

**From:** Christopher Stevick [livingart@comcast.net]

**Sent:** Tuesday, September 25, 2012 3:36 PM

**To:** 'Ramirez, Diane'

**Subject:** RE: Trestle Design Details - Final Edits

Diane,

Below is a little more specific description. This becomes important if none of the valid Alternative 1 variations, are not named as preferred or chosen. I understand that not choosing a specific Alternative variation gives the engineers a broader choice of solutions. But, that is also why describing a clear direction by naming the lower cost, lower impact, pile splicing, as the preferred choice, for pile repair, is so important. With the addition of the fender piles this is something we have all agreed upon as being the best overall direction to give and announce. That seems clear to me. This also replicates Council's directive away from Alternative 2 and 3 and choosing the wrap described in Alternative 1. which in your the Comparisons,(fig.11-1.) describes the steel pipe piles as high disruptive to business (noise, heavy equipment, pile driving and as having a higher impact to marine life, as well as more costly. Sounds like that particular pile solution should be avoided "except where structurally necessary" which is why Deborah and I agreed that wording should be put in this directive:

#### Piles

Repair of the many structurally deficient piles remains the most complicated issue for this project. Several different methods of pile repair and replacement have been evaluated in order to meet the project objectives. The piles that require structural enhancement will be treated in a uniform manner, with the intent to retain the original materials, while considering the cost and impact of the assembly. Those piles deemed structurally adequate or structurally unnecessary will be treated in a similar manner to provide a uniform appearance of the majority of the piles. For piles determined to be structurally adequate but in need of repair (such as lengthening to remove shims that have been added), the uniform treatment is anticipated to include splicing or another less costly treatment than steel helical pipe piles. Piles determined, through the design process and at the time of construction, as deemed to be beyond repair, yet structurally necessary, will be replaced with steel helical pipe piles which may have a different appearance. The pile repair assembly will extend to the mean higher high water (MHHW) elevation. At this point replacement piles are expected primarily, if not exclusively, in the "Global Failure Area", where the piles have been pushed from plumb. The diagonal and sash bent bracing will not be replaced unless structurally necessary in the design since conventional knowledge of the trestle reports that these components are not part of the original installation.

PS: Would you show your deletions or changes to this rewrite, as such. It makes it less confusing.

Chris Stevick

"It can be saved."

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