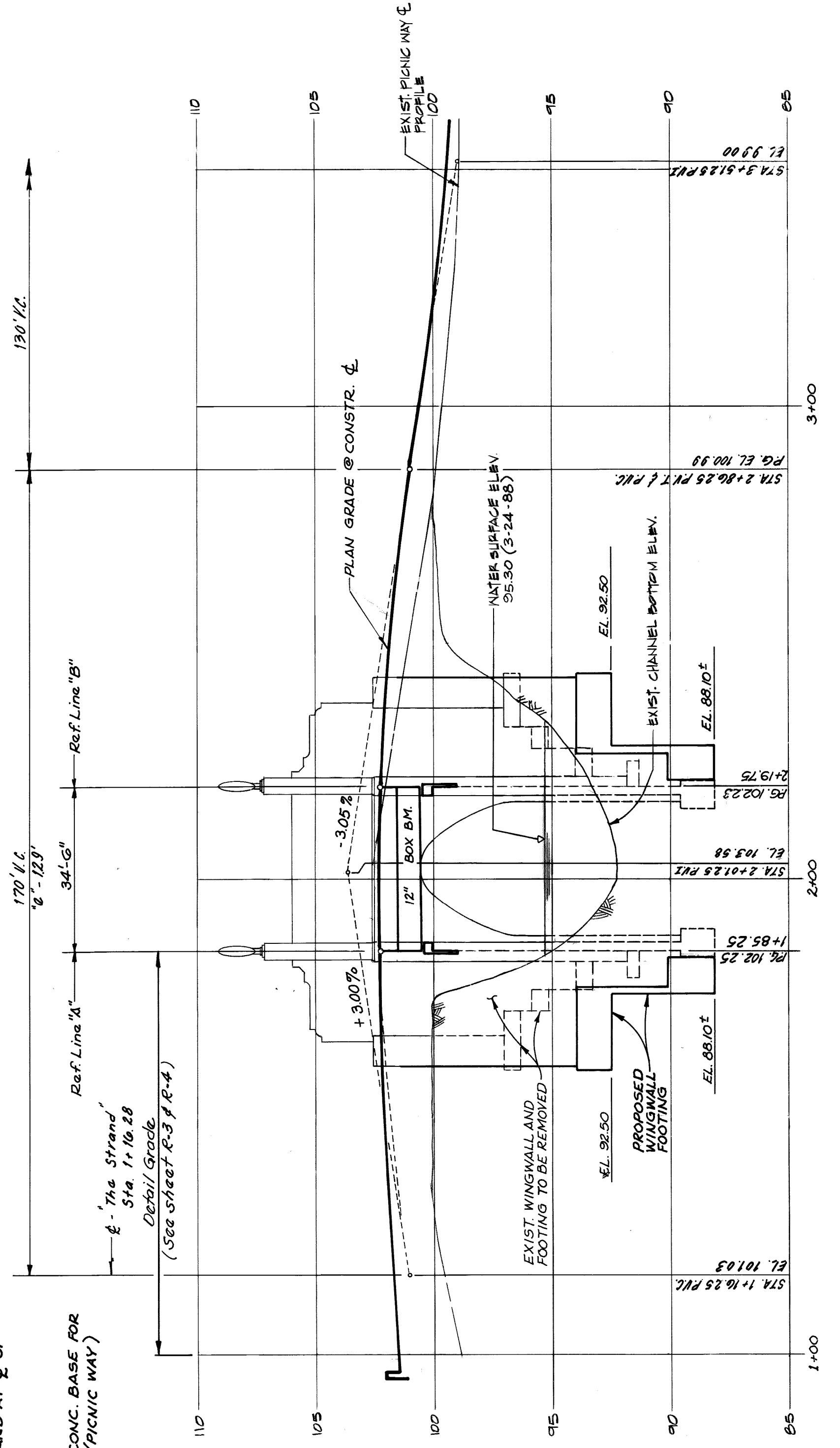


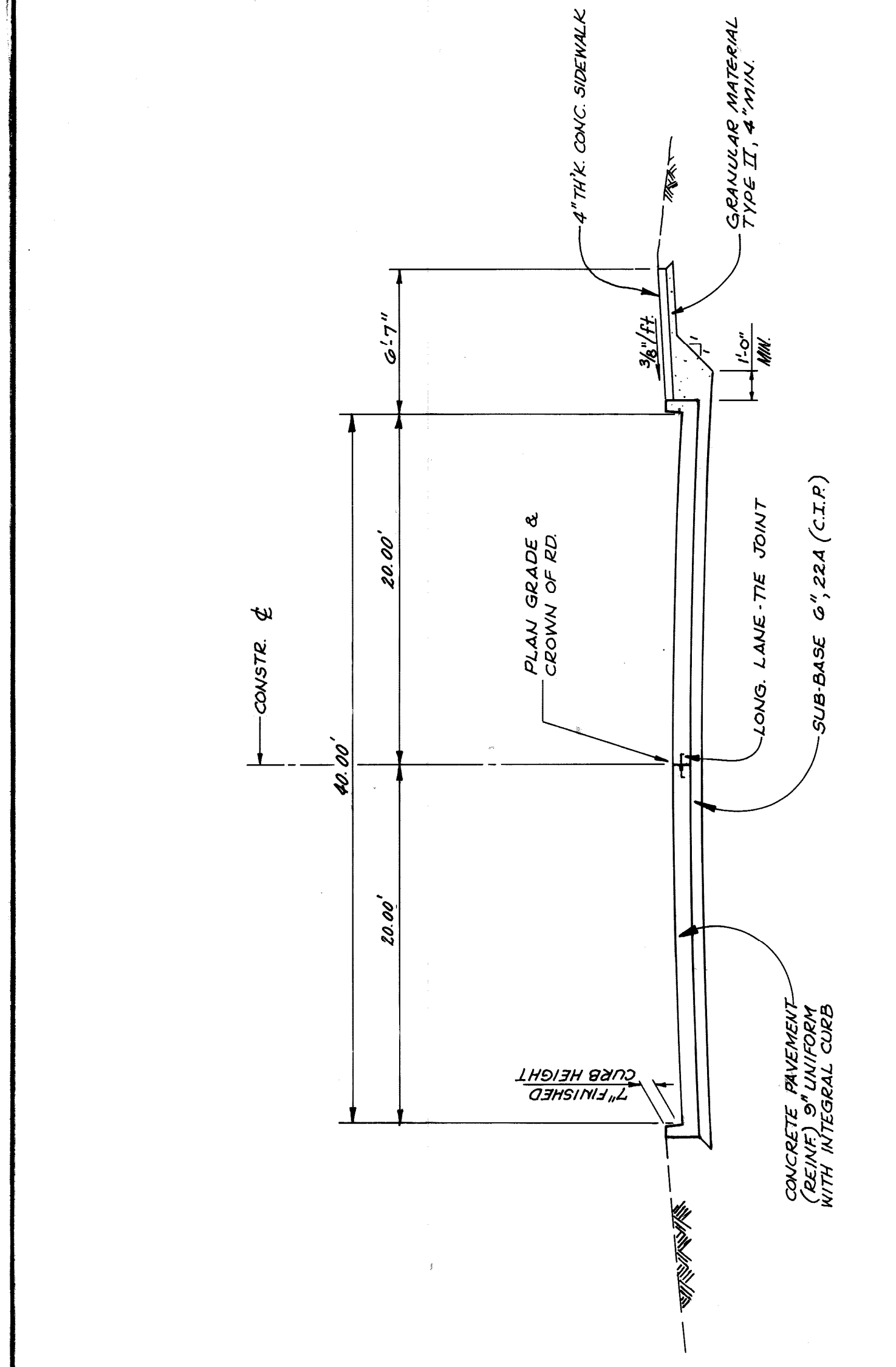
BENCH MARKS.

81. - 264A 4' S.S.C. STRAND AT WEST END PICNIC WAY BRIDGE (EXT) EL. 98.73
81. - 463 19' S.S.C. STRAND AT E. OF INSULRUHE DRIVE (EXT) ELEV. 99.16
- C.B.M. S.W. CORNER OF CONC. BASE FOR LIGHT POLE; STA. 4+50.5 (PICNIC WAY) 10.8' E.E.C. ELEV. 98.60



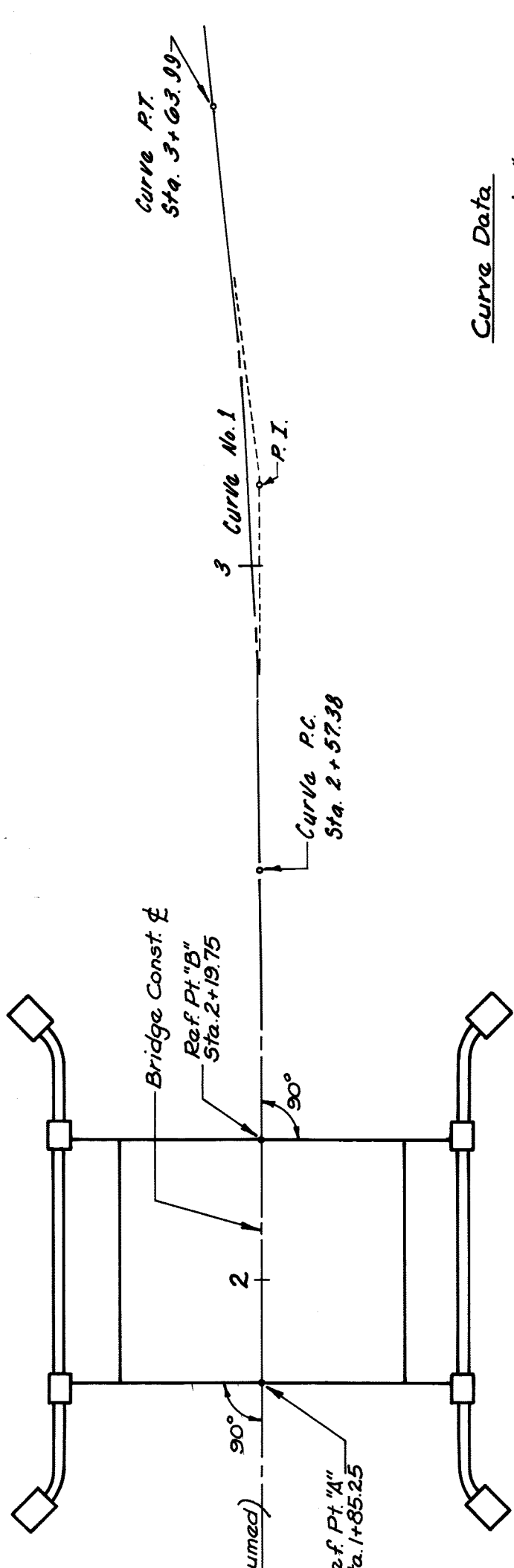
PROFILE

SCALE: HORIZ. 1"=20' VERT. 1"=4'



TYPICAL APPROACH SECTION

STA. 2+19.75 TO STA. 5+28.78 (PICNIC WAY)
(SEE SHEET R-4 FOR PAVEMENT JOINTS)



BRIDGE ALIGNMENT DIAGRAM

Notes:

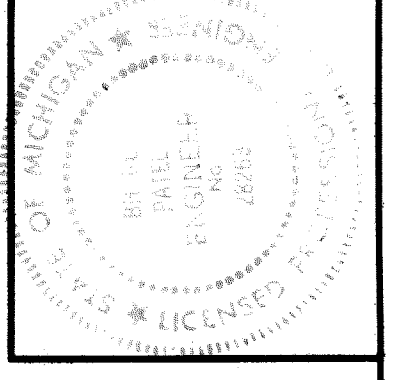
- The Contractor shall locate all active underground utilities prior to starting work and shall conduct his operations in such a manner as to insure that those utilities not requiring relocation will not be disturbed.
- For protection of underground utilities, the Contractor shall dial 1-800-482-7171 a minimum of 48 hrs prior to excavating in the vicinity of utility lines. All "Miss-Dig" participating members will thus be routinely notified. This does not relieve the Contractor of the responsibility of notifying utility owners who may not be a part of the "Miss-Dig" alert system.
- For Detailed pavement grades and joint layout see sheet R-4
- For pavement horizontal control, see sht. R-3
- For existing bridge demolition details, see sheets D1 and D2.
- For pavement profiles, see sht. R-5
- Traffic is to be maintained on existing roads during construction. see sheets R-6 & R-7.
- All elevations shown are based on City of Detroit datum.
- See sheet R-2 for pavement and sidewalk removal.

LEGEND

- - EXISTING MANHOLE
- EXIST. P.L.D. UNDERGROUND
- * - P.L.D. LIGHT POLE
- 1 - STREET OR TRAFFIC SIGN
- + - EXIST. SPOT ELEVATION

10. All work shall be done in accordance with the City of Detroit's Standard Specifications For Paving And Related Construction. Dated June 1984, as amended, and the City of Detroit's "Streets Detail Paving And Drainage Standards."

Sheet Title	GENERAL PLAN OF SITE
Project	CITY OF DETROIT PICNIC WAY BRIDGE RECONSTRUCTION
Design By	MADISON MADISON INTERNATIONAL OF MICHIGAN Engineers, Architects, Planners Detroit, Michigan 48226
Drawn By	J.E./K.C.H.
Checked By	
Date	
Project No.	8605
Sheet No.	R-1



1/1/88	OWNERS REVIEW

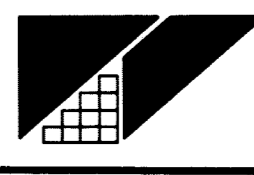
REMOVAL SHEET

Sheet Title

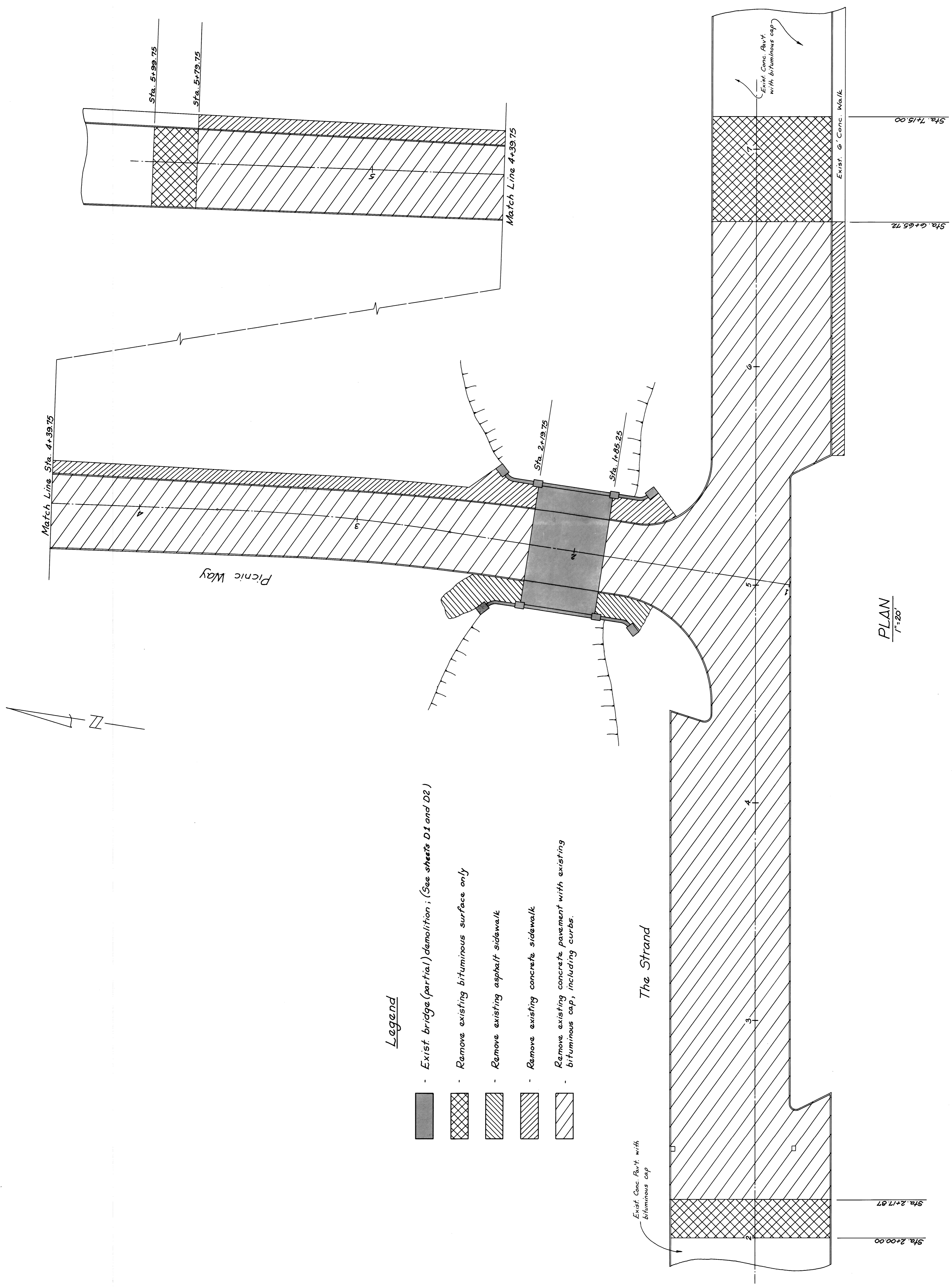
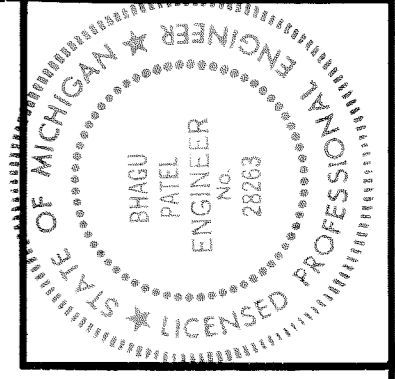
CITY OF DETROIT
PICNIC WAY BRIDGE
RECONSTRUCTION

Project

MADISON MADISON
INTERNATIONAL OF MICHIGAN
Engineers, Architects, Planners
1420 Washington Blvd.
Detroit, Michigan 48226



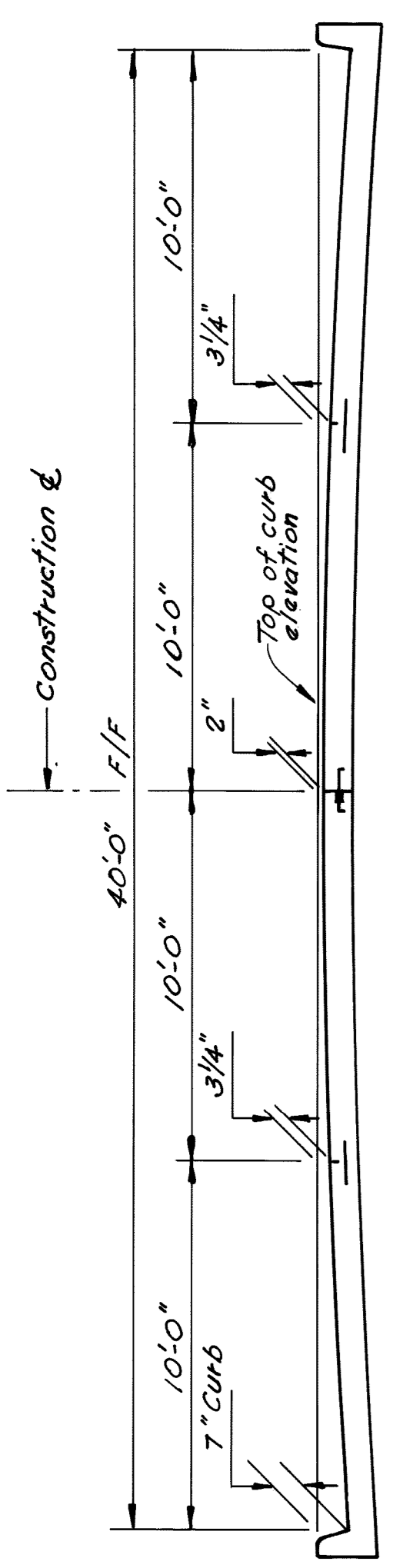
DESIGN BY K.C.H.	DATE
DRAWN BY K.C.H.	PROJECT NO. 8605
CHECKED BY	SHEET NO. R-2



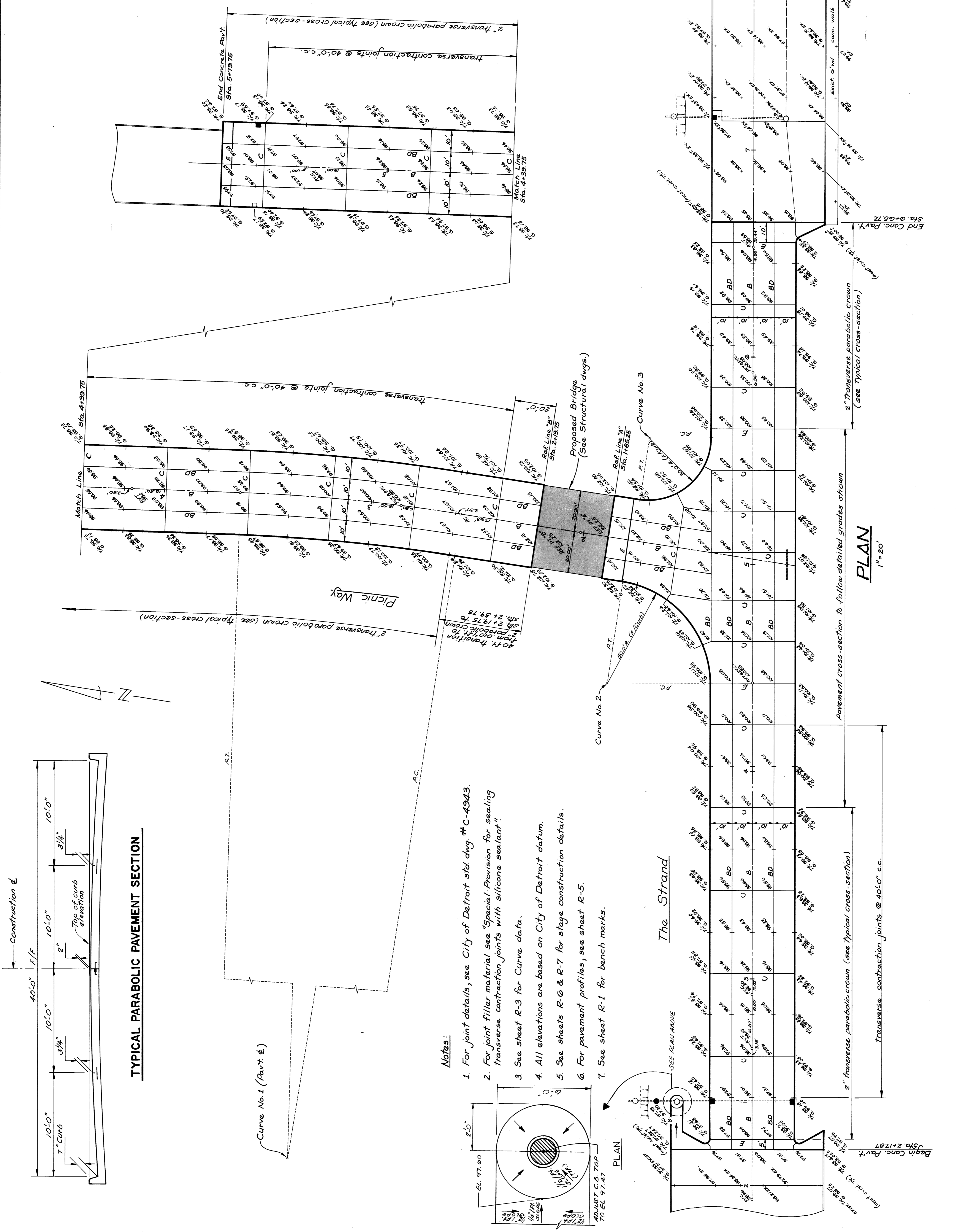
Legend

- Exist. bridge (partial) demolition; (See sheets D1 and D2)
- Remove existing bituminous surface only
- Remove existing asphalt sidewalk
- Remove existing concrete sidewalk
- Remove existing concrete pavement with existing bituminous cap, including curbs.

PLAN
1"=20'

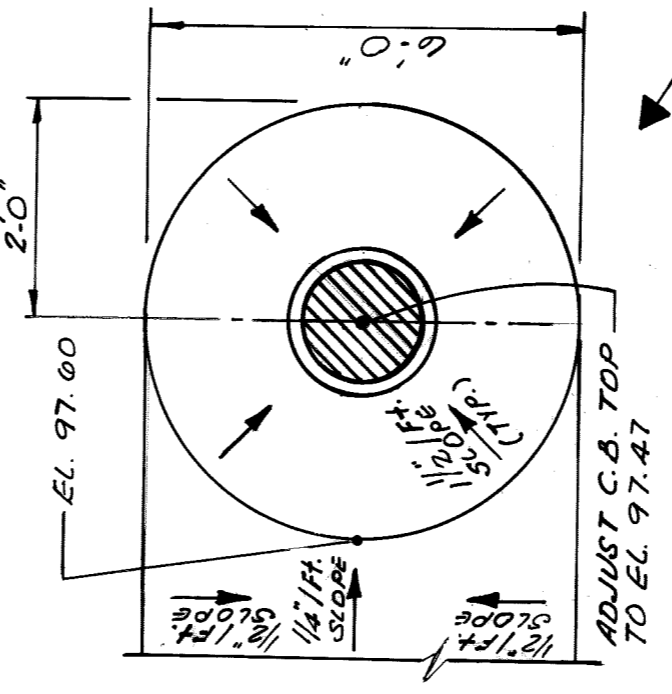


TYPICAL PARABOLIC PAVEMENT SECTION



Notes:

1. For joint details, see City of Detroit std. dwg. # C-4943.
2. For joint filler material, see "Special Provision for sealing transverse contraction joints with silicone sealant".
3. See sheet R-3 for Curve data.
4. All elevations are based on City of Detroit datum.
5. See sheets R-6 & R-7 for stage construction details.
6. For pavement profiles, see sheet R-5.
7. See sheet R-1 for bench marks.



11/18/05 OWNERS REVIEW

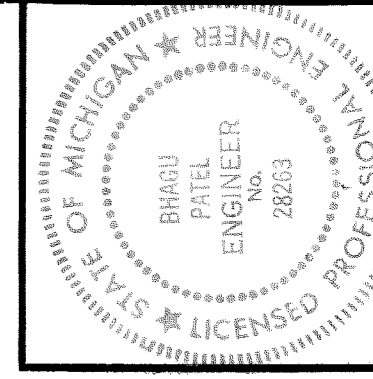
DETAILED PAVEMENT JOINT LAYOUT
 Sheet Title

**CITY OF DETROIT
 PICNIC WAY BRIDGE
 RECONSTRUCTION**

Project
MADISON MADISON
 INTERNATIONAL OF MICHIGAN
 Engineers, Architects, Planners
 1420 Washington Blvd.
 Detroit, Michigan 48226

DESIGN BY
 K.C.H.
 DRAWN BY
 K.C.H.
 CHECKED BY

DATE
 PROJECT NO.
 8605
 SHEET NO.
R-4



PLAN
1" = 20'

Notes:

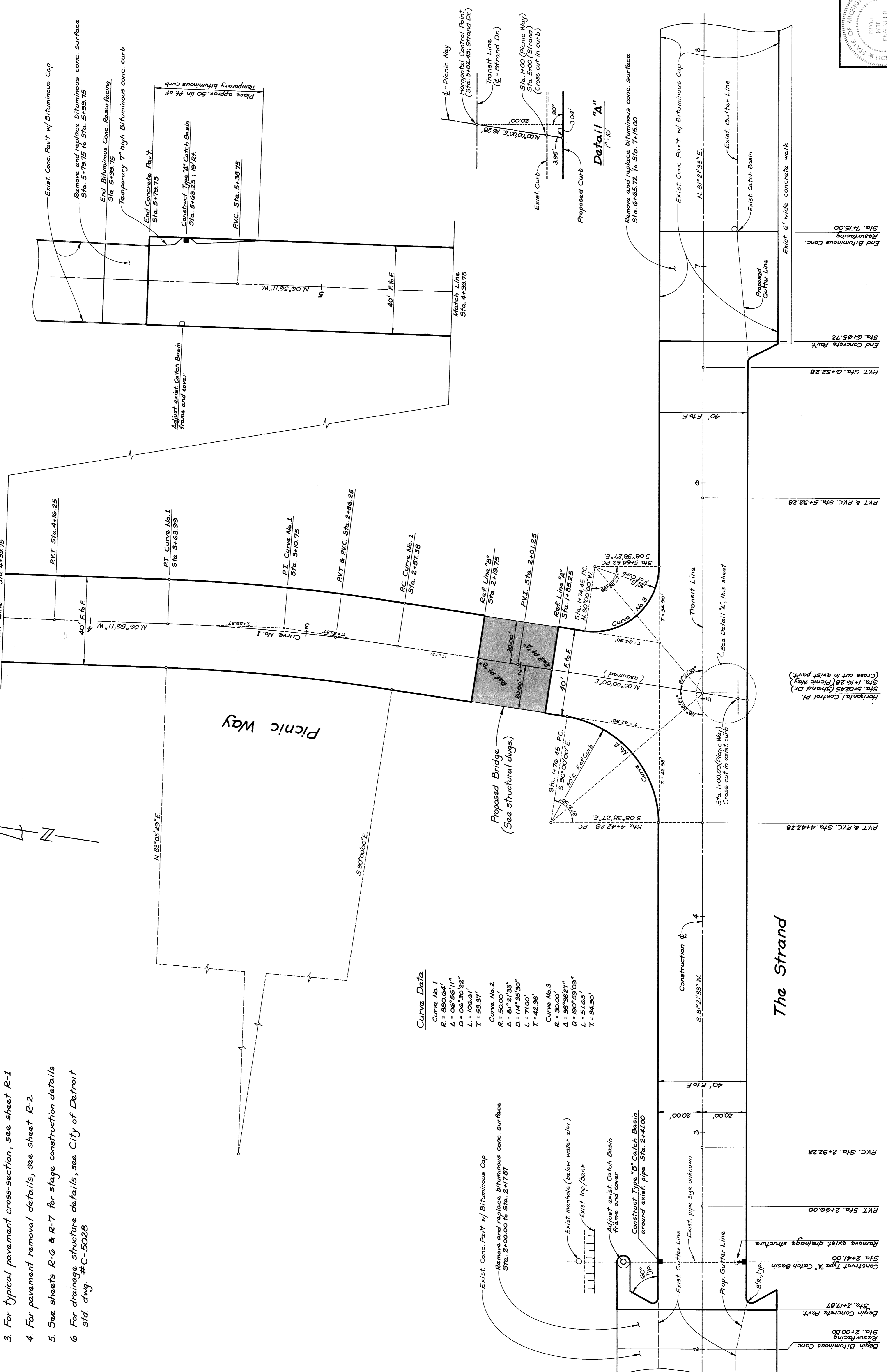
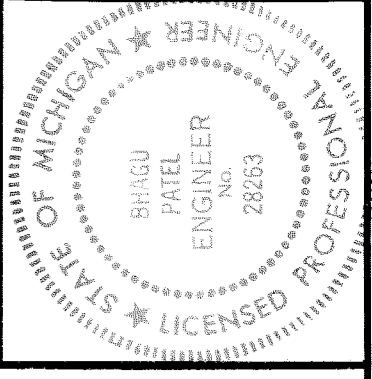
1. For detailed grades and joint layout, see sheet R-4
2. For pavement profiles, see sheet R-5
3. For typical pavement cross-section, see sheet R-1
4. For pavement removal details, see sheet R-2
5. See sheets R-6 & R-7 for stage construction details
6. For drainage structure details, see City of Detroit std. dwg. #C-5028

PROPOSED PAVEMENT RECONSTRUCTION

**CITY OF DETROIT
PICNIC WAY BRIDGE
RECONSTRUCTION**

MADISON MADISON
INTERNATIONAL OF MICHIGAN
Engineers, Architects, Planners
1420 Washington Blvd.
Detroit, Michigan 48226

DESIGN BY K.C.H.	DRAWN BY K.C.H.	CHECKED BY	DATE	PROJECT NO. 8605	SHEET NO. R-3
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Curve Data

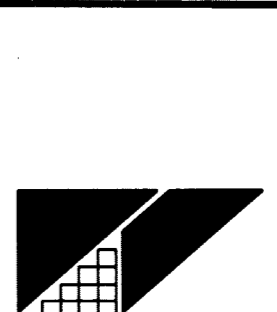
Curve No. 1	Curve No. 2	Curve No. 3
R = 860.64'	R = 500.00'	R = 300.00'
Δ = 06°56'11"	Δ = 81°27'33"	Δ = 96°38'27"
L = 106.61'	L = 114°35'30"	L = 190°59'09"
T = 59.37'	T = 42.96'	T = 51.65'

DATE	PROJECT NO.	SHEET NO.
	8605	R-5

PAVEMENT PROFILES

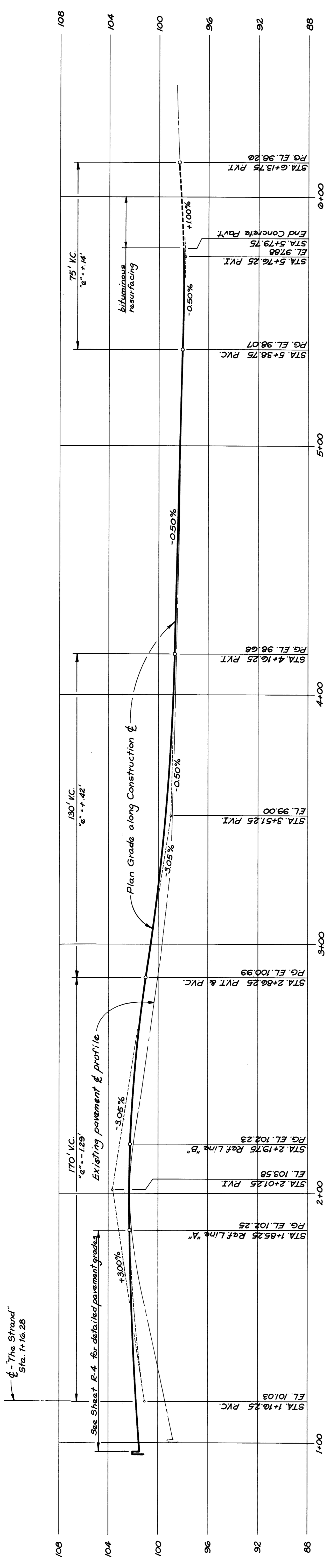
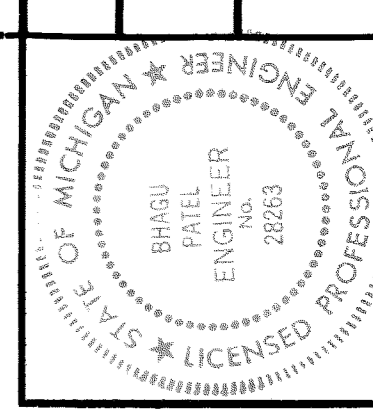
**CITY OF DETROIT
PICNIC WAY BRIDGE
RECONSTRUCTION**

MADISON MADISON
INTERNATIONAL OF MICHIGAN
Engineers, Architects, Planners
1420 Washington Blvd.
Detroit, Michigan 48226



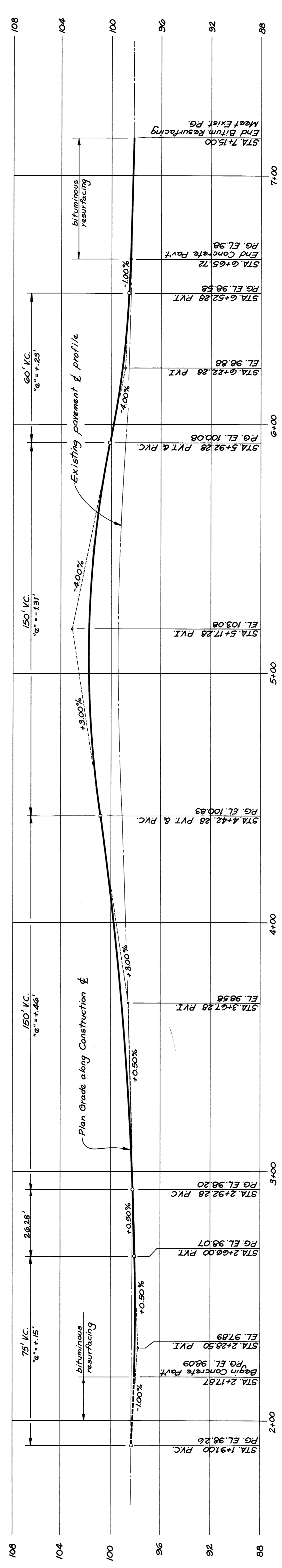
DESIGN BY
K.C.H.
DRAWN BY
K.C.H.
CHECKED BY

DATE
PROJECT NO.
8605
SHEET NO.
R-5



Picnic Way Profile

Scale: Horiz: 1"=20', Vert: 1"=4'



"The Strand" Profile

Scale: Horiz: 1"=20', Vert: 1"=4'

- Notes:**
1. See sheet R-1 for bench marks
 2. All elevations are based on City of Detroit datum
 3. See sheet R-4 for detailed pavement grades

11/1/10	OWNERS REVIEW

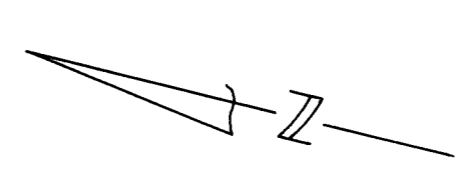
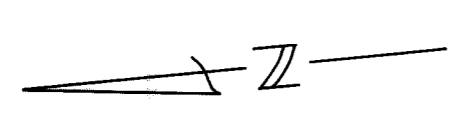
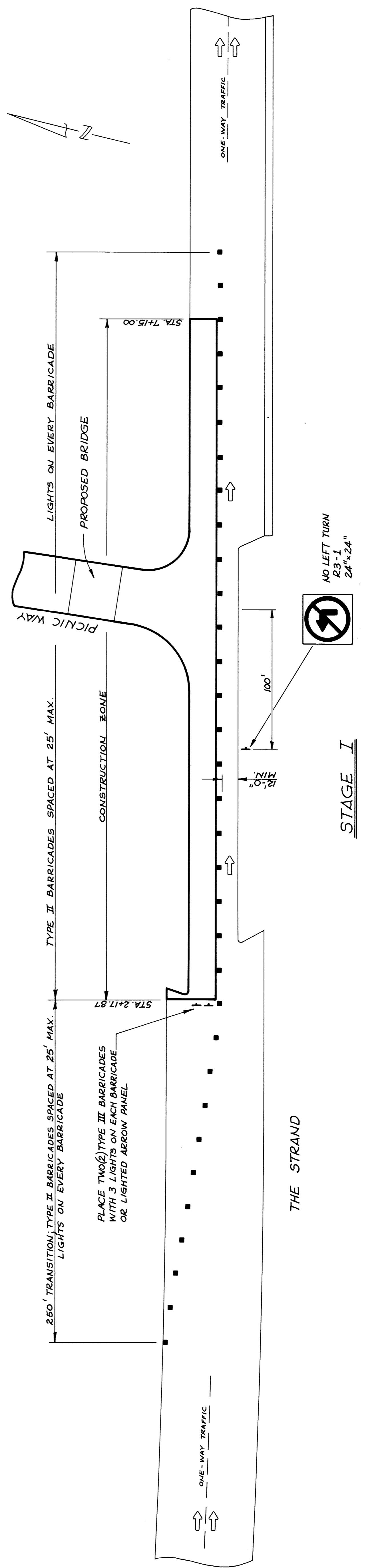
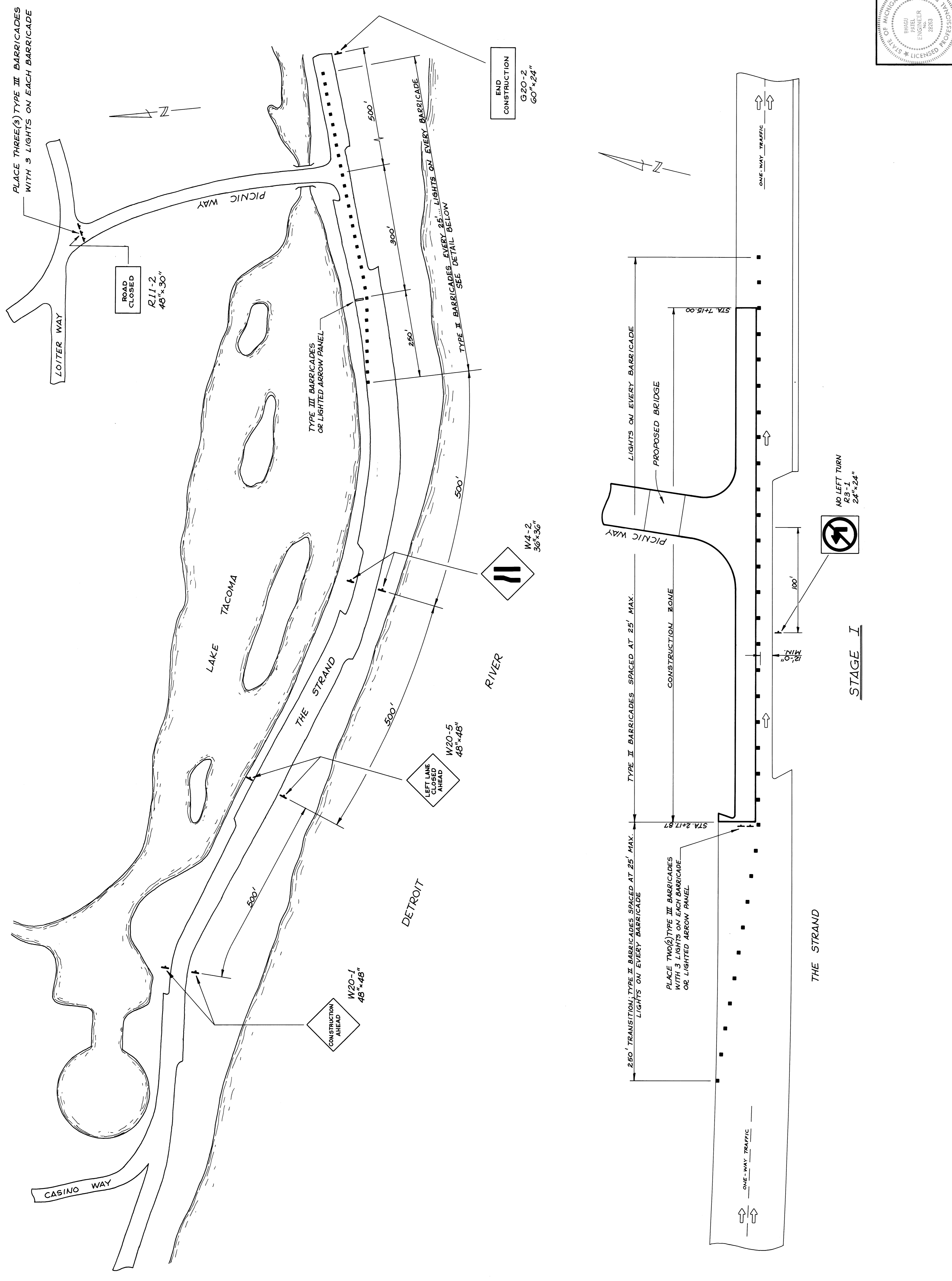
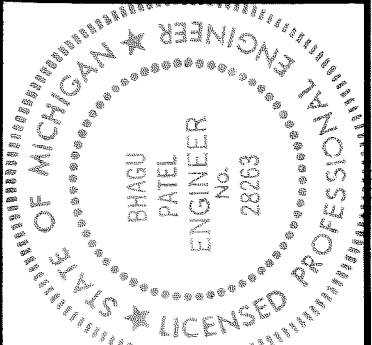
TRAFFIC MAINTENANCE
STAGE I

CITY OF DETROIT
PICNIC WAY BRIDGE
RECONSTRUCTION

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Detroit, Michigan 48226

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DRAWN BY
K.C.H.
CHECKED BY

PROJECT NO.
8005
SHEET NO.
R-6



ROAD CLOSED
R11-2
48"x30"

END
CONSTRUCTION
G20-2
60"x24"

W20-5
48"x48"
LEFT LANE
CLOSED
AHEAD

W20-1
48"x48"
CONSTRUCTION
AHEAD

W4-2
36"x36"
NO LEFT
TURN

P3-1
24"x24"
NO LEFT
TURN

STAGE I

Sheet Title

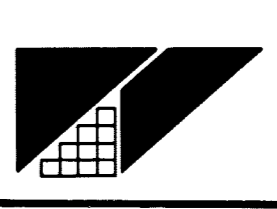
11/1/10	OWNER REVIEW

Sheet Title
TRAFFIC MAINTENANCE STAGE II

CITY OF DETROIT
PICNIC WAY BRIDGE RECONSTRUCTION

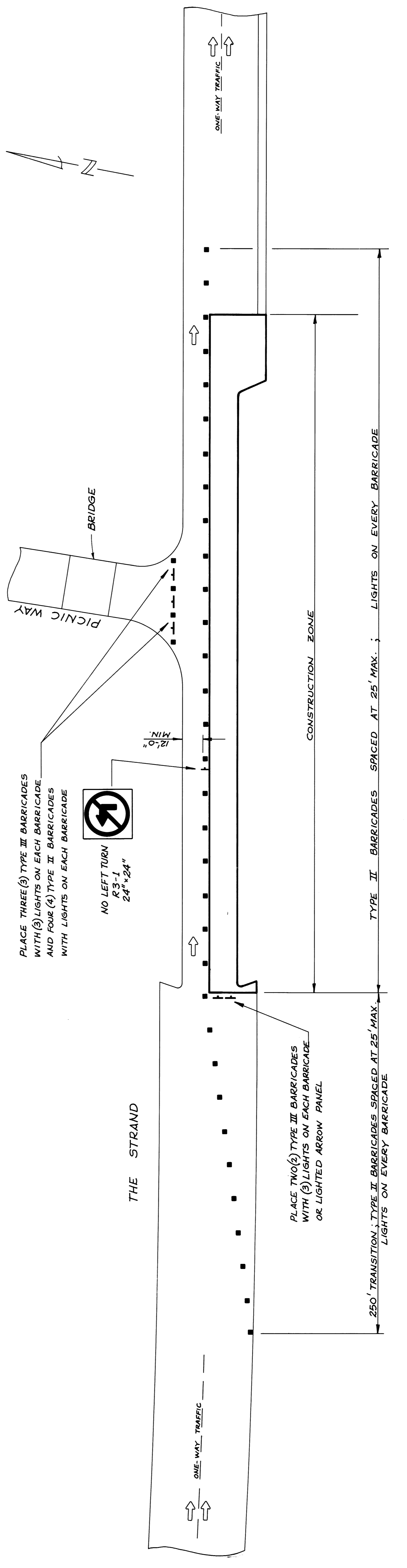
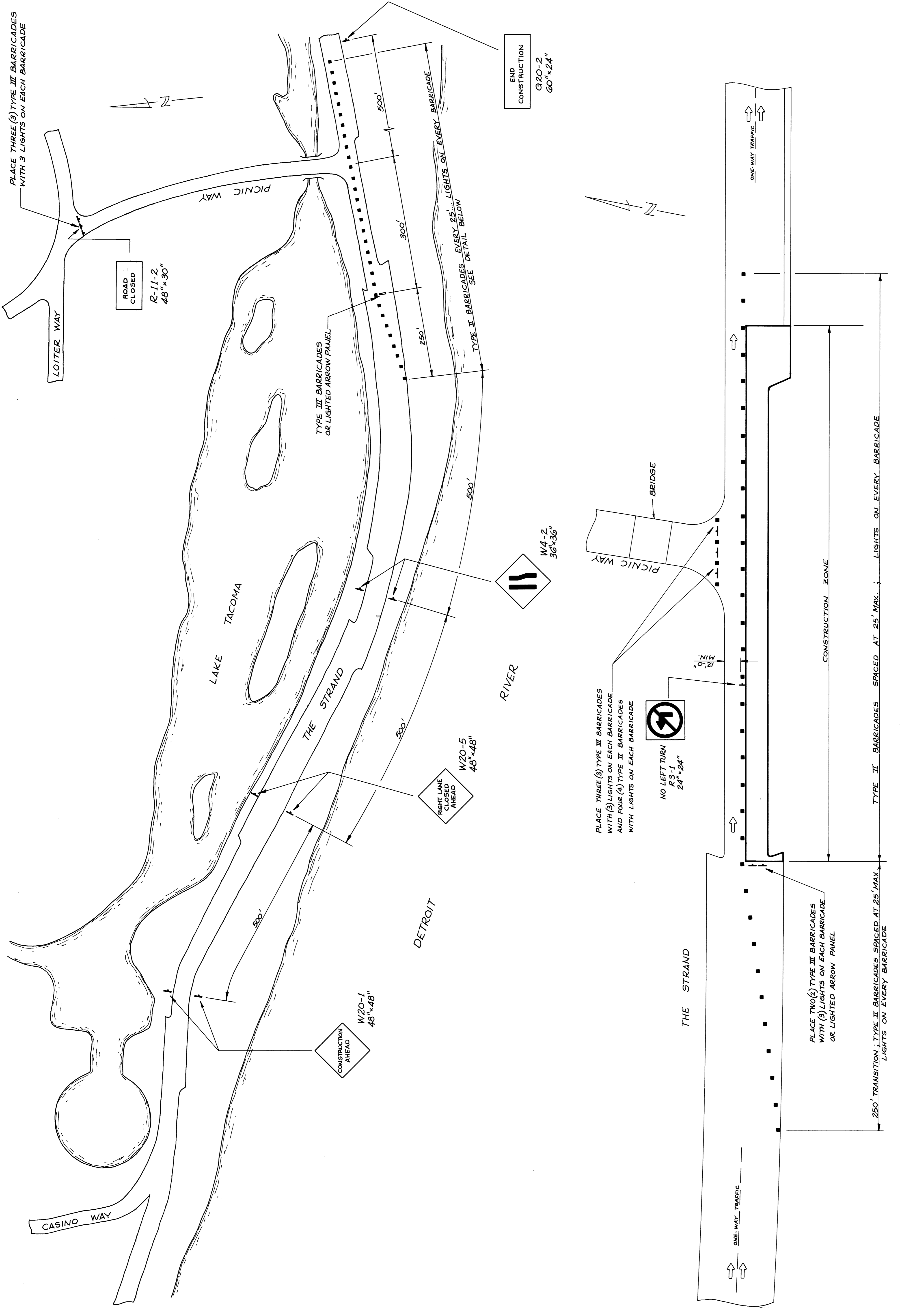
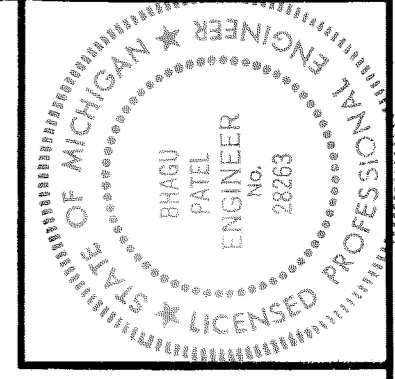
Project

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 1420 Washington Blvd.
 Detroit, Michigan 48226

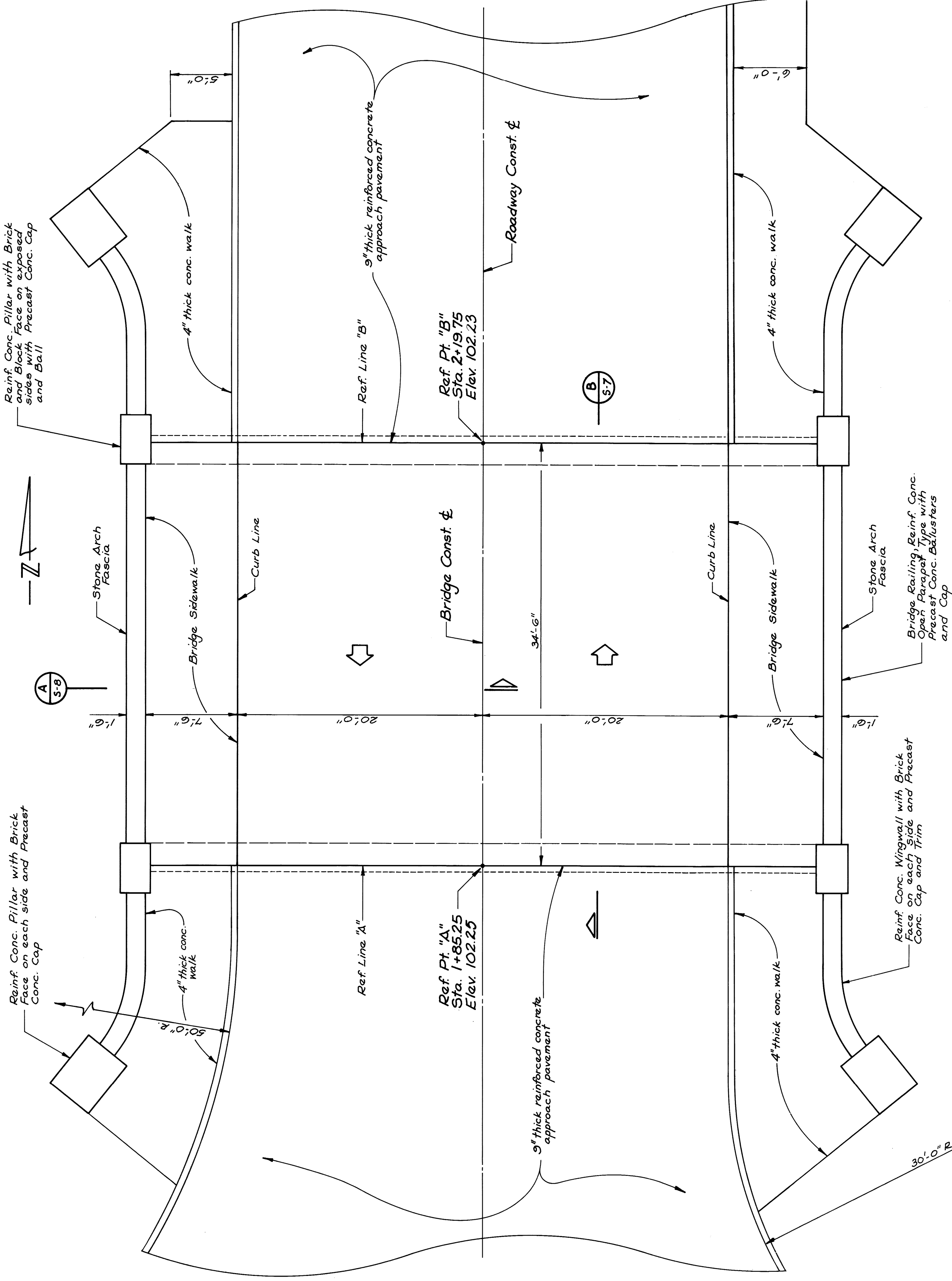


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 K.C.H.
 DRAWN BY
 K.C.H.
 CHECKED BY

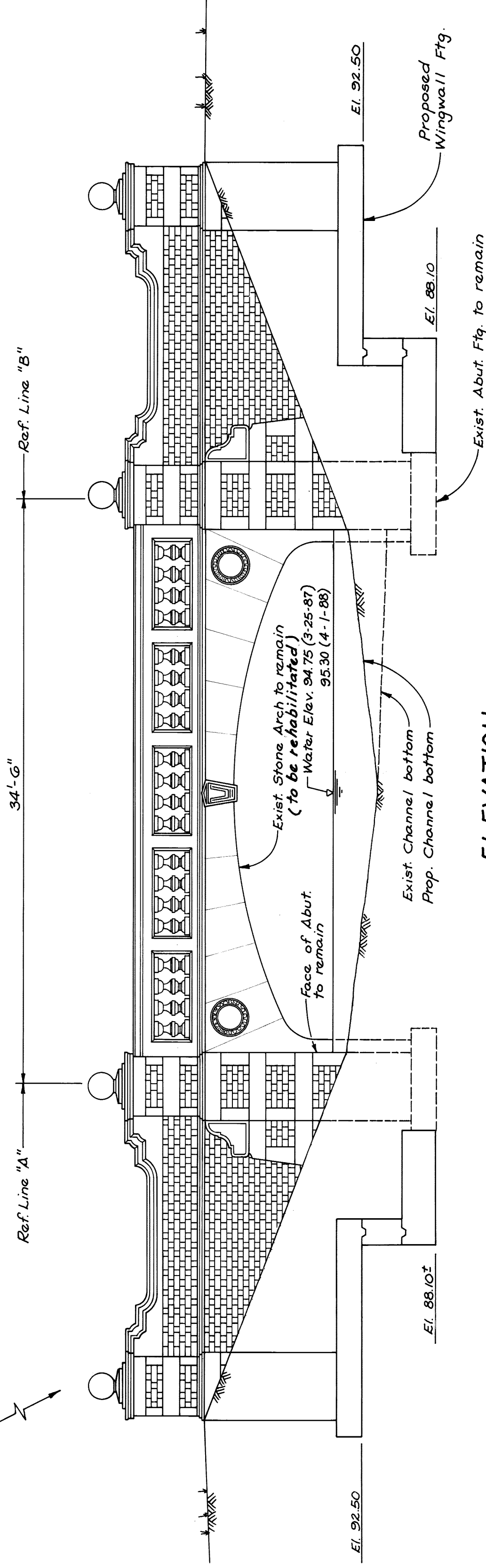
DATE
 PROJECT NO.
 8605
 SHEET NO.
 R-7



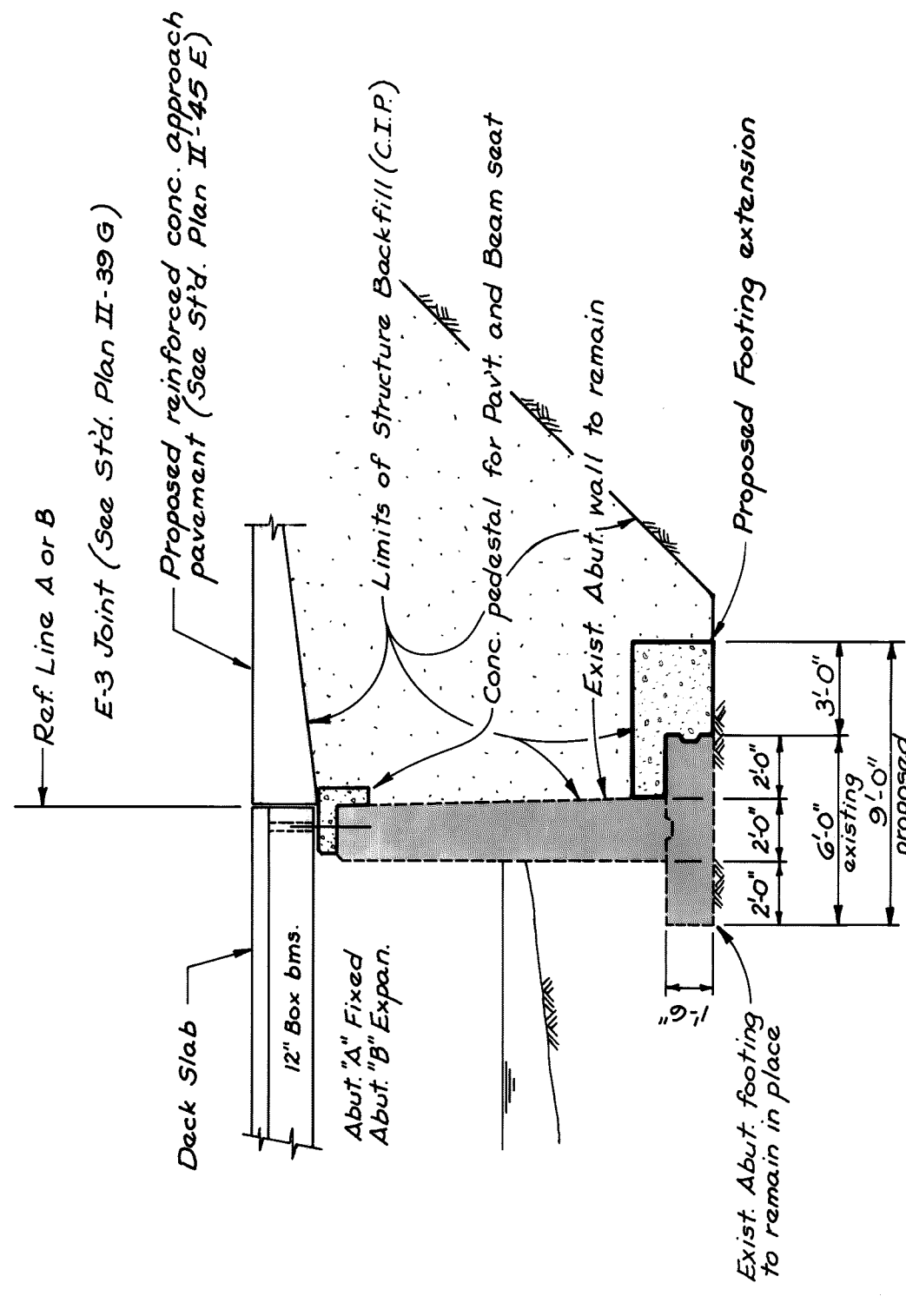
STAGE II



PLAN
Scale: 3/16" = 1'-0"

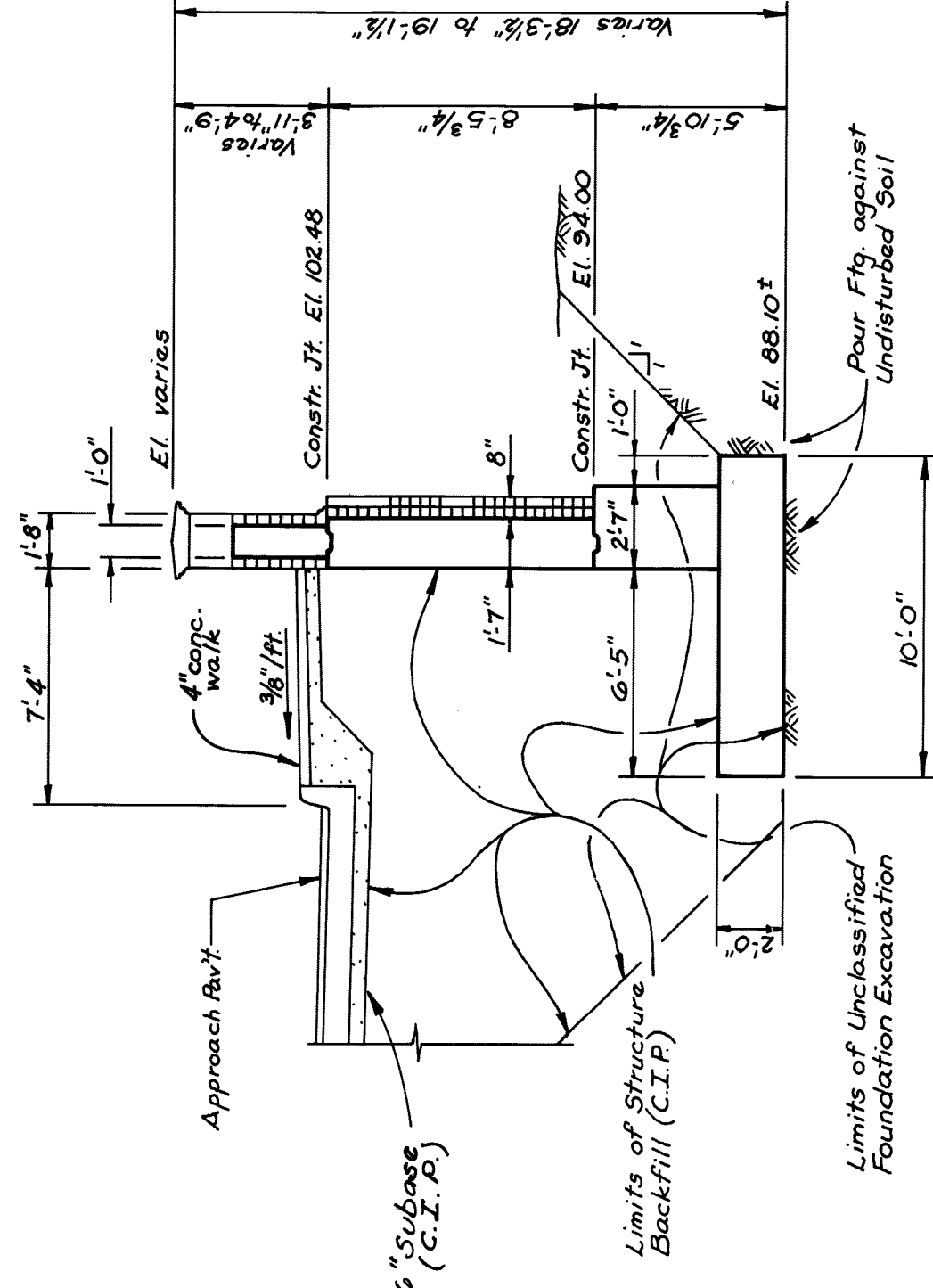


ELEVATION
Scale: 3/16" = 1'-0"



TYPICAL ABUTMENT SECTION

Abut. "B" shown... Abut. "A" reverse
Scale: 3/16" = 1'-0"



TYPICAL WINGWALL SECTION

Scale: 3/16" = 1'-0"

General Notes:

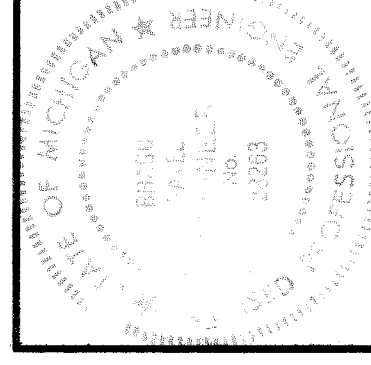
1. The design of this structure is based on current AASHTO Standard Specifications for Highway Bridges, HS-20 Loading.
2. Except where otherwise indicated on these structure sheets or in the proposal and supplemental specifications contained herein, all materials and workmanship for the bridge shall be in accordance with the Michigan Department of Transportation Standard Specifications for construction (1984 Edition). Roadways, curbs, sidewalks and site restoration shall conform to City of Detroit standards.
3. Live Load plus impact deflection does not exceed 1/1000 of the Span length.
4. The Load Factor Method of design was used for this structure.
5. The superstructure is designed to allow for a future wearing surface dead load of 25 p.s.f. on the roadway surface.
6. The design of the structural members is based on material of the following grades and stresses:
Concrete: Grade 45D $f'_c = 4000$ p.s.i.
Steel Reinforcement: $f_y = 60,000$ p.s.i.

GENERAL PLAN
OF STRUCTURE

CITY OF DETROIT
PICNIC WAY BRIDGE
RECONSTRUCTION

INTERNATIONAL OF MICHIGAN
MADISON MADISON
Engineers, Architects, Planners
615 Griswold Street
Detroit, Michigan 48226

DESIGN BY
K.C.H./S.O.
DRAWN BY
K.C.H.
CHECKED BY
K.C.H./S.O.
DATE
PROJECT NO.
84005
SHEET NO.
S-1

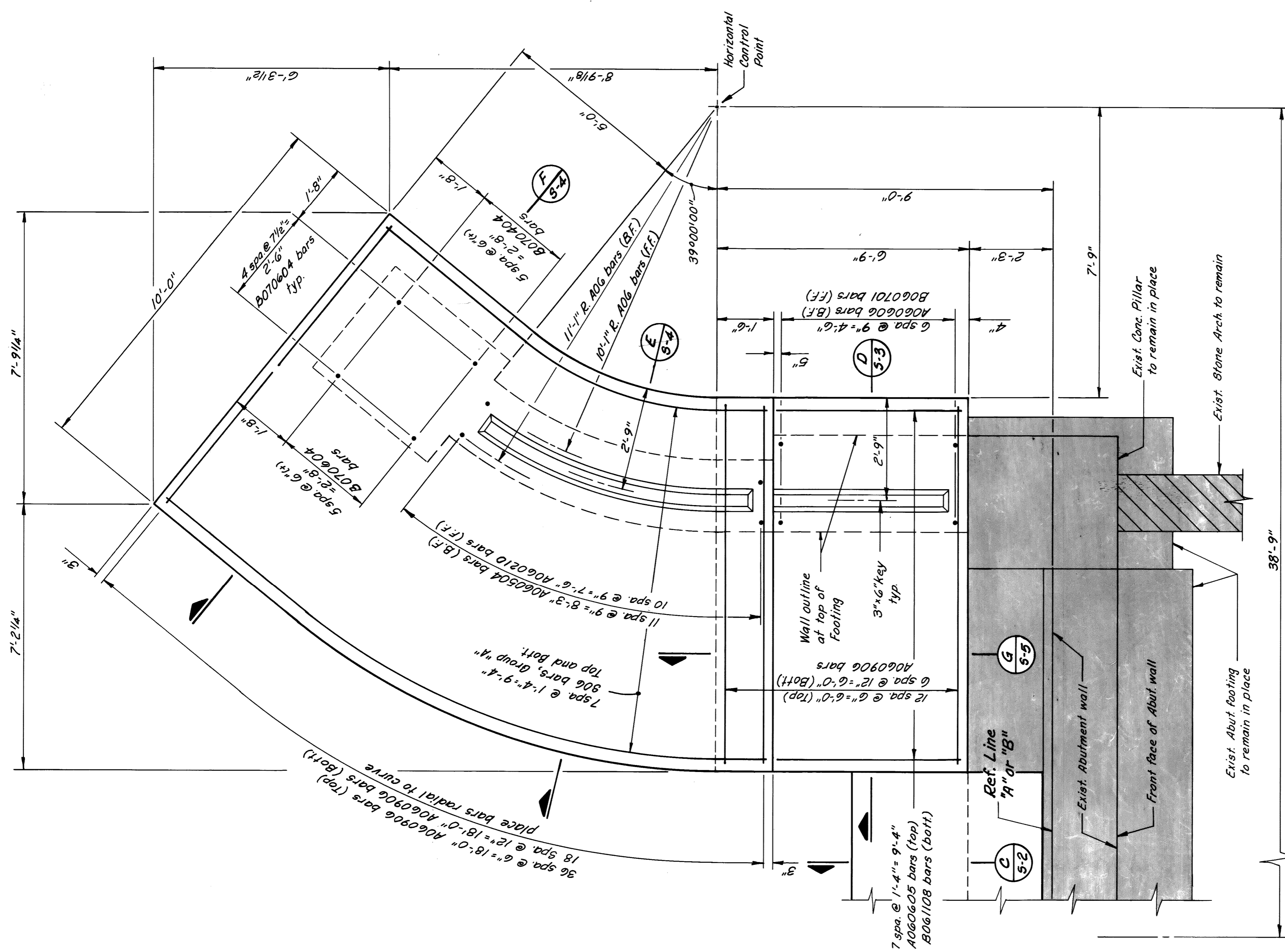
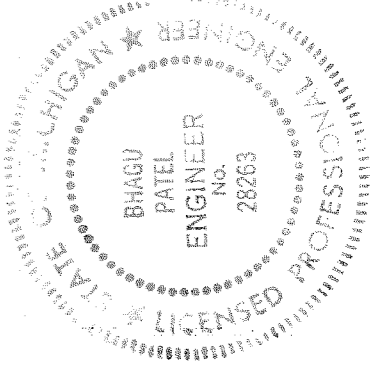


WINGWALL FOOTING DETAILS

CITY OF DETROIT
PICNIC WAY BRIDGE
RECONSTRUCTION

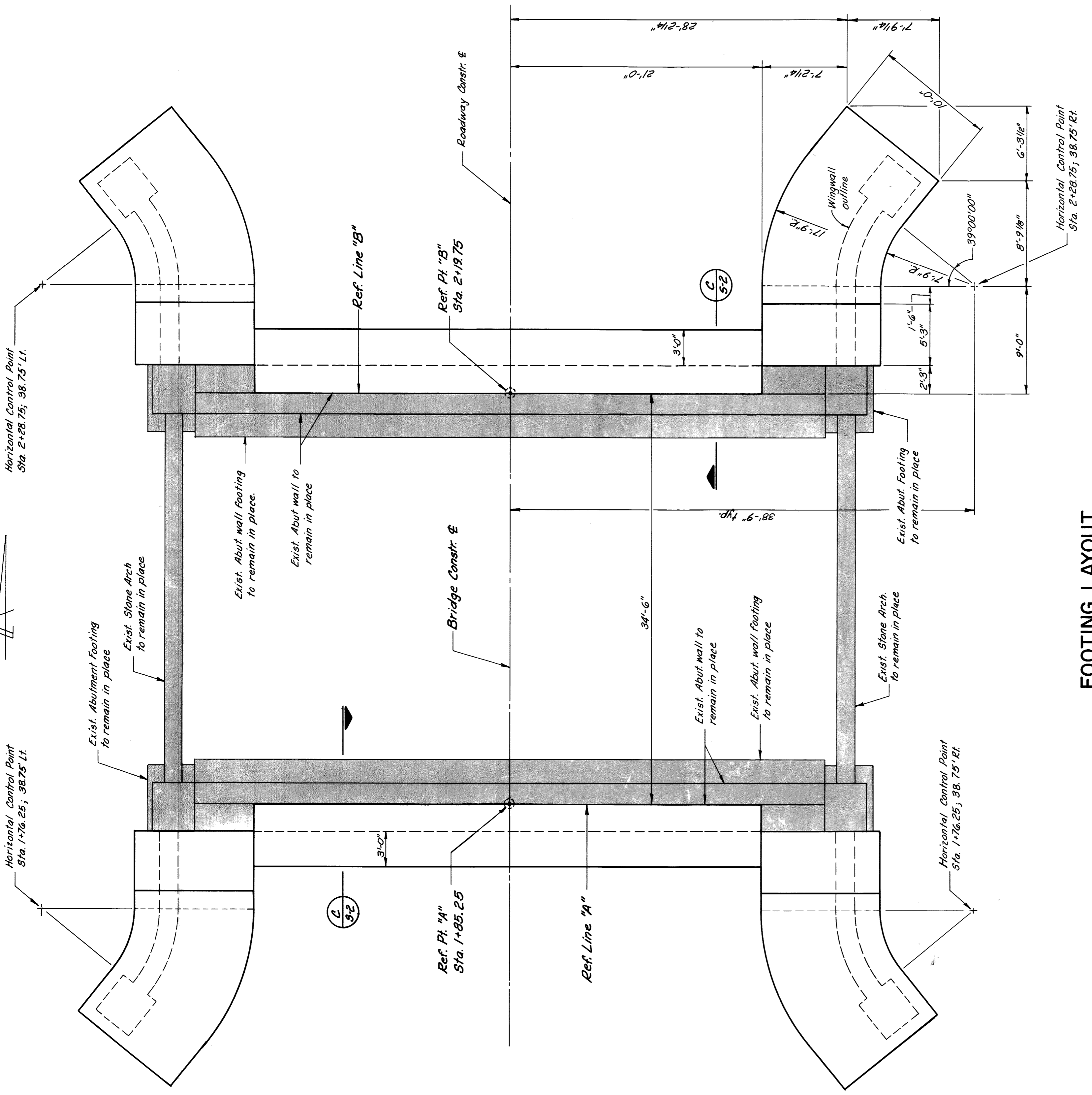
MADISON MADISON
INTERNATIONAL OF MICHIGAN
Engineers, Architects, Planners
1420 Washington Blvd.
Detroit, Michigan 48226

DESIGN BY	K.C.H. / S.O.
DRAWN BY	K.C.H. / L.S.
CHECKED BY	S.O.
DATE	
PROJECT NO.	86605
SHEET NO.	5-2



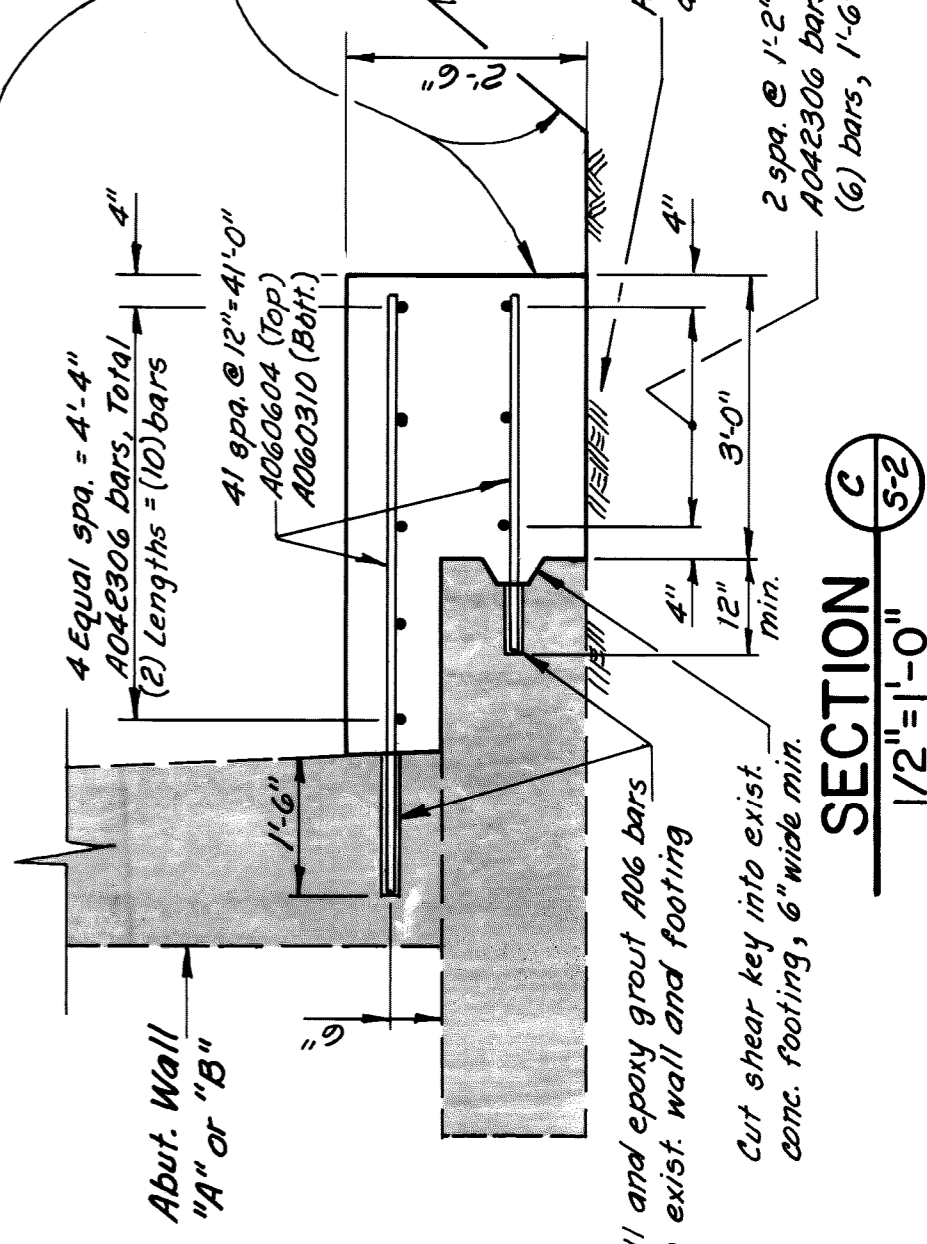
TYPICAL FOOTING PLAN
1/2" = 1'-0"

- S Bars, Group "A"
- 306/1004
 - 306/1003
 - 306/1202
 - 306/1301
 - 306/1400
 - 306/1411
 - 306/1510
 - 306/1608
- (2) EA. 2E&D.



FOOTING LAYOUT
3/16" = 1'-0"

- Notes:
- The footings for all four wingwalls are exactly identical.
 - Footings are designed for 2,480 p.s.f. dead load and 2,960 p.s.f. dead load and live load.
 - Footings are to be placed against undisturbed soil.
 - The elevation given for the bottom of the existing abutment footings is approximate based on available record information. Any deviation from the elevation shown on the plans shall be brought to the Project Engineer's attention prior to final excavation for the proposed wingwall footings.
 - (FF) denotes front face (exposed face).
(BF) denotes back face.



SECTION 5-2
1/2" = 1'-0"

Note: The back surface of the existing footing and wall shall be clean and dry prior to application of epoxy bond coat between exist. surface and new conc. pour.

Footing shall be poured against undisturbed soil.

2 spa @ 1'-2", 2'-4" 406/2306 bars, Total (2) lengths = (6) bars, 1'-6" min. lg.

Drill and epoxy grout #6 bars into exist. wall and footing.

Cut shear key into exist. conc. footing, 6" wide min.

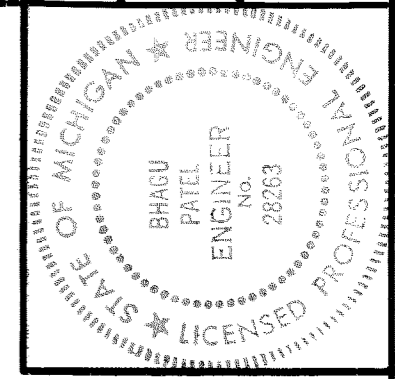
1/14/88 OWNERS REVIEW

WINGWALL DETAILS

**CITY OF DETROIT
PICNIC WAY BRIDGE
RECONSTRUCTION**

MADISON MADISON
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Engineers, Architects, Planners
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Detroit, Michigan 48226

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DRAWN BY
K.C.H./L.S./R.M.
CHECKED BY
S.O.
DATE
PROJECT NO.
8605
SHEET NO.
S-3

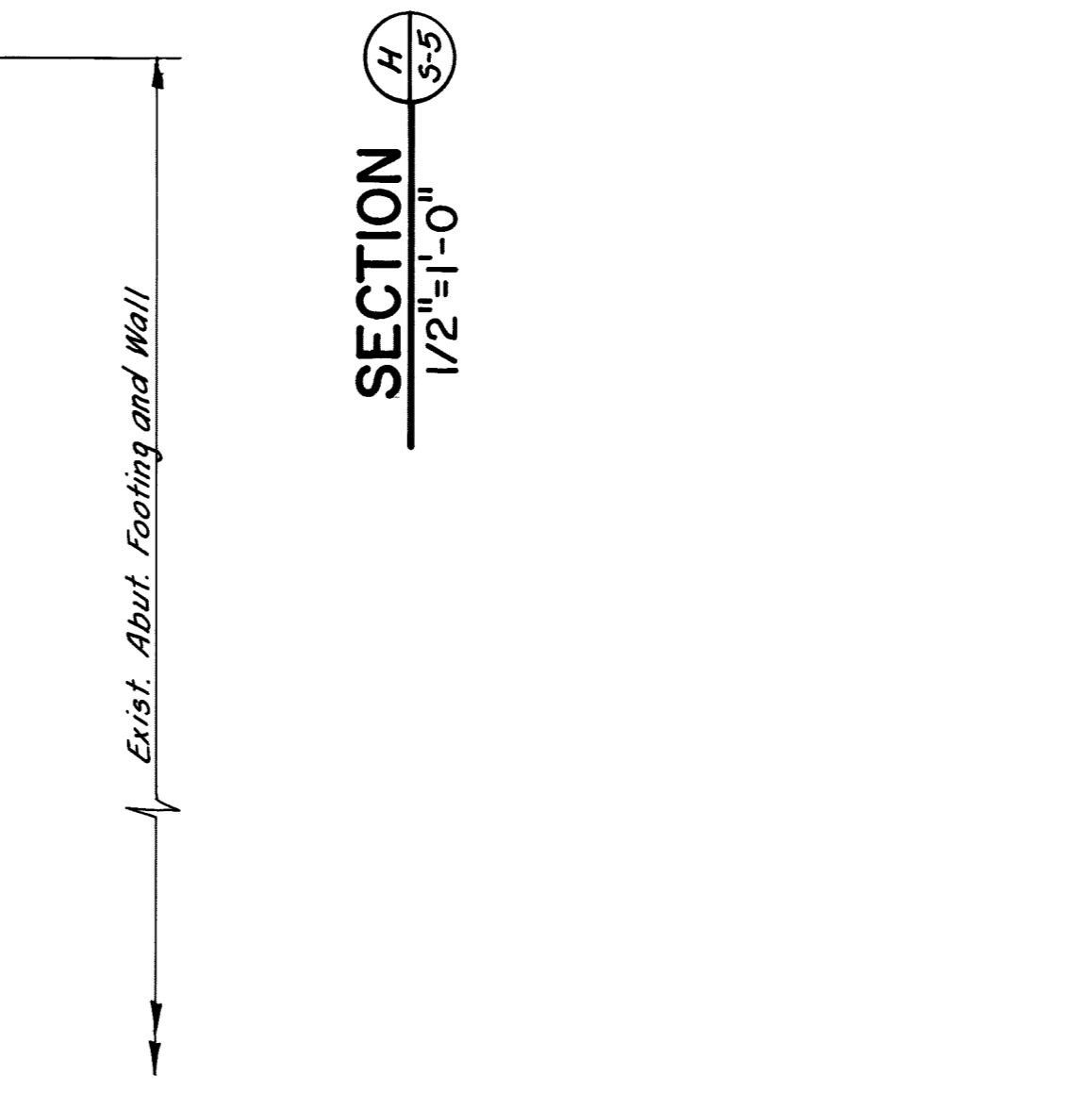
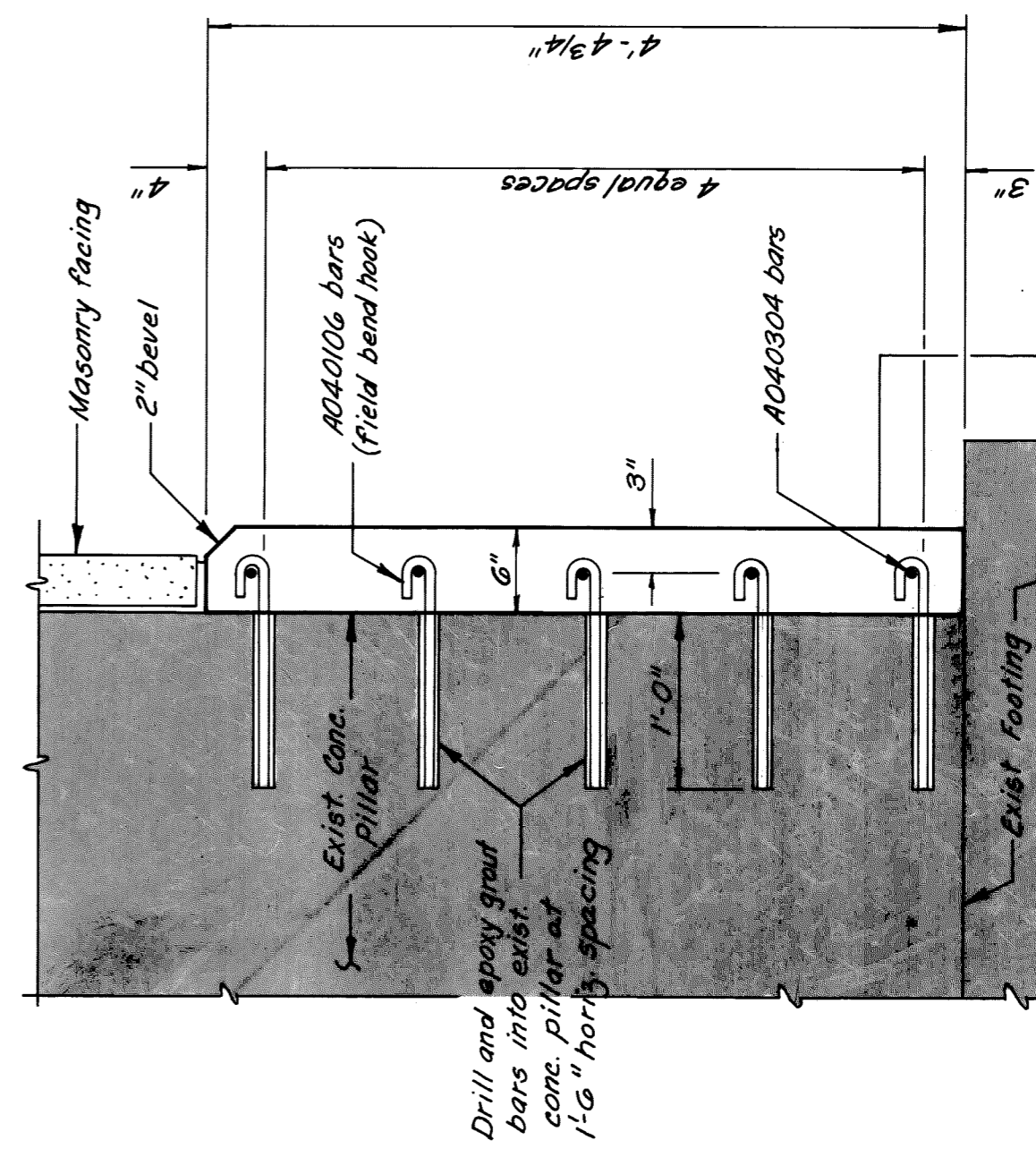
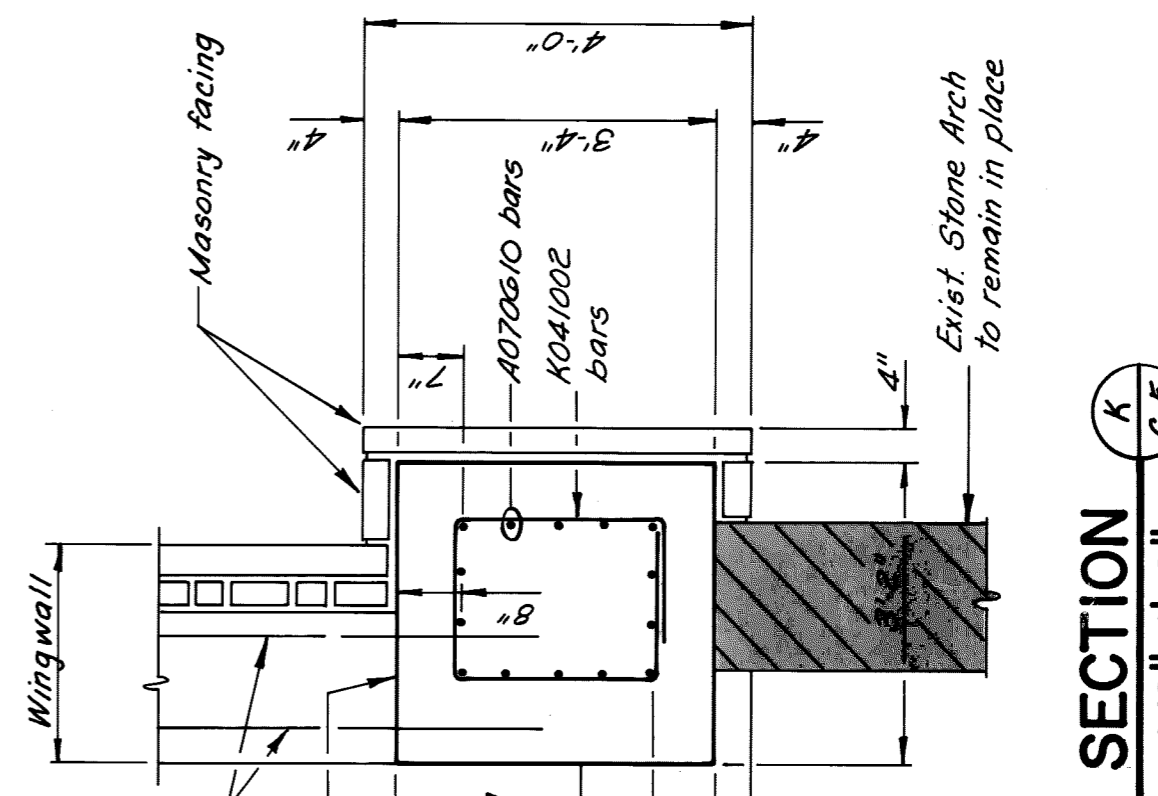
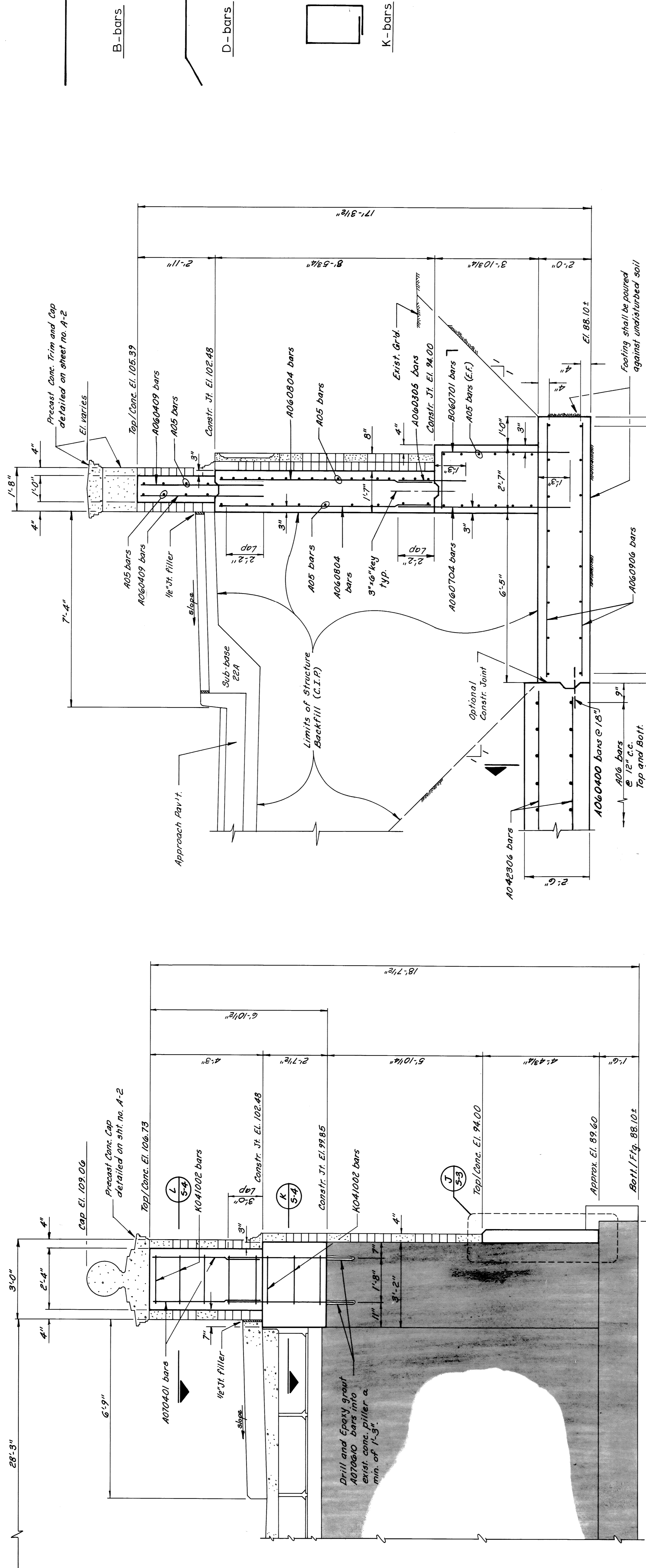


A-bars

B-bars

D-bars

K-bars



DETAIL J
1"=1'-0" S-3

SECTION H
1/2"=1'-0" S-5

SECTION K
1/2"=1'-0" S-5

SECTION D
1/2"=1'-0" S-5

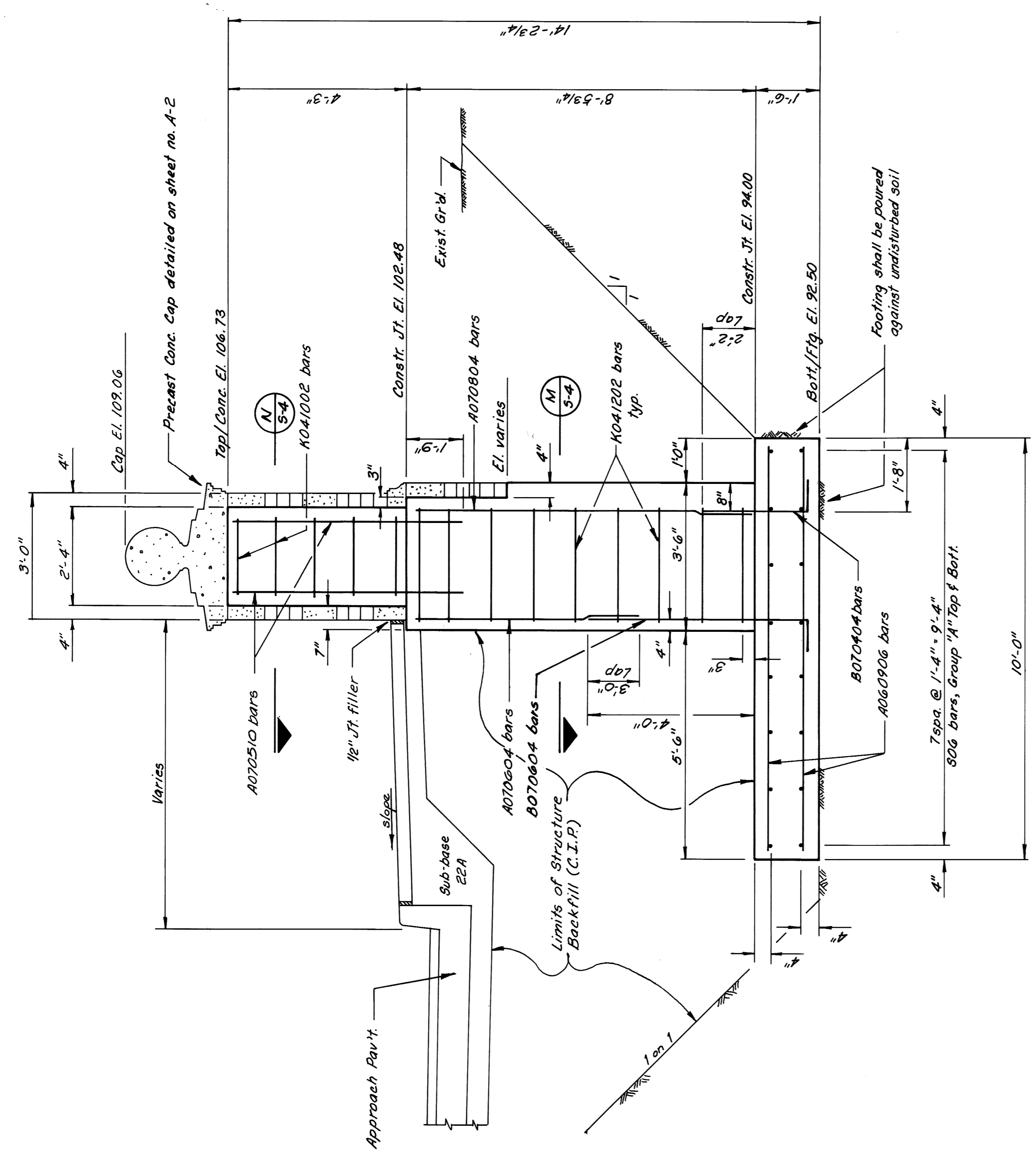
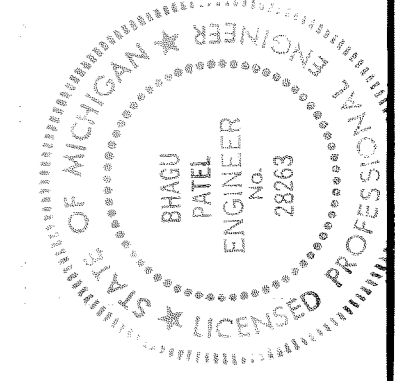
11/18/05 OWNERS REVIEW					

WINGWALL DETAILS

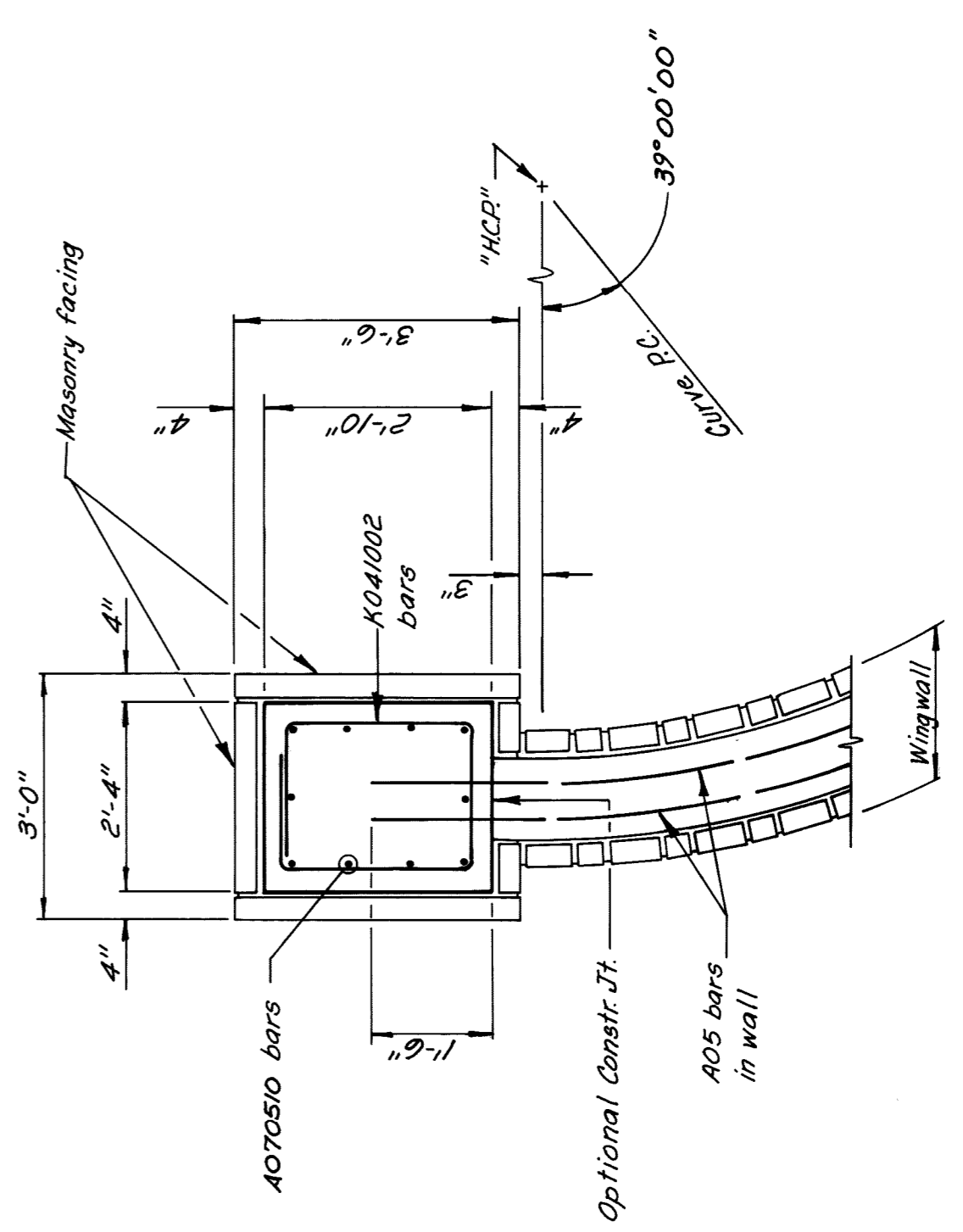
CITY OF DETROIT
PICNIC WAY BRIDGE
RECONSTRUCTION

MADISON MADISON
INTERNATIONAL OF MICHIGAN
Engineers, Architects, Planners
1420 Washington Blvd.
Detroit, Michigan 48226

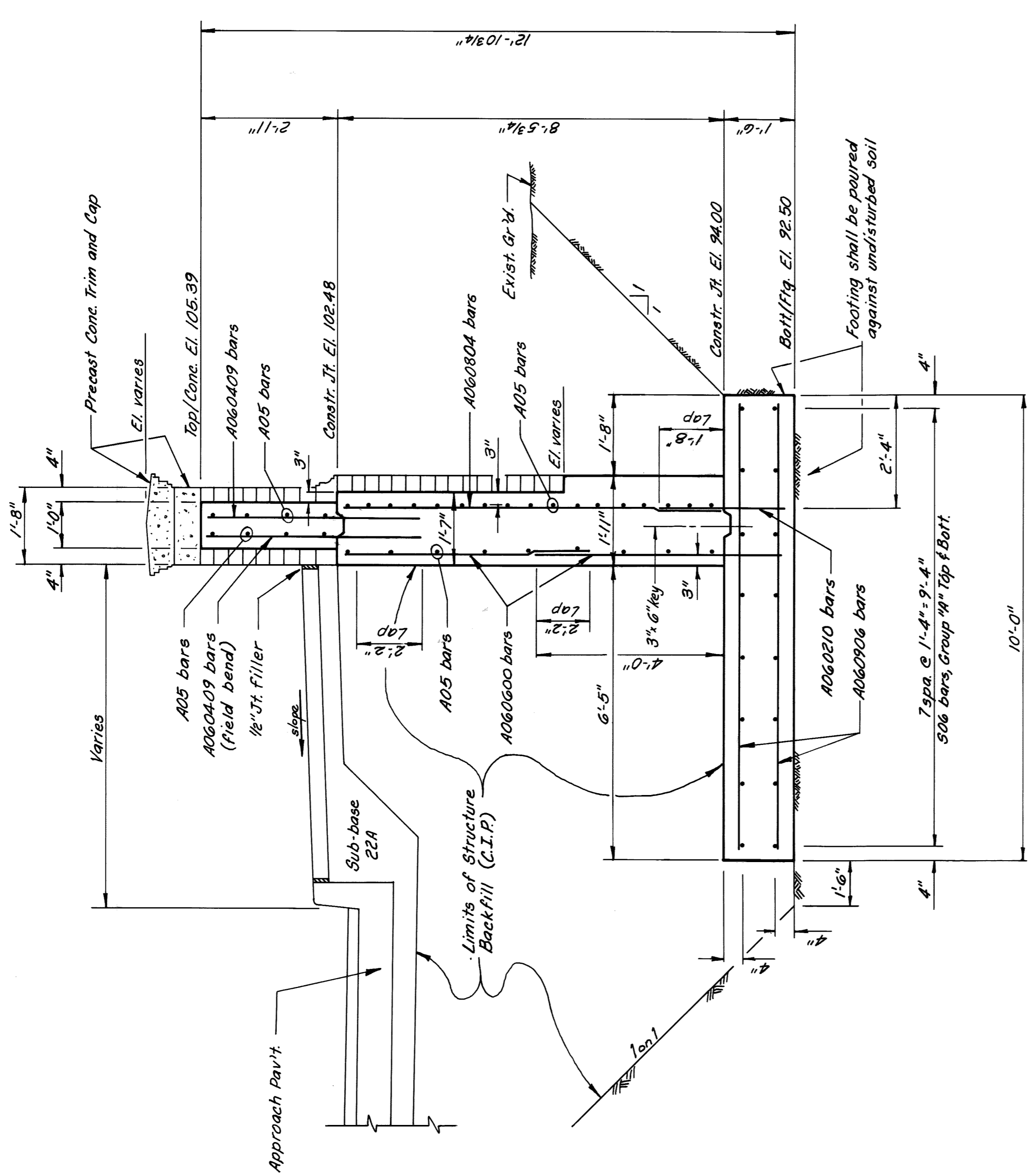
DESIGN BY K.C.H. / S.O.	DATE
DRAWN BY K.C.H. / L.S. / B.M.	PROJECT NO. 96605
CHECKED BY S.O.	SHEET NO. 5-4



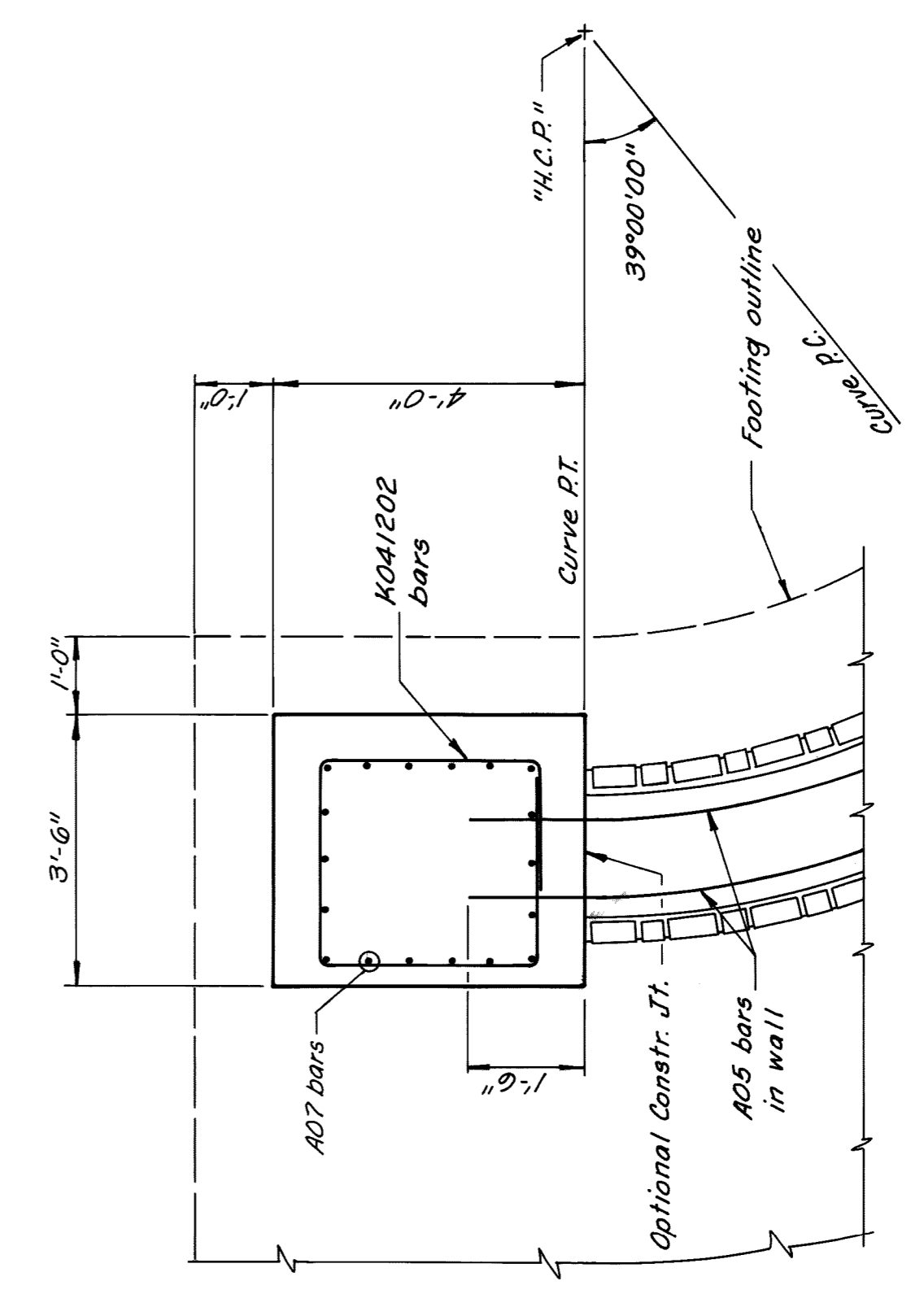
SECTION F
1/2"=1'-0" 5-5



SECTION N
1/2"=1'-0" 5-4



SECTION E
1/2"=1'-0" 5-5



SECTION M
1/2"=1'-0" 5-4

WINGWALL DETAILS

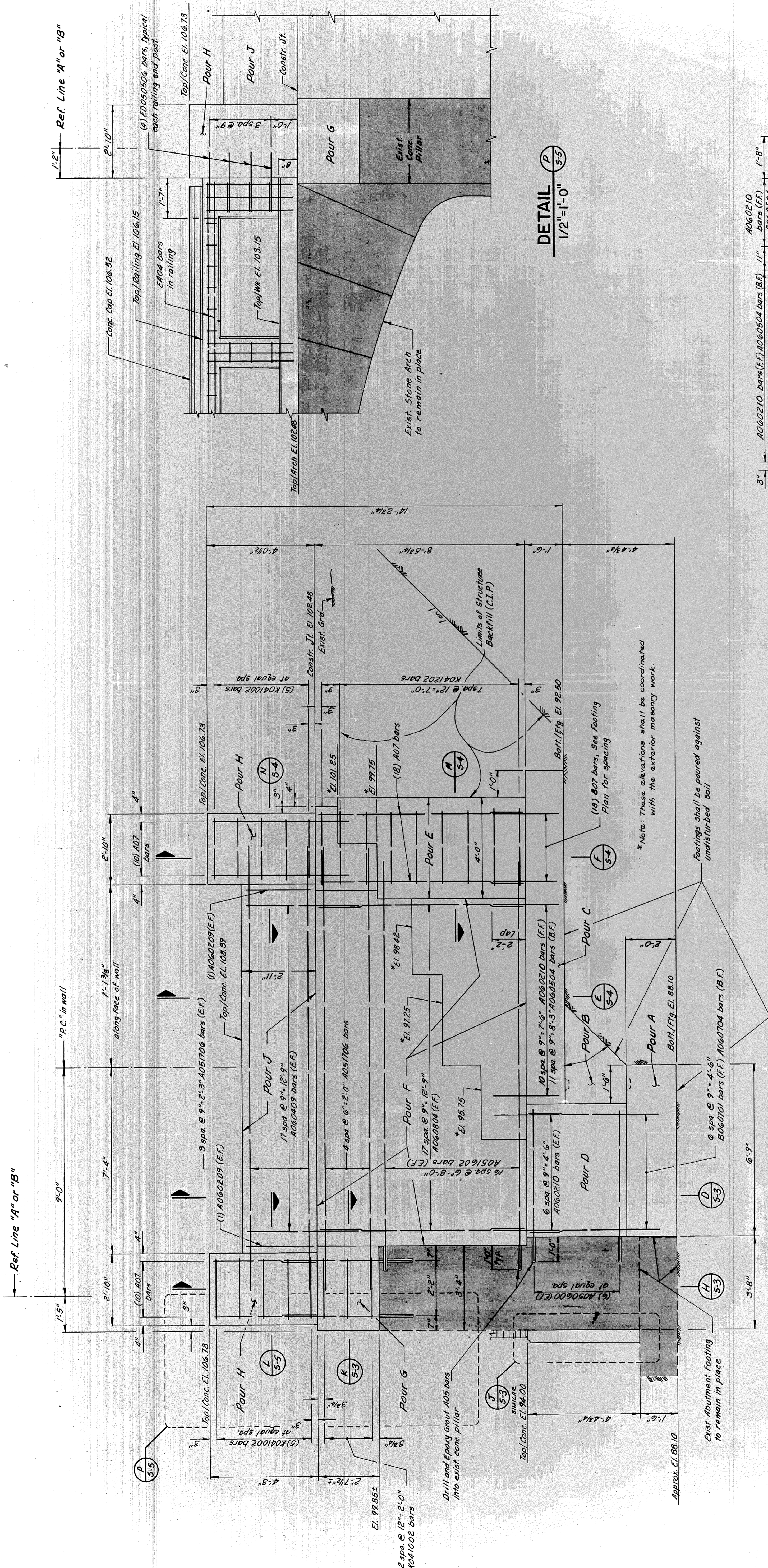
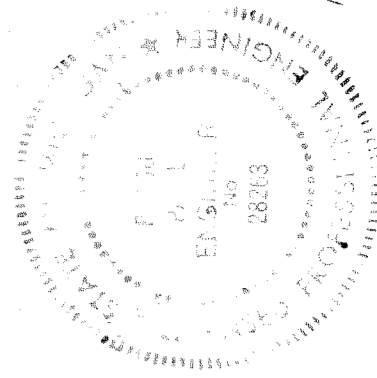
CITY OF DETROIT
PICNIC WAY BRIDGE
RECONSTRUCTION

Project

MADISON MADISON
INTERNATIONAL OF MICHIGAN
Engineers, Architects, Planners
1420 Washington Blvd
Detroit, Michigan 48226

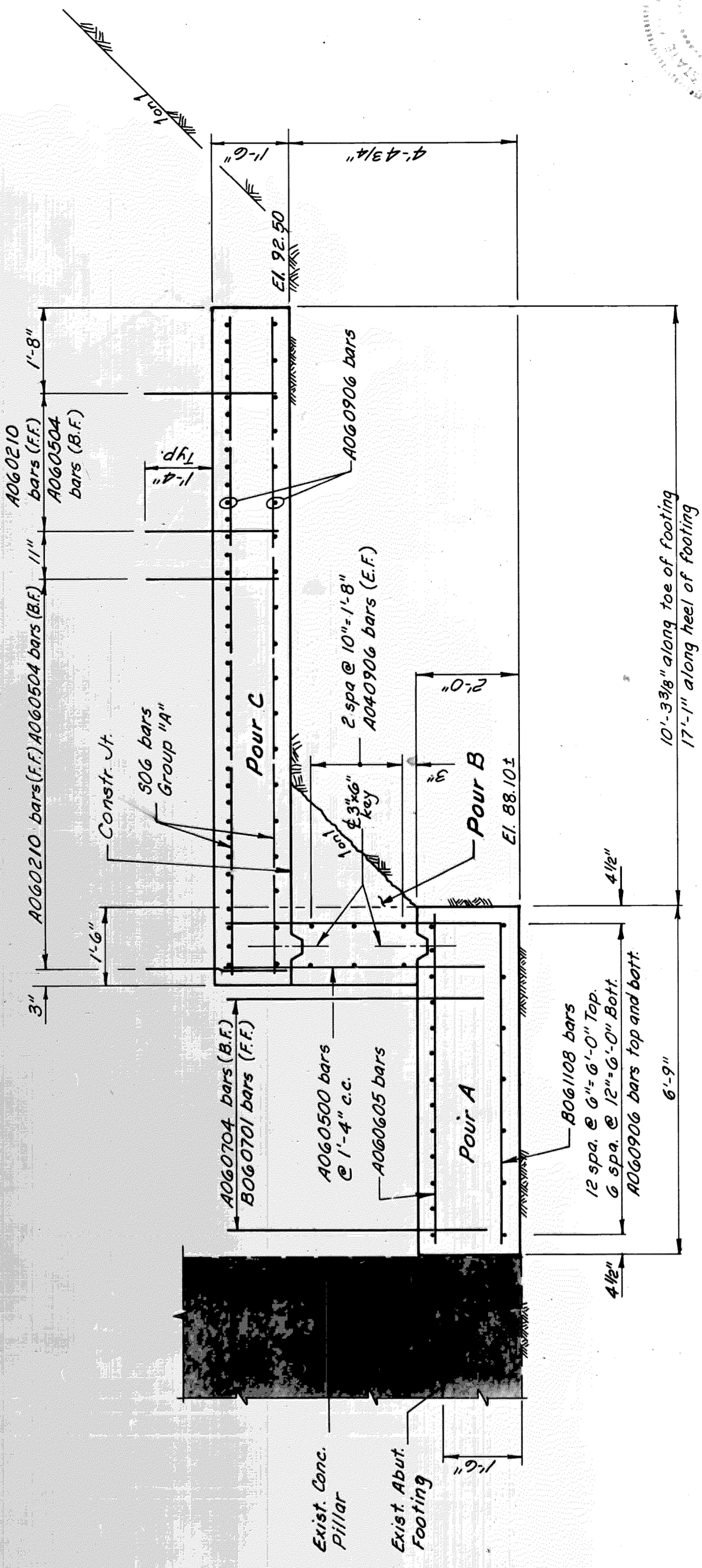


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K.C.H./S.O.
DRAWN BY
K.C.H./L.S./P.M.
CHECKED BY
S.O.
DATE
PROJECT
B6605
SHEET NO.
S-5

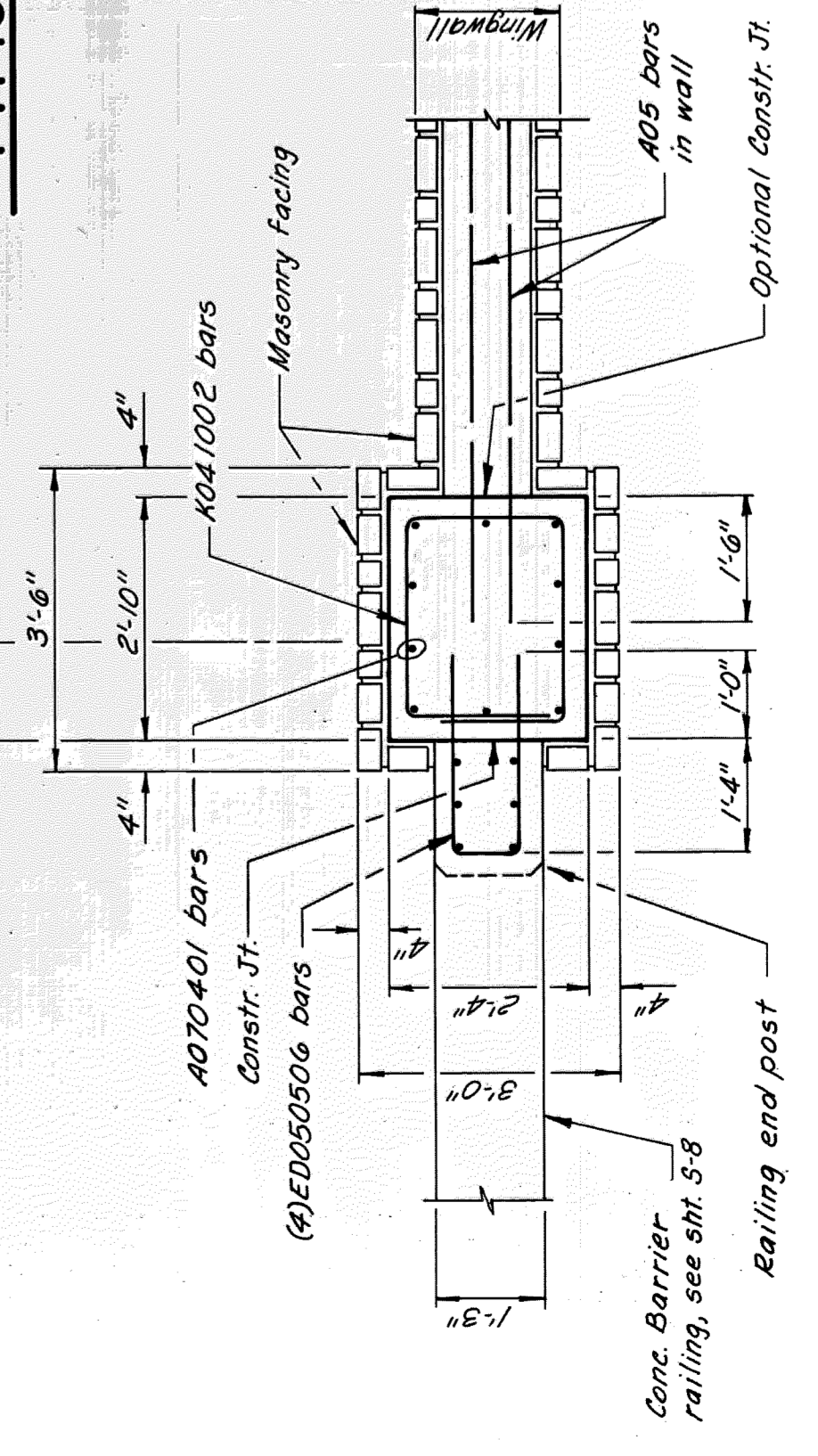


DETAIL
P
1/2" = 1'-0" 5-5

TYPICAL WINGWALL ELEVATION
1/2" = 1'-0"



SECTION
G
1/2" = 1'-0" 5-2



SECTION
L
1/2" = 1'-0" 5-3

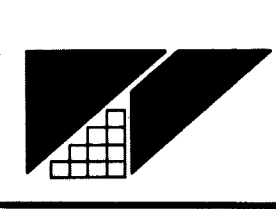
ABUTMENT WALL
MODIFICATION DETAILS

Sheet Title

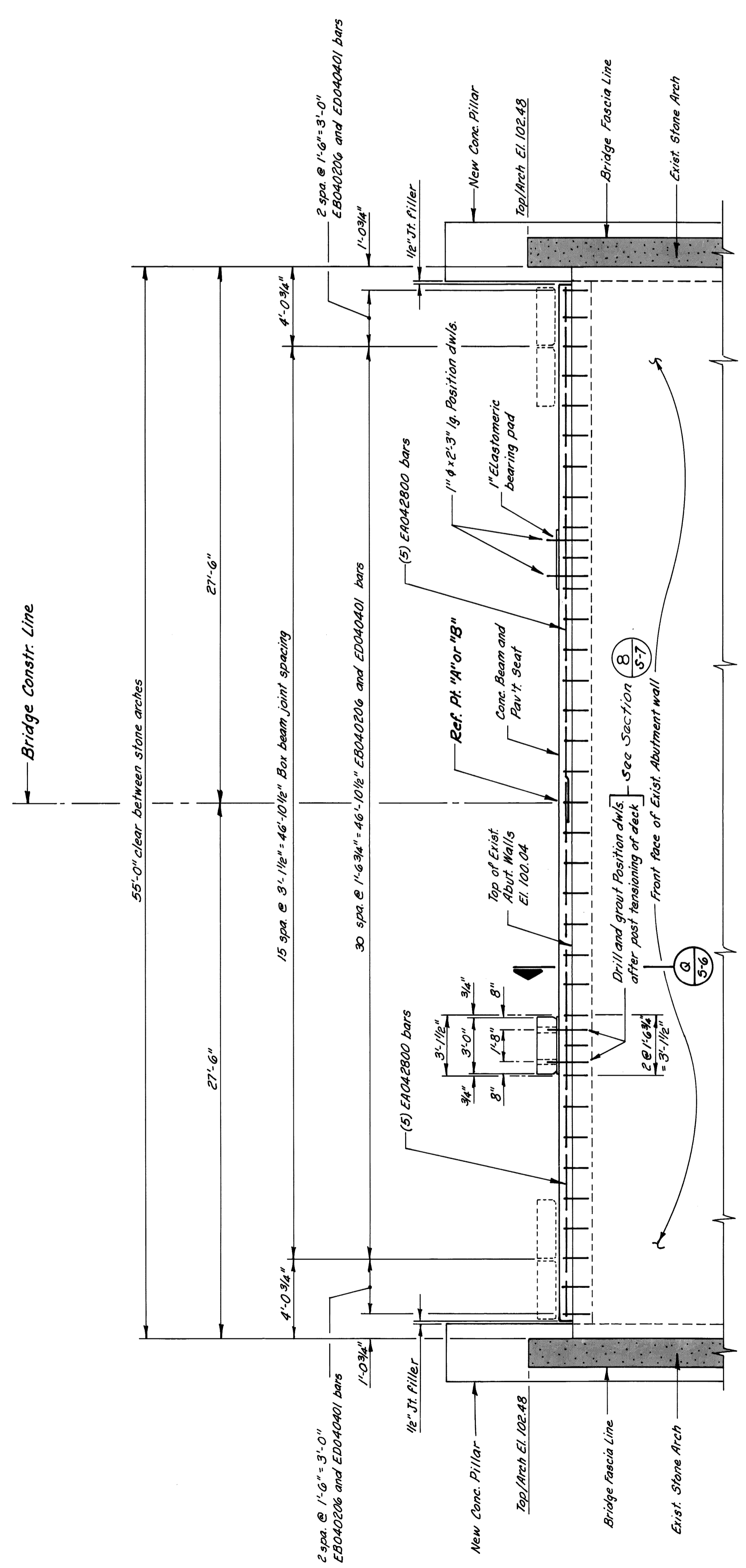
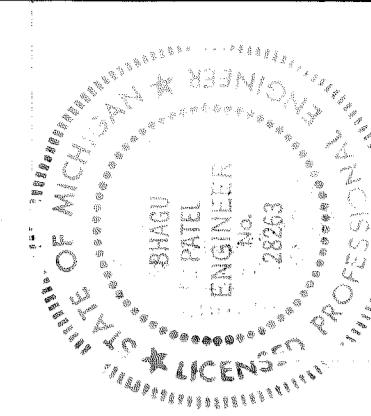
CITY OF DETROIT
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RECONSTRUCTION

Project

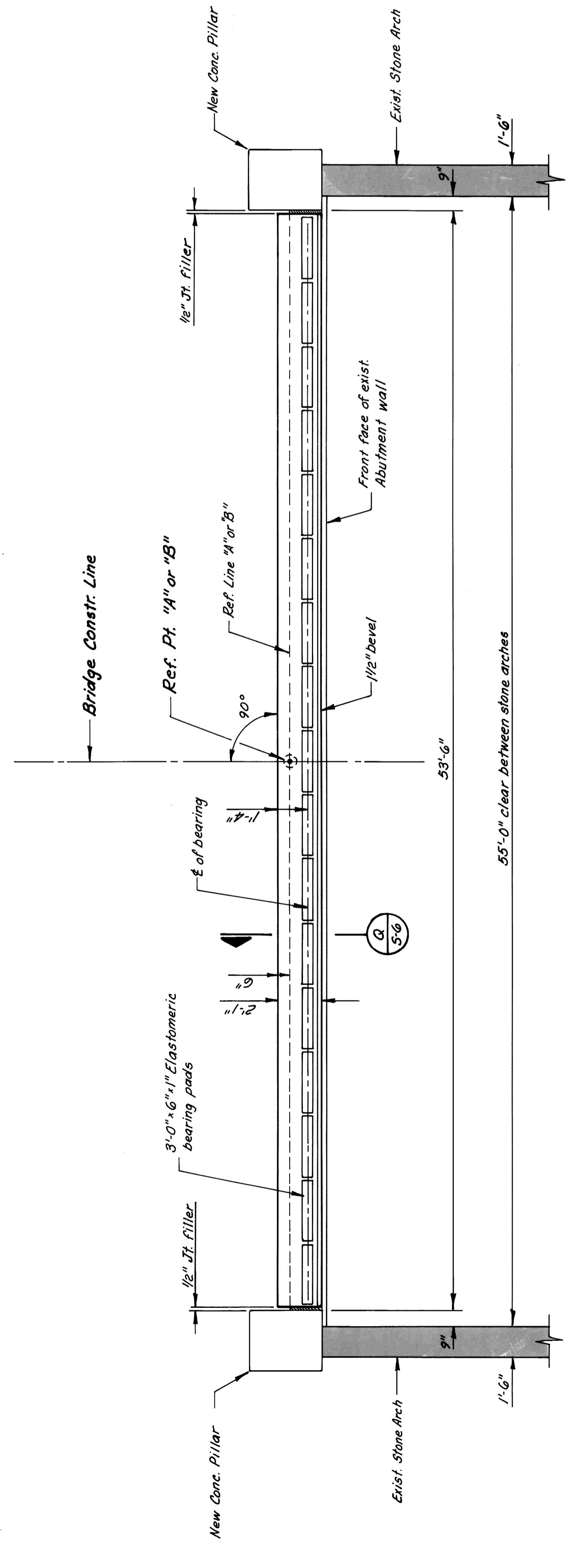
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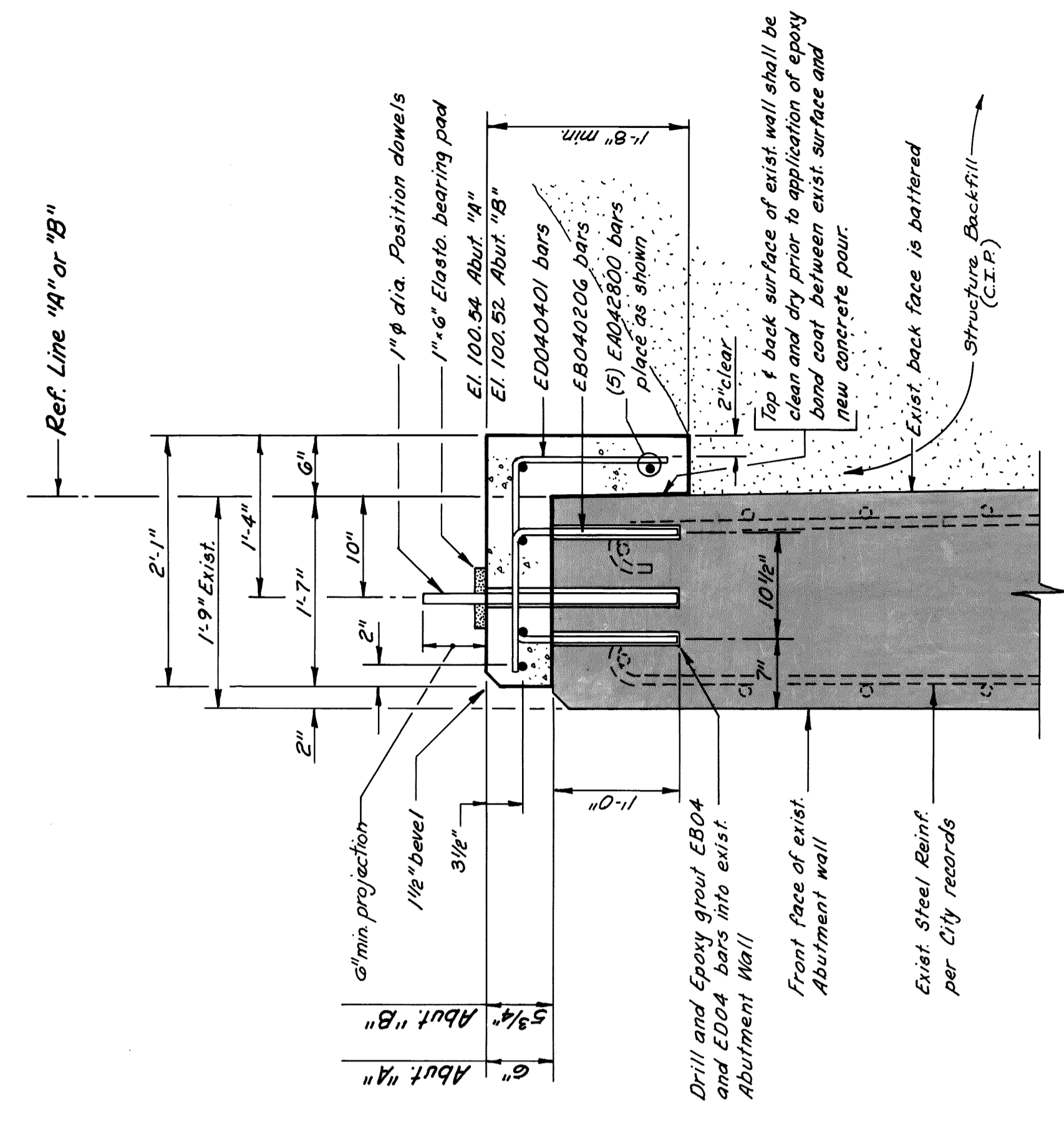
DESIGN BY K.C.H. / S.O.	PROJECT NO. 86405
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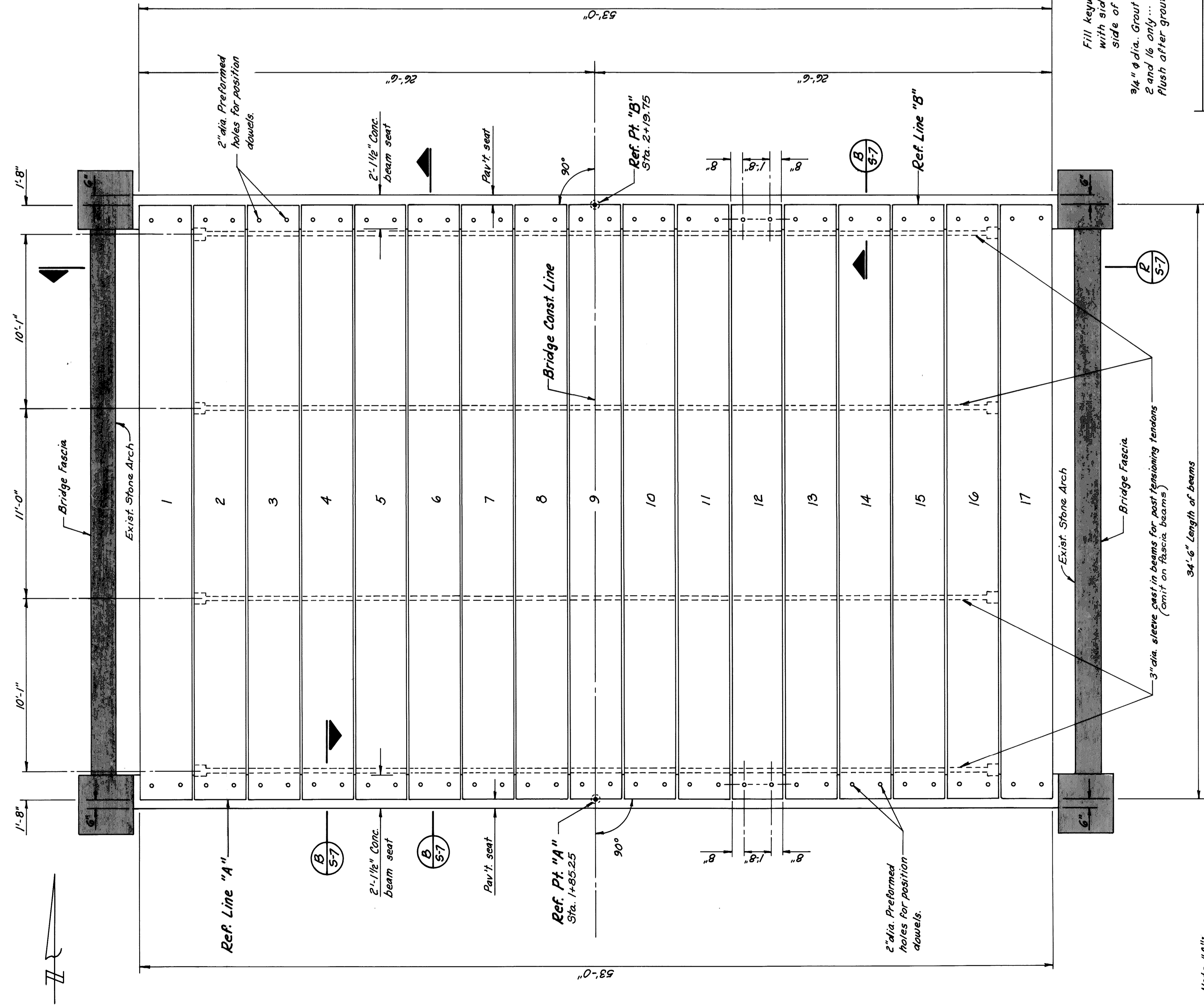
TYPICAL ABUTMENT ELEVATION
1/4"=1'-0"



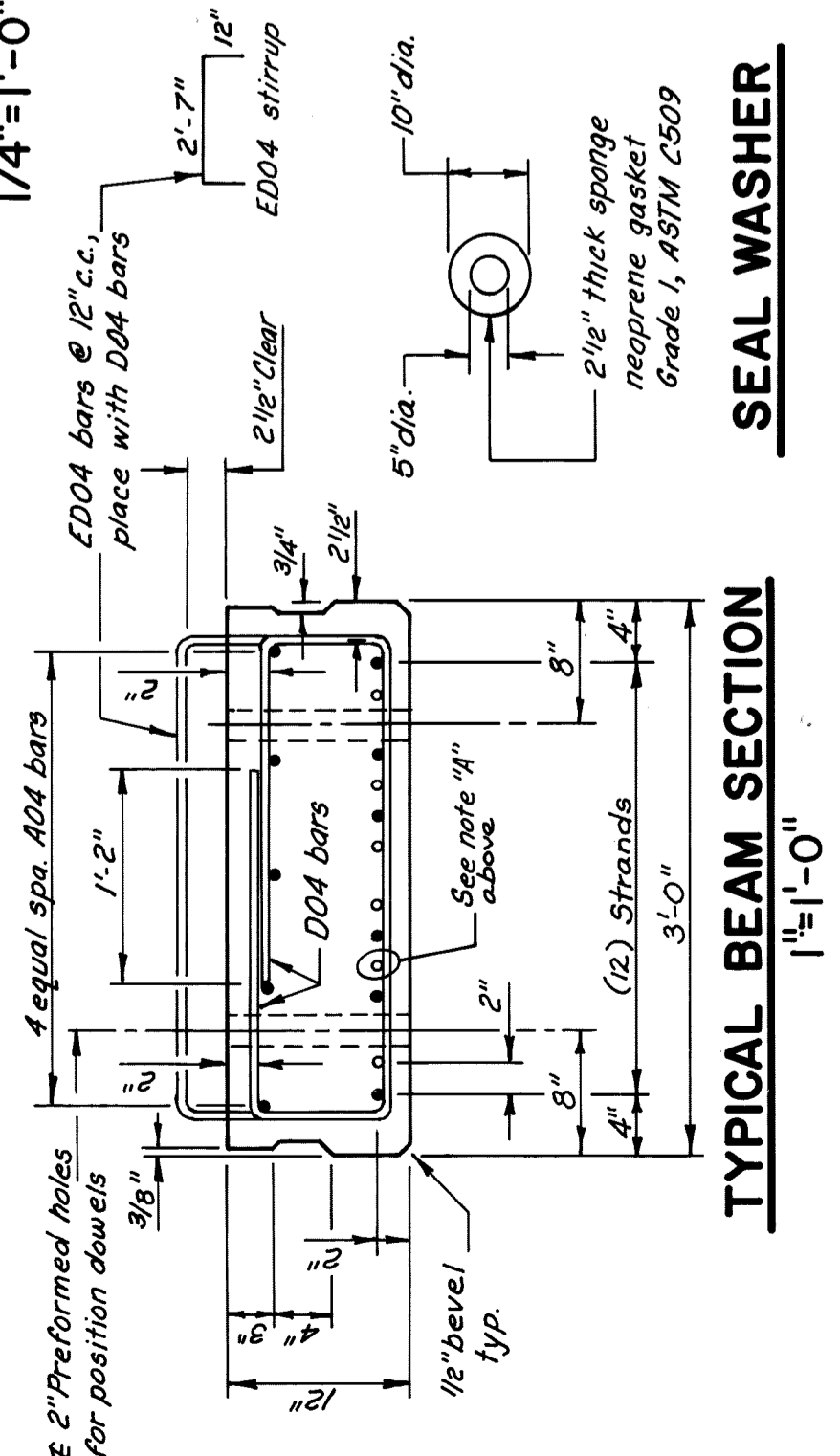
TYPICAL ABUT. WALL PLAN
1/4"=1'-0"



SECTION Q 5/6
1/4"=1'-0"
CONC. BEAM AND PAV T. SEAT



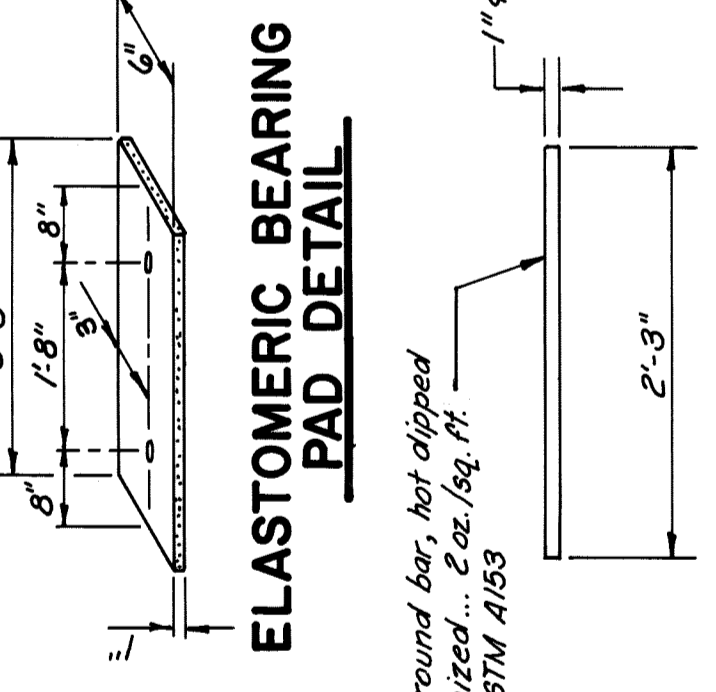
ERECTION DIAGRAM
1/4" = 1'-0"



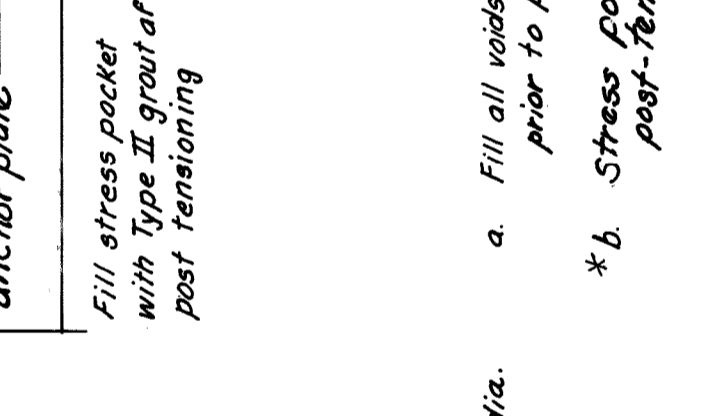
TYPICAL BEAM SECTION
1" = 1'-0"

SEAL WASHER

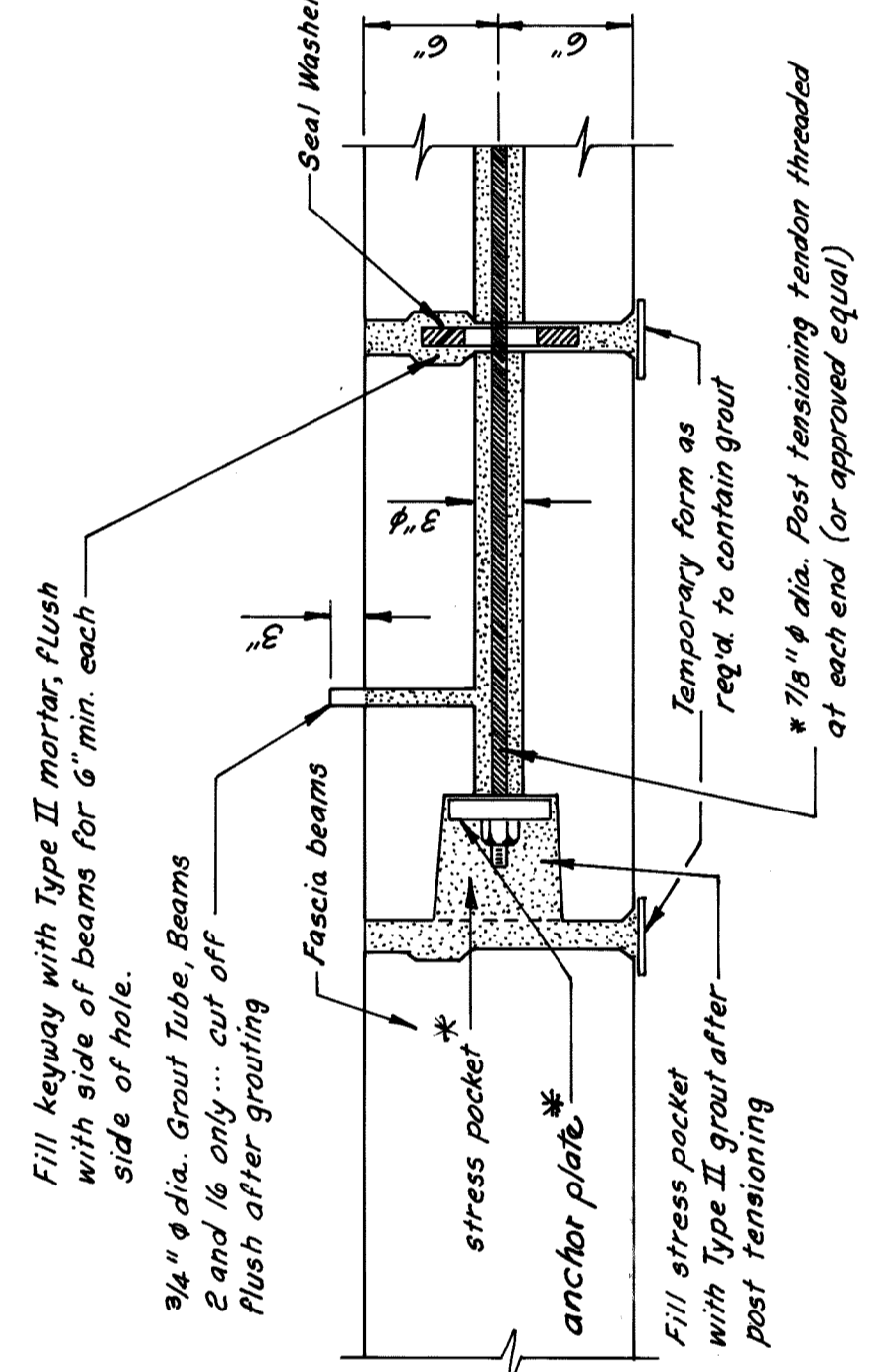
ELASTOMERIC BEARING PAD DETAIL



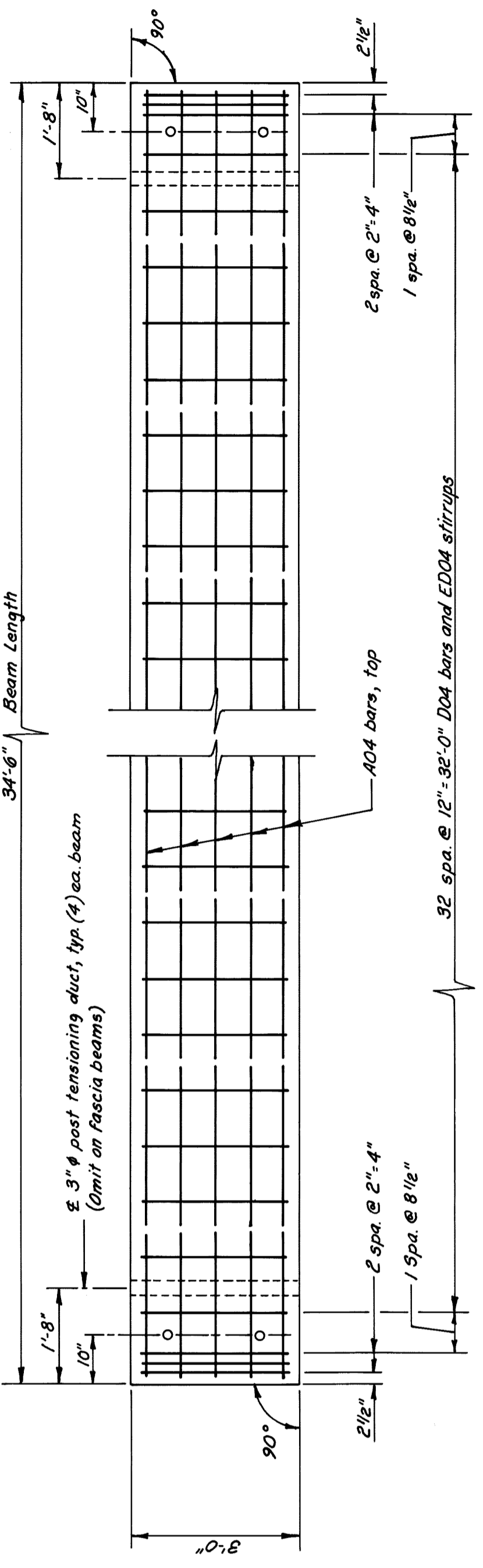
POSITION DOWEL



POST TENSIONING DETAIL

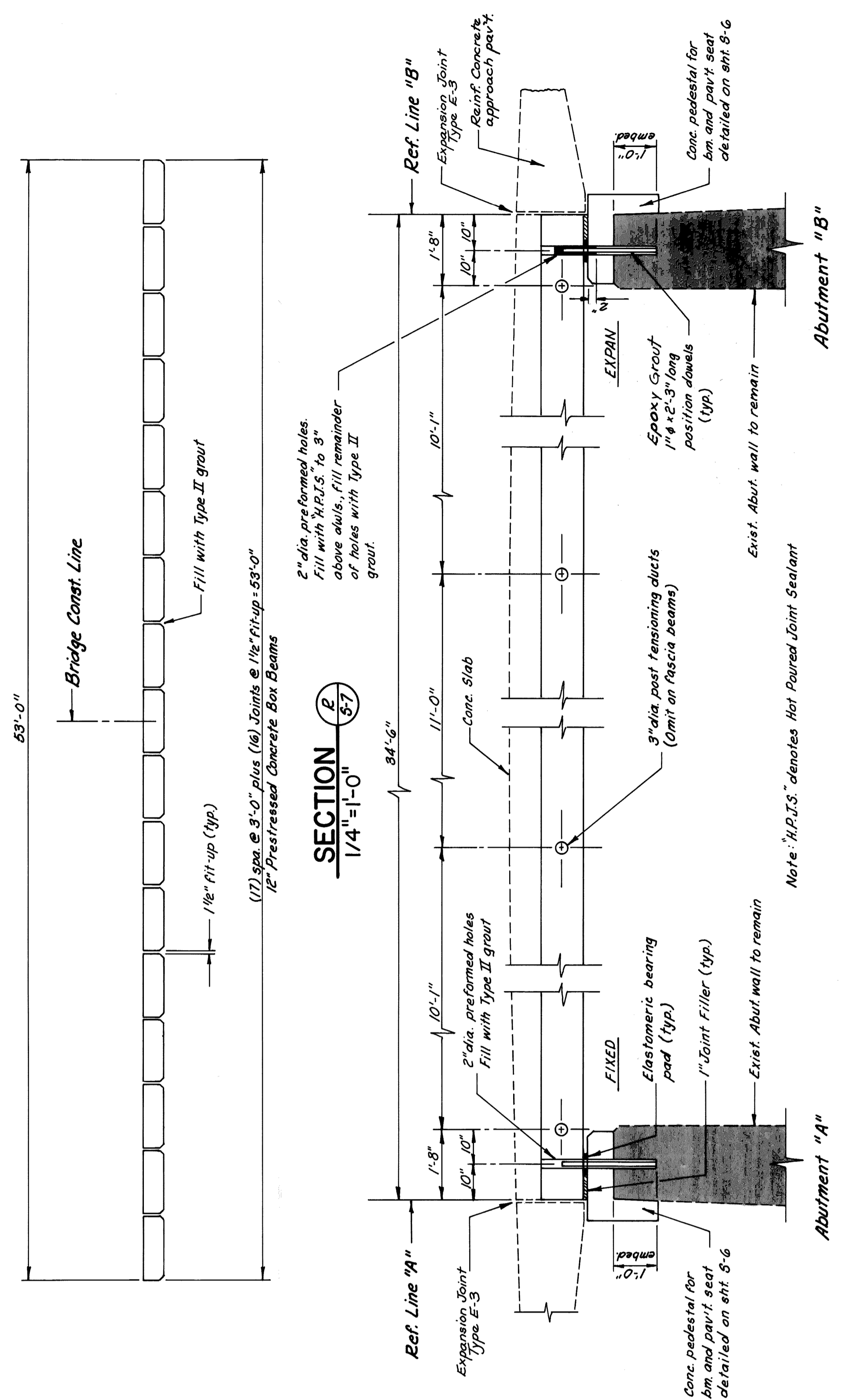


- a. Fill all voids between each beam with Type II grout for the full depth of beams prior to post-tensioning. Plug ends of beams before grouting.
- * b. Stress pockets and anchor plates shall be as required for the post-tensioning system provided.



TYPICAL BEAM PLAN
1/2" = 1'-0"

1. Precast, prestressed concrete box beams shall be manufactured and erected in accordance with Section 5.05 of the M.D.O.T. Standard Specifications, 1984 Edition.
2. Prestressing strands shall be 1/2" diameter, with a cross-sectional area of 0.651 sq. inches meeting the requirements of ASTM A416, Grade 270. Initial prestress shall be 28.92 kips per strand.
3. The estimated camber of each beam is 0.50 inches. This camber is due to prestressing and dead load of beam only.
4. Post-tensioning force shall be 82.5 kips per tendon.
5. The approximate weight of each beam is 15s.
6. Heavy equipment shall not be allowed on any beams which are being grouted or which have been grouted but not yet post-tensioned.
7. Elastomer for elastomeric bearing pads shall be nominal 50 diameter hardness. The design of these pads is based on a maximum pressure of 500 p.s.i. D.L. and 800 p.s.i. D.L. + L.L.
8. Beams with honeycomb to such extent as to affect the strength or resistance to deterioration will not be accepted.
9. The design of the structural members is based on material of the following grades and stresses.
Concrete: Grade 45D f_c = 4000 p.s.i.
Steel Reinforcement: Shrivrupa f_y = 60,000 p.s.i.
Steel Reinforcement: Shrivrupa f_y = 40,000 p.s.i.
Prestressed Concrete f_c = 5,000 p.s.i. (28 day min. strength)
Prestressing Strands f_p = 270,000 p.s.i.
10. Position dowels shall be steel, meeting the requirements of ASTM-A36.
11. Tack welding of steel reinforcement is prohibited.
12. The compressive strength of the beam concrete at the time of prestressing force release shall not be less than 3600 p.s.i.
13. The top surface of all box beams shall be intentionally roughened.
14. The contractor shall provide details of the beam lifting devices he intends to use.



SECTION B-B
1/2" = 1'-0"

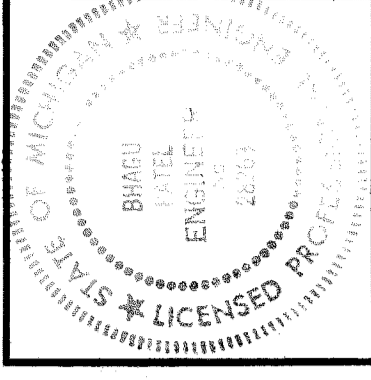
Note: "H.P.U.S." denotes Hot Poured Joint Sealant

SUPERSTRUCTURE DETAILS

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DRAWN BY	K.C.H./L.S.
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DATE	
PROJECT NO.	8605
SHEET NO.	5-7

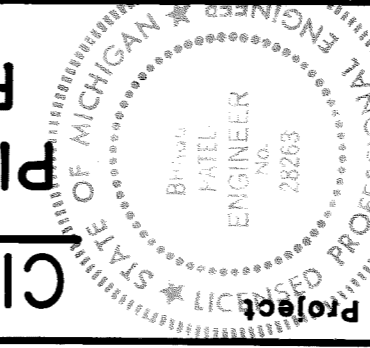


W/AS OWNERS REVIEW	

SUPERSTRUCTURE DETAILS

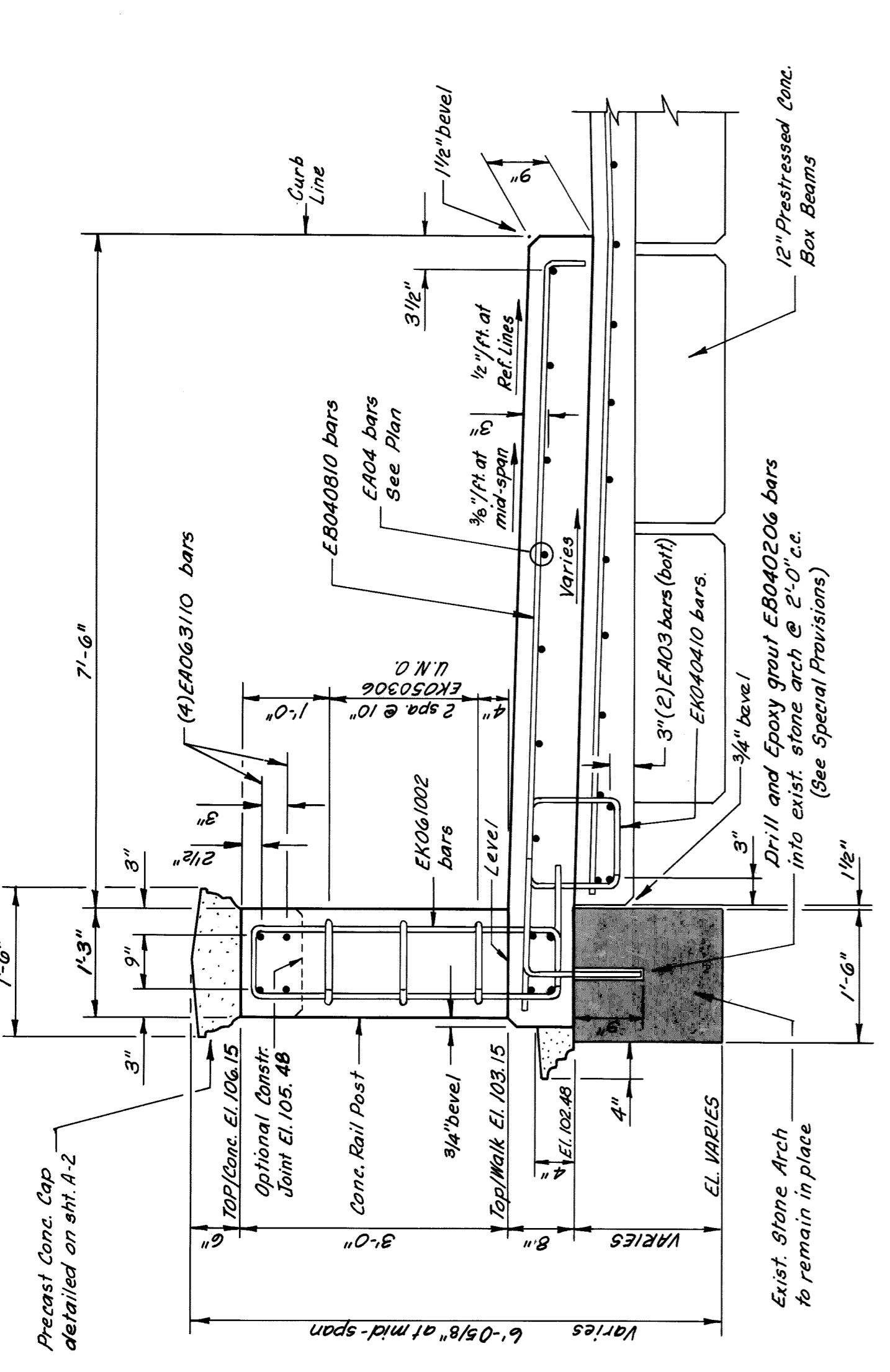
Sheet Title

CITY OF DETROIT PICNIC WAY BRIDGE RECONSTRUCTION

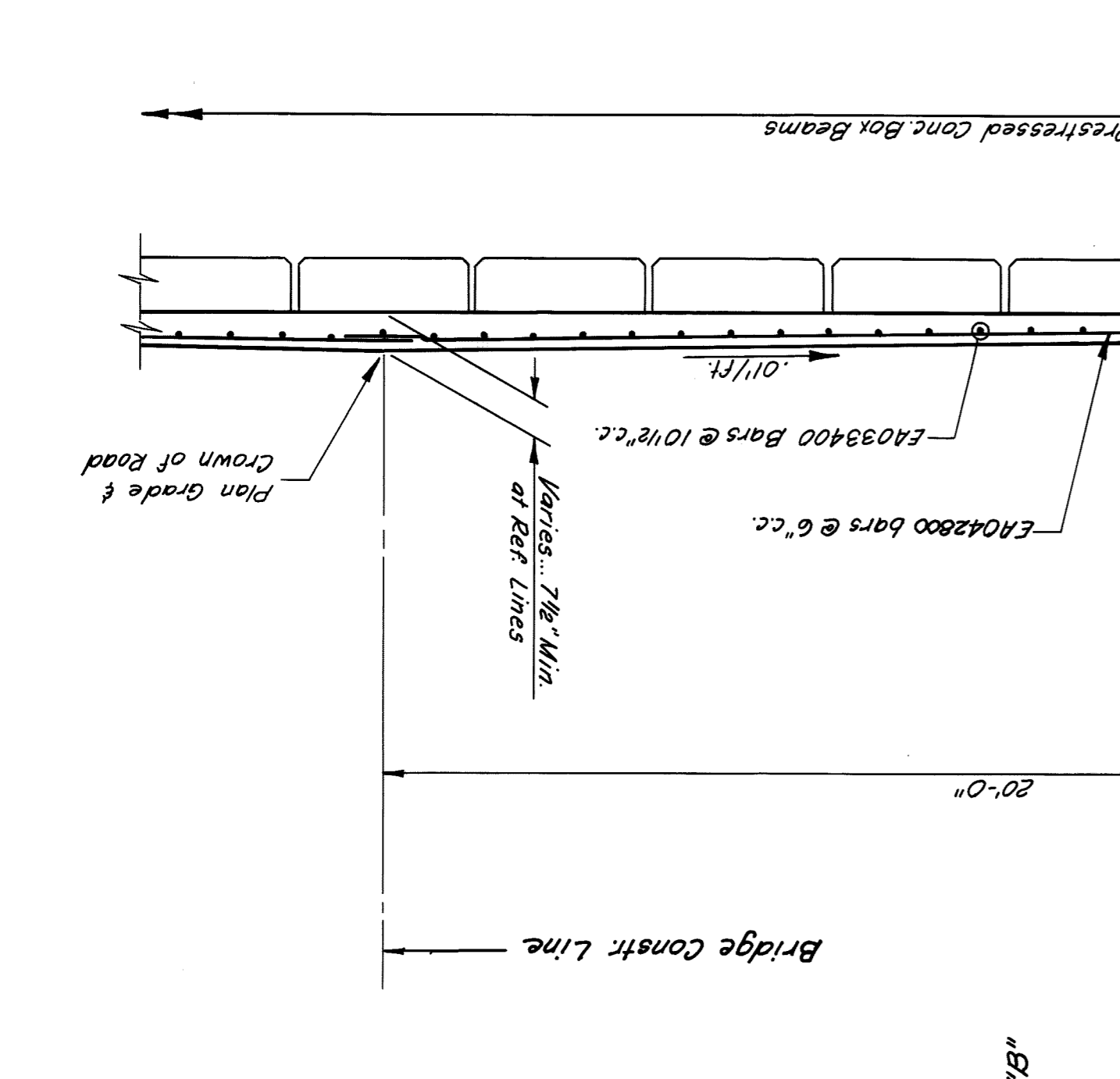


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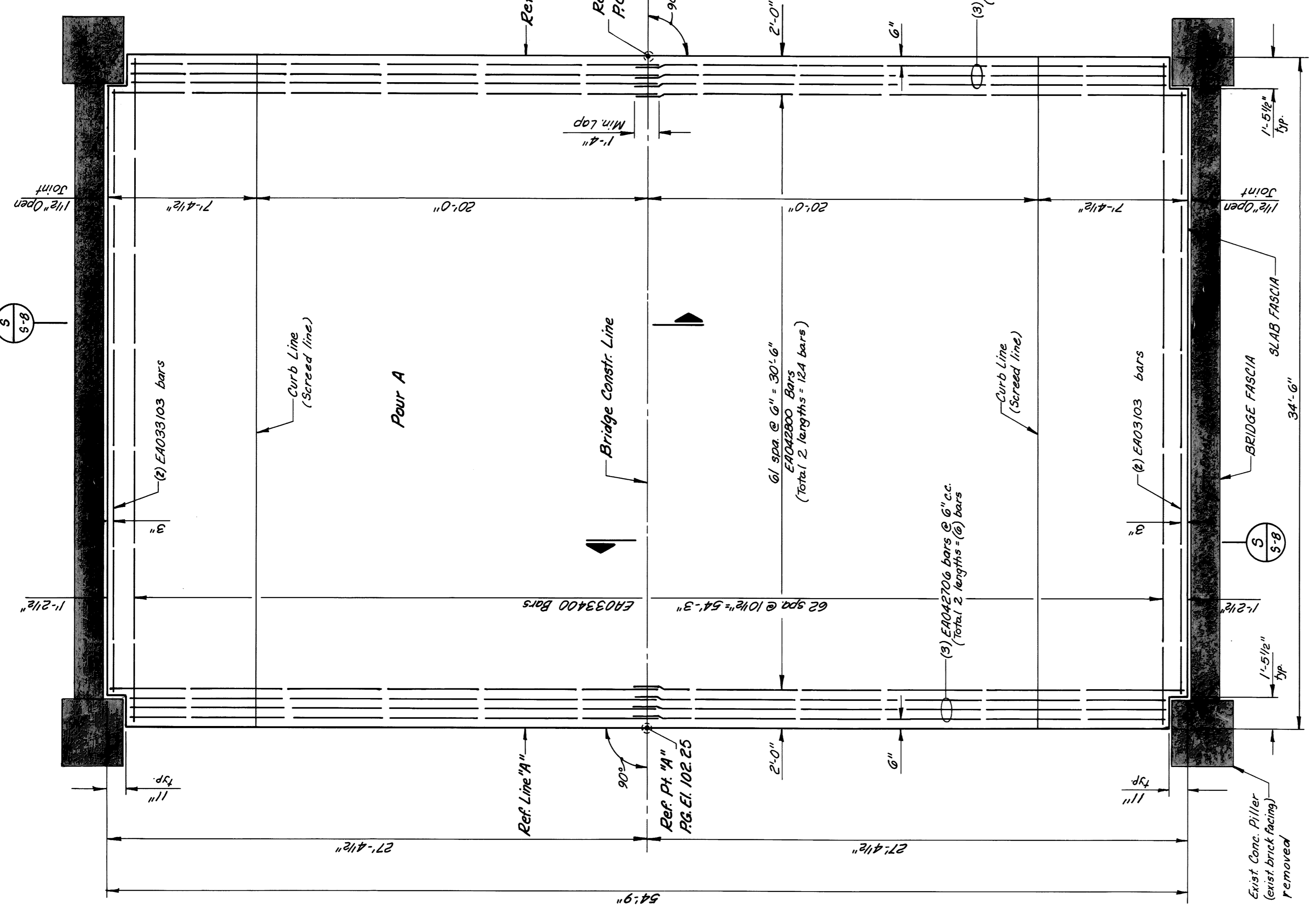
DESIGN BY K.C.H.	DATE
DRAWN BY K.C.H./L.S.	PROJECT NO. 86605
CHECKED BY S.O.	SHEET NO. S-8



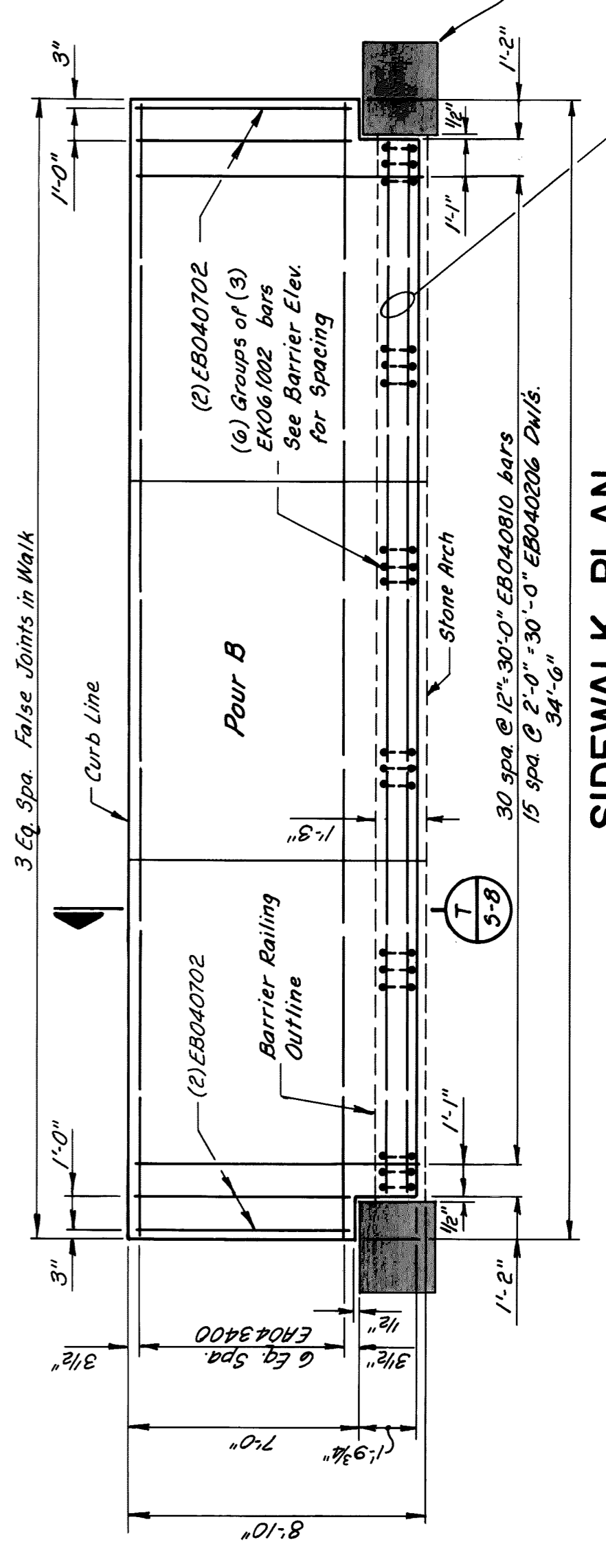
TYPICAL DECK HALF-SECTION
3/8\"/>



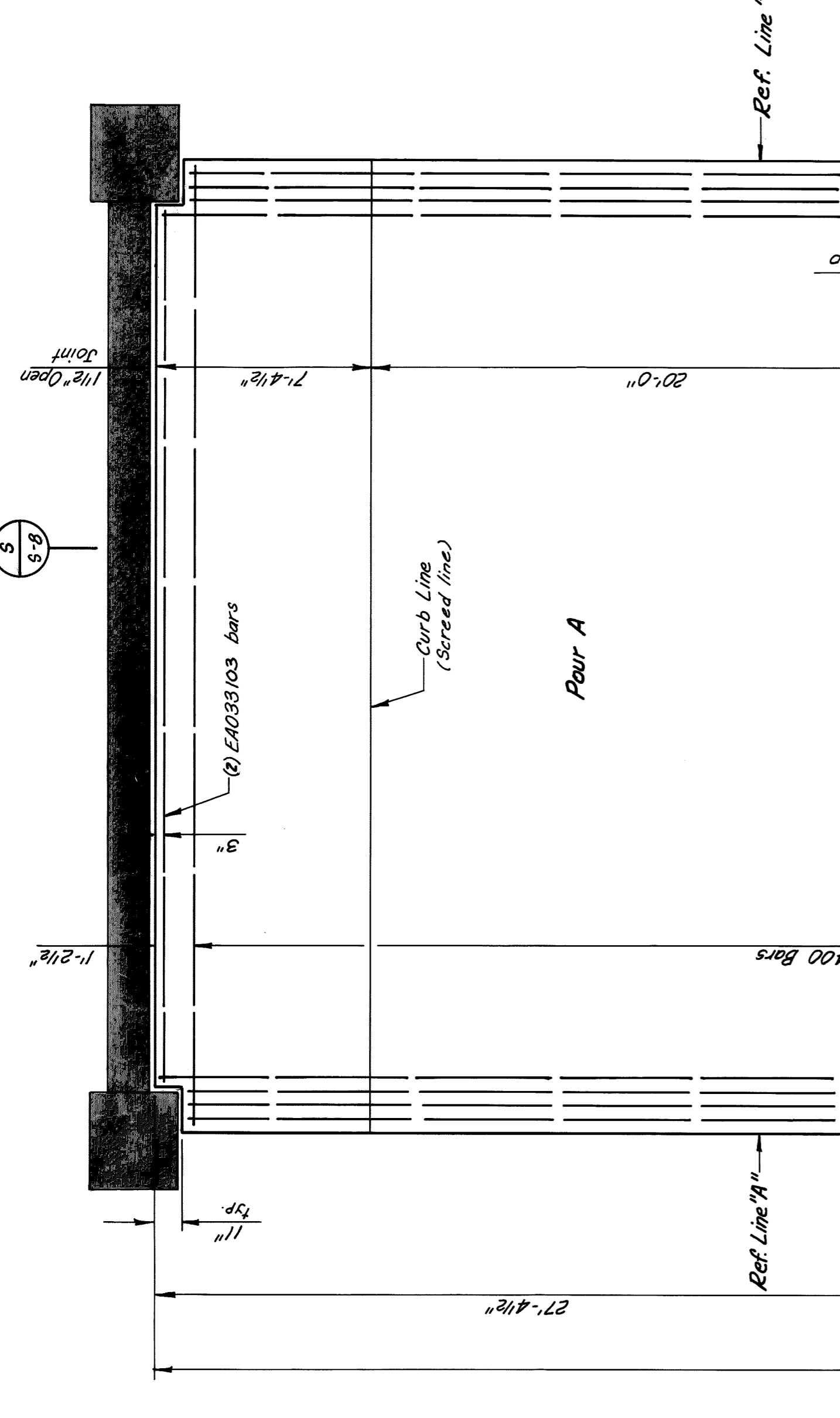
TYPICAL SIDEWALK SECTION
3/4\"/>



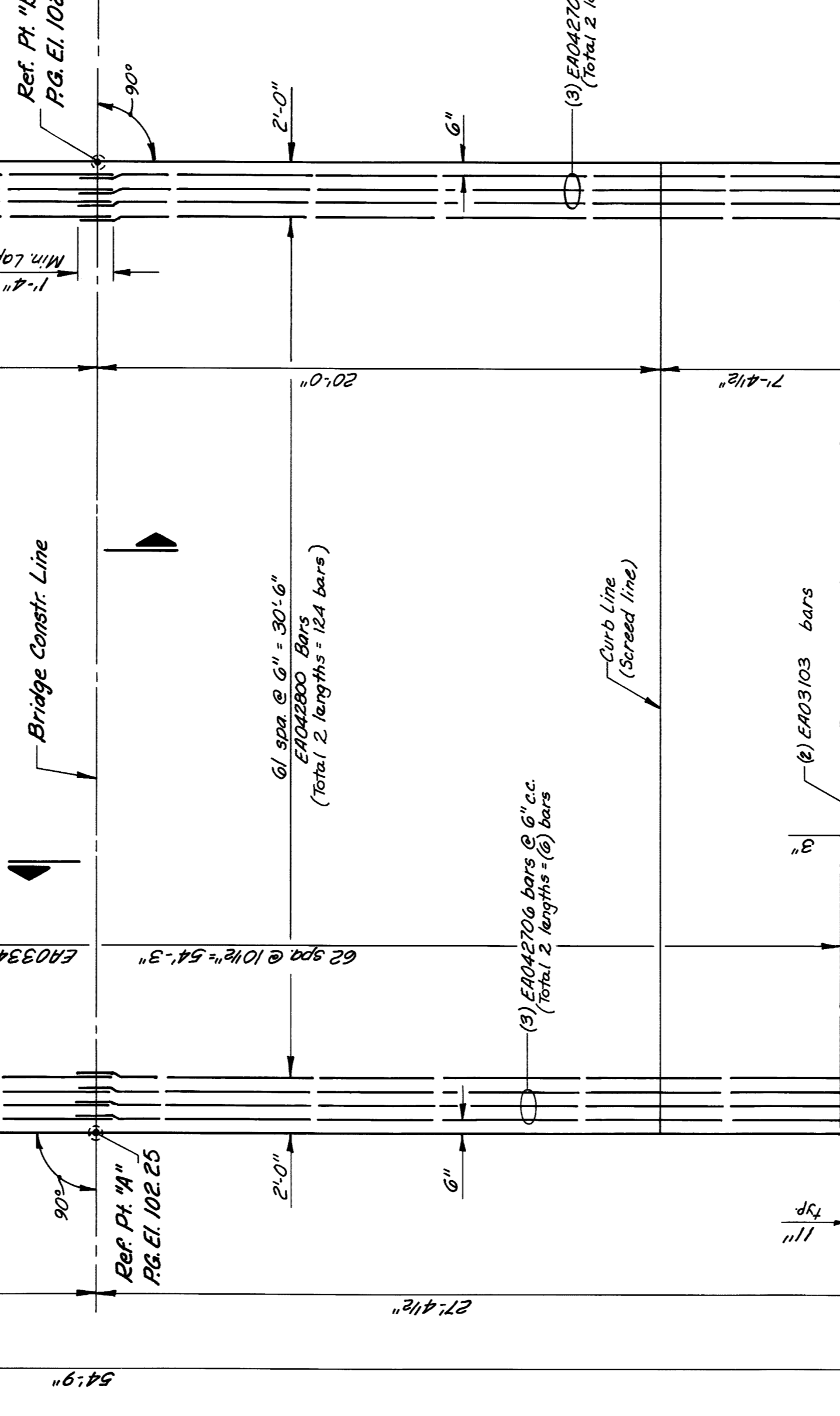
PLAN OF SLAB
1/4\"/>



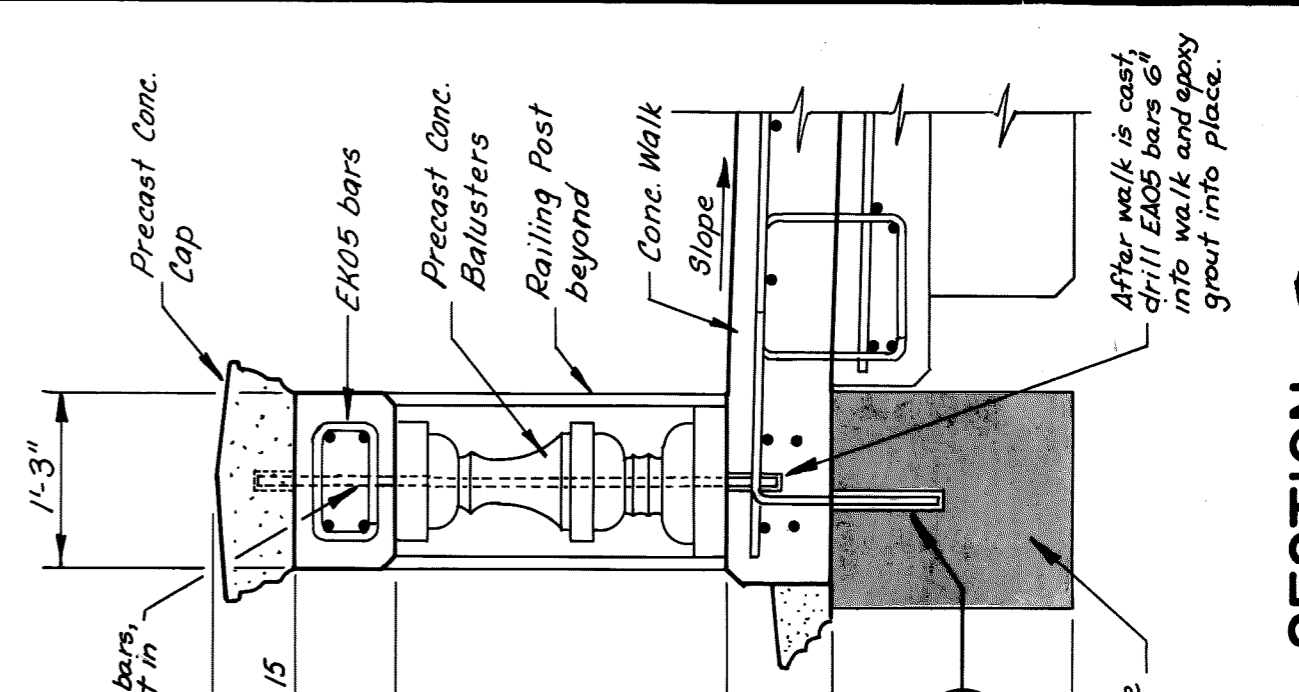
SIDEWALK PLAN
1/4\"/>



BARRIER RAILING ELEVATION
3/8\"/>



DETAIL
3/4\"/>



SECTION
3/4\"/>

11/14/88	OWNERS REVIEW

Sheet Title
**SLAB AND SCREED
 DETAILS AND SIDE-
 WALK ELEVATIONS**

CITY OF DETROIT
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KCH

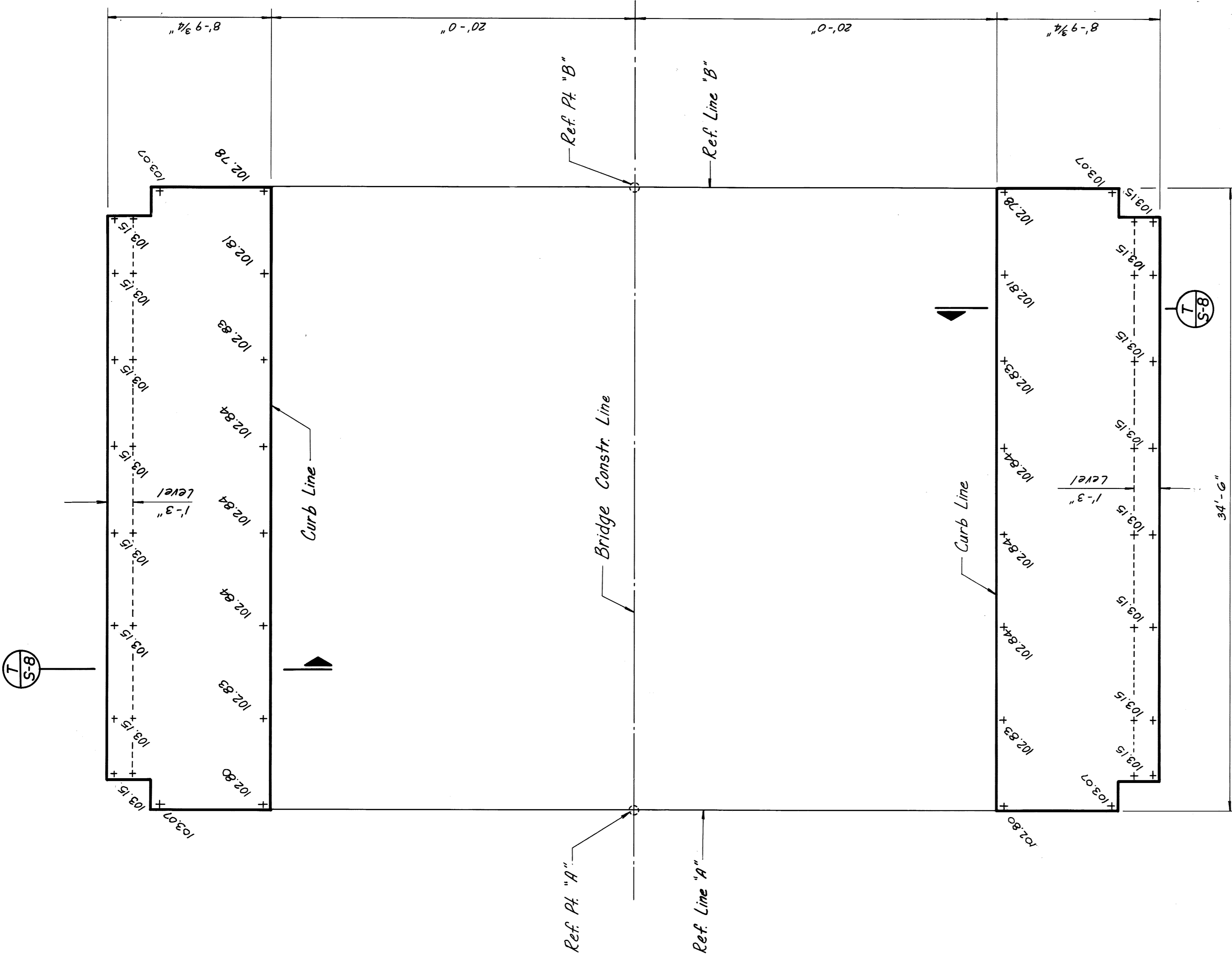
DRAWN BY
K.M.

CHECKED BY
S.O.

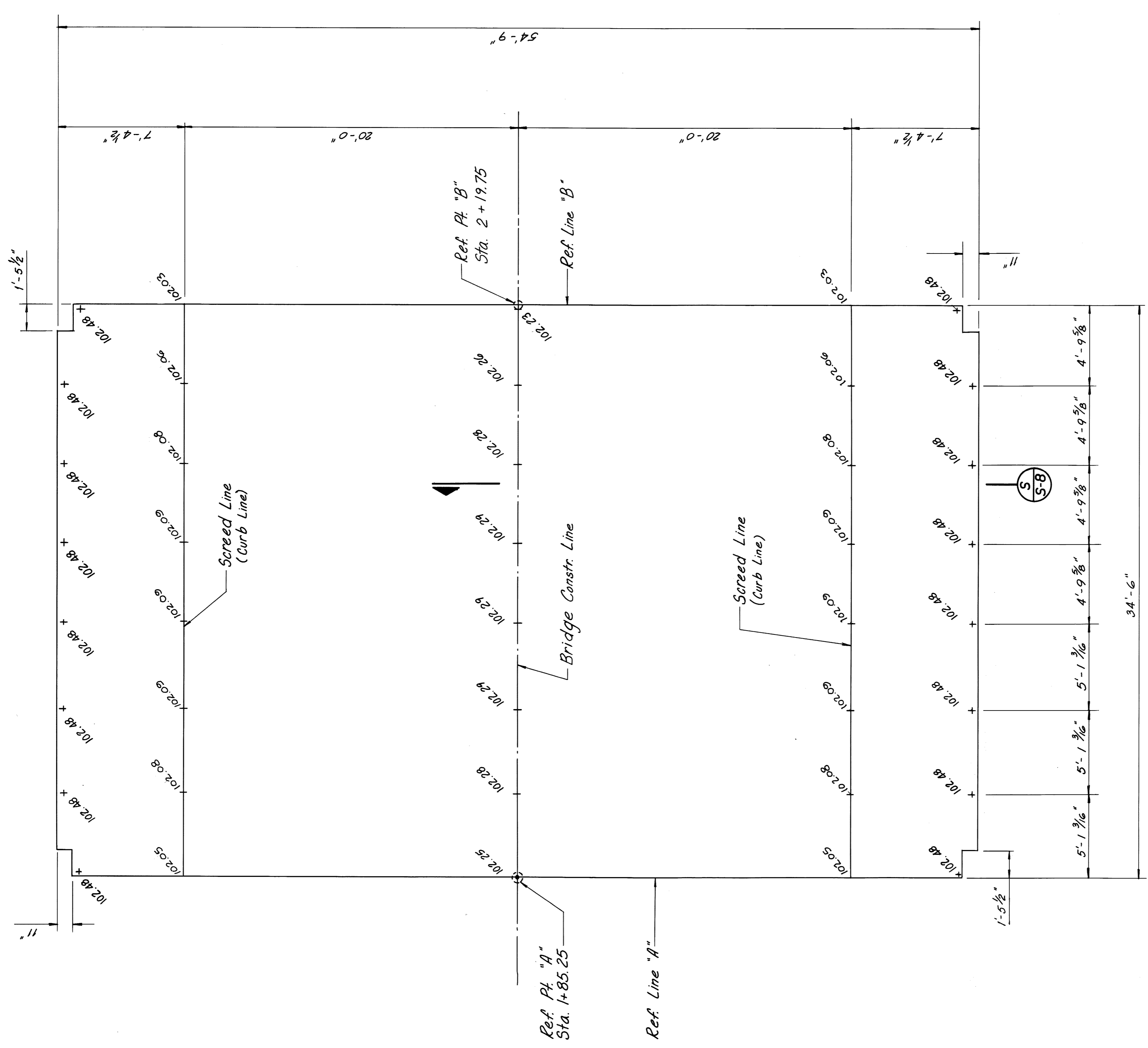
DATE

PROJECT NO.
8609

SHEET NO.
5-9



- NOTES:**
1. For slab and sidewalk steel reinforcement details, see sheet S-8.
 2. The bridge construction line is along a vertical curve. For profile data, see sheet E-5.
 3. All elevations are based on City of Detroit datum.
 4. Sidewalk pavers shall not be cast until the slab concrete has attained at least 75% of its design strength as determined by Table 7.01-4 of the standard specifications.



11/14/08	OWNERS REVIEW

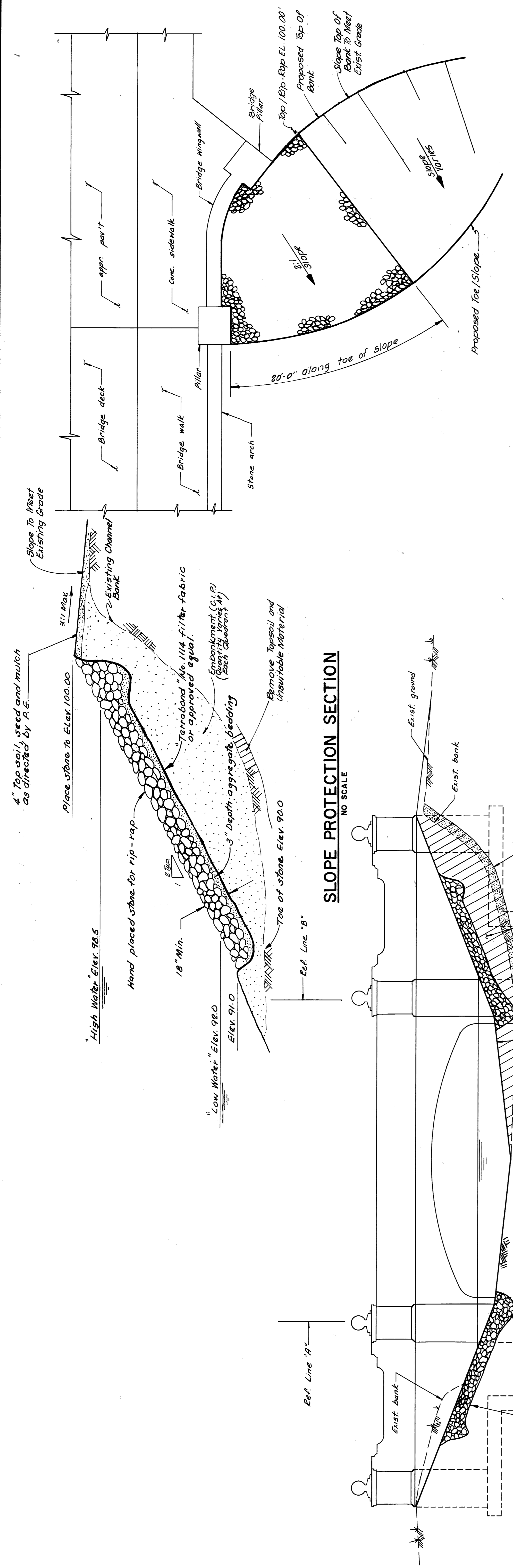
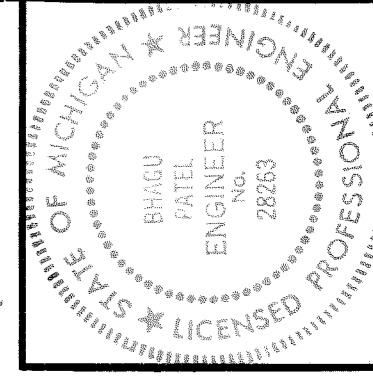
MISCELLANEOUS DETAILS

Sheet Title

**CITY OF DETROIT
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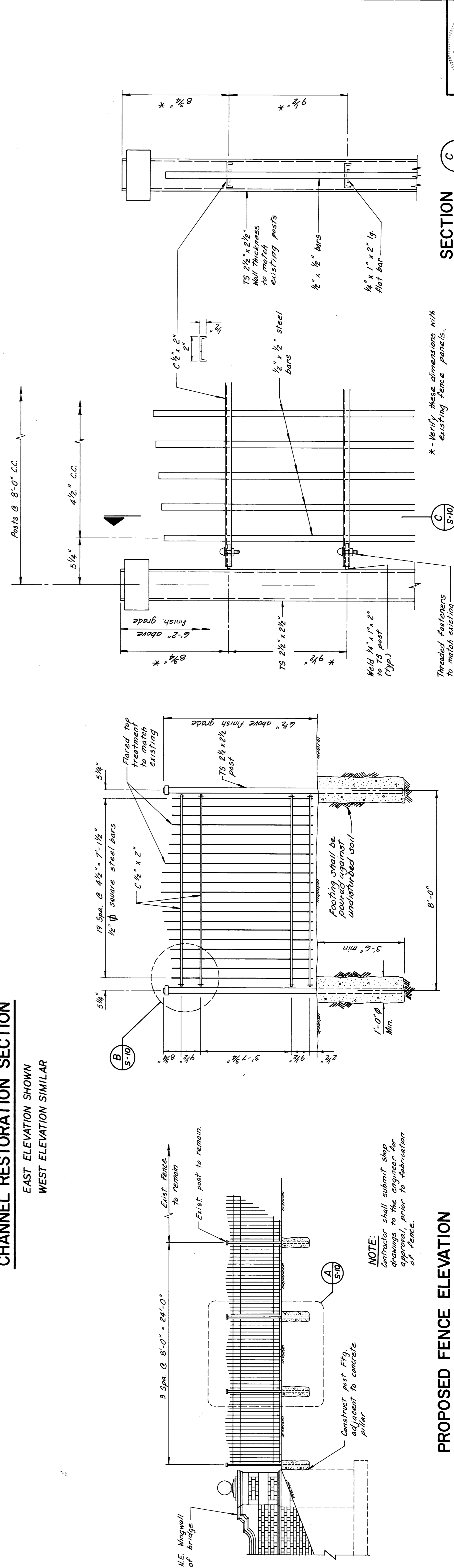
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SLOPE PROTECTION SECTION
NO SCALE

SLOPE PROTECTION PLAN
N.E. CORNER SHOWN... OTHER CORNERS ARE SIMILAR

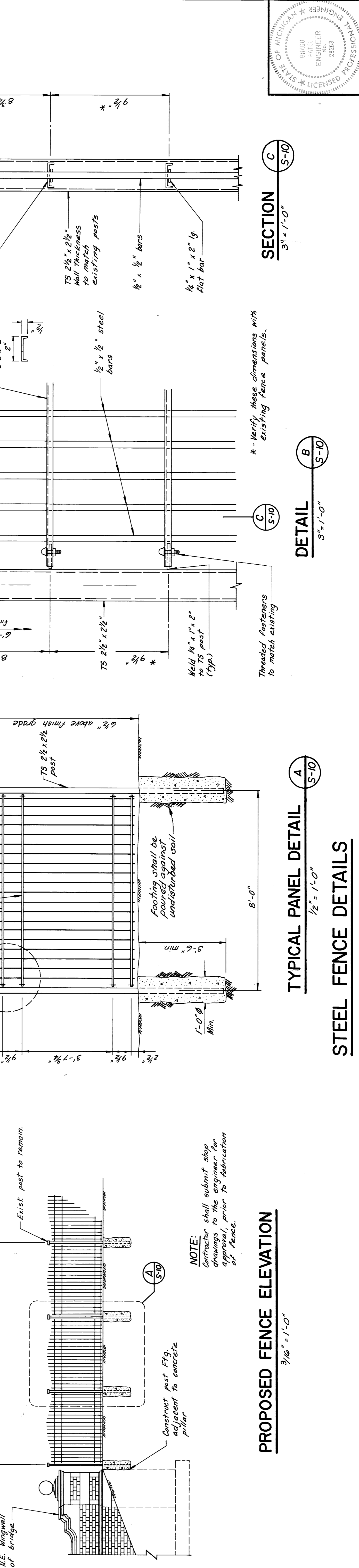
CHANNEL RESTORATION SECTION
EAST ELEVATION SHOWN
WEST ELEVATION SIMILAR



SLOPE PROTECTION SECTION
NO SCALE

SLOPE PROTECTION PLAN
N.E. CORNER SHOWN... OTHER CORNERS ARE SIMILAR

CHANNEL RESTORATION SECTION
EAST ELEVATION SHOWN
WEST ELEVATION SIMILAR



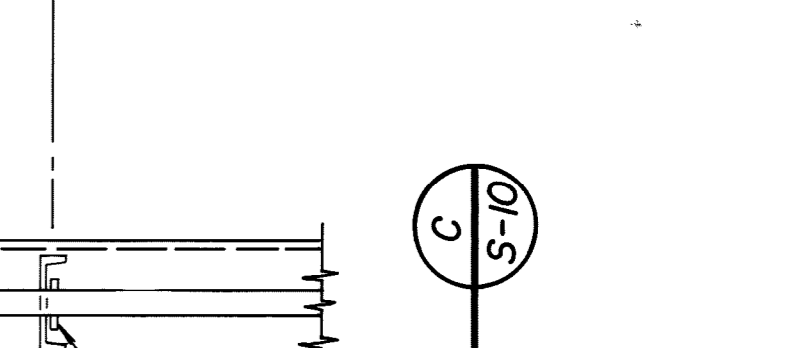
TYPICAL PANEL DETAIL
1/2" = 1'-0"

PROPOSED FENCE ELEVATION
3/16" = 1'-0"

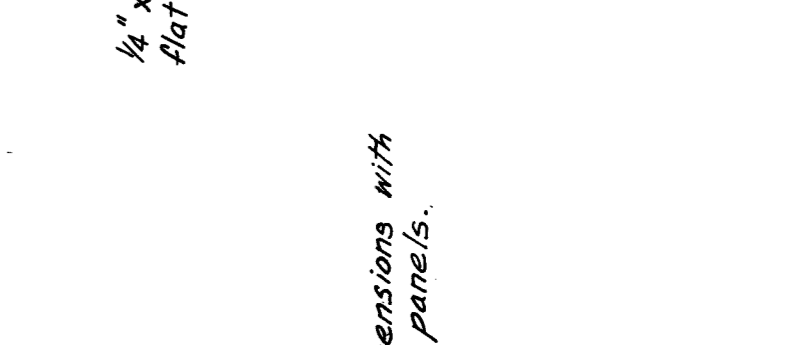
SLOPE PROTECTION PLAN
N.E. CORNER SHOWN... OTHER CORNERS ARE SIMILAR



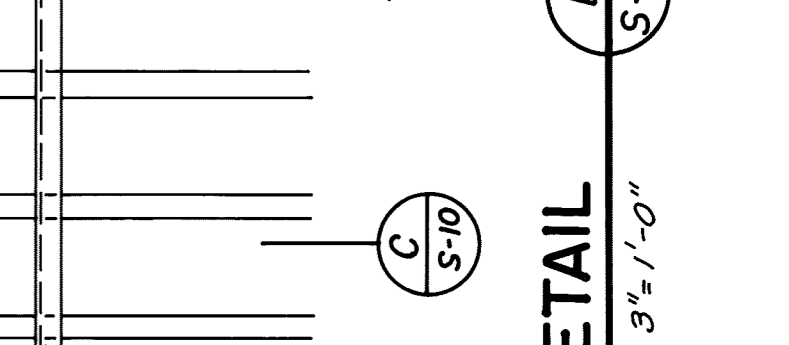
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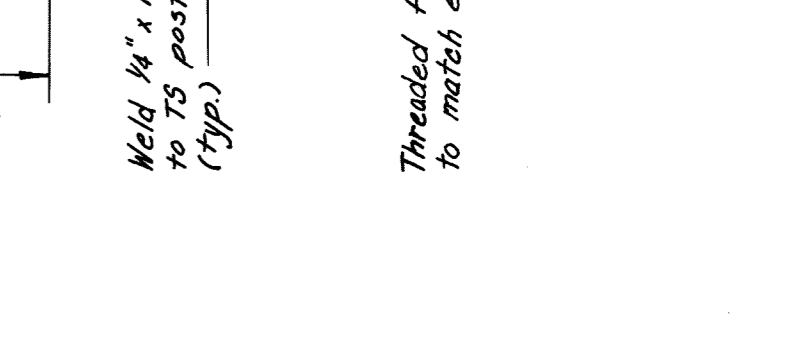
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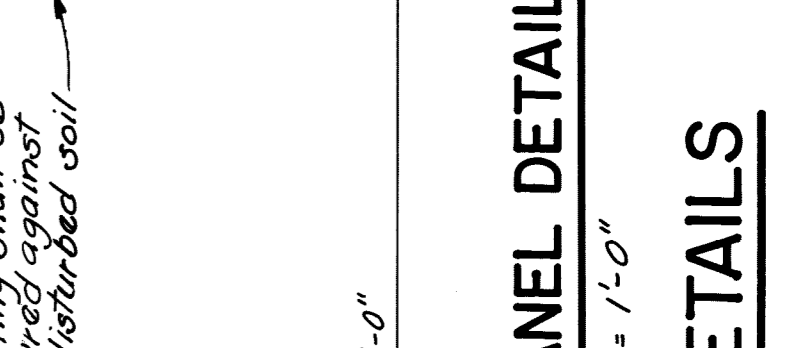
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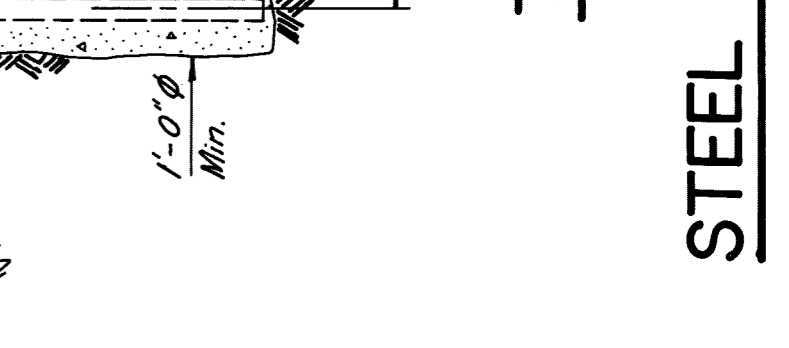
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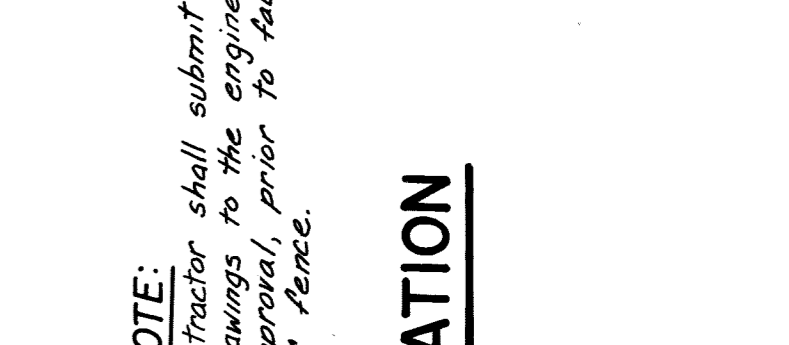
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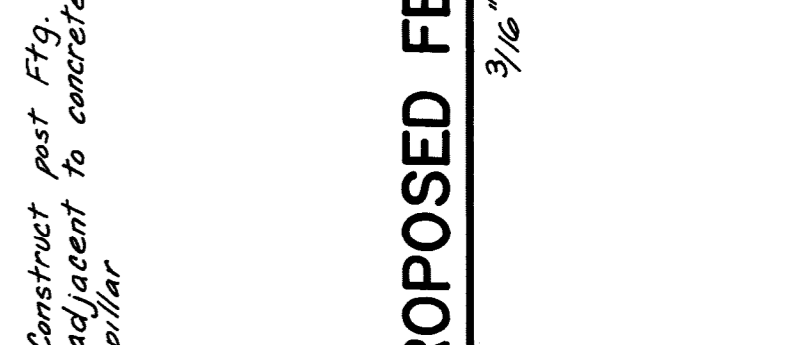
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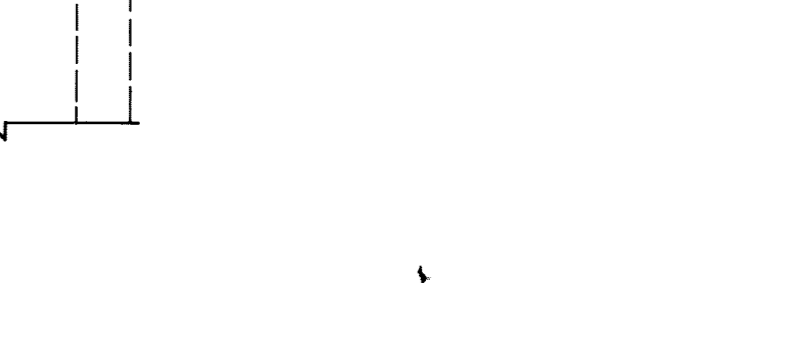
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NOTE:
Contractor shall submit shop drawings to the engineer for approval, prior to fabrication of fence.

* - Verify these dimensions with existing fence panels.

SECTION
3" = 1'-0" C S-10

DETAIL
3 1/2" = 1'-0" B S-10

TYPICAL PANEL DETAIL
1/2" = 1'-0" A S-10

STEEL FENCE DETAILS

11/18	OWNERS REVIEW

ARCHITECTURAL
DETAILS

Sheet Title

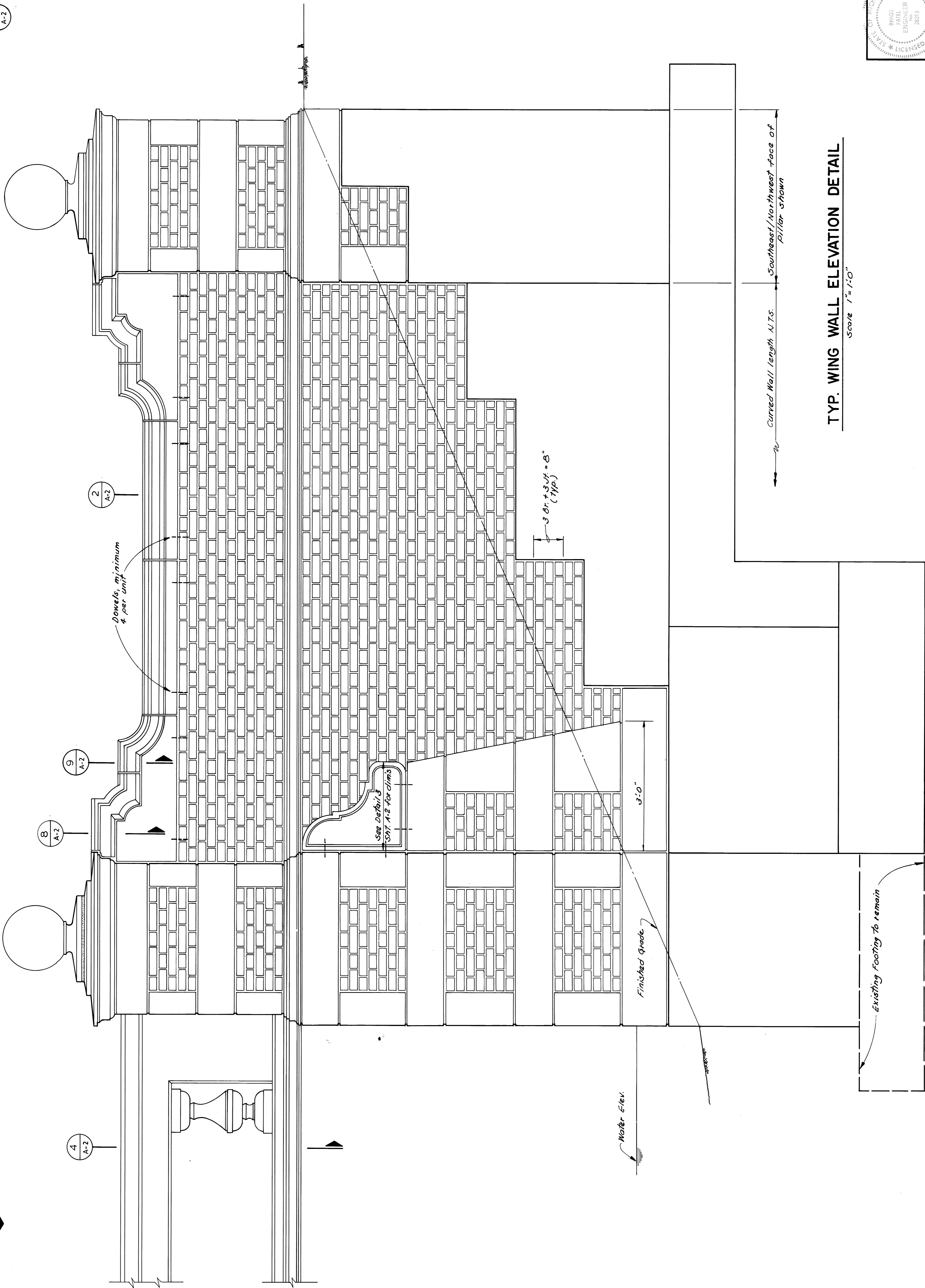
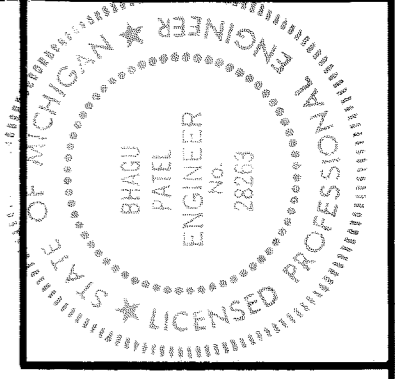
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8605
SHEET NO.
A-1



TYP. WING WALL ELEVATION DETAIL

Scale 1" = 1'-0"

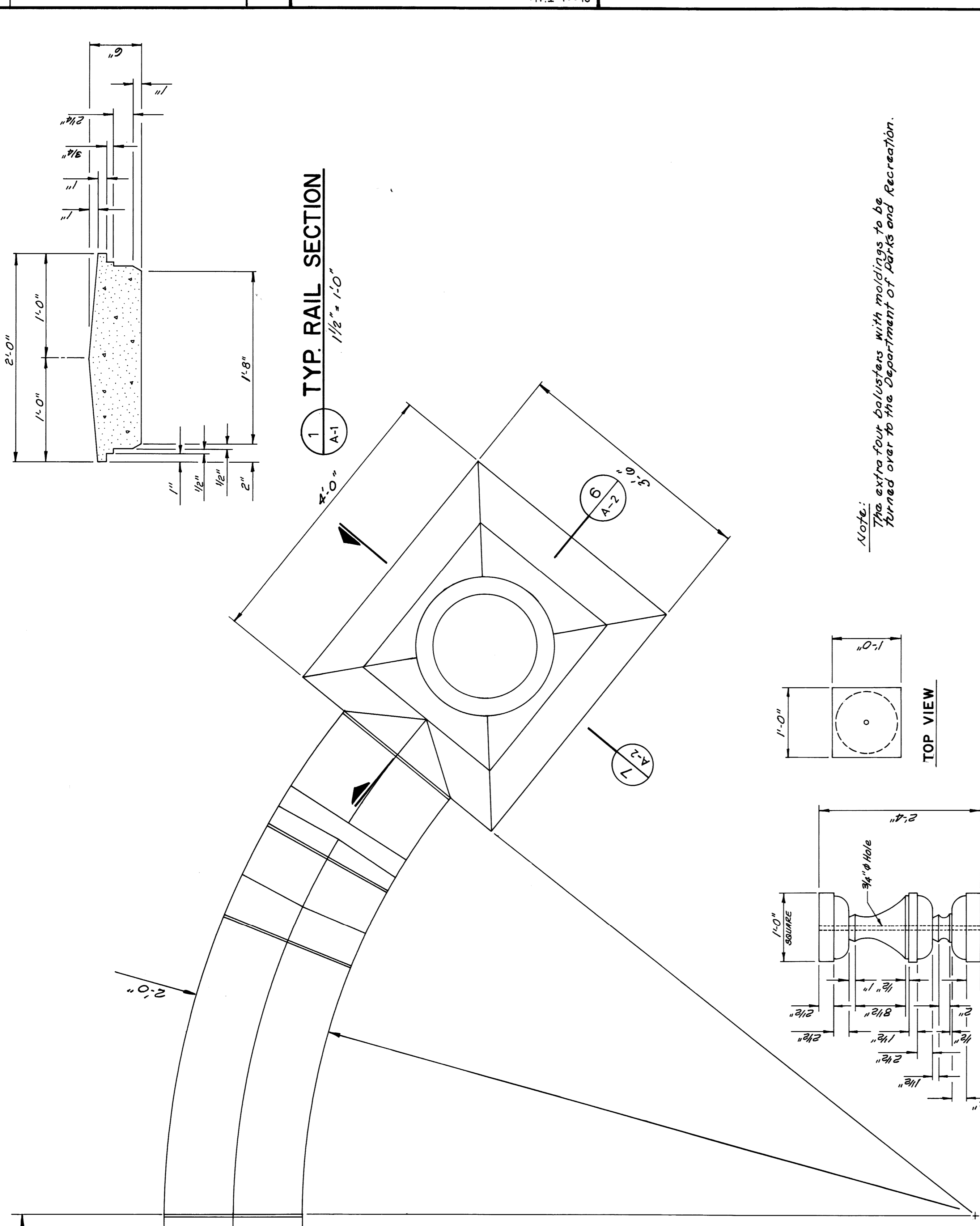
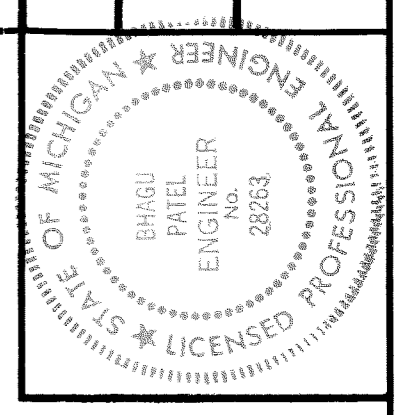
Curved Wall length N.T.S.
Southeast/Northwest Face of
Pillar shown

ARCHITECTURAL DETAILS

CITY OF DETROIT
PICNIC WAY BRIDGE
RECONSTRUCTION

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PROJECT NO.
8605
SHEET NO.
A-2



1 TYP. RAIL SECTION
1/8" = 1'-0"

Note:
The extra four balusters with moldings to be
turned over to the Department of Parks and Recreation.

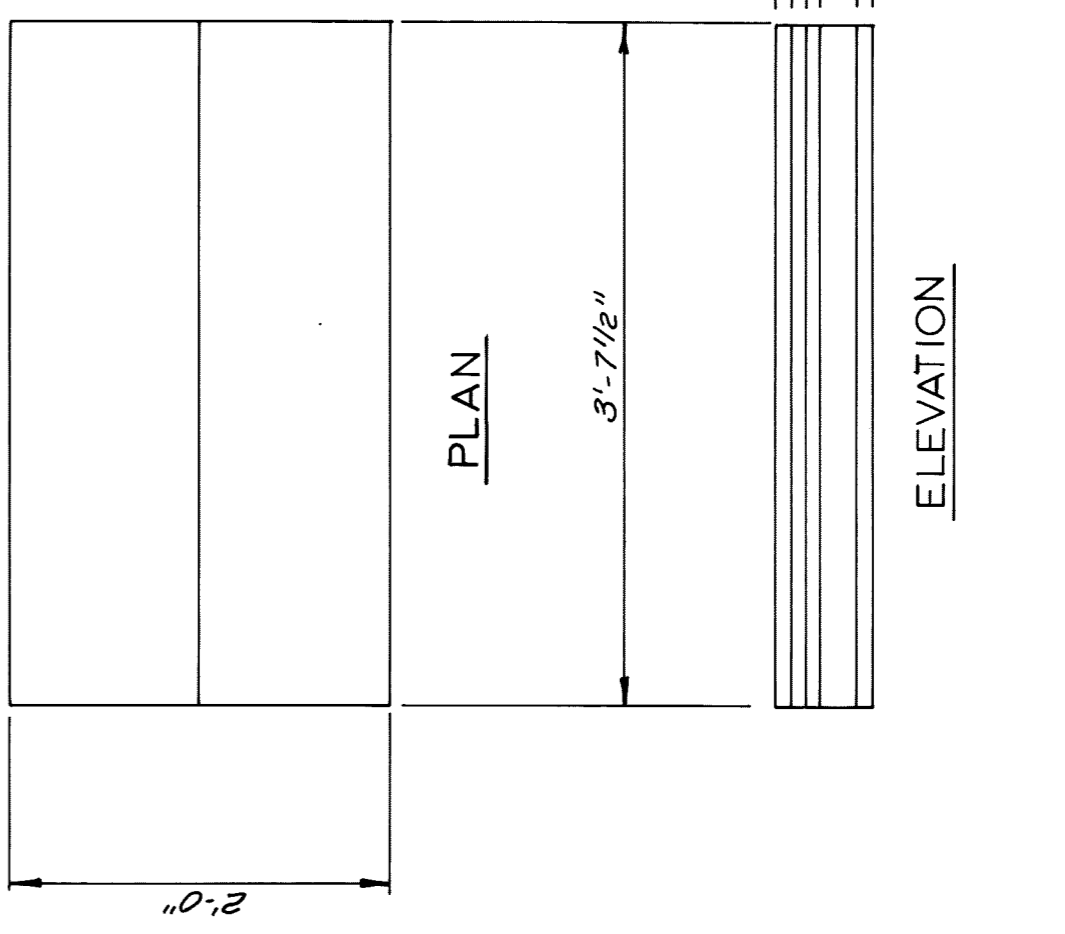
TOP VIEW

4 TYPICAL BALUSTER
1" = 1'-0"
(44 Reg'd)

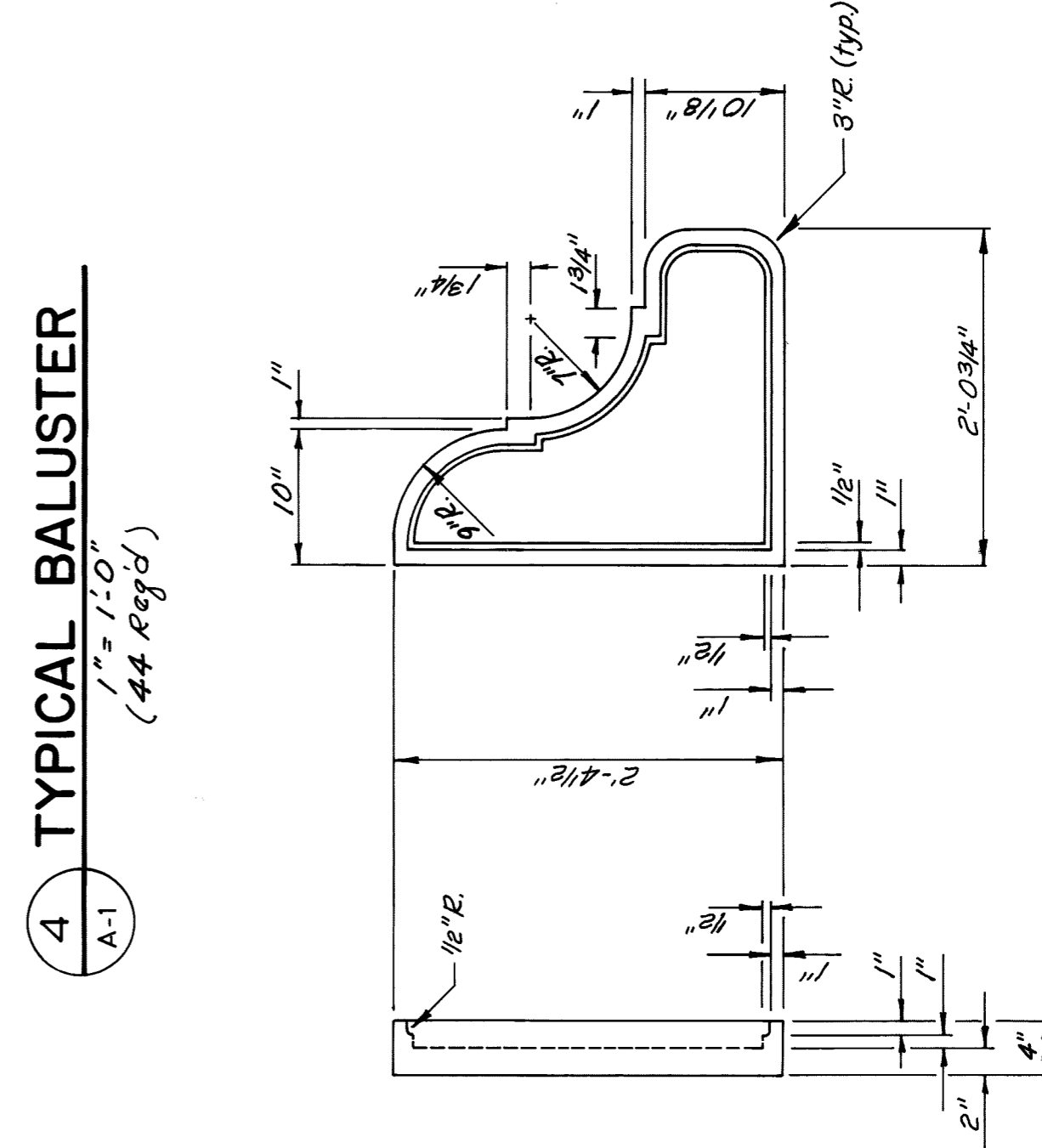
7 PILLAR CAP DETAIL
1" = 1'-0"

6 PILLAR CAP DETAIL
1" = 1'-0"

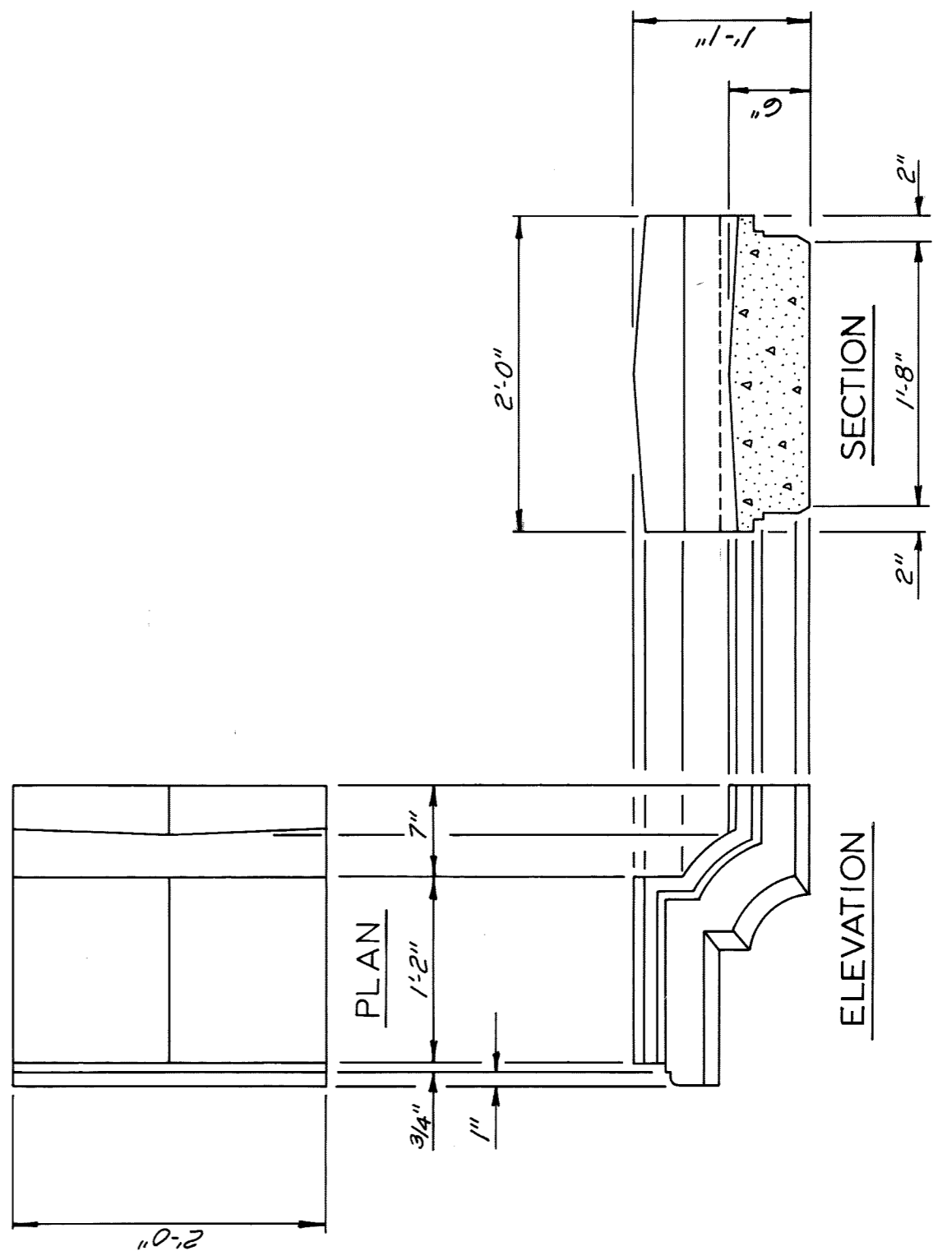
5 WING WALL & PILLAR PLAN
1" = 1'-0"



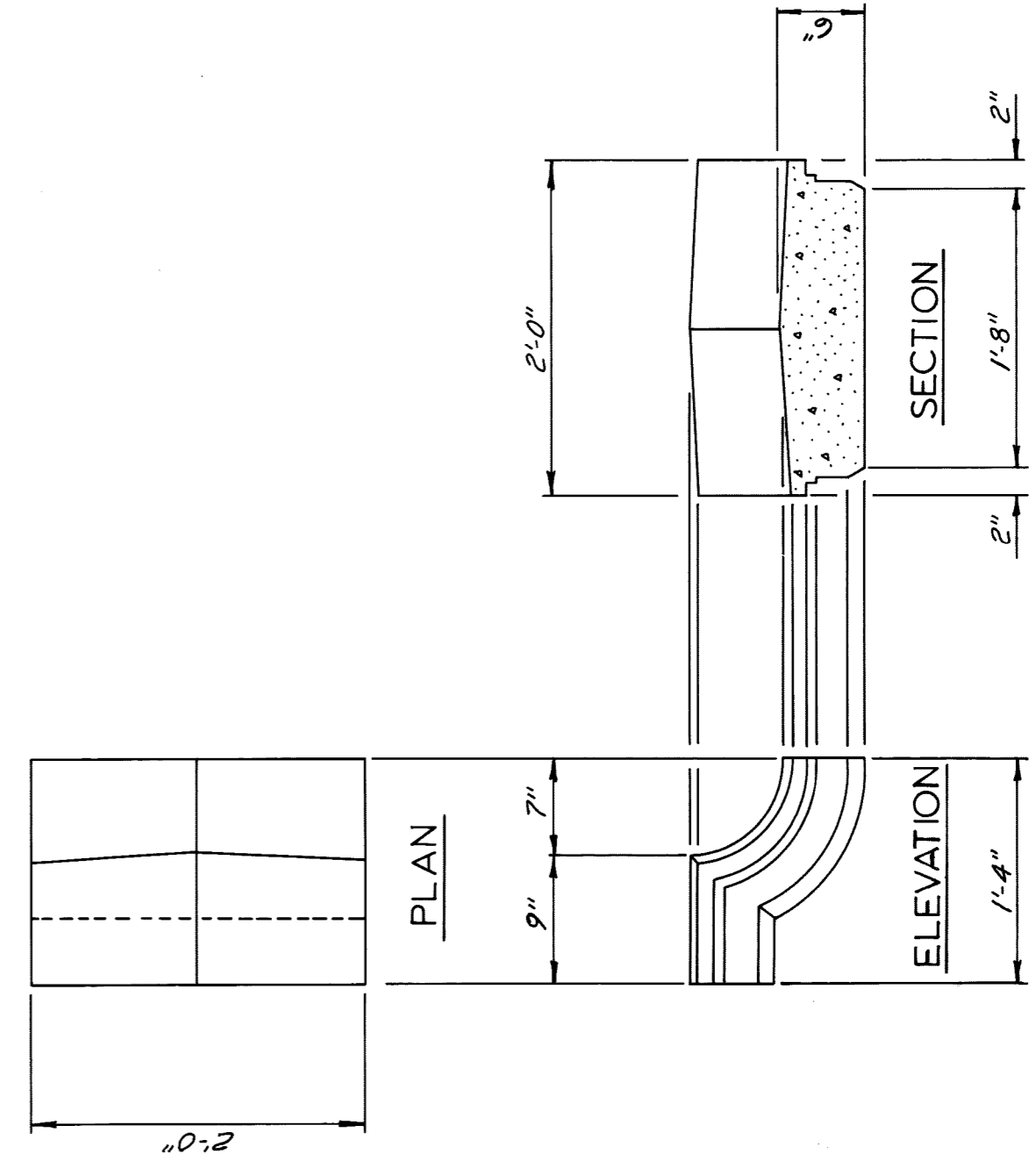
2 TYP. RAIL DETAIL
1" = 1'-0"



3 ORNAMENTAL PRECAST
CONCRETE DETAILS
1" = 1'-0"



8 ORNAMENTAL PRECAST
CONCRETE DETAILS
1" = 1'-0"



9 ORNAMENTAL PRECAST
CONCRETE DETAILS
1" = 1'-0"