DOC ASP SALLYPORT TUNNEL & LIVING UNIT B TUNNEL REPAIR

DAS PROJECT NO: 9524.00 RFB #952400-01

406 N HIGH STREET
ANAMOSA, IA 52205

SHEET INDEX

SHEET LIST	
SHEET	NAME
G000	COVER SHEET
C101	SITE PLAN
S000	STRUCTURAL GENERAL INFORMATION AND SPECIAL INSPECTIONS
S101	SALLYPORT TUNNEL PLAN, SECTIONS, AND DETAILS
S102	LIVING UNIT B TUNNEL PHOTOS AND DETAILS

CERTIFICATIONS

STRUCTURAL ENGINEER

LICENSED PROFESSIONAL ENGINEER
MATT METTEMEYER 20396
IOWA

I HEREBY CERTIFY THAT THIS ENGINEERING DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF IOWA.

SIGNATURE 9-8-2026 DATE

PRINTED OR TYPED NAME **Matthew A. Mettemeyer**

LICENSE NUMBER **20396**

MY LICENSE RENEWAL DATE IS DECEMBER 31, **2028**

PAGES, SHEETS OR DIVISIONS COVERED BY THIS SEAL
G AND S SHEETS

CIVIL ENGINEER

LICENSED PROFESSIONAL ENGINEER
KYLE A. LAWSON P26414
IOWA

I HEREBY CERTIFY THAT THIS ENGINEERING DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF IOWA.

SIGNATURE 9-8-2026 DATE

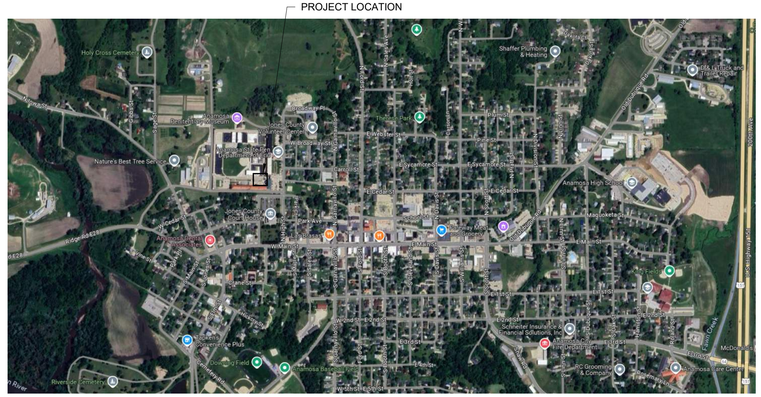
PRINTED OR TYPED NAME **Kyle Lawson**

LICENSE NUMBER **P26414**

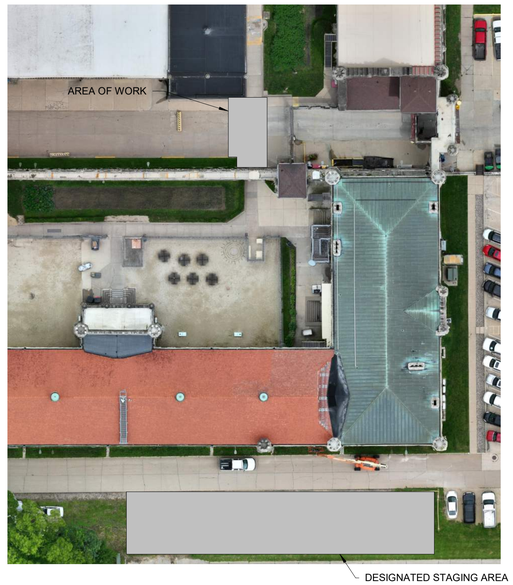
MY LICENSE RENEWAL DATE IS DECEMBER 31, **2027**

PAGES, SHEETS OR DIVISIONS COVERED BY THIS SEAL
C SHEETS

PROJECT LOCATION



(X) PROJECT MAP
NOT TO SCALE



(XX) STAGING MAP
NOT TO SCALE

SHIVEHATTERY
ARCHITECTURE + ENGINEERING
800.798.0313 | SHIVE-HATTERY.COM

DOC ASP SALLYPORT TUNNEL & LIVING UNIT B TUNNEL REPAIR
DAS PROJECT NO: 9524.00
406 N HIGH STREET
ANAMOSA, IA 52205

ISSUED FOR: BID
PROJECT ISSUE DATE: 09/08/2026

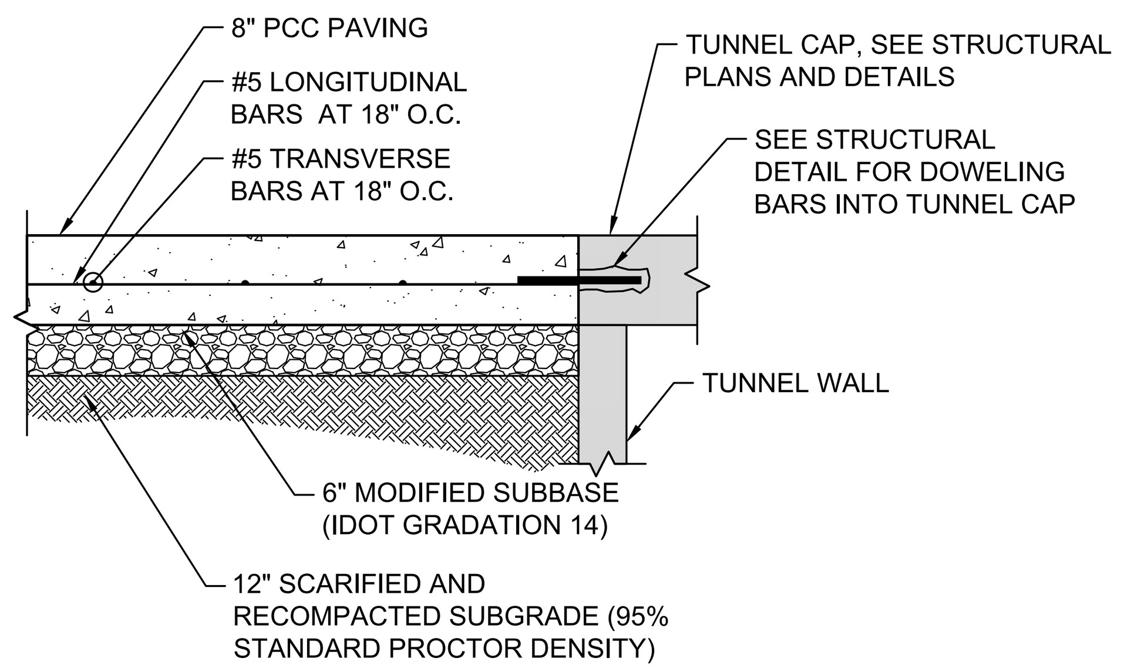
PROJECT NUMBER: 2260011410

G000

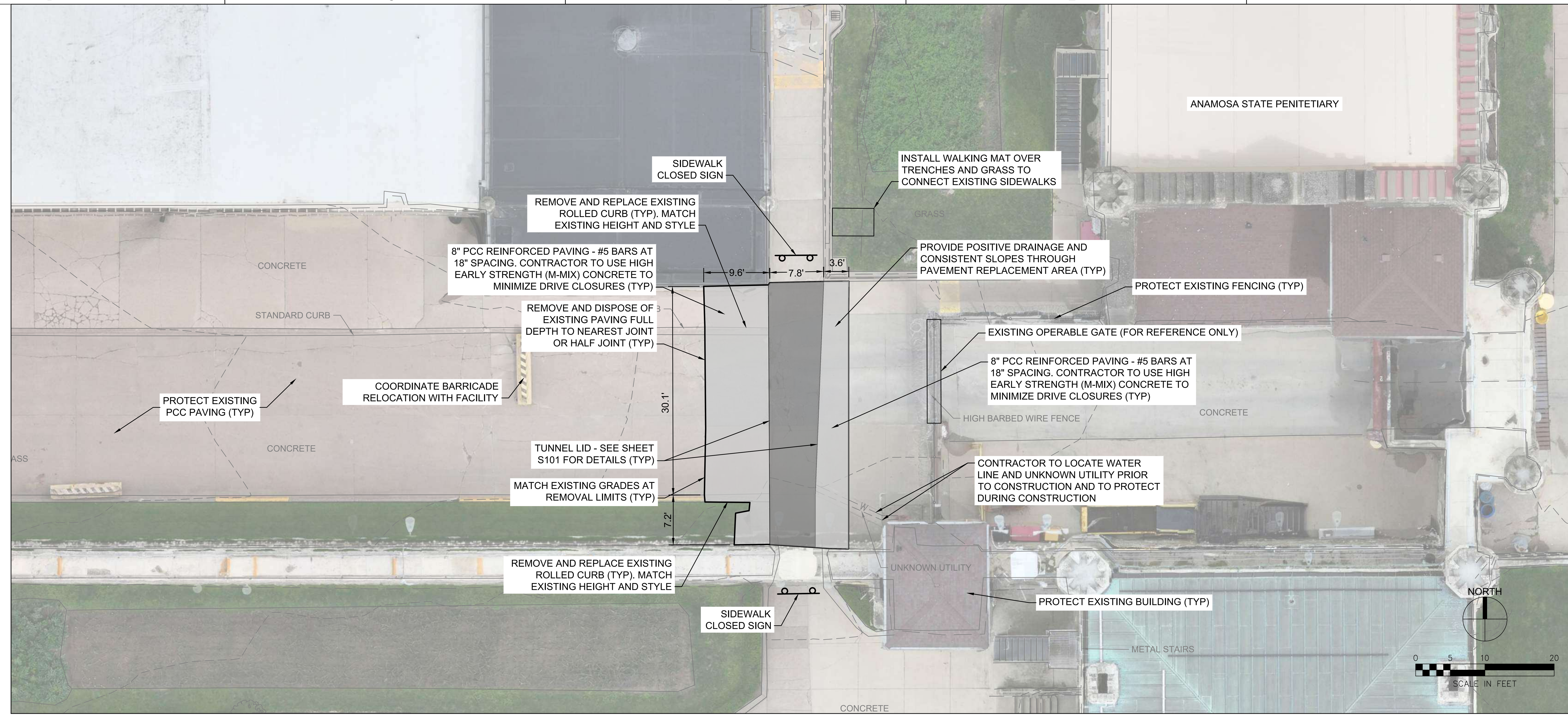
Autodesk Docs://DAS - DOC Anamosa Sallyport Tunnel Repair/22600114 10-R26.rvt
9/3/2026 4:04:19 PM

PHASING NOTES:

1. EMERGENCY VEHICLE ACCESS SHALL BE PROVIDED TO THE FACILITY AT ALL TIMES.
2. CONTRACTOR TO PROVIDE MEANS TO ALLOW EMERGENCY VEHICLE ACCESS THROUGH PROJECT AREA. GRANULAR MATERIAL AND STEEL PLATES SHALL BE MADE AVAILABLE ADJACENT TO ACTIVE TRENCHING AND CONCRETE REMOVAL AREAS THROUGHOUT THE PROJECT.
3. STEEL PLATES SHALL BE EMERGENCY VEHICLE TRAFFIC RATED (1.5" THICK MINIMUM), SHALL EXTEND AT LEAST 18" PAST OPENING IN EACH DIRECTION AND SHALL HAVE EYE BOLTS THAT A CHAIN CAN EASILY CONNECT TO.
4. CONSTRUCTION SHALL BE PHASED IN A WAY THAT MAINTAINS EMERGENCY ACCESS THROUGHOUT THE PROJECT.



1 8" REINFORCED PCC PAVING
NOT TO SCALE



CONSTRUCTION STAGING NOTES

1. CONTRACTOR SHALL COORDINATE ALL STAGING AREAS WITH THE FACILITY AND CONSTRUCTION MANAGER.
2. CONTRACTOR SHALL REPLACE ALL PAVEMENT DAMAGED BY CONSTRUCTION ACTIVITIES AT THE END OF CONSTRUCTION. CONTRACTOR TO PROVIDE PHOTO DOCUMENTATION OF EXISTING CONDITIONS PRIOR TO BEGINNING WORK.
3. CONTRACTOR SHALL PROVIDE BARRICADES, FENCING OR OTHER DEVICES TO KEEP UNAUTHORIZED PERSONNEL OUT OF PROJECT SITE.
4. CONTRACTOR WILL BE REQUIRED TO HAVE STEEL PLATES OR TEMPORARY ROCK ON SITE TO MAINTAIN EMERGENCY ACCESS AT ALL TIMES. ANYTIME THE CONTRACTOR IS NOT ON SITE THE DRIVES MUST BE LEFT IN A CONDITION THAT EMERGENCY ACCESS CAN BE PROVIDED.

TRAFFIC AND PEDESTRIAN CONTROL NOTES

1. CONTRACTOR TO COORDINATE WITH FACILITY PRIOR TO CLOSING DOWN GATES DURING CONSTRUCTION. ACCESS TO ADJACENT BUILDINGS, DRIVES, PARKING AND SIDEWALKS ARE TO BE MAINTAINED THROUGHOUT CONSTRUCTION UNLESS APPROVED BY OWNER.
2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTROL TRAFFIC DURING CONSTRUCTION AND PROVIDE ADEQUATE TRAFFIC AND PEDESTRIAN CONTROL AND SIGNAGE.
3. CONTRACTOR TO INSTALL AND MAINTAIN CONSTRUCTION FENCE AROUND ALL AREAS OF ACTIVE CONSTRUCTION. CONTRACTOR SHALL ASSUME PEDESTRIAN TRAFFIC WILL BE IN THE AREA THROUGHOUT THE PROJECT DURATION.
4. CONTRACTOR TO COORDINATE CONSTRUCTION ACCESS, STAGING AND PARKING AREAS WITH FACILITY AND CONSTRUCTION MANAGER AND MINIMIZE IMPACTS TO FACILITY'S OPERATIONS.

DEMOLITION NOTES

1. REMOVAL REQUIREMENTS SHOWN ON THE PLANS SHOULD BE CONSIDERED MINIMUM REMOVAL AND REPLACEMENT REQUIREMENTS. CONTRACTORS SHALL ADJUST REMOVAL LIMITS AND DIMENSIONS AS REQUIRED BY CONSTRUCTION MEANS AND METHODS AND ACTUAL SITE CONDITIONS. CONTRACTORS SHOULD FACTOR ADDITIONAL ANTICIPATED REMOVAL AND REPLACEMENT REQUIREMENTS INTO THEIR BIDS AS ADDITIONAL COMPENSATION REQUESTS FOR ADJUSTED OR EXPANDED REMOVAL LIMITS REQUIRED BY CONTRACTOR MEANS AND METHODS WILL NOT BE APPROVED.
2. CONTRACTOR SHALL REPLACE AT NO COST TO THE STATE ALL DAMAGED STREETS, DRIVES, SIDEWALKS, CURB AND GUTTER, SIGNS, PAVEMENT MARKINGS, LIGHTS, FENCES AND ALL OTHER SURFACE STRUCTURES NOT SCHEDULED TO BE REMOVED DURING THE COURSE OF THE WORK.
3. WHERE A SECTION OF PAVEMENT, CURB AND GUTTER OR SIDEWALK IS CUT OR OTHERWISE DAMAGED BY THE CONTRACTOR, THE ENTIRE SECTION SHALL BE REMOVED AND REPLACED. PAVEMENT, CURBS AND GUTTERS AND SIDEWALKS SHALL BE REMOVED TO THE NEAREST JOINT A MINIMUM OF TWO FEET BEYOND THE EDGE OF ALL EXCAVATIONS. CONTRACTOR SHALL DOCUMENT (OR PHOTOGRAPH) ALL CRACKED PCC PAVEMENT OR DAMAGED HMA PAVEMENT PRIOR TO CONSTRUCTION. IF NEW CRACKS IN PCC PAVEMENT DEVELOP OR HMA PAVEMENT IS DAMAGED DUE TO CONSTRUCTION TRAFFIC (EXTENDS BEYOND CONSTRUCTION LIMITS), THE CONTRACTOR SHALL REPLACE THE DAMAGED AREA AT NO ADDITIONAL COST TO STATE.

GRADING AND EROSION CONTROL NOTES

1. THE DISTURBED CONSTRUCTION AREA IS LESS THAN 1 ACRE, SO AN NPDES GENERAL PERMIT NO. 2 AND STORMWATER POLLUTION PREVENTION PLAN (SWPPP) ARE NOT REQUIRED.
2. BEST MANAGEMENT PRACTICES (BMPs) AND CONTROLS SHALL CONFORM TO FEDERAL, STATE OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE. IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY CONSTRUCTION MANAGER OR OWNER'S REPRESENTATIVE.
3. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.
4. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN UP FUEL OR CHEMICAL SPILLS AND LEAKS.
5. DUST ON THE SITE SHALL BE CONTROLLED. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.
6. RUBBISH, TRASH, GARBAGE, LITTER OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORMWATER DISCHARGE INTO DRAINAGE DITCHES OR WATERS OF THE STATE.
7. ALL MATERIALS SPILLED, DROPPED, WASHED OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.
8. CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE IOWA DNR, US EPA AND LOCAL REGULATIONS DEALING WITH STORMWATER RUNOFF AND EROSION CONTROL.
9. CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EXCESS SOIL MATERIAL CREATED BY THE PROJECT

PAVEMENT GENERAL NOTES

1. ALL PROPOSED PAVEMENT PATCHES ARE APPROXIMATE ONLY AND SHOULD BE CONSIDERED MINIMUM REMOVAL EXTENTS. EXTEND AND ADJUST PAVEMENT PATCHES AS REQUIRED WITH PRIOR APPROVAL BY ENGINEER.
2. ALL SLOPES IN PAVEMENT SHALL BE UNIFORM TO AVOID PONDING. ANY PONDING ON PAVEMENT PATCHES, NEW PAVING OR ADJACENT PAVING WILL BE CONSIDERED UNACCEPTABLE AND SHALL BE REPLACED.
3. USE TYPE "A" COMPACTION PER IOWA DOT STANDARD SPECIFICATIONS ON SUBGRADE AND SUBBASE.

SPECIFICATIONS

THE MOST RECENT EDITION OF THE IOWA STATEWIDE URBAN DESIGN AND SPECIFICATIONS (SUDAS) SHALL APPLY TO ALL SITE WORK PERFORMED ON THIS PROJECT EXCEPT AS MODIFIED HEREIN.

A. CONCRETE PAVING

CONCRETE: MATERIALS AND MIXING FOR ALL CONCRETE WORK, UNLESS OTHERWISE SPECIFIED, SHALL CONFORM TO IOWA DOT SPECIFICATIONS FOR AIR-ENTRAINED TYPE M-4 OR C-4 MIX WITH TYPE I CEMENT.

FLY ASH (CONTRACTOR'S OPTION): ASTM C618, TYPE C, NOT TO EXCEED 15% OF CEMENTITIOUS MATERIAL.

COARSE AGGREGATE: DURABILITY SHALL BE CLASS III, 3/4" MAX.

COMPRESSIVE STRENGTH: 2800 PSI @ 7 DAYS AND 4000 PSI @ 28 DAYS
SLUMP: 3" ± 1" or 8" MAXIMUM WITH SUPER PLASTICIZER OR AS APPROVED BY GEOTECHNICAL ENGINEER
AIR CONTENT: 7.0% ± 1.0% OR AS APPROVED BY GEOTECHNICAL ENGINEER
WATER/CEMENT RATIO: NOT TO EXCEED 0.488 FOR TYPE C-4 MIX AND NOT TO EXCEED .400 FOR TYPE M-4 MIX
FINISH: HEAVY BROOM FINISH

TESTING: ONE SET OF TEST CYLINDERS REQUIRED FOR EACH 100 CY, OR PORTION THEREOF, OF CONCRETE POURED PER WORK LOCATION. CONCRETE TESTING TO BE DONE AND PAID FOR BY OWNER. CONTRACTOR SHALL COORDINATE AND SCHEDULE ALL REQUIRED TESTING AND GEOTECHNICAL WORK WITH CONSTRUCTION MANAGER.

SURFACE CURING: CONTRACTOR SHALL APPLY WHITE PIGMENT LIQUID CURING COMPOUND IN A FINE SPRAY TO FORM CONTINUOUS UNIFORM FILM AFTER FINISHING AND SURFACE MOISTURE HAS DISAPPEARED OR WITHIN 30 MINUTES AFTER FORMS ARE REMOVED.

SUBMIT CONCRETE MIX DESIGN FOR APPROVAL.

COLD WEATHER CONCRETE: WHEN THE ATMOSPHERIC AIR TEMPERATURE MAY BE EXPECTED TO DROP BELOW 40°F AT THE TIME CONCRETE IS DELIVERED TO THE WORK SITE, DURING PLACEMENT OR AT ANY TIME DURING CURING PERIOD, CONCRETE SHALL BE MIXED, PLACED AND PROTECTED IN ACCORDANCE WITH ACI STANDARD 306, "RECOMMENDED PRACTICE FOR COLD WEATHER CONCRETING." IT IS THE OWNER'S PREFERENCE TO AVOID COLD WEATHER CONCRETE AND PROVIDE TEMPORARY GRANULAR SURFACING FOR SIDEWALK AND PAVING AS REQUIRED.

B. JOINT SEALANT
PAVING JOINTS SHALL BE SEALED PER IOWA DOT SPECIFICATIONS. BACKER ROD SHALL NOT BE USED FOR JOINT SEALING.

C. PAVEMENT JOINTING
PROVIDE IDOT TYPE 'C' JOINTS FOR JOINTS IN DRIVES AND PAVEMENT. PROVIDE JOINTS AT A MAXIMUM SPACING OF 12 FEET FOR PAVING OR SQUARE PANELS FOR SIDEWALKS.

PROVIDE IDOT TYPE 'RD' OR TYPE 'BT' JOINTS TO TIE INTO EXISTING CONCRETE PAVING.

PROVIDE IDOT TYPE 'DW' JOINTS FOR END OF DAY PAVING.

SAW CUTTING TO BE COMPLETED A MAXIMUM OF 24 HOURS FROM CONCRETE PLACEMENT. RANDOM CRACKING CAUSED BY DELAYED SAW CUTTING MAY REQUIRE REMOVAL AND REPLACEMENT.

CONTRACTOR TO PROVIDE OWNER'S REPRESENTATIVE WITH A POURING SEQUENCE AND JOINTING PLAN FOR APPROVAL PRIOR TO PAVING.

SHIVE-HATTERY
ARCHITECTURE + ENGINEERING
800.798.0313 | SHIVE-HATTERY.COM

DOC ASP SALLYPORT TUNNEL & LIVING UNIT B TUNNEL REPAIR

DAS PROJECT NO: 9524.00
406 N HIGH STREET
ANAMOSA, IA 52205

DRAWN BY	BDD
APPROVED BY	KAL
ISSUED FOR	BID
ISSUE DATE	09/08/2026
PROJECT NUMBER	2260011410
CLIENT PROJECT NUMBER	9524.00

SITE PLAN

DESIGN INFORMATION

1. CODES:
   A. INTERNATIONAL BUILDING CODE (IBC) 2024
   B. AMERICAN CONCRETE INSTITUTE - BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE (ACI 318)
   C. AMERICAN SOCIETY OF CIVIL ENGINEERS AND STRUCTURAL ENGINEERING INSTITUTE (ASCE/SEI 7) - MINIMUM DESIGN LOADS FOR BUILDINGS AND OTHER STRUCTURES
2. DESIGN LOADS PER THE 2024 IBC (RISK CATEGORY II)
   A. DEAD LOADS
      STRUCTURE SELF WEIGHT AS SHOWN
   B. LIVE LOADS
      ROOF LID — HS-20
   C. ROOF SNOW LOAD
      GROUND SNOW LOAD, Pg — 25 PSF
      FLAT ROOF SNOW LOAD, Pf — 21 PSF
      SNOW EXPOSURE FACTOR, Ce — 1.0
      SNOW IMPORTANCE FACTOR, Is — 1.2
      THERMAL FACTOR, Ct — 1.0
   D. DEFLECTION CRITERIA
      a. FLOOR LIVE LOAD — L/360

CAST-IN-PLACE CONCRETE

1. ALL CONCRETE SHALL CONFORM TO THE LATEST REQUIREMENTS OF THE AMERICAN CONCRETE INSTITUTES PUBLICATIONS: ACI 301, ACI 305.1, ACI 306.1, ACI 315, AND ACI 318 UNLESS NOTED OTHERWISE.
2. CONCRETE COMPRESSIVE STRENGTH (28 DAY)(F'c)
   FOUNDATION WALLS — 4000 PSI
   ELEVATED SLAB — 4000 PSI
3. CONCRETE REINFORCEMENT STANDARDS:
   DEFORMED BARS — ASTM A615 — Fy = 60 KSI
   EPOXY COATED REINFORCING — ASTM A775 — Fy = 60 KSI
4. ALL CONCRETE SHALL BE STONE AGGREGATE UNLESS NOTED OTHERWISE. SUBMIT MIX DESIGN AND DOCUMENTATION FOR APPROVAL PER ACI 318.
5. REINFORCEMENT PROTECTION
   A. CONCRETE PLACED AGAINST EARTH - 3"
   B. CONCRETE PLACED IN FORMS BUT EXPOSED TO WEATHER OR EARTH:
      a. BARS #5 AND SMALLER - 1 1/2"
      b. BARS LARGER THAN #5 - 2"
   C. CONCRETE NOT EXPOSED TO WEATHER OR IN CONTACT WITH GROUND:
      a. SLABS, WALLS, AND JOISTS - 3/4"
      b. BEAMS, COLUMNS - 1 1/2"
6. WHERE REQUIRED, DOWELS SHALL MATCH THE SIZE, NUMBER AND SPACING OF THE MAIN REINFORCING UNLESS NOTED OTHERWISE.
7. ALL SPLICES, STANDARD HOOKS, AND DEVELOPMENT LENGTHS TO BE PER THE REFERENCED EDITION OF ACI 318. MAKE BARS CONTINUOUS AROUND CORNERS. ALL SPLICES SHALL BE BY CONTACT LAP.
8. ALL SPLICES SHALL BE A CLASS "B" TENSION SPLICE AS DEFINED IN ACI 318. PROVIDE LAP SPLICES LENGTHS AS FOLLOWS:

	4000 PSI	
BAR SIZE	TYPICAL	TOP BARS
#3	19"	25"
#4	25"	33"
#5	31"	41"
#6	37"	49"
#7	54"	71"
#8	62"	81"
#9	70"	91"
#10	79"	102"
#11	87"	114"

   LAP SPLICE LENGTHS GIVEN, ASSUME CLEAR SPACING BETWEEN BARS OF 2 BAR DIAMETERS, AND A MINIMUM CLEAR COVER OF 1 BAR DIAMETER. TOP BARS ARE DEFINED AS HORIZONTAL BARS WITH MORE THAN 12" ON FRESH CONCRETE BENEATH THE BARS.
9. WALLS SHALL NOT HAVE JOINTS IN A HORIZONTAL PLANE, UNLESS APPROVED BY THE ENGINEER.
10. CONSTRUCTION JOINTS IN STRUCTURAL CONCRETE WORK MUST BE MADE AT CENTER OF SPAN OR AT CENTER OF SUPPORT WITH VERTICAL BULKHEADS AND HORIZONTAL KEYS, UNLESS OTHERWISE SHOWN.
11. THERE SHALL BE NO ADDITIONAL OPENINGS LARGER THAN 10" IN CONCRETE WALLS AND SLABS NOT SHOWN. REFER TO CONCRETE OPENING DETAIL FOR ADDITIONAL REINFORCEMENT AROUND OPENINGS.
12. REINFORCING STEEL SHALL BE SECURELY FASTENED INTO FORMS PRIOR TO POURING CONCRETE. WET SETTING OF REINFORCING STEEL WILL NOT BE ACCEPTED PER ACI.
13. CONCRETE MIX
    COARSE AGGREGATE — 100% PASSING 1" SIEVE
    FINE AGGREGATE — 100% PASSING 3/8" SIEVE
    WATER/CEMENT RATIO — 0.5
    SLUMP (WITH WATER REDUCER) — 4" TO 6"
    AIR CONTENT — 6% +/- 1.5%
14. ALL CONCRETE SHALL HAVE INTEGRAL CRYSTALLINE WATERPROOFING ADMIXTURE AND SALT GUARD, PER SPECIFICATIONS.
15. ALL REINFORCING STEEL FOR STEAM TUNNEL SHALL BE EPOXY-COATED AND 60 KSI YIELD STRENGTH, UNLESS NOTED OTHERWISE.
16. ALL EXPANSION ANCHORS SHALL BE STAINLESS STEEL KWIK BOLT TZ BY HILTI OR APPROVED EQUIVALENT, 4" EMBED.
17. ALL EPOXY-DRILLED REBAR SHALL BE INSTALLED WITH C6 EPOXY ADHESIVE BY RED HEAD OR APPROVED EQUIVALENT. ALL THREADED ROD TO BE STAINLESS STEEL.
18. WHERE CONCRETE IS TO BE CAST AGAINST EXISTING CONCRETE, PREPARE SURFACE OF EXISTING BY REMOVING ALL SPALLS, CORROSION, AND LOOSE CONCRETE.

GENERAL NOTES

1. STRUCTURAL DRAWINGS SHALL BE USED IN CONJUNCTION WITH ALL PROJECT DRAWINGS AND SPECIFICATIONS. REFER TO ALL DRAWINGS FOR THE COORDINATION OF THE WORK IN THIS PROJECT.
2. THE INTENT OF THESE PLANS AND NOTES IS TO PRESENT THE PROJECT REQUIREMENTS. MAJOR DETAILS HAVE BEEN SHOWN ON THE DRAWINGS. HOWEVER, CERTAIN MINOR DETAILS MUST BE WORKED OUT IN THE FIELD OR SHOP DRAWING PROCESS BY THE CONTRACTOR.
3. UNLESS NOTED OTHERWISE, DETAILS SHOWN ON DRAWINGS ARE TO BE CONSIDERED TYPICAL FOR ALL SIMILAR CONDITIONS.
4. THE STRUCTURE IS DESIGNED TO BE STABLE AND SELF-SUPPORTING AFTER THE STRUCTURE IS FULLY ERECTED AND ALL CONNECTIONS ARE COMPLETED. UNLESS NOTED OTHERWISE, THE DRAWINGS DO NOT INDICATE THE MEANS AND METHODS OF CONSTRUCTION. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ERECTION PROCEDURE AND SEQUENCING TO ENSURE THE SAFETY OF THE STRUCTURE AND ITS COMPONENT PARTS DURING ERECTION. THIS INCLUDES THE ADDITION TEMPORARY BRACING, GUYS AND TIE-DOWNS NECESSARY FOR THE ERECTION PROCESS.
5. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO FOLLOW THE APPLICABLE SAFETY CODES AND REGULATIONS DURING ALL PHASES OF CONSTRUCTION.
6. CONTRACTOR'S CONSTRUCTION AND ERECTION SEQUENCE SHALL CONSIDER THE EFFECTS OF THERMAL MOVEMENTS OF THE STRUCTURAL ELEMENTS DURING THE CONSTRUCTION PERIOD.
7. EXISTING CONDITIONS:
   A. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CONDITIONS RELATING TO EXISTING CONSTRUCTION AND EXISTING SERVICES ON SITE. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND LOCATIONS OF EXISTING COLUMNS, WALLS, OPENINGS, ETC. WITH THE DRAWINGS PRIOR TO PROCEEDING WITH THE WORK. ANY DISCREPANCIES WITH THE CONTRACT DOCUMENTS SHALL BE REPORTED TO THE ENGINEER BEFORE PROCEEDING WITH THE AFFECTED PART OF THE WORK.
   B. DURING CONSTRUCTION THE CONTRACTOR MAY ENCOUNTER EXISTING CONDITIONS WHICH ARE NOT KNOWN OR ARE AT VARIANCE WITH PROJECT DOCUMENTATION (DISCOVERY). SUCH CONDITIONS MAY INTERFERE WITH THE NEW CONSTRUCTION OR REQUIRE PROTECTION AND/OR SUPPORT OF EXISTING WORK DURING CONSTRUCTION. IT MAY ALSO CONSIST OF DAMAGED OR DETERIORATION OF STRUCTURAL MATERIALS OR COMPONENTS WHICH COULD JEOPARDIZE THE STRUCTURAL INTEGRITY OF THE STRUCTURE. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ALL DISCOVERIES WHICH MAY INTERFERE WITH THE PROPER EXECUTION OF THE WORK OR JEOPARDIZE THE STRUCTURAL INTEGRITY OF THE STRUCTURE PRIOR TO PROCEEDING WITH THE WORK RELATED TO SUCH DISCOVERIES.
   C. DURING THE CONSTRUCTION PROCESS, IT SHALL BE SOLELY THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE INTEGRITY OF THE EXISTING STRUCTURE AND TO PROTECT IT FROM DAMAGE ANY PORTIONS THAT ARE TO REMAIN.
   D. CONTRACTOR SHALL INVESTIGATE THE SITE DURING EARTHWORK OPERATIONS FOR FILL MATERIAL OR BURIED STRUCTURES. IMMEDIATELY, NOTIFY THE ENGINEER IF ANY SUCH MATERIALS OR STRUCTURES ARE DISCOVERED.
8. STRUCTURAL COORDINATION
   A. EXCESS COST DUE TO VARIATION IN THE STRUCTURE TO ACCOMMODATE A SUBSTITUTION OR ALTERNATE MANUFACTURER(S) FROM THE LISTED BASIS OF DESIGN SHALL BE BORNE BY THE CONTRACTOR.
9. BEFORE SUBMITTING A BID, EACH BIDDER SHALL VISIT THE SITE AND BECOME FULLY ACQUAINTED WITH THE EXISTING CONDITIONS, CONSTRUCTION REQUIREMENTS, RESTRICTIONS, QUANTITIES AND EQUIPMENT NECESSARY TO COMPLETE THE WORK. THE BID SHALL INCLUDE ALL ITEMS REQUIRED TO COMPLETE THE WORK WITHIN THE EXISTING CONDITIONS. DISRUPTION OF THE OWNERS NORMAL ACTIVITIES AROUND THE CONSTRUCTION SITE SHALL BE KEPT TO A MINIMUM.
10. THE COST OF ADDITIONAL DESIGN WORK DUE TO ERRORS AND OMISSIONS BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE BORNE BY THE RESPONSIBLE CONTRACTOR.
11. ANY ENGINEERING DESIGN PROVIDED BY OTHER AND SUBMITTED FOR REVIEW OR RECORD SHALL BEAR THE STAMP AND SIGNATURE OF A PROFESSIONAL STRUCTURAL ENGINEER REGISTERED IN THE STATE WHERE THE PROJECT EXISTS.
12. CONTRACTOR SHALL COORDINATE WORK SCHEDULES WITH THE OWNER TO ESTABLISH CONSTRUCTION SEQUENCING AROUND ANY OCCUPIED AREAS. CONTRACTOR SHALL NOT PROCEED TO OCCUPIED AREAS UNTIL AUTHORIZED BY THE OWNER.
13. ALL ELEMENTS AND SURFACES DAMAGED BY DEMOLITION, BUT NOT SCHEDULED FOR REMOVAL SHALL BE REPAIRED AND REFINISHED TO MATCH THE ADJACENT SURFACES AT NO ADDITIONAL COST TO THE OWNER.
14. CONTRACTOR SHALL REMOVE ALL DEBRIS AND WASTE MATERIALS RESULTING FROM CONSTRUCTION FROM THE SITE, UNLESS NOTED OTHERWISE.
15. CONTRACTOR SHALL MINIMIZE CREATION OF DUST, DIRT AND WINDBORNE DEBRIS FROM BLOWING ACROSS THE SITE AND ONTO ADJACENT SITES.
16. CONTRACTOR SHALL COVER ANY EXTERIOR OPENING WITH TEMPORARY CLOSURES WHEN NOT WORKING ON SITE TO PROTECT THE INTERIOR SPACES FROM WEATHER, INSECTS, RODENTS AND INTRUDERS.
17. TUNNELS CANNOT BE LEFT OPEN OVERNIGHT. AT END OF WORKDAY, ANY DEMOLISHED LID EITHER HAS TO BE REPLACED WITH NEW CONCRETE LID OR TEMPORARY STEEL PLATE SCREWED DOWN.
18. ANY EQUIPMENT BROUGHT IN AT THE BEGINNING OF THE WORK DAY NEEDS TO TAKEN OUT AT THE END OF THE WORK DAY AND NOT LEFT INSIDE THE SECURED PERIMETER.
19. CONCRETE TRUCKS CANNOT LEAVE THE DRIVEWAY INSIDE THE SECURED PERIMETER. CONCRETE BUGGIES NEED TO BE USED TO CARRY CONCRETE BEYOND THE DRIVEWAY TO THE LID POURS.
20. PROVIDE A CONCRETE POUR SCHEDULE THAT SHOWS HOW PEDESTRIAN ACCESS IS MAINTAINED TO ALL LOCATIONS. CONTRACTOR CANNOT BLOCK ALL ENTRANCES TO ANY ONE BUILDING AT ONE TIME.

STRUCTURAL STEEL

1. STRUCTURAL STEEL SHALL CONFORM TO THE REFERENCED EDITION OF THE AISC "SPECIFICATION FOR STRUCTURAL STEEL BUILDINGS".
2. STRUCTURAL STEEL MATERIAL STANDARDS
   WIDE FLANGE SECTIONS — ASTM A992 — Fy = 50 KSI
   ANGLES, CHANNELS & PLATES — ASTM A36 — Fy = 36 KSI
   SQUARE AND RECTANGULAR HSS — ASTM A500, GR C — Fy = 50 KSI
   ROUND HSS — ASTM A500, GR C — Fy = 46 KSI
   STANDARD PIPE SECTIONS — ASTM A53, GR B — Fy = 35 KSI
3. STRUCTURAL STEEL CONNECTION STANDARDS:
   HIGH STRENGTH BOLTS — ASTM F3125 — GRADE A325
   HEAVY HEX NUT — ASTM A563
   WASHERS — ASTM F436
   ANCHOR RODS — ASTM F1554 — GRADE 36
   HEADED WELDED STUDS — ASTM A108 — TYPE B
   WELDING ELECTRODES (CARBON STEEL) — AWS 5.1, E70XX
4. WELDING SHALL BE IN ACCORDANCE WITH STRUCTURAL WELDING CODE, AWS D1.1, LATEST EDITION, AND SHALL BE PERFORMED BY CERTIFIED WELDERS ONLY USING PROPER ELECTRODES FOR MATERIAL BEING WELDED. PROVIDE WELD SIZE IN ACCORDANCE WITH AISC SPECIFICATIONS, BUT NOT LESS THAN 3/16" FILLET, CONTINUOUS UNLESS OTHERWISE NOTED.
5. ALL HIGH STRENGTH BOLTS SHALL BE INSTALLED IN ACCORDANCE WITH RCSC - "SPECIFICATION FOR STRUCTURAL JOINTS USING ASTM A325 OR A490 BOLTS." SEE DRAWINGS FOR BOLTS SIZES. USE 3/4" DIAMETER, A325 BOLTS UNLESS NOTED OTHERWISE.
6. ALL BOLTED CONNECTIONS ARE BEARING TYPE, UNLESS INDICATED AS TENSION CONTROLLED (TC) OR SLIP CRITICAL (SC). PROVIDE STANDARD HOLES FOR BEARING TYPE CONNECTION WHICH ARE 1/16" WIDER DIAMETER THAN THE BOLT.
7. ALL EXTERIOR EXPOSURE STEEL FRAMING, STEEL LINTEL ASSEMBLIES, BRICK RELIEF ANGLES AND CONNECTORS SHALL BE HOT DIPPED GALVANIZED. ITEMS INDICATED TO BE GALVANIZED SHALL BE HOT-DIP GALVANIZED IN COMPLIANCE WITH ASTM A123.
8. AFTER FABRICATION, ALL STEEL SHALL BE CLEANED OF ALL RUST, LOOSE MILL SCALE AND OTHER FOREIGN MATERIALS. STEEL SHALL BE HAND TOOLED CLEANED (SSPC-SP2) OR POWER TOOL CLEANED (SSPC-SP3).
9. ALL STRUCTURAL STEEL WILL HAVE ONE COAT OF FABRICATOR'S STANDARD LEAD AND CHROMATE-FREE RUST INHIBITIVE PRIMER APPLIED PRIOR TO DELIVERY TO THE JOB SITE UNLESS NOTED OTHERWISE. ALL AREAS OF STRUCTURAL STEEL MEMBERS IN WHICH THE PRIMER COATED SURFACE IS DAMAGED DURING CONSTRUCTION SHALL BE TOUCHED UP WITH MATCHING PRIMER.
10. THERE SHALL BE NO FIELD CUTTING OF STRUCTURAL STEEL MEMBERS FOR THE WORK OF OTHER TRADES WITHOUT PRIOR WRITTEN APPROVAL OF THE STRUCTURAL ENGINEER OF RECORD.
11. CONTRACTOR SHALL PROVIDE ALL TEMPORARY SHORES, GUYS, BRACES AND OTHER SUPPORTS DURING ERECTION TO KEEP STRUCTURAL STEEL SECURE, PLUMB AND IN ALIGNMENT AGAINST TEMPORARY CONSTRUCTION LOADS AND LOADS EQUAL TO DESIGN LOADS. REMOVE ALL TEMPORARY SUPPORTS WHEN PERMANENT STRUCTURAL STEEL FRAMING AND CONNECTIONS ARE COMPLETED.
12. MAINTAIN ERECTION TOLERANCES OF STRUCTURAL STEEL WITHIN AISC 303, "CODE OF STANDARD PRACTICE FOR STEEL BUILDINGS AND BRIDGES."
13. DO NOT ENLARGE MISALIGNED BOLT HOLES BY BURNING OR THERMAL CUTTING. REAM HOLES THAT MUST BE ENLARGED TO INSTALL BOLTS.

SUBMITTALS

1. CONTRACTOR SHALL SUBMIT FOR REVIEW AND APPROVAL THE FOLLOWING SUBMITTALS FOR EACH MATERIAL INDICATED BELOW.
2. CONCRETE REINFORCING
   A. SUBMIT CONCRETE REINFORCEMENT SHOP DRAWINGS IN ACCORDANCE WITH ACI 315 FOR APPROVAL.
      a. DETAIL BARS IN ACCORDANCE WITH "ACI DETAILING MANUAL", PUBLICATION SP-66 AND THE LATEST EDITION OF ACI 318 "BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE".
3. CAST-IN-PLACE CONCRETE
   A. SUBMIT CONCRETE MIX DESIGNS FOR EACH APPLICATION LOCATION INDICATED IN THE DRAWINGS.
4. CONCRETE POUR SCHEDULE
   A. SUBMIT CONCRETE POUR SCHEDULE FOR REVIEW BY FACILITY AND EOR PRIOR TO POURING ANY CONCRETE.

STATEMENT OF SPECIAL INSPECTIONS

THIS STATEMENT OF SPECIAL INSPECTIONS IS SUBMITTED AS A CONDITION FOR PERMIT ISSUANCE IN ACCORDANCE WITH THE SPECIAL INSPECTION AND STRUCTURAL TESTING REQUIREMENTS OF THE BUILDING CODE. IT INCLUDES A SCHEDULE OF SPECIAL INSPECTION SERVICES APPLICABLE TO THE STRUCTURAL COMPONENTS OF THIS PROJECT. IF APPLICABLE, IT INCLUDES REQUIREMENTS FOR SEISMIC RESISTANCE AND/OR REQUIREMENTS FOR WIND RESISTANCE. THIS STATEMENT OF SPECIAL INSPECTIONS ENCOMPASSES THE FOLLOWING DISCIPLINES:

[X] STRUCTURAL [ ] MECHANICAL / ELECTRICAL / PLUMBING
[ ] ARCHITECTURAL [ ] OTHER

THE SPECIAL INSPECTION COORDINATOR SHALL KEEP RECORDS OF ALL INSPECTIONS AND SHALL FURNISH INSPECTION REPORTS TO THE BUILDING OFFICIAL AND THE REGISTERED DESIGN PROFESSIONAL IN RESPONSIBLE CHARGE. DISCOVERED DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONTRACTOR FOR CORRECTION. IF SUCH DISCREPANCIES ARE NOT CORRECTED, THE DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE BUILDING OFFICIAL AND THE REGISTERED DESIGN PROFESSIONAL IN RESPONSIBLE CHARGE. THE SPECIAL INSPECTION PROGRAM DOES NOT RELIEVE THE CONTRACTOR OF HIS OR HER RESPONSIBILITIES.

INTERIM REPORTS SHALL BE SUBMITTED TO THE BUILDING OFFICIAL AND THE REGISTERED DESIGN PROFESSIONAL IN RESPONSIBLE CHARGE. A FINAL REPORT OF SPECIAL INSPECTIONS DOCUMENTING COMPLETION OF ALL REQUIRED SPECIAL INSPECTIONS, TESTING AND CORRECTIONS OF ANY DISCREPANCIES NOTED IN THE INSPECTIONS SHALL BE SUBMITTED PRIOR TO ISSUANCE OF A CERTIFICATE OF USE AND OCCUPANCY. JOB SITE SAFETY AND MEANS AND METHODS OF CONSTRUCTION ARE SOLELY THE RESPONSIBILITY OF THE CONTRACTOR.

QUALIFICATIONS OF INSPECTORS AND TESTING TECHNICIANS

THE QUALIFICATIONS OF ALL PERSONNEL PERFORMING SPECIAL INSPECTION AND TESTING ACTIVITIES ARE SUBJECT TO THE APPROVAL OF THE BUILDING OFFICIAL. THE CREDENTIALS OF ALL INSPECTORS AND TESTING TECHNICIANS SHALL BE PROVIDED IF REQUESTED.

KEY FOR MINIMUM QUALIFICATIONS OF INSPECTION AGENTS:

WHEN THE REGISTERED DESIGN PROFESSIONAL IN RESPONSIBLE CHARGE DEEMS IT APPROPRIATE THAT THE INDIVIDUAL PERFORMING A STIPULATED TEST OR INSPECTION HAVE A SPECIFIC CERTIFICATION OR LICENSE AS INDICATED BELOW, SUCH DESIGNATIONS SHALL APPEAR BELOW THE AGENT ON THE SCHEDULE.

PE/SE — STRUCTURAL ENGINEER - A LICENSED SE OR PE SPECIALIZING IN THE DESIGN OF BUILDING STRUCTURE
EIT — ENGINEER-IN-TRAINING - A GRADUATE ENGINEER WHO HAS PASSED THE FUNDAMENTS OF ENGINEERING EXAMINATION

AMERICAN CONCRETE INSTITUTE (ACI) CERTIFICATION
ACI-CFTT — CONCRETE FIELD TESTING TECHNICIAN - GRADE 1
ACI-CCI — CONCRETE CONSTRUCTION INSPECTOR
ACI-LTT — LABORATORY TESTING TECHNICIAN - GRADE 1 & 2
ACI-STT — STRENGTH TESTING TECHNICIAN

AMERICAN WELDING SOCIETY (AWS) CERTIFICATION
AWS-CWI — CERTIFIED WELDING INSPECTOR
AWS/AISC-SSI — CERTIFIED STRUCTURAL STEEL INSPECTOR

AMERICAN SOCIETY OF NON-DESTRUCTIVE TESTING (ASNT) INSPECTION
ASNT — NON-DESTRUCTIVE TESTING TECHNICIAN - LEVEL II OR III

INTERNATIONAL CODE COUNCIL (ICC) CERTIFICATION
ICC-SMSI — STRUCTURAL MASONRY SPECIAL INSPECTOR
ICC-SFSI — SPRAY-APPLIED FIREPROOFING SPECIAL INSPECTOR
ICC-RCSI — REINFORCED CONCRETE SPECIAL INSPECTOR
ICC-SWSI — STRUCTURAL STEEL AND WELDING SPECIAL INSPECTOR
ICC-PCSI — PRESTRESSED CONCRETE SPECIAL INSPECTOR

NATIONAL INSTITUTE OF CERTIFICATION IN ENGINEERING TECHNOLOGIES (NICET)
NICET-CT — CONCRETE TECHNICIAN - LEVELS I, II, III, & IV
NICET-ST — SOILS TECHNICIAN - LEVELS I, II, III & IV
NICET-GET — GEOTECHNICAL ENGINEERING TECHNICIAN - LEVEL I, II, III & IV

EXTERIOR DESIGN INSTITUTE (EDI) CERTIFICATION
EDI-EIFS — EIFS THIRD PARTY INSPECTOR

CONTRACTOR'S RESPONSIBILITY REGARDING INSPECTIONS

1. THE CONTRACTOR IS RESPONSIBLE FOR SCHEDULING A PRE-CONSTRUCTION MEETING (SCHEDULED AT LEAST 5 BUSINESS DAYS BEFORE START OF CONSTRUCTION). MEETING SHOULD INCLUDE ALL RESPONSIBLE PARTIES (A/E, SI'S, FIELD INSPECTOR). MEETING IS FOR ENTIRE PROJECT, NOT PHASE OF WORK.
2. PRE-CONSTRUCTION MEETING IS TO BE CONDUCTED BY THE CONTRACTOR WITH MEETING MINUTES TO BE TAKEN AND DISTRIBUTED TO ALL MEMBERS ATTENDING. MEETING MINUTES TO INCLUDE A SIGN-IN SHEET FOR ALL PARTIES.
3. THE CONTRACTOR IS RESPONSIBLE FOR SCHEDULING INSPECTIONS AND TESTS. SUFFICIENT NOTICE AND LEAD TIME MUST BE ALLOWED FOR THE INSPECTION AND TESTING TO BE PERFORMED WITHOUT IMPENDING CONSTRUCTION OPERATIONS.
4. THE CONTRACTOR MUST COOPERATE WITH THE INSPECTIONS AND TESTING AGENCIES. SAFE ACCESS MUST BE PROVIDED TO ALL INSPECTION AND TEST TO BE PERFORMED. THIS MAY REQUIRE THE CONTRACTOR TO PROVIDE SCAFFOLDING, LADDERS OR LIFTS.
5. WHEN DEFICIENCIES ARE IDENTIFIED, THE CONTRACTOR MUST TAKE CORRECTIVE ACTIONS TO COMPLY WITH THE CONTRACT DOCUMENTS OR REMEDY THE DEFICIENCIES AS DIRECTED BY THE REGISTERED DESIGN PROFESSIONAL.
6. THE SPECIAL INSPECTION AND QUALITY ASSURANCE PROGRAM DOES NOT RELIEVE THE CONTRACTOR OF HIS OR HER RESPONSIBILITY TO PERFORM QUALITY CONTROL.

CONCRETE CONSTRUCTION	SERVICE	EXTENT	AGENT
1. INSPECT SIZE, SPACING, COVER, POSITIONING AND GRADE OF REINFORCING STEEL. VERIFY THAT REINFORCING BARS ARE FREE OF FORM OIL OR OTHER DELETERIOUS MATERIALS. INSPECT BAR LAPS AND MECHANICAL SPLICES. VERIFY THAT BARS ARE ADEQUATELY TIED AND SUPPORTED OF CHAIRS OR BOLSTERS.	FIELD INSPECTION	PERIODIC	ACI-CCI ICC-RCSI
2. INSPECTION OF ANCHORS AND REINFORCING STEEL POST-INSTALLED IN HARDENED CONCRETE: PER RESEARCH REPORTS INCLUDING VERIFICATION OF ANCHOR TYPE, ANCHOR DIMENSIONS, HOLE DIMENSIONS, HOLE CLEANING PROCEDURES, ANCHOR SPACING, EDGE DISTANCES, CONCRETE MINIMUM THICKNESS, ANCHOR EMBEDMENT AND TIGHTENING TORQUE	FIELD INSPECTION	PERIODIC OR AS REQUIRED BY THE RESEARCH REPORT ISSUED BY AN APPROVED SOURCE	ACI-CCI ICC-RCSI
3. REVIEW CONCRETE BATCH TICKETS AND VERIFY COMPLIANCE WITH APPROVED MIX DESIGN. VERIFY THAT WATER ADDED AT THE SITE DOES NOT EXCEED THAT ALLOWED BY THE MIX DESIGN	FIELD INSPECTION	PERIODIC	ACI-CCI ICC-RCSI
4. TEST CONCRETE COMPRESSIVE STRENGTH (ASTM C31 & C39), SLUMP (ASTM C143), AIR-CONTENT (ASTM C231 OR C173) AND TEMPERATURE (ASTM C1064).	FIELD INSPECTION	CONTINUOUS	ACI-CFTT ACI-STT
5. INSPECT PLACEMENT OF CONCRETE. VERIFY THAT CONCRETE CONVEYANCE AND DEPOSITING AVOIDS SEGREGATION OR CONTAMINATION. VERIFY THAT CONCRETE IS PROPERLY CONSOLIDATED.	FIELD INSPECTION	CONTINUOUS	ACI-CCI ICC-RCSI
6. INSPECTION FOR MAINTENANCE OF SPECIFIED CURING TEMPERATURE AND TECHNIQUES	FIELD INSPECTION	PERIODIC	ACI-CCI

SHIVEHATTERY
ARCHITECTURE + ENGINEERING
800.798.0313 | SHIVE-HATTERY.COM

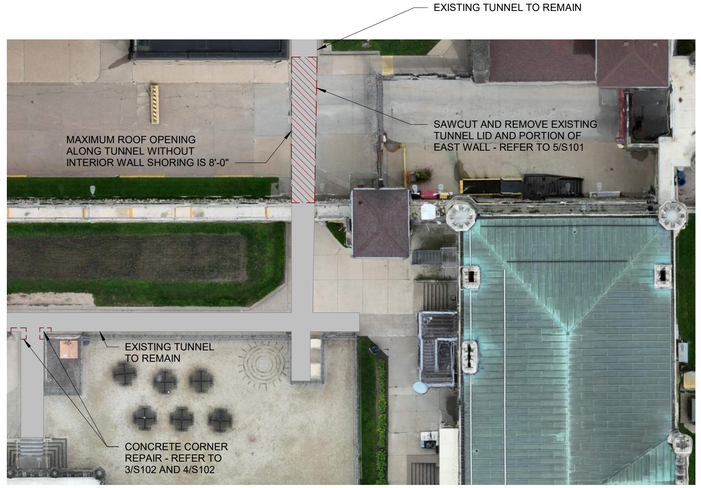
DOC ASP SALLYPORT TUNNEL & LIVING UNIT B TUNNEL REPAIR

DAS PROJECT NO: 9524.00
406 N HIGH STREET
ANAMOSA, IA 52205

DRAWN BY	BTS
APPROVED BY	MM
ISSUED FOR	BID
ISSUE DATE	09/08/2026
PROJECT NUMBER	2260011410
CLIENT PROJECT NUMBER	9524.00

STRUCTURAL GENERAL INFORMATION AND SPECIAL INSPECTIONS

S000

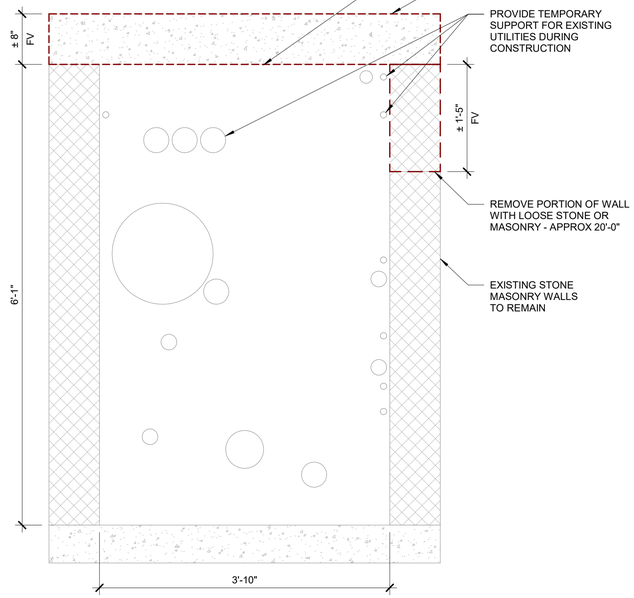


1 SALLYPORT TUNNEL EXISTING CONDITIONS AND DEMOLITION PLAN

1" = 20'-0" 0 30'

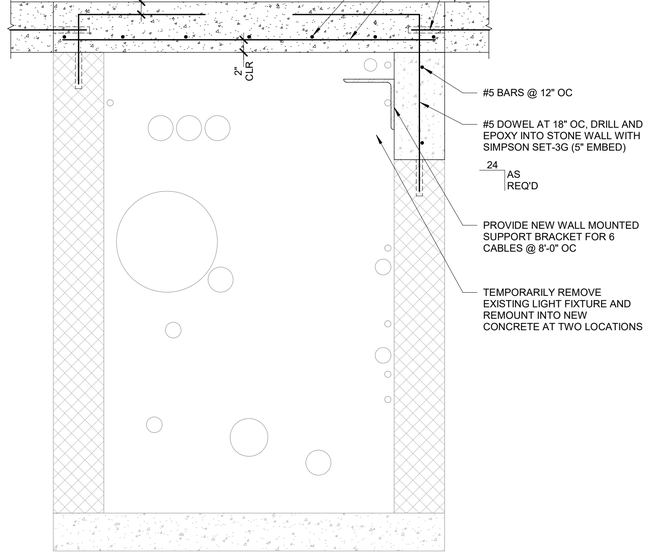
2 PHOTO OF TUNNEL AT SALLYPORT

NOT TO SCALE



3 TYPICAL SALLYPORT TUNNEL DEMOLITION SECTION

1" = 1'-0" 0 1'-6"



4 TYPICAL SALLYPORT TUNNEL NEW LID AND WALL SECTION

1" = 1'-0" 0 1'-6"

5 EXISTING UTILITIES TO SUPPORT

NOT TO SCALE

6 EXISTING UTILITIES TO SUPPORT

1/4" = 1'-0" 0 6'

SHIVEHATTERY
ARCHITECTURE + ENGINEERING
800.798.0313 | SHIVE-HATTERY.COM

DOC ASP SALLYPORT TUNNEL & LIVING UNIT B TUNNEL REPAIR

DAS PROJECT NO: 9524.00
406 N HIGH STREET
ANAMOSA, IA 52205

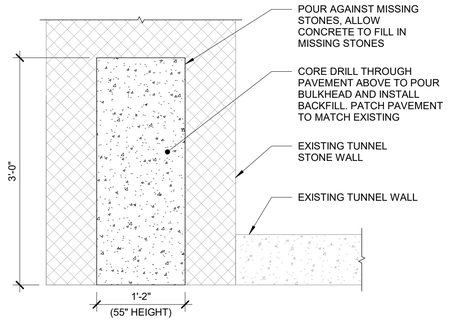
DRAWN BY	BTS
APPROVED BY	MM
ISSUED FOR	BID
ISSUE DATE	09/08/2026
PROJECT NUMBER	2260011410
CLIENT PROJECT NUMBER	9524.00

SALLYPORT TUNNEL PLAN, SECTIONS, AND DETAILS

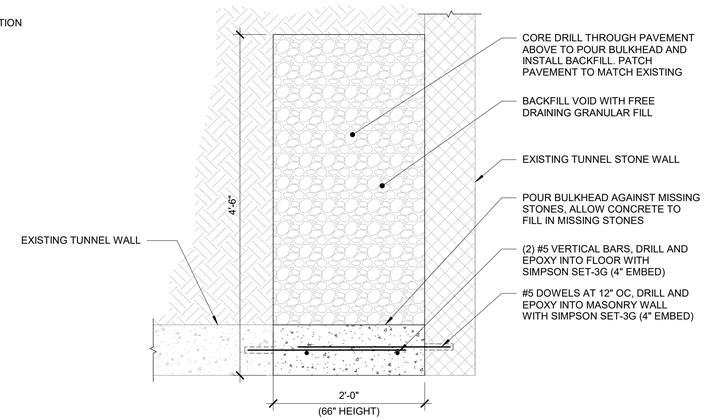
S101

1 PHOTO OF TUNNEL EAST CORNER TO REPAIR
1" = 1'-0" 0 1'-6"

2 PHOTO OF TUNNEL WEST CORNER TO REPAIR
1" = 1'-0" 0 1'-6"



3 TUNNEL EAST CORNER REPAIR PLAN
1" = 1'-0" 0 1'-6"



4 TUNNEL WEST CORNER REPAIR PLAN
1" = 1'-0" 0 1'-6"

SHIVEHATTERY
ARCHITECTURE + ENGINEERING
800.798.0313 | SHIVE-HATTERY.COM

DOC ASP SALLYPORT TUNNEL & LIVING
UNIT B TUNNEL REPAIR

DAS PROJECT NO: 9524.00
406 N HIGH STREET
ANAMOSA, IA 52205

DRAWN BY	BTS
APPROVED BY	MM
ISSUED FOR	BID
ISSUE DATE	09/08/2026
PROJECT NUMBER	2260011410
CLIENT PROJECT NUMBER	9524.00

LIVING UNIT B
TUNNEL PHOTOS
AND DETAILS

S102