SAN FRANCISCO
PLANNING DEPARTMENT

MEMO

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DATE:	November 1, 2012
TO:	**Historic Preservation Commission**
FROM:	Pilar LaValley, Preservation Planner, (415) 575-9084
REVIEWED BY:	Tim Frye, Preservation Coordinator, (415) 575-6822
RE:	Informational Presentation for Pier 29
	Case No. 2012.1355E

The Planning Department (Department) and the Project Sponsor (Port) would like to make the Commission aware of, and familiar with, a proposed repair/ reconstruction of the bulkhead building and pier shed. Pier 29, a contributor to the Port of San Francisco Embarcadero Historic District listed in the National Register of Historic Places, was damaged by a four alarm fire on June 20, 2912.

The project is currently undergoing environmental review per the California Environmental Quality Act (CEQA) by the Department (Case No. 2012.1355E).

ACTIONS REQUIRED

There is no required action at this time. The presentation is to allow the HPC an opportunity to review the proposed rehabilitation and repair work. The Planning Department is in the process of reviewing the proposed project's Environmental Evaluation application.

ATTACHMENTS

Rehabilitation and Repair Plans
Historic Plans

PIER 29 FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION

Creegan+D'Angelo
INFRASTRUCTURE ENGINEERS
170 Columbus Ave, Suite 240
San Francisco, CA 94133
Tel (415) 834-2010
Fax (415) 834-2011
www.cdengineers.com

CAREY & CO. INC. ARCHITECTURE

ARCHITECT:
Old Engine Co. No. 2
460 Bush Street
San Francisco, CA 94108
415.773.0773 f.
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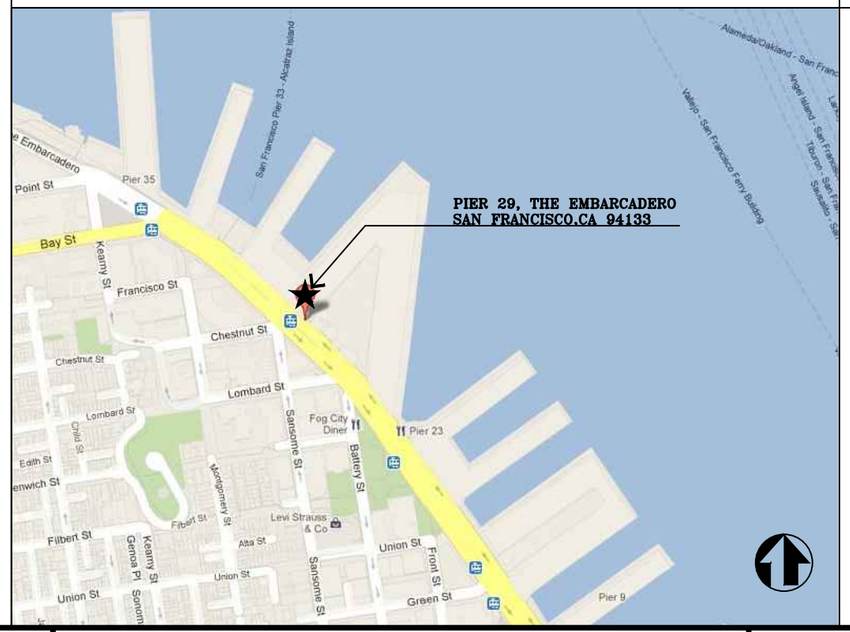
REGISTERED PROFESSIONAL ENGINEER
REINHARD P. LUDKE
NO. SE2545
EXP. 3/31/14
STRUCTURAL
STATE OF CALIFORNIA

GENERAL NOTES:

1. THE FOLLOWING NOTES ARE INCLUDED AS INFORMATION PERTAINING DIRECTLY TO THIS SET OF DRAWINGS. PROJECT SPECIFICATIONS SHOULD BE EXAMINED BY THE CONTRACTOR FOR THE BALANCE OF THE SCOPE OF THIS PROJECT.
2. ALL WORK SHALL CONFORM TO THE 2010 PORT OF SAN FRANCISCO BUILDING CODE, 2010 CALIFORNIA BUILDING CODE, 2010 STATE HISTORIC BUILDING CODE, 2010 SAN FRANCISCO FIRE CODE, AND ALL LOCAL, STATE AND NATIONAL REGULATIONS.
3. BRING ANY ERRORS OR OMISSIONS IN THESE DRAWINGS AND PROJECT SPECIFICATIONS TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE IMMEDIATELY.
4. THE CONTRACTOR SHALL VERIFY ALL FIELD CONDITIONS. ANY NECESSARY ADJUSTMENTS BETWEEN FIELD CONDITIONS AND DRAWINGS SHALL BE BROUGHT TO THE ATTENTION OF THE STATE REPRESENTATIVE FOR RESOLUTION.
5. DO NOT SCALE DRAWINGS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING FIELD MEASUREMENTS BEFORE ORDERING MATERIALS AND PREFABRICATED ITEMS. ANY NECESSARY ADJUSTMENTS BETWEEN FIELD MEASUREMENTS AND DRAWINGS SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT FOR RESOLUTION.
6. ALL MATERIAL & WORKMANSHIP SHALL CONFORM TO THE DRAWINGS AND SPECIFICATIONS. WRITTEN INFORMATION TAKES PRECEDENCE OVER GRAPHIC REPRESENTATION.
7. CONTRACTOR SHALL BECOME THOROUGHLY FAMILIAR WITH THE DRAWINGS AND SPECIFICATIONS BEFORE UNDERTAKING THE WORK OF THIS PROJECT. CONTRACTOR SHALL NOTIFY THE PORT'S REPRESENTATIVE OF ANY DISCREPANCIES BETWEEN THE EXISTING SITE CONDITIONS AND INFORMATION AS REPRESENTED IN THE DRAWINGS AND SPECIFICATIONS.
8. THE INTENT OF THE CONTRACT DOCUMENTS IS TO PROVIDE FOR THE CONSTRUCTION OF A COMPLETE AND WORKABLE PROJECT. WHERE APPLICABLE TO THE DOCUMENTS THE FOLLOWING SHALL APPLY: EXTERIOR ASSEMBLIES SHALL BE WEATHER RESISTANT; AND STRUCTURAL SYSTEMS SHALL BE ABLE TO PERFORM TO THEIR MAXIMUM DESIGN CRITERIA. THE CONTRACTOR SHALL MEET THIS INTENT, BRINGING TO THE ATTENTION OF THE PORT'S REPRESENTATIVE FOR RESOLUTION ANY ERRORS OR INCONSISTENCIES DISCOVERED IN THE DRAWINGS AND SPECIFICATIONS, PRIOR TO COMMENCING WORK. CONTRACTOR SHALL BRING ALL SUCH ISSUES TO THE ATTENTION OF THE PORT REPRESENTATIVE IMMEDIATELY UPON DISCOVERY AND PRIOR TO COMMENCING ANY WORK RELATED TO THE ISSUE.
9. ALL CHANGES TO THE CONTRACT DOCUMENTS SHALL BE AUTHORIZED IN WRITING BY MEANS OF CHANGE ORDERS. CLARIFICATIONS, TO ASSIST THE CONTRACTOR, SHALL NOT BE MISCONSTRUED TO BE AUTHORIZED CHANGES.
10. CONTRACTOR SHALL VISIT THE JOB SITE TO VERIFY EXISITING CONDIITIONS, AND NOTIFY THE PORT'S REPRESENTATIVE OF ANY PERCEIVED DISCREPANCIES BETWEEN THE PLANS AND SITE CONDITIONS PRIOR TO COMMENCING WITH ANY WORK. CONTRACTOR SHALL VERIFY THAT THERE ARE NO CONDITIONS PREVAILING THAT WILL PREVENT A NORMAL, UNINTERRUPTED CONSTRUCTION PROCESS.
11. THE DRAWINGS INDICATE SPECIFIC, TYPICAL AND GENERAL DETAILS OF CONSTRUCTION. WHERE CONDITIONS ARE NOT SPECIFICALLY INDICATED BUT ARE OF SIMILAR CHARACTER TO DETAILS SHOWN, SIMILAR DETAILS OF CONSTRUCTION SHALL BE FOLLOWED FOR SETTING MINIMUM GUIDELINES AND QUALITY, SUBJECT TO REVIEW AND APPROVAL BY THE PORT'S REPRESENTATIVE.
12. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE BEST STANDARD PRACTICE BY PEOPLE TRAINED AND EXPERIENCED IN THE TRADE IN WHICH THEY ARE WORKING. MATERIAL, UNLESS OTHERWISE NOTED, SHALL BE NEW AND OF THE QUALITY SPECIFIED OR BETTER.
13. CONTRACTOR SHALL PROTECT AGAINST DAMAGE TO ALL EXISTING COMPONENTS TO REMAIN, INCLUDING BUT NOT LIMITED TO UNDERGROUND UTILITIES, SITE WORK, , STRUCTURES AND ADJACENT PROPERTIES. DAMAGES TO SAME SHALL BE REPLACED OR REPAIRED TO THE SATISFACTION OF AND AT NO ADDITIONAL COST TO THE PORT'S REPRESENTATIVE.
14. CONTRACTOR SHALL FOLLOW SENSITIVE RESOURCE PROTECTIONS REGARDING HISTORIC RESOURCES AND THE BAY AT ALL TIMES.
15. ALL DEMOLITION MATERIALS NOT DESIGNATED TO BE SALVAGED, AND WASTE AND DEBRIS, SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN A SAFE AND LEGAL MANNER.
16. CONTRACTOR MUST BE THOROUGHLY FAMILIAR WITH CONTENT OF SECRETARY OF INTERIOR'S STANDARDS AND WILL BE RESPONSIBLE FOR ADHERENCE TO STANDARDS BY ALL EMPLOYEES AND SUBCONTRACTORS.
17. THE CONTRACTOR SHALL MAINTAIN AN ARTIFACT LOG OF HISTORIC ELEMENTS TO BE RETAINED. THE LOG SHALL BE A DISCREET SET OF PAGES LISTING BOTH BUILDING AND NON-BUILDING ELEMENTS TO BE RETAINED IN ADDITION TO ANY NOTES APPEARING IN THE DRAWINGS.

LOCATION MAP



PROJECT TEAM

STRUCTURAL: CREEGAN+D'ANGELO
170 COLUMBUS AVE, SUITE 240
SAN FRANCISCO, CA 94133
415-834-2010

ARCHITECT: CAREY & CO, INC.
OLD ENGINE CO. NO. 2
460 BUSH STREET
SAN FRANCISCO, CA 94108
415-773-0773

MEP: YEI ENGINEERS
EDGEWATER PARK PLAZA
7700 EDGEWATER DRIVE, SUITE 128
OAKLAND, CA 94621

DESCRIPTION OF WORK:

DEMOLITION:
CEMENT PLASTER – DEMOLISH ALL REMAINING AND SALVAGE ORNAMENTAL CORNICE SECTIONS AS SHOWN ON THE DRAWINGS.

SHEATHING – DEMOLISH ALL DIAGONAL WOOD SHEATHING.
WOOD STUD EXTERIOR WALLS – DEMOLISH ALL BURNED OR DRY ROTTED WOOD STUDS – RETAIN SOUND MATERIAL IN PLACE. SEE STRUCTURAL DEMOLITION SHEETS SD2.0, SD2.1, SD2.2 & SD3.0, DATED 9/19/12.

HEAVY TIMBER POSTS – DEMOLISH ALL BURNED OR DRY ROTTED POSTS PER STRUCTURAL ENGINEER'S DEMOLITION DRAWINGS.

ELECTRICAL – DEMOLISH ALL SWITCH GEAR CONDUIT AND WIRING.

SALVAGE:
WOOD WINDOWS – CATALOGUE, REMOVE AND SALVAGE SURVIVING WINDOWS FOR REPAIR AND RE-INSTALLATION.

METAL PARTS – CATALOGUE, REMOVE AND SALVAGE METAL WHEEL STOPS, AND PIER 29 ILLUMINATED SIGN FOR REPAIR AND RE-INSTALLATION.

CONSTRUCTION:
CONCRETE FOUNDATION – REPAIR HOLES IN CONCRETE SLAB AND REPAIR CONCRETE CURB STEM WALLS ADJACENT TO ARCH DOOR PER THE STRUCTURAL DRAWINGS.

WOOD STUD WALLS – CONSTRUCT NEW STUD FRAMING TO CARRY THE PLASTER CLAD EXTERIOR WALLS PER THE STRUCTURAL ENGINEER'S DRAWINGS.

SHEATHING – INSTALL SHEAR NAILED PLYWOOD ON WEST AND SOUTH WALLS PER STRUCTURAL ENGINEER'S DRAWINGS.

HEAVY TIMBER – REPLACE HEAVY TIMBER COLUMNS, BEAMS AND TRUSSES AS INDICATED ON THE STRUCTURAL DRAWINGS ON THE ORIGINAL STRUCTURAL LINES.

ROOF DECK – CONSTRUCT NEW ROOF FRAMING PER THE STRUCTURAL DRAWINGS.

LIGHT MONITOR – CONSTRUCT BULKHEAD ROOF MONITOR BASED ON HISTORIC DRAWINGS AND THE STRUCTURAL ENGINEERS' DRAWINGS. CLAD WITH FIBER CEMENT SHIPLAP SIDING.

CEMENT PLASTER WALL CLADDING – INSTALL TRADITIONAL THREE COAT CEMENT PLASTER ON WEST AND SOUTH WALLS FROM THE PROFILED BUILDING BASE TO THE PARAPETS.

EXTERIOR INSULATION FOAM SYSTEM – FABRICATE AND INSTALL EIFS CORNICE PROFILE, ARCH VOUSSOIRS AND KEY, AND QUOINS ON THE WEST AND SOUTH WALLS OVER THE THREE COAT CEMENT PLASTER.

ROOF – INSTALL SBS MODIFIED BITUMEN HOT ASPHALT APPLIED ROOFING ASSEMBLY PER PORT STANDARD. INSTALL TAPERED INSULATION BOARD CRICKETS TO NEW DRAINS AND LEADERS. PATCH NEW ROOF TO EXISTING ROOFING AT ADJACENT BULKHEAD (PIER 29 1/2) AND PIER 29 SHED. INSTALL FLAT SEAM GALVANIZED SHEET STEEL ROOF OVER THE ENTRY PYLONS AND ARCH ROOF.

SIGNAGE – REPAIR AND INSTALL HISTORIC ILLUMINATED SIGN. FABRICATE NEW LETTERS FOR PIER 29 SIGN IN CAST ALUMINUM AND INSTALL OVER ARCH. INSTALL NEW FLAGPOLE.

WINDOWS AND DOORS: INSTALL NEW ROLL-UP DOOR AT ARCH TO MATCH PORT STANDARD. INSTALL REPAIRED HISTORIC WINDOWS IN THEIR ORIGINAL LOCATIONS. INSTALL IN-KIND REPLACEMENT WINDOWS WHERE ORIGINALS WERE DESTROYED IN THE FIRE. INSTALL TWO NEW WOOD MAN DOORS.

ELECTRICAL – BRING IN NEW SERVICE. MODIFY EXISTING CONCRETE VAULT AND INSTALL NEW SWITCH GEAR. POUR NEW PADS AND INSTALL NEW EQUIPMENT. RUN NEW CIRCUITRY IN CONDUIT. INSTALL NEW LIGHTING.

PLUMBING – NEW WATER SERVICE FROM STREET.

NO.	DATE	DESCRIPTION	BY	APP.
	10/9/12	PERMIT SUBMITTAL		

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

DESIGNED:	DATE: 10/1/12
DRAWN:	DATE: 10/1/12
CHECKED:	DATE: 10/1/12

APPROVED BY SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE:
SHEET OF SHEETS

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION

COVER SHEET

CONTRACT NO.
DRAWING NO. T1.0
FILE NO.
REV. NO.

VIEW: PLOT1

PROJECT INFORMATION:

APPLICABLE BUILDING CODES:

2010 PORT OF SAN FRANCISCO BUILDING CODE (PBC)
2010 CALIFORNIA HISTORICAL BUILDING CODE (CHBC)
2010 SAN FRANCISCO FIRE CODE (SFFC)
AMERICANS WITH DISABILITIES ACT (ADA)

HISTORIC RATING:
CONTRIBUTOR TO THE EMBARCADERO NATIONAL REGISTER HISTORIC DISTRICT

EXISTING OCCUPANCY CLASSIFICATION:
BREAK BULK, LOW HAZARD STORAGE GROUP S-2

PROPOSED OCCUPANCY CLASSIFICATION:
BREAK BULK, LOW HAZARD STORAGE GROUP S-2

CONSTRUCTION TYPE: V–B

TOTAL SQUARE FOOTAGE: 112,435 SF

SYMBOLS

3 / A1 — DETAIL REFERENCE

FLOOR REFERENCE

1 / A10 — SECTION REFERENCE

3 / A6 — EXTERIOR ELEVATION

(3) — KEY NOTE

LIST OF DRAWINGS

REFERENCE SHEETS:

DRAWING #	DATE
3281 – 3288	FEBRUARY 7, 1918
3290	FEBRUARY 7, 1918
3296	FEBRUARY 7, 1918
3300 – 3309	FEBRUARY 7, 1918

TOTAL OF 19 REFERENCE SHEETS

Creegan+D'Angelo INFRASTRUCTURE ENGINEERS
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EXP. 3/31/14
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STATE OF CALIFORNIA

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ABBREVIATIONS

@	At
℄	Centerline
Ø	Diameter or Round
AGGR.	Aggregate
ALT.	Alternate
APPROX.	Approximate
ARCH.	Architect(ural)
BD.	Board
BLDG.	Building
BLKG.	Blocking
BM.	Beam
BSMT.	Basement
B.U.	Built–up
B.U.R.	Built–up Roofing
BTWN.	Between
CEM.	Cement
CLG.	Ceiling
CLR.	Clear
COL.	Column
CONC.	Concrete
CONT.	Continuous
CTR.	Center
DBL.	Double
DECON	Deconstruct(ion)
DET.	Detail
DIA.	Diameter
DIM.	Dimension
DR.	Door
DWG.	Drawing
(E)	Existing
E.	East
EA.	Each
EL.	Elevation
ELEC.	Electrical
EQPT.	Equipment
EXT.	Exterior
F.B.	Flat Bar
FIN.	Finish
FL.	Floor
FLASH.	Flashing
F.O.C.	Face of Concrete
F.O.F.	Face of Finish
F.O.S.	Face of Studs
FT.	Foot or Feet
FURR.	Furring
GA.	Gauge
GALV.	Galvanized
GND.	Ground
GND.	Ground
GR.	Grade
GYP.	Gypsum
G.W.B.	Gypsum Wall Board
HDWD.	Hardwood
HDWR.	Hardware
HT.	Height
INT.	Interior
MAX.	Maximum
MEMB.	Membrane
MET.	Metal
MIN.	Minimum
MISC.	Miscellaneous
MTD.	Mounted
(N)	New
N.	North
N.I.C.	Not in Contract
NOM.	Nominal
N.T.S.	Not To Scale
O.C.	On Center
O.D.	Outside Diameter (Dim.)
OPNG.	Opening
OPP.	Opposite
PL.	Plate
PLYWD.	Plywood
PT	Pressure Treated
PTD.	Painted
PTDF	Pressure Treated Douglas Fir
RDWD	Redwood
REINF.	Reinforced
RET.	Retaining
REQ.	Required
RM.	Room
R.O.	Rough Opening
RWD.	Redwood
R.W.L.	Rain Water Leader
S.	South
S.A.D	SEE ARCHITECTURAL DRAWINGS
S.E.D	SEE ELECTRICAL DRAWINGS
SHT.	Sheet
SIM.	Similar
S.M.D	SEE MECHANICAL DRAWINGS
SPEC.	Specification
SQ.	Square
S.S.D	SEE STRUCTURAL DRAWINGS
S.ST.	Stainless Steel
STD.	Standard
STL.	Steel
STOR.	Storage
SYM.	Symmetrical
TYP.	Typical
UNF.	Unfinished
U.O.N.	Unless Otherwise Noted
V.G.D.F.	Vertical Grain Douglas Fir
W.	West
WD.	Wood
WP.	Waterproof

NO.	DATE	DESCRIPTION	BY	APP.
	10/9/12	PERMIT SUBMITTAL		

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SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

DESIGNED: –	DATE: 10/1/12
DRAWN: SN,EG,JC	DATE: 10/1/12
CHECKED: CD,SN	DATE: 10/1/12

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE:

SHEET OF SHEETS –

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION

PROJECT INFORMATION

CONTRACT NO.
DRAWING NO. T1.1
FILE NO.
REV. NO.

VIEW: PLOT1

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EXP. 3/31/14
STRUCTURAL
STATE OF CALIFORNIA

STRUCTURAL DESIGN CRITERIA

PROJECT DESCRIPTION
REPAIR OF FIRE DAMAGED BUILDING COMPONENTS.

LIMITATIONS
THE STRUCTURAL DESIGN OF THE BUILDING COMPONENTS DESCRIBED IN THESE DRAWINGS IS BASED ON THE 2010 PORT OF SAN FRANCISCO BUILDING CODE WITH THE FOLLOWING LIMITATIONS:

1. DESIGN BASIS FOR FIRE DAMAGE REPAIR
   THE FIRE DAMAGE REPAIR WORK PRESENTED IN THESE DRAWINGS REPRESENTS THE MINIMUM RECOMMENDED REPAIR SCHEME FOR THE PIER 29 BULKHEAD BUILDING. THESE REPAIRS DO NOT REPRESENT A SEISMIC UPGRADE AND NO COMPREHENSIVE SEISMIC PERFORMANCE GOALS ARE TARGETED FOR THIS MINIMUM REPAIR SCHEME. THE REPAIRED COMPONENTS ARE DETAILED AND CONNECTED TO THE EXISTING STRUCTURAL ELEMENTS AS REQUIRED BY CHAPTER 34 OF THE PORT BUILDING CODE.

DESIGN LOADS

ROOF LIVE LOAD Lr	20 PSF
ROOF DEAD LOAD (GRIDLINE 1–6)	20 PSF
ROOF DEAD LOAD (GRIDLINE 7–11)	17 PSF
HANGING DEAD LOAD FROM BOTTOM CHORD OF TRUSS	10 PSF

GENERAL

1. CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS, AND CONDITIONS OF THE SITE AND EXISTING CONDITIONS PRIOR TO COMMENCING CONSTRUCTION. IF THERE ARE ANY DISCREPANCIES BETWEEN THE EXISTING CONDITIONS AND THESE DRAWINGS AND SPECIFICATIONS, THE CONTRACTOR SHALL NOTIFY THE OWNER IMMEDIATELY IN WRITING. IN NO CASE SHALL DIMENSIONS BE SCALED FROM PLANS, SECTIONS OR DETAILS ON THESE DRAWINGS.

ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE 2010 PORT OF SAN FRANCISCO BUILDING CODE.

2. ALL OMISSIONS AND CONFLICTS BETWEEN THE VARIOUS ELEMENTS OF THE WORKING DRAWINGS AND/OR SPECIFICATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER BEFORE PROCEEDING WITH ANY WORK SO INVOLVED.

3. THE CONTRACTOR SHALL LOCATE AND PROTECT ALL EXISTING UTILITY LINES AND CONNECTIONS INCLUDING SEWER, WATER, GAS, AND ELECTRIC SERVICES BEFORE AND DURING HIS WORK.

4. WHERE A CONSTRUCTION DETAIL IS NOT SHOWN OR NOTED, THE DETAIL SHALL BE THE SAME AS FOR OTHER SIMILAR WORK.

5. NO PIPES, DUCTS, SLEEVES, CHASES, ETC., SHALL BE PLACED IN SLABS, BEAMS, OR WALLS UNLESS SPECIFICALLY SHOWN OR NOTED, NOR SHALL ANY STRUCTURAL MEMBER BE CUT FOR PIPES, DUCTS, ETC., UNLESS OTHERWISE NOTED. CONTRACTOR SHALL OBTAIN PRIOR APPROVAL FOR INSTALLATION OF ANY ADDITIONAL PIPES, DUCTS, ETC.

6. CONTRACTOR SHALL TAKE PRECAUTIONARY MEASURES TO ENSURE THAT ALL PROPERTY IS PROTECTED DURING THIS OPERATION. ANY DAMAGE OR CHANGED CONDITIONS SHALL BE REPAIRED AND RESTORED TO A CONDITION EQUAL TO THAT EXISTING AT THE COMMENCEMENT OF THE WORK. CONTRACTOR SHALL RESTORE ANY DAMAGE AT HIS OWN EXPENSE.

7. SUBMIT REQUESTS FOR MODIFICATIONS TO THE CONTRACT DOCUMENTS IN WRITING. SHOP DRAWINGS SUBMITTED FOR REVIEW DO NOT CONSTITUTE "REQUEST IN WRITING" UNLESS IT IS CLEARLY NOTED THAT SPECIFIC CHANGES ARE BEING REQUESTED.

8. DISCOVERY AND MANAGEMENT OF HAZARDOUS MATERIALS IN EXISTING CONSTRUCTION IS THE RESPONSIBILITY OF THE CONTRACTOR. THE DESIGNER HAS NOT PERFORMED INVESTIGATIONS TO DETERMINE THE PRESENCE OF HAZARDOUS MATERIALS. IF HAZARDOUS MATERIALS ARE DISCOVERED, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER AND CEASE WORK UNTIL CONDITIONS CAN BE MAINTAINED IN COMPLIANCE WITH ALL APPLICABLE REGULATIONS. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT PERSONNEL WITHIN THE WORK AREA ARE PROTETED FROM EXPOSURE TO HAZARDOUS MATERIALS.

SUBMITTALS

SUBMITTALS:

SUBMIT SHOP DRAWINGS, MATERIALS SPECIFICATIONS AND PRODUCT DATA TO THE GENERAL CONTRACTOR AND ENGINEER OF RECORD. FOR ADDITIONAL TIMBER TRUSS SUBMITTAL INFORMATION REFER TO THE *PRE–ENGINEERED HEAVY TIMBER TRUSS* SECTION ON SHEET S1.1.

THE FOLLOWING SUBMITTALS ARE REQUIRED:

1. TIMBER TRUSS SHOP DRAWINGS
2. TIMBER TRUSS ENGINEERING CALCULATIONS
3. TIMBER TRUSS WRITTEN WARRANTY AGAINST DEFECTS
4. TIMBER GRADE CERTIFICATION – WCLIB OR WWPA CERTIFICATE OF CONFORMANCE FOR ALL HEAVY TIMBERS
5. TRUSS MANUFACTURER WRITTEN PROCEDURAL AND QUALITY CONTROL MANUALS.
6. TREATED LUMBER CHEMICAL TREATMENT CERTIFICATION DATA INCLUDING TREATMENT PROCESS AND CHEMICAL RETENTION LEVELS
7. CONCRETE MIX DESIGN & REBAR MATERIAL CERTIFICATION
8. FLAG POLE ENGINEERING CALCULATIONS FOR POLE AND CONNECTIONS
9. FLAG POLE SHOP DRAWINGS
10. STEEL FABRICATIONS SHOP DRAWINGS

CAST-IN-PLACE CONCRETE

MATERIALS:

1. CEMENT SHALL CONFORM TO ASTM C 150, TYPE I OR TYPE II.

2. AGGREGATES FOR NORMAL WEIGHT CONCRETE SHALL CONFORM TO ASTM C 33. MAXIMUM SIZE OF AGGREGATE SHALL BE ¾".

3. AGGREGATES FOR LIGHTWEIGHT CONCRETE SHALL CONFORM TO ASTM C 330.

4. READY–MIX CONCRETE SHALL BE MIXED AND DELIVERED IN ACCORDANCE WITH ASTM C 94. SUBMIT AND OBTAIN APPROVAL OF ALL MIX DESIGNS PRIOR TO PLACING CONCRETE.

5. CONCRETE MIXES SHALL HAVE THE FOLLOWING PROPERTIES:

APPLICATION	DESIGN STRENGTH (1)	CEMENT CONTENT (2)	MAX. AGG. (3)	W/C RATIO (4)	MAX. SLUMP (5)
WALLS	3,000	517	¾"	0.55	4
SLABS, CURBS, SIDEWALKS	4,000	585	¾"	0.45	3

NOTES: (1)MINIMUM 28 DAY COMPRESSIVE STRENGTH, PSI; (2)MINIMUM CEMENT CONTENT IN POUNDS PER CUBIC YARD OF CONCRETE; (3)MAXIMUM COARSE AGGREGATE SIZE IN INCHES; (4)MAXIMUM WATER–CEMENT RATIO; (5)SLUMP INCHES.

6. ADMIXTURES SHALL COMPLY WITH ASTM C 494 AND BE OF A TYPE THAT INCREASES THE WORKABILITY OF THE CONCRETE BUT SHALL NOT BE CONSIDERED TO REDUCE THE SPECIFIED MINIMUM CEMENT CONTENT. (CALCIUM CHLORIDE SHALL NOT BE USED.)

7. BAR REINFORCEMENT SHALL BE ASTM A615, GRADE 60, UNLESS OTHERWISE NOTED.

EXECUTION:

1. CONCRETE WORK SHALL CONFORM TO REQUIREMENTS OF ACI 304 – "RECOMMENDED PRACTICE FOR MEASURING, MIXING, TRANSPORTING, AND PLACING CONCRETE".

2. REFER TO STRUCTURAL DRAWINGS AND DRAWINGS OF OTHER DISCIPLINES FOR MOLDS, GROOVES, ORNAMENTS, CLIPS, ANCHORS, INSERTS, OR GROUNDS REQUIRED TO BE CAST INTO CONCRETE.

3. NO CONDUIT PLACED IN A CONCRETE SLAB SHALL HAVE AN OUTSIDE DIAMETER GREATER THAN 1/3 THE THICKNESS OF THE SLAB. NO CONDUIT SHALL BE EMBEDDED IN A SLAB THAT IS LESS THAN 5" THICK. EXCEPT FOR LOCAL OFFSETS, MIN. CLEAR DISTANCE BETWEEN CONDUITS SHALL BE 6".

4. NO CONDUIT SHALL BE PLACED IN THE CONCRETE TOPPING OVER THE STEEL DECKING WITHOUT PRIOR APPROVAL OF THE ENGINEER.

5. PROJECTING CORNERS OF SLABS, BEAMS, WALLS, COLUMNS, ETC., SHALL BE FORMED WITH A 3/4" CHAMFER UNLESS OTHERWISE NOTED.

6. DESIGN AND CONSTRUCTION OF FORMWORK SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE PERFORMED IN ACCORDANCE WITH ACI 347– "RECOMMENDED PRACTICE FOR CONCRETE FORMWORK".

7. FORMS MAY BE REMOVED WHEN FIELD–CURED CYLINDERS ACHIEVE 75% OF THE SPECIFIED 28–DAY STRENGTH, BUT NOT SOONER THAN THE TIMES INDICATED IN ACI 347. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAKE AND PAY FOR THE COSTS OF ANY SUPPLEMENTAL STRENGTH TESTS.

8. UNLESS OTHERWISE NOTED, CONCRETE FLOORS SHALL BE SCREEDED TO AN EVEN PLANE, FLOATED, AND STEEL–TROWELED TO A SMOOTH FINISH. PROVIDE JOINTS AS SHOWN ON THE DRAWINGS.

9. ALL CONCRETE SHALL BE THOROUGHLY COMPACTED BY A MECHANICAL VIBRATOR DURING THE OPERATION OF PLACING AND SHALL BE THOROUGHLY WORKED AROUND REINFORCEMENT AND EMBEDDED FIXTURES AND INTO CORNERS OF FORMS.

EXISTING UTILITIES

1. THE CONTRACTOR SHALL NOTIFY THE PORT PRIOR TO REPLACING ANY UTILITY THAT IS NOT IN KIND OR IN PLACE.

2. THE CONTRACTOR SHALL PROVIDE AS–BUILT DRAWINGS TO THE PORT FOR ALL UTILITIES REPLACED AND/OR MODIFIED IN THE PROJECT.

EPOXY GROUTING OF DOWELS AND ANCHORS

1. EPOXY GROUTING WILL BE USED IN ALL LOCATIONS WHERE EITHER ANCHOR RODS, ALL–THREAD ROD OR REBAR ARE BEING EMBEDDED INTO HARDENED CONCRETE.

2. ALL EPOXY SHALL BE SIMPSON SET–XP ADHESIVE (ICC EVALUATION REPORT ESR–2508). ALTERNATIVES WILL BE CONSIDERED UPON REQUEST AND SUBMISSION OF SPECIFICATIONS AND ICC NUMBER AND REPORT.

3. IN CONCRETE, HOLES SHALL BE DRILLED WITH ROTARY HAMMER UNLESS NOTED OTHERWISE. HOLE SIZE SHALL BE 1/8" IN DIAMETER LARGER THAN ROD OR BAR SIZE. IMMEDIATELY BEFORE APPLYING EPOXY GROUT, HOLES SHALL BE REAMED WITH A CIRCULAR WIRE BRUSH AND THEN BLOWN OUT WITH OIL–FREE COMPRESSED AIR. REFER TO INSTALLATION DETAILS AND HOLE PREPARATION INSTRUCTIONS IN ICC ESR–2508.

4. HORIZONTAL OR OVERHEAD HOLES SHALL USE ADHESIVE RETAINING CAPS.

5. BAR OR ROD SHALL BE SLOWLY INSERTED AND TURNED A MINIMUM OF ONE ROTATION. DO NOT PULL UP AND DOWN ON DOWEL WHEN INSTALLING. REMOVE ANY EPOXY GROUT AROUND HOLE BEFORE IT HAS SET.

6. DO NOT DISTURB, LOAD OR TORQUE ANCHOR UNTIL COMPLETELY CURED. REFER TO CURE SCHEDULE IN ICC ESR–2508

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DEPARTMENT OF ENGINEERING

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SCALE: AS NOTED
SHEET OF SHEETS

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
GENERAL NOTES

CONTRACT NO.
DRAWING NO. S1.0
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PROFESSIONAL ENGINEER
REGISTERED
REINHARD P. LUDKE
NO. SE2545
EXP. 3/31/14
STRUCTURAL
STATE OF CALIFORNIA

STRUCTURAL WOOD

MATERIALS:

1. FRAMING LUMBER SHALL BE DOUGLAS FIR–LARCH (UON), GRADE STAMPED BY A RECOGNIZED GRADING AGENCY (W.C.L.I.B. OR W.W.P.A.). FURNISH THE FOLLOWING UNLESS OTHERWISE NOTED:

A) FOR HORIZONTAL MEMBERS:
JOISTS & RAFTERS.....GRADE #2 OR BETTER
PURLINS & SUBPURLINS.....GRADE #1 OR BETTER
LEDGERS AND HEADERS.....GRADE #1 OR BETTER
BEAMS 5"X5" AND LARGER.....DENSE No. 1 OR SELECT STRUCTURAL
TRUSS CHORD MEMBERS.....DENSE No. 1 OR SELECT STRUCTURAL

B) FOR VERTICAL MEMBERS:
2x STUDS TO 8'–0" LONG.....STUD GRADE
2x STUDS 8'–1" TO 14"–0".....GRADE #2
OTHER STUDS.....GRADE #2
POSTS 5"X5" AND LARGER.....GRADE #1 OR BETTER
HEAVY TIMBER POSTS 8"X8"
AND LARGER.....GRADE #1 OR BETTER
ALTERNATIVE MATERIAL FOR
HEAVY TIMBER POSTS 8"X8"
AND LARGER.....SOUTHERN PINE #1 OR BETTER

2. PLYWOOD SHEATHING SHALL BE APA–RATED SHEATHING DESIGNATED *STRUCTURAL I* PERFORMANCE CATEGORY WITH *EXTERIOR* BOND CLASSIFICATION IN CONFORMANCE WITH U.S. DEPT. OF COMMERCE VOLUNTARY PRODUCT STANDARDS PS1 AND PS2. ORIENTED STRAND BOARD OF EQUIVALENT THICKNESS, PERFORMANCE CATEGORY, BOND CLASSIFICATION (EXPOSURE RATING), AND PANEL INDEX MAY BE USED IN LIEU OF PLYWOOD. SEE PLANS PANEL IDENTIFICATION INDEX, PANEL THICKNESS, AND NAILING REQUIREMENTS.

3. STRUCTURAL NAILS SHALL BE COMMON WIRE TYPE (UON).

4. STEEL SHAPES AND PLATES SHALL CONFORM TO ASTM A36. PLATES HALL BE FURNISHED AS SHOP PRIMED UNLESS OTHERWISE NOTED. TRUSS PLATES SHALL BE EPOXY POWDER COATED.

5. ANCHOR BOLTS AND MACHINE BOLTS FOR WOOD CONSTRUCTION SHALL CONFORM TO ASTM A 307. ALL HARDWARE TO BE HOT–DIPPED GALVANIZED OR STAINLESS STEEL, UNLESS OTHERWISE NOTED.

6. ALL FRAMING HARDWARE AND CONNECTORS SHALL BE AS MANUFACTURED BY SIMPSON STRONG–TIE COMPANY, INC. OR APPROVED EQUAL. PROVIDE ALL FASTENERS AND ANCHORAGES WITH A HOT–DIP ZINC COATING, UNLESS OTHERWISE NOTED. INSTALLATION SHALL CONFORM TO MANUFACTURERS RECOMMENDATIONS. WHEN FASTENERS ARE IN CONTACT WITH PRESSURE–TREATED WOOD, THE CONTRACTOR SHALL OBTAIN FROM THE MANUFACTURER THE SPECIFIC TYPE OF WOOD TREATMENT AND CHEMICAL RETENTION LEVELS BEING USED. SUBMIT THE CHEMICAL TREATMENT CERTIFICATION DATA TO THE ENGINEER. BASED UPON THIS INFORMATION, THE ENGINEER SHALL DETERMINE WHETHER HOT–DIPPED GALVANIZED OR STAINLESS STEEL CONNECTORS SHOULD BE USED. IN THE ABSENCE OF SUCH INFORMATION, STAINLESS STEEL CONNECTORS SHOULD BE USED.

7. HOT–DIPPED GALVANIZED HARDWARE SHALL CONFORM TO ASTM A123

8. HOT–DIPPED GALVANIZED FASTENERS SHALL CONFORM TO ASTM A153

9. PRESSURE TREATED WOOD SHALL BE USED FOR SILLS, FOUNDATION PLATES AND SLEEPERS, AND ALL WOOD IN CONTACT WITH CONCRETE OR MASONRY.

10. CONVENTIONAL FRAMING CONNECTIONS SHALL BE IN ACCORDANCE WITH TABLE 2304.9.1 OF THE 2010 CBC.

EXECUTION:

1. ALL FRAMING SHALL BE IN ACCORDANCE WITH SECTION 2308 OF THE C.B.C. UNLESS OTHERWISE NOTED. INSTALL JOISTS AND BEAMS WITH CROWN EDGE UP. PROVIDE ALL NECESSARY BRIDGING, BLOCKING AND FIRESTOPPING.

2. UNLESS OTHERWISE SPECIFIED, ALL NAILING SHALL CONFORM TO TABLE 2304.9.1 OF THE C.B.C.

3. PROVIDE STUDS OF SIZE AND SPACING AS INDICATED. USE SINGLE BOTTOM PLATE AND DOUBLE TOP PLATES, SAME WIDTH AS STUDS. SPLICE TOP PLATES AS INDICATED.

4. CUTTING, NOTCHING OR DRILLING OF STUDS OR SAWN JOISTS TO BE PERMITTED ONLY AS DETAILED OR APPROVED BY THE ENGINEER.

5. ALL SILLS OR PLATES RESTING ON CONCRETE OR MASONRY, WHICH ARE IN CONTACT WITH EARTH SHALL BE PRESSURE–TREATED.

6. ALL BOLT HEADS AND NUTS BEARING ON WOOD SHALL HAVE STANDARD CUT WASHERS. ALL BOLT HOLES IN WOOD SHALL BE DRILLED 1/32" DIAMETER LARGER THAN THE BOLT DIAMETER.

7. PROVIDE DOUBLE JOISTS UNDER ALL PARALLEL PARTITIONS.

8. STORE ALL LUMBER OFF GROUND, WELL VENTILATED AND COVERED.

9. MOISTURE CONTENT OF ALL WOOD AT TIME OF PLACING SHALL NOT EXCEED 19 PERCENT.

10. PROVIDE STEEL STRAPS AT PIPES IN STUD WALLS AS REQUIRED BY THE PORT BUILDING CODE.

STEEL FABRICATIONS

MATERIALS:

1. ANGLES SHALL CONFORM TO ASTM A36 (Fy=36 KSI, Fu=58 KSI) UNLESS OTHERWISE NOTED.

2. PLATES AND BAR SHALL CONFORM TO ASTM A36 (Fy=36 KSI, Fu=58 KSI) UNLESS OTHERWISE NOTED.

3. THREADED RODS SHALL BE ASTM A36 UNLESS OTHERWISE NOTED.

4. NON–SHRINK GROUT SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS OF 7000 PSI PER ASTM C109.

5. ALL WELDING SHALL BE DONE BY THE SHIELDED ARC PROCESS USING ELECTRODES PER ANSI/AWS D1.1–98 TABLE 3.1 FOR THE VARIOUS COMBINATIONS OF BASE METAL AND ELECTRODE. WELD METAL SHALL HAVE A TENSILE STRENGTH OF Fexx = 70 KSI.

6. ALL METAL SHALL BE SHOP–PRIMED WITH A RUST–INHIBITIVE PRIMER. FABRICATED METAL EXPOSED TO THE EXTERIOR SHALL BE HOT–DIP GALVANIZED, U.O.N.

7. ALL METAL ATTACHED TO PRE–ENGINEERED HEAVY TRUSSES SHALL BE PAINTED ACCORDING TO REQUIREMENTS PROVIDED IN THAT SECTION.

8. POST BASE PLATES SHALL BE HOT DIPPED GALVANIZED.

EXECUTION:

1. ALL WORKMANSHIP AND MATERIALS SHALL CONFORM TO THE LATEST EDITION OF THE A.I.S.C. SPECIFICATIONS FOR THE DESIGN, FABRICATION AND ERECTION OF STRUCTURAL STEEL FOR BUILDINGS.

2. SHOP DRAWINGS OF STRUCTURAL AND MISCELLANEOUS STEEL SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW PRIOR TO FABRICATION.

3. WELDING SHALL CONFORM TO THE LATEST EDITION OF AWS D1.1 AND SHALL BE PERFORMED BY CERTIFIED WELDERS QUALIFIED UNDER THE PROCEDURES CONTAINED THEREIN.

4. SUPPLY ALL FASTENERS AND ANCHORS REQUIRED FOR MOUNTING AND ATTACHMENT OF METAL FABRICATIONS.

PRE-ENGINEERED HEAVY TIMBER TRUSSES

GENERAL REQUIREMENTS

DESCRIPTION: THIS SECTION INCLUDES THE DESIGN, FABRICATION AND SUPPLY OF THE HEAVY TIMBER TRUSSES AS SHOWN AND DESCRIBED ON THE CONTRACT DRAWINGS. THE TRUSSES ARE TO BE OF SAWN TIMBER CONSTRUCTION AND THE SUPPLIER SHALL FURNISH ALL MATERIALS INCLUDING CONNECTING STEEL AND HARDWARE FOR A COMPLETE INSTALLATION.

DESIGN CRITERIA

ROOF LIVE LOAD, Lr.....20 PSF

ROOF DEAD LOAD (GRIDLINES 1–6).....20 PSF

ROOF DEAD LOAD (GRIDLINES 7–11).....17 PSF

DEAD LOAD APPLIED TO BOTTOM CHORD.....10 PSF

WIND LOADS PER 2010 PORT OF SAN FRANCISCO BUILDING CODE.

QUALIFICATIONS: THE HEAVY TIMBER TRUSS MANUFACTURER MUST BE A COMPANY SPECIALIZING IN THE DESIGN AND FABRICATION OF TIMBER TRUSSES WITH A MINIMUM OF FIVE (5) YEARS DOCUMENTED EXPERIENCE.

SUBMITTALS

SUBMIT SHOP DRAWINGS AND PRODUCT DATA TO THE GENERAL CONTRACTOR AND ENGINEER OF RECORD. SHOP DRAWINGS SHALL INCLUDE: GENERAL FRAMING PLAN, TRUSS PROFILES, LOADS, AND FABRICATION DETAILS FOR ALL WOOD MEMBERS AND STEEL ASSEMBLIES. ALSO INDICATE DIMENSIONS, WOOD GRADES, DRILLED HOLES, FASTENERS AND CAMBERS. SHOP DRAWINGS TO BE STAMPED BY A REGISTERED ENGINEER, LICENSED TO PRACTICE IN THE STATE WHERE THE BUILDING IS BEING CONSTRUCTED.

SUBMIT DESIGN CALCULATIONS STAMPED BY A REGISTERED ENGINEER, LICENSED TO PRACTICE IN THE STATE WHERE THE BUILDING IS BEING CONSTRUCTED.

FURNISH A WCLIB OR WWPA OR SPIB CERTIFICATE OF CONFORMANCE FOR ALL SAWN LUMBER.

PROVIDE A WRITTEN WARRANTY AGAINST DEFECTS IN MATERIAL AND WORKMANSHIP FOR A PERIOD OF FIVE (5) YEARS.

MANUFACTURER WRITTEN PROCEDURAL AND QUALITY CONTROL MANUALS.

CERTIFICATE OF COMPLIANCE FROM MANUFACTURER STATING THAT THE WORK WAS DONE IN ACCORDANCE WITH THE APPROVED CONSTRUCTION DOCUMENTS.

PRODUCTS

MATERIALS

SAWN TIMBER SHALL BE DOUGLAS FIR OR SOUTHERN YELLOW PINE. STRESS GRADE SHALL BE AS REQUIRED BY DESIGN. LUMBER SHALL BE KD FOHC, SQUARE EDGE, HAND SELECTED FOR APPEARANCE. SAWN MEMBERS SHALL BY ROUGH SAWN.

MANUFACTURER TO SUPPLY ALL NECESSARY STEEL AND HARDWARE REQUIRED TO ASSEMBLE TRUSSES. STEEL TO BE ASTM A–36 AND HARDWARE TO BE ASTM A–307. WELDING BY CERTIFIED WELDERS PER AWS SPECIFICATIONS D1.1. ALL STEEL AND HARDWARE SHALL BE PRIME EPOXY POWDER COATED, COLOR: RAL 7038.

FABRICATION

HEAVY TIMBER TRUSSES SHALL BE FABRICATED AND ASSEMBLED IN A PLANT WITH FACILITIES FOR PERFORMING WORK SPECIFIED TO THE FULLEST EXTENT POSSIBLE. FACTORY DRILL ALL HOLES TO THE EXTENT POSSIBLE USING WITH OR GREATER, DRILL HOLES FROM BOTH SIDES OF MEMBER TO ENSURE TRUE HOLE ALIGNMENT. WHERE TRUSSES CANNOT BE SHIPPED FULLY ASSEMBLED DUE TO THEIR CONFIGURATION, FABRICATE AND TRIAL ASSEMBLE TO ENSURE PROPER FIT. INDIVIDUALLY WRAP TRUSSES AFTER ASSEMBLY. FIELD FABRICATION OF HEAVY TIMBER TRUSSES IS NOT PERMITTED.

CONNECTOR LOCATIONS SHALL BE FABRICATED TO WITHIN 1/8" OF TRUE POSITION. FABRICATE LENGTH OF MEMBERS TO BE WITHIN 1/8" OF REQUIRED LENGTH TO ACHIEVE TIGHT CONNECTIONS. MAKE END CUTS FLAT AND TRUE TO ENSURE CONSISTENT LOAD TRANSFER.

COAT.

EXECUTION

DELIVERY, STORAGE AND HANDLING:

THE PURCHASER OR INSTALLER IS RESPONSIBLE FOR HANDLING AND PROTECTION OF HEAVY TIMBER TRUSSES AFTER ARRIVAL AT DESTINATION. ALL TRUSSES SHALL BE UNLOADED AND HANDLED WITH A FORKLIFT OR CRANE USING NYLON SLINGS.

IF THE TRUSSES ARE TO BE STORED AT THE SITE, THEY MUST BE PLACED ON A LEVEL SURFACE AND STICKERED TO PREVENT WARPAGE AND TWISTING.

ANY DAMAGE MUST BE REPORTED IMMEDIATELY TO THE TRUSS MANUFACTURER'S PROFESSIONAL ENGINEER.

INSTALLATION

INSTALL THE TRUSSES ACCORDING TO MANUFACTURER'S SHOP DETAILS AND INSTALLATION DRAWINGS. DO NOT FIELD CUT, DRILL, OR ALTER STRUCTURAL MEMBERS WITHOUT WRITTEN APPROVAL FROM THE TIMBER TRUSS MANUFACTURER'S PROFESSIONAL ENGINEER. SET TRUSSES IN LOCATIONS AND TO ELEVATIONS INDICATED. MAKE PROVISIONS FOR ERECTION LOADS AND PROVIDE TEMPORARY BRACING TO MAINTAIN TRUSSES TRUE AND PLUMB, AND IN TRUE ALIGNMENT UNTIL COMPLETION OF ERECTION.

MAINTAIN FACTORY–APPLIED WRAPPING UNTIL ROOF STRUCTURE IS ENCLOSED. TOUCH UP PRIMED SURFACES OF STEEL ASSEMBLIES WITH PRIMER COAT COMPATIBLE WITH SHOP COAT.

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NO. SE2545
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STRUCTURAL
STATE OF CALIFORNIA

SPECIAL INSPECTIONS

1. IN ADDITION TO THE INSPECTIONS REQUIRED BY CBC SECTION 108, A "SPECIAL" INSPECTOR, EMPLOYED BY THE OWNER, SHALL OBSERVE THE WORK LISTED BELOW FOR CONFORMANCE WITH THESE PLANS AND SPECIFICATIONS. SPECIAL INSPECTIONS SHALL BE "CONTINUOUS" UNLESS NOTED AS "PERIODIC".

2. THE SPECIAL INSPECTOR SHALL BE APPROVED BY THE BUILDING OFFICIAL AND QUALIFIED TO PERFORM INSPECTIONS OF THE PARTICULAR TYPE OF CONSTRUCTION OR OPERATION.

3. THE SPECIAL INSPECTOR SHALL FURNISH INSPECTION REPORTS TO THE BUILDING OFFICIAL, ENGINEER, ARCHITECT, AND OWNER. ALL WORK IN NON-CONFORMANCE WITH THE PLANS AND SPECIFICATIONS SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONTRACTOR FOR CORRECTION; THEN, IF UNCORRECTED, TO THE OWNER AND BUILDING OFFICIAL.

4. THE SPECIAL INSPECTOR SHALL SUBMIT A FINAL SIGNED REPORT STATING WHETHER THE WORK REQUIRING SPECIAL INSPECTIONS WAS, TO THE BEST OF HIS KNOWLEDGE, IN CONFORMANCE WITH THE APPROVED PLANS AND SPECIFICATIONS AND THE APPLICABLE WORKMANSHIP PROVISIONS OF THE CBC.

5. THE FOLLOWING WORK REQUIRES SPECIAL INSPECTION IN ACCORDANCE WITH CHAPTER 17 OF THE CBC:

CONCRETE: DURING THE TAKING OF TEST SPECIMENS AND PLACING OF ALL CONCRETE.

CONCRETE FORMWORK: SHAPE, LOCATION AND DIMENSIONS OF THE CONCRETE MEMBER BEING FORMED SHALL BE PERIODICALLY INSPECTED.

SHOTCRETE: THE SPECIAL INSPECTOR SHALL PROVIDE CONTINUOUS INSPECTION DURING THE TAKING OF TEST SPECIMENS AND PLACEMENT OF THE REINFORCING AND SHOTCRETING.

ANCHOR BOLTS IN CONCRETE: THE INSTALLATION OF BOLTS AND PLACING OF CONCRETE AROUND SUCH BOLTS SHALL BE CONTINUOUSLY INSPECTED.

EPOXIED DOWELS IN CONCRETE: THE SPECIAL INSPECTOR SHALL PROVIDE CONTINUOUS INSPECTION DURING DRILLING AND PREPARATION OF HOLES AND INSTALLATION OF EPOXIED DOWELS.

REINFORCING STEEL: THE SPECIAL INSPECTOR SHALL INSPECT ALL REINFORCEMENT IN-PLACE FOR CONFORMANCE WITH THE APPROVED PLANS PRIOR TO CLOSING OF FORMS OR DELIVERY OF CONCRETE TO THE JOBSITE.

STRUCTURAL STEEL: IDENTIFICATION MARKINGS AND MANUFACTURER'S CERTIFICATES OF COMPLIANCE FOR CONFORMANCE TO THE SPECIFIED ASTM STANDARDS SHALL BE PERIODICALLY INSPECTED.

WELDING: ALL STRUCTURAL WELDING SHALL BE INSPECTED PER SECTION 1704.3, 1707.2, 1708.4 AND TABLE 1704.3. THIS INCLUDES, BUT NOT LIMITED TO THE FOLLOWING:

A. CONTINUOUS INSPECTION OF ALL MULTI-PASS FILET WELDS AND ALL FILLET WELDS EXCEEDING 5/16"
B. PERIODIC VISUAL INSPECTION OF THE FOLLOWING ITEMS IS PERMITTED:
   - SINGLE-PASS FILLET WELDS NOT EXCEEDING 5/16"

THE INSPECTOR SHALL CHECK QUALIFICATIONS OF WELDERS AT THE START OF WORK AND MAKE FINAL INSPECTION OF ALL SUCH WELDS FOR COMPLIANCE PRIOR TO COMPLETION OF WELDING.

STRUCTURAL WOOD: NAILING, BOLTING AND ANCHORING OF WOOD SHEARWALLS, WOOD DIAPHRAGMS AND HARDWARE SHALL BE PERIODICALLY INSPECTED.

HEAVY TIMBER CONSTRUCTION: SPECIAL INSPECTION OF THE FABRICATION PROCESS PREFABRICATED WOOD STRUCTURAL ELEMENTS AND ASSEMBLIES SHALL BE IN ACCORDANCE WITH SECTION 1704.2. SPECIAL INSPECTIONS OF SHOP-BUILT LOAD-BEARING ASSEMBLIES SHALL BE PROVIDED. THE SPECIAL INSPECTED SHALL VERIFY THAT THE FABRICATOR MAINTAINS DETAILED FABRICATION AND QUALITY CONTROL PROCEDURES.

TESTING

1. ALL TESTING SHALL BE PERFORMED BY AN APPROVED TESTING LABORATORY, EMPLOYED BY THE OWNER AND SHALL BE DONE IN ACCORDANCE WITH APPLICABLE PROVISIONS OF THE CALIFORNIA BUILDING CODE AND INDICATED PROVISIONS OF THE CBC STANDARDS AND ASTM STANDARDS. COSTS OF REQUIRED RETESTING SHALL BE PAID FOR BY THE CONTRACTOR.

2. TEST REPORTS SHALL BE FURNISHED TO THE BUILDING DEPARTMENT, OWNER, ARCHITECT, AND ENGINEER FOR ALL TESTING. TEST RESULTS NOT IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE OWNER AND CLEARLY IDENTIFIED IN THE TEST REPORTS.

3. THE FOLLOWING WORK REQUIRES TESTING:

CONCRETE: THREE COMPRESSION CYLINDERS PER DAY PER 100 C.Y. TEST ONE CYLINDER AT 7 DAYS, ONE AT 28 DAYS, AND KEEP ONE AS SPARE.

EPOXIED DOWELS IN CONCRETE: IF THE SPECIAL INSPECTOR HAS BEEN PRESENT DURING THE PREPARATION AND INSTALLATION OF EPOXY DOWELS, NO PULL TESTING IS REQUIRED.

STRUCTURAL OBSERVATIONS

STRUCTURAL OBSERVATIONS, AS REQUIRED BY SECTION 1709, WILL BE UNDERTAKEN BY PERSONNEL UNDER THE SUPERVISION OF THE ENGINEER OF RECORD. STRUCTURAL OBSERVATIONS ARE SEPARATE FROM THE SPECIAL INSPECTIONS OUTLINED ABOVE.

THE PURPOSE OF THE STRUCTURAL OBSERVATIONS IS TO REVIEW THE OVERALL PROGRESS OF THE CONSTRUCTION AND ASCERTAIN ITS GENERAL COMPLIANCE WITH THE CONSTRUCTION DOCUMENTS, THESE GENERAL NOTES, AND OTHER SPECIFICATIONS WHERE APPLICABLE. OBSERVATIONS WILL BE NOTED IN REGULAR SITE REPORTS ISSUED TO, AT A MINIMUM, THE OWNER, GENERAL CONTRACTOR, AND BUILDING OFFICIAL.

UNLESS OTHERWISE AGREED UPON, THE ENGINEER OF RECORD WILL BE ENGAGED TO PROVIDE, AT A MINIMUM, A LEVEL OF CONSTRUCTION INVOLVEMENT NEEDED TO OBSERVE THE FOLLOWING CONSTRUCTION MILESTONES DURING THE CONSTRUCTION PROCESS:

- CONCRETE REINFORCEMENT AND CONSTRUCTION
- CONSTRUCTION/ERECTION OF HEAVY TIMBER POSTS AND BEAMS
- CONSTRUCTION/ERECTION OF TIMBER ARCH FRAMES
- CONSTRUCTION/ERECTION OF TIMBER TRUSSES
- CONSTRUCTION OF WOOD-FRAMED SHEARWALLS, ROOF DIAPHRAGMS AND HARDWARE

THE CONTRACTOR SHALL NOTIFY THE ENGINEER A MINIMUM OF 2 DAYS PRIOR TO TIME OF OBSERVATION.

PCP-014

2010 Port of San Francisco Building Code

Exhibit No. 1
Statement of Special Inspections

ADDRESS_____ PERMIT NO._____

This Statement of Special Inspections is submitted in fulfillment of the requirements of CBC Sections 1704 and 1705. Included are:

- Schedule of Special Inspections and tests applicable to this project:
  - ☐ Special Inspections per Sections 1704 and 1705
  - ☐ Special inspections for Seismic Resistance
  - ☐ Special inspections for Wind Resistance
- List of the Testing Agencies and other special inspectors that will be retained to conduct the tests and inspections.

Special Inspections and Testing will be performed in accordance with the approved plans and specifications, this statement and PBC (CBC) Sections 1704, 1705, 1707, and 1708.

The Schedule of Special Inspections summarizes the Special Inspections and tests required. Special Inspectors will refer to the approved plans and specifications for detailed special inspection requirements. Any additional tests and inspections required by the approved plans and specifications will also be performed.

Interim reports will be submitted to the Chief Harbor Engineer and the Registered Design Professional in Responsible Charge in accordance with PBC (CBC) Section 1704.1.2.

A Final Report of Special Inspections documenting required Special Inspections, testing and correction of any discrepancies noted in the inspections shall be submitted prior to issuance of a Certificate of Final Completion and Occupancy (Section 109A.1, 109A.3, 1704.1.2). A Certificate of Temporary Occupancy (Section 109A.4) may be issued with written approval of the Chief Harbor Engineer. The Final Report will document:

- Required special inspections.
- Correction of discrepancies noted in inspections.

The Owner recognizes his or her obligation to ensure that the construction complies with the approved permit documents and to implement this program of special inspections. In partial fulfillment of these obligations, the Owner will retain and directly pay for the Special Inspections as required in CBC Section 1704.1.

This plan has been developed with the understanding that the Chief Harbor Engineer will:

- Review and approve the qualifications of the Special Inspectors who will perform the inspections.
- Monitor special inspection activities on the job site to assure that the Special Inspectors are qualified and are performing their duties as called for in this Statement of Special Inspection.
- Review submitted inspection reports.
- Perform inspections as required by the local building code.

Prepared by:		Owner's Authorization	
Registered Design Professional in Responsible Charge (Print Name):		Owner (print name)	
Signature	Date	Signature	Date
Plan Review Engineer Acceptance			
(print name)	Signature		Date

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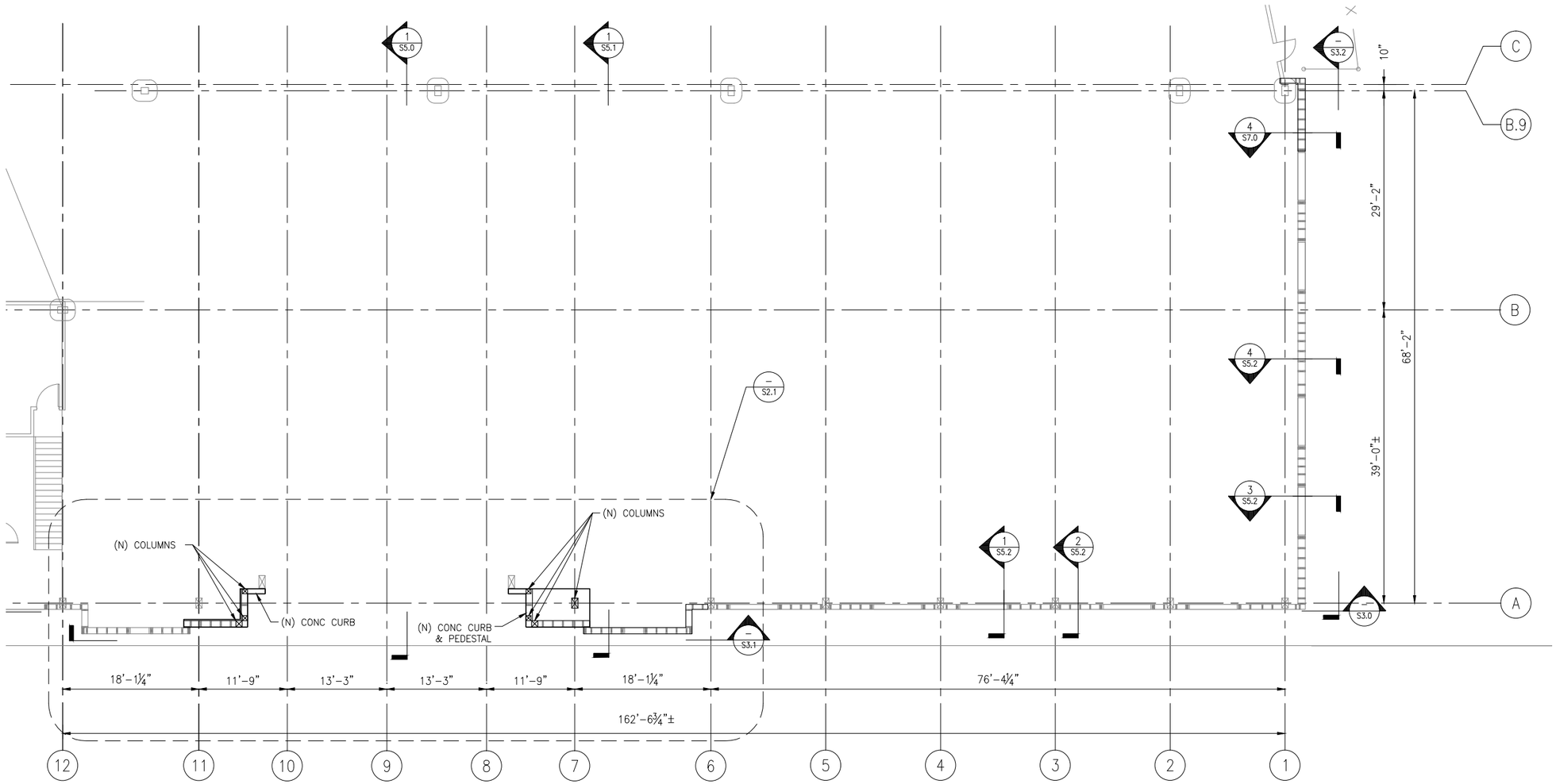
LEGEND:

- (E) WALL
- (E) WALL BELOW
- (N) WALL
- (N) WALL BELOW
- (E) COLUMN
- (N) COLUMN
- (N) TIMBER BEAM
- (N) TIMBER TRUSS



NORTH

FLOOR PLAN
1/8"=1'–0"

NOTES:
1. DIMENSIONS SHOWN ARE BASED ON AS–BUILT DRAWINGS PROVIDED BY THE PORT OF SAN FRANCISCO.
2. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND PROPOSED DIMENSIONS AT THE JOB SITE BEFORE PROCEEDING WITH ANY WORK. COMPARE STRUCTURAL DRAWINGS WITH ARCHITECTURAL, MECAHNICAL AND ELECTRICAL DRAWINGS. NOTIFY ENGINEER OF ANY DISCREPANCIES AND DO NOT PROCEED WITH AFFECTED WORK UNTIL THEY ARE RESOLVED.

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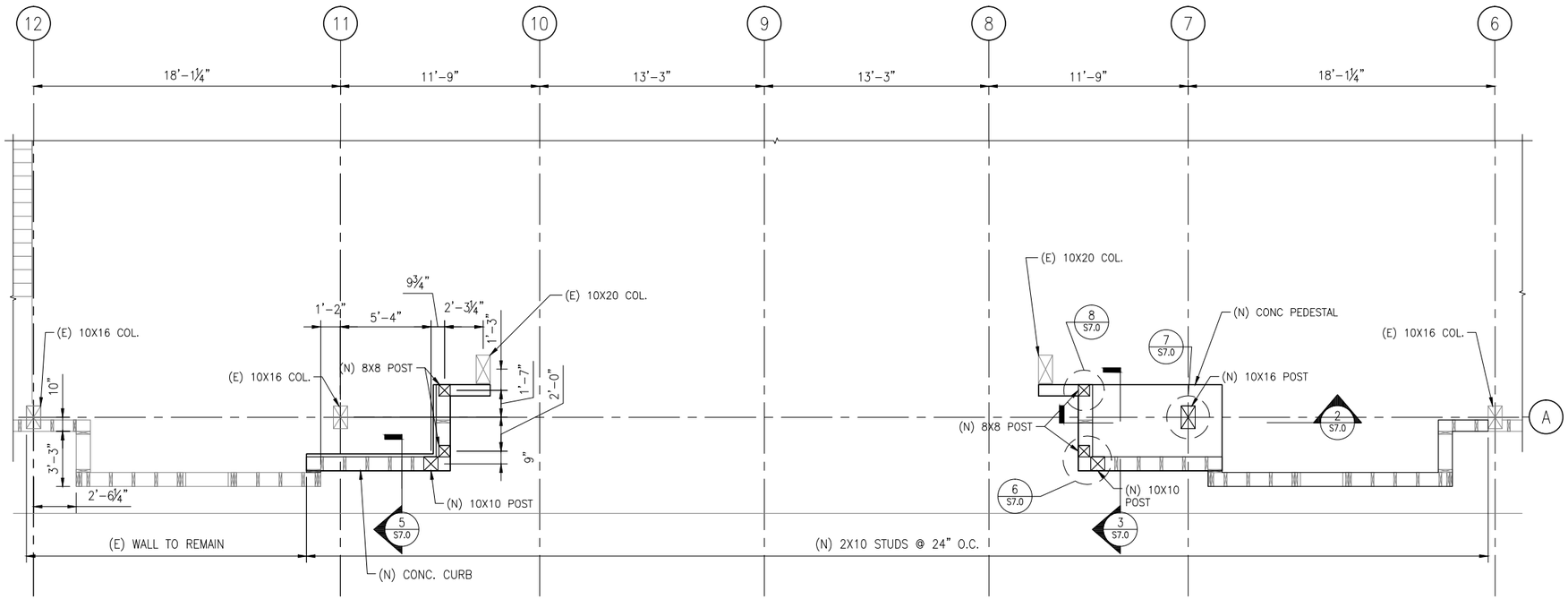
REGISTERED PROFESSIONAL ENGINEER
REINHARD P. LUDKE
NO. SE2545
EXP. 3/31/14
STRUCTURAL
STATE OF CALIFORNIA

LEGEND:
- (E) WALL
- (E) WALL BELOW
- (N) WALL
- (N) WALL BELOW
- (E) COLUMN
- (N) COLUMN
- (N) TIMBER BEAM
- (N) TIMBER TRUSS



NOTES:
1. DIMENSIONS SHOWN ARE BASED ON AS-BUILT DRAWINGS PROVIDED BY THE PORT OF SAN FRANCISCO.
2. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND PROPOSED DIMENSIONS AT THE JOB SITE BEFORE PROCEEDING WITH ANY WORK. COMPARE STRUCTURAL DRAWINGS WITH ARCHITECTURAL, MECAHNICAL AND ELECTRICAL DRAWINGS. NOTIFY ENGINEER OF ANY DISCREPANCIES AND DO NOT PROCEED WITH AFFECTED WORK UNTIL THEY ARE RESOLVED.

NORTH

PARTIAL FLOOR PLAN AT WEST ENTRANCE
1/4"=1'-0"

NO.	DATE	DESCRIPTION	BY	APP.
0	10/9/12	PERMIT SUBMITTAL	DS	RL

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

DESIGNED: DATE: GZ 10/1/12
DRAWN: DATE: C+D 10/1/12
CHECKED: DATE: DS 10/1/12

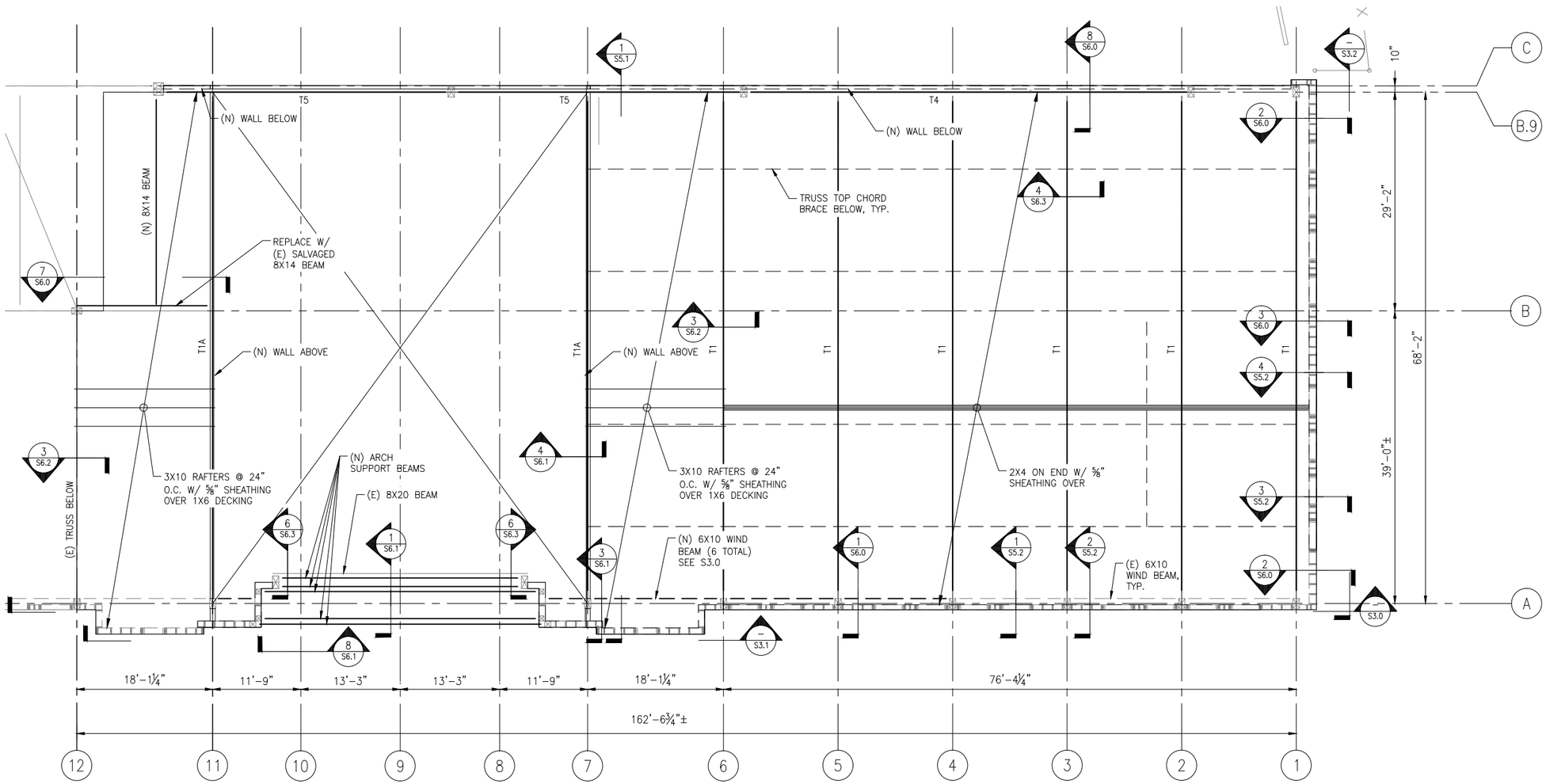
APPROVED BY SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: AS NOTED
SHEET OF SHEETS

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION PARTIAL FLOOR PLAN

CONTRACT NO.
DRAWING NO. S2.1
FILE NO.
REV. NO.

NEW TRUSS SCHEDULE		
TRUSS TYPE	QTY	SEE SHEET
1	6	S4.0
1A	2	S4.0
2	2	S4.1
3	1	S4.2
4	1	S4.3
5	2	S4.3
6	1	S4.4



ROOF PLAN
1/8"=1'-0"

LEGEND:

- (E) WALL
- (E) WALL BELOW
- (N) WALL
- (N) WALL BELOW
- (E) COLUMN
- (N) COLUMN
- (N) TIMBER BEAM
- (N) TIMBER TRUSS

BLOCKED DIAPHRAGM NOTES:

1. BOUNDARY NAILING (B.N.) TO BE 10d @ 6" O.C.
2. FIELD NAILING (F.N.) TO BE 10d @ 12" O.C.
3. BLOCK ALL UNSUPPORTED PANEL EDGES.

NOTES:

1. DIMENSIONS SHOWN ARE BASED ON AS-BUILT DRAWINGS PROVIDED BY THE PORT OF SAN FRANCISCO.
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Creegan+D'Angelo
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REGISTERED PROFESSIONAL ENGINEER
REINHARD P. LUDKE
NO. SE2545
EXP. 3/31/14
STRUCTURAL
STATE OF CALIFORNIA

NO.	DATE	DESCRIPTION	DS	RL
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CHECKED: DS 10/1/12

APPROVED BY SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

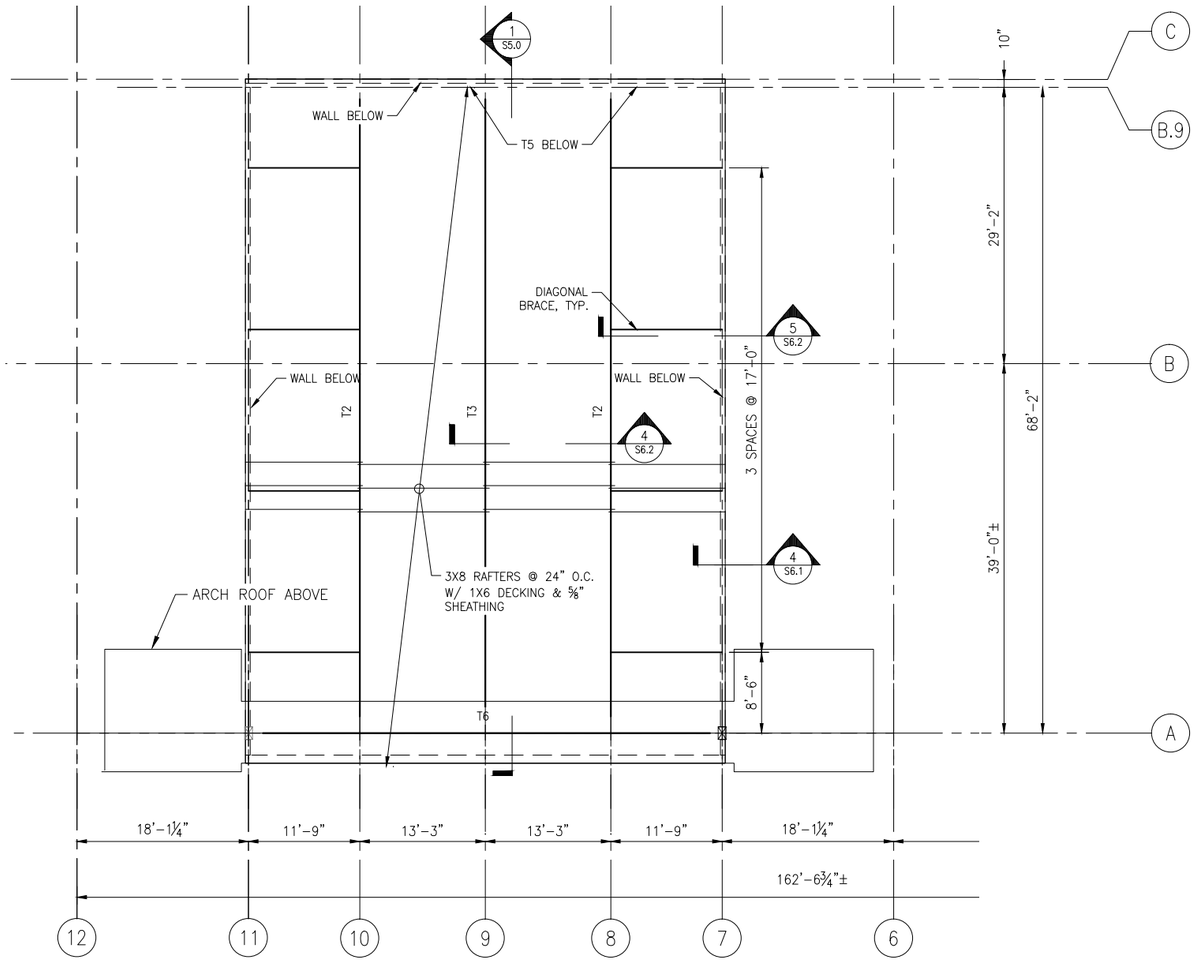
SCALE: AS NOTED
SHEET OF SHEETS

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
ROOF PLAN

CONTRACT NO.
DRAWING NO. S2.2
FILE NO.
REV. NO.

NEW TRUSS SCHEDULE		
TRUSS TYPE	QTY	SEE SHEET
1	6	S4.0
1A	2	S4.0
2	2	S4.1
3	1	S4.2
4	1	S4.3
5	2	S4.3
6	1	S4.4



NORTH

CLERESTORY ROOF PLAN
1/8"=1'-0"

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NO. SE2545
EXP. 3/31/14
STRUCTURAL
STATE OF CALIFORNIA

LEGEND:

- (E) WALL
- (E) WALL BELOW
- (N) WALL
- (N) WALL BELOW
- (E) COLUMN
- (N) COLUMN
- (N) TIMBER BEAM
- (N) TIMBER TRUSS

BLOCKED DIAPHRAGM NOTES:

1. BOUNDARY NAILING (B.N.) TO BE 10d @ 6" O.C.
2. FIELD NAILING (F.N.) TO BE 10d @ 12" O.C.
3. BLOCK ALL UNSUPPORTED PANEL EDGES.

NOTES:

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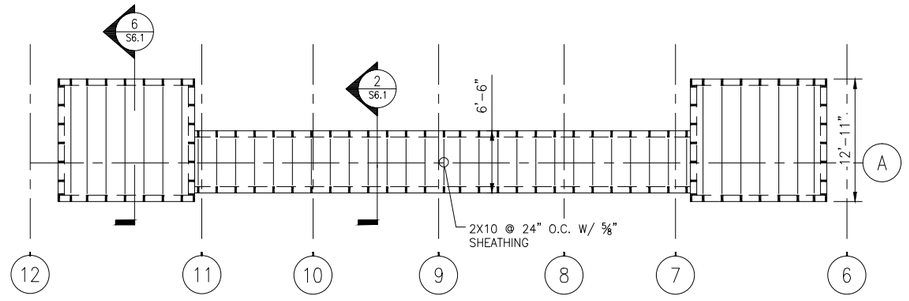

DOORWAY PARAPET PLAN
1/8"=1'-0"

NO.	DATE	DESCRIPTION	BY	APP.
0	10/9/12	PERMIT SUBMITTAL	DS	RL

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DEPARTMENT OF ENGINEERING

DESIGNED: GZ	DATE: 10/1/12
DRAWN: C+D	DATE: 10/1/12
CHECKED: DS	DATE: 10/1/12

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: AS NOTED
SHEET OF SHEETS

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
ROOF PLAN

CONTRACT NO.
DRAWING NO. S2.3
FILE NO.
REV. NO.

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REGISTERED PROFESSIONAL ENGINEER
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NO. SE2545
EXP. 3/31/14
STRUCTURAL
STATE OF CALIFORNIA

LEGEND:

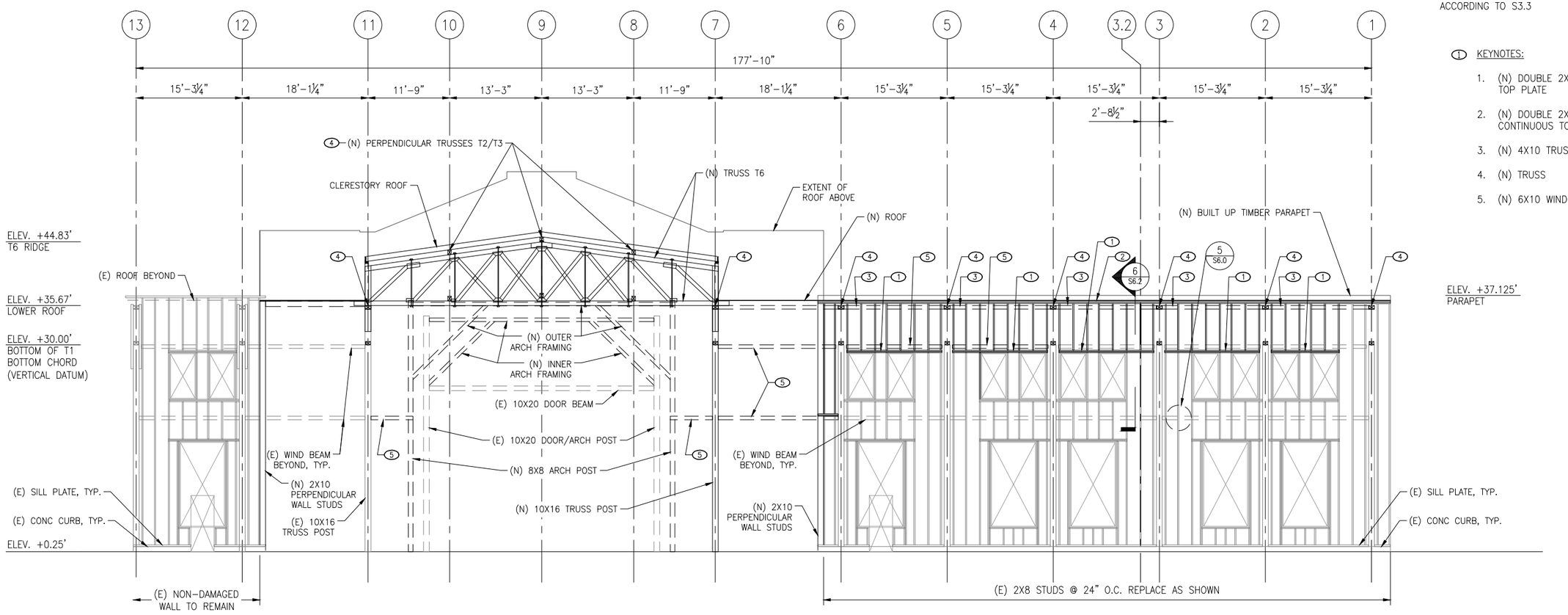
- (E) TIMBER MEMBER
- (E) TIMBER MEMBER BEYOND
- (N) TIMBER MEMBER
- (N) TIMBER MEMBER BEYOND

NOTES:

ALL WALLS TO HAVE ⅝" SHEATHING OVER STUDS WITH NAILING AND STRAPPING ACCORDING TO S3.3

① KEYNOTES:

1. (N) DOUBLE 2X WINDOW TOP PLATE
2. (N) DOUBLE 2X CONTINUOUS TOP PLATE
3. (N) 4X10 TRUSS BRACE
4. (N) TRUSS
5. (N) 6X10 WIND BEAM



WEST WALL ELEVATION - LOOKING EAST
1/8"=1'-0"

NO.	DATE	DESCRIPTION	BY	APP.
0	10/9/12	PERMIT SUBMITTAL	DS	RL

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DATE: _____
CHIEF HARBOR ENGINEER

SCALE: AS NOTED
SHEET OF SHEETS

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION
WEST ELEVATION

CONTRACT NO.
DRAWING NO. S3.0
FILE NO.
REV. NO.

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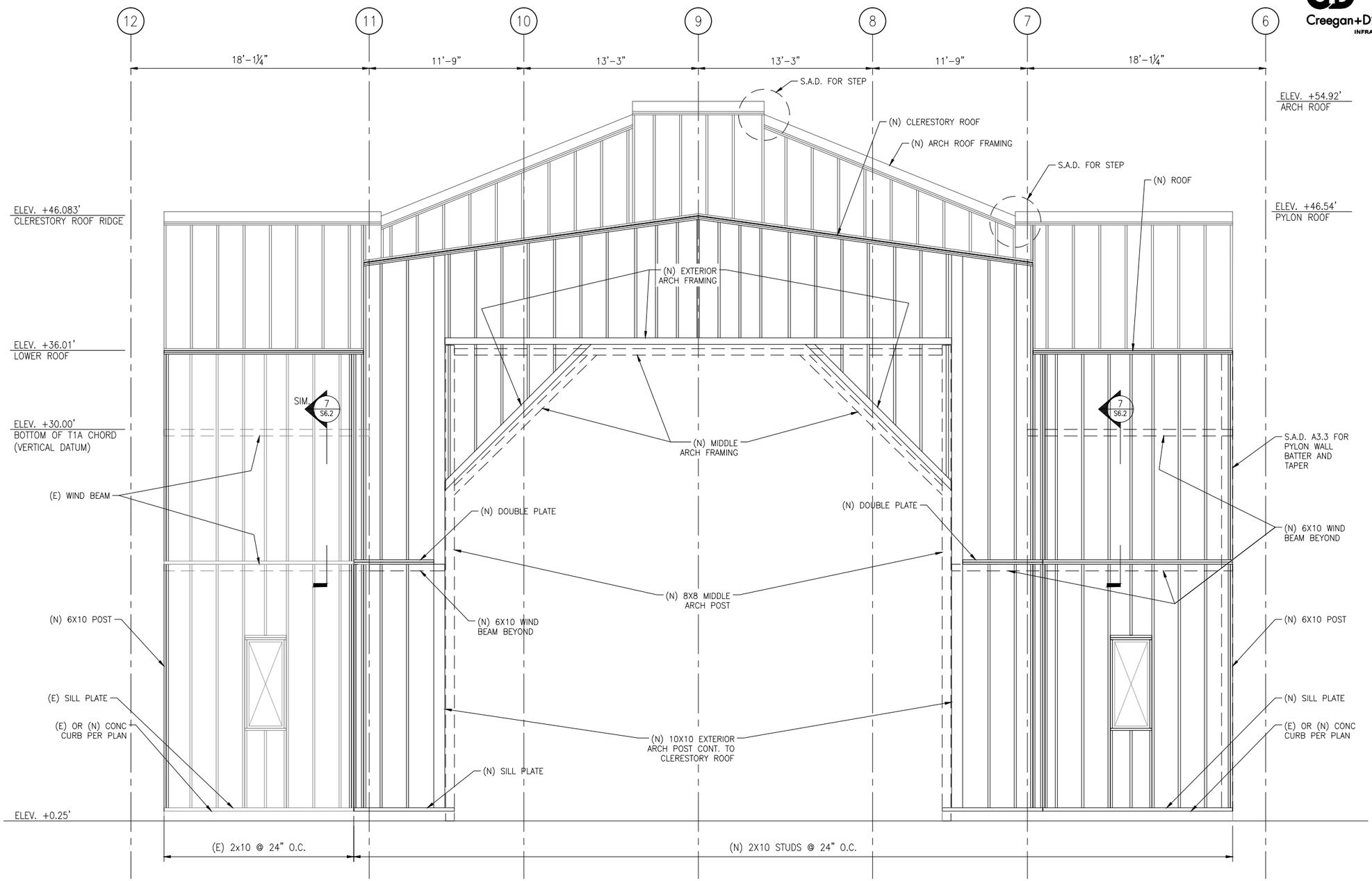

LEGEND:

- (E) TIMBER MEMBER
- (E) TIMBER MEMBER BEYOND
- (N) TIMBER MEMBER
- (N) TIMBER MEMBER BEYOND

NOTES:

ALL WALLS TO HAVE ⅝" SHEATHING OVER STUDS WITH NAILING AND STRAPPING ACCORDING TO S3.3

WEST ELEVATION AT ARCH - LOOKING EAST
1/8"=1'-0"

NO.	DATE	DESCRIPTION	BY	APP.
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DATE: _____
CHIEF HARBOR ENGINEER

SCALE: AS NOTED
SHEET OF SHEETS

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION
WEST ELEVATION

CONTRACT NO.
DRAWING NO. S3.1
FILE NO.
REV. NO.

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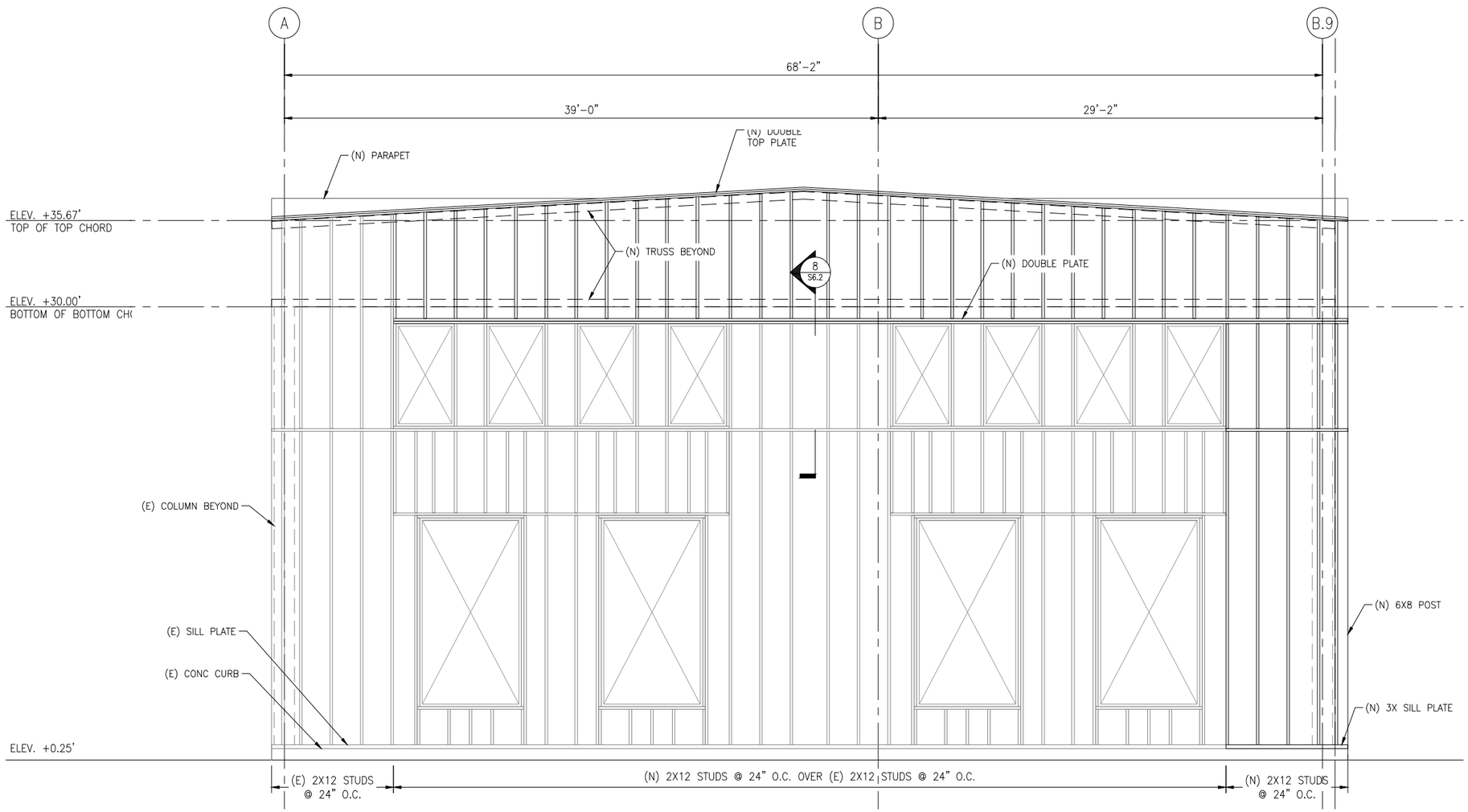
PROFESSIONAL ENGINEER
REGISTERED
REINHARD P. LUDKE
NO. SE2545
EXP. 3/31/14
STRUCTURAL
STATE OF CALIFORNIA

LEGEND:

(E) TIMBER MEMBER
(E) TIMBER MEMBER BEYOND
(N) TIMBER MEMBER
(N) TIMBER MEMBER BEYOND

NOTES:

ALL WALLS TO HAVE 5/8" SHEATHING OVER STUDS WITH NAILING AND STRAPPING ACCORDING TO S3.3



SOUTH ELEVATION - LOOKING NORTH
1/4"=1'-0"

NO.	DATE	DESCRIPTION	BY	APP.
0	10/9/12	PERMIT SUBMITTAL	DS	RL

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APPROVED BY SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: AS NOTED
SHEET OF SHEETS

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
SOUTH ELEVATION

CONTRACT NO.
DRAWING NO. S3.2
FILE NO.
REV. NO.

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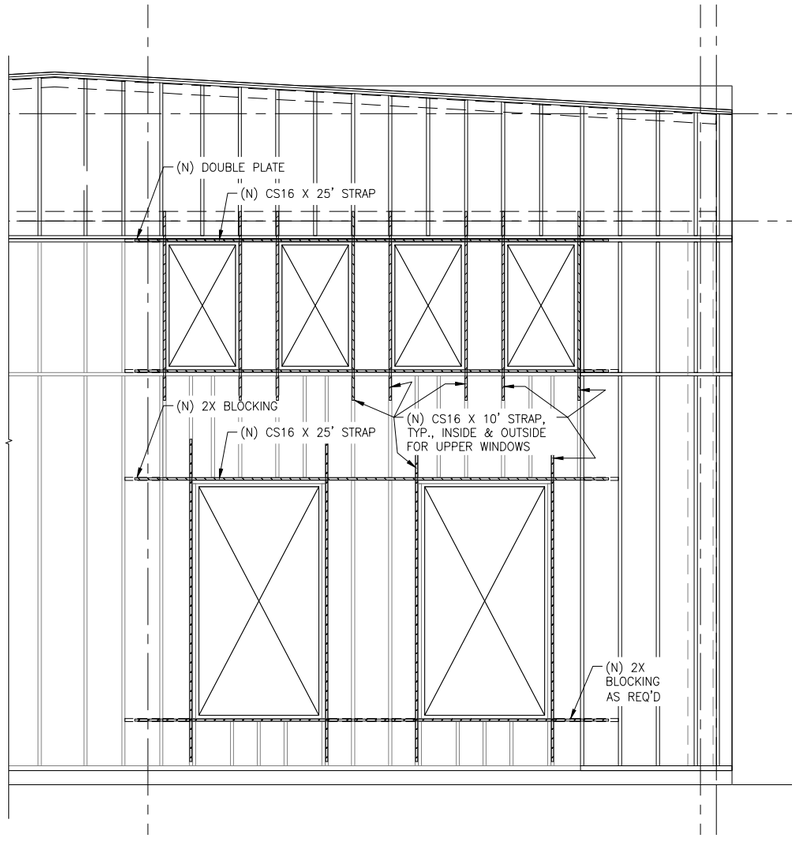
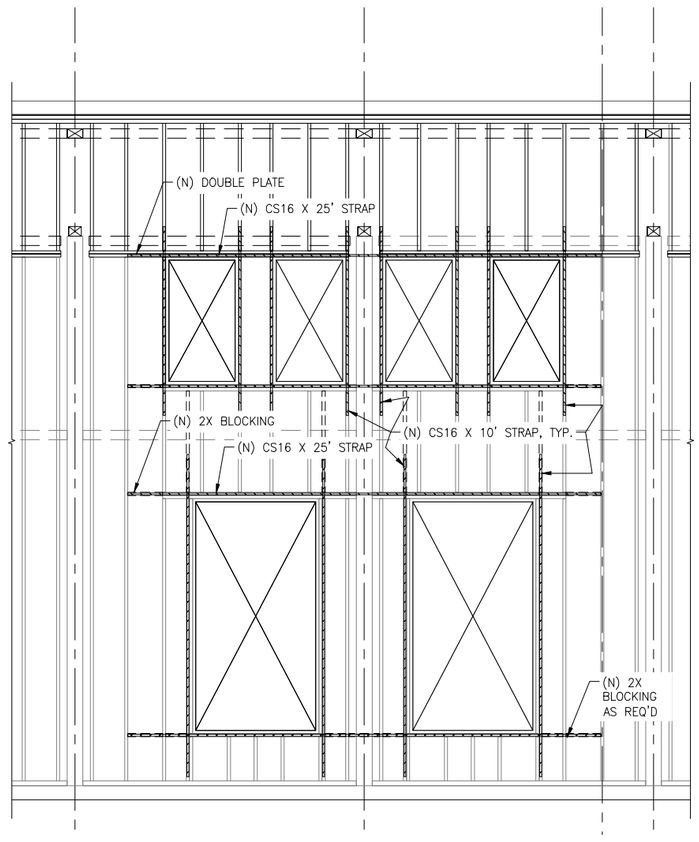
STATE OF CALIFORNIA

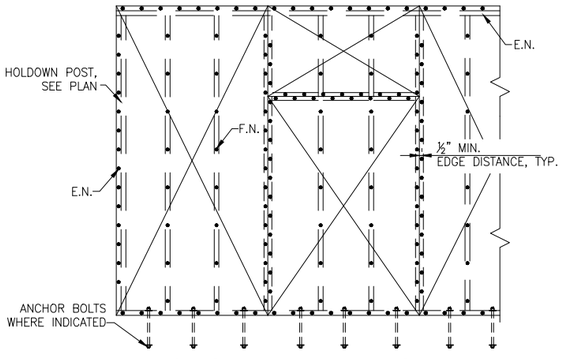


TYPICAL SOUTH SHEARWALL ELEVATION 1
1/4"=1'-0"



TYPICAL WEST SHEARWALL ELEVATION 2
1/4"=1'-0"

NOTES
1. EDGE NAILING (E.N.) @ 10d @ 6"o.c. AT ALL PANEL EDGES U.O.N.
2. FIELD NAILING (F.N.) @ 10d @ 12"o.c. U.O.N.
3. 2x BLK'G @ HORIZONTAL JOINTS
4. MINIMUM PANEL DIMENSION SHALL BE 2'-0".
5. USE FULL SIZE PANELS WHERE POSSIBLE.
6. BLOCK ALL UNSUPPORTED PANEL EDGES
7. REFER TO S3.0-S3.2 FOR OPENING LOCATIONS



TYPICAL SHEARWALL ELEVATION 3
NO SCALE [24]
Shearwall_Elevation

NO.	DATE	DESCRIPTION	BY	APP.
0	10/9/12	PERMIT SUBMITTAL	DS	RL

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DEPARTMENT OF ENGINEERING

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APPROVED BY SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: AS NOTED
SHEET OF SHEETS

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
SHEARWALL ELEVATIONS

CONTRACT NO.
DRAWING NO. S3.3
FILE NO.
REV. NO.

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EXP. 3/31/14
STRUCTURAL
STATE OF CALIFORNIA

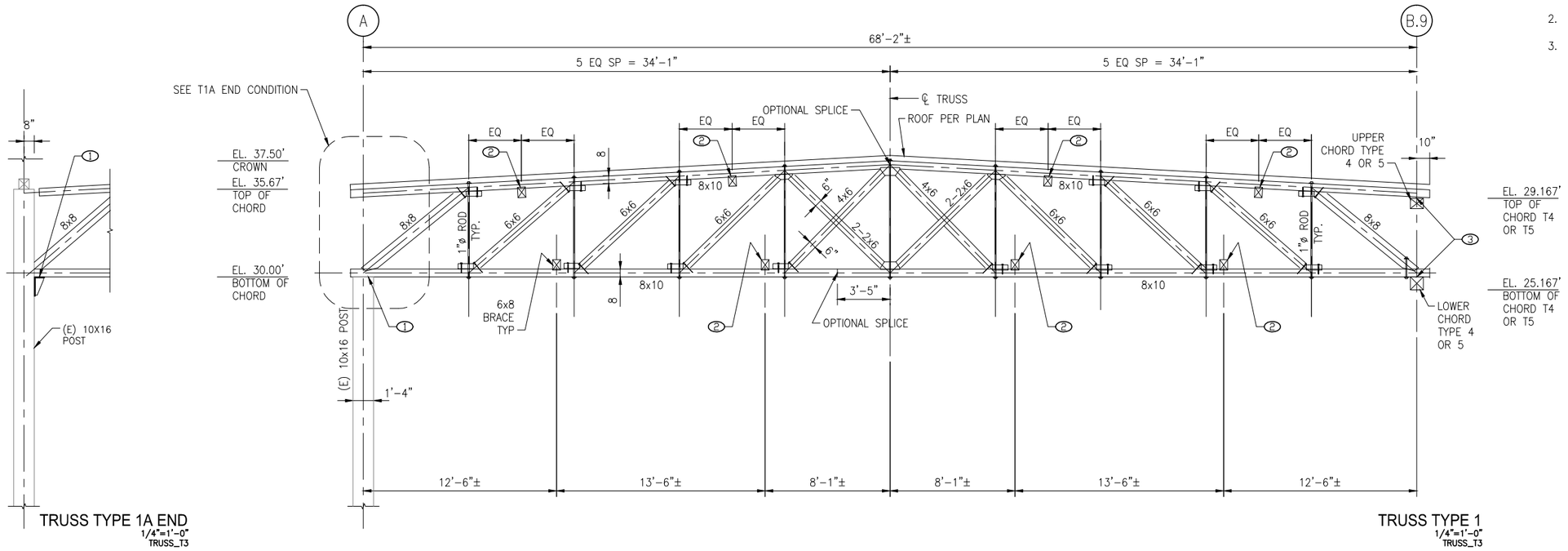
TRUSS TRIBUTARY LOAD (EXCLUDES SELF WEIGHT)	
DEAD	330 PLF
LIVE	200 PLF

NOTES

1. TRUSS MEMBER SIZES SHOWN ARE APPROXIMATE AND ARE SHOWN FOR INFORMATION ONLY TO ASSIST WITH DESIGN/BUILD TRUSS ENGINEERING.
2. TRUSSES T1 & T1A ARE SIMILAR EXCEPT AT THE WEST END CONNECTION AND DIAGONAL ANGLES.

① KEYNOTES

1. TRUSS CONNECTION TO POST BY TRUSS DESIGN/BUILD CONTRACTOR
2. BRACE CONNECTION TO TRUSS, SEE 4/S6.3
3. TRUSS CONNECTION TO TRUSS BY DESIGN/BUILD CONTRACTOR



TRUSS TYPE 1A END
1/4"=1'-0"
TRUSS_T3

TRUSS TYPE 1
1/4"=1'-0"
TRUSS_T3

NO.	DATE	DESCRIPTION	BY	APP.
0	10/9/12	PERMIT SUBMITTAL	DS	RL

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CHECKED: DS 10/1/12	DATE:

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: AS NOTED
SHEET OF SHEETS

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
TRUSS TYPE 1

CONTRACT NO.
DRAWING NO. S4.0
FILE NO.
REV. NO.

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STATE OF CALIFORNIA

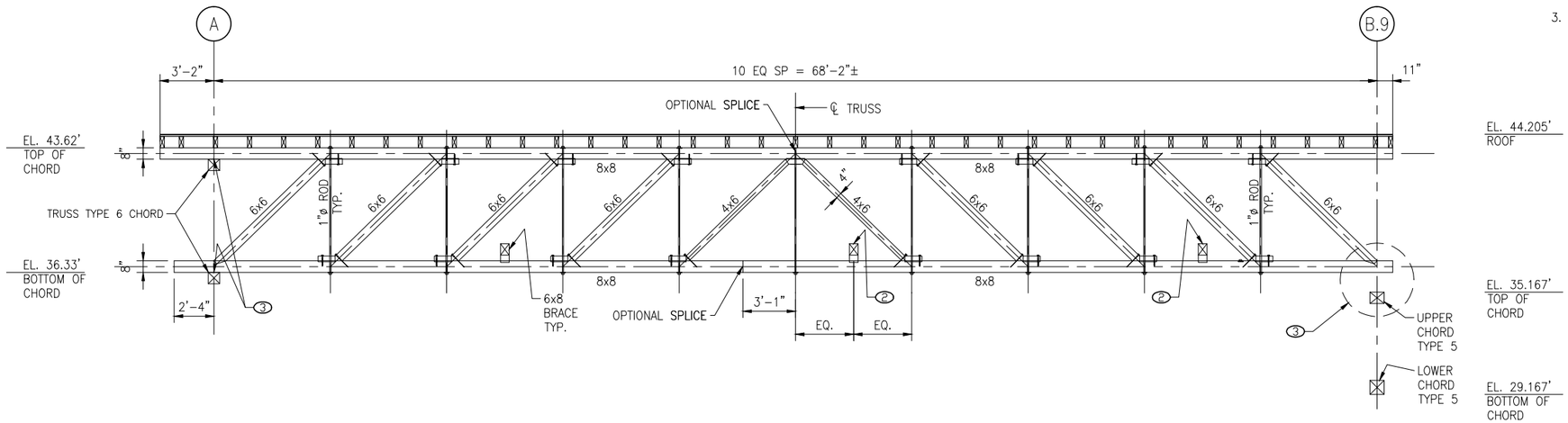
TRUSS TRIBUTARY LOAD (EXCLUDES SELF WEIGHT)	
DEAD	215 PLF
LIVE	150 PLF

NOTES

1. TRUSS MEMBER SIZES SHOWN ARE APPROXIMATE AND ARE SHOWN FOR INFORMATION ONLY TO ASSIST WITH DESIGN/BUILD TRUSS ENGINEERING.

① KEYNOTES

1. TRUSS CONNECTION TO POST BY TRUSS DESIGN/BUILD CONTRACTOR
2. BRACE CONNECTION TO TRUSS, SEE 5/S6.3.
3. TRUSS CONNECTION TO TRUSS BY DESIGN/BUILD CONTRACTOR



TRUSS TYPE 2
1/4"=1'-0"
TRUSS_pt2

NO.	DATE	DESCRIPTION	BY	APP.
0	10/9/12	PERMIT SUBMITTAL	DS	RL

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SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: AS NOTED
SHEET OF SHEETS

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
TRUSS TYPE 2

CONTRACT NO.
DRAWING NO. S4.1
FILE NO.
REV. NO.

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STATE OF CALIFORNIA

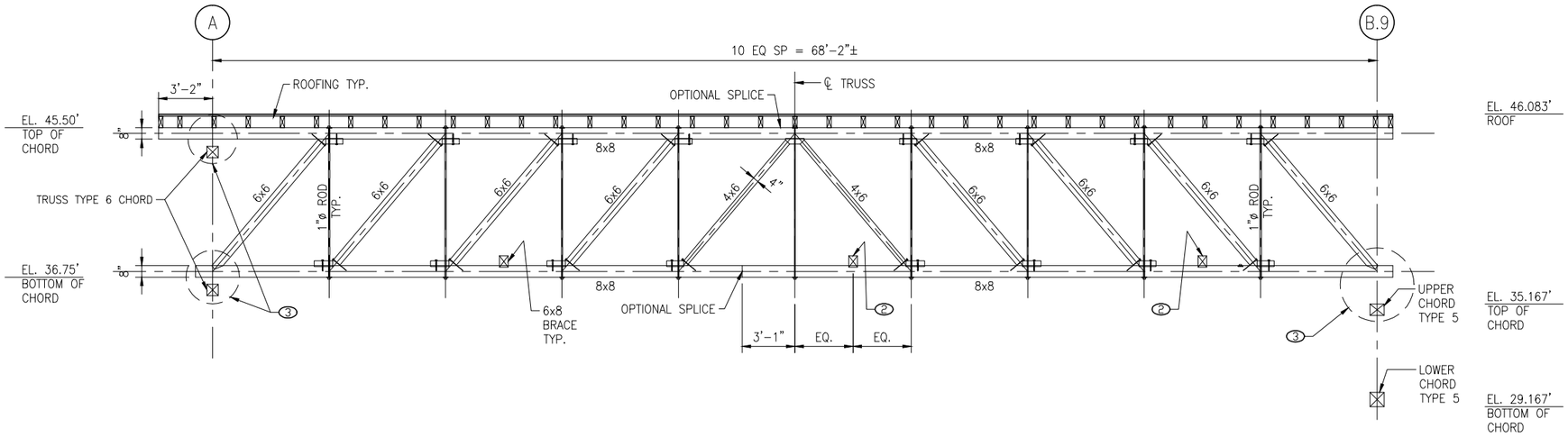
TRUSS TRIBUTARY LOAD (EXCLUDES SELF WEIGHT)	
DEAD	215 PLF
LIVE	150 PLF

NOTES

1. TRUSS MEMBER SIZES SHOWN ARE APPROXIMATE AND ARE SHOWN FOR INFORMATION ONLY TO ASSIST WITH DESIGN/BUILD TRUSS ENGINEERING.

① KEYNOTES

1. TRUSS CONNECTION TO POST BY TRUSS DESIGN/BUILD CONTRACTOR
2. BRACE CONNECTION TO TRUSS, SEE 4/S6.3
3. TRUSS CONNECTION TO TRUSS BY DESIGN/BUILD CONTRACTOR



TRUSS TYPE 3
1/4"=1'-0"
TRUSS_PT1

NO.	DATE	DESCRIPTION	BY	APP.
0	10/9/12	PERMIT SUBMITTAL	DS	RL

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CHECKED: DS	DATE: 10/1/12

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: AS NOTED
SHEET OF SHEETS

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
TRUSS TYPE 3

CONTRACT NO.
DRAWING NO. S4.2
FILE NO.
REV. NO.

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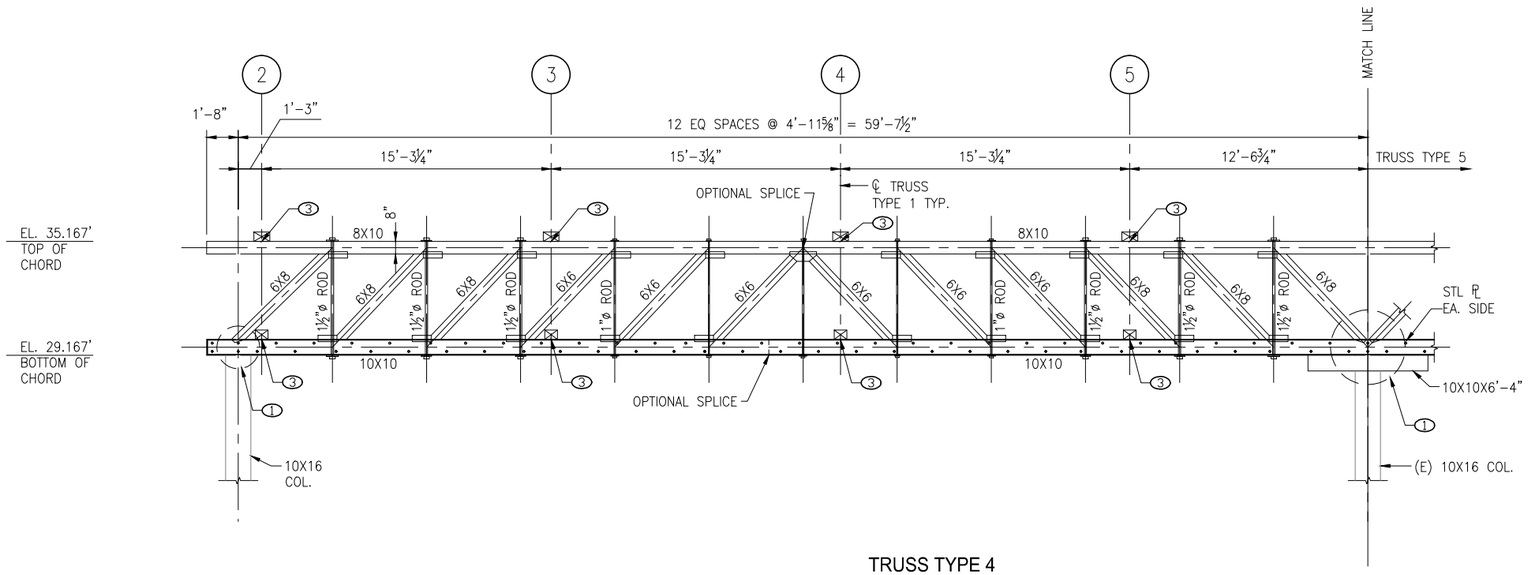
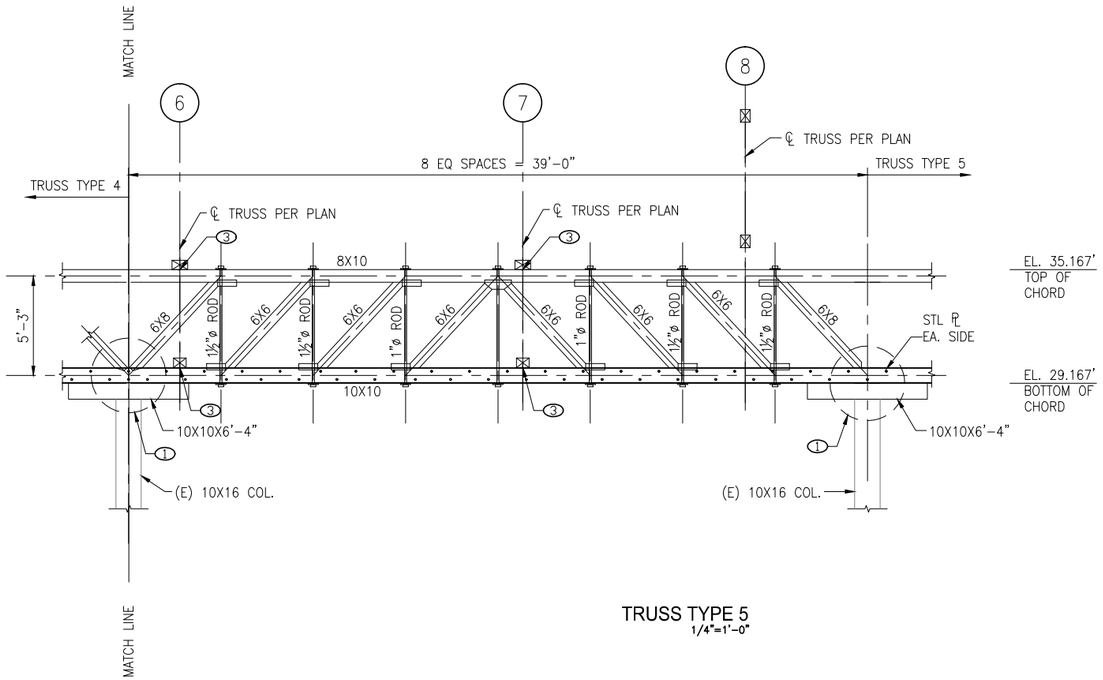


TRUSS TYPE 4
1/4"=1'-0"



TRUSS TYPE 5
1/4"=1'-0"

TRUSS LOADS:

TRUSSES SUPPORT PERPENDICULAR TRUSSES T1, T2 OR T3, SEE S4.0 – S4.2 FOR THEIR LOADING.

NOTES

1. TRUSS MEMBER SIZES SHOWN ARE APPROXIMATE AND ARE SHOWN FOR INFORMATION ONLY TO ASSIST WITH DESIGN/BUILD TRUSS ENGINEERING.

① KEYNOTES

1. TRUSS CONNECTION TO POST BY TRUSS DESIGN/BUILD CONTRACTOR
2. BRACE CONNECTION TO TRUSS, SEE 4/S6.3.
3. TRUSS CONNECTION TO TRUSS BY DESIGN/BUILD CONTRACTOR

NO.	DATE	DESCRIPTION	BY	APP.
0	10/9/12	PERMIT SUBMITTAL	DS	RL

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PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

DESIGNED: GZ 10/1/12
DRAWN: C+D 10/1/12
CHECKED: DS 10/1/12

APPROVED BY SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: AS NOTED
SHEET OF SHEETS

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
TRUSS TYPES 4 AND 5

CONTRACT NO.
DRAWING NO. S4.3
FILE NO.
REV. NO.

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www.cdengineers.com

REGISTERED PROFESSIONAL ENGINEER
REINHARD P. LUDKE
NO. SE2545
EXP. 3/31/14
STRUCTURAL
STATE OF CALIFORNIA

TRUSS LOADS:

TRUSSES SUPPORT PERPENDICULAR TRUSSES T1, T2 OR T3, SEE S4.0 – S4.2 FOR THEIR LOADING.

NOTES

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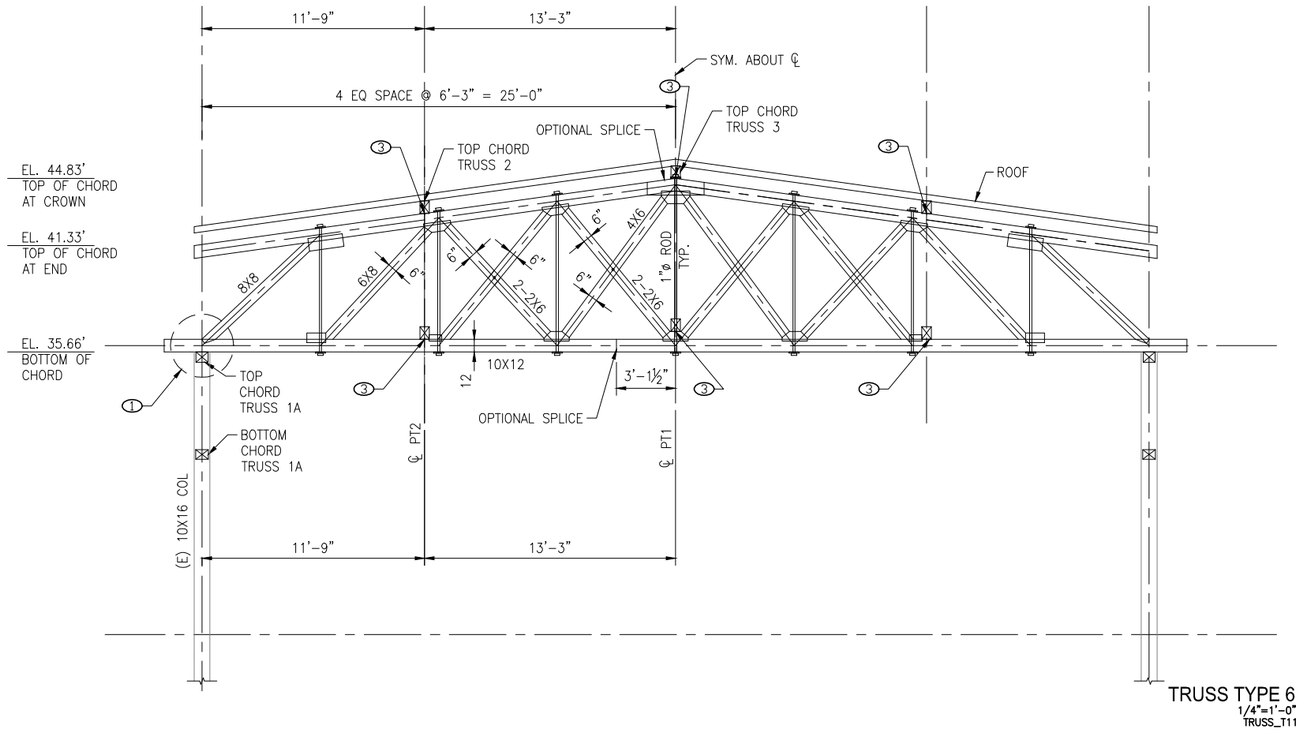
① KEYNOTES

1. TRUSS CONNECTION TO POST BY TRUSS DESIGN/BUILD CONTRACTOR
2. BRACE CONNECTION TO TRUSS, SEE 4/S6.3.
3. TRUSS CONNECTION TO TRUSS BY DESIGN/BUILD CONTRACTOR



TRUSS TYPE 6
1/4"=1'-0"
TRUSS_T11

NO.	DATE	DESCRIPTION	BY	APP.
0	10/9/12	PERMIT SUBMITTAL	DS	RL

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CHECKED: DS 10/1/12

APPROVED BY SAN FRANCISCO PORT COMMISSION
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CHIEF HARBOR ENGINEER

SCALE: AS NOTED
SHEET OF SHEETS

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION
TRUSS TYPE 6

CONTRACT NO.
DRAWING NO. S4.4
FILE NO.
REV. NO.

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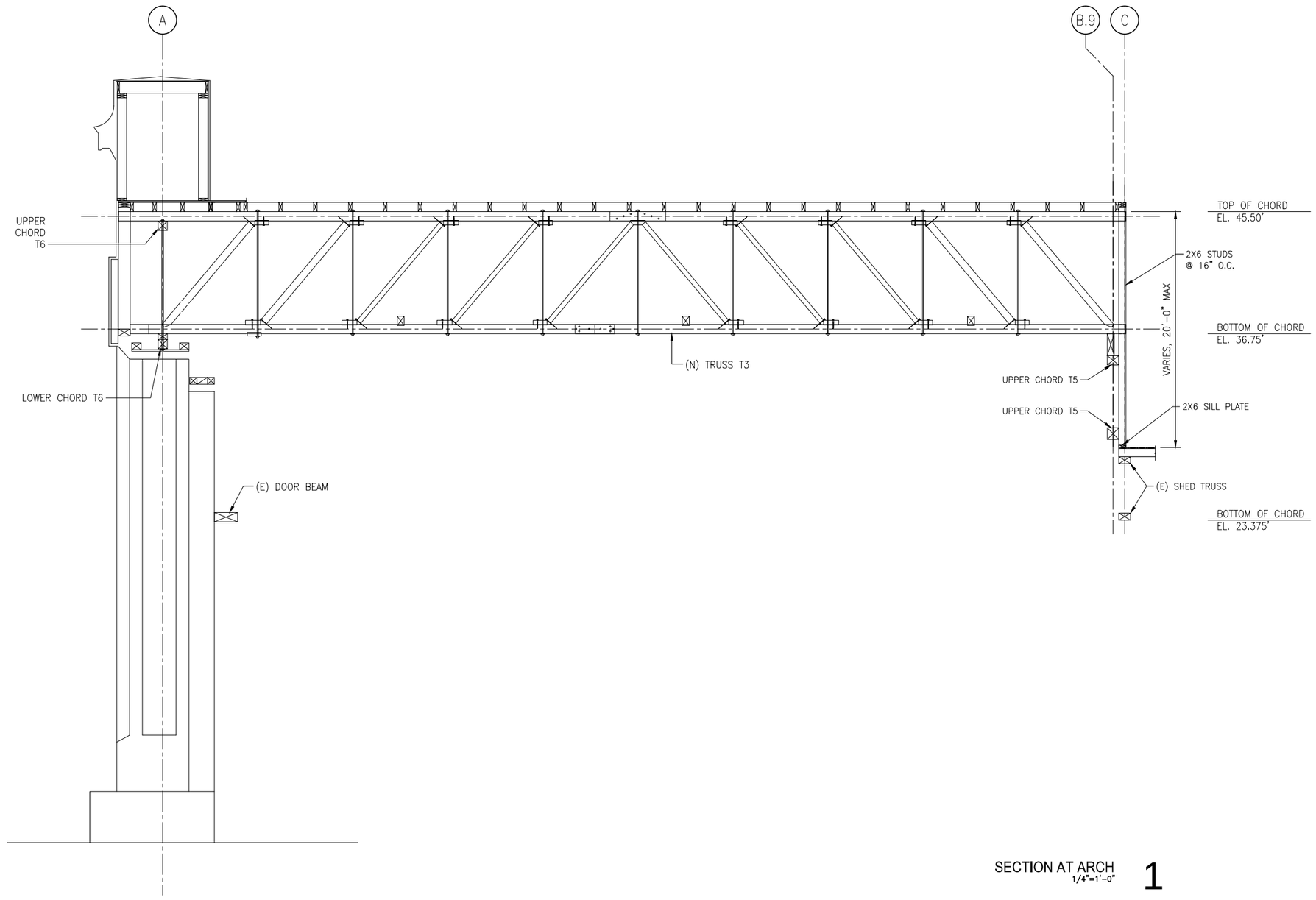

SECTION AT ARCH 1
1/4"=1'-0"

NO.	DATE	DESCRIPTION	BY	APP.
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CHIEF HARBOR ENGINEER

SCALE: AS NOTED
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PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
SECTION AT ARCH

CONTRACT NO.
DRAWING NO. S5.0
FILE NO.
REV. NO.

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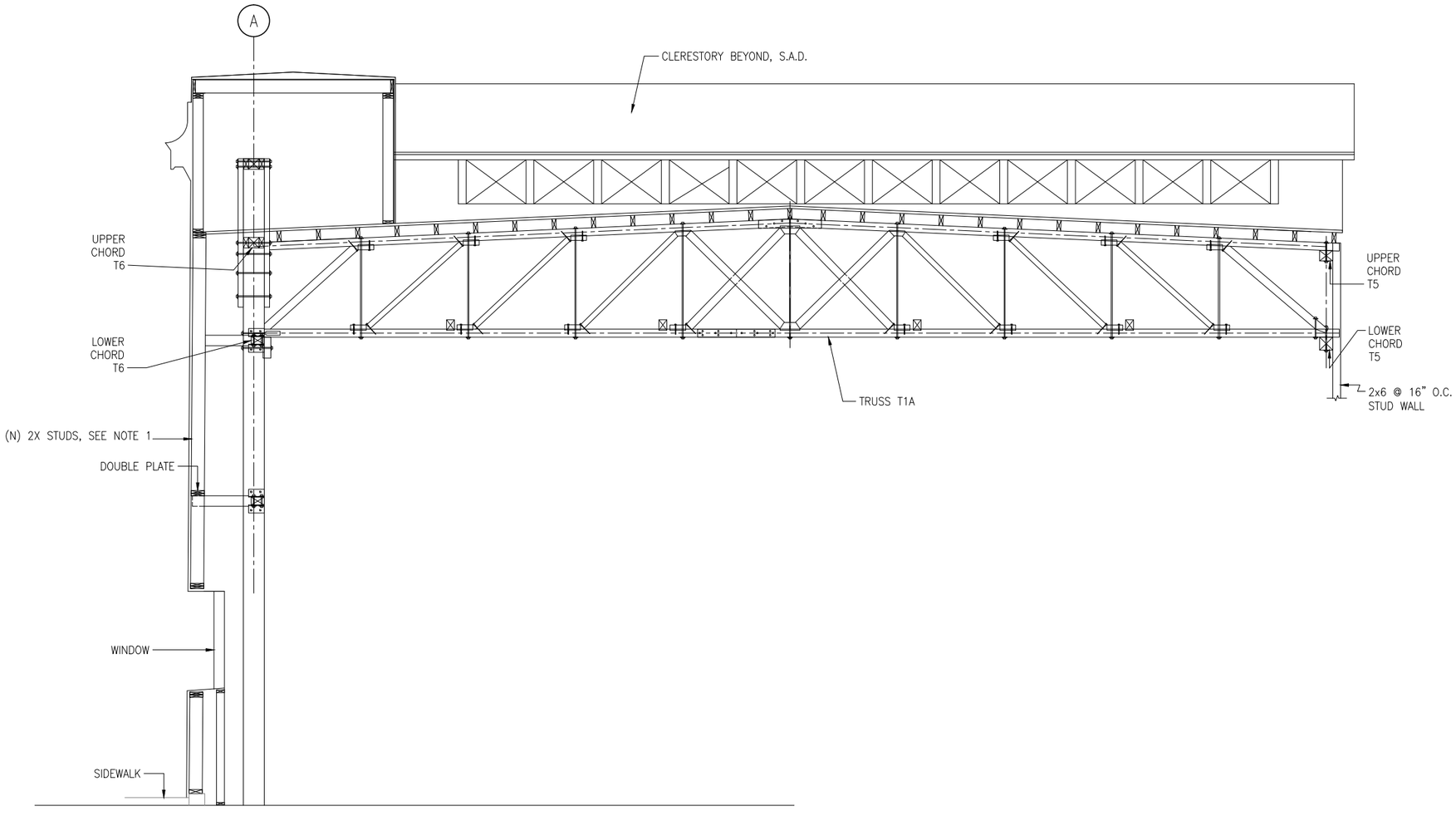

NOTES:

1. PYLON EXTERIOR STUD WALL IS SHOWN AS BATTERED IN THE AS-BUILT RECORD DRAWINGS. REPLACEMENT WALL SHOULD MATCH THE EXISTING BATTER PRESENT ON THE EXISTING NORTH PYLON WALL FRAMING.

SECTION AT PYLON
1/4"=1'-0" 1

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FIRE DAMAGE REHABILITATION
SECTION AT PYLON

CONTRACT NO.
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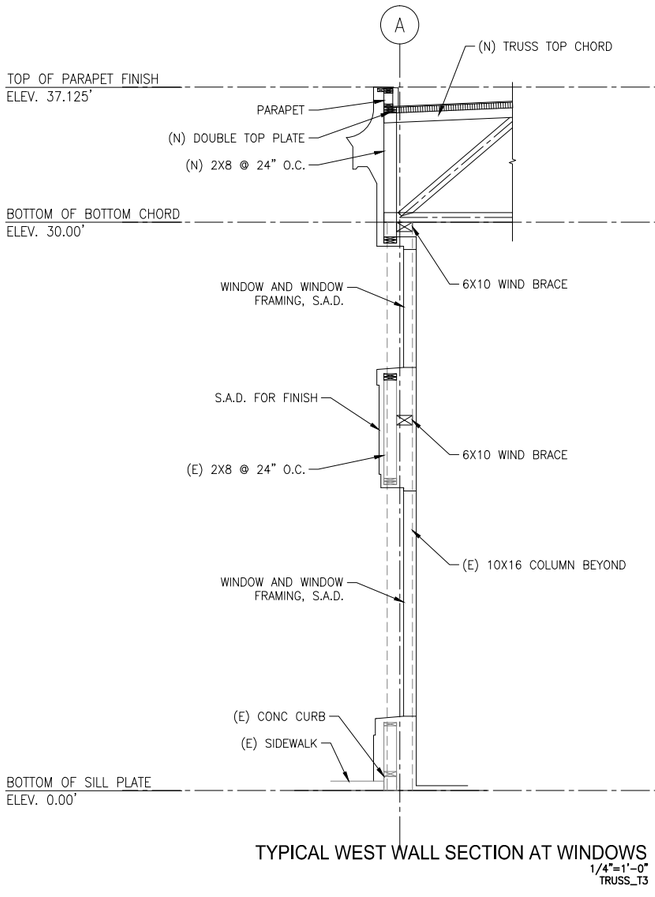
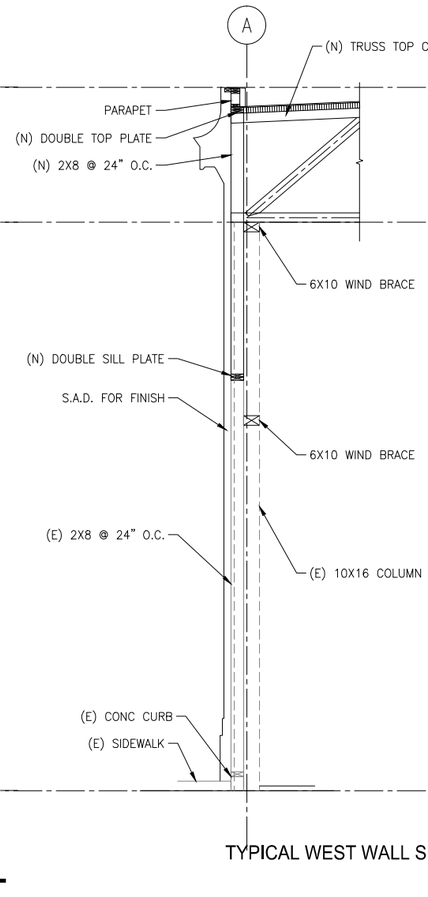
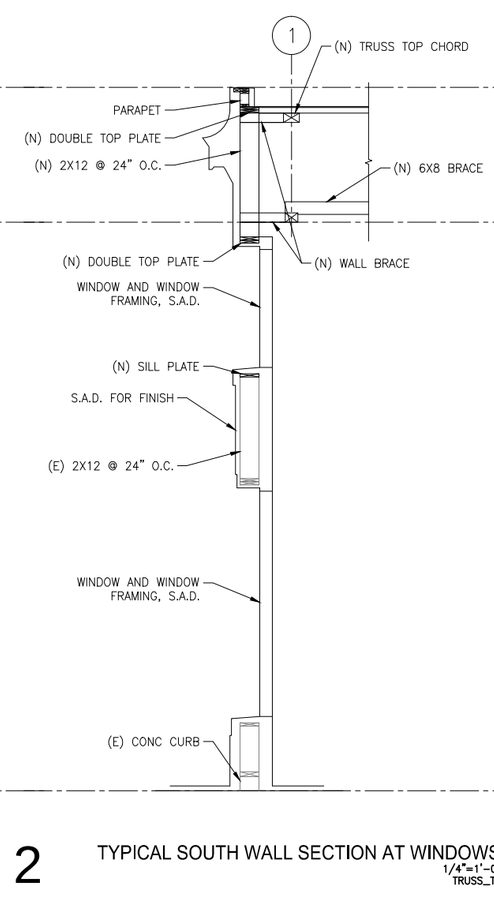


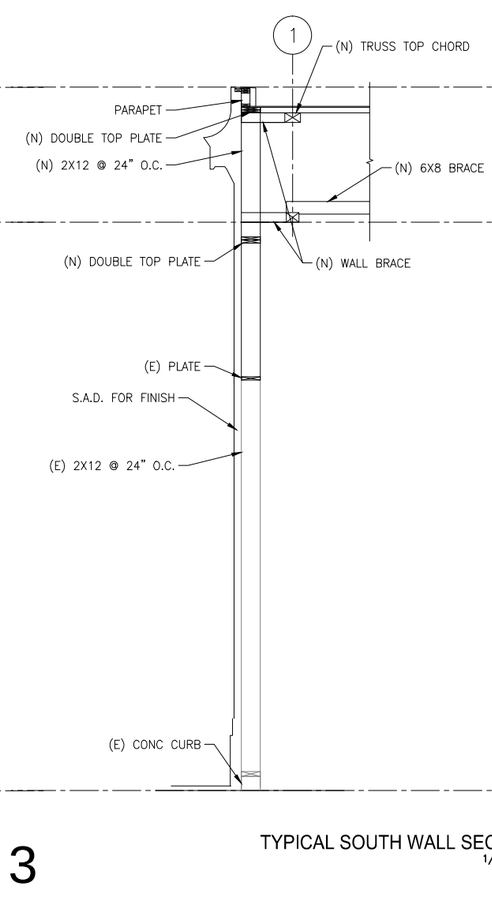
TYPICAL WEST WALL SECTION AT WINDOWS 1
1/4"=1'-0"
TRUSS_T3



TYPICAL WEST WALL SECTION 2
1/4"=1'-0"
TRUSS_T3



TYPICAL SOUTH WALL SECTION AT WINDOWS 3
1/4"=1'-0"
TRUSS_T3



TYPICAL SOUTH WALL SECTION 4
1/4"=1'-0"
TRUSS_T3

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CHIEF HARBOR ENGINEER

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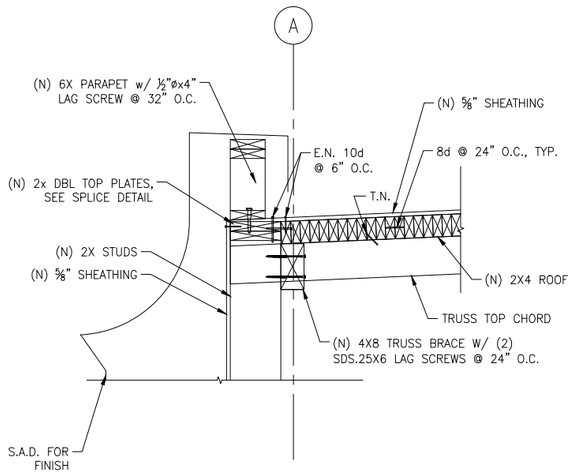
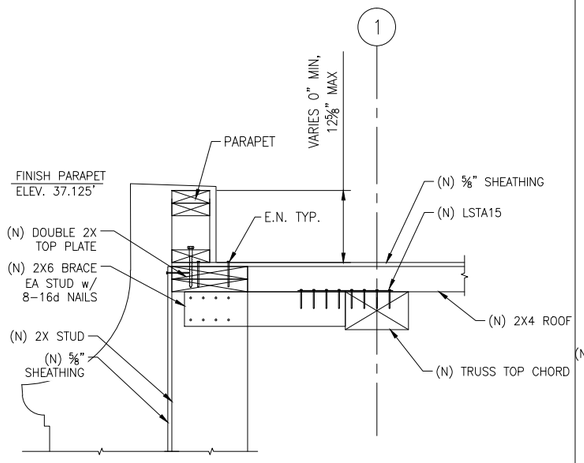
PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
WALL SECTIONS

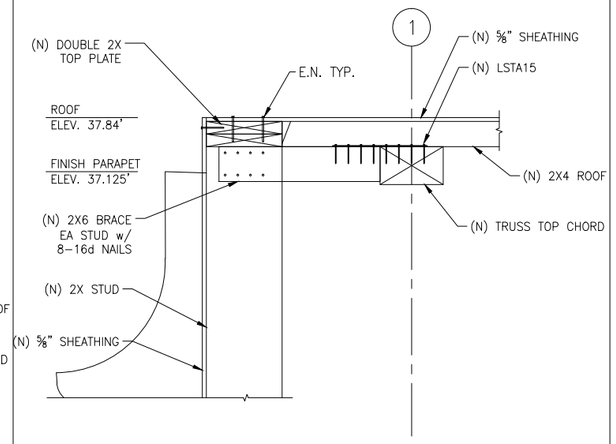
CONTRACT NO.
DRAWING NO. S5.2
FILE NO.
REV. NO.



ROOF - WEST WALL CONNECTION 1
1"=1'-0"
ROOF TO WEST WALL



ROOF - SOUTH WALL CONNECTION 2
1"=1'-0"
ROOF TO SOUTH WALL



ROOF - SOUTH WALL CONNECTION NO PARAPET 3
1"=1'-0"
ROOF TO SOUTH WALL HIGH ROOF

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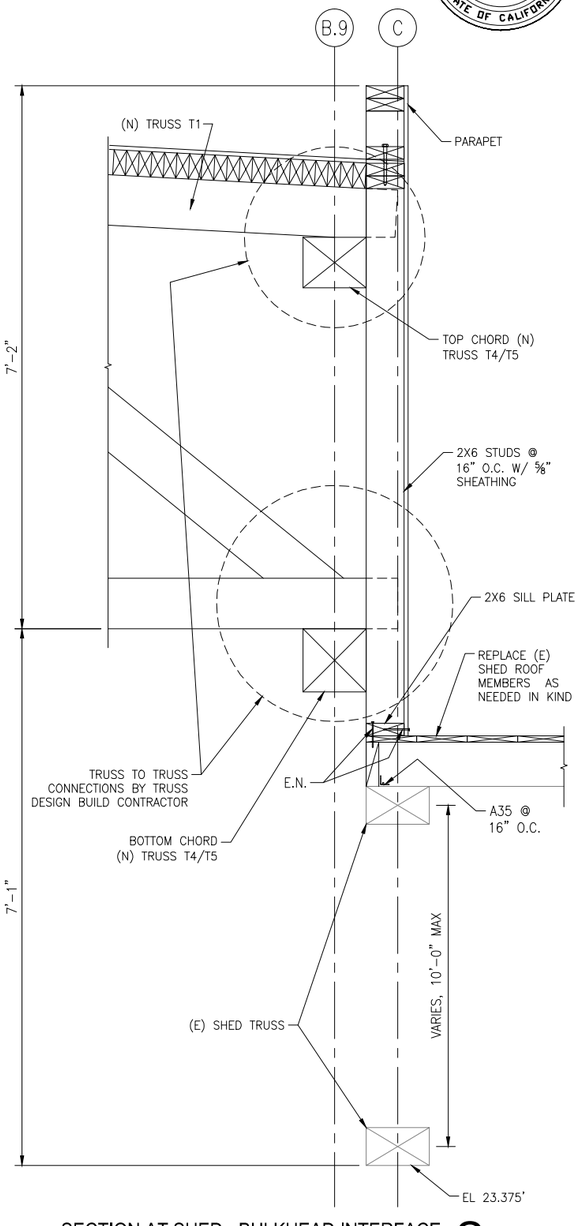
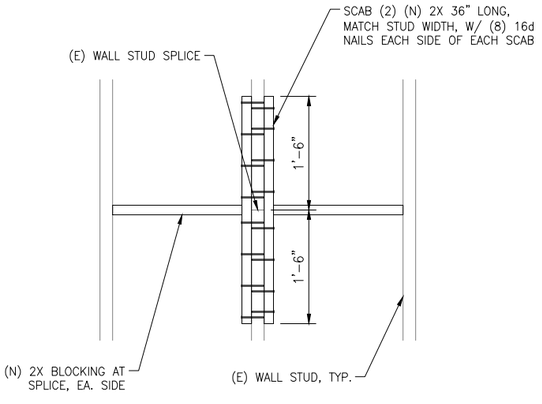
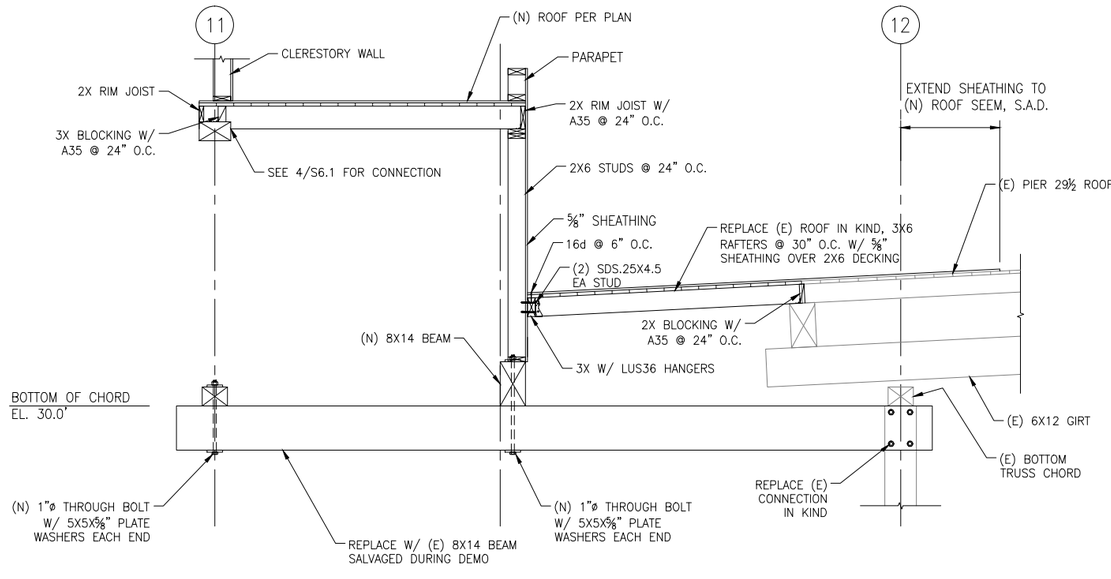


SECTION AT SHED - BULKHEAD INTERFACE 8
1"=1'-0"
SECTION AT SHED – BULKHEAD INTERFACE



NOTE:
PLACE (N) SCAB ON OPPOSITE SIDE OF (E) 1X SCAB PRIOR TO REMOVING (E) SCAB

EXISTING STUD SPLICE REPAIR 5
1"=1'-0"
STUD SPLICE REPAIR



BULKHEAD TO PIER 29.5 SECTION 7
1/2"=1'-0"
SECTION BULKHEAD TO 29.5

NO.	DATE	DESCRIPTION	BY	APP.
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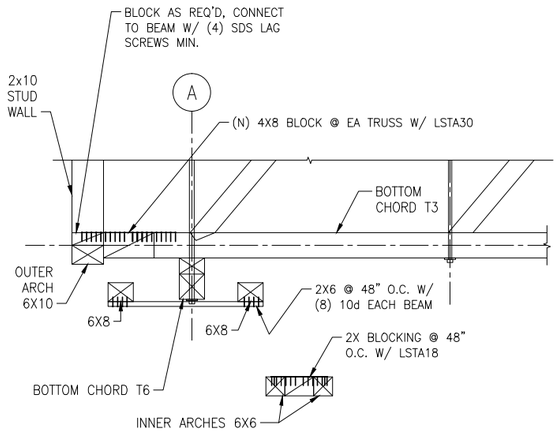
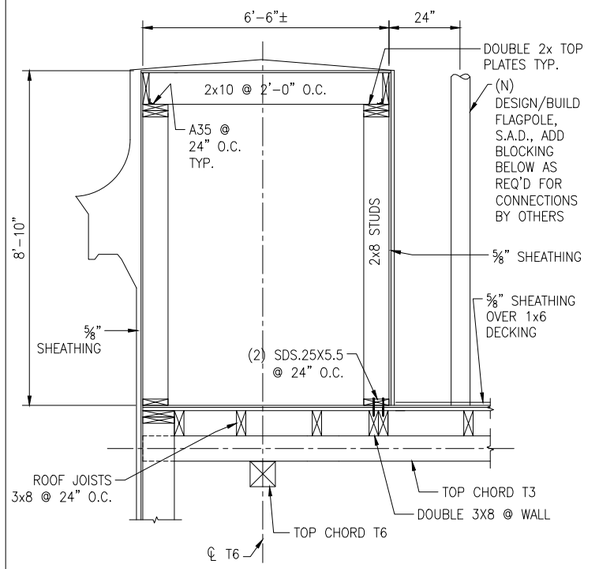
PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
WOOD DETAILS

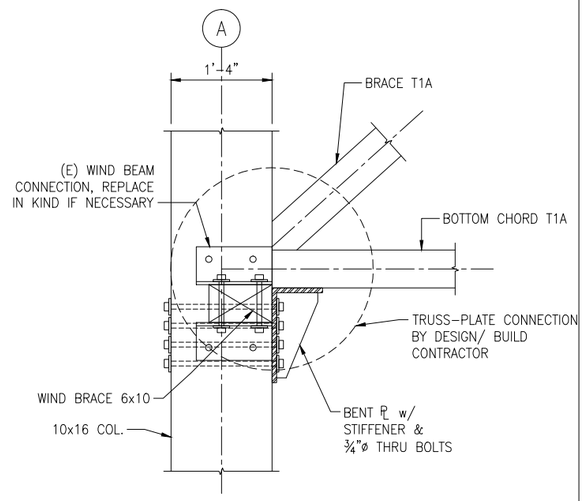
CONTRACT NO.
DRAWING NO. S6.0
FILE NO.
REV. NO.



ARCH FRAME BRACING 1
1/2"=1'-0"
ARCH FRAME BRACING



ROOF SECTION AT ARCH 2
1/2"=1'-0"
roof section at arch center



BOTTOM CHORD TO COLUMN CONNECTION AT ARCH 3
1"=1'-0"
bottom chord to column connection T1 at arch

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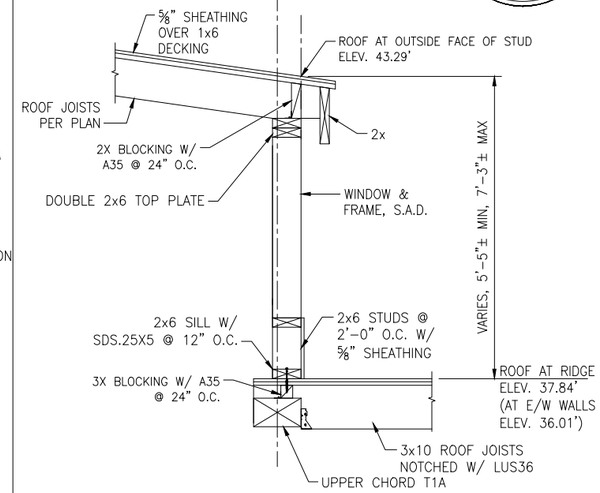
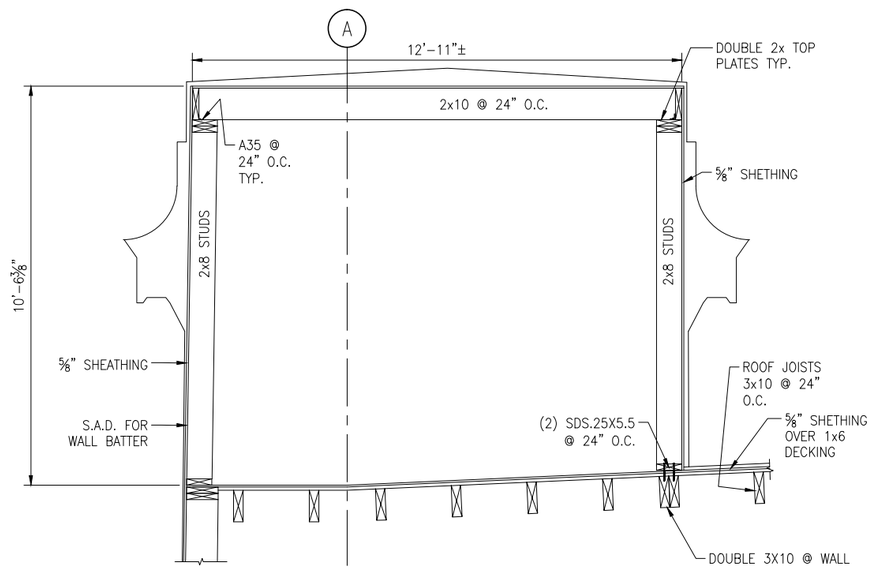
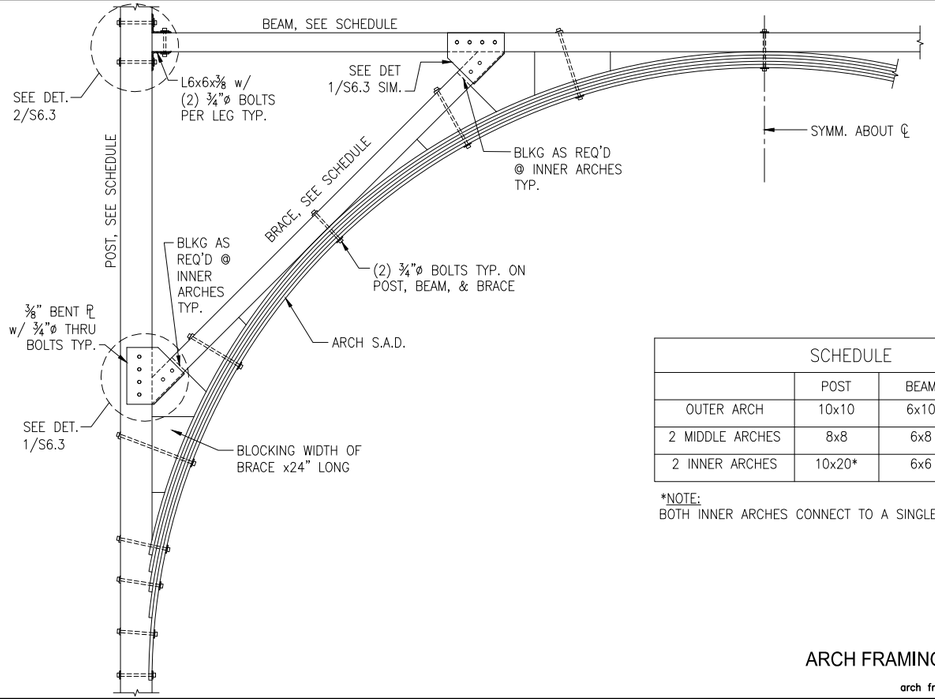


SECTION AT CLERESTORY 4
3/4"=1'-0"
monitor wall on T1



ROOF SECTION AT PYLON 6
1/2"=1'-0"
roof section at pylon



SCHEDULE			
	POST	BEAM	BRACE
OUTER ARCH	10x10	6x10	6x10
2 MIDDLE ARCHES	8x8	6x8	6x8
2 INNER ARCHES	10x20*	6x6	6x6

*NOTE:
BOTH INNER ARCHES CONNECT TO A SINGLE 10x20 POST

ARCH FRAMING DETAIL 8
1/2"=1'-0"
arch framing elevation

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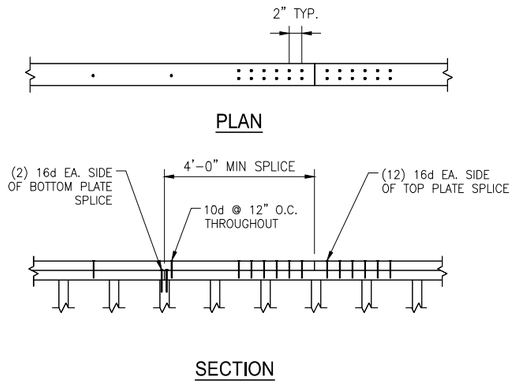
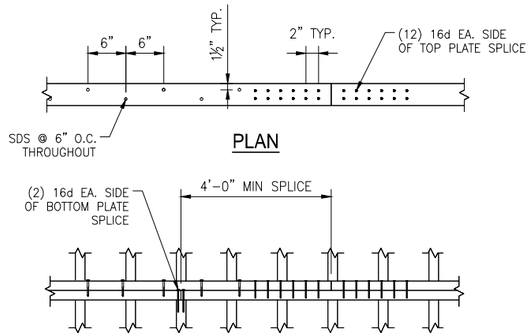
PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION WOOD DETAILS

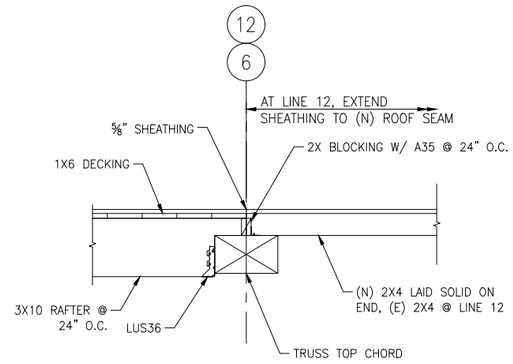
CONTRACT NO.
DRAWING NO. S6.1
FILE NO.
REV. NO.



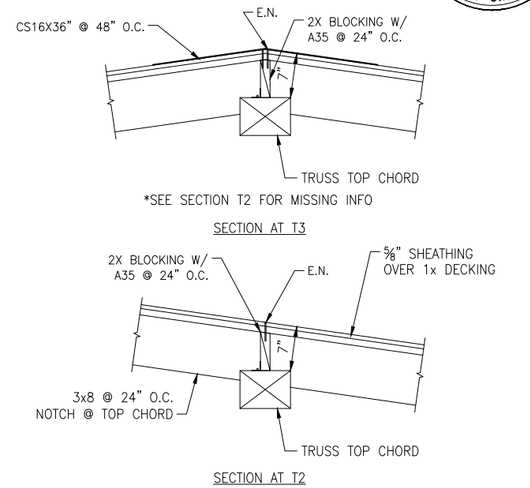
TYPICAL TOP PLATE SPLICE 1
1"=1'-0"
TOP PLATE SPLICE



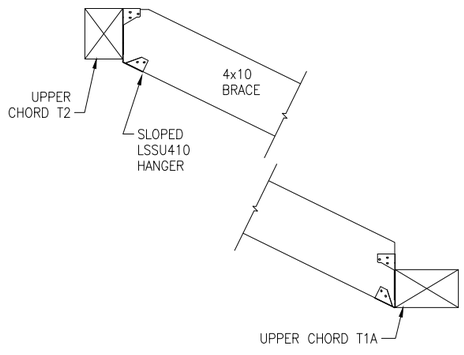
DOUBLE PLATE CONNECTION & SPLICE 2
1"=1'-0"
DOUBLE PLATE CONNECTION & SPLICE



ROOF INTERSECTION 3
1"=1'-0"
ROOF INTERSECTION

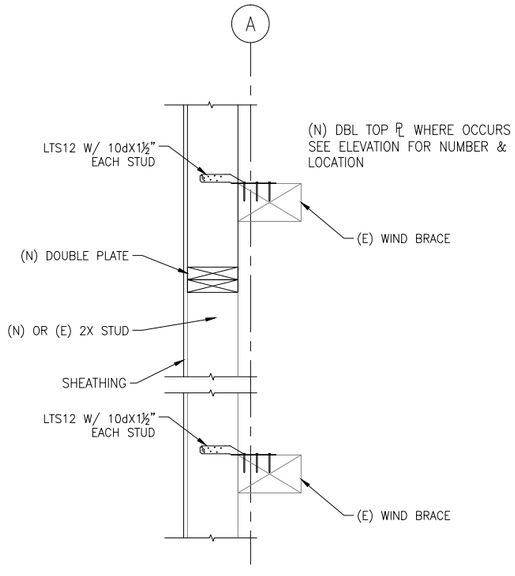


CLERESTORY ROOF AT TRUSS 4
1"=1'-0"
clerestory roof

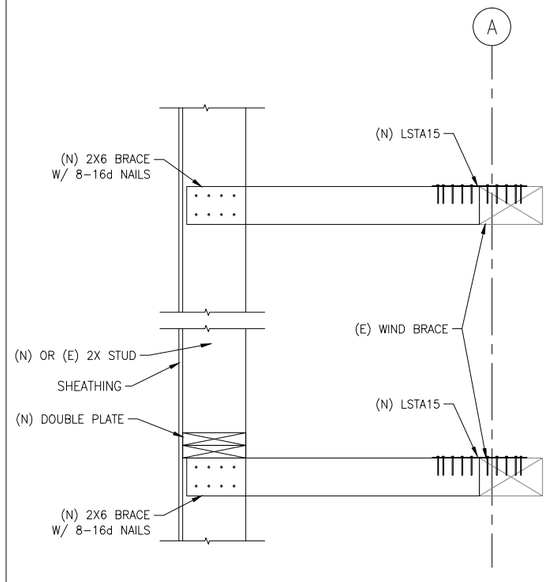


NOTE:
ROOF AND WALL NOT SHOWN FOR CLARITY

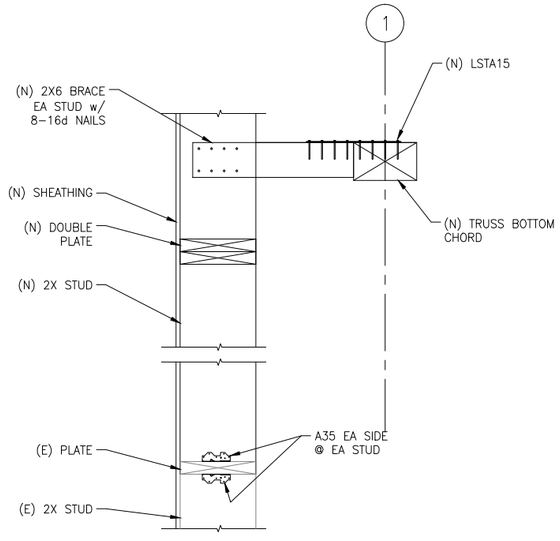
CONNECTION AT BRACE 5
1"=1'-0"
monitor brace connection



WALL STUD TO WIND BEAM CONNECTION 6
1"=1'-0"
STUD TO WIND BEAM



WALL STUD TO WIND BEAM CONNECTION @ PYLON 7
1"=1'-0"
STUD TO WIND BEAM 2



SOUTH WALL TO TRUSS BRACE 8
1"=1'-0"
SOUTH WALL TO TRUSS BRACE

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PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
WOOD DETAILS

CONTRACT NO.
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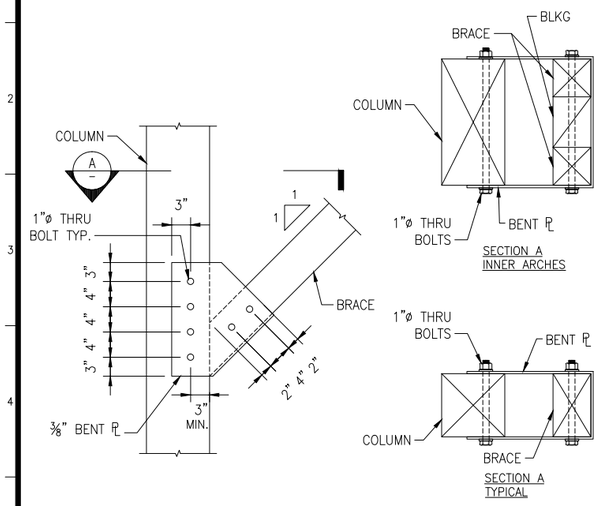
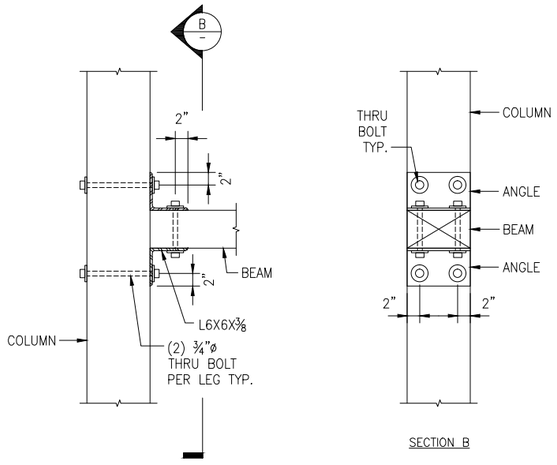
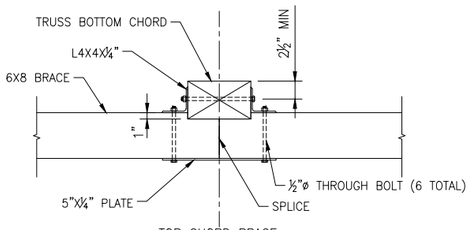


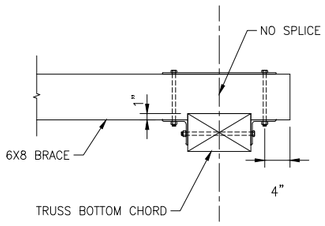
CONNECTION DETAIL AT ARCH 1
1"=1'-0"
CONNECTION DETAIL AT ARCH



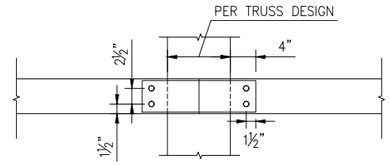
BEAM TO COLUMN CONNECTION DETAIL AT ARCH 2
1"=1'-0"
connection beam to col at arch



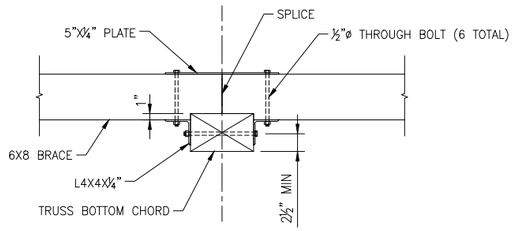
TOP CHORD BRACE



BOTTOM CHORD BRACE AT END

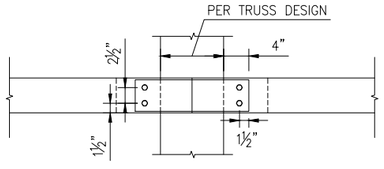


CHORD BRACE PLAN

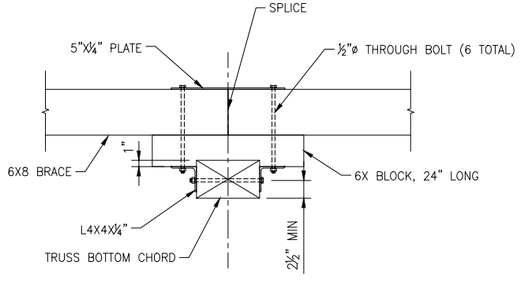


BOTTOM CHORD BRACE

TRUSS BRACE 4
1"=1'-0"
TRUSS BRACE

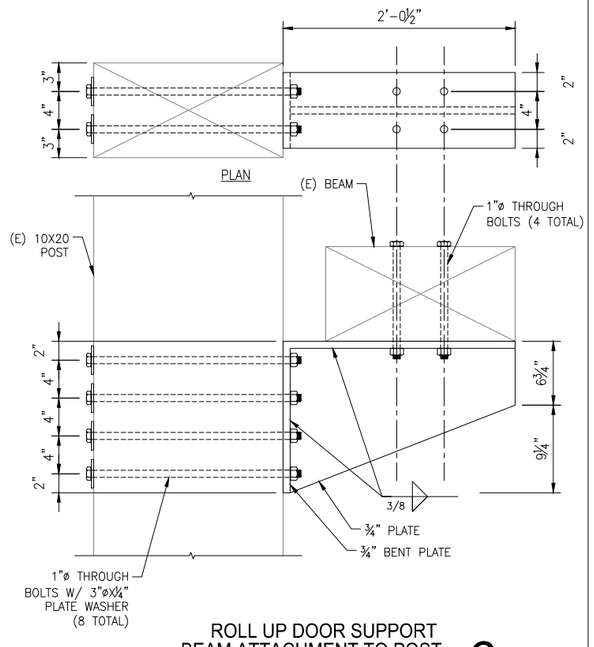


CHORD BRACE PLAN



BOTTOM CHORD BRACE

TRUSS BRACE AT T2 5
1"=1'-0"
TRUSS BRACE



ROLL UP DOOR SUPPORT BEAM ATTACHMENT TO POST 6
1-1/2"=1'-0"
DOOR BEAM ATTACHMENT

NO.	DATE	DESCRIPTION	BY	APP.
0	10/9/12	PERMIT SUBMITTAL	DS	RL

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

DESIGNED: GZ 10/1/12	DATE:
DRAWN: C+D 10/1/12	DATE:
CHECKED: DS 10/1/12	DATE:

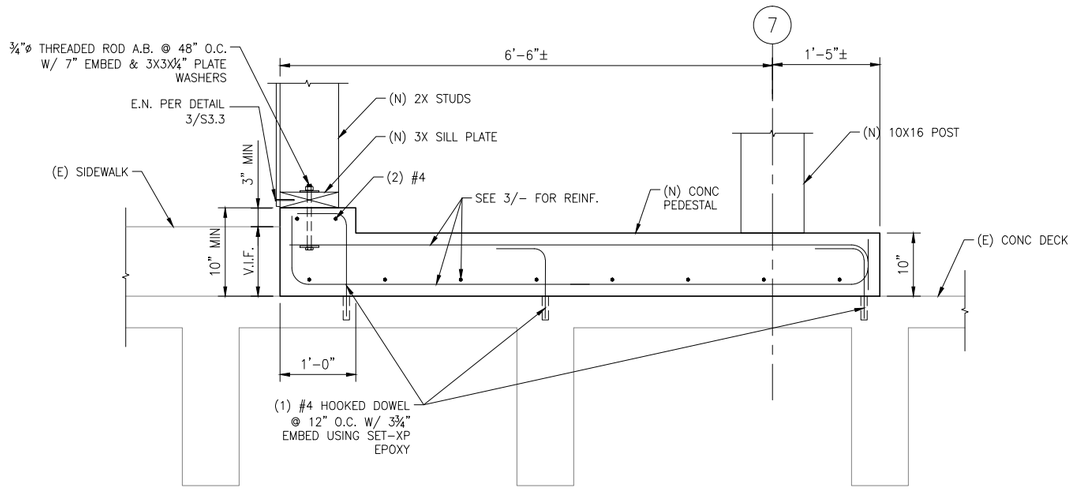
APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
_____
CHIEF HARBOR ENGINEER

SCALE: AS NOTED
SHEET OF SHEETS

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
WOOD DETAILS

CONTRACT NO.
DRAWING NO. S6.3
FILE NO.
REV. NO.

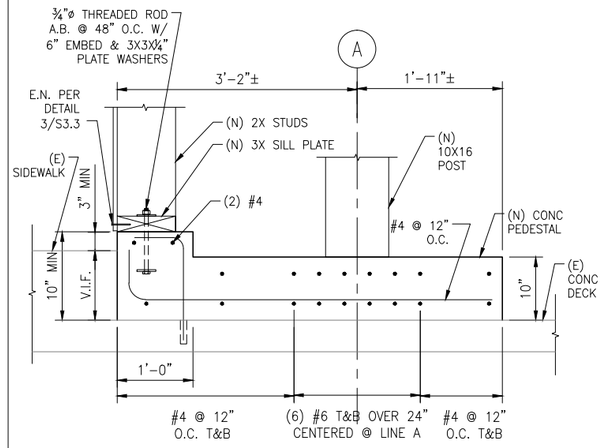


NOTE:
REFER TO CBC TABLE 2304.9.1 FOR FASTENING REQUIREMENTS OF CONVENTIONAL WOOD FRAMING.

1

CONCRETE PEDESTAL SECTION
1"=1'–0"
POST PEDESTAL

2



NOTE:
REFER TO CBC TABLE 2304.9.1 FOR FASTENING REQUIREMENTS OF CONVENTIONAL WOOD FRAMING.

CONCRETE PEDESTAL SECTION
1"=1'–0"
POST PEDESTAL

3

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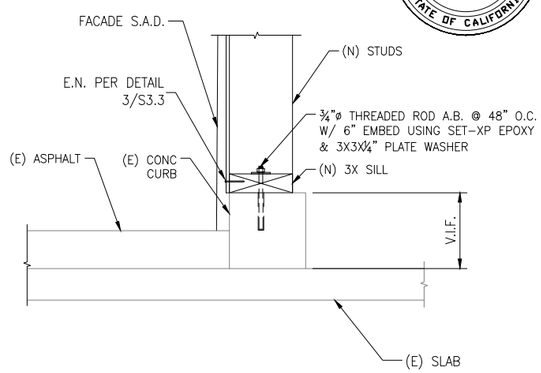
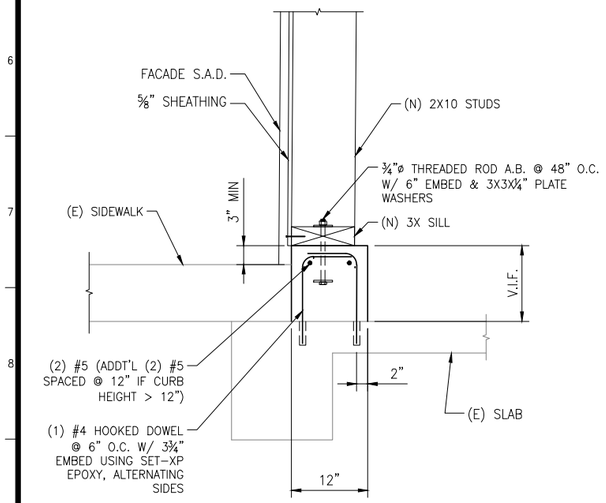
REGISTERED PROFESSIONAL ENGINEER
REINHARD P. LUDKE
NO. SE2545
EXP. 3/31/14
STRUCTURAL
STATE OF CALIFORNIA



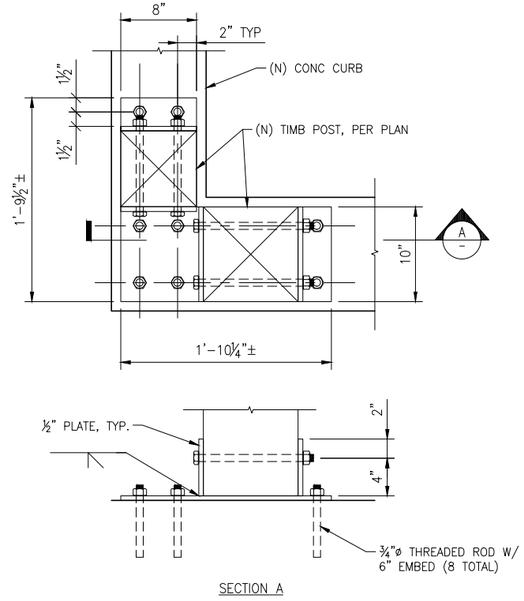
WALL TO (E) CURB CONNECTION
1"=1'–0"
WALL – E CURB CONNECTION

4



WALL TO SLAB CONNECTION
1"=1'–0"
wall foundation attachment

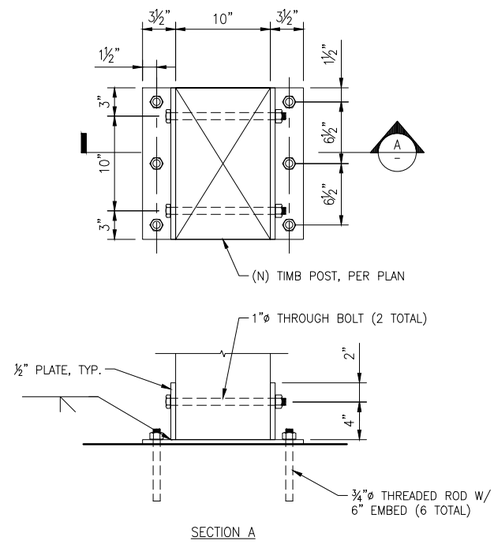
5



SECTION A

DOUBLE CORNER POST BASE
1–1/2"=1'–0"
DOUBLE CORNER POST BASE

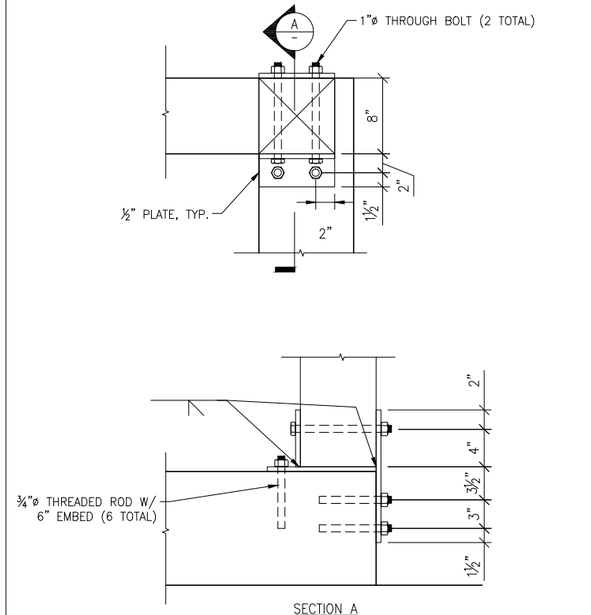
6



SECTION A

TRUSS POST BASE
1–1/2"=1'–0"
TRUSS POST BASE

7



SECTION A

CORNER POST BASE
1–1/2"=1'–0"
CORNER POST BASE

8

NO.	DATE	DESCRIPTION	BY	APP.
0	10/9/12	PERMIT SUBMITTAL	DS	RL

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SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

DESIGNED: GZ 10/1/12
DRAWN: C+D 10/1/12
CHECKED: DS 10/1/12

APPROVED BY SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: AS NOTED
SHEET OF SHEETS

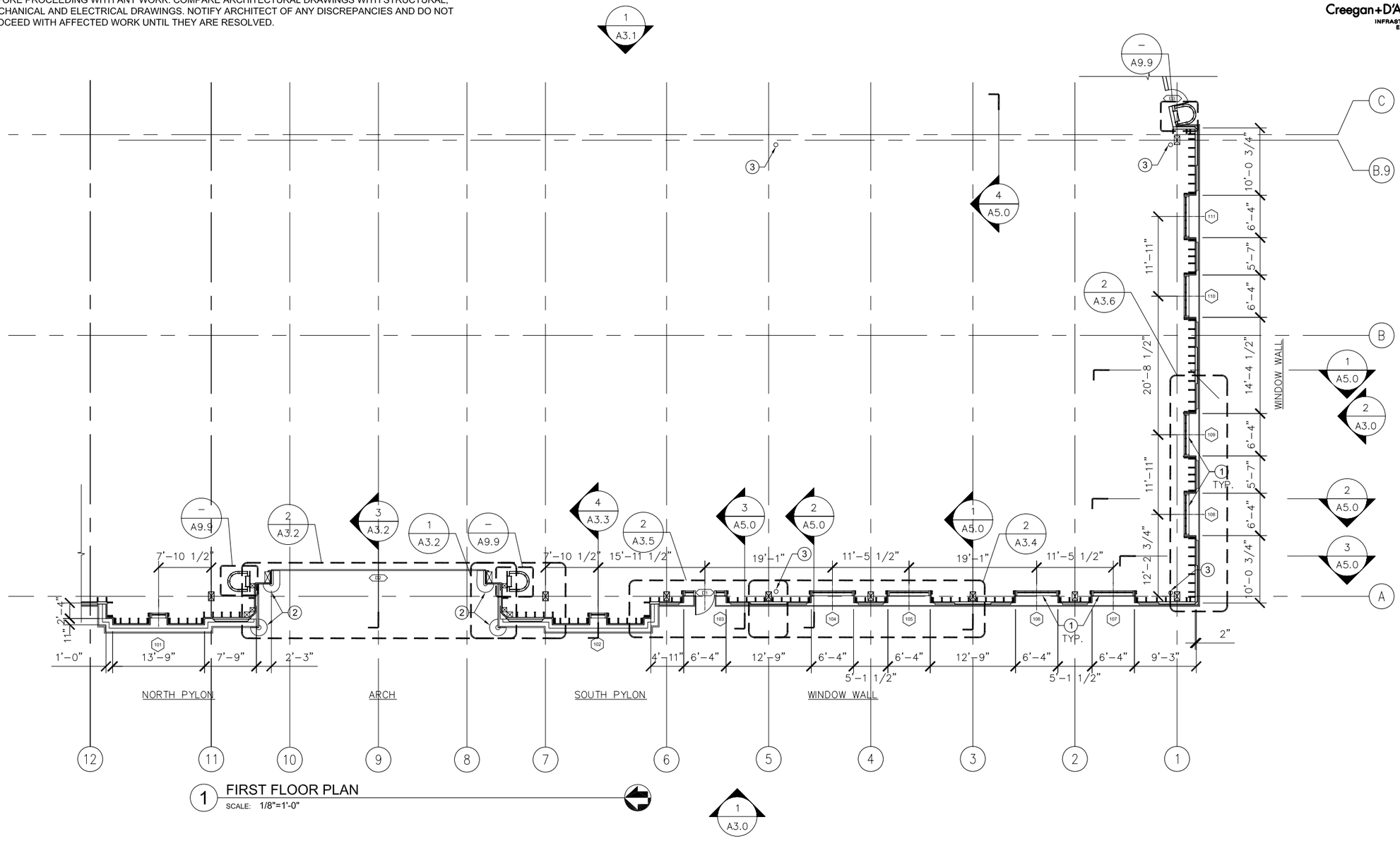
PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
CONCRETE & STEEL DETAILS

CONTRACT NO.
DRAWING NO. S7.0
FILE NO.
REV. NO.

NOTES

1. DIMENSIONS SHOWN ARE BASED ON AS-BUILT DRAWINGS PROVIDED BY THE PORT OF SAN FRANCISCO.
2. THE CONTRACTOR SHALL VERITY ALL EXISTING CONDITIONS AND PROPOSE DIMENSIONS AT THE JOB SITE BEFORE PROCEEDING WITH ANY WORK. COMPARE ARCHITECTURAL DRAWINGS WITH STRUCTURAL, MECHANICAL AND ELECTRICAL DRAWINGS. NOTIFY ARCHITECT OF ANY DISCREPANCIES AND DO NOT PROCEED WITH AFFECTED WORK UNTIL THEY ARE RESOLVED.



1 FIRST FLOOR PLAN
SCALE: 1/8"=1'-0"

1 A3.0

Creegan+D'Angelo INFRASTRUCTURE ENGINEERS
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San Francisco, CA 94133
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Fax (415) 834-2011
www.cdengineers.com

LICENSED ARCHITECT — STATE OF CALIFORNIA — C 25019 — 11/30/13

ARCHITECT:
Old Engine Co. No. 2
460 Bush Street
San Francisco, CA 94108
415.773.0773 f. 415.773.1773
CAREY & CO. INC. ARCHITECTURE

GENERAL NOTES

1. ALL WINDOWS HAVE BEEN CATALOGED AND SALVAGED FOR REINSTALLATION. SEE SHEETS A7.0 AND A7.1 FOR WINDOW SCHEDULE.
2. WALL FRAMING TO REMAIN TO BE DETERMINED BY STRUCTURAL ENGINEER.
3. SEE STRUCTURAL DRAWINGS FOR HEAVY TIMBER REPLACEMENT.
4. SHEATH FRAMED WALL IN PLYWOOD PER STRUCTURAL DRAWINGS.
5. WALL CLADDING FROM BASE TO BOTTOM OF CORNICE IS TRADITIONAL THREE COAT CEMENT PLASTER. CORNICE, QUOINS AND VOUSSOIRS ARE EXTERIOR INSULATION FOAM SYSTEM (EIFS).
6. INSTALL NEW ROLL UP DOORS AT ARCH.
7. S.S.D. FOR NEW CONCRETE CURB AT ARCH OPENING.
8. PAINT ALL INTERIOR WOOD BELOW TOP SILL.

KEY NOTES

(1) WINDOWS TO BE REPAIRED OR FABRICATED OFF SITE. REINSTALL WINDOWS IN COORDINATION WITH CEMENT PLASTER AND EIFS WORK.

(2) PROTECT WHEEL GUARDS IN PLACE.

(3) SEE MECHANICAL DRAWINGS FOR NEW DRAIN LOCATIONS.

NO.	DATE	DESCRIPTION	BY	APP.
0	10/9/12	PERMIT SUBMITTAL	SN	NG

TABLE OF REVISIONS
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SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

DESIGNED:	DATE: – 10/9/12
DRAWN:	DATE: SN, EG, JC 10/9/12
CHECKED:	DATE: CD, SN 10/9/12

APPROVED BY SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE:
SHEET OF SHEETS –

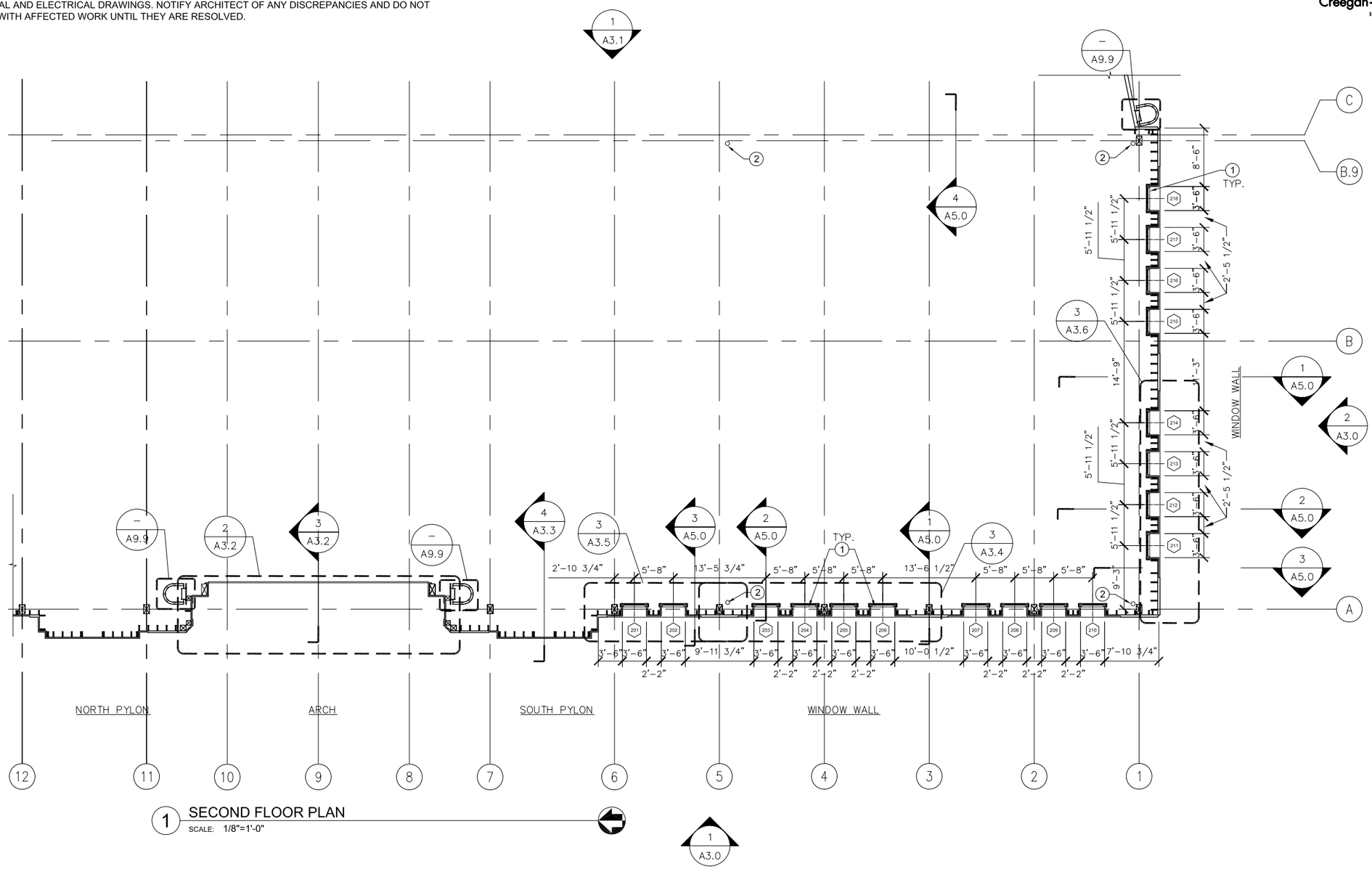
PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION FLOOR PLAN
CUT THROUGH THE LOWER WINDOWS

CONTRACT NO.
DRAWING NO. A2.0
FILE NO.
REV. NO.

VIEW: PLOT1

NOTES

1. DIMENSIONS SHOWN ARE BASED ON AS-BUILT DRAWINGS PROVIDED BY THE PORT OF SAN FRANCISCO.
2. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND PROPOSE DIMENSIONS AT THE JOB SITE BEFORE PROCEEDING WITH ANY WORK. COMPARE ARCHITECTURAL DRAWINGS WITH STRUCTURAL, MECHANICAL AND ELECTRICAL DRAWINGS. NOTIFY ARCHITECT OF ANY DISCREPANCIES AND DO NOT PROCEED WITH AFFECTED WORK UNTIL THEY ARE RESOLVED.



1 SECOND FLOOR PLAN
SCALE: 1/8"=1'-0"

Creegan+D'Angelo
INFRASTRUCTURE ENGINEERS
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LICENSED ARCHITECT — JAMES GAIL GOLDBERG — C 25019 — 11/30/13 — STATE OF CALIFORNIA

ARCHITECT:
Old Engine Co. No. 2
460 Bush Street
San Francisco, CA 94108
415.773.0773 f. 415.773.1773
CAREY & CO. INC. ARCHITECTURE

GENERAL NOTES

1. ALL WINDOWS HAVE BEEN CATALOGED AND SALVAGED FOR REINSTALLATION. SEE SHEETS A7.0 AND A7.1 FOR WINDOW SCHEDULE.
2. WALL FRAMING TO REMAIN TO BE DETERMINED BY STRUCTURAL ENGINEER.
3. SEE STRUCTURAL DRAWINGS FOR HEAVY TIMBER REPLACEMENT.
4. SHEATH FRAMED WALL IN PLYWOOD PER STRUCTURAL DRAWINGS.
5. WALL CLADDING FROM BASE TO BOTTOM OF CORNICE IS TRADITIONAL THREE COAT CEMENT PLASTER. CORNICE, QUOINS AND VOUSSOIRS ARE EXTERIOR INSULATION FOAM SYSTEM (EIFS).
6. S.S.D. FOR NEW CONCRETE CURB AT ARCH OPENING.
7. PAINT ALL INTERIOR WOOD BELOW TOP SILL.

KEY NOTES

(1) WINDOWS TO BE REPAIRED OR FABRICATED OFF SITE. REINSTALL WINDOWS IN COORDINATION WITH CEMENT PLASTER AND EIFS WORK.

(2) SEE MECHANICAL DRAWINGS FOR NEW DRAIN LOCATIONS.

NO.	DATE	DESCRIPTION	BY	APP.
0	10/9/12	PERMIT SUBMITTAL	SN	NG

TABLE OF REVISIONS
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SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

DESIGNED: –	DATE: 10/9/12
DRAWN: SN, EG, JC	DATE: 10/9/12
CHECKED: CD, SN	DATE: 10/9/12

APPROVED BY SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE:
SHEET OF SHEETS –

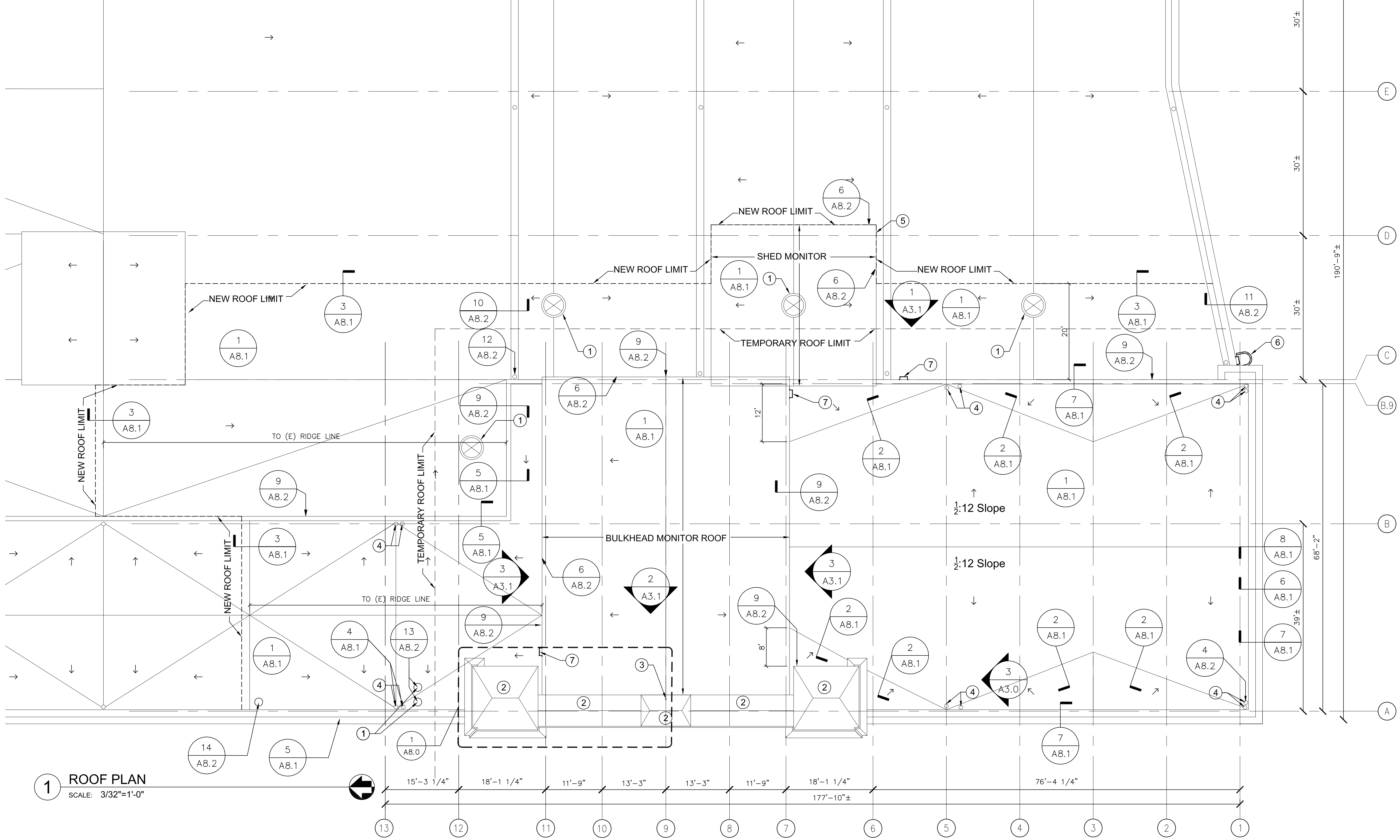
PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION
FLOOR PLAN
CUT THROUGH THE UPPER WINDOWS

CONTRACT NO.
DRAWING NO. A2.1
FILE NO.
REV. NO.

VIEW: PLOT1

NOTES

1. DIMENSIONS SHOWN ARE BASED ON AS-BUILT DRAWINGS PROVIDED BY THE PORT OF SAN FRANCISCO.
2. THE CONTRACTOR SHALL VERITY ALL EXISTING CONDITIONS AND PROPOSE DIMENSIONS AT THE JOB SITE BEFORE PROCEEDING WITH ANY WORK. COMPARE ARCHITECTURAL DRAWINGS WITH STRUCTURAL, MECHANICAL AND ELECTRICAL DRAWINGS. NOTIFY ARCHITECT OF ANY DISCREPANCIES AND DO NOT PROCEED WITH AFFECTED WORK UNTIL THEY ARE RESOLVED.



1 ROOF PLAN
SCALE: 3/32"=1'-0"

Creegan+D'Angelo INFRASTRUCTURE ENGINEERS
170 Columbus Ave., Suite 240
San Francisco, CA 94133
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Fax (415) 834-2011
www.cdengineers.com

LICENSED ARCHITECT NANCY GAIL GOLDENBERG C 25019 11/30/13 RENEWAL DATE STATE OF CALIFORNIA

ARCHITECT:
Old Engine Co. No. 2
460 Bush Street
San Francisco, CA 94108
415.773.0773 f.415.773.1773
CAREY & CO. INC. ARCHITECTURE

GENERAL NOTES

1. SEE SHEETS A8.0, A8.1, A8.2 FOR ROOF DETAILS.
2. ROOFING SYSTEM WITH MBTECHNOLOGY (MBT) SBS MODIFIED BITUMEN HOT ASPHALT APPLIED ROOFING ASSEMBLY, TWO PLIES OF MBT LAY FLAT SBS OVER 1/4 INCH THICK, MECHANICALLY FASTENED DENSDECK AND ONE LAYER OF MBT FIREGUARD SBS CAP SHEET WITH TAPERED POLYISOCYANURATE INSULATION BOARD CRICKETS. COLOR OF SURFACING SHEETS WILL BE TAN.

KEY NOTES

1. NEW VENT TO REPLACE EXISTING - SEE A9.8, A8.2
2. FLAT SEAM GALVANIZED STEEL ROOF
3. NEW WOOD FLAG POLE, PAINTED
4. NEW ROOF DRAIN, SEE PLUMBING AND MECHANICAL SERIES SHEETS-SEE DETAIL 4 OF A8.1
5. REPLACE BROKEN GLASS IN SHED MONITOR
6. REPLACE EXISTING LADDER-SEE SHEET 9.9
7. NEW LADDER-SEE SHEET 9.7

NO.	DATE	DESCRIPTION	BY	APP.
0	10/9/12	PERMIT SUBMITTAL	SN	NG

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SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

DESIGNED: – DATE: 10/9/12
DRAWN: SN, EG, JC DATE: 10/9/12
CHECKED: CD, SN DATE: 10/9/12

APPROVED BY SAN FRANCISCO PORT COMMISSION
DATE:
CHIEF HARBOR ENGINEER

SCALE:
SHEET OF SHEETS –

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION ROOF PLAN

CONTRACT NO.
DRAWING NO. A2.2
FILE NO.
REV. NO.

VIEW: PLOT1

NOTES

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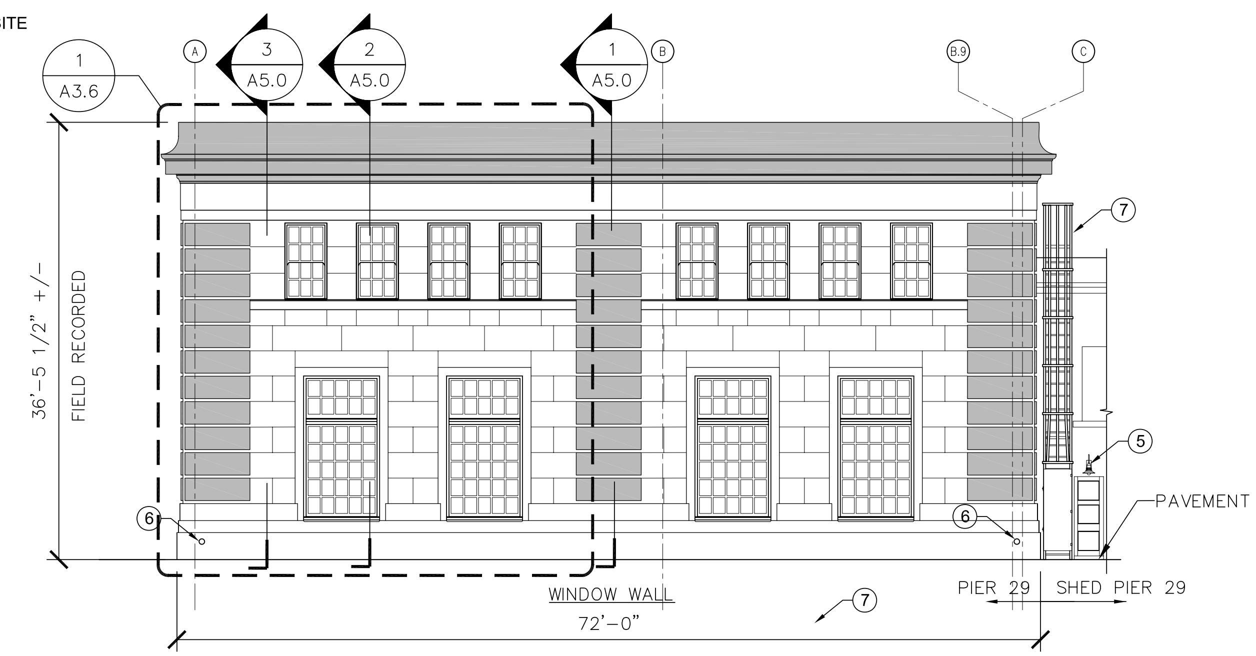
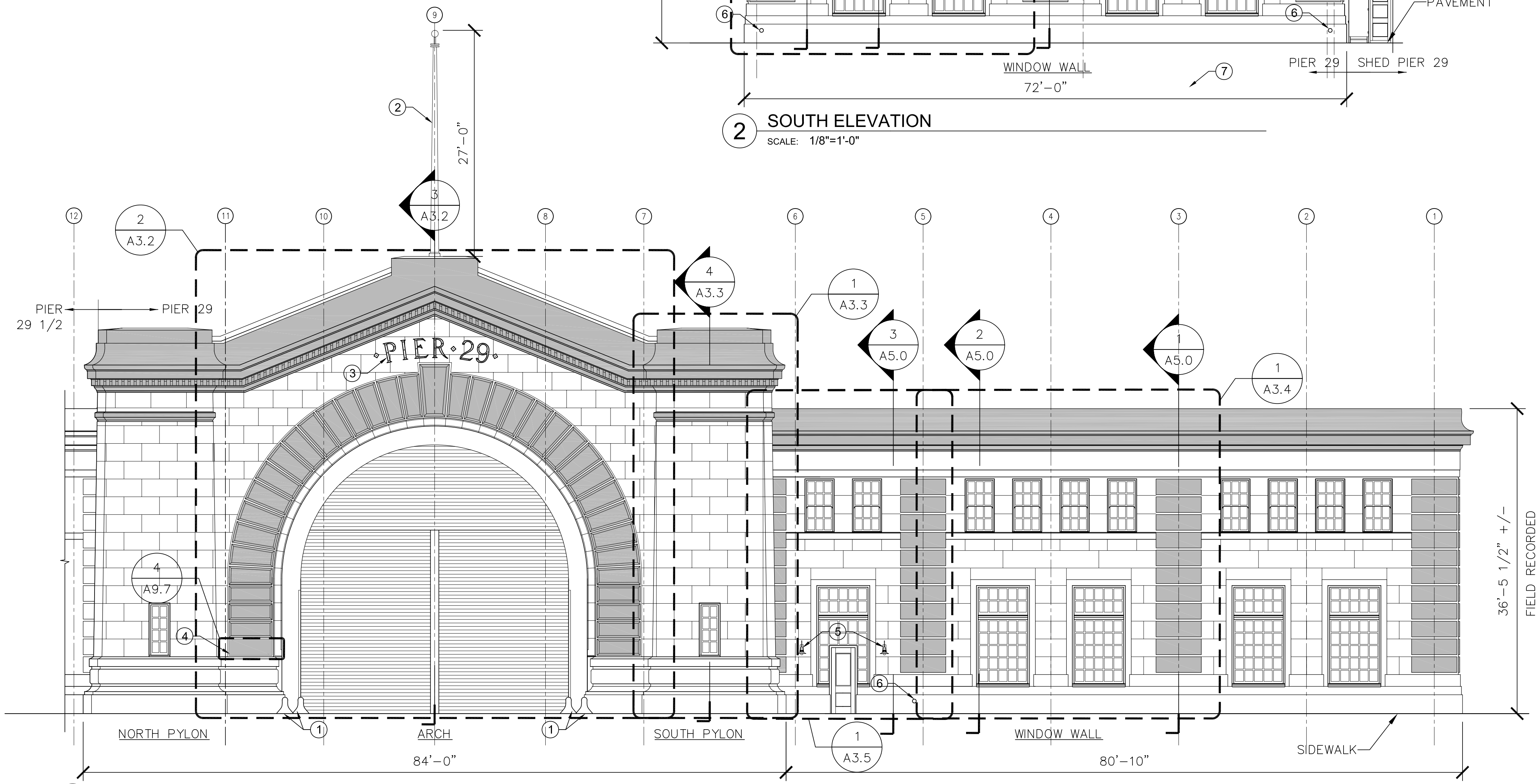
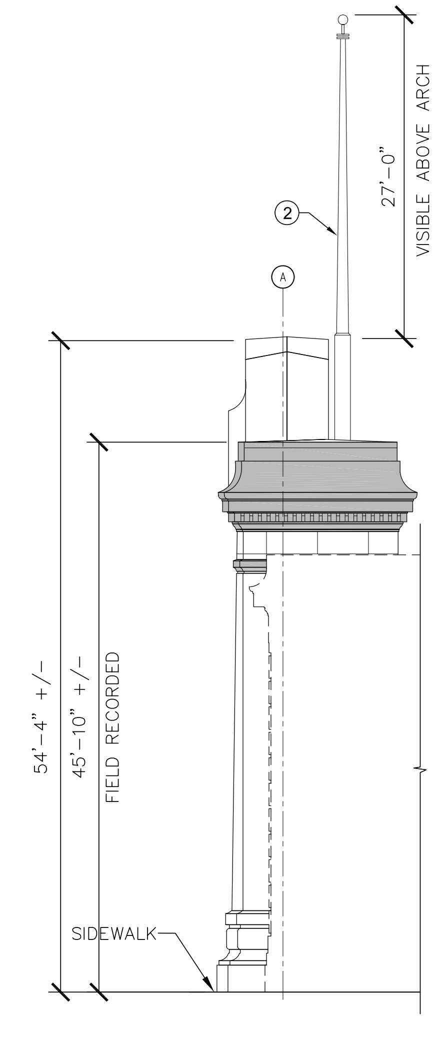
2. THE CONTRACTOR SHALL VERITY ALL EXISTING CONDITIONS AND PROPOSE DIMENSIONS AT THE JOB SITE BEFORE PROCEEDING WITH ANY WORK. COMPARE ARCHITECTURAL DRAWINGS WITH STRUCTURAL, MECHANICAL AND ELECTRICAL DRAWINGS. NOTIFY ARCHITECT OF ANY DISCREPANCIES AND DO NOT PROCEED WITH AFFECTED WORK UNTIL THEY ARE RESOLVED.



2 SOUTH ELEVATION
SCALE: 1/8"=1'-0"



1 WEST ELEVATION
SCALE: 1/8"=1'-0"



3 SOUTH PYLON ELEVATION
SCALE: 1/8"=1'-0"

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Fax (415) 834-2011
www.cdengineers.com

LICENSED ARCHITECT
RANDY GAIL GOLDBERG
C 25019
11/30/13
RENEWAL DATE
STATE OF CALIFORNIA

ARCHITECT:
Old Engine Co. No. 2
460 Bush Street
San Francisco, CA 94108
415.773.0773 f. 415.773.1773
CAREY & CO. INC.
ARCHITECTURE

GENERAL NOTES

1. ALL WINDOWS HAVE BEEN CATALOGED AND SALVAGED FOR REINSTALLATION. SEE SHEETS A7.0 AND A7.1 FOR WINDOW SCHEDULE.
2. WALL FRAMING TO REMAIN TO BE DETERMINED BY STRUCTURAL ENGINEER.
3. SEE STRUCTURAL DRAWINGS FOR HEAVY TIMBER REPLACEMENT.
4. SHEATH FRAMED WALL IN PLYWOOD PER STRUCTURAL DRAWINGS.
5. WALL CLADDING FROM BASE TO BOTTOM OF CORNICE IS TRADITIONAL THREE COAT CEMENT PLASTER. CORNICE, QUOINS AND VOUSSOIRS ARE EXTERIOR INSULATION FOAM SYSTEM (EIFS).
6. INSTALL NEW ROLL UP DOORS AT ARCH.
7. EXPANSION JOINT BETWEEN NORTH PYLON AND PIER 29 1/2.

KEY NOTES

(1) PROTECT WHEEL GUARDS IN PLACE.
(2) NEW WOOD FLAG POLE, PAINTED. S.S.D.
(3) CREATE PATTERNS FOR NEW SIGN IN CAST ALUMINUM. PAINT AND INSTALL THROUGH CEMENT PLASTER CLADDING. SEE DET. 1 & 3/A9.7
(4) REPAIR AND REINSTALL SALVAGED METAL AND GLASS INTERNALLY ILLUMINATED SIGN. WIRE FOR ILLUMINATION. SEE DET. 4/A9.7
(5) INSTALL OUTSIDE DOOR LIGHT.
(6) (N) ROOF DRAIN OVERFLOW SEE DET 6/9.8
(7) (N) LADDER W/ CAGE SEE SHEET 9.9

LEGEND

EIFS

NO.	DATE	DESCRIPTION	BY	APP.
0	10/9/12	PERMIT SUBMITTAL	SN	NG

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PORT OF SAN FRANCISCO

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

		DATE:
DESIGNED:	–	10/9/12
DRAWN:	SN, EG, JC	10/9/12
CHECKED:	CD, SN	10/9/12

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: ________
CHIEF HARBOR ENGINEER

SCALE:
SHEET OF SHEETS
–

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION ELEVATIONS

CONTRACT NO.
DRAWING NO. A3.0
FILE NO.
REV. NO.

VIEW: PLOT1

NOTES

1. DIMENSIONS SHOWN ARE BASED ON AS-BUILT DRAWINGS PROVIDED BY THE PORT OF SAN FRANCISCO.
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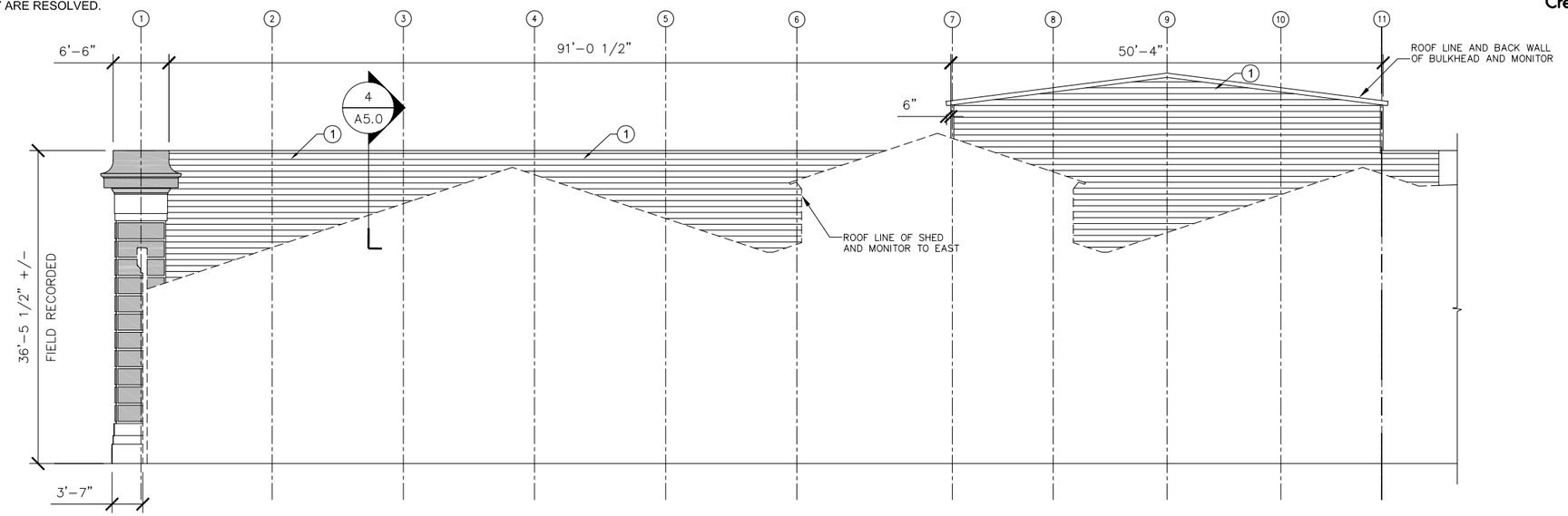
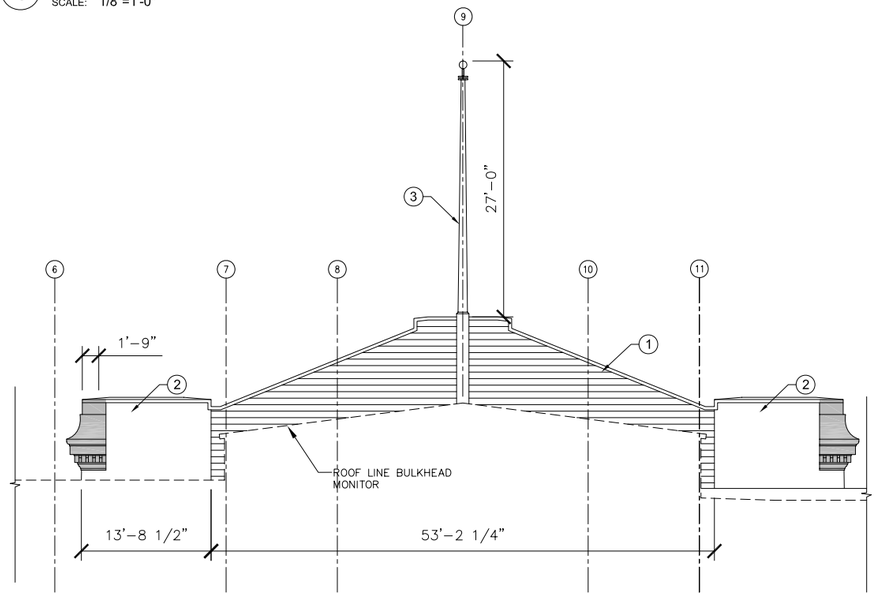
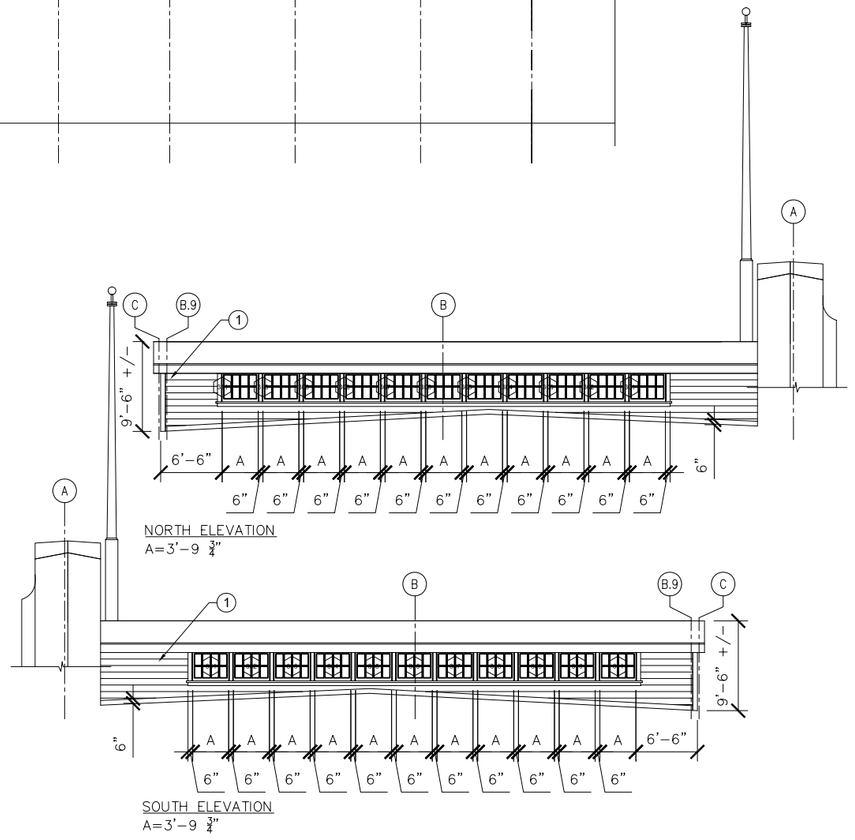


1 EAST ELEVATION
SCALE: 1/8"=1'-0"



2 BACK OF ARCH AND PYLONS - EAST ELEVATION
SCALE: 1/8"=1'-0"



3 MONITOR
SCALE: 1/8"=1'-0"

Creegan+D'Angelo INFRASTRUCTURE ENGINEERS
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San Francisco, CA 94133
Tel (415) 834-2010
Fax (415) 834-2011
www.cdengineers.com

LICENSED ARCHITECT — REGISTERED PROFESSIONAL ENGINEER — C 25019 — 11/30/13 — STATE OF CALIFORNIA

ARCHITECT:
Old Engine Co. No. 2
460 Bush Street
San Francisco, CA 94108
415.773.0773 f. 415.773.1773
CAREY & CO. INC. ARCHITECTURE

KEY NOTES

1. 8" "V-RUSTIC" T&G SIDING AND TRIM, PAINTED.
2. THREE COAT CEMENT PLASTER
3. NEW WOOD FLAG POLE, PAINTED.

LEGEND

EIFS

NO.	DATE	DESCRIPTION	BY	APP.
0	10/9/12	PERMIT SUBMITTAL	SN	NG

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

DESIGNED:	DATE: 10/9/12
DRAWN:	DATE: SN, EG, JC 10/9/12
CHECKED:	DATE: CD, SN 10/9/12

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE:
SHEET OF SHEETS –

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION ELEVATIONS

CONTRACT NO.
DRAWING NO. A3.1
FILE NO.
REV. NO.

VIEW: PLOT1

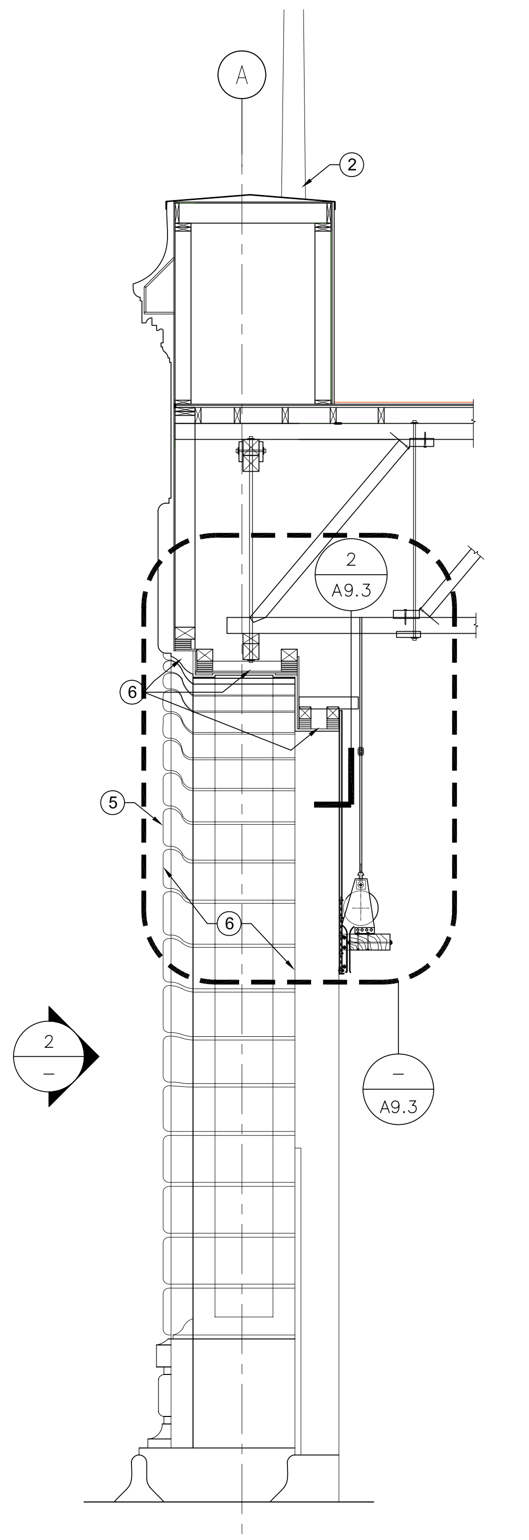
NOTES

1. DIMENSIONS SHOWN ARE BASED ON AS-BUILT DRAWINGS PROVIDED BY THE PORT OF SAN FRANCISCO.
2. THE CONTRACTOR SHALL VERITY ALL EXISTING CONDITIONS AND PROPOSE DIMENSIONS AT THE JOB SITE BEFORE PROCEEDING WITH ANY WORK. COMPARE ARCHITECTURAL DRAWINGS WITH STRUCTURAL, MECHANICAL AND ELECTRICAL DRAWINGS. NOTIFY ARCHITECT OF ANY DISCREPANCIES AND DO NOT PROCEED WITH AFFECTED WORK UNTIL THEY ARE RESOLVED.

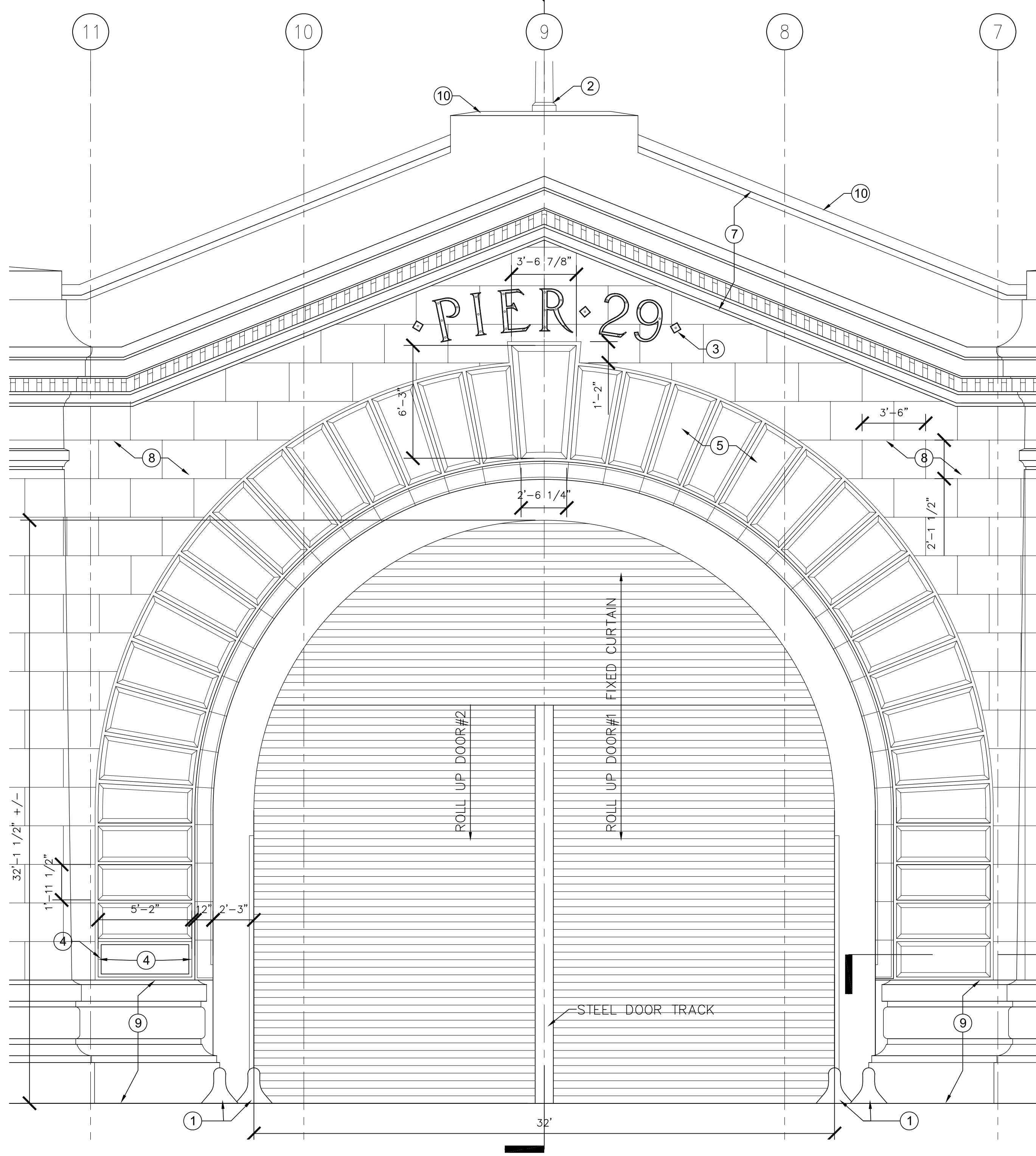
Creegan+D'Angelo
INFRASTRUCTURE ENGINEERS
170 Columbus Ave., Suite 240
San Francisco, CA 94133
Tel (415) 834-2010
Fax (415) 834-2011
www.cdengineers.com

LICENSED ARCHITECT
SANDY GAIL GOLDBERG
C 25019
11/30/13
STATE OF CALIFORNIA

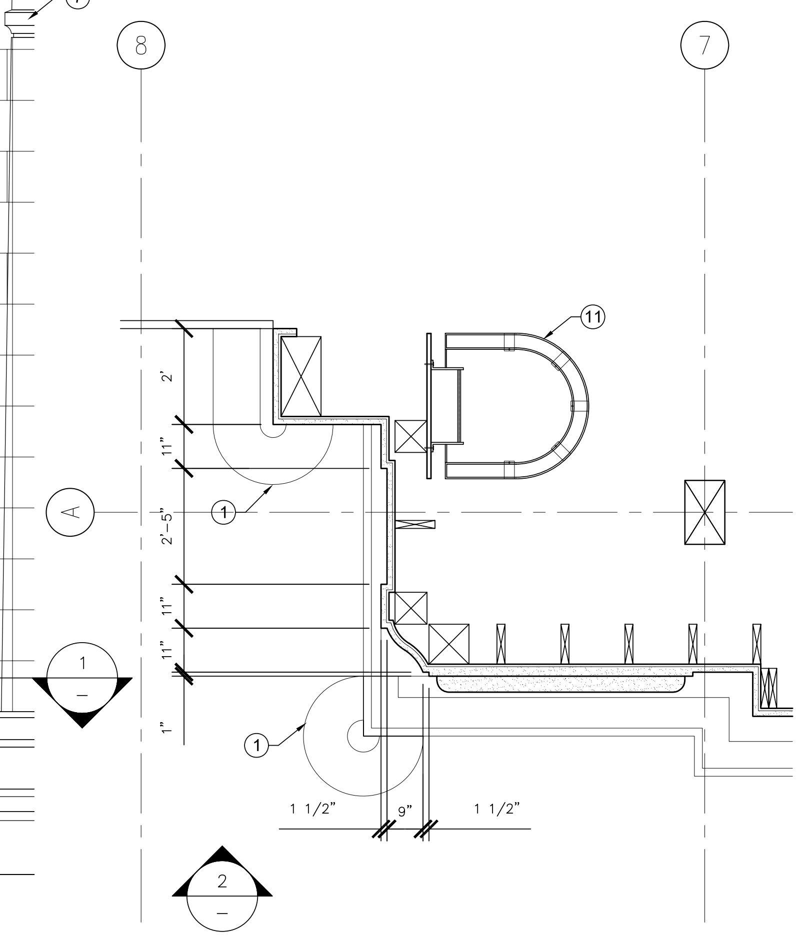
ARCHITECT:
Old Engine Co. No. 2
460 Bush Street
San Francisco, CA 94108
415.773.0773 f. 415.773.1773
CAREY & CO. INC.
ARCHITECTURE



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



2 ARCH ENTRY ELEVATION
SCALE: 1/4"=1'-0"



1 PLAN OF COLUMNS AT ARCH (OPP. SIM.)
SCALE: 1/2"=1'-0"

GENERAL NOTES

1. SEE STRUCTURAL DRAWINGS FOR NEW CURBS AT ARCH OPENING.
2. PAINT ALL CEMENT PLASTER AND EIFS SURFACES

KEY NOTES

1. PROTECT WHEEL GUARDS IN PLACE.
2. NEW WOOD FLAGPOLE PAINTED, S.S.D
3. CREATE PATTERNS FOR NEW SIGN IN CAST ALUMINUM. PAINT & INSTALL THROUGH STUCCO CLADDING.SEE DET. 1 & 3/A9.7
4. REPAIR & REINSTALL METAL & GLASS INTERNALLY ILLUMINATED SIGN, WIRE FOR ILLUMINATION. SEE DET. 4/A9.7
5. VOUSSIORS & KEY ADHERED EIFS ASSEMBLY
6. THREE COAT CEMENT PLASTER SOFFIT
7. EIFS CORNICE
8. FLAT WALL AREAS, THREE COAT CEMENT PLASTER. SCORED W/FAUX MASONERY JOINT LINES
9. THREE COAT CEMENT PLASTER BASE WITHOUT SCORE LINES
10. FLAT SEAM GALVANIZED STEEL ROOF & FLASHING
11. (N) LADDER W/ CAGE SEE SHEET 9.9

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DEPARTMENT OF ENGINEERING

PORT OF SAN FRANCISCO

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APPROVED BY SAN FRANCISCO PORT COMMISSION
DATE: ________
CHIEF HARBOR ENGINEER

SCALE:
SHEET OF SHEETS –

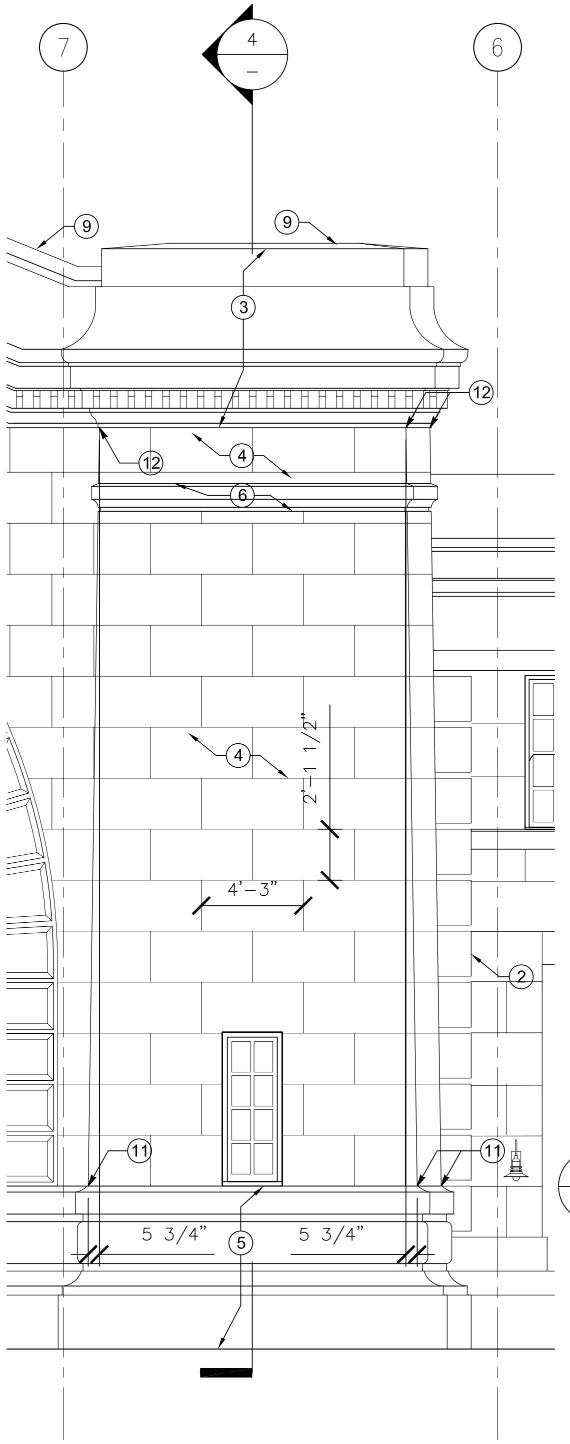
PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION
MAIN DOORWAY RECONSTRUCTION

CONTRACT NO.
DRAWING NO. A3.2
FILE NO.
REV. NO.

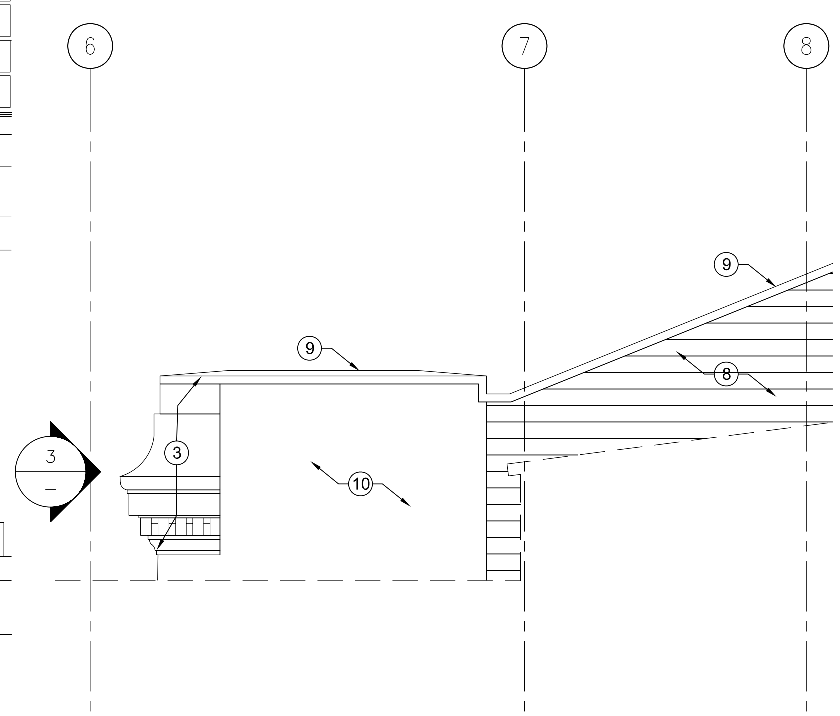
VIEW: PLOT1

NOTES

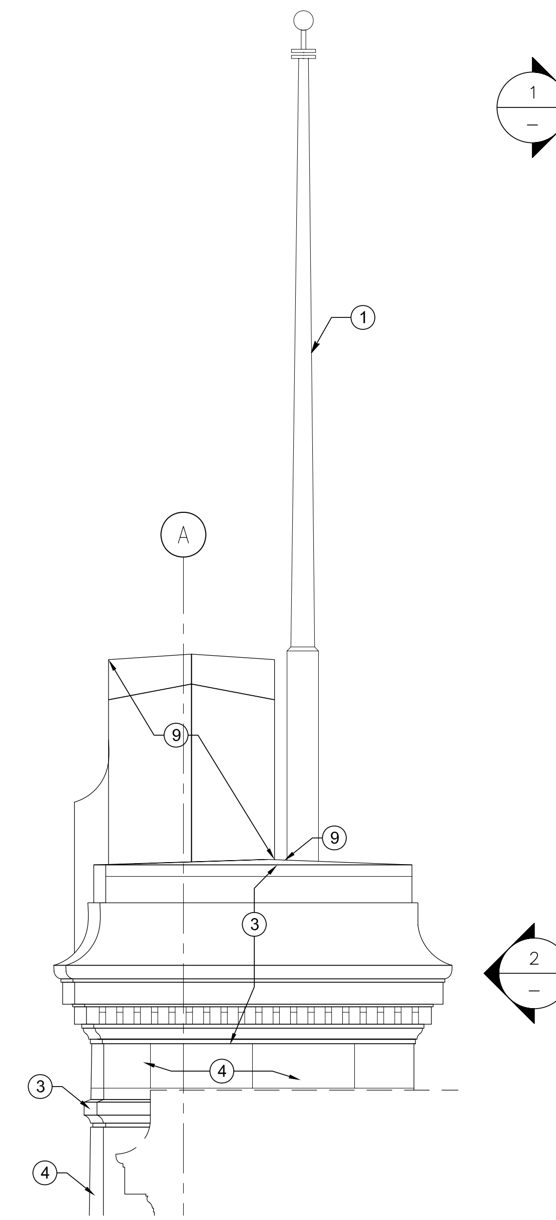
1. DIMENSIONS SHOWN ARE BASED ON AS-BUILT DRAWINGS PROVIDED BY THE PORT OF SAN FRANCISCO.
2. THE CONTRACTOR SHALL VERITY ALL EXISTING CONDITIONS AND PROPOSE DIMENSIONS AT THE JOB SITE BEFORE PROCEEDING WITH ANY WORK. COMPARE ARCHITECTURAL DRAWINGS WITH STRUCTURAL, MECHANICAL AND ELECTRICAL DRAWINGS. NOTIFY ARCHITECT OF ANY DISCREPANCIES AND DO NOT PROCEED WITH AFFECTED WORK UNTIL THEY ARE RESOLVED.



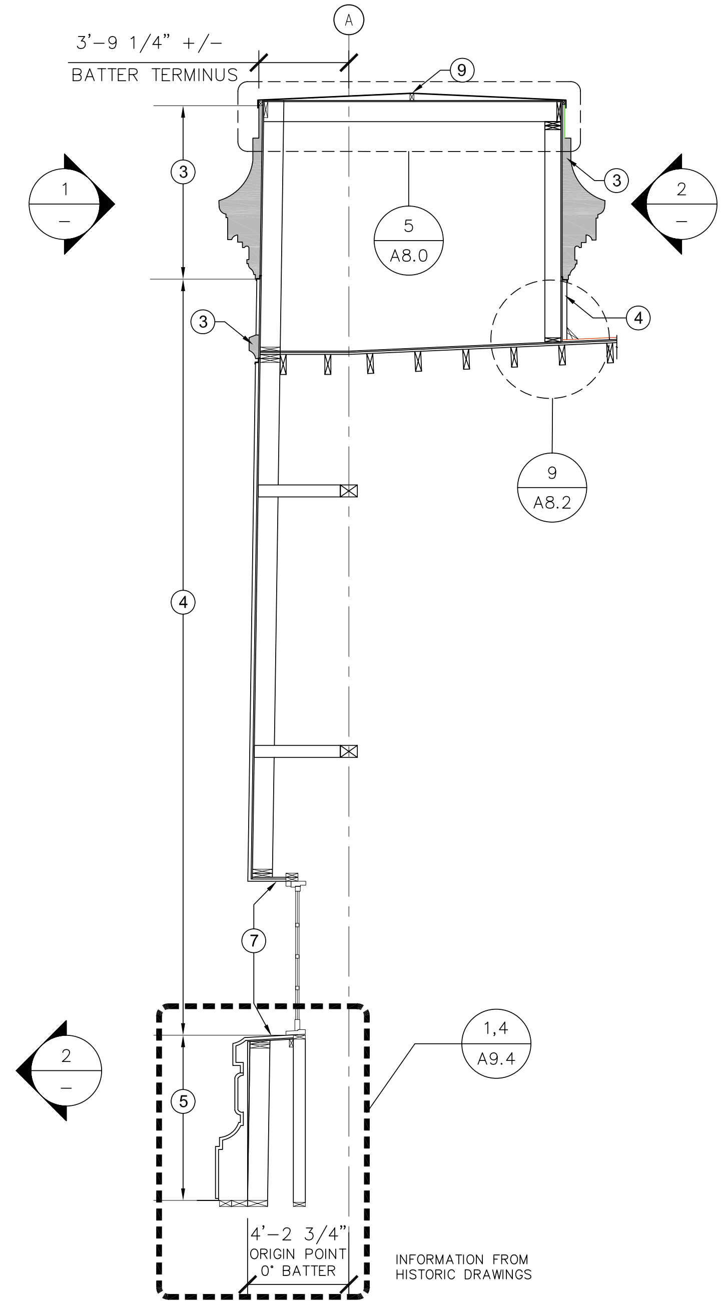
1 PYLON WEST ELEVATION
SCALE: 1/4"=1'-0" *NORTH PYLON SIM.OPP.



2 PYLON SOUTH ELEVATION
SCALE: 1/4"=1'-0"



3 PYLON EAST ELEVATION
SCALE: 1/4"=1'-0"



4 PYLON EAST-WEST SECTION
SCALE: 1/4"=1'-0"

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LICENSED ARCHITECT NANCY GAIL GOLDENBERG C 25019 11/30/13 RENEWAL DATE STATE OF CALIFORNIA

ARCHITECT:
Old Engine Co. No. 2
460 Bush Street
San Francisco, CA 94108
415.773.0773 f.415.773.1773
CAREY & CO. INC.
ARCHITECTURE

GENERAL NOTES

1. SEE OTHER DISCIPLINES FOR ADDITIONAL INFORMATION
2. PAINT ALL CEMENT PLASTER AND EIFS SURFACES

KEY NOTES

1. NEW WOOD FLAG POLE, PAINTED. S.S.D
2. QUOINS-THREE COAT CEMENT PLASTER
3. EIFS CORNICE
4. FLAT WALL AREAS-THREE COAT CEMENT PLASTER, SCORED WITH FAUX MASONARY JOINT LINES
5. THREE COAT CEMENT PLASTER BASE
6. EIFS
7. THREE COAT CEMENT PLASTER SOFIT, JAMBS AND SILL
8. "V-RUSTIC" T&G WOOD SIDING AND TRIM, PAINTED.
9. FLAT SEAM GALVANIZED STEEL ROOF & FLASHING, PAINTED.
10. FLAT WALL AREA WITH THREE COAT CEMENT PLASTER WITHOUT SCORE LINES
11. START OF TAPER
12. END OF TAPER

NO.	DATE	DESCRIPTION	BY	APP.
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PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

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APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE:
CHIEF HARBOR ENGINEER

SCALE:
SHEET OF SHEETS
–

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
PYLON RECONSTRUCTION

CONTRACT NO.
DRAWING NO. A3.3
FILE NO.
REV. NO.

VIEW: PLOT1

NOTES

1. DIMENSIONS SHOWN ARE BASED ON AS-BUILT DRAWINGS PROVIDED BY THE PORT OF SAN FRANCISCO.
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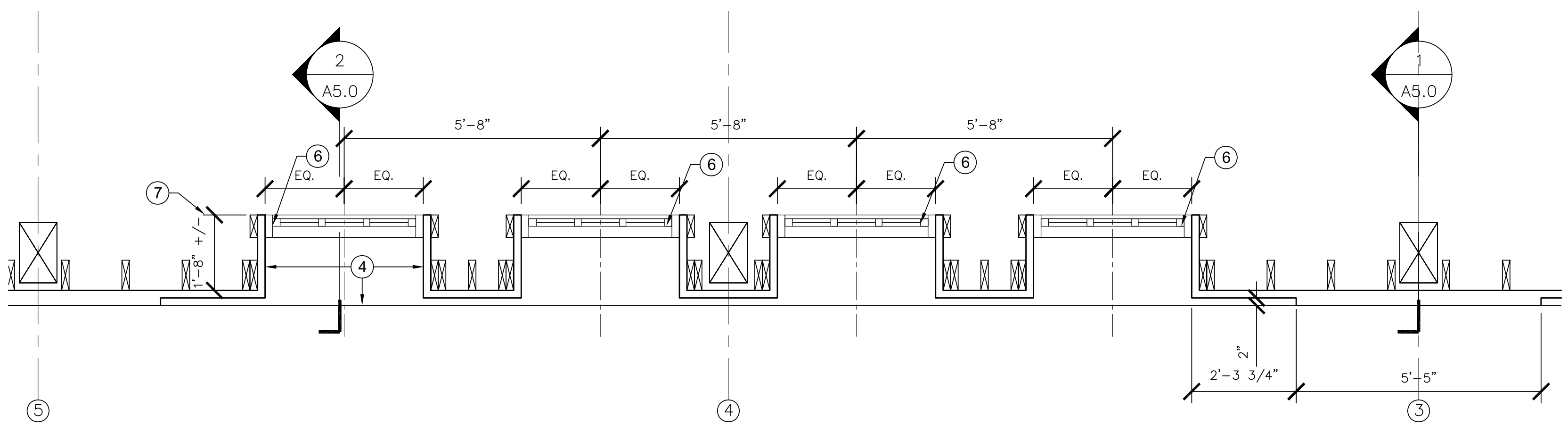
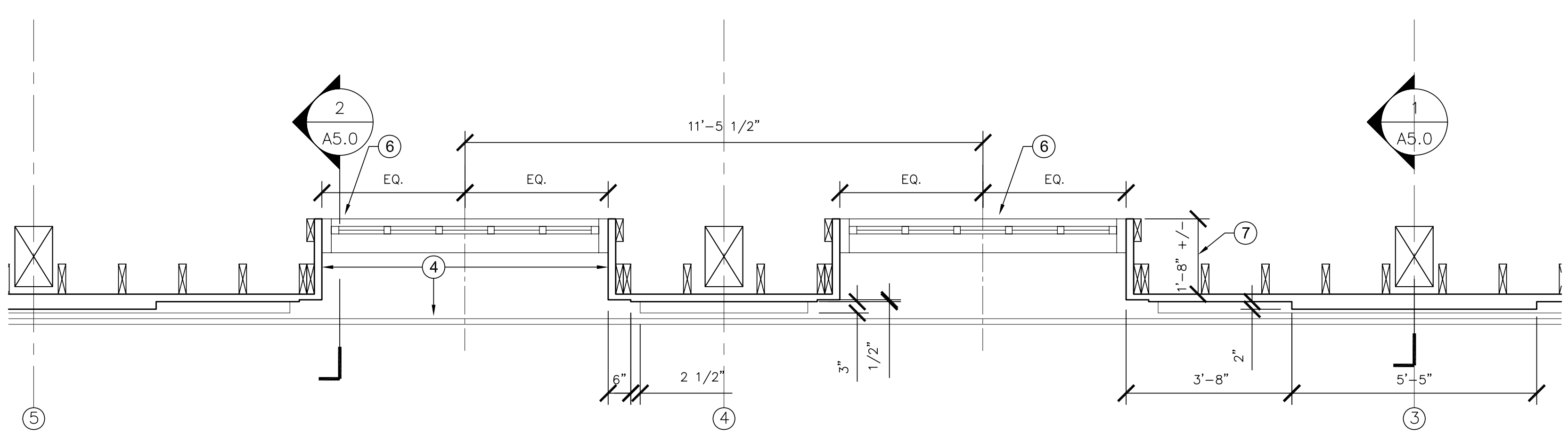
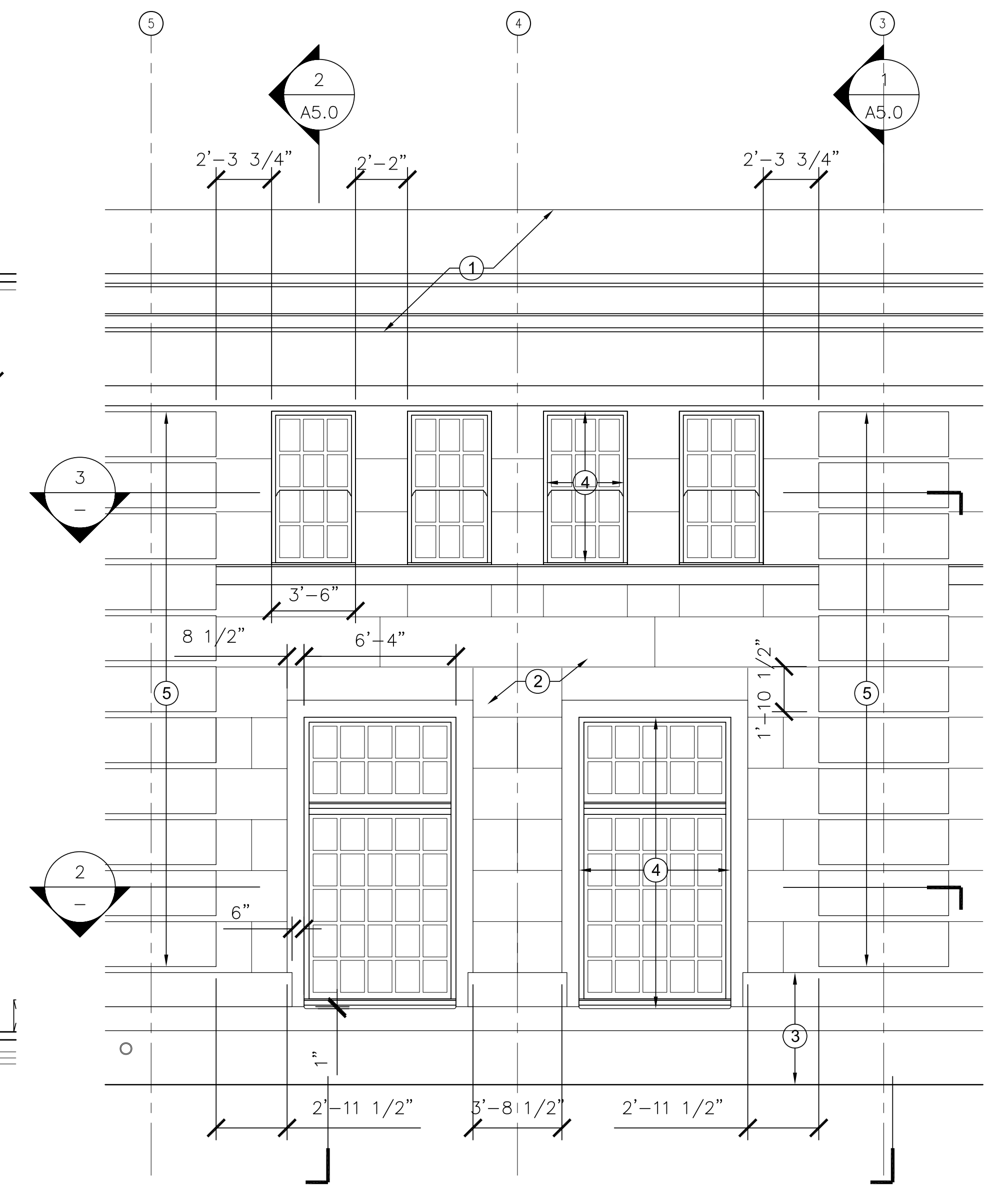
CAREY & CO. INC. ARCHITECTURE



3 PARTIAL FLOOR PLAN - UPPER WINDOWS
SCALE: 1/2"=1'-0"



2 PARTIAL FLOOR PLAN - LOWER WINDOWS
SCALE: 1/2"=1'-0"



1 WEST WINDOW WALL PARTIAL ELEVATION
SCALE: 1/4"=1'-0"

GENERAL NOTES

1. ALL WINDOWS HAVE BEEN CATALOGED AND SALVAGED FOR REINSTALLATION. SEE SHEETS A7.0 AND A7.1 FOR WINDOW SCHEDULE.
2. WALL FRAMING TO REMAIN TO BE DETERMINED BY STRUCTURAL ENGINEER.
3. SEE STRUCTURAL DRAWINGS FOR HEAVY TIMBER REPLACEMENT.
4. SHEATH FRAMED WALL IN PLYWOOD PER STRUCTURAL DRAWINGS.
5. WALL CLADDING FROM BASE TO BOTTOM OF CORNICE IS TRADITIONAL 3 COAT CEMENT PLASTER. CORNICE, QUOINS AND VOUSSOIRS ARE EXTERIOR INSULATION FOAM SYSTEM (EIFS).
6. PAINT ALL CEMENT PLASTER AND EIFS SURFACES.

KEY NOTES

1. EIFS CORNICE
2. FLAT WALL AREAS THREE COAT PLASTER SCORED WITH FAUX MASONRY JOINT LINES
3. THREE COAT CEMENT PLASTER BASE WITHOUT SCORE LINES
4. THREE COAT CEMENT PLASTER SOFFIT, JAMBS AND SILL
5. EIFS QUOINS
6. RESTORED WOOD WINDOWS
7. FACE OF STUD OF BACK OF WINDOW UNIT JAMB DIMENSION BASED ON EXISTING CONDITIONS

NO.	DATE	DESCRIPTION	BY	APP.
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PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

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CHIEF HARBOR ENGINEER

SCALE:
SHEET OF SHEETS –

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION
WINDOW WALL RECONSTRUCTION

CONTRACT NO.
DRAWING NO. A3.4
FILE NO.
REV. NO.

VIEW: PLOT1

NOTES

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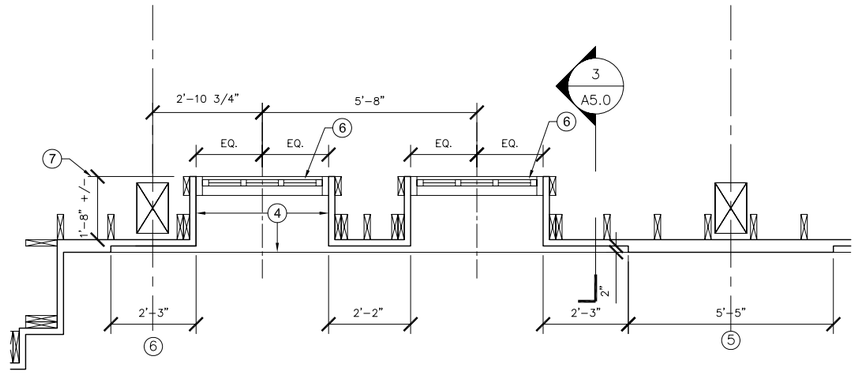
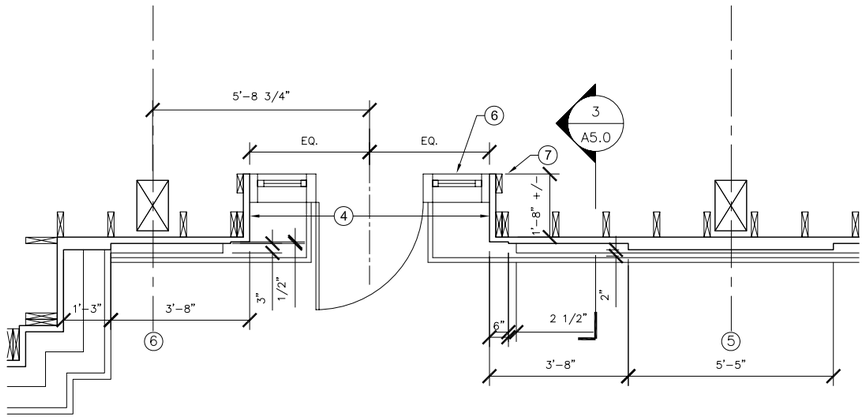
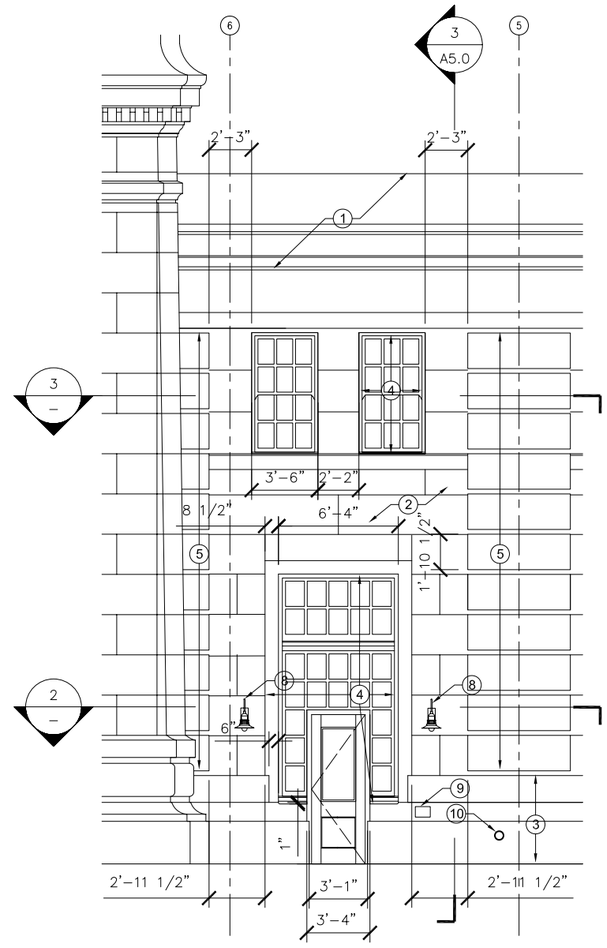


3 PARTIAL FLOOR PLAN - UPPER WINDOWS
SCALE: 1/2"=1'-0"



2 PARTIAL FLOOR PLAN - LOWER WINDOWS
SCALE: 1/2"=1'-0"



1 WEST WINDOW WALL PARTIAL ELEVATION
SCALE: 1/4"=1'-0"

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LICENSED ARCHITECT — REGISTERED PROFESSIONAL ENGINEER — CIVIL — STRUCTURAL — MECHANICAL — ELECTRICAL — C 26019 — 11/30/13 — STATE OF CALIFORNIA

ARCHITECT:
Old Engine Co. No. 2
460 Bush Street
San Francisco, CA 94108
415.773.0773 f. 415.773.1773
CAREY & CO. INC.
ARCHITECTURE

GENERAL NOTES

1. ALL WINDOWS HAVE BEEN CATALOGED AND SALVAGED FOR REINSTALLATION. SEE SHEETS A7.0 AND A7.1 FOR WINDOW SCHEDULE.
2. WALL FRAMING TO REMAIN TO BE DETERMINED BY STRUCTURAL ENGINEER.
3. SEE STRUCTURAL DRAWINGS FOR HEAVY TIMBER REPLACEMENT.
4. SHEATH FRAMED WALL IN PLYWOOD PER STRUCTURAL DRAWINGS.
5. WALL CLADDING FROM BASE TO BOTTOM OF CORNICE IS TRADITIONAL 3 COAT CEMENT PLASTER. CORNICE, QUOINS AND VOUSSOIRS ARE EXTERIOR INSULATION FOAM SYSTEM (EIFS).
6. PAINT ALL CEMENT PLASTER AND EIFS SURFACES.

KEY NOTES

1. EIFS CORNICE
2. FLAT WALL AREAS THREE COAT PLASTER SCORED WITH FAUX MASONRY JOINT LINES
3. THREE COAT CEMENT PLASTER BASE WITHOUT SCORE LINES
4. THREE COAT CEMENT PLASTER SOFFIT, JAMBS AND SILL
5. EIFS QUOINS
6. RESTORED WOOD WINDOWS
7. FACE OF STUD OF BACK OF WINDOW UNIT JAMB DIMENSION BASED ON EXISTING CONDITIONS
8. (N) WALL MOUNTED LIGHT
9. (N) DOOR OPERATOR PUSH PAD
10. (N) ROOF DRAIN OVERFLOW SEE DET. 6/9.8

NO.	DATE	DESCRIPTION	BY	APP.
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DEPARTMENT OF ENGINEERING

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APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE:
SHEET OF SHEETS –

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION
WINDOW WALL RECONSTRUCTION

CONTRACT NO.
DRAWING NO. A3.5
FILE NO.
REV. NO.

VIEW: PLOT1

NOTES

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Tel (415) 834-2010
Fax (415) 834-2011
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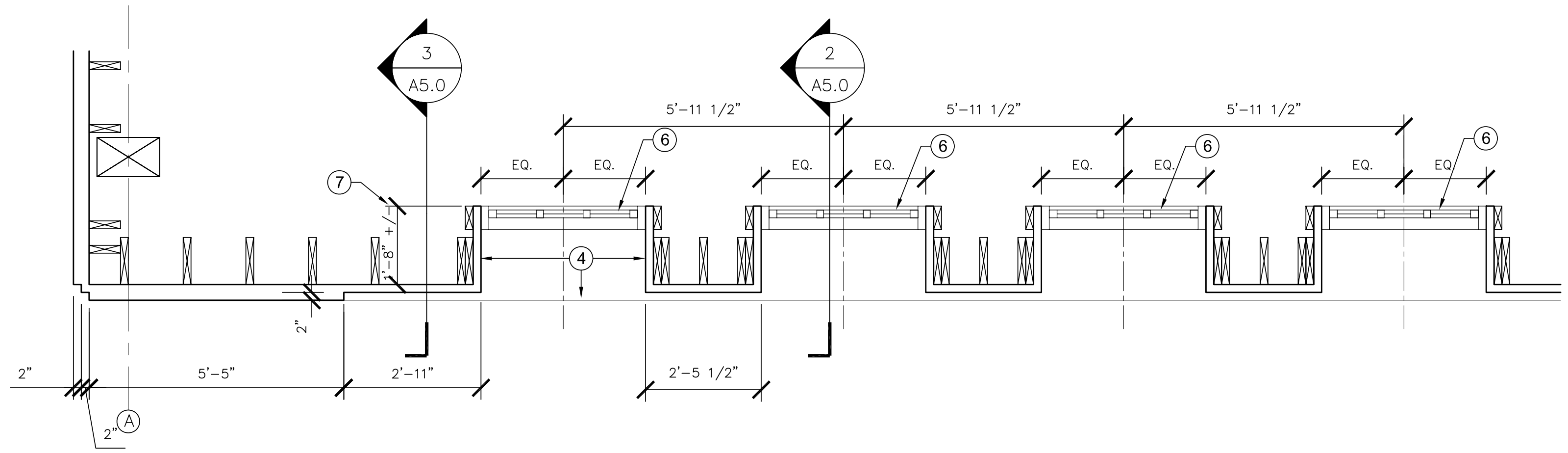
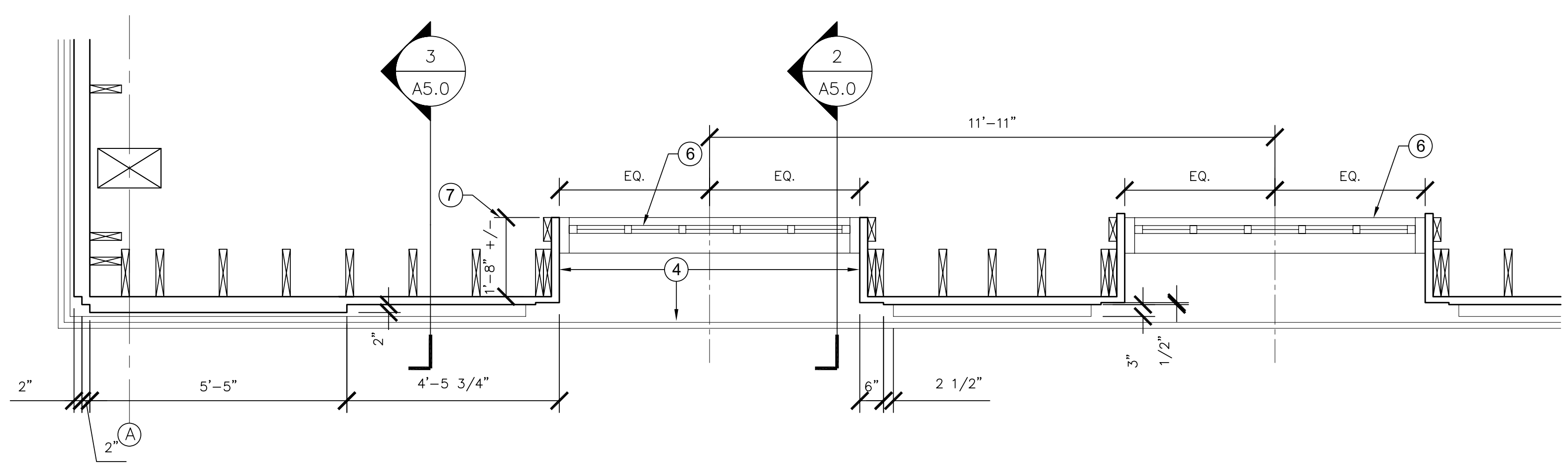
LICENSED ARCHITECT SANDY GAIL GOLDBERG C 25019 11/30/13 RENEWAL DATE STATE OF CALIFORNIA

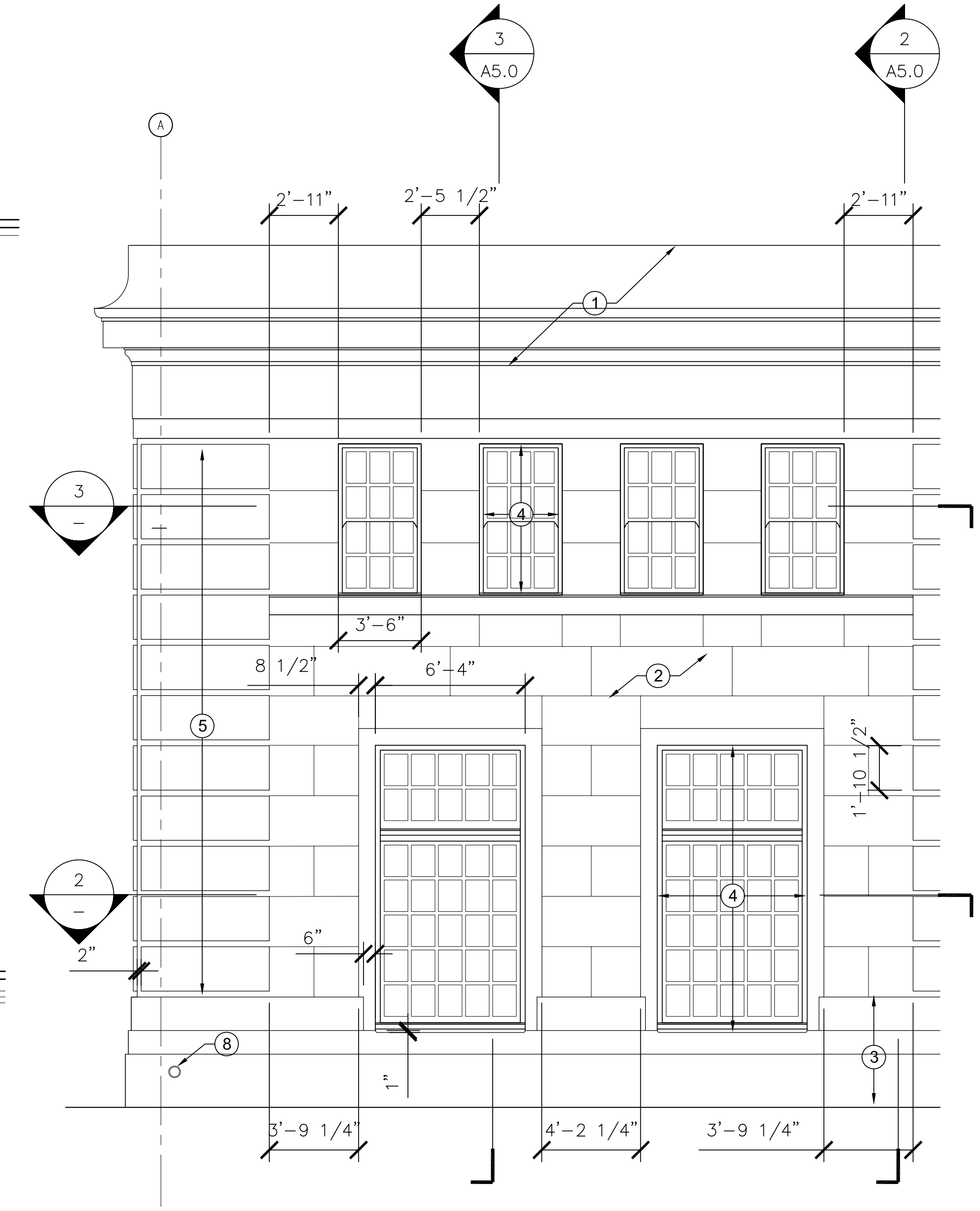
ARCHITECT:
Old Engine Co. No. 2
460 Bush Street
San Francisco, CA 94108
415.773.0773 f. 415.773.1773
CAREY & CO. INC. ARCHITECTURE



3 PARTIAL FLOOR PLAN - UPPER WINDOWS
SCALE: 1/2"=1'-0"



2 PARTIAL FLOOR PLAN - LOWER WINDOWS
SCALE: 1/2"=1'-0"



1 SOUTH WINDOW WALL PARTIAL ELEVATION
SCALE: 1/4"=1'-0"

GENERAL NOTES

1. ALL WINDOWS HAVE BEEN CATALOGED AND SALVAGED FOR REINSTALLATION. SEE SHEETS A7.0 AND A7.1 FOR WINDOW SCHEDULE.
2. WALL FRAMING TO REMAIN TO BE DETERMINED BY STRUCTURAL ENGINEER.
3. SEE STRUCTURAL DRAWINGS FOR HEAVY TIMBER REPLACEMENT.
4. SHEATH FRAMED WALL IN PLYWOOD PER STRUCTURAL DRAWINGS.
5. WALL CLADDING FROM BASE TO BOTTOM OF CORNICE IS TRADITIONAL 3 COAT CEMENT PLASTER. CORNICE, QUOINS AND VOUSSOIRS ARE EXTERIOR INSULATION FOAM SYSTEM (EIFS).
6. PAINT ALL CEMENT PLASTER AND EIFS SURFACES.

KEY NOTES

1. EIFS CORNICE
2. FLAT WALL AREAS THREE COAT PLASTER SCORED WITH FAUX MASONRY JOINT LINES
3. THREE COAT CEMENT PLASTER BASE WITHOUT SCORE LINES
4. THREE COAT CEMENT PLASTER SOFFIT, JAMBS AND SILL
5. EIFS QUOINS
6. RESTORED WOOD WINDOWS
7. FACE OF STUD OF BACK OF WINDOW UNIT JAMB DIMENSION BASED ON EXISTING CONDITIONS
8. (N) ROOF DRAIN OVERFLOW SEE DET. 6/9.8

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DEPARTMENT OF ENGINEERING

PORT OF SAN FRANCISCO

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CHIEF HARBOR ENGINEER

SCALE:
SHEET OF SHEETS –

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION
WINDOW WALL RECONSTRUCTION

CONTRACT NO.
DRAWING NO. A3.6
FILE NO.
REV. NO.

VIEW: PLOT1

NOTES

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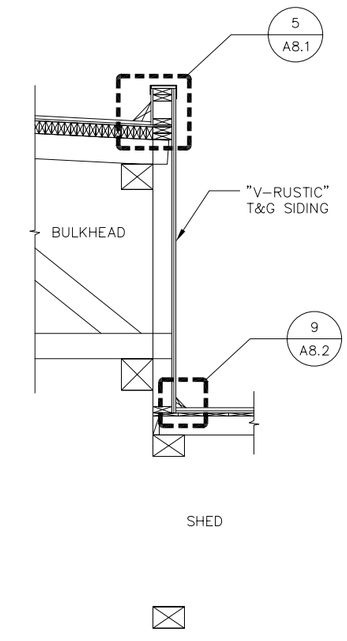
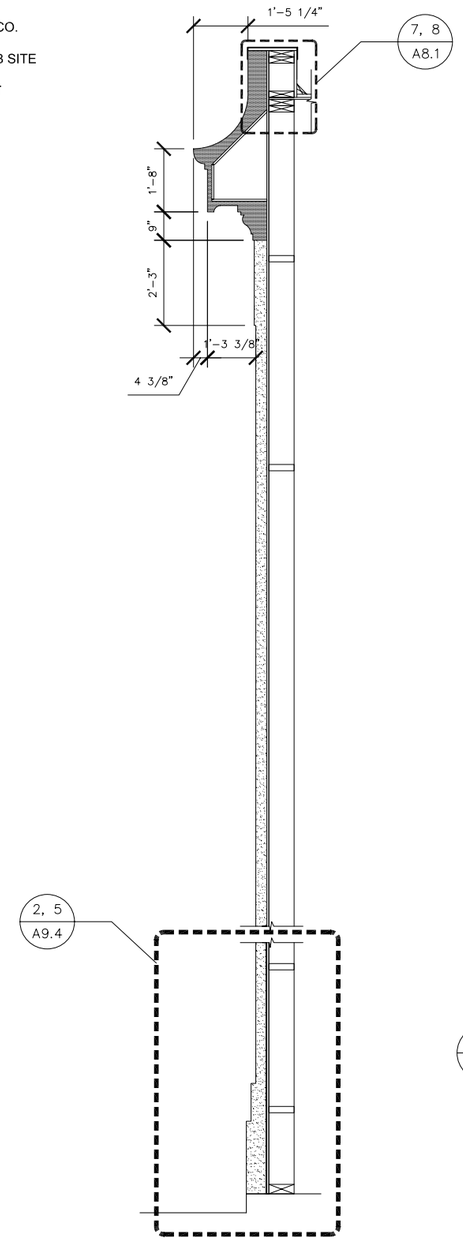
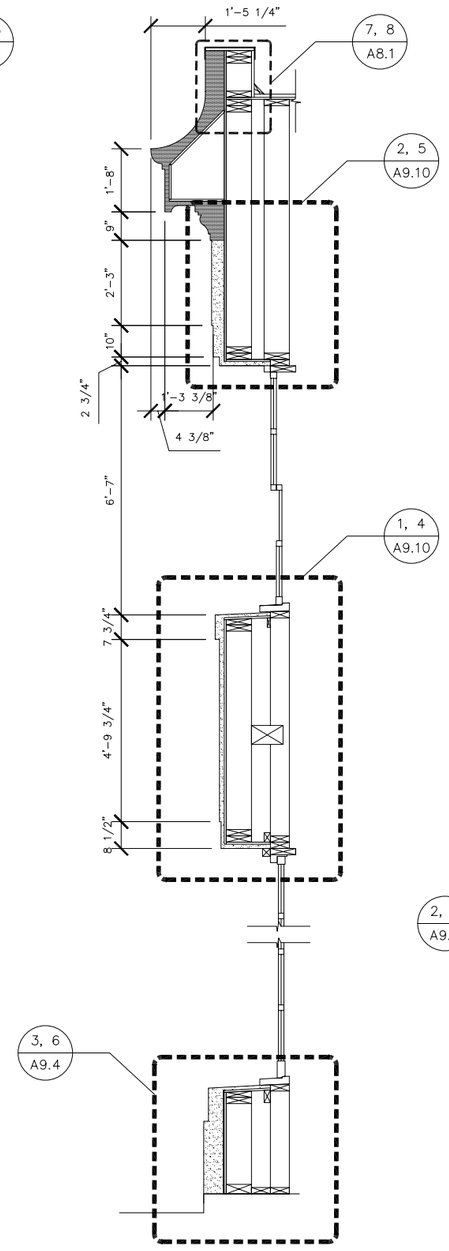


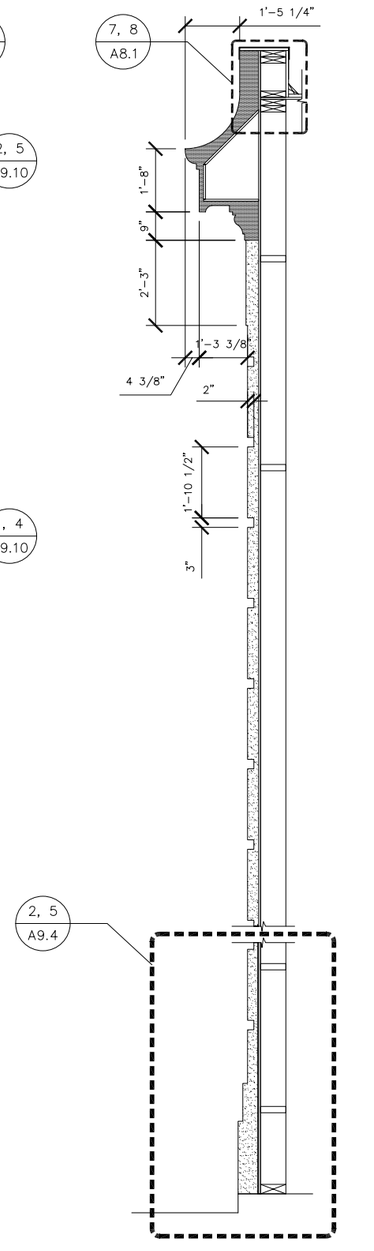
4 SECTION @ BULKHEAD AND SHED
SCALE: 1/2"=1'-0"



3 SECTION @ TYP. WALL
SCALE: 1/2"=1'-0"



2 SECTION @ WINDOWS
SCALE: 1/2"=1'-0"



1 SECTION @ QUOINS
SCALE: 1/2"=1'-0"

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LICENSED ARCHITECT — JAMES GAIL GOLDBERG — C 25019 — 11/30/13 — STATE OF CALIFORNIA

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San Francisco, CA 94108
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CAREY & CO. INC. ARCHITECTURE

GENERAL NOTES

1. VERIFY ALL DIMENSIONS IN FIELD USING SURVIVING (E) CONDITIONS, SALVAGED MATERIALS AND SIMILAR CONDITIONS AT PIER 31.

LEGEND

EIFS

CEMENT PLASTER

NO.	DATE	DESCRIPTION	BY	APP.
0	10/9/12	PERMIT SUBMITTAL	SN	NG

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

DESIGNED:	DATE: – 10/9/12
DRAWN:	DATE: SN, EG, JC 10/9/12
CHECKED:	DATE: CD, SN 10/9/12

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE:

SHEET OF SHEETS –

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION
WALL SECTIONS

CONTRACT NO.
DRAWING NO. A5.0
FILE NO.
REV. NO.

VIEW: PLOT1

Creegan+D'Angelo
INFRASTRUCTURE ENGINEERS
170 Columbus Ave., Suite 240
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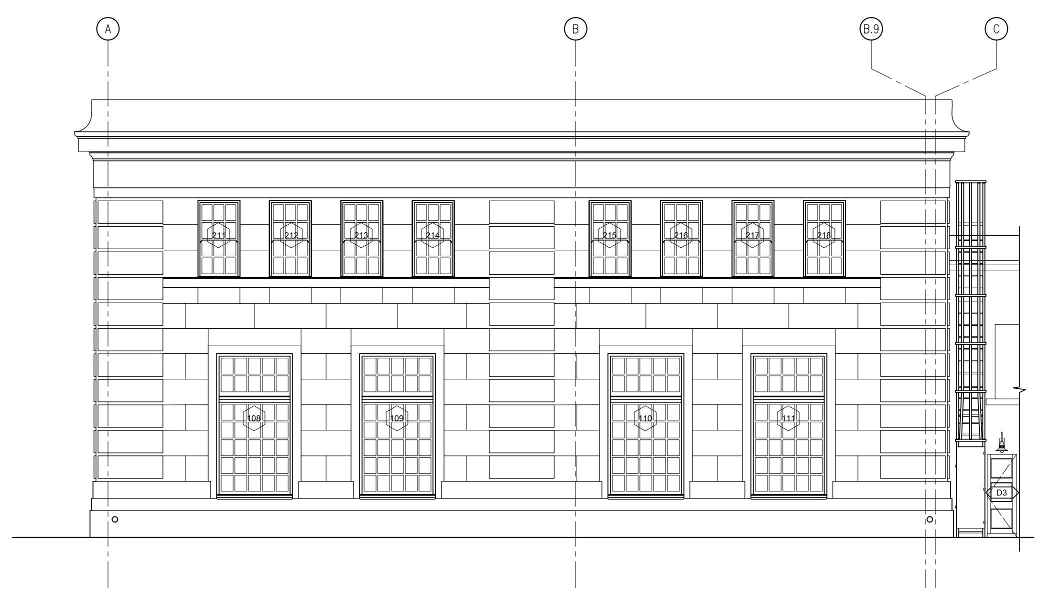
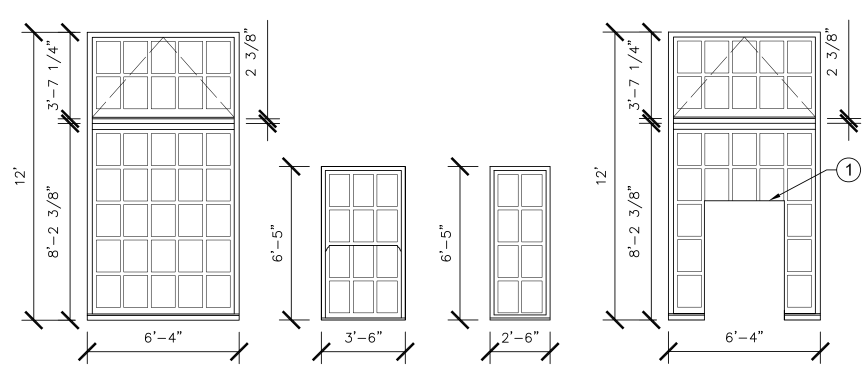
Fax (415) 834-2011
www.cdengineers.com

LICENSED ARCHITECT NANCY GAIL GOLDENBERG C 25019 11/30/13 RENEWAL DATE STATE OF CALIFORNIA

1 WEST ELEVATION
SCALE: 1/8"=1'-0"



2 SOUTH ELEVATION
SCALE: 1/8"=1'-0"



TYPE A TYPE B TYPE C TYPE E

FIRST FLOOR

WINDOW #	REPAIR CODES	TYPE	COMMENTS
101	3	C	NO WINDOW AT THIS LOCATION BEFORE THE FIRE; PLYWOOD INFILL
102	2	C	WINDOW SALVAGED
103	1, 2	E	UPPER PORTION REPAIR CODE 1, LOWER PORTION REPAIR CODE 2, INSTALL SAFETY AND SECURITY FILM AT SIDELITES
104	1	A	
105	1	A	
106	2	A	
107	1	A	
108	2,3	A	UPPER PORTION REPAIR CODE 3, LOWER PORTION REPAIR CODE 2
109	2	A	
110	2	A	
111	3	A	

SECOND FLOOR

WINDOW #	REPAIR CODES	TYPE	COMMENTS
201	2	B	WINDOW SALVAGED #1W
202	2	B	WINDOW SALVAGED #2W
203	2	B	WINDOW SALVAGED #3W
204	2	B	WINDOW SALVAGED #4W
205	1	B	
206	1	B	
207	2	B	
208	2	B	
209	2	B	
210	2	B	
211	2	B	
212	3	B	
213	3	B	
214	3	B	
215	3	B	WINDOW SALVAGED #1S
216	3	B	WINDOW SALVAGED #2S
217	3	B	WINDOW SALVAGED #3S
218	3	B	WINDOW SALVAGED #4S

ARCHITECT:

Old Engine Co. No. 2
460 Bush Street
San Francisco, CA 94108
415.773.0773 f. 415.773.1773

CAREY & CO. INC.
ARCHITECTURE

GENERAL NOTES

1. REPLACE ALL BROKEN GLASS WITH NEW IN-KIND MATERIAL-SALVAGE SOUND HISTORIC GLASS.
2. CATALOGUE, SALVAGE, AND PROTECT ALL WINDOWS IDENTIFIED FOR REPAIR AND REINSTALLATION. ALL REPAIR WORK BY CONTRACTOR LICENSED TO HANDLE LEAD INFUSED MATERIALS.
3. SEE SHEETS A9.0 & A9.1 FOR WINDOW DETAILS.
4. SEE SHEETS A9.2 & A9.3 FOR DOOR DETAILS.

REPAIR CODES

1. SEE GENERAL NOTE 2 IN GENERAL NOTES. WINDOW UNITS ARE WHOLE WITH NO MISSING WOOD ELEMENTS. REMOVE GLAZING & GLAZING PUTTY AND BLISTERED OR DEBOUNDED PAINT. REPAIR LOOSE JOINTS. RESTORE TO OPERATING CONDITION, PRIME, REINSTALL & RE-GLAZE.
2. SEE GENERAL NOTE 2 IN GENERAL NOTES. WINDOW UNITS CONTAIN MISSING OR FIRE DAMAGED WOOD ELEMENTS. REPLACE MISSING WOOD ELEMENTS WITH IN-KIND MATERIAL AND PROFILES. REMOVE GLAZING, GLAZING PUTTY AND BLISTERED OR DEBONDED PAINT, REPAIR LOOSE JOINTS IN EXISTING PORTION, RESTORE TO OPERATING CONDITION, PRIME, REINSTALL & RE-GLAZE. REFER TO WINDOW SURVEY.
3. WINDOW UNIT MISSING, RECONSTRUCT WITH IN-KIND MATERIAL AND PROFILE BASED ON DESIGN OF EXISTING, IN-TACT UNITS AND/OR THESE DRAWINGS. PRIME, INSTALL& GLAZE.

KEY NOTES

(1) INSTALL ELECTRO-MECHANICAL DOOR OPERATOR TO DOOR HEAD.

NO.	DATE	DESCRIPTION	BY	APP.
0	10/9/12	PERMIT SUBMITTAL	SN	NG

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PORT OF SAN FRANCISCO

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

DESIGNED: – DATE: 10/9/12
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APPROVED BY SAN FRANCISCO PORT COMMISSION
DATE: ________
CHIEF HARBOR ENGINEER

SCALE:
SHEET OF SHEETS –

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION WINDOW SURVEY SCHEDULE #1

CONTRACT NO.
DRAWING NO. A7.0
FILE NO.
REV. NO.

VIEW: PLOT1

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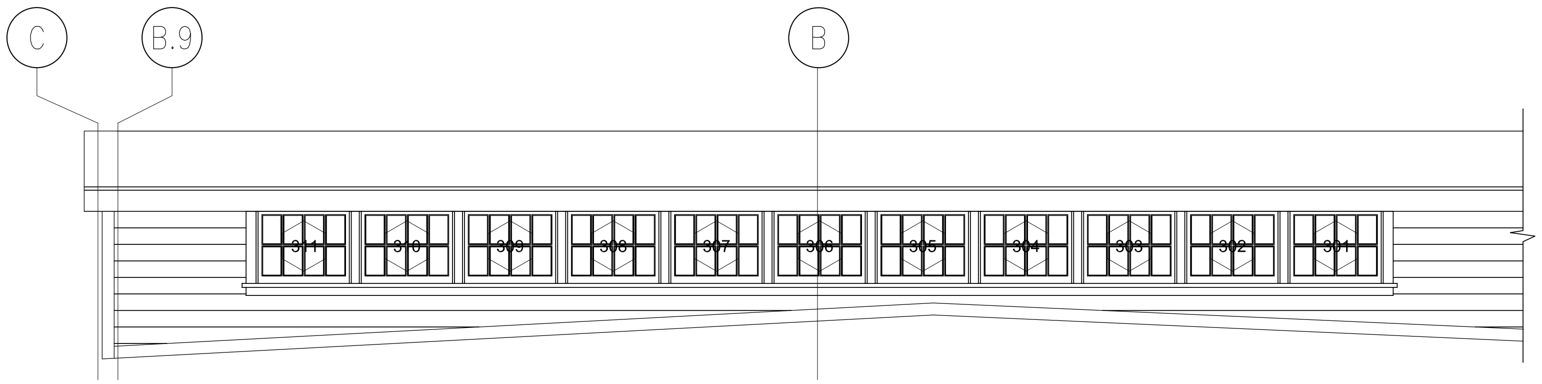
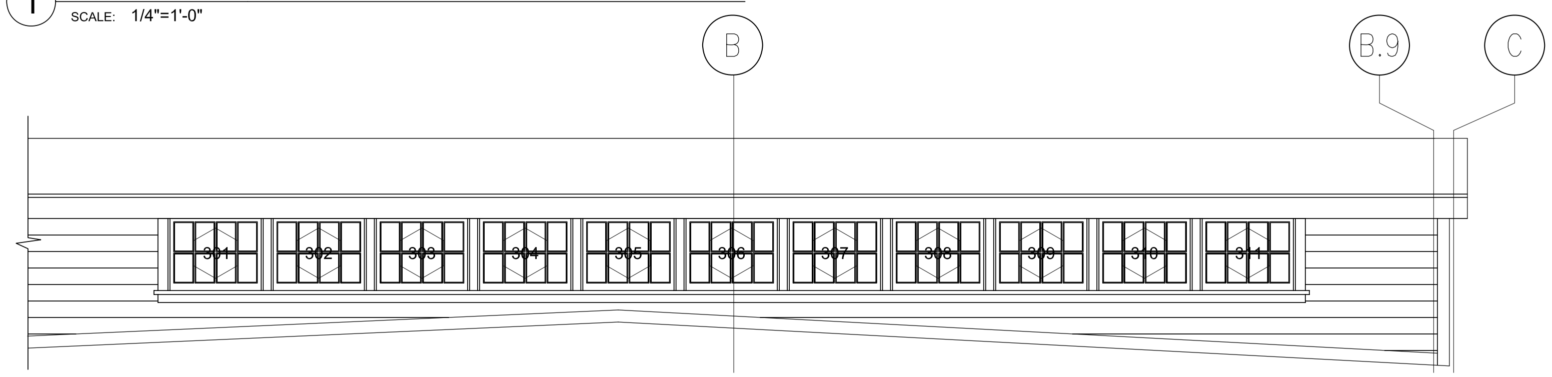
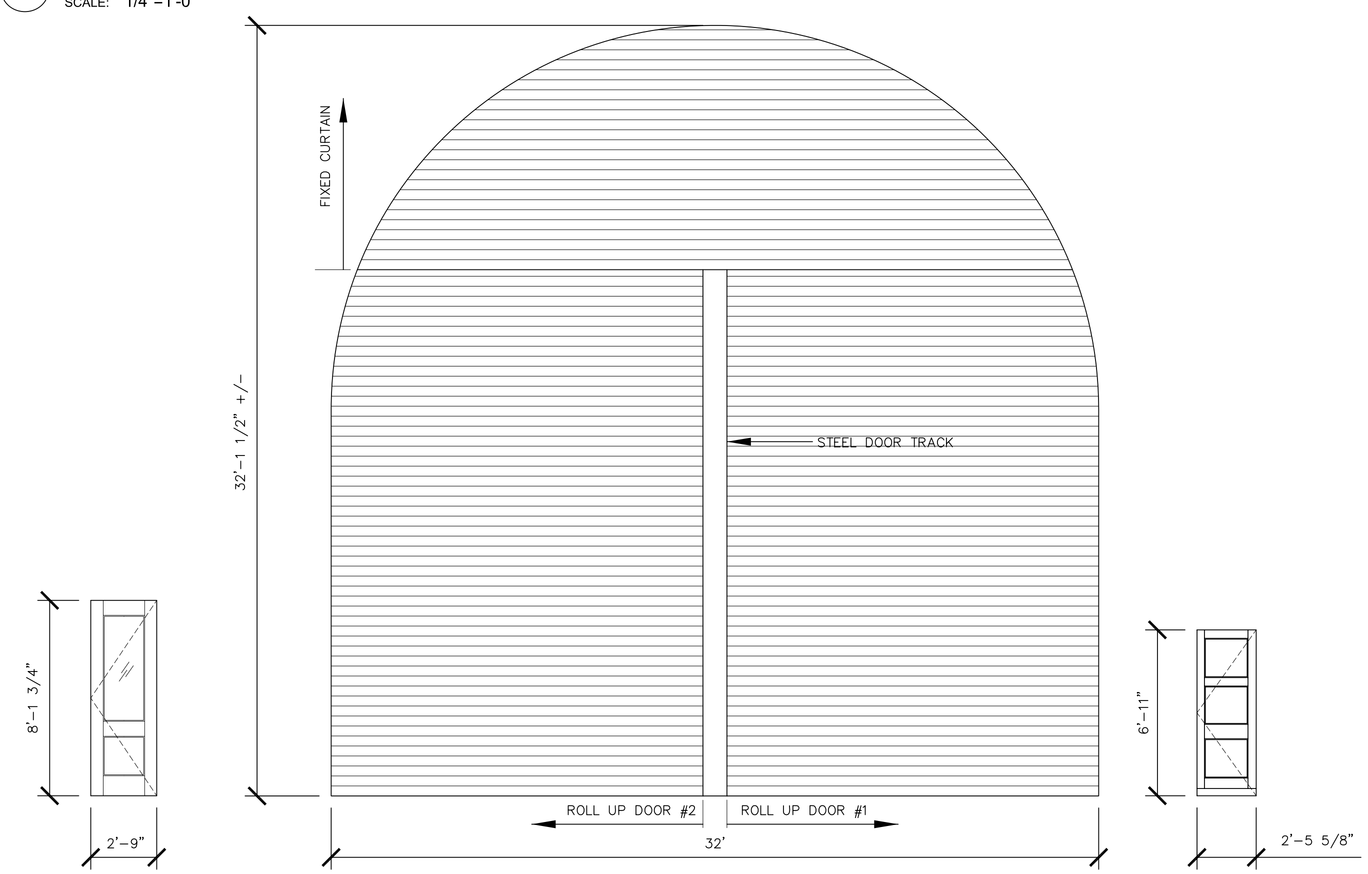


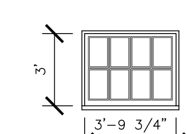
1 SOUTH ELEVATION
SCALE: 1/4"=1'-0"



2 NORTH ELEVATION
SCALE: 1/4"=1'-0"



TYPE D1 TYPE D2 TYPE D3



TYPE D

MONITOR

WINDOW #	REPAIR CODES	TYPE	COMMENTS
301	3	D	
302	3	D	
303	3	D	
304	3	D	
305	3	D	
306	3	D	
307	3	D	
308	3	D	
309	3	D	
310	3	D	
311	3	D	
312	3	D	
313	3	D	
314	3	D	
315	3	D	
316	3	D	
317	3	D	
318	3	D	
319	3	D	
320	3	D	
321	3	D	
322	3	D	

DOOR SCHEDULE

DOOR #/ TYPE	REPAIR CODES	COMMENTS
D1	4	NEW FRAME, TEMPERED SAFETY GLASS IN UPPER PANEL, STILE AND RAIL WOOD DOOR WITH METAL CLAD EXTERIOR, AND INSTALL ELECTRO-MECHANICAL DOOR OPERATOR TO DOOR HEAD.
D2		NEW ROLL UP DOORS (2) - 16 GAUGE #4, 3" CURVED SLATS TO MATCH EXISTING - $1\frac{1}{2}$ HP LIFTMASTER MOTOR OPERATOR (VOLTAGE AND PHASE TO MATCH EXISTING) WITH REVERSING SAFETY EDGE AND ONE SURFACE MOUNT KEY SWITCH - 20 PSF WIND LOAD (80 MPH WIND)
D3	4	NEW FRAME

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3. SEE SHEETS A9.0 & A9.1 FOR WINDOW DETAILS.
4. SEE SHEETS A9.2 & A9.3 FOR DOOR DETAILS.

REPAIR CODES

1. SEE GENERAL NOTE 2 ABOVE. WINDOW UNITS ARE WHOLE WITH NO MISSING WOOD ELEMENTS. REMOVE GLAZING & GLAZING PUTTY AND BLISTERED OR DEBOUNDED PAINT. REPAIR LOOSE JOINTS. RESTORE TO OPERATING CONDITION, PRIME, REINSTALL & RE-GLAZE.
2. SEE GENERAL NOTE 2 ABOVE. WINDOW UNITS CONTAIN MISSING OR FIRE DAMAGED WOOD ELEMENTS. REPLACE MISSING WOOD ELEMENTS WITH IN-KIND MATERIAL AND PROFILES. REMOVE GLAZING, GLAZING PUTTY AND BLISTERED OR DEBONDED PAINT, REPAIR LOOSE JOINTS IN EXISTING PORTION, RESTORE TO OPERATING CONDITION, PRIME, REINSTALL & RE-GLAZE. REFER TO WINDOW SURVEY.
3. WINDOW UNIT MISSING, RECONSTRUCT WITH IN-KIND MATERIAL AND PROFILE BASED ON DESIGN OF EXISTING, IN-TACT UNITS AND/OR THESE DRAWINGS. PRIME, INSTALL& GLAZE.
4. DOOR HEAVILY DAMAGED. RECONSTRUCT WITH IN-KIND MATERIAL AND PROFILE BASED ON DESIGN OF EXISTING, IN-TACT UNITS. PRIME & INSTALL.

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DEPARTMENT OF ENGINEERING

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APPROVED BY SAN FRANCISCO PORT COMMISSION
DATE:
CHIEF HARBOR ENGINEER

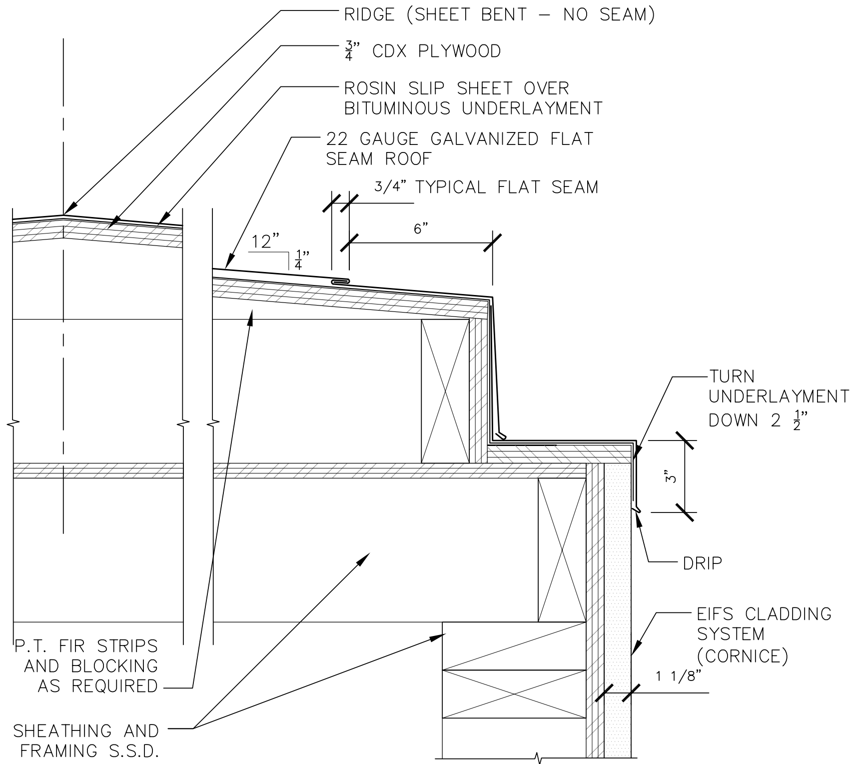
SCALE:
SHEET OF SHEETS –

PIER 29 FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
WINDOW SURVEY SCHEDULE #2 & DOOR SCHEDULE

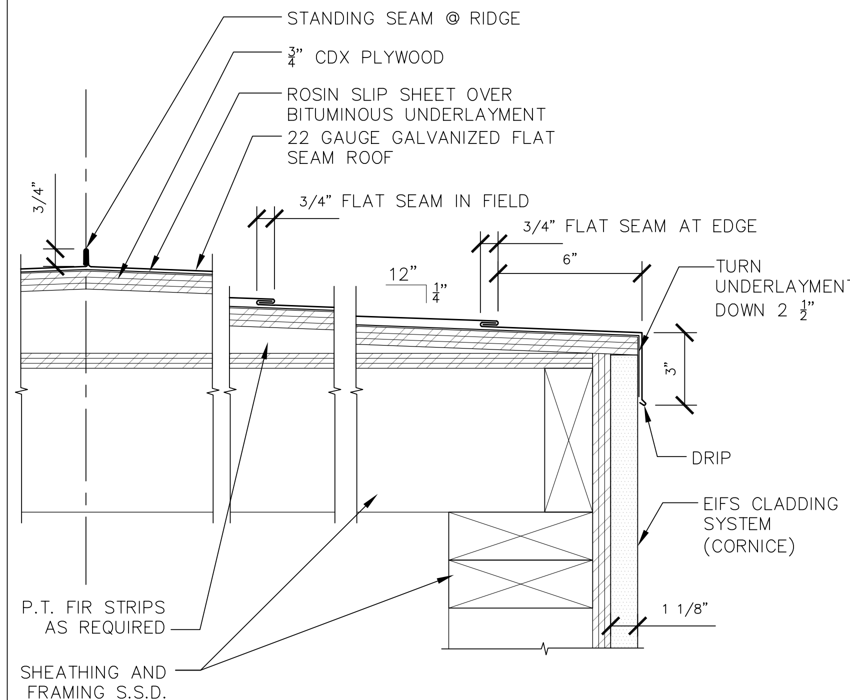
CONTRACT NO.
DRAWING NO. A7.1
FILE NO.
REV. NO.

VIEW: PLOT1



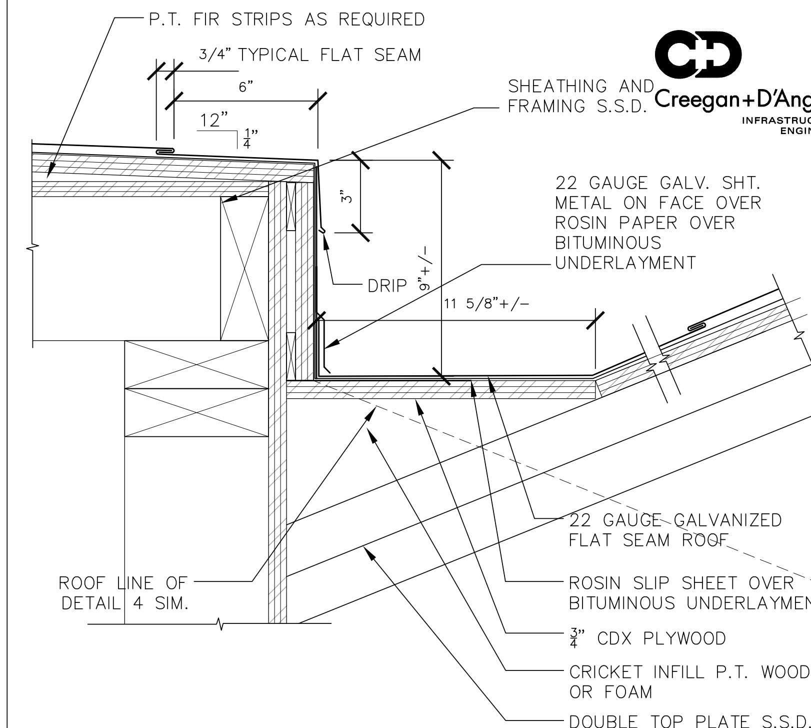
6 ROOF FLASHING

SCALE: 3" = 1'–0"



5 ROOF FLASHING

SCALE: 3" = 1'–0"



4 ROOF FLASHING

SCALE: 3" = 1'–0"

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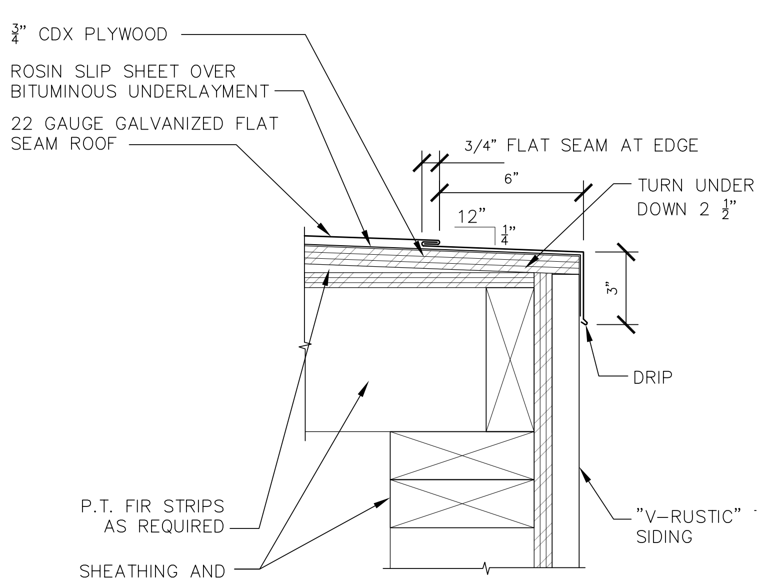
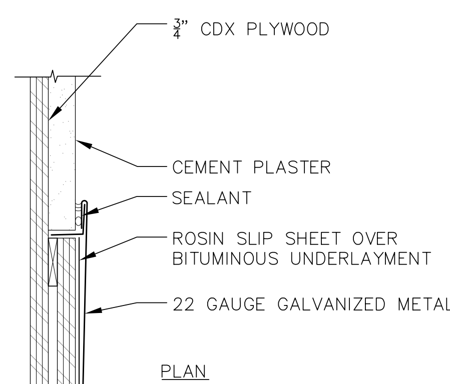
LICENSED ARCHITECT
NANCY GAIL GOLDENBERG
C 25019
11/30/13
RENEWAL DATE
STATE OF CALIFORNIA

ARCHITECT:
Old Engine Co. No. 2
460 Bush Street
San Francisco, CA 94108
415.773.0773 f.415.773.1773
CAREY & CO. INC.
ARCHITECTURE



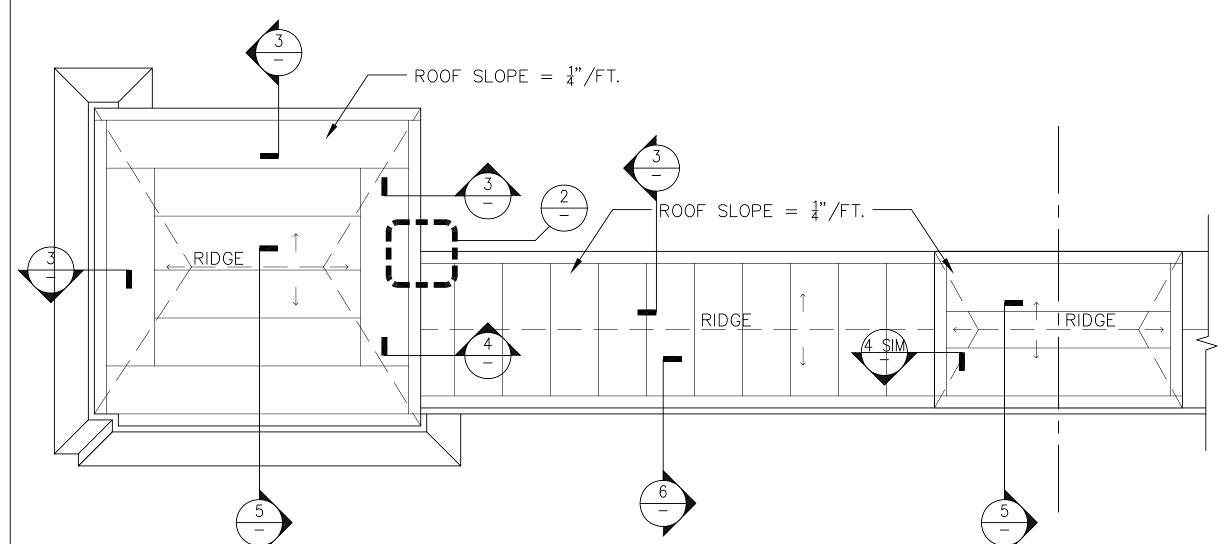
3 ROOF FLASHING

SCALE: 3" = 1'–0"



2 ROOF FLASHING DETAIL

SCALE: 3" = 1'–0"



1 DETAIL ROOF PLAN

SCALE: 1/4" = 1'–0"

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–

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

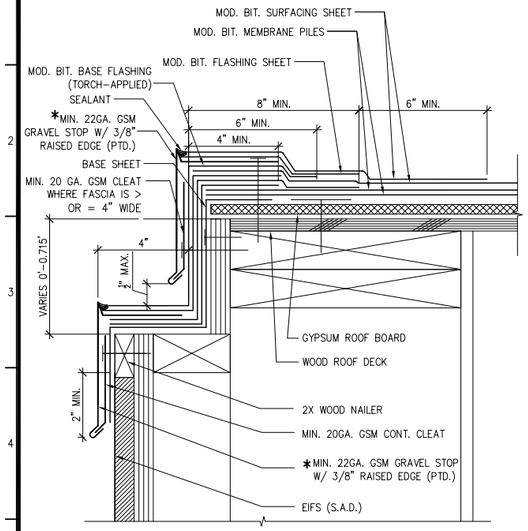
FIRE DAMAGE REHABILITATION
ROOF DETAILS

CONTRACT NO.
DRAWING NO. A8.0
FILE NO.
REV. NO.

VIEW: PLOT1

NOTE:

* SET PRIMED FLANGE ONTO HEATED & SOFTENED FLASHING SHEET & NAIL FASTEN FLANGE @ MAX. 3" O.C., STAGGERED.

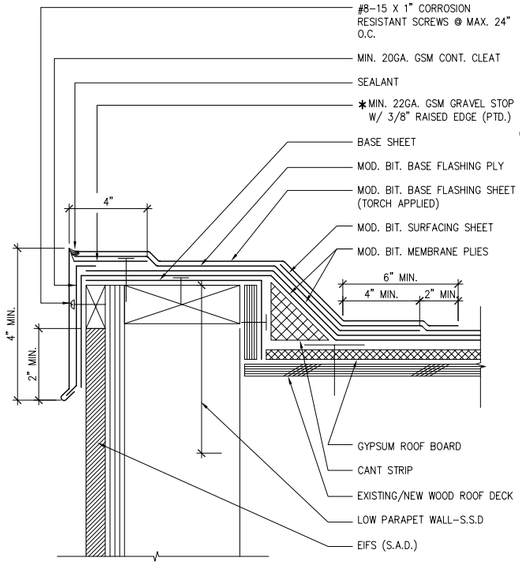


8 FLASHING AT NO PARAPET

N.T.S.

NOTE:

* SET PRIMED FLANGE IN FLASHING CEMENT & NAIL FASTEN @ MAX. 3" O.C., STAGGERED.

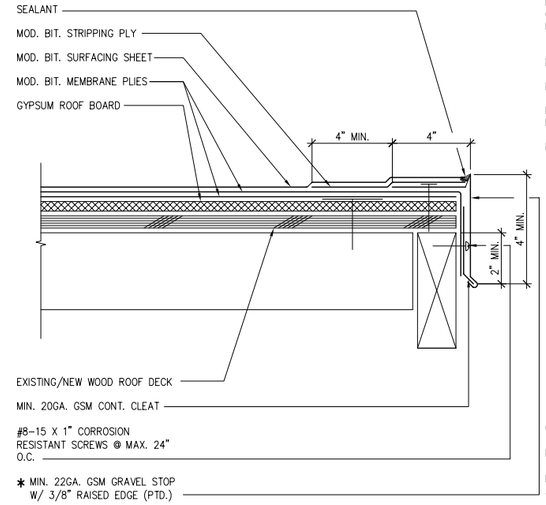


7 FLASHING AT LOW PARAPET

N.T.S.

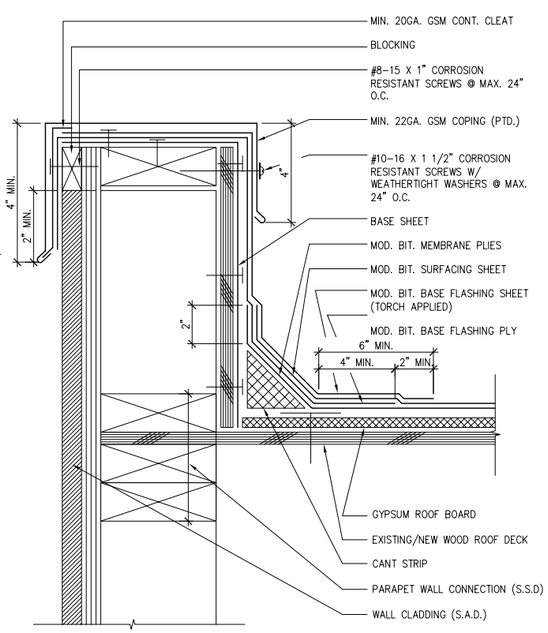
NOTE:

* SET PRIMED FLANGE IN FLASHING CEMENT & NAIL FASTEN @ MAX. 3" O.C., STAGGERED.



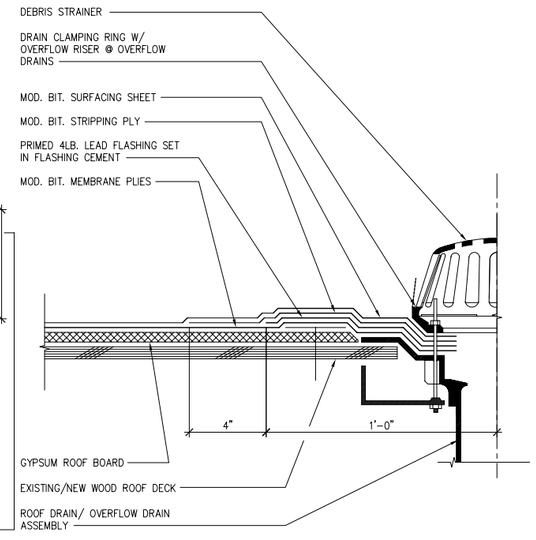
6 FLASHING AT FLUSH EDGE

N.T.S.



5 FLASHING AT PARAPET WALL

N.T.S.

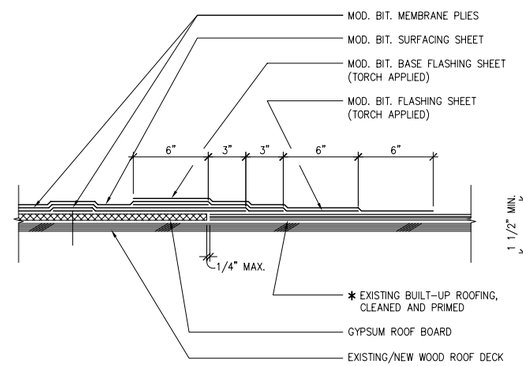


4 FLASHING AT ROOF DRAINS & OVERFLOW DRAINS

N.T.S.

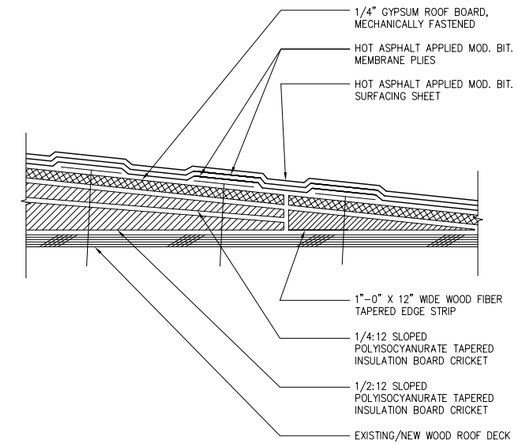
NOTE:

* REMOVE EXISTING CAP SHEET WHERE PRESENT, PRIOR TO NEW ROOFING TIE-ON.



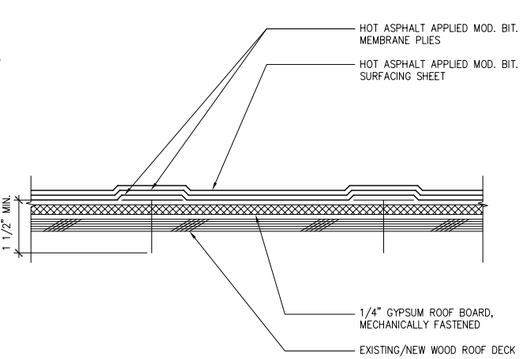
3 ROOFING MEMBRANE SYSTEM TIE-ON TO EXISTING BUILT-UP ROOFING

N.T.S.



2 ROOFING MEMBRANE SYSTEM AT TAPERED INSULATION CRICKETS

N.T.S.



1 ROOFING MEMBRANE SYSTEM

N.T.S.

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LICENSED ARCHITECT C 25019 11/30/13 RENEWAL DATE STATE OF CALIFORNIA

ARCHITECT:
Old Engine Co. No. 2
460 Bush Street
San Francisco, CA 94108
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CAREY & CO. INC. ARCHITECTURE

AMEC
APPLIED MATERIALS & ENGINEERING, INC.
980 41ST STREET, OAKLAND CALIFORNIA 94608
510.420.8190

GENERAL NOTES

1. SEE SHEETS A2.2 FOR ROOF PLAN

NO.	DATE	DESCRIPTION	BY	APP.
0	10/9/12	PERMIT SUBMITTAL	SN	NG

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APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE:
SHEET OF SHEETS –

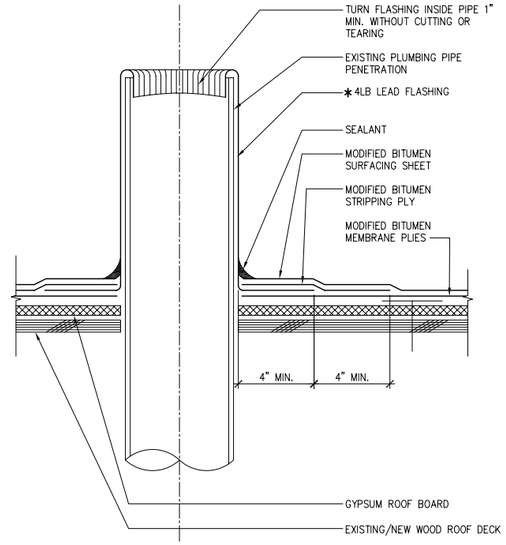
PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION
ROOF DETAILS

CONTRACT NO.
DRAWING NO. A8.1
FILE NO.
REV. NO.

VIEW: PLOT1

NOTE:

✱ SET PRIMED FLANGE IN FLASHING CEMENT.

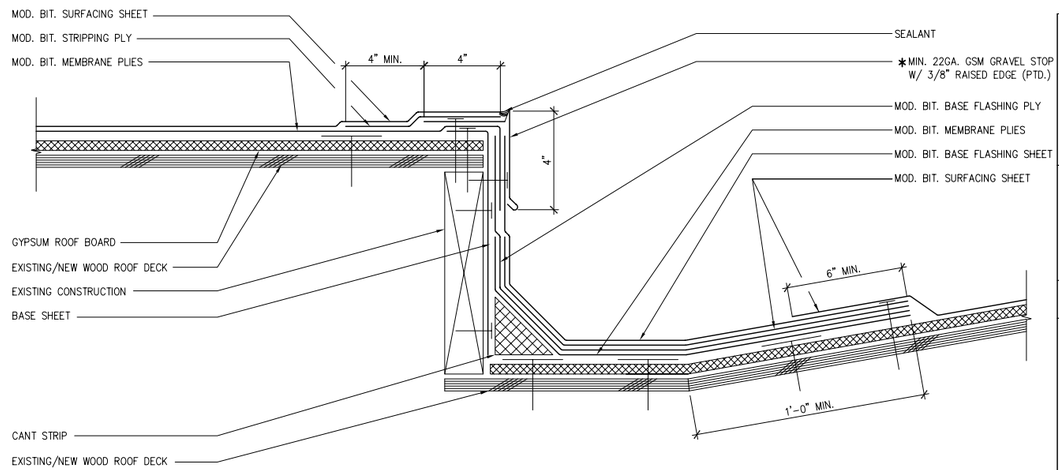


13 PLUMBING PIPE PENETRATION FLASHING

N.T.S.

NOTE:

✱ SET PRIMED FLANGE IN FLASHING CEMENT & NAIL FASTEN @ MAX. 3" O.C., STAGGERED.

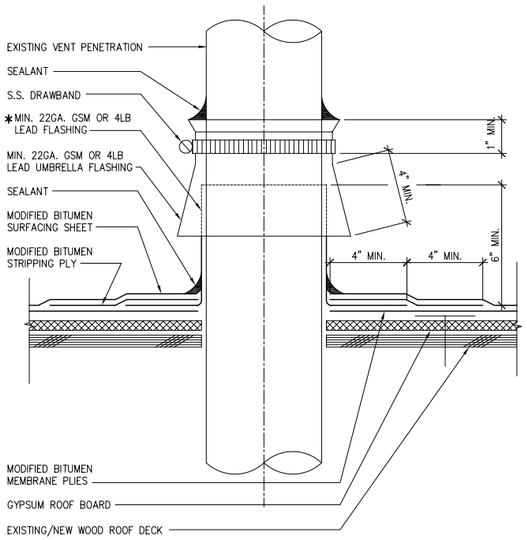


10 FLASHING AT LOW-SLOPE TO STEEP-SLOPE VALLEY

N.T.S.

NOTE:

✱ SET PRIMED FLANGE IN FLASHING CEMENT & NAIL FASTEN GSM FLANGES @ MAX. 3" O.C., STAGGERED.

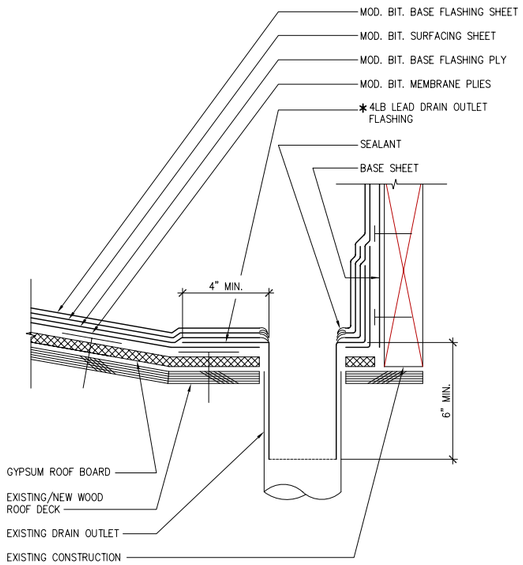


14 VENT PENETRATION FLASHING

N.T.S.

NOTE:

✱ SET PRIMED FLANGE IN FLASHING CEMENT.

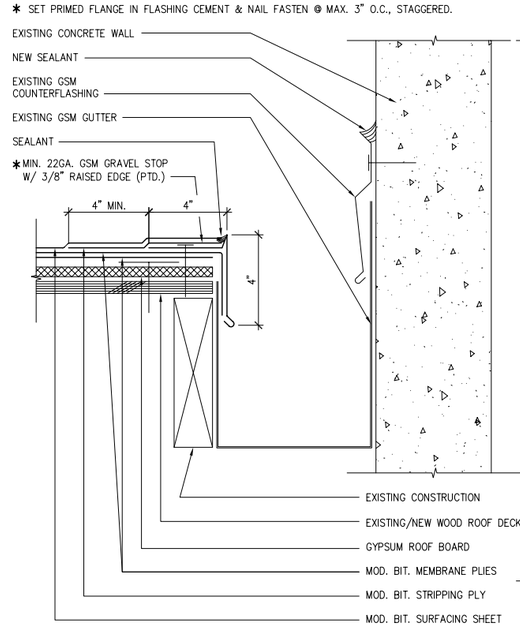


12 FLASHING AT STEEP-SLOPE VALLEY DRAIN OUTLET

N.T.S.

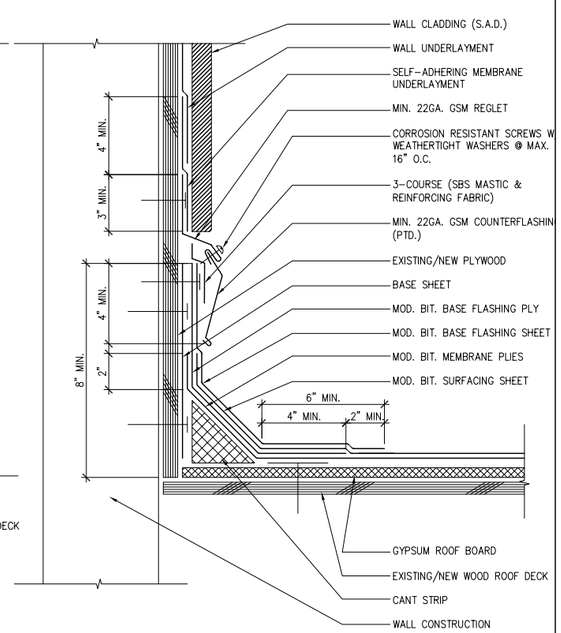
NOTE:

✱ SET PRIMED FLANGE IN FLASHING CEMENT & NAIL FASTEN @ MAX. 3" O.C., STAGGERED.



11 FLASHING AT STEEP-SLOPE TO GUTTER

N.T.S.



9 FLASHING AT ROOF TO WALL

N.T.S.

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CAREY & CO. INC. ARCHITECTURE

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510.420.8190

GENERAL NOTES

1. SEE SHEETS A2.2 FOR ROOF PLAN

NO.	DATE	DESCRIPTION	BY	APP.
0	10/9/12	PERMIT SUBMITTAL	SN	NG

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PORT OF SAN FRANCISCO

SAN FRANCISCO PORT COMMISSION

PORT OF SAN FRANCISCO

DEPARTMENT OF ENGINEERING

DESIGNED: –	DATE: 10/9/12
DRAWN: SN, EG, JC	DATE: 10/9/12
CHECKED: CD, SN	DATE: 10/9/12

APPROVED BY
SAN FRANCISCO PORT COMMISSION

DATE: _____

CHIEF HARBOR ENGINEER

SCALE:

SHEET OF SHEETS
–

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
ROOF DETAILS

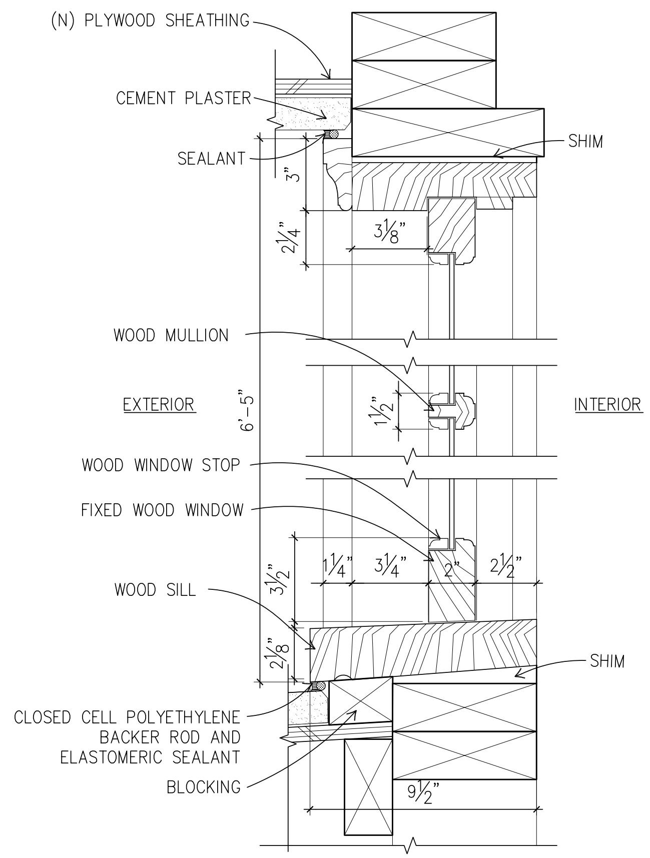
CONTRACT NO.

DRAWING NO. A8.2

FILE NO.

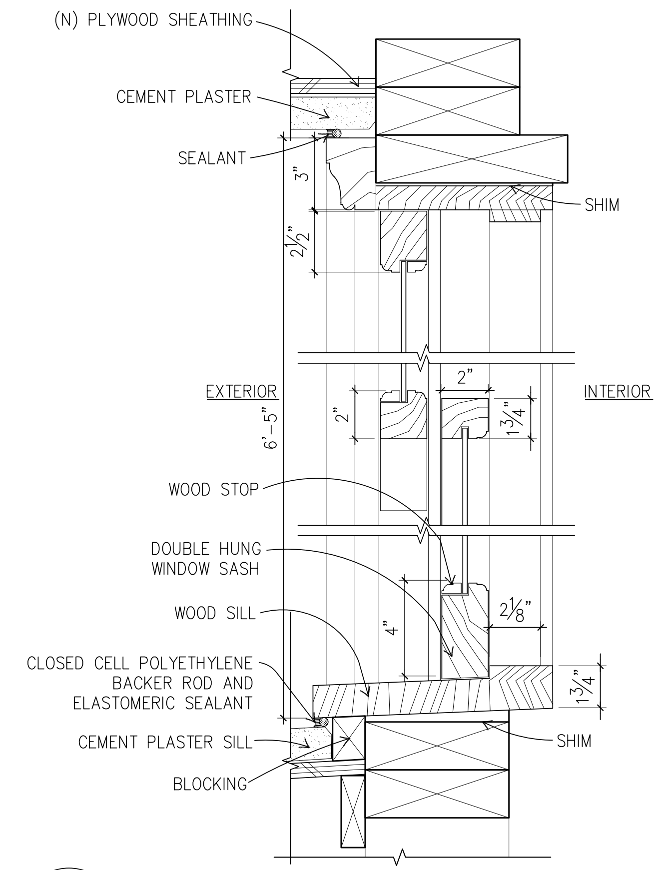
REV. NO.

VIEW: PLOT1



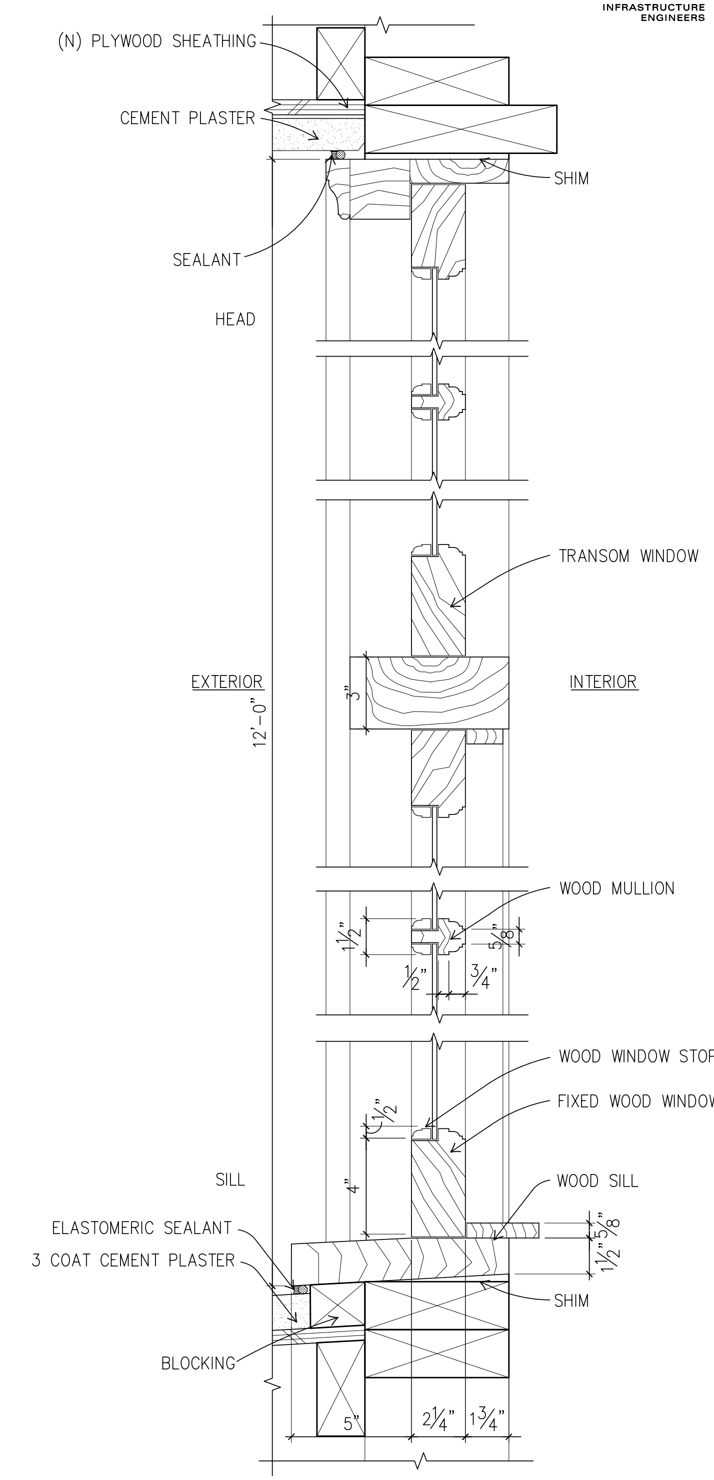
5 WINDOW TYPE C

SCALE: 3" = 1'-0"



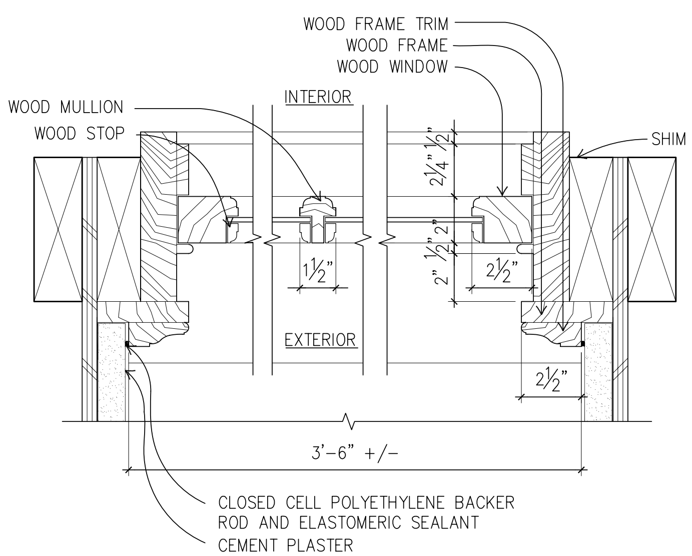
3 WINDOW TYPE B

SCALE: 3" = 1'-0"



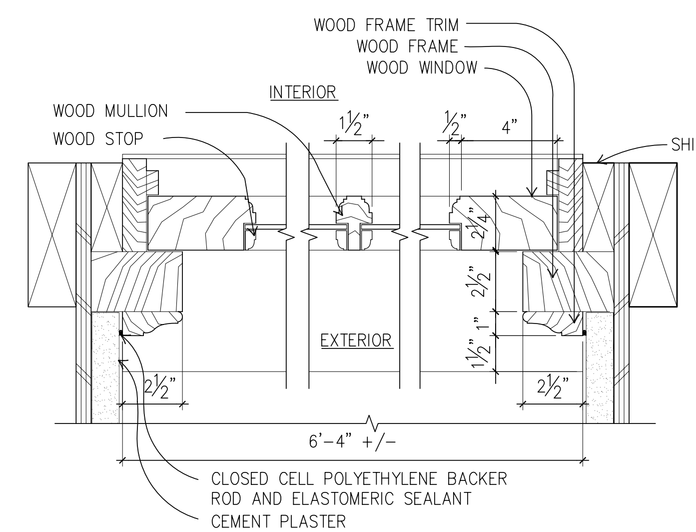
1 WINDOW TYPE A

SCALE: 3" = 1'-0"



4 WINDOW TYPE B – JAMB

SCALE: 3" = 1'-0"



2 WINDOW TYPE A – JAMB

SCALE: 3" = 1'-0"

Creegan+D'Angelo INFRASTRUCTURE ENGINEERS
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San Francisco, CA 94133
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Fax (415) 834-2011
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LICENSED ARCHITECT NANCY GAIL GOLDENBERG C 25019 11/30/13 STATE OF CALIFORNIA

ARCHITECT:
Old Engine Co. No. 2
460 Bush Street
San Francisco, CA 94108
415.773.0773 f.415.773.1773
CAREY & CO. INC. ARCHITECTURE

GENERAL NOTES

1. DIMENSIONS ARE APPROXIMATE. VERIFY W/ EXISTING ORIGINAL WINDOWS.
2. ALL FRAMING IS EITHER EXISTING OR NEW.
3. SEE DET. 4/A9.10 FOR GALV. DRIP BEAD AT WINDOW OPENINGS IN CEMENT PLASTER

NO.	DATE	DESCRIPTION	BY	APP.
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CHIEF HARBOR ENGINEER

SCALE:
SHEET OF SHEETS –

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
WINDOW DETAILS

CONTRACT NO.
DRAWING NO. A9.0
FILE NO.
REV. NO.

VIEW: PLOT1

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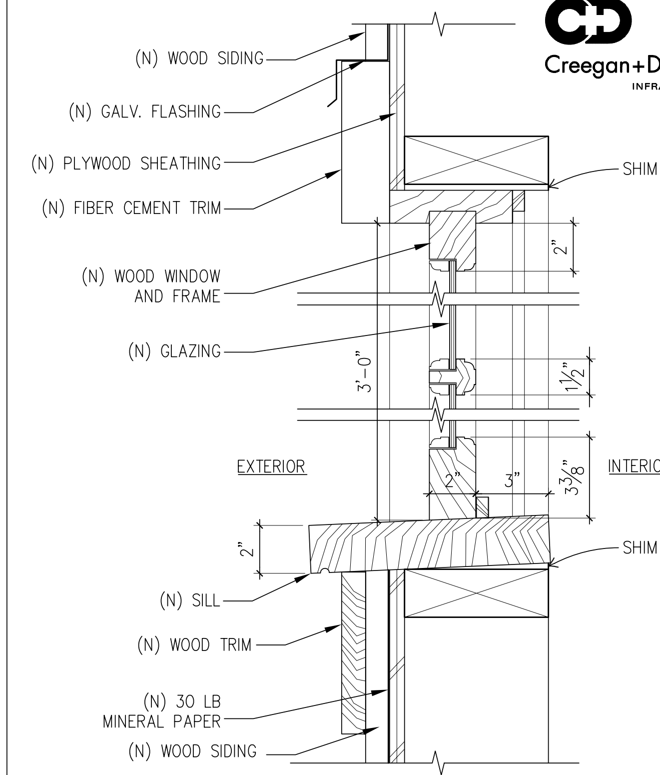
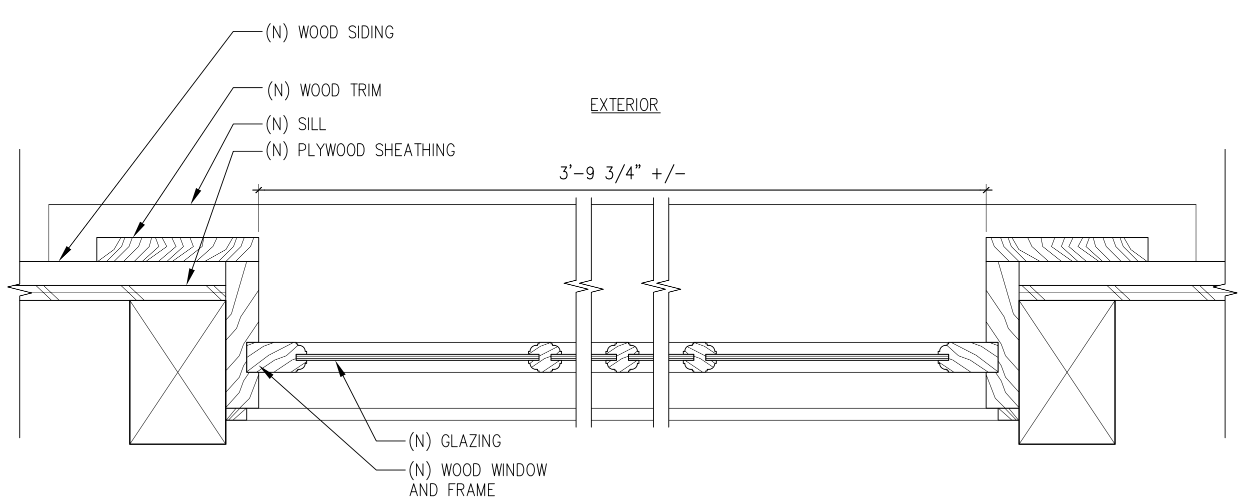
ARCHITECTURE

GENERAL NOTES

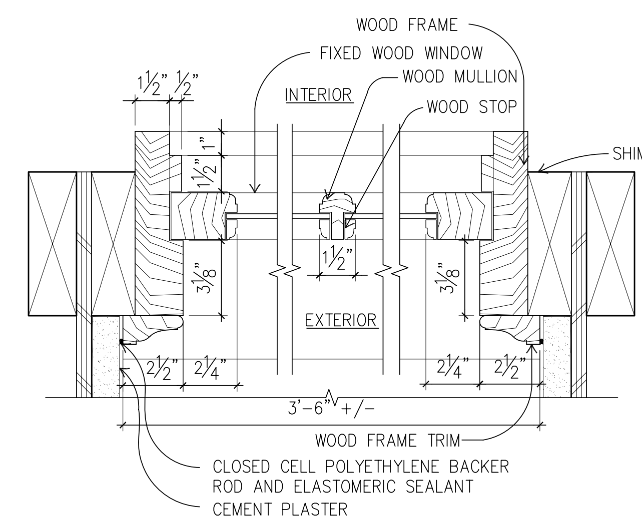
1. DIMENSIONS ARE APPROXIMATE. VERIFY W/ EXISTING ORIGINAL WINDOWS.
2. ALL FRAMING IS EITHER EXISTING OR NEW.



2 WINDOW TYPE D
SCALE: 3" = 1'-0"



3 WINDOW TYPE D – JAMB
SCALE: 3" = 1'-0"



1 WINDOW TYPE C – JAMB
SCALE: 3" = 1'-0"

NO.	DATE	DESCRIPTION	BY	APP.
0	10/9/12	PERMIT SUBMITTAL	SN	NG

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APPROVED BY SAN FRANCISCO PORT COMMISSION
DATE: ________
CHIEF HARBOR ENGINEER

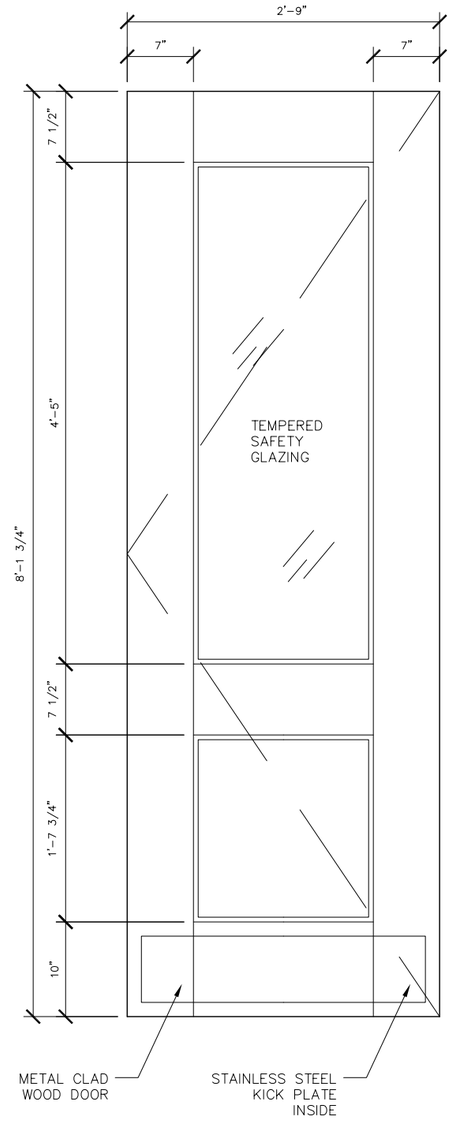
SCALE:
SHEET OF SHEETS
–

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
WINDOW DETAILS

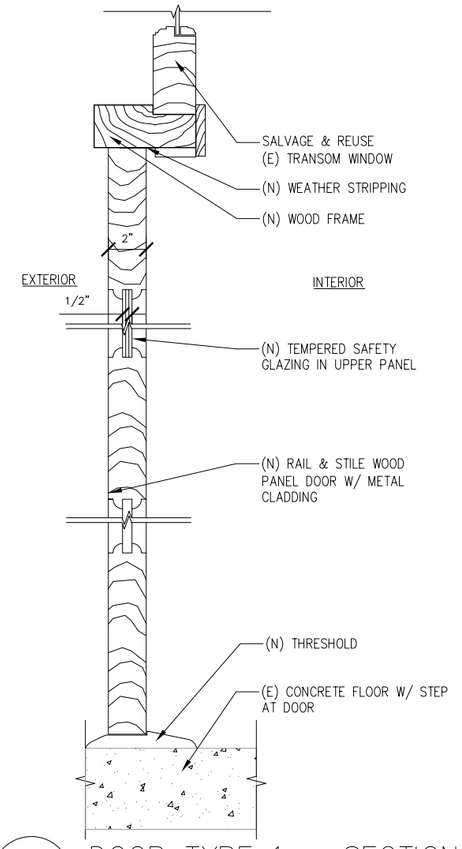
CONTRACT NO.
DRAWING NO. A9.1
FILE NO.
REV. NO.

VIEW: PLOT1



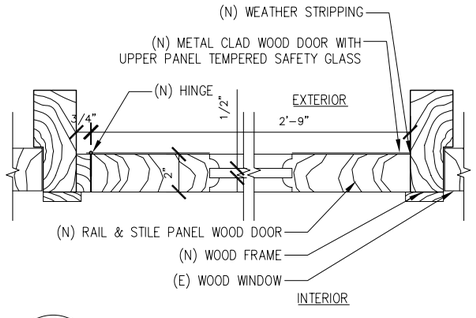
6 DOOR TYPE D1

SCALE: 1 1/2" = 1'–0"



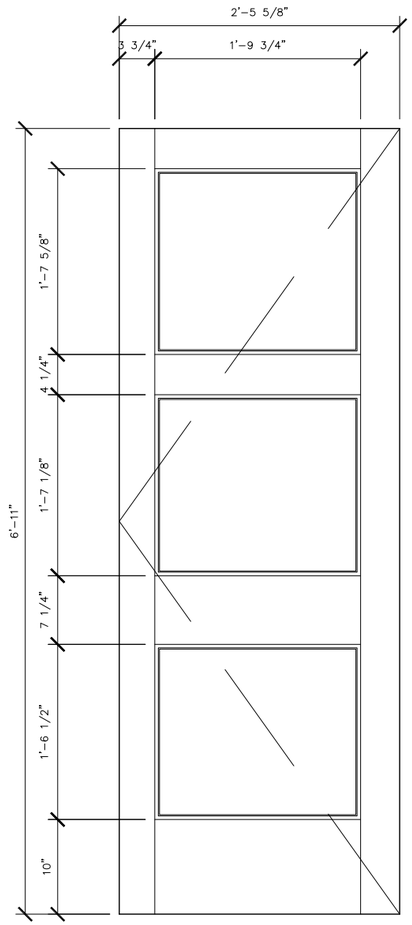
5 DOOR TYPE 1 – SECTION

SCALE: 3" = 1'–0"



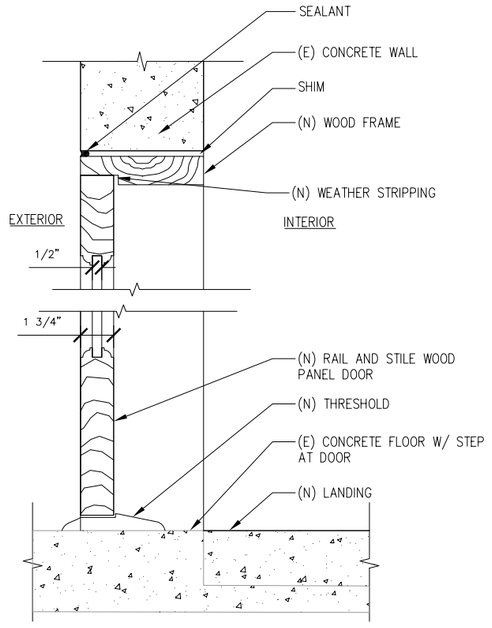
4 DOOR TYPE 1 – JAMB

SCALE: 3" = 1'–0"



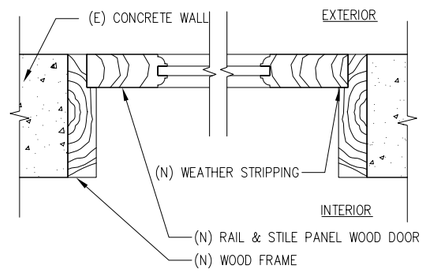
3 DOOR TYPE D3

SCALE: 1 1/2" = 1'–0"



2 DOOR TYPE 3 – SECTION

SCALE: 3" = 1'–0"



1 DOOR TYPE 3 – JAMB

SCALE: 3" = 1'–0"

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LICENSED ARCHITECT
C 25019
11/30/13
RENEWAL DATE
STATE OF CALIFORNIA

ARCHITECT:

Old Engine Co. No. 2
460 Bush Street
San Francisco, CA 94108
415.773.0773 f. 415.773.1773

CAREY & CO. INC.
ARCHITECTURE

GENERAL NOTES

1. DIMENSIONS ARE APPROXIMATIONS. VERIFY W/ EXISTING ORIGINAL OPENINGS.
2. SEE SPECIFICATIONS FOR HARDWARE.
3. ALL HARDWARE AND KEYING TO BE CHOSEN AND INSTALLED TO PORT OF SAN FRANCISCO STANDARD.
4. SWING DOORS OUT - MODIFY DOORS TYPE 1 AND TYPE 3 JAMB AS REQUIRED.
5. INSTALL ELECTRO-MECHANICAL DOOR OPERATOR TO DOOR HEAD AT DOOR TYPE 1.
6. SEE DET. 4/A9.10 FOR GALV. DRIP BEAD AT DOOR TYPE 1 OPENING IN CEMENT PLASTER

NO.	DATE	DESCRIPTION	BY	APP.
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PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

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APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE:

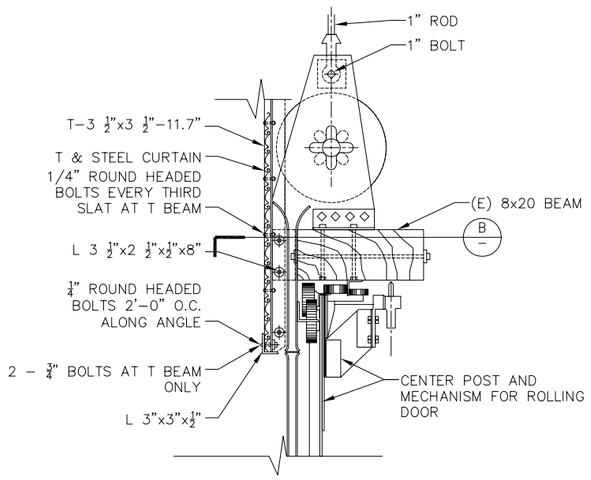
SHEET OF SHEETS
–

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
DOOR DETAILS

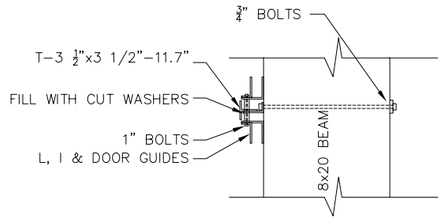
CONTRACT NO.
DRAWING NO. A9.2
FILE NO.
REV. NO.

VIEW: PLOT1



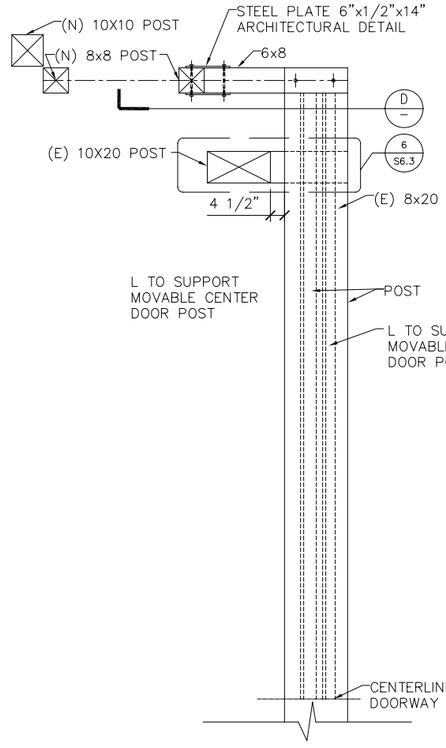
6 SECTION THROUGH ROLLING DOOR AT CENTER OF DOORWAY

SCALE: 1" = 1'-0"



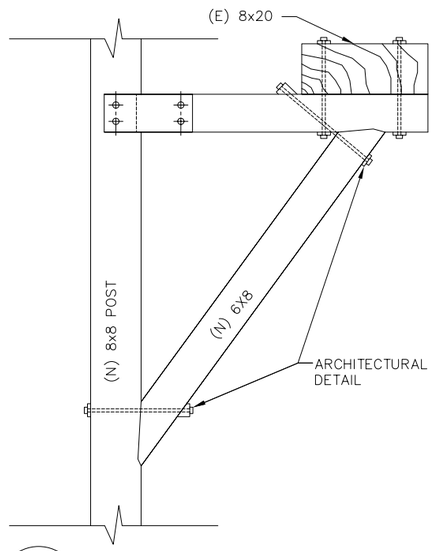
3 SECTION B

SCALE: 1" = 1'-0"



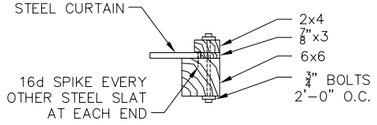
1 ROLLING DOOR - PLAN

SCALE: 1/2" = 1'-0"



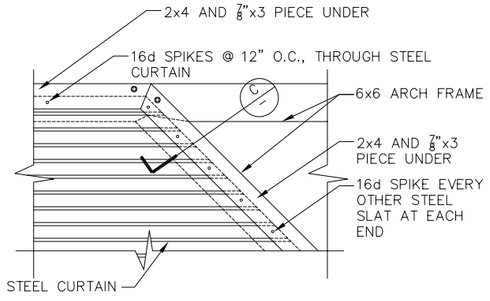
5 SECTION D

SCALE: 1" = 1'-0"



4 SECTION C

SCALE: 1" = 1'-0"



2 SECTION A

SCALE: 1" = 1'-0"

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LICENSED ARCHITECT JAMES GAIL GOLDBERG C 25019 11/30/13 RENEWAL DATE STATE OF CALIFORNIA

ARCHITECT:
Old Engine Co. No. 2
460 Bush Street
San Francisco, CA 94108
415.773.0773 f. 415.773.1773
CAREY & CO. INC. ARCHITECTURE

GENERAL NOTES

1. THIS SHEET IS FOR INFORMATION ONLY AND IS TAKEN FROM THE ORIGINAL CONSTRUCTION DRAWINGS. SEE STRUCTURAL DRAWINGS FOR DETAILS.

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PORT OF SAN FRANCISCO
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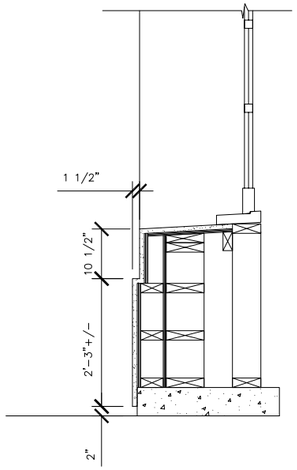
APPROVED BY SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE:
SHEET OF SHEETS -

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION
ROLL UP DOOR DETAILS

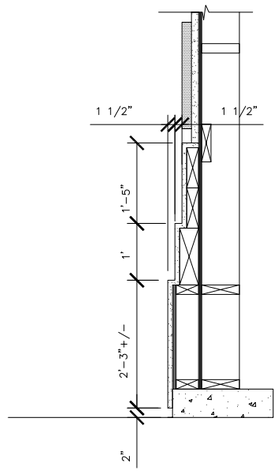
CONTRACT NO.
DRAWING NO. A9.3
FILE NO.
REV. NO.

VIEW: PLOT1



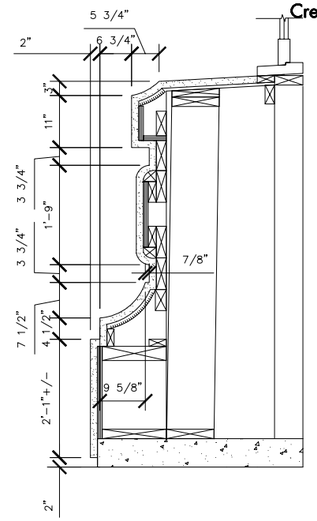
6 BASE AT WINDOW

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



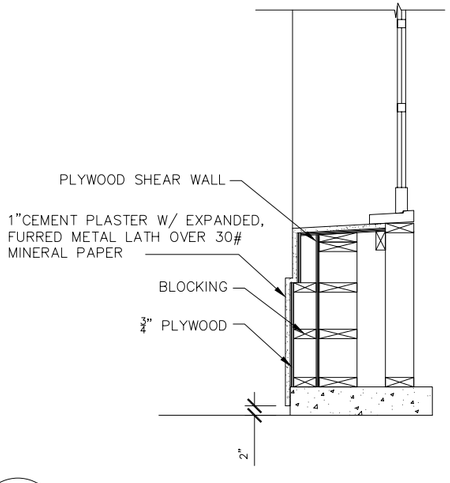
5 BASE AT QUOIN/ FLAT WALL

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



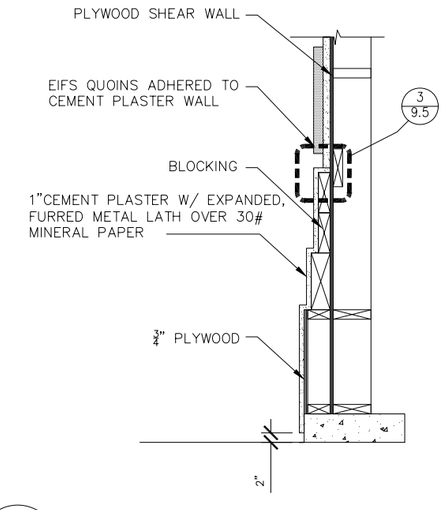
4 BASE AT PYLON

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



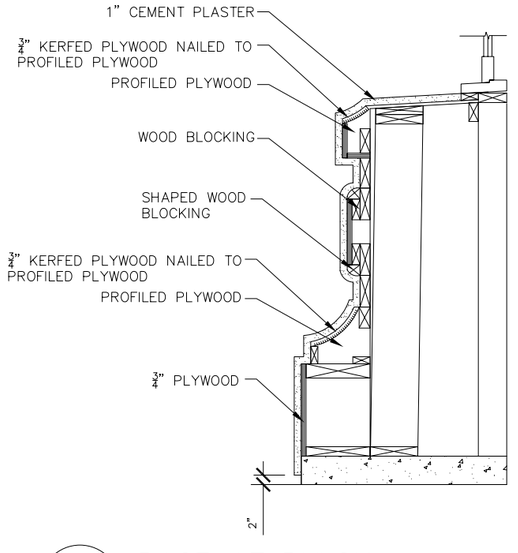
3 BASE AT WINDOW

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



2 BASE AT QUOIN/ FLAT WALL

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



1 BASE AT PYLON

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

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LICENSED ARCHITECT — HANS GAIL GOETZINGER — C 25019 — 11/30/13 — STATE OF CALIFORNIA

ARCHITECT:

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415.773.0773 f. 415.773.1773

CAREY & CO. INC.
ARCHITECTURE

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APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE:

SHEET OF SHEETS –

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION
CEMENT PLASTER DETAILS

CONTRACT NO.
DRAWING NO. A9.4
FILE NO.
REV. NO.

VIEW: PLOT1

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460 Bush Street
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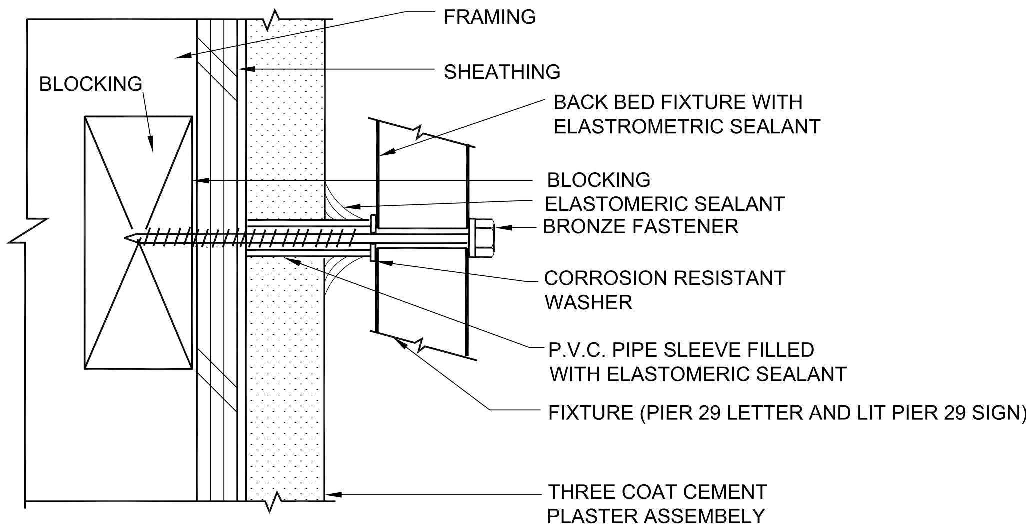
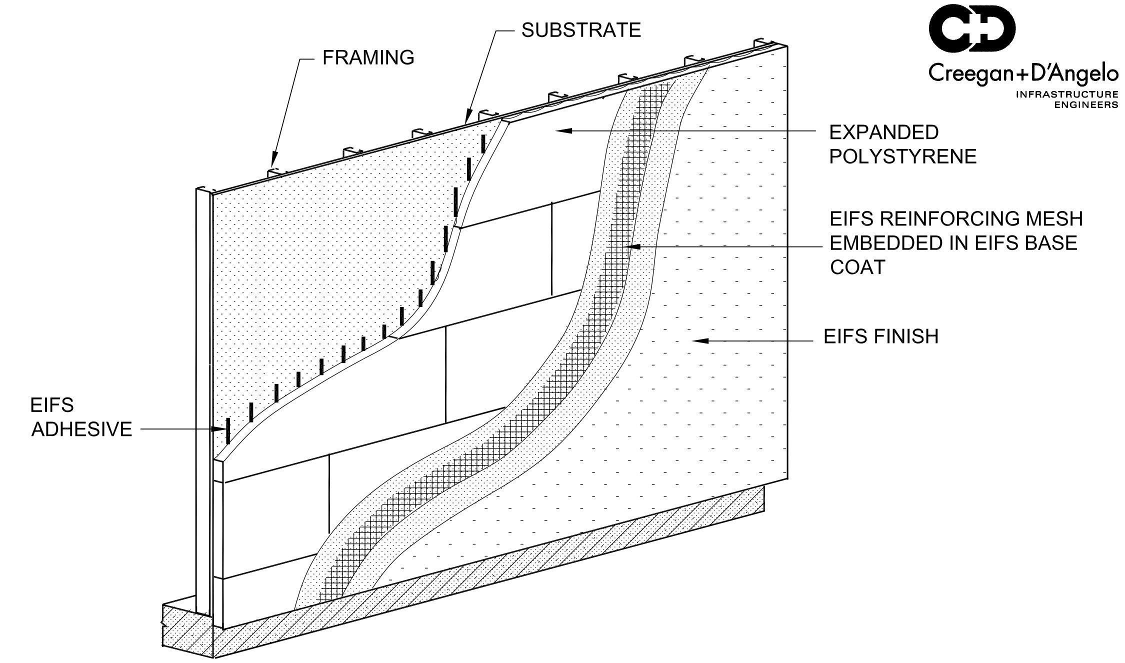
CAREY & CO. INC.
ARCHITECTURE

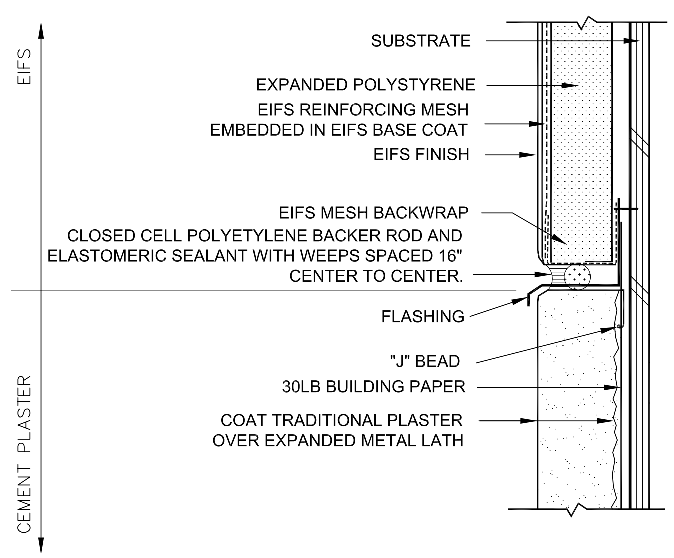
GENERAL NOTES



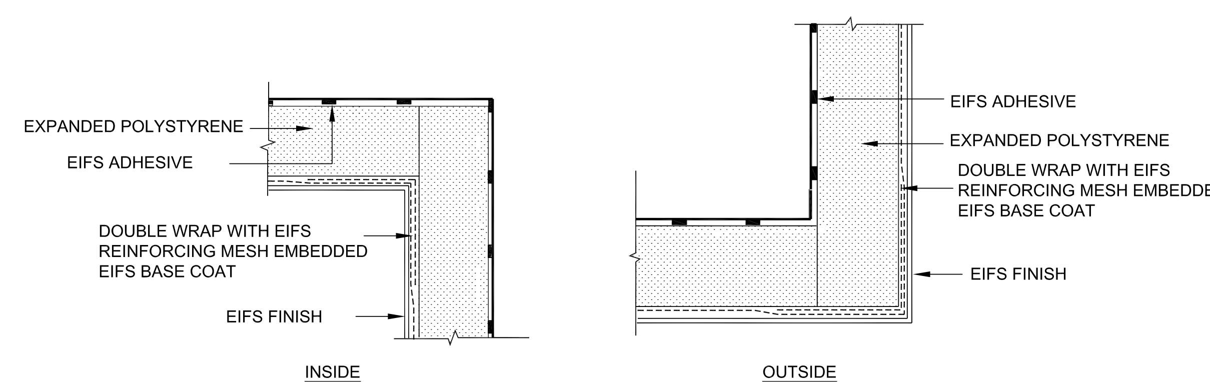
4 FIXTURE ATTACHMENT
SCALE: N.T.S.



2 GENERIC EIFS SYSTEM COMPONENTS & APPLICATION
SCALE: N.T.S.



3 GENERIC EIFS/PLASTER CONNECTION
SCALE: N.T.S.



1 EIFS CORNERS
SCALE: N.T.S.

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PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

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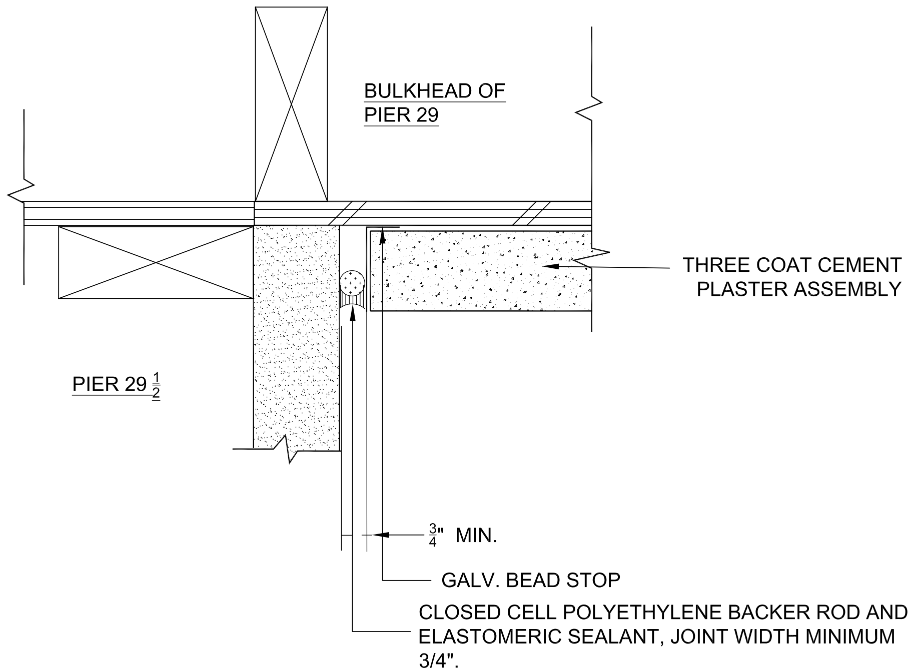
APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: ________
CHIEF HARBOR ENGINEER

SCALE:
SHEET OF SHEETS –

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION DETAILS

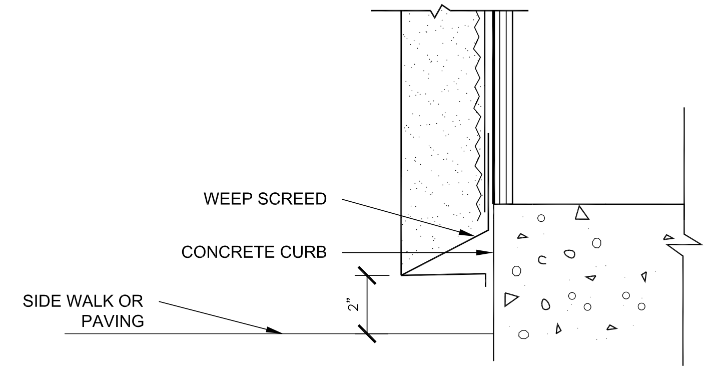
CONTRACT NO.
DRAWING NO. A9.5
FILE NO.
REV. NO.

VIEW: PLOT1



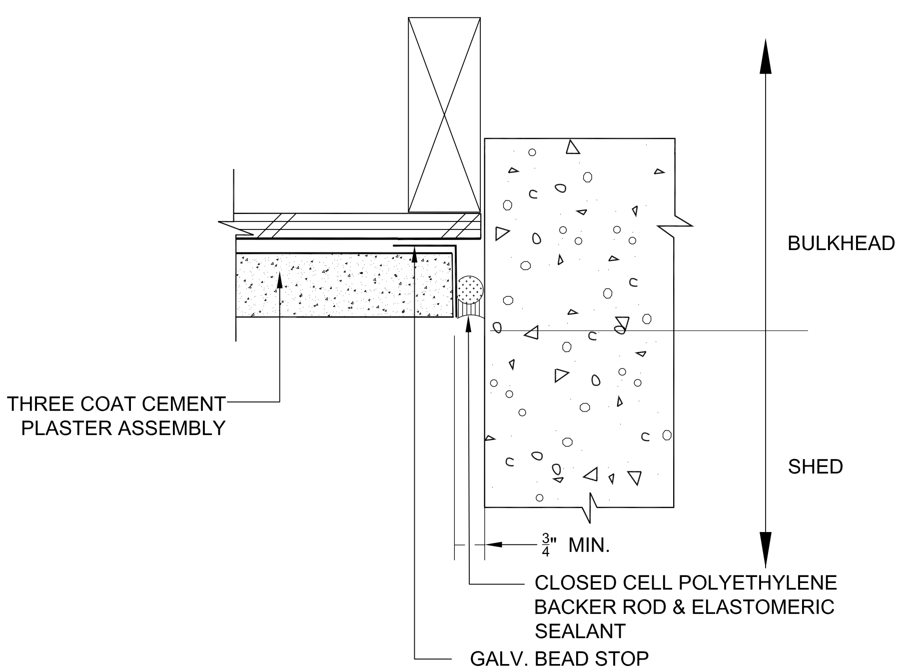
4 JOINT AT 29 BULKHEAD AND PIER 29 1/2

SCALE: N.T.S.



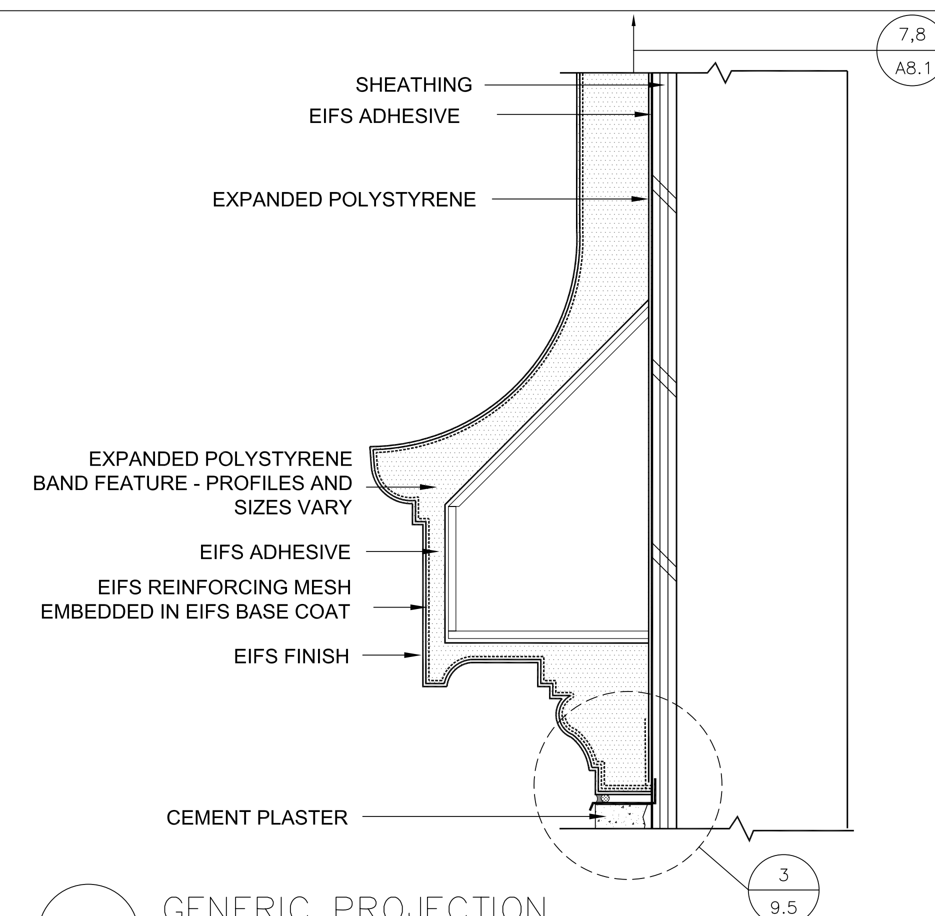
2 PLASTER AT SIDEWALK OR PAVING

SCALE: N.T.S.



3 JOINT AT SHED 29

SCALE: N.T.S.



1 GENERIC PROJECTION

SCALE: N.T.S.

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LICENSED ARCHITECT NANCY GAIL GOLDENBERG C 25019 11/30/13 STATE OF CALIFORNIA

ARCHITECT:
Old Engine Co. No. 2
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San Francisco, CA 94108
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CAREY & CO. INC. ARCHITECTURE

GENERAL NOTES

NO.	DATE	DESCRIPTION	BY	APP.
0	10/9/12	PERMIT SUBMITTAL	SN	NG

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PORT OF SAN FRANCISCO

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

DESIGNED: – DATE: 10/9/12
DRAWN: SN, EG, JC DATE: 10/9/12
CHECKED: CD, SN DATE: 10/9/12

APPROVED BY SAN FRANCISCO PORT COMMISSION
DATE:
CHIEF HARBOR ENGINEER

SCALE:
SHEET OF SHEETS –

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION DETAILS

CONTRACT NO.
DRAWING NO. A9.6
FILE NO.
REV. NO.

VIEW: PLOT1

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LICENSED ARCHITECT
RANDALL GOLDBERG
C 25019
11/30/13
DATE
STATE OF CALIFORNIA

ARCHITECT:

Old Engine Co. No. 2
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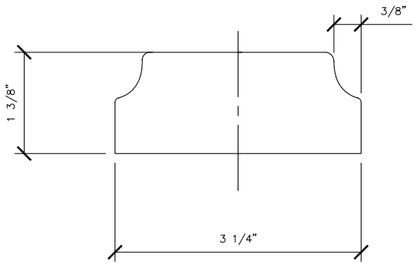
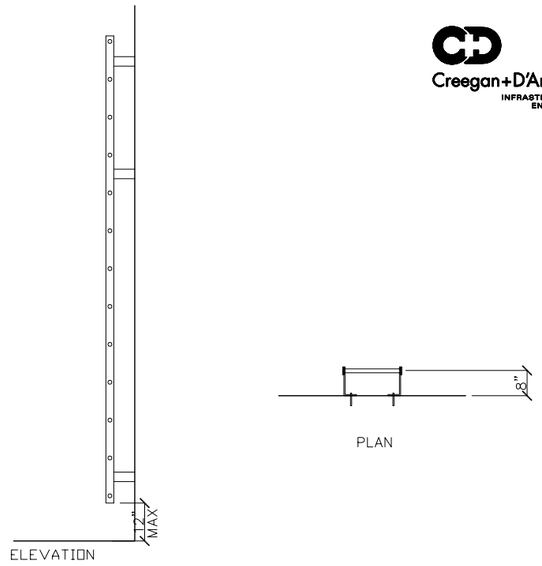
San Francisco, CA 94108
415.773.0773 f. 415.773.1773

CAREY & CO. INC.
ARCHITECTURE



3 SECTION THROUGH SIGN LETTER

SCALE: 1'–0" = 1'–0"



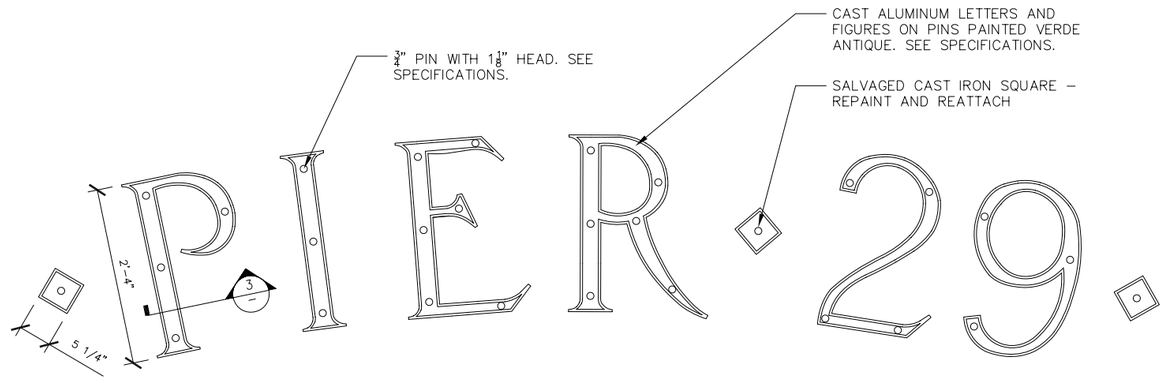
2 LADDERS UNDER 20'–0"

SCALE: 1/2" = 1'–0"

ATTEMPT REPAIR. IF NOT REPAIRABLE FABRICATE IN–KIND. WIRE FOR INTERNAL ILLUMINATION.

4 INTERNALLY ILLUMINATED SIGN

SCALE: N.T.S.



1 SIGN

SCALE: 1" = 1'–0"

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SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE:

SHEET OF SHEETS
–

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
DETAILS

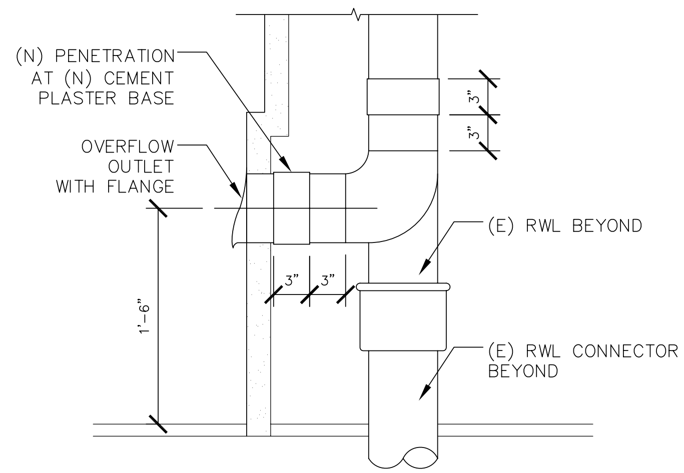
CONTRACT NO.

DRAWING NO. A9.7

FILE NO.

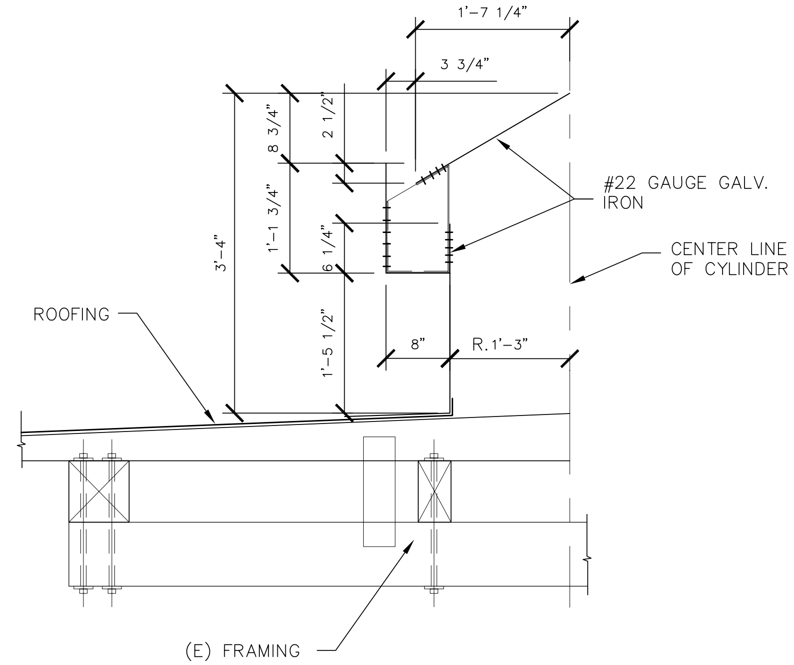
REV. NO.

VIEW: PLOT1



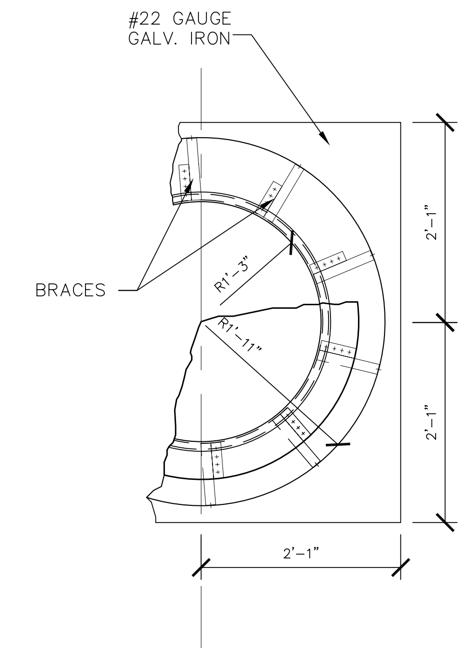
6 ROOF OVERFLOW DRAIN PIPE AT WALL SECTION

SCALE: N.T.S.



4 SECTION THROUGH VENTILATOR

SCALE: 1" = 1'-0"



2 PLAN OF VENTILATOR

SCALE: 1" = 1'-0"

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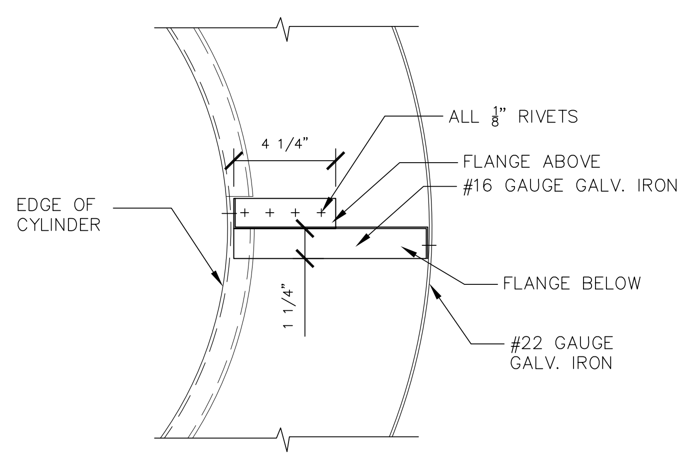
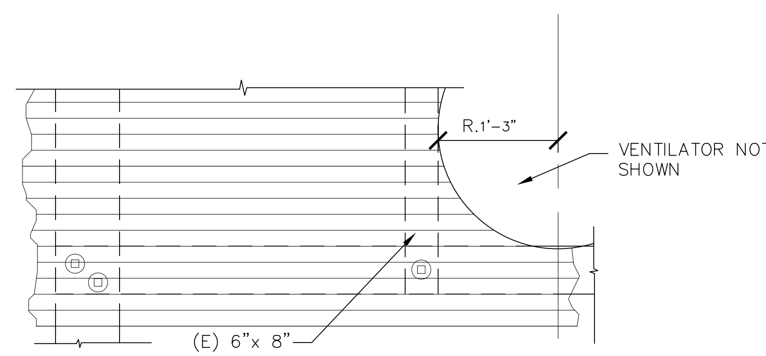
CAREY & CO. INC. ARCHITECTURE



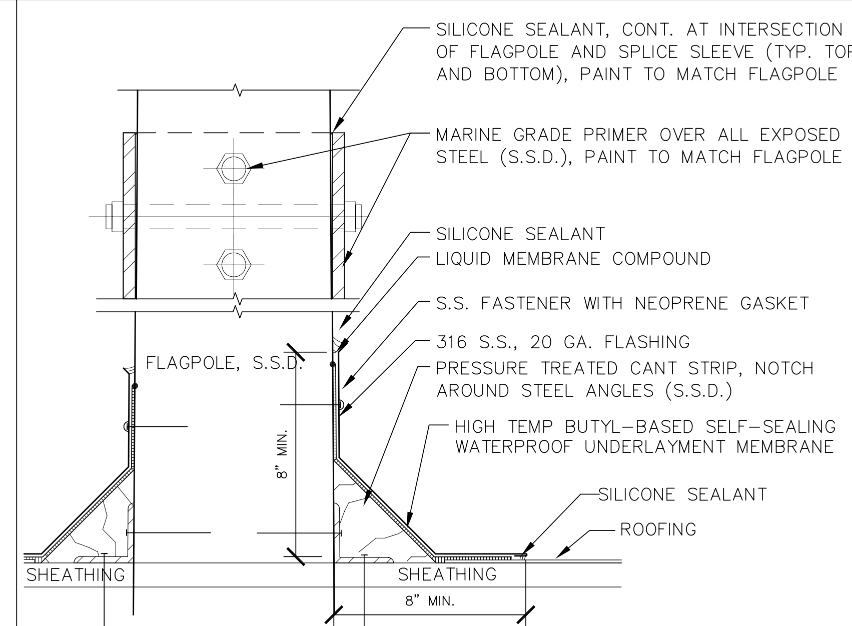
5 DETAIL PLAN OF VENTILATOR BRACE

SCALE: 3" = 1'-0"



3 VENTILATOR PLAN AT ROOF

SCALE: 1" = 1'-0"



1 FLAG STAFF FLASHING

SCALE: 3" = 1'-0"

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DATE:
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SCALE:
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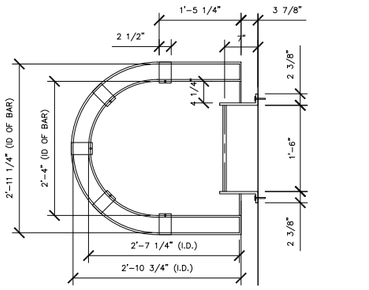
PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION DETAILS

CONTRACT NO.
DRAWING NO. A9.8
FILE NO.
REV. NO.

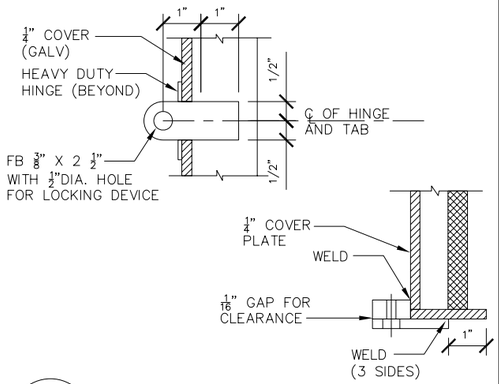
VIEW: PLOT1



NOTE: ALL COMPONENTS ARE HOT DIP GALVANIZE

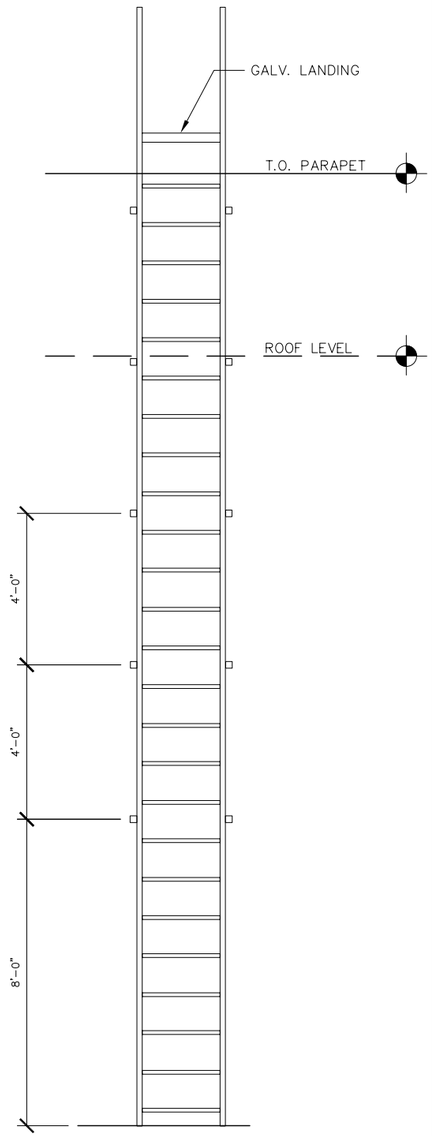
5 PLAN SECTION

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



4 SECTION DETAILS

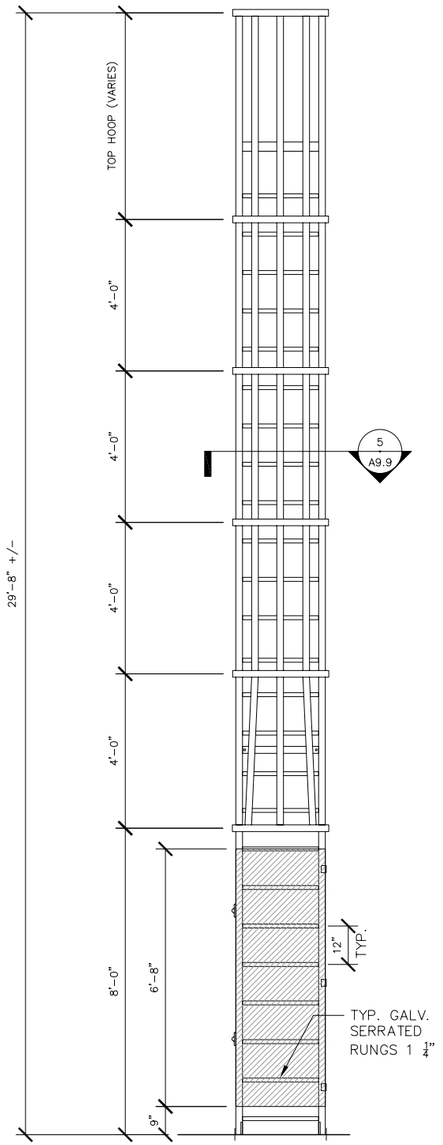
SCALE: 6" = 1'-0"



NOTE: CAGE NOT SHOWN FOR CLARITY. SEE 2/A9.9 FOR CAGE ELEVATION.

3 FRONT ELEVATION W/O CAGE

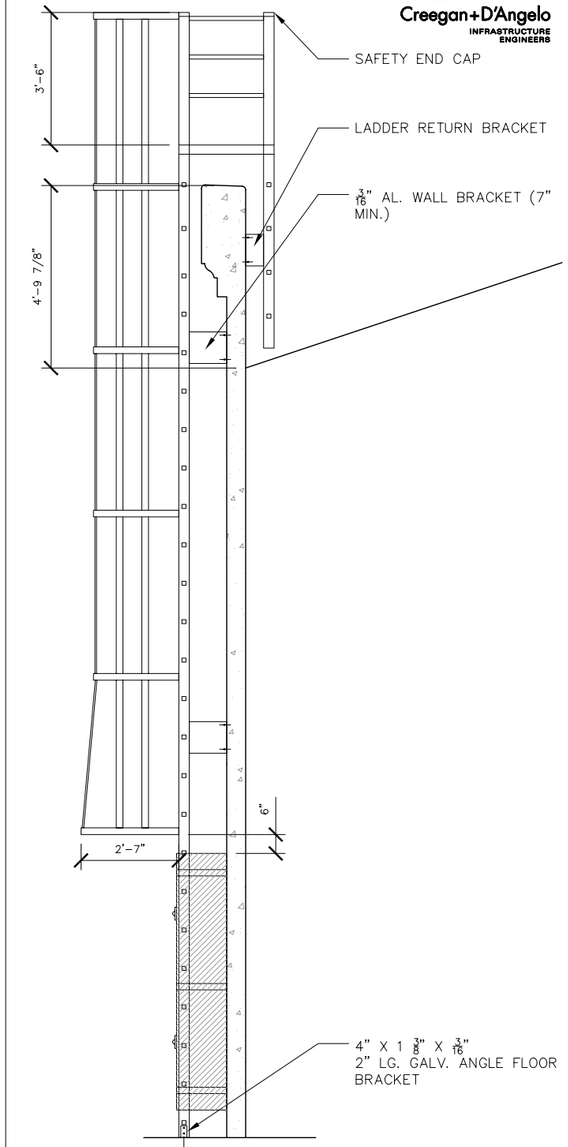
SCALE: 1/2" = 1'-0"



NOTE: PROVIDE 3 WELDED HINGES AND 2 HASP LOCKS AT SECURITY COVER.

2 FRONT ELEVATION

SCALE: 1/2" = 1'-0"



1 SIDE ELEVATION

SCALE: 1/2" = 1'-0"

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CAREY & CO. INC. ARCHITECTURE

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PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION DETAILS

CONTRACT NO.
DRAWING NO. A9.9
FILE NO.
REV. NO.

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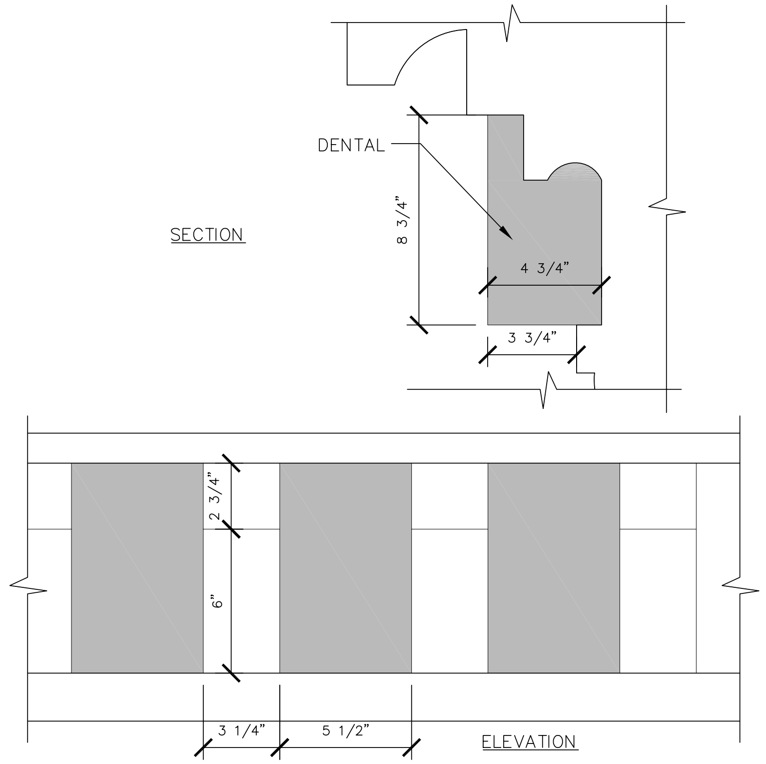
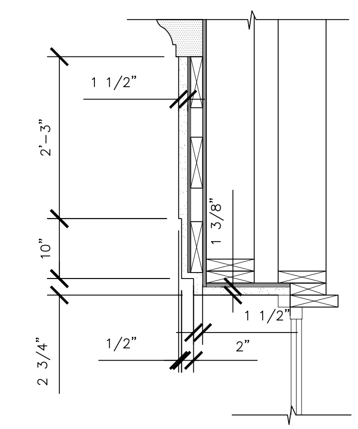
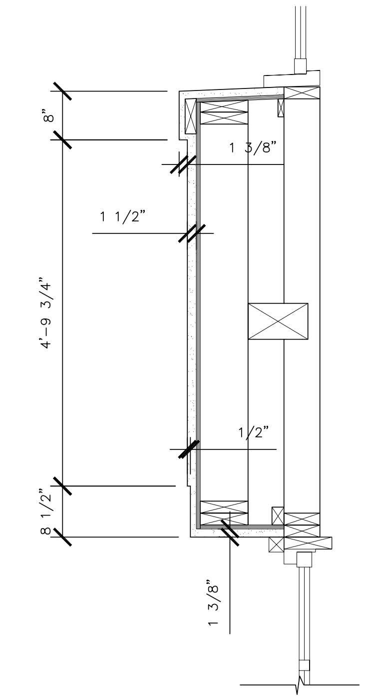


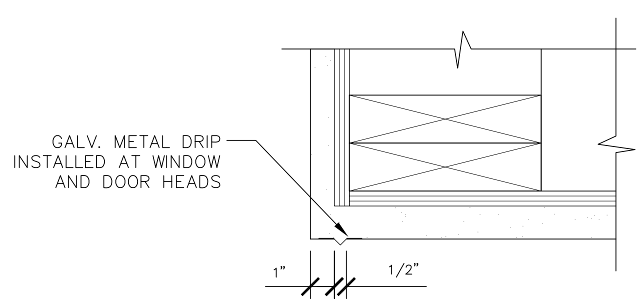
6 DENTALS
SCALE: 3" = 1'-0"



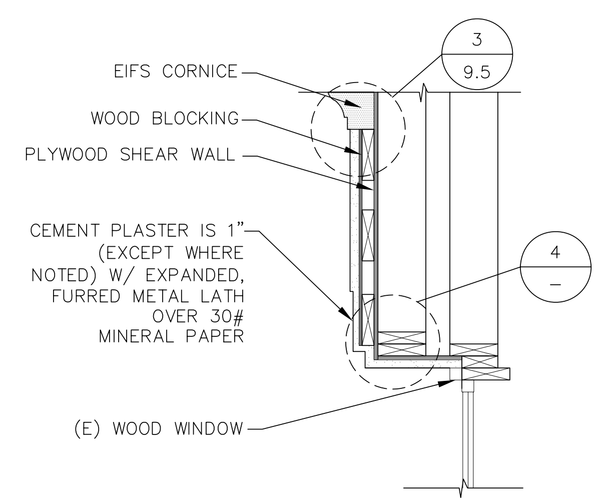
5 WALL ABOVE UPPER WINDOWS
SCALE: 3/4" = 1'-0"



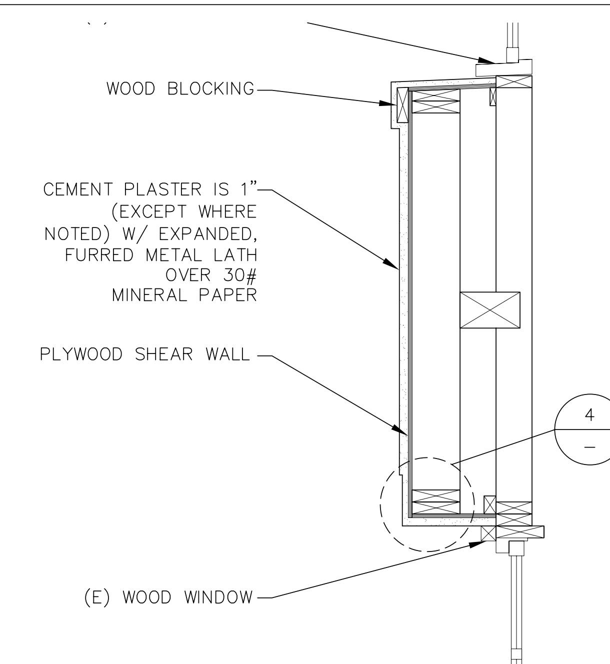
4 WALL BETWEEN LOWER & UPPER WINDOWS
SCALE: 3/4" = 1'-0"



4 DRIP AT OPENINGS
SCALE: 3" = 1'-0"



2 WALL ABOVE UPPER WINDOWS
SCALE: 3/4" = 1'-0"



1 WALL BETWEEN LOWER & UPPER WINDOWS
SCALE: 3/4" = 1'-0"

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PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION
CEMENT PLASTER DETAILS

CONTRACT NO.
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FILE NO.
REV. NO.

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REGISTERED PROFESSIONAL ENGINEER
PATRICK R. MALTLIN
NO. M 30258
EXP. 06/30/13
MECHANICAL
STATE OF CALIFORNIA

PLUMBING LEGEND

SYMBOL	ABBREV.	DESCRIPTION
⊕	POC	POINT OF CONNECTION
◑	POD	POINT OF DEMOLITION
(M)		FURNISHED AND INSTALLED BY MECHANICAL
(ME)		FURNISHED BY MECHANICAL AND INSTALLED BY ELECTRICAL
(E)		FURNISHED AND INSTALLED BY ELECTRICAL
B – PX.X | PX.X		SECTION OR DETAIL LETTER/NUMBER; TO THE SHEET THE SECTION/DETAIL IS ON; WHERE THE SECTION/DETAIL WAS TAKEN FROM

ABBREVIATIONS

ABBREV.	DESCRIPTION
AFF	ABOVE FINISHED FLOOR
BUR	BUILT–UP ROOFING
CO	CLEAN OUT
(E)	EXISTING
MSS SP–58	PIPE HANGERS AND SUPPORTS–MATERIALS, DESIGN AND MANUFACTURE
MSS SP–59	PIPE HANGERS AND SUPPORTS–SELECTION AND APPLICATION
(N)	NEW
NTS	NOT TO SCALE
OD	OUTSIDE DIAMETER
OFD	OVERFLOW DRAIN
RD	ROOF DRAIN
RWL	RAIN WATER LEADER
SS	STAINLESS STEEL
TYP	TYPICAL

DRAWING LIST

DRAWING #	DRAWING TITLE
P0.1	PLUMBING ABBREVIATIONS, SCHEDULE AND GENERAL NOTES
P0.2	PLUMBING SPECIFICATIONS
P1.1	PLUMBING DEMOLITION PARTIAL ROOF PLAN
P2.1	PLUMBING NEW WORK PARTIAL ROOF PLAN
P3.1	PLUMBING DETAILS
P3.2	PLUMBING PHOTOS AND DETAIL

DESIGN CRITERIA – ROOF DRAINAGE

PIERS 29 AND 29–1/2

DEMOLITION WORK:

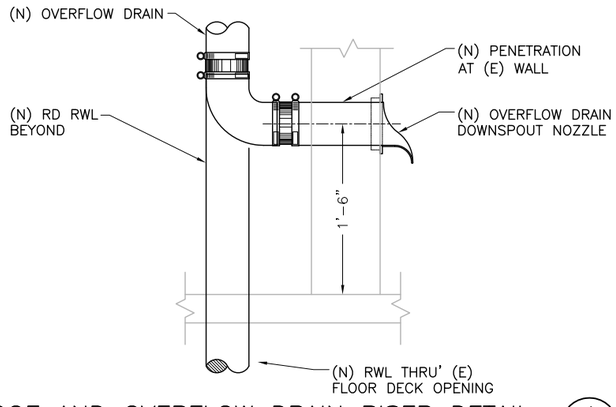
REMOVE ROOF DRAINS AND LEADER PIPING AND ASSOCIATED APPURTENANCES INCLUDING BUT NOT LIMITED TO SUPPORTS AND FITTINGS.

NEW WORK:

1. INSTALL NEW ROOF DRAINS AND OVERFLOW DRAINS FOR A NEW COMBINED DRAINAGE SYSTEM.
2. CONNECT NEW OVERFLOW DRAINS TO NEW ROOF DRAIN VERTICAL LEADERS TO DISCHARGE STORMWATER RUNOFF DIRECTLY INTO THE BAY.

MISCELLANEOUS PLUMBING EQUIPMENT SCHEDULE

EQUIP. TAG	DESCRIPTION	REMARKS
RD/OFD	COMBINATION ROOF & OVERFLOW DRAIN	8–3/8" DIAMETER ROOF AND OVERFLOW DRAIN, DURA–COATED CAST IRON BODY WITH COMBINATION MEMBRANE FLASHING CLAMP, DOUBLE TOP–SET DECK PLATE, STATIC EXTENSION AND LOW SILHOUETTE CAST IRON DOME, ZURN MODEL Z–165–E.



ROOF AND OVERFLOW DRAIN RISER DETAIL — 1 / P2.1 | P0.1
NTS

GENERAL NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FINAL VERIFICATION AND COORDINATION OF EXISTING CONDITIONS AND ALL OTHER TRADES. VERIFY ALL EXISTING CONDITIONS IN THE FIELD PRIOR TO PURCHASING EQUIPMENT. ADVISE THE PORT IN WRITING IN THE EVENT A CONFLICT OCCURS BETWEEN THE REQUIREMENTS OF THE CONTRACT DOCUMENTS AND ACTUAL FIELD CONDITIONS. THE CONTRACTOR SHALL BEAR ALL COSTS FOR RELOCATION OF EQUIPMENT, PIPING, ETC., FROM FAILURE TO PROPERLY COORDINATE INSTALLATIONS AND ADVISE OF THE CONFLICT IN WRITING PRIOR TO INSTALLATION.
2. IN CASE OF DIFFERENCE BETWEEN BUILDING CODES, SPECIFICATIONS, INDUSTRY STANDARDS, UTILITY COMPANY REGULATIONS, FIRE INSURANCE CARRIER'S REQUIREMENTS AND CONTRACT DOCUMENTS, THE MOST STRINGENT SHALL GOVERN. PROMPTLY NOTIFY THE PORT IN WRITING OF ANY SUCH DIFFERENCE.
3. EQUIPMENT AND PIPING AS SHOWN ON DRAWINGS ARE SCHEMATIC AND SHALL BE FABRICATED AND INSTALLED ON ACTUAL FIELD MEASUREMENT. DO NOT SCALE DRAWINGS FOR EXACT LOCATION OF EQUIPMENT. COORDINATE WITH OTHER TRADES AS REQUIRED.
4. PLANS ARE BASED ON ANTICIPATED EQUIPMENT SIZE AND CONFIGURATION. CONTRACTOR SHALL MODIFY ARRANGEMENT TO SUIT ACTUAL PURCHASED EQUIPMENT AS REQUIRED FOLLOWING THE CRITERIA ESTABLISHED BY THESE PLANS. DEPARTURES FROM THE CONTRACT DRAWING RESULTING FROM CHANGES IN EQUIPMENT SIZES AND CONFIGURATIONS, OR RE–ARRANGEMENTS TO ACCOMMODATE FIELD CONDITIONS SHALL BE SUBMITTED IN DETAIL FOR PORT'S APPROVAL.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION AND SHALL REPAIR ADJACENT EXISTING AND/OR NEW SURFACES, AREAS AND PROPERTY THAT MAY BE DAMAGED AS A RESULT OF ANY DEMOLITION AND/OR NEW WORK.
6. HANDLE, STORE AND INSTALL ALL EQUIPMENT PER MANUFACTURER'S INSTRUCTIONS. ALL EQUIPMENT AND PIPING SHALL BE PROTECTED FROM THE WEATHER ELEMENTS.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETE FUNCTIONALITY OF THE EQUIPMENT INCLUDING ELECTRICAL AND CONTROL ITEMS ASSOCIATED WITH THE PROJECT.
8. PROVIDE EQUIPMENT CLEARANCES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND INSTRUCTIONS.
9. CONTRACTOR IS TO MAINTAIN RECORDED "AS–BUILT" INFORMATION ON ALL EXISTING SERVICES UNCOVERED DURING CONSTRUCTION AND ALL NEW SERVICES BEING INSTALLED. "AS–BUILT" INFORMATION SHALL BE CLEARLY MARKED IN COLORED PENCIL ON A PRINT OF THE CONTRACT DRAWING. RECORDED INFORMATION SHALL INCLUDE ROUTING AND INVERT ELEVATIONS. AT THE COMPLETION OF THE CONTRACT, THE CONTRACTOR SHALL TURN RECORDED "AS–BUILT" INFORMATION OVER TO THE PORT AND CONTRACTOR TO BE COORDINATED WITH AS BUILT REQUIREMENTS IN SPECIFICATION.
10. CERTAIN VERTICAL AND HORIZONTAL OFFSETS ARE SHOWN IN PIPING ON PLANS TO INDICATE THE GENERAL POSITION RELATIONSHIP OF THE SYSTEMS. PROVIDE ADDITIONAL OFFSETS SIMILAR TO THOSE SHOWN, AS REQUIRED TO COORDINATE WITH INSTALLATION REQUIREMENTS OF OTHER SYSTEMS.
11. THE EXISTING SYSTEMS SHOWN ON THE DRAWINGS ARE BASED ON INFORMATION CONTAINED IN THE ORIGINAL DESIGN "AS–BUILT" DOCUMENTS AND ON A LIMITED FIELD SURVEY.
12. NOT ALL EXISTING SYSTEMS ARE SHOWN TO AID DRAWING INTERPRETATION CLARITY.
13. COORDINATE INSTALLATION OF ALL EQUIPMENT AND PIPING WITH OTHER TRADES PRIOR TO INSTALLATION.
14. LOCATION OF MECHANICAL UTILITIES ARE BASED ON THE EXISTING DRAWINGS AND LIMITED SITE SURVEY. EXISTING DRAWINGS AND SURVEYS MAY BE INACCURATE OR INCOMPLETE. THE SUBCONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL EXISTING CONDITIONS AND DIMENSIONS IN THE FIELD AND NOT RELY SOLELY ON DRAWINGS.
15. CONTRACTOR TO PROVIDE SUBMITTALS IN ACCORDANCE WITH SPECIFICATION REQUIREMENTS.
16. VERIFY AT PROJECT SITE EXACT SIZE, LOCATION, INVERT ELEVATION, AND CLEARANCE OF ALL EXISTING SERVICES BEING EXTENDED, RELOCATED, OR REMOVED.

NO.	DATE	DESCRIPTION	BY	APP.
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DEPARTMENT OF ENGINEERING

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CHECKED: PM	DATE: 08/29/12

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: NTS
SHEET OF SHEETS _ OF _

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION
PLBG. ABBR., SCHEDS., AND GENERAL NOTES

CONTRACT NO.
DRAWING NO. P0.1
FILE NO.
REV. NO.

VIEW: PLOT1

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STORM WATER PIPING

1.1 HUBLESS, CAST-IRON SOIL PIPE AND FITTINGS

A. PIPE AND FITTINGS: ASTM A 888 OR CISPI 301.

B. CISPI, HUBLESS-PIPING COUPLINGS:

1. MANUFACTURERS: SUBJECT TO COMPLIANCE WITH REQUIREMENTS, PROVIDE PRODUCTS BY ONE OF THE FOLLOWING:

a. ANACO-HUSKY.

b. MIFAB, INC.

c. TYLER PIPE.

2. STANDARDS: ASTM C 1277 AND CISPI 310.

3. DESCRIPTION: HEAVY-DUTY STAINLESS-STEEL SHIELD WITH STAINLESS-STEEL BANDS AND TIGHTENING DEVICES; AND ASTM C 564, RUBBER SLEEVE WITH INTEGRAL, CENTER PIPE STOP.

2.1 INSTALLATION

A. INSTALL ROOF DRAINS ACCORDING TO ROOF MEMBRANE MANUFACTURER'S WRITTEN INSTALLATION INSTRUCTIONS.

1. INSTALL FLASHING COLLAR OR FLANGE OF ROOF DRAIN TO PREVENT LEAKAGE BETWEEN DRAIN AND ADJOINING ROOFING. MAINTAIN INTEGRITY OF WATERPROOF MEMBRANES WHERE PENETRATED.

B. INSTALL SLEEVE FLASHING DEVICE WITH EACH LEADER PASSING THROUGH FLOORS WITH WATERPROOF MEMBRANE.

2.2 PAINTING

A. INSTALL ANTI CORROSIVE PRIMER AND RUST PREVENTING PAINT TO PIPING EXTERIOR.

2.3 PROTECTION

A. PROTECT DRAINS DURING REMAINDER OF CONSTRUCTION PERIOD TO AVOID CLOGGING WITH DIRT OR DEBRIS AND TO PREVENT DAMAGE FROM TRAFFIC OR CONSTRUCTION WORK.

B. PLACE PLUGS IN ENDS OF UNCOMPLETED PIPING AT END OF EACH DAY OR WHEN WORK STOPS.

C. CLEAN INTERIOR OF PIPING. REMOVE DIRT AND DEBRIS AS WORK PROGRESSES.

SLEEVES

1.1 GALVANIZED-STEEL WALL PIPES: ASTM A 53/A 53M, SCHEDULE 40, WITH PLAIN ENDS AND WELDED STEEL COLLAR; ZINC COATED.

1.2 SLEEVE-SEAL SYSTEMS

A. MANUFACTURERS: SUBJECT TO COMPLIANCE WITH REQUIREMENTS, PROVIDE PRODUCTS BY ONE OF THE FOLLOWING:

B. BASIS-OF-DESIGN PRODUCT: SUBJECT TO COMPLIANCE WITH REQUIREMENTS, PROVIDE PRODUCT BY ONE OF THE FOLLOWING:

1. ADVANCE PRODUCTS & SYSTEMS, INC.

2. CALPICO, INC.

3. METRAFLEX COMPANY (THE).

4. PIPELINE SEAL AND INSULATOR, INC.

5. PROCO PRODUCTS, INC.

C. DESCRIPTION: MODULAR SEALING-ELEMENT UNIT, DESIGNED FOR FIELD ASSEMBLY, FOR FILLING ANNULAR SPACE BETWEEN PIPING AND SLEEVE.

1. SEALING ELEMENTS: EPDM-RUBBER INTERLOCKING LINKS SHAPED TO FIT SURFACE OF PIPE. INCLUDE TYPE AND NUMBER REQUIRED FOR PIPE MATERIAL AND SIZE OF PIPE.

2. PRESSURE PLATES: STAINLESS STEEL.

3. CONNECTING BOLTS AND NUTS: STAINLESS STEEL OF LENGTH REQUIRED TO SECURE PRESSURE PLATES TO SEALING ELEMENTS.

2.1 SLEEVE INSTALLATION

A. INSTALL SLEEVES FOR PIPING PASSING THROUGH PENETRATIONS IN FLOORS, PARTITIONS, ROOFS, AND WALLS.

B. FOR SLEEVES THAT WILL HAVE SLEEVE-SEAL SYSTEM INSTALLED, SELECT SLEEVES OF SIZE LARGE ENOUGH TO PROVIDE 1-INCH ANNULAR CLEAR SPACE BETWEEN PIPING AND CONCRETE SLABS AND WALLS.

1. SLEEVES ARE NOT REQUIRED FOR CORE-DRILLED HOLES.

C. INSTALL SLEEVES IN CONCRETE FLOORS, CONCRETE ROOF SLABS, AND CONCRETE WALLS AS NEW SLABS AND WALLS ARE CONSTRUCTED.

1. CUT SLEEVES TO LENGTH FOR MOUNTING FLUSH WITH BOTH SURFACES.

2. USING GROUT, SEAL THE SPACE OUTSIDE OF SLEEVES IN SLABS AND WALLS WITHOUT SLEEVE-SEAL SYSTEM.

2.2 SLEEVE-SEAL-SYSTEM INSTALLATION

A. INSTALL SLEEVE-SEAL SYSTEMS IN SLEEVES IN CONCRETE SLABS

B. SELECT TYPE, SIZE, AND NUMBER OF SEALING ELEMENTS REQUIRED FOR PIPING MATERIAL AND SIZE AND FOR SLEEVE ID OR HOLE SIZE. POSITION PIPING IN CENTER OF SLEEVE. CENTER PIPING IN PENETRATION, ASSEMBLE SLEEVE-SEAL SYSTEM COMPONENTS, AND INSTALL IN ANNULAR SPACE BETWEEN PIPING AND SLEEVE. TIGHTEN BOLTS AGAINST PRESSURE PLATES THAT CAUSE SEALING ELEMENTS TO EXPAND AND MAKE A WATERTIGHT SEAL.

STORM DRAINAGE INSTALLATION

A. MAKE CHANGES IN DIRECTION FOR STORM DRAINAGE PIPING USING APPROPRIATE BRANCHES, BENDS, AND LONG-SWEEP BENDS. DO NOT CHANGE DIRECTION OF FLOW MORE THAN 90 DEGREES. USE PROPER SIZE OF STANDARD INCREASERS AND REDUCERS IF PIPES OF DIFFERENT SIZES ARE CONNECTED. REDUCING SIZE OF DRAINAGE PIPING IN DIRECTION OF FLOW IS PROHIBITED.

B. INSTALL STORM DRAINAGE PIPING AT THE FOLLOWING MINIMUM SLOPES UNLESS OTHERWISE INDICATED:

1. BUILDING STORM DRAIN: 2 PERCENT DOWNWARD IN DIRECTION OF FLOW FOR PIPING NPS 4 (DN 100) AND LARGER.

2. HORIZONTAL STORM-DRAINAGE PIPING: 2 PERCENT DOWNWARD IN DIRECTION OF FLOW.

C. INSTALL CAST-IRON SOIL PIPING ACCORDING TO CISPI'S "CAST IRON SOIL PIPE AND FITTINGS HANDBOOK," CHAPTER IV, "INSTALLATION OF CAST IRON SOIL PIPE AND FITTINGS."

1.1 JOINT CONSTRUCTION

A. HUBLESS, CAST-IRON SOIL PIPING COUPLED JOINTS: JOIN ACCORDING TO CISPI 310 AND CISPI'S "CAST IRON SOIL PIPE AND FITTINGS HANDBOOK" FOR HUBLESS-PIPING COUPLING JOINTS.

1.2 HANGER AND SUPPORT INSTALLATION

1. INSTALL STAINLESS-STEEL PIPE HANGERS FOR HORIZONTAL PIPING IN CORROSIVE ENVIRONMENTS.

2. INSTALL STAINLESS-STEEL PIPE SUPPORT CLAMPS FOR VERTICAL PIPING IN CORROSIVE ENVIRONMENTS.

A. INSTALL HANGERS FOR CAST-IRON SOIL PIPING WITH THE FOLLOWING MAXIMUM HORIZONTAL SPACING AND MINIMUM ROD DIAMETERS:

1. NPS 4 AND NPS 5 (DN 100 AND DN 125): 60 INCHES (1500 MM) WITH 5/8-INCH (16-MM) ROD.

B. INSTALL SUPPORTS FOR VERTICAL CAST-IRON SOIL PIPING EVERY 15 FEET (4.5 M).

1.3 CONNECTIONS

A. DRAWINGS INDICATE GENERAL ARRANGEMENT OF PIPING, FITTINGS, AND SPECIALTIES.

B. CONNECT INTERIOR STORM DRAINAGE PIPING TO EXTERIOR STORM DRAINAGE PIPING. USE TRANSITION FITTING TO JOIN DISSIMILAR PIPING MATERIALS.

C. CONNECT STORM DRAINAGE PIPING TO ROOF DRAINS AND STORM DRAINAGE SPECIALTIES.

1.4 FIELD QUALITY CONTROL

A. DURING INSTALLATION, NOTIFY AUTHORITIES HAVING JURISDICTION AT LEAST 24 HOURS BEFORE INSPECTION MUST BE MADE. PERFORM TESTS SPECIFIED BELOW IN PRESENCE OF AUTHORITIES HAVING JURISDICTION.

1. ROUGHING-IN INSPECTION: ARRANGE FOR INSPECTION OF PIPING BEFORE CONCEALING OR CLOSING-IN AFTER ROUGHING-IN.

2. FINAL INSPECTION: ARRANGE FOR FINAL INSPECTION BY AUTHORITIES HAVING JURISDICTION TO OBSERVE TESTS SPECIFIED BELOW AND TO ENSURE COMPLIANCE WITH REQUIREMENTS.

B. REINSPECTION: IF AUTHORITIES HAVING JURISDICTION FIND THAT PIPING WILL NOT PASS TEST OR INSPECTION, MAKE REQUIRED CORRECTIONS AND ARRANGE FOR REINSPECTION.

C. REPORTS: PREPARE INSPECTION REPORTS AND HAVE THEM SIGNED BY AUTHORITIES HAVING JURISDICTION.

D. TEST STORM DRAINAGE PIPING ACCORDING TO PROCEDURES OF AUTHORITIES HAVING JURISDICTION OR, IN ABSENCE OF PUBLISHED PROCEDURES, AS FOLLOWS:

1. TEST FOR LEAKS AND DEFECTS IN NEW PIPING AND PARTS OF EXISTING PIPING THAT HAVE BEEN ALTERED, EXTENDED, OR REPAIRED. IF TESTING IS PERFORMED IN SEGMENTS, SUBMIT SEPARATE REPORT FOR EACH TEST, COMPLETE WITH DIAGRAM OF PORTION OF PIPING TESTED.

2. LEAVE UNCOVERED AND UNCONCEALED NEW, ALTERED, EXTENDED, OR REPLACED STORM DRAINAGE PIPING UNTIL IT HAS BEEN TESTED AND APPROVED. EXPOSE WORK THAT WAS COVERED OR CONCEALED BEFORE IT WAS TESTED.

3. TEST PROCEDURE: TEST STORM DRAINAGE PIPING ON COMPLETION OF ROUGHING-IN. CLOSE OPENINGS IN PIPING SYSTEM AND FILL WITH WATER TO POINT OF OVERFLOW, BUT NOT LESS THAN 10-FOOT HEAD OF WATER (30 KPA). FROM 15 MINUTES BEFORE INSPECTION STARTS UNTIL COMPLETION OF INSPECTION, WATER LEVEL MUST NOT DROP. INSPECT JOINTS FOR LEAKS.

4. REPAIR LEAKS AND DEFECTS WITH NEW MATERIALS AND RETEST PIPING, OR PORTION THEREOF, UNTIL SATISFACTORY RESULTS ARE OBTAINED.

5. PREPARE REPORTS FOR TESTS AND REQUIRED CORRECTIVE ACTION.

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PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

DESIGNED: AK DATE: 08/29/12
DRAWN: PW DATE: 08/29/12
CHECKED: PM DATE: 08/29/12

APPROVED BY SAN FRANCISCO PORT COMMISSION
DATE: _____
_____ CHIEF HARBOR ENGINEER

SCALE: NTS
SHEET OF SHEETS _ OF _

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION
PLUMBING SPECIFICATIONS

CONTRACT NO.
DRAWING NO. P0.2
FILE NO.
REV. NO.

VIEW: PLOT1

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PATRICK R. MALTLIN
NO. M 30258
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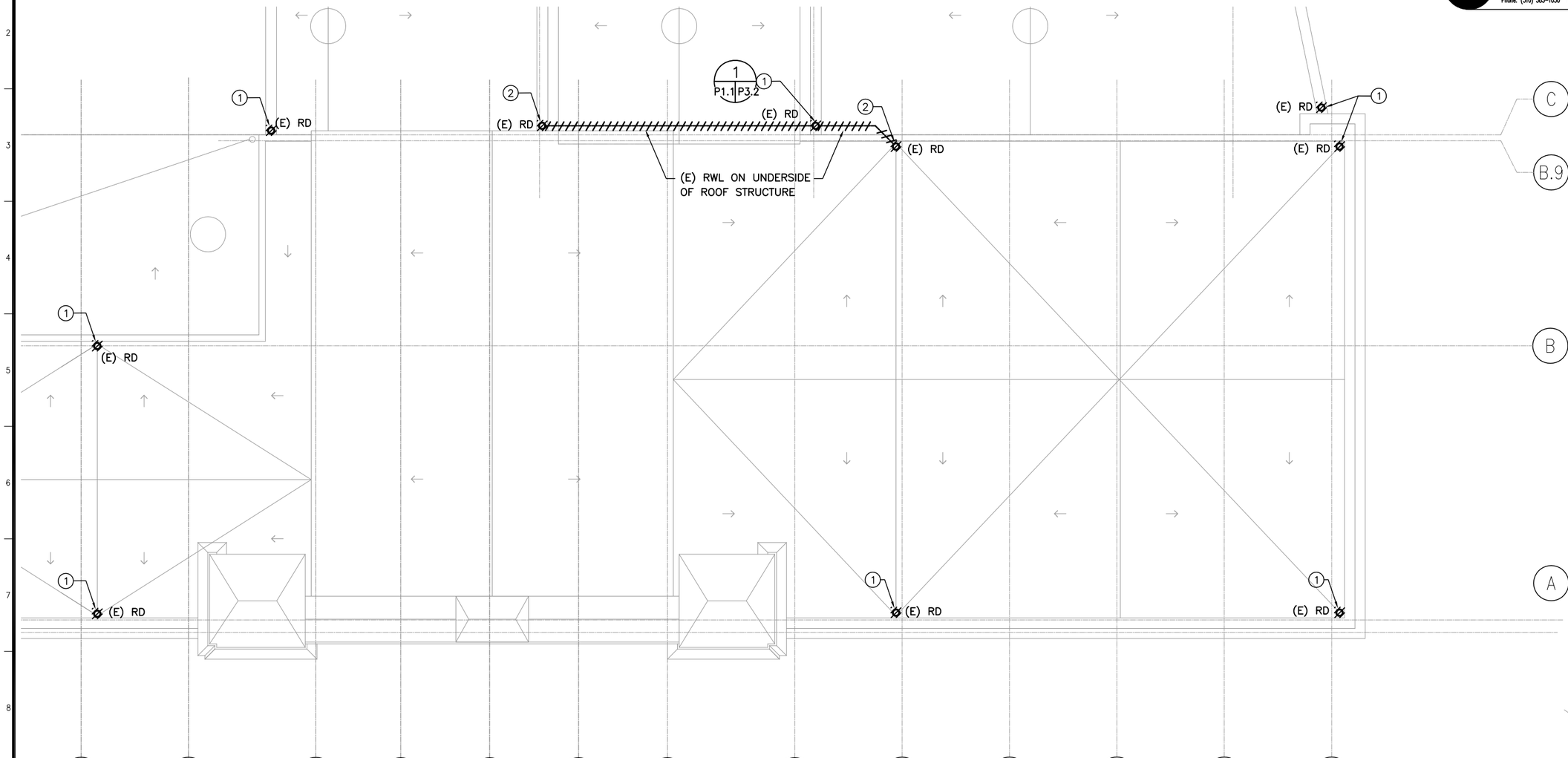
STATE OF CALIFORNIA



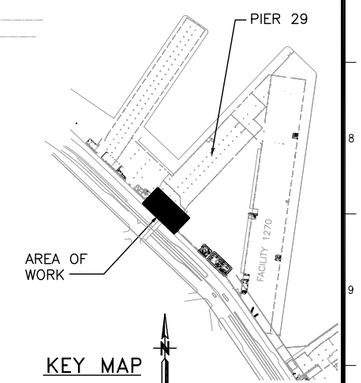
PIERS 29 & 29–1/2 DEMOLITION
PARTIAL ROOF PLAN
1/8"=1'–0"

1
P1.1

KEY NOTES:

1. DEMOLISH (E) ROOF DRAIN AND ASSOCIATED APPURTENANCES INCLUDING LEADER PIPE DOWN THROUGH FLOOR DECK AND SUPPORTS. PATCH ROOF AND FLOOR DECK PENETRATIONS TO MATCH (E) CONDITIONS.
2. DEMOLISH (E) ROOF DRAIN AND ASSOCIATED APPURTENANCES INCLUDING LEADER LINE AND SUPPORTS. PATCH ROOF PENETRATIONS TO MATCH (E) CONDITIONS.

8' 0' 8' 16'
SCALE: 1/8"=1'–0"



KEY MAP

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CHIEF HARBOR ENGINEER

SCALE: 1/8"=1'–0"
SHEET OF SHEETS _ OF _

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION
PLUMBING DEMOLITION PARTIAL ROOF PLAN

CONTRACT NO.
DRAWING NO. P1.1
FILE NO.
REV. NO.

VIEW: PLOT1

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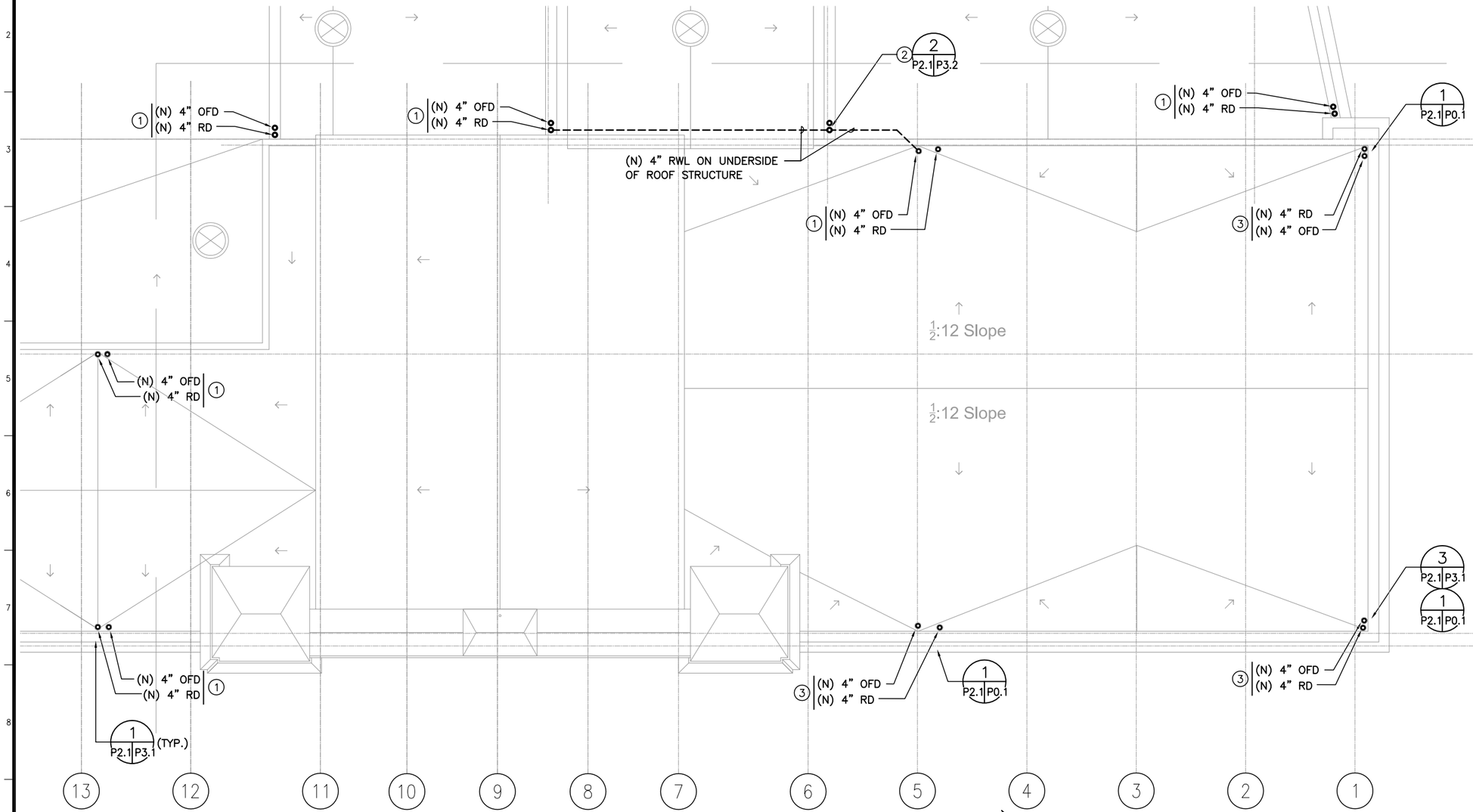


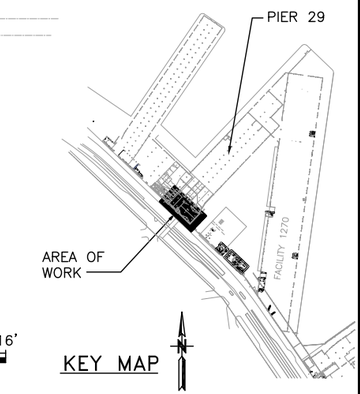
PIERS 29 & 29–1/2 NEW WORK PARTIAL ROOF PLAN (1 P2.1)
1/8"=1'-0"

SHEET NOTE:

1. NO NEW FLOOR SLAB PENETRATIONS WITHOUT WRITTEN INSTRUCTIONS FROM STRUCTURAL ENGINEER.

KEY NOTES:

1. CONNECT (N) 4" RD AND OFD DOWN THRU' ROOF TO (N) 4" LEADER PIPE COMPLETE WITH SUPPORTS, FITTINGS AND ASSOCIATED APPURTENANCES.
2. CONNECT (N) 4" RWL PIPING TO (N) 6" RWL PIPE COMPLETE WITH SUPPORTS, FITTINGS AND ASSOCIATED APPURTENANCES.
3. (N) 4" RD AND OFD DOWN THRU' ROOF COMPLETE WITH SUPPORTS, FITTINGS AND ASSOCIATED APPURTENANCES.



KEY MAP

8' 0' 8' 16'
SCALE: 1/8"=1'-0"

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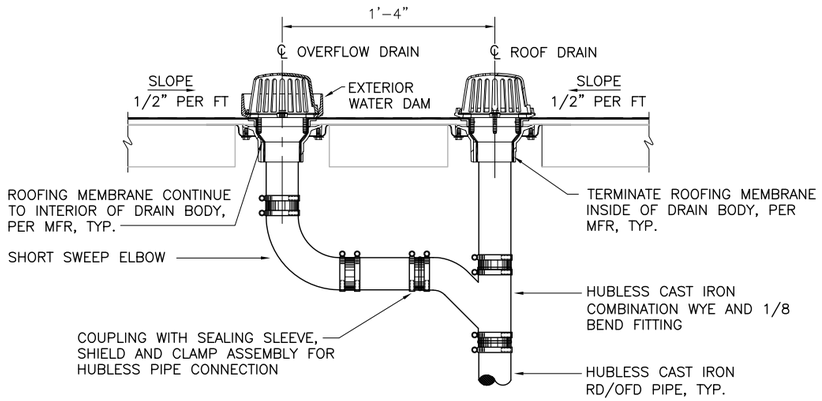
CHIEF HARBOR ENGINEER

SCALE: 1/8"=1'-0"
SHEET OF SHEETS _ OF _

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION
PLUMBING NEW WORK PARTIAL ROOF PLAN

CONTRACT NO.
DRAWING NO. P2.1
FILE NO.
REV. NO.

VIEW: PLOT1

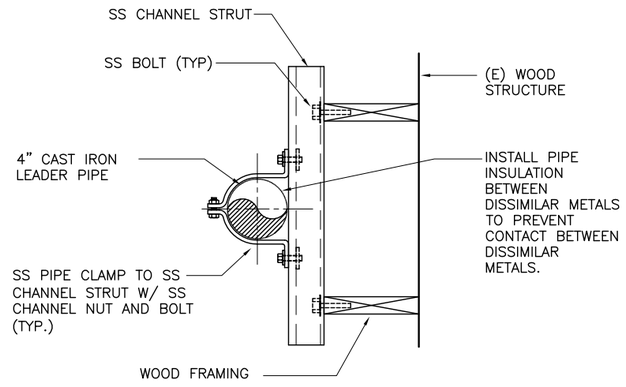


NOTES:

1. REFER TO ARCHITECTURAL DRAWING ROOF AND FLASHING DETAIL.
2. INSTALL RD/OFD PER MANUFACTURER'S GUIDELINES.

TYPICAL ROOF/OVERFLOW DRAIN DETAIL — 1 / P2.1 P3.1

NTS



PLAN VIEW

PIPE RISER SUPPORT — 3 / P2.1 P3.1

NTS

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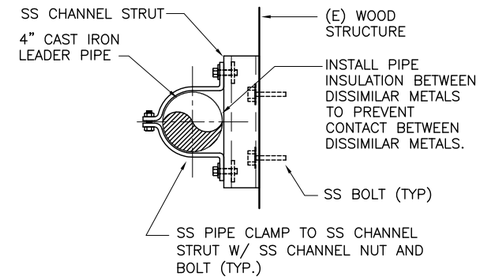
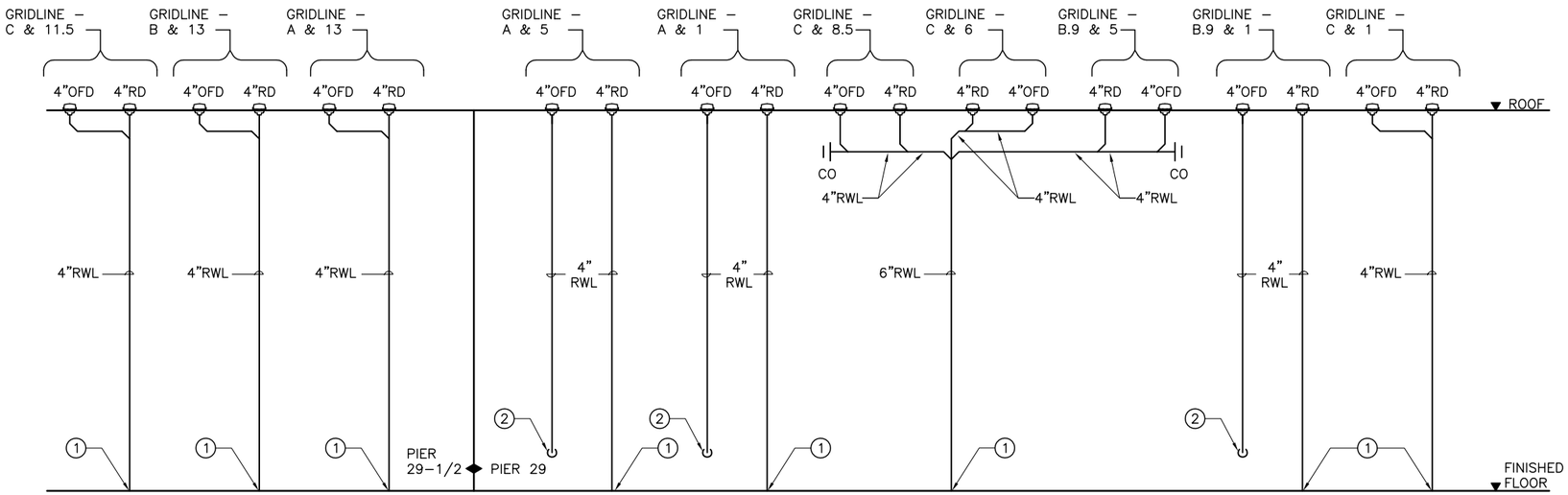
REGISTERED PROFESSIONAL ENGINEER — PATRICK R. MALTLIN — NO. M 30258 — EXP. 06/30/13 — MECHANICAL — STATE OF CALIFORNIA



PLAN VIEW

TYPICAL PIPE RISER SUPPORT — 4 / P3.1

NTS



NOTES:

(1) RWL DOWN THROUGH FLOOR DECK TO DISCHARGE INTO THE BAY. RE-USE (E) FLOOR DECK OPENINGS (TYP. OF 7).

(2) OFD OUTLET ABOVE GRADE TO EXTERIOR. SEE 1 / P2.1 P0.1

(3) NO NEW FLOOR SLAB PENETRATIONS WITHOUT WRITTEN INSTRUCTIONS FROM STRUCTURAL ENGINEER.

PLUMBING STORM DRAIN PIPING SCHEMATIC DIAGRAM — 2 / P3.1

NTS

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SCALE: NTS
SHEET OF SHEETS _ OF _

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
PLUMBING DETAILS

CONTRACT NO.
DRAWING NO. P3.1
FILE NO.
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VIEW: PLOT1

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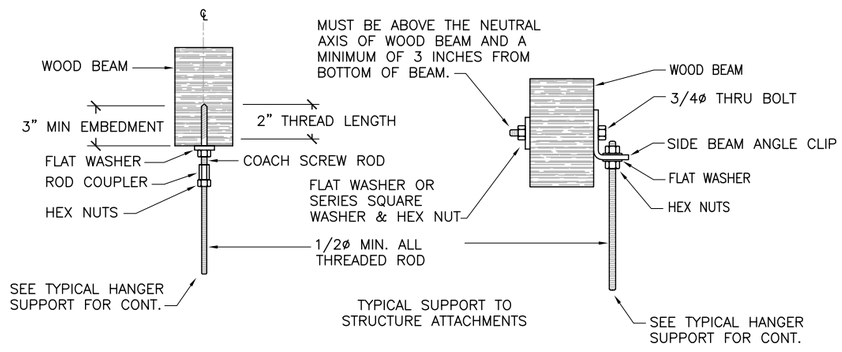
EXP. 06/30/13
MECHANICAL
STATE OF CALIFORNIA

DEMOLITION PHOTO 1
NTS P1.1 P3.2

KEY NOTES:

1. DEMOLISH (E) RD AND ASSOCIATED APPURTENANCES.
2. DEMOLISH (E) RD AND ASSOCIATED APPURTENANCES NEAR GRIDLINE B.9 & 8.5.
3. DEMOLISH (E) RWL THRU' (E) FLOOR DECK.
4. (N) 4" RD AND OFD DOWN THRU' ROOF TO (N) 4" RWL.
5. (N) 4" RWL TO (N) 4" RD AND OFD UP THRU' ROOF.
6. (N) 6" RWL THRU' (E) FLOOR DECK. RE-USE (E) FLOOR DECK OPENING.

NEW WORK PHOTO 2
NTS P2.1 P3.2



TYPICAL HANGER SUPPORT 3
NTS P3.2

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CHIEF HARBOR ENGINEER

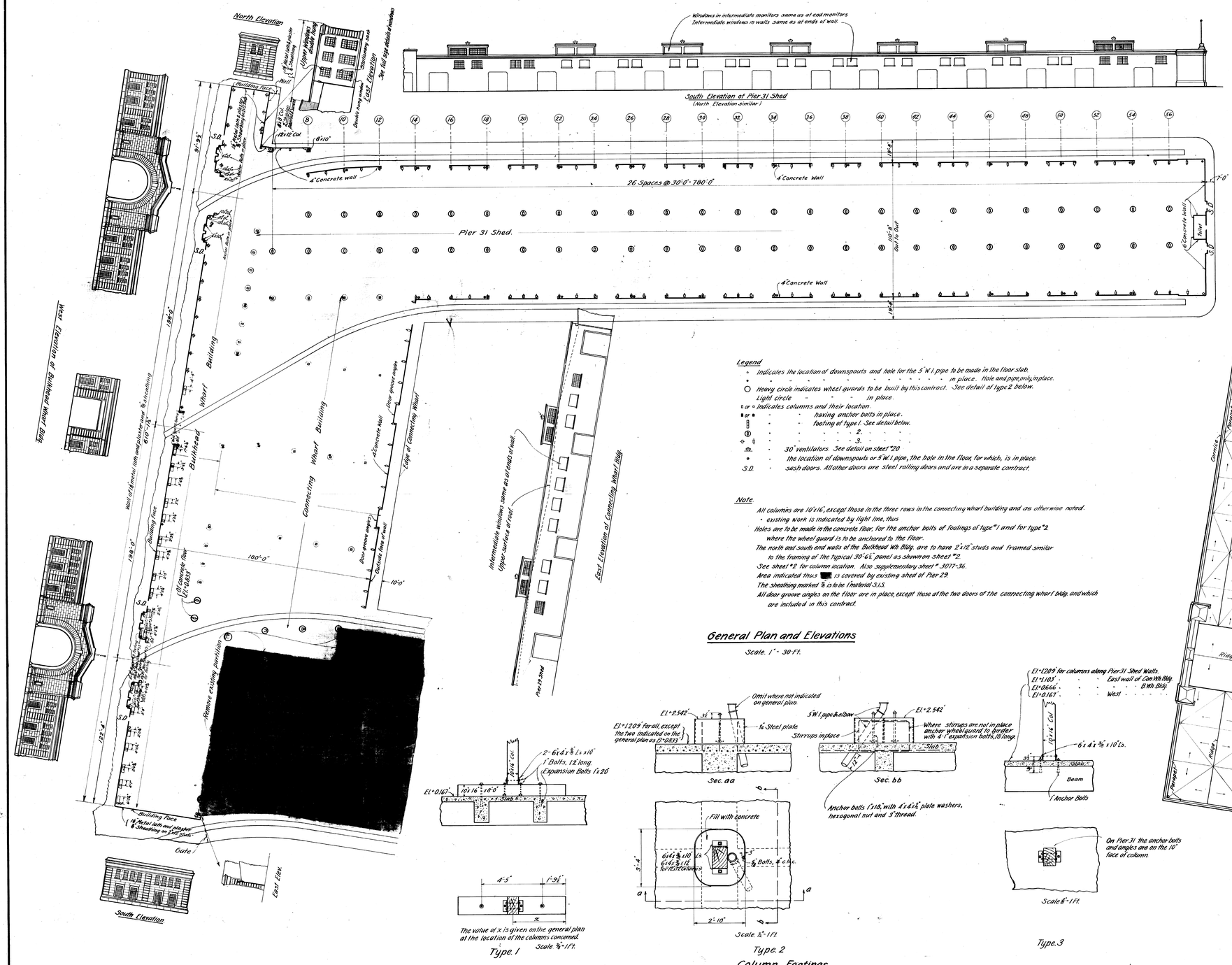
SCALE: NTS
SHEET OF SHEETS _ OF _

PIER 29
FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION
PLUMBING PHOTOS AND DETAIL

CONTRACT NO.
DRAWING NO. P3.2
FILE NO.
REV. NO.

VIEW: PLOT1



REFERENCE RECORD DRAWINGS
NO SCALE

Legend
- ○ Indicates the location of downspouts and hole for the 5" W. I. pipe to be made in the floor slab.
- ● " " " " " " " " " " " in place. Hole and pipe, only, in place.
- ◯ Heavy circle indicates wheel guards to be built by this contract. See detail of type 2 below.
- Light circle " " " in place.
- ▯ or ▫ Indicates columns and their location.
- ▮ or ▪ " " having anchor bolts in place.
- " " footing of type 1. See detail below.
- " " " " " 2. " " " .
- " " " " " 3. " " " .
- " 30" ventilators. See detail on sheet #20
- " the location of downspouts or 5" W. I. pipe, the hole in the floor, for which, is in place.
- S.D. " sash doors. All other doors are steel rolling doors and are in a separate contract.

Note.

All columns are 10"x16", except those in the three rows in the connecting wharf building and as otherwise noted.

" existing work is indicated by light line, thus

Holes are to be made in the concrete floor, for the anchor bolts of footings of type #1 and for type #2 where the wheel guard is to be anchored to the floor.

The north and south end walls of the Bulkhead Wh. Bldg. are to have 2"x12" studs and framed similar to the framing of the typical 30'-6½" panel as shown on sheet #2.

See sheet #2 for column location. Also supplementary sheet # 3077-36.

Area indicated thus ■ is covered by existing shed of Pier 29.

The sheathing marked 7/8" is to be 1" material S.I.S.

All door groove angles on the floor are in place, except those at the two doors of the connecting wharf bldg. and which are included in this contract.

General Plan and Elevations

Scale. 1" = 30 Ft.

At all roof peaks, where the roof sheathing butts end to end, cut the sheathing as shown above to make a close fit.

Note.
The trusses are so constructed as to give the drainage of the roof as indicated on the plan, except the 2 places indicated above.

Connection of Downspout to Gutter

Paint gutter with 1 coat of red lead and 1 coat of graphite.

Galv. iron, sheets 30" wide, #24 gouge
End joints to be riveted and solder.
Support gutter with 1½"x¼"x30" straps, spaced 2'-6" c.-c., riveted to the channel and spiked to purlin.

Gutter Detail

Scale 1½" = 1'-0"

El. +1.209' for all, except the two indicated on the general plan as El. +0.833'

Omit where not indicated on general plan.

Where stirrups are not in place anchor wheel guard to girder with 4-1" expansion bolts, 18" long.

Anchor bolts 1"x18", with 4"x4"x½" plate washers, hexagonal nut and 3" thread.

El. +1.209' for columns along Pier 31 Shed Walls.
El. +1.103' " " East wall of Con. Wh. Bldg.
El. +0.666' " " " " B. Wh. Bldg.
El. +0.167' " " West " " "

On Pier 31 the anchor bolts and angles are on the 10" face of column.

The value of x is given on the general plan at the location of the columns concerned.

Scale 3/8" = 1 Ft.

Scale ½" = 1 Ft.

Column Footings.

Roof Plan

Scale 1" = 30 Ft.

Respectfully Submitted
Frank G. White
Chief Engineer

Approved Feb. 7, 1918.

Thomas S. Williams
Commissioners.

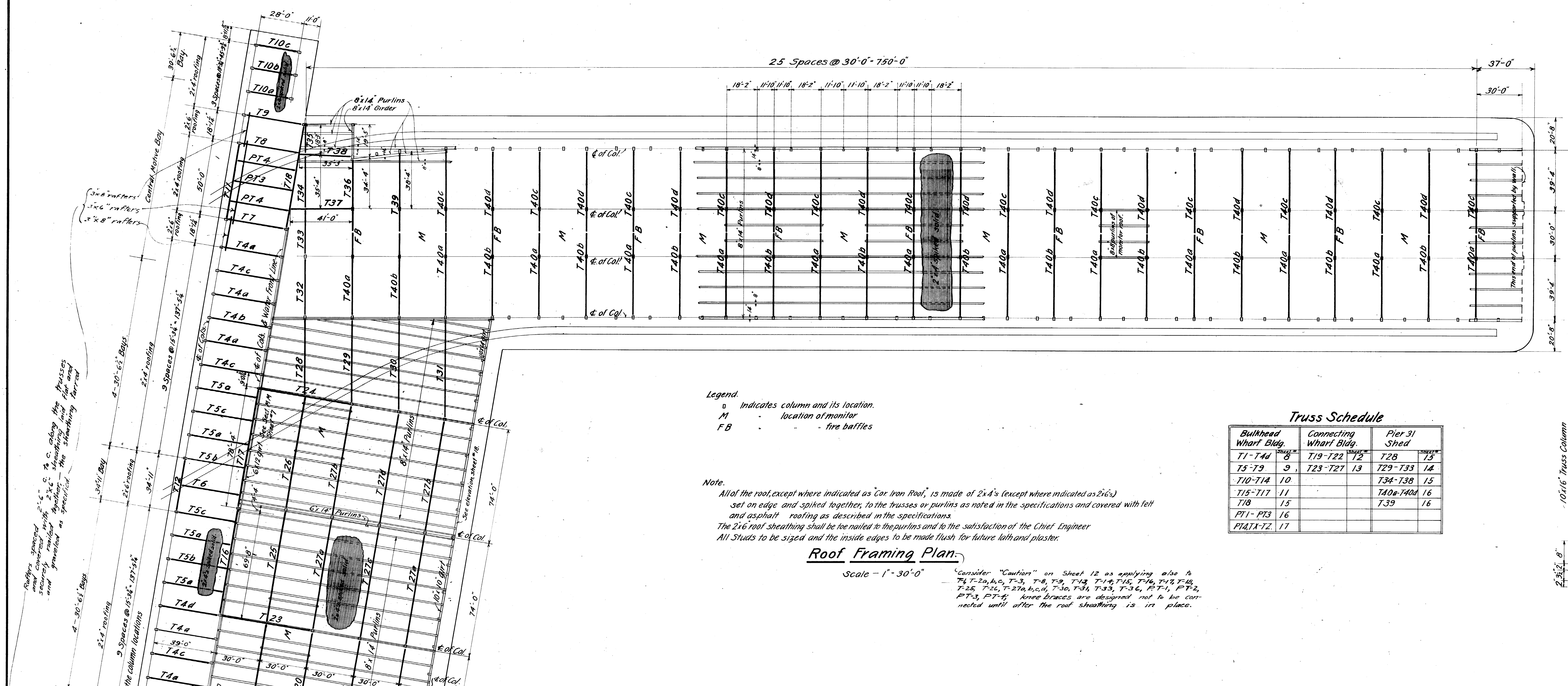
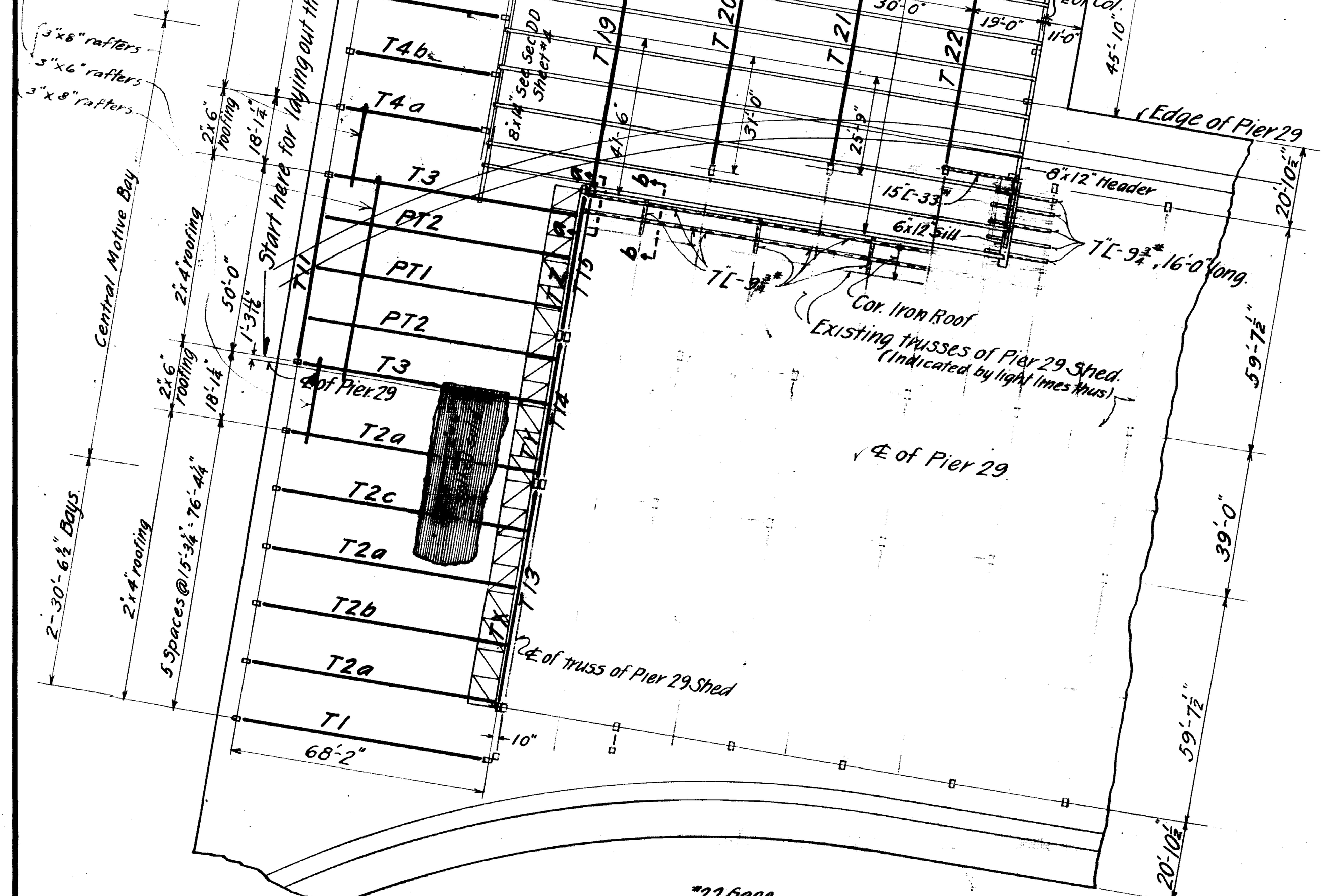
Approved by Advisory Board
March 1918
Secretary

PLANS FOR PIER 31 SHED & BUILDING BETWEEN PIERS 29 & 31.

Oliver W. Jones
O.W.J.

Indicated.

3281-35 of 1/29

Legend.
- ▫ Indicates column and its location.
- M " location of monitor
- FB " " " fire baffles

Note.
All of the roof, except where indicated as "Cor. Iron Roof," is made of 2"x4"s (except where indicated as 2"x6"s) set on edge and spiked together, to the trusses or purlins as noted in the specifications and covered with felt and asphalt roofing as described in the specifications.
The 2"x6" roof sheathing shall be toe nailed to the purlins and to the satisfaction of the Chief Engineer
All Studs to be sized and the inside edges to be made flush for future lath and plaster.

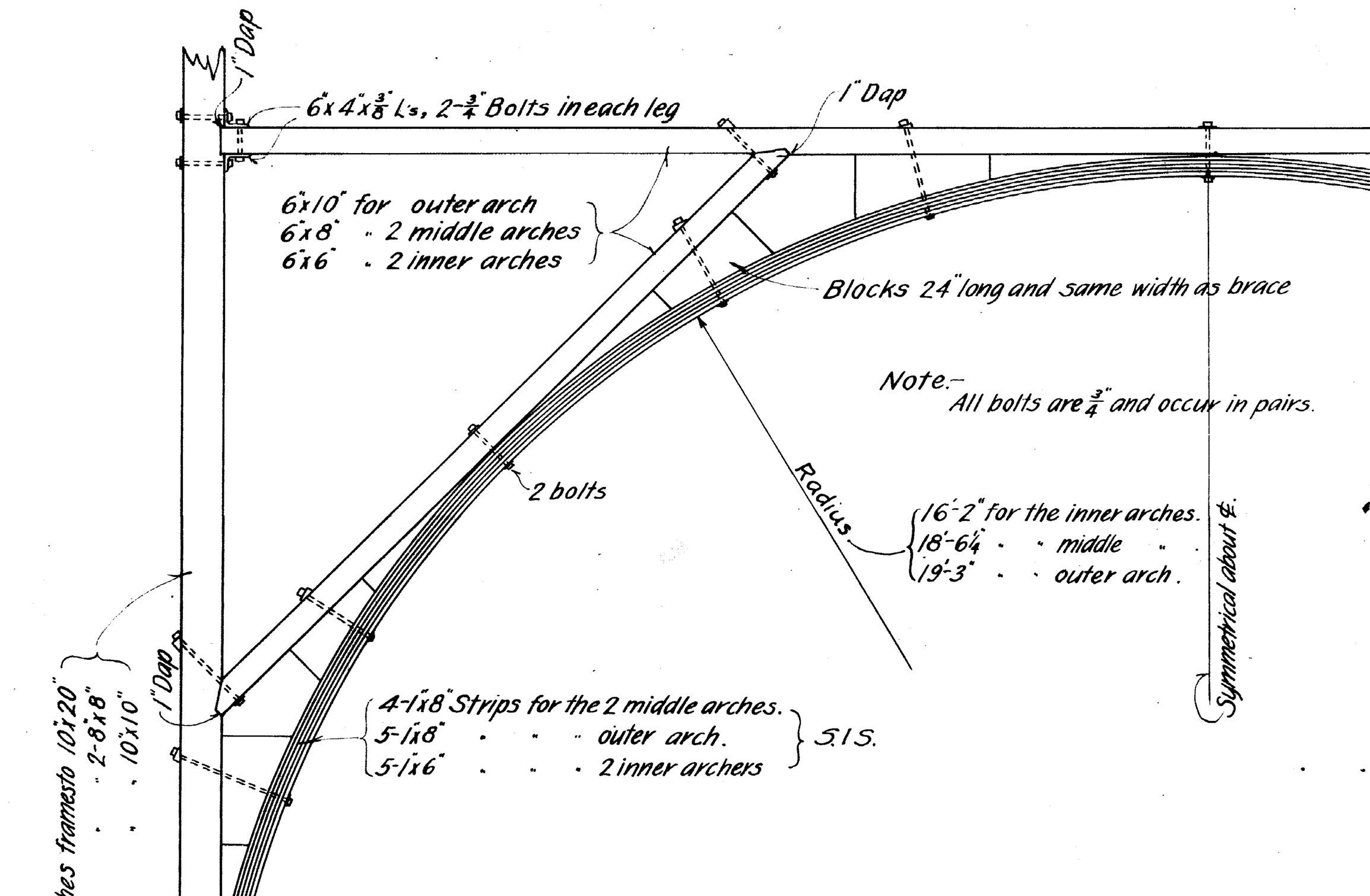
Roof Framing Plan.

Scale – 1" = 30'-0"

Consider "Caution" on Sheet 12 as applying also to T-1, T-2a, b, c, T-3, T-8, T-9, T-13, T-14, T-15, T-16, T-17, T-18, T-25, T-26, T-27a, b, c, d, T-30, T-31, T-33, T-36, P.T-1, PT-2, PT-3, PT-4; knee braces are designed not to be connected until after the roof sheathing is in place.

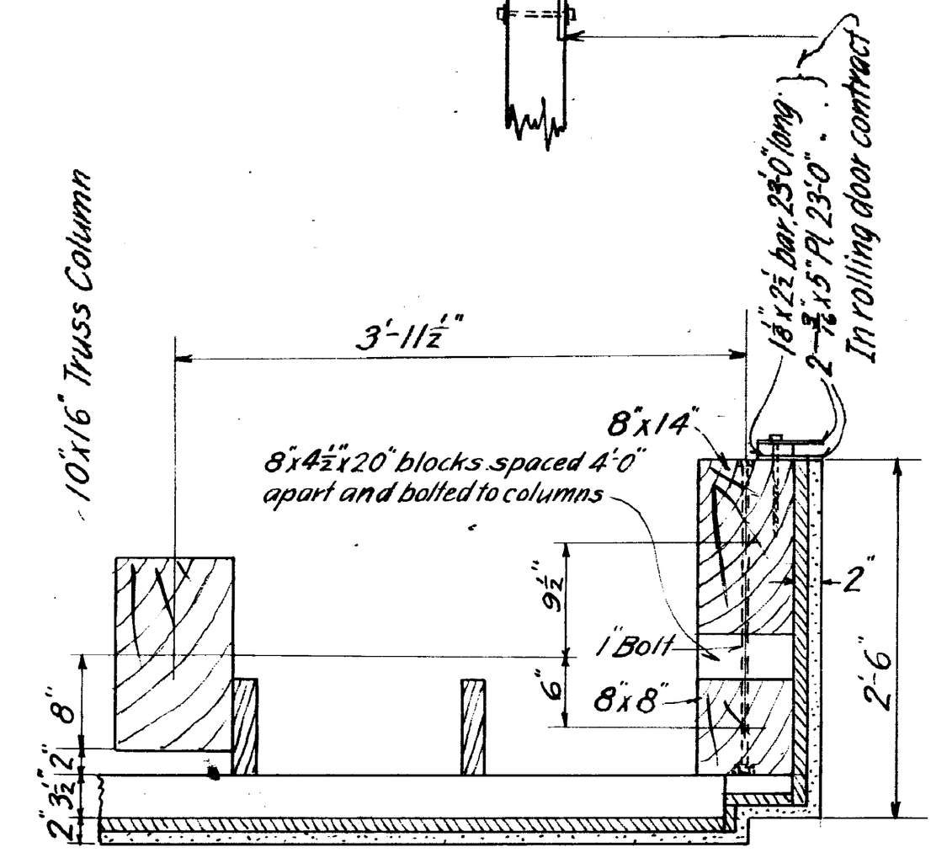
Truss Schedule

Bulkhead Wharf Bldg.	Sheet #	Connecting Wharf Bldg.	Sheet #	Pier 31 Shed	Sheet #
T1-T4d	8	T19-T22	12	T28	15
T5-T9	9	T23-T27	13	T29-T33	14
T10-T14	10			T34-T38	15
T15-T17	11			T40a-T40d	16
T18	15			T39	16
PT1-PT3	16				
PT4, TX-TZ	17				



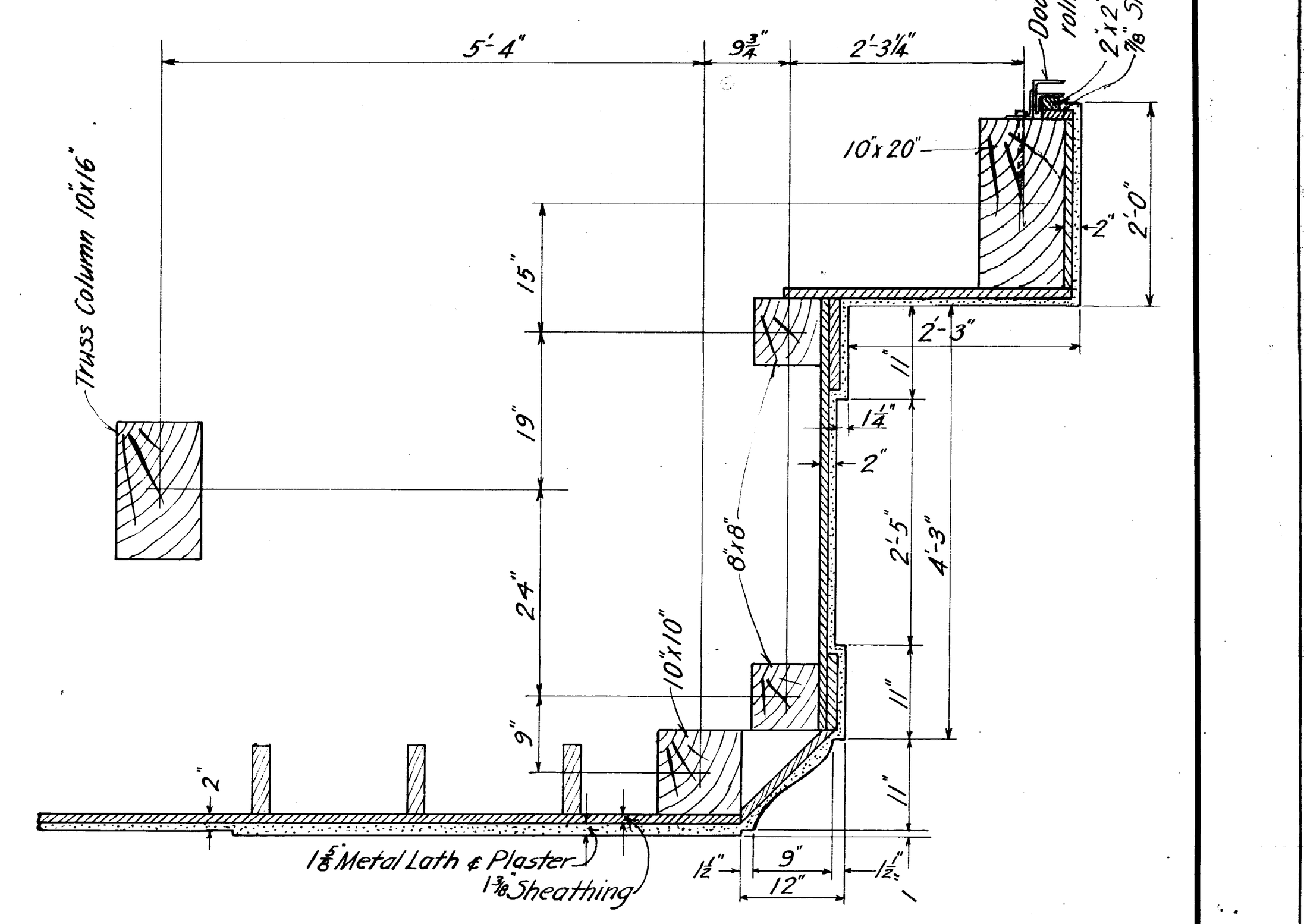
Detail of Arches

Scale 3/8" = 1 Ft.
(See also sheet number 5)



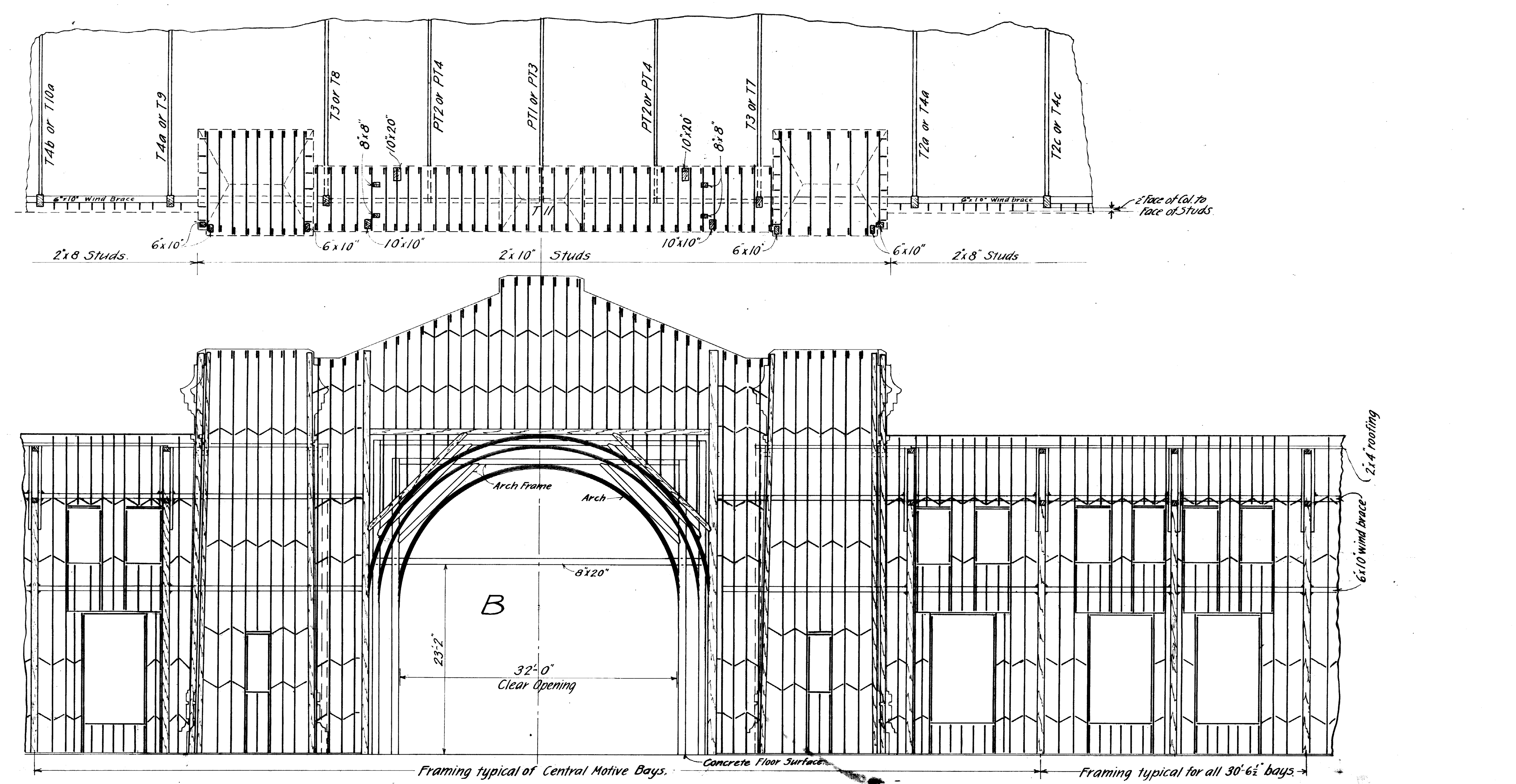
Plan of Columns at 26 Ft. Doorway

Scale 3/8" = 1 Ft.



Plan of Columns at the 32 Ft. Doorway

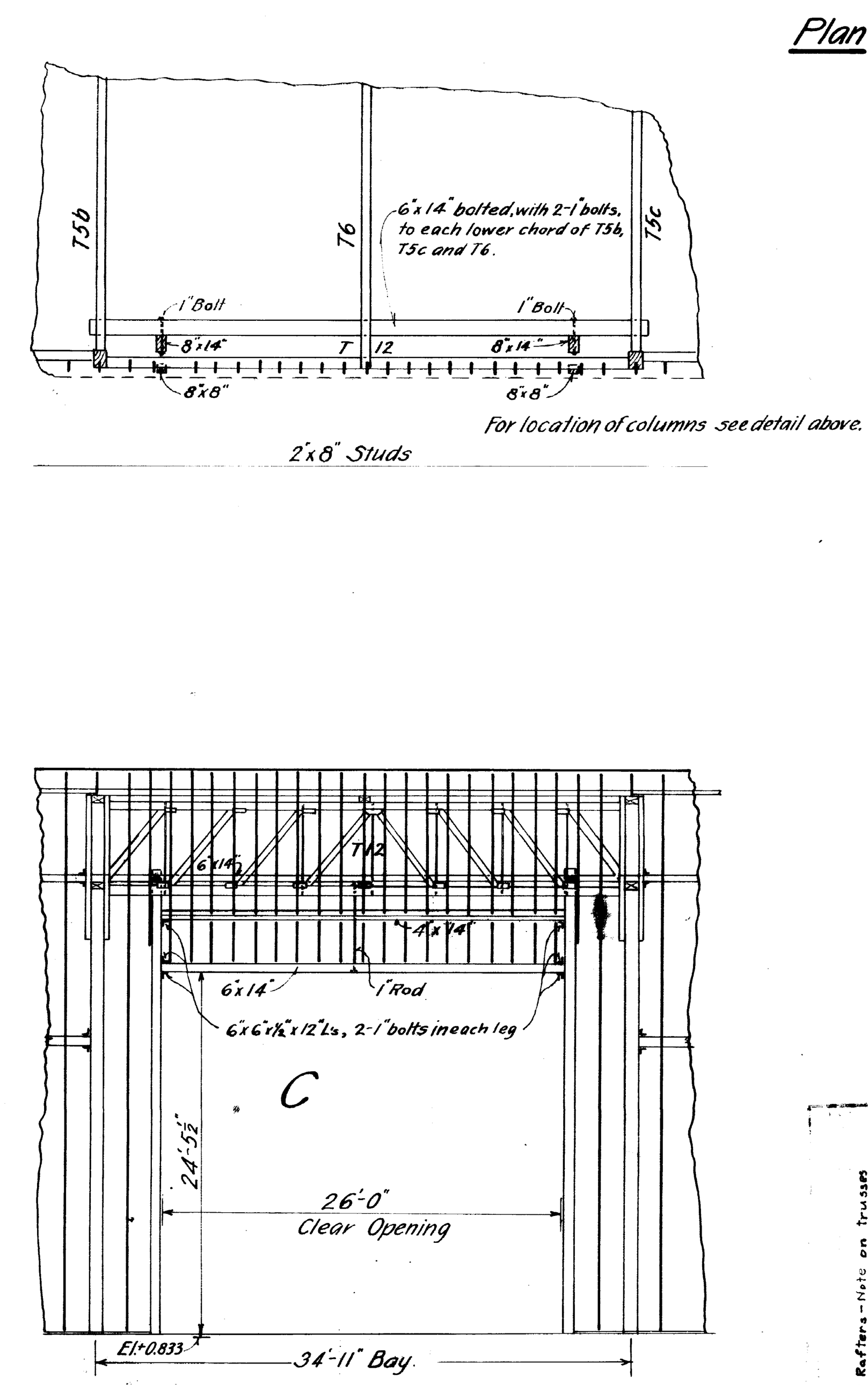
Scale 3/8" = 1 Ft.

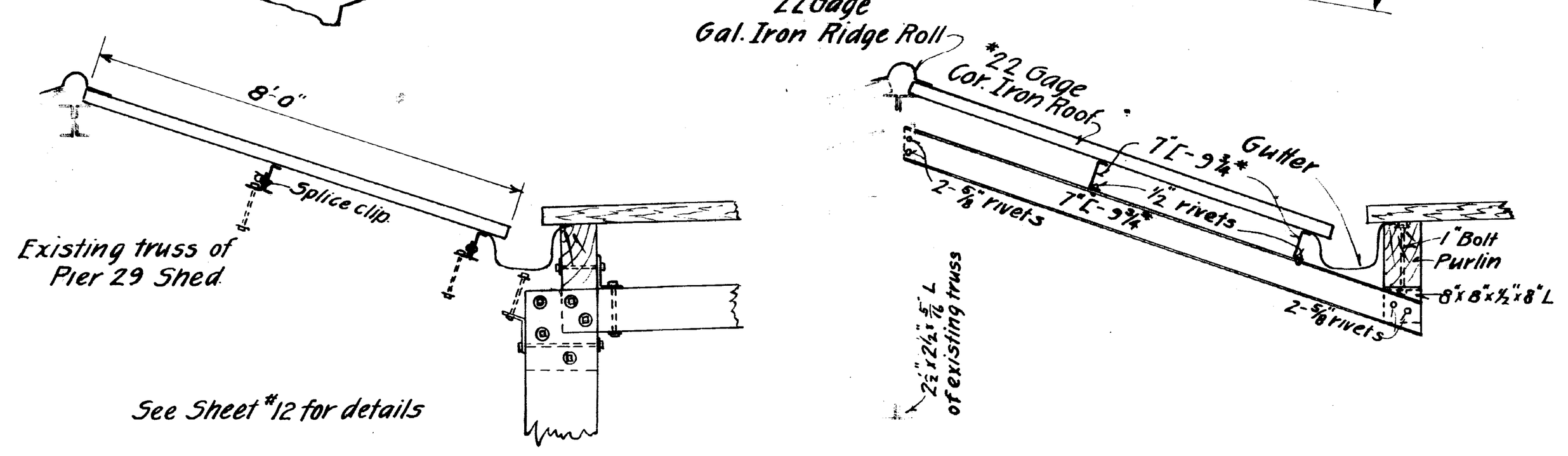


Framing Elevation and Roof Framing Plan of Bulkhead Wharf Building Front.

Scale 1/8" = 1 Ft.

For additional details see sheets 3-7 inclusive





Section a-a
Scale 3/4" = 1 Ft.

Section b-b
Scale 3/4" = 1 Ft.

Approved by Advisory Board March 6, 1918 Secretary

Respectfully Submitted
Frank G. White
Chief Engineer

Approved Feb. 7, 1918.

Thomas S. Williams
Commissioners.

1921 June 13 Rafters – Note on trusses – Door desig's – all in red C.W.J.

PLANS FOR PIER 31 SHED & BUILDING BETWEEN PIERS 29 & 31.

Oliver W Jones
O.W.J.

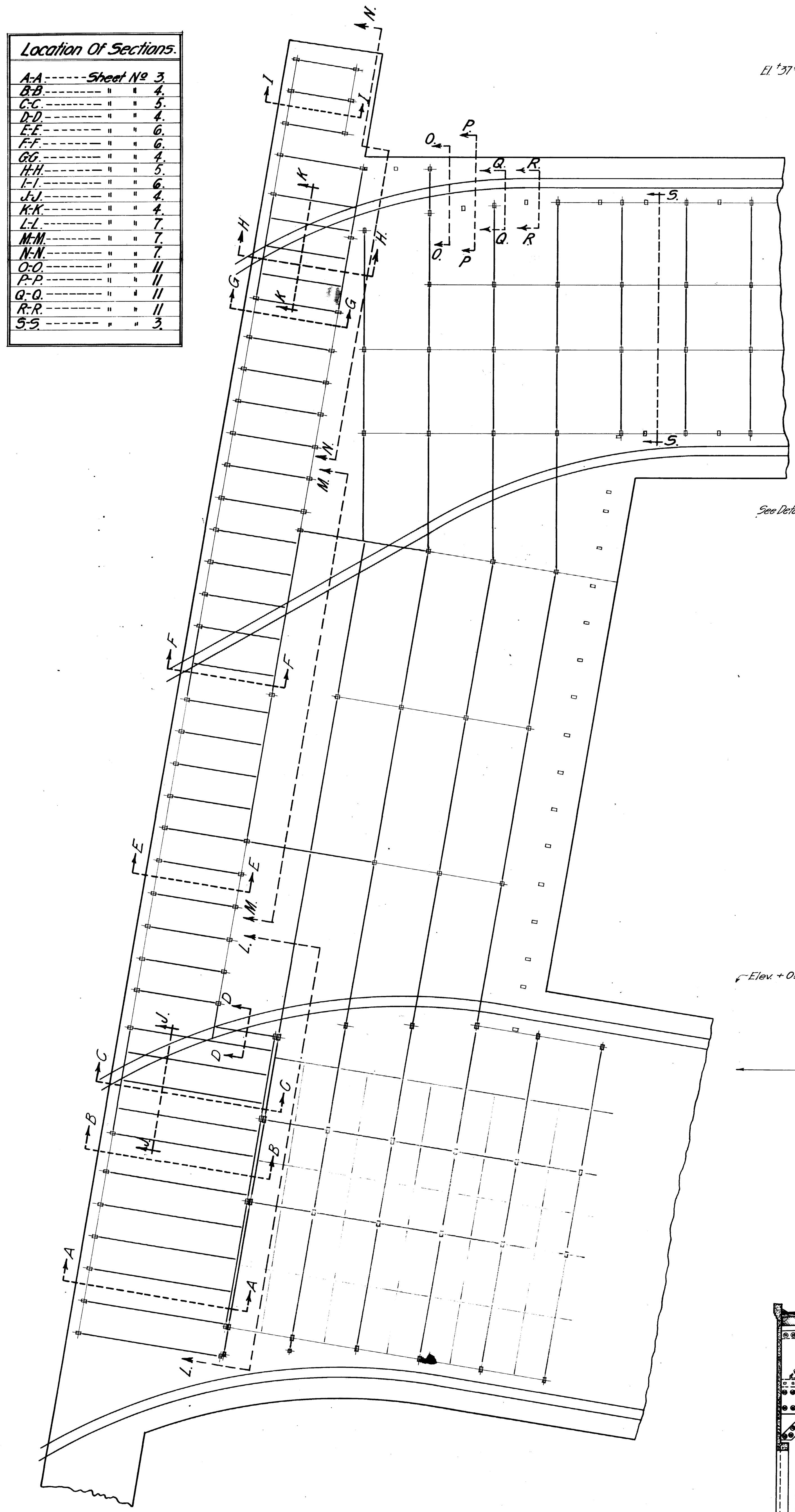
Indicated.

3282-35 2 of 29

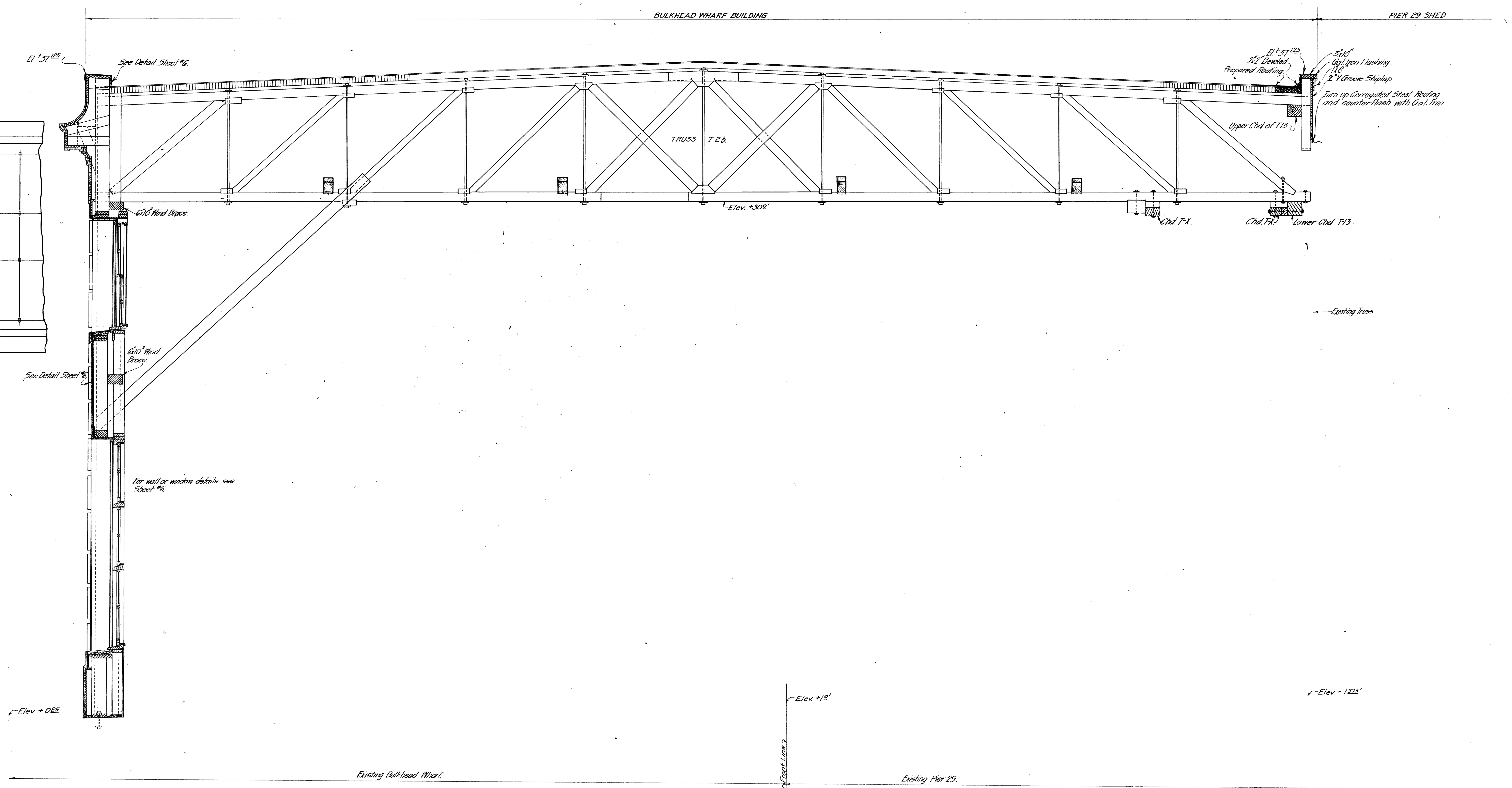
REFERENCE RECORD DRAWINGS
NO SCALE

Location Of Sections.

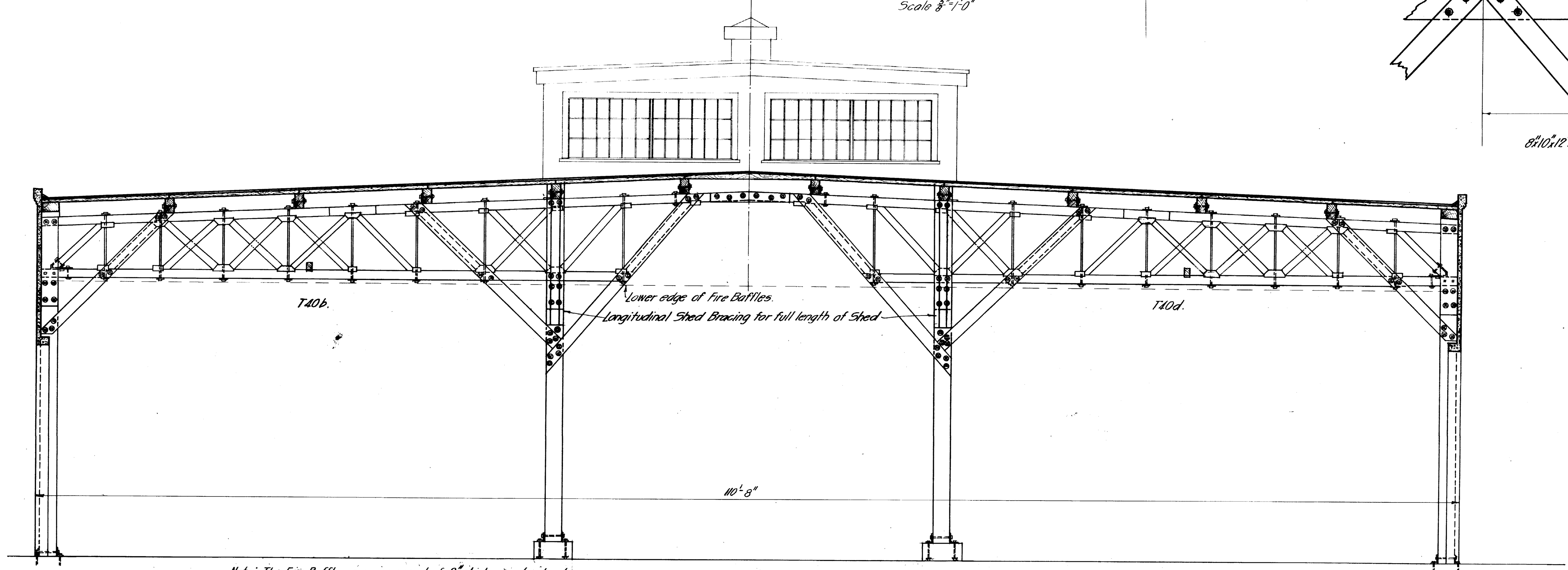
Section	Sheet №
A-A	3.
B-B	4.
C-C	5.
D-D	4.
E-E	6.
F-F	6.
G-G	4.
H-H	5.
I-I	6.
J-J	4.
K-K	4.
L-L	7.
M-M	7.
N-N	7.
O-O	11
P-P	11
Q-Q	11
R-R	11
S-S	3.



Plan Locating Sections

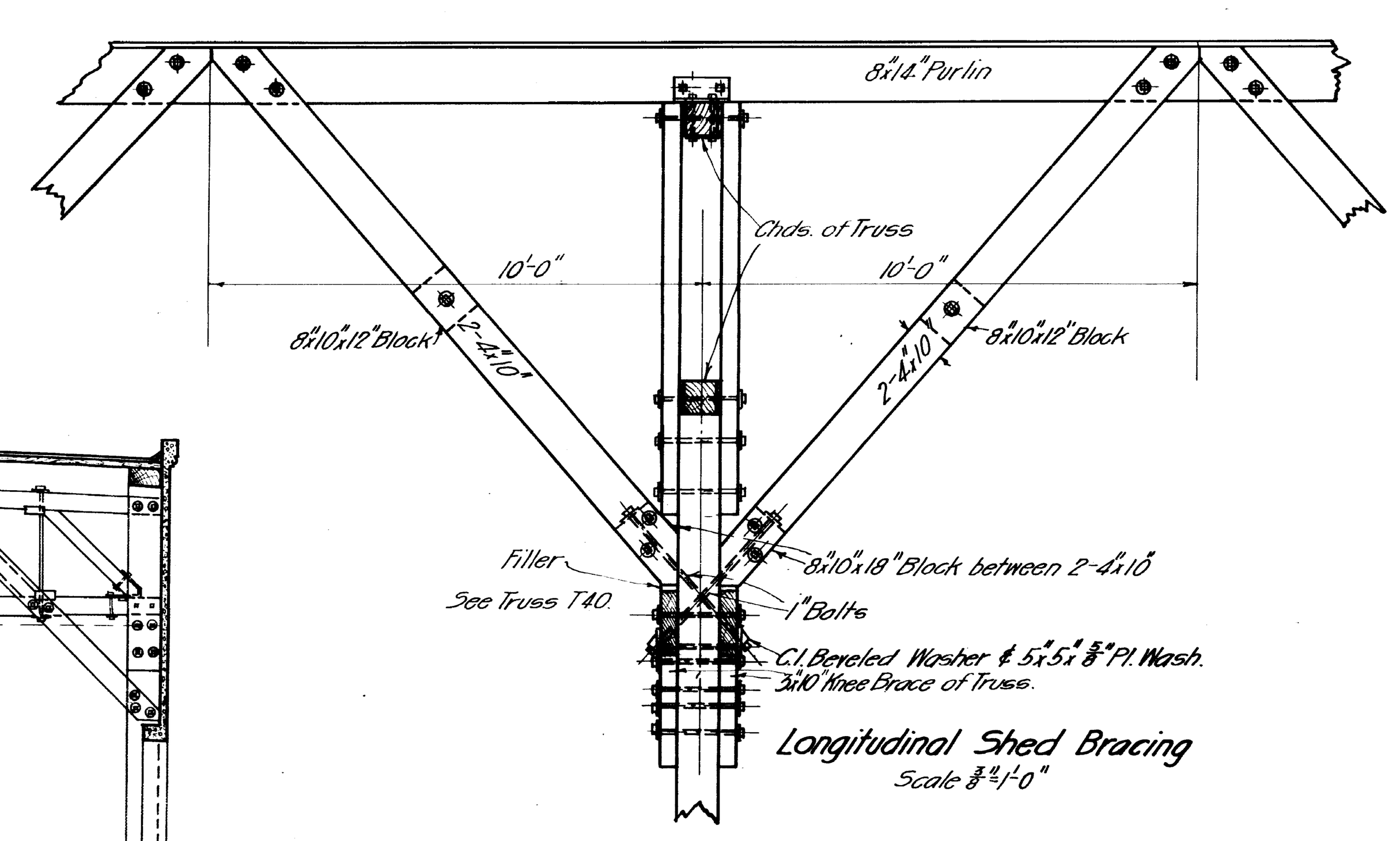


Section A-A
Scale 3/8" = 1'-0"



Note: The Fire Baffles are composed of 2" shiplap and extends the full width of Shed and between the dotted line as shown above and the roof. For location of Fire Baffles see "Roof Framing Plan" Sheet #2.

Section S-S.
Scale 3/16" = 1'-0"
Typical for Pier 31 Shed.



Longitudinal Shed Bracing
Scale 3/8" = 1'-0"

Respectfully Submitted
Frank G. White
Chief Engineer

Approved: Feb. 7, 1918.

Thomas S. Williams
Commissioners.

PLANS FOR PIER 31 SHED & BUILDING BETWEEN PIERS 29 & 31.

Oliver W. Jones
Indicated

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3284-35

Section Thru Pylon.
Scale 1"=1'-0"

Section B-B
See Sheet No 3.
Scale 3/8"=1'-0"

Section J-J & Sec. K-K.
Scale 3/8"=1'-0"

Section D-D
See Sheet No 3.
Scale 3/8"=1'-0"

Section G-G.
See Sheet No 3.
Scale 3/8"=1'-0"

Section b-b
Scale 3/4"=1'-0"

Monitor of Existing Pier Shed 29.

Respectfully submitted
Frank H. White
Chief Engineer.

Approved, Feb 7, 1918.

Thomas S. Williams
Oliver G. Jones
John Purroy Mitchel
Commissioners.

PLANS FOR PIER 31 SHED & BUILDING BETWEEN PIERS 29 & 31.

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3284-31-1

3284-31-1

3285-35

Section H-H.
Scale 3/8"=1'0"
See Sec. C-C for further details

Section C-C.
Scale 3/8"=1'0"

Plan Of Rolling Door Beam And Connection.
Scale 3/8"=1'0"

Section d-d.
Scale 3/8"=1'0"

Section Through Rolling Door Beam At Center Of Doorway.
Scale 1½"=1'0"

Section c-c.
Scale 1½"=1'0"

Section b-b
Scale 1½"=1'0"

Section a-a.
Scale 1½"=1'0"

Section e-e.
Scale 1"=1'0"

Section Through Parapet at ℄ of Doorway.
Scale 1"=1'0"

Respectfully Submitted
Francis V. McAuliffe
Chief Engineer

Approved Feb 7, 1918.

Thomas S. Williams
Commissioners

PLANS FOR PIER 31 SHED & BUILDING BETWEEN PIERS 29 & 31.

Oliver O'Donnell
Assistant

Indicated

3285-35 5 of 29.

3285-31-1

3285-31-1

Respectfully Submitted,
Frank G. White
Chief Engineer

Approved Feb. 7, 1918

Thomas S. Williams
Commissioners

PLANS FOR PIER 31 SHED & BUILDING
BETWEEN PIERS 29 & 31.

Indicated

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3287-35

Plan Of Corner.

Framing Elevation At Section L-L.

Framing Elevation At Section M-M.

Framing Elevation At Section N-N.

Section a-a.

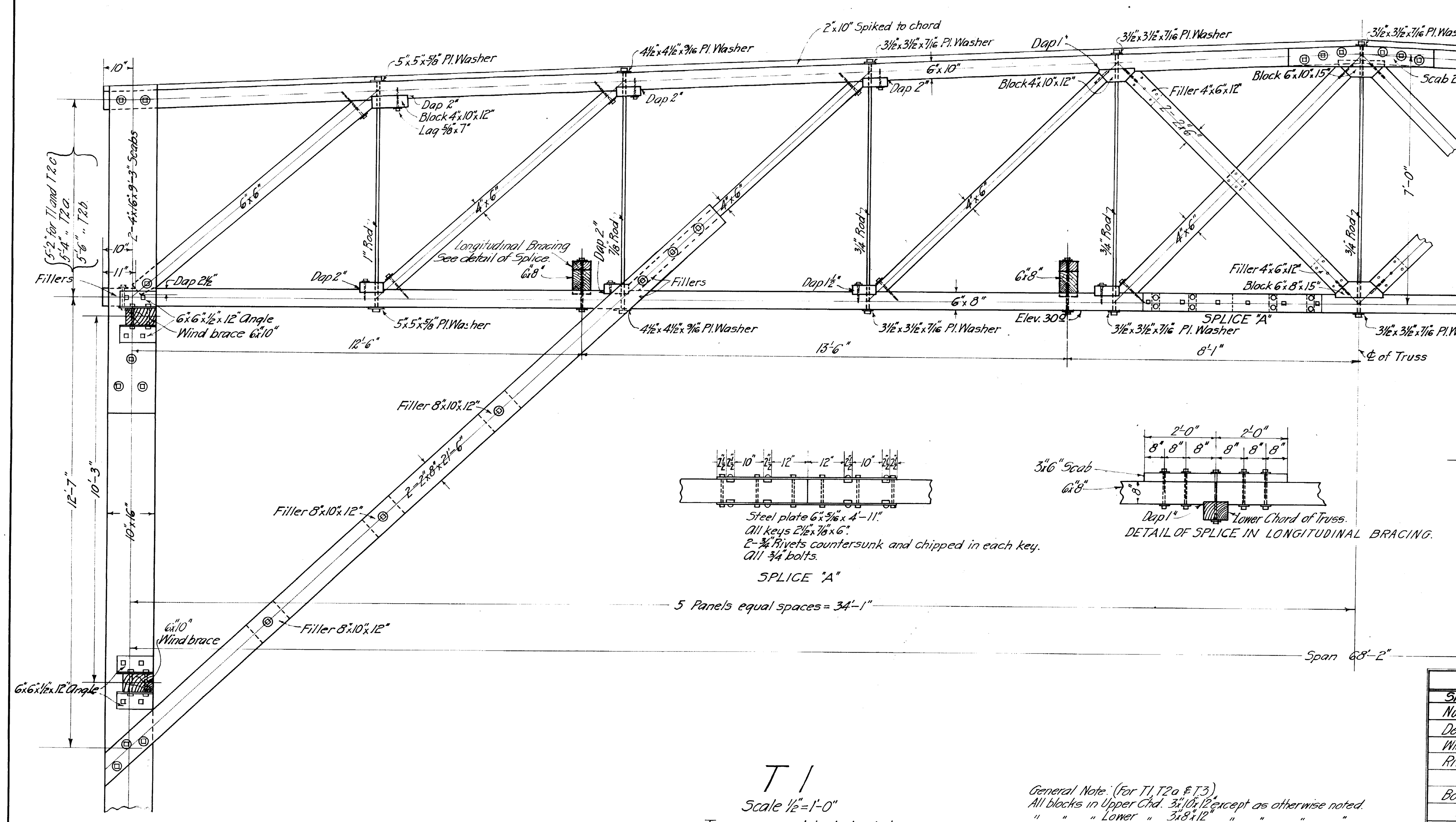
Respectfully Submitted
Frank G. Mluite
Chief Engineer

Approved February 7, 1918
Thomas S. Williams
John Francis
Commissioners

BOARD OF STATE HARBOR COMMISSIONERS
STATE DEPARTMENT OF ENGINEERING
PLANS FOR PIER 31 SHED & BUILDING BETWEEN PIERS 29 & 31.
SAN FRANCISCO, CALIFORNIA
In Charge of Wharves & Docks
Chief Draftsman
Scale 1/4"-1'0"
ORIGINAL NUMBER 3287-35 DRAWER NUMBER SHEET 7 of 29

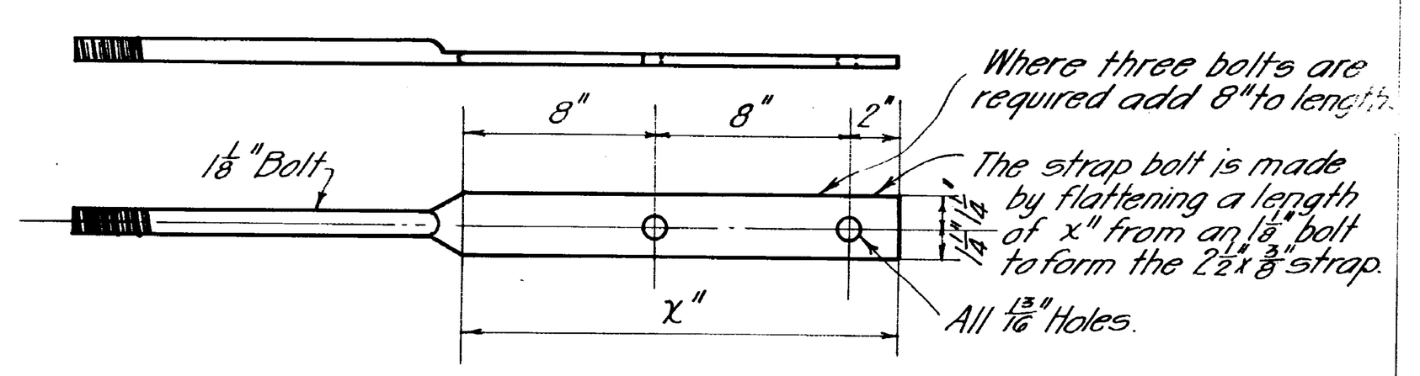
3287-31-1

REFERENCE RECORD DRAWINGS
NO SCALE

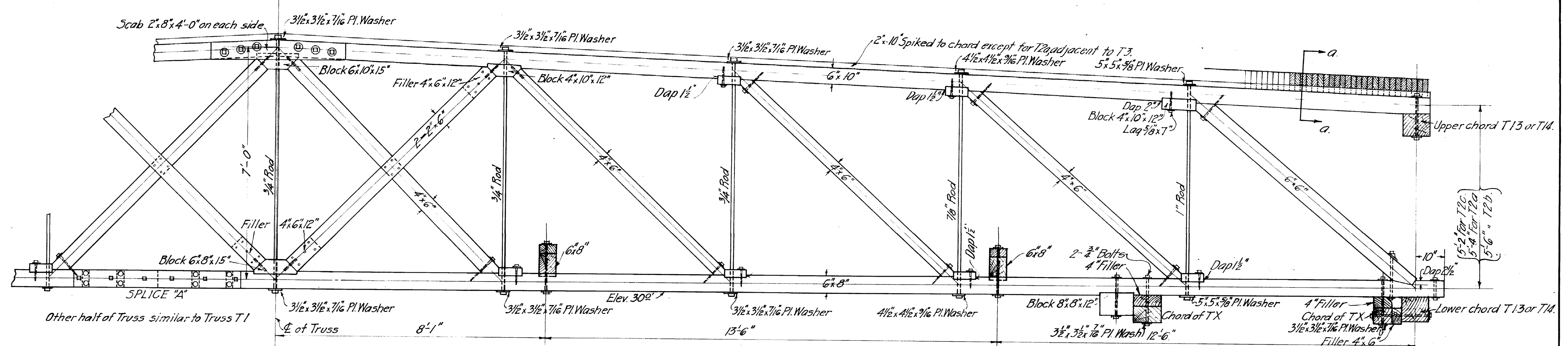


T 1
Scale ½" = 1'-0"
Truss symmetrical about ℄.

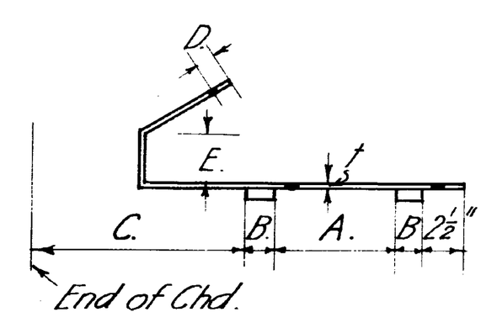
General Note: (For T1, T2a & T3).
All blocks in Upper Chd. 3"x10"x12" except as otherwise noted.
" " " Lower " 3"x8"x12" " " " "
" daps 1" except as otherwise noted.
" lag screws ⅝" and to penetrate Chd. 3"
" bolt ¾"
" dowels ⅝"x6" steel.



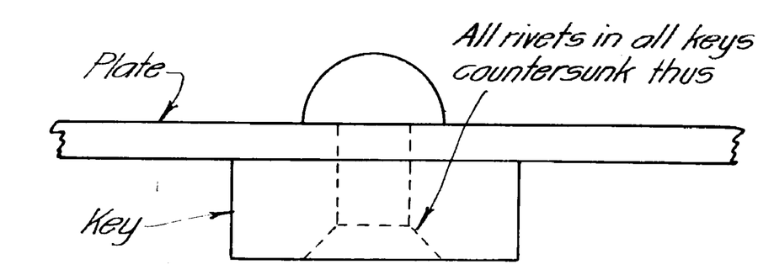
Typical Strap Bolt.
For all Trusses.
Scale 1½" = 1'-0"



SHOE TABLE FOR ALL TRUSSES.												
SHOE NUMBER.		1.	2	3	4	5	6	7	8	9	10	11
Number of Keys		1.	1.	1.	1.	2.	2.	2.	2.	2.	2.	2.
Depth of Keys		¾"	⅞"	1⅛"	1⅛"	¾"	¾"	⅞"	1"	1"	1⅛"	1⅛"
Width of Chord		6."	6."	8."	10."	8."	10."	10."	8."	10."	8."	10."
Rivets in each Key	No.	2."	2."	3."	3."	2."	2."	3."	2."	3."	3."	3."
" " " "	Size.	¾"	¾"	¾"	⅞"	¾"	⅞"	¾"	⅞"	⅞"	¾"	⅞"
Bolts per Key in Chord.	No.	2.	2.	2.	2.	1.	2.	2.	1.	2.	2.	2.
" " " " "	Size.	¾"	¾"	¾"	¾"	¾"	¾"	¾"	¾"	¾"	¾"	¾"
Diagonal Bolts.	No.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	2.
" "	Size.	¾"	¾"	⅞"	1"	¾"	⅞"	⅞"	⅞"	1"	1"	1"
Thickness of Plate.	t.	5/16"	5/16"	5/16"	5/16"	5/16"	5/16"	5/16"	5/16"	5/16"	5/16"	5/16"
Distance from 1st Key to end of Chd.	C.	8"	10"	12"	12.	8.	8.	10.	11.	11.	12.	12.
Width of Key.	B.	2½"	2½"	2½"	3"	2½"	3"	2½"	3"	3"	2½"	3"
Clear distance between Keys.	A.					10"	10"	12"	14"	14"	15"	15"
Dist. Diag. Bolt to end of Plate.	D.	1½"	1½"	1¾"	2"	1½"	1¾"	1¾"	1¾"	2"	2"	2"
H'ght of Pl. at Toe.	E.	See Trusses.										

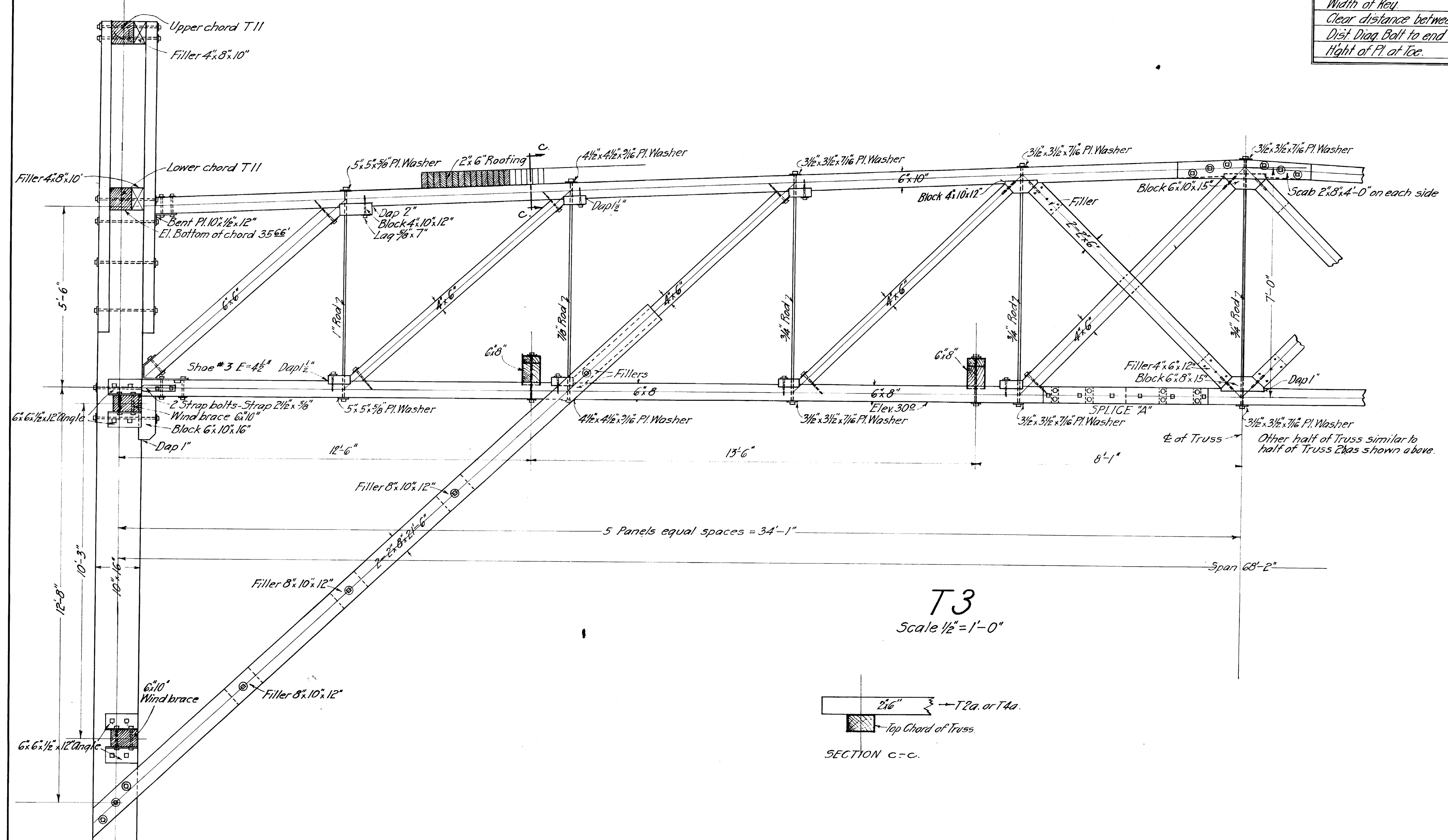


Key to Shoe Table.

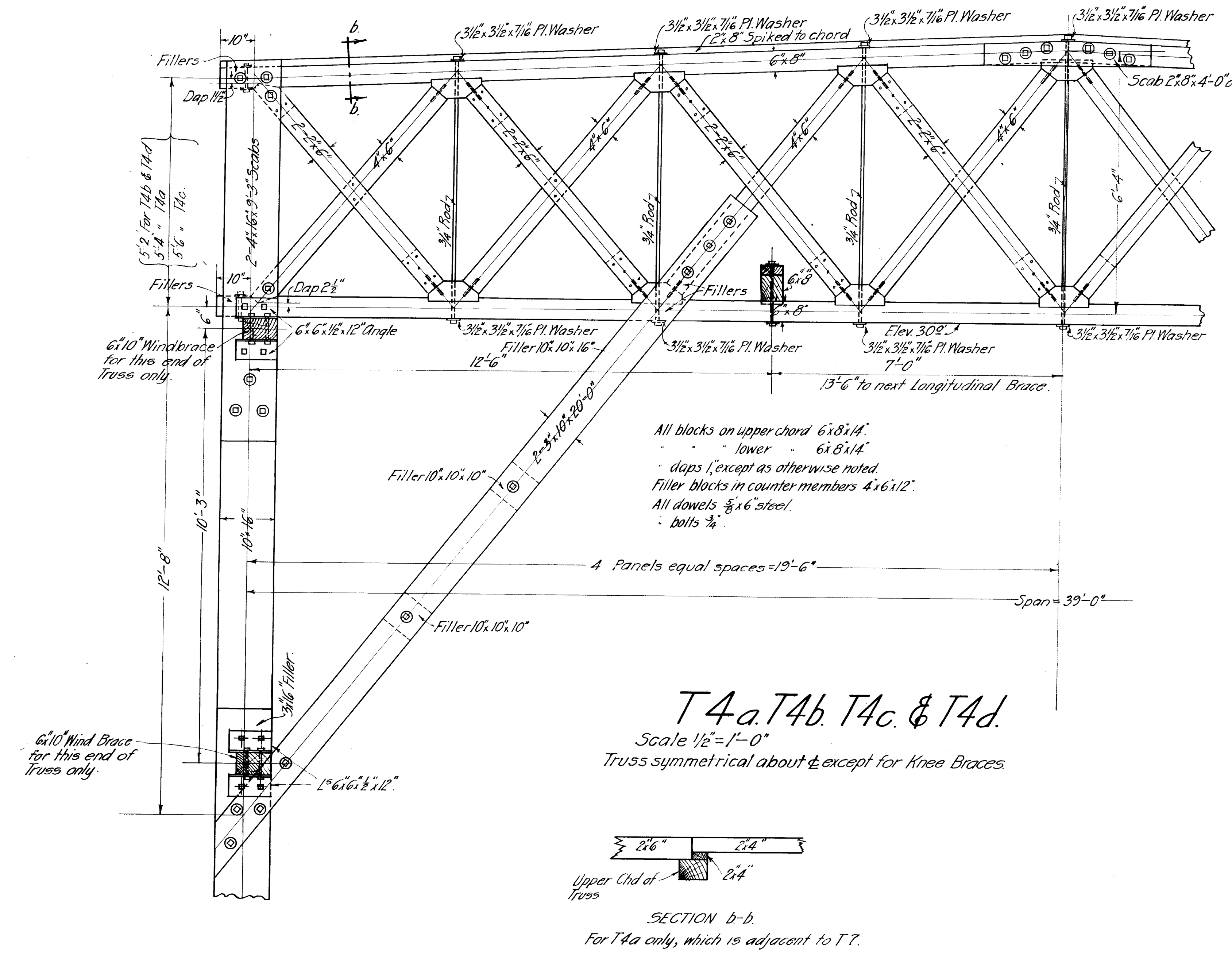


Rivet Detail for all Splices & Shoes.

T2a T2b & T2c.
Scale ½" = 1'-0"

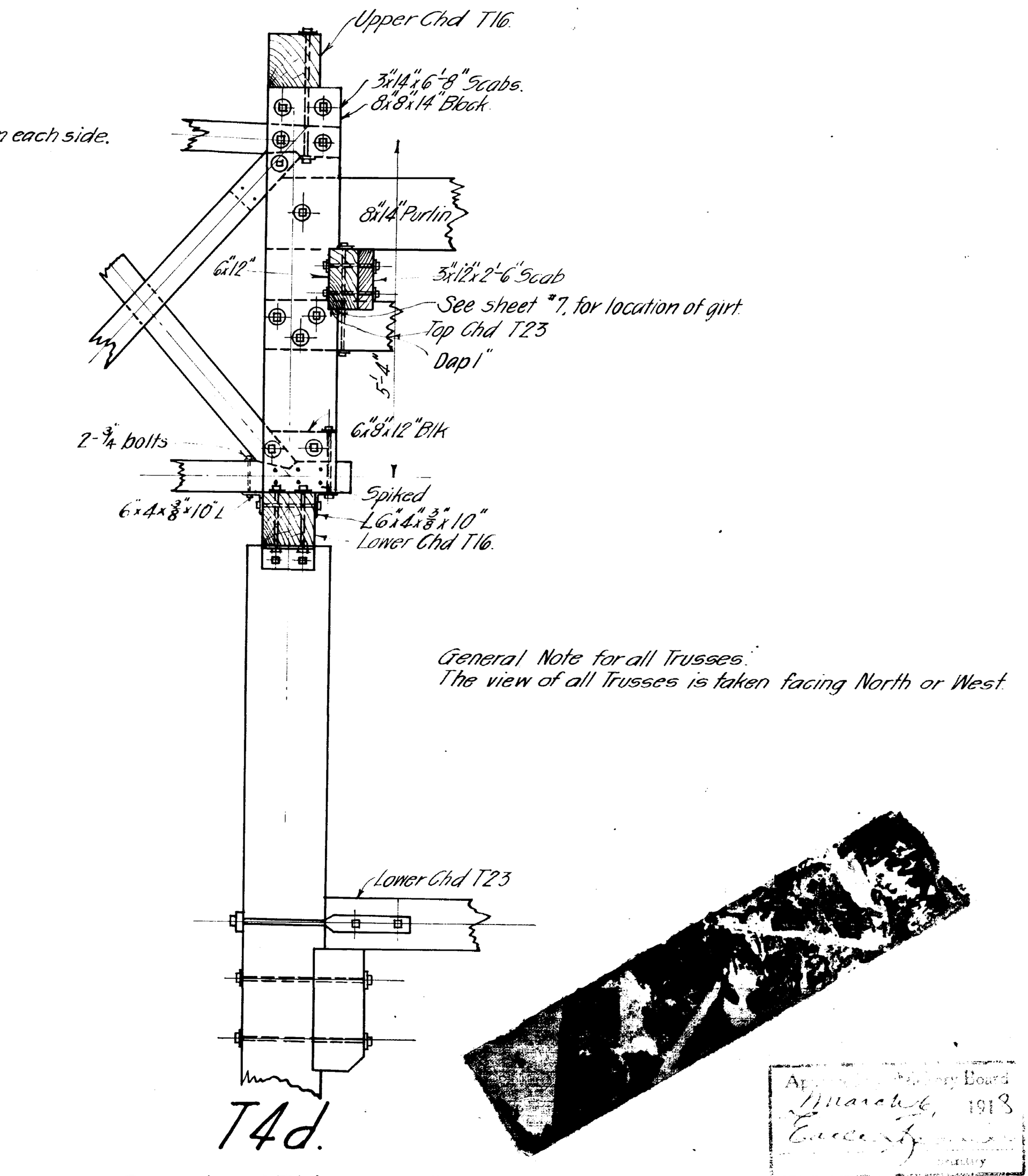


T3
Scale ½" = 1'-0"



All blocks on upper chord 6"x8"x14".
" " " lower " 6"x8"x14".
" daps 1", except as otherwise noted.
Filler blocks in counter members 4"x6"x12".
All dowels ⅝"x6" steel.
" bolts ¾".

T4a. T4b. T4c. & T4d.
Scale ½" = 1'-0"
Truss symmetrical about ℄ except for Knee Braces



General Note for all Trusses.
The view of all Trusses is taken facing North or West

T4d.
Remainder of T4d same as T4b.

Approved ... Board March 6, 1918

Respectfully Submitted
Frank G. White
Chief Engineer

Approved Feb. 7, 1918.

Thomas S. Williams
[signature]
Commissioners

PLAN FOR PIER 31 SHED & BUILDING BETWEEN PIERS 29 & 31.

Oliver W. Jones
B.J. & J.H. Janssen

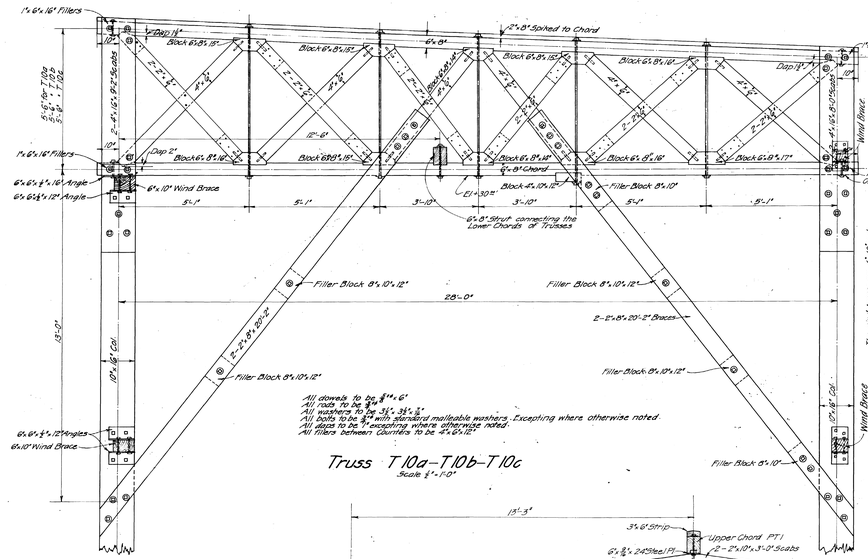
½" = 1'-0"

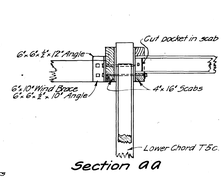
3288-35 of 8. 29. 6

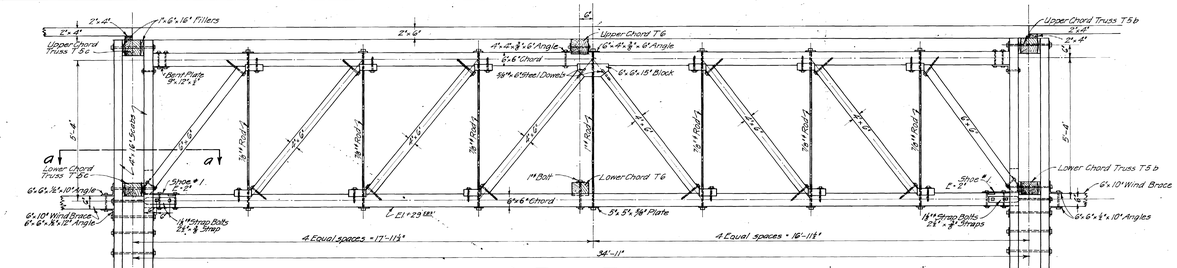
3288-31-1

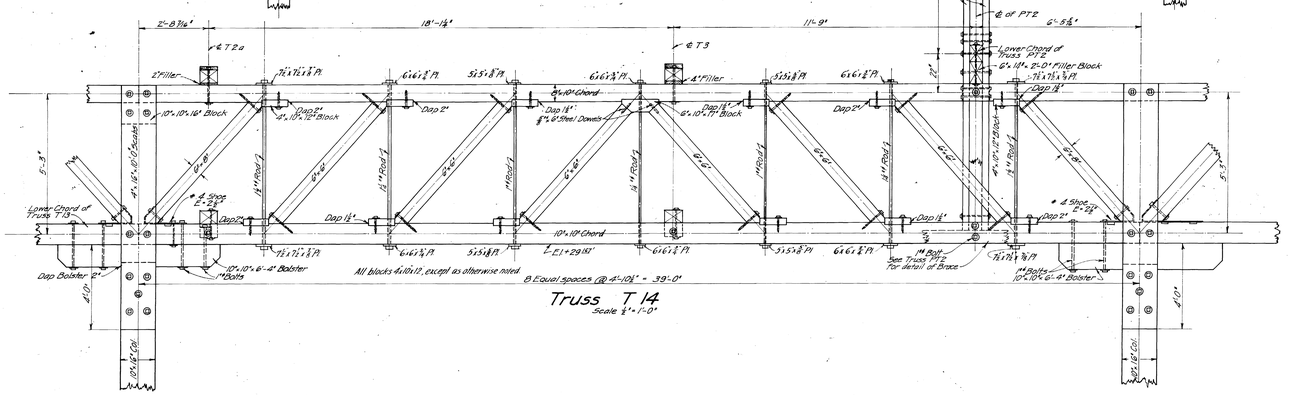
3288-31-1

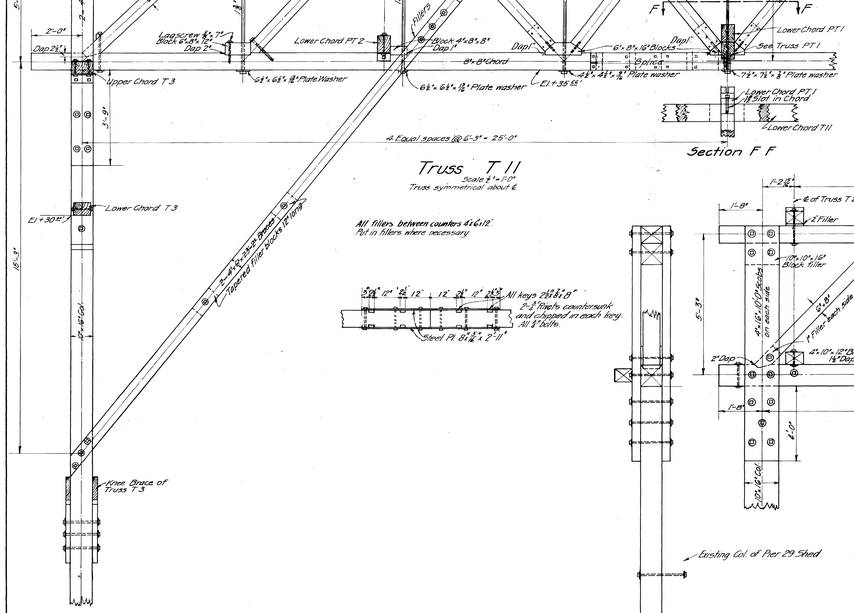
3290-35

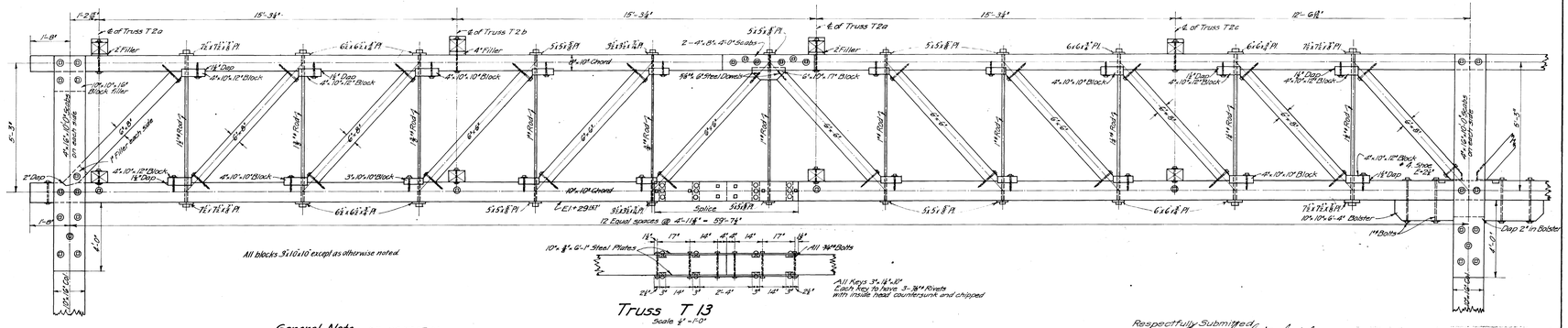












General Note- (For T12, T13 & T14.)
All dops 1", except as otherwise noted.
- bolts ¾"
- lag screws ⅞" and pendrule chord 3".
- dowels ⅞"x6"
- washers 3/16 std and ⅜" mall.iron

Respectfully Submitted,
Frank W. White
Chief Engineer

Approved Feb. 7, 1918

Thomas O. Williams
John McGann
Commissioners

Approved by Advisory Board
Chief Engineer

PLANS FOR PIER 31 SHED & BUILDING BETWEEN PIERS 29 & 31.

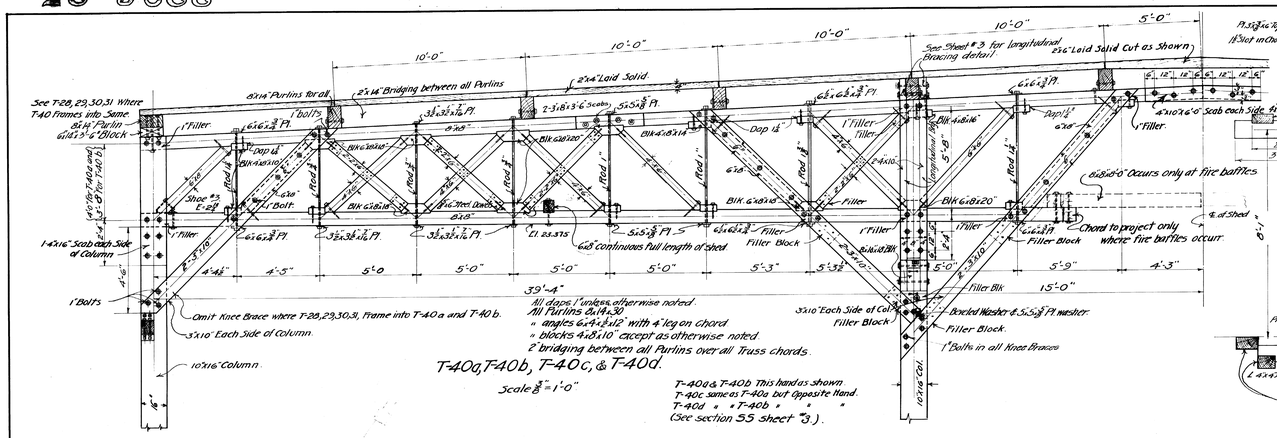
Drawn W. Jones
Traced

Scale ¾"=1'-0"

3290-35 (a) SHEET of 37 4

3290-31-1

3290-37-1



3296-35

General Note
All bolts ¾" except as otherwise noted.
All lag screws 5/8" and penetrates chord 3"
Washers for bolts and lags, flat or bevel std. mall. Iron.
All dowels 5/8"x6" steel.

Approved by Advisory Board
August 8, 1918

Respectfully Submitted Frank G. White
Chief Engineer

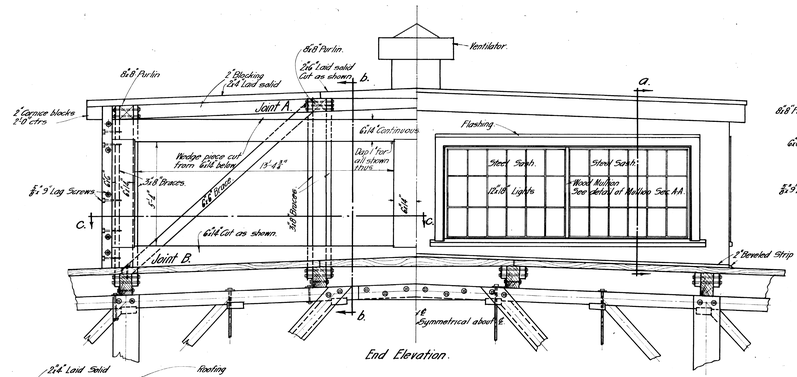
Approved. Feb. 7, 1918.

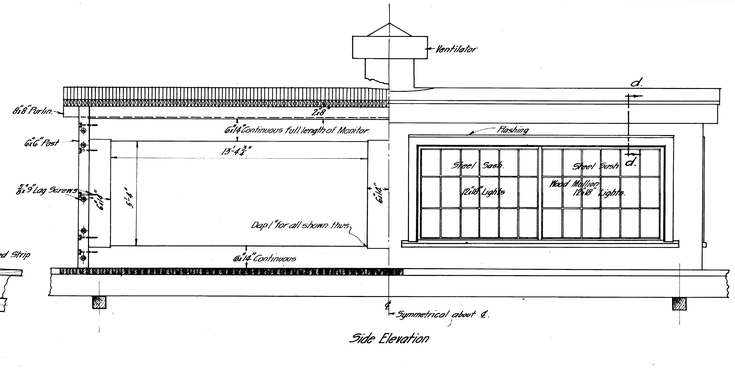
Thomas S. Williams
John Freeman
Commissioners.

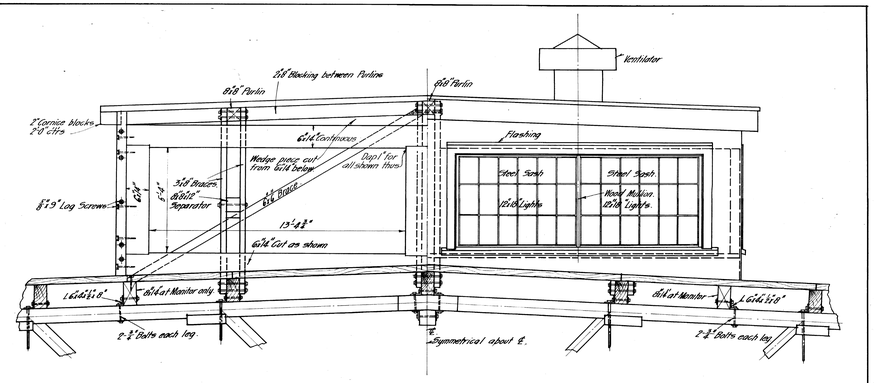
PLANS FOR PIER 31 SHED &
BUILDING BETWEEN PIERS 29 & 31.

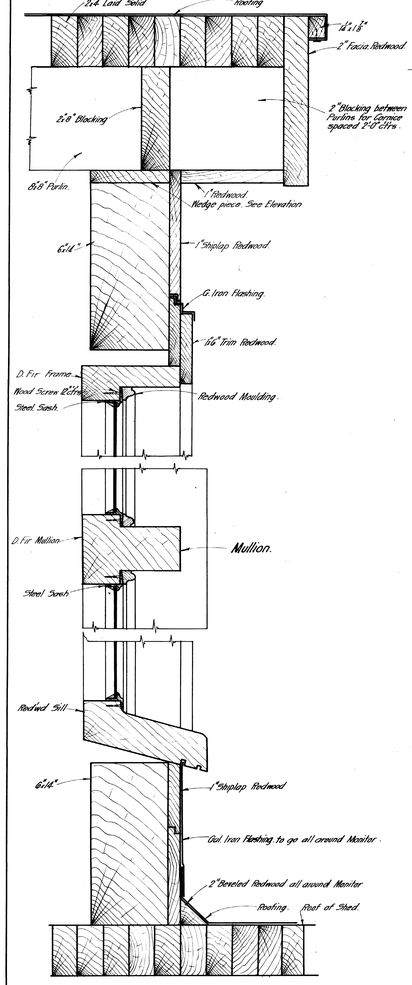
In charge of Oliver W. Jones
By G.A.P.
Indicated

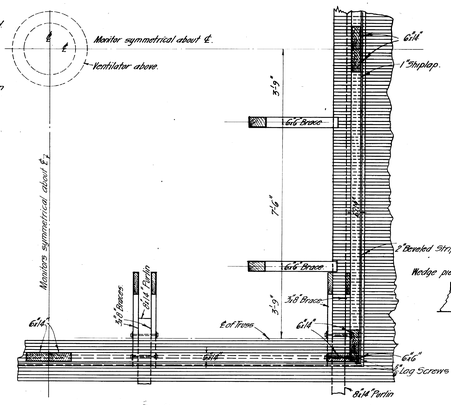
3296-35 16 of 29.
6

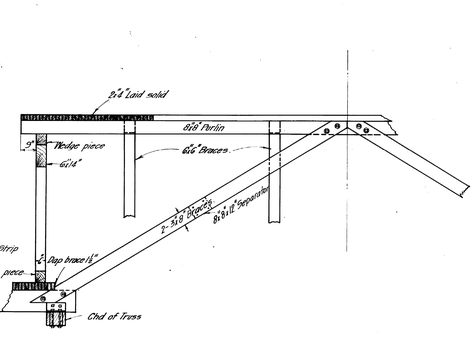




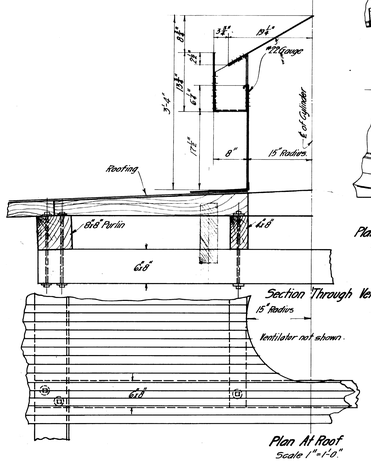


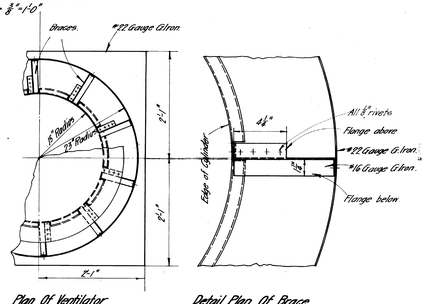




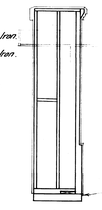


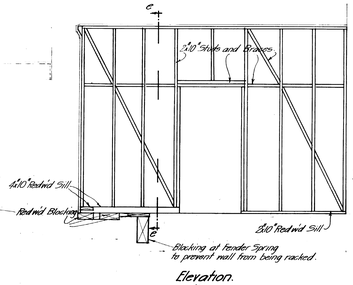
Monitor Pier 31 Shed.
Scale ⅜"=1'-0"

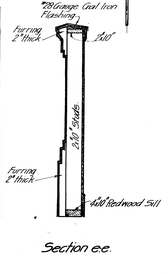




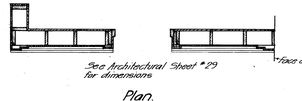
Detail Of 30" Stationary Ventilator On Monitor Of Shed
Ventilators similar for other Monitors.







Monitors On Connecting Wharf Building.
Details similar to those of Monitor on Shed except as noted or shown.
Scale ⅜"=1'-0"



Fence at North End of Blkh'd. Bldg.
Scale ⅜"=1'-0"

Respectfully Submitted
Frank G. White
Chief Engineer

Approved. Feb. 7, 1918.

Thomas S. Williams
James Couzens
Commissioners

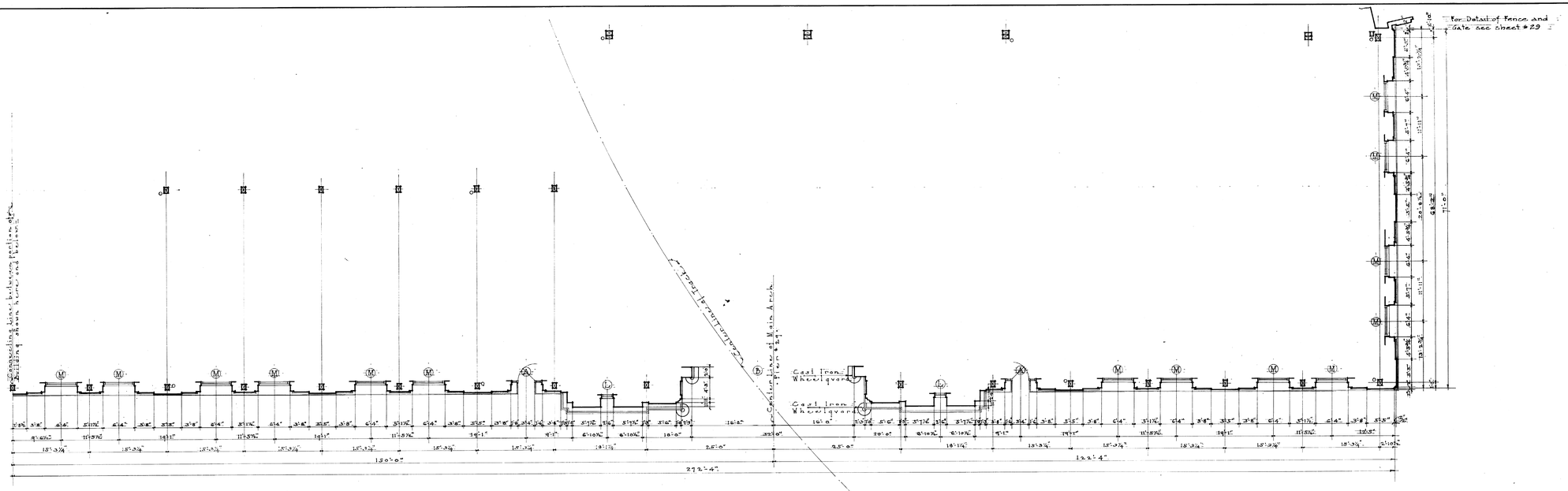
PLANS FOR PIER 31 SHED & BUILDING BETWEEN PIERS 29 & 31.

Allen A. Jones
Chief Draftsman

Indicated.

3300-35 20 of 29.

3300-31-1



REFERENCE RECORD DRAWINGS
NO SCALE

FIRST FLOOR PLAN
Scale: 1/8 inch equals 1 foot

FIRST FLOOR PLAN
Scale: 1/8 inch equals 1 foot

DOOR SCHEDULE

Doors	Sizes	Notes
(A)		Metal Cov'd one side. Sash, Door and Transom 2 1/4" thick
(B)		Steel Rolling Door
		Doors scheduled B under separate contract.

WINDOW SCHEDULE

Windows	Size of Opening	Notes
(L)	2'-6" x 6'-4 3/4"	Stationary Sash to be 1 3/4" thick
(M)	6'-4" x 12'-0 3/4"	Lower Sash Stationary. Transom hinged at bottom to be 2 1/4" thick
(N)	3'-6" x 6'-6"	Double Hung Sash to be 1 3/4" thick. Full Box Frames

GENERAL NOTES

For Column Sizes and Position of Studs in Wall see Structural Sheets.
Dimensions of Exterior Walls given on this sheet are to finished openings.
Dimensions where given to have preference to measure by scale.
All finished hardware to be furnished by this contractor and to be selected by Chief Engineer.
Datum is taken at zero City Base.
The base line for all heights shown on drawings is +0.25' above City Base.

March 6 ...
Earle Fre...

RESPECTFULLY SUBMITTED Frank G. White
CHIEF ENGINEER

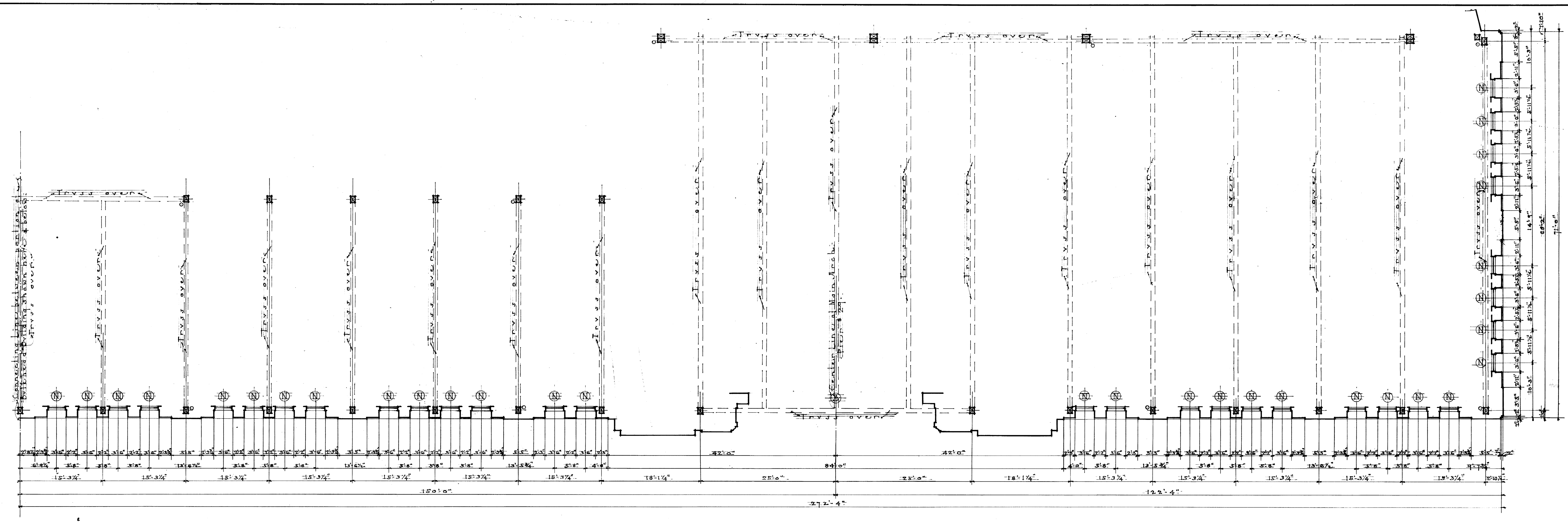
APPROVED FEB. 7. 1918.

Thomas S. Williams
J. M. ...
COMMISSIONERS

Plans for Pier #31 Shed and Building between Pier #29 & #31.

~~H. Pyle~~
R. Morton
~~Feb. 7. 1918.~~
1/8 inch = 1'-0"

3302-35
22
~~OF 29~~



SECOND · FLOOR · PLAN
Scale: ⅛ inch equals 1 foot

Note: All notes, etc. shown on First Floor Plan refer to this sheet also.

SECOND · FLOOR · PLAN
Scale: ⅛ inch equals 1 foot

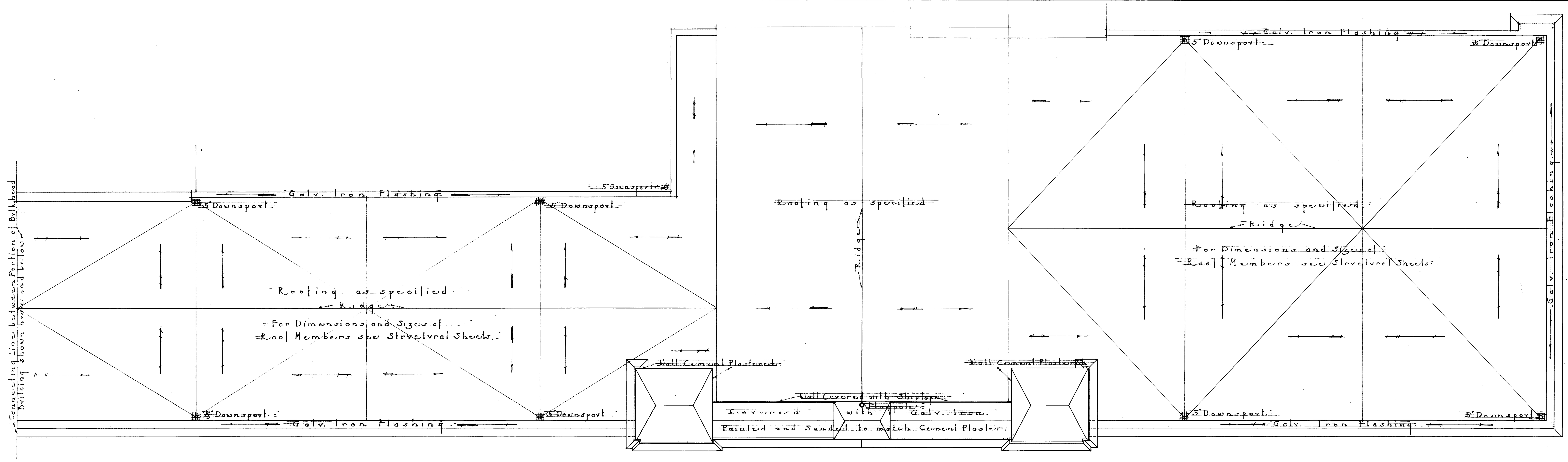
Approved by ... Board
March 6, 1918
Secretary

Respectfully Submitted
Frank G. White
Chief Engineer

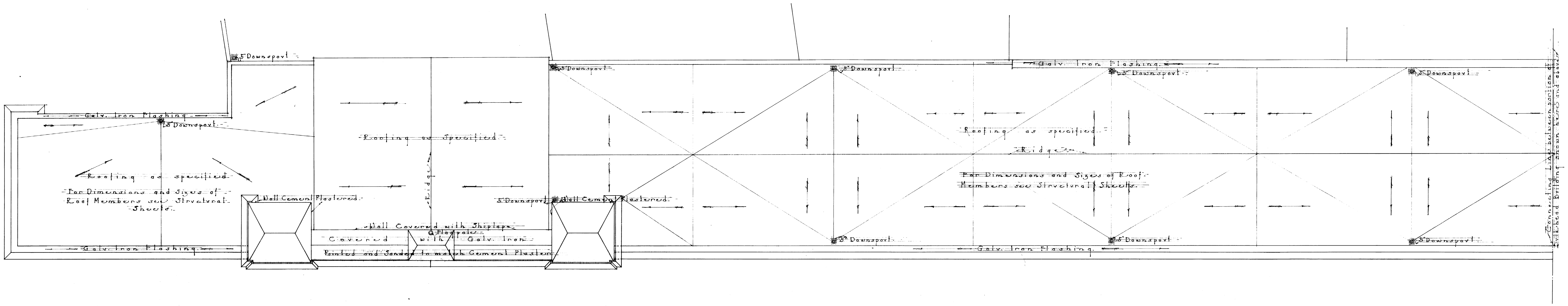
Approved Feb. 7, 1918.
Thomas S. Williams
Commissioners

Board of State Harbor ...
State Department of ...
Plans for Pier #31 Shed and Building between Pier #29 & #31
San Francisco, California
Date Feb. 7 1918
⅛ inch = 1 ft.
3303-35
23 of 74

REFERENCE RECORD DRAWINGS
NO SCALE



ROOF · PLAN
Scale 1/8 Inch equals 1 Foot



ROOF · PLAN
Scale 1/8 Inch equals 1 Foot

Respectfully Submitted
Frank G. White
Chief Engineer

Approved Feb. 7, 1918.

Thomas S. Williams
J. M. Faceman
Commissioners

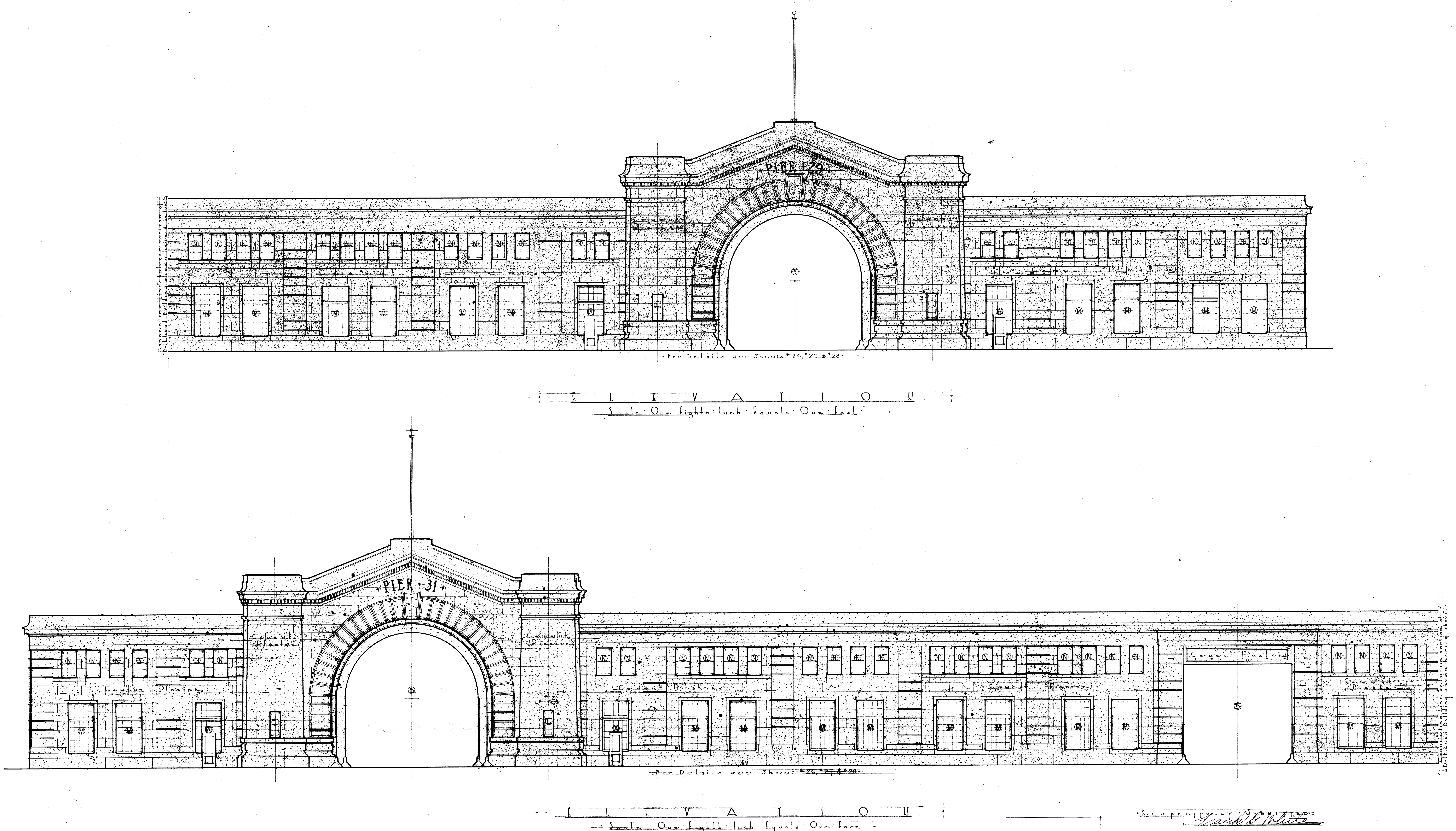
Plans for Pier #31 Shed and Building between Piers #29 & #31

A. Pyle
R. Madson
Feb. 7, 1918
1/8" equals 1'0"

3304-35 24 of 24

3304-31-1

REFERENCE RECORD DRAWINGS
NO SCALE



RESPECTFULLY SUBMITTED Frank G. White
CHIEF ENGINEER

APPROVED FEB 7, 1918
Thomas S. Williams
[signature]
COMMISSIONERS

Approved by Advisory Board
March 6, 1918
Secretary

Plans for Pier #31 Shed and Building between Pier #29 & #31

Feb. 7, 1918
1/8" = 1'0"

3305-35

PIER 31

Cast Iron Lettering and Figures to be Painted Verde Antique

SECTION A-A
Scale: ½ Inch Equals 1 Foot

Flashing — Iron Collar — Wood Display — Metal Flashing — For Sizes of Structural Members see Structural Sheets — Sheet Metal Curtain Not in this Contract — Cement Plaster — Cast Iron Wheelguard — Elevation +0.25 — Curb

NOTE
Datum is taken at Zero, City Datum. The Datum Line for all heights shown on this Sheet are Feet above City Datum.

SECTION D-D
Scale: ½ Inch Equals 1 Foot

ELEVATION OF MAIN ENTRANCE
Scale: ½ Inch Equals 1 Foot

Flashing — Cement Plaster — Flashing to be painted and sanded to match Cement Plaster — Flashing — Cement Plaster — Wood Framed Sash 21 Sq. Glass — Cast Iron Wheelguards — Elevation +0.25 — Spring Line of Arch — Center Line of Openings — Radius 10'-0" — Radius 10'-0"

PLAN C-C
Scale: ½ Inch Equals 1 Foot

Cast Iron Wheelguard — Line of Concrete Dasher — 5" Downspout

SECTION D-D
Full Size

SECTION D-D
Scale: 1½" = 1'-0"

SECTION M-M
Scale: 1½" = 1'-0"

SECTION N-N
Scale: 1½" = 1'-0"

Flashing — Cement Plaster — Wall Fixture — For Sizes of Structural Members see Structural Sheets — Elevation +0.25

SECTION B-B
Scale: ½ Inch Equals 1 Foot

Approved March 6, 1918 — Chief Engineer

Respectfully Submitted
Chief Engineer

Approved Feb. 7, 1918
Thomas S. Williams
John Purroy Mitchel
Commissioners

Plans for Pier 31, Shed and Building between Pier 29 & 31

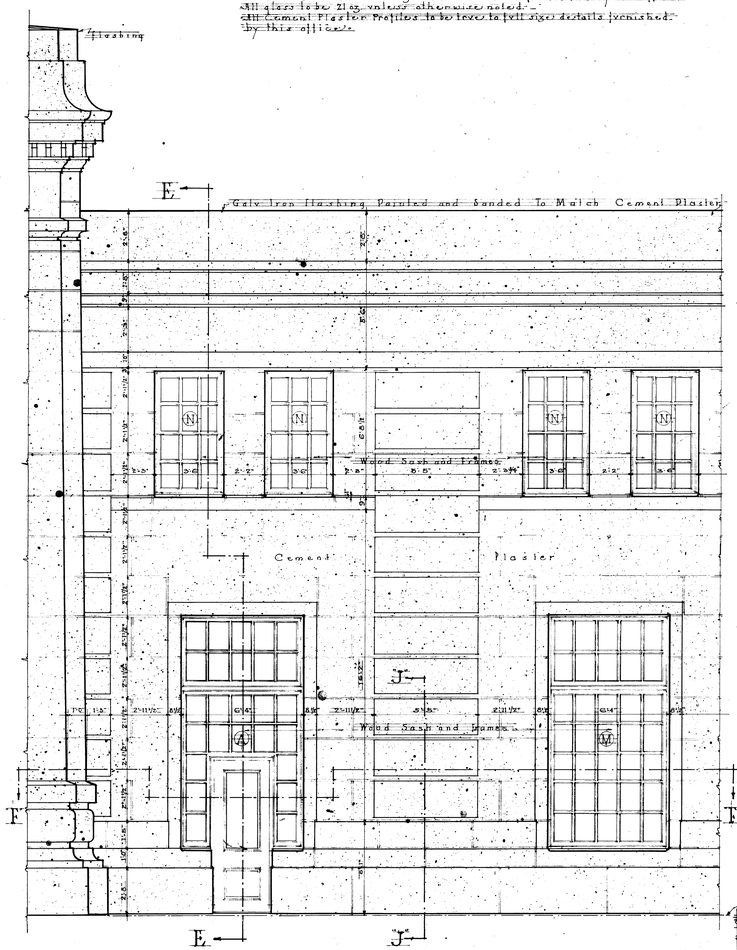
A. Pyle, R. Monsell, J. Pile — Feb. 7, 1918 — As Indicated

3306-35

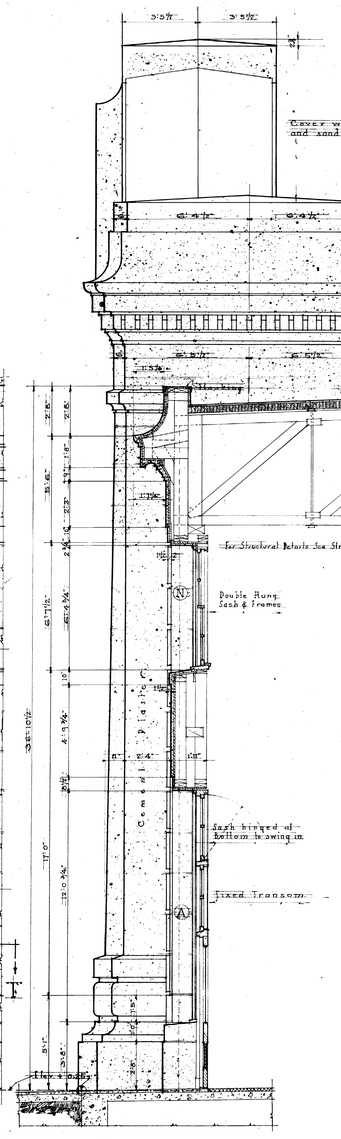
3306-31-1

NOTES.
All Sash and frames in front of bulkhead Building to be wood valves otherwise noted. Full Size details to be furnished by this office.
All glass to be 21 oz. values otherwise noted.
All Cement Plaster Profiles to be true to full size details furnished by this office.

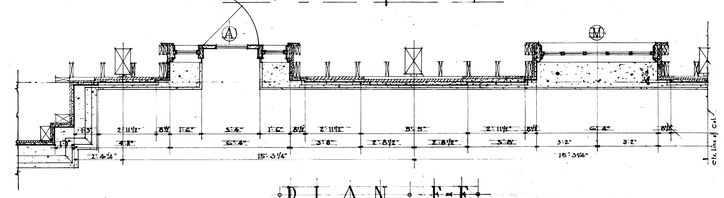
NOTE.
Datum is taken at Zero: City Base. The Base line for all heights shown on this Sheet is 0.25' above City Base.



BAY ADJOINING MAIN ENTRANCE
Scale: 3/8 inch equals 1 foot.

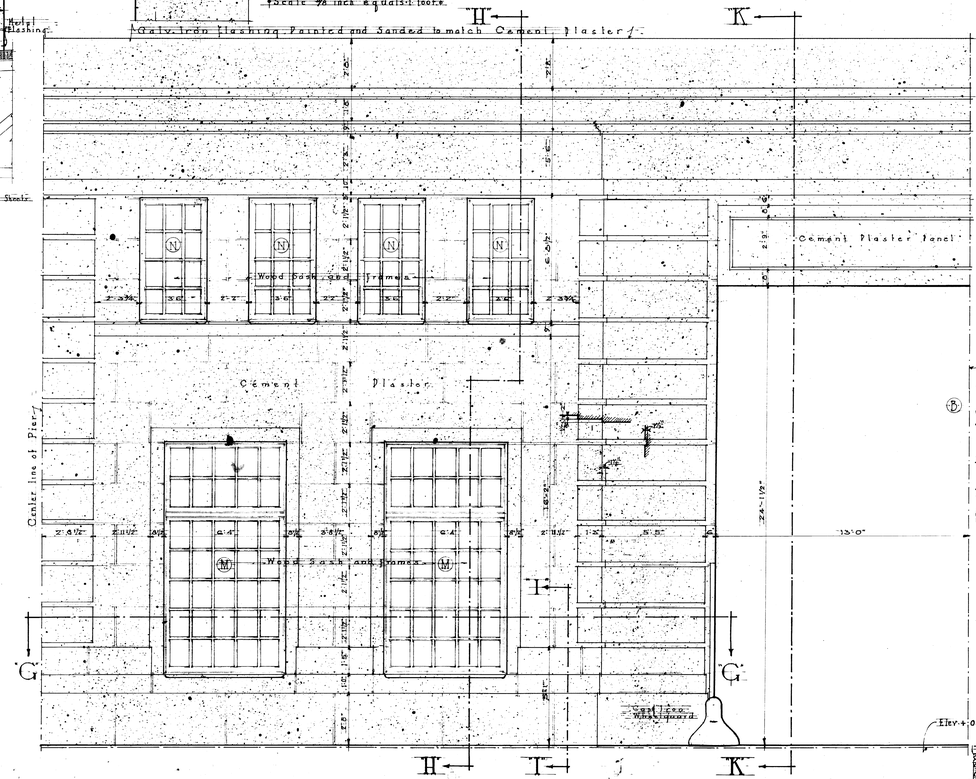


SECTION E-E
Scale: 3/8 inch equals 1 foot.

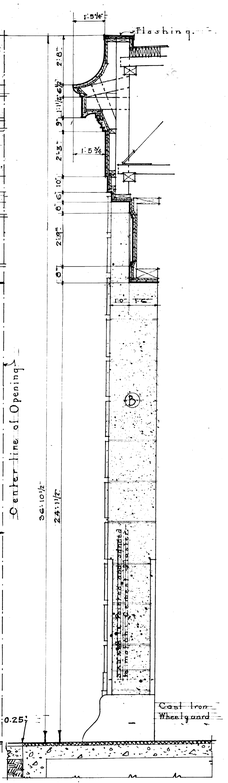


PLAN F-F
Scale: 3/8 inch equals 1 foot.

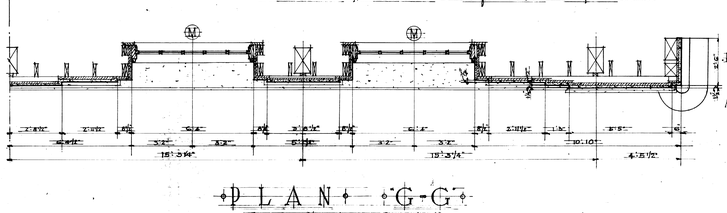
RETURN OF CORNICE EAST SIDE OF TOWER
Scale 3/8 inch equals 1 foot.



TYPICAL BAY AND TRAIN OPENING
Scale: 3/8 inch equals 1 foot



SECTION K-K
Scale: 3/8 inch equals 1 foot.



PLAN G-G
Scale: 3/8 inch equals 1 foot.

Approved Feb. 7, 1918.

Respectively Submitted
Frank G. White
Chief Engineer

Thomas S. Williams
John Purroy Mitchel
Commissioners.

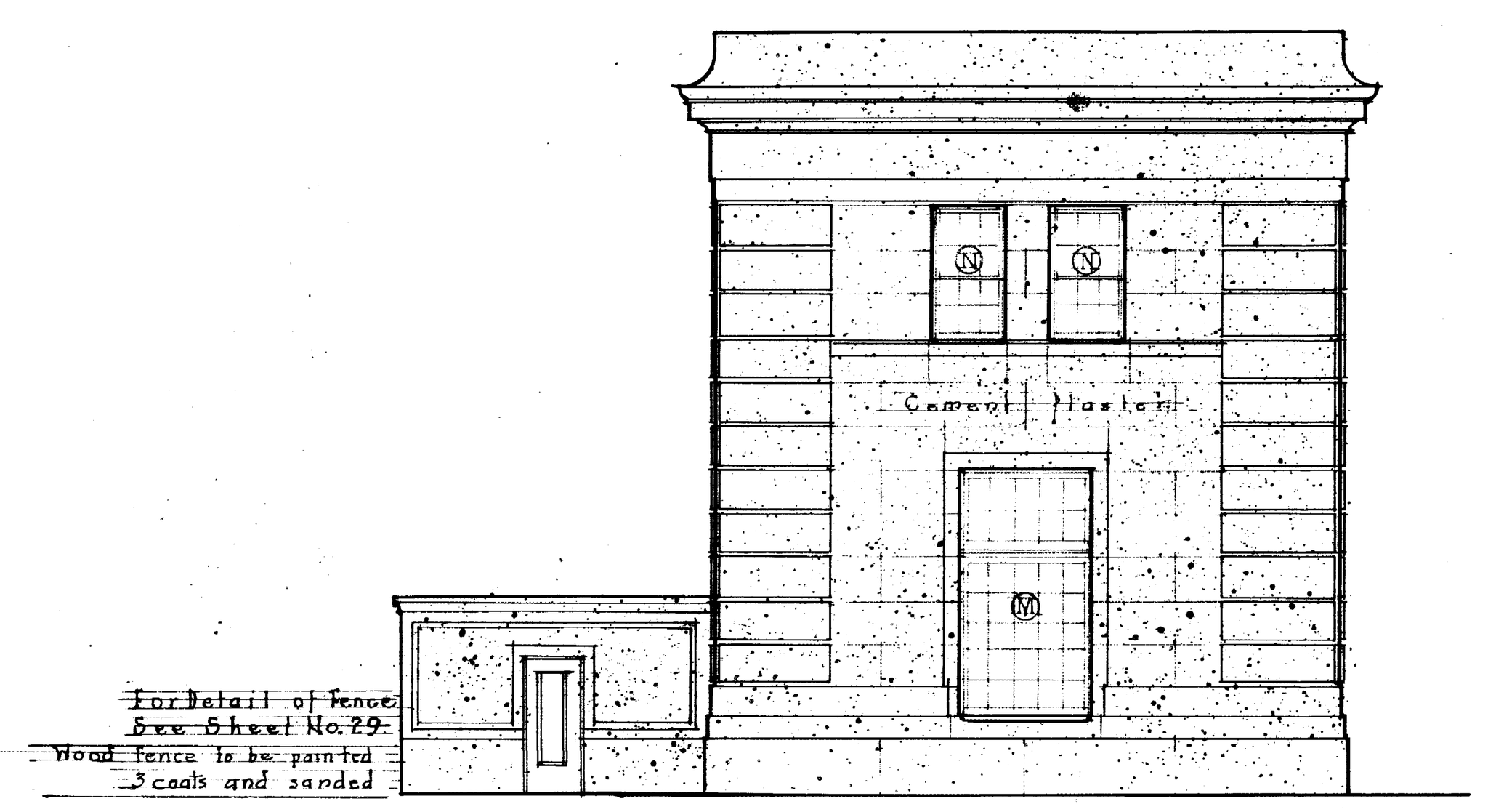
Plans for Pier No 31 Shed &c
Buildings between Piers Nos 29 & 31

Approved
Feb. 7, 1918
As Indicated

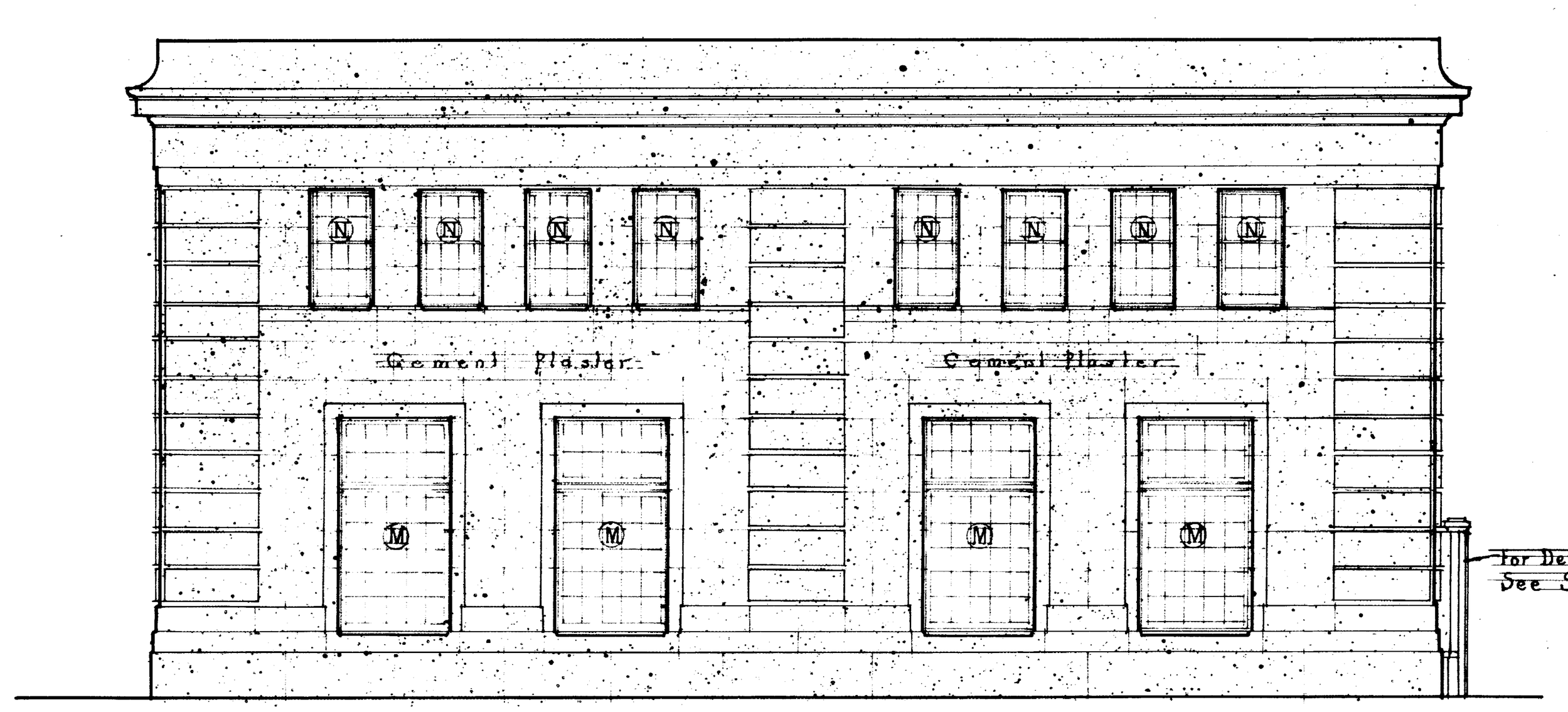
3307-35

3307-31-1

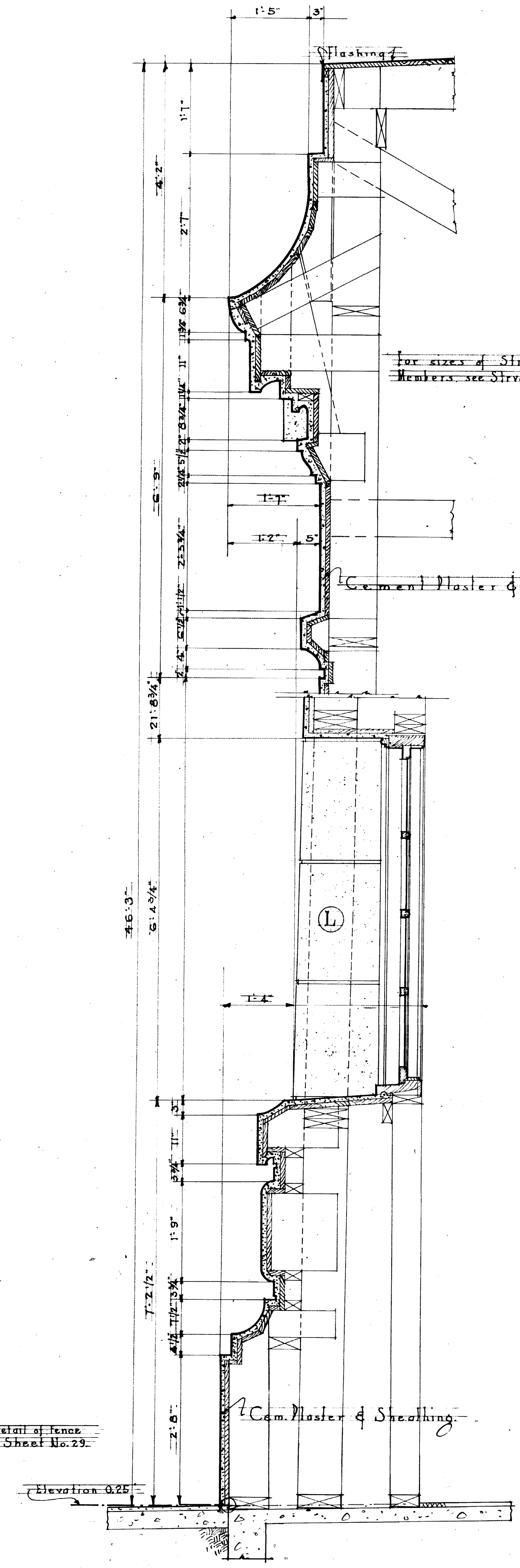
REFERENCE RECORD DRAWINGS
NO SCALE



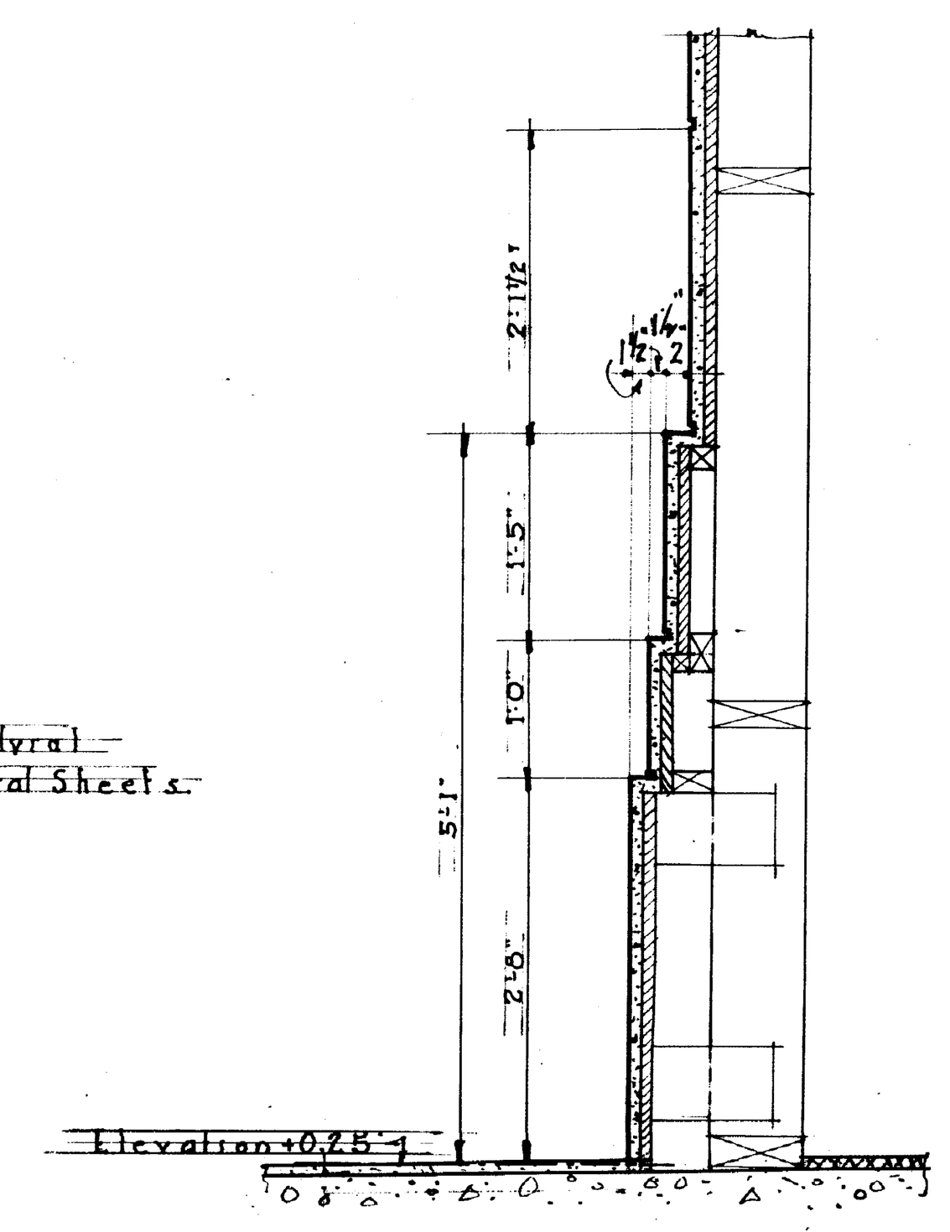
NORTH END ELEVATION
Scale: 1/8 inch equals 1 foot.



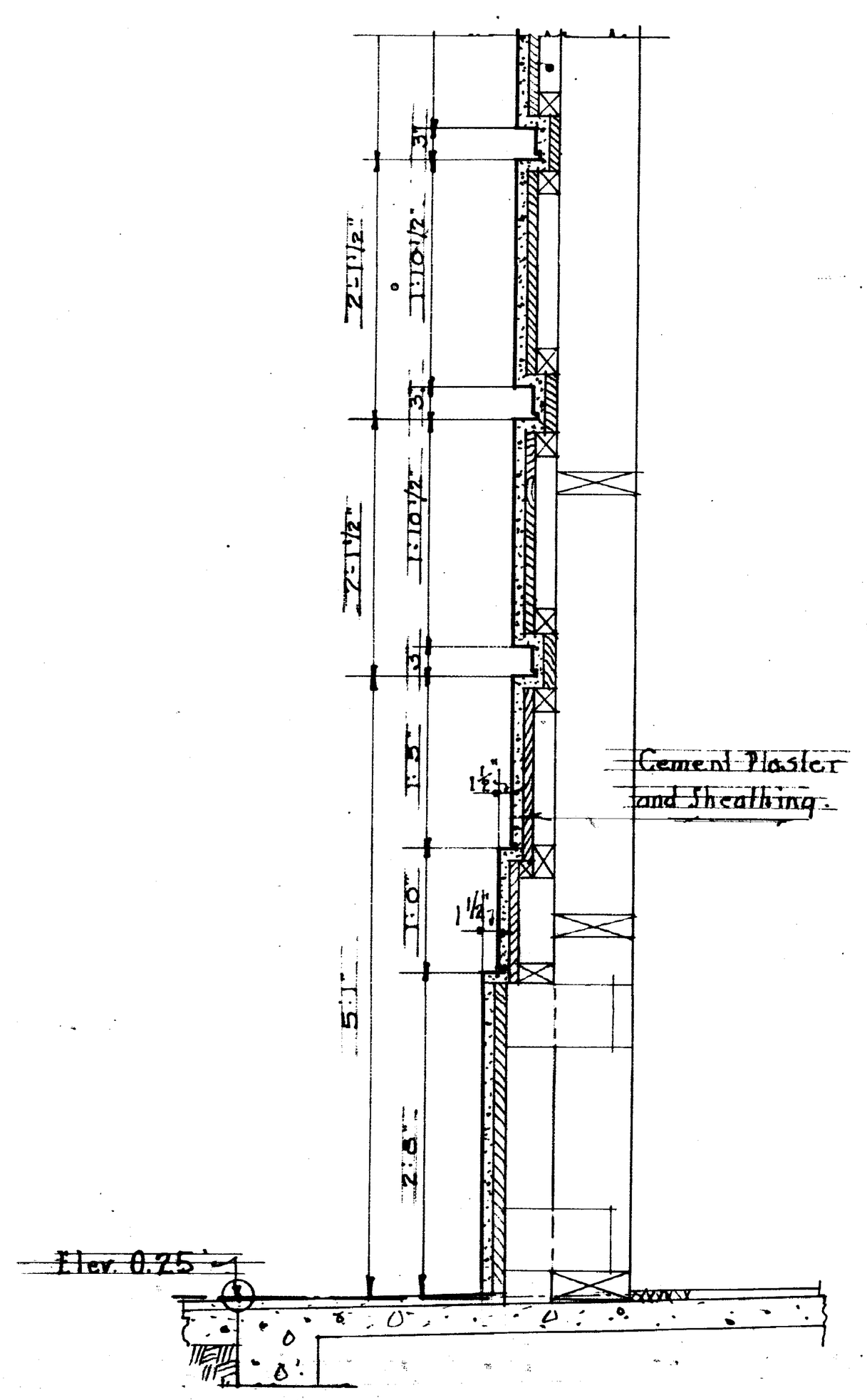
SOUTH END ELEVATION
Scale: 1/8 inch equals 1 foot.



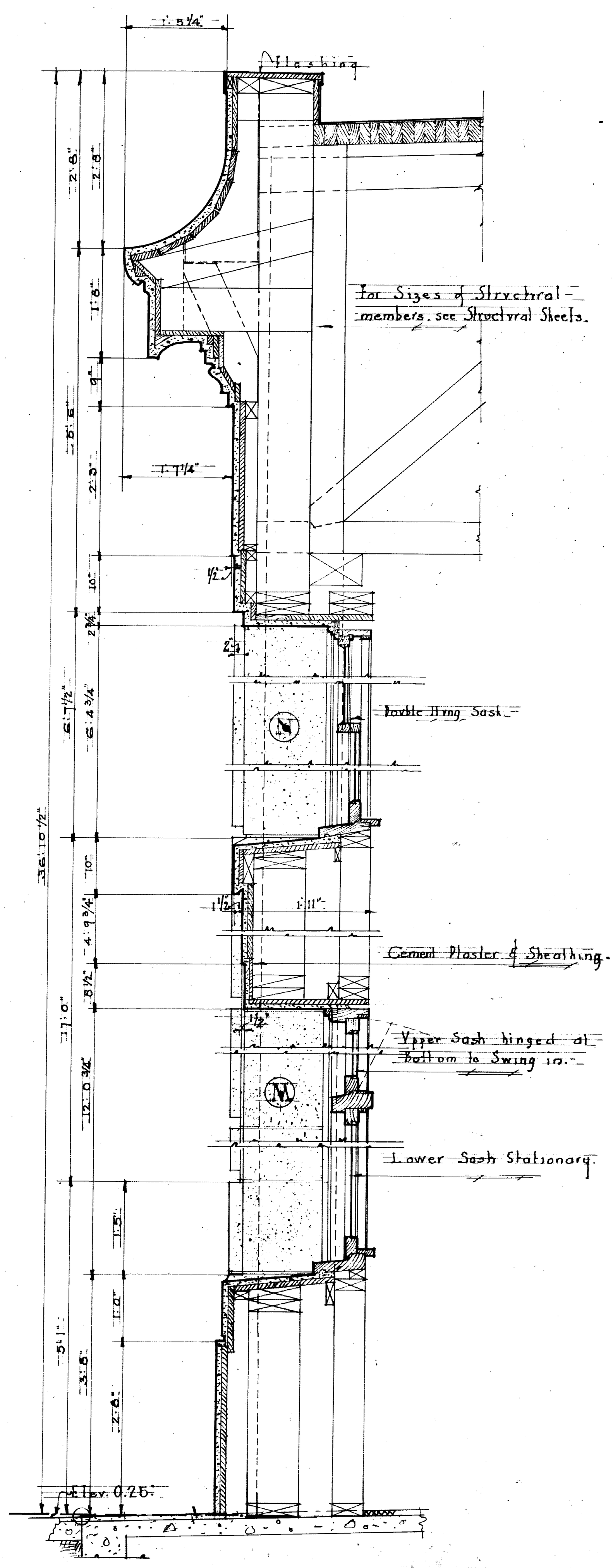
SECTION "B-B"
Scale: 3/4 inch equals 1 foot.
See Sheet #27 for Section Line.



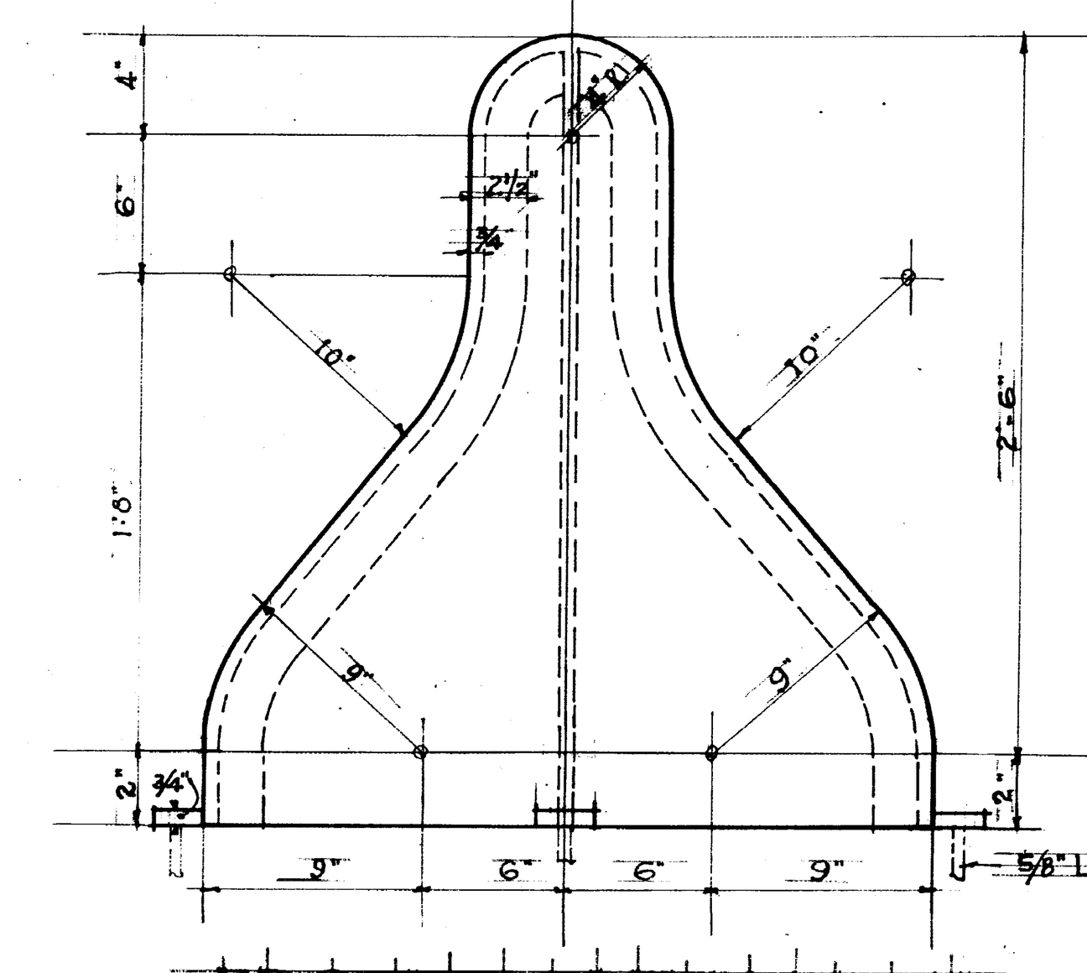
SECTION "I-I"
Scale: 3/4 inch equals 1 foot.
See Sheet #27 for Section Line.



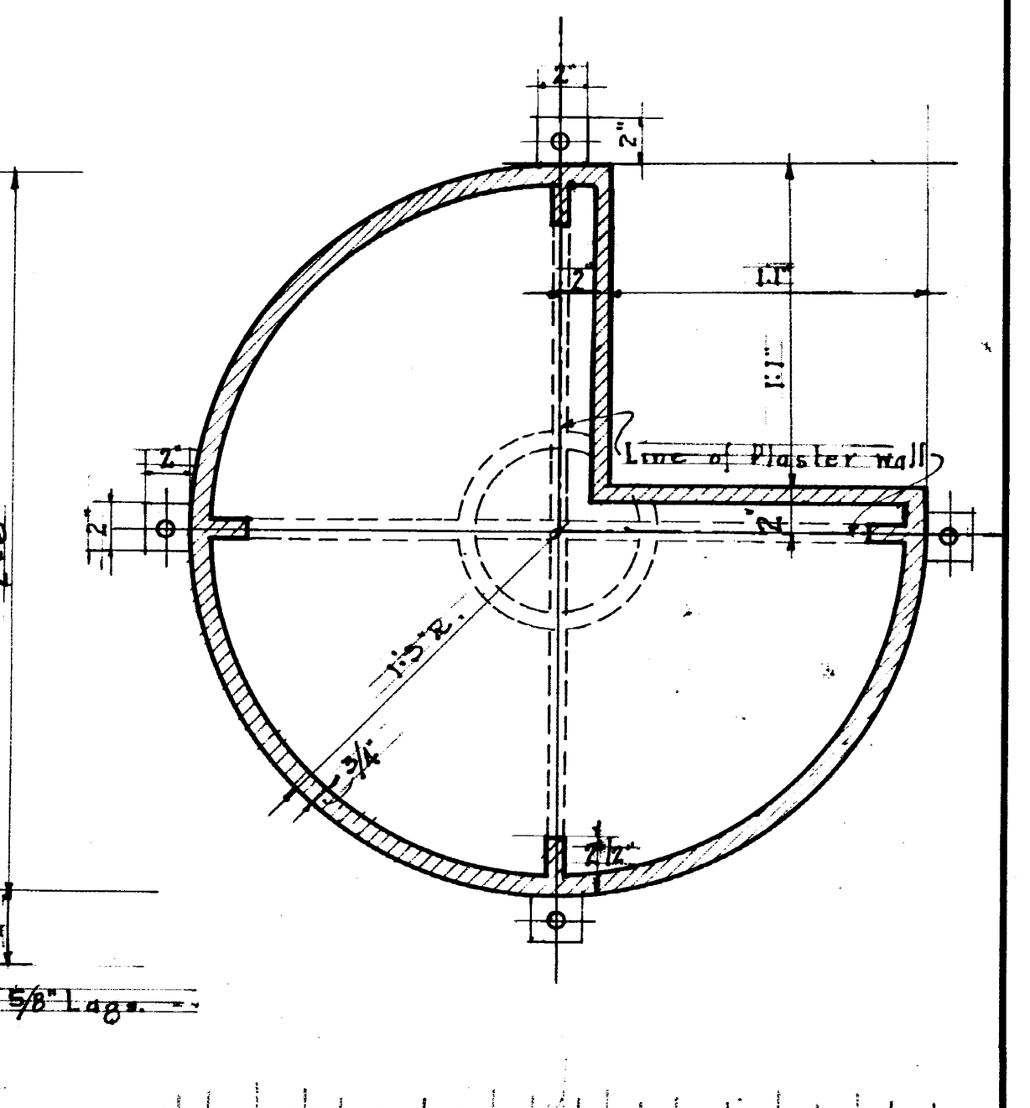
SECTION "J-J"
Scale: 3/4 inch equals 1 foot.
See Sheet #27 for Section Line.



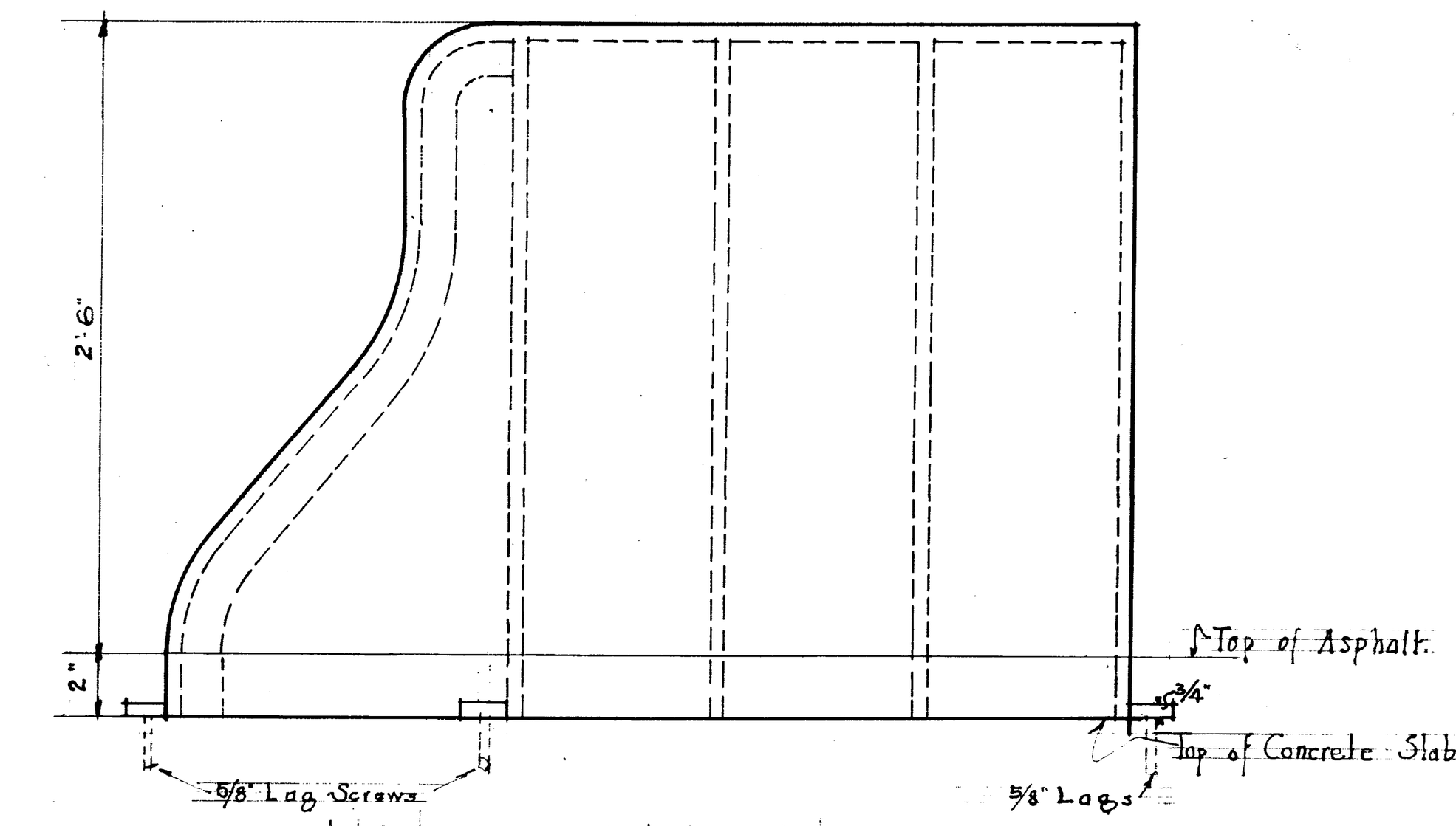
SECTION "H-H"
Scale: 3/4 inch equals 1 foot.
See Sheet #27 for Section Line.



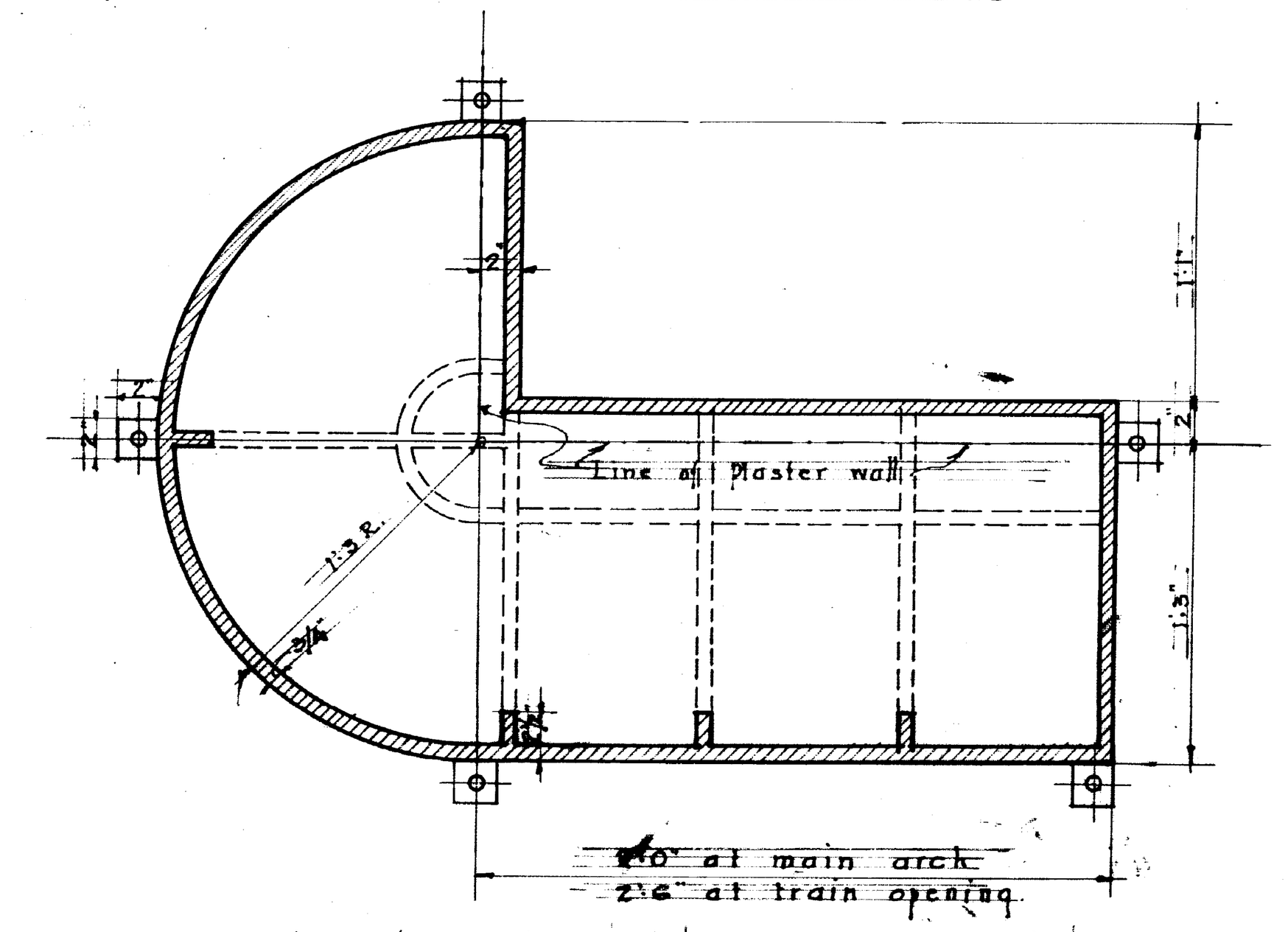
FRONT ELEVATION



PLAN OF SMALL GUARD



SIDE ELEVATION



PLAN OF LARGE GUARD

DETAILS OF CAST IRON WHEEL GUARDS
Scale: 1½ inches equals 1 foot

NOTE:
Datum is taken at Zero: City Base: The base Line for all heights shown on this sheet is to Elevation 0.25' above City Base.

Approved ... Advisory Board
March 6, 1918
Secretary

Respectfully Submitted:
Frank G. White
Chief Engineer.

Approved: Feb. 7, 1918.

Thomas S. Williams
John ...
Commissioners.

Plans for Pier #31 Shed and Building between Piers #29 & 31.

Feb. 7, 1918.
As Indicated.

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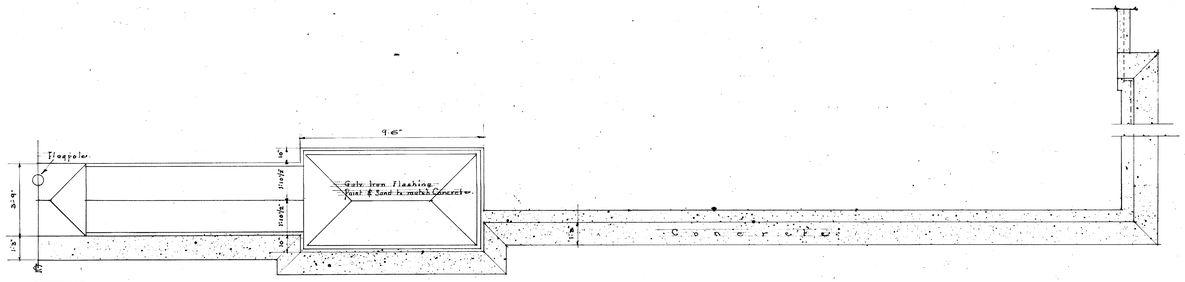
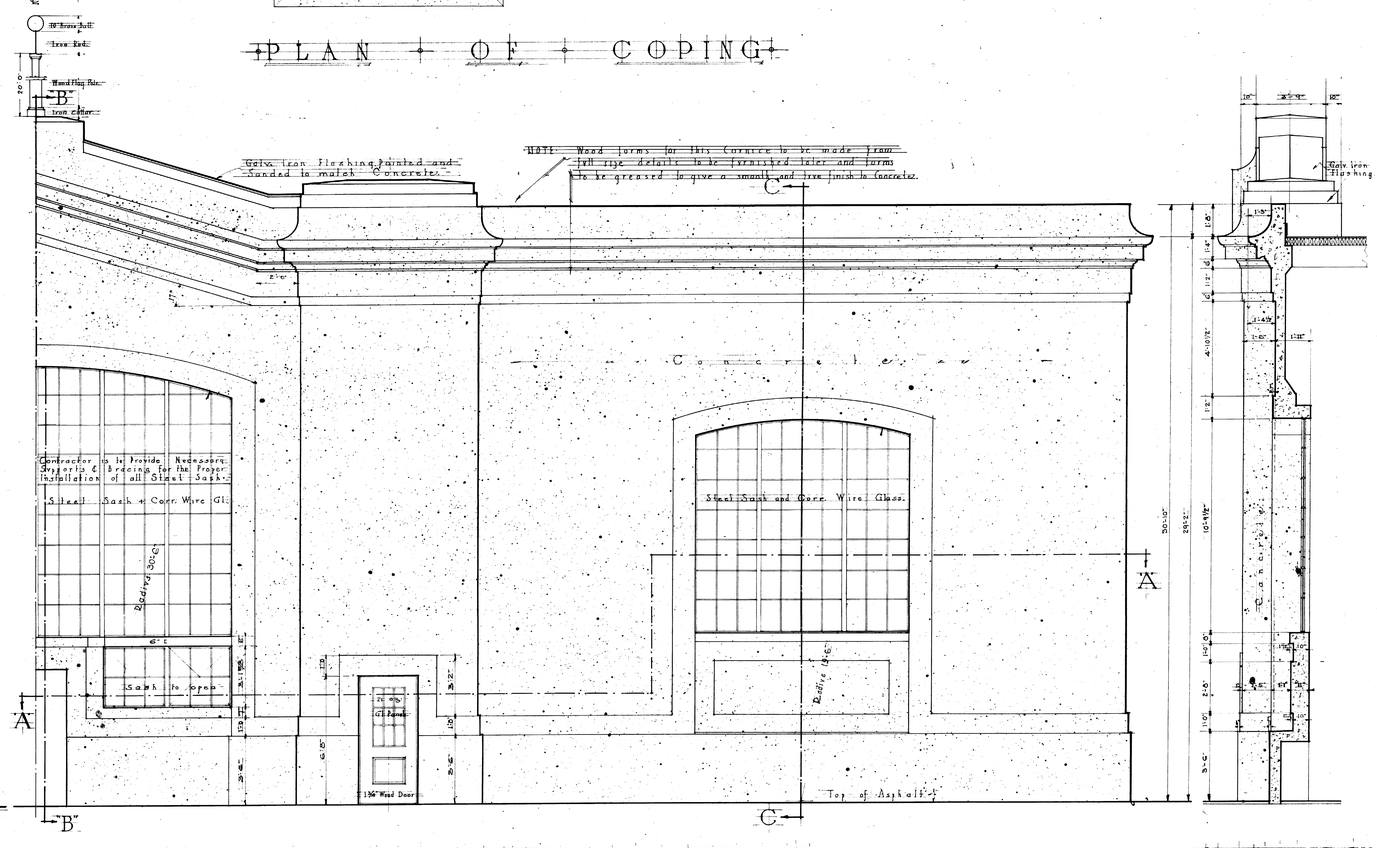
26 of 27



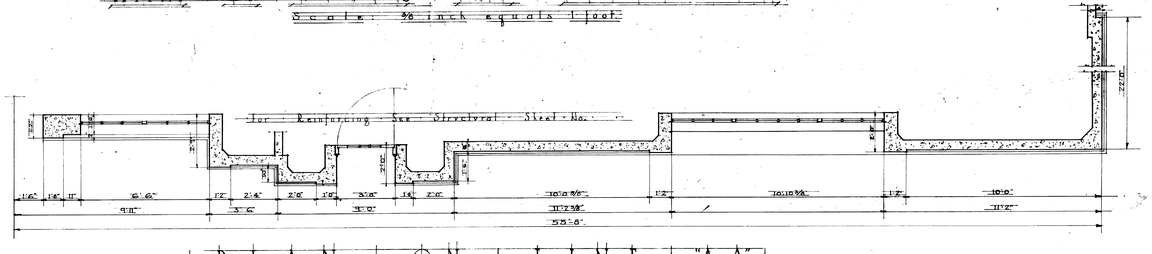
PLAN OF COPING



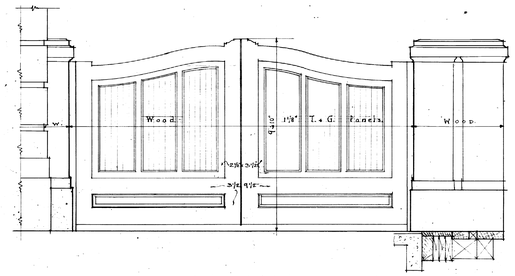
SECTION B-B

HALF OF OUTER END ELEVATION
Scale: 3/8 inch equals 1 foot

SECTION C-C

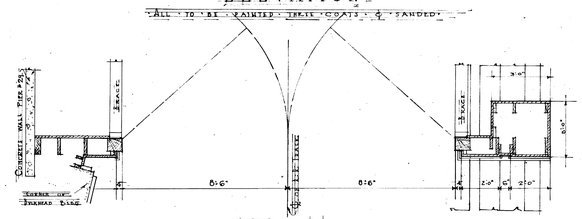


PLAN ON LINE "A-A"



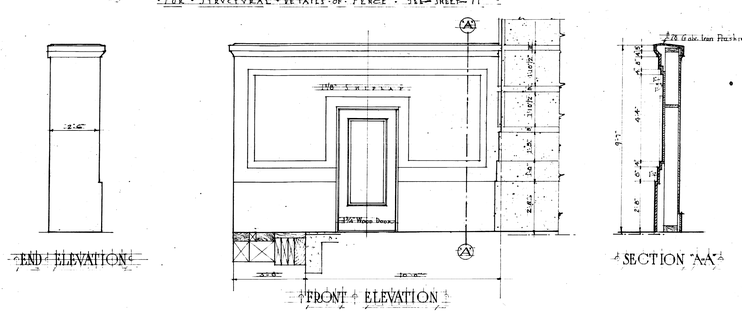
ELEVATION

ALL TO BE PAINTED THREE COATS & SANDED

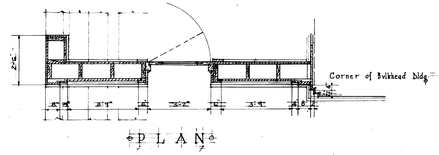


PLAN

FENCE & GATES AT R.R. TRACK AT SOUTH END OF BULKHEAD BUILDING
Scale: 3/8 inch equals 1 foot
For Structural Details of Fence See Sheet 17



ALL TO BE PAINTED THREE COATS & SANDED TO MATCH PLASTER



PLAN

FENCE AT NORTH END OF BULKHEAD BUILDING
Scale 3/8 inch equals 1 foot

Respectfully Submitted
Frank G. White
Chief Engineer.

Approved Feb. 7. 1918.
Thomas S. Williams
John Lacey
Commissioners.

Plans for Pier 31 Shed and building between Pier 29 & 31

As Built
Recommended Date Feb. 7. 1918.
As Indicated

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of 29

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