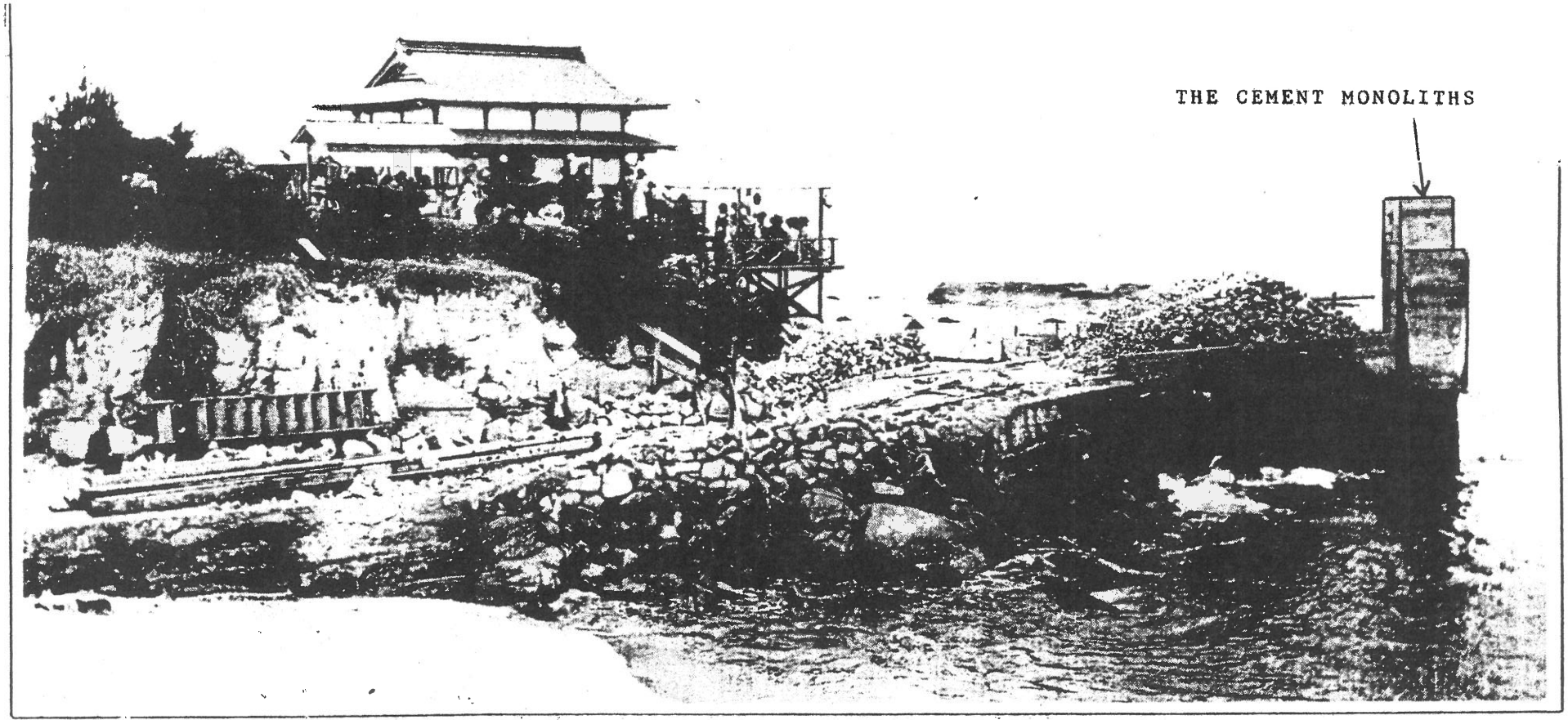
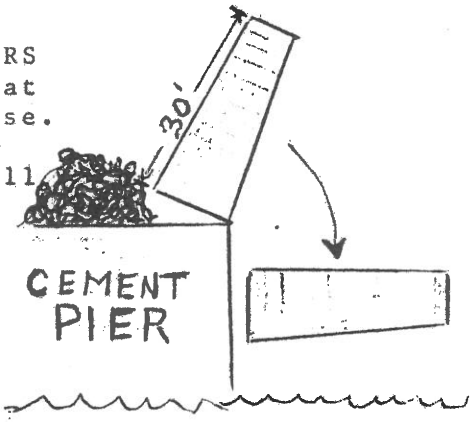


CEMENT PILLAR TO FORM WHARF

A large cement pillar which W. F. Smith had constructed some time since to form a part of the cemnet wharf which he is constructing at the bathing beach, was toppled over into the water last evening. The pillar fell beside another pillar which was toppled into the bay a few days since and they will now be connected by cement and rocks. This will extend the cement wharf upon which Mr. Smith has been workng for some months past, several feet further into the bay.

PHOTO taken just prior to 30 January 1909. Perhaps the most intriquing construction aspect of the cement pier was the erection of 2 CEMENT PILLARS [1 about 30 ft. high, the other slightly shorter] at the end of the pier to prepare for the stage 3 phase. Both pillars were toppled by hydraulic jacks by 30 July 1909. Notice the pile of granite which was fill to place on top of the pillars. Later wooden piles were driven into the end of the pier for extension and access to pleasure boats. The DIAGRAM at the right shows the toppling process. The P.G. REVIEW article of 31 July mentions the event.



JULY 22, 1909.

PYRAMID OF CONCRETE FELL WHERE WANTED

There was quite a thrill of excitement wen through the breasts of those who were at the the beach yesterday afternoon when it was learned that W. F. Smith intended dumping one of the concrete pillars that have stood sentinel like for a year in front of the Japanese Tea Garden. In fact, these two pillars have been the source of considerable speculation ever since Mr. Smith commenced to build them last year, every one oeffring his bit of advice and most of them declaring that the hole think would be another failure.

Mr. Smith kept calmly at his work and when the huge pile of concrete toppled and fell into the water with a loud splash yesterday, almost exactly where he wanted and intended it should, there was the same calm smilt flitted over his face, and every one on the beach said "Ah!"

The second one will now be dropped beside the other, and will make a base for the extension of the little rock pier.

AUTOMATIC ORGAN BEING INSTALLED AT BATH HOUSE

W. F. Smith of the Pacific Grove bath house is installing a large automatic organ for the delight of the many patrons who visit the place every summer. A motor is being installed, and the instrument will work by electricity.

It will be a feature that has long been needed, and will serve to enliven the place on the long summer evenings.

JUNE 9, 1909

MUSEUM FESTIVAL

The date of the Museum Festival, which was to occur on July 2-3, has been postponed to August 5-6.

PYRAMID TO GO INTO BAY

1/30/09

Big Pile of Concrete Will Be Part of Pleasure Pier.

At 6 o'clock this evening the big cement pyramid at the bath house will be toppled over into the bay. Yesterday Manager W. F. Smith had a gang of men getting things in readiness. Trenches were dug under it so that hydraulic jacks could be placed to lift it and start it tumbling.

The pyramid is of solid concrete. It is twenty-seven feet high and seven feet square, and its weight is estimated at thirty tons. A sister pyramid but of a little smaller size, was tumbled into the bay about a month ago.

The object of constructing these immense piles of concrete was for the purpose of placing them in the water and building a wharf out over them. There is a strong current at that point, and Mr. Smith found it very hard work to place the cement in position for his wharf. It was washed out several times, so he decided to try the toppling over of the concrete piles.

The work of laying the other one was very successful and it was drop just in the right place.

JACK LIFTED THIRTY TONS

1/31/09

Concrete Pyramid for Pleasure Pier Falls Into Bay.

There was a large crowd at the beach last evening to witness the pitching of the pyramid into the water. About 7 o'clock a 50-ton hydraulic jack was put in operation and in a few minutes the huge pile of concrete toppled over.

This huge pillar, which had been built in three sections, was twenty-one feet long, seven feet square and weighed in the neighborhood of 30 tons.

The submersion was a grand success. The pyramid fell just where Mr. Smith wanted it to. It struck the water with a mighty splash and spray was thrown some thirty feet into the air.

When the pile of concrete struck the bottom it broke into three parts, spreading out alongside the other one that was tipped over a week or so ago.

The space between these huge pieces of concrete will now be filled in with rock and cement, and the pier will be extended out twenty-five feet. Work will be commenced on Monday and rushed along as fast as the low tides will permit.

The plans call for an extension of the pier thirty-five feet, but ten feet of this will not be done until next year.

This concrete pier will act as a miniature breakwater, and break the surf and make the beach one of the finest bathing places along the coast.

The popularity of the resort is attested by the large crowds that were present at the beach last evening, the auditorium being filled to overflowing.

Monterey Daily Cypress

Used in April/May 2001 B&B

(over)

CEMENT PIER IS COMPLETED

9/27/09

W. F. Smith's Engineering Feat Grand Success.

The first cement pier on Monterey bay is about completed, and this honor belongs to W. F. Smith of the Pacific Grove bath house.

After three years of the hardest kind of work, which required a great deal of experimenting, a miniature breakwater stands out from shore and forms a shelter from storms and currents that makes the beach there the safest and best bathing place on the Coast.

The pleasure pier, which is nearly 800 feet long has cost over $5000. It extends into water from ten to fifteen feet deep, and will accommodate the biggest launch on the bay. It is some fifteen feet wide at the end. There is a cement wall on either side of the structure so that persons cannot be crowded off into the water.

On the lee side cement steps go down to the water's edge to accommodate small launches and row boats.

Mr. Smith carried out his own ideas of engineering in building the pier. Two big blocks of cement were built on the pier and these were toppled over into the water and the latter forty feet of pier was built on these.

This pier does away with the old wooden wharf that was put up each summer, and from now on pleasure craft will be able to land at Pacific Grove in any kind of weather.

VISITORS ARE OVERCHARGED

Express 4/24/09

Owners of Glass Bottom Boats Collect Large Sums.

The City Trustees should draft an ordinance licensing the glass bottom boats and fixing a schedule of rates that might be charged.

Of late there has been much complaint from visitors to this city that they have been mulcted when they went out in the glass bottom boats. There are no set charges, but the men who conduct the boats charge all that the traffic will stand.

Some times as high as $10 has been charged a party for a small trip along the shore. Then again visitors have been induced to go out in the glass bottom boats when the water is so murky that nothing can be seen.

The city should regulate the glass bottom boats and receive some revenue in the way of a license from them.

Lovers Point

MP Herald
4/30/79

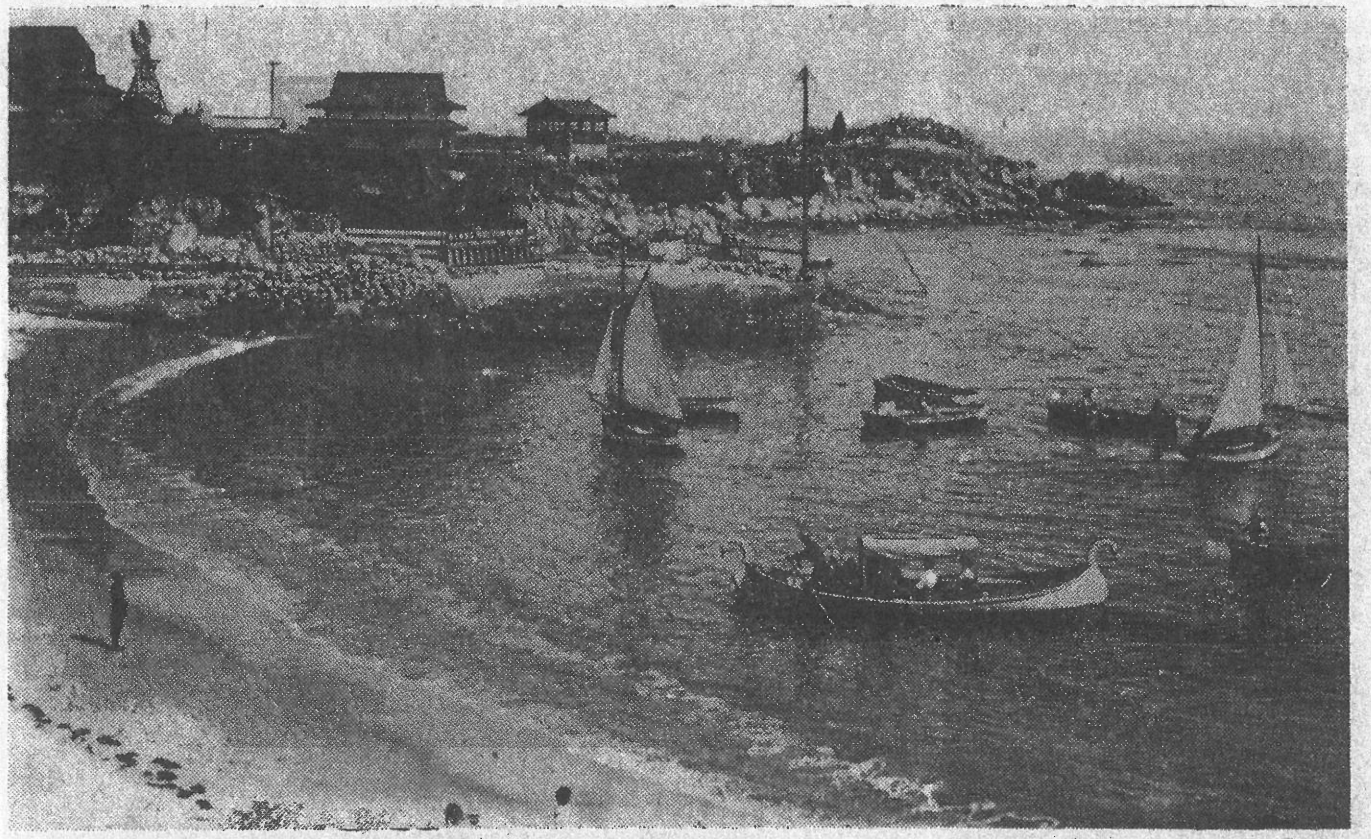
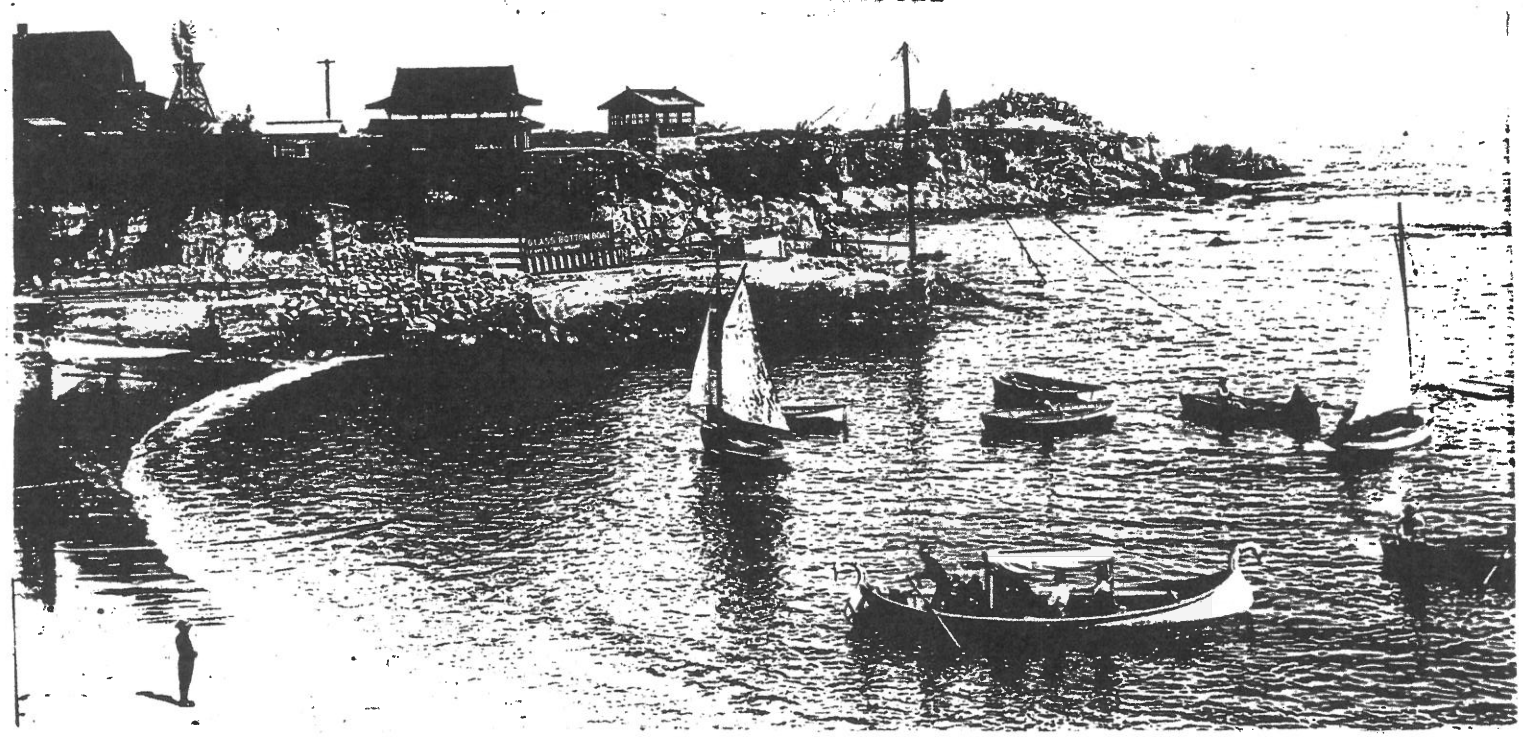
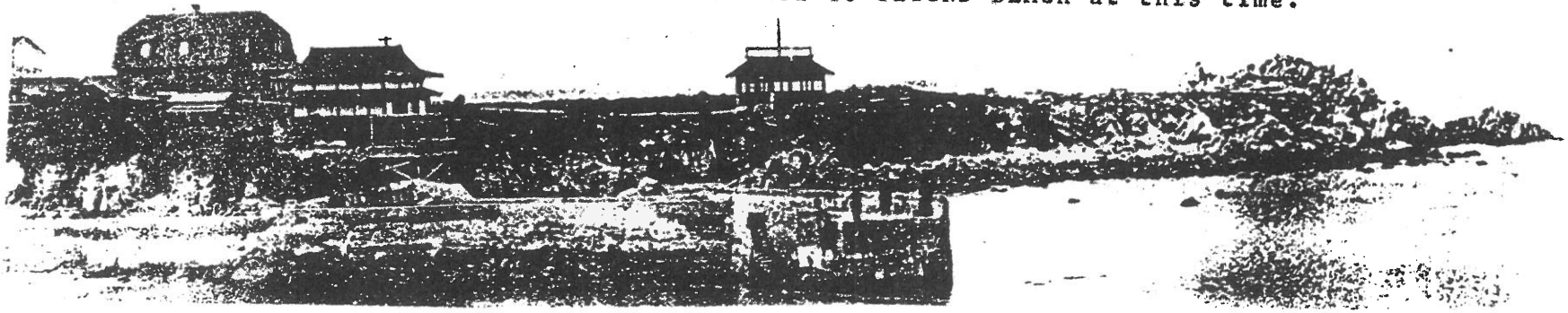


PHOTO OF LOVERS POINT AREA, AS IT LOOKED BACK IN 1892, TO BE DISPLAYED
. . . C.K. Tuttle picture shows glass-bottom boats, Japanese garden

THE CEMENT PIER "MAYPOLE"



TOP PHOTO taken in September 1907 [purportedly] shows no WOODEN WHARF. Also of interest is the "MAYPOLE" on the cement pier's end. This was for boat mooring and lifeline access to the beach. Notice the old GLASS BOTTOM BOAT SIGN taken off the recently washed out wooden wharf, and the old staircase ladder that was used at the cliff just east of the AUDITORIUM BUILDING. When a cement staircase was put in, the ladder was stored here as shown in the below MARCH 1911 photo. BOTTOM PHOTO- Taken during March 1911 the "MAYPOLE" is gone. About 1910 cement steps led down to the pier platform to facilitate the loading of party boats. Notice the WINDMILL does not appear in this photo as the MARINE LAB water pumps were gasoline motor by this time. Left to right" MCDOUGALL HOUSE, TEA HOUSE, & LOOKOUT BUILDING which shows no STAIRCASE to SECOND BEACH at this time.



Pyramid Of Concrete Fell Where Wanted

(From the July 22, 1909 Monterey Cypress)

There was quite a thrill of excitement through the breasts of those who were at the beach yesterday afternoon when it was learned that W.F. Smith intended dumping one of the concrete pillars that have stood sentinel like for a year in front of the Japanese Tea Garden. In fact, these two pillars have been the source of considerable speculation ever since Mr. Smith commenced to build them last year, everyone offering his bit of advice and most of them declaring that the whole thing would be another failure. Mr. Smith kept calmly at his work and when the huge pile of concrete toppled and fell into the water with a loud splash yesterday, almost exactly where he wanted and intended it should, there was the same calm smile on his face, and everyone on the beach said "Ah!". The second one will now be dropped beside the other, and will make a base for the extension of the little rock pier.

Second Pyramid Falls

(From the July 31, 1909 Monterey Cypress)

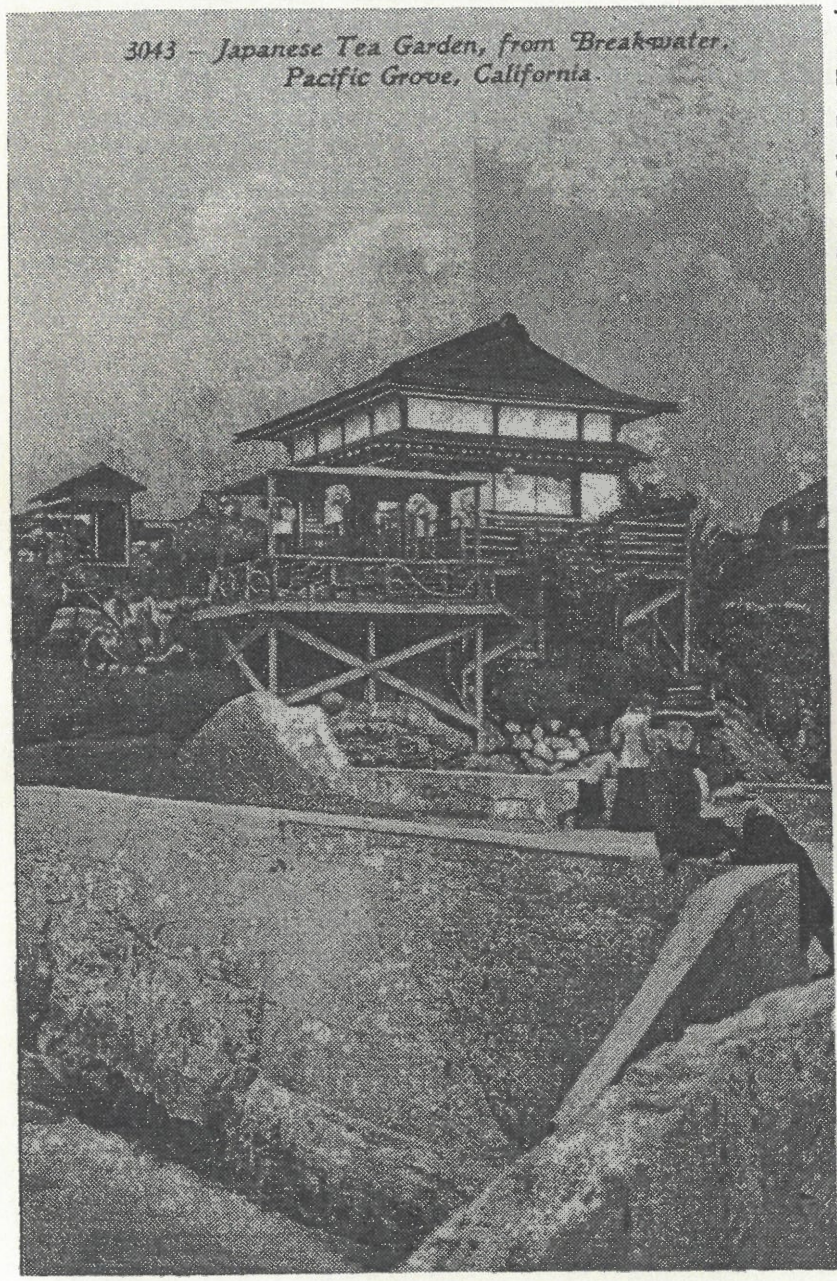
There was a large crowd at the beach last evening to witness the pitching of the (second) pyramid into the water. About 7 o'clock a 50-ton hydraulic jack was put in operation and in a few minutes the huge pile of concrete toppled over. This huge pillar, which had been built in three sections, was twenty-one feet high, seven feet square and weighed in the neighborhood of 30 tons. The submersion was a grand success. The pyramid fell just where Mr.Smith wanted it to. It struck the water with a mighty splash and spray was thrown some thirty feet into the air. When the pile of concrete struck the bottom it broke into three parts, spreading out alongside the other one that was tipped over a week or so ago. The space between these huge pieces of concrete will now be filled in with rock and cement, and the pier will be extended out twenty-five feet.

Cement Pier Is Completed

(From the September 27, 1909 Monterey Cypress)

The first cement pier on Monterey Bay is about completed, and this honor belongs to W.F. Smith of the Pacific Grove bath house. After three years of the hardest kind of work, which required a great deal of experimenting, a miniature breakwater stands out from shore and forms a shelter from storms and currents that makes the beach there the safest and best bathing place on the coast. The pleasure pier, which is nearly 300 feet long has cost over $5000. It extends into water from ten to fifteen feet deep, and will accommodate the biggest launch on the bay. It is some fifteen feet wide at the end. There is a cement wall on either side of the structure so that persons cannot be crowded off into the water. On the lee side cement steps go down to the water's edge to accommodate small launches and row boats. Mr. Smith carried out his own ideas of engineering in building the pier. This pier does away with the old wooden wharf that was put up each summer, and from now on pleasure craft will be able to land at Pacific Grove in any kind of weather.

Others Saw Us Through Postcards



New cement pier built by W.F. Smith in front of the Japanese Tea Garden at Lover's Point. To the left rear of the Tea House is the Look Out built by the Woman's Civic Club. This is a beautiful color postcard published in 1910.

GENERAL NOTES

1. Site condition: The contractor shall examine and check all existing conditions, dimensions, levels and material and notify the engineer of any discrepancies.

2. Reference datum: Elevations shown are relative to the reference datum at the southwest corner of the existing lower dock as shown on the drawings. Elevation -3' is mean lower low water.

3. Concrete: See specifications.

4. Air-blown mortar: See Specifications.

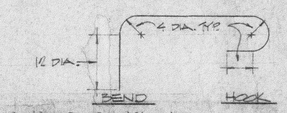
5. Reinforcing steel and welded wire mesh: See specifications.

   Reinforcing shall be placed in as long lengths as possible. Bars shall lap 32 diameters in concrete at splices unless otherwise shown or noted in the plans, using the diameter of the larger bar in case of difference in size. Splices shall be staggered and bars may be wired together at splices.

   Bar coverage (face of bar to face of concrete) shall be as follows:

Concrete slab on grade	1-1/2" min.
Concrete surface against earth	3" min.
When poured against forms	2" min.
All others	See details

   Bars shall have bends and hooks as follows except as otherwise shown or noted:



6. Railings and handrail: See Specifications.

7. Anchor bolts, washers, and nuts shall be fabricated from type 316 stainless steel conforming to ASTM A 307. Wedge anchors shall be fabricated from type 303 stainless steel conforming to Federal Specifications FF-S-325, Group II, Type 4, Class 1 as manufactured by Phillips Drill Co. or equal.

8. All timber to be pressure treated with ACA or CCA preservative in accordance with AWPA Standard C2 to a minimum retention of 2 lbs. per cubic foot.

9. Compacted fill shall have a maximum aggregate size of 1-1/2" conforming to Standard Specifications of the State of California, Department of Transportation, latest edition, Section 26 for Class 2 aggregate base. Compaction shall have a minimum relative dry density of 90%.

SUGGESTED CONSTRUCTION PROCEDURE

1. Remove stairs from upper to lower dock. Remove railings from upper dock. Remove all miscellaneous fittings from lower dock. Remove long step along back of lower dock, intersecting steps at upper dock. Remove remains of standpipe from upper dock. Remove valve and pipe at intersection of lower dock and inshore upper dock wall.

2. Remove loose rocks around perimeter of lower dock out to and beyond extent of new lower dock construction.

3. In order to remove growth and loose material from existing concrete and bedrock surfaces to receive new concrete and air-blown mortar, use high pressure water jets below elevation -3' and sand blast above elevation +3'.

4. Drill lower dock walls for reinforcing bar dowels as shown on drawings.

5. Fabricated formwork for new concrete wall and tide steps around perimeter of lower dock. Use Wakefield sheet piling formwork (or equivalent) cut to match the bottom profile. Support the Wakefield sheet piling horizontal framing at -1 on the outside, and at +3 on the outside and inside. The horizontal framework can be supported from vertical piles and horizontal, cantilever supports anchored to the existing lower dock surface. Seal the formwork as best as possible (it is not expected to be watertight).

6. Place reinforcing steel as required and pour perimeter wall around lower dock under water (tremie pour) up to elevation -3. This tremie concrete must be pumped. The mix should be as stiff as possible and still be pumpable. Commence pumping at slack before ebb. Include new standpipe for emergency fire water.

7. Make formwork watertight above elevation -3 and pour remaining perimeter wall and tide steps.

8. Drill existing lower dock deck with 1-1/2" diameter holes down to bedrock, spaced as shown on the plan. Pump grout in to fill all voids encountered. Insert dowels in holes as they are filled.

9. Pour and finish new lower dock deck, providing all inserts and anchor bolts as required.

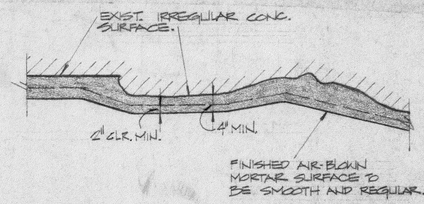
10. Form and pour new wall from lower dock to upper dock.

11. Form and pour stairs from upper to lower dock.

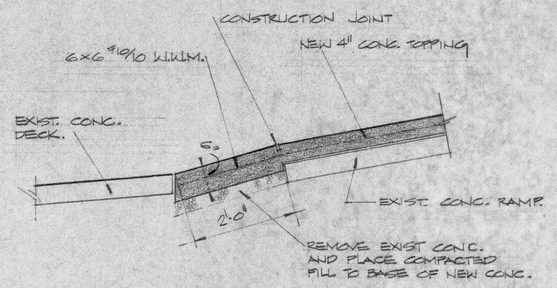
12. Finish railings, doors, cleats, rubrails, etc.

13. Prepare surfaces to receive air-blown mortar, install welded wire mesh, and apply air-blown mortar.

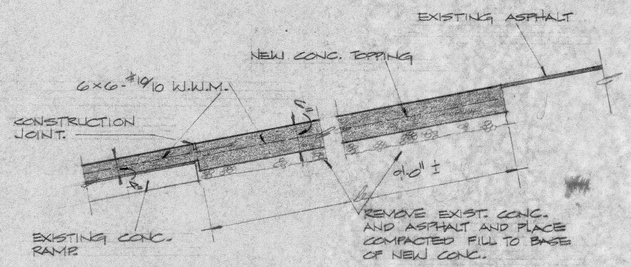
14. Sawcut and remove existing asphalt and concrete surfaces on ramp. Place compacted fill up to base of new concrete and place welded wire mesh and concrete topping.



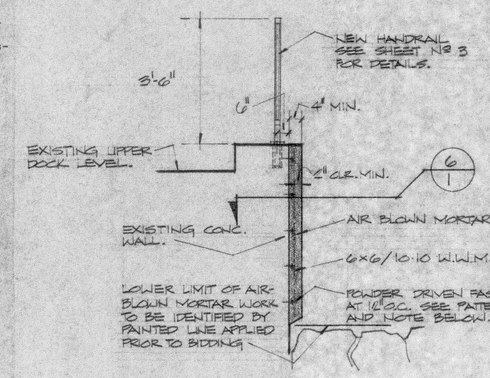
AIR BLOWN MORTAR SURFACE DETAIL 6/1

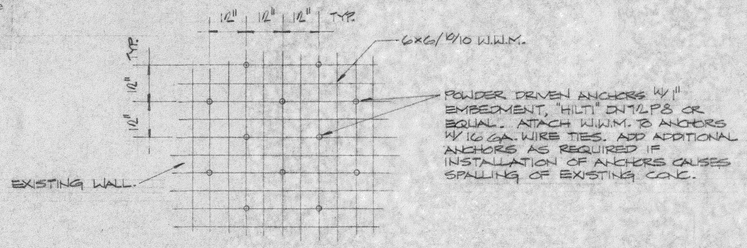


SECTION 3/1
3/4" = 1'-0"

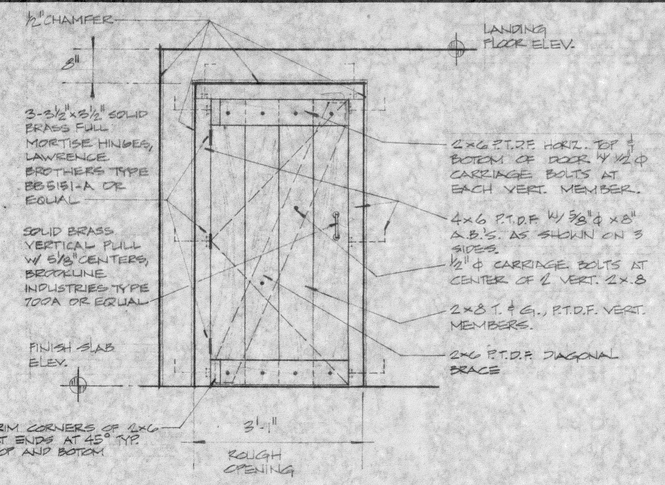


SECTION 4/1
3/4" = 1'-0"

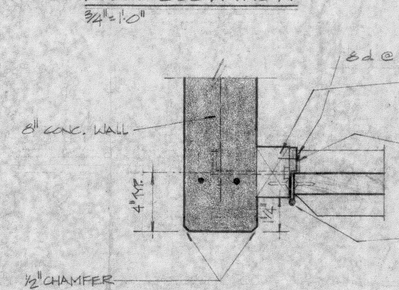




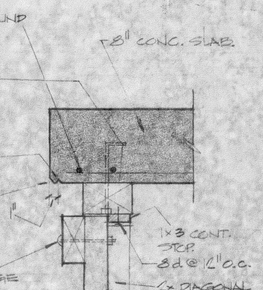
AIR BLOWN MORTAR DETAIL 5/1
1/2" = 1'-0"



DOOR ELEVATION
3/4" = 1'-0"

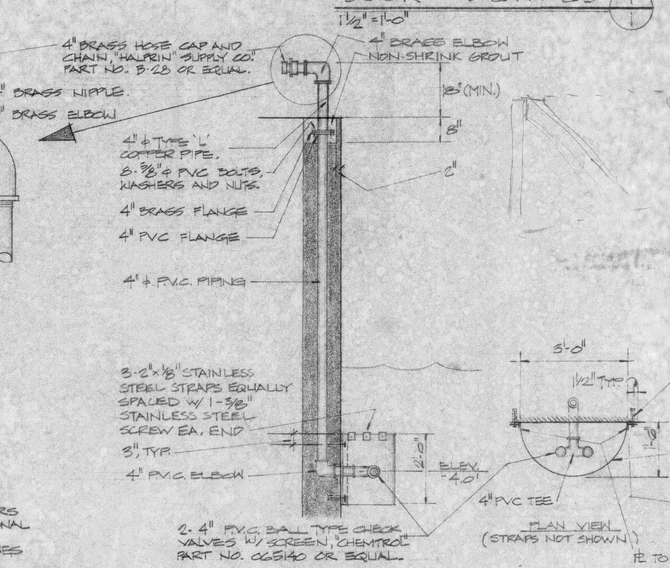


JAMB



HEAD

DOOR DETAILS 1/1
1 1/2" = 1'-0"



STANDPIPE FOR EMERGENCY FIRE WATER 2/1
1 1/2" = 1'-0"

REVISIONS	BY

J. D. RACCETI & ASSOCIATES INC.
STRUCTURAL ENGINEERS
BOX 120
CARMEL, CALIFORNIA 93921
408-625-5070

LOVERS' POINT PIER
IMPROVEMENTS
FOR THE CITY OF
PACIFIC GROVE, CALIFORNIA

PHASE II
LOWER DOCK RECONSTRUCTION

Date 2-17-82
Scale AS SHOWN
Drawn J.V.S
Job 1-36
Sheet
Of 4 Sheets

24 X 36 PRINTED ON NO 1030H CLEARPRINT

ABBREVIATIONS AND SYMBOLS

A.B.	Anchor Bolt	M.B.	Machine Bolt
@	At	Min.	Minimum
Bott.	Bottom	M.I.W.	Malleable Iron Washers
℄	Center Line	N.	North
Clr.	Clear	o.c.	On Center
Conc.	Concrete	PL	Plate
Conn.	Connection	P.T.	Pressure Treated
Cont.	Continuous	Reinf.	Reinforcing
D.F.	Douglas Fir	Sim.	Similar
Dia or Ø	Diameter	Spec's	Specifications
Dwgs.	Drawings	Typ.	Typical
ea.	Each	Vert.	Vertical
Elev.	Elevation	w/	With
E.W.	Each Way	W.W.M.	Welded Wire Mesh
Fin.	Finish	(2)	Detail or Section No. 2 On Structural Sheet No. 1
F.O.C.	Face of Concrete		Section Thru New Concrete
Ga.	Gauge		
Galv.	Galvanized		
Horiz.	Horizontal		

MATCH LINE

CONSTRUCTION JT. LOCATION TO BE DETERMINED IN FIELD.

HEAVY BROOM FINISH, TYP.

NEW CONC. TOPPING 9' EXIST. RAMP 72' LONG ±

SAWCUT EDGES AND REMOVE EXIST. CONC., EXACT AREA TO BE DETERMINED IN FIELD.

EXISTING CONCRETE BUILDING

EXISTING CONC. JOINT

EDGE OF EXIST. ASPHALT @ TOP OF RAMP.

SAWCUT EDGES AND REMOVE EXIST. CONC. AND ASPHALT, EXACT AREA TO BE DETERMINED IN FIELD.

NEW CONC. TOPPING 9' EXISTING RAMP.

HEAVY BROOM FINISH, TYP.

CONST. JT. EXACT LOATIONS TO BE DETERMINED IN FIELD.

LIMIT OF ROCK WALL

LIMIT RAIL. OF CONC.

TERMINATE RAILING AND AIR BLOWN MORTAR AT THIS POINT.

MATCH LINE

EXIST. WATER LINE, - CARE MUST BE TAKEN DURING DEMOLITION SO AS NOT TO DAMAGE PIPE.

INSTALL NEW ¾" Ø HOSE BIB BELOW LANDING. LOCATION TO BE DETERMINED IN FIELD.

CONNECT NEW WATER LINE TO (E) WATER LINE FOR NEW HOSE BIB.

VALVE & PIPE TO BE REMOVED

REMOVE EXISTING CONC. STAIR AND ADD NEW STAIR AND RAILING.

EXISTING UPPER DOCK

REMOVE STEP ALONG WALL

NEW 8" CONC. WALL ALONGSIDE EXISTING WALL.

CURB LEVEL

UPPER DOCK LEVEL

NEW AIR BLOWN MORTAR TYP. WHERE SHOWN.

HEAVY BROOM FINISH, TYP.

4x4 SEE PER ELEVATION ON SHEET #3.

SIM.

DRILL ½" Ø HOLES @ 3'-0" IN ORIGINAL DOCK BEFORE EXTERIOR WALLS ARE POURED. DRILL HOLES TO BEDROCK BELOW (IN PATTERN SHOWN) AND CEMENT GROUT ALL VOIDS ENCOUNTERED. PROVIDE #9 DOWELS 1'-0" LG. TOP INTO NEW SLAB.

REMOVE ALL MISCELLANEOUS STL. CLEATS, ANCHOR BOLTS, PIPES, ETC. FROM LOWER DOCK.

SLOPE ½" PER FT. TYP. LOWER DOCK

CONSTRUCTION JOINT

EQUAL

EQUAL

REMOVE EXIST. RAILING

NEW RAILING AT EXISTING DOCK. SEE DETAILS ON SHEET NO. 3.

4" Ø x 3'-0" GALV. STEEL PIPE w/ CAP. CORE DRILL & EMBED PIPE IN NON-SHRINK GROUT A MIN. 12" BELOW DOCK.

STANDPIPE FOR EMERGENCY FIRE WATER - SEE (2)

EXIST. LOWER DOCK REFERENCE DATUM +4.5!

HEAVY BROOM FINISH, TYP.

4x4, SEE PIER ELEV. SHEET #3.

DASHED LINE INDICATES EDGE OF EXISTING PIER.

THICKEN WALL AT STANDPIPE

EXISTING 48" Ø STEEL PL W/ ¾" x ½" x ½" RAISED STEEL PL IN CENTER. GRIND 45° @ PL AND ½" RAISED PL DOWN TO CONC. DECK LEVEL. AFTER GRINDING COAT STEEL PL W/ NON-SKID PAINT.

REMOVE EXISTING REMAINS OF STANDPIPE.

NOTE: ALL NEW HORIZONTAL SLABS, LANDINGS AND STAIRS SHALL BE SLOPED ⅛" PER FOOT TOWARDS THE SOUTHERN EDGE OF THE PIER.

HEAVY BROOM FINISH ON ALL SLABS, STAIR TREADS, AND STAIR LANDINGS. CONTRACTOR SHALL PREPARE SMALL SAMPLE (2'-0" x 2'-0") OF PROPOSED FINISH FOR REVIEW BY THE ENGINEER BEFORE SLABS, STAIR TREADS, AND STAIR LANDINGS ARE POURED.

PIER PLAN

1/4" = 1'-0"

J. D. RACCETI & ASSOCIATES, INC.
STRUCTURAL ENGINEERS
BOX 1001
CARMEL, CALIFORNIA 93921
408-625-5252

REVISIONS	BY

LOVERS' POINT PIER
IMPROVEMENTS
FOR THE CITY OF
PACIFIC GROVE, CALIFORNIA

PHASE II
LOWER DOCK RECONSTRUCTION

Date 2-17-82
Scale 1/4" = 1'-0"
Drawn DMS
Job 2156
Sheet 2
Of 4 Sheets

209311832543
415 235-7111
Bob Mundoc

FOR RAILING DETAIL SEE (2/3)

EXISTING UPPER DOCK LEVEL.

2'-8" TYP. ABOVE STAIR NOSING

WOOD DOOR AND FRAME SEE (1)

NEW LOWER DOCK LEVEL.

4"

11"

center 4th @ center 8th

5½"

STAIR ELEVATION
3/8" = 1'-0"

4" 2'-0" #4 @ 12" O.C. EA. WAY.

FOR THICKNESS SEE (1/4)

2'-0"

FOR DOWELS IN LOWER DOCK SEE PIER PLAN, SHEET 2.

FOR WALL DOWELS SEE (4/4)

#5 @ 12" O.C. EA. WAY

HANDRAIL

24"

#6 @ 24" O.C.

#6 BARS @ 24" O.C. EACH WAY.

1'-0"

FOR DOWELS SEE (4/4)

EXIST. CONC. DOCK.

3'-0" 8"

WALL SECTION (1/3)
1/2" = 1'-0"

9" MAX.

1"x1" VERTICALS

2"x2" POSTS & RAILS

6"ϕ FLANGE W/ 2: RR-1420 STAINLESS STEEL ANCHORS, PHILLIPS "REDHEAD" OR EQUAL.

3"x3" INSERT W/ END CAP, TYP.

SET POST IN INSERT & EPOXY

4'-6" MAX.

3'-0"

6"

7"

5½" CORE DRILL TYP. @ UPPER DOCK.

NON-SHRINK GROUT TYP @ UPPER DOCK.

TYPICAL RAILING DETAILS (ELEVATION)
3/4" = 1'-0"

TYP. DETAIL AT HEAD OF STAIR

6"

6"

6"

VERT. SUPPORTS BELOW.

TYP. DETAIL AT CORNER

VERT. SUPPORTS BELOW.

6"

6"

5"

2"x2" RAILING

6"ϕ FLANGE W/ 2 ANCHORS SEE ELEV. ABOVE

3"x3" INSERT W/ END CAP, TYP.

RETURN HANDRAIL TO WALL TYP. AT RAIL TERMINATION

5'-0" MAX. (MIN. 2 INSERTS PER RAIL)

WALL LINE

SET RAIL IN INSERT & EPOXY

1½" CLR. MIN.

TYPICAL DETAIL AT WALL.

TYPICAL RAILING DETAILS (PLAN VIEW TYPICAL)
3/4" = 1'-0"

4x4 P.T.D.F. W/ 2x4x1'-0" BLOCKS NOT MORE THAN 48" O.C. SPACE EQUALLY. PROVIDE 1-5/8" ϕ A.B. PER BLOCK. - TYP AROUND PERIMETER OF LOWER DOCK.

1'-0" 3'-6"

NEW LOWER DOCK LEVEL

M.S.L.

M.L.L.W.

1'-0"

3'-0"

EXISTING LOWER DOCK LEVEL.

EDGE OF EXISTING DOCK

APPROXIMATE UPPER LIMIT OF TREMIE POUR. SEE (4/4)

PIER ELEVATION
1/4" = 1'-0"

GRIFFITH FB-98 RUBRAIL - TYP.

4x6 P.T.D.F. W/ PHILLIPS NW-5800 STAINLESS STL. WEDGE ANCHORS @ 24" O.C. TYPICAL FOR 5.

3"x3" INSERT

#5 HAIRPIN BAR 2 REQ'RD. PER INSERT.

8"

#5 HORIZ. REINF. BEND BETWEEN INSERT AND EXIST. WALL.

1'-4" TYP.

#5 VERT. WALL STEEL @ 12" O.C. TYP.

PLAN VIEW

3"x3" INSERT

4"

2 #5 HAIRPIN BARS PER INSERT

#5 HORIZ. BAR BEND BETWEEN INSERT AND EXIST. WALL.

NEW 8" CONC. WALL

#5 BARS @ 12" O.C. EA. WAY.

EXISTING WALL

SECTION

RAILING CONNECTION AT 8" WALL
1½" = 1'-0"

HANDRAIL DETAILS (2/3)

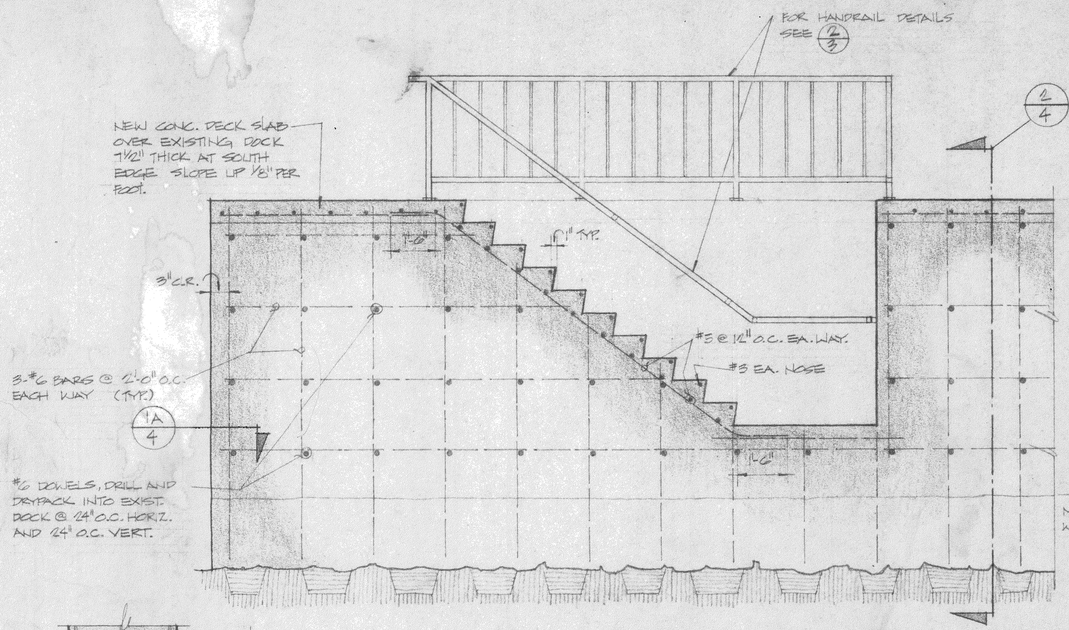
REVISIONS	BY

J. D. RAGETH & ASSOCIATES, INC.
STRUCTURAL ENGINEERS
BOX 'DD'
CARMEL, CALIFORNIA 93921
408-624-5852

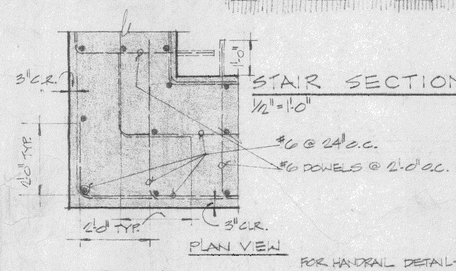
PHASE II
LOWER DOCK RECONSTRUCTION

LOVERS' POINT PIER
IMPROVEMENTS
FOR THE CITY OF
PACIFIC GROVE, CALIFORNIA

Date 2-17-82
Scale AS SHOWN
Drawn DMS
Job 2156
Sheet 3
Of 4 Sheets

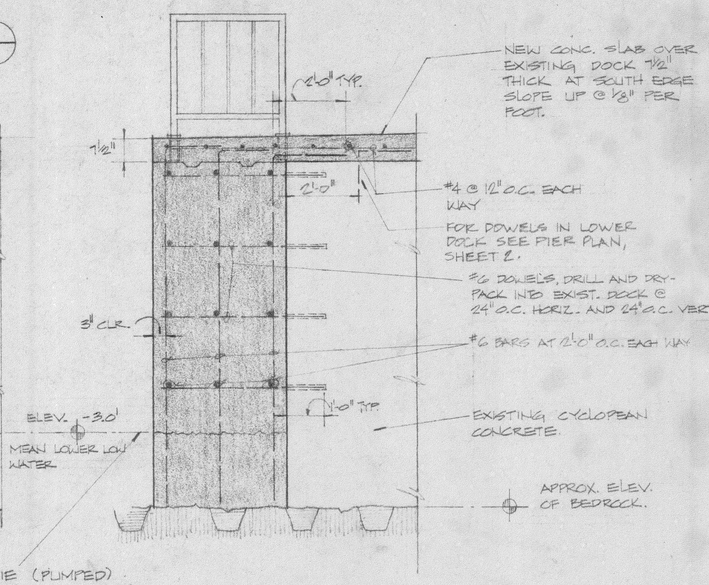


STAIR SECTION
½" = 1'-0"
1/4

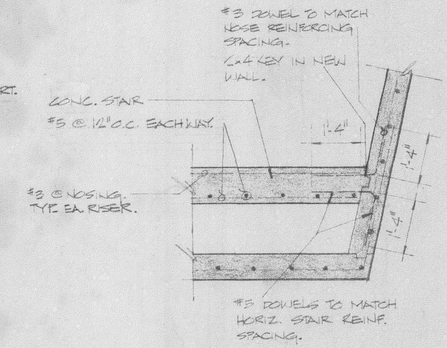


PLAN VIEW

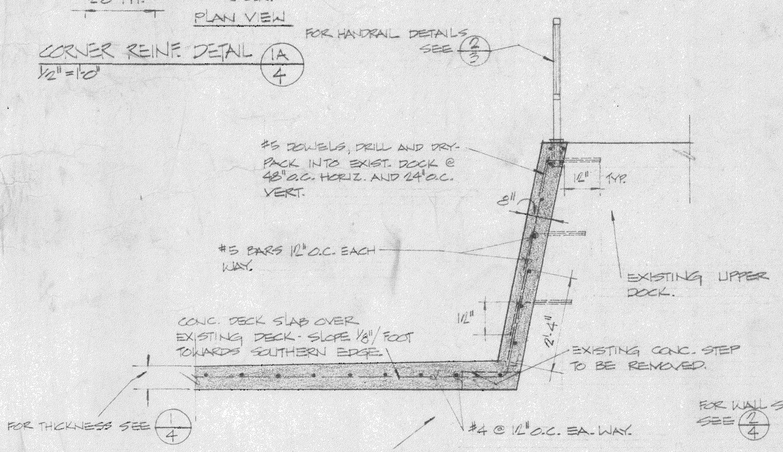
CORNER REINF. DETAIL
½" = 1'-0"
1A/4



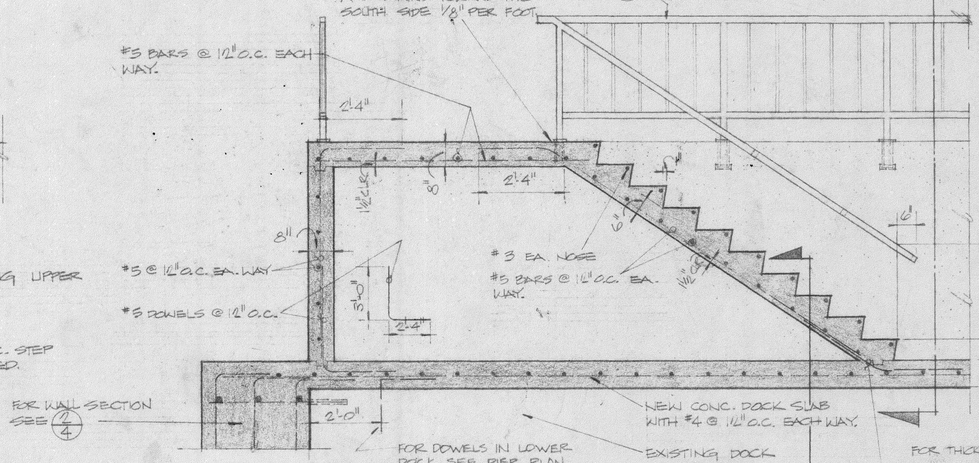
WALL SECTION
½" = 1'-0"
2/4



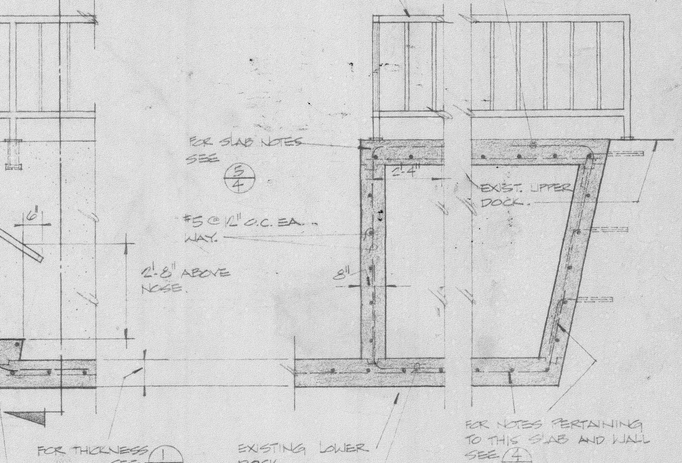
STAIR-WALL SECTION
½" = 1'-0"
3/4

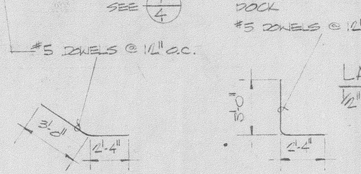


DECK - WALL SECTION
½" = 1'-0"
4/4



STAIR SECTION
½" = 1'-0"
5/4





LANDING SECTION
½" = 1'-0"
6/4

J. D. RAGETH & ASSOCIATES, INC.
STRUCTURAL ENGINEERS
Box 157
CARMEL, CALIFORNIA 93921
408 625-5252

REVISIONS | BY

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