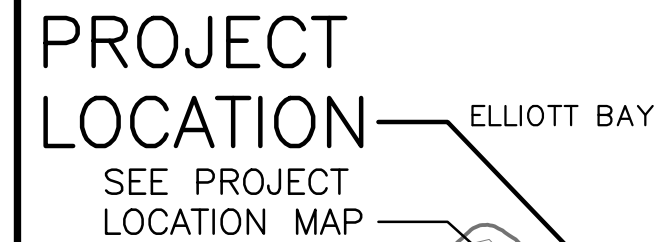
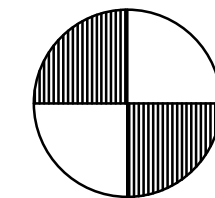


SHT NO	DWG NO	DESCRIPTION
GENERAL		
1	GD001	COVER SHEET
2	GD002	GENERAL NOTES & ABBREVIATIONS
CIVIL		
3	CR101	ROW PLAN
STRUCTURAL		
4	SD101	UPRR ACCESS PLAN
5	SD102	BNSF ACCESS PLAN
6	SD103	PLAN AND ELEVATION 1
7	SD104	PLAN AND ELEVATION 2
8	SD105	PLAN AND ELEVATION 3
9	SD106	PLAN AND ELEVATION 4
10	SD107	PROPOSED WORK AREA LOCATION
11	SD108	TEMPORARY SUPPORT AREA AND CONSTRUCTION SEQUENCE
12	SD109	TEMPORARY SUPPORT DETAILS
13	SD110	TYPICAL DECK SECTION AT SKEWED PIER WALL
14	SD111	STRUCTURAL NOTES
15	SD112	RAILROAD CLEARANCE REQUIREMENTS AND NOTES
16	SD113	PIER WALL CORBEL REPAIR 1
17	SD114	PIER WALL CORBEL REPAIR 2
18	SD115	PIER WALL SECTIONS 1
19	SD116	PIER WALL SECTIONS 2
20	SD117	PIER WALL REINFORCING AND ANCHORAGE ASSEMBLY DETAILS
21	SD118	APPROACH SPAN – EXP JT DETAILS 1
22	SD119	APPROACH SPAN – EXP JT DETAILS 2
23	SD120	APPROACH SPAN – EXP JT DETAILS 3
24	SD121	MAIN SPAN – EXP JT DETAILS 1
25	SD122	MAIN SPAN – EXP JT DETAILS 2
26	SD123	MAIN SPAN – CONTRACTION JT DETAILS
27	SD124	CRACK AND SPALL REPAIR



A map of the project area in Duwamish, WA. The map shows a grid of streets including E Marginal Wy S, S Dakota St, 4th Av S, 2nd Av S, Duwamish Av S, 5th Av S, 6th Ave S, S Snoqualm, S Alaska St, Duwamish, S Hudson St, 2nd Av S, S Ohio, Colorado Av S, S Alaska St, Denver Av S, Diagonal Av S, and Dahq St. A hatched rectangular area is located on Duwamish Av S, between 4th Av S and 5th Av S, indicating the project site. A north arrow is located in the top right corner. The text 'PROJECT SITE 4TH AVE S OVER ARGO BRIDGE' is overlaid on the map.

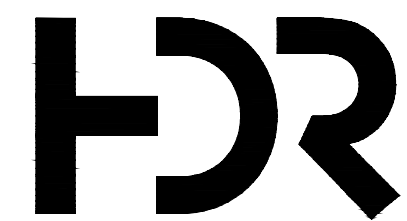
DETAIL AND SECTION REFERENCING



H: NAD 83/2011 (EPOCH 2010)
V: NAVD 88

CITY DATUM / NAVD 88 DIFFERENCE
THE CITY OF SEATTLE DATUM IS
9.7' LOWER THAN NAVD 88

COVER SHEET



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SEATTLE, WASHINGTON

BY: San Hernandez
FAS PURCHASING AND CONTRACTING DIRECTOR

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CHECKED PTL

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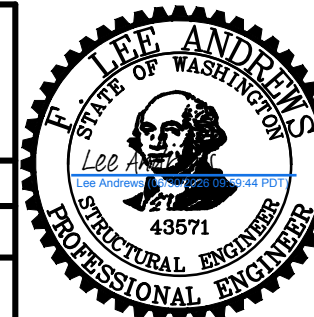
ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MANUAL.

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SDOT	PROJ. MGR.

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OR IN SECTION 0-02.3 OF THE PROJECT MANUAL



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ORDINANCE NO.

PW NO. 2024-017

4TH AVE S OVER ARGO
BRIDGE REPAIR

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CO	IRG0007
VPI #	782-331

GD001

SHEET 1 OF 27

ABBREVIATIONS

(SEE CITY OF SEATTLE STANDARD PLAN NO 002 FOR OTHER ABBREVIATIONS NOT SHOWN)

ANCH	— ANCHOR
BNSF	— BURLINGTON NORTHERN SANTA FE RAILROAD
BOT	— BOTTOM
BR	— BRIDGE, BARE ROOT, BRICK
CFRP	— CARBON FIBER REINFORCED POLYMER
CIP	— CAST IN PLACE, CAST IRON PIPE
COL	— COLUMN
CONS	— CONSTRUCTION
DBL	— DOUBLE
DEMO	— DEMOLITION
DIM	— DIMENSION
EF	— EACH FACE
ES	— EACH SIDE
EXT	— EXTERIOR
HS	— HIGH STRENGTH
LSL	— LONG SLOTTED HOLE
MB	— MACHINE BOLT, MAILBOX
NB	— NORTHBOUND
OP, OPT	— OPTIONAL
OHP	— OVERHEAD POWER
OVS	— OVERSIZE HOLE
PSD	— PIPE STORM DRAIN
PT	— POST-TENSIONING, POINT OF TANGENCY
SB	— SOUTHBOUND, SANDBOX
SDWK	— SIDEWALK
SIM	— SIMILAR
SPA	— SPACE(S)
SYM	— SYMMETRICAL, SYMBOL
TOT	— TOTAL
UNKN	— UNKNOWN
UNO	— UNLESS NOTED OTHERWISE
UPRR	— UNION PACIFIC RAILROAD
UTIL	— UTILITY(S)
W	— WIDE FLANGE BEAM, WATER, WEST
WL	— WORK LINE
WP	— WORK POINT, WOOD POLE

GENERAL SCOPE OF WORK

THE WORK ON THIS PROJECT IS DIRECTLY AND SOLELY RELATED TO MAINTENANCE REPAIRS TO THE EXISTING STRUCTURE WITH A MAJORITY OF THE EXISTING BRIDGE AND MAJORITY OF EXISTING CLEARANCES NOT BEING IMPACTED. THE SOUTHEAST AND NORTHWEST ENDS OF THE PIER WALLS HAVE DAMAGED CORBELS WHICH WILL BE REHABILITATED USING A COMBINATION OF NEW CONCRETE AND STEEL REINFORCEMENT PLACED IN LINE WITH THE EXISTING PIER WALLS. ADDITIONALLY, EXTERNAL POST-TENSIONING WILL BE INSTALLED NEAR THE TOP OF THE PIER WALLS AND UP TO 0.1" THICK CARBON FIBER REINFORCED POLYMER (CFRP) WILL BE APPLIED TO THE OUTER FACES OF THE PIER WALLS.

LARGE, EXISTING CRACKS WITHIN THE AREA OF THE DAMAGED CORBELS WILL BE CLEANED, SEALED, AND INJECTED WITH EPOXY RESIN.

PIERS 4 AND 10 SOUTHEAST CORBELS WILL BE DEMOLISHED AND RECONSTRUCTED WHILE TEMPORARILY SUPPORTING THE EXISTING BRIDGE GIRDERS AND DECK. THESE LOCATIONS WILL TEMPORARILY SUPPORT THE EASTERMOST EXTERIOR GIRDER LINE FROM ABOVE THE DECK WITH A SMALLER STEEL SECTION BELOW THE BOTTOM FLANGE. REHABILITATION OF THESE TWO CORBELS WILL OTHERWISE USE THE SAME SCHEME AS THE OTHER PIER CORBELS. CFRP WILL NOT BE REQUIRED AT THE RECONSTRUCTED CORBELS.

EXISTING BRIDGE DOWNSPOUTS WILL BE REMOVED WHERE THEY CONFLICT WITH THE INSTALLATION OF THE NEW REINFORCED CONCRETE. THESE DOWNSPOUTS WILL BE BLOCKED OFF DURING CONSTRUCTION, MINIMIZING DRAINAGE ON THE UPRR/BNSF RIGHT OF WAY. AFTER THE ADDITIONAL REINFORCED CONCRETE IS INSTALLED, THE DOWNSPOUTS THAT WERE REMOVED WILL BE REPLACED USING EXISTING OR SIMILAR MATERIALS TO RESTORE DRAINAGE TO THE PRE-CONSTRUCTION CONDITION. THERE WILL BE NO PERMANENT MODIFICATION TO EXISTING DRAINAGE CONDITIONS.

EXISTING EXPANSION JOINTS IN THE APPROACH SPANS WILL BE REMOVED AND REPLACED WITH NEW COMPRESSION SEAL JOINTS. EXISTING EXPANSION JOINTS IN THE MAIN SPANS WILL BE REMOVED AND REPLACED WITH COMPRESSION SEALS IN THE SIDEWALK AND STRIP SEAL EXPANSION JOINTS IN THE ROADWAY. EXISTING CONTRACTION JOINTS WILL BE REPLACED WITH NEW CONTRACTION JOINTS. JOINT HEADER CONCRETE WILL BE REPLACED AS NOTED ON THE DRAWINGS.

SEVERAL EXISTING CONCRETE SPALLS NOTED IN THE LATEST BRIDGE INSPECTION REPORT WILL BE REPAIRED AS PART OF THIS WORK.

GENERAL NOTES

UNLESS NOTED OTHERWISE:

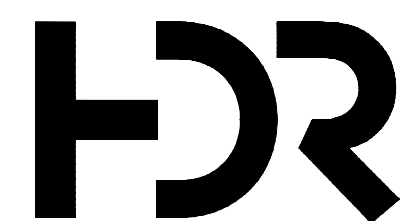
1. ALL WORK MUST CONFORM TO THE 2026 EDITION OF THE SEATTLE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION, THE 2026 EDITION OF THE CITY OF SEATTLE STANDARD PLANS FOR MUNICIPAL CONSTRUCTION, AND THE SEATTLE DEPARTMENT OF TRANSPORTATION DIRECTOR'S RULE 01-2017 FOR RIGHT OF WAY OPENING AND RESTORATION RULES. A COPY OF THESE DOCUMENTS MUST BE ONSITE DURING CONSTRUCTION.
2. FOR REQUIREMENTS REGARDING THE PROTECTION AND RESTORATION OF PUBLIC AND PRIVATE PROPERTY, SEE SECTIONS 1-07.16 AND 1-07.17.
3. UNDER NO CIRCUMSTANCES WILL WORK BE PERFORMED WHICH WOULD REMOVE, ADJUST, DESTROY OR OTHERWISE MAKE A SURVEY MONUMENT NO LONGER VISIBLE OR READILY ACCESSIBLE WITHOUT A PERMIT FROM THE WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES (DNR). SEE SECTION 1-07.16(1).
4. TREES, SHRUBS, AND OTHER PLANT MATERIAL NOT DESIGNATED FOR REMOVAL MUST BE PROTECTED FROM DAMAGE. SEE SECTION 1-07.16(2) AND 8-01 FOR THE REQUIREMENTS REGARDING THE TREE, VEGETATION AND SOIL PROTECTION PLAN.
5. RESTORATION OF CONTRACTOR DAMAGE TO EXISTING UTILITIES WILL BE AT THE CONTRACTOR'S EXPENSE. SEE SECTION 1-07.13 AND 1-07.16.
6. THE CONTRACTOR MUST NOTIFY THE UTILITY COMPANIES FOR UNDERGROUND UTILITY LOCATIONS BEFORE THE COMMENCEMENT OF ANY EXCAVATION. SEE SECTION 1-07.28. THE CONTRACTOR MUST ALSO NOTIFY UPRR AND BNSF SIGNAL AND FIBER.
7. FOR NOTIFICATION AND COORDINATION REQUIREMENTS, INCLUDING COMMUNICATION WITH KCM TRANSIT, SEE SECTION 1-07.17 AND 1-07.28.
8. THE CONTRACTOR MUST PREPARE A CONSTRUCTION STORMWATER AND EROSION CONTROL PLAN (CSECP), A SPILL PREVENTION, CONTROL AND COUNTERMEASURES PLAN (SPCCP) FOR APPROVAL BY THE ENGINEER PRIOR TO CONSTRUCTION. SEE SECTIONS 1-07.15 AND 8-01.
9. DESIGN SPECIFICATIONS: AASHTO "LRFD BRIDGE DESIGN SPECIFICATIONS, CUSTOMARY U.S. UNITS, 9TH EDITION".
10. ALL PLAN DIMENSIONS ARE MEASURED HORIZONTALLY (LEVEL) OR VERTICALLY (PLUMB).
11. THE EXISTING DIMENSIONS, ELEVATIONS, AND STATIONING ON THESE DRAWINGS (NOTED BY $\pm$) ARE BASED ON THE RECORD DRAWINGS, ADJUSTED TO CURRENT VERTICAL DATUM, AND SURVEY DATA. THE CONTRACTOR MUST FIELD MEASURE AND VERIFY THESE DIMENSIONS, ELEVATIONS AND STATIONING AS REQUIRED PRIOR TO CONSTRUCTION AND NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
12. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR ALL MEANS AND METHODS, SAFETY PRECAUTIONS, AND CONSTRUCTION PROCEDURES NECESSARY TO PERFORM THE WORK.
13. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE STABILITY OF THE STRUCTURE AND FOR ENSURING THAT NO PORTION OF THE STRUCTURE IS OVERSTRESSED AS A RESULT OF CONSTRUCTION ACTIVITIES.

GENERAL NOTES (CONTINUED)

UNLESS NOTED OTHERWISE:

14. NON-STRUCTURAL ITEMS (SUCH AS SIGNS, CONDUITS, DRAIN PIPES, ETC.) THAT INTERFERE WITH THE WORK MUST BE REMOVED AND REINSTALLED, OR REPLACED AS SHOWN IN THESE DRAWINGS.
15. DO NOT SCALE DRAWINGS. FOLLOW DIMENSIONS.
16. CONTRACTOR MUST LOCATE EXISTING STEEL REINFORCING USING NONDESTRUCTIVE METHODS TO AVOID DAMAGE. THE CONTRACTOR MUST NOTIFY THE ENGINEER IMMEDIATELY IF ANY EXISTING REBAR IS ENCOUNTERED OR IS IN CONFLICT WITH THE WORK DETAILED AND MUST OBTAIN APPROVAL FROM THE ENGINEER BEFORE CONTINUING WITH THE WORK.
17. REFERENCE DRAWINGS: VAULT PLAN NO 782-148 AND 157-55.
18. FOR REQUIREMENTS ON LAYOUT AND VERIFICATION OF CHANNELIZATION FEATURES, SEE SECTION 8-22.3(1). REQUEST MUST BE MADE TO THE ENGINEER.
19. FOR SIGNING AND STRIPING DETAILS NOT SHOWN IN THESE DRAWINGS, SEE 600 SERIES AND 700 SERIES STANDARD PLANS.
20. INLETS AND CATCH BASINS MUST BE PROTECTED. SEE SECTION 8-01.3(12).

GENERAL NOTES & ABBREVIATIONS



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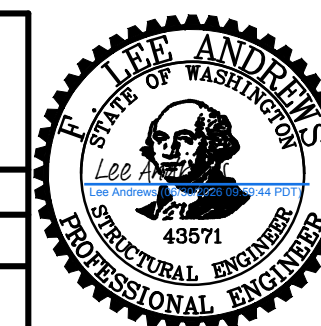
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SCALE:

4TH AVE S OVER ARGO
BRIDGE REPAIR

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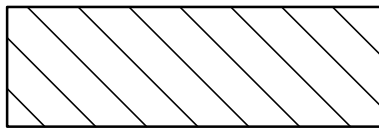
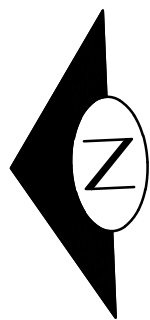
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GD002

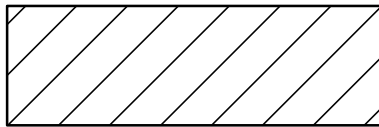
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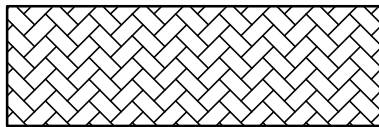
1. PARCEL INFORMATION COLLECTED FROM KING COUNTY GIS CENTER'S KING COUNTY PARCEL VIEWER.
2. PARCEL/LOT LINES ARE APPROXIMATE. NOT FOR LEGAL USE.
3. CONTRACTOR USE OF RIGHT-OF-WAY DESIGNATED ON THIS SHEET AS AVAILABLE OR POTENTIALLY AVAILABLE IS SUBJECT TO RESTRICTIONS AND REQUIREMENTS LISTED IN THE SPECIFICATIONS, INCLUDING BUT NOT LIMITED TO TRAFFIC CONTROL AND RAILROAD RESTRICTIONS ON ACTIVITES IN PROXIMITY TO TRACKS. FOR RIGHT-OF-WAY NOT DESIGNATED FOR CONTRACTOR USE ON THIS PLAN, INCLUDING AREAS UNDER THE BRIDGE, REFER TO THE SPECIFICATIONS.
4. ROW UNDER AND AROUND BRIDGE IN THIS AREA NORTH OF S. DAWSON ST. IS TO BE CONSIDERED AS PART OF UPRR'S ARGO YARD AND SUBJECT TO RESTRICTIONS AND REQUIREMENTS LISTED IN THE SPECIFICATIONS, INCLUDING TERMS AND CONDITIONS OF THE CITY'S AGREEMENT WITH UPRR FOR THIS WORK.



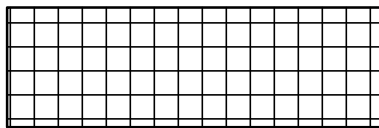
PUBLIC RIGHT-OF-WAY AVAILABLE FOR CONTRACTOR USE, ACCESS FROM UNDER BRIDGE TO THE EAST.



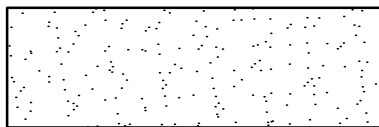
PUBLIC RIGHT-OF-WAY UNDER BRIDGE AVAILABLE FOR CONTRACTOR USE, ACCESS FROM THE EAST.



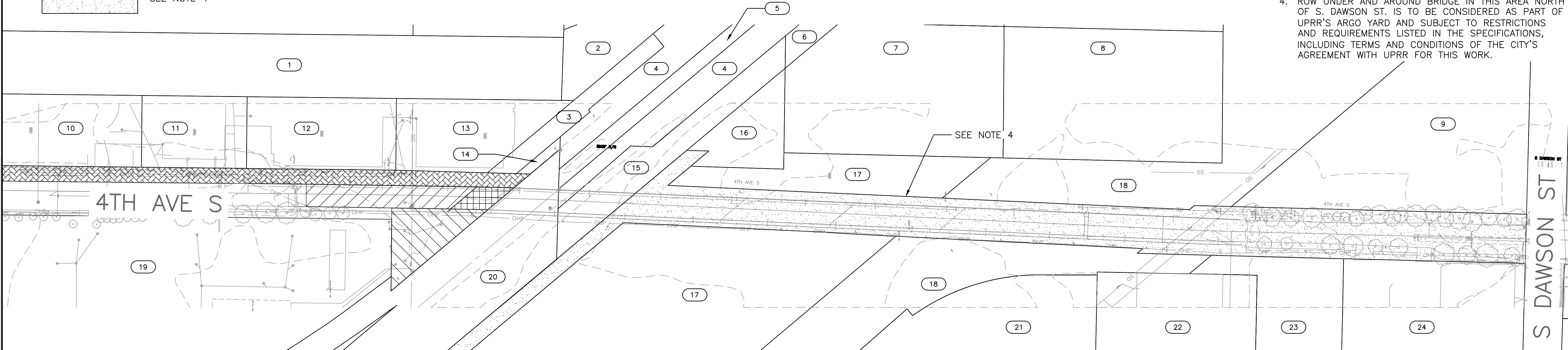
PUBLIC RIGHT-OF-WAY AVAILABLE FOR CONTRACTOR USE AND ACCESS BUT PUBLIC ACCESS TO PARCELS AND BUSINESSES TO THE EAST MUST BE MAINTAINED AT ALL TIMES.



RIGHT-OF-WAY MAY BE AVAILABLE FOR CONTRACTOR USE VIA CONTRACTOR AGREEMENT WITH BNSF.



SEE NOTE 4



ROW PLAN
SCALE: 1" = 100'

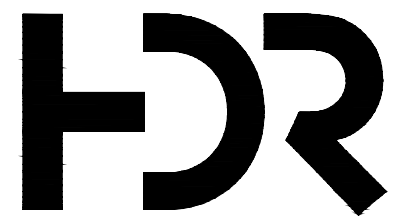
PARCEL INFORMATION

PROJECT PARCEL NUMBER	PROPERTY NAME	OWNER (TAXPAYER)	PARCEL (PARCEL NO.)	PARCEL ADDRESS	OWNERSHIP TOTAL AREA (SQ.FT)
1	RR ROW	UNION PACIFIC RAILROAD CO	3958900600	N/A	228,719
2	RR ROW	UNION PACIFIC RAILROAD CO	2024049012	5300 AIRPORT WAY S	132,422
3	PKG + TRAILER STG FOR 0601	FNR 4XXX LLC	3958900637	4TH AVE S	13,307
4	RR ROW	BNSF	2024049010	5301 AIRPORT WAY S	365,847
5	RR ROW	BNSF	2024049024	5305 AIRPORT WAY S	64,900
6	RR ROW	BNSF	6604000370	5303 AIRPORT WAY S	46,500
7	RR ROW	UNION PACIFIC RAILROAD CO	6604000190	5000 DENVER AVE S	115,021
8	UNION PACIFIC RAIL YARD	UNION PACIFIC RAILROAD CO	9135100005	5000 DENVER AVE S	121,040
9	UNION PACIFIC RAIL YARD	UNION PACIFIC RAILROAD CO	3573700215	5000 DENVER AVE S	158,738
10	WHSE	4400 BUILDING LLC	3958900786	4400 4TH AVE S	66,440
11	WHS	FNR 4XXX LLC	3958900650	4424 4TH AVE S	31,667
12	PEDERSON'S RENTALS	PEDERSENS ESTATES INC	3958900645	4500 4TH AVE S	45,520
13	COLD STORAGE WAREHOUSE	FNR 4XXX LLC	3958900601	4604 4TH AVE S	40,166
14	RR ROW	BNSF	3958900635	4TH AVE S	1,980

PARCEL INFORMATION

PROJECT PARCEL NUMBER	PROPERTY NAME	OWNER (TAXPAYER)	PARCEL (PARCEL NO.)	PARCEL ADDRESS	OWNERSHIP TOTAL AREA (SQ.FT)
15	RR ROW	UNION PACIFIC RAILROAD CO	2024049019	5302 AIRPORT WAY S	73,200
16	UNION PACIFIC RAIL YARD	UNION PACIFIC RAILROAD CO	2024049074	5000 DENVER AVE S	22,240
17	UNION PACIFIC RAIL YARD	UNION PACIFIC RAILROAD CO	3957900105	5000 DENVER AVE S	409,995
18	UNION PACIFIC RAIL YARD	UNION PACIFIC RAILROAD CO	3957900095	5000 DENVER AVE S	561,993
19	COSTCO - 4TH AVE S (SEATTLE)	COSTCO WHOLESALE CORP	2617650020	4401 4TH AVE S	638,533
20	RR ROW	BNSF	6172900345	2ND AVE S	424,925
21	MC KINSTRY CO	4800 DENVER LLC	3957900098	4800 DENVER AVE S	157,248
22	MCKINSTRY	TERRENO 4930 3RD AVENUE SOUTH LLC	3573700195	4930 3RD AVE S	73,125
23	VACANT LAND - EQUIPMENT STORAGE	DRAPER ASSOCIATES	3573700190	N/A	50,194
24	HERC RENTALS	DRAPER ASSOCIATES	3573700255	5055 4TH AVE S	96,165

ROW PLAN



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SDOT PROJ. MGR.

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BRIDGE REPAIR

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CO TRG0007

VPI # 782-331

CR101

SHEET 3 OF 27



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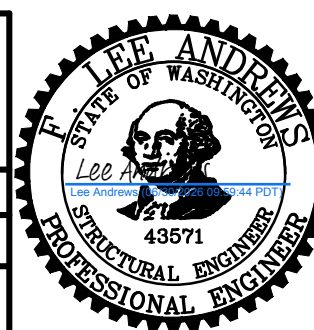
ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MANUAL.

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ORDINANCE NO.

PW NO. 2024-017

4TH AVE S OVER ARGO BRIDGE REPAIR

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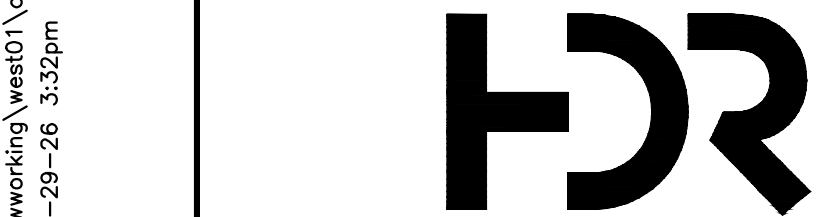
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VPI #	782-331

SD102

SHEET 5 OF 27

VAULT SERIAL NO.	DATE	MARK	NATURE	REVISIONS	MADE CHKD REV'D

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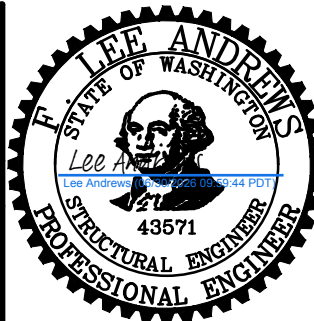


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FAS PURCHASING AND CONTRACTING DIRECTOR

INITIALS AND DATE		INITIALS AND DATE	
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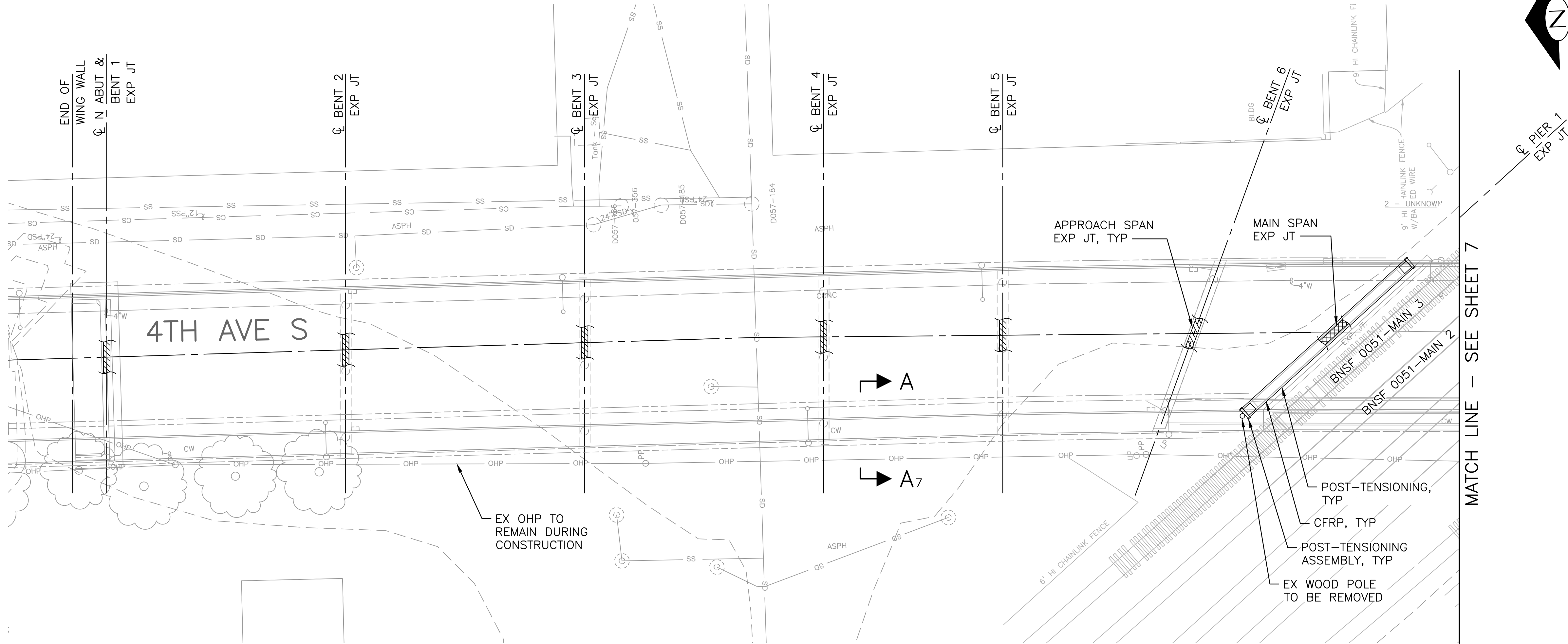
Seattle
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ORDINANCE NO. PW NO. 2024-017

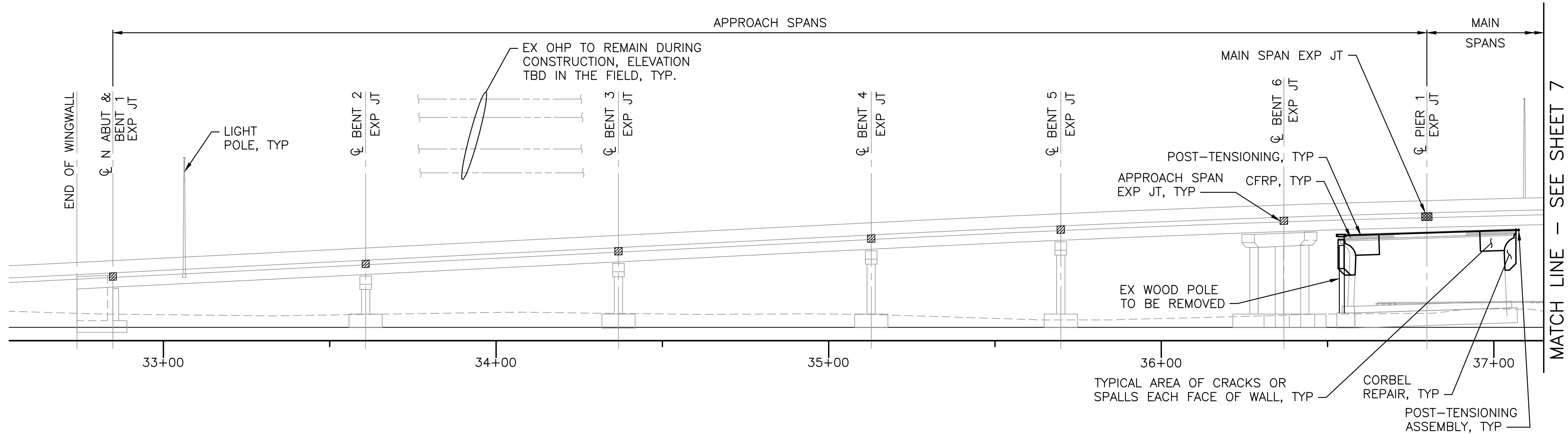
SCALE:

4TH AVE S OVER ARGO BRIDGE REPAIR

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	CO	TRG0007
	VPI #	782-331
		SD103
SHEET	6	OF 27



PLAN
SCALE: 1"=20'



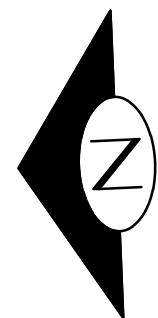
ELEVATION
SCALE: 1"=20'

NOTES

- SEE STRUCTURAL NOTES ON SHEET SD111.
- EXISTING HORIZONTAL AND VERTICAL CLEARANCES WITHIN THE UPRR AND BNSF CLEARANCE ENVELOPE AT PIERS 2-13 WILL NOT BE MODIFIED BY THIS PROJECT IN THE PERMANENT CONDITION. THE POST TENSIONING ASSEMBLY AT PIER 1 REDUCES THE EXISTING BNSF CLEARANCE ENVELOPE 6 INCHES WIDE X 7" TALL AND DOES NOT REDUCE THE EXISTING WAC CLEARANCE ENVELOPE.
- LOCATIONS OF POWER LINES ARE APPROXIMATE. CONTRACTOR SHALL VERIFY LOCATION OF ALL POWER LINES.

PLAN AND ELEVATION 1

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MATCH LINE - SEE SHEET 8



EX STEEL OR CONCRETE GIRDERS

EX BRIDGE

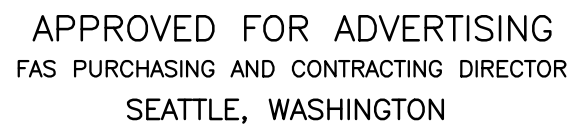
EX BRIDGE DRAIN PIPE

EX TRANSMISSION TOWER

SECTION
NTS

NOTES

- # PLAN AND ELEVATION 2



BY:
FAS PURCHASING AND CONTRACTING DIRECTOR



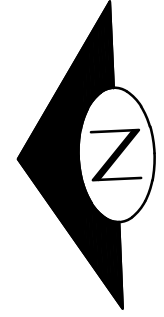
ORDINANCE NO. PW NO. 2024-017

SCALE:

4TH AVE S OVER ARGO BRIDGE REPAIR

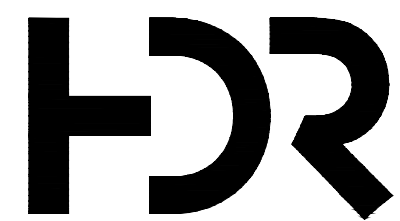
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	CO	TRG0007	
VPI #	782-331		
SD104			
SHEET	7	OF	27

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Jun-29-26 3:31pm



1. SEE STRUCTURAL NOTES ON SHEET SD111.
2. EXISTING HORIZONTAL AND VERTICAL CLEARANCES WITHIN THE UPRR AND BNSF CLEARANCE ENVELOPE AT PIERS 2-13 WILL NOT BE MODIFIED BY THIS PROJECT.
3. EXISTING CONTRACTION JOINTS EXTEND INTO RAISED CURB AND DO NOT EXTEND INTO PRECAST PANEL SIDEWALK.
4. LOCATIONS OF POWER LINES ARE APPROXIMATE. CONTRACTOR SHALL VERIFY LOCATION OF ALL POWER LINES.

PLAN AND ELEVATION 3



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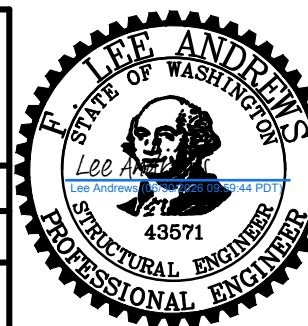
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CHECKED	PTL

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MANUAL.

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SDOT	PROJ. MGR

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PW NO. 2024-017

4TH AVE S OVER ARGO
BRIDGE REPAIR

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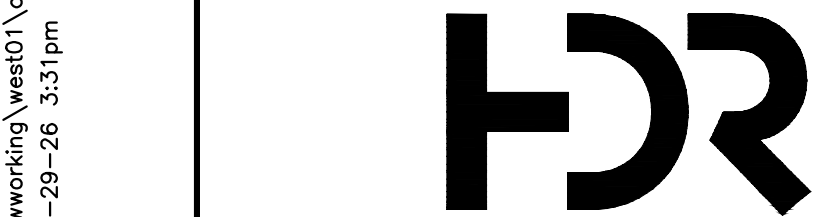
VPI #	782-331
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SD105

SHEET 8 OF 27

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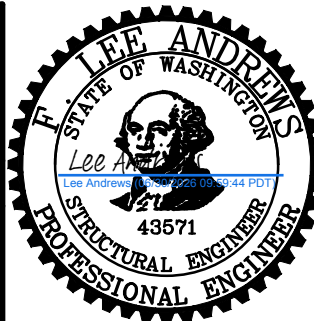


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INITIALS AND DATE		INITIALS AND DATE	
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DRAWN MV	CHECKED PTL	RECEIVED	REVISED AS BUILT
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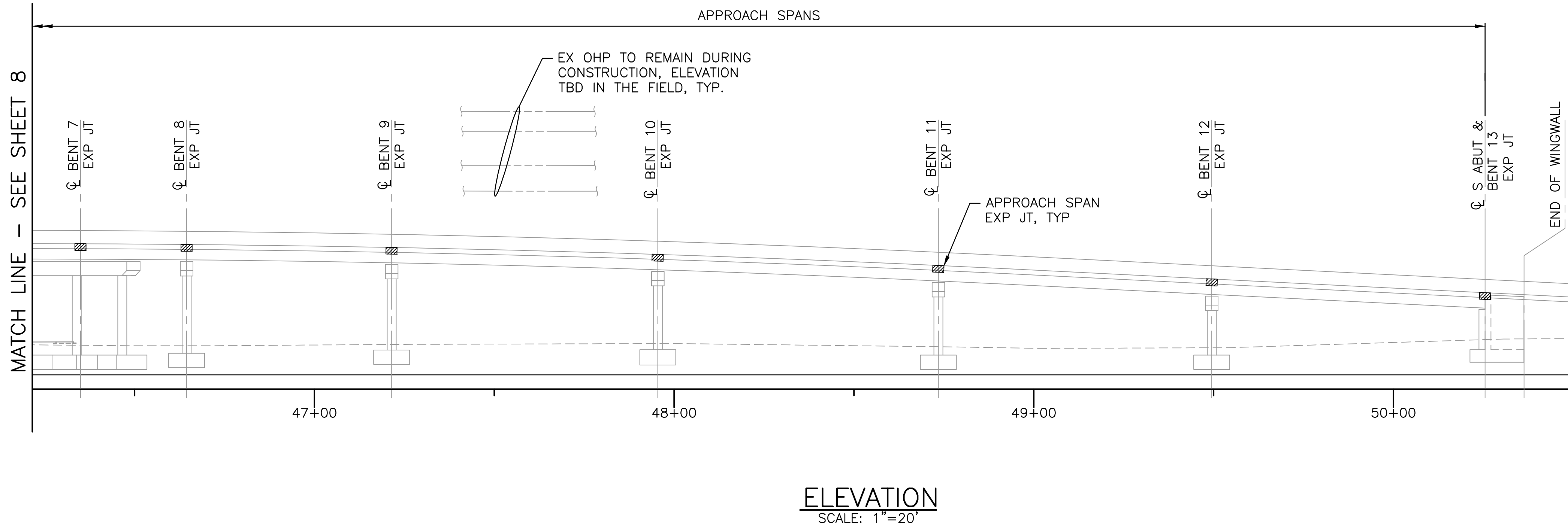
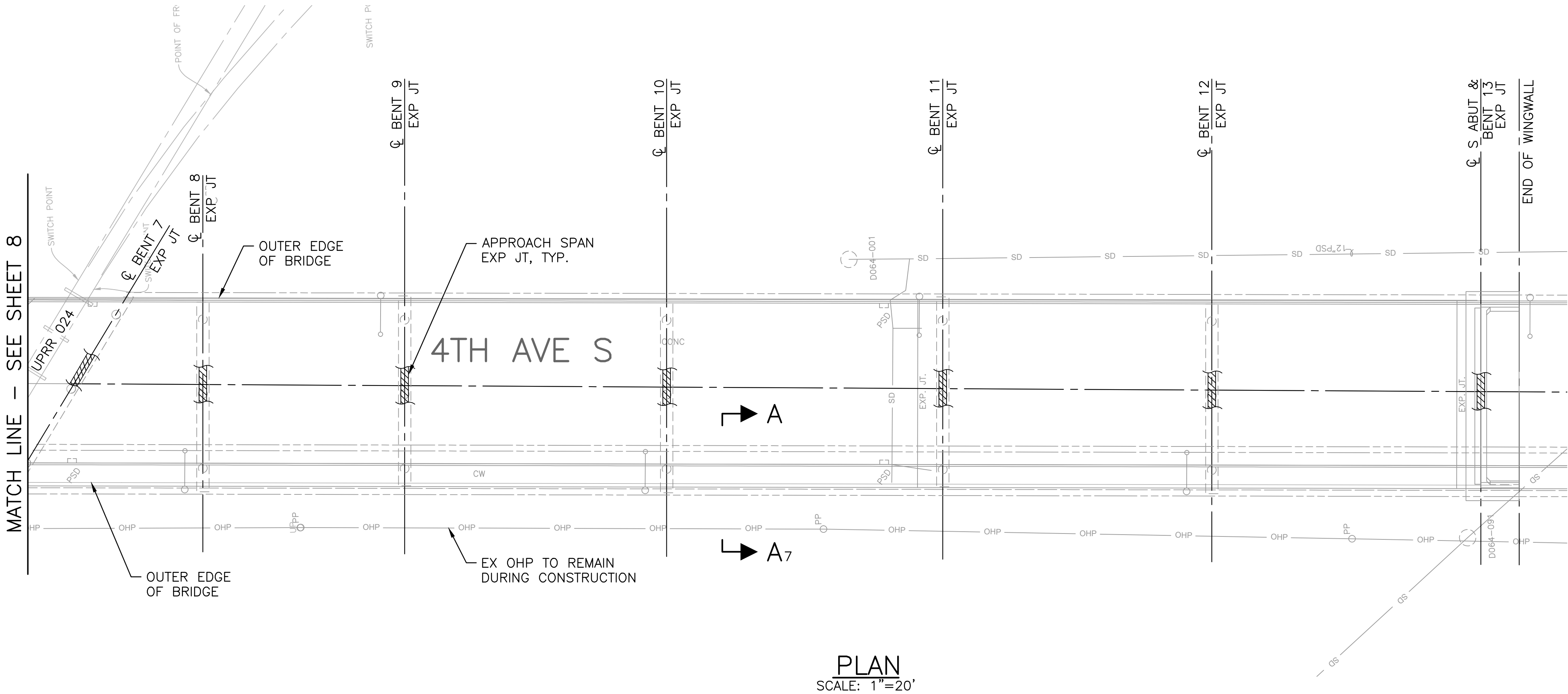
4TH AVE S OVER ARGO BRIDGE REPAIR

SHEET	PC	TRG0007-U0
	CO	TRG0007
	VPI #	782-331
SD106		
9 OF 27		

PLAN AND ELEVATION 4

NOTES

- SEE STRUCTURAL NOTES ON SHEET SD111.
- EXISTING HORIZONTAL AND VERTICAL CLEARANCES WITHIN THE UPRR AND BNSF CLEARANCE ENVELOPE AT PIERS 2-13 WILL NOT BE MODIFIED BY THIS PROJECT.



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NOTES

- SEE BELOW FOR SUGGESTED CONSTRUCTION SEQUENCE. CONTRACTOR MUST SUBMIT PROPOSED CONSTRUCTION SEQUENCE FOR APPROVAL IN ACCORDANCE WITH 1-07.30.
- SEE SECTION 6-13, 6-14, 6-15, 6-02.3(30), AND 6-02.3(31) FOR REPAIR AND SUPPORT REQUIREMENTS.
- TEMPORARY SUPPORT IS REQUIRED AT EAST SIDE OF PIERS 4 AND 10.
- TEMPORARY SUPPORT SYSTEM MUST BE DESIGNED BY CONTRACTOR AND BE CAPABLE OF SUPPORTING THE FOLLOWING FACTORED LOADS AT EACH SUPPORTED EXTERIOR GIRDER LINE:
DEAD LOAD: 106 KIPS
LIVE LOAD: 257 KIPS
- CONTRACTOR MUST LOCATE EXISTING STEEL REINFORCING ON BOTH SIDES OF THE PIER WITH NON-DESTRUCTIVE METHODS BEFORE ALL DRILLING OPERATIONS TO AVOID DAMAGE. NOTABLY, THIS INCLUDES DRILLING IN THE DECK FOR NEEDLE BEAM SUPPORTS AND DRILLING IN THE PIER WALL FOR NEW DOWEL REINFORCEMENT OR INSTALLATION OF FORMWORK. THE CONTRACTOR MUST NOTIFY THE ENGINEER IMMEDIATELY IF ANY EXISTING REBAR IS ENCOUNTERED AND MUST OBTAIN THE APPROVAL FROM THE ENGINEER BEFORE CONTINUING THE WORK.
- FOLLOWING COMPLETION OF IMPACTS TO THE BRIDGE DECK, REFRESH THE PAVEMENT STRIPING ALONG ENTIRE LENGTH OF BRIDGE. NEW PAVEMENT STRIPING TO MATCH EXISTING LOCATIONS.

SUGGESTED CONSTRUCTION SEQUENCE

- CLEAN AND REPAIR ALL CRACKS IN CONCRETE GREATER THAN OR EQUAL TO 0.010-INCH WIDTH IN THE AREA AS NOTED ON SHEET SD110, IN THE PROJECT MANUAL, AND PER 6-02.3(30).
- FOR PIER 4 AND PIER 10, CONTRACTOR MUST DESIGN TEMPORARY SUPPORT SYSTEM TO SUPPORT THE EXTERIOR GIRDERS AND VERIFY ADEQUACY OF THE EXISTING STRUCTURE FOR TEMPORARY SUPPORT SYSTEM. CONTRACTOR MUST INSTALL TEMPORARY SUPPORT PRIOR TO DEMO OF EXISTING CORBEL.
- INSTALL CFRP IN THE AREA(S) DESIGNATED ON THE DRAWINGS FOR STRENGTHENING OF EXISTING REINFORCED CONCRETE STRUCTURES.
- DRILL HOLES IN CONCRETE FOR DOWELS AND CLEAN OUT PER 6-13.3(2).
- INSTALL DOWELS WITH EPOXY.
- INSTALL REINFORCED CONCRETE FOR CORBEL REPAIR.
- FOR PIER 4 AND PIER 10, REMOVE TEMPORARY SUPPORT.
- INSTALL EXTERNAL POST-TENSIONING.
- TOUCH UP GALVANIZING WITH ZINC-RICH PAINT PER ASTM A780.
- REPAIR HOLES IN CONCRETE DECK AT PIERS 4 AND 10.
- REPAIR SPALLED CONCRETE AND REPLACE EXPANSION AND CONTRACTION JOINTS.
- INSTALL NEW PAVEMENT STRIPING ALONG ENTIRE LENGTH OF BRIDGE.

TEMPORARY SUPPORT AND CONSTRUCTION SEQUENCE

4TH AVE S OVER ARGO BRIDGE REPAIR

SHEET	PC	TRG0007-U0
	CO	TRG0007
	VPI #	782-331
SD108		
SHEET	11	OF 27

SECTION B-B 7, 8
TEMPORARY SUPPORT ELEVATION

SCALE: 3/4" = 1'-0"

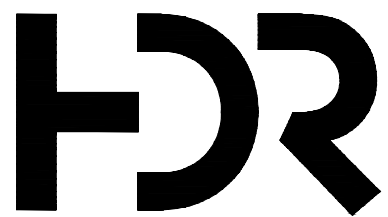
LOOKING SOUTH
PIER 4 SHOWN, PIER 10 SIMILAR

APPROXIMATE AREA FOR
REMOVAL AND REPLACEMENT
(SEE SHEET SD114)

APPROXIMATE LIMIT OF
REMOVAL FOR EAST SIDE
OF PIER 4 AND 10

6'-6"±

5'-0"±



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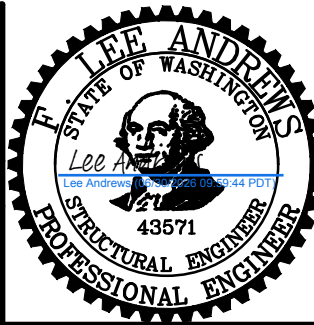
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CHECKED PTL

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MANUAL.

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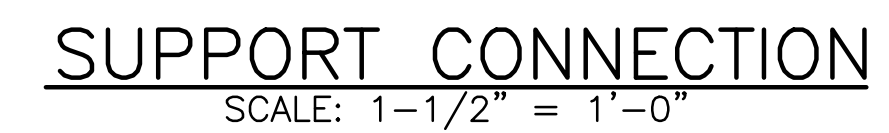
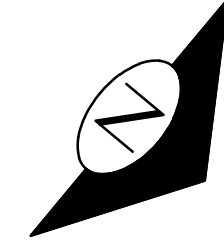
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PI #	782-331
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SHEET	12 OF 27

GENERAL STRUCTURAL NOTES
UNLESS OTHERWISE NOTED:

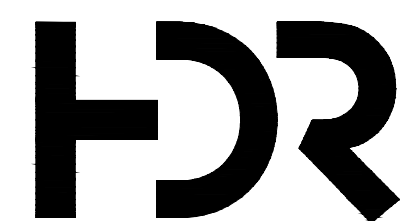
1. ALL MATERIAL AND WORK MUST BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY OF SEATTLE STANDARD SPECIFICATIONS FOR MUNICIPAL CONSTRUCTION, 2026, AND THE ACCOMPANYING PROJECT MANUAL.
2. STRUCTURAL DESIGNS IN ACCORDANCE WITH THE REQUIREMENTS OF AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION, 2020.
3. LIVE LOADS – AASHTO HL93.
4. STRUCTURAL STEEL FOR PLATES, SHAPES, AND BARS MUST BE STRUCTURAL LOW ALLOY STEEL AASHTO M270, GRADE 50 UNLESS NOTED OTHERWISE. HARDENED WASHERS MUST BE ASTM F436 TYPE 1. NUTS MUST BE ASTM A563 GRADE DH.
5. ALL CONCRETE MUST MEET THE REQUIREMENTS OF CLASS 4000 EXCEPT THAT IT MUST DEVELOP A MINIMUM COMPRESSIVE STRENGTH OF 2800 PSI WITHIN 12 HOURS UNLESS OTHERWISE NOTED.
6. ALL STEEL REINFORCING BARS MUST BE ASTM A 706 GRADE 60.
7. ALL THREADED ROD MUST BE ASTM F1554 GRADE 36 AND HOT-DIP GALVANIZED IN ACCORDANCE WITH ASTM A123.
8. CLEAR CONCRETE COVER OVER REINFORCEMENT MUST BE 1½-INCHES UNLESS NOTED OTHERWISE.
9. EXPOSED CONCRETE EDGES MUST HAVE A ¾"x¾" CHAMFER, UNLESS NOTED OTHERWISE.
10. ALL DIMENSIONS TO REINFORCING BARS ON THE DRAWINGS ARE TO THE CENTERLINE OF BARS, UNLESS NOTED OTHERWISE.
11. ALL STRUCTURAL STEEL MUST BE HOT-DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH ASTM A123.
12. DRILLING HOLES IN CONCRETE MUST BE DONE WITH ROTARY HAMMER DRILLS. CORE DRILLING IS NOT PERMITTED. DO NOT DAMAGE EXISTING REINFORCING BARS. ALL DRILL HOLES MUST BE INTENTIONALLY ROUGHENED AND CLEAR OF DEBRIS PRIOR TO INSTALLATION OF EPOXY RESIN. ALL DRILL HOLES SHALL CLEAR EXISTING REINFORCEMENT.
13. EPOXY RESIN FOR CONCRETE CRACK SEALING MUST BE PER SECTION 6-02.3(30).
14. THE CONTRACTOR MUST FIELD VERIFY ALL EXISTING FEATURES AND CONDITIONS PRIOR TO CONSTRUCTION AND SHOP FABRICATION.
15. PROPOSED CONSTRUCTION SEQUENCE PROVIDED ON SHEET SD108 IS CONCEPTUAL IN NATURE, IS NOT BINDING, AND IS THE CONTRACTOR'S RESPONSIBILITY.
16. THE CONTRACTOR MUST PROTECT EXISTING STRUCTURE FROM DAMAGE OR OVERSTRESS DURING CONSTRUCTION.
17. ANY DAMAGE TO THE GALVANIZING SYSTEM DURING INSTALLATION MUST BE REPAIRED IN THE FIELD IN ACCORDANCE WITH 9-08.1(2)B.
18. THE CONTRACTOR MUST SUBMIT STAMPED CALCULATIONS FOR CRANE LOADING AND ANY OTHER EQUIPMENT AND MATERIALS ON THE DECK FOR ENGINEER ACCEPTANCE IN ACCORDANCE WITH 1-07.30 AND 6-02.

POST-TENSIONING BARS

1. POST-TENSIONING STEEL BAR MUST BE ASTM A722, GRADE 150.
2. ALL POST-TENSIONING BARS MUST BE 1 INCH DIAMETER, WITH FINAL FORCE OF 55 KIPS PER BAR.
3. THE MAXIMUM JACKING STRESS MUST NOT EXCEED 75 KSI IN THE POST-TENSIONING BAR.
4. THE MINIMUM CONCRETE COMPRESSIVE STRENGTH OF NEW CONCRETE AT TIME OF POST-TENSIONING SHALL BE 3,500 PSI.
5. POST-TENSIONING BARS AT EACH PIER MUST BE STRESSED TO MINIMIZE THE UNBALANCED STRESSES ON THE EXISTING CAP. THE POST-TENSIONING BARS MAY BE STRESSED IN ALTERNATE SEQUENCE AT EACH PIER WITH THE POST-TENSIONING FORCES APPLIED IN STEPS NOT TO EXCEED 10% OF THE ADJACENT STRESSED POST-TENSIONING BARS UNTIL THEY REACH FINAL FORCES.
6. LENGTH OF THE POST-TENSIONING BARS MAY VARY, CONTRACTOR MUST FIELD MEASURE AND VERIFY CONTROLLING DIMENSIONS PRIOR TO FABRICATION AND CONSTRUCTION.
7. THE POST-TENSIONING SUPPLIER MUST SUBMIT STRESSING SEQUENCE AND ELONGATION CALCULATIONS FOR APPROVAL.
8. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE STABILITY OF THE EXISTING PIER AND FOR ENSURING THAT NO PORTION OF THE EXISTING STRUCTURE IS OVERSTRESSED AS A RESULT OF CONSTRUCTION ACTIVITIES.
9. POST-TENSIONING BARS MUST BE COATED WITH ELASTOMERIC COATING SYSTEM IN ACCORDANCE WITH 6-13.

Vault Serial No.	Date	Mark	Nature	Made	CHK'd	REV'D

STRUCTURAL NOTES



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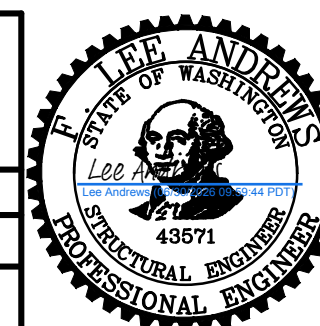
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SCALE:

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BRIDGE REPAIR

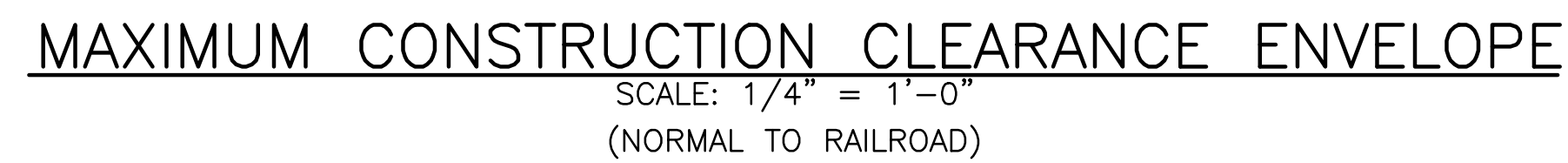
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CO	TRG0007

PI #	782-331
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SD111

SHEET 14 OF 27

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Jun-29-26 3:31pm



1. REFER TO THE PROJECT MANUAL FOR DETAILED REQUIREMENTS FOR WORKING IN PROXIMITY TO BNSF RAILWAY AND UNION PACIFIC RAILROAD TRACKS, INCLUDING RAILROAD AGREEMENTS IN PLACE, ADDITIONAL AGREEMENTS REQUIRED, AND REQUIRED SUBMITTALS FOR ENGINEER'S AND RAILROADS' REVIEW.
2. WORK WITHIN 25' OF TRACK AND/OR OVER TRACK AND/OR WITH POTENTIAL TO FOUL WILL REQUIRE RAILROAD FLAGGING.
3. ALL EQUIPMENT, MATERIALS, AND PERSONNEL SHALL REMAIN OUTSIDE THE MINIMUM CONSTRUCTION CLEARANCE ENVELOPE FOR EACH TRACK, EXCEPT WHEN WORKING IN DESIGNATED AND APPROVED TRACK CURFEWS OR APPROVED INACCESSIBLE TRACKS.
4. EQUIPMENT SHALL NOT CROSS TRACK EXCEPT AT ESTABLISHED CROSSINGS OR AS APPROVED IN WRITING BY THE ENGINEER AND THE RAILROAD AUTHORIZED REPRESENTATIVE.
5. EQUIPMENT UNDER LOAD, SHALL NOT BE SUPPORTED ON TRACK, TIES OR BALLAST AT ANY TIME.
6. WORK BETWEEN LIVE TRACKS SHALL NOT BE PERMITTED.
7. MATERIAL STORAGE AND STAGING AREAS WILL NOT BE ALLOWED ON UPRR OR BNSF PROPERTY UNLESS A WRITTEN AGREEMENT IS IN PLACE BETWEEN THE CONTRACTOR AND UPRR OR BNSF, WHICHEVER IS PROPERTY OWNER.
8. CONTRACTOR SHALL ADHERE TO JOINT BNSF/UPRR GUIDELINES FOR RAILROAD GRADE SEPARATION PROJECT, REVISED 1/5/2016, UNLESS OTHERWISE DETAILED IN THESE PLANS.

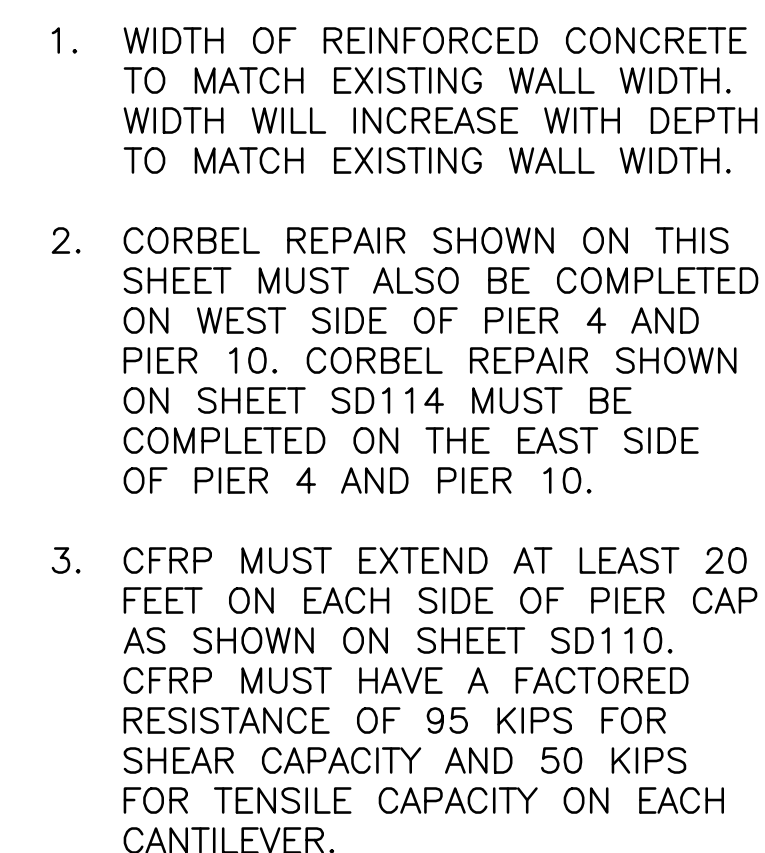
HDR

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CO	TRG0007
PI #	782-331
SD112	
SHEET	15 OF 27



BAR SIZE	HOLE DIA.	HOLE DEPTH
#4	5/8"	7"
#5	3/4"	8"
#6	7/8"	9"

CONTRACTOR MUST LOCATE HOLES TO
CLEAR EXISTING REINFORCEMENT.
SET DOWELS IN EPOXY RESIN, TYP.



PIER WALL CORBEL REPAIR 1



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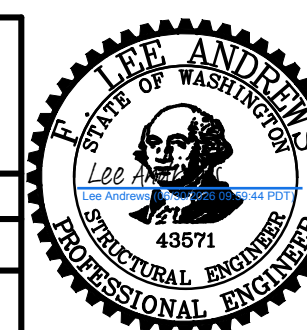
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BRIDGE REPAIR

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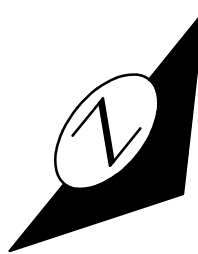
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SD113

SHEET 16 OF 27

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VPI #	782-331	
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SHEET	17	OF 27

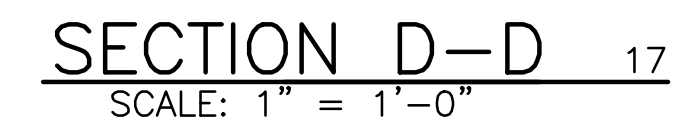
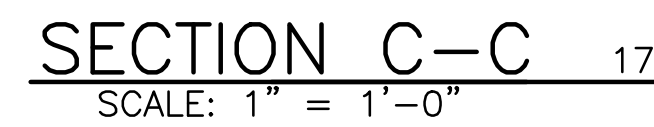
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SECTION A-A 16
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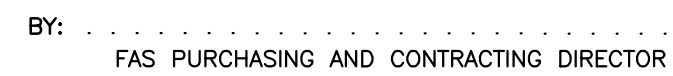
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SCALE: 1" = 1'-0"

SHEET 18 OF 27

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Jun-29-26 3:31pm

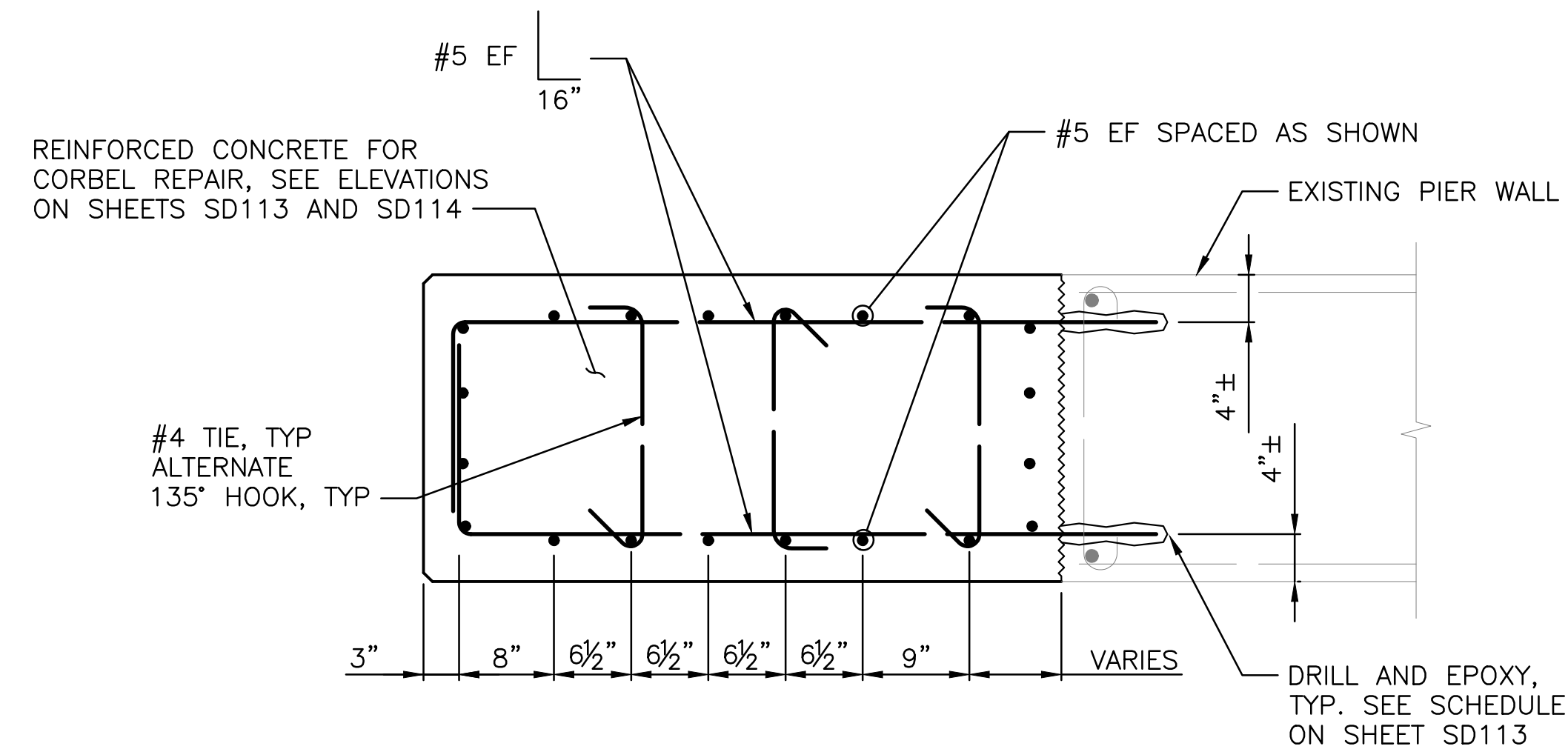


PIER WALL SECTIONS 2

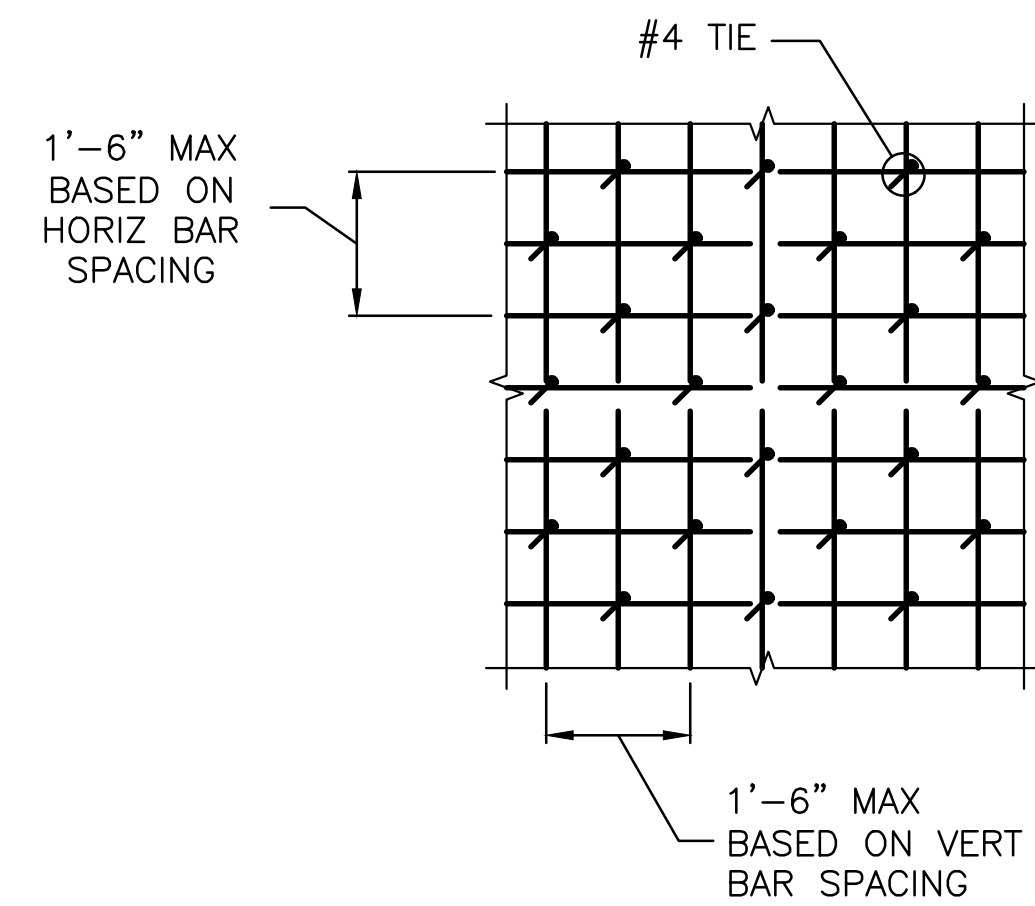


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	CO	TRG0007
VPI #	782-331	
SD116		
SHEET	19	OF 27

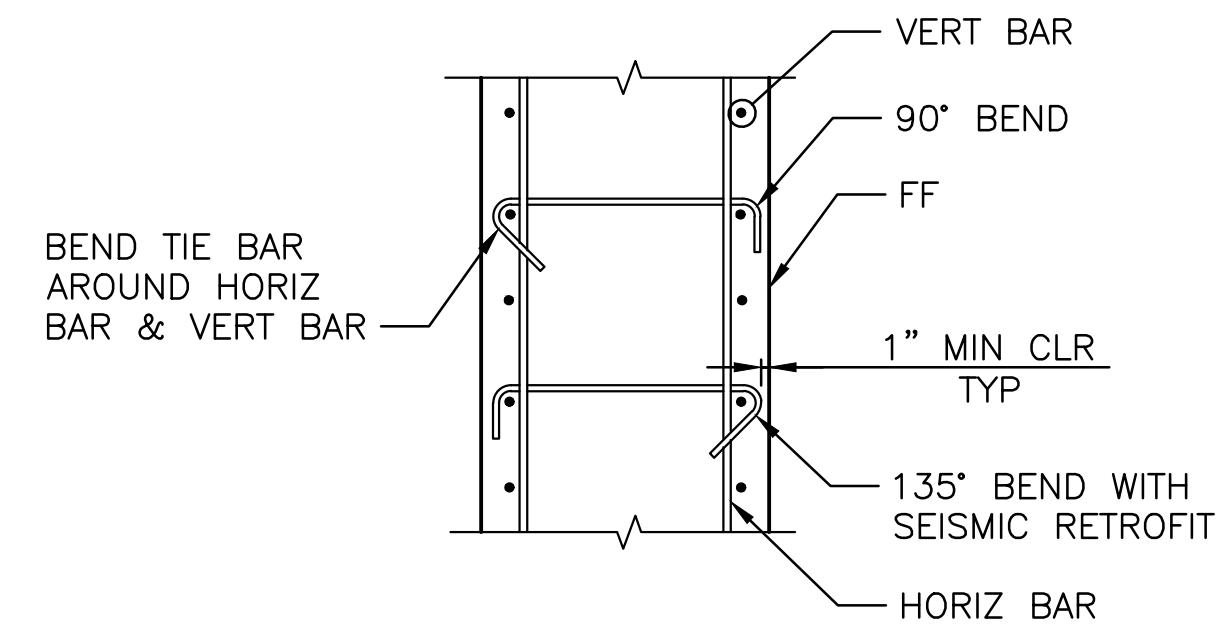
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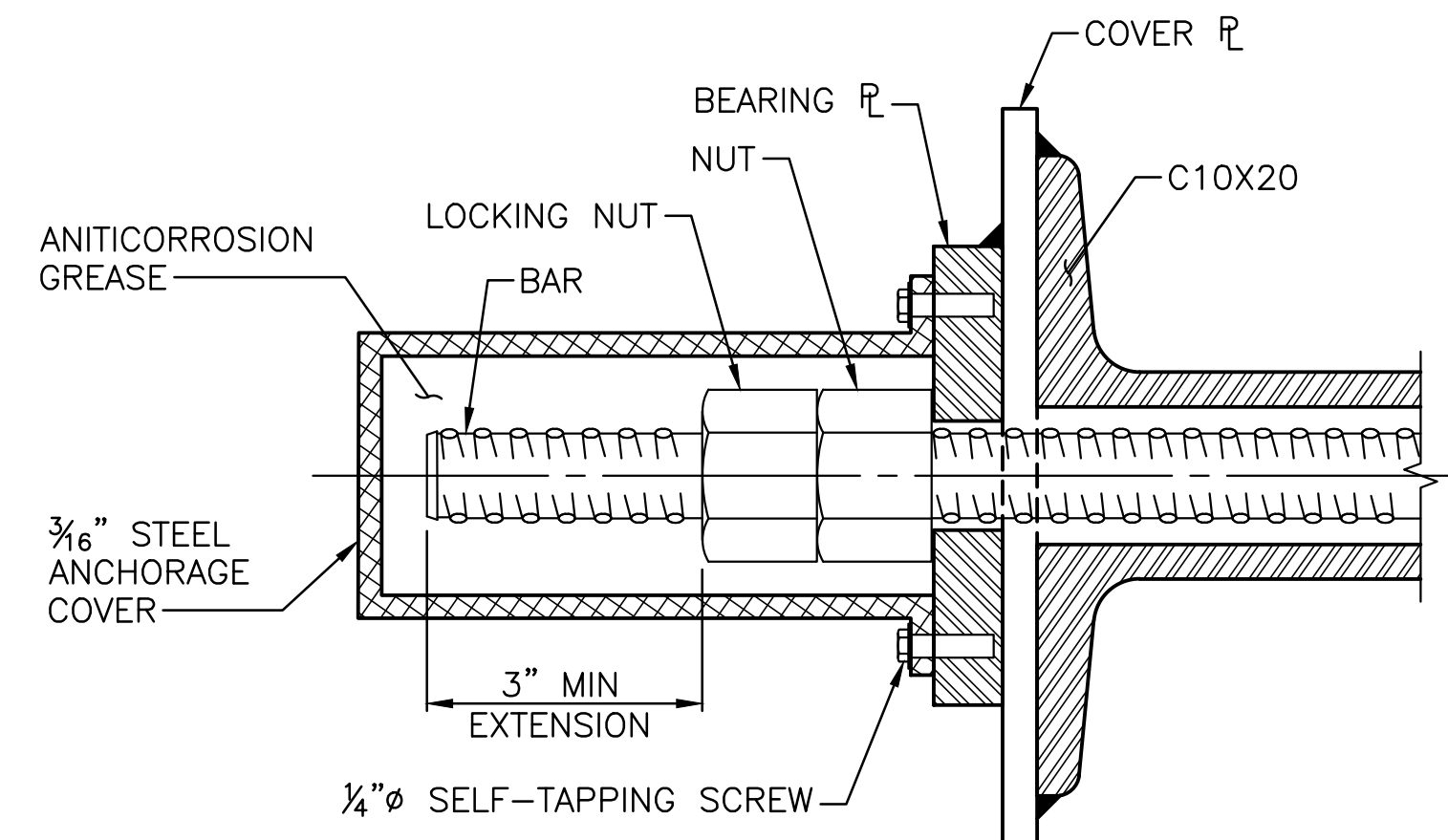
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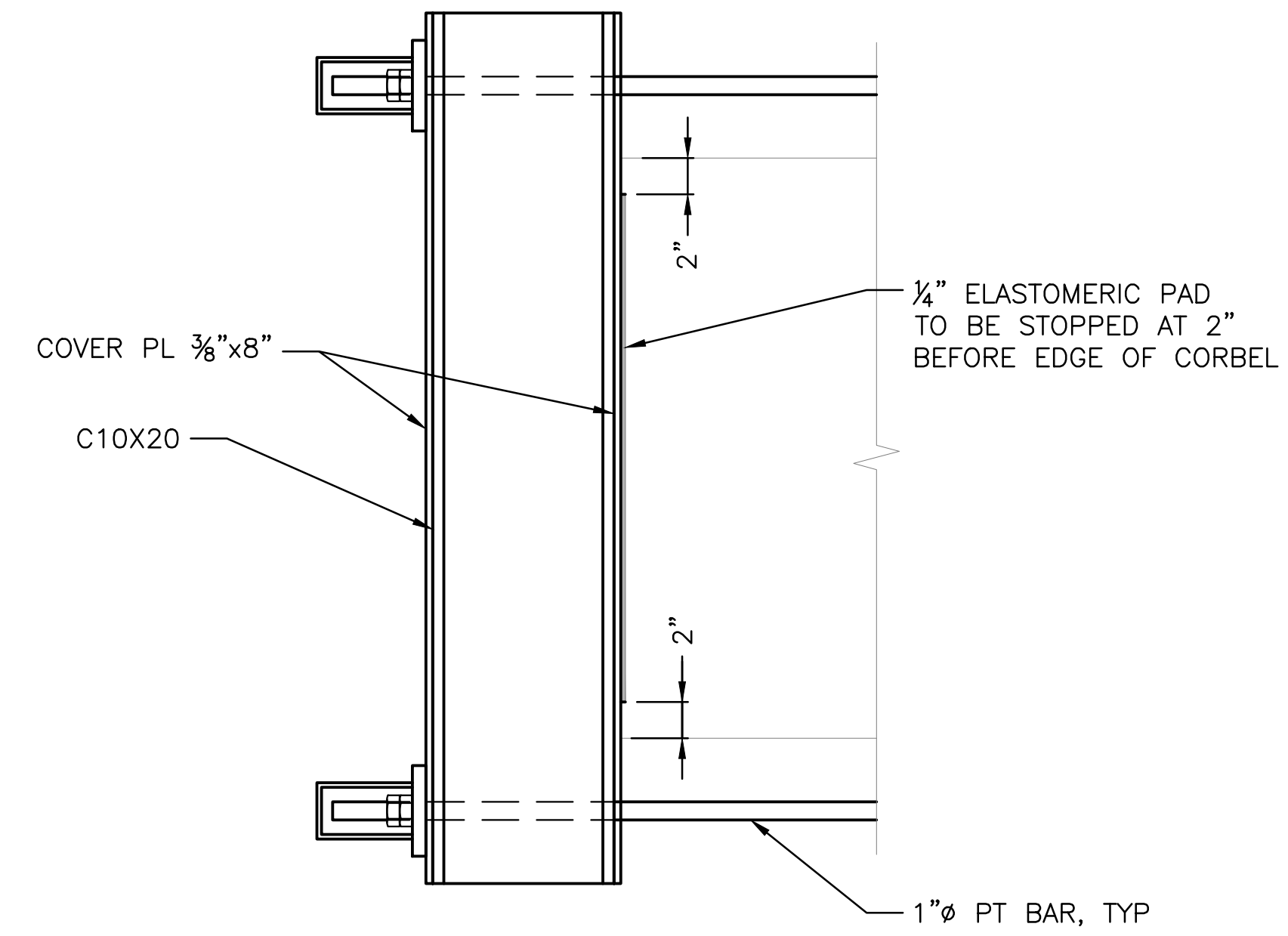
TIE BAR SPACING DETAIL
SCALE: 1/2" = 1'-0"



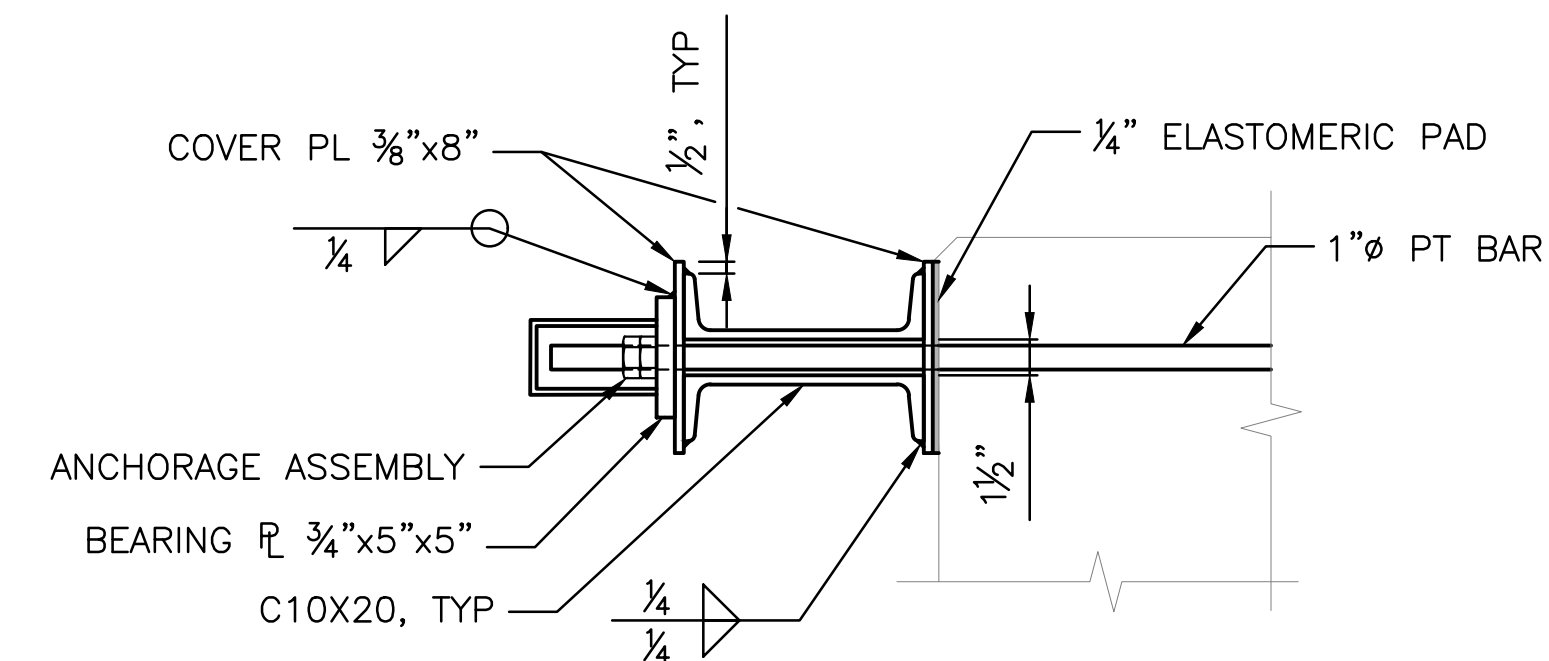
TIE BAR DETAIL
SCALE: 1/2" = 1'-0"
ALTERNATE 135° HOOK EVERY
OTHER TIE BAR UNO



ANCHORAGE COVER DETAIL



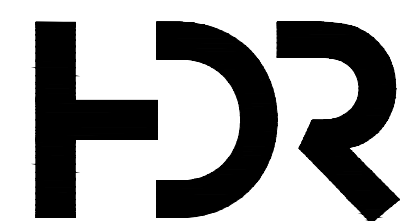
SCALE: $\frac{\text{PLAN}}{1-1/2''} = 1'-0''$



ELEVATION
SCALE: 1-1/2" = 1'-0"
BEARING AND COVER PLATES SHALL HAVE A 1 1/4"
DIAMETER HOLE AT PT BAR LOCATION, TYP.

NOTES

1. SEE NOTE 1 ON SHEET SD115.



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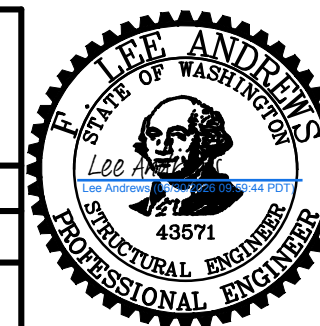
ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MANUAL.

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THE CITY OF SEATTLE STAFF
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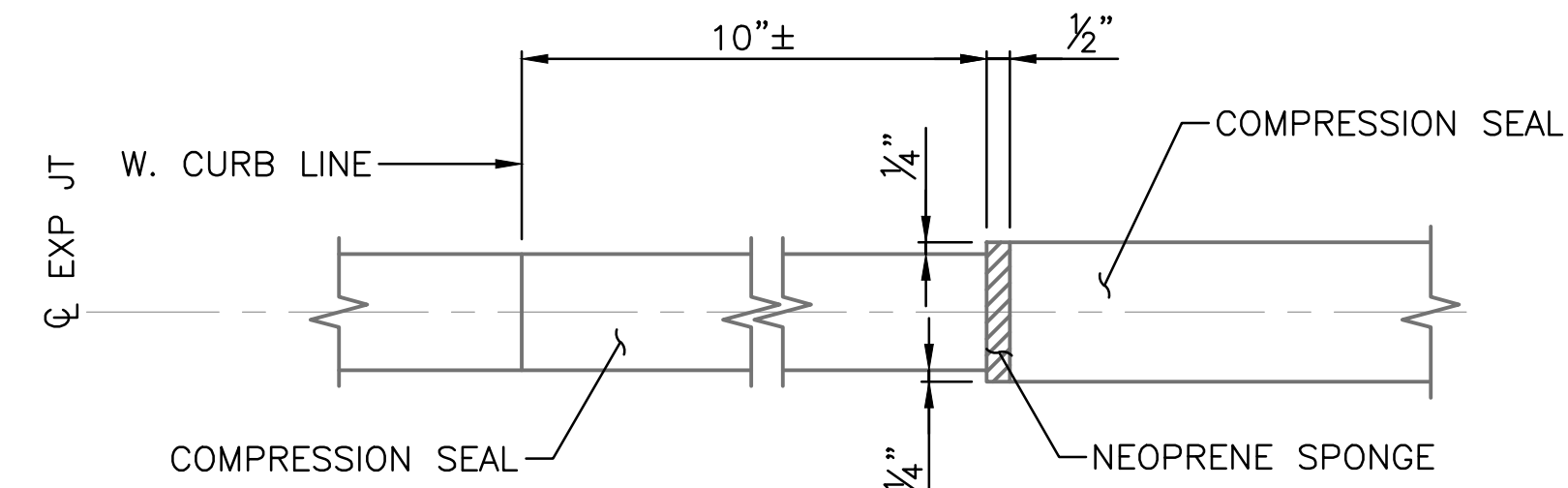
4TH AVE S OVER ARGO
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VPI #	782-331

SD117

SHEET 20 OF 27



SECTION C-C 21
SCALE: 3" = 1'-0"

CONCRETE OPENING AT COMPRESSION SEAL JOINTS

COMPRESSION SEAL TABLE

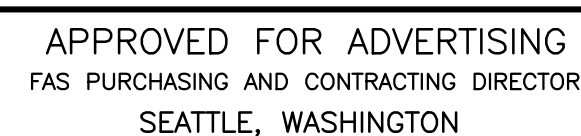
** UNCOMPRESSED WIDTH

EXPANSION JOINT CONSTRUCTION STEPS: (FOR RAISED CURB AND SIDEWALK)

1. REMOVE EXISTING EXPANSION JOINT FILLER MATERIAL.
2. CONTRACTOR MUST MEASURE EXISTING DEPTH OF JOINT BLOCKOUT. IF ADDITIONAL DEPTH IS REQUIRED TO MEET JOINT MANUFACTURER'S REQUIREMENTS, BLOCKOUT MUST BE SAW CUT TO REQUIRED DEPTH. AT MAIN SPAN SIDEWALK COMPRESSION SEAL LOCATIONS, REMOVAL WILL BE FULL DEPTH WHERE INDICATED ON SHEET SD121.
3. CLEAN SIDES AND BOTTOM OF JOINT OPENING TO CLEAN AND SOUND CONCRETE.
4. BLOW JOINT OPENING WITH OIL-FREE COMPRESSED AIR TO REMOVE LAITANCE AND DEBRIS FROM REMOVAL OPERATIONS.
5. LIGHTLY SANDBLAST TO REMOVE ALL RESIDUE.
6. AS-BUILT GAP WIDTHS FOR APPROACH SPANS ARE SHOWN IN THE TABLE ON THIS SHEET AND ARE INCLUDED FOR REFERENCE. AS-BUILT GAP WIDTHS FOR MAIN SPANS ARE SHOWN IN THE TABLE ON SHEET SD121 AND ARE INCLUDED FOR REFERENCE. CONTRACTOR MUST FIELD VERIFY DETAILS AND DIMENSIONS PRIOR TO ORDERING MATERIALS AND PROCEEDING WITH WORK.
7. REMOVE THE EXISTING HEADER TO THE EXTENTS SHOWN ON THESE DRAWINGS. SPALLS, CRACKS AND OTHER DAMAGE SHALL BE REPAIRED. MAIN SPAN SIDEWALK JOINTS WILL BE FULL REMOVAL AND THE LEDGES ARE TO BE PROVIDED IN ACCORDANCE WITH THE DRAWING DETAILS. IF APPROACH SPAN CONCRETE REMOVAL DEPTH REACHES THE EXISTING COMPRESSION SEAL RECESS DEPTH, THEN THE 1/4" LEDGE MUST BE RE-CONSTRUCTED PER JOINT MANUFACTURER'S REQUIREMENTS.
8. PRIOR TO ROTO-HAMMER DRILLED HOLES FOR THE MAIN SPAN SIDEWALK JOINTS, ALL EXISTING REINFORCEMENT MUST BE LOCATED AND BENT PLATE ANCHOR RODS MUST BE LOCATED TO MISS EXISTING REINFORCEMENT.
9. PLACE ELASTOMERIC COMPRESSION SEAL IN JOINT OPENING IN ACCORDANCE WITH MANUFACTURER'S DIRECTIONS.
10. NEW NEOPRENE SPONGE OR EQUIVALENT MUST BE PROVIDED AT ALL EXISTING LOCATION ENDS. NEOPRENE SPONGE MUST CONFORM TO ASTM D1056 GRADE 2C1.



APPROACH SPAN – EXP JT DETAILS 2



BY:
FAS PURCHASING AND CONTRACTING DIRECTOR

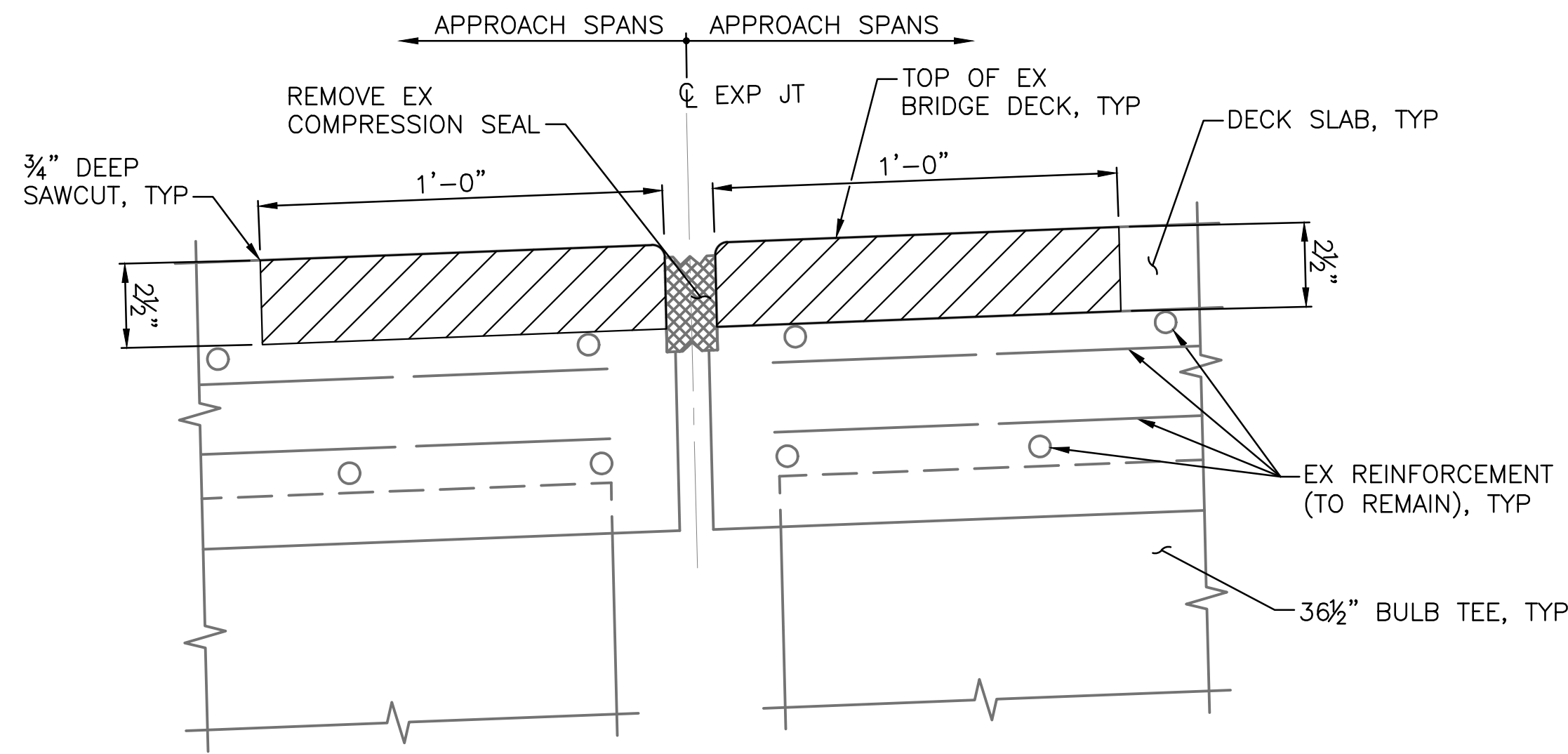


ORDINANCE NO. PW NO. 2024-017

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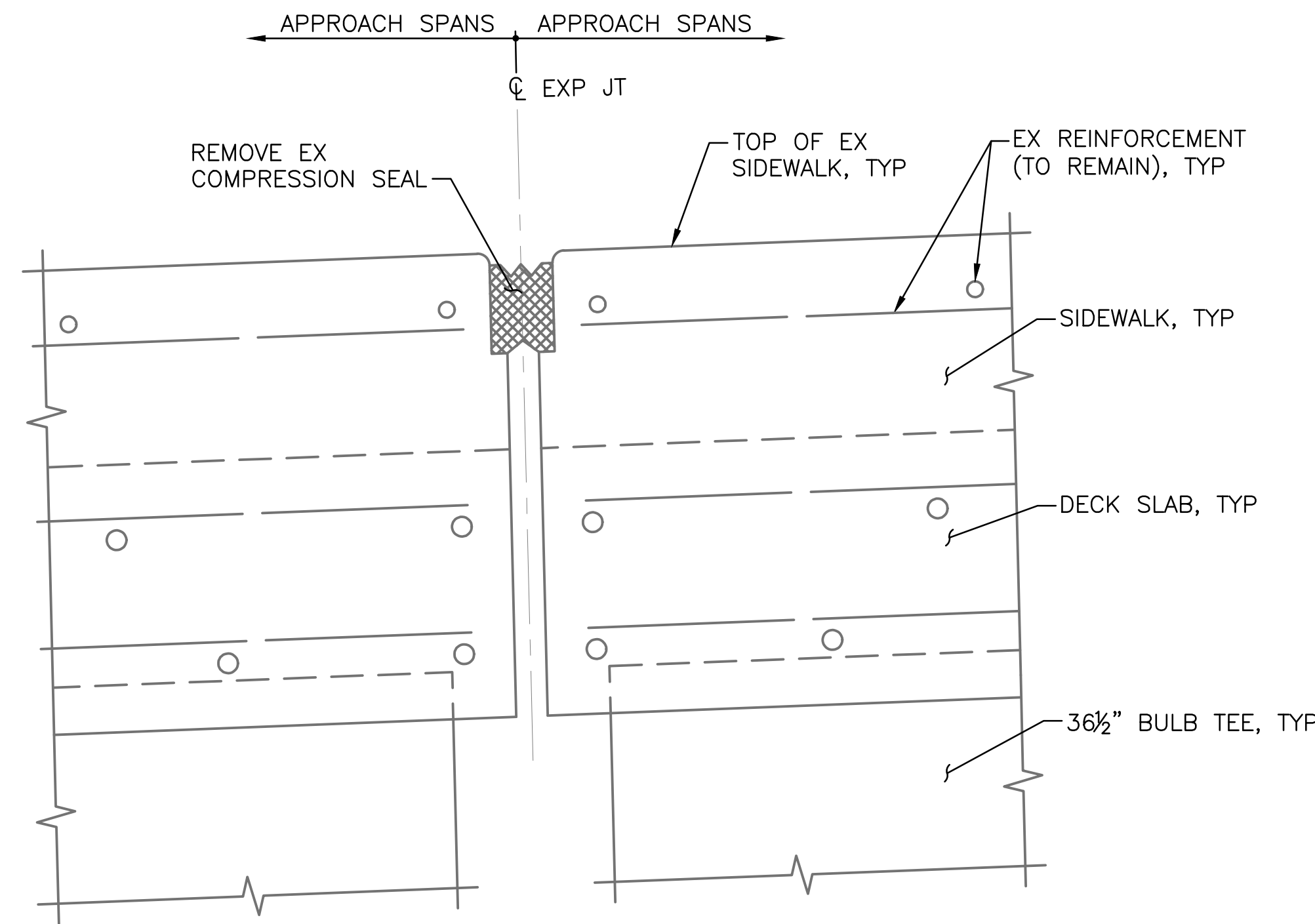
4TH AVE S OVER ARGO BRIDGE REPAIR

JOB	PC	TRG0007-U0
	CO	TRG0007
VPI #	782-331	
SD119		
SHEET	22	OF 27



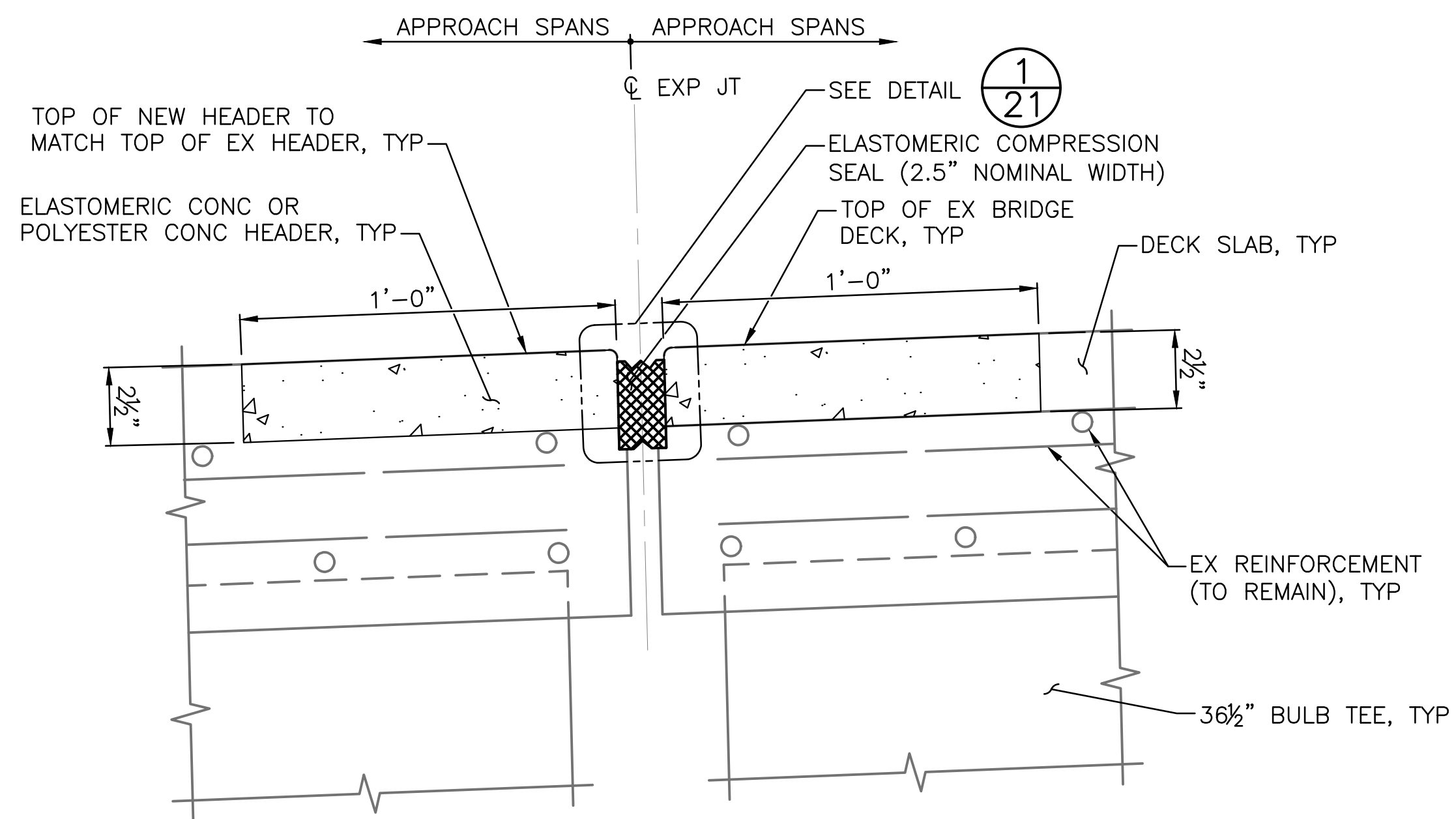
ROADWAY SECTION A-A (EXISTING CONDITION) ²¹

SCALE: 3" = 1'-0"
 APPROACH SPANS - BENT 2-6
 APPROACH SPANS - BENT 7-12



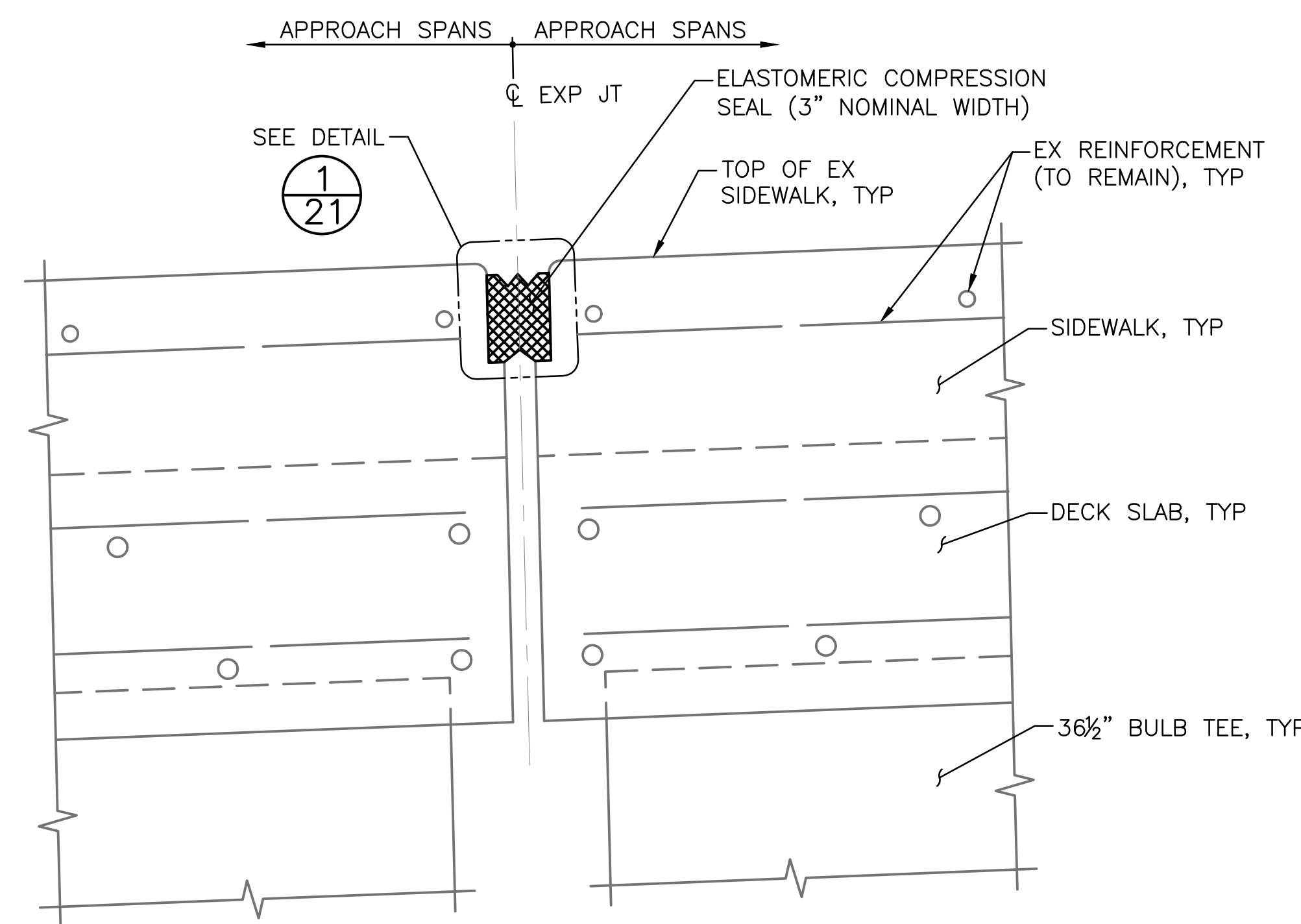
SIDEWALK/RAISED CURB SECTION B-B (EXISTING CONDITION) ²¹

SCALE: 3" = 1'-0"
 APPROACH SPANS - BENT 2-6
 APPROACH SPANS - BENT 7-12



ROADWAY SECTION A-A (PROPOSED CONDITION) ²¹

SCALE: 3" = 1'-0"
 APPROACH SPANS - BENT 2-6
 APPROACH SPANS - BENT 7-12



SIDEWALK/RAISED CURB SECTION B-B (PROPOSED CONDITION) ²¹

SCALE: 3" = 1'-0"
 APPROACH SPANS - BENT 2-6
 APPROACH SPANS - BENT 7-12

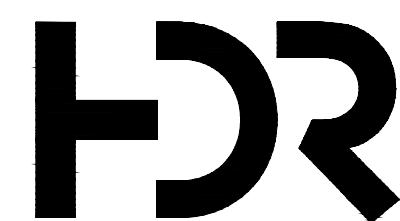
NOTE:

1. SEE NOTES ON SHEET SD118.

LEGEND:

- HATCH DENOTES REMOVAL AREA
- EXISTING REINFORCEMENT

APPROACH SPAN - EXP JT DETAILS 3



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 SEATTLE, WASHINGTON

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DESIGNED LA
 CHECKED PTL

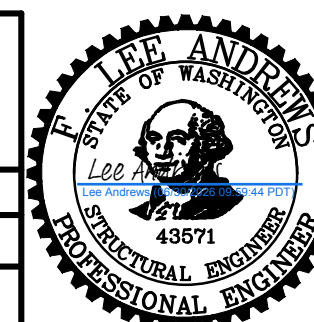
DRAWN MV
 CHECKED PTL

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MANUAL.

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 SDOT PROJ. MGR.

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ORDINANCE NO. _____ PW NO. 2024-017

SCALE:

4TH AVE S OVER ARGO
 BRIDGE REPAIR

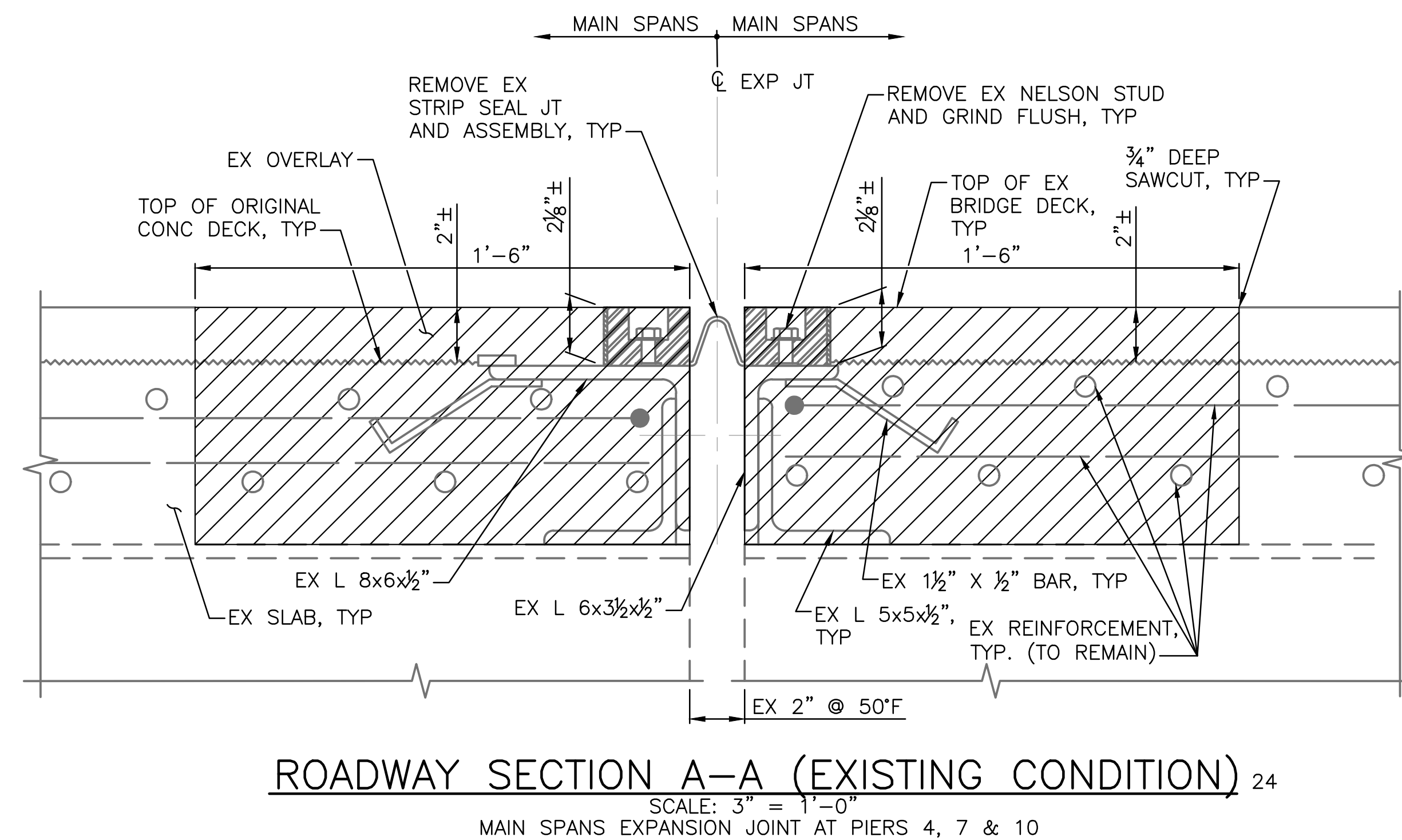
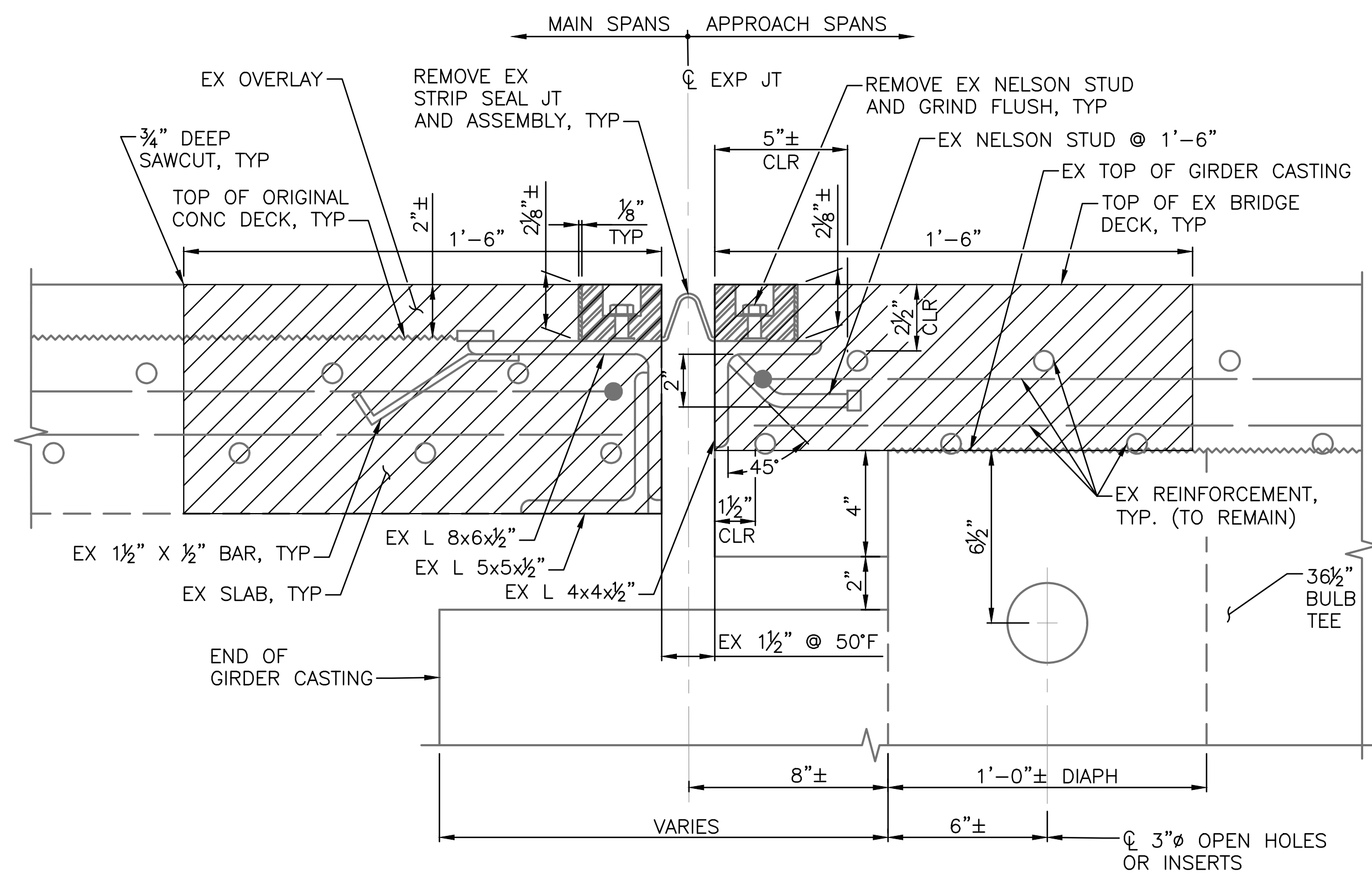
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CO TRG0007

VPI # 782-331

SD120

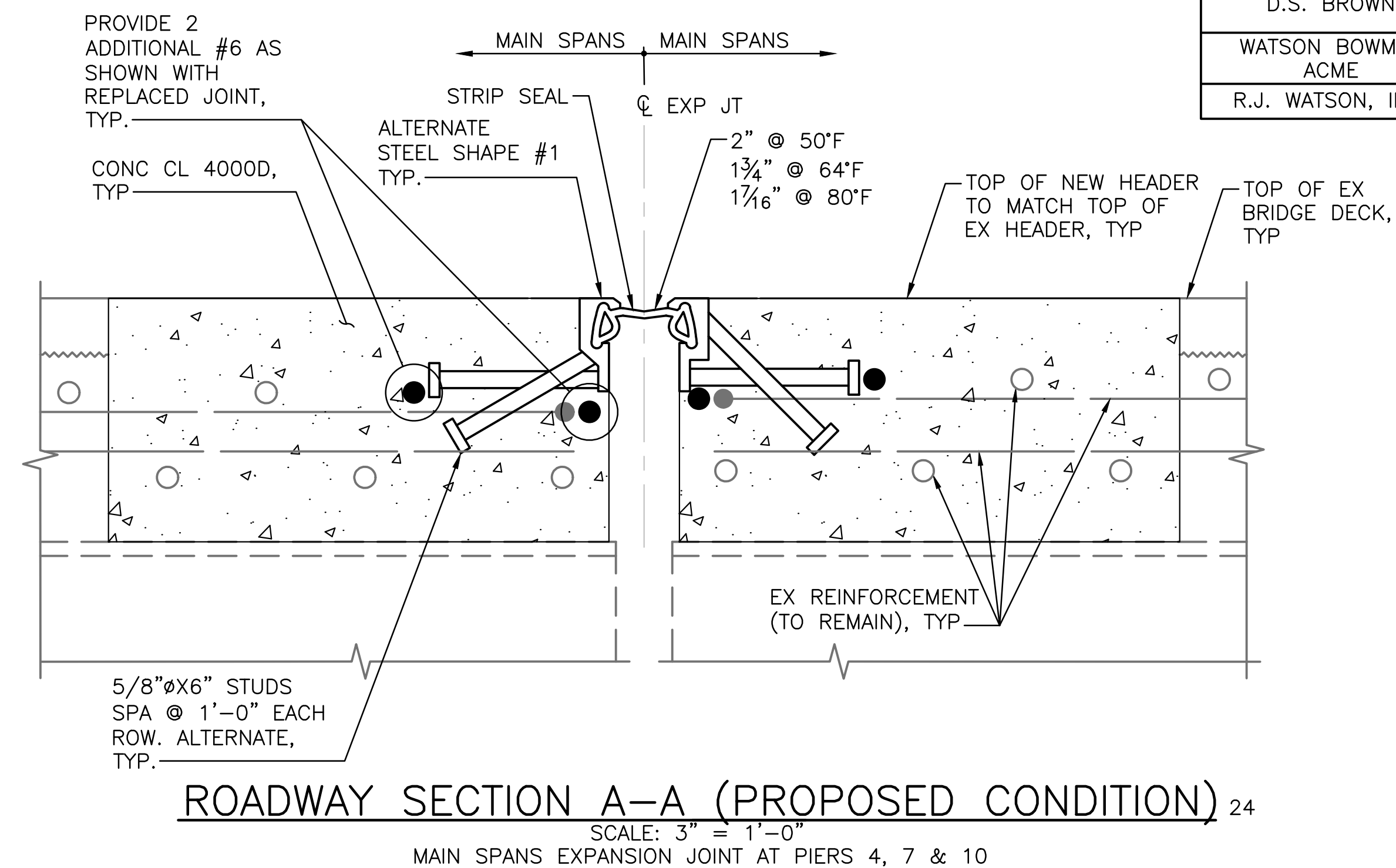
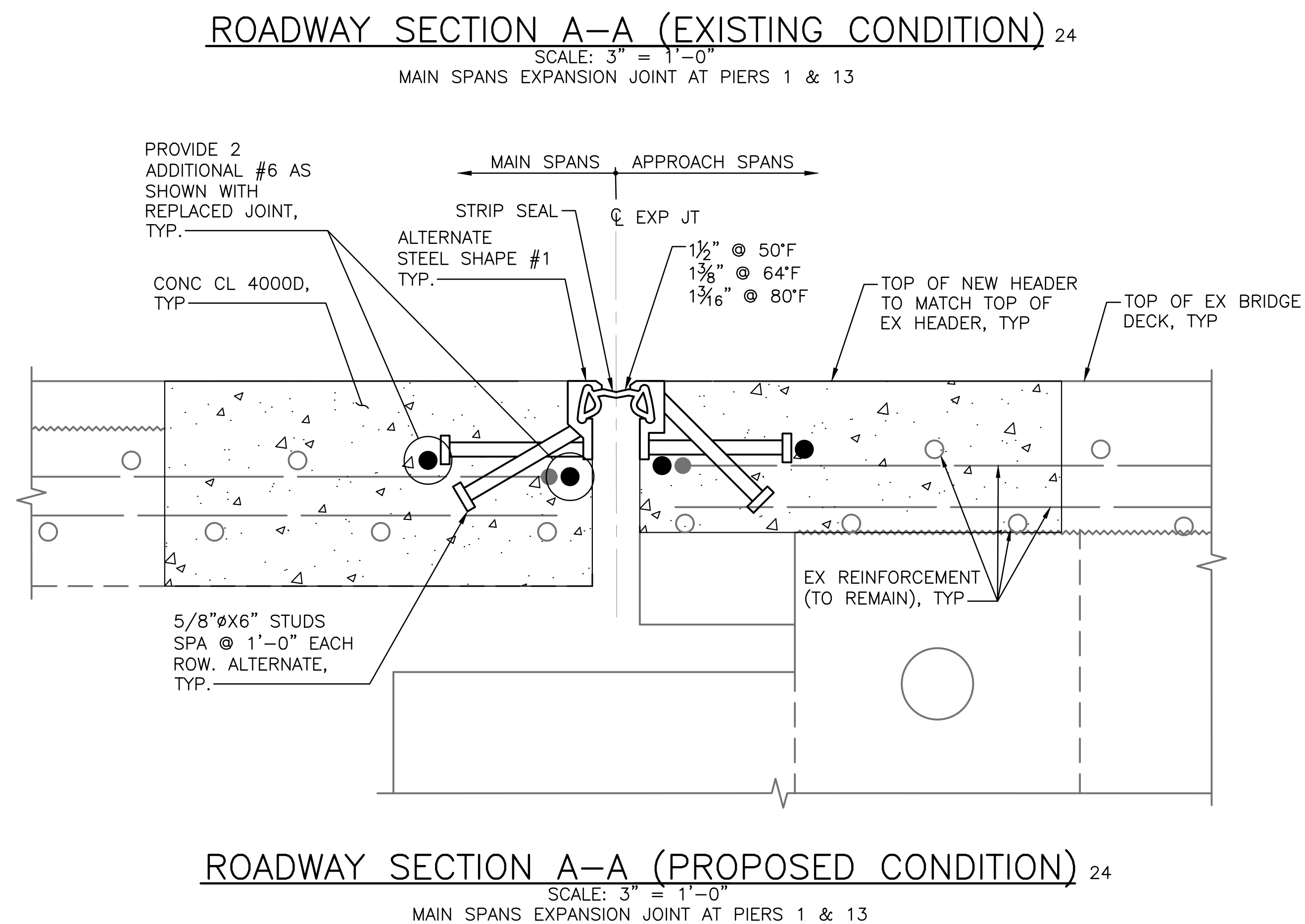
SHEET 23 OF 27

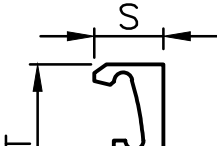


COMPRESSION SEAL TABLE

D.S. BROWN		WATSON BOWMAN ACME	
SEAL	WIDTH	SEAL	WIDTH
CA-5001	5"***	WA-500	5"***

** UNCOMPRESSED WIDTH



MANUFACTURER	ITEM NAME	BRIDGE DECK		
				
		TYPE	S	T
D.S. BROWN	DSB STRIP SEAL	SSCM2	1¼"	3¾"
WATSON BOWMAN ACME	WABO STRIP SEAL	R	1¼"	3¼"
R.J. WATSON, INC.	RJ STRIP SEAL	RJM	2¾"	3¼"

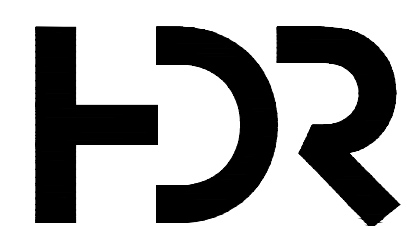
NOTE:

1. SEE NOTES ON SHEET SD121.
2. NEW STRIP SEAL SHALL HAVE MIN. 4" MOTION RANGE.

LEGEND:

 HATCH DENOTES REMOVAL AREA
 EXISTING REINFORCEMENT

MAIN SPAN – EXP JT DETAILS 2



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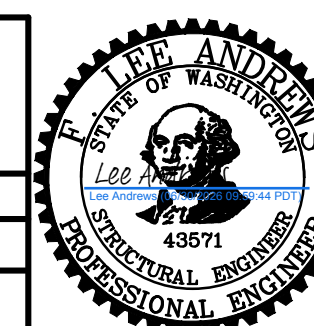
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CHECKED	PTL

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MANUAL.

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ORDINANCE NO

PW NO. 2024-017

SCALE:

4TH AVE S OVER ARGO BRIDGE REPAIR

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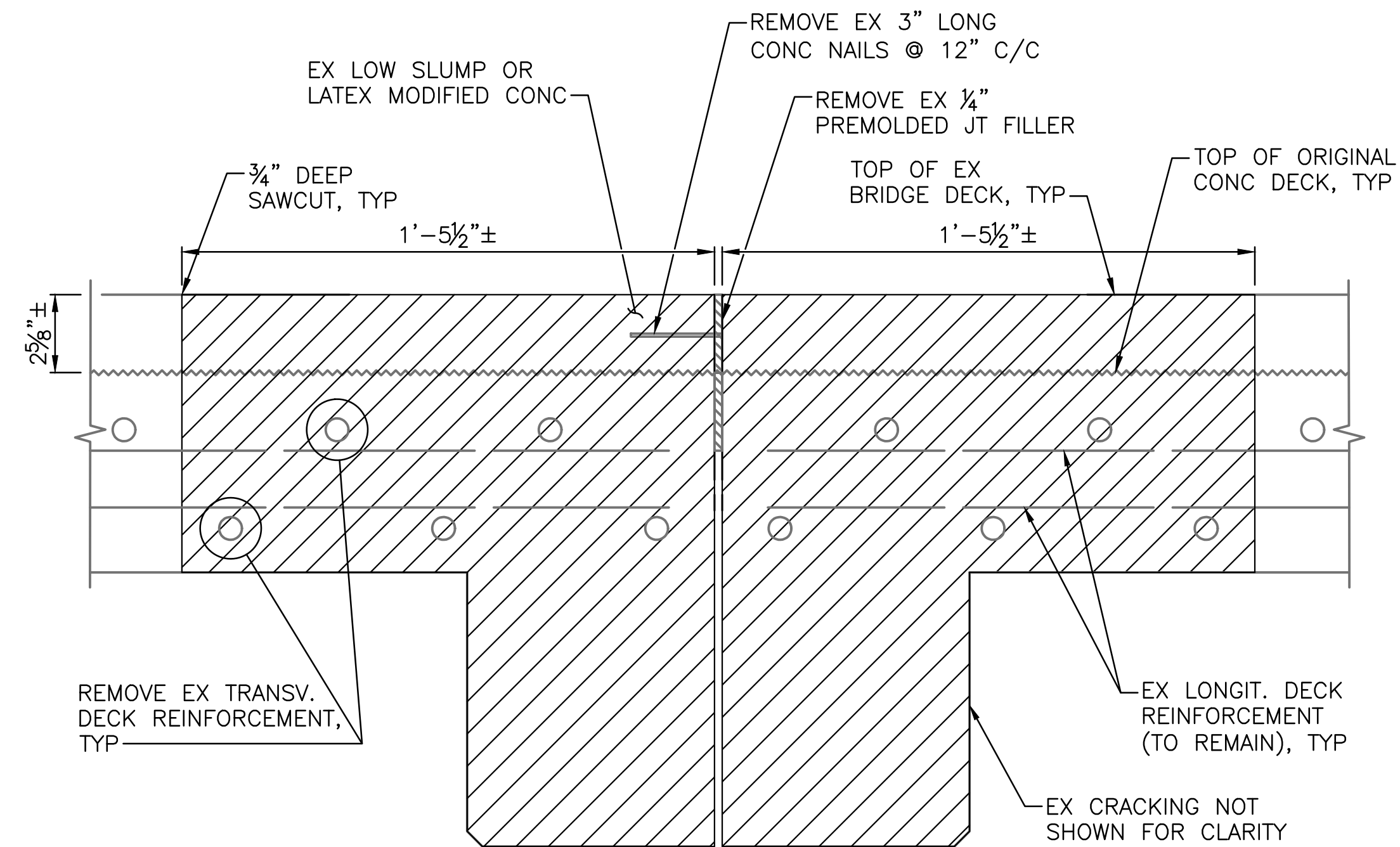
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VPI # 782-331

SD122

SHEET 25 OF 27

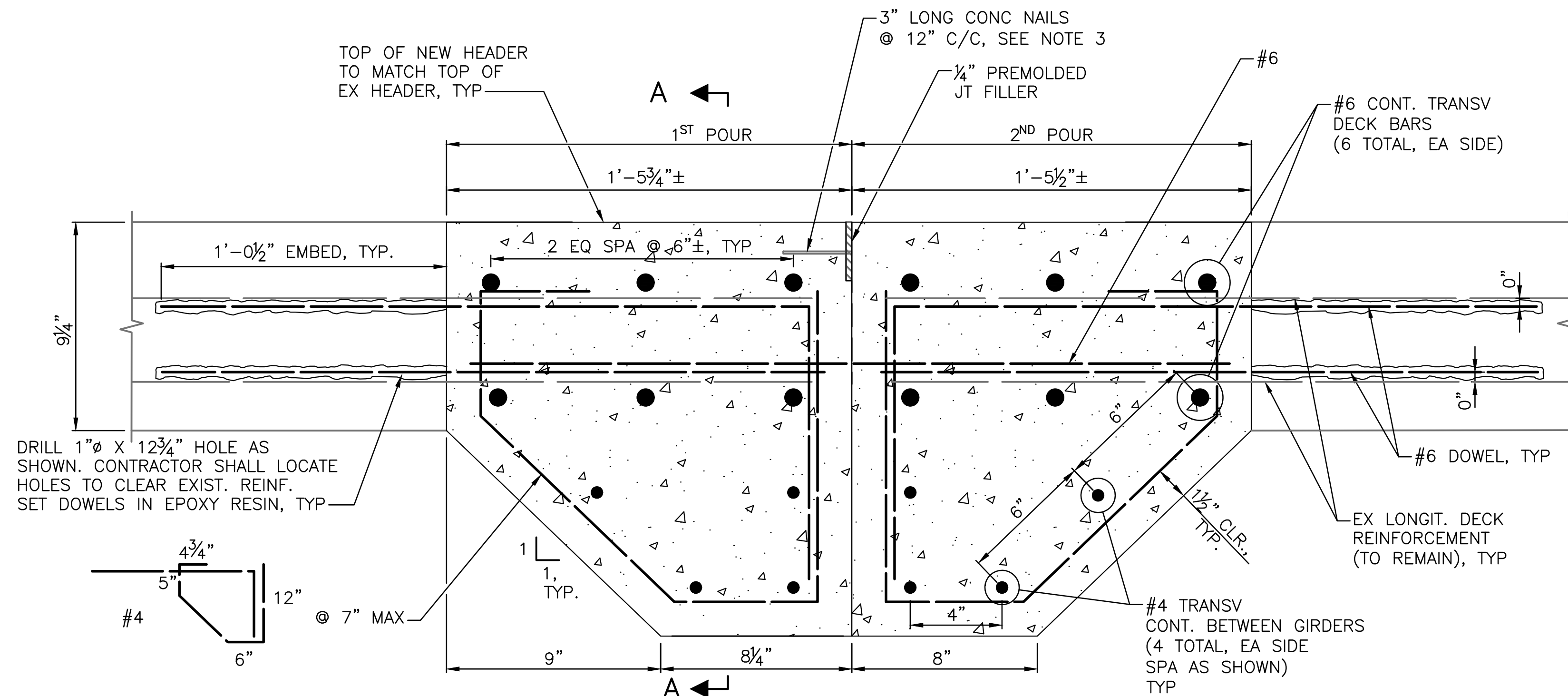
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ROADWAY DETAIL (EXISTING CONDITION)

SCALE: 3" = 1'-0"

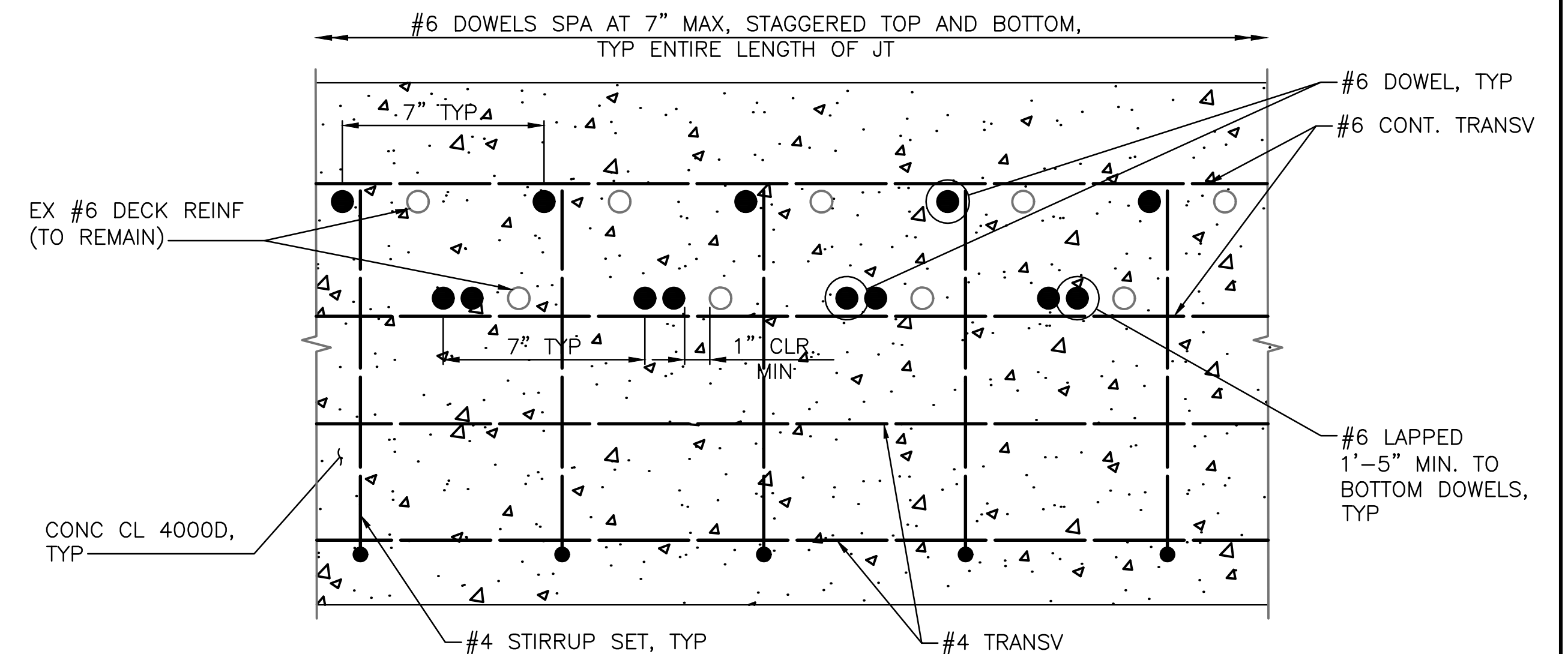
MAIN SPANS CONTRACTION JOINT AT PIERS 2, 3, 5, 6, 8, 9, 11 & 12



ROADWAY DETAIL (PROPOSED CONDITION)

SCALE: 3" = 1'-0"

MAIN SPANS CONTRACTION JOINT AT PIERS 2, 3, 5, 6, 8, 9, 11 & 12
SEE NOTE 6 ON SHEET SD121

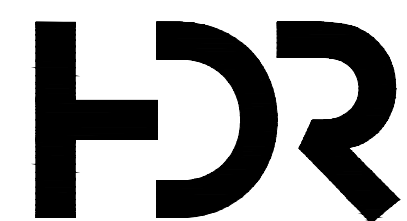


ROADWAY DETAIL SECTION A-A (PROPOSED CONDITION)

SCALE: 3" = 1'-0"

MAIN SPANS CONTRACTION JOINT AT PIERS 2, 3, 5, 6, 8, 9, 11 & 12

MAIN SPAN – CONTRACTION JT DETAILS



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SEATTLE, WASHINGTON

BY:
FAS PURCHASING AND CONTRACTING DIRECTOR

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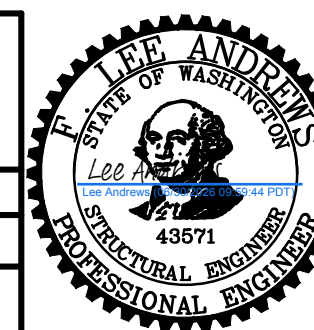
ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 0-02.3 OF THE PROJECT MANUAL

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THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS FOR THE CONSTRUCTION OF SEWERAGE AND WATERWORKS PROJECTS ARE INCORPORATED BY REFERENCE INTO THESE STANDARD PLANS AND SPECIFICATIONS FOR IN SECTION 0-02.3 OF THE PROJECT MANUAL.



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SCALE:

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PI # 782-331

SD123

SHEET 26 OF 27

SHEET 26 OF 27

