



TRIP REPORT

August 6, 2004

TRIP REPORT: FOPU

DATE OF TRAVEL: July 28, 2004

MEETING WITH: Park Representatives, Joe Martin, Rene Cote, Michael Stanley, Gregg De Felicibus

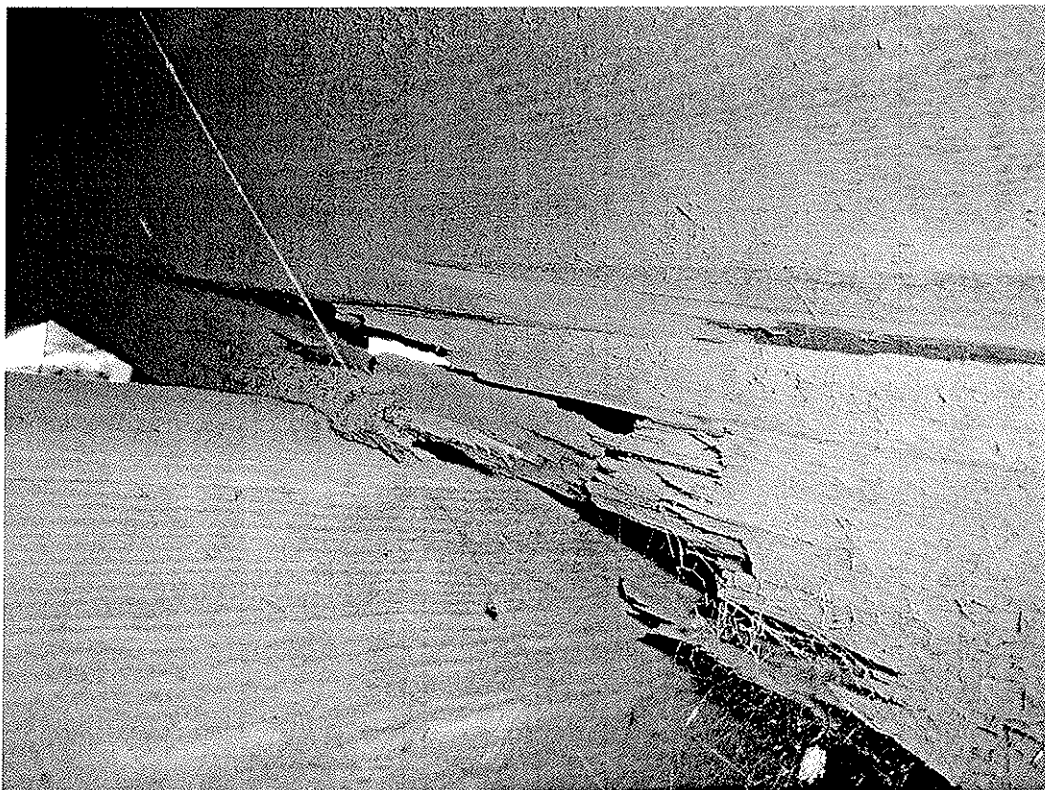
TASK: Condition Assessments, and Analysis of the Jimmy Carter Depot

Approximately 11:00 AM a review of the Jimmy Carter National Historical Site Train Depot was begun. The building is a one story wood framed structure that has had stabilization problems. Cinderblock columns have been added next to the sides of the deteriorated brick columns, with wood wedges inserted on top to stabilize the floor structure. The columns range in size from approximately one foot by one foot to two feet by one foot. The columns appear to be constructed of a red clay brick and lime based mortar. The existing cinder block columns appear to be in sound condition and there is no indication of settling of these columns. The park plans to remove the cinder block columns to restore the historical appearance of the structure. The brick columns will require rebuilding prior to this action.



Cinder block added to stabilize deteriorating brick columns

There are several 2 ½-inch x 9 ½-inch floor joists that have been damaged due to moisture and bug infestation. These will need to be replaced or shored until then. The floor joist spans are capable of carrying over 100 pounds of live load per square inch (psi). The loading rate required for a warehouse and meeting areas is 100 psi.



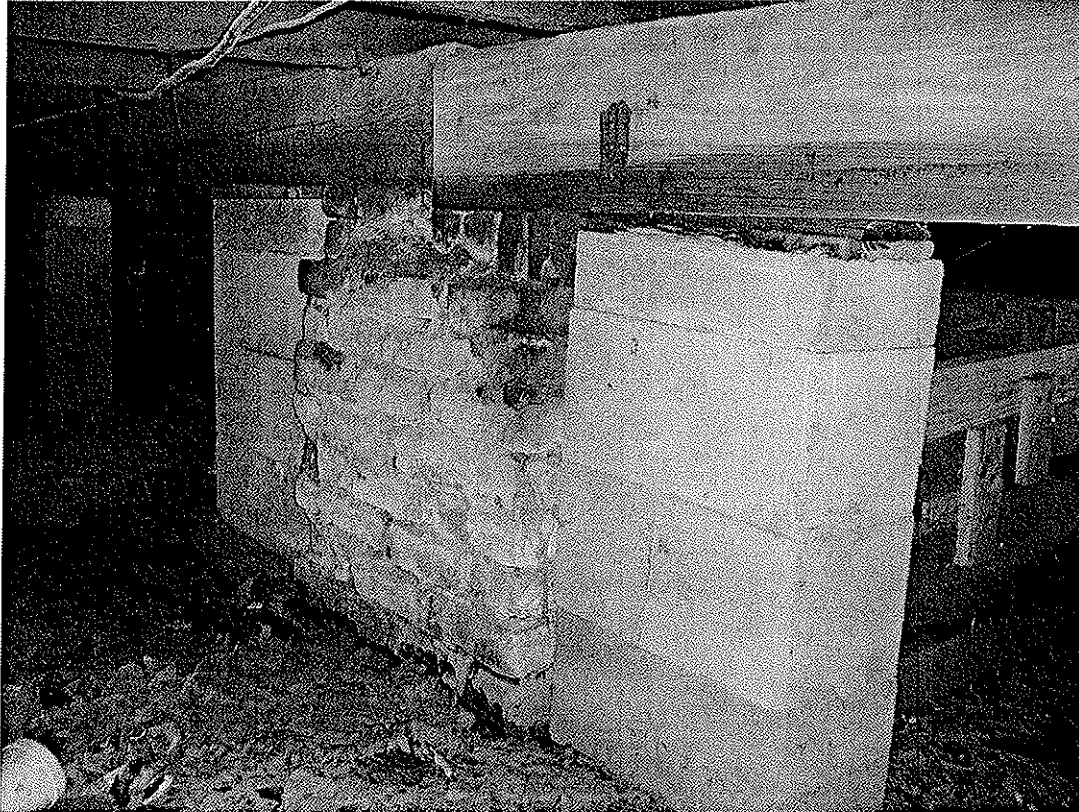
Deteriorated joist setting on girder



Broken joist

The girders and beams are largely in good condition. The maximum span of the girders between the columns should not exceed 8.3-feet from edge of column to edge of column to maintain the 100 psi of live load requirement.

On the North side of the building near the rail road tracks, several of the joist ends that were notched in to the girder instead of setting on the girder have come out of the notch. A ledger should be installed to hold up the loose ends.



6-inch x 8-inch girders under floor joist

Contaminated soil has been removed from under the existing structure. The removed soil has caused water to pond under the depot during heavy rains. Fill material, a poly membrane, and gravel should be added, so the water will drained from under the building.

There used to be a clay drain pipe that carried the rain water to a storm drain on the other side of the track, but as can be seen in the following photos the drain pipe is plugged. After some digging it was found that the clay tile had been crushed. Reopening of this line would help alleviate the drainage problem.



Plugged drain line



Plugged drain line