| | |
|---|---|
| **From:** | Matthew Pillari |
| **To:** | Todd Carr |
| **Cc:** | Michael Babb |
| **Subject:** | FW: SSRC - Existing Wenk Promenade Drawings |
| **Date:** | Monday, November 1, 2021 7:24:27 AM |
| **Attachments:** | image007.png |

Hey Todd,

Please see email thread below from the architect and engineer regarding the re-use of the bridge structural slab. We will maintain 6in, will be able to achieve the 5% slope.

Let me know if you need anything else on this.

Thanks,
Matthew

SAUNDERS

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**From:** Kate Leggett <Kate@esapc.com>
**Sent:** Wednesday, October 20, 2021 11:16
**To:** Kevin Meyer <Kmeyer@anthemstructural.com>; Matthew Pillari <m.pillari@saundersinc.com>
**Cc:** Michael Babb <M.Babb@saundersheath.com>
**Subject:** RE: SSRC - Existing Wenk Promenade Drawings

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I would also add that this walk and bridge must remain at 5% slope from the connection to the main promenade all the way to the entry to the SBG elevator. The reason for the design of this bridge requiring a new structural slab was so the existing top of the walking surface would be maintained by the new concrete topping slab. That section of walk would maintain at 5% slope and tie into the new walk to the elevator, also at 5% to meet accessibility requirements. So both the weight requirements per Kevin's input below and the accessibility requirements are key.

***KATE LEGGETT** . ARCHITECT . LEED AP BD+C*
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*Please consider the environment before printing this e-mail*

**From:** Kevin Meyer <Kmeyer@anthemstructural.com>
**Sent:** Wednesday, October 20, 2021 9:01 AM
**To:** Kate Leggett <Kate@esapc.com>; Matthew Pillari <m.pillari@saundersinc.com>
**Cc:** Michael Babb <m.babb@saundersinc.com>
**Subject:** RE: SSRC - Existing Wenk Promenade Drawings

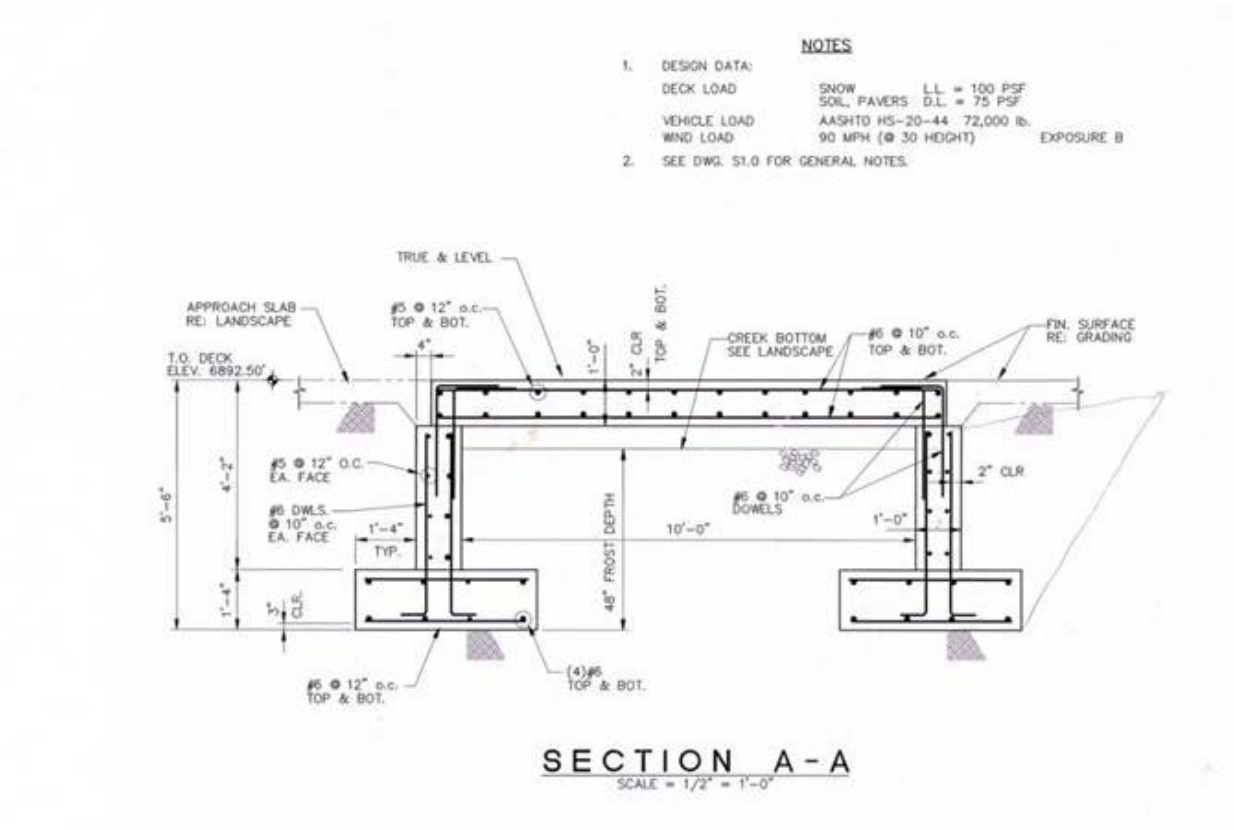
All,

The information for existing bridge can be found on sheet S2.1 like Kate noted.

It appears the existing bridge deck has a design load of 75psf which would account for our originally intended 6" slab so we are not technically increasing the load to existing bridge deck which is good news and doesn't need to be checked for capacity.

However I cannot get anything shallower than a 6" wear slab to work for the HS-20 truck loading. Short of finding a way to get a 6" slab in there I would need direction in writing or similar from the owners acknowledging the slab may crack due to decreased thickness etc. Its not a necessarily a failure concern but more of a cracking concern and long term durability.

It sounds like you got direction from Gregg Raker on the ¼" insulation so I'll assume that has been properly vetted.




**Kevin Meyer, P.E.**
*Project Manager*

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structural engineers

BOULDER | GOLDEN | STEAMBOAT SPRINGS

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**From:** Kate Leggett <Kate@esapc.com>
**Sent:** Wednesday, October 20, 2021 7:55 AM
**To:** Matthew Pillari <m.pillari@saundersinc.com>; Kevin Meyer <Kmeyer@anthemstructural.com>
**Subject:** SSRC - Existing Wenk Promenade Drawings

Matthew,

This is the link to the WENK drawings for the Promenade work. They are very, very large.
https://spaces.hightail.com/receive/qGu1MZehqK
Sheets about the bridge area L2.14, L4.1, L4.5, S2.1. There may be more, but these are the ones I could find in a quick search.

Thanks,
Kate

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