

PIER 29 FIRE DAMAGE AND EMERGENCY REPAIRS  
FIRE DAMAGE REHABILITATION



Creegan+D'Angelo  
INFRASTRUCTURE  
ENGINEERS

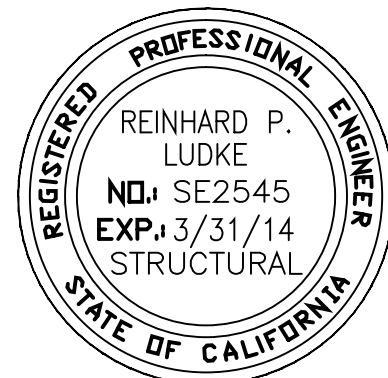
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CAREY & CO. INC.  
ARCHITECTURE

ARCHITECT:

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460 Bush Street  
San Francisco, CA 94108  
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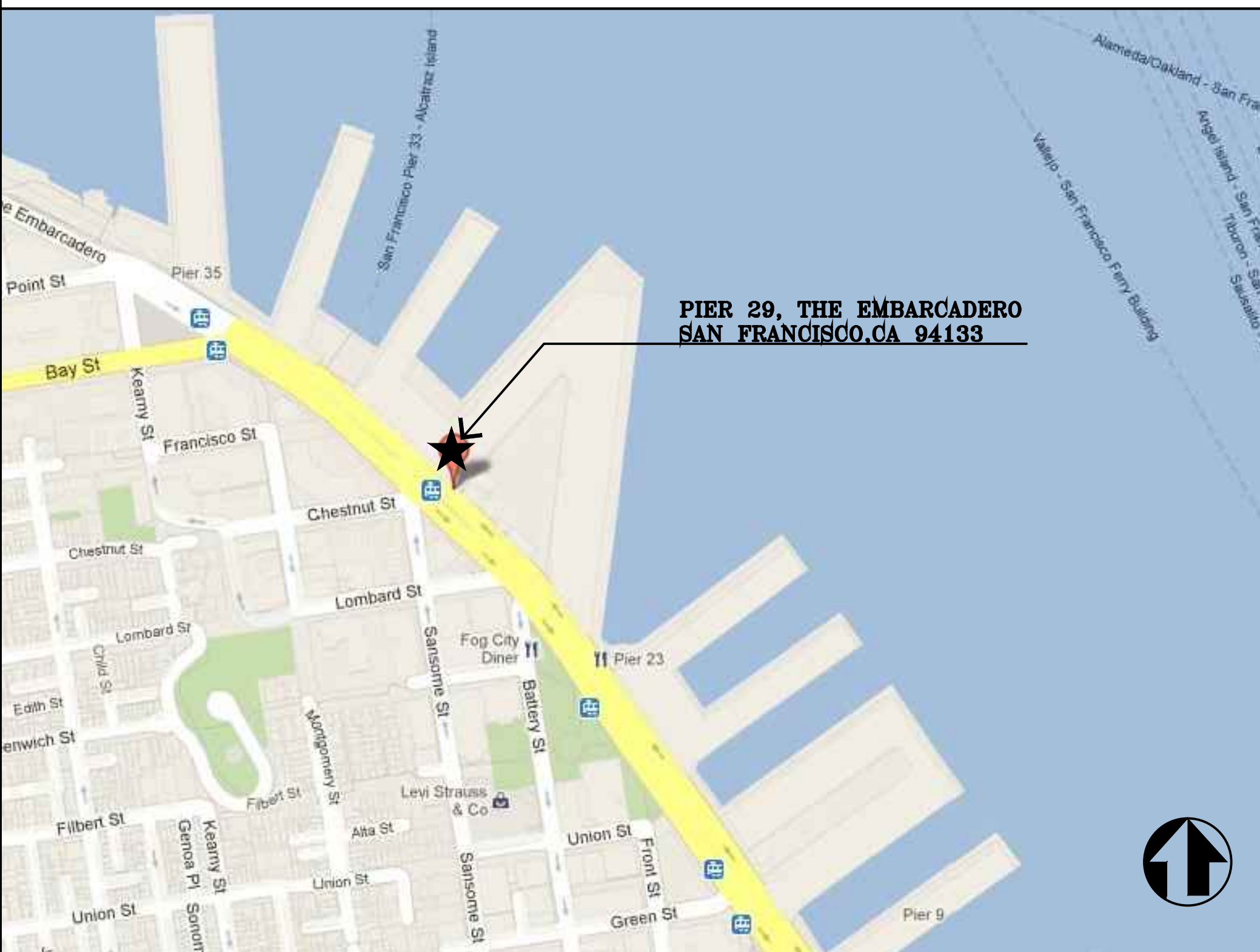


GENERAL NOTES:

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 EXISTING CONDITIONS, 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				
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REFERENCE INFORMATION  
& FILE NO. OF SURVEYS



SAN FRANCISCO PORT COMMISSION  
PORT OF SAN FRANCISCO  
DEPARTMENT OF ENGINEERING

DESIGNED: DATE:  
– 10/1/12

DRAWN: DATE:  
SN,EG,JC 10/1/12

CHECKED: DATE:  
CD,SN 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.





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. SIZE (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".

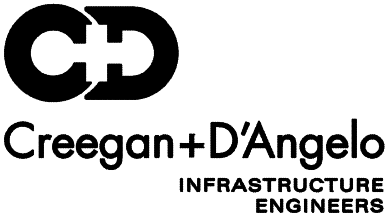
7. FORMS MAY BE REMOVED WHEN FIELD-CURED CYLINDERS ACHIEVE 75% OF THE SPECIFIED 28-DAY STRENGTH, BUT NOT SOONER THAN THE TIMES INDICATED IN ACI 347. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAKE AND PAY FOR THE COSTS OF ANY SUPPLEMENTAL STRENGTH TESTS.

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.



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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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SAN FRANCISCO PORT COMMISSION

PORT OF SAN FRANCISCO

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  
GENERAL NOTES

CONTRACT NO.
DRAWING NO. S1.0
FILE NO.
REV. NO.



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 F<sub>exx</sub> = 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, L<sub>r</sub>.....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.



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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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**SAN FRANCISCO PORT COMMISSION**  
**PORT OF SAN FRANCISCO**  
**DEPARTMENT OF ENGINEERING**

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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**  
**GENERAL NOTES**

CONTRACT NO.
DRAWING NO. S1.1
FILE NO.
REV. NO.

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 FILET WELDS EXCEEDING 5/8"
- B. PERIODIC VISUAL INSPECTION OF THE FOLLOWING ITEMS IS PERMITTED:
  - SINGLE-PASS FILET WELDS NOT EXCEEDING 5/8"

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

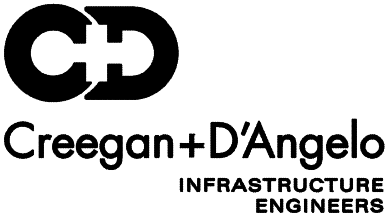
STRUCTURAL OBSERVATIONS, AS REQUIRED BY SECTION 1709, WILL BE UNDERTAKEN BY PERSONNEL UNDER THE SUPERVISION OF THE ENGINEER OF RECORD. STRUCTURAL OBSERVATIONS ARE SEPARATE FROM THE SPECIAL INSPECTIONS OUTLINED ABOVE.

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.



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2010 Port of San Francisco Building Code

PCP-014

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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DS 10/1/12

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SAN FRANCISCO PORT COMMISSION

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CHIEF HARBOR ENGINEER

SCALE:

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PIER 29  
FIRE DAMAGE AND EMERGENCY REPAIRS

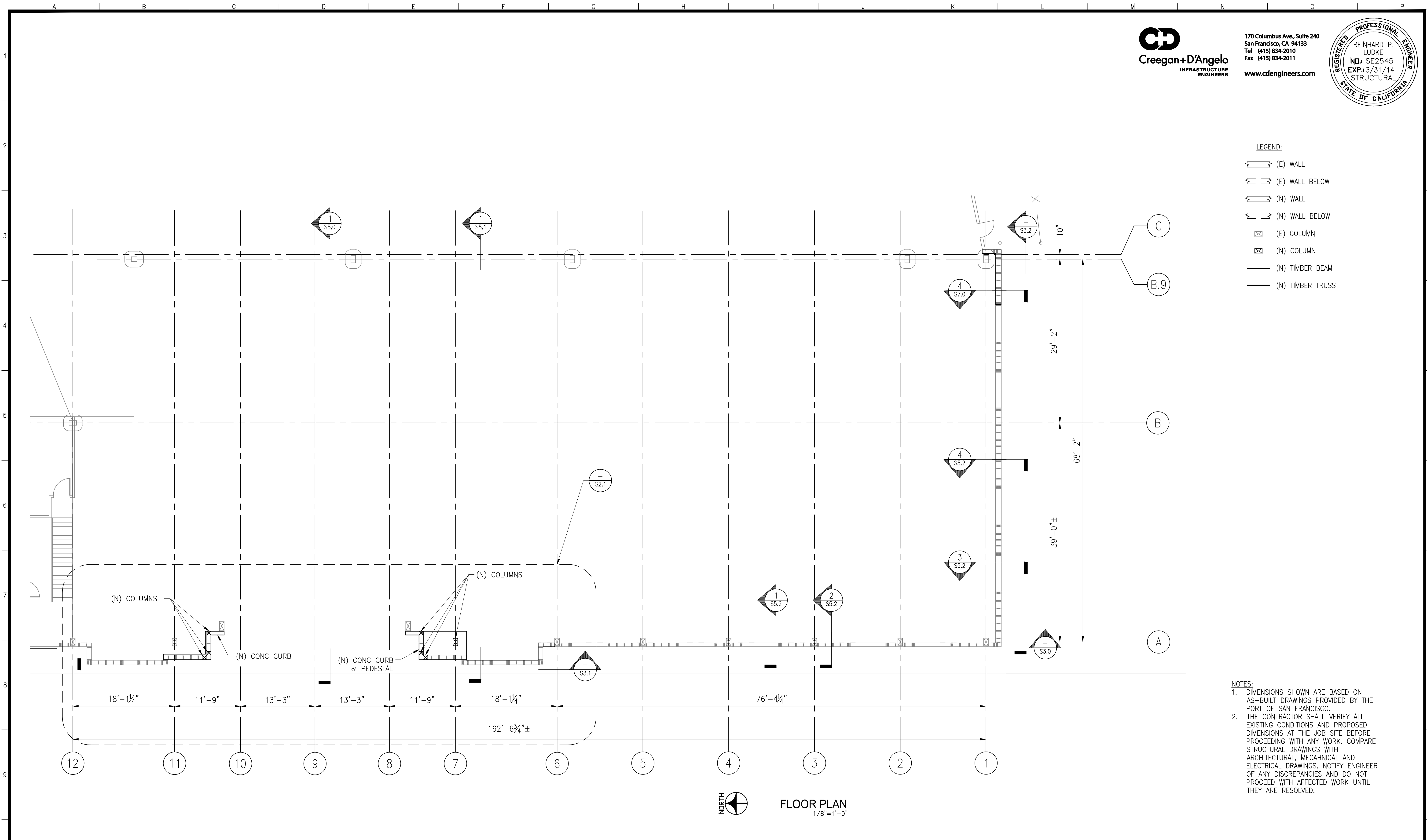
FIRE DAMAGE REHABILITATION  
GENERAL NOTES

CONTRACT NO.

DRAWING NO.  
S1.2

FILE NO.

REV. NO.



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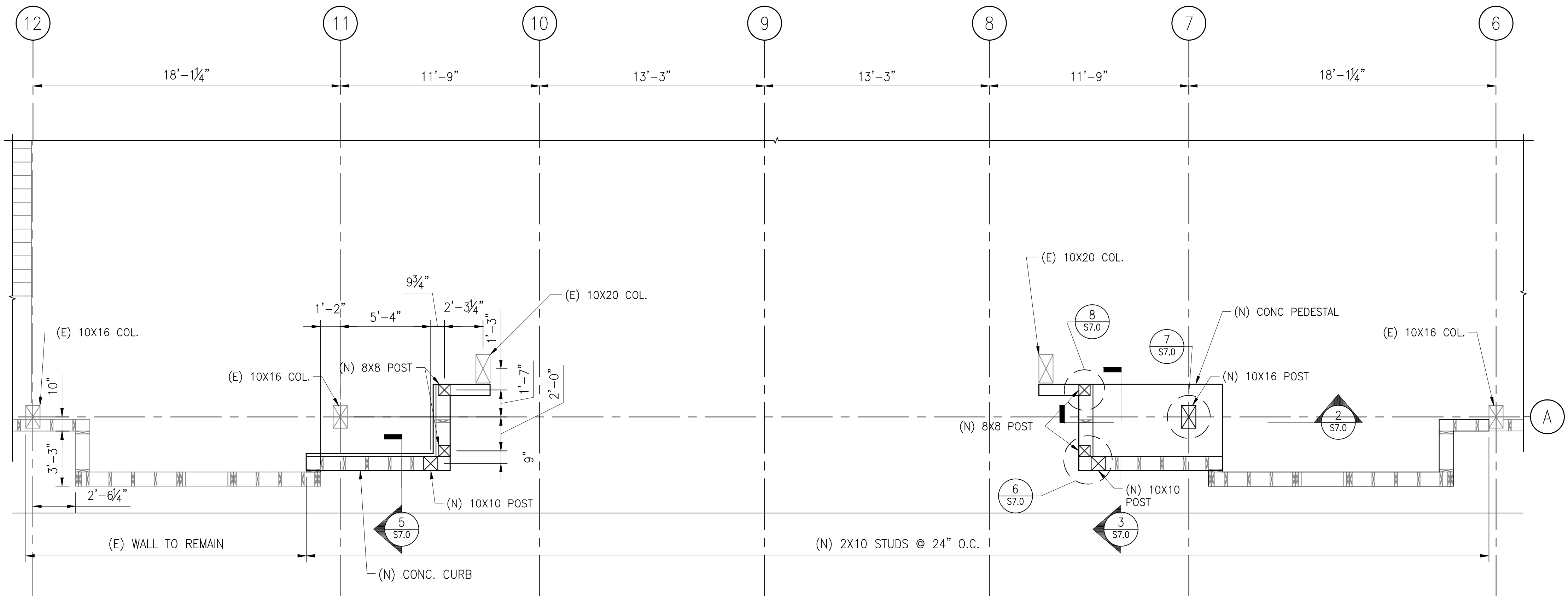
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PIER 29 FIRE DAMAGE AND EMERGENCY REPAIRS
FIRE DAMAGE REHABILITATION FLOOR PLAN

CONTRACT NO.
DRAWING NO. S2.0
FILE NO.
REV. NO.

LEGEND:

- ⬅ ➡ (E) WALL  
⬅ ➡ (E) WALL BELOW  
⬅ ➡ (N) WALL  
⬅ ➡ (N) WALL BELOW  
⊠ (E) COLUMN  
⊠ (N) COLUMN  
— (N) TIMBER BEAM  
— (N) TIMBER TRUSS



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

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



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\_\_\_\_\_  
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SCALE:

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**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



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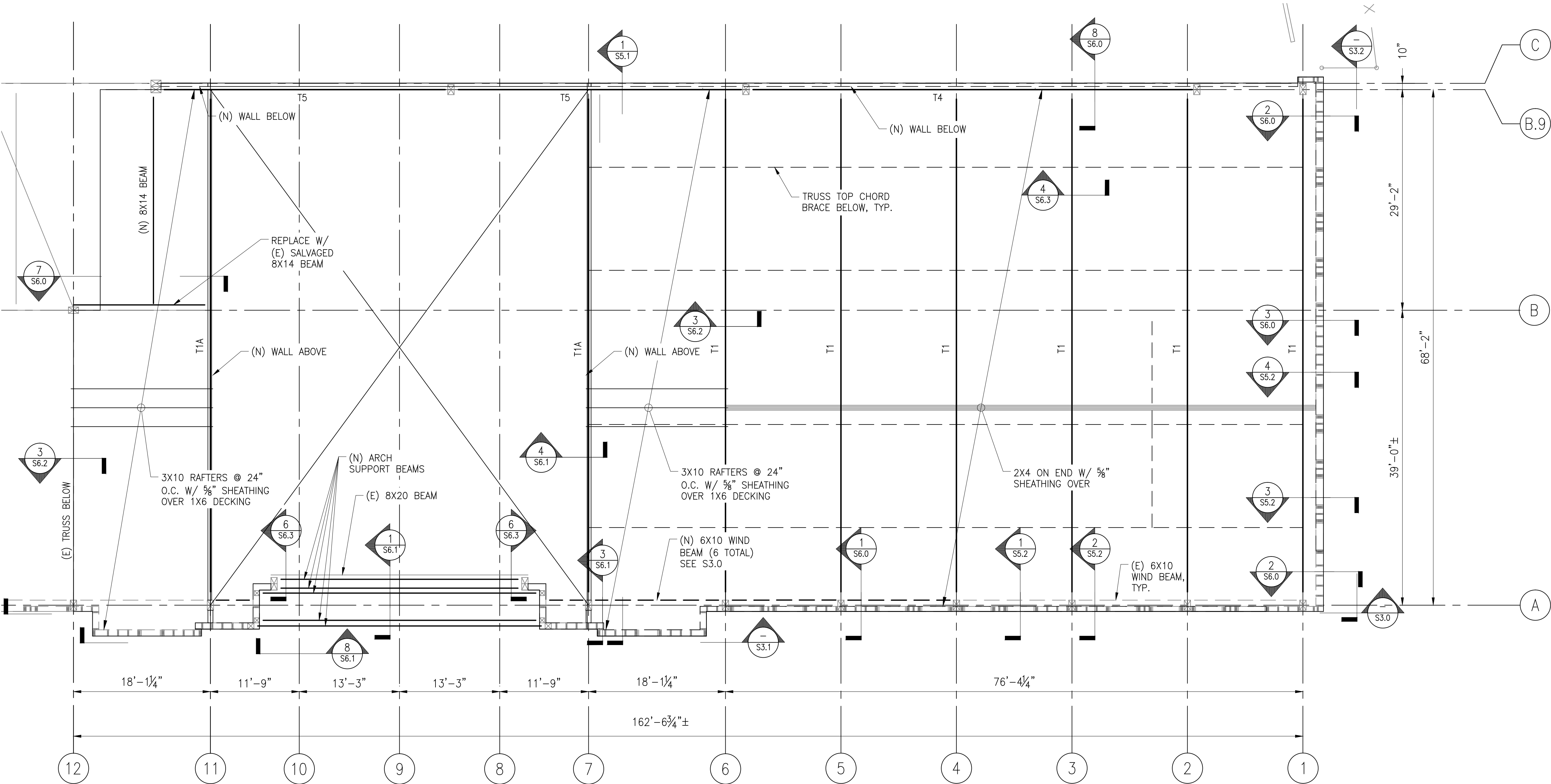


- LEGEND:
- (E) WALL
  - (E) WALL BELOW
  - (N) WALL
  - (N) WALL BELOW
  - (E) COLUMN
  - (N) COLUMN
  - (N) TIMBER BEAM
  - (N) TIMBER TRUSS

BLOCKED DIAPHRAGM NOTES:

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

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





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

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\_\_\_\_\_  
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

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LEGEND:

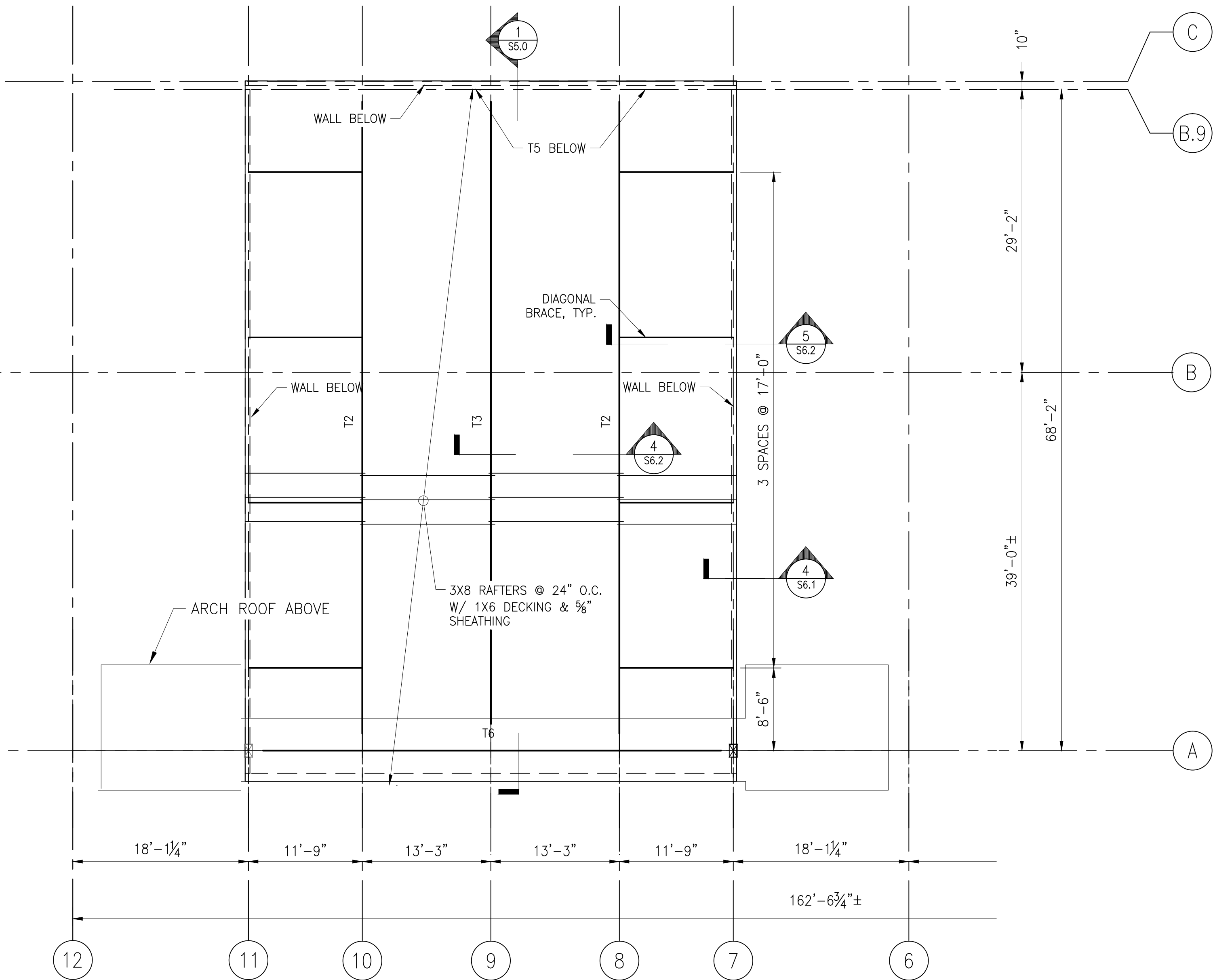
- (E) WALL  
→ (E) WALL BELOW  
→ (N) WALL  
→ (N) WALL BELOW  
⊠ (E) COLUMN  
⊠ (N) COLUMN  
— (N) TIMBER BEAM  
— (N) TIMBER TRUSS

BLOCKED DIAPHRAGM NOTES:

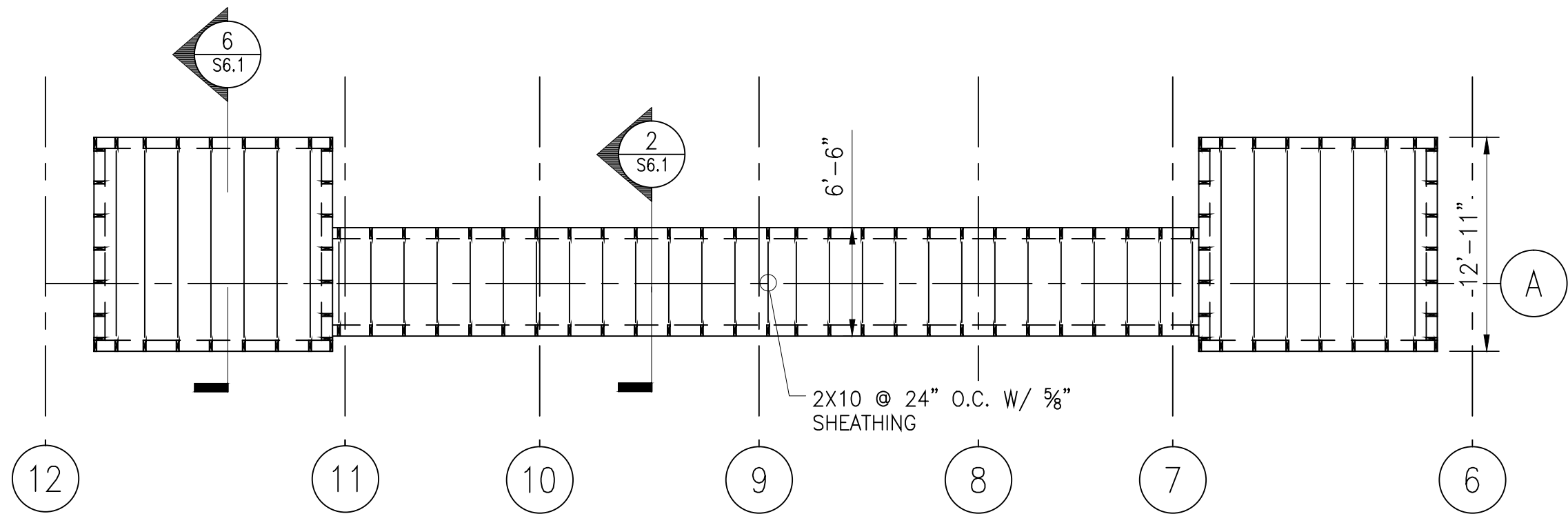
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- FIELD NAILING (F.N.) TO BE 10d @ 12" O.C.
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NOTES:

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- 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.



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



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

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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.



LEGEND:

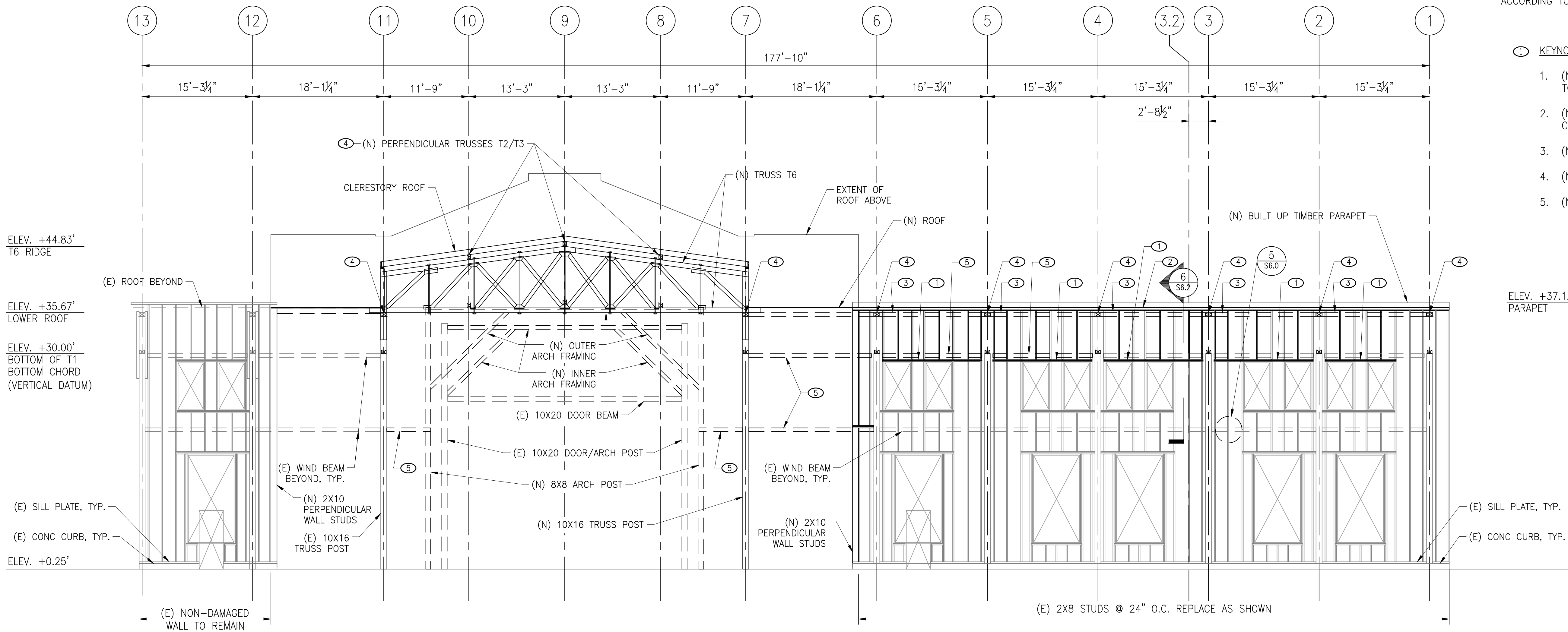
- ===== (E) TIMBER MEMBER  
===== (E) TIMBER MEMBER BEYOND  
===== (N) TIMBER MEMBER  
===== (N) TIMBER MEMBER BEYOND

NOTES:

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

KEYNOTES:

- (N) DOUBLE 2X WINDOW TOP PLATE
- (N) DOUBLE 2X CONTINUOUS TOP PLATE
- (N) 4X10 TRUSS BRACE
- (N) TRUSS
- (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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CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				

REFERENCE INFORMATION  
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**DEPARTMENT OF ENGINEERING**

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CHECKED: DATE:  
DS 10/1/12

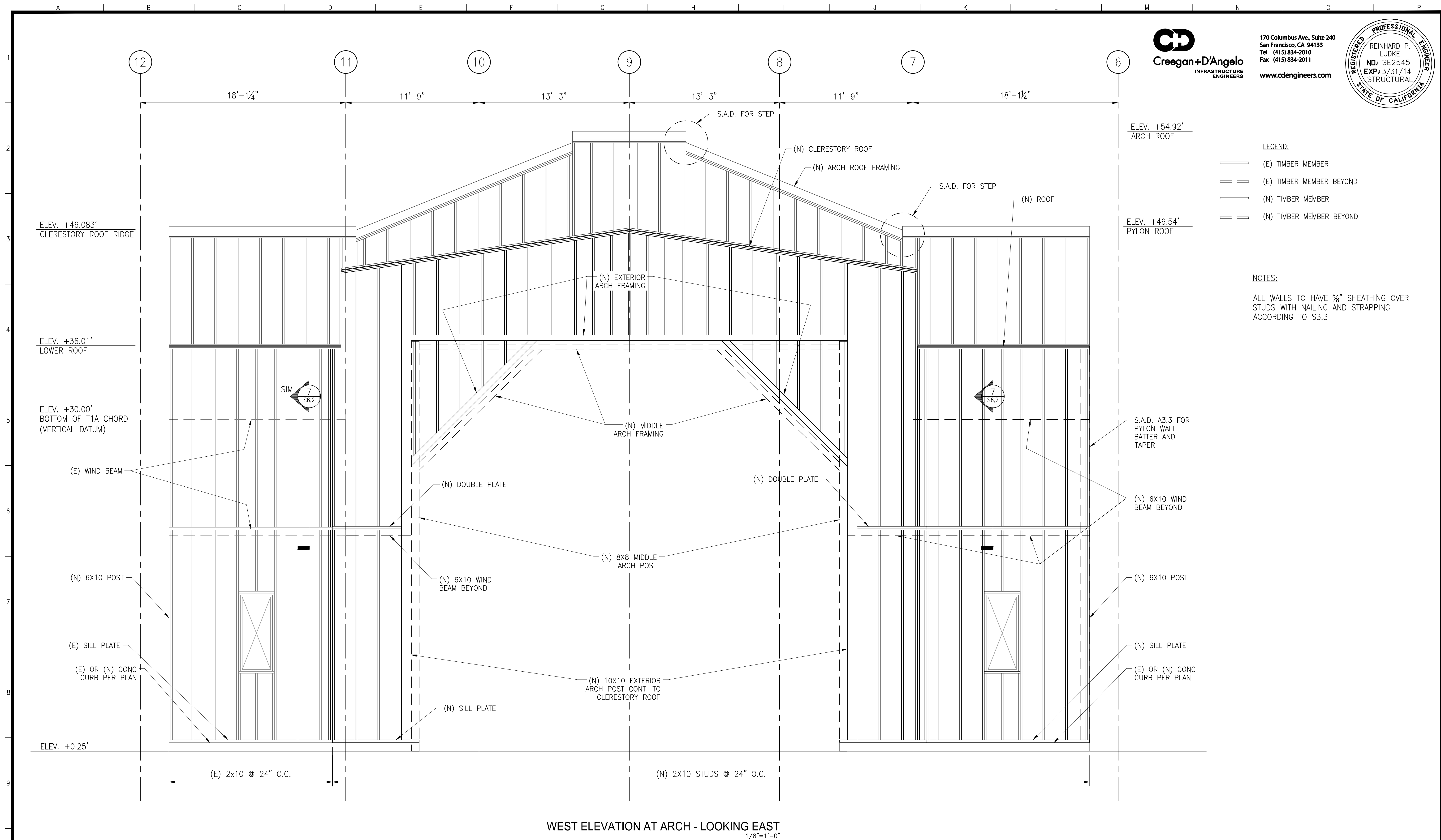
APPROVED BY  
SAN FRANCISCO PORT COMMISSION  
DATE: \_\_\_\_\_  
\_\_\_\_\_  
CHIEF HARBOR ENGINEER

SCALE:  
AS NOTED  
SHEET OF SHEETS

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

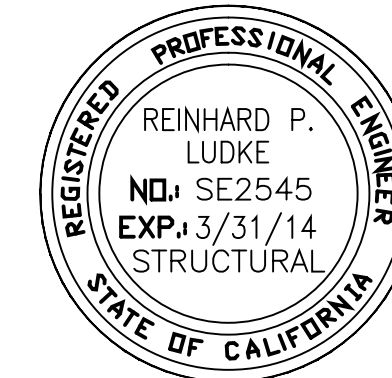
CONTRACT NO.  
DRAWING NO.  
S3.0  
FILE NO.  
REV. NO.





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**LEGEND:**

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

**NOTES:**

ALL WALLS TO HAVE 5/8" 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	RL	APP.
0	10/9/12	PERMIT SUBMITTAL	DS	RL	
TABLE OF REVISIONS					
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DS 10/1/12

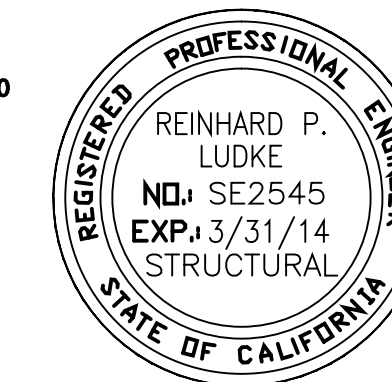
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SAN FRANCISCO PORT COMMISSION  
DATE: \_\_\_\_\_  
\_\_\_\_\_  
CHIEF HARBOR ENGINEER



SCALE:  
AS NOTED  
SHEET OF SHEETS

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

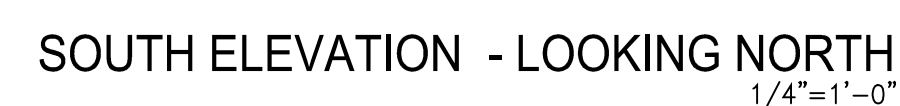
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DRAWING NO.  
S3.1  
FILE NO.  
REV. NO.





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

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



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

SCALE:

AS NOTED

SHEET OF SHEETS

## PIER 29 FIRE DAMAGE AND EMERGENCY REPAIRS

FIRE DAMAGE REHABILITATION  
SOUTH ELEVATION

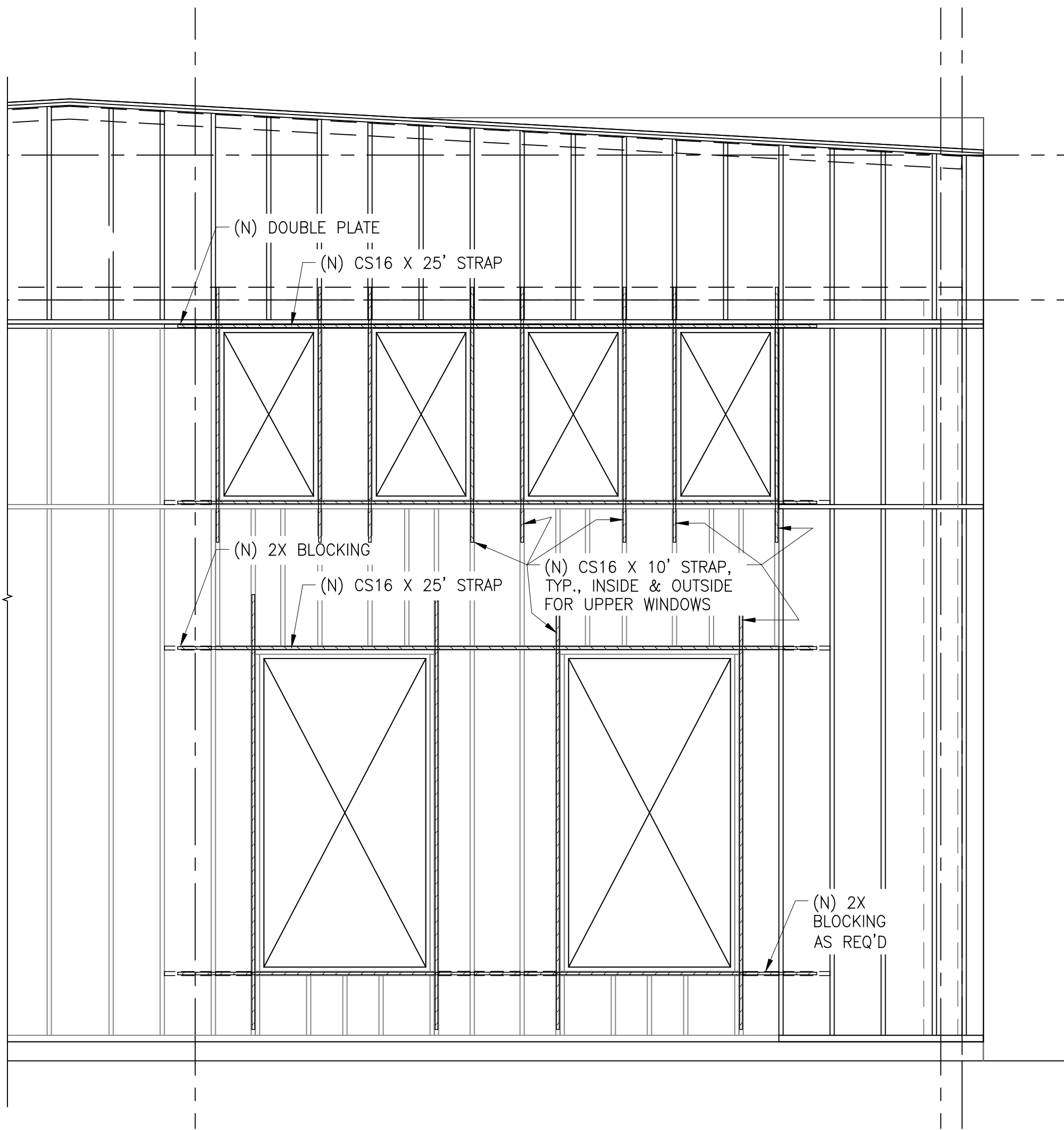
CONTRACT NO.
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DRAWING NO.  
S3.2

FILE NO.	
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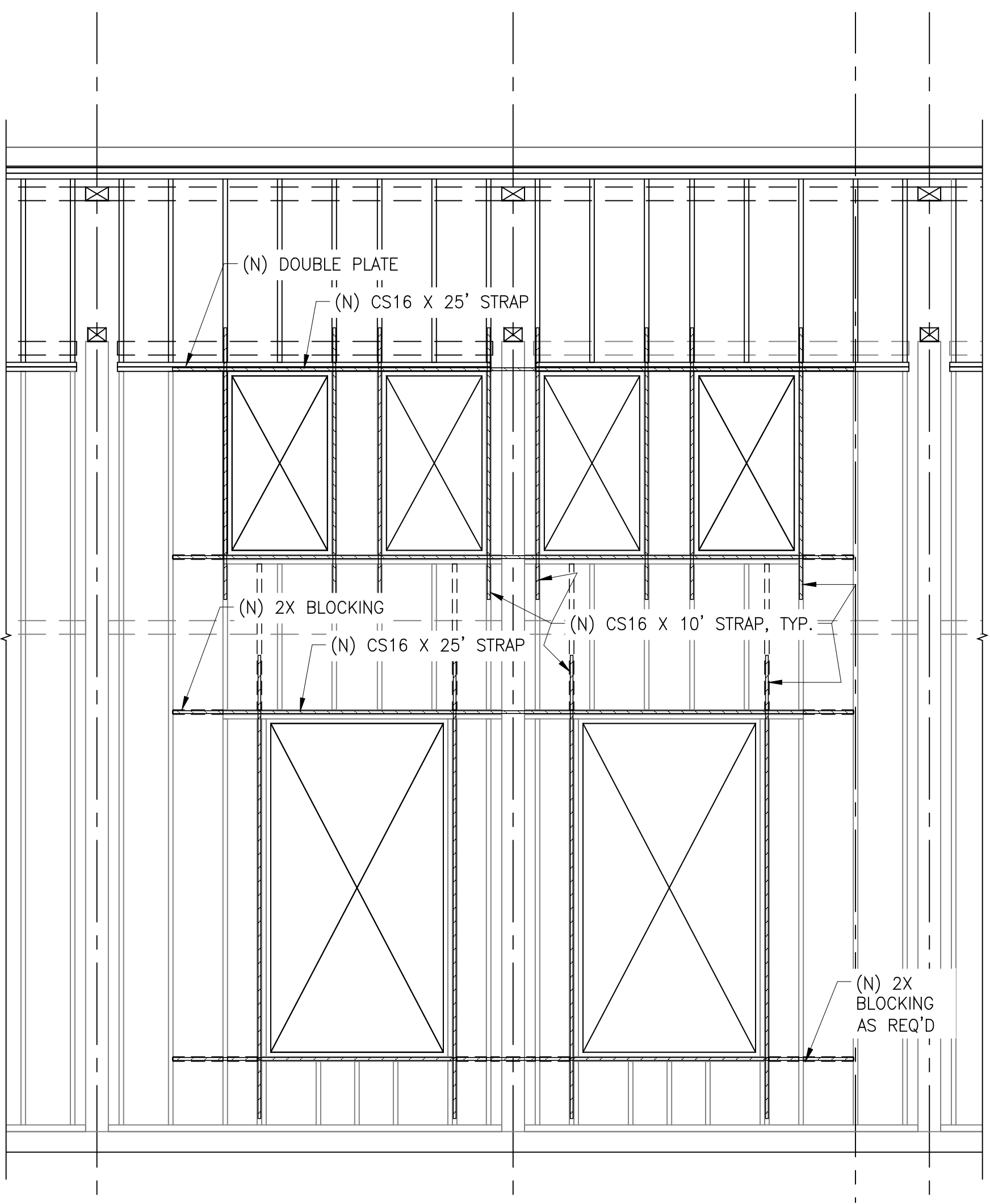
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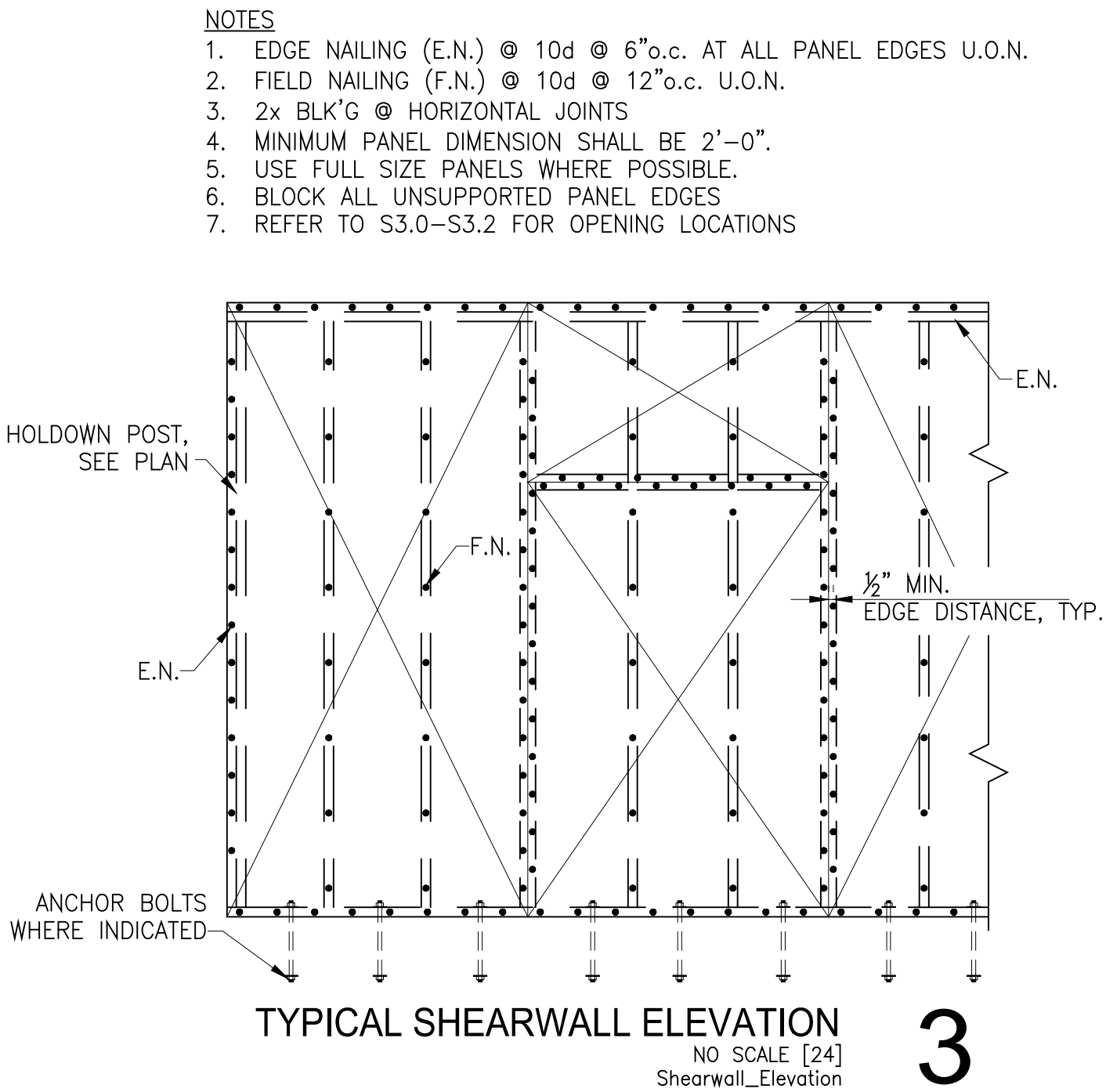
TYPICAL SOUTH SHEARWALL ELEVATION  
1/4"=1'-0"

1



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

2



3

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  
SHEARWALL ELEVATIONS

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

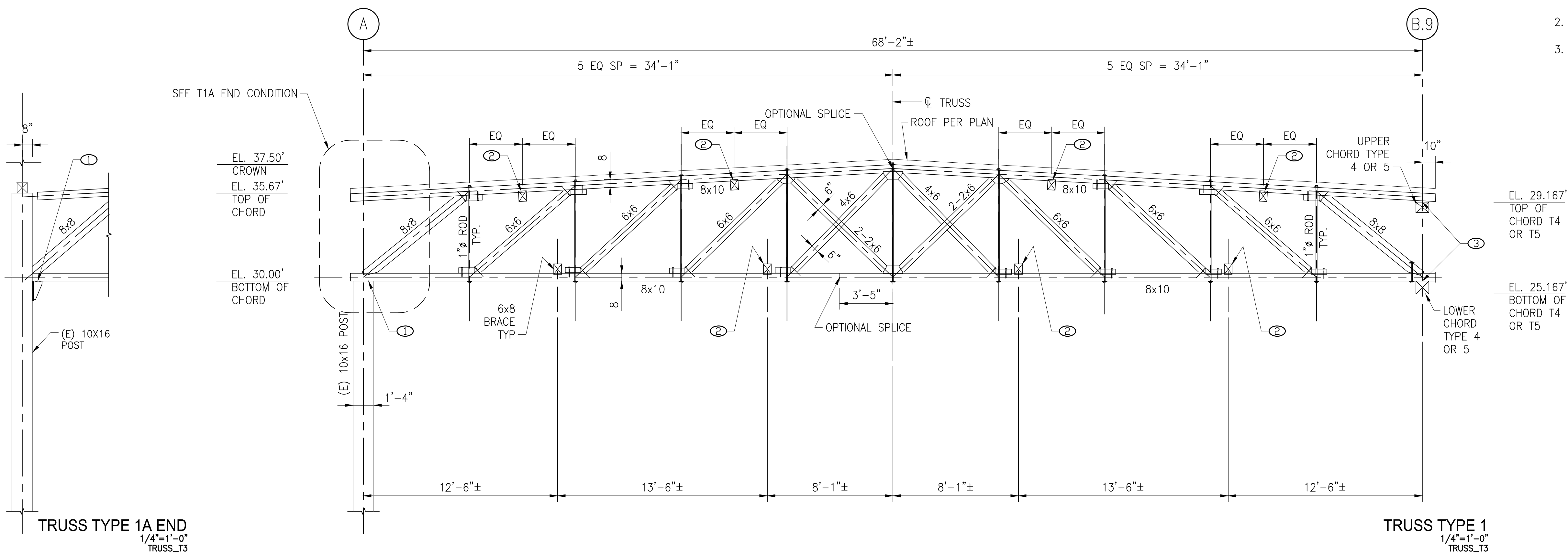
TRUSS TRIBUTARY LOAD (EXCLUDES SELF WEIGHT)	
DEAD	330 PLF
LIVE	200 PLF

**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.

**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.
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TABLE OF REVISIONS				
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DS 10/1/12

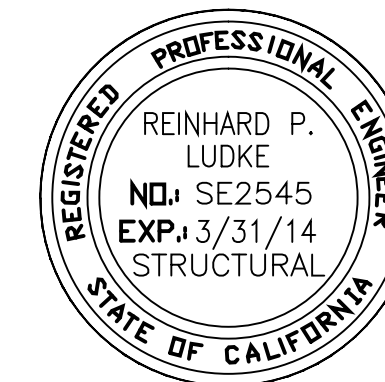
APPROVED BY  
SAN FRANCISCO PORT COMMISSION  
DATE: \_\_\_\_\_  
\_\_\_\_\_  
CHIEF HARBOR ENGINEER

SCALE:  
AS NOTED  
SHEET OF SHEETS

**PIER 29**  
**FIRE DAMAGE AND EMERGENCY REPAIRS**  
**FIRE DAMAGE REHABILITATION**  
**TRUSS TYPE 1**

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





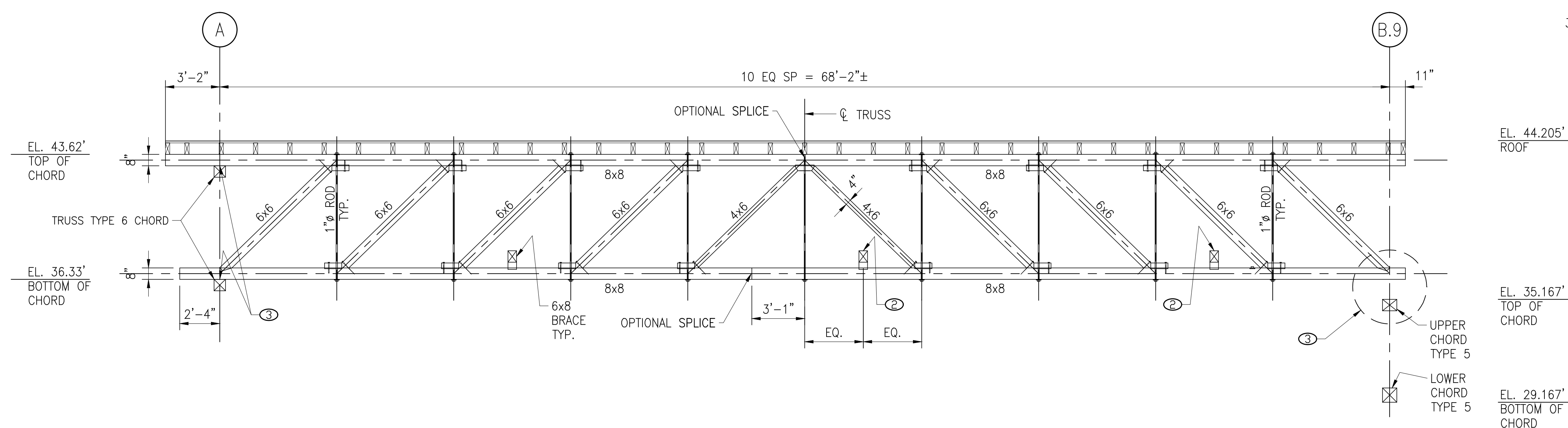
TRUSS TRIBUTARY LOAD (EXCLUDES SELF WEIGHT)	
DEAD	215 PLF
LIVE	150 PLF

## 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

0	10/9/12	PERMIT SUBMITTAL	DS	RL	
NO.	DATE	DESCRIPTION	BY	APP	
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DS 10/1/12	

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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

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

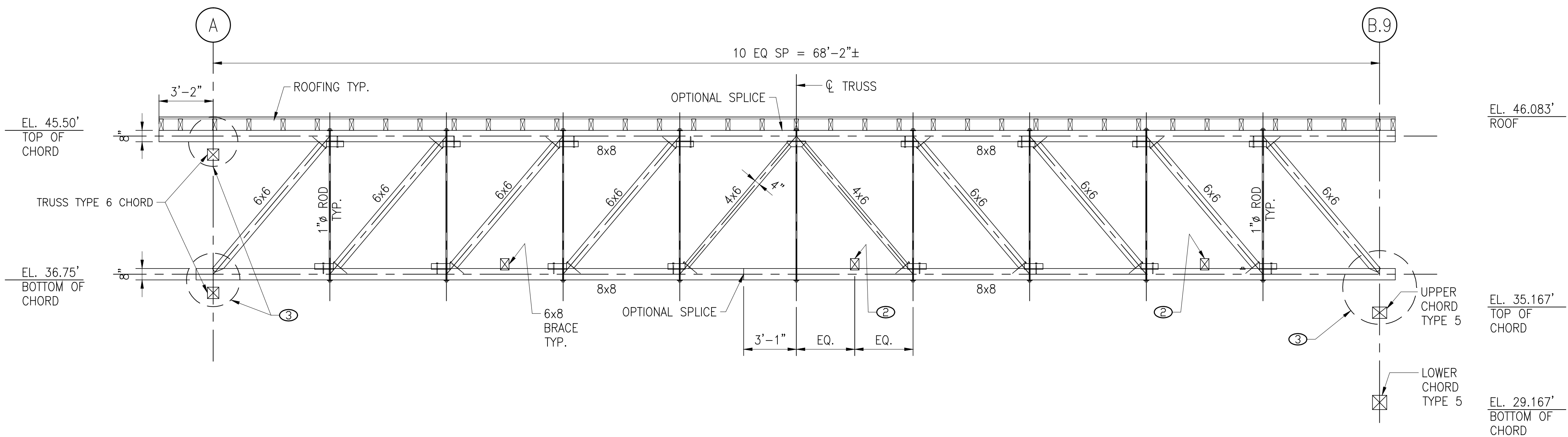
TRUSS TRIBUTARY LOAD (EXCLUDES SELF WEIGHT)	
DEAD	215 PLF
LIVE	150 PLF

**NOTES**

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

**KEYNOTES**

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



**TRUSS TYPE 3**  
1/4"=1'-0"  
TRUSS\_PT1

NO.	DATE	DESCRIPTION	BY	APP.
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APPROVED BY  
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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 3**

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



TRUSS LOADS:

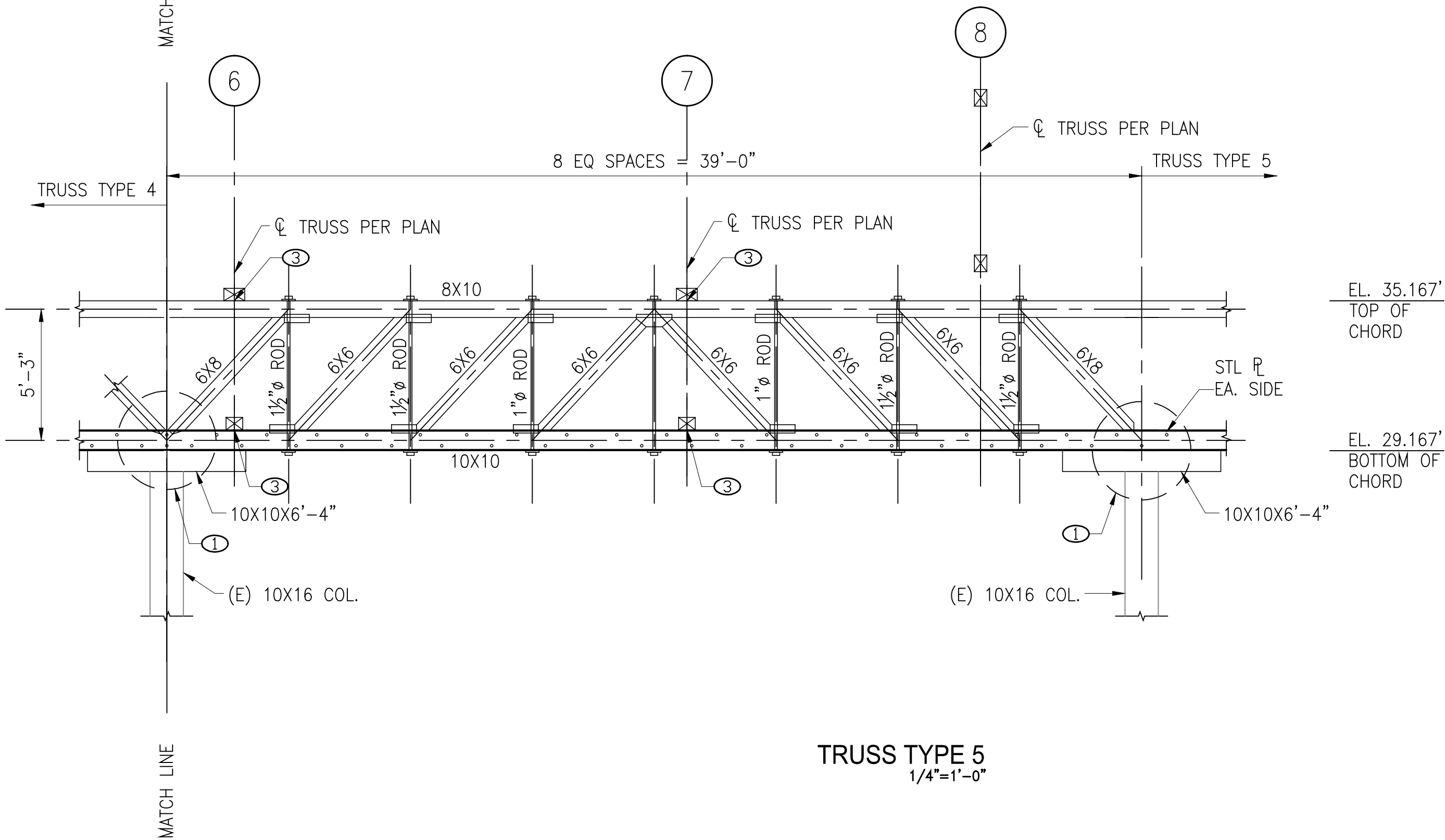
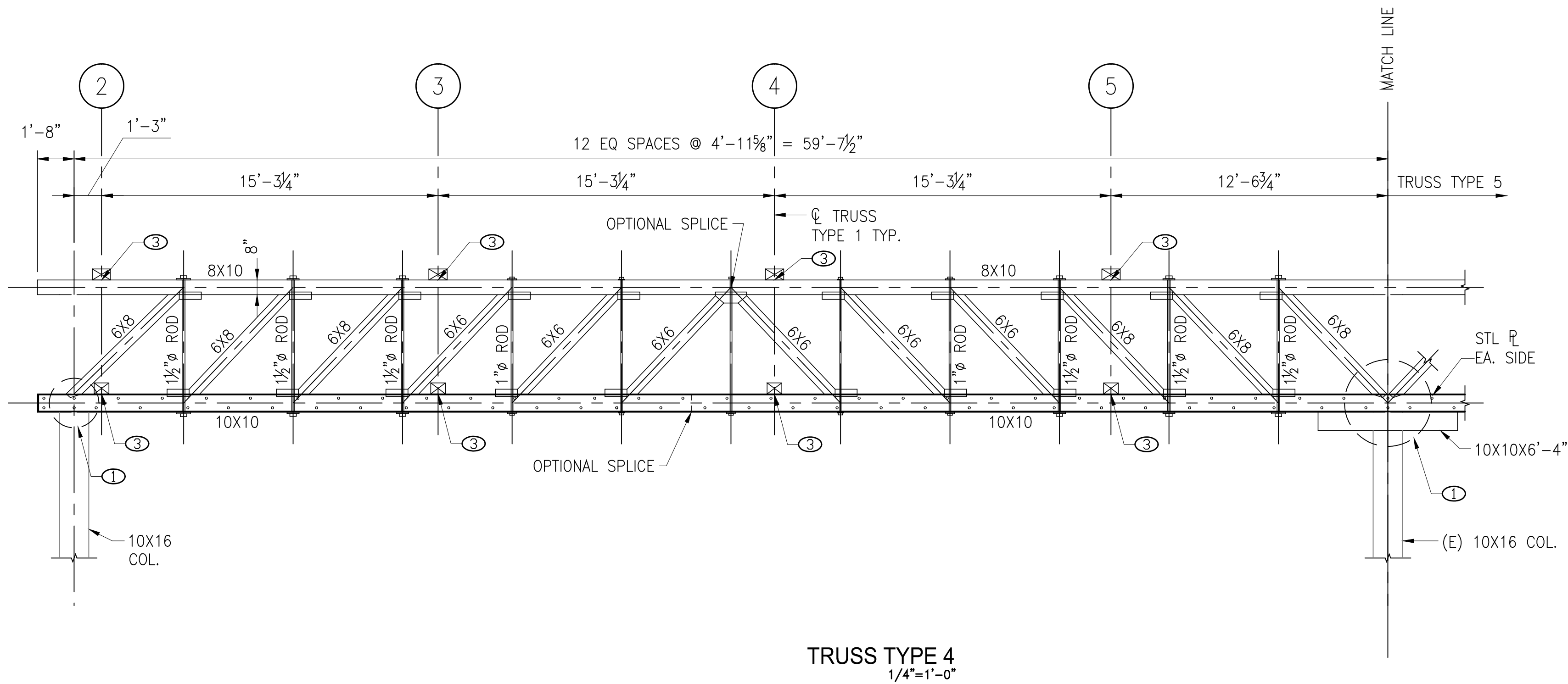
TRUSSES SUPPORT PERPENDICULAR TRUSSES T1, T2 OR T3, SEE S4.0 - S4.2 FOR THEIR LOADING.

NOTES

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

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.
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TABLE OF REVISIONS				
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\_\_\_\_\_  
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.

TRUSS LOADS:

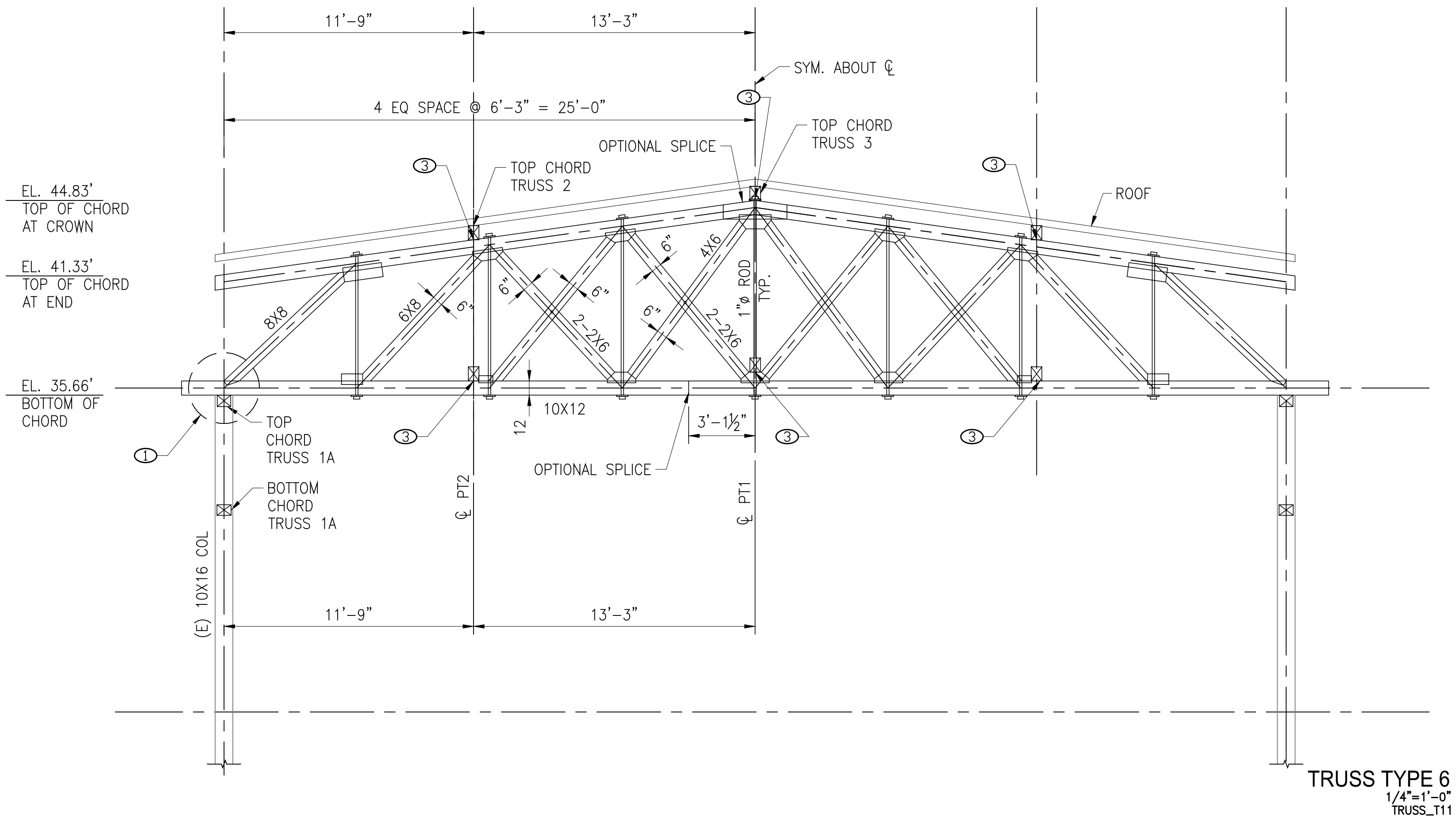
TRUSSES SUPPORT PERPENDICULAR TRUSSES T1, T2  
OR T3, SEE S4.0 - S4.2 FOR THEIR LOADING.

NOTES

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

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



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DATE: \_\_\_\_\_

\_\_\_\_\_  
CHIEF HARBOR ENGINEER

SCALE:

AS NOTED

SHEET OF SHEETS

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

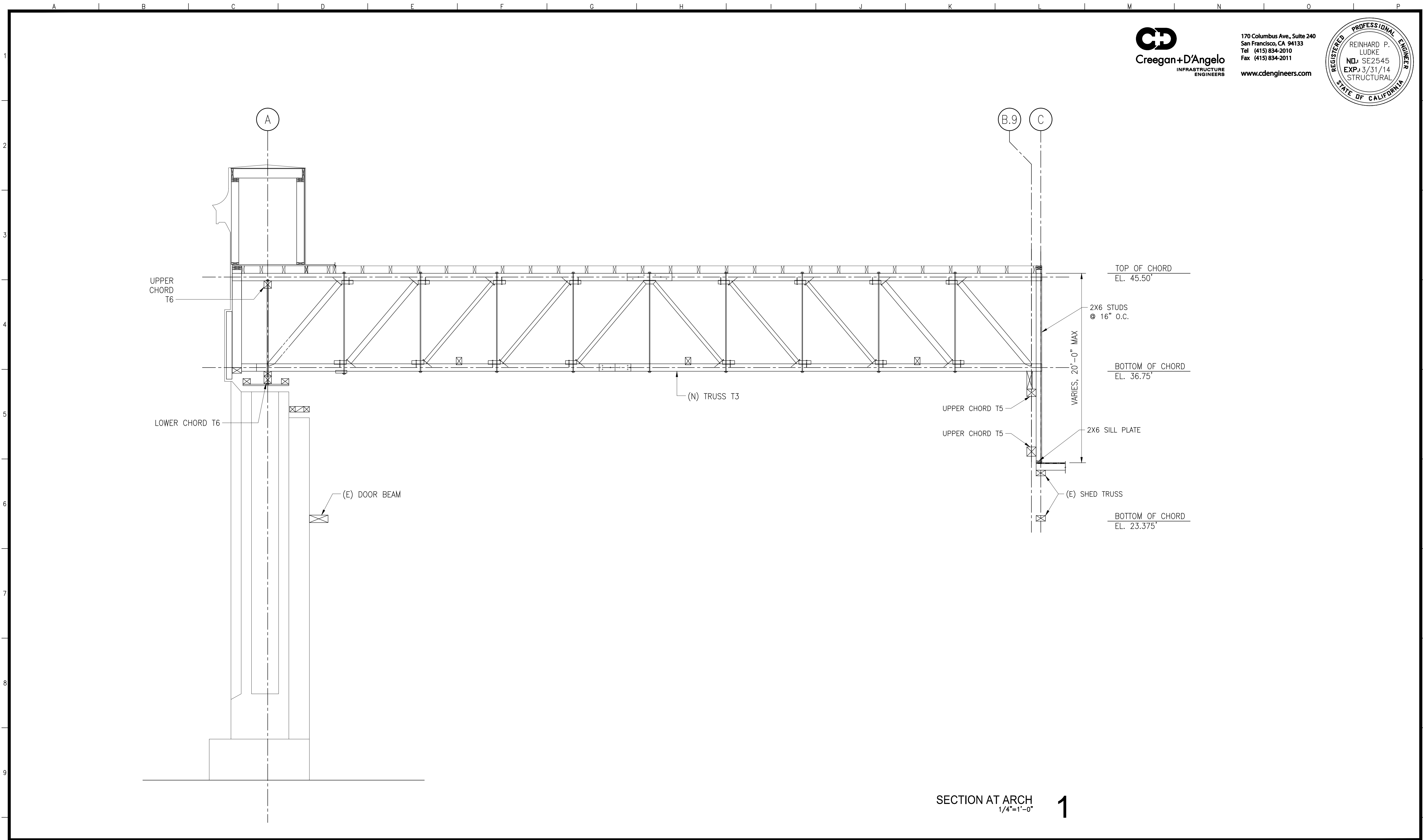
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**S4.4**

FILE NO.

REV. NO.





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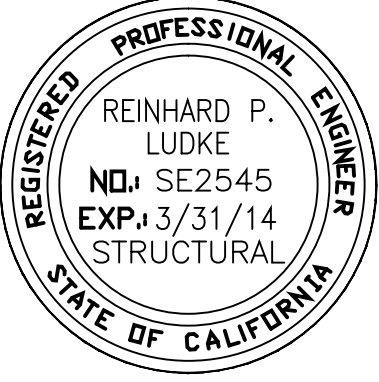


TABLE OF REVISIONS		PERMIT SUBMITTAL		DS		RL	
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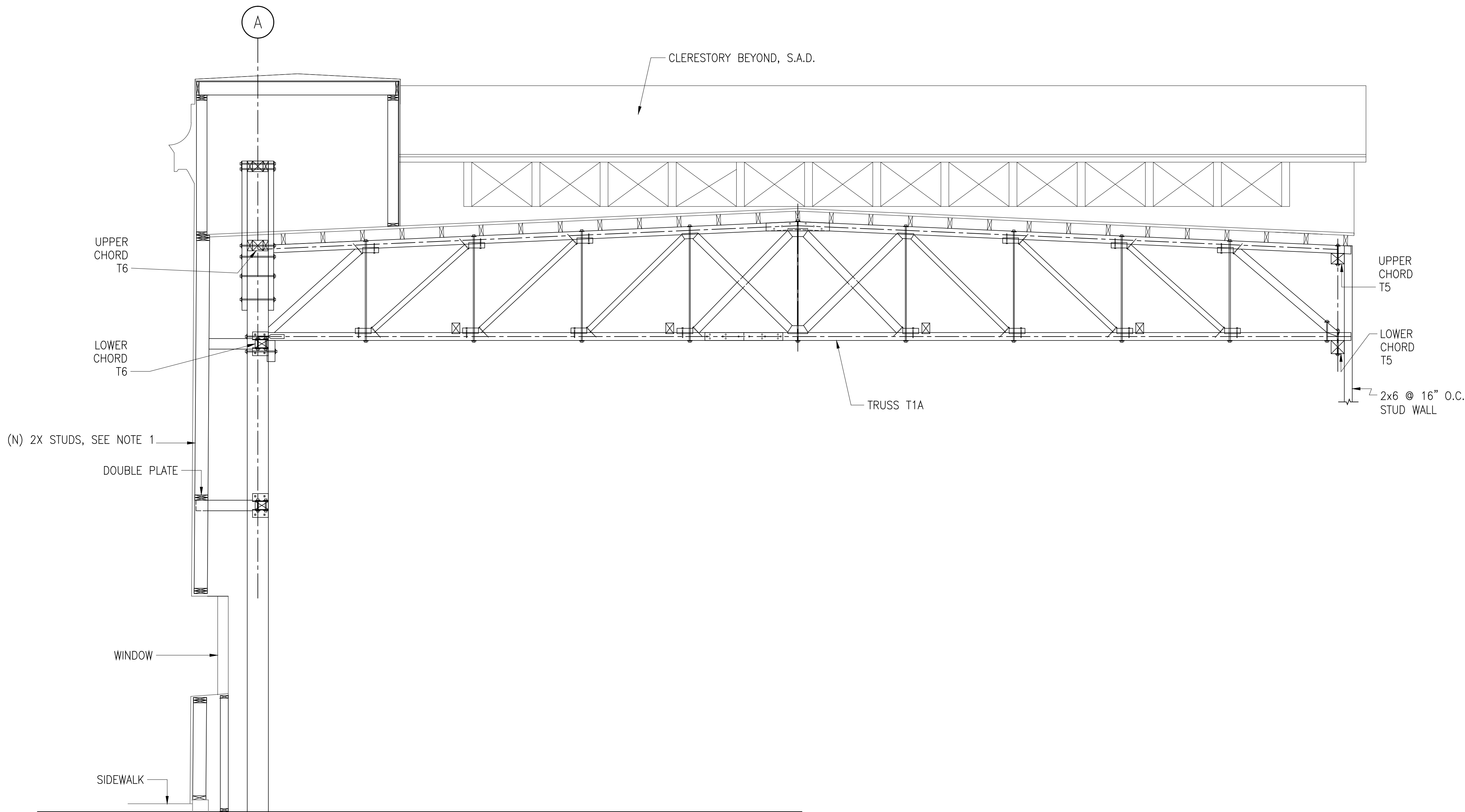
APPROVED BY SAN FRANCISCO PORT COMMISSION
DATE: _____
_____ CHIEF HARBOR ENGINEER

SCALE: AS NOTED
SHEET OF SHEETS

<b>PIER 29</b> <b>FIRE DAMAGE AND EMERGENCY REPAIRS</b>
<b>FIRE DAMAGE REHABILITATION</b> <b>SECTION AT ARCH</b>

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

- 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  
1/4"=1'-0"

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

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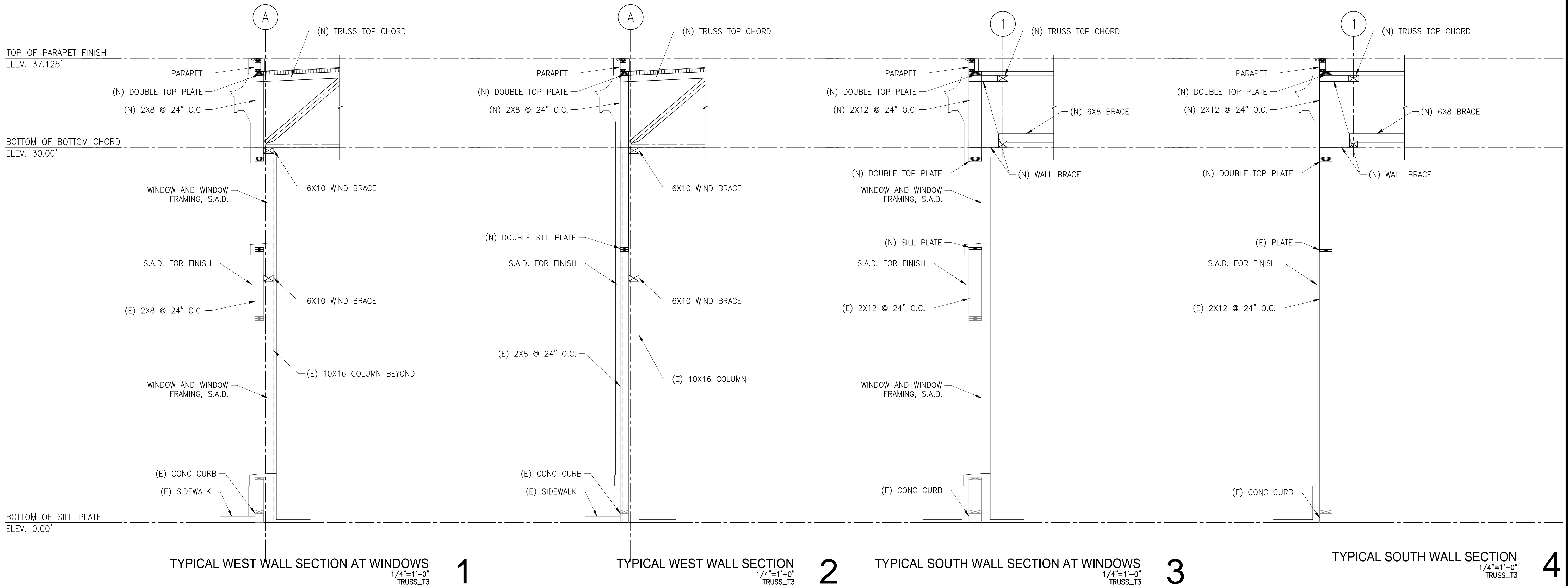
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SAN FRANCISCO PORT COMMISSION  
DATE: \_\_\_\_\_  
\_\_\_\_\_  
CHIEF HARBOR ENGINEER

SCALE:  
AS NOTED  
SHEET OF SHEETS

PIER 29  
FIRE DAMAGE AND EMERGENCY REPAIRS  
FIRE DAMAGE REHABILITATION  
SECTION AT PYLON

CONTRACT NO.  
DRAWING NO. S5.1  
FILE NO.  
REV. NO.





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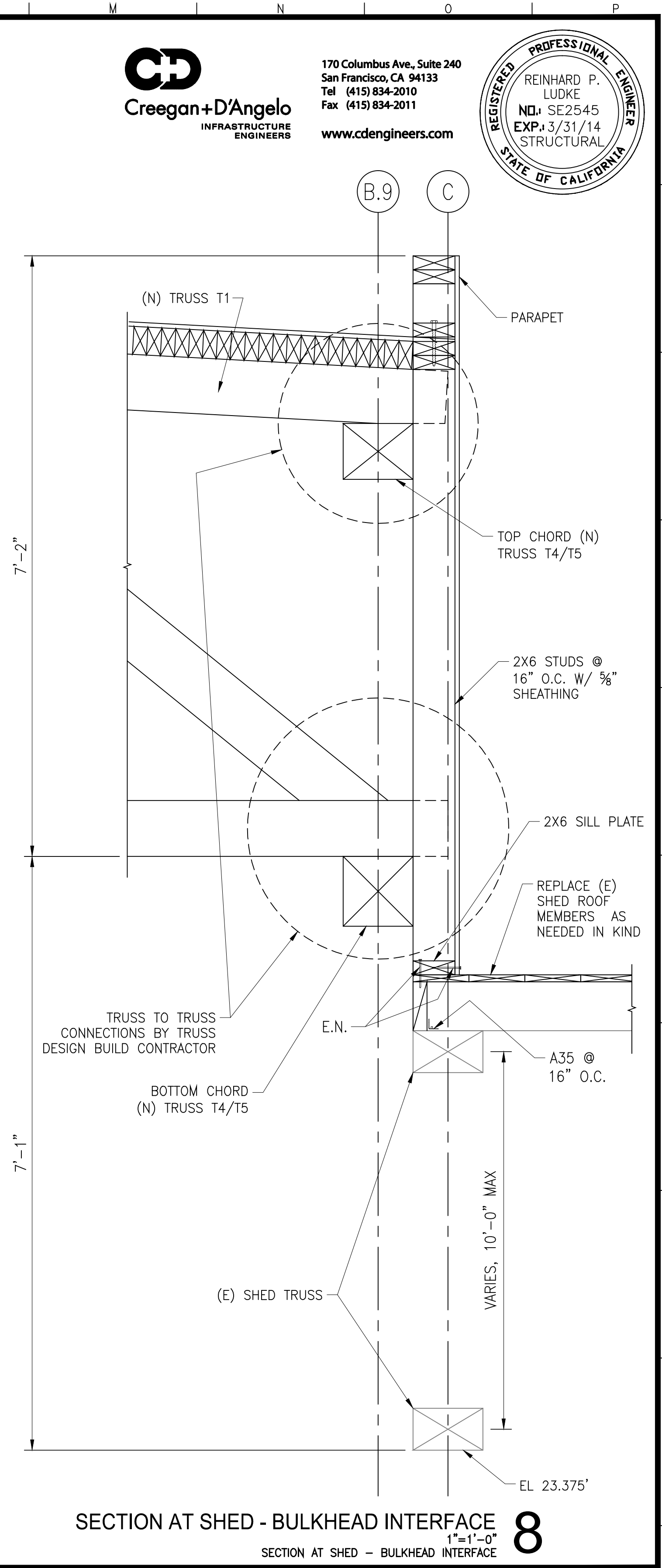
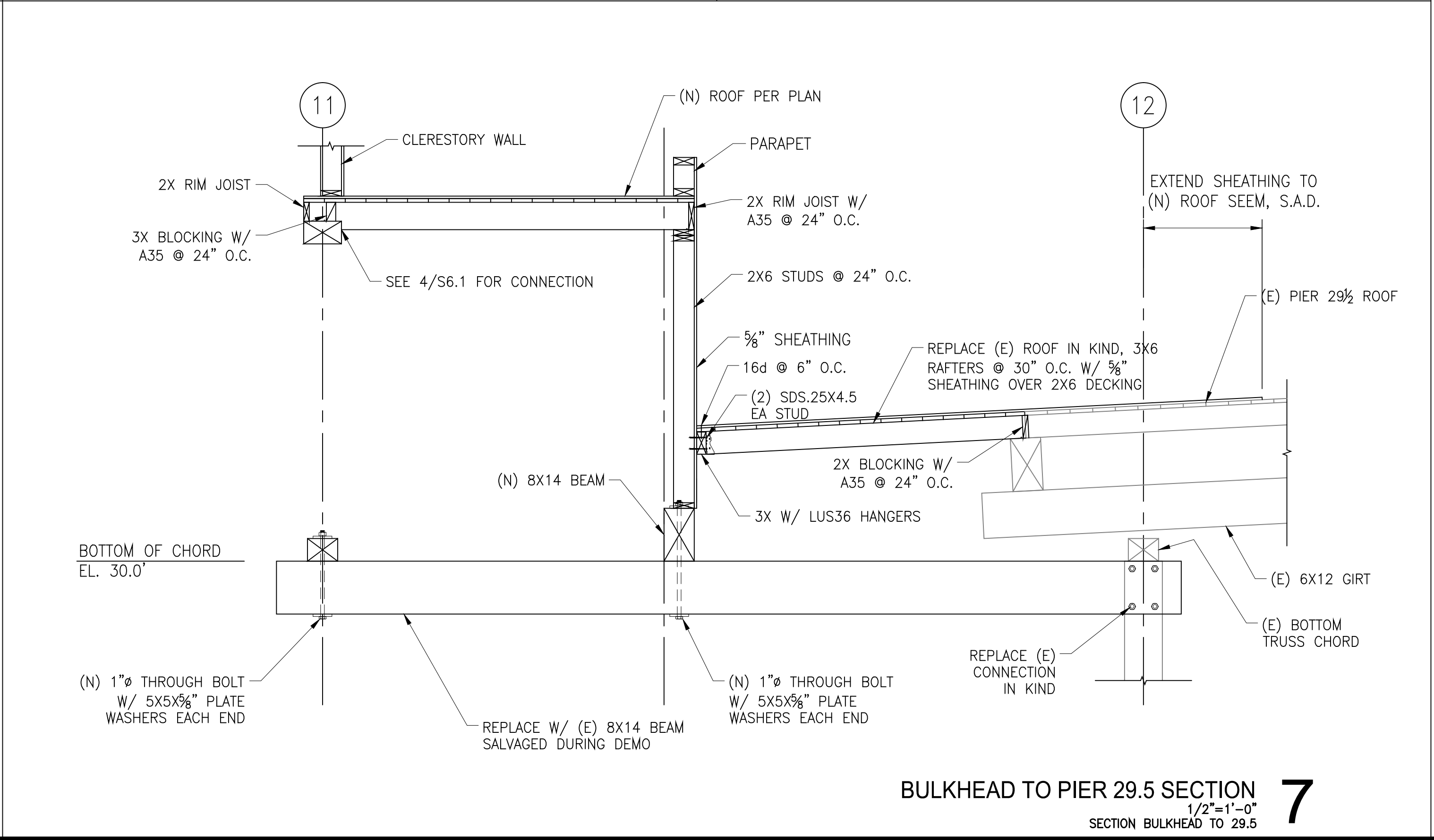
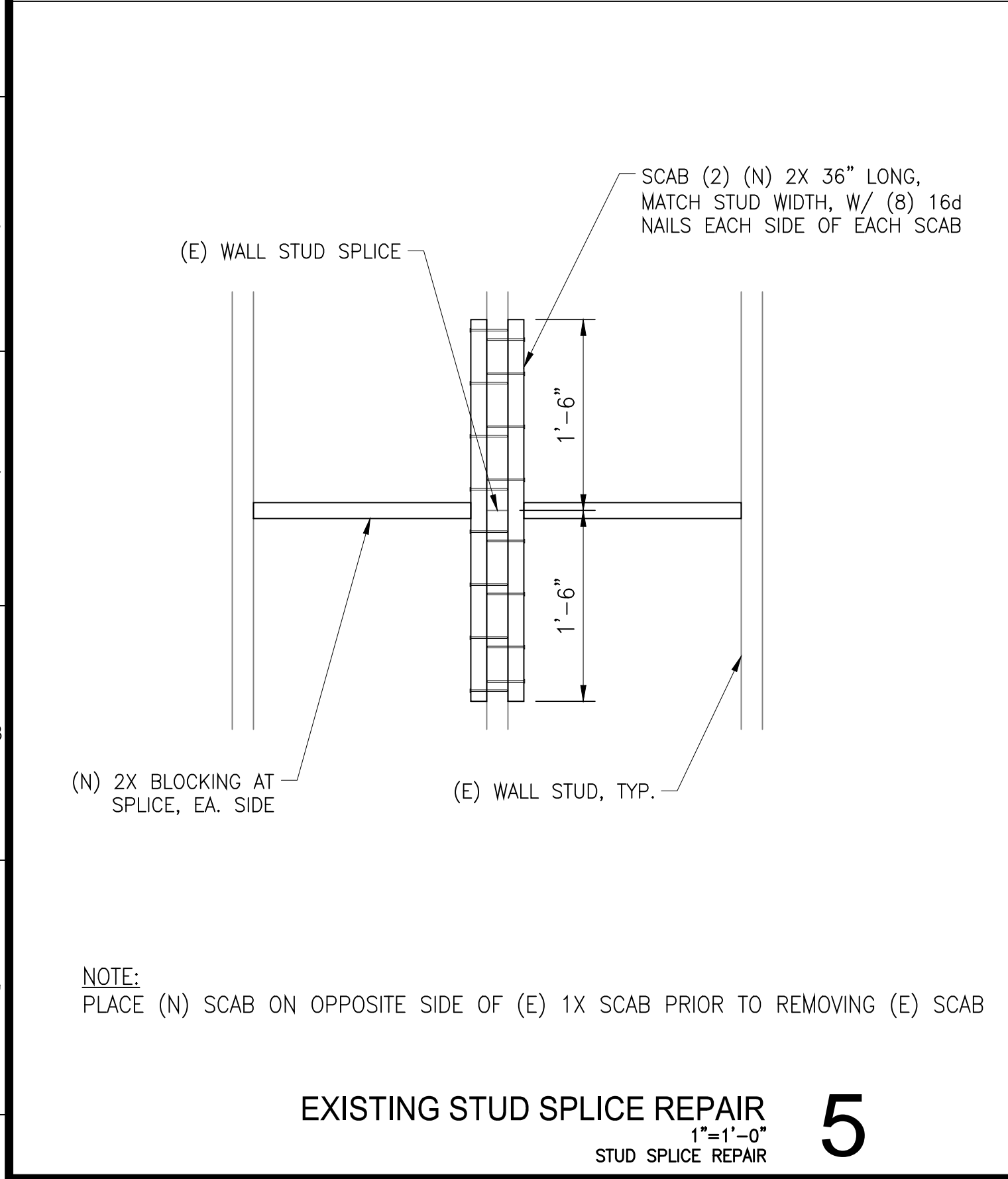
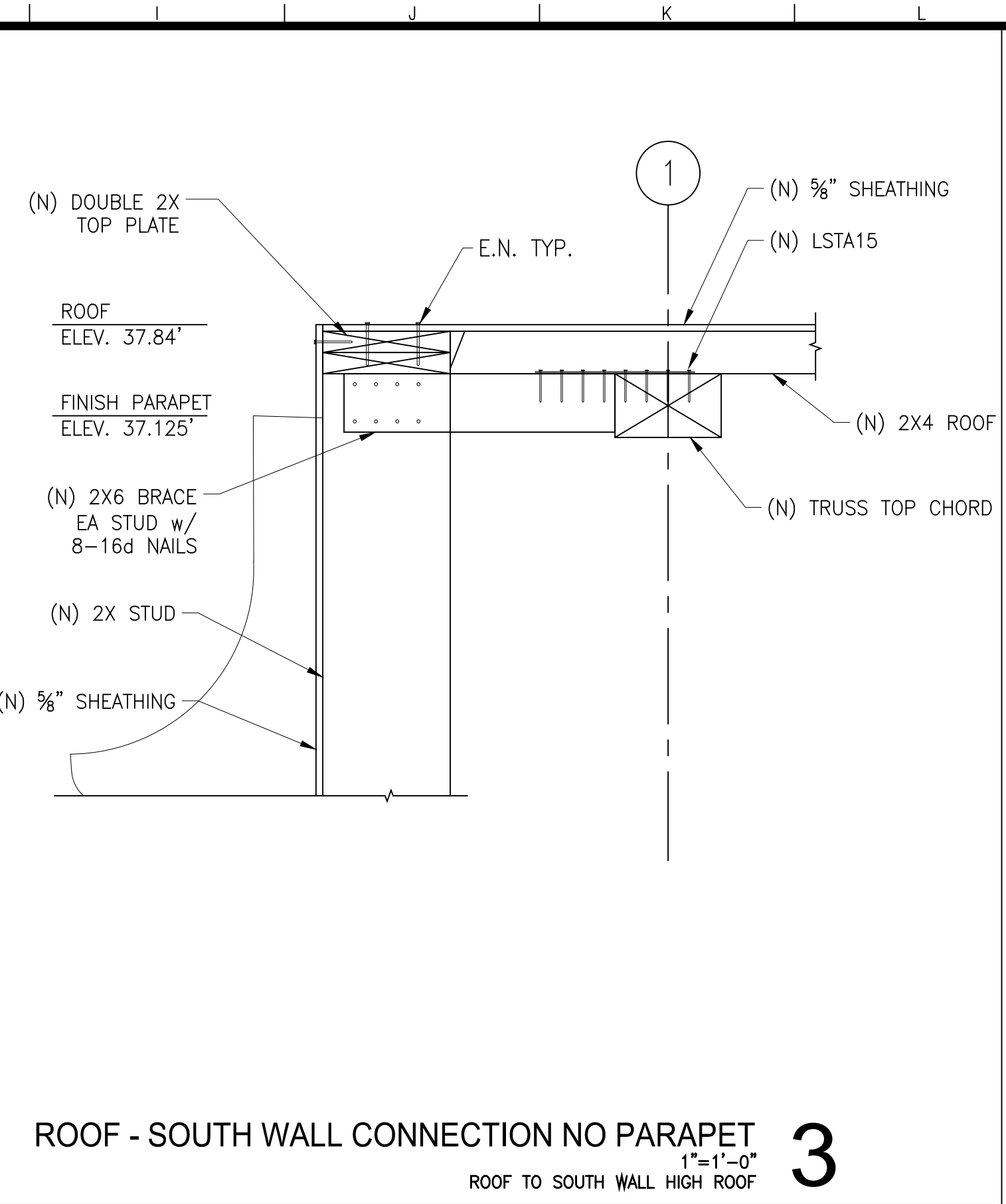
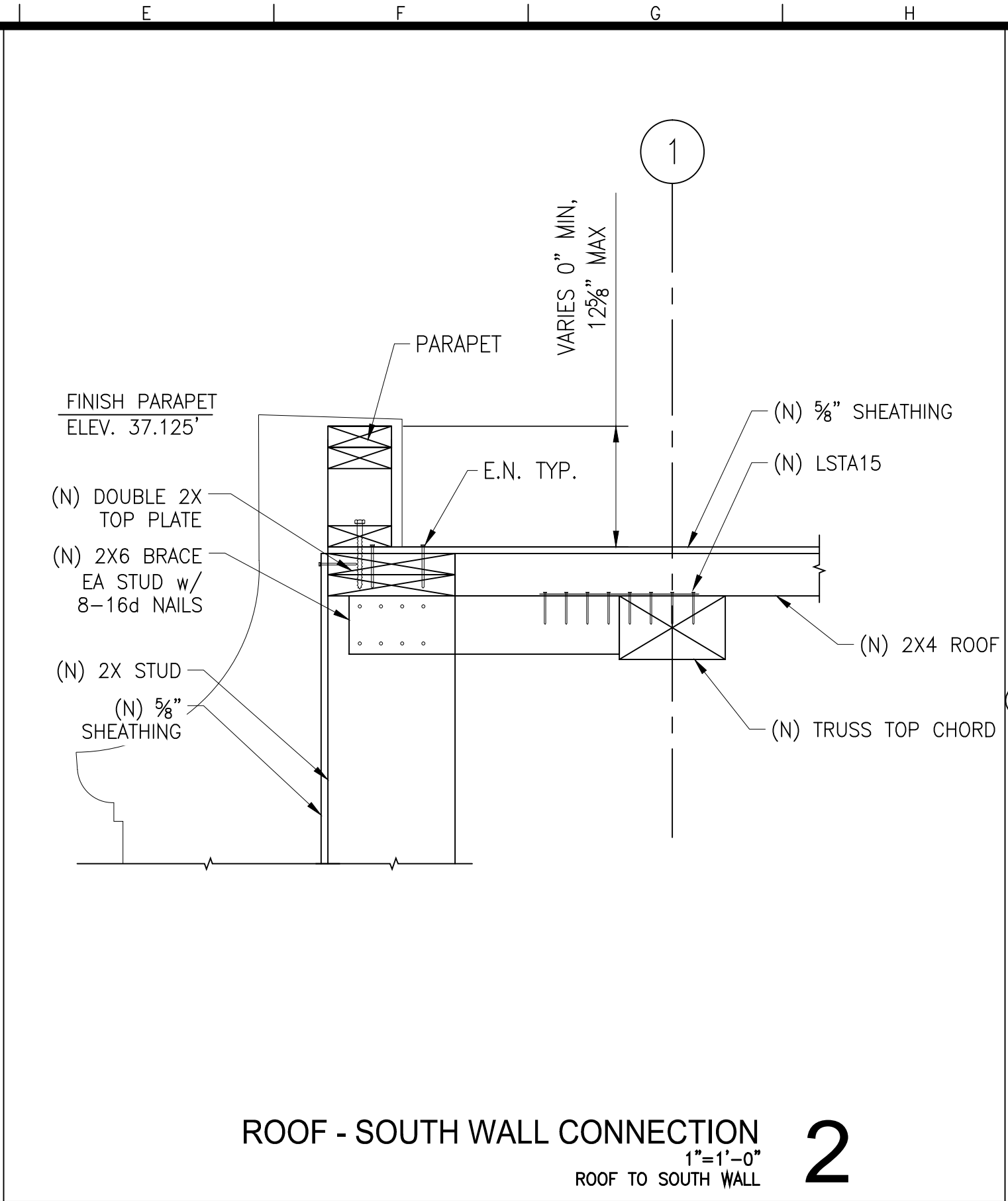
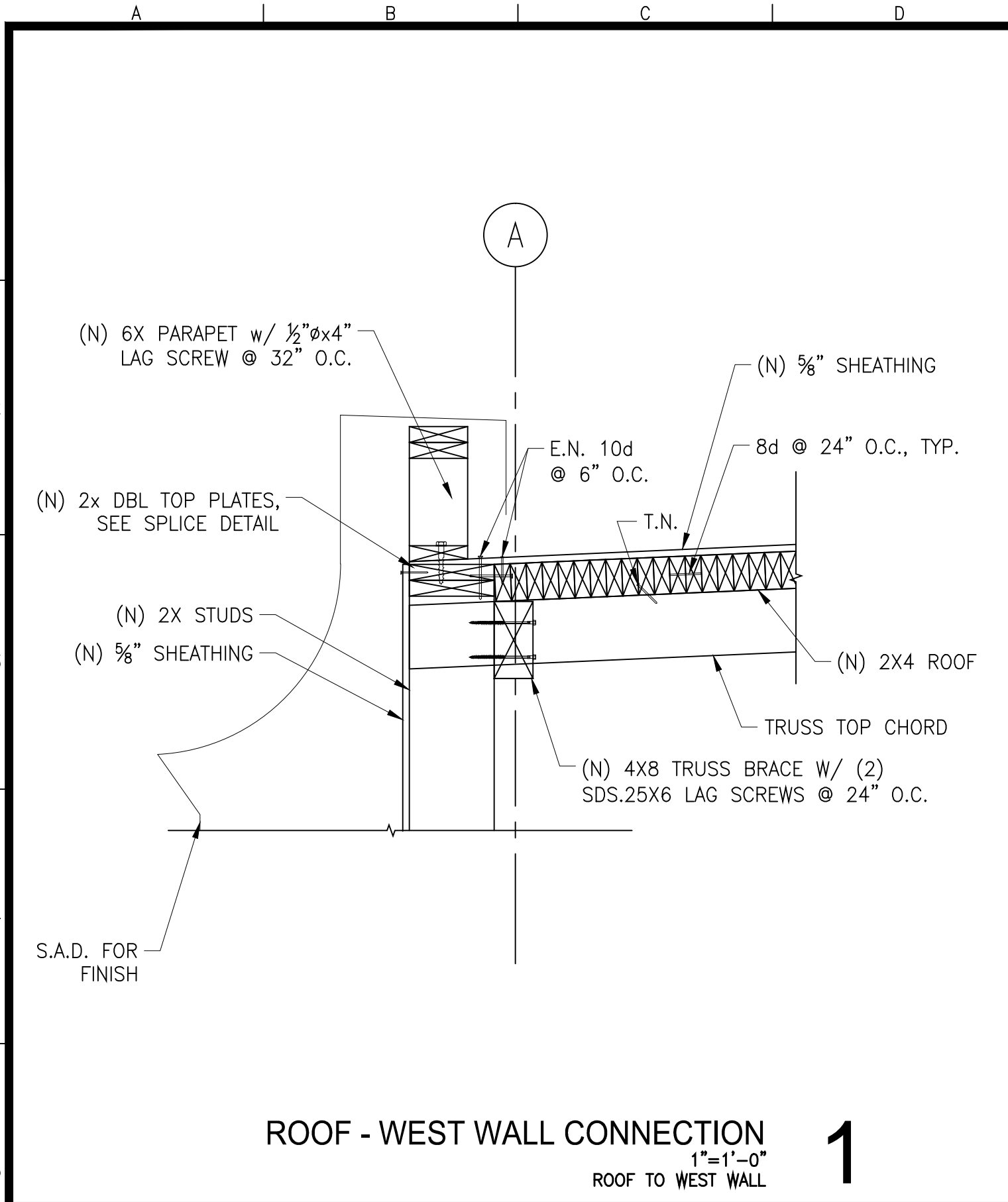
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DATE: \_\_\_\_\_  
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CHIEF HARBOR ENGINEER

SCALE:  
AS NOTED  
SHEET OF SHEETS

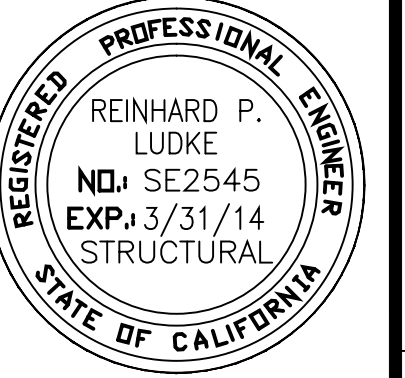
**PIER 29**  
**FIRE DAMAGE AND EMERGENCY REPAIRS**  
**FIRE DAMAGE REHABILITATION**  
**WALL SECTIONS**

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



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DRAWN: C+D	DATE: 10/1/12	CHIEF HARBOR ENGINEER	
CHECKED: DS	DATE: 10/1/12		

SCALE:
AS NOTED
SHEET OF SHEETS

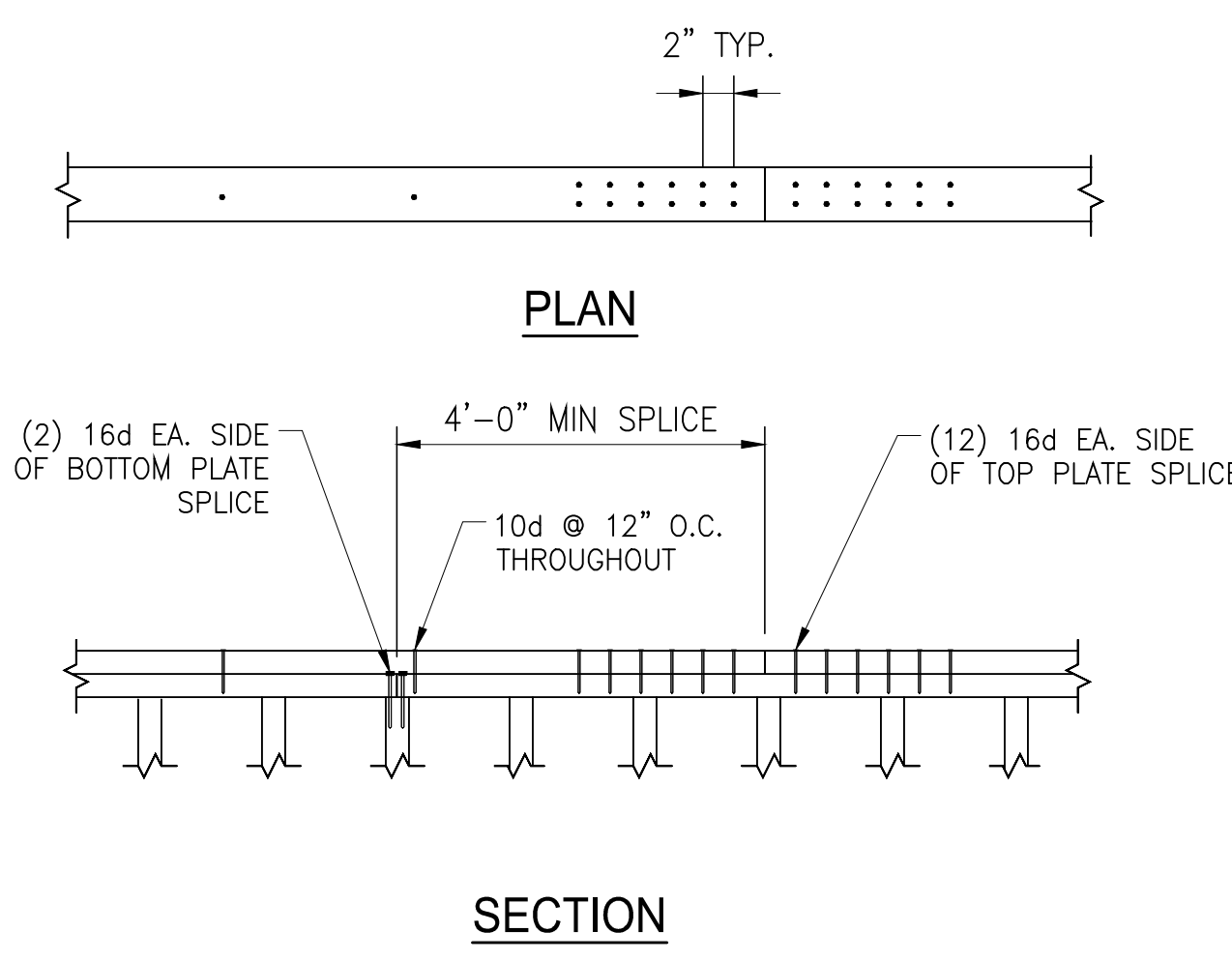
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<b>FIRE DAMAGE REHABILITATION</b> <b>WOOD DETAILS</b>	DRAWING NO. <b>S6.0</b>
	FILE NO.
	REV. NO.



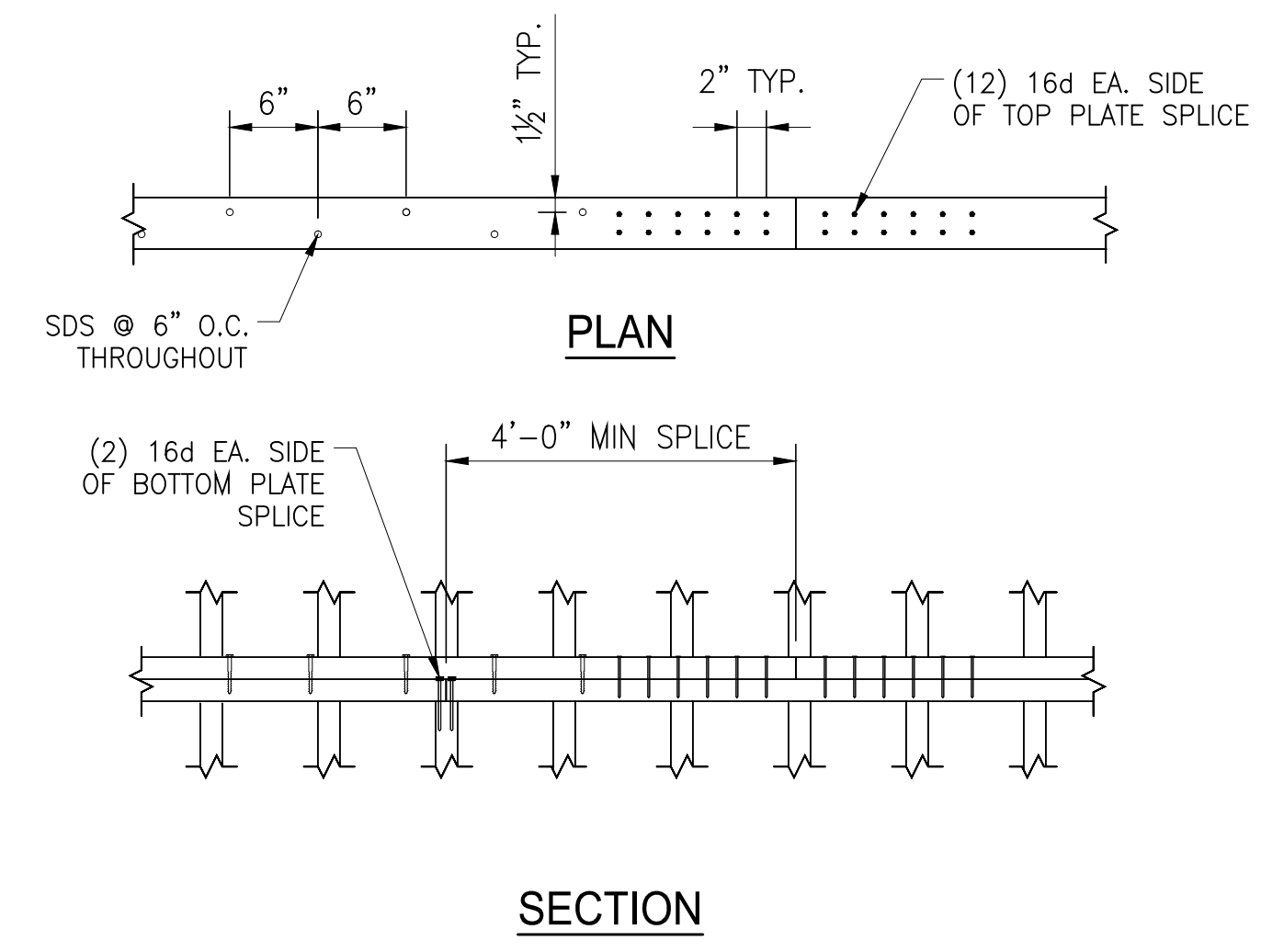


A B C D E F G H I J K L M N O P

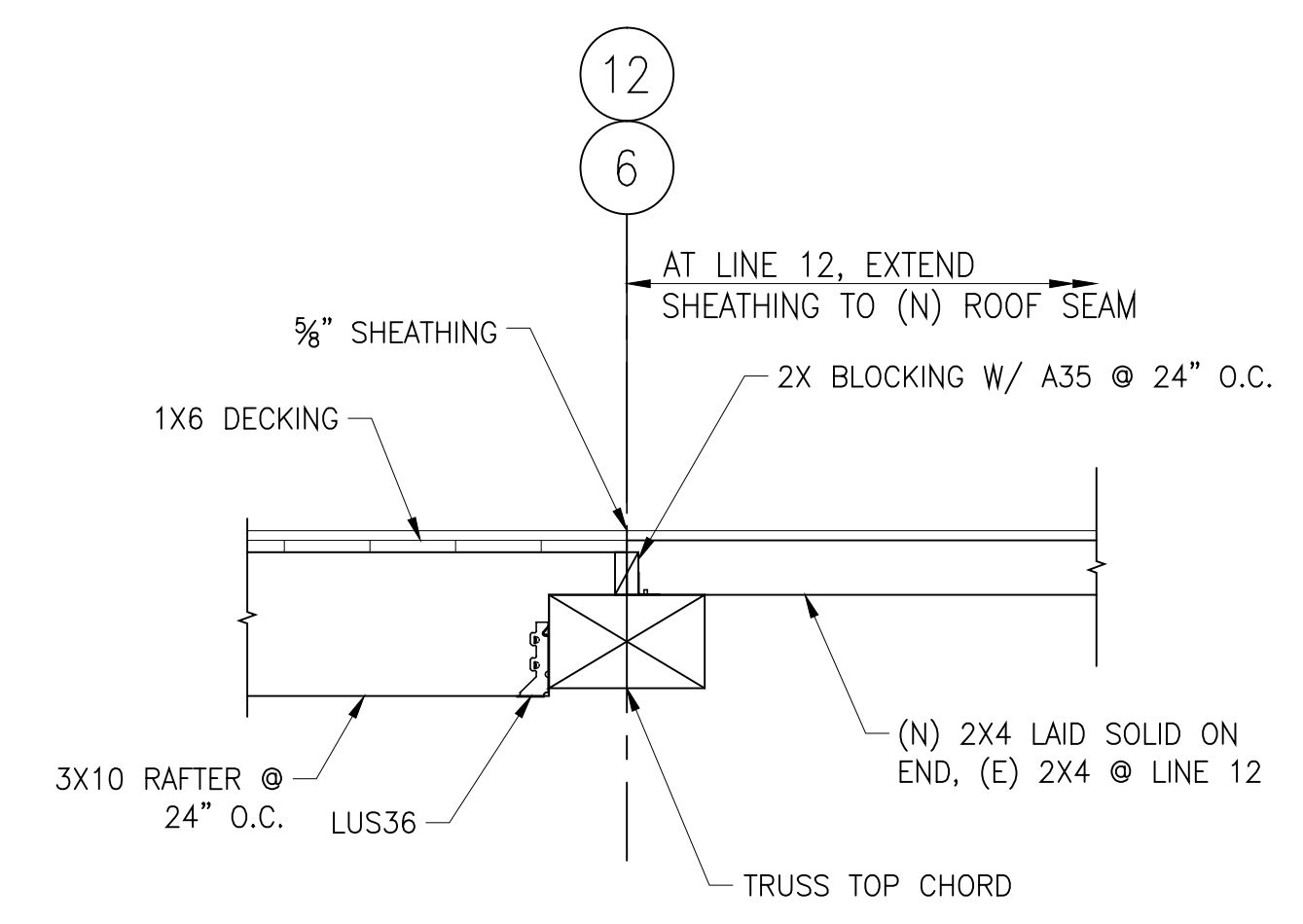
1  
2  
3  
4  
5  
6  
7  
8  
9



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



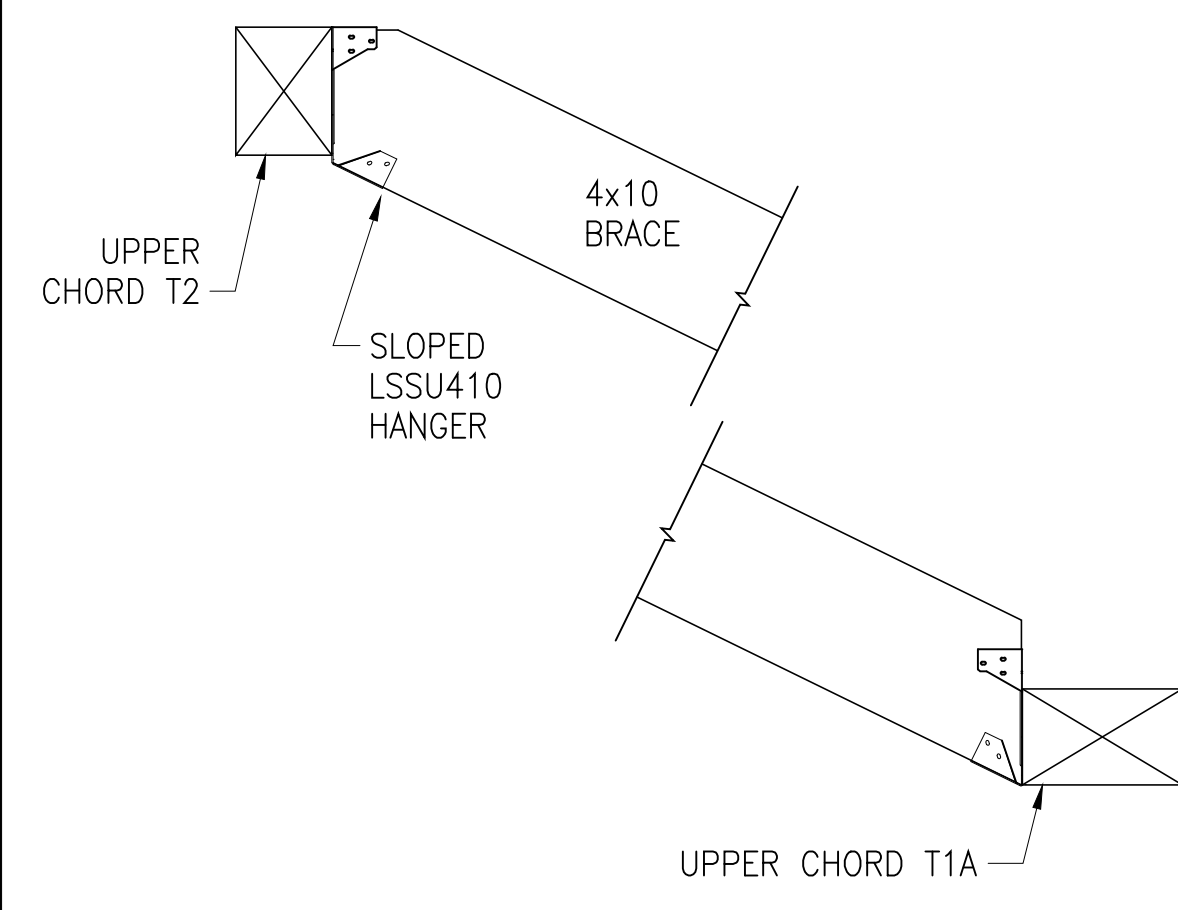
DOUBLE PLATE CONNECTION & SPLICE  
1"=1'-0"  
DOUBLE PLATE CONNECTION & SPLICE **2**



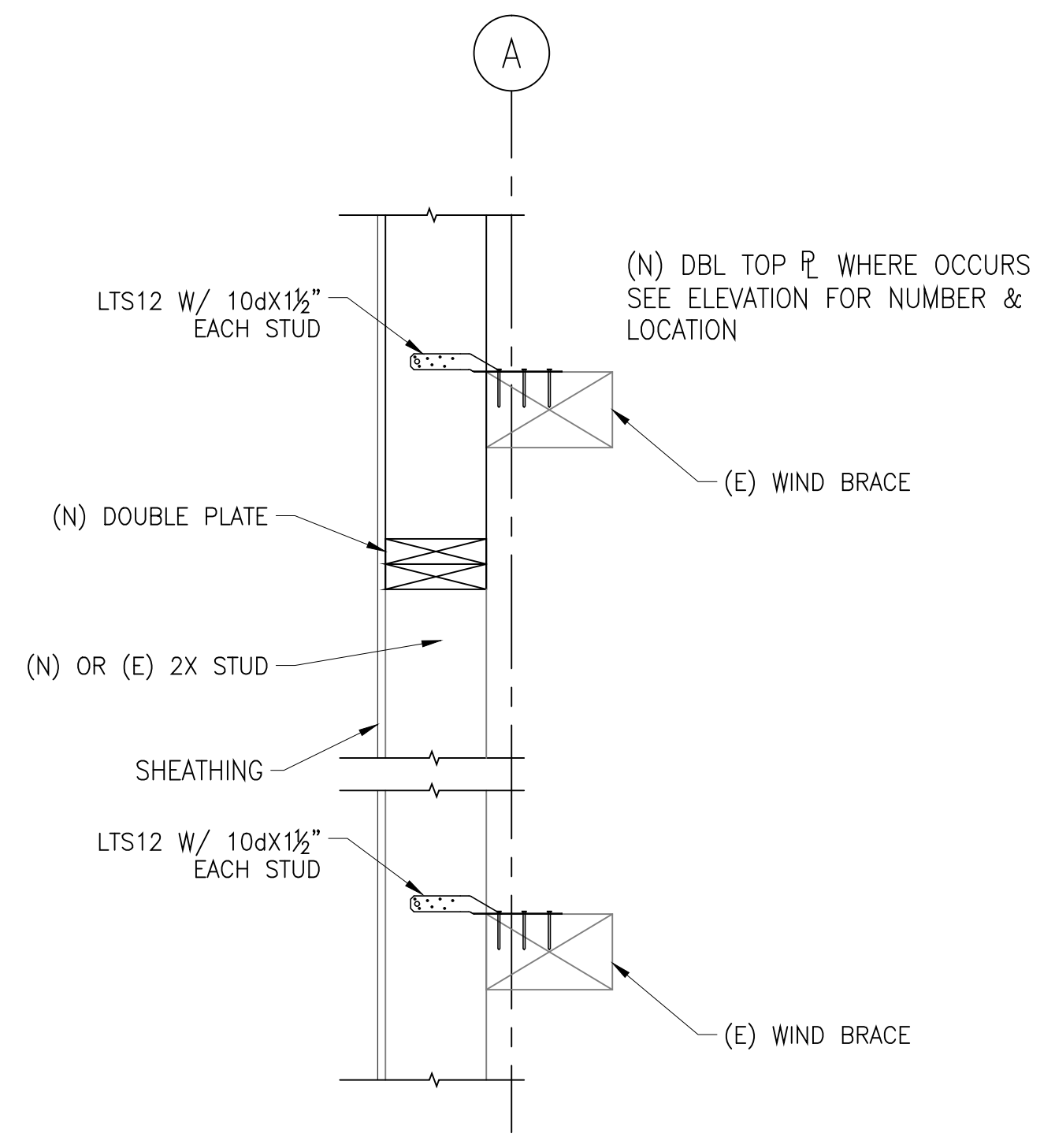
ROOF INTERSECTION  
1"=1'-0"  
ROOF INTERSECTION **3**

170 Columbus Ave., Suite 240  
San Francisco, CA 94133  
Tel (415) 834-2010  
Fax (415) 834-2011  
www.cdengineers.com

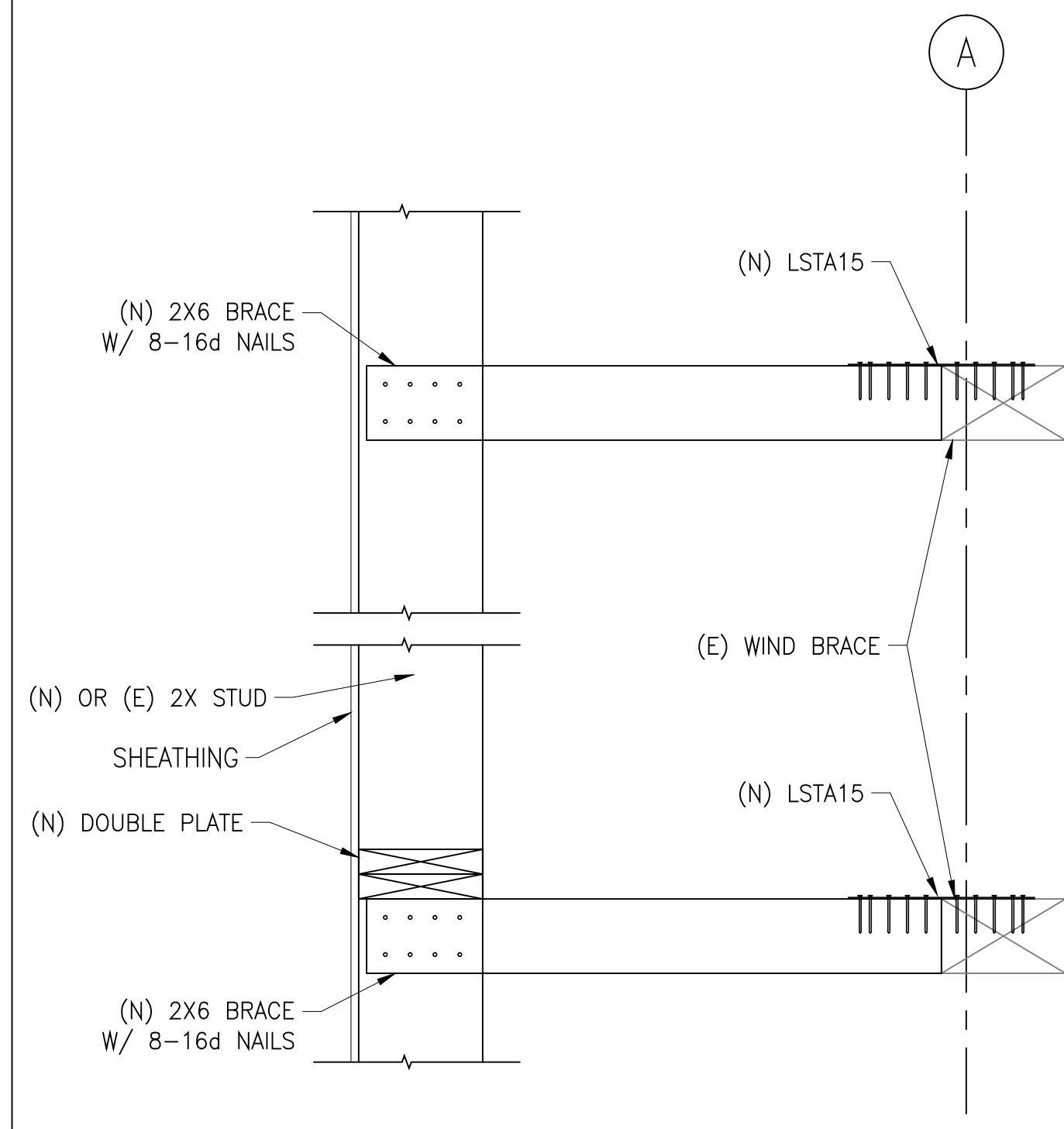
CLERESTORY ROOF AT TRUSS  
1"=1'-0"  
clerestory roof **4**



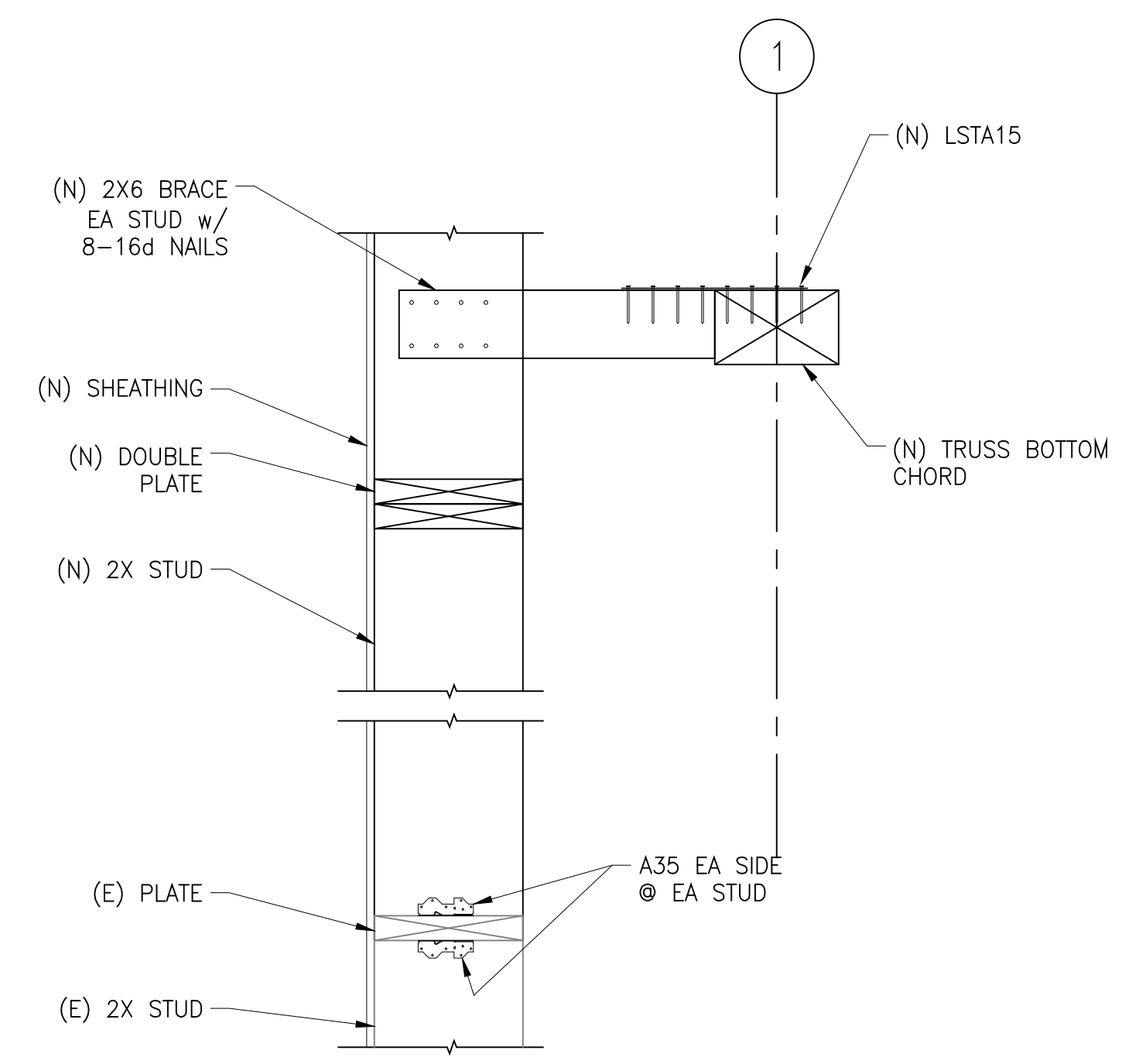
CONNECTION AT BRACE  
1"=1'-0"  
monitor brace connection **5**



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



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



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

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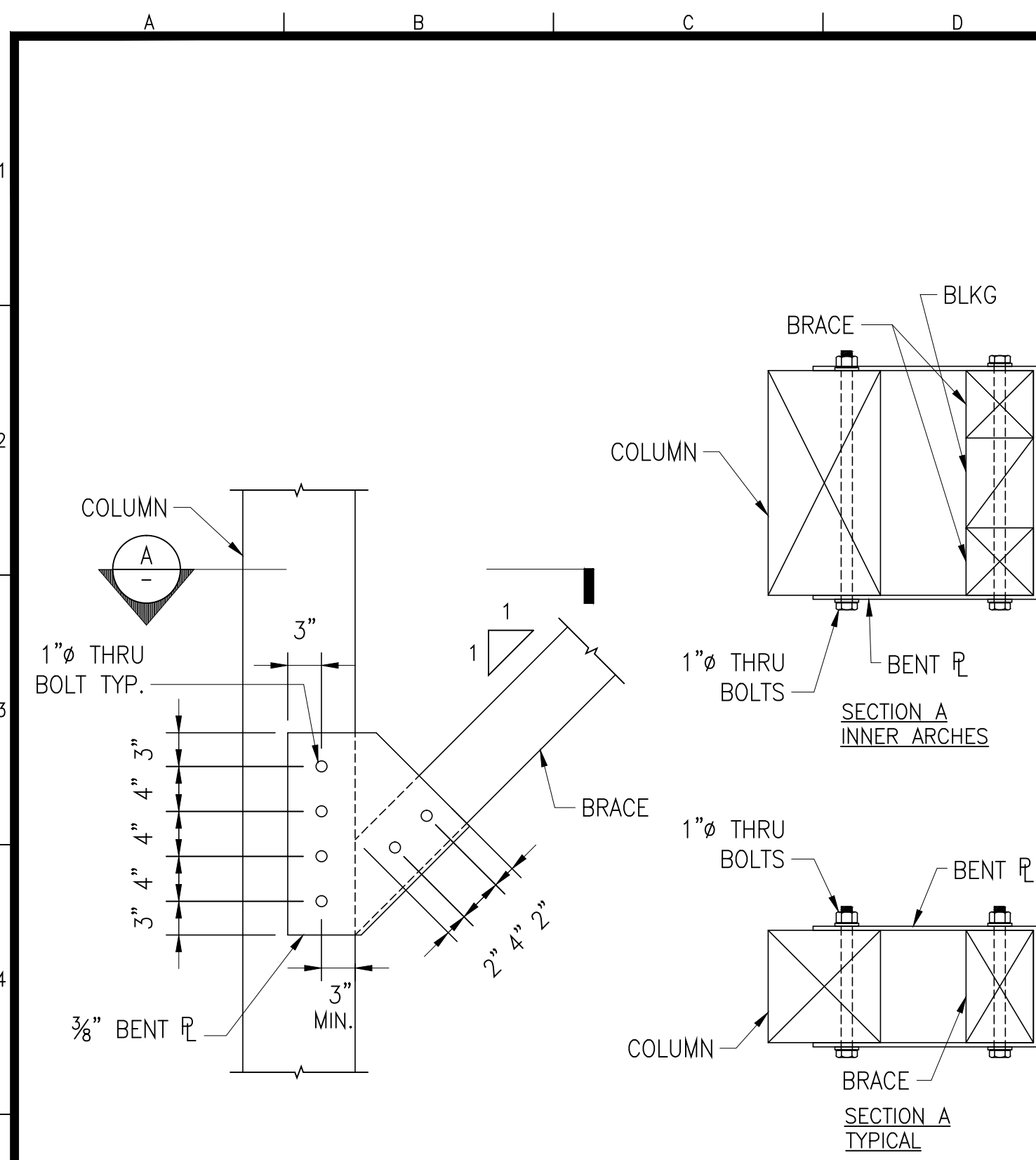
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GZ 10/1/12  
DRAWN: DATE:  
C+D 10/1/12  
CHECKED: DATE:  
DS 10/1/12

APPROVED BY  
SAN FRANCISCO PORT COMMISSION  
DATE: \_\_\_\_\_  
\_\_\_\_\_  
CHIEF HARBOR ENGINEER

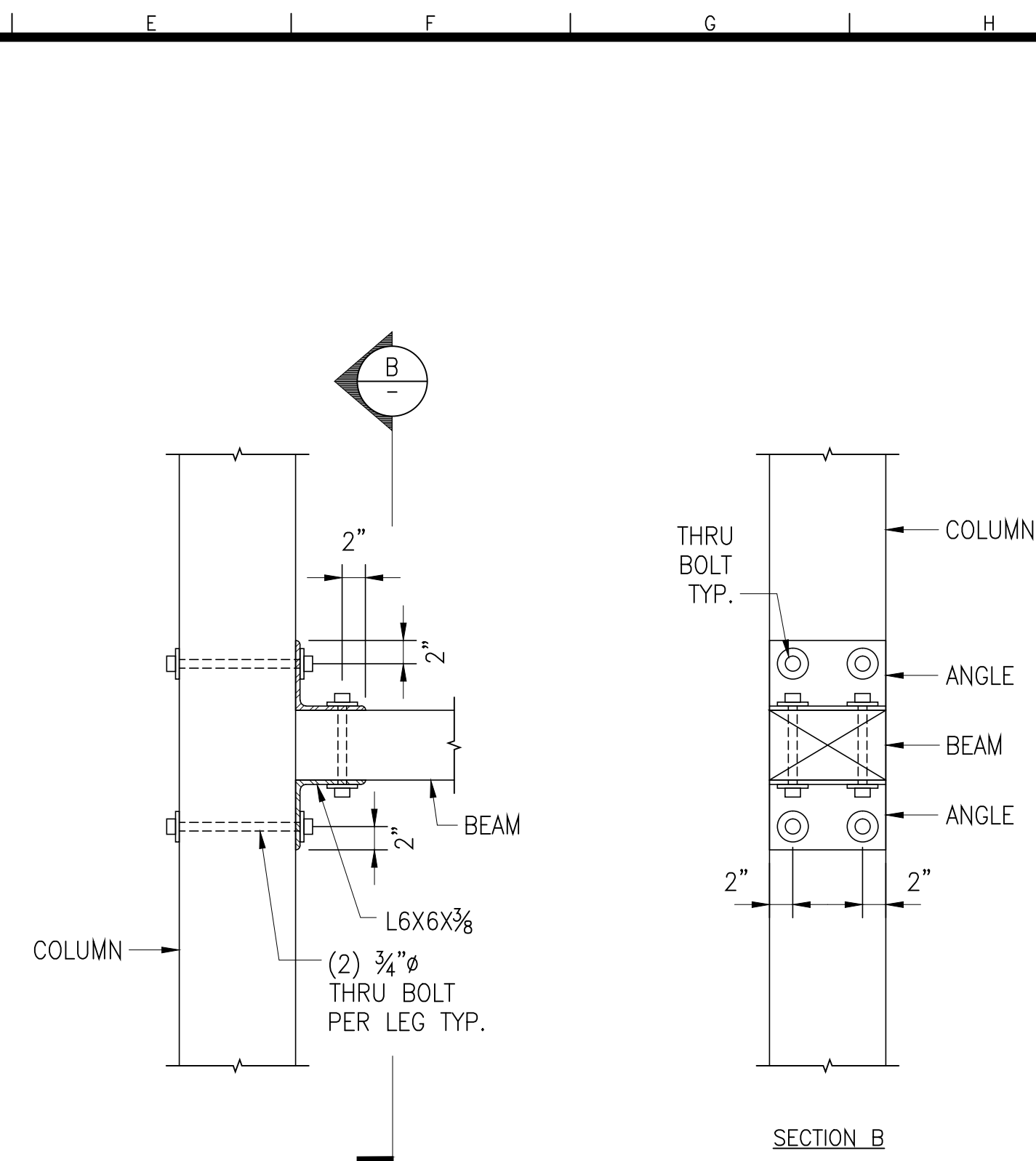
SCALE:  
AS NOTED  
SHEET OF SHEETS

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

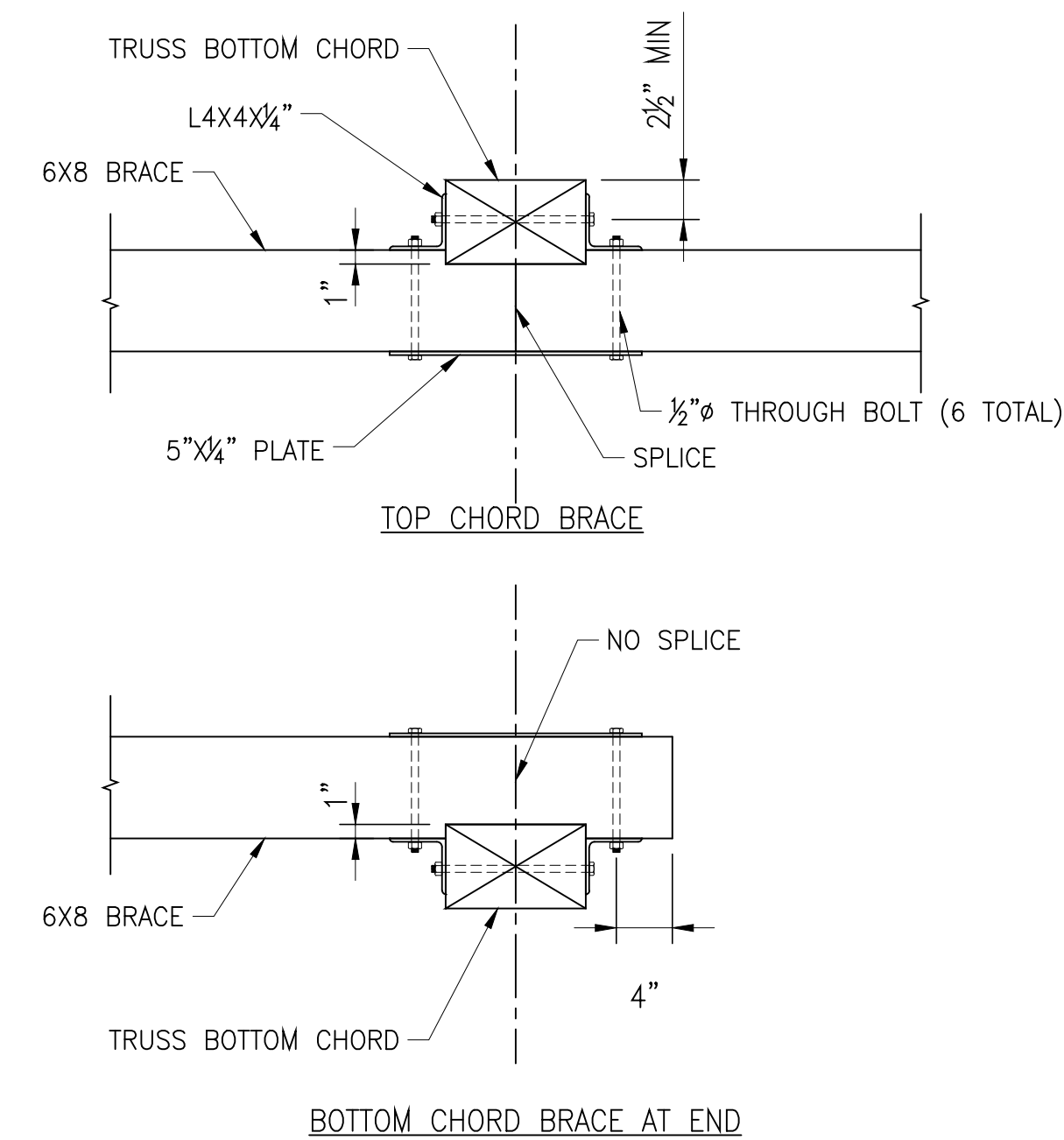
CONTRACT NO.  
DRAWING NO.  
S6.2  
FILE NO.  
REV. NO.



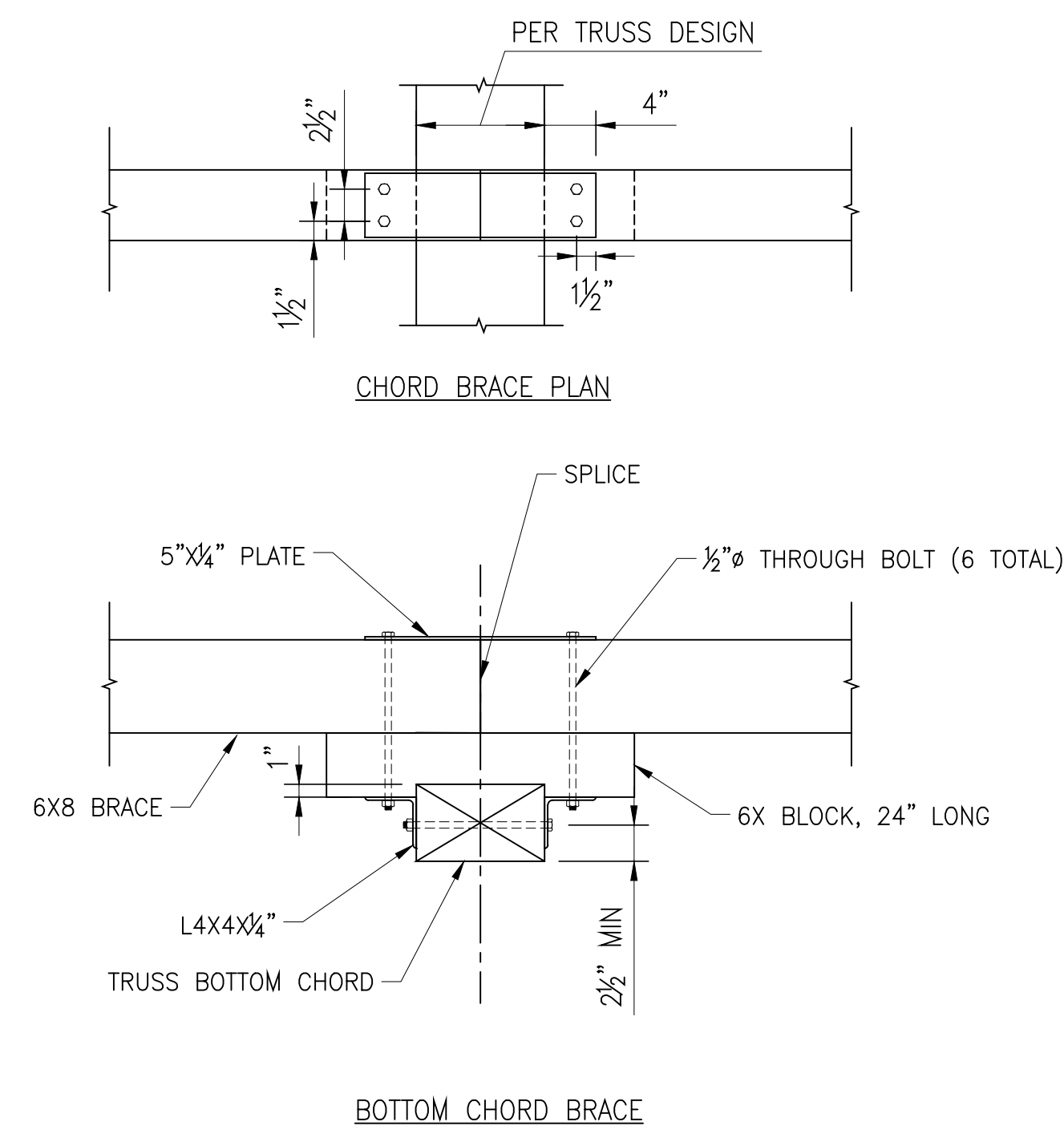
CONNECTION DETAIL AT ARCH  
1"=1'-0"  
CONNECTION DETAIL AT ARCH



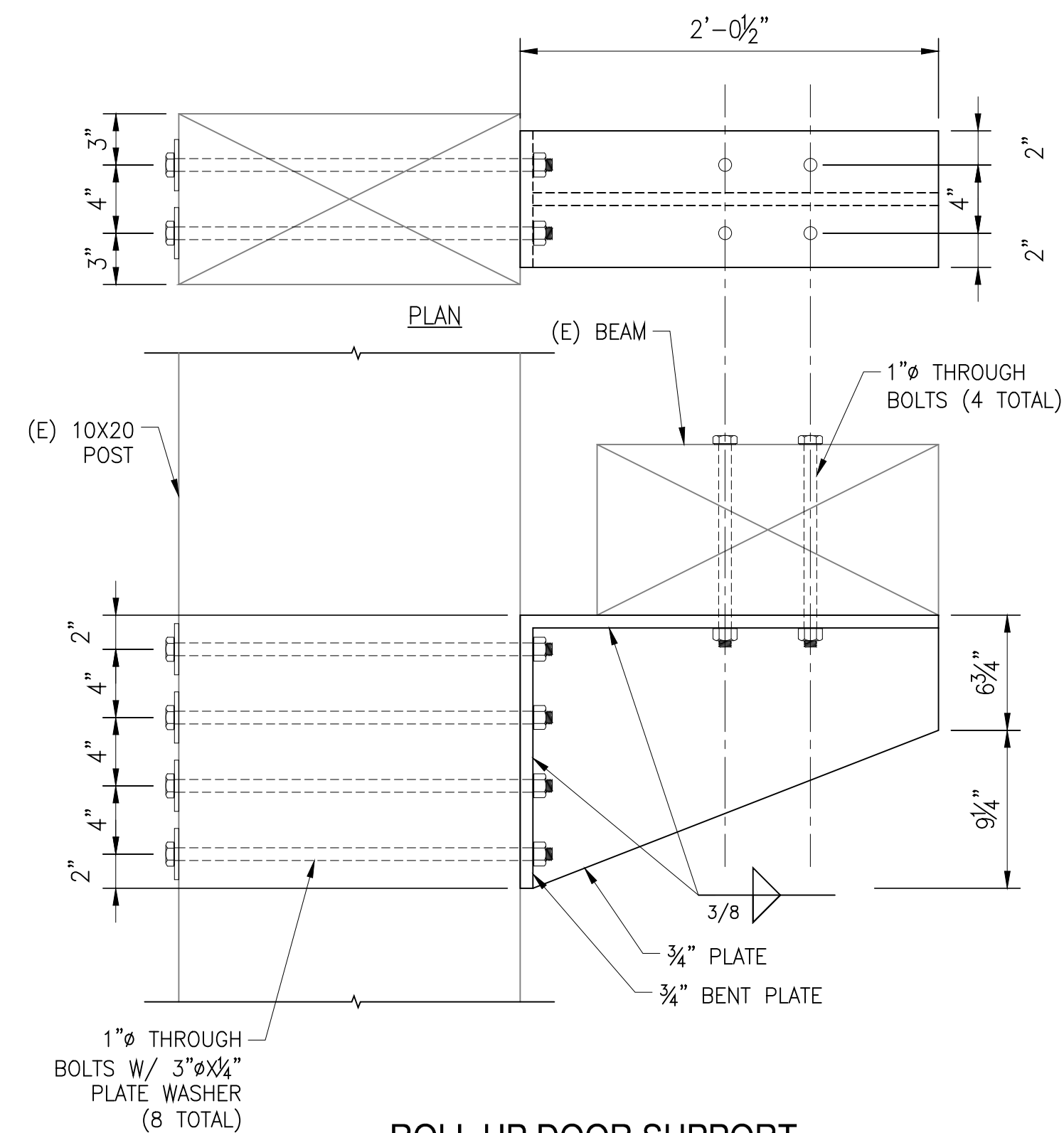
BEAM TO COLUMN  
CONNECTION DETAIL AT ARCH  
1"=1'-0"  
connection beam to col at arch



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



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



## ROLL UP DOOR SUPPORT BEAM ATTACHMENT TO POST

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

DOOR BEAM ATTACHMENT

# 6

[illegible]

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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	C D
	FIRE DAMAGE REHABILITATION WOOD DETAILS	F R

CONTRACT NO.

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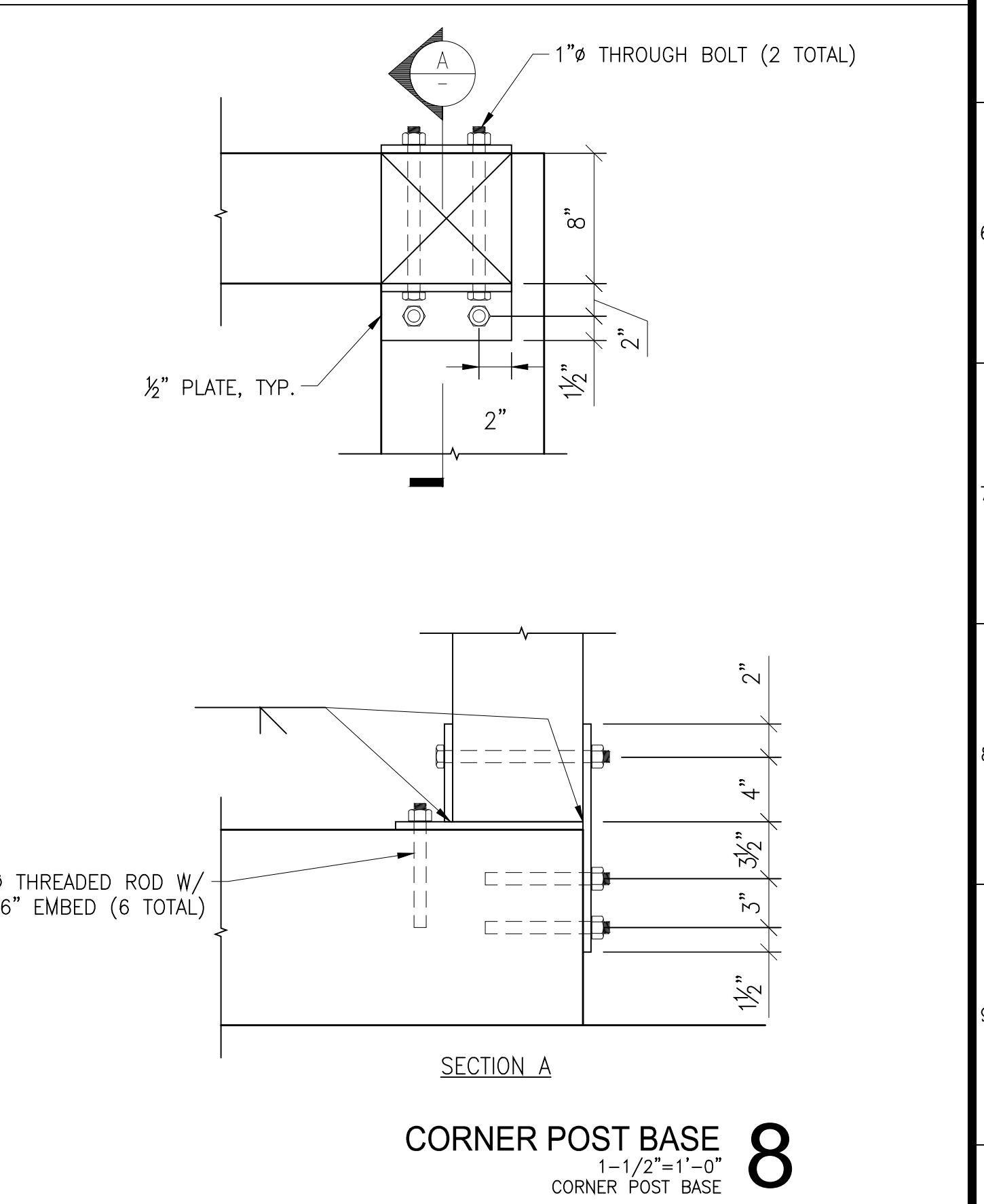
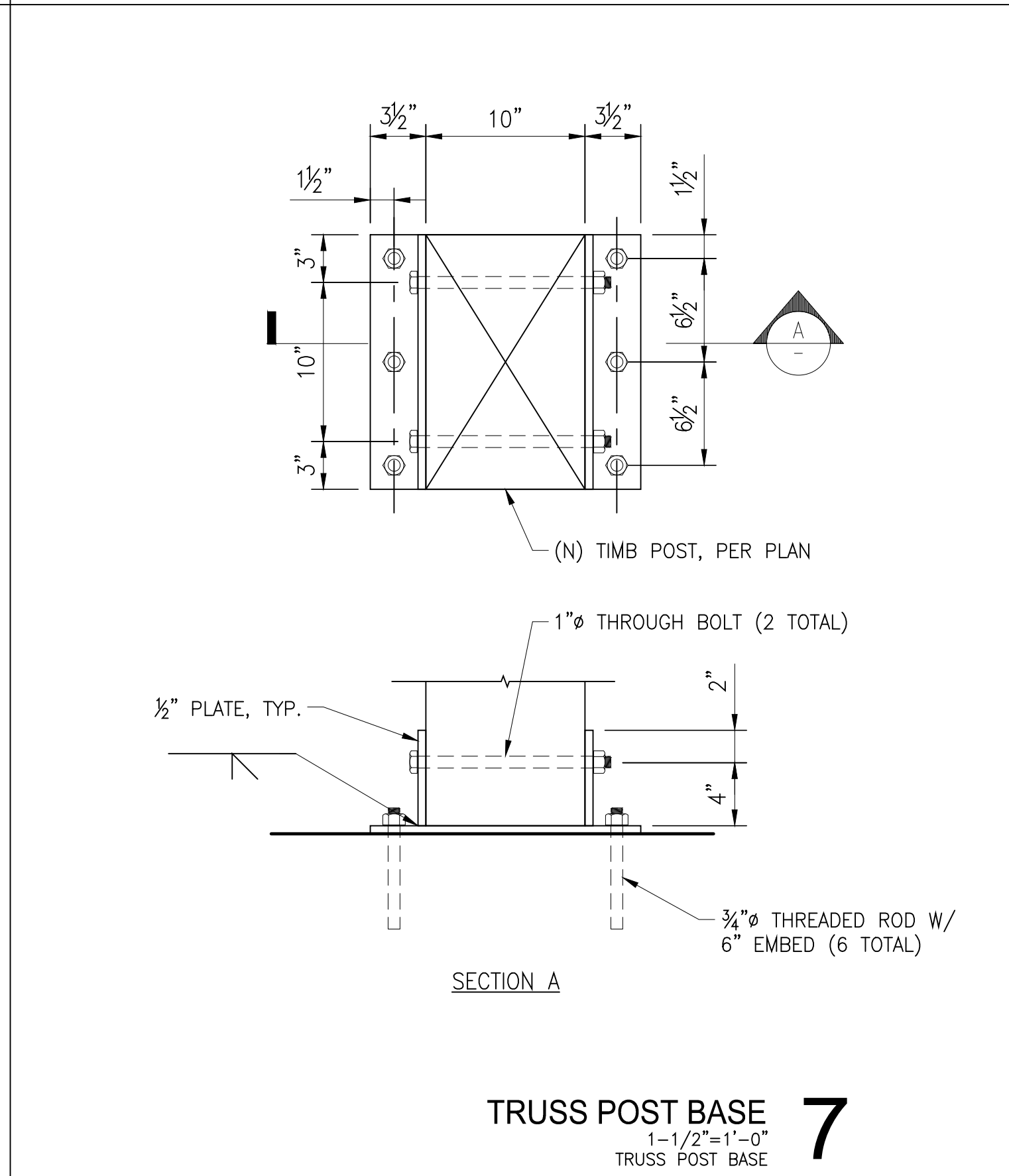
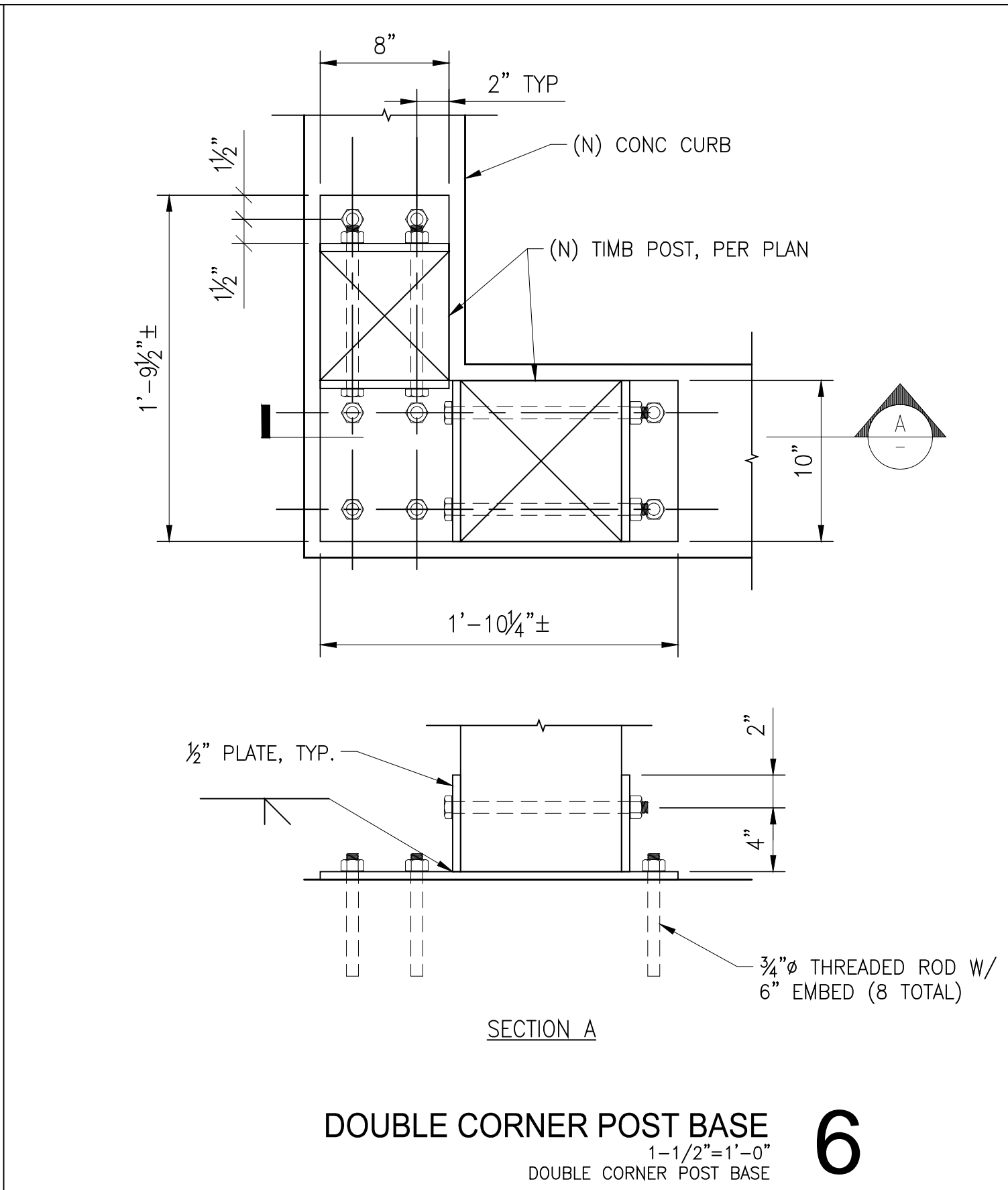
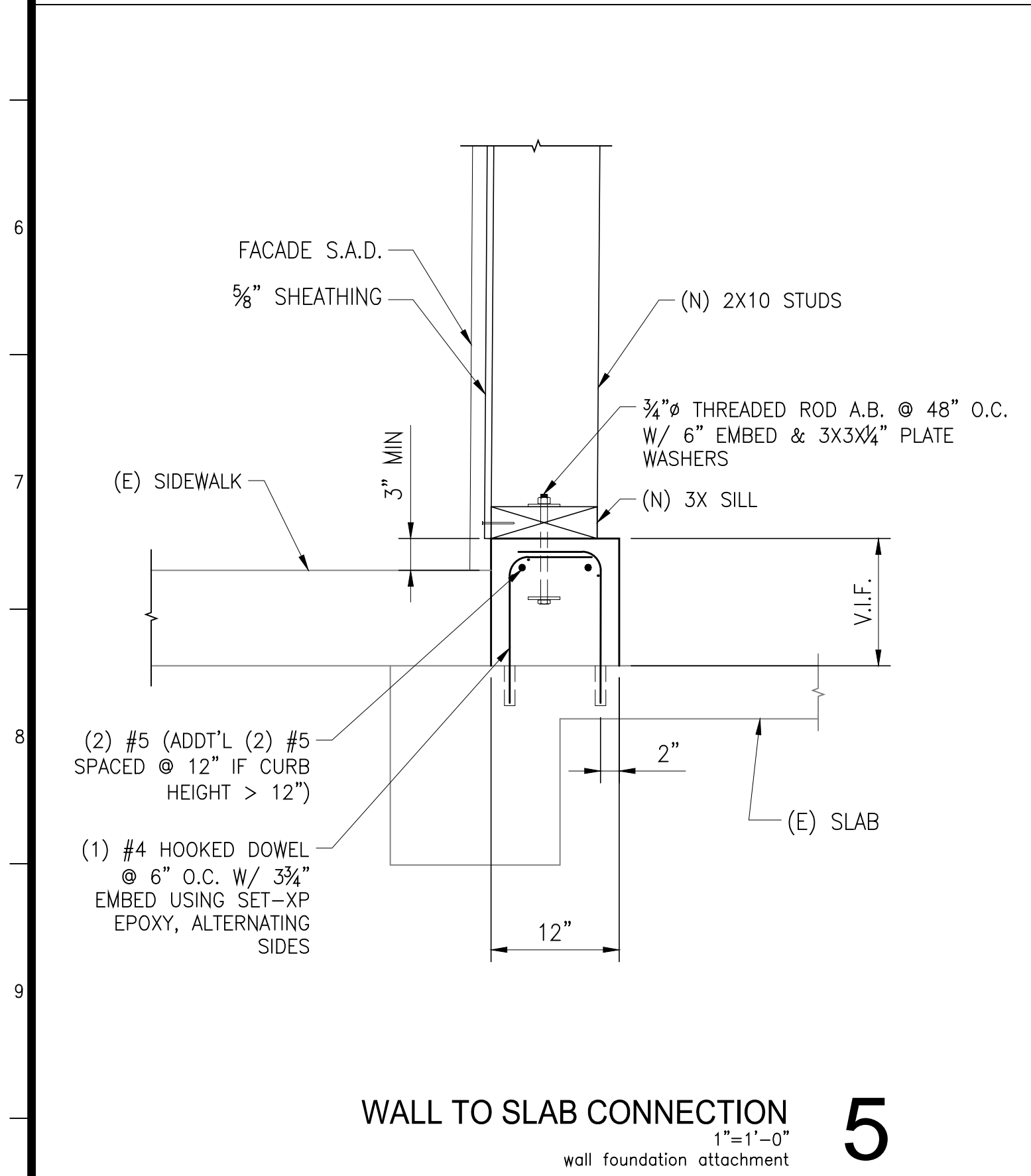
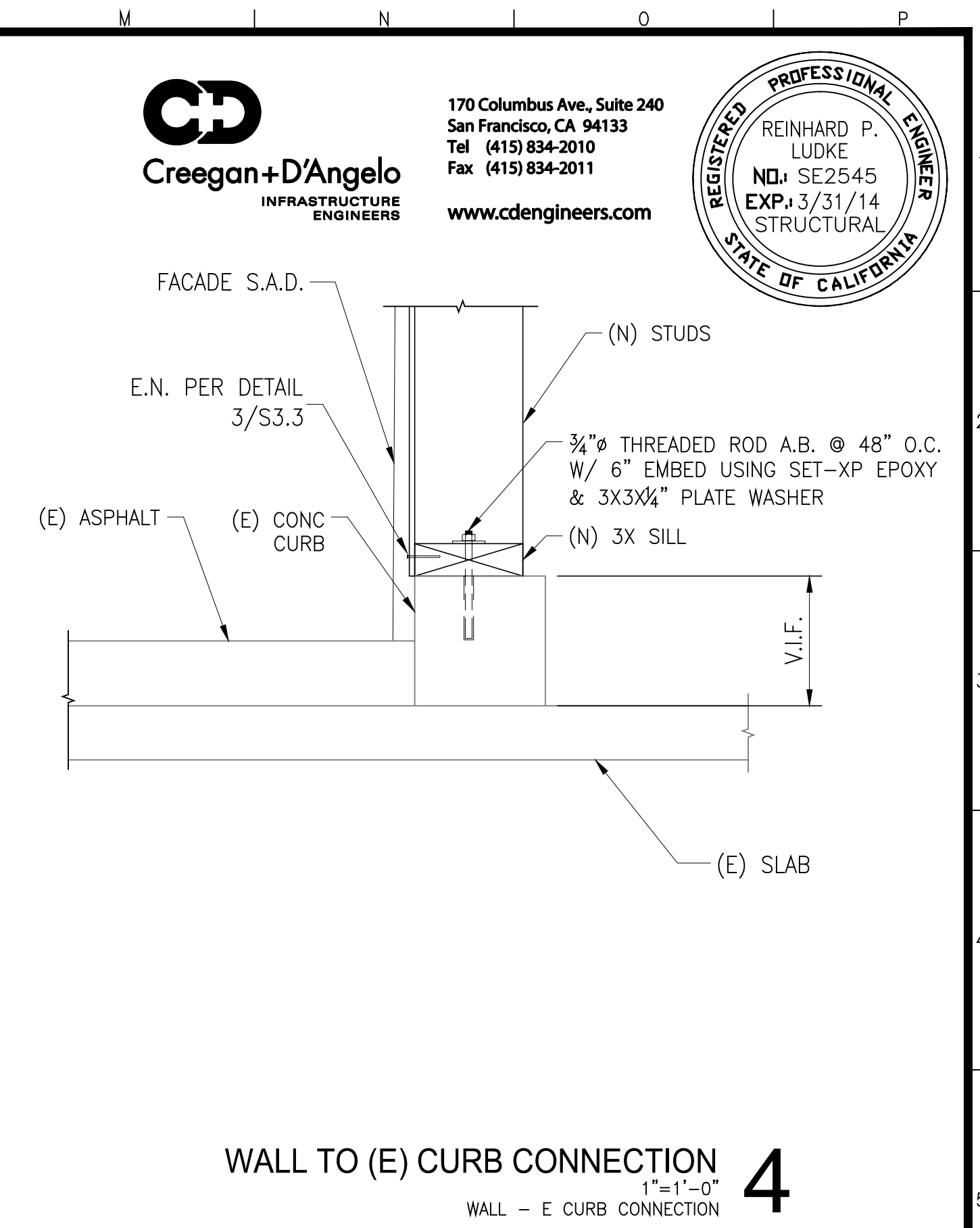
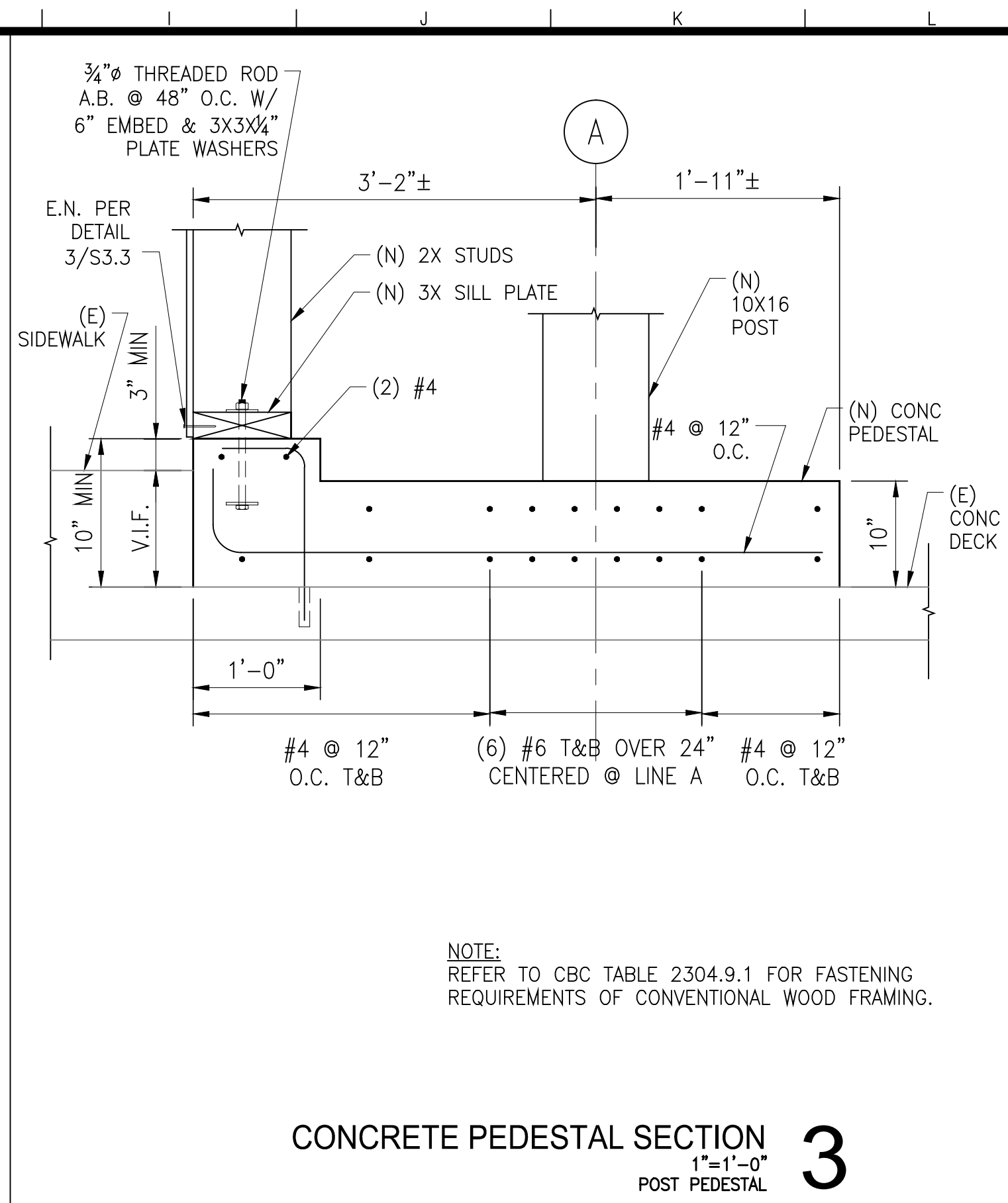
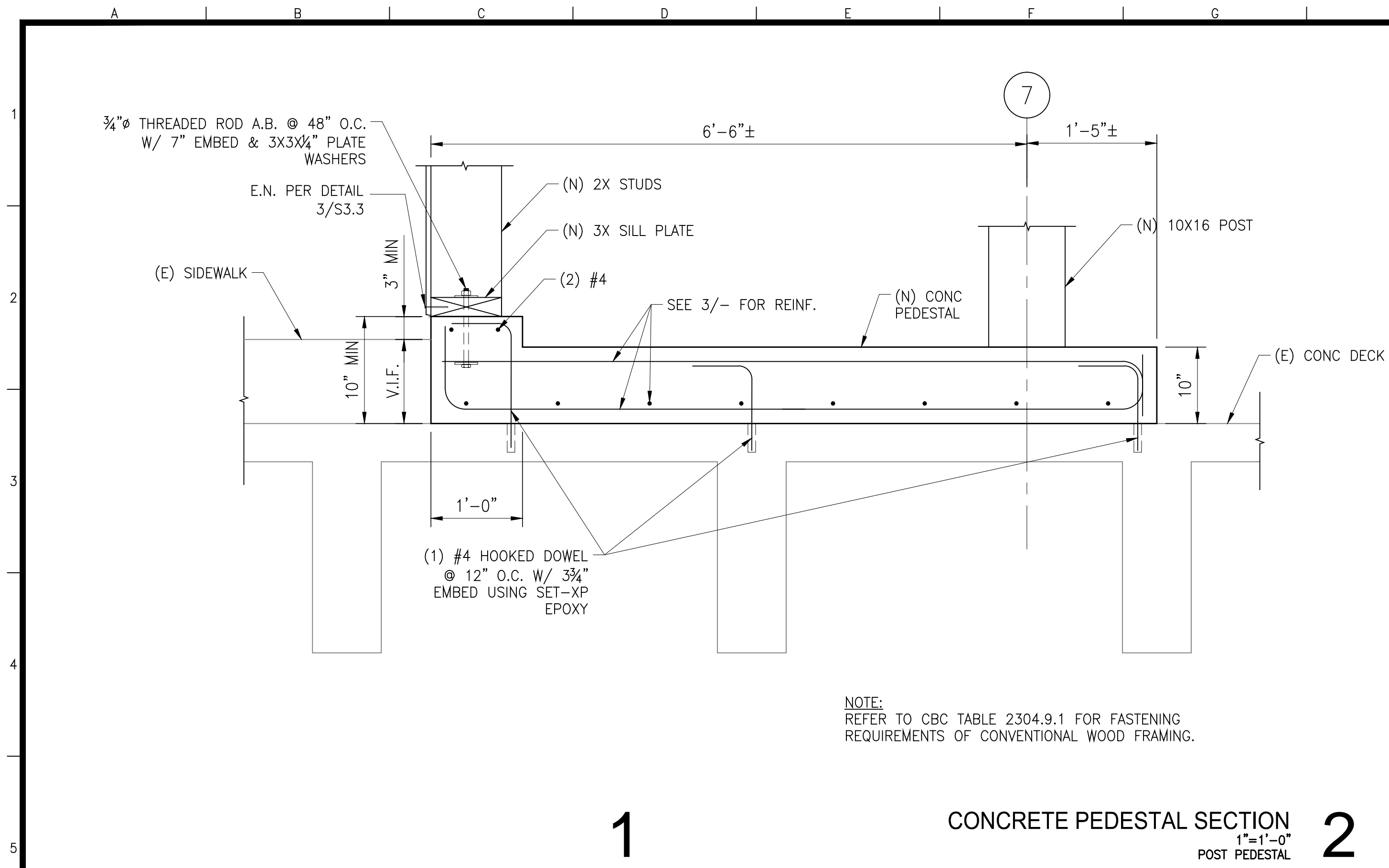
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S6.3

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FILE NO.

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REV. NO.



NO.	DATE	DESCRIPTION	BY	APP.
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DESIGNED: GZ 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 CONCRETE & STEEL DETAILS	CONTRACT NO. DRAWING NO. S7.0 FILE NO. REV. NO.
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