



PROJECT LOCATION

VICINITY MAP
SCALE: NTS

Image by Google Maps, 2017

BIG BEND DAM

LOCATION MAP
SCALE: NTS

Image by Google Maps, 2017

CONTRACT NO.:

ISSUE DATE: MARCH 2023

[illegible]

U.S. ARMY CORPS OF ENGINEERS HYDROELECTRIC DESIGN CENTER PORTLAND, OREGON	DRAWN BY: W912BF23R0014 P. HARPOLE CHECKED BY: S. KIMI SUBMITTED BY: W912BF23R0014 CONTRACT NO.: DRAWING NO.: DESIGN S. PRK. P.E. FILE NAME: SIZE: ANSLD B800102-1.001 G-001XXX.dgn
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MISSOURI RIVER
POWERHOUSE
INTAKE CRANE RAIL REPLACEMENT

PROJECT LOCATION
& VICINITY MAP

G-001



Image by Google Maps, 2017

INTAKE DECK

SUBMITTED BY:

DATE _____

APPROVED BY:

DATE _____

DATE _____

PROJECT: INTAKE CRANE RAIL REPLACEMENT

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	GENERAL				REFERENCE					
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	G-002	BB00102-1.001_G-002XXX	DRAWING INDEX		MB10-81E134.4	SUBSTRUCTURE AND INTAKE CONCRETE GENERATOR BAYS - INTAKE INTAKE DECK EL. 1440.0 - SHT 1				
	G-401	BB00102-1.001_G-401XXX	CONTRACTOR STAGING AREA		MB10-81E136.2	SUBSTRUCTURE AND INTAKE CONCRETE GENERATOR BAYS - INTAKE INTAKE DECK EL. 1440.0 - SHT 3				
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	SD101	BB00102-1.001_SD101XX	EXISTING -- CRANE RAILS -- REMOVAL		MB10-81E333.2	SUBSTRUCTURE AND INTAKE REINFORCEMENT GENERATOR BAYS - INTAKE INTAKE DECK EL. 1440.0 - SHT 3				
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	S-101	BB00102-1.001_S-101XXX	CRANE RAILS -- INSTALL		MB10-87E101.3	SUBSTRUCTURE AND INTAKE EMBEDDED PIPING GENERATOR BAYS TRANSVERSE SECTION				
	S-102	BB00102-1.001_S-102XXX	MONOLITH RAIL SPLICE -- INSTALL		MB41-82E115.1	INTAKE GANTRY CRANE ARRANGEMENT				
	S-901	BB00102-1.001_S-901XXX	TYPICAL EXISTING RAIL CONDITION -- INSTALL							
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NOTES:

1. INDICATES ACCESS STAGING AREA



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Engineers®**

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U.S. ARMY CORPS OF ENGINEERS HYDROELECTRIC DESIGN CENTER DORLEAND, OREGON	DRAWN BY:	SOLICITATION NO.:
	P. HARPOLE	W9128F2R0014
	CHECKED BY:	CONTRACT NO.:
	S. KIM	
	SUBMITTED BY:	DRAWING NO.:
	JORDAN S. KING, P.E.	
	DATE: 11/1/01	
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MISSOURI RIVER
POWERHOUSE
INTAKE CRANE RAIL REPLACEMENT
CONTRACTOR STAGING AREA

SHEET ID

g-401



FALL HAZARD

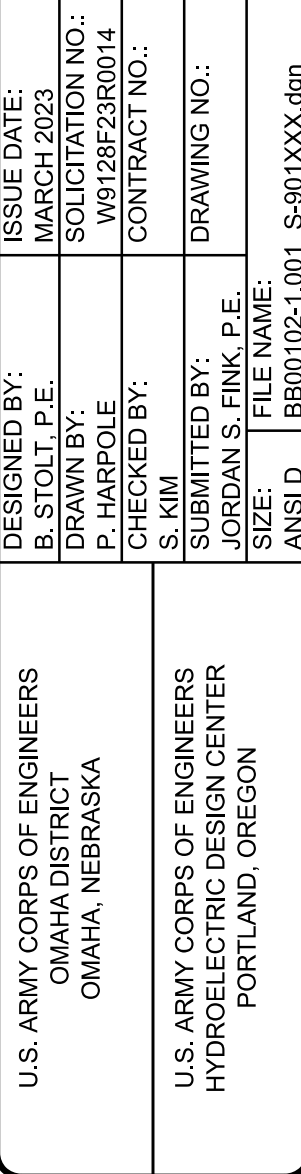


MONOLITH
JOINT



GROUND
WIRE

1. EXISTING ANCHORS, SPLICE BOLTS, AND GROUND CONNECTIONS HAVE FAILED IN MANY LOCATIONS AS OBSERVED IN A DESTRUCTIVE RAIL INSPECTION. RAILS WERE BACKFILLED WITH ELASTOMERIC GROUT AFTER COMPLETION OF INSPECTION.
2. A FALL HAZARD IS PRESENT ON THE U/S RAIL ALONG THE ENTIRE POWERHOUSE LENGTH.
3. THE CRANE WILL BE OPERATED BY USACE STAFF ONLY COORDINATE MOVEMENT OF THE CRANE.
4. CONTRACTOR TO ENSURE DAMAGE TO EXISTING GROUT DURING RAIL EXCAVATION IS PREVENTED. CONTRACTOR CONNECT EXISTING GROUNDS TO NEW RAILS PRIOR TO GROUTING.



BIG BEND DAM
MISSOURI RIVER
POWERHOUSE
INTAKE CRANE RAIL REPLACEMENT
TYPICAL EXISTING RAIL CONDITION

SHEET ID

S-901



TYPICAL
SPALL



A close-up photograph of a vertical crack in a concrete wall. A vertical metal reinforcement bar (rebar) is visible, protruding from the crack. The concrete is light gray and shows signs of weathering and discoloration. The crack is deep and runs vertically through the center of the image.

1. APPROXIMATELY 20 MINOR CONCRETE SPALLS EXIST ALONG THE RAILS AND MUST BE REPAIRED IN ACCORDANCE WITH THE SPECIFICATIONS. THE SPALLS MUST BE IDENTIFIED WITH INPUT FROM THE GOVERNMENT AND OUTLINED IN THE CONCRETE REPAIR PLAN.
2. SPALLING IS EXPECTED TO BE FOUND UNDER THE ASPHALT AT MONOLITH JOINTS AND MUST BE REPAIRED PRIOR TO JOINT SEALANT INSTALLATION.



OMAHA, NEBRASKA	DRAWN BY: J. RAETZ	SOLICITATION NO.: W912BF2R0014
	CHECKED BY:	CONTRACT NO.:
U.S. ARMY CORPS OF ENGINEERS HYDROELECTRIC DESIGN CENTER PORTLAND, OREGON	S. KIM	DRAWING NO.:
	SUBMITTED BY: JORDAN S. FINK	P.E. JORDAN S. FINK
		FILE NAME:

INTAKE CRANE RAIL REPLACEMENT

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