

ACTION	INFO	
To:	Bob Hicks, WDP ✓	File: 6106-006-02
	John Wise - WED	Walt Disney Productions
	Al Smoots, D&M	
	LA, EO	
		X-Ref:
		Date: September 29, 1970

From: Hank Klehn, LA

Reply Required By:

Subject: Proposed Relocation of Parking Facility and Extension of Cog-Assist Railroad

Reference(s):

Bob Hicks and the writer made a reconnaissance of the proposed parking facility site, approximately 3600 feet southeast of Silver City. In addition, we inspected a portion of the cog-assist railroad alignment between the parking facility and the "High Bridge" drainage. The purpose of this visit was to evaluate the soil and geologic conditions as they might influence construction of the parking facility and railroad.

The proposed parking structure would be located approximately 300 to 400 feet north of the river and 100 feet or more above the stream bed. The site is at approximately Elevation 6500 feet, with the slope about 25 percent down to the south. The area is covered with a relatively dense growth of large trees.

The area is underlain by granitic rock (granodiorite). However, no large outcrops of hard, unweathered rock were observed. The State Division of Highways has performed a geophysical survey along a proposed highway alignment approximately 1200 feet north of the site, at an elevation approximately 600 feet above the site. The survey indicates there is about ten feet of soil or decomposed granite material. Beneath the soil and decomposed granite is highly weathered rock to a depth on the order of 60 to 80 feet below the ground surface. It is the opinion of the State Highway Department geologists that the upper 60 to 80 feet of soil could be excavated using D-9 cats with moderate to heavy ripping. The extent to which these conditions are present at the proposed parking structure site are not known at this time. However, there is probably 20 to 30 feet of soil and weathered rock which could be excavated without blasting.

ROUTING

It is recommended that a geophysical survey be performed at the parking structure site to measure the seismic velocity of the underlying soil and rock materials. This would permit a better evaluation of the depths to hard rock, and the overall excavation characteristics of the subsurface materials.

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It is unlikely that any large springs will be encountered in moderately deep excavations, since the drainage along the eastern edge of the proposed structure is quite deep, and probably provides subsurface drainage.

It appears from a brief inspection of portions of the proposed cog-assist railroad alignment that no unusual foundation or geologic problems exist. Because of the large drainage, (High Bridge) approximately a mile upstream from the proposed parking structure, a route which would take the railroad along the southern bank of the river has been proposed. If this route is selected, two trestles would be required to cross the river. It appears that there are suitable trestle sites. The clear span of the downstream trestle, however, could be considerable.

In evaluating the new parking structure location, it appears that the foundation and site development costs would be somewhat less than the originally proposed site adjacent to the High Bridge drainage. The cost for developing the necessary alignment for the cog railroad would have to be taken into account, including the trestles required to cross the river. In addition, consideration would have to be given to the utility (water and sewage) costs at this more distant location.

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Hank Klehn