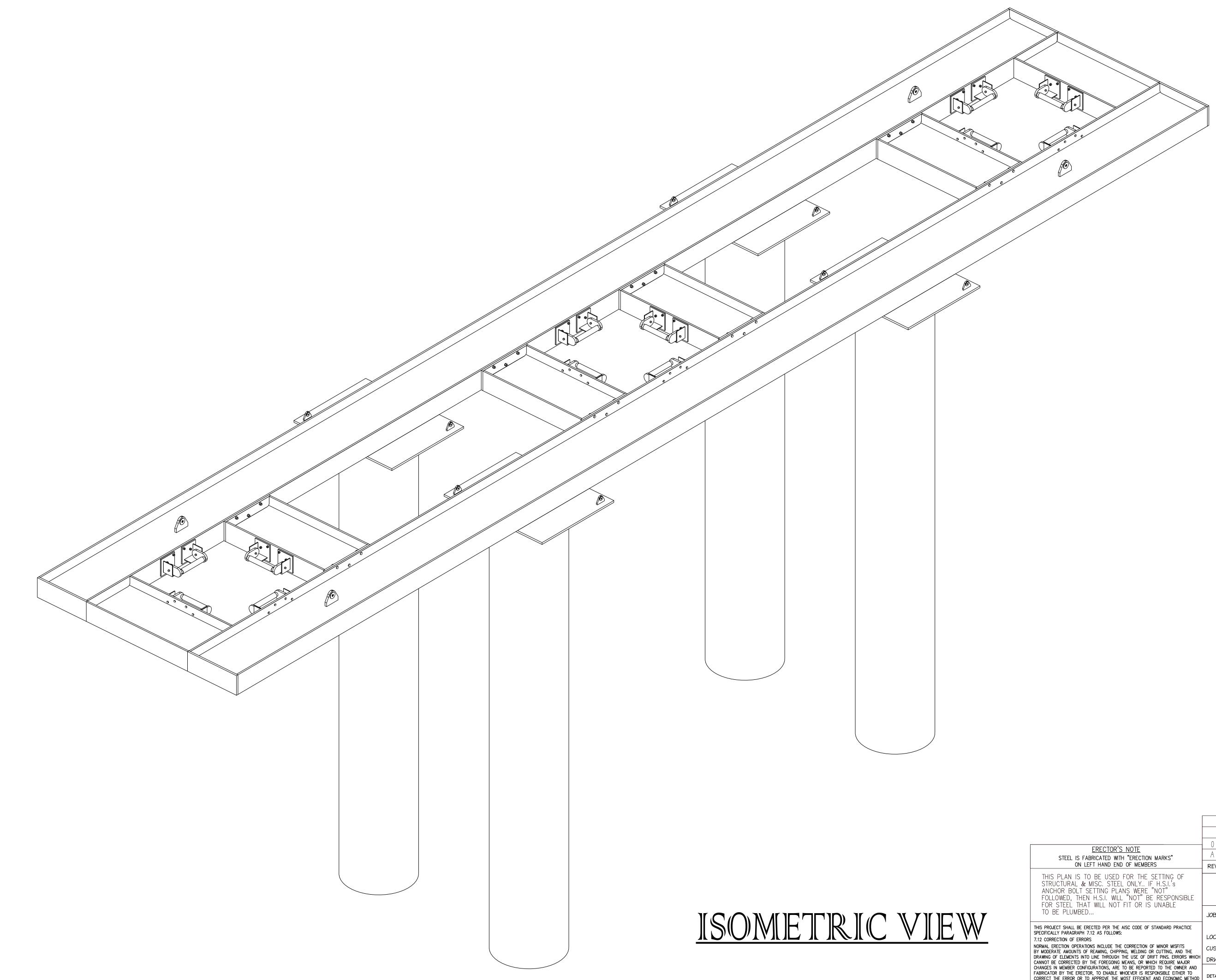
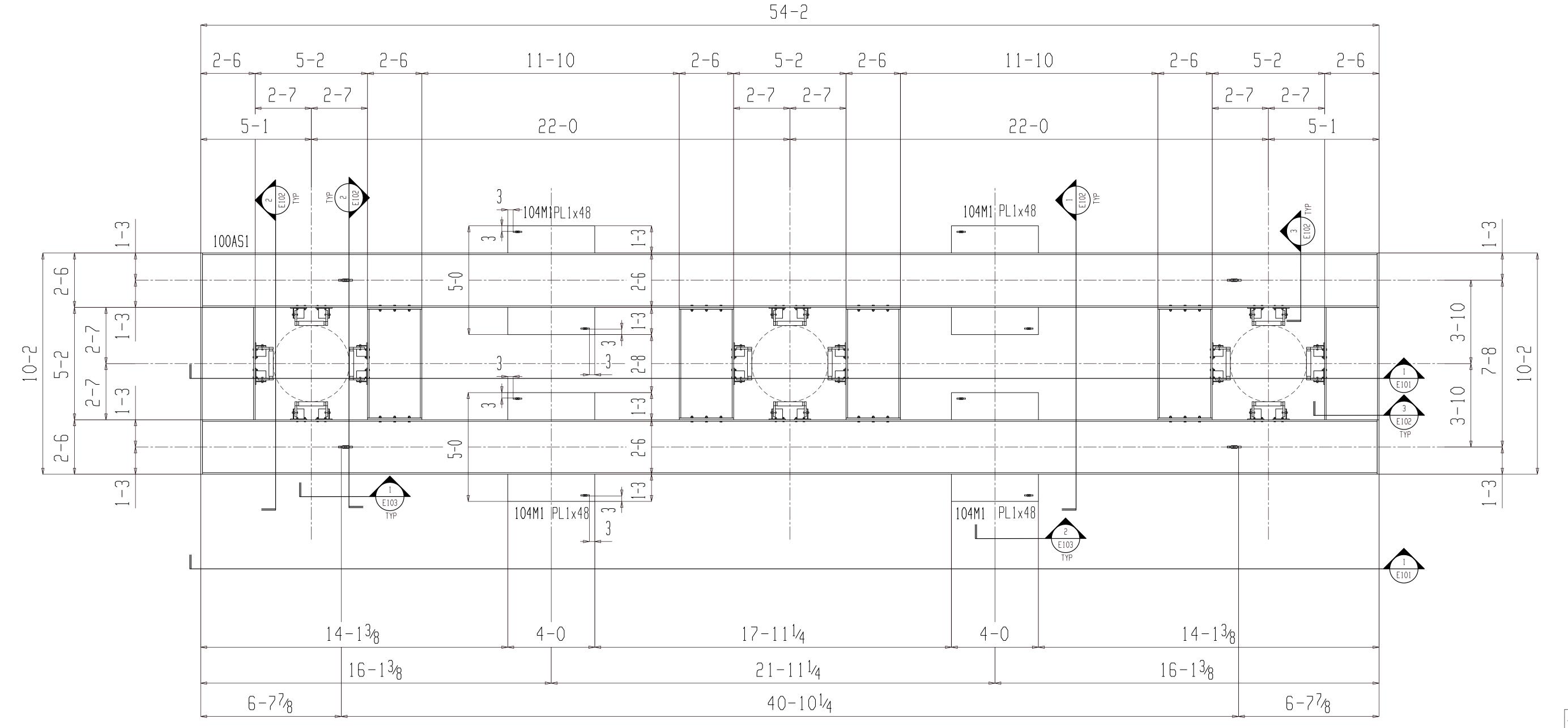


	0	01-07	FOR F	FIELD		FIELD		
<u>ERECTOR'S NOTE</u> STEEL IS FABRICATED WITH "ERECTION MARKS"	А	12-29	FOR A	APPROVAL		APPROVAL		
ON LEFT HAND END OF MEMBERS	REV.	DATE	DES	BCRIPTION		PRINTS	NO.	DATE
THIS PLAN IS TO BE USED FOR THE SETTING OF STRUCTURAL & MISC. STEEL ONLY IF H.S.I.'S ANCHOR BOLT SETTING PLANS WERE "NOT" FOLLOWED, THEN H.S.I. WILL "NOT" BE RESPONSIBLE FOR STEEL THAT WILL NOT FIT OR IS UNABLE TO BE PLUMBED	JOB		Pin Piles + Cap Bea	ims				
THIS PROJECT SHALL BE ERECTED PER THE AISC CODE OF STANDARD PRACTICE SPECIFICALLY PARAGRAPH 7.12 AS FOLLOWS: 7.12 CORRECTION OF ERRORS	LOCAT	ION	Chesapeake Bay Br	idge - Tunnel Pro	oject			
NORMAL ERECTION OPERATIONS INCLUDE THE CORRECTION OF MINOR MISFITS BY MODERATE AMOUNTS OF REAMING, CHIPPING, WELDING OR CUTTING, AND THE	CUSTO	MER						
DRAWING OF ELEMENTS INTO LINE THROUGH THE USE OF DRIFT PINS. ERRORS WHICH CANNOT BE CORRECTED BY THE FOREGOING MEANS, OR WHICH REQUIRE MAJOR	DRWG.	COVERS.	ISOMETRIC VIEW					
CHANGE E CORRECTED BT THE FOREGUING MEANS, OR WHICH REQUIRE MAJOR CHANGES IN MEMBER CONFIGURATIONS, ARE TO BE REPORTED TO THE OWNER AND FABRICATOR BY THE ERECTOR, TO ENABLE WHOEVER IS RESPONSIBLE EITHER TO CORRECT THE ERROR OR TO APPROVE THE MOST EFFICIENT AND ECONOMIC METHOD	DETAILE	۶	В	<b>date</b> 12-25-21	JOB NO.	DR	RWG. N	10.
OF CORRECTION TO BE USED BY OTHERS. NO BACKCHARGES WILL BE ACCEPTED UNLESS APPROVED IN WRITING BY THIS	CHECKER	A	N	<u>рате</u> 12-25-21			V1(	00
OFFICE.								



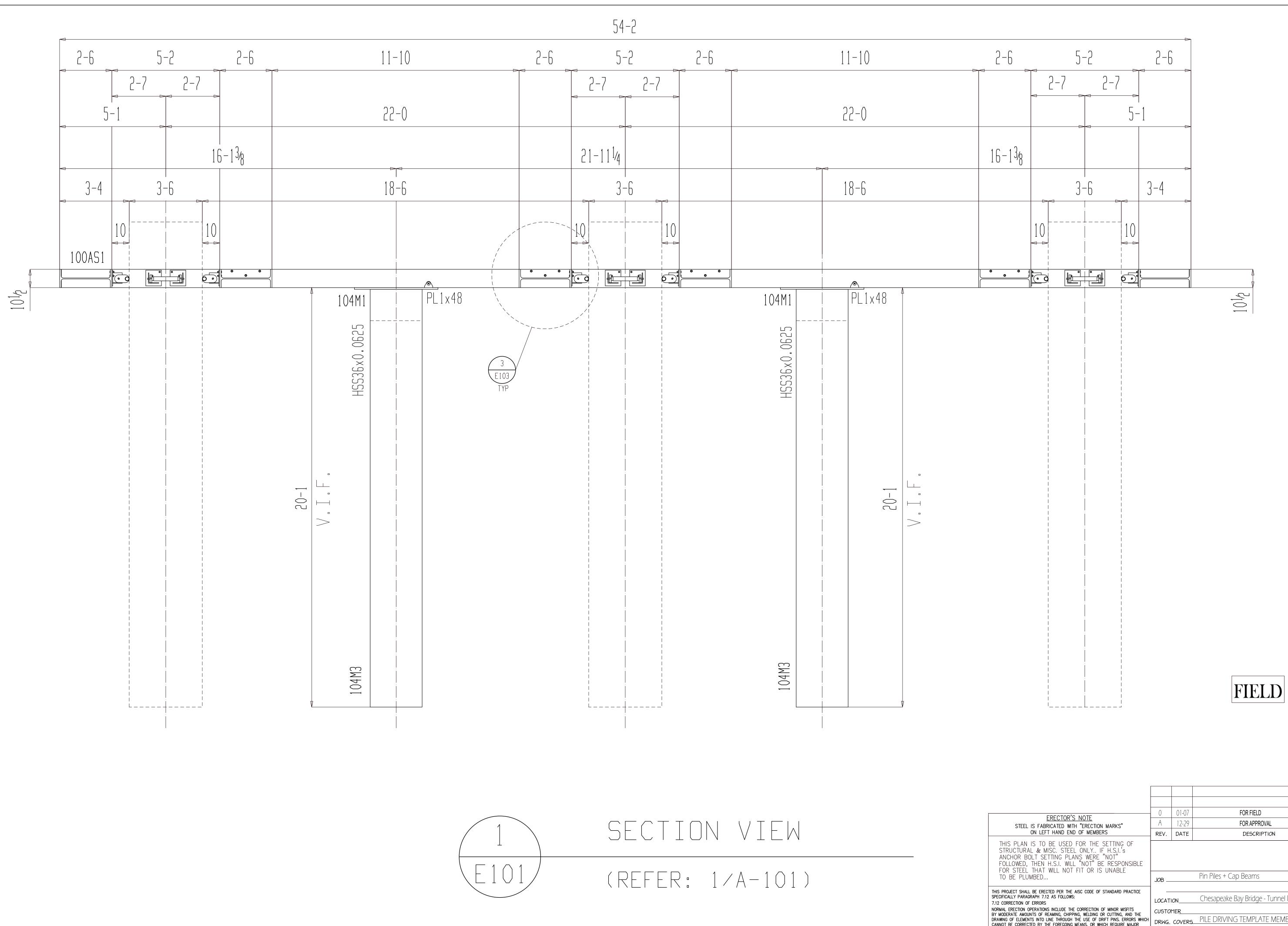
	0	01-07	FOR	FIELD		FIELD		
<u>ERECTOR'S NOTE</u> STEEL IS FABRICATED WITH "ERECTION MARKS"	А	12-29	FOR	APPROVAL		APPROVAL		
ON LEFT HAND END OF MEMBERS	REV.	DATE	DE	SCRIPTION		PRINTS	NO.	DATE
THIS PLAN IS TO BE USED FOR THE SETTING OF STRUCTURAL & MISC. STEEL ONLY IF H.S.I.'s ANCHOR BOLT SETTING PLANS WERE "NOT" FOLLOWED, THEN H.S.I. WILL "NOT" BE RESPONSIBLE FOR STEEL THAT WILL NOT FIT OR IS UNABLE TO BE PLUMBED	J0B		Pin Piles + Cap Bea	ams				
THIS PROJECT SHALL BE ERECTED PER THE AISC CODE OF STANDARD PRACTICE SPECIFICALLY PARAGRAPH 7.12 AS FOLLOWS: 7.12 CORRECTION OF ERRORS	LOCAT	ION	Chesapeake Bay Bi	ridge - Tunnel Pro	oject			
NORMAL ERECTION OPERATIONS INCLUDE THE CORRECTION OF MINOR MISFITS	CUSTO	MER						
BY MODERATE AMOUNTS OF REAMING, CHIPPING, WELDING OR CUTTING, AND THE DRAWING OF ELEMENTS INTO LINE THROUGH THE USE OF DRIFT PINS. ERRORS WHICH CANNOT BE CORRECTED BY THE FOREGOING MEANS. OR WHICH REQUIRE MAJOR	DRWG.	COVERS	ISOMETRIC VIEW					
CHANGE E CORRECTED BIT HE FOREGUIA MEANS, OR WHICH REQUIRE MADA CHANGES IN MEMBER CONFIGURATIONS, ARE TO BE REPORTED TO THE OWNER AND FABRICATOR BY THE ERECTOR, TO ENABLE WHOEVER IS RESPONSIBLE EITHER TO CORRECT THE ERROR OR TO APPROVE THE MOST EFFICIENT AND ECONOMIC METHOD	DETAILE	ءا	3	<b>Дате</b> 12-25-21	JOB NO.	DR	RWG. N	10.
OF CORRECTION TO BE USED BY OTHERS. NO BACKCHARGES WILL BE ACCEPTED UNLESS APPROVED IN WRITING BY THIS	CHECKER	AI	N	<u>рате</u> 12-25-21			V1(	)1
OFFICE.								



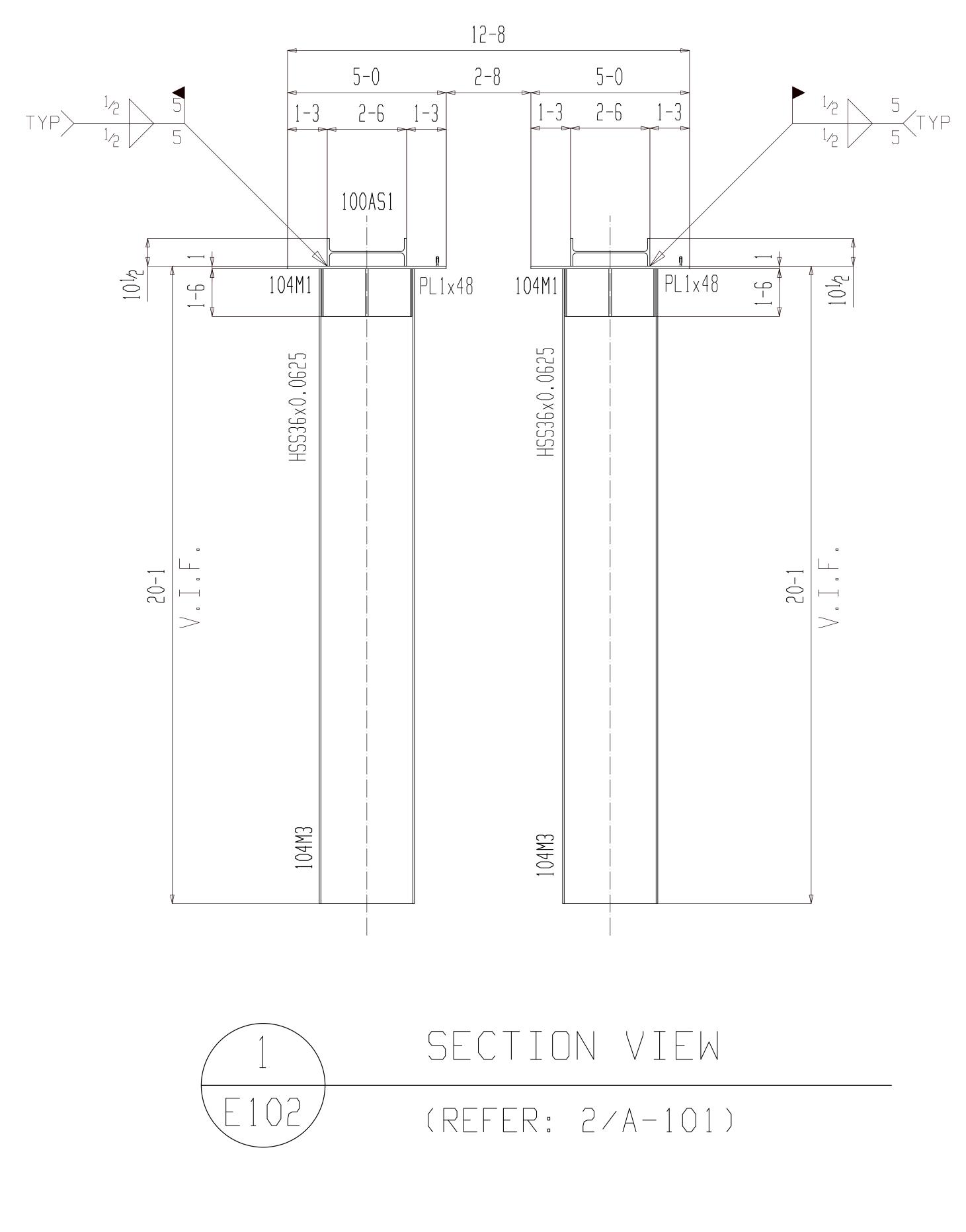
### PILE DRIVING TEMPLATE PLAN VIEW

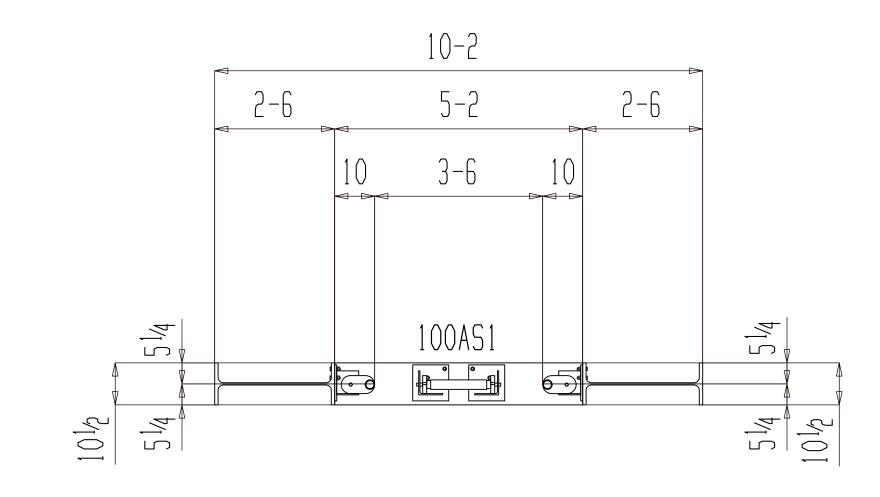
(REFER: A101, A102 & A103)

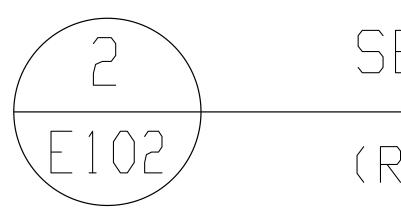
	0	01-07	FOR FIELD	F	FIELD		
ERECTOR'S NOTE STEEL IS FABRICATED WITH "ERECTION MARKS"	А	12-29	FOR APPROVAL	APF	PROVAL		
ON LEFT HAND END OF MEMBERS	REV.	DATE	DESCRIPTION	PF	RINTS	NO.	DA
STRUCTURAL & MISC. STEEL ONLY IF H.S.I.'S ANCHOR BOLT SETTING PLANS WERE "NOT" FOLLOWED, THEN H.S.I. WILL "NOT" BE RESPONSIBLE FOR STEEL THAT WILL NOT FIT OR IS UNABLE TO BE PLUMBED	J <i>O</i> B		Pin Piles + Cap Beams				
THIS PROJECT SHALL BE ERECTED PER THE AISC CODE OF STANDARD PRACTICE SPECIFICALLY PARAGRAPH 7.12 AS FOLLOWS: 7.12 CORRECTION OF ERRORS NORMAL ERECTION OPERATIONS INCLUDE THE CORRECTION OF MINOR MISFITS	LOCATI CUSTO		Chesapeake Bay Bridge - Tunnel Pr	roject			
BY MODERATE AMOUNTS OF REAMING, CHIPPING, WELDING OR CUTTING, AND THE DRAWING OF ELEMENTS INTO LINE THROUGH THE USE OF DRIFT PINS. ERRORS WHICH CANNOT BE CORRECTED BY THE FOREGOING MEANS, OR WHICH REQUIRE MAJOR		COVERS	PILE DRIVING TEMPLATE MEMBE	ER ARRANGEMEN	NT		
CHANGES IN MEMBER CONFIGURATIONS, ARE TO BE REPORTED TO THE OWNER AND FABRICATOR BY THE ERECTOR, TO ENABLE WHOEVER IS RESPONSIBLE EITHER TO CORRECT THE ERROR OR TO APPROVE THE MOST EFFICIENT AND ECONOMIC METHOD OF CORRECTION TO BE USED BY OTHERS.	DETAILER	Δ	IB <u>DATE</u> 12-25-21 LN <u>DATE</u> 12-25-21	JOB NO.		EWG. N	
NO BACKCHARGES WILL BE ACCEPTED UNLESS APPROVED IN WRITING BY THIS OFFICE.	CHECKER	/				E1(	JÜ

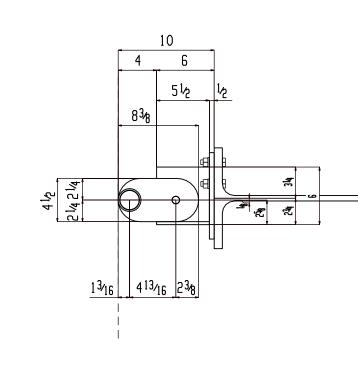


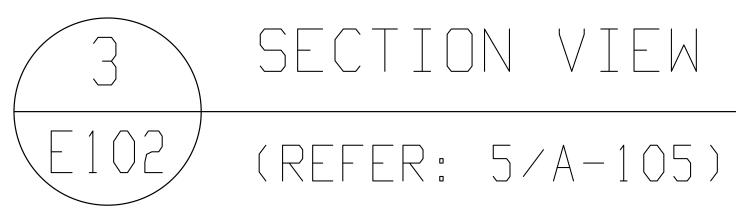
ERECTOR'S NOTE	0 A	01-07	FOR FIELD FOR APPROVAL	FIE		
STEEL IS FABRICATED WITH "ERECTION MARKS" ON LEFT HAND END OF MEMBERS	REV.	DATE	DESCRIPTION	PRI	-	). DATE
THIS PLAN IS TO BE USED FOR THE SETTING OF STRUCTURAL & MISC. STEEL ONLY IF H.S.I.'S ANCHOR BOLT SETTING PLANS WERE "NOT" FOLLOWED, THEN H.S.I. WILL "NOT" BE RESPONSIBLE FOR STEEL THAT WILL NOT FIT OR IS UNABLE TO BE PLUMBED	JOB		Pin Piles + Cap Beams	I		
THIS PROJECT SHALL BE ERECTED PER THE AISC CODE OF STANDARD PRACTICE SPECIFICALLY PARAGRAPH 7.12 AS FOLLOWS: 7.12 CORRECTION OF ERRORS NORMAL ERECTION OPERATIONS INCLUDE THE CORRECTION OF MINOR MISFITS BY MODERATE AMOUNTS OF REAMING, CHIPPING, WELDING OR CUTTING, AND THE	LOCAT		Chesapeake Bay Bridge - Tunnel F	Project		
DRAWING OF ELEMENTS INTO LINE THROUGH THE USE OF DRIFT PINS. ERRORS WHICH CANNOT BE CORRECTED BY THE FOREGOING MEANS, OR WHICH REQUIRE MAJOR	DRWG.	COVERS.	PILE DRIVING TEMPLATE MEMB			
CHANGES IN MEMBER CONFIGURATIONS, ARE TO BE REPORTED TO THE OWNER AND FABRICATOR BY THE ERECTOR, TO ENABLE WHOEVER IS RESPONSIBLE EITHER TO CORRECT THE ERROR OR TO APPROVE THE MOST EFFICIENT AND ECONOMIC METHOD OF CORRECTION TO BE USED BY OTHERS. NO BACKCHARGES WILL BE ACCEPTED UNLESS APPROVED IN WRITING BY THIS OFFICE.	DETAILEI CHECKER	Δ.	3 <b>DATE</b> 12-25-21 N <b>DATE</b> 12-25-21	JOB NO.	drwg E	. no. 101









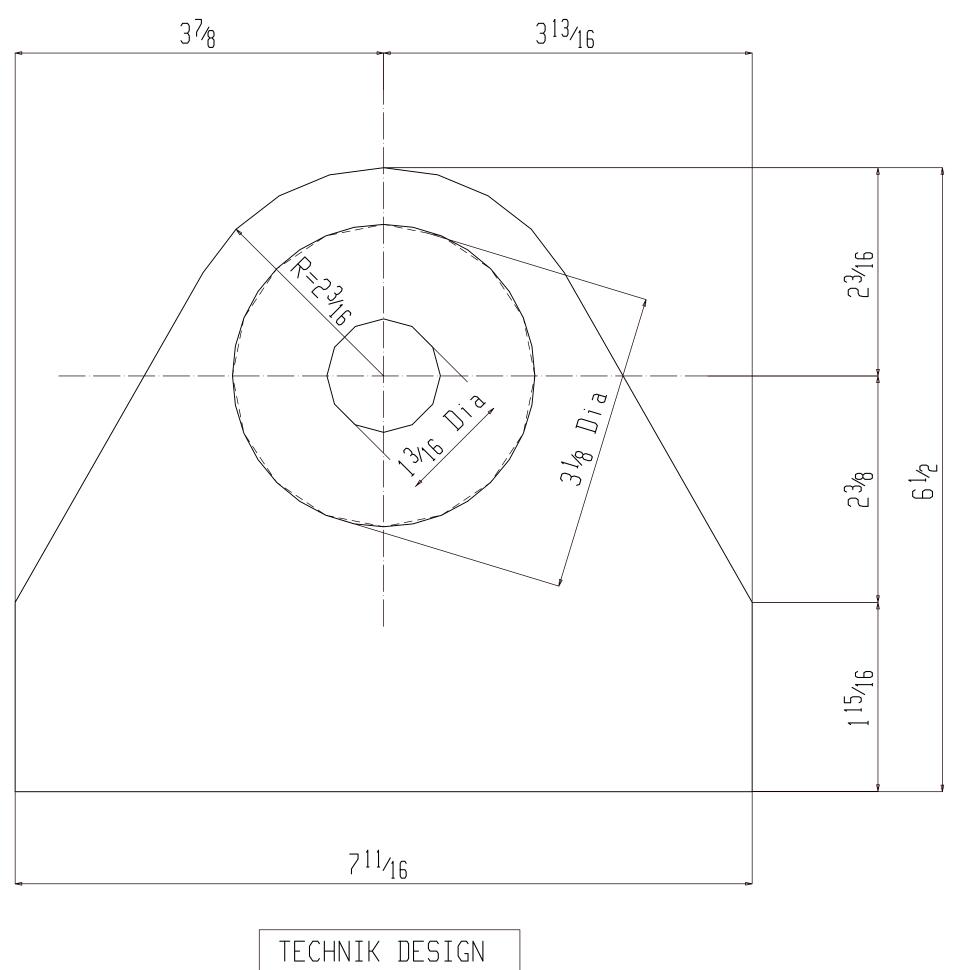


# SECTION VIEW

### (REFER: 1/A-105)

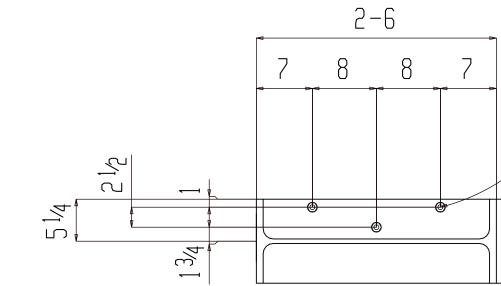
SECTION VIEW

	0	01-07	FOR F	IELD		FIELD		
ERECTOR'S NOTE STEEL IS FABRICATED WITH "ERECTION MARKS"	А	12-29	FOR A	PPROVAL	A	PPROVAL		
ON LEFT HAND END OF MEMBERS	REV.	DATE		CRIPTION		PRINTS	NO.	DATE
THIS PLAN IS TO BE USED FOR THE SETTING OF STRUCTURAL & MISC. STEEL ONLY IF H.S.I.'S ANCHOR BOLT SETTING PLANS WERE "NOT" FOLLOWED, THEN H.S.I. WILL "NOT" BE RESPONSIBLE FOR STEEL THAT WILL NOT FIT OR IS UNABLE								
TO BE PLUMBED	J0B		Pin Piles + Cap Bea	115				
THIS PROJECT SHALL BE ERECTED PER THE AISC CODE OF STANDARD PRACTICE SPECIFICALLY PARAGRAPH 7.12 AS FOLLOWS: 7.12 CORRECTION OF ERRORS	LOCATI	<i>O</i> N	Chesapeake Bay Bri	dge - Tunnel Pro	oject			
NORMAL ERECTION OPERATIONS INCLUDE THE CORRECTION OF MINOR MISFITS BY MODERATE AMOUNTS OF REAMING, CHIPPING, WELDING OR CUTTING, AND THE	CUSTO	1ER						
DRAWING OF ELEMENTS INTO LINE THROUGH THE USE OF DRIFT PINS. ERRORS WHICH CANNOT BE CORRECTED BY THE FOREGOING MEANS, OR WHICH REQUIRE MAJOR	DRWG.	COVERS	PILE DRIVING TEM	PLATE MEMBER	R ARRANGEM	ENT		
CHANGES IN MEMBER CONFIGURATIONS, ARE TO BE REPORTED TO THE OWNER AND FABRICATOR BY THE ERECTOR, TO ENABLE WHOEVER IS RESPONSIBLE EITHER TO CORRECT THE ERROR OR TO APPROVE THE MOST EFFICIENT AND ECONOMIC METHOD OF CORRECTION TO BE USED BY OTHERS.	DETAILE	·	B	<u>рате</u> 12-25-21	JOB NO.	DR	RWG. N	
NO BACKCHARGES WILL BE ACCEPTED UNLESS APPROVED IN WRITING BY THIS OFFICE.	CHECKER		_N	<u>рате</u> 12-25-21			E1(	]Z

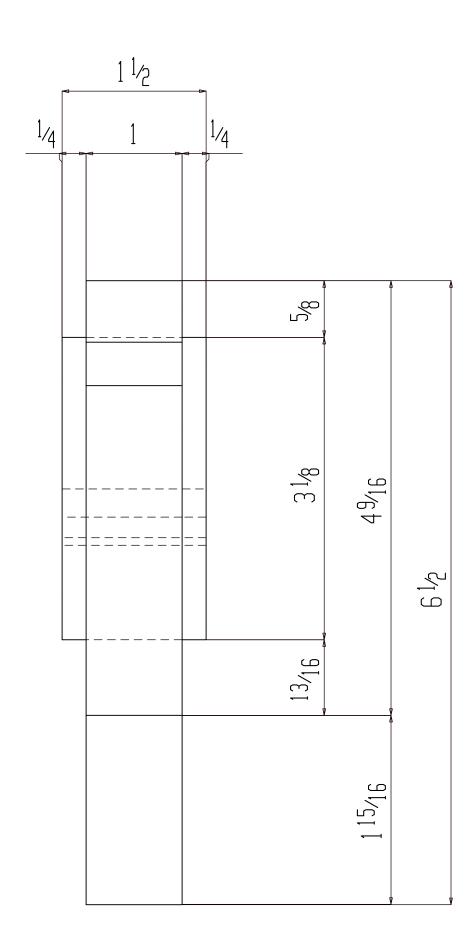


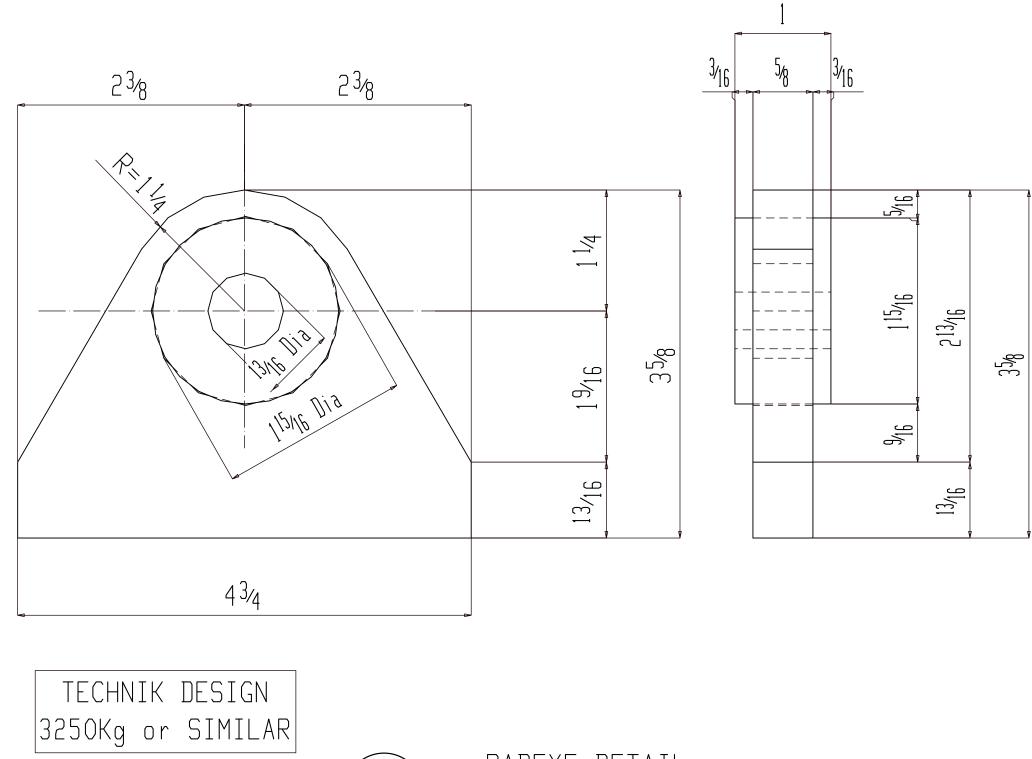


PADEYE DETAIL 1 E103 (REFER: 6/A-102 & 7/A-102)

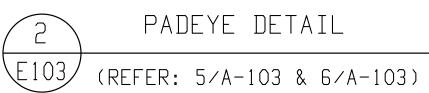


ENDPLATE BOLT DETAIL 5 E103 (REFER: 3/A-104)

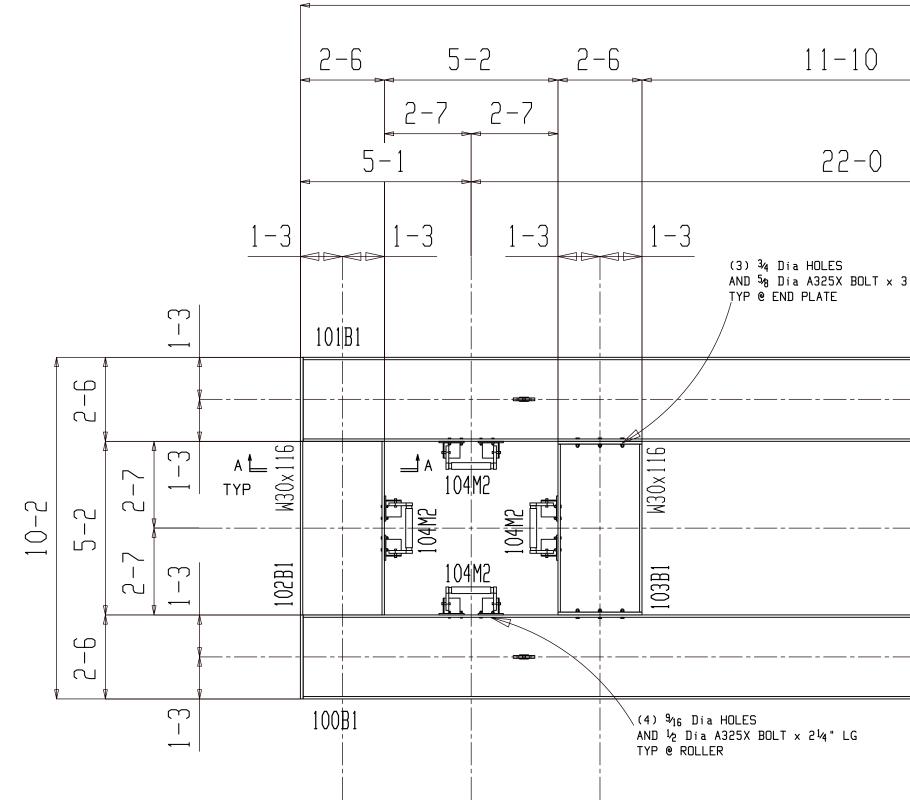


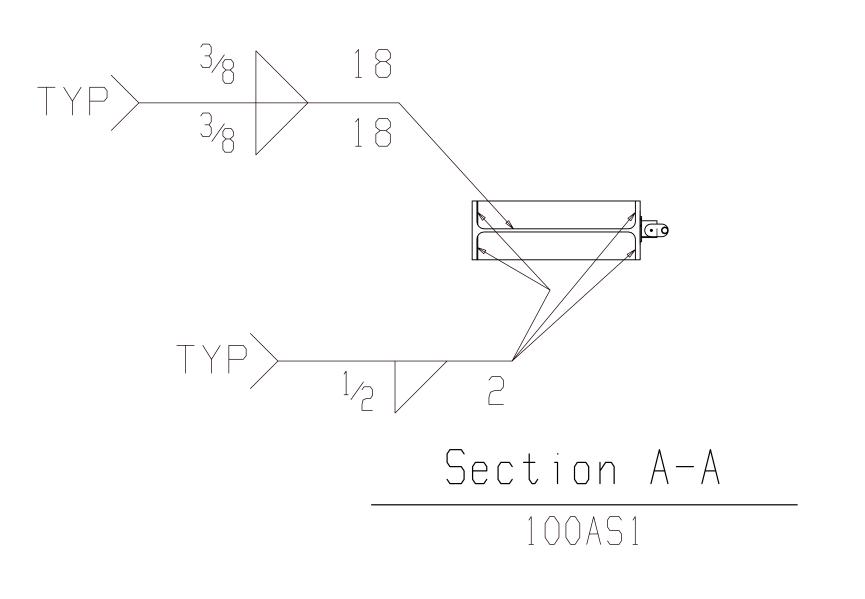


(3) <sup>3</sup>⁄4 Dia HOLES AND <sup>5</sup>⁄8 Dia A325X BOLT x 3" LG



		01.07					
ERECTOR'S NOTE	0 A	01-07 12-29	FOR FIELD FOR APPROVAL		ield Roval		
STEEL IS FABRICATED WITH "ERECTION MARKS" ON LEFT HAND END OF MEMBERS	REV.	DATE	DESCRIPTION		RINTS	NO.	DATE
THIS PLAN IS TO BE USED FOR THE SETTING OF STRUCTURAL & MISC. STEEL ONLY IF H.S.I.'S ANCHOR BOLT SETTING PLANS WERE "NOT" FOLLOWED, THEN H.S.I. WILL "NOT" BE RESPONSIBLE FOR STEEL THAT WILL NOT FIT OR IS UNABLE TO BE PLUMBED			Pin Piles + Cap Beams				
THIS PROJECT SHALL BE ERECTED PER THE AISC CODE OF STANDARD PRACTICE SPECIFICALLY PARAGRAPH 7.12 AS FOLLOWS: 7.12 CORRECTION OF ERRORS	LOCATI	ION	Chesapeake Bay Bridge - Tunnel F	Project			
NORMAL ERECTION OPERATIONS INCLUDE THE CORRECTION OF MINOR MISFITS BY MODERATE AMOUNTS OF REAMING, CHIPPING, WELDING OR CUTTING, AND THE DRAWING OF ELEMENTS INTO LINE THROUGH THE USE OF DRIFT PINS. ERRORS WHICH CANNOT BE CORRECTED BY THE FOREGOING MEANS, OR WHICH REQUIRE MAJOR	CUST <i>O</i> I DRWG.	MER <u></u> COVERS	PILE DRIVING TEMPLATE MEMB	ER ARRANGEMEN	JT		
CHANGES IN MEMBER CONFIGURATIONS, ARE TO BE REPORTED TO THE OWNER AND FABRICATOR BY THE ERECTOR, TO ENABLE WHOEVER IS RESPONSIBLE EITHER TO CORRECT THE ERROR OR TO APPROVE THE MOST EFFICIENT AND ECONOMIC METHOD	DETAILE	२	B 12-25-21	JOB NO.	DR	RWG. N	10.
OF CORRECTION TO BE USED BY OTHERS. NO BACKCHARGES WILL BE ACCEPTED UNLESS APPROVED IN WRITING BY THIS OFFICE.	CHECKER	A	LN 12-25-21			E1(	)3





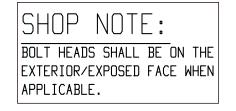
54	-2
JI	

		2-6	5-	-2	2-6		1	1-10		2	-6	5-	-2	2-1	6
		<	2-7	2-7	>		, C	22-0				2-7	2-7	- 1	
x 3" LG	1-3	↓	1-3	1-3		1-3			1 -	-3		1-3	1-3	₩30x	⊒t
	103B2 W30×116			104M2		103B1 W30x116				103B2   W30x116					
					·	<u>4</u>					• <u>•</u> •• <u>•</u> •		<u> </u>	<u>.                                    </u>	
														W30x1	. 11

## ONE ASSEMBLY 100AS1

(E REFER: E100)

NO PAINT



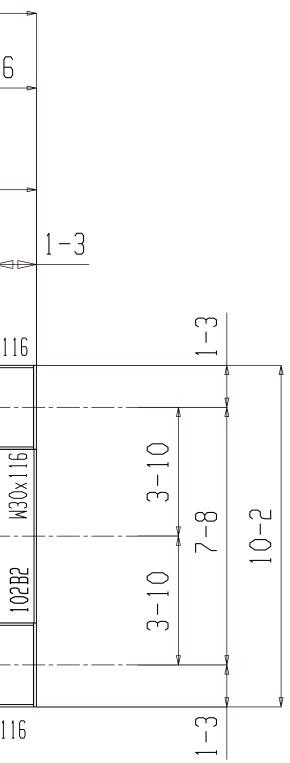
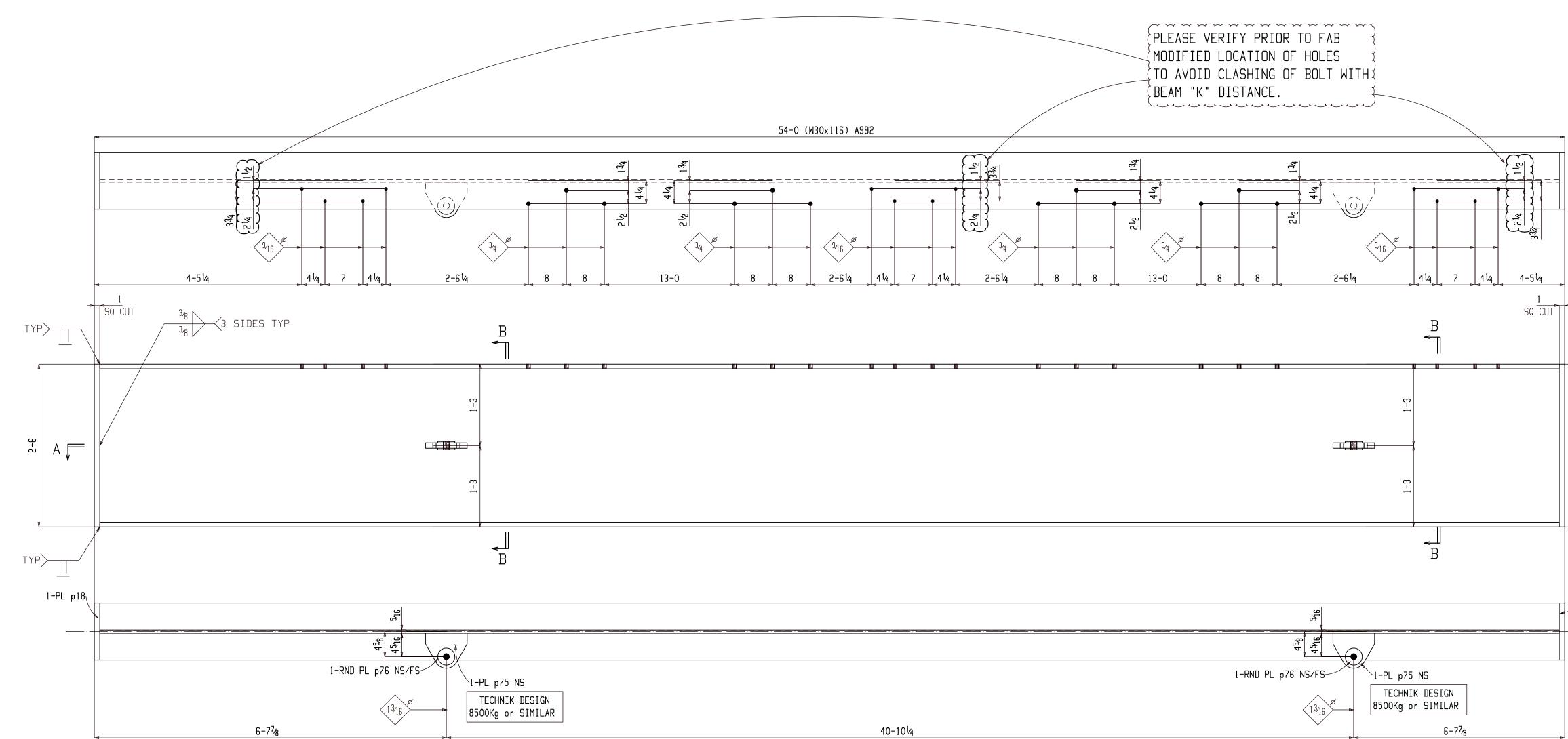


Image: Constraint of the second of	NO.RE	ASSY M	MATERIAL	LENGTH	REMARK
1100AS1ASSEMBLYI1100B1BCAMI1101B1BEAMI1102B1BCAMI1102B2BCAMI2103B1BCAMI2103B2BCAMI2103B2BCAMI1104P2ROLLERI1104P2ROLLERI1III <td></td> <td></td> <td></td> <td></td> <td></td>					
		100401			
IIOBIBEAMIIO2B1BEAMIIO2B2BEAMI2IO3B1BEAMI2IO3B2BEAMI2IO3B2BEAMI102IOTAROLLERIIOANROLLERIIIOANROLLERIIIOANIII					
1102B1BEAMI1102B2BEAMI2103B1BEAMI2103B2BEAMI1104B2ROLLERI1104B2ROLLERI1II <td></td> <td></td> <td></td> <td></td> <td></td>					
10282       BEAM					
2       10381       BEAM       Image: Second seco					
10382     BEAM     Image: Second seco					
12     104M2     ROLLER     Image: Section of the se					
	12	104M2	ROLLER		
I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I       I         I       I       I       I       I       I         I       I       I       I       I       I         I       I       I       I       I <tdi< td=""></tdi<>					
I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I <td></td> <td></td> <td></td> <td></td> <td></td>					
I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I <td></td> <td></td> <td></td> <td></td> <td></td>					
I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I <td></td> <td></td> <td></td> <td></td> <td></td>					
I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I <td></td> <td></td> <td></td> <td></td> <td></td>					
I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I         I       I       I       I       I       I         I       I       I       I       I       I         I       I       I       I       I       I         I       I       I       I       I       I         I       I       I       I       I					
I       I       I       I         I       <					
Image:					
Image:					
Image:					
Image:					
Image:					
ABRICATION					
ABRICATION					
ABRICATION					
ABRICATION					
ABRICATION					
ABRICATION	_				
ABRICATION		I		•	
ABRICATION					
ABRICATION					
ABRICATION		рл			
	AE	ЪКІ	UATION	N	

	0	01-07	F	OR FABRICATION		FIELD		
ERECTOR'S NOTE STEEL IS FABRICATED WITH "ERECTION MARKS"	А	12-29	F	FOR APPROVAL		APPROVAL		
ON LEFT HAND END OF MEMBERS	REV.	DATE		DESCRIPTION		PRINTS	NO.	DATE
THIS PLAN IS TO BE USED FOR THE SETTING OF STRUCTURAL & MISC. STEEL ONLY IF H.S.I.'s ANCHOR BOLT SETTING PLANS WERE "NOT" FOLLOWED, THEN H.S.I. WILL "NOT" BE RESPONSIBLE FOR STEEL THAT WILL NOT FIT OR IS UNABLE		I I				1	1	
TO BE PLUMBED	J <i>O</i> B		Pin Piles + Cap	Beams				
THIS PROJECT SHALL BE ERECTED PER THE AISC CODE OF STANDARD PRACTICE								
SPECIFICALLY PARAGRAPH 7.12 AS FOLLOWS: 7.12 CORRECTION OF ERRORS	LOCAT	ION	Chesapeake Bay	y Bridge - Tunnel Pr	oject			
NORMAL ERECTION OPERATIONS INCLUDE THE CORRECTION OF MINOR MISFITS	сиято	MER						
BY MODERATE AMOUNTS OF REAMING, CHIPPING, WELDING OR CUTTING, AND THE DRAWING OF ELEMENTS INTO LINE THROUGH THE USE OF DRIFT PINS. ERRORS WHICH CANNOT BE CORRECTED BY THE FOREGOING MEANS, OR WHICH REQUIRE MAJOR	DRWG.	COVERS	CAB BEAM ASS	SEMBLY DETAIL				
ANNOT BE CORRECTED BY THE FOREGUING MEANS, OR WHICH REQUIRE MADE CHANGES IN MEMBER CONFIGURATIONS, ARE TO BE REPORTED TO THE OWNER AND "ABRICATOR BY THE ERECTOR, TO ENABLE WHOEVER IS RESPONSIBLE EITHER TO CORRECT THE ERROR OR TO APPROVE THE MOST EFFICIENT AND ECONOMIC METHOD OF CORRECTION TO BE USED BY OTHERS.	DETAILE	Δι		<u>рате</u> 12-25-21 рате 12-25-21	JOB NO.		RWG. N	
IO BACKCHARGES WILL BE ACCEPTED UNLESS APPROVED IN WRITING BY THIS OFFICE.	CHECKER	<u>Al</u>	_IN	<u>DATE                                    </u>			AS 1	00



4 5/6 4 5/6	
1-RND PL p76 NS/FS	1-PL p75 NS
13/16 ×	TECHNIK DESIGN 8500Kg or SIMILAR
40-101/4	6-77 <sub>8</sub>

Section A-A 100B1

ONE BEAM 100B1

(REFER: AS100)

NO PAINT

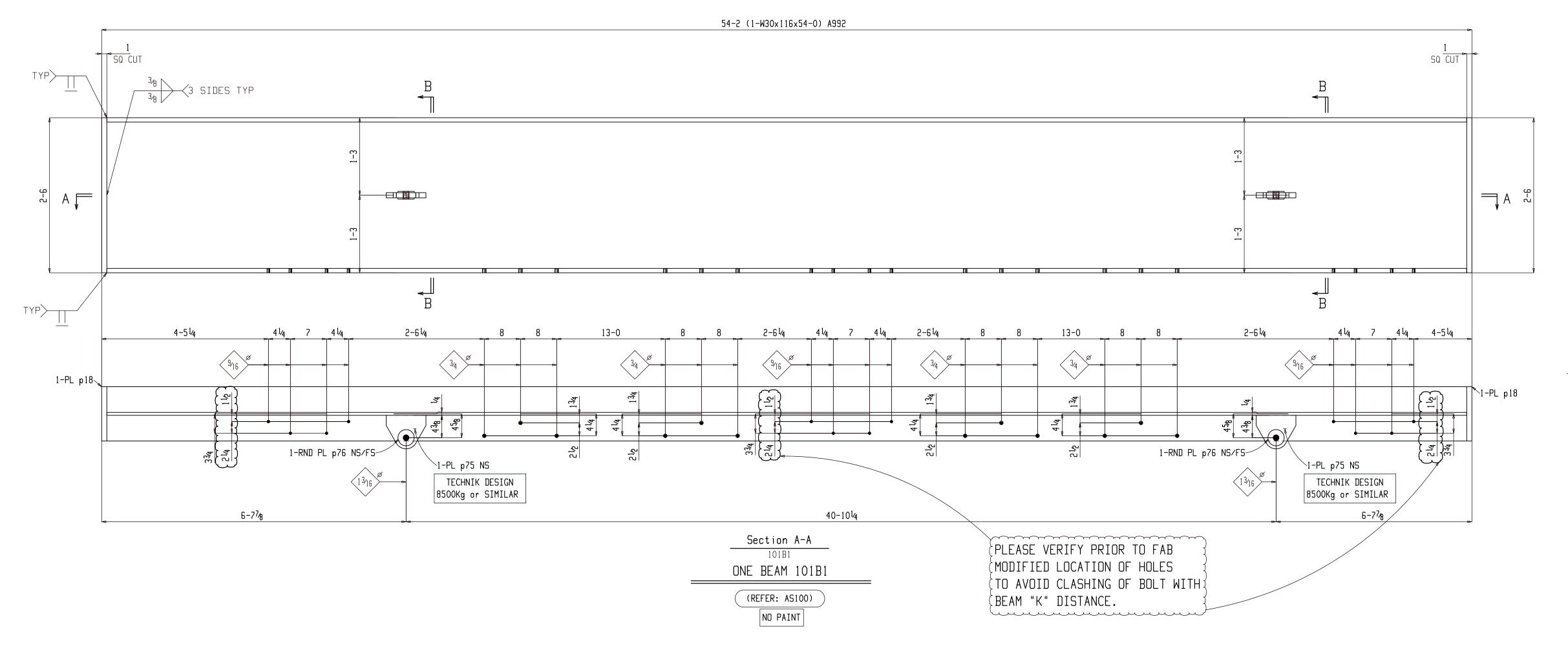
			NO.RE		BILL OF M		
			ON	E 1 100B1	BEAM W30x116	54_0	A992
				2 p18	PL1x10 <sup>1</sup> /2		A572-50
				4 p76	PL <sup>1</sup> /4x3 <sup>1</sup> /8 Dia		A572-50
				2 p75	PL1x6½	711/16	TECHNIK DESIGN 8500Kg OR SIMILAF
							A572-50
$\setminus$	- 1 - 1						
	-1-3						
	,¥						
• • •							
	zion B-B 100B1						
			r				
			FAI	RI		$\mathbf{V}$	
				<b>J</b> 1 ( ]		٩	
	<u></u>						
	AT GRAY OXIDE						
a - SSP	"AESS" C-SP6		-07		R FABRICATION		FAB
TES:	COAT GRAY PRIMER	REV. DA	2-29 ATE		R APPROVAL ESCRIPTION		PROVAL RINTS NO. DA
5 ¢ EL	: BARS - A36 SHAPES - A992 Gr 50	) 	1			I	
1	- A500 GR.( R.B						
	FIELD CONNECTIONS	JOB	Pin Piles +	- Cap Be	eams		
	A325 "N" (UN)						
	ΤΟ ΒΕ <sup>13</sup> 16 <sup>11</sup> Φ (UN)	LOCATION_		וגר מאן I	Bridge - Tunnel Project		
ES :				/ING TE	MPLATE MEMBER DET		
C ADE EDOM	FACE OF CLIP ANGLES	1	IR		17 75 71 JO	BNO.	DRWG. NO.

	Divid. 00	I EI (G
ALL STUBS ARE FROM FACE OF CLIP ANGLES ALL HOLE SPACING 3" C/C UNLESS NOTED	DETAILER	JB
ALL BLOCK SIZES FROM FACE OF CLIP ANGLES ALL REAR ENTRANT CUTS HAVE A MINIMUM		ALN
OF ½" RADIUS CUTS.		

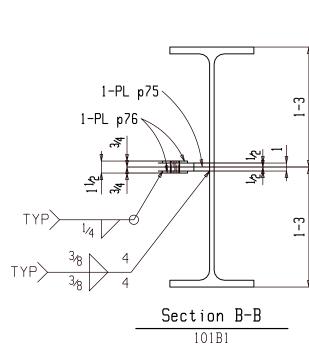
الج A ا

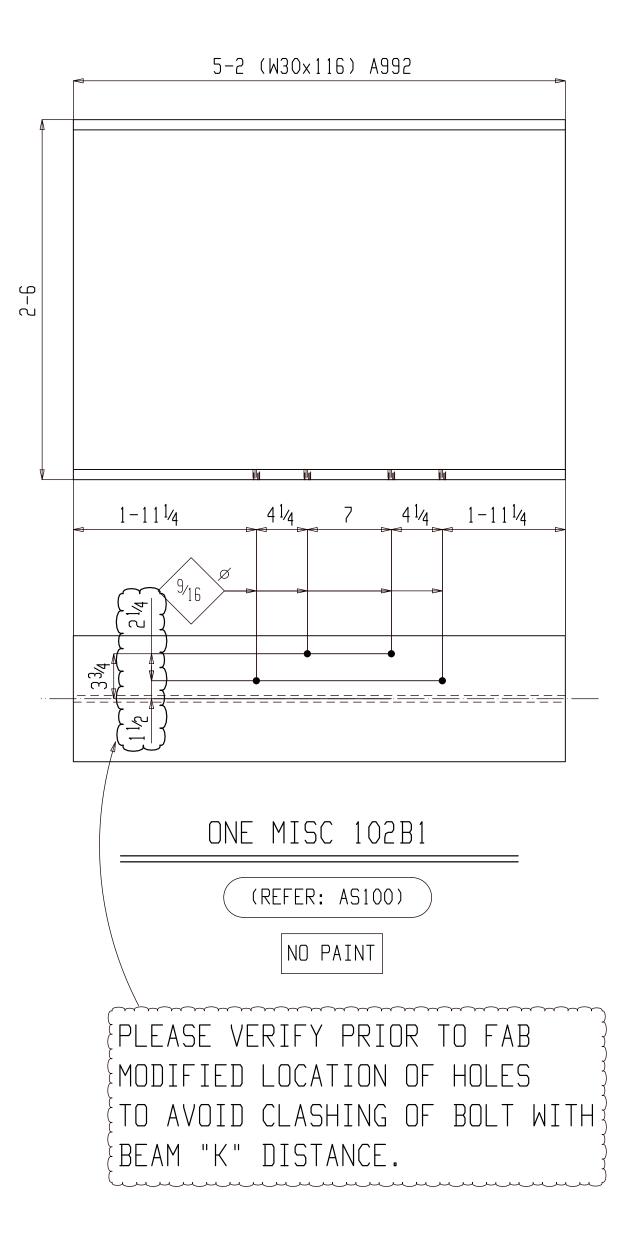
1-PL p18

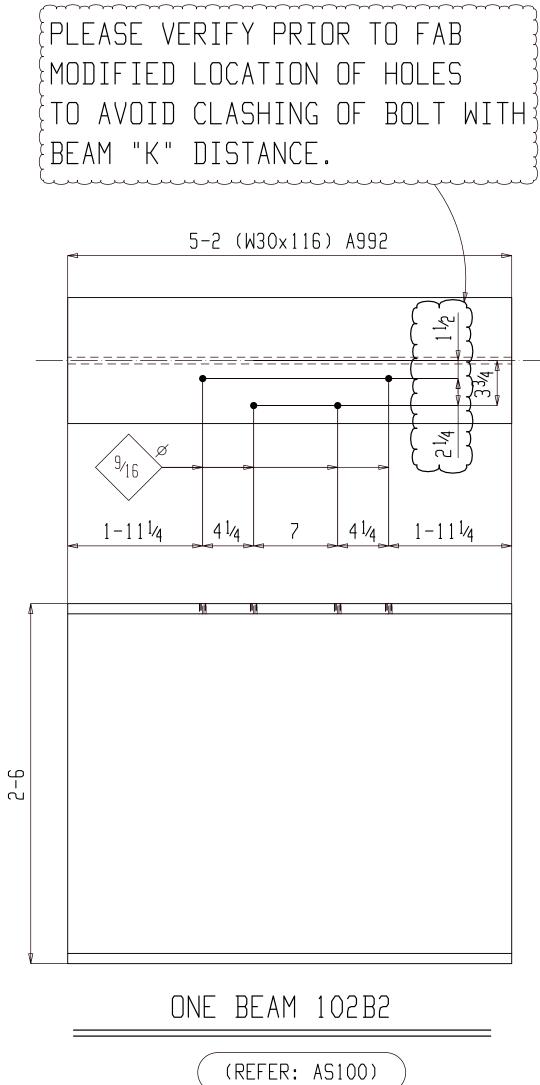
<u>рате</u> 12-25-21 рате 12-25-21



	ONE 1 2 4	] ASSY M 101B1 p18 p76 p75 	BILL OF M MATERIAL BEAM W30x116 PL1x10 <sup>1</sup> /2 PL <sup>1</sup> /4x3 <sup>1</sup> /8 Dia PL1x6 <sup>1</sup> /2	LENGTH	REMARKS         REMARKS         A992         A572-50         A572-50         TECHNIK DESIGN         B500Kg OR SIMILAR         A572-50         I         A572-50         I </th
Image: relation of the section B-B       Image: relation of the section B-B       Image: relation of the section B-B					
	FAP	BRI		N	
SHOP CLEAN: SSPC-SP3	29 re Pin Piles + ( Chesapeak	FOF Dr Cap Be e Bay E	Bridge - Tunnel Project	AP PI	FAB I I I I I I I I I I I I I I I I I I I







NO PAINT

		E	BILL OF M	ATER	IAL	
	NO.RE	ASSY M	MATERIAL	LENGTH		REMARKS
	ONE 1		MISC W30x116	5-2	A992	
		TOLDI		JL	1002	
	ONE		BEAM			
	1	102B2	W30x116	5-2	A992	
		1				
-				<b>•</b>		
	<b>'A</b> F	SRI	CATION			
0 01-07					FAB	
A 12-29 REV. DATE			APPROVAL ESCRIPTION		PROVAL RINTS	NO. DATE
						I
Pir	n Piles +	Cap Be	ams			
JOB						
LOCATION C	nesapeak	ke Bay B	ridge - Tunnel Project			

<u>SHOP NOTES :</u>	DRWG. COVERS	PILE DRIVING TEMPLATE MEME	SER DETAILS
ALL STUBS ARE FROM FACE OF CLIP ANGLES ALL HOLE SPACING 3" C/C UNLESS NOTED ALL BLOCK SIZES FROM FACE OF CLIP ANGLES ALL REAR ENTRANT CUTS HAVE A MINIMUM OF ½" RADIUS CUTS.	detailer] CheckerAL	B <u>date</u> 12-25-21 N <u>date</u> 12-25-21	JOB NO.

SHOP CLEAN: SSPC-SP3

STEEL NOTES:

SHOP PRIME WITH I COAT GRAY OXIDE

ALL MATERIAL NT'D "AESS" SHOP CLEANING - SSPC-SP6 SHOP PRIME WITH I COAT GRAY PRIMER

MISC. SHAPES, P's & BARS - A36 STRUCTURAL STEEL SHAPES - A992 Gr 50 STRUCTURAL TUBING - A500 GR.( STEEL PIPE - A53 GR.B

SHOP CONNECTIONSFIELD CONNECTIONSE70XX (UN)A325 "N" (UN)

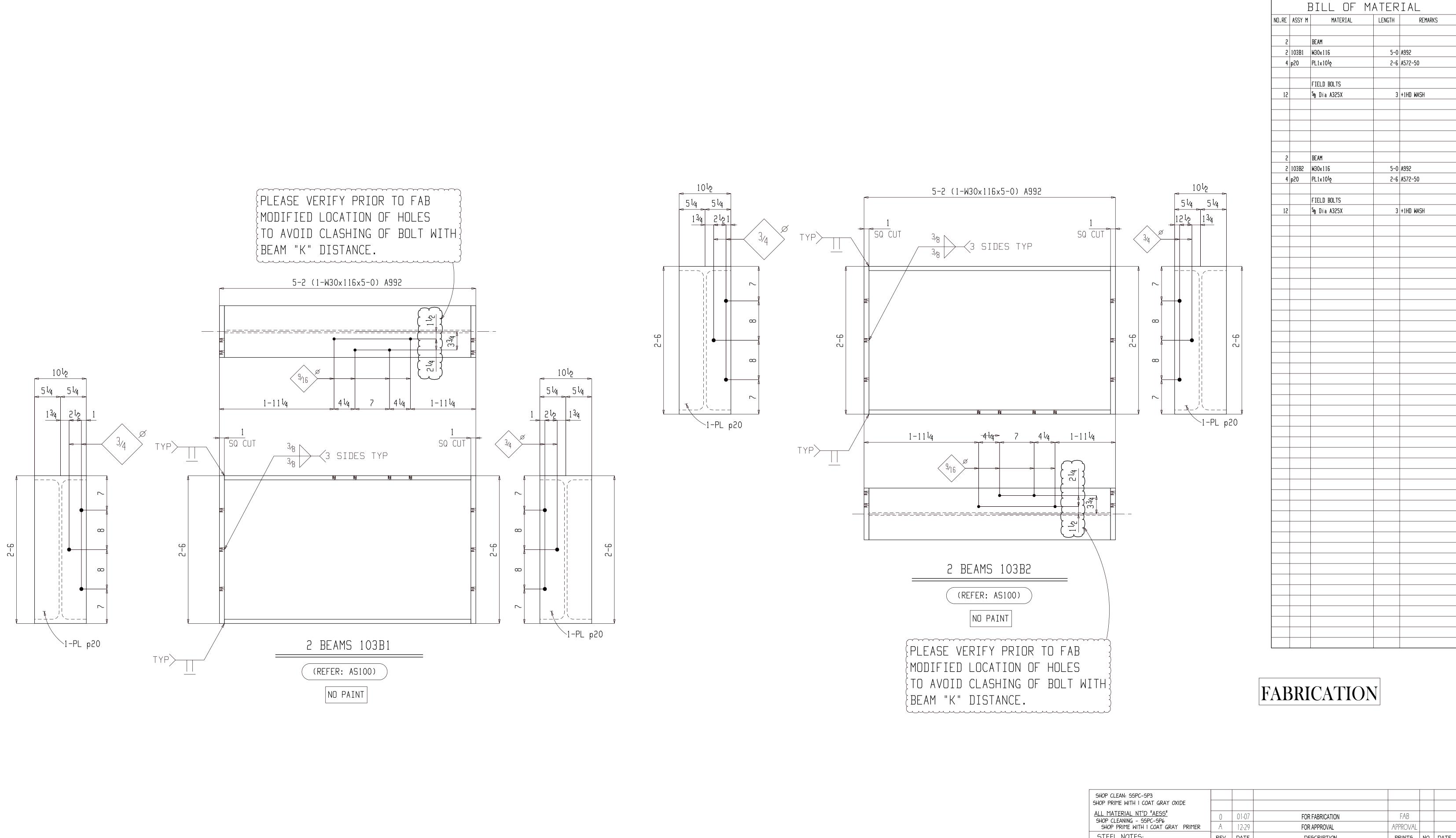
ALL SHOP HOLES TO BE 13/6"\$ (UN)

CUSTOMER\_\_\_\_

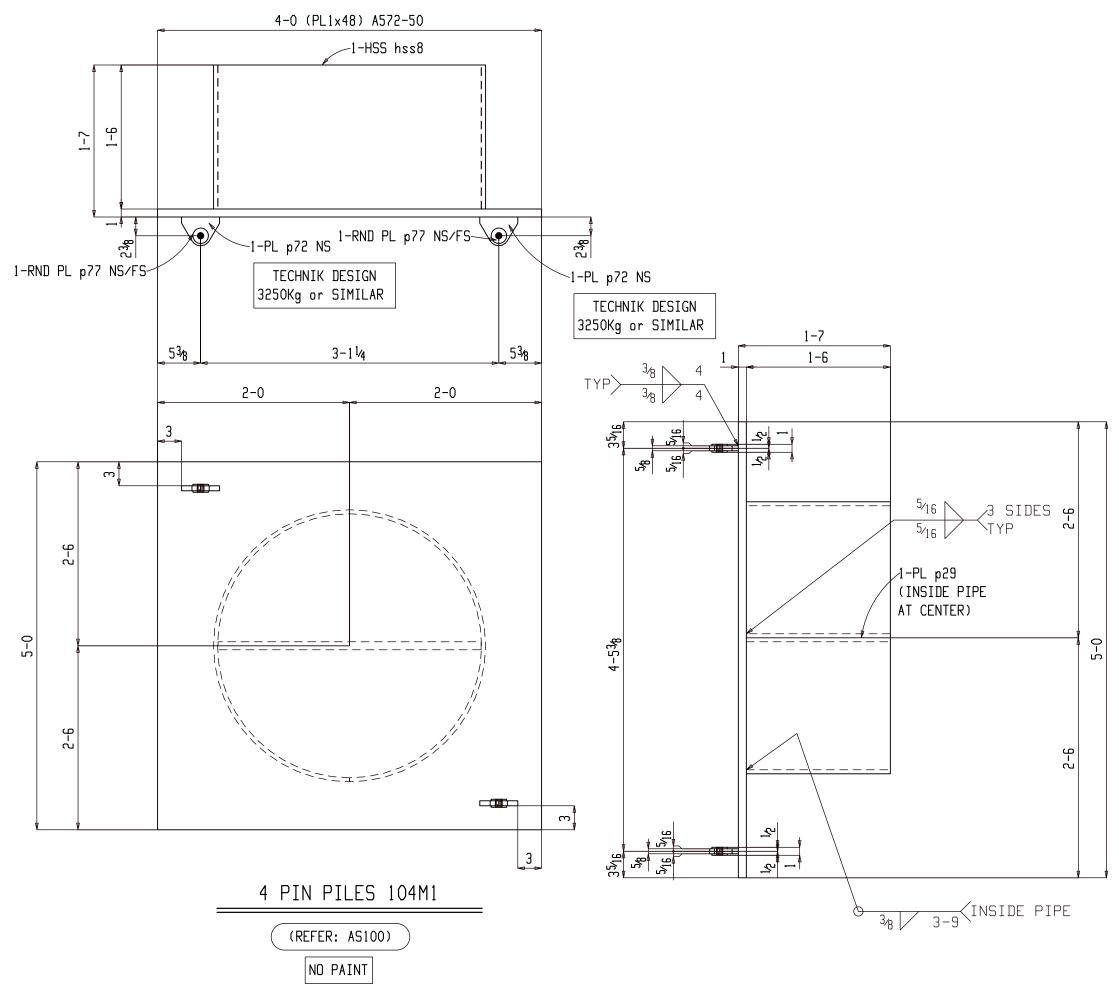
1	$\left( \right)$
I	U,

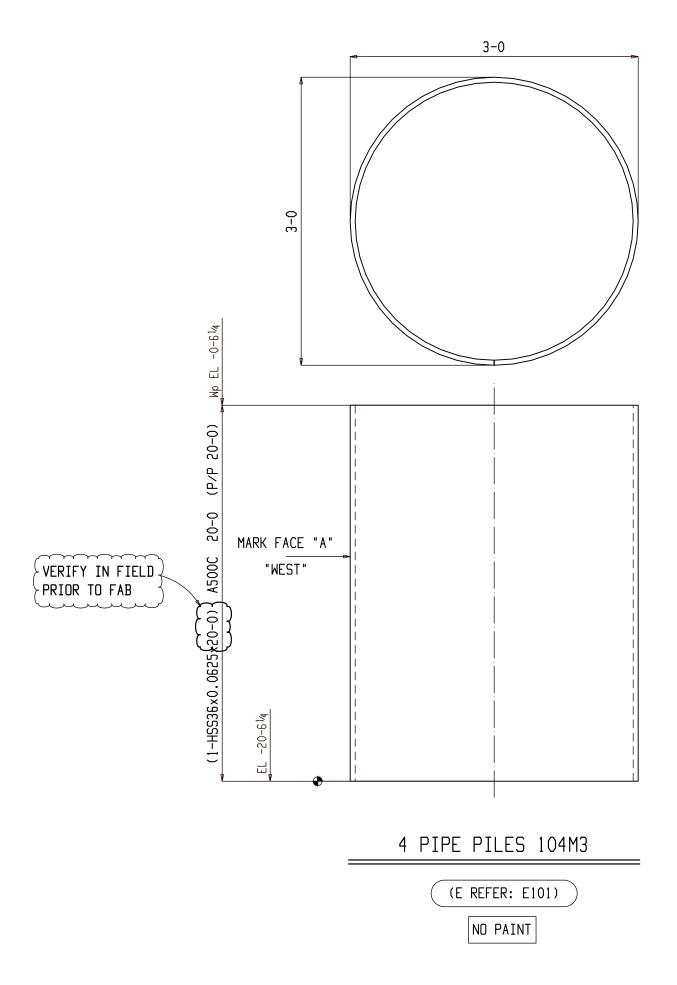
DRWG. NO.

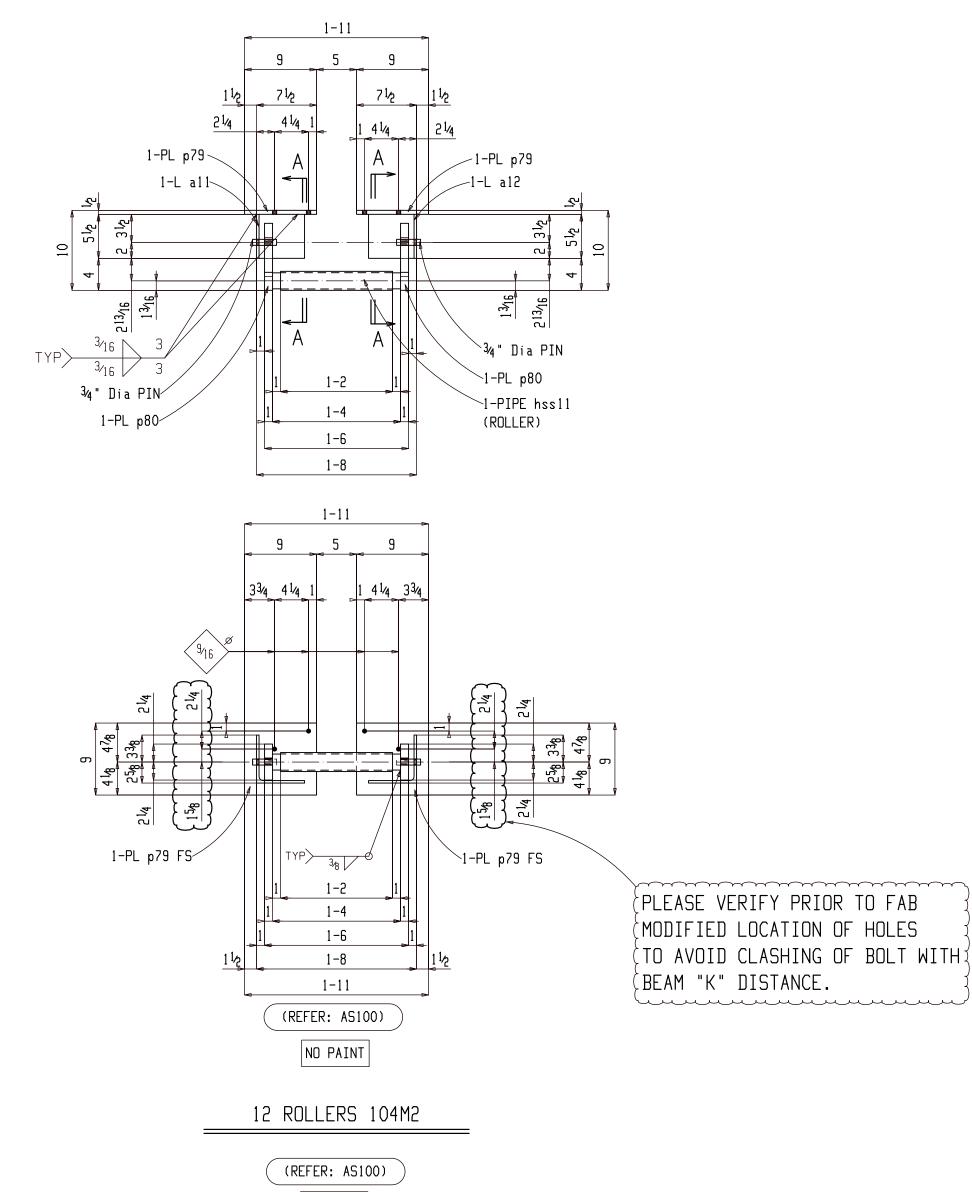
JOB NO.



SHOP PRIME WITH I	COAT GRAY PRIMER	А	12-29	FOR APPROVAL		APPROVAL				
<u>STEEL NOTES:</u>		REV.	DATE	DESCRIPTION		PRINTS	NO.	DATE		
MISC. SHAPES, P's & STRUCTURAL STEEL STRUCTURAL TUBING STEEL PIPE - A53 G					I					
SHOP CONNECTIONS	FIELD CONNECTIONS	JOB _		Pin Piles + Cap Beams						
E70XX (UN)	A325 "N" (UN)	565								
		LOCATION Chesapeake Bay Bridge - Tunnel Project								
ALL SHOP HOLES	TO BE <sup>13</sup> 16 <sup>4</sup> Φ (UN)	CUSTOMER								
SHOP NOTES :		DRWG.	COVERS	PILE DRIVING TEMPLATE MEN	IBER DETAILS					
ALL STUBS ARE FROM ALL HOLE SPACING 3"	DETAILE	ç .	JB <u>Date</u> 12-25	JOB NO.	DR	WG. N	10.			
ALL BLOCK SIZES FROM FACE OF CLIP ANGLES ALL REAR ENTRANT CUTS HAVE A MINIMUM OF ½" RADIUS CUTS.		CHECKER	Δ	LN <b>DATE</b> 12-25-			10	3		

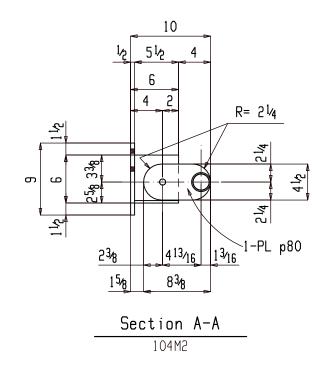








	1	BILL OF M	1	IAL
NO.RE	ASSY M	MATERIAL	LENGTH	REMARKS
4		PIN PILE		4530.50
	104M1	PL1x48		A572-50
	hss8	HSS34x0.500		A53B
	p29	PL1x18	2-8/8	A572-50
	p77	PL <sup>3</sup> / <sub>16</sub> x 1 <sup>15</sup> / <sub>16</sub> Dia	434	
8	p72	PL58x358	4-3/4	TECHNIK DESIGN
				3250Kg OR SIMIL A572-50
				NJTE-JU
12		ROLLER		
12	104M2	2" Dia ROUND BAR	1-4	A572-50
12	hss11	PIPE 2 STD	1-2	ROLLER A500C
12	a11	L6x6x <sup>5</sup> ⁄16	5 <sup>1</sup> ⁄2	A572-50
12	a12	L6x6x <sup>5</sup> /16	5 <sup>1</sup> ⁄2	A572-50
24	p80	PL1x4 <sup>1</sup> /2	83⁄8	A572-50
24	p79	PL <sup>1</sup> ⁄2x9	9	A572-50
		FIELD BOLTS		
48 24		½ Dia A325X 34" Dia PIN		+1HD WASH
24		34," Dia PIN	3	
4	104M3	PIPE PILE HSS36x0.0625	20-0	A500C
	101115			13000
		<u> </u>		
AF	BRI	CATION	J	
		FABRICATION		FAB
	FOR	APPROVAL	API	PROVAL
	FOR		API	



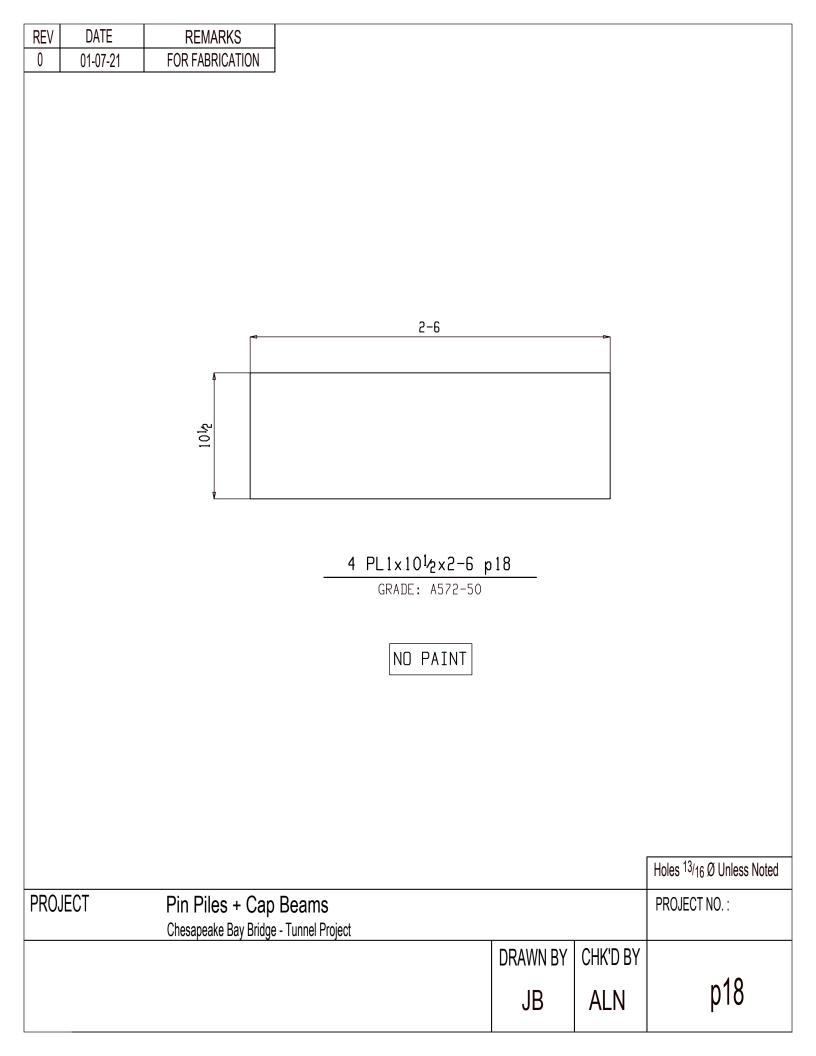
			i					
SHOP CLEAN: SSPC-SF SHOP PRIME WITH 1 CO/								
ALL MATERIAL NT'D		0	01-07	FOR FABRICATION		FAB		
SHOP CLEANING - SSF SHOP PRIME WITH 1	C-576 COAT GRAY PRIMER	А	12-29	FOR APPROVAL		APPROVAL		
STEEL NOTES:		REV.	DATE	DESCRIPTION		PRINTS	NO.	DATE
MISC. SHAPES, P's & STRUCTURAL STEEL STRUCTURAL TUBING STEEL PIPE - A53 G		1	1			<u> </u>	1	
SHOP CONNECTIONS E70XX (UN)	FIELD CONNECTIONS A325 "N" (UN)	JOB -	Joв Pin Piles + Cap Beams					
		LOCATION Chesapeake Bay Bridge - Tunnel Project						
ALL SHOP HOLES	5 TO BE <sup>13</sup> 16"Φ (UN)	сиято	MER					
SHOP NOTES :		DRWG. COVERS PILE DRIVING TEMPLATE MEMBER DETAILS						
ALL STUBS ARE FROM ALL HOLE SPACING 3"	M FACE OF CLIP ANGLES UTS HAVE A MINIMUM	DETAILE	<u>م</u>	JB <u>date</u> 12-25-21 ALN <u>date</u> 12-25-21	JOB NO.	DF	гыс. 1 1 С	

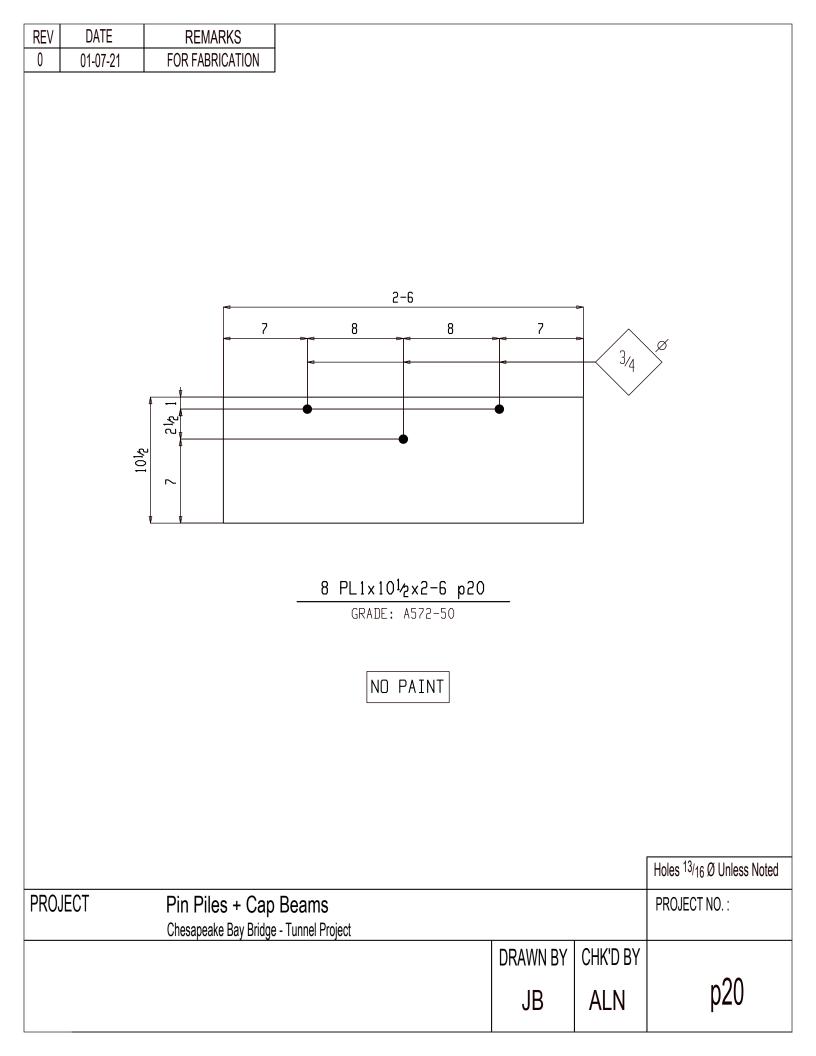
REV	DATE	REMARKS					
0	01-07-21	FOR FABRICATION					
				5 <sup>1</sup> ∕2			
				3 <sup>1</sup> 2 2			
			338				
			538 P	•			
			<u>v                                    </u>				
			12 11	6×6× <sup>5</sup> ⁄16×0-5 <sup>1</sup> ⁄2	<b>-</b> 11		
				GRADE: A572-50			
				NO PAINT			
			<b>D</b>				Holes <sup>13/</sup> 16 Ø Unless Noted
PROJ	IEUT	Pin Piles + Cap Chesapeake Bay Bridge	Beams				PROJECT NO. :
		Chocapouno Bay Bridge			DRAWN BY	CHK'D BY	
					JB	ALN	a11
					JD		

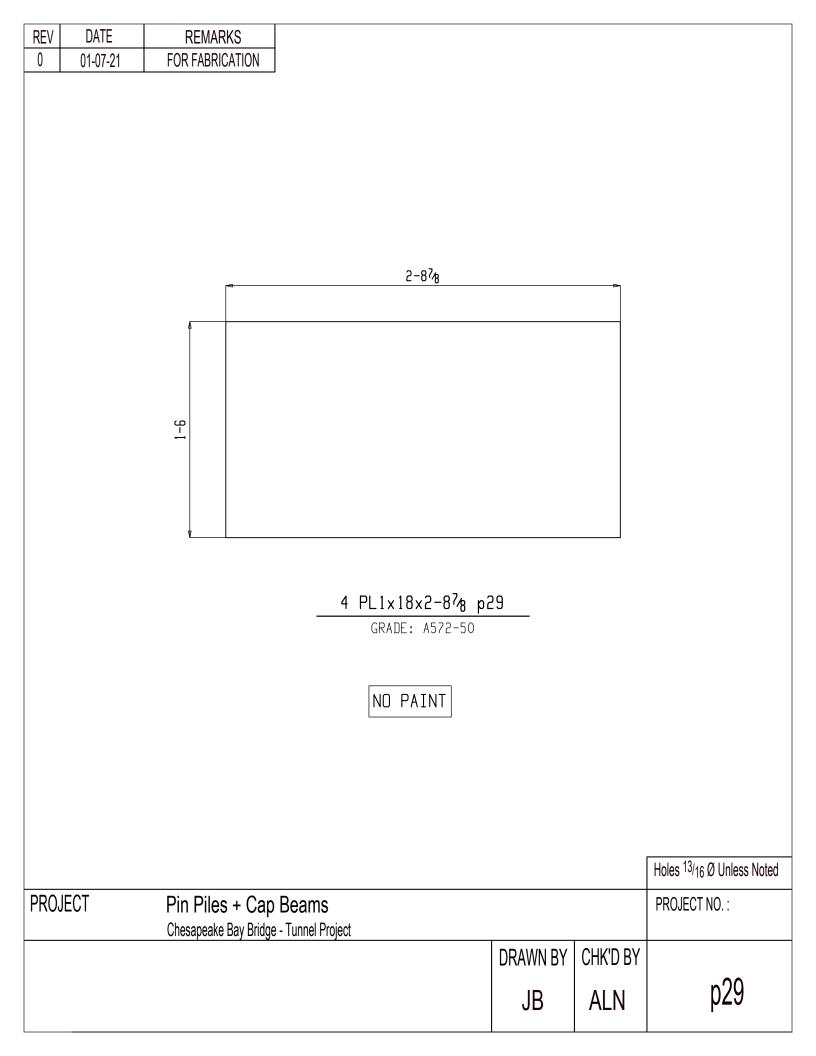
REV	DATE	REMARKS					
0	01-07-21	FOR FABRICATION					
				5 <sup>1</sup> 2			
				2 216			
				2 <u>3</u> 12			
			338				
				•			
			ل د ک گ				
				6×6× <sup>5</sup> ⁄16×0-5 <sup>1</sup> ⁄2	a12		
				GRADE: A572-50			
				NO PAINT			
							Holes <sup>13</sup> /16 Ø Unless Noted
PROJ	IECT	Pin Piles + Cap	Beams				PROJECT NO. :
		Chesapeake Bay Bridge	- Tunnel Project				
					DRAWN BY	CHK'D BY	- 10
					JB	ALN	a12

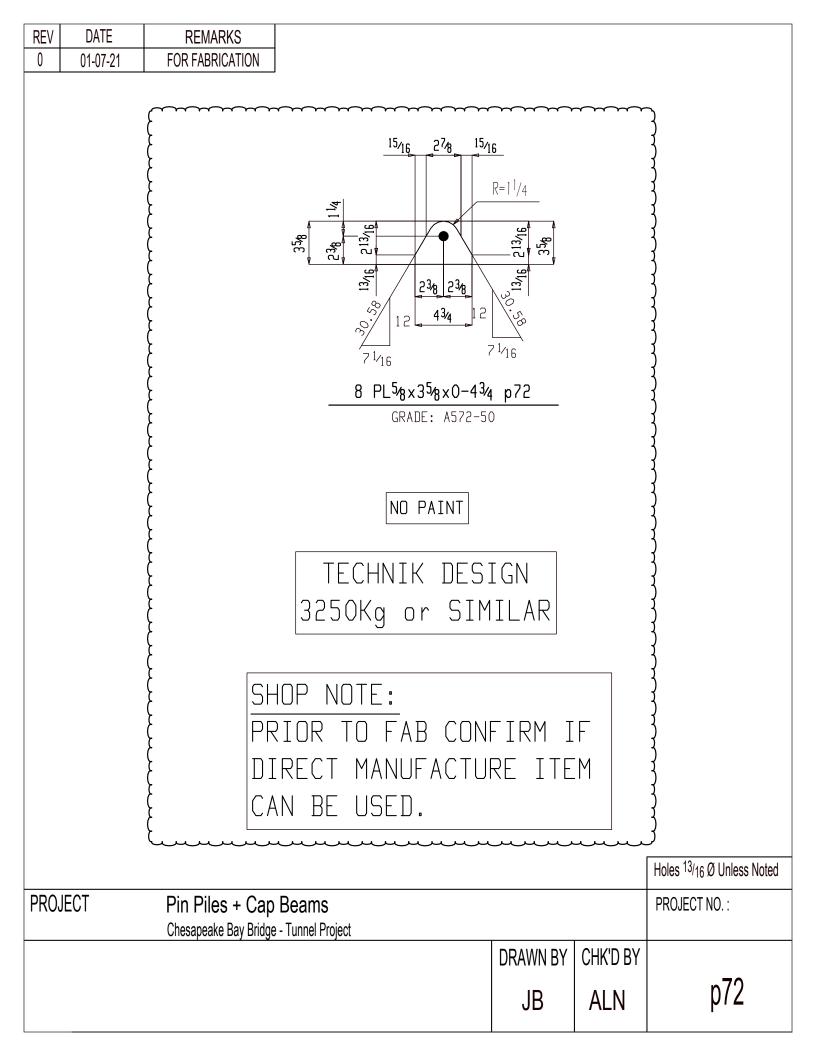
REV	DATE	REMARKS						
0	01-07-21	FOR FABRICATION						
				1-6				
				1 ∪				
		4						
		2-10						
		¥			_			
		_	4 HSS	34x0.500x1-				
				GRADE: A53B				
				NO PAIN	-			
				L				
								Holes <sup>13/</sup> 16 Ø Unless Noted
			<u> </u>					
PROJ	IEUT	Pin Piles + Cap						PROJECT NO. :
		Chesapeake Bay Bridge		Ujeul		DRAWN BY	CHK'D BY	
								haal
						JB	ALN	hss8

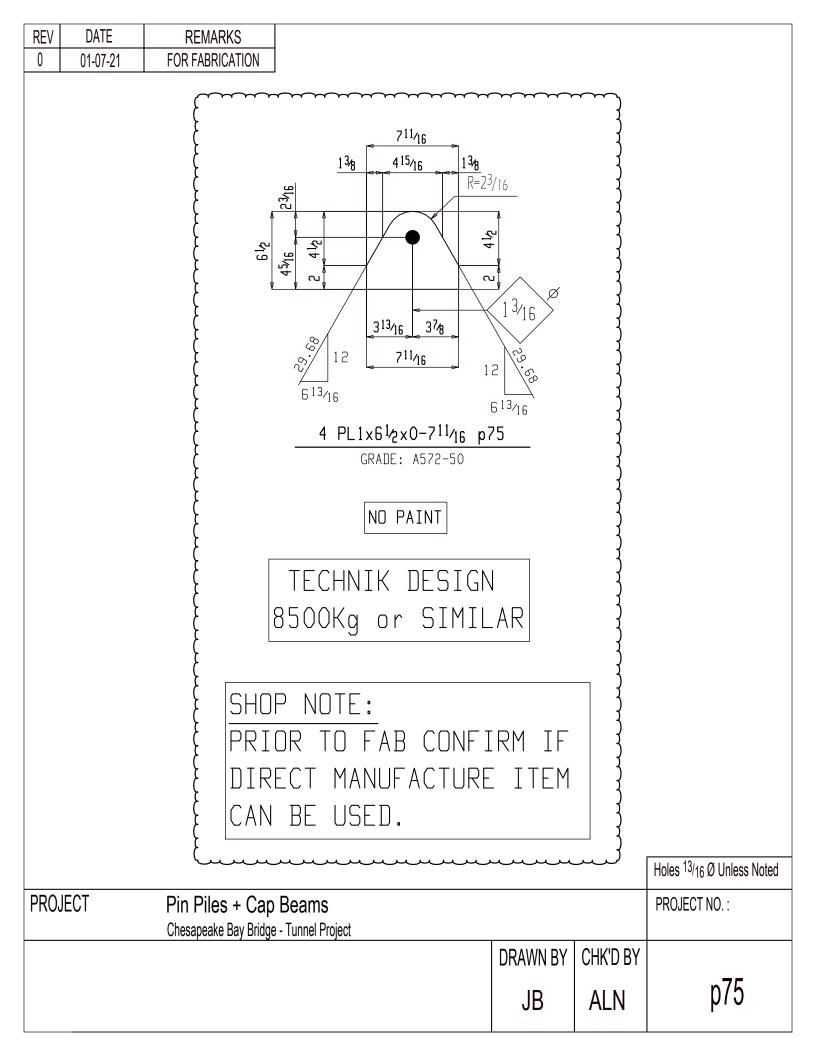
REV	DATE	REMARKS				
0	01-07-21	FOR FABRICATION				
			1-2			
			m <sup>4</sup>			
			ଷ୍ଟ୍ର ୧୦ ୧			
			12 PIPE 2 STDx1-2 hss	11		
			GRADE: A500C			
			NO PAINT			
						Holes <sup>13/</sup> 16 Ø Unless Noted
PROJ		Din Dilaa + Can	Poomo			PROJECT NO. :
		Pin Piles + Cap Chesapeake Bay Bridge				
				DRAWN BY	CHK'D BY	
						hss11
				JB	ALN	110011
L						l











0       01-07-21       FORFABRICATION         13       13       13         13       13       13         13       13       13         13       13       13         13       13       13         13       13       13         13       13       13         13       13       13         13       13       13         13       13       13         13       13       13         13       13       13         13       13       13         13       13       13         13       13       13         13       13       13         13       13       13         13       13       13         13       13       13         14       13       13         15       TECHNIK DESIGN       14         16       SHOP NOTE:       PRIOR TO FAB CONFIRM IF         10       Intervention       14         10       Intervention       14         11       CAN BE USED.       Holes <sup>13</sup> 11       PRO	REV	DATE	REMARKS				
Image: Project       Image: Project         Image: Project       Image: Pro	0	01-07-21	FOR FABRICATION				
IND PAINT         TECHNIK DESIGN         8500Kg or SIMILAR         SHOP NOTE:         PRIOR TO FAB CONFIRM IF         DIRECT MANUFACTURE ITEM         CAN BE USED.         Holes <sup>13</sup> /16 Ø Unless Noted         PROJECT       Pin Piles + Cap Beams				<u>19/16</u> <u>19/16</u> <u>19/16</u> <u>19/16</u> <u>19/16</u> <u>19/16</u> <u>8 PL<sup>1</sup>/4×3<sup>1</sup>/8 Dia p76</u>	~~~~		
PRIOR TO FAB CONFIRM IF         DIRECT MANUFACTURE ITEM         CAN BE USED.         Holes <sup>13</sup> /16 Ø Unless Noted         PROJECT       Pin Piles + Cap Beams			(	NO PAINT ECHNIK DESIGN			
PROJECT Pin Piles + Cap Beams PROJECT NO.:			{ PRIOR { DIREC	TO FAB CONFIRM T MANUFACTURE I			
PROJECT Pin Piles + Cap Beams PROJECT NO.:							Holes <sup>13/</sup> 16 Ø Unless Noted
	PROJ	ECT	Pin Piles + Cap	Beams			
			•				
DRAWN BY CHK'D BY					DKAWN BY	CHK'D BY	
JB ALN P76					JB	ALN	p/b

REV DATE	REMARKS				
0 01-07-21	FOR FABRICATION				
		$\frac{1^{15}/16}{15^{16}}$ $\frac{16 \text{ PL}^{3}/16 \times 1^{15}/16 \text{ Dia } p77}}{\text{GRADE: A572-50}}$ $\overline{\text{NO PAINT}}$ $\overline{\text{TECHNIK DESIGN}}$ $250\text{Kg or SIMILA}$			
	<pre>{ PRIOF</pre>	NOTE: R TO FAB CONFIR CT MANUFACTURE BE USED.			
PROJECT	Pin Piles + Cap				Holes <sup>13/</sup> 16 Ø Unless Noted PROJECT NO. :
	Chesapeake Bay Bridge	e - Tunnel Project		CHK'D BY	
			DRAWN BY		
			JB	ALN	p77

REV         DA1           0         01-01		_			
	ל MC ל דנ	EASE VERIFY PRIOR TO DIFIED LOCATION OF H AVOID CLASHING OF H AM "K" DISTANCE.	IOLES		
			9/16 Ø	·	
		24 PL <sup>1</sup> ⁄2×9×0-9 p79			
		GRADE: A572-50			
		NO PAINT			
		- Deeme			Holes <sup>13/</sup> 16 Ø Unless Noted
PROJECT	Pin Piles + Ca Chesapeake Bay Bride			1	PROJECT NO. :
			DRAWN BY	CHK'D BY	70
			JB	ALN	р79

REV	DATE	REMARKS						
0	01-07-21	FOR FABRICATION						
			24 PL	8 <sup>3</sup> 8 2 <sup>3</sup> 8 6 2 <sup>1</sup> 4 3 <sup>7</sup> 8 6 1 × 4 <sup>1</sup> /2 × 0 - 8	5 <sup>14</sup>			
			G	RADE: A572	-50			
				NO PAIN	IT			
								Holes <sup>13/</sup> 16 Ø Unless Noted
PROJE	ECT	Pin Piles + Cap Chesapeake Bay Bridge						PROJECT NO. :
						DRAWN BY	CHK'D BY	
						JB	ALN	p80