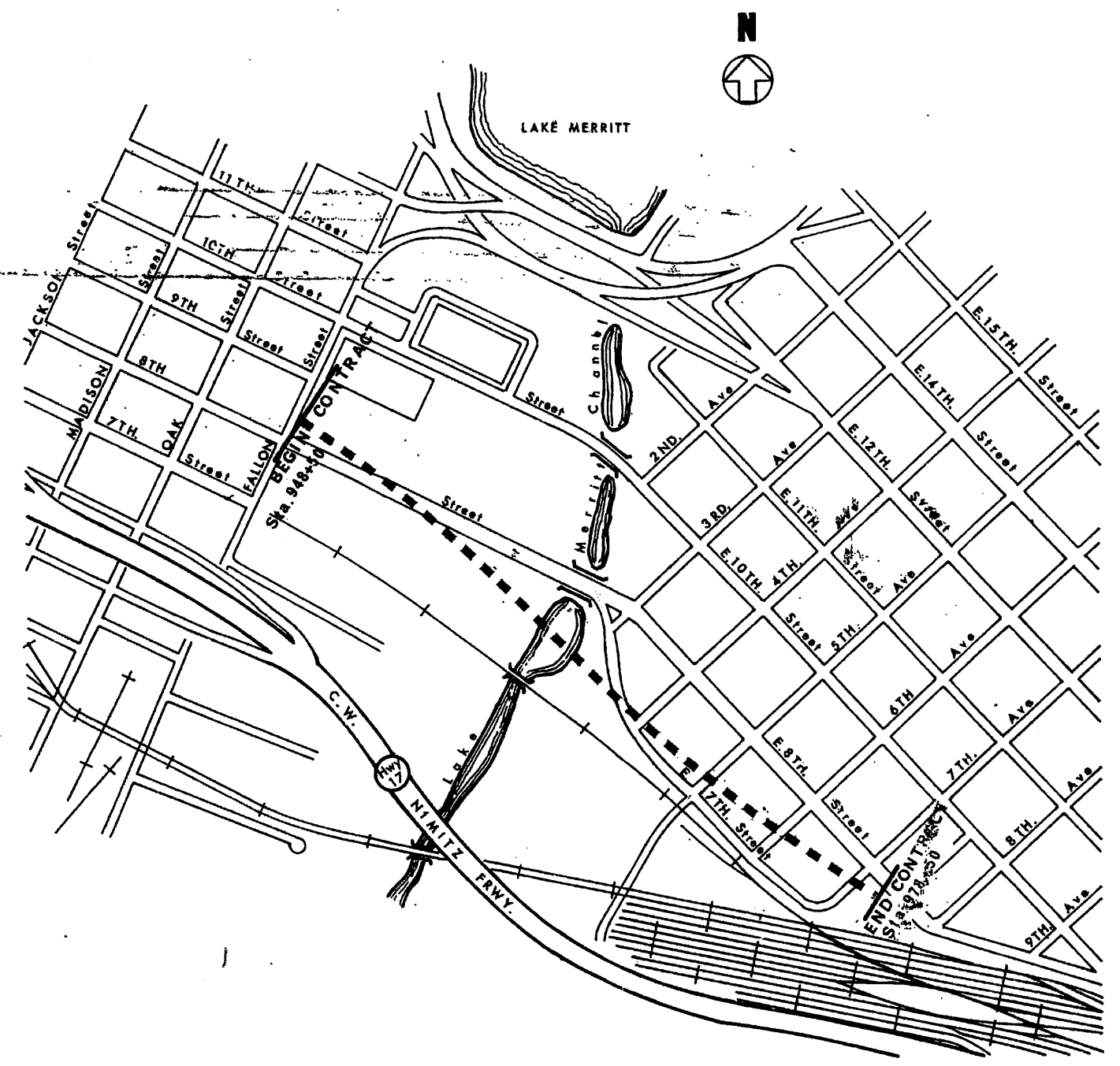
PARSONS BRINCKERHOFF-TUDOR-BECHTEL  
GENERAL ENGINEERING CONSULTANTS

*P. H. Kohn*  
SUBMITTED

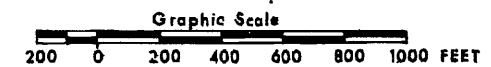
*C. K. Lewis*  
PROJECT ENGINEER

APPROVED *[Signature]*  
PROJECT DIRECTOR

REVIEWED TO COORDINATE WITH  
CITY OF OAKLAND STREET SYSTEM  
*[Signature]*  
SUPERINTENDENT OF STREETS AND  
EX OFFICIO CITY ENGINEER, OAKLAND

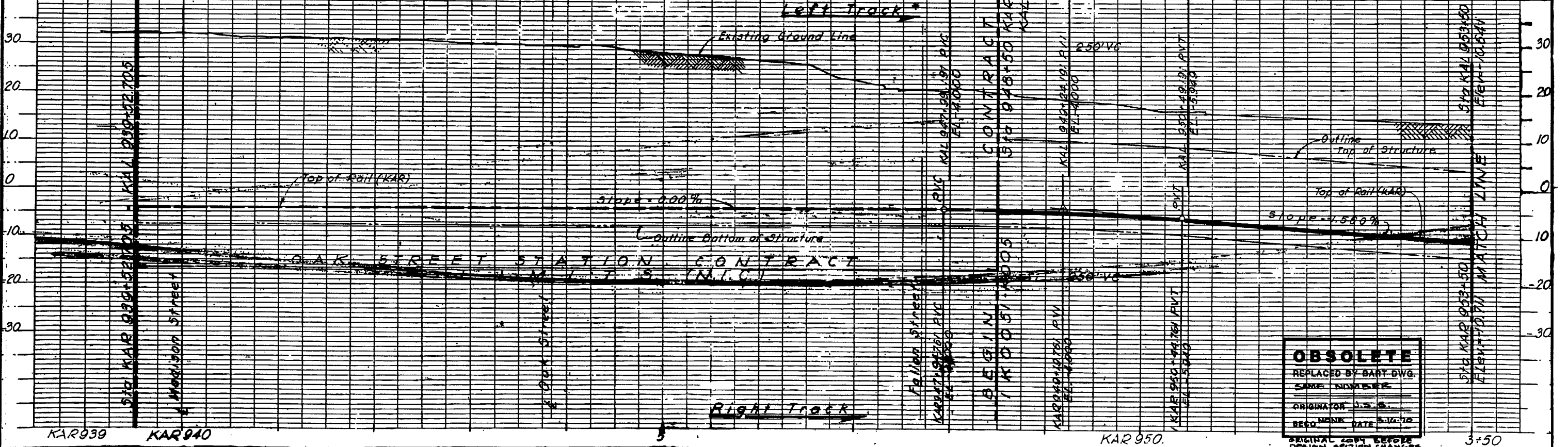
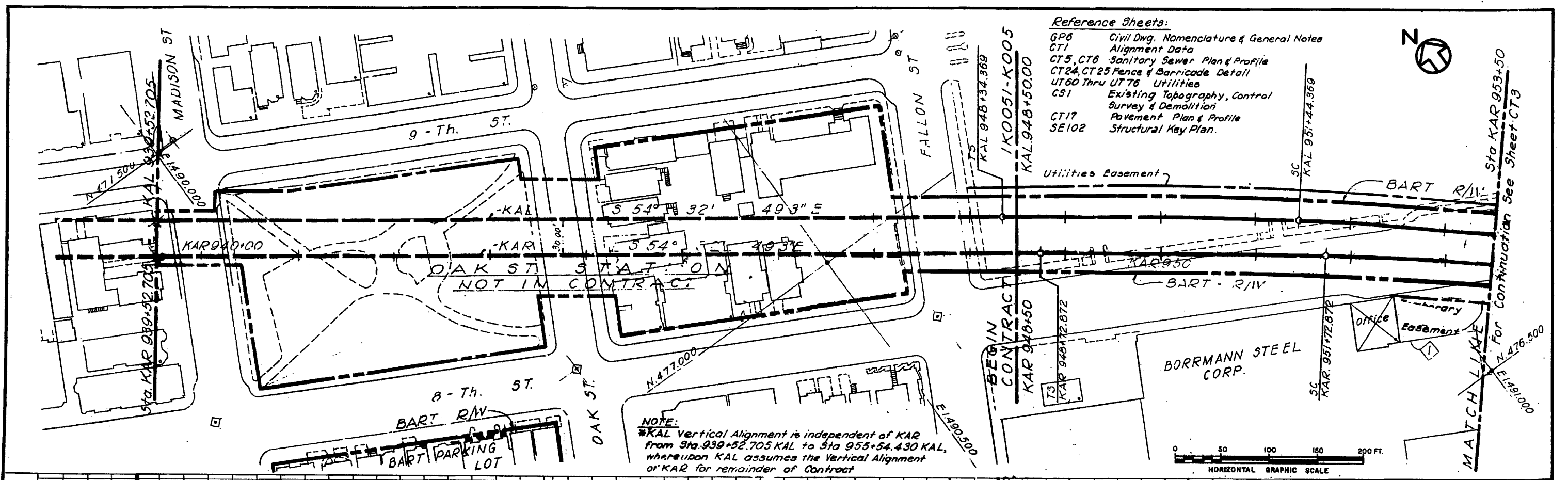


GENERAL CONSTRUCTION SITE PLAN



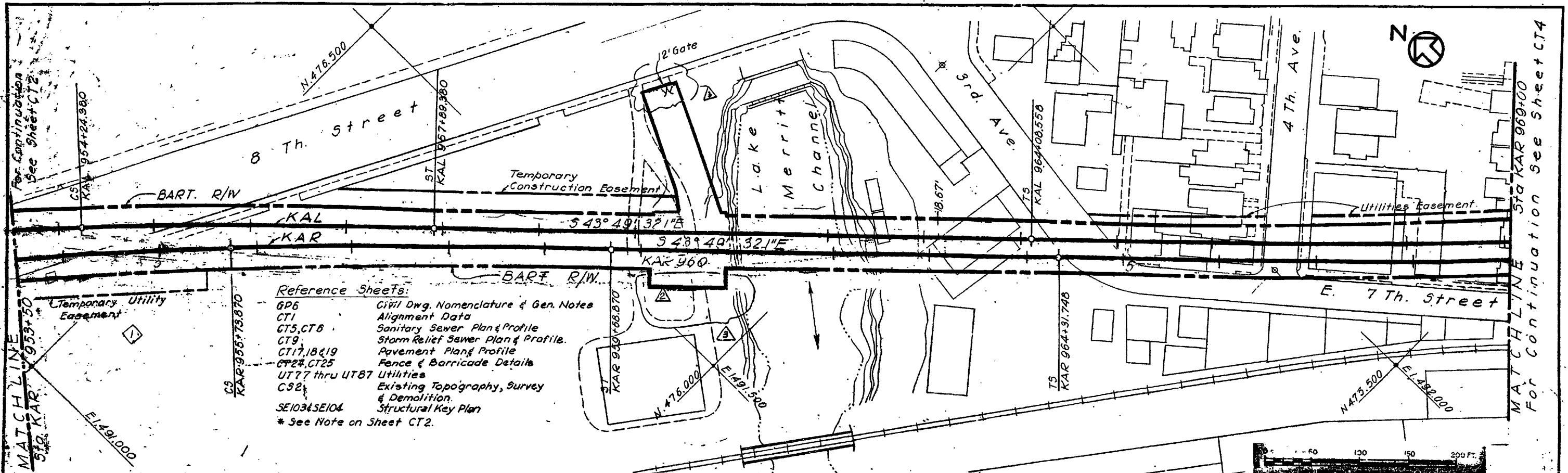
AS BUILT  
CONTRACT - PACKAGE  
**IK0051 K005**  
SHEET NO. - REV. PAGE NO.  
**GPI-0 1**

- Reference Sheets:
- GP6 Civil Dwg. Nomenclature & General Notes
  - CT1 Alignment Data
  - CT5, CT6 Sanitary Sewer Plan & Profile
  - CT24, CT25 Fence & Barricade Detail
  - UT60 Thru UT76 Utilities
  - CS1 Existing Topography, Control Survey & Demolition
  - CT17 Pavement Plan & Profile
  - SE102 Structural Key Plan.

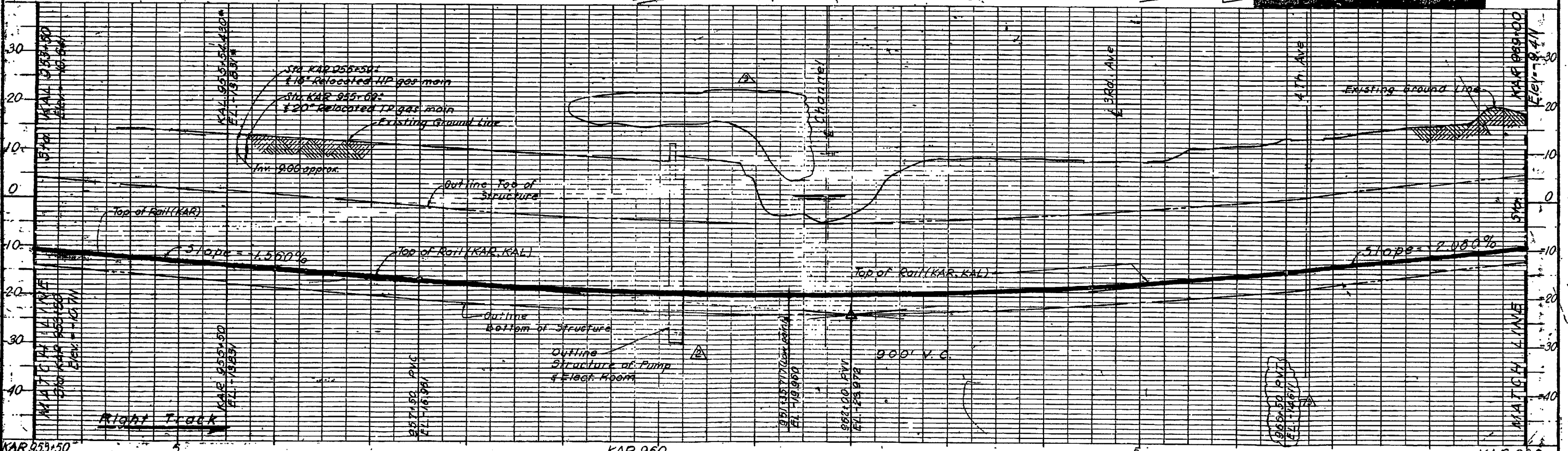


11 Nov 65 CEE 3/23/68 WMM	LAI Changed note @ Sta 953+50. HAS BUILT NO REVISION SINCE LAST ISSUE	DESIGNED BY D. FITZPATRICK DRAWN BY F. GLASBACHER CHECKED BY D. FITZPATRICK IN CHARGE J. BIRKMYER DATE 21 SEP 65		SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT BECHTEL CORPORATION ENGINEERS SAN FRANCISCO	PARSONS BRINCKERHOFF-TUDOR-BECHTEL GENERAL ENGINEERING CONSULTANTS	OAKLAND DOWNTOWN PLAN & PROFILE STATION 948+50 TO 953+50	SCALE: HORZ. 1"=50' VERT. 1"=10' CONTRACT - FACADE IK0051-K005 SHEET NO. - REV. PAGE NO. CT2-2 16
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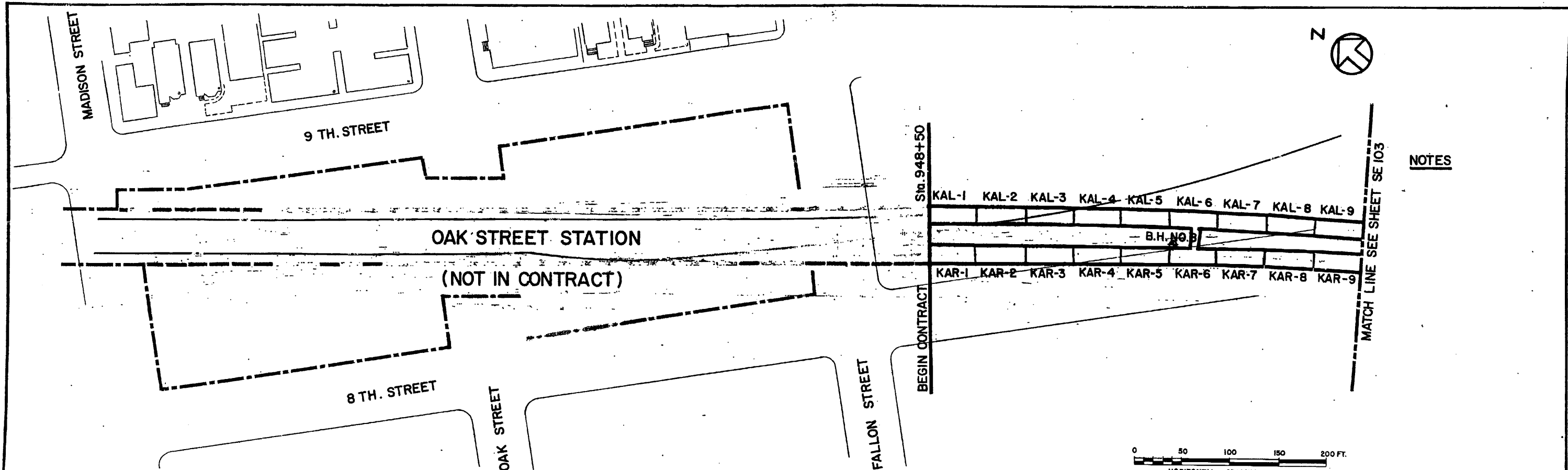


- Reference Sheets:
- GP6 Civil Dwg. Nomenclature & Gen. Notes
  - CT1 Alignment Data
  - CT5, CT6 Sanitary Sewer Plan & Profile
  - CT9 Storm Relief Sewer Plan & Profile
  - CT17, 18, 19 Pavement Plan & Profile
  - CT24, CT25 Fence & Barricade Details
  - UT77 thru UT87 Utilities
  - CS2 Existing Topography, Survey & Demolition
  - SE103 & SE104 Structural Key Plan
- \* See Note on Sheet CT2.

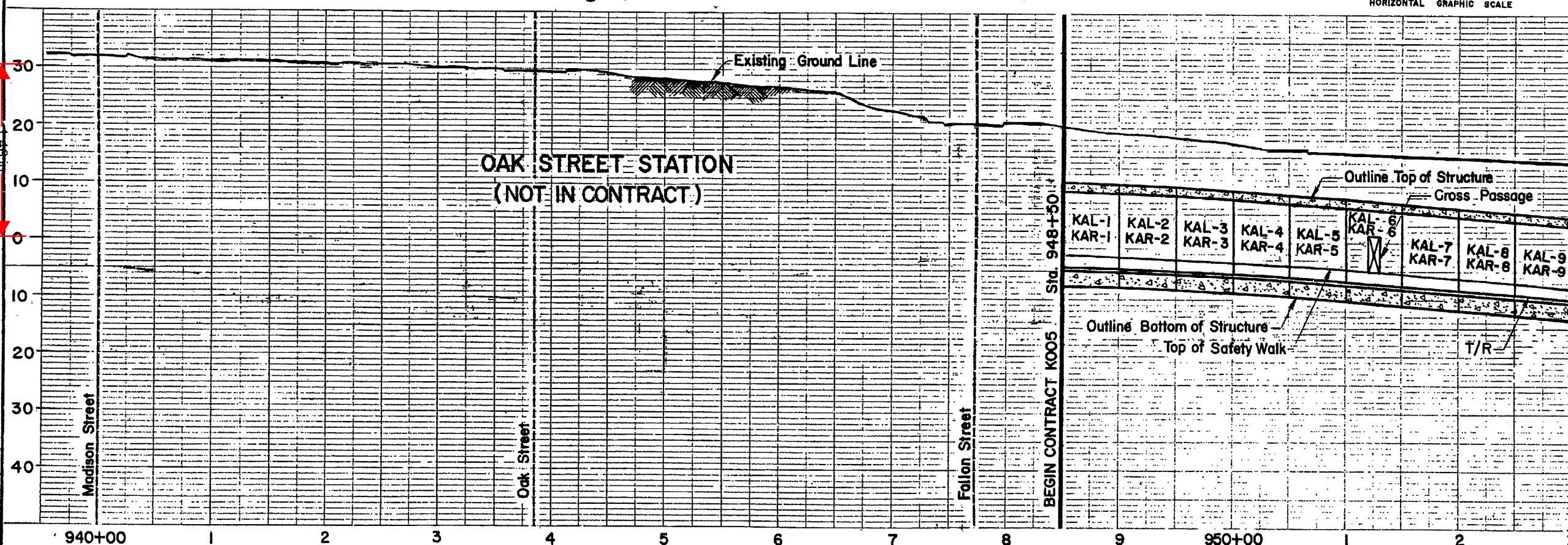


11/01/65 CEE LAI 5/23/68 KH	Changed note @ Sta 953+50 Rev. R/W & Struct. Outline Incorporated DGN-026 'AS BUILT'	DESIGNED BY D. FITZPATRICK DRAWN BY F. GLASMACHER CHECKED BY D. FITZPATRICK IN CHARGE J. BIRKMYER DATE 21 SEP 65		SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT BECHTEL CORPORATION ENGINEERS SAN FRANCISCO	PARSONS BRINCKERHOFF-TUDOR-BECHTEL GENERAL ENGINEERING CONSULTANTS	OAKLAND DOWNTOWN PLAN & PROFILE STATION 953+50 TO 969+00 CT3-3 17
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Original Copy Before Design Section Changes

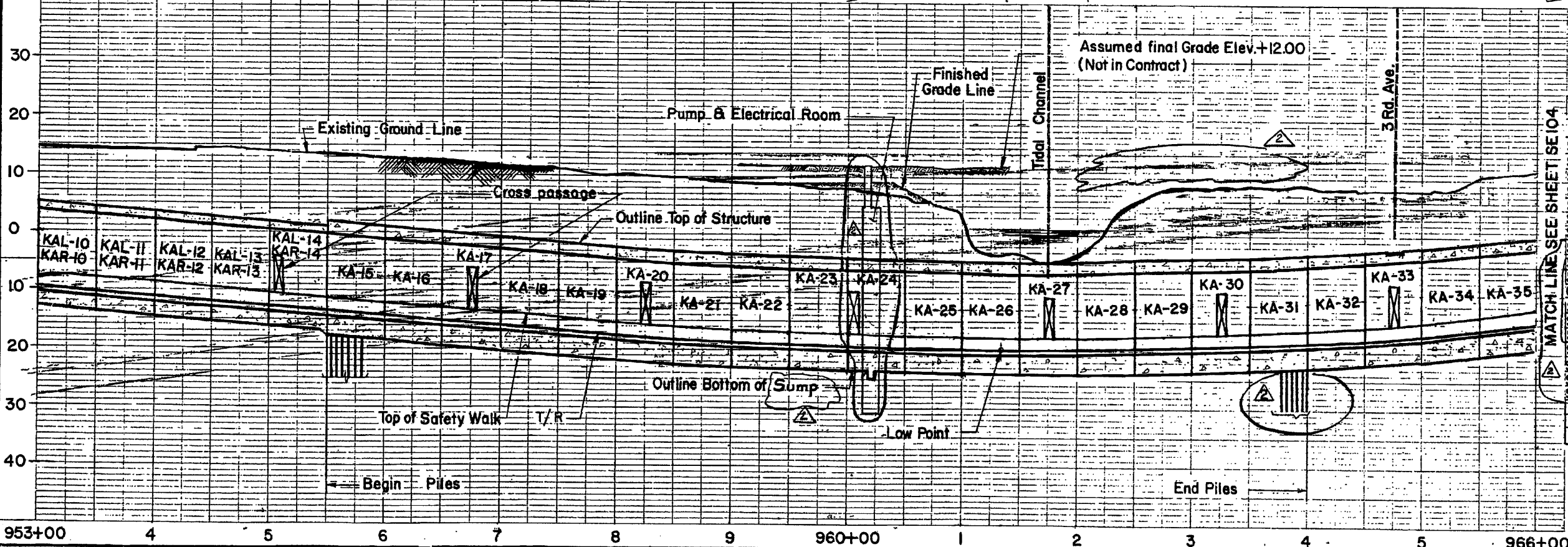
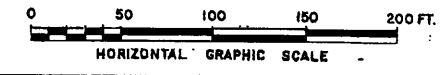
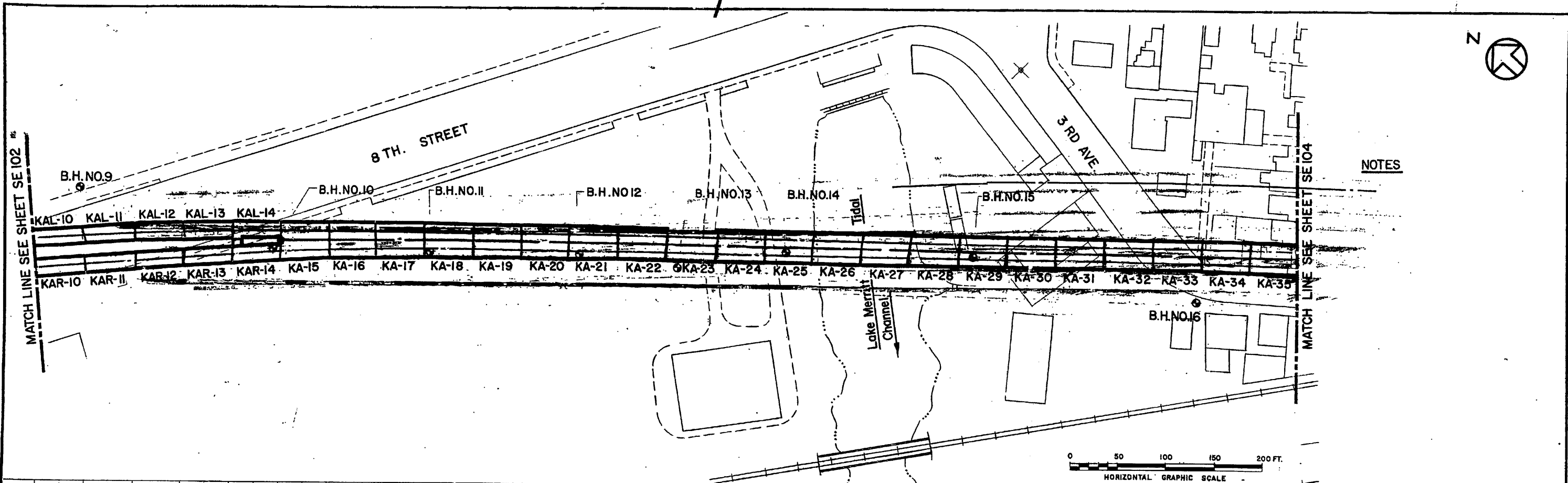


NOTES



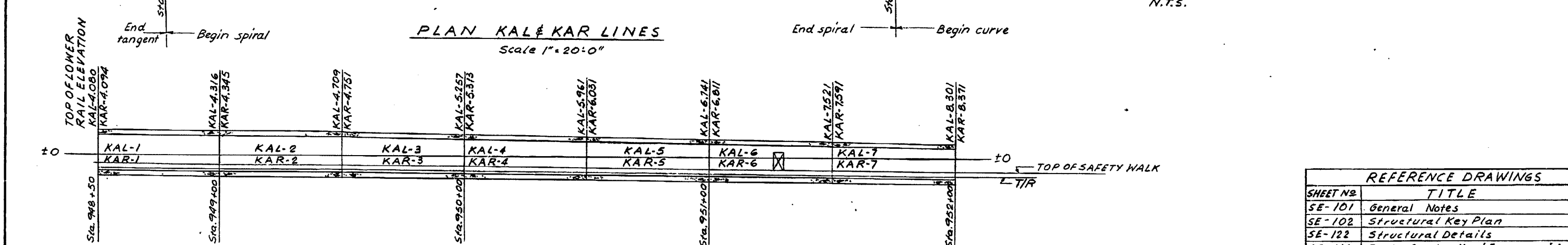
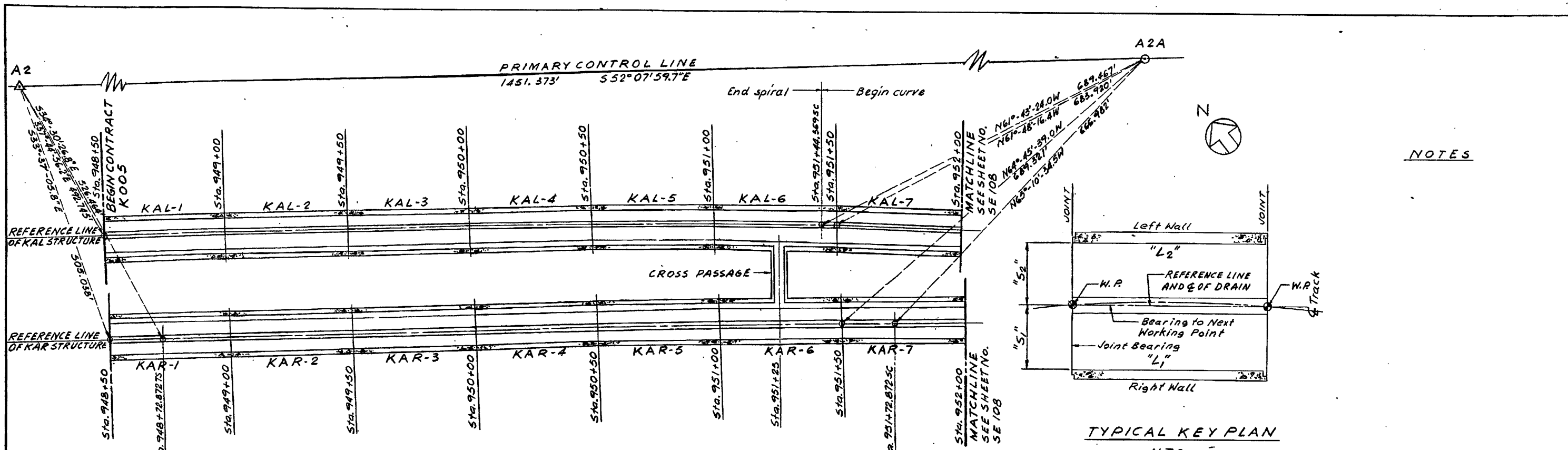
REFERENCE DRAWINGS	
DWG. NO.	TITLE
SE 101	General Notes
SE 103	Structural Key Plan
SE 104	Structural Key Plan
SE 105	Log of Soil Borings
SE107/108	Structural Alignment
SE 122	Structural Details
SE 116	Drain, Constr. & Expansion Joints
CT1	Alignment Data
SE 120	Struct. Details, Cross Passage
SE 115	Conc. Details, Expansion Joints

AS BUILT - NO REVISION SINCE LAST ISSUE REV. DATE BY SUB APP DESCRIPTION		DESIGNED BY DRAWN BY CHECKED BY IN CHARGE DATE 21 SEP 65	REGISTERED CIVIL ENGINEER J. GEORGE THON NO. 4397 STATE OF CALIFORNIA	SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT BECHTEL CORPORATION ENGINEERS SAN FRANCISCO	PARSONS BRINCKERHOFF-TUDOR-BECHTEL GENERAL ENGINEERING CONSULTANTS	OAKLAND DOWNTOWN FALLON ST. TO 7TH AVE. STRUCTURAL KEY PLAN STATION 948+50 TO 953+00	SCALE: HORIZ. 1" = 50' VERT. 1" = 10' CONTRACT - PACKAGE IK005I K005 SHEET NO. 1 OF 1 PAGE NO. SE102-1 75
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REFERENCE DRAWINGS	
DWG. NO.	TITLE
SE 101	General Notes
SE 102	Structural Key Plan
SE 104	Structural Key Plan
SE 105	Log of Soil Borings
SE 106	Log of Soil Borings
SE 108, 109	Structural Alignment
SE 110, 111	Structural Alignment
SE 122-127	Structural Details
SE 116	Drain Construction & Expansion Joints
SE 149, 151	Location Plan for Piles
CT1	Alignment Data
SE 115	Typ. Concrete Det. Expansion Joints
SE 120	Struct. Details Cross Passage
SE 121	Struct. Details Cross Passage
SE 129-130	Struct. Details Appurtenant Struct.
SE 132-134	Struct. Details
SE 157	Location Plan - Pile Details-Reinforcement
SE 158	Pile Elevations & Location Plan

INCORPORATED DCN D-14 & D-15 AS BUILT Deleted Access Adit, Emergency exits, airways, & revised openings or Appurtenant Structure & Reference Drawing SE 121 Title.		DESIGNED BY DRAWN BY CHECKED BY IN CHARGE DATE 21 SEP 68	REGISTERED CIVIL ENGINEER J. GEORGE THOM NO. 4397 STATE OF CALIFORNIA	SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT BECHTEL CORPORATION ENGINEERS SAN FRANCISCO	PARSONS BRINCKERHOFF-TUDOR-BECHTEL GENERAL CONSULTANTS	OAKLAND DOWNTOWN FALLON ST. TO 7TH AVE. STRUCTURAL KEY PLAN STATION 953+00 TO 966+00	SCALE: HORIZ 1" = 60' VERT. 1" = 10' CONTRACT - PACKAGE IK0051 K005 SHEET NO. - REV. PAGE NO. SE103-2 76
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NOTES

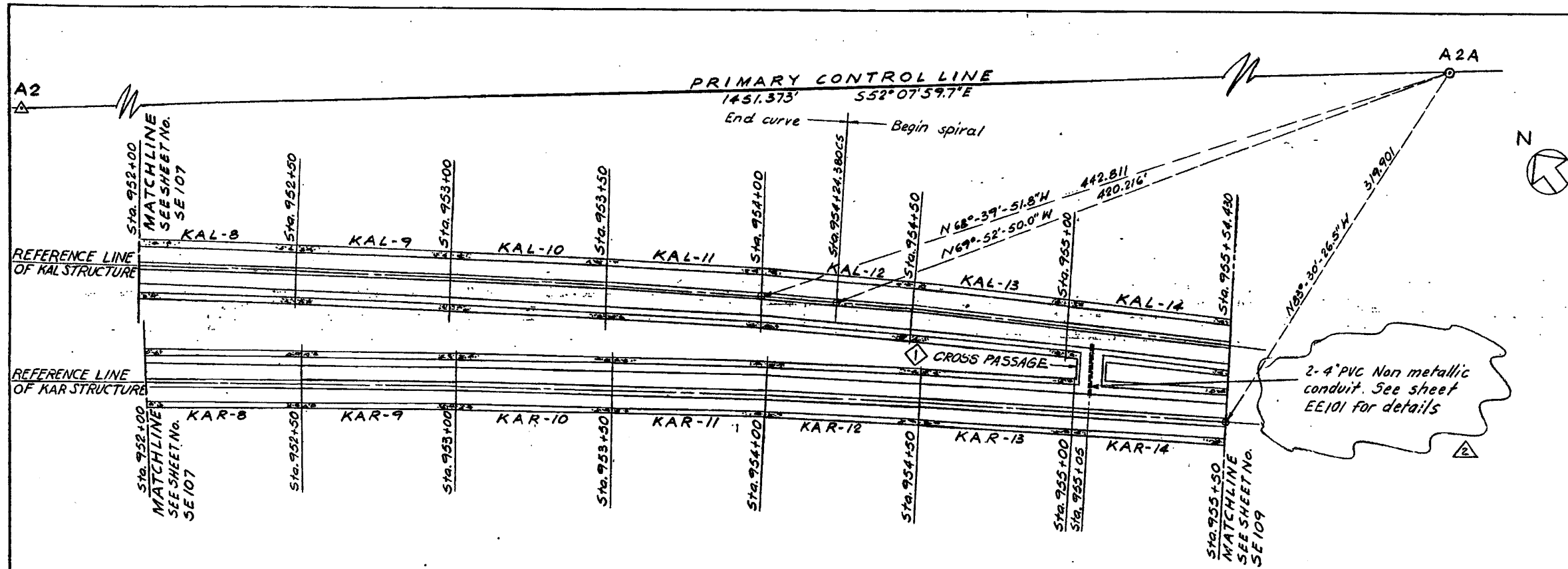
REFERENCE DRAWINGS	
SHEET NO	TITLE
SE-101	General Notes
SE-102	Structural Key Plan
SE-122	Structural Details
SE-116	Drain, Construction & Expansion Joints
SE-115	Concrete Details & Expansion Joints
SE-117	Miscellaneous Structural Details
SE-120	Cross Passage Details
CT-1	Alignment Data
EE-101	Subway Embedded Raceways

SEGMENT MARK No.	LONGITUDINAL DIMENSION			STATION AT WORKING POINT	BEARING TO NEXT WORKING POINT	WALL LOCATION		
	INSIDE FACE OF WALL		CENTER LINE OF TRACK			JOINT BEARING	OFFSETS	
	L <sub>1</sub>	L <sub>2</sub>					S <sub>1</sub>	S <sub>2</sub>
KAL-1	49'-11 1/2"	50'-0 3/8"	50'-0"	948+50	S54°29'-40.4'E	S35°27'-35.3'W	8'-9"	6'-5"
KAL-2	49'-11 1/2"	50'-0 3/8"	50'-0"	949+00	S54-18-41.0E	S35-34-24.3W	8'-9 3/4"	6'-4 3/8"
KAL-3	49'-11 1/2"	50'-0 1/2"	50'-0"	949+50	S53-39-14.2E	S35-49-38.6W	8'-10 3/8"	6'-3 3/8"
KAL-4	49'-11"	50'-0 3/4"	50'-0"	950+00	S53-31-23.4E	S36-13-16.4W	8'-11 1/4"	6'-2 3/4"
KAL-5	49'-10 3/4"	50'-0 7/8"	50'-0"	950+50	S52-55-11.8E	S36-45-18.2W	9'-0 1/8"	6'-1 1/8"
KAL-6	49'-10 1/4"	50'-1"	50'-0"	951+00	S52-10-30.2E	S37-25-44.1W	9'-0 3/4"	6'-1 1/4"
KAL-7	49'-10 3/8"	50'-1 1/8"	50'-0"	951+50	S51-19-27.3E	S38-14-30.9W	9'-1"	6'-1"
				952+00	S50-27-21.2E	S39-06-36.1W	9'-1"	6'-1"

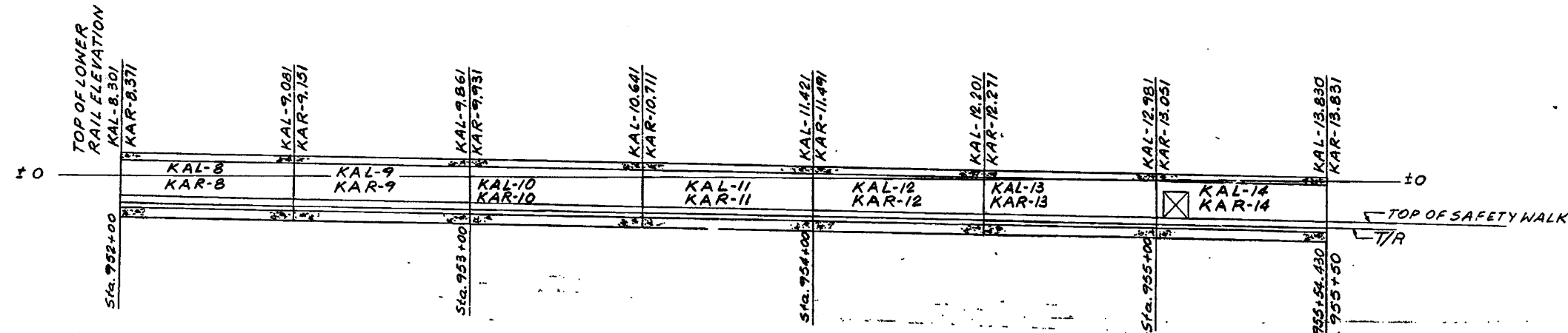
SEGMENT MARK No.	LONGITUDINAL DIMENSION			STATION AT WORKING POINT	BEARING TO NEXT WORKING POINT	WALL LOCATION		
	INSIDE FACE OF WALL		CENTER LINE OF TRACK			JOINT BEARING	OFFSETS	
	L <sub>1</sub>	L <sub>2</sub>					S <sub>1</sub>	S <sub>2</sub>
KAR-1	50'-0"	50'-0"	50'-0"	948+50	S54°32'-38.8'E	S35°27'-10.7'W	6'-5"	8'-9"
KAR-2	49'-11 1/2"	50'-0 1/4"	50'-0"	949+00	S54-28-38.6E	S35-28-13.9W	6'-5 1/4"	8'-8 3/4"
KAR-3	49'-11 3/4"	50'-0 1/2"	50'-0"	949+50	S54-17-33.4E	S35-35-41.9W	6'-5 3/4"	8'-8 1/2"
KAR-4	49'-11 1/2"	50'-0 3/8"	50'-0"	950+00	S53-39-22.4E	S35-50-19.7W	6'-6 5/8"	8'-7 3/8"
KAR-5	49'-11 1/2"	50'-0 3/8"	50'-0"	950+50	S53-34-00.1E	S36-12-07.1W	6'-7 1/2"	8'-6 1/2"
KAR-6	49'-11 1/4"	50'-1 1/8"	50'-0"	951+00	S53-01-31.3E	S36-41-04.3W	6'-8 3/8"	8'-5 3/8"
KAR-7	49'-11 1/4"	50'-1 1/8"	50'-0"	951+50	S52-21-53.1E	S37-17-11.1W	6'-8 1/8"	8'-5 1/8"
				952+00	S51-39-07.0E	S37-59-24.5W	6'-9"	8'-5"

DESIGNED BY C.Y. WONG DRAWN BY M. PEDUSCHAK CHECKED BY K. KOIP IN CHARGE J. BIRKMYER DATE 21 SEP 68		SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT  BECHTEL CORPORATION ENGINEERS SAN FRANCISCO	PARSONS BRINCKERHOFF-TUDOR-BECHTEL GENERAL ENGINEERING CONSULTANTS  	OAKLAND DOWNTOWN FALLON ST. TO 7TH. AVE. STRUCTURAL ALIGNMENT STATION 948+50 TO 952+00	SCALE AS NOTED CONTRACT-PACKAGE <b>KO051 KO05</b> SHEET NO.-REV. PAGE NO. <b>SE107-1 80</b>
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5/23/68  
"AS BUILT" NO REVISION SINCE LAST ISSUE



PLAN KAL & KAR LINES



PROFILE KAL & KAR LINES

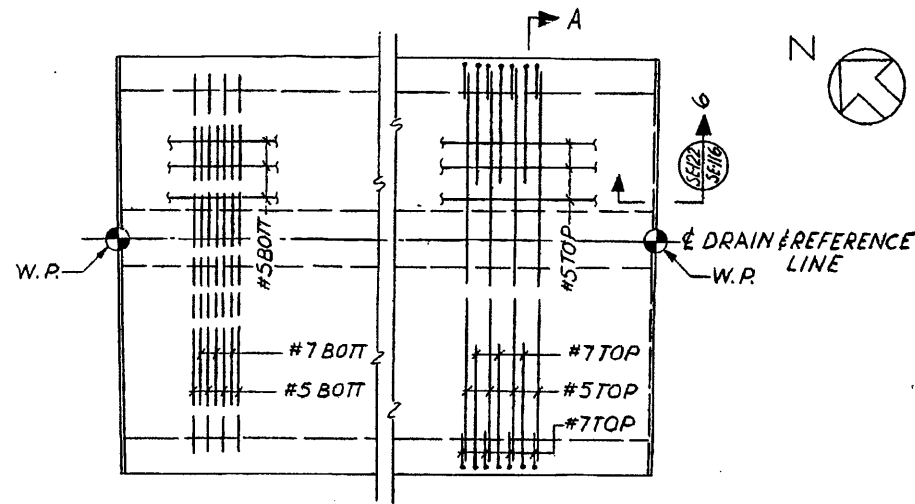
REFERENCE DRAWINGS	
SHEET NO.	TITLE
SE-101	General Notes
SE-102,103	Structural Key Plan
SE-115	Typ. Concrete Details, Expansion Joints
SE-116	Drain, Construction & Expansion Joints
SE-120	Opening & Cross Passage Details
SE-122	Structural Details
CT-1	Alignment Data
EE-101	Subway Embedded Raceways
ME-1	Mechanical Key Plan
ME-5	Mechanical Details

SEGMENT MARK NO.	LONGITUDINAL DIMENSION		STATION AT WORKING POINT	BEARING TO NEXT WORKING POINT	WALL LOCATION		
	INSIDE FACE OF WALL	CENTER LINE OF TRACK			JOINT BEARING	OFFSETS	
						S <sub>1</sub>	S <sub>2</sub>
KAL-8	49'10 3/8"	50'1 1/8"	952+00	S80°27'21.2"E	S39°06'36.1"W	9'-1"	6'-1"
KAL-9	49'10 3/8"	50'1 1/8"	952+50	S49°35'16.4"E	S39°58'41.3"N	9'-1"	6'-1"
KAL-10	49'10 3/8"	50'1 1/8"	953+00	S48°43'09.9"E	S40°50'46.5"N	9'-1"	6'-1"
KAL-11	49'10 3/8"	50'1 1/8"	953+50	S47°51'06.5"E	S41°42'51.8"N	9'-1"	6'-1"
KAL-12	49'10 3/8"	50'1 1/8"	954+00	S46°59'11.2"E	S42°34'27.0"N	9'-1"	6'-1"
KAL-13	49'10 3/8"	50'1 1/8"	954+50	S46°10'50.4"E	S43°26'06.0"N	9'-0 3/8"	6'-1 1/8"
KAL-14	54'7 3/8"	54'3 3/8"	955+00	S45°27'57.5"E	S44°10'57.8"N	9'-0 1/4"	6'-1 3/8"
			955+54.430	S44°52'39.4"E	S43°00'12.7"N	8'-11 1/4"	6'-2 3/8"

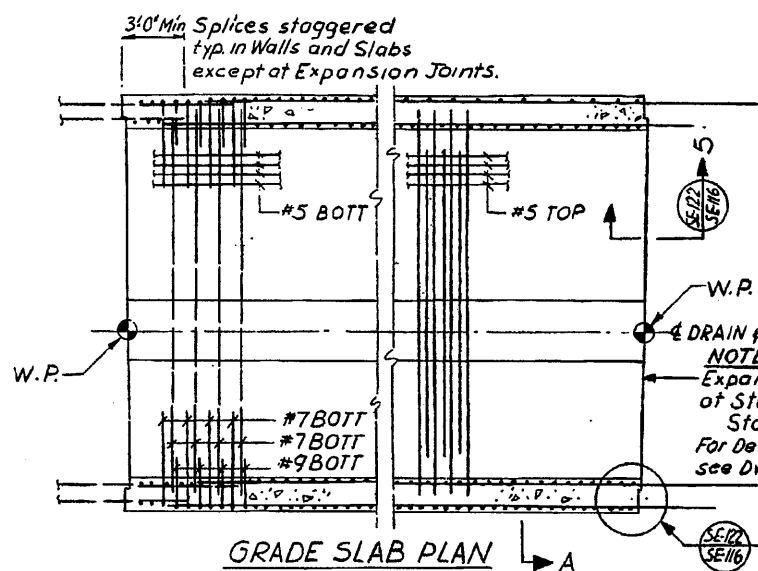
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	INSIDE FACE OF WALL	CENTER LINE OF TRACK			JOINT BEARING	OFFSETS	
						S <sub>1</sub>	S <sub>2</sub>
KAR-8	49'11"	50'1 1/4"	952+00	S51°39'07.0"E	S37°59'24.5"N	6'-9"	8'-5"
KAR-9	49'11"	50'1 1/4"	952+50	S50°56'07.4"E	S38°42'22.8"N	6'-9"	8'-5"
KAR-10	49'11"	50'1 1/4"	953+00	S50°13'08.7"E	S39°25'21.1"N	6'-9"	8'-5"
KAR-11	49'11"	50'1 1/4"	953+50	S49°30'12.1"E	S40°08'19.4"N	6'-9"	8'-5"
KAR-12	49'11"	50'1 1/4"	954+00	S48°47'12.5"E	S40°51'17.7"N	6'-9"	8'-5"
KAR-13	49'11"	50'1 1/4"	954+50	S48°04'15.2"E	S41°34'16.0"N	6'-9"	8'-5"
KAR-14	49'11"	50'1 1/4"	955+00	S47°21'16.3"E	S42°17'14.3"N	6'-9"	8'-5"
			955+50	S46°38'24.8"E	S43°00'12.7"N	6'-9"	8'-5"

DESIGNED BY <b>C.Y. WONG</b> DRAWN BY <b>M. FEDUSCHAK</b> CHECKED BY <b>R.V. KOPP</b> IN CHARGE <b>J. BIRKMYER</b> DATE 21 SEP 65	REGISTERED CIVIL ENGINEER J. GEORGE THOM NO. 8397 STATE OF CALIFORNIA	SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT BECHTEL CORPORATION ENGINEERS SAN FRANCISCO	OAKLAND DOWNTOWN FALLON ST. TO 7TH AVE. STRUCTURAL ALIGNMENT STATION 952+00 TO 955+50	SCALE 1" = 80'-0" CONTRACT PACKAGE <b>IK0051 K005</b> SHEET NO. REV. PAGE NO. <b>SE108-2 81</b>
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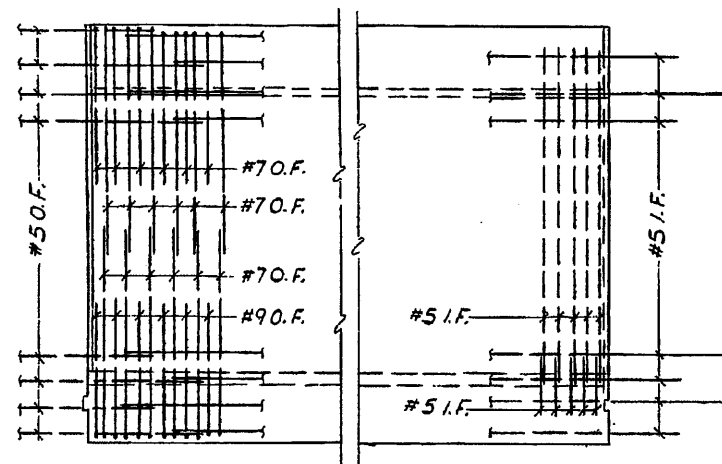
5/2/68	MM	AS BUILT			
11 NOV 65	F.K. J.B. L.R.	Deleted Access Adit. Added Cross Passage			
REV.	DATE	BY	SUB	APP	DESCRIPTION



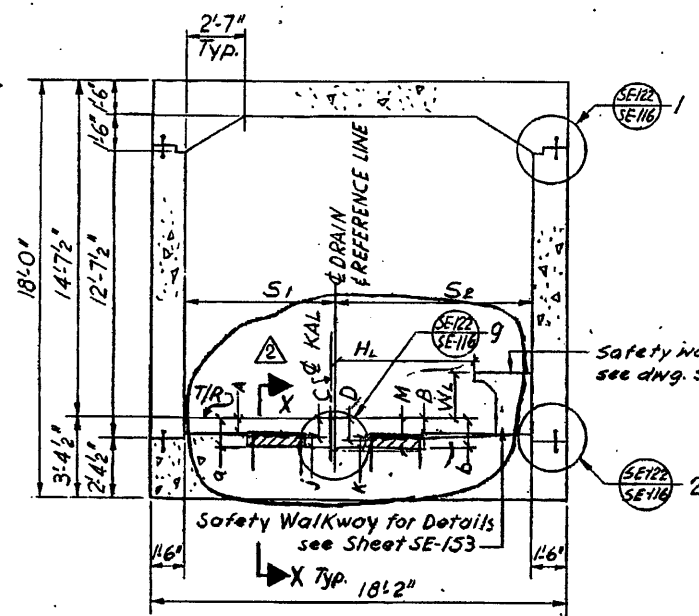
ROOF SLAB PLAN



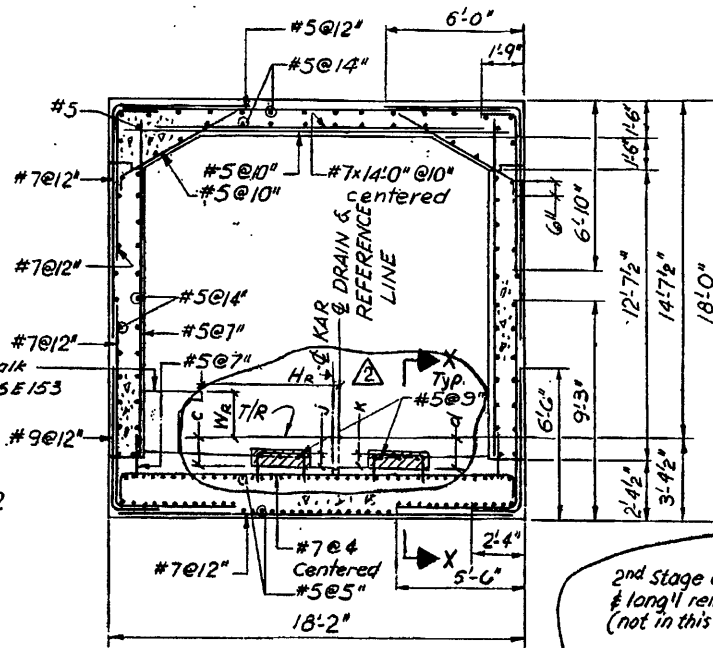
GRADE SLAB PLAN



EXTERIOR WALL ELEVATION

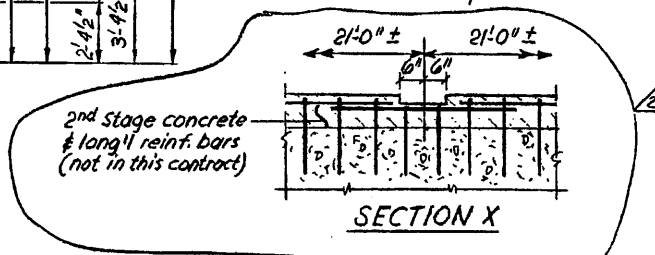


SECTION A

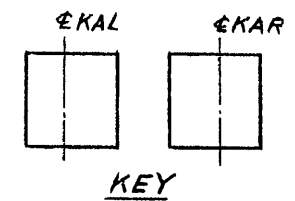


NOTES

1. Reinforcing bars shall be symmetrical about  $\epsilon$  of the cell structure.
2. Arrangement of reinforcing bars and dimensions of the cell structure will be typical except as shown.
3. T/R denotes Top of Lower Rail; for elevations of T/R refer to sheet SE-107 & 108



SECTION X

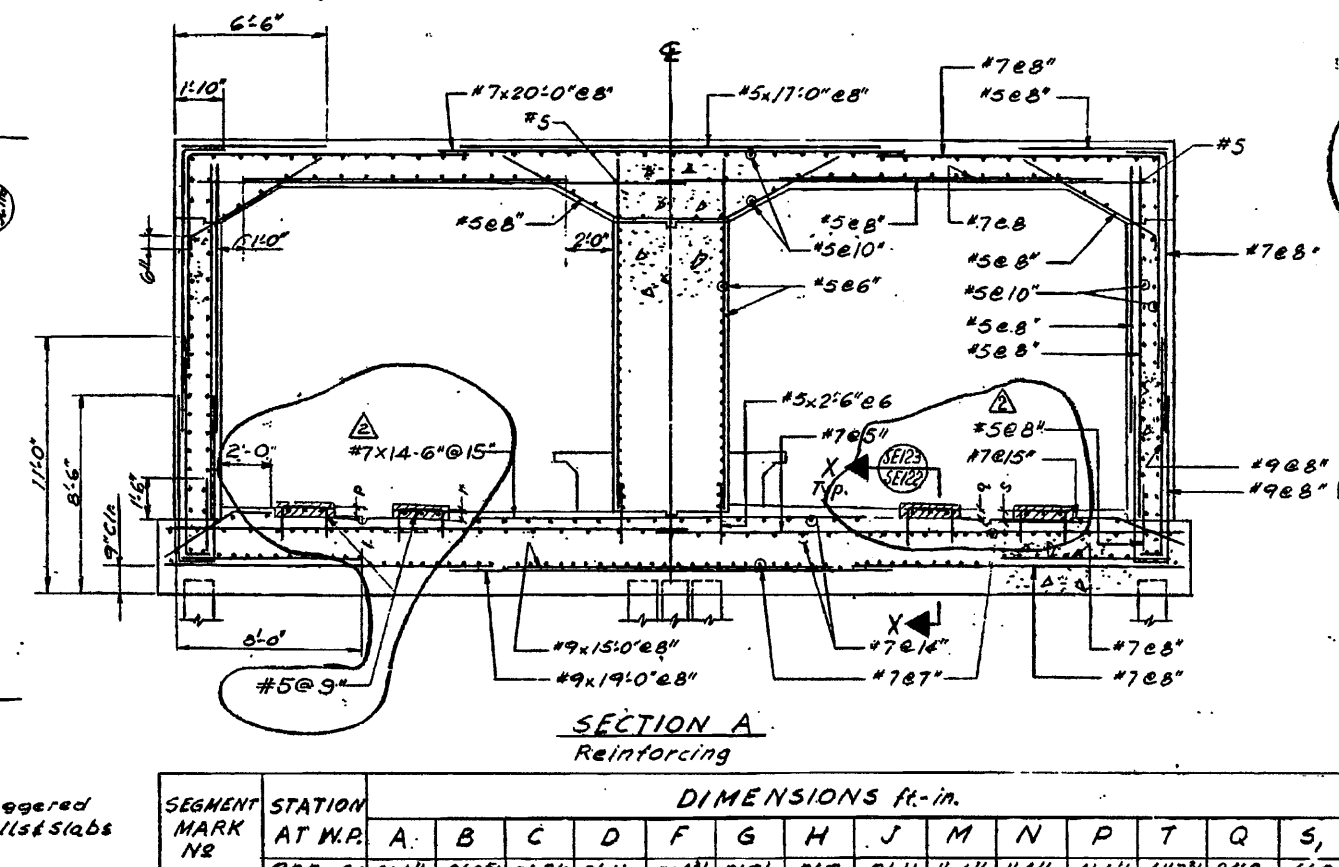
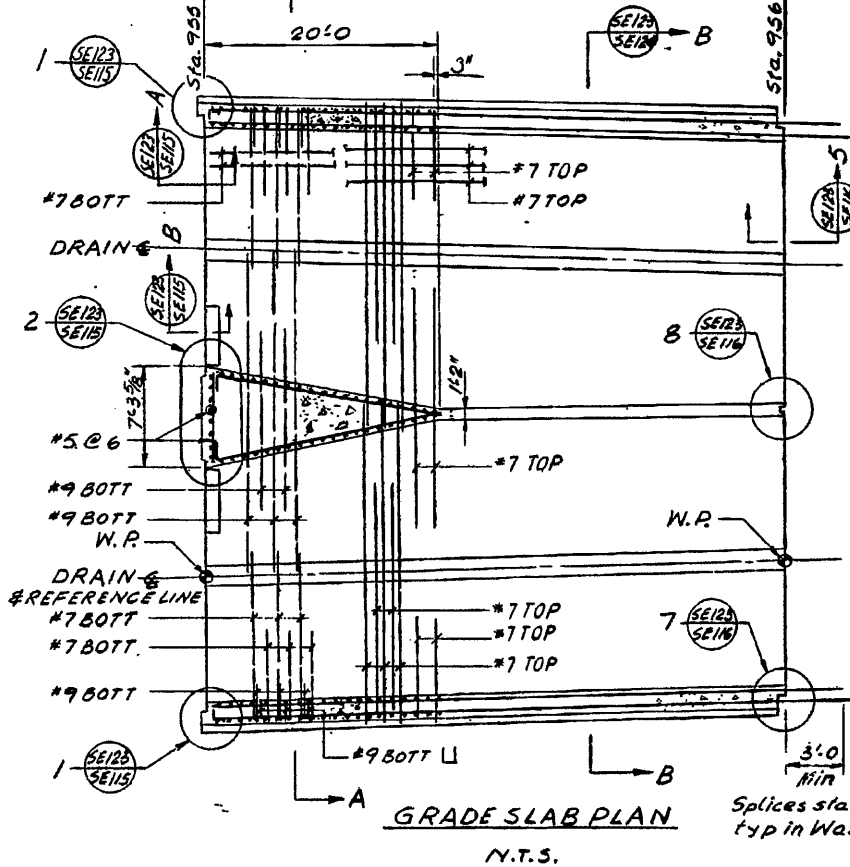
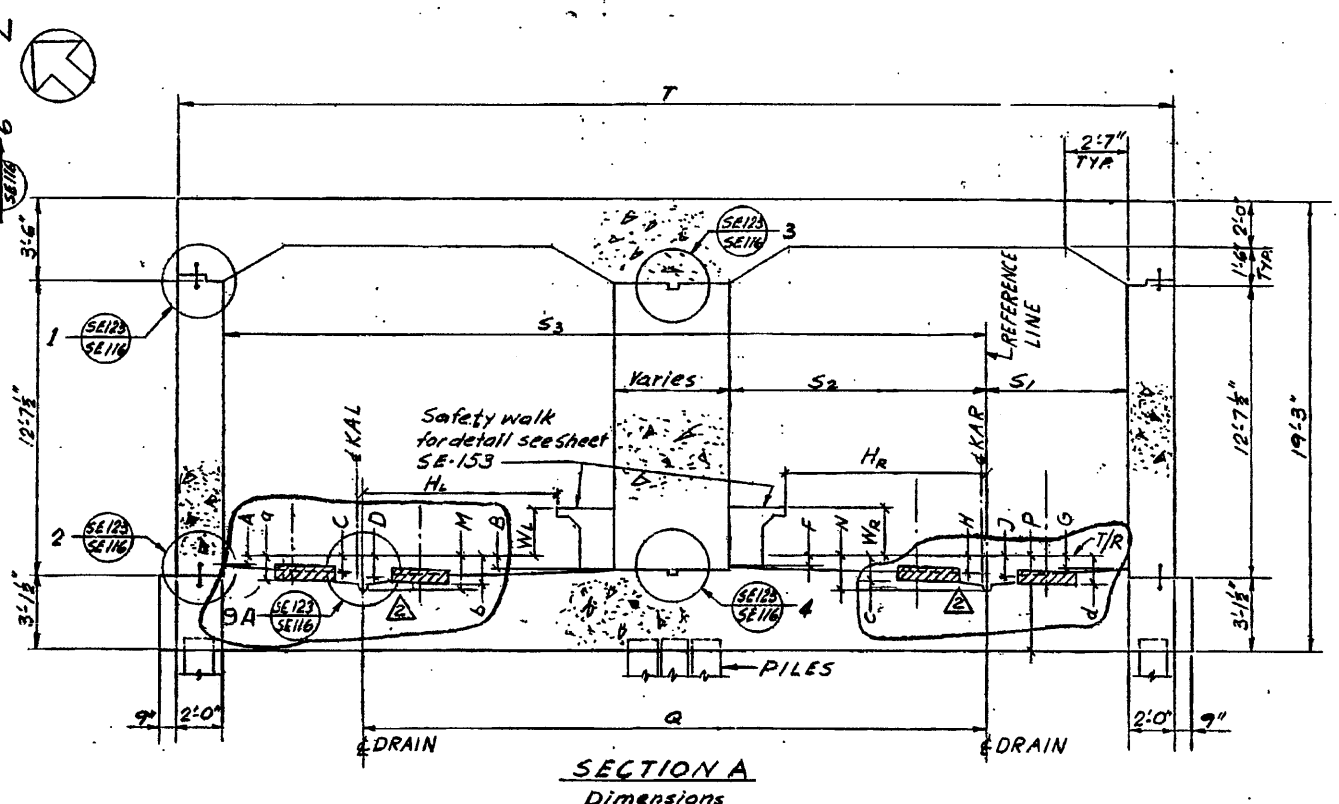
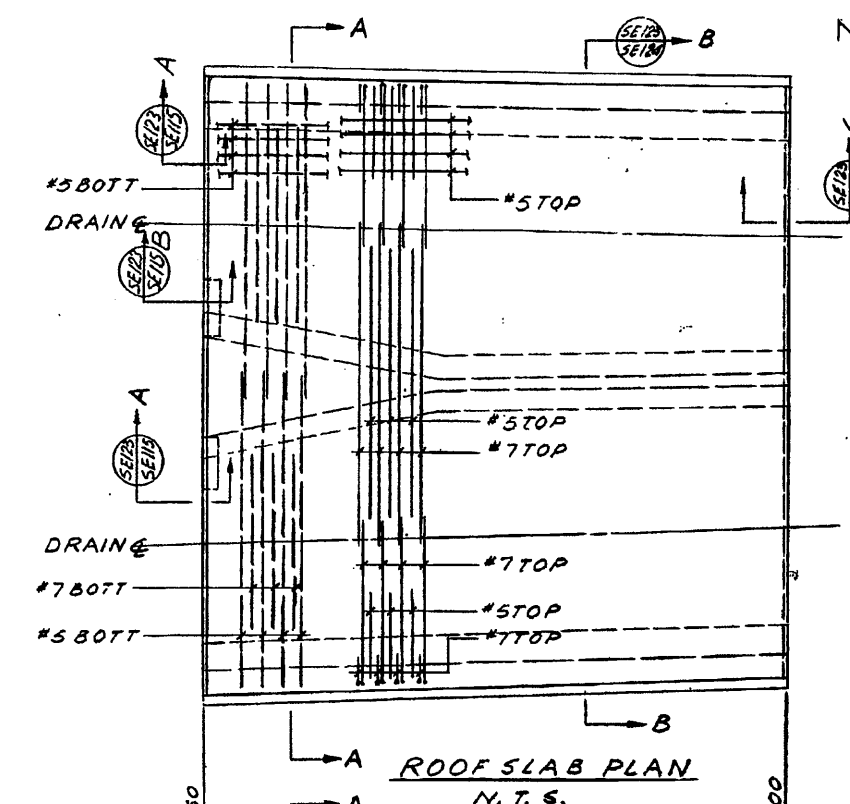


KEY

SEGMENT MARK NO	STATION AT W.P.	DIMENSIONS ft-in.													
		A	B	C	D	M	S1	S2	WL	HL	a	b	j	k	
LEFT CELL	KAL-1	948+50	0'-9 1/2"	0'-8 3/4"	0'-10 1/4"	0'-11"	1'-4 1/2"	8'-5"	8'-9"	2'-0"	5'-11 1/2"	1'-2"	1'-2"	0'-4 1/2"	0-4
	KAL-2	949+00	0'-8 1/2"	0'-8 3/4"	0'-10"	0'-11"	1'-4 1/2"	8'-4 1/2"	8'-9 3/4"	2'-0"	6'-0 1/2"	1'-1"	1'-2 1/2"	0-4 1/2"	0-4 1/2"
	KAL-3	949+50	0'-7 3/4"	0'-8 3/4"	0'-9 3/4"	0'-11"	1'-4 1/2"	8'-3 1/2"	8'-10 3/4"	2'-0"	6'-1 1/2"	1'-0 3/4"	1'-2 3/4"	0-4 1/2"	0-4 1/2"
	KAL-4	950+00	0'-7"	0'-8 3/4"	0'-8 3/4"	0'-11"	1'-4 1/2"	8'-2 1/2"	8'-11 1/4"	2'-0"	6'-2 3/4"	0'-11 1/2"	1'-3"	0-4 1/2"	0-5
	KAL-5	950+50	0'-6 3/4"	0'-8 3/4"	0'-7 3/4"	0'-11"	1'-4 1/2"	8'-1 3/4"	9'-1 3/4"	2'-0"	6'-4"	0'-10 1/2"	1'-3 3/4"	0-4 1/2"	0-5 3/4"
	KAL-6	951+00	0'-5 3/4"	0'-8 3/4"	0'-7 3/4"	0'-11"	1'-4 1/2"	8'-1 1/4"	9'-2 1/4"	2'-0"	6'-5 1/2"	0'-10 1/2"	1'-3 3/4"	0-4 1/2"	0-5 3/4"
	KAL-7	951+50	0'-5"	0'-8 3/4"	0'-6 1/2"	0'-11"	1'-4 1/2"	8'-1"	9'-1"	2'-0"	6'-6 1/4"	0'-9 1/2"	1'-4"	0-4 1/2"	0-6
	KAL-8	952+00	0'-3"	0'-8 3/4"	0'-6 1/2"	0'-11"	1'-4 1/2"	8'-1"	9'-1"	2'-0"	6'-6 1/4"	0'-9 1/2"	1'-4"	0-4 1/2"	0-6
	KAL-9	952+50	0'-3"	0'-8 3/4"	0'-6 1/2"	0'-11"	1'-4 1/2"	8'-1"	9'-1"	2'-0"	6'-6 1/4"	0'-9 1/2"	1'-4"	0-4 1/2"	0-6
	KAL-10	953+00	0'-3"	0'-8 3/4"	0'-6 1/2"	0'-11"	1'-4 1/2"	8'-1"	9'-1"	2'-0"	6'-6 1/4"	0'-9 1/2"	1'-4"	0-4 1/2"	0-6
	KAL-11	953+50	0'-5"	0'-8 3/4"	0'-6 1/2"	0'-11"	1'-4 1/2"	8'-1"	9'-1"	2'-0"	6'-6 1/4"	0'-9 1/2"	1'-4"	0-4 1/2"	0-6
	KAL-12	954+00	0'-5"	0'-8 3/4"	0'-6 1/2"	0'-11"	1'-4 1/2"	8'-1"	9'-1"	2'-0"	6'-6 1/4"	0'-9 1/2"	1'-4"	0-4 1/2"	0-6
	KAL-13	954+50	0'-5 1/4"	0'-8 3/4"	0'-6 1/2"	0'-11"	1'-4 1/2"	8'-1 1/4"	9'-1 3/4"	2'-0"	6'-5 3/4"	0'-10 1/2"	1'-3 3/4"	0-4 1/2"	0-5 3/4"
	KAL-14	955+00	0'-5 3/4"	0'-8 3/4"	0'-7 3/4"	0'-11"	1'-4 1/2"	8'-1 3/4"	9'-1 1/4"	2'-0"	6'-4 3/4"	0'-10 1/2"	1'-3 3/4"	0-4 1/2"	0-5 3/4"
	955+54.43	0'-6 1/2"	0'-8 3/4"	0'-8 3/4"	0'-11"	1'-4 1/2"	8'-2 3/4"	8'-11 1/4"	2'-0"	6'-3 3/4"	0'-11 1/2"	1'-3 1/4"	0-4 1/2"	0-5 1/4"	
RIGHT CELL	KAR-1	948+50	0'-8 3/4"	0'-9 3/4"	0'-11"	1'-4 1/2"	8'-9"	8'-5"	2'-0"	5'-11"	1'-2"	1'-2"	0-4 1/2"	0-4	
	KAR-2	949+00	0'-8 3/4"	0'-9 3/4"	0'-10 1/4"	0'-11"	1'-4 1/2"	8'-8 3/4"	8'-5 1/4"	2'-0"	5'-10 3/4"	1'-2"	1'-2"	0-4 1/2"	0-4
	KAR-3	949+50	0'-7 3/4"	0'-9 3/4"	0'-10"	0'-11"	1'-4 1/2"	8'-8 1/4"	8'-5 1/4"	2'-1"	5'-10 1/4"	1'-1"	1'-2 1/2"	0-4 1/2"	0-4 1/2"
	KAR-4	950+00	0'-7"	0'-9 3/4"	0'-9 3/4"	0'-11"	1'-4 1/2"	8'-7 3/4"	8'-6 3/4"	2'-1 1/4"	5'-9 3/4"	1'-0 1/4"	1'-2 3/4"	0-4 1/2"	0-4 1/2"
	KAR-5	950+50	0'-6 3/4"	0'-9 3/4"	0'-8 3/4"	0'-11"	1'-4 1/2"	8'-6 1/2"	8'-7 1/2"	2'-2 3/4"	5'-9 1/2"	0'-11 3/8"	1'-3"	0-4 1/2"	0-5
	KAR-6	951+00	0'-5 3/4"	0'-9 3/4"	0'-8"	0'-11"	1'-4 1/2"	8'-5 3/4"	8'-8 3/4"	2'-3"	5'-9"	0'-11"	1'-3 3/8"	0-4 1/2"	0-5 3/8"
	KAR-7	951+50	0'-5 1/4"	0'-9 3/4"	0'-7 3/4"	0'-11"	1'-4 1/2"	8'-5 1/2"	8'-8 3/4"	2'-3 3/8"	5'-8 5/8"	0'-10 1/4"	1'-3 3/8"	0-4 1/2"	0-5 3/8"
	KAR-8	952+00	0'-4 3/4"	0'-9 3/4"	0'-7"	0'-11"	1'-4 1/2"	8'-5"	8'-9"	2'-4"	5'-8 1/4"	0'-10"	1'-3 3/4"	0-4 1/2"	0-5 3/4"
	KAR-9	952+50	0'-4 3/4"	0'-9 3/4"	0'-7"	0'-11"	1'-4 1/2"	8'-5"	8'-9"	2'-4"	5'-8 1/4"	0'-10"	1'-3 3/4"	0-4 1/2"	0-5 3/4"
	KAR-10	953+00	0'-4 3/4"	0'-9 3/4"	0'-7"	0'-11"	1'-4 1/2"	8'-5"	8'-9"	2'-4"	5'-8 1/4"	0'-10"	1'-3 3/4"	0-4 1/2"	0-5 3/4"
	KAR-11	953+50	0'-4 3/4"	0'-9 3/4"	0'-7"	0'-11"	1'-4 1/2"	8'-5"	8'-9"	2'-4"	5'-8 1/4"	0'-10"	1'-3 3/4"	0-4 1/2"	0-5 3/4"
	KAR-12	954+00	0'-4 3/4"	0'-9 3/4"	0'-7"	0'-11"	1'-4 1/2"	8'-5"	8'-9"	2'-4"	5'-8 1/4"	0'-10"	1'-3 3/4"	0-4 1/2"	0-5 3/4"
	KAR-13	954+50	0'-4 3/4"	0'-9 3/4"	0'-7"	0'-11"	1'-4 1/2"	8'-5"	8'-9"	2'-4"	5'-8 1/4"	0'-10"	1'-3 3/4"	0-4 1/2"	0-5 3/4"
	KAR-14	955+00	0'-4 1/4"	0'-9 3/4"	0'-7"	0'-11"	1'-4 1/2"	8'-5"	8'-9"	2'-4"	5'-8 1/4"	0'-10"	1'-3 3/4"	0-4 1/2"	0-5 3/4"
	955+50	0'-4 3/4"	0'-9 3/4"	0'-7"	0'-11"	1'-4 1/2"	8'-5"	8'-9"	2'-4"	5'-8 1/4"	0'-10"	1'-3 3/4"	0-4 1/2"	0-5 3/4"	

REFERENCE DRAWINGS	
SHEET NO	TITLE
SE-101	General Notes Symbols & Abbreviation
SE-102,103	Structural Key Plan
SE-107,108	Structural Alignment
SE-116	Drain, Construction and Expansion Joints
SE-120	Struct. Details Openings & Cross Passage
SE-121	Structural Details Cross Passage
SE-153,154	Miscellaneous Details
SE-115	Expansion Joints

4/21/68 F.K. J.B. Incorporated DCN# 0-14 "AS BUILT" DCN# 0-7 & 0-10 Added reference drawing SE-115 Note in grade slab plan added. Revised longitudinal reinforcement of roof slab.	DESIGNED BY <b>C.Y. WONG</b> DRAWN BY <b>H. VOSS</b> CHECKED BY <b>F.J. KORB</b> IN CHARGE <b>J. SIRMAYER</b> DATE 21 SEP 68	REGISTERED CIVIL ENGINEER <b>J. GEORGE TUDOR</b> NO. 8997 STATE OF CALIFORNIA	SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT BECHTEL CORPORATION ENGINEERS SAN FRANCISCO	PARSONS BRINCKERHOFF-TUDOR-BECHTEL GENERAL ENGINEERING CONSULTANTS	OAKLAND DOWNTOWN FALLON ST. TO 7TH AVE. STRUCTURAL DETAILS SEGMENTS KAR-1 THROUGH KAR-14 & KAL-1 THROUGH KAL-14	SCALE: 1" = 1'-0" CONTRACT - PACKAGE <b>IK0051 K005</b> SHEET NO. - REV. PAGE NO. <b>SE122-2 95</b>
---	--	--	--	---	---	---



- NOTES**
1. Reinforcing bars shall be symmetrical about & of common wall except as shown.
  2. For Exterior Wall Elevation see Sheet No. SE 124
  3. T/R denotes Top of Lower Rails. For Elevation of T/R refer to Dwg. SE 109

SEGMENT MARK NO	STATION AT W.R.	DIMENSIONS ft.-in.			
		P	r	q	s
KA-15	955+50	0-4	0-5 1/4	0-4	0-5 3/4
	956+00	0-4	0-5	0-4	0-5 3/4

**REFERENCE DRAWINGS**

SHEET NO	TITLE
SE-101	General Notes Symbols & Abbreviations
SE-103	Structural Key Plan
SE-109	Structural Alignment
SE-116	Drain, Construction & Expansion Joints
SE-124	Structural Detail
SE-115	Typical Concrete Details
SE-149	Location Plan for Piles
SE153/154	Miscellaneous Details

SEGMENT MARK NO	STATION AT W.R.	DIMENSIONS ft.-in.																							
		A	B	C	D	F	G	H	J	M	N	P	T	Q	S <sub>1</sub>	S <sub>2</sub>	S <sub>3</sub>	W <sub>R</sub>	H <sub>R</sub>	W <sub>L</sub>	H <sub>L</sub>	a	b	c	d
KA-15	955+50	0'6 1/2	0'8 3/8	0'8 3/8	0'11	0'4 3/4	0'9 1/4	0'7	0'11	1'-4 1/2	1'-4 1/2	4'-1 1/2	4'-1 7/8	2'-8	6'-9	8'-5	30'-10 1/2	2'-4"	5'-8 1/2"	2'-4"	6'-4 3/8"	0'-11 1/8"	1'-3 3/4"	0'-10	1'-3 3/4"
	956+00	0'7 1/8	0'8	0'8 3/8	0'11	0'4 3/4	0'9 1/4	0'7 1/4	0'11	1'-4 1/2	1'-4 1/2	4'-1 1/2	4'-1 7/8	2'-8	6'-8 3/8	10'-9 1/4	29'-5 1/4	2'-3 3/4"	5'-8 1/2"	2'-3 3/4"	6'-3 3/8"	0'-11 1/8"	1'-3"	0'-10 1/4	1'-3 3/4"

REV.	DATE	BY	SUB	APP	DESCRIPTION
1	7/23/68	W.M.			Incorporated DCN #D-144#D-17 "AS BUILT" DCN #D-470-7#D-10
2	5 Nov. 65	F.K.	J.B.	L.A.	Table Offset S2 revised
3	1 Nov. 65	F.K.	J.B.	L.A.	Revised longitudinal reinforcement of roof slab.

REV.	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY  
**C.Y. WONG**

DRAWN BY  
**M. FEDUSHCHAK**

CHECKED BY  
**F.V. KOPP**

IN CHARGE  
**J. BIRKMYER**

DATE  
**21 SEP 65**

**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**

BECHTEL CORPORATION  
ENGINEERS  
SAN FRANCISCO

PARSONS BRINCKERHOFF-TUDOR, BECHTEL  
GENERAL ENGINEERING CONSULTANTS

**OAKLAND DOWNTOWN  
FALLON ST. TO 7TH AVE.  
STRUCTURAL DETAILS  
SEGMENT KA-15**

SCALE  
1" = 1'-0" U.M.  
CONTRACT-PACKAGE  
**IK0051 K005**  
SHEET NO.-REV. PAGE NO.  
**SE123-2 96**





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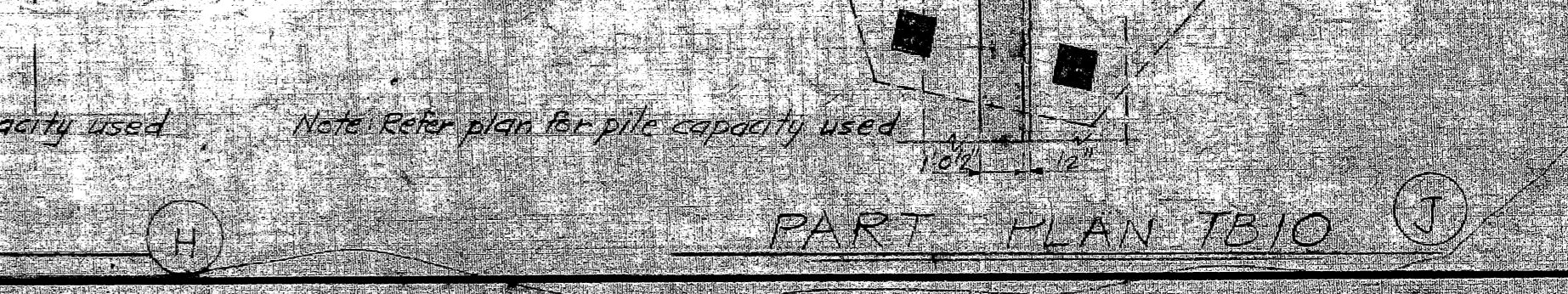
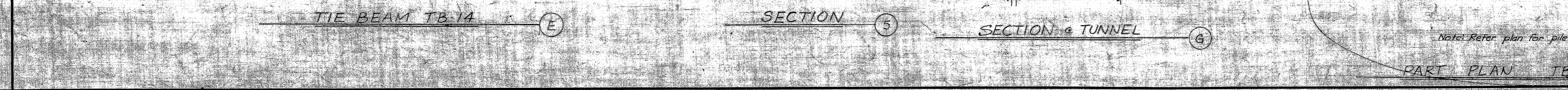
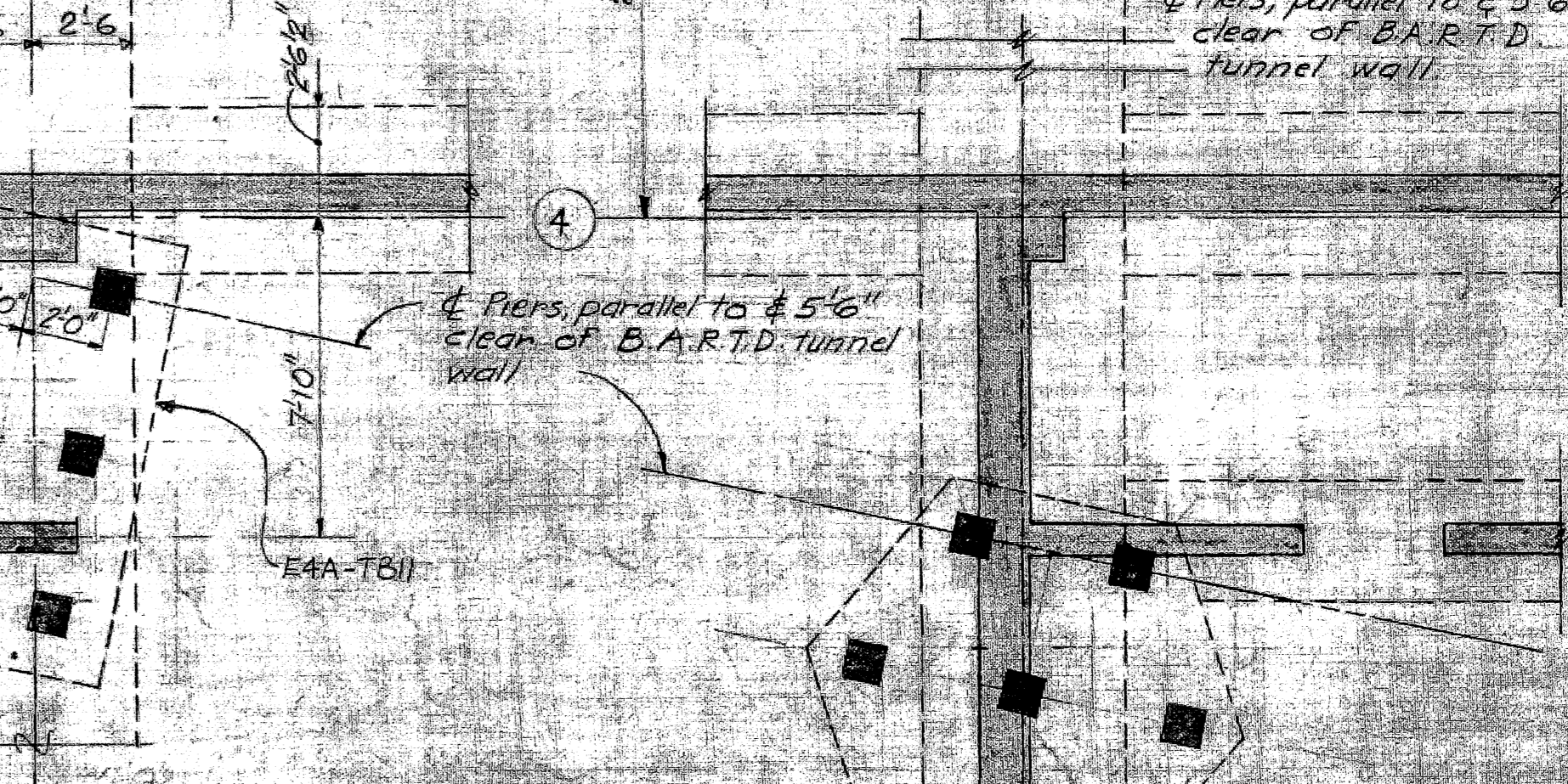
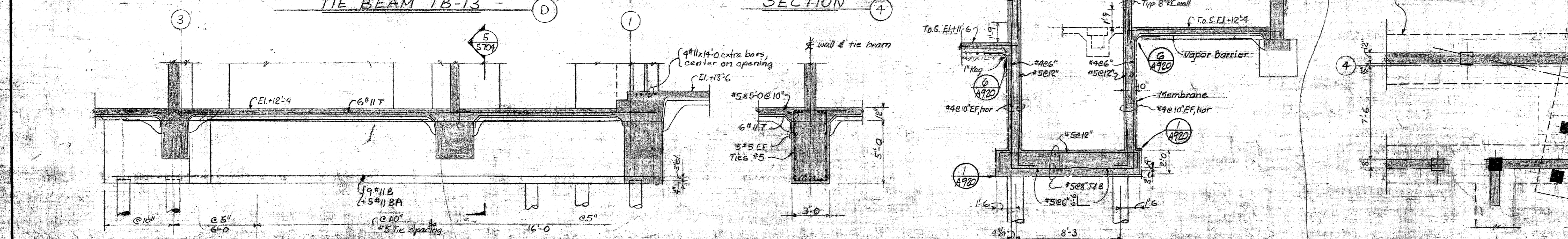
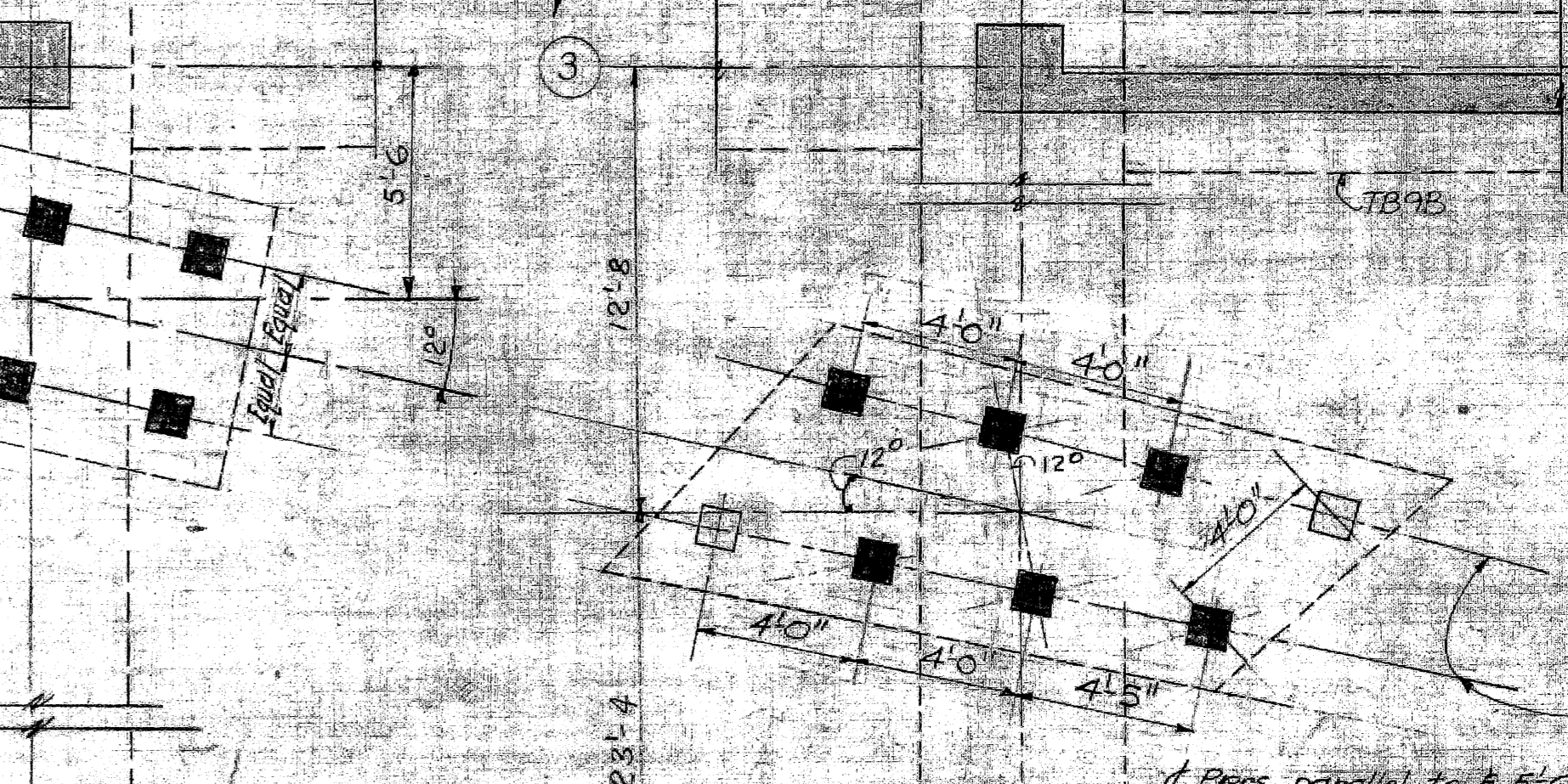
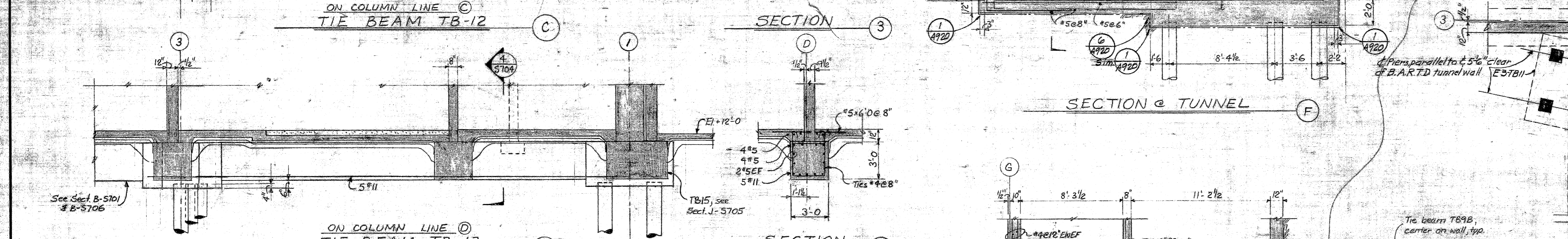
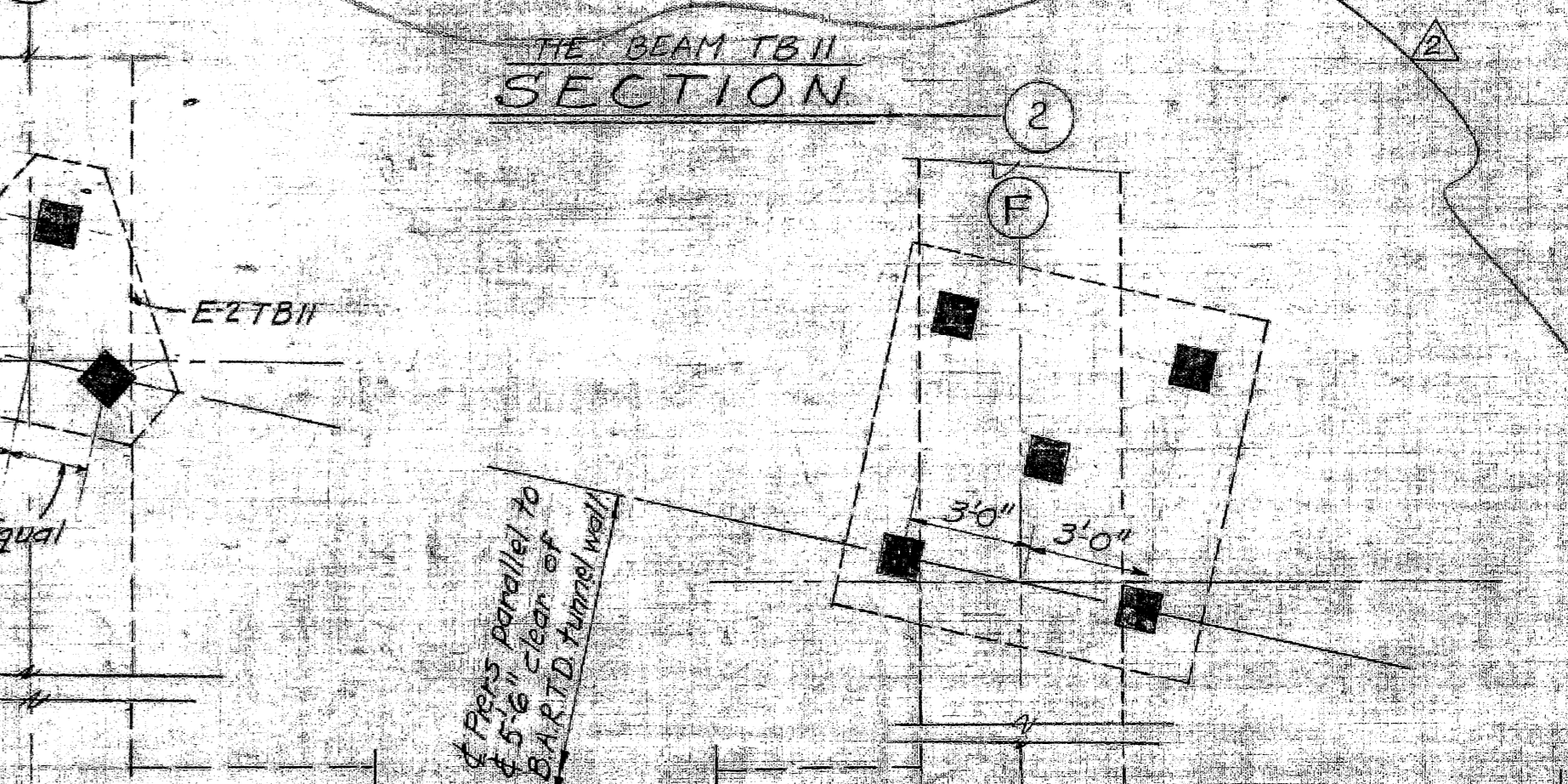
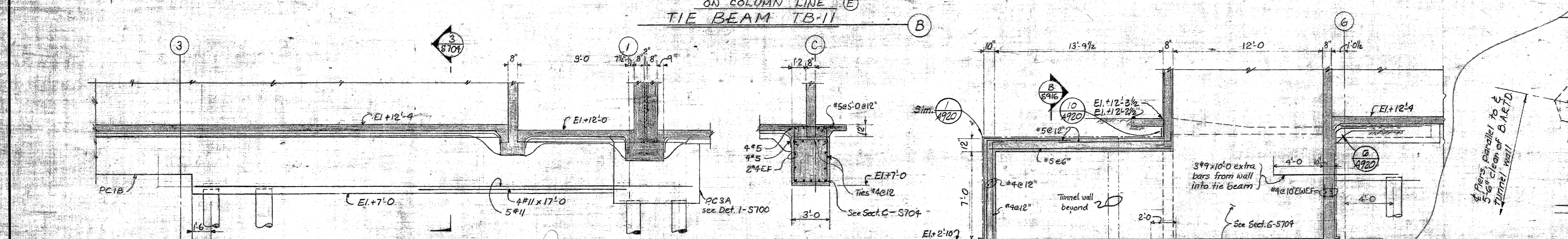
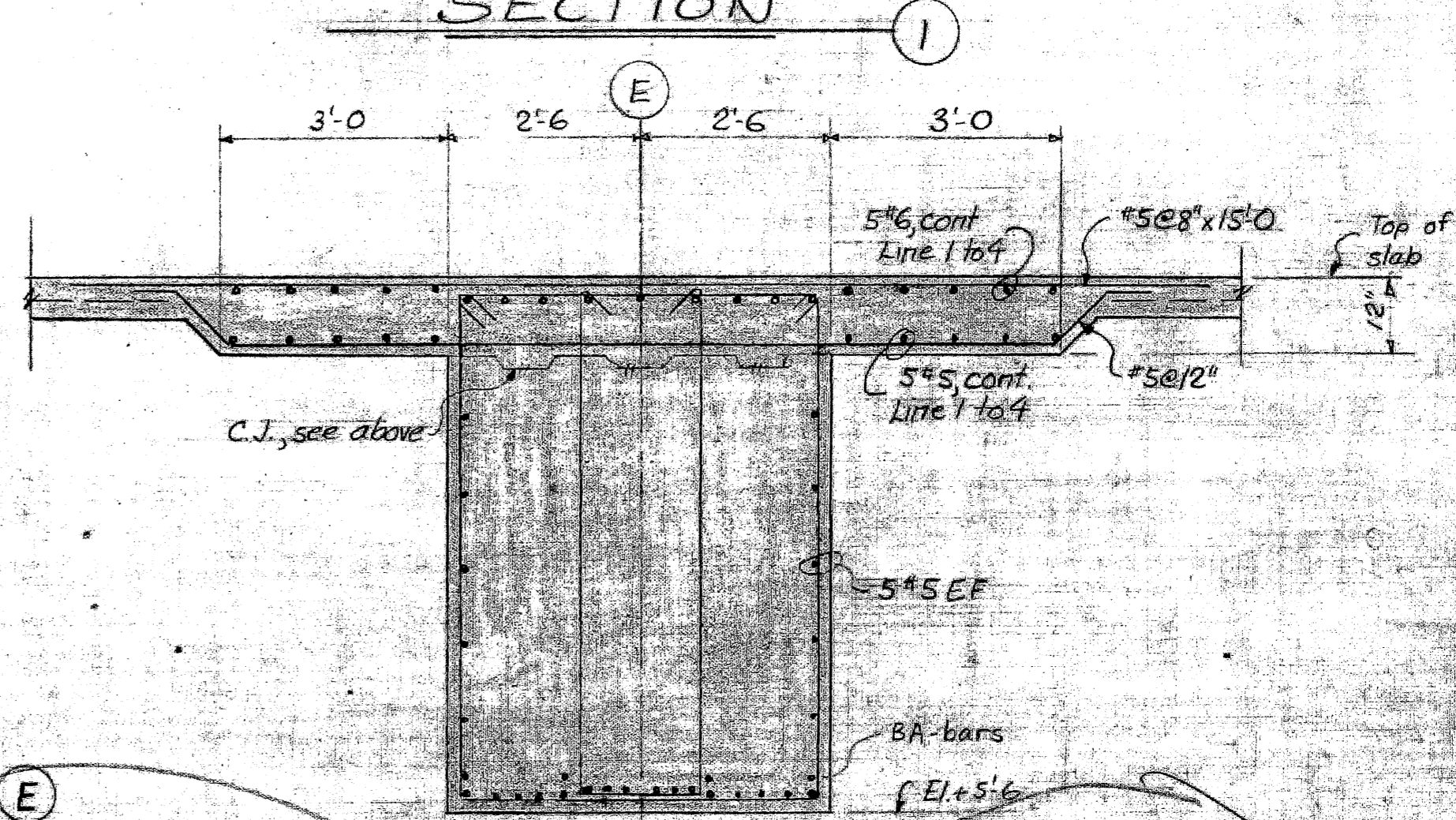
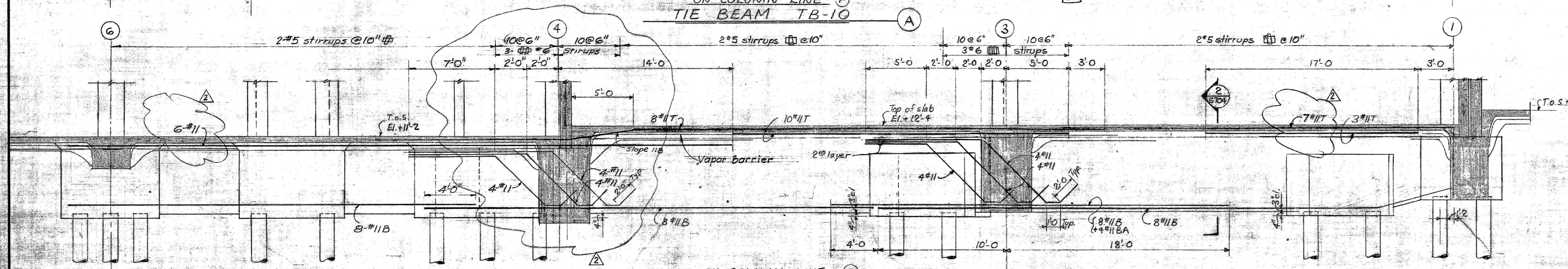
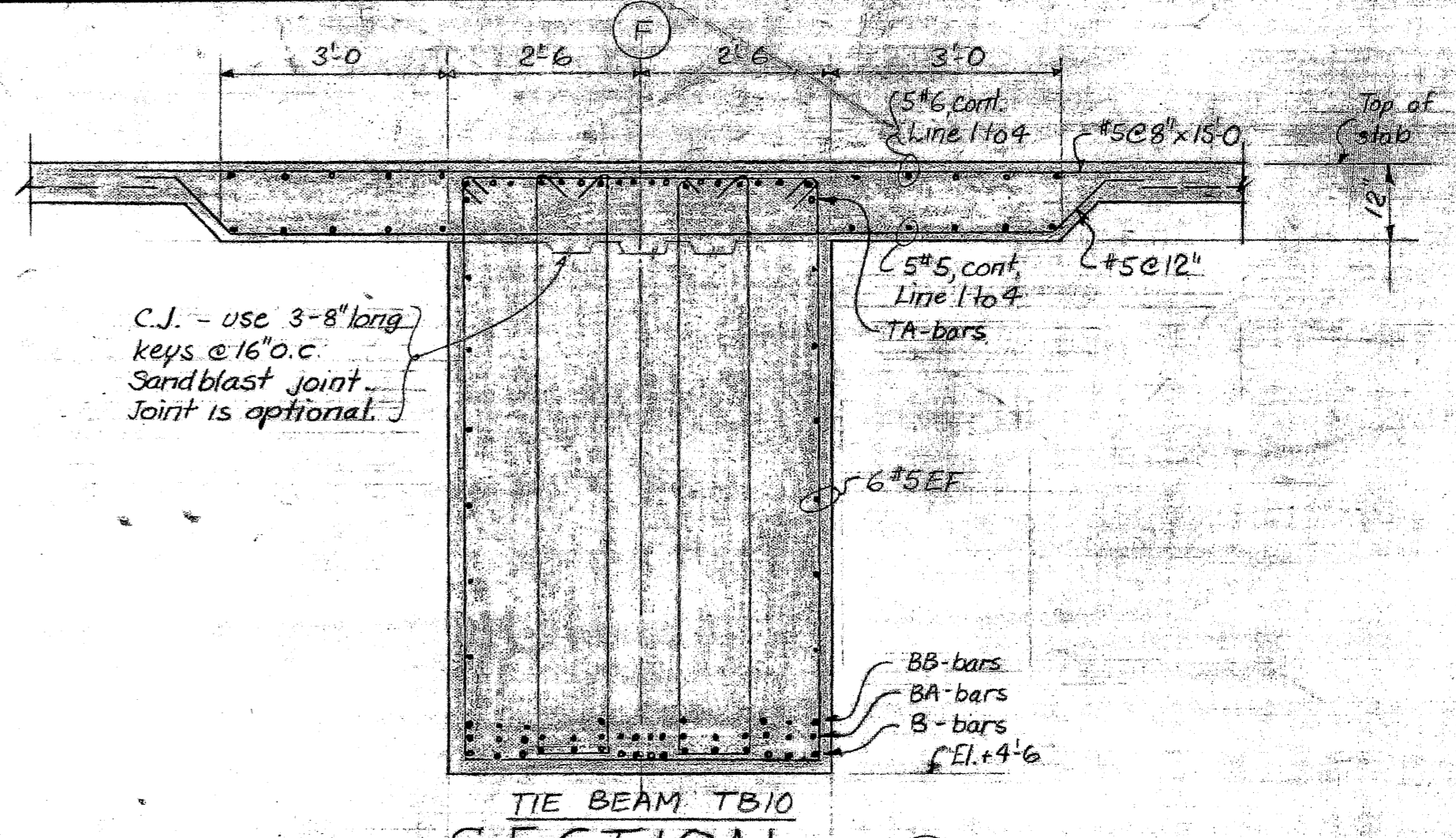
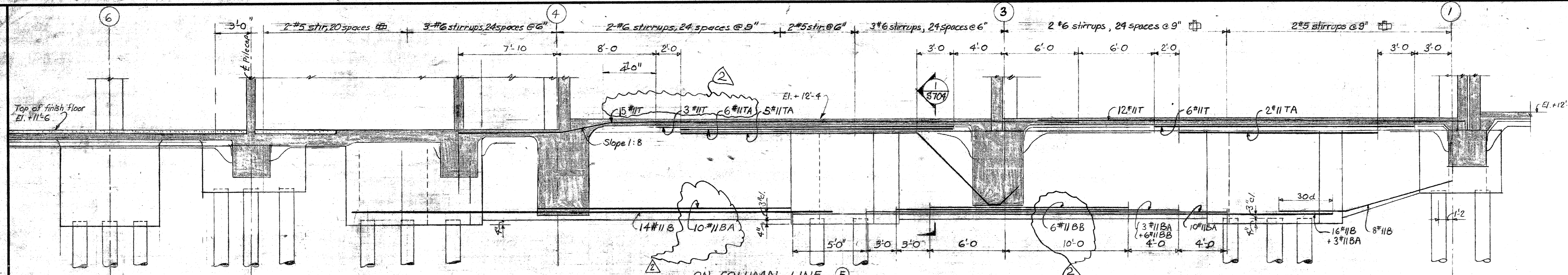
APPROVED FOR THE ARCHITECTS  
BY: *Walter K. ...*  
DRAWN BY: *...*  
CHECKED BY: *...*

APPROVED FOR THE OWNER  
BY: *John ...*  
DATE: *2/20/68*

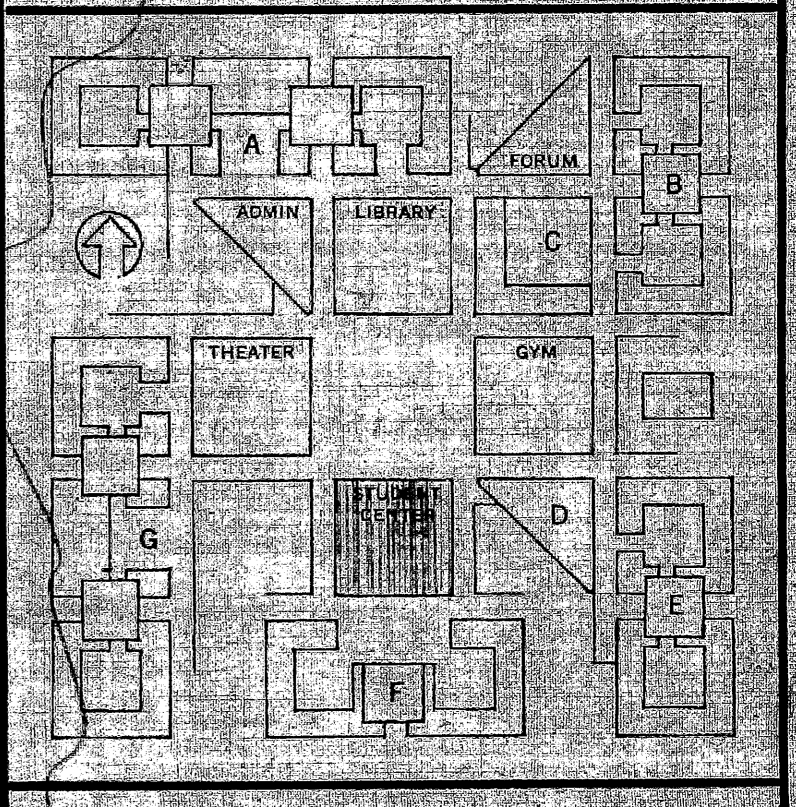
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DATE: *2/10/68*  
APPL. NO. 28921  
STATE OF CALIFORNIA  
STATE FIRE MARSHAL  
OFFICE OF ARCHITECTURE & CONSTRUCTION

REVISIONS

NO.	REVISION (INITIALS)	DATE
1	Revised to agree with N.B.2	2/17/68
2	Planned Change No. 20	2/17/68



Notes Refer plan for pile capacity used.



FOUNDATION DETAILS

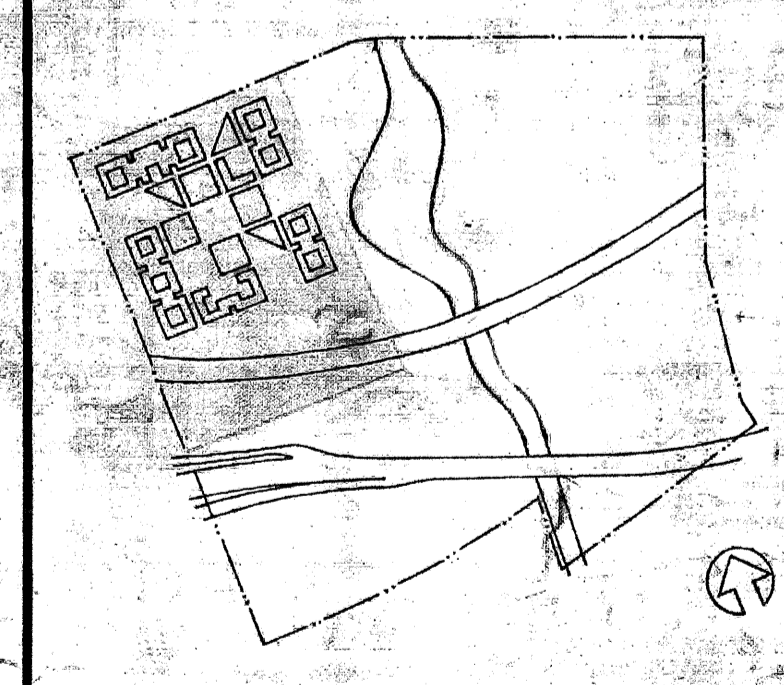
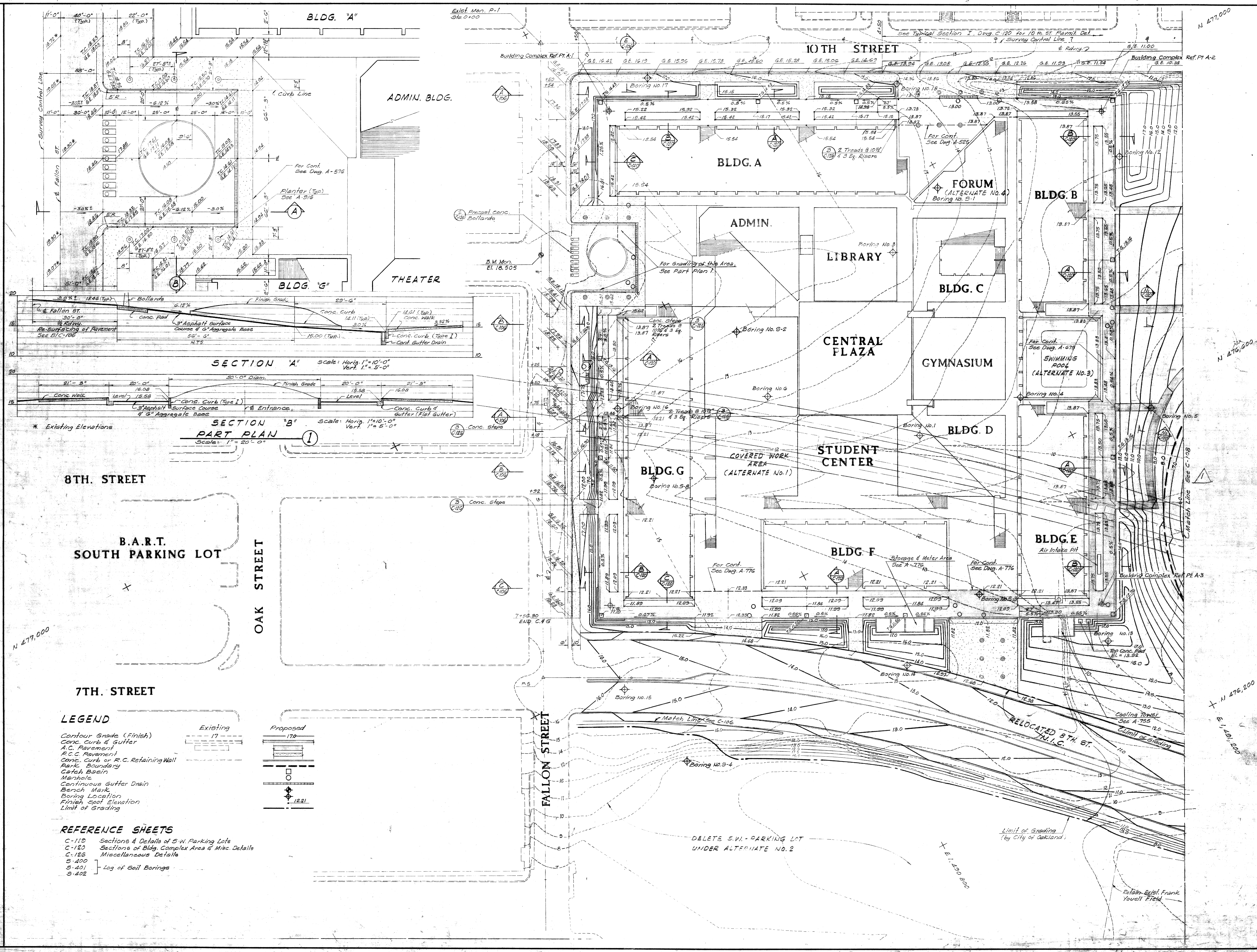


SKIDMORE, OWINGS & MERRILL  
ARCHITECTS  
SAN FRANCISCO

APPROVED FOR THE ARCHITECTS  
BY: *H. H. ...* C-107  
DRAWN BY: H.O.E. M.Y. JOB NO. 13061  
CHECKED BY: P. Harryman DATE 2/20/68

APPROVED FOR THE OWNER  
BY: *John ...*  
STATE OF CALIFORNIA  
DEPARTMENT OF GENERAL SERVICES  
OFFICE OF ARCHITECTURE & CONSTRUCTION  
APPROVED BY: *B. J. ...*  
DATE 3/15/68 APPL. NO. 28951  
STATE OF CALIFORNIA  
STATE FIRE MARSHAL  
APPROVED BY: DATE 3/15/68

REVISIONS	
NO.	DATE
1	3/15/68
2	3/15/68
3	3/15/68
4	3/15/68
5	3/15/68
6	3/15/68
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70	3/15/68



GRADING PLAN  
N.W. - PORTION

SCALE: 1" = 40'-0"

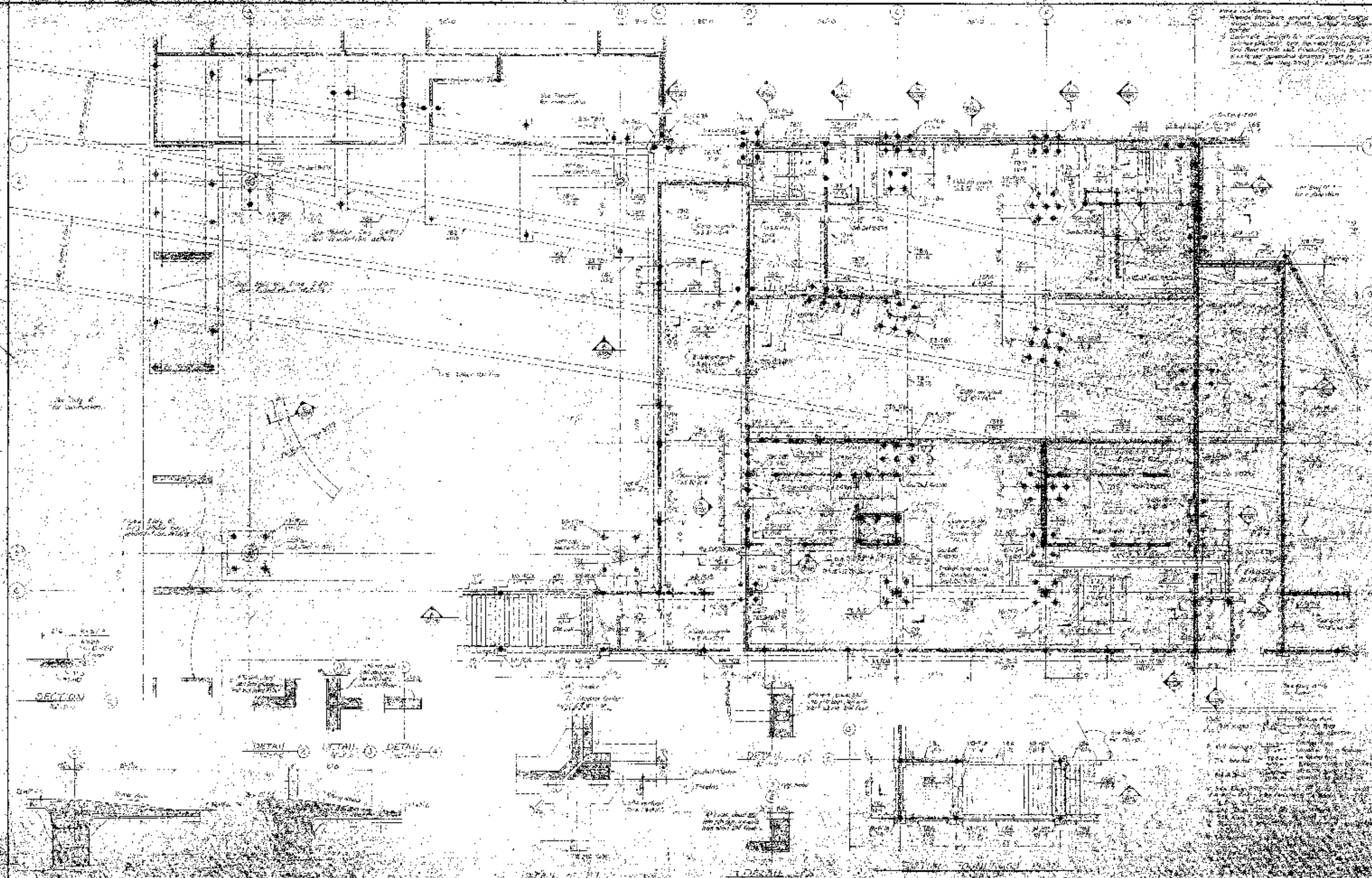
C 107

PERALTA JUNIOR COLLEGE DISTRICT CIVIC CENTER SITE

FALLON AND EAST TENTH STREETS OAKLAND, CALIFORNIA

SKIDMORE, OWINGS & MERRILL ARCHITECTS SAN FRANCISCO

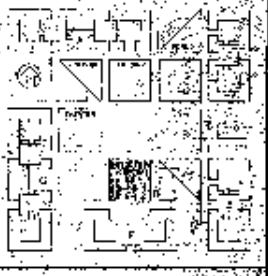
Notes:  
 1. All work shown here is to be done in accordance with the specifications and conditions of contract.  
 2. The contractor shall be responsible for obtaining all necessary permits and licenses.  
 3. The contractor shall be responsible for the safety of all workers and the public.  
 4. The contractor shall be responsible for the protection of all existing utilities and structures.  
 5. The contractor shall be responsible for the removal and disposal of all debris and waste.



APPROVED FOR THE ARCHITECT  
 BY: *W. H. Peralta*  
 DRAWN BY: *J. H. Peralta*  
 CHECKED BY: *J. H. Peralta*

APPROVED FOR THE OWNER  
 BY: *W. H. Peralta*  
 DATE: *10/15/50*

REVISIONS  
 1. *As shown*  
 2. *As shown*



FOUNDATION & 1st FLOOR PLAN

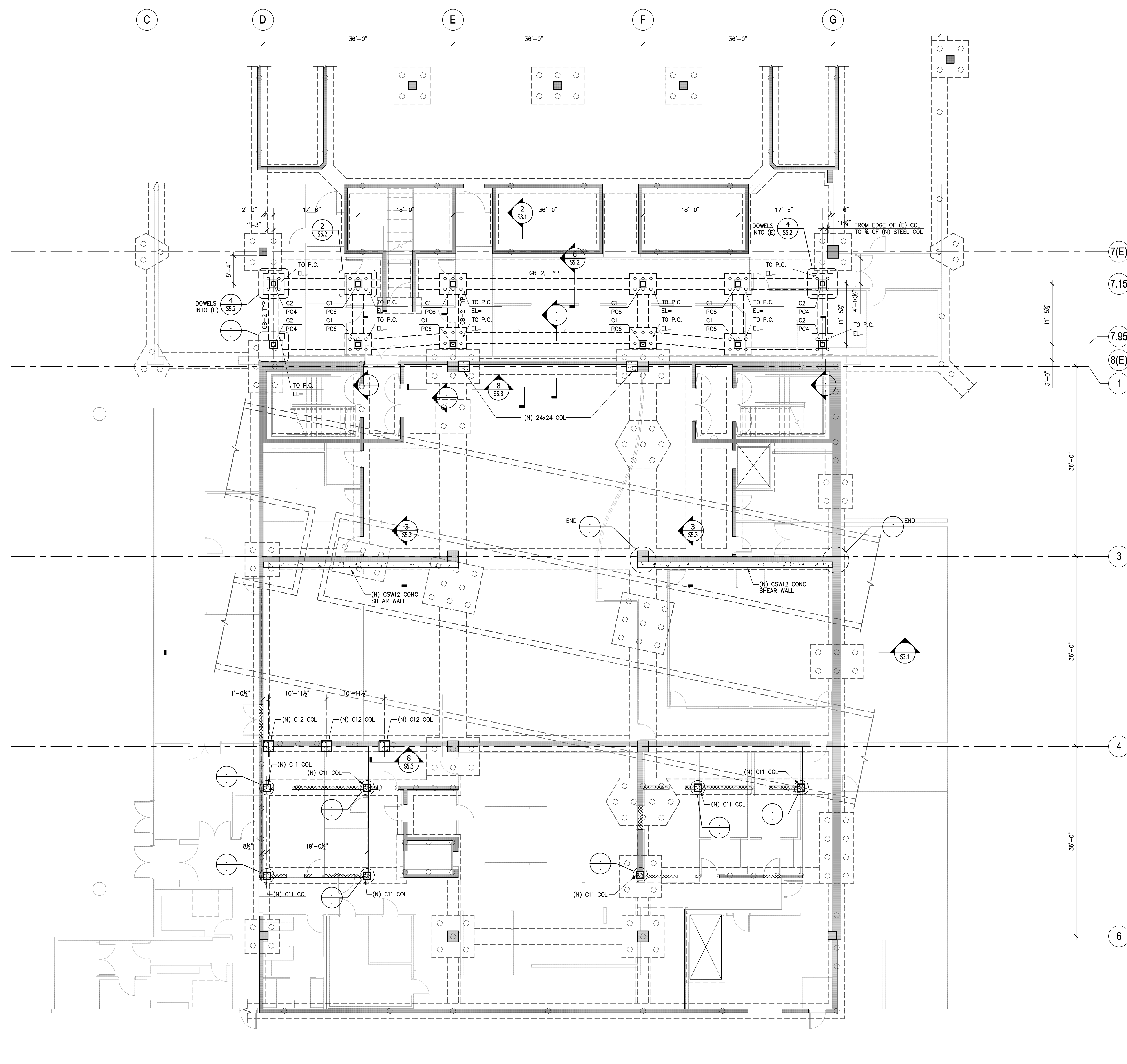
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**BAY AREA**  
1250 45TH STREET  
SUITE 150  
EMERYVILLE  
CALIFORNIA 94608  
TEL: 510-450-1999  
FAX: 510-450-2525  
www.wlcarchitects.com

**LANEY COLLEGE STUDENT CENTER**  
PERALTA COMMUNITY COLLEGE DISTRICT  
900 FALLON ST.  
OAKLAND, CA 94607



- FOUNDATION NOTES:**
- SEE GENERAL NOTES ON SHEET S1.0.
  - FOUNDATION PLAN IS TAKEN ABOVE SLAB-ON-GRADE. NOMINAL TOP OF SLAB ELEVATION IS CALLED OUT IN PLAN. RELATIVE SLAB ELEVATIONS WITH RESPECT TO SLAB REFERENCE ELEVATION ARE SHOWN THUS: (-0'-2").
  - PILE CAPACITIES, SIZES OF PILE, PILE CAPS AND GRADE BEAMS AND ELEVATIONS AT TOP OF THESE HAVE BEEN ESTABLISHED BASED ON THE GEOTECHNICAL EVALUATION PREPARED BY LFR, INC., EMERYVILLE, CA AND DATED AS EXCAVATION PROGRESSES. CONDITIONS MAY DEVELOP REQUIRING CHANGES IN THESE REQUIREMENTS. SUCH CHANGES SHALL BE MADE ONLY AS DIRECTED BY THE GEOTECHNICAL ENGINEER. ALLOWABLE PILE CAPACITIES ARE:  
DEAD LOADS  
DEAD + LIVE LOADS  
DEAD + LIVE + SEISMIC LOADS
  - EXCAVATIONS SHALL BE MADE AS NEAR AS POSSIBLE TO THE NEAT LINES REQUIRED BY THE SIZE AND SHAPE OF THE STRUCTURE. NO MATERIAL IS TO BE EXCAVATED UNNECESSARILY.
  - ALL PILE INSTALLATIONS AND EMBEDMENT DEPTHS (DEPTHS TO REFUSAL) MUST BE APPROVED BY THE GEOTECHNICAL ENGINEER IN THE FIELD DURING INSTALLATION OF EACH PILE.
  - ALL FOUNDATION EXCAVATIONS MUST BE REVIEWED AND APPROVED BY THE GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT OF CONCRETE.
  - VERIFY LOCATION OF UNDERGROUND UTILITIES BEFORE EXCAVATION. NOTIFY ARCHITECT PRIOR TO EXCAVATION IN THE EVENT SUCH UTILITIES ARE ENCOUNTERED.
  - FOR DRAINAGE DETAILS, SUMPS, PITS, DAMP PROOFING, TRENCHES, CURBS, EXTERIOR WALKS, UTILITIES, EQUIPMENT DETAILS, STEPS, ETC., SEE DRAWINGS OTHER THAN STRUCTURAL.
  - MARKS PC-1, ETC. DENOTE PILE CAP. SEE PILE CAP SCHEDULE 5/SS.2.
  - MARKS GB-1, ETC. DENOTE GRADE BEAM TYPE. SEE GRADE BEAM SCHEDULE ON SHEET S5.1.
  - MARKS S-----S DENOTE STEP IN GRADE BEAM. SEE DETAIL.
  - MARKS C11, ETC. DENOTE COLUMN TYPE. SEE 8/S7.1 FOR STEEL COLUMN SCHEDULE, SEE 3/- FOR CONCRETE COL SCHEDULE.
  - MARKS CSW12 DENOTE CONCRETE SHEAR WALLS, SEE SCHEDULE 2/-.
  - SEE SHEET S3.1 § S3.2 FOR CONC WALL ELEVATIONS AND SECTIONS.
  - SLAB CONSTRUCTION AND CONTROL JOINT LOCATIONS SHALL BE APPROVED BY THE ARCHITECT PRIOR TO PLACING ANY CONCRETE.

**CONCRETE SHEAR WALL SCHEDULE (CSW)**

ID	THICKNESS	VERT REBAR	HORIZ REBAR	No. CURTAINS	DOWELS	REFERENCE
CSW12	12					
CSW16	16	#7@12"	#7@12"	DOUBLE	#6@24" OC GRID	1,2,3,4 S5.3

**2 CONCRETE SHEAR WALL SCHEDULE**  
Scale: NTS

**CONCRETE SHEAR WALL SCHEDULE (CSW)**

ID	b	h	VERT BARS	VERT DOWELS	STIRRUPS	REFERENCE
C11	16"	16"	4-#		#4@8" OC	
C12	24"	24"	8-#	8-#5	#4@8" OC	
C13						

**3 CONCRETE SHEAR WALL SCHEDULE**  
Scale: NTS

**1 FOUNDATION PLAN**  
Scale: 1/8"=1'-0"

KEY PLAN

PROFESSIONAL ARCHITECT  
KEVIN MACQUARRIE  
C-25986  
01-31-11  
STATE OF CALIFORNIA

PROFESSIONAL ENGINEER  
NO. 3036  
Exp. 06-30-10  
STRUCTURAL ENGINEER  
STATE OF CALIFORNIA

CONSULTANT  
**KPW**  
130 WEBSTER STREET  
SUITE 200  
OAKLAND, CA 94612  
v. 510 208-3300  
f. 510 208-3303  
STRUCTURAL ENGINEERS, INC. www.kpw.com

IDENTIFICATION STAMP  
DIV. OF THE STATE ARCHITECT  
OFFICE OF REGULATION SERVICES  
APPL  
AC: \_\_\_\_\_ FLS: \_\_\_\_\_ SS: \_\_\_\_\_  
DATE: \_\_\_\_\_

**REVISION SCHEDULE**

NO	DATE	DESCRIPTION
1	11/13/09	PROGRESS SET

DRWN: PIL      CHKD: JPK  
DATE: 07/27/09      SCALE: AS SHOWN  
PROJECT NUMBER: 0517401

**FOUNDATION PLAN**

DRAWING NUMBER: **S2.1**

