

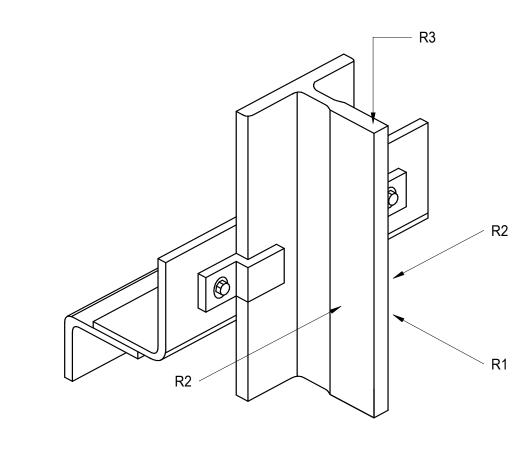
KLEMENCIC

Structural + Civil Engineers

ASSOCIATES

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ELEVATOR	RAIL SEISMICREACTIONS	LS	KS	T1-4	T5
	R1 (KIPS)	0.7	1.4	1.3	1.3
CAR	R2 (KIPS)	0.4	1.9	0.7	0.7
	R3 (KIPS)	SEE ELEVATOR PIT PLANS			
	R1 (KIPS)	0.8	1.1	1.1	1.1
CAR	R2 (KIPS)	0.4	0.6	0.6	0.6
	R3 (KIPS)	SEE ELEVATOR PIT PLANS			

ELEVATOR	RAIL NORMAL REACTIONS	LS	KS	T1-4	T5
	R1 (KIPS)	0.7	1.1	1.1	1.1
CAR	R2 (KIPS)	0.4	0.5	0.5	0.5
	R3 (KIPS)	SEE E	LEVAT	OR PIT	PLANS
CAR	R1 (KIPS)	0.8	1.1	1.1	1.1
	R2 (KIPS)	0.4	0.6	0.6	0.6
	R3 (KIPS)	SEE E	LEVAT	OR PIT	PLANS

1. ELEVATOR RAIL SUPPORT BEAMS AND POST HAVE BEEN DESIGNED TO MEET DEFLECTION LIMITS OF 1/4" FOR NORMAL LOADS AND 1/4" FOR SEISMIC LOADS.

2. MAXIMUM ASSUMED UNSUPPORTED ELEVATOR RAIL SPAN IS 10'-6" FOR ELEVATORS "KS" and T1 THROUGH T5. MAXIMUM ASSUMED UNSUPPORTED ELEVATOR RAIL SPAN IS 14'-0" FOR ELEVATOR "LS". PROVIDE ELEVATOR RAIL SUPPORT POST PER THE TYPICAL DETAIL WHERE REQUIRED BY THE ELEVATOR SUPPLIER. COORDINATE QUANTITY AND LOCATION WITH ELEVATOR SUPPLIER.

3. "CWT" = COUNTERWEIGHT.

14 ELEVATOR RAIL REACTIONS

12 KIPS

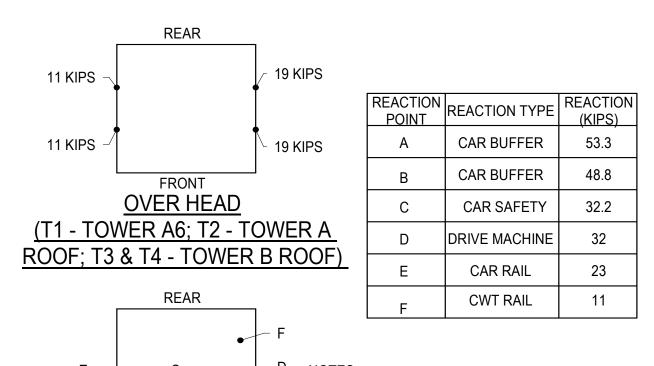
REAR

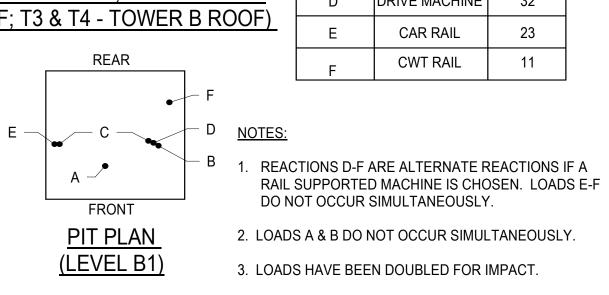
<u> </u>			
_ 19 KIPS	REACTION POINT	REACTION TYPE	REACTION (KIPS)
13.2 KIPS	Α	CAR BUFFER	29.1
T 2 KIPS	В	CAR BUFFER	26.4
EAD	С	CAR SAFETY	27.4
B LEVEL 1)	D	DRIVE MACHINE	23.4
_	Е	CAR RAIL	25
	F	CWT RAIL	17
• G	G	CWT RAIL	9
NOTES:			

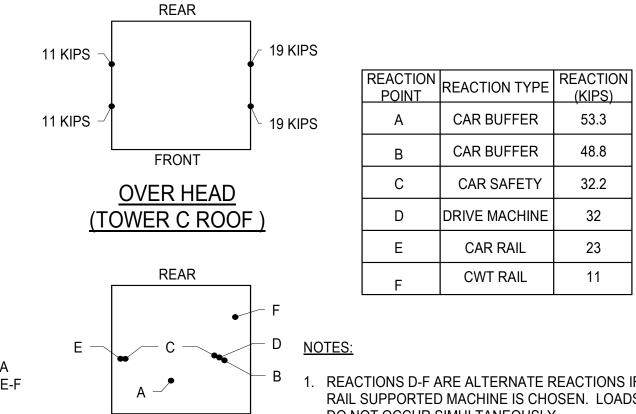
^{- B} 1. REACTIONS E-G ARE ALTERNATE REACTIONS IF A RAIL SUPPORTED MACHINE IS CHOSEN. LOADS E-F DO NOT OCCUR SIMULTANEOUSLY. 2. LOADS A & B DO NOT OCCUR SIMULTANEOUSLY.

REACTION REACTION TYPE REACTION (KIPS) CAR BUFFER 52.3 12 KIPS 19 KIPS CAR BUFFER CAR SAFETY 31.2 **OVER HEAD** (ABOVE TOWER A L1) DRIVE MACHINE CAR RAIL CWT RAIL 10.3 REACTIONS D-F ARE ALTERNATE REACTIONS IF A RAIL SUPPORTED MACHINE IS CHOSEN. LOADS E-F DO NOT OCCUR SIMULTANEOUSLY. FRONT PIT PLAN 2. LOADS A & B DO NOT OCCUR SIMULTANEOUSLY. (LEVEL B1) 3. LOADS HAVE BEEN DOUBLED FOR IMPACT.

19 KIPS







 $^{-}$ B 1. REACTIONS D-F ARE ALTERNATE REACTIONS IF A RAIL SUPPORTED MACHINE IS CHOSEN. LOADS E-F DO NOT OCCUR SIMULTANEOUSLY. FRONT <u>PIT PLAN</u> 2. LOADS A & B DO NOT OCCUR SIMULTANEOUSLY. (LEVEL P1) 3. LOADS HAVE BEEN DOUBLED FOR IMPACT.

ELEVATOR T5 REACTIONS

principal architect_ job no. 20052 date 04/08/2024 2 04/08/2024 IFC SET 1 OF 3 1 11/18/2022 95% CD ISSUED FOR CONSTRUCTION SET 1 OF 3 04/08/2024

LOAD MAPS

S1.09

(ABOVE TOWER PIT PLAN (ELEVATED PIT ABOVE
3. LOADS HAVE BEEN DOUBLED FOR IMPACT. (17) LOBBY SHUTTLE (LS) ELEVATOR REACTIONS

─ 50*H PCF

ACTIVE EARTH

PRESSURE

SOIL LOADS

1. H = HEIGHT OF BASEMENT WALL, (FT)

- 65*H PCF

AT-REST EARTH

2. DESIGN PRESSURES ARE BASED ON A "DRAINED" CONDITION PER THE GENERAL NOTES.

LATERAL PRESSURE ON SUBGRADE WALLS

PRESSURE

70*H PCF

SEISMIC EARTH

PRESSURE

3. THE PRESSURE DIAGRAM IS APPROPRIATE FOR PERMANENT BASEMENT WALLS CONSTRUCTED IN FRONT OF TEMPORARY SHORING

100 PSF

VEHICLE SURCHARGE

WALLS WITH TIEBACK OR SOIL NAIL ANCHORS. IF ADDITIONAL SURCHARGE LOADING (SUCH AS FROM SOIL STOCKPILES, EXCAVATORS, DUMP TRUCKS, CRANES, OR CONCRETE TRUCKS) IS ANTICIPATED, THE STRUCTURAL AND GEOTECHNICAL ENGINEERS SHALL BE NOTIFIED.

LIVE LOADS

2 KIPS -

8.1 KIPS -

8.1 KIPS -

(18) KITCHEN SERVICE (KS) ELEVATOR REACTIONS ELEVATOR T1-T4 REACTIONS