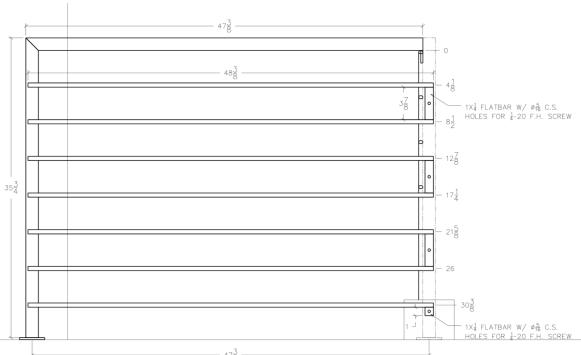
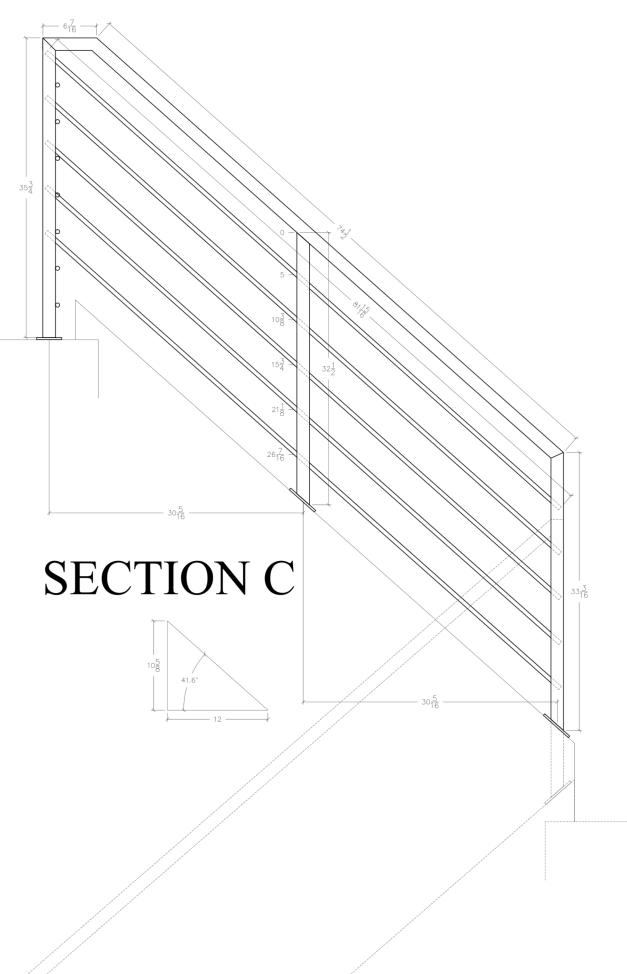


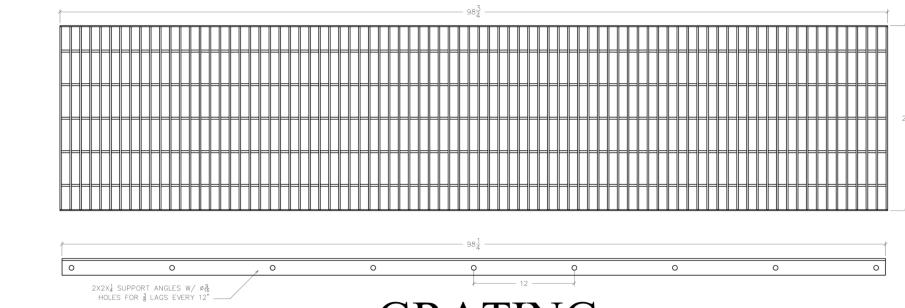
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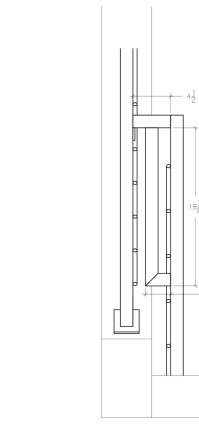
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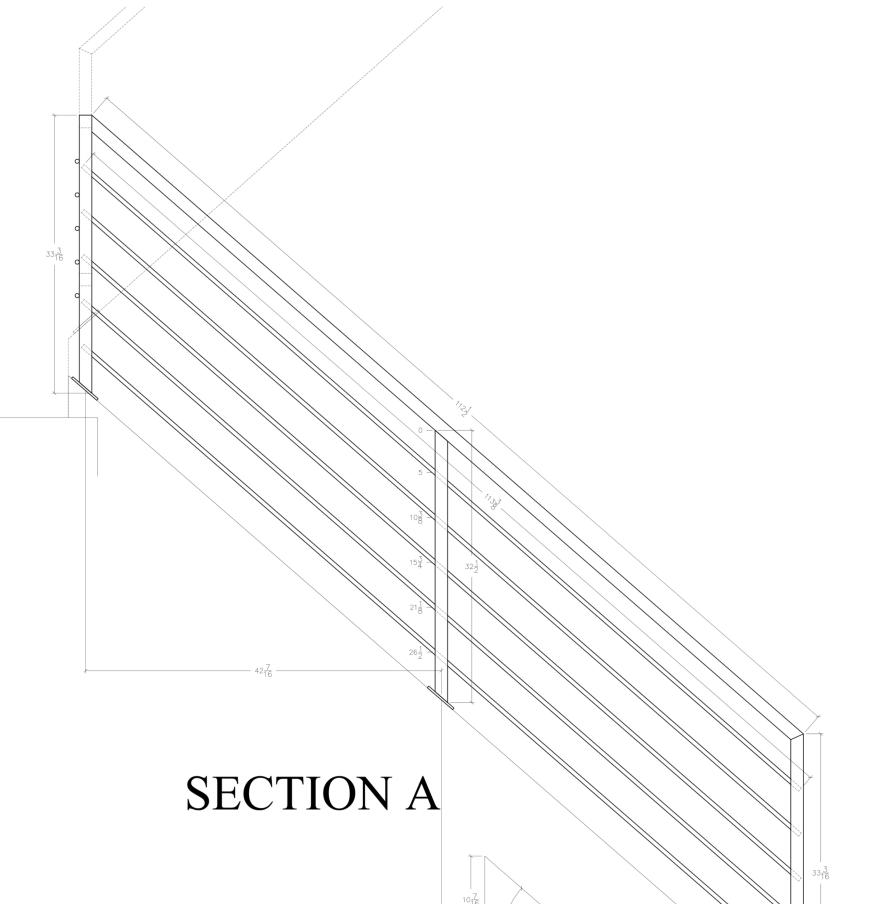
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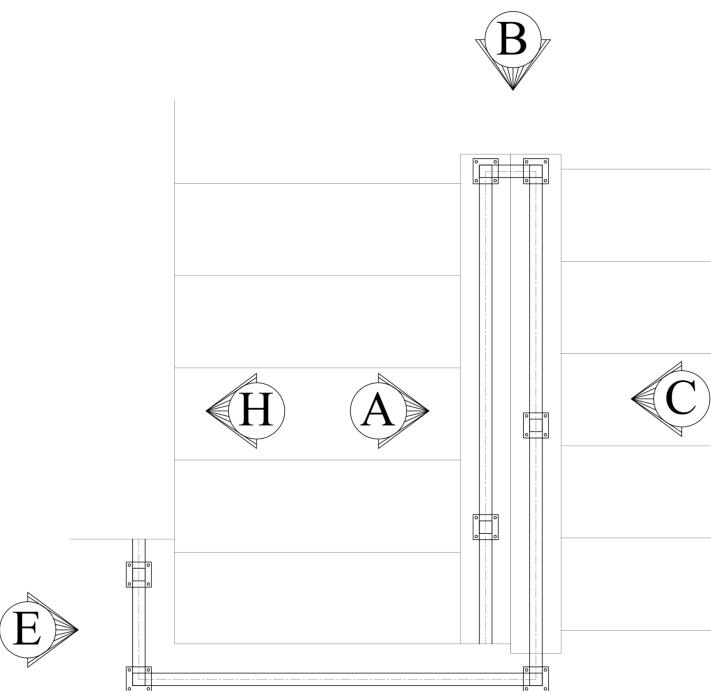
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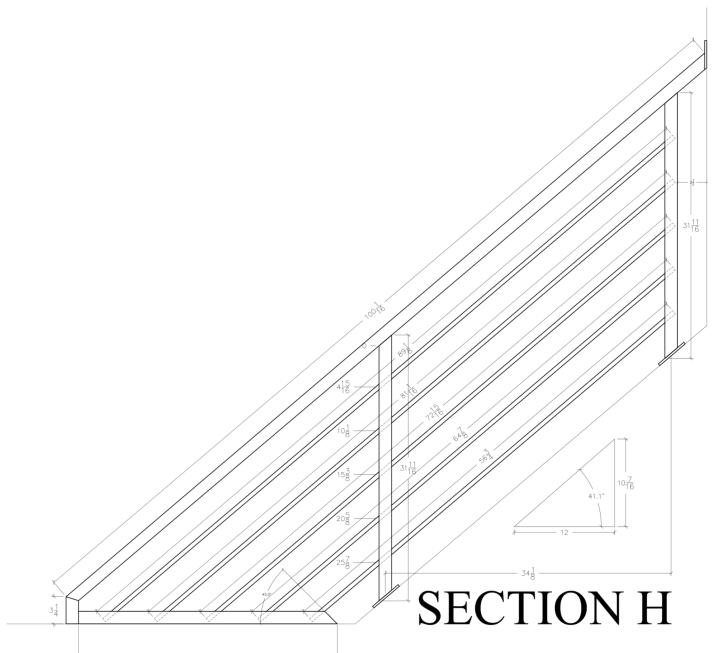
SECTION B



SECTION A



SECTION H



SECTION H

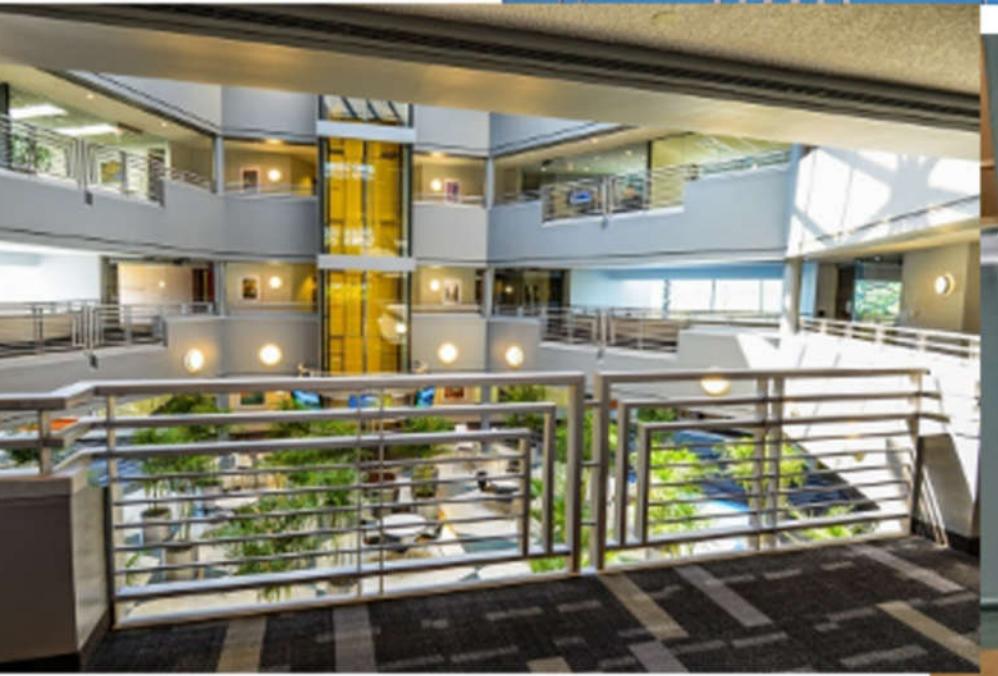
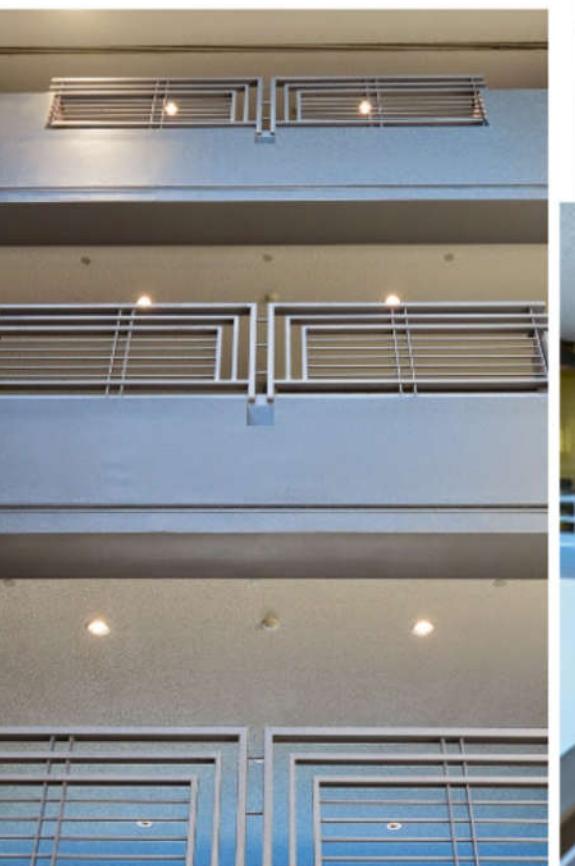
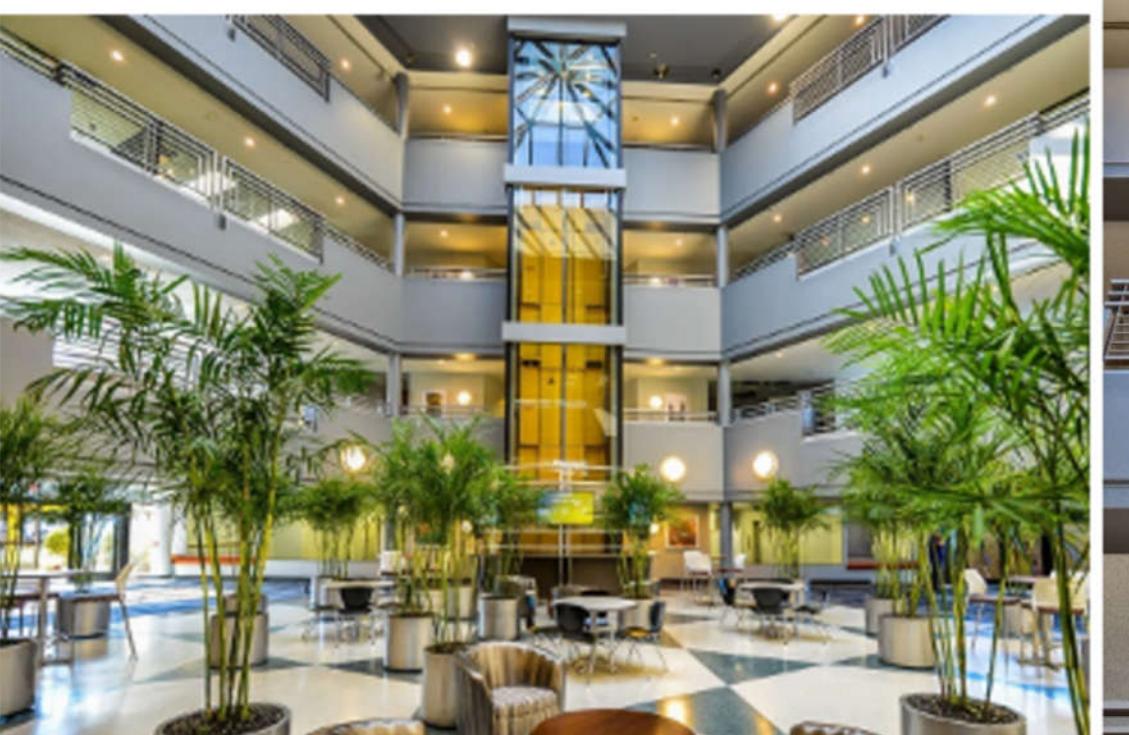
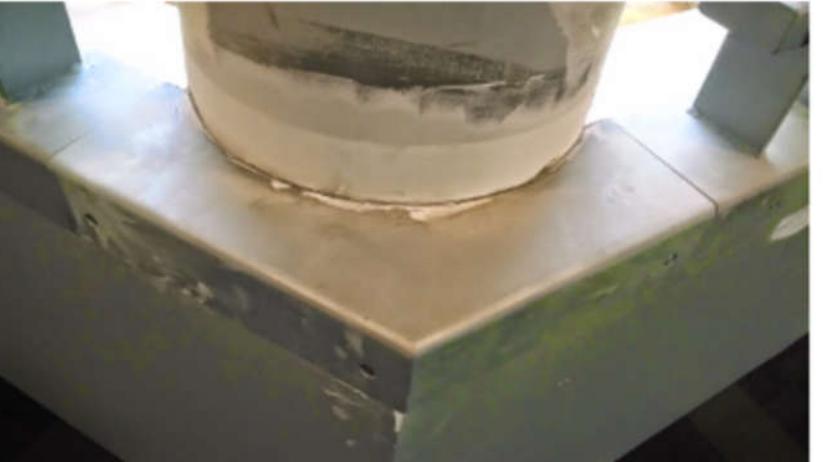
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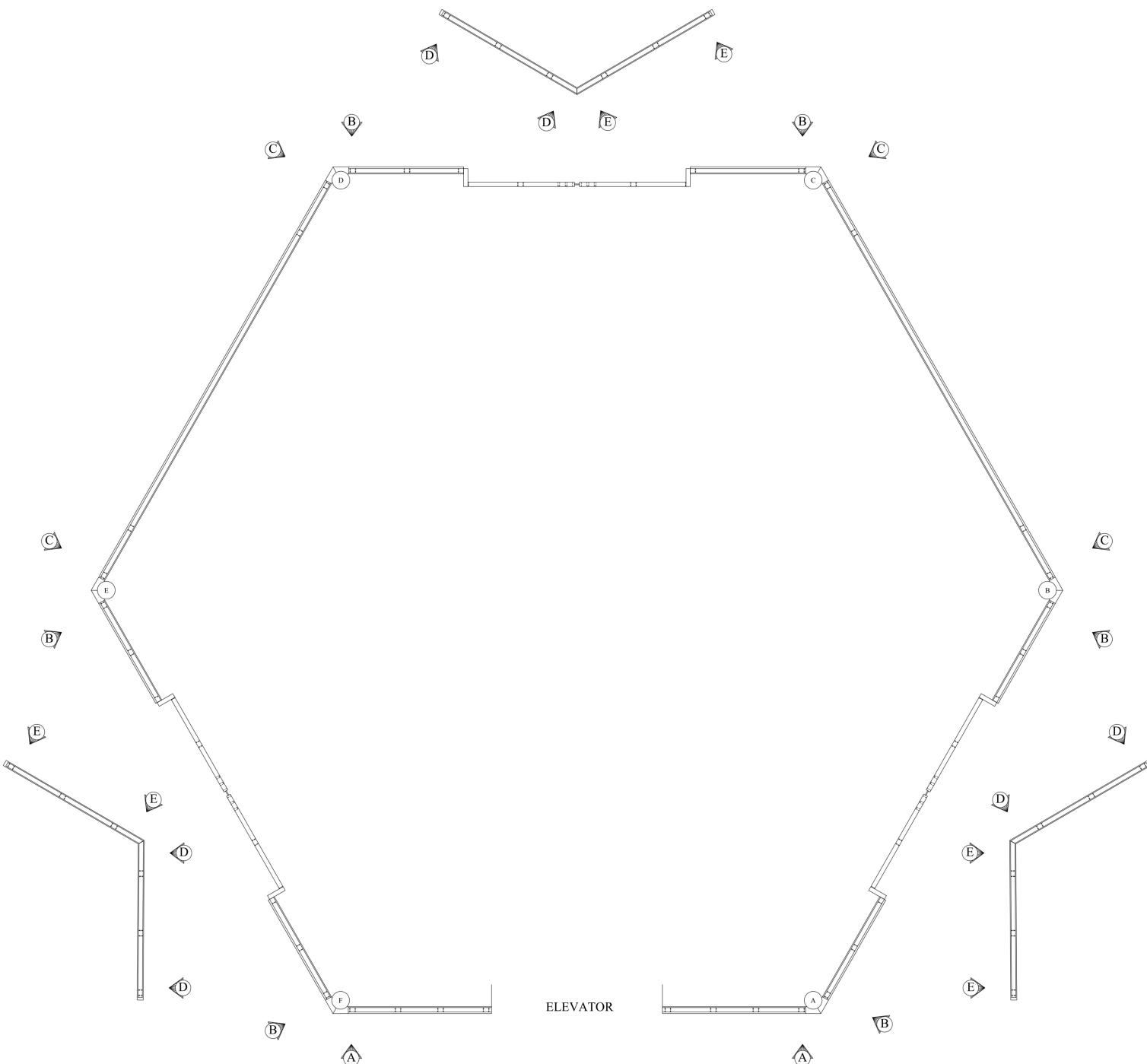
TOP RAIL	1 $\frac{1}{2}$ SQ TUBE
POSTS	1 $\frac{1}{2}$ SQ TUBE
BASEPLATES	3 \times 1 FLATBAR

HARDWARE:

#14 F.H. SCREWS	QTY 40
# $\frac{1}{4}$ -20 F.H. SCREWS	QTY 6

BASEPLATES AT FLAT SECTIONS
BASEPLATES AT SLOPED SECTIONS

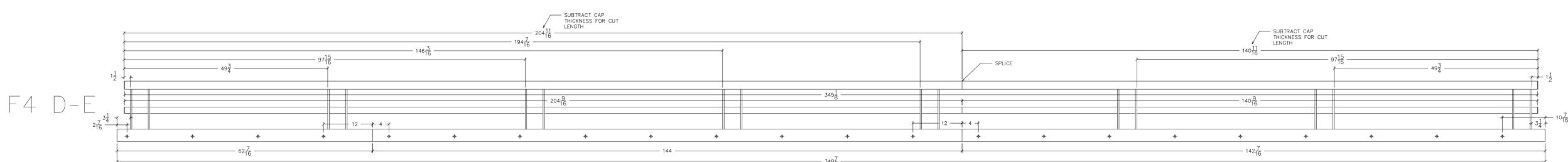
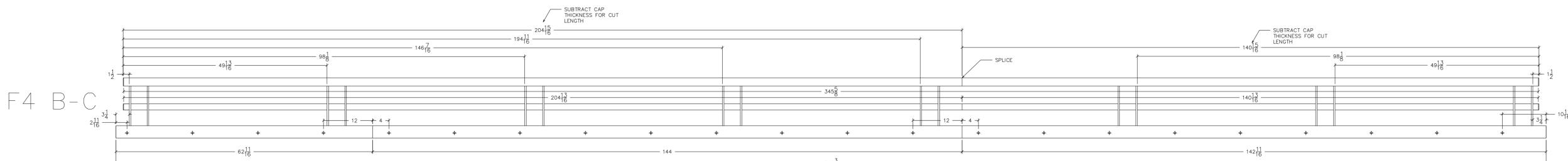
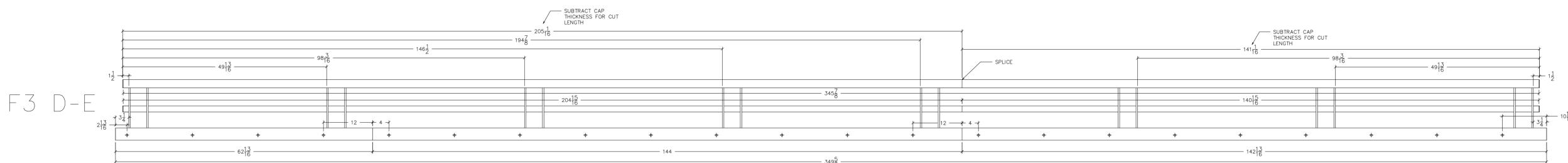
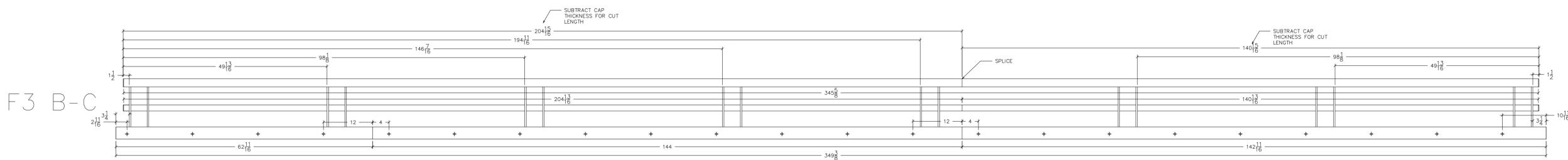
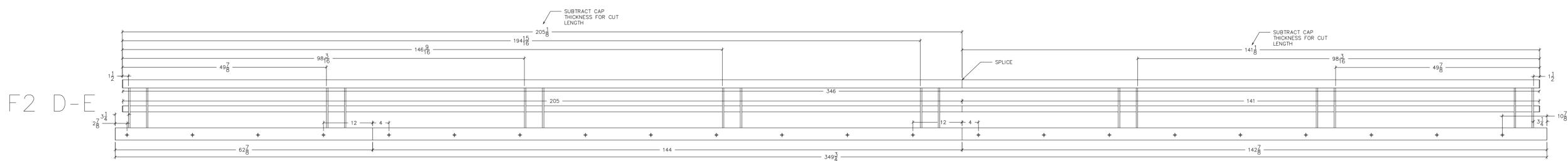
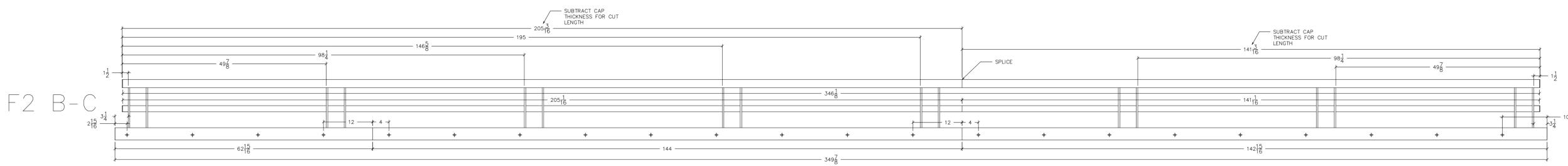




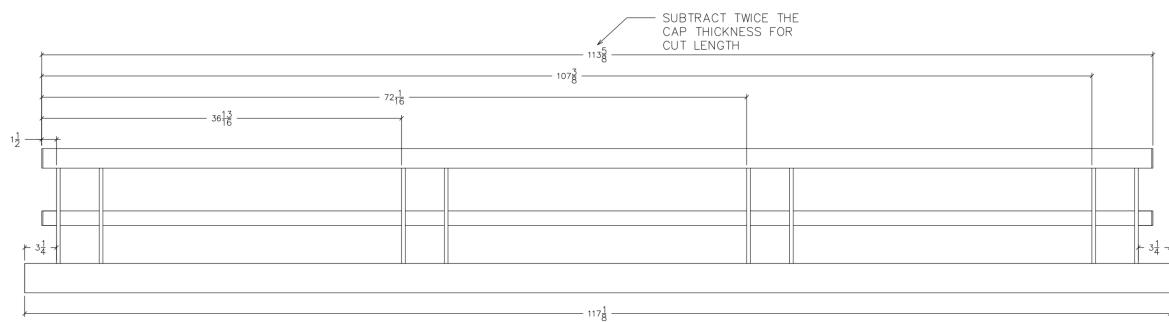
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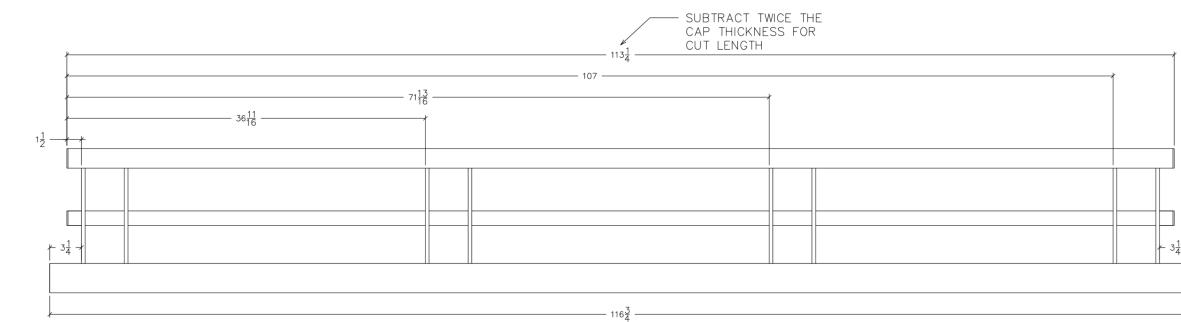
PLAN
DRAWN: EY
DATE: 4/4/14
REV: 1



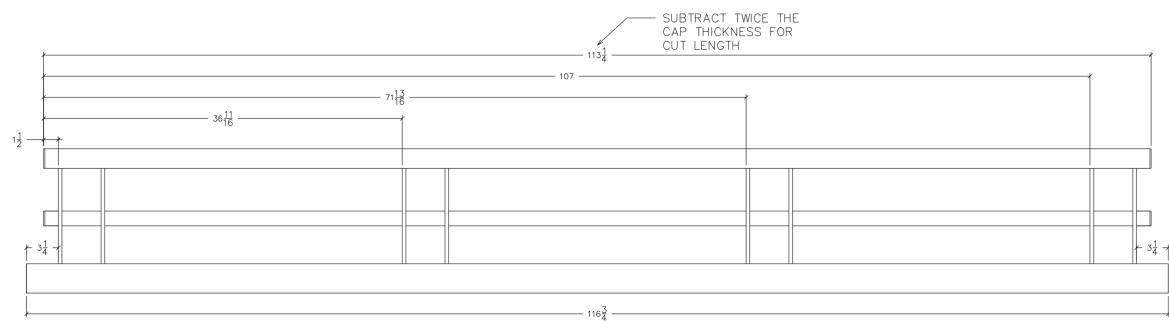
ALL FLOORS
LONG RUN



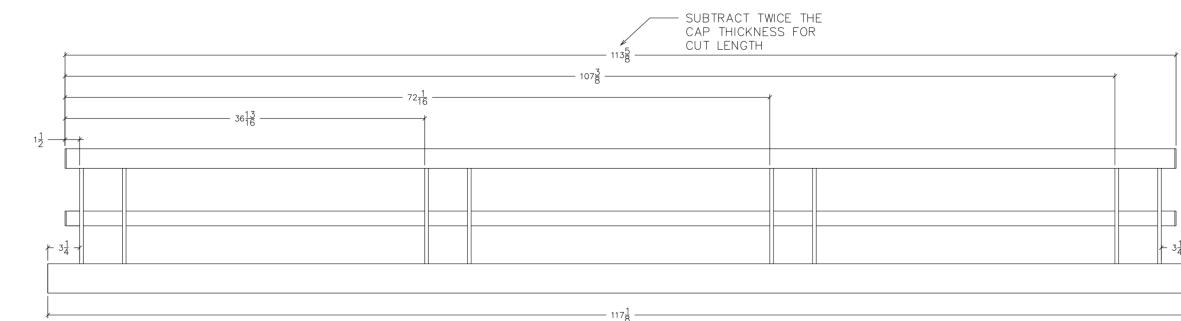
F2 F-ELEV
IS IDENTICAL TO
F3 ELEV-A



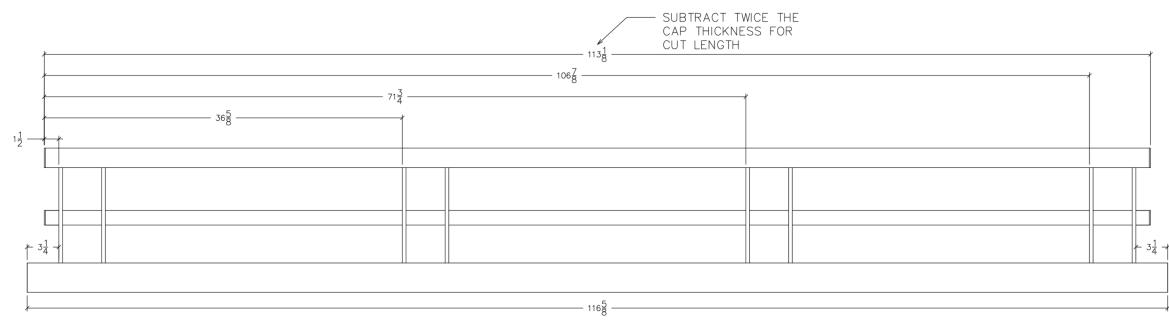
F2 ELEV-A
IS IDENTICAL TO
F3 F-ELEV



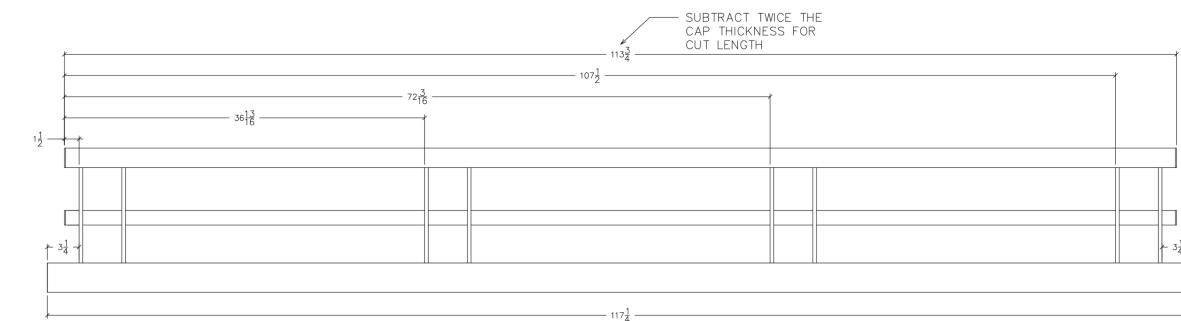
F3 F-ELEV



F3 ELEV-A

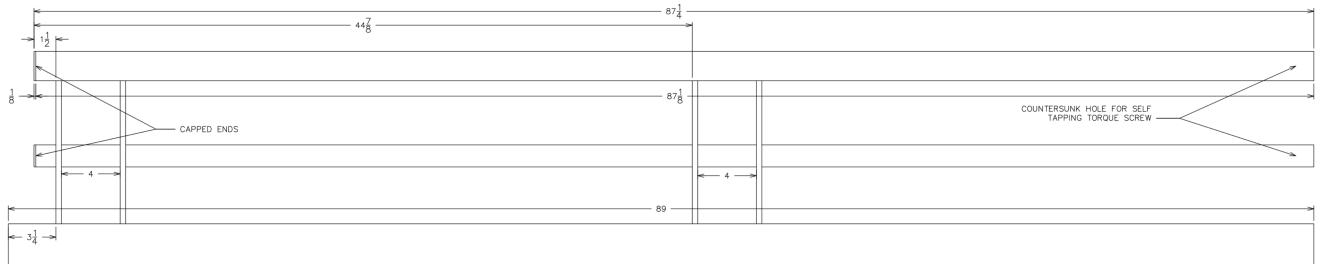


F4 F-ELEV

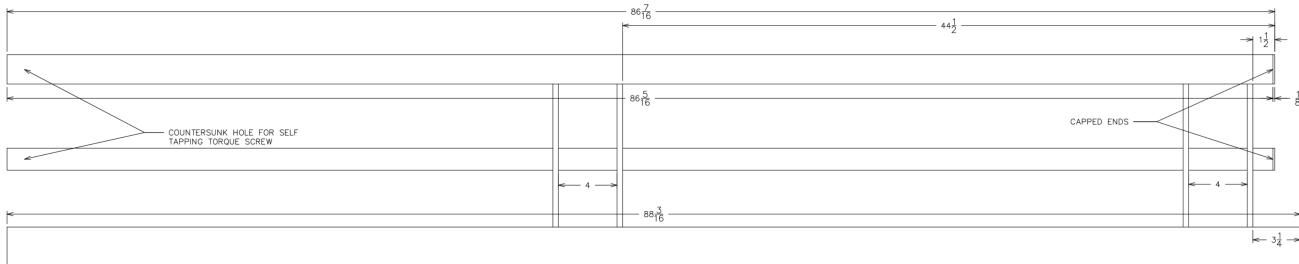


F4 ELEV-A

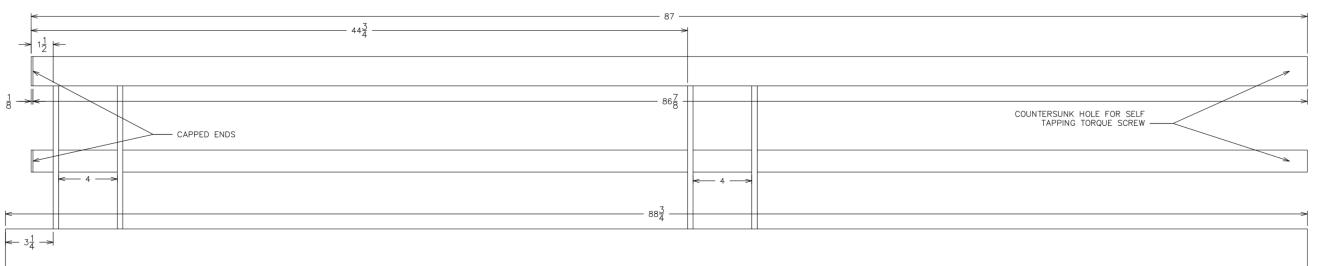
**ALL FLOORS
ELEVATOR SIDE**



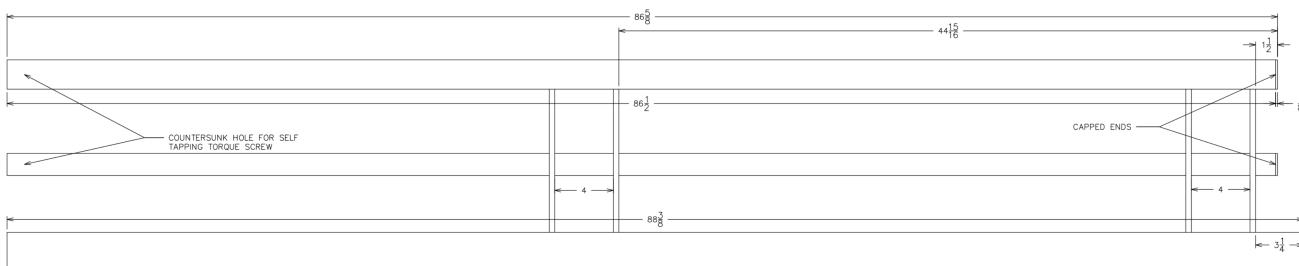
F4 A-B
LEFT



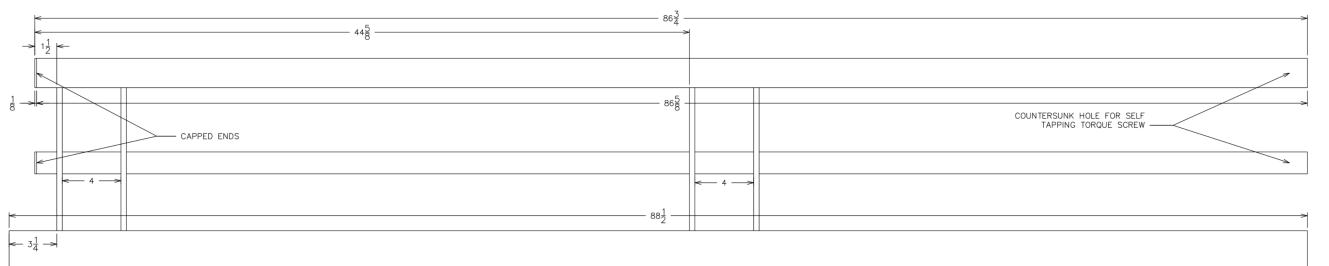
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RIGHT



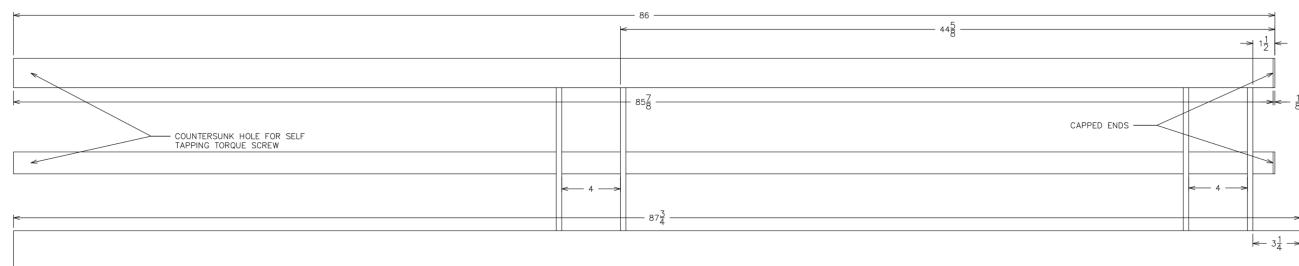
F4 C-D
LEFT



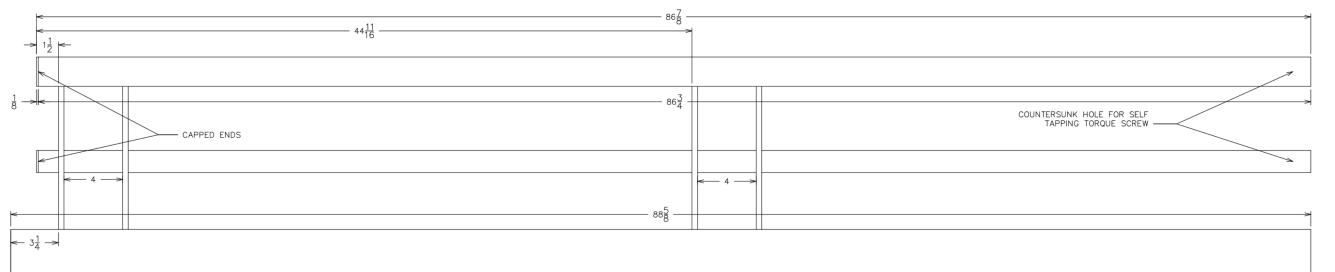
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RIGHT



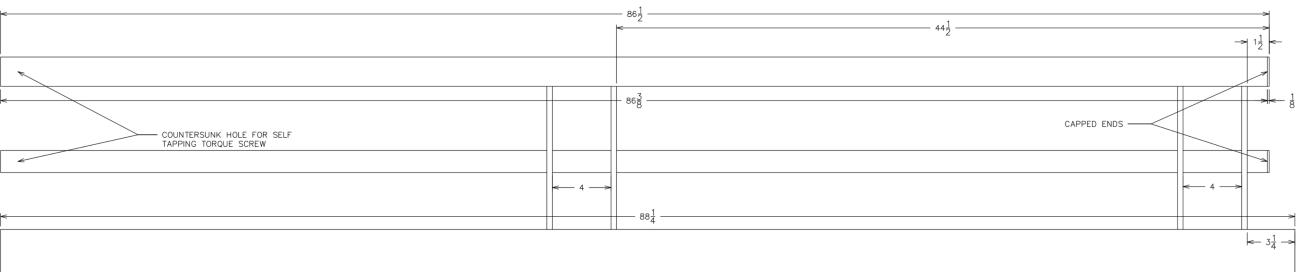
F4 E-F
LEFT



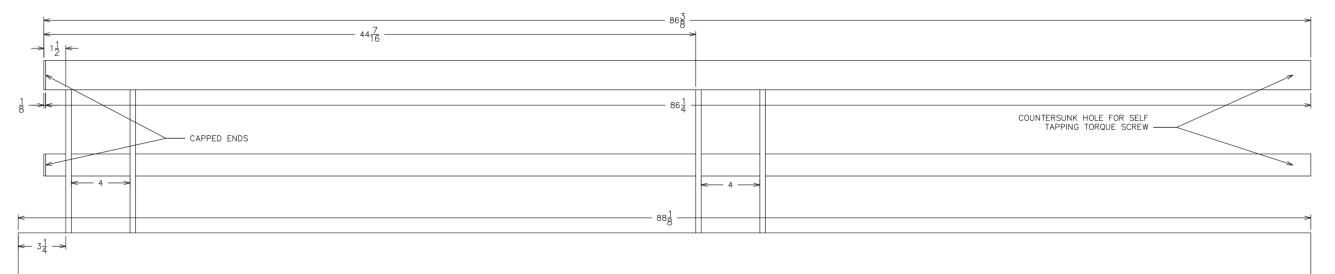
F4 E-F
RIGHT
FLOOR 4
SPLICES TO OPENINGS



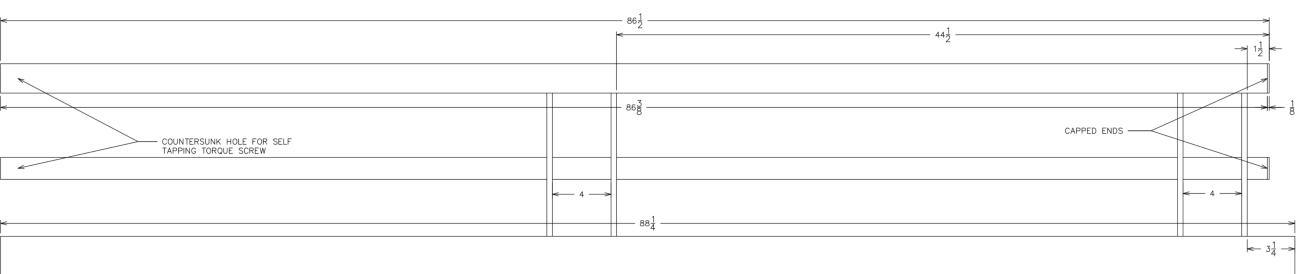
F3 A-B
LEFT



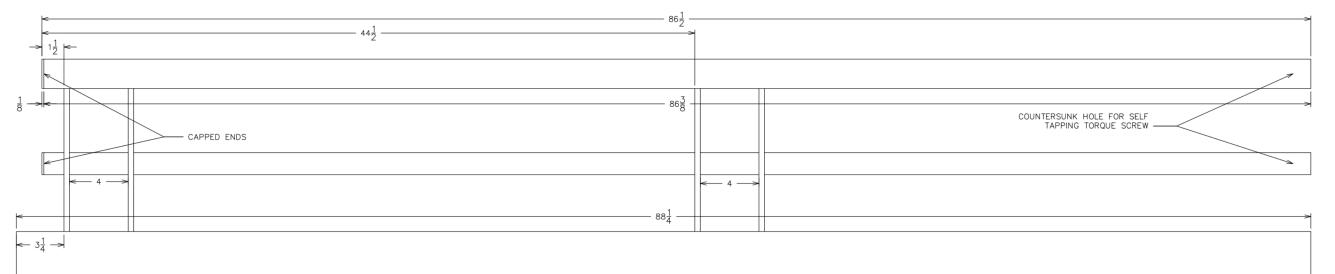
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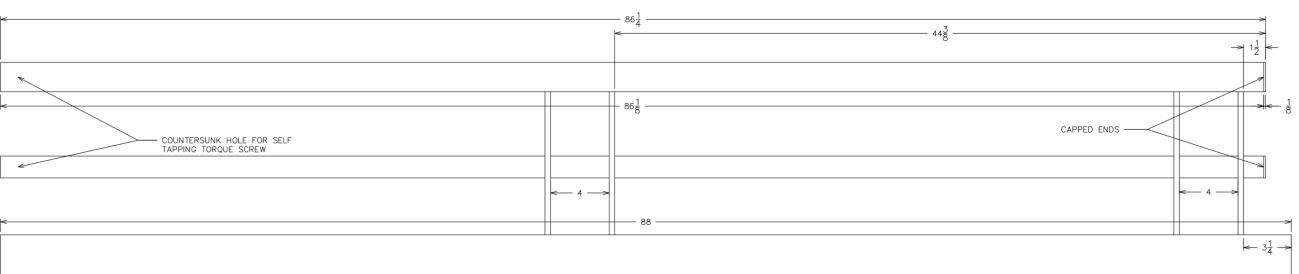
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LEFT



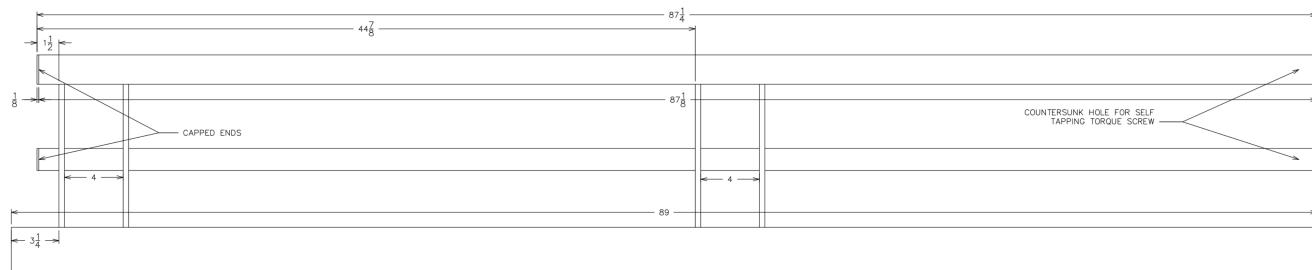
F3 C-D
RIGHT



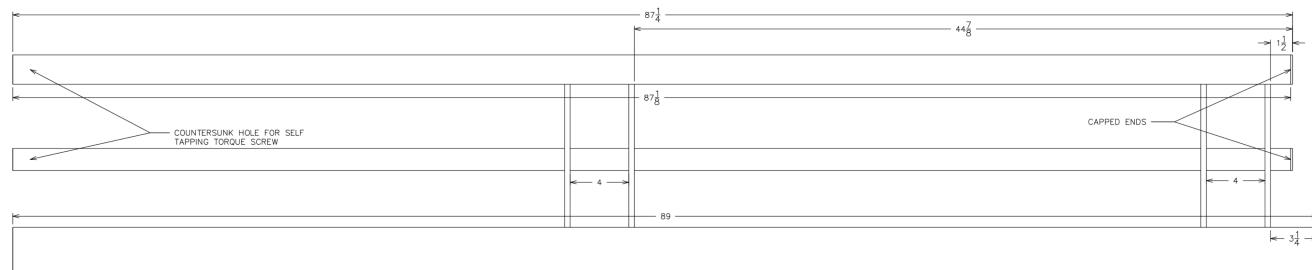
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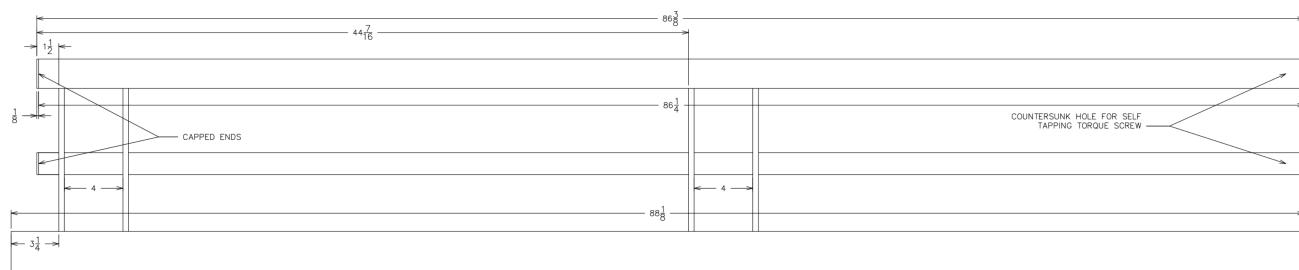
F3 E-F
RIGHT
FLOOR 3
SPLICES TO OPENINGS



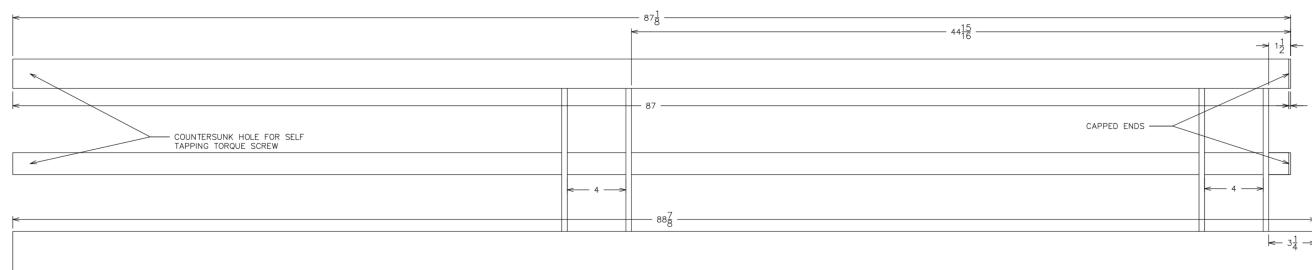
F2 A-B
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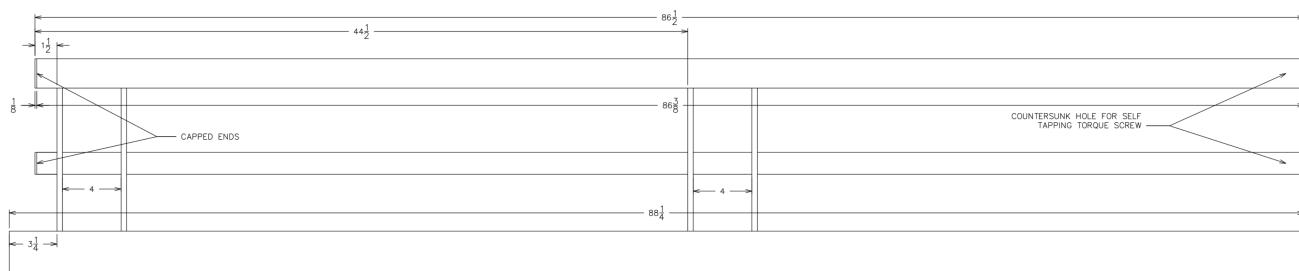
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RIGHT



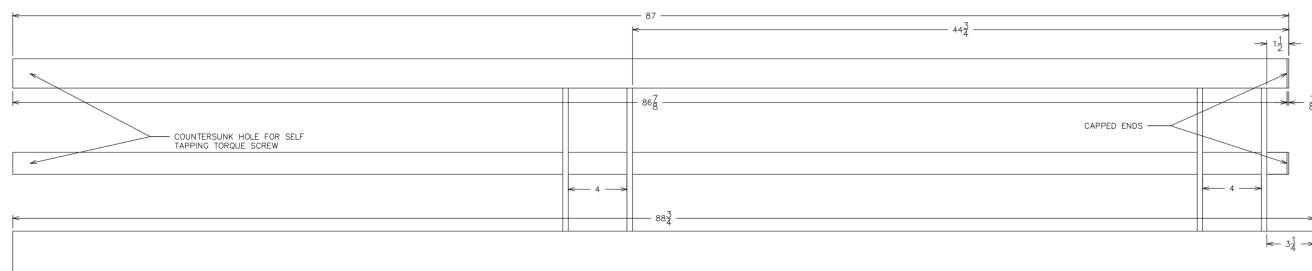
F2 C-D
LEFT



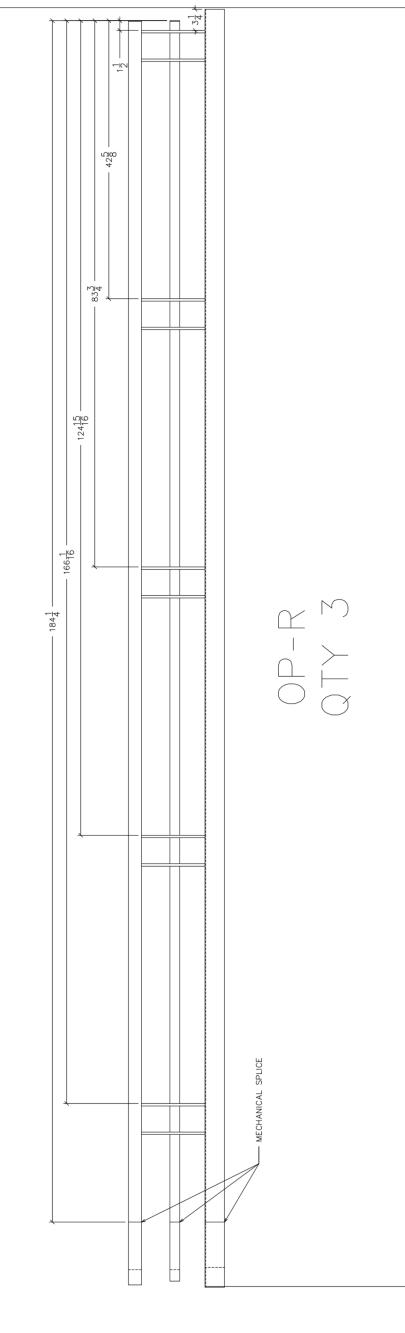
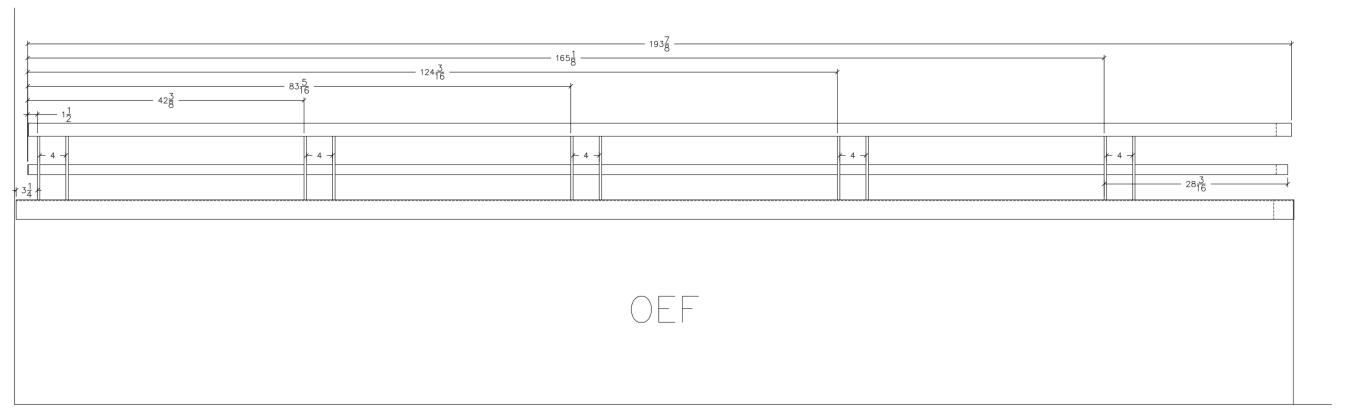
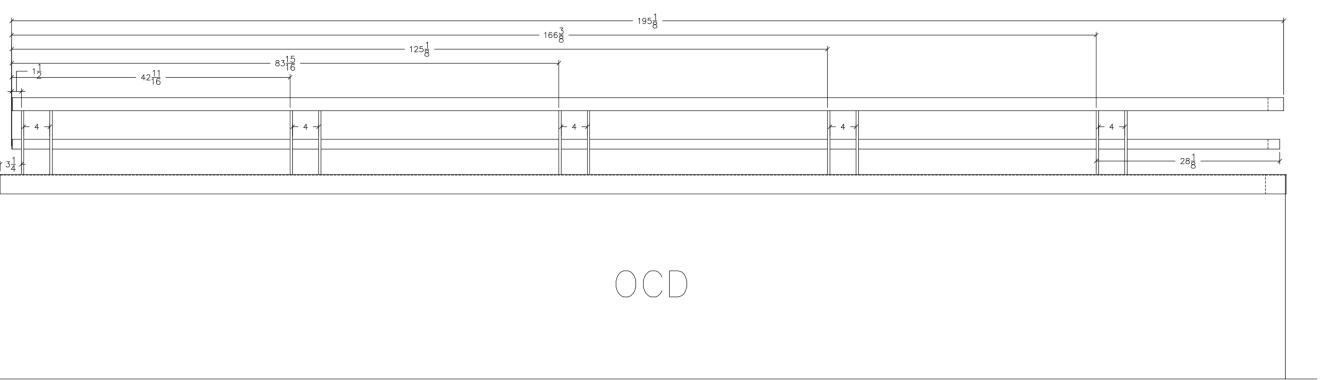
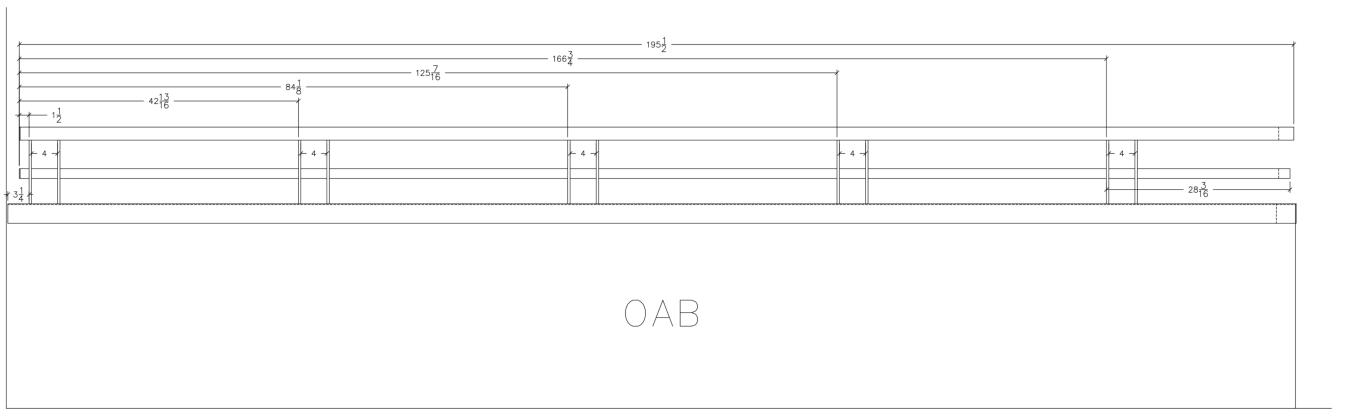
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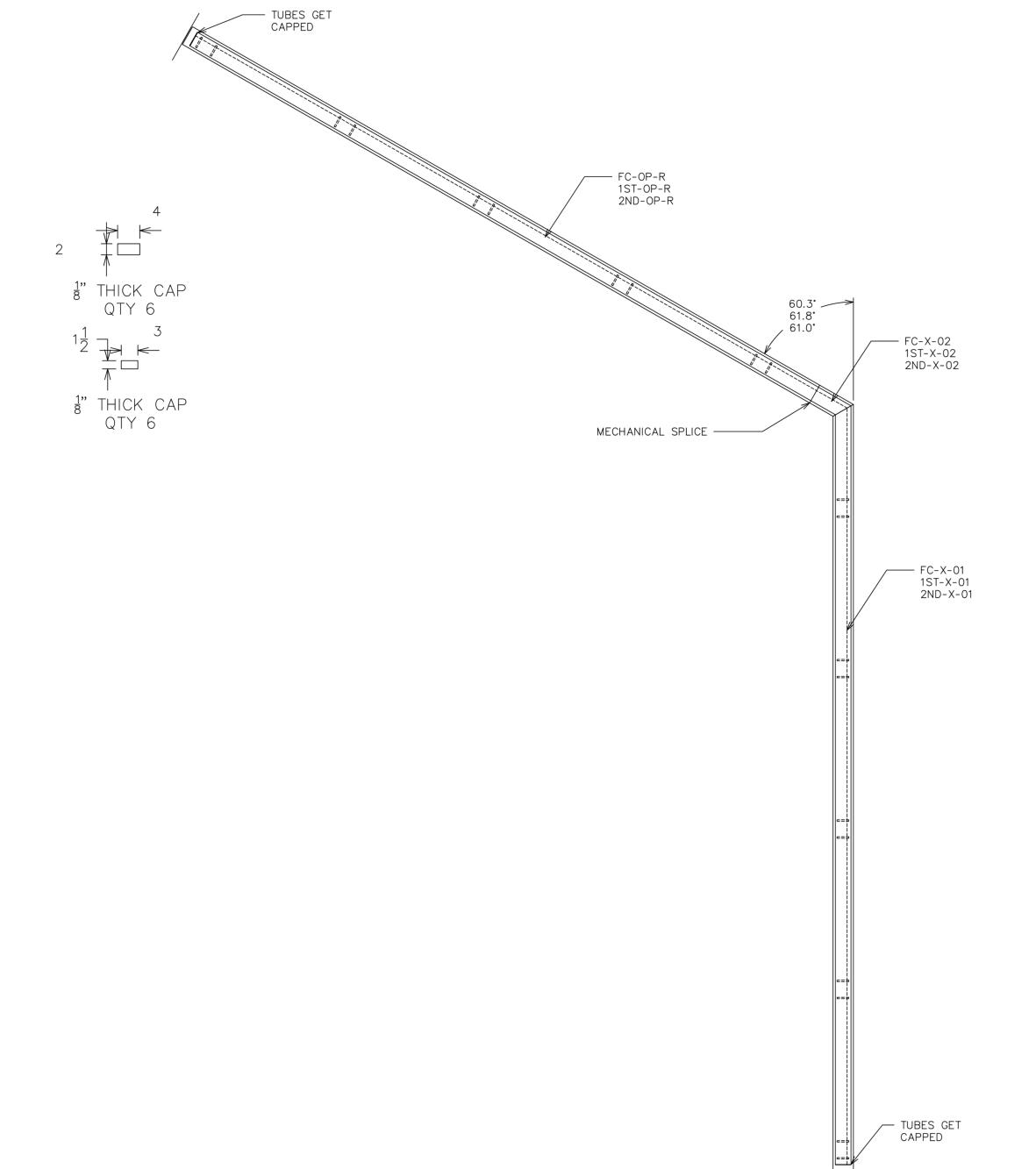
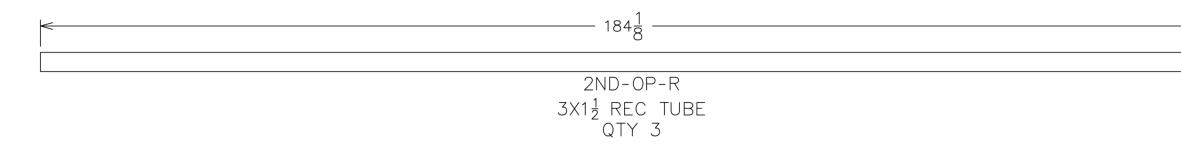
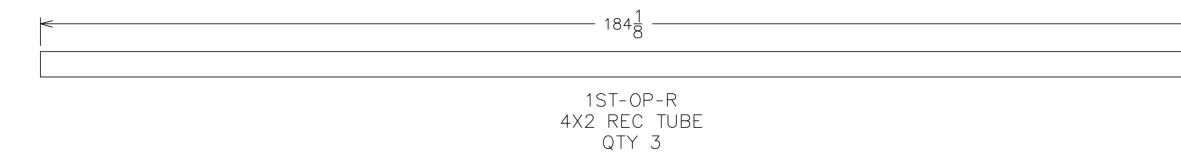
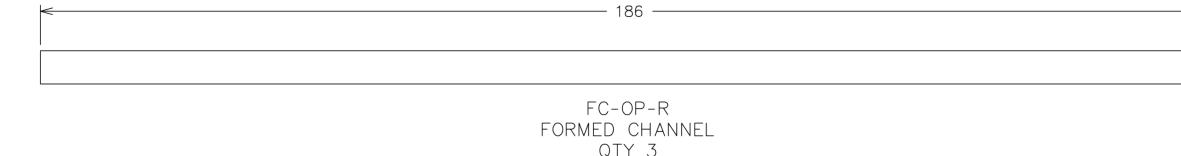
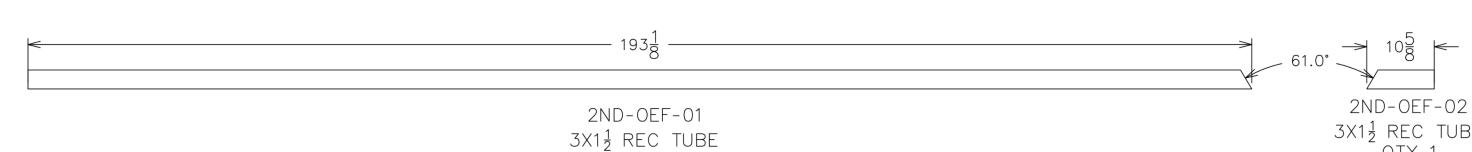
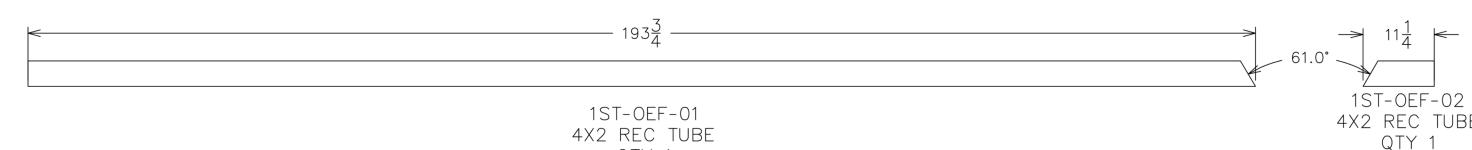
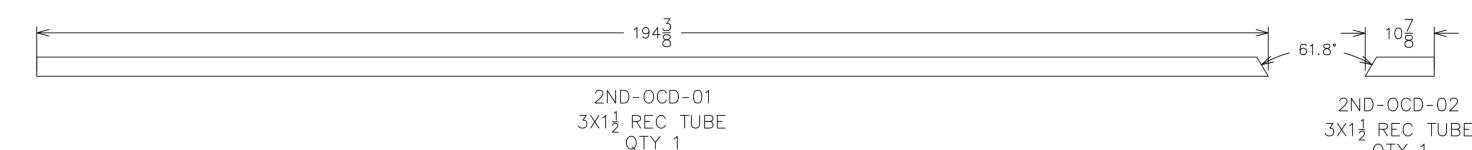
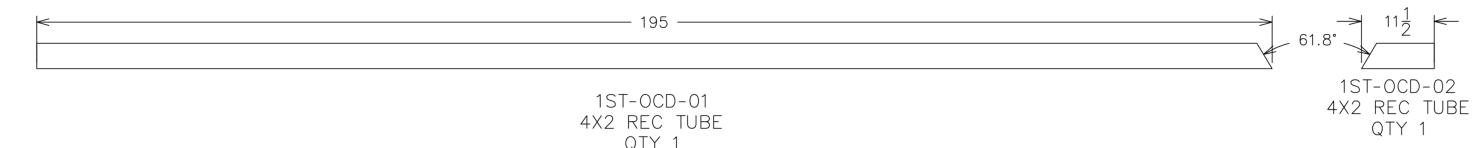
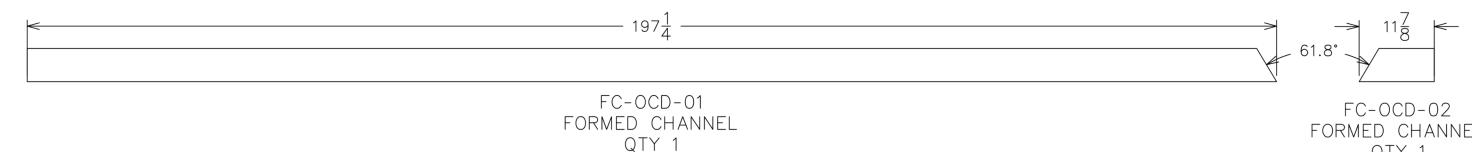
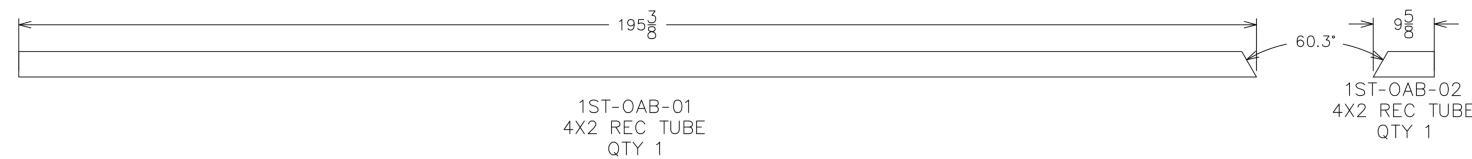


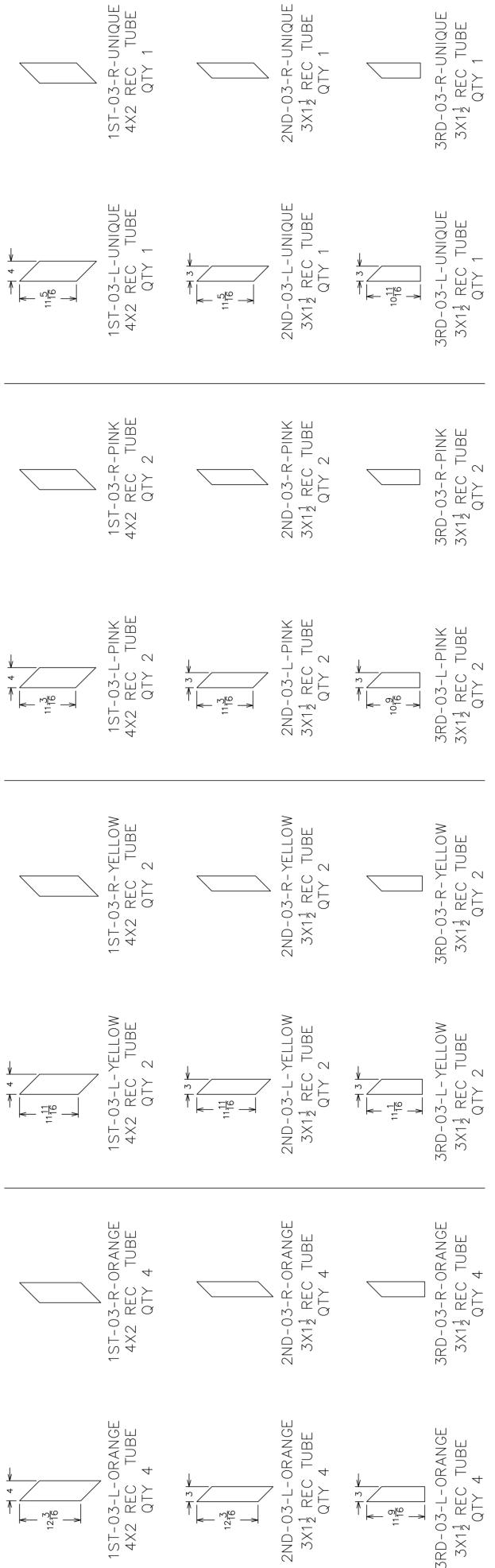
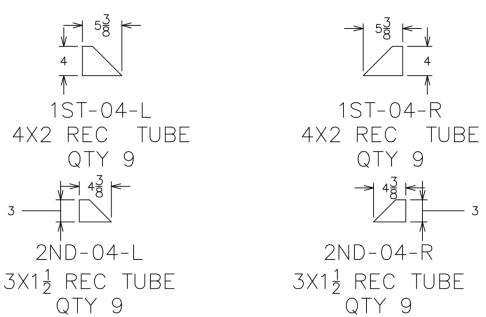
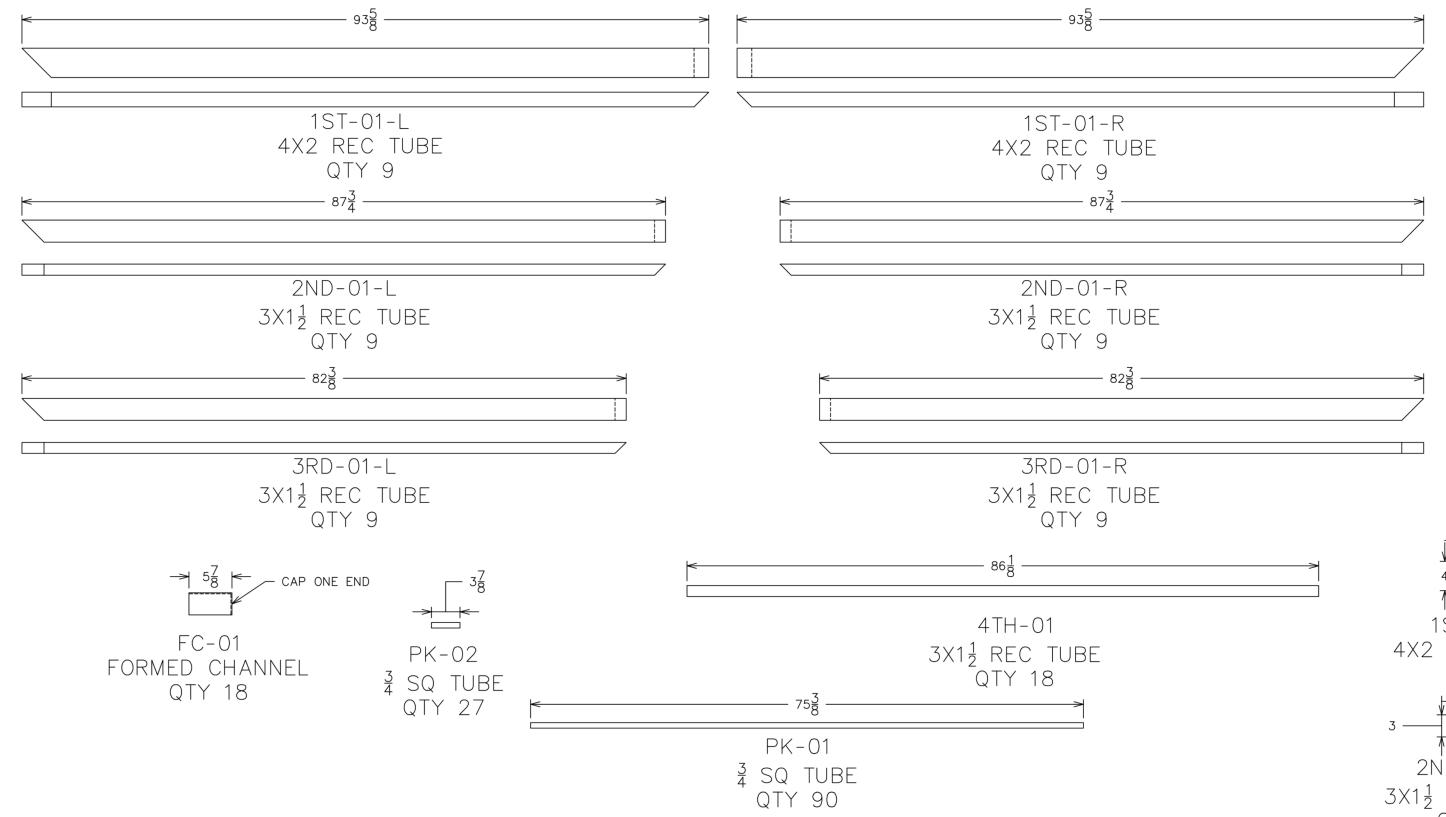
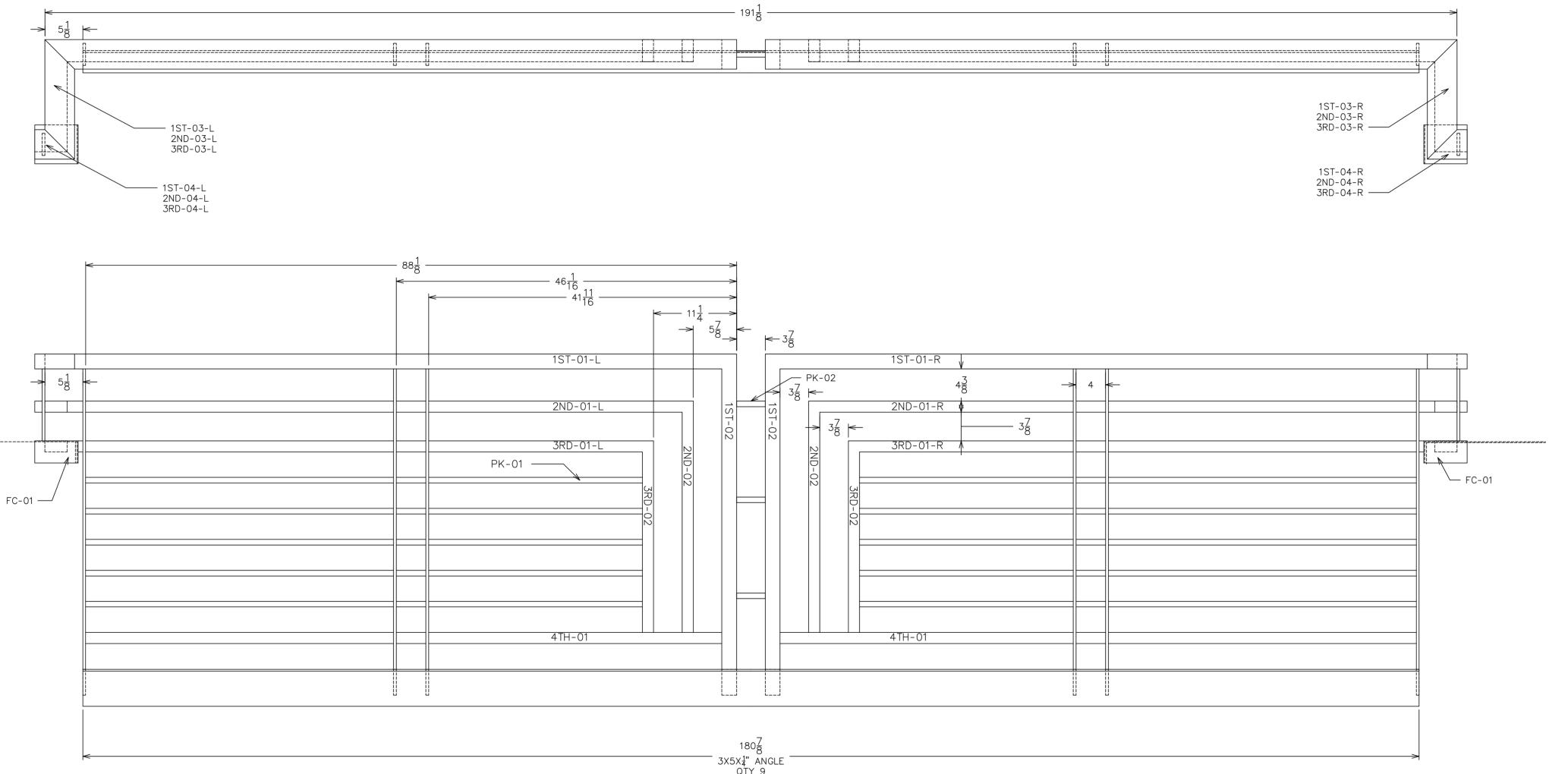
F2 E-F
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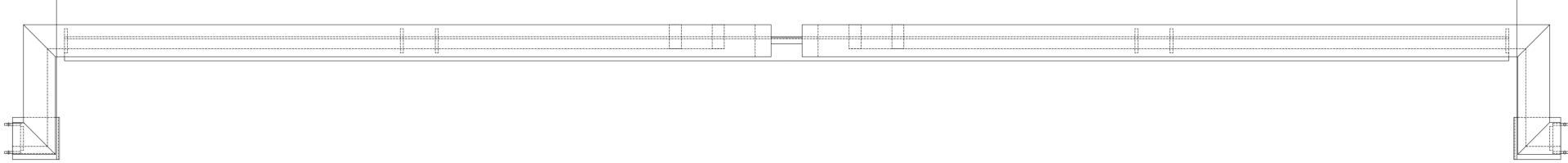


F2 E-F
RIGHT
FLOOR 2
SPLICES TO OPENINGS



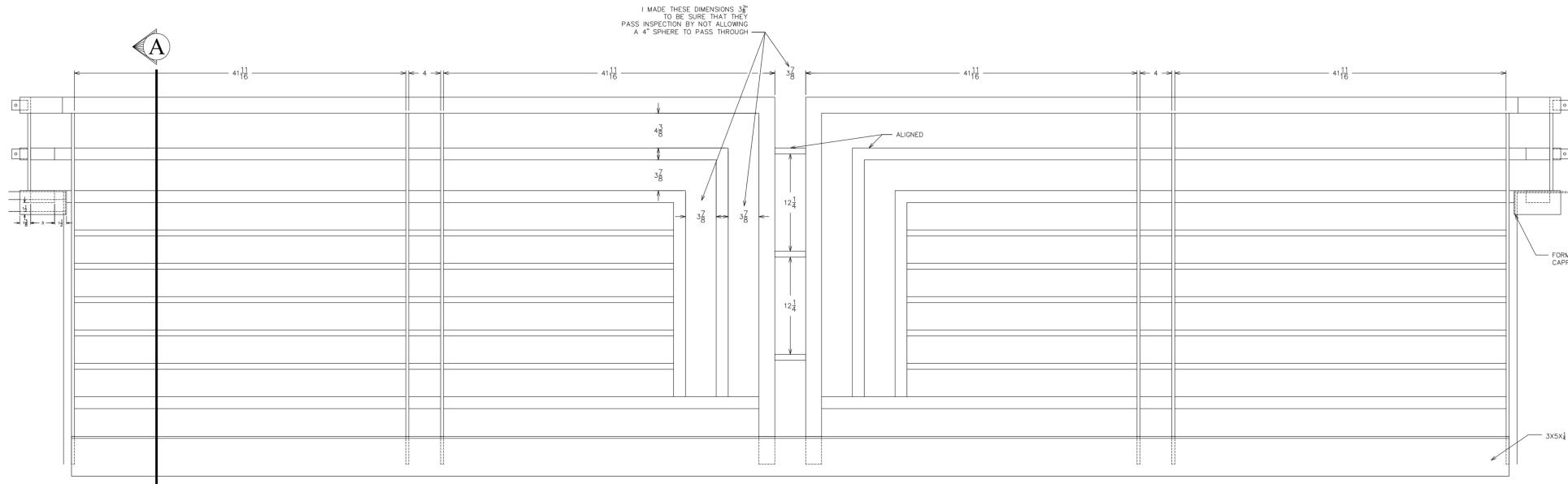






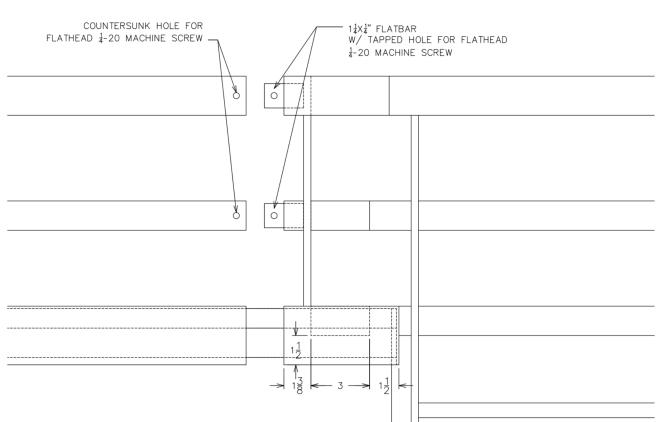
PLAN

SCALE 1½"=1'



ELEVATION

SCALE 1½"=1'



MECHANICAL SPLICING DETAIL

SCALE 3"=1'

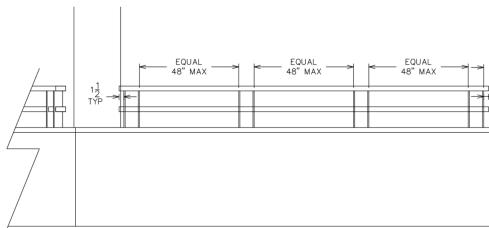
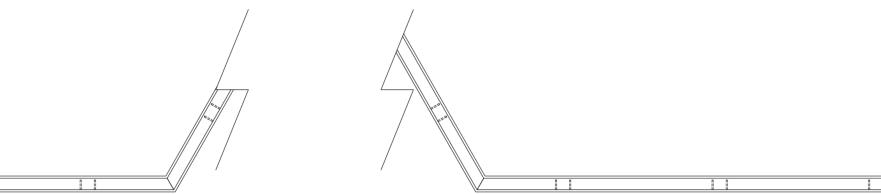
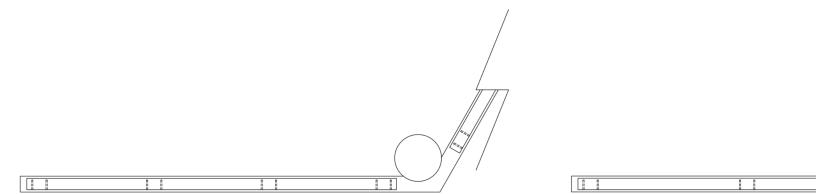
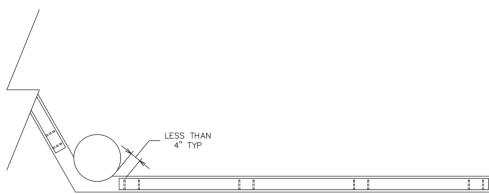
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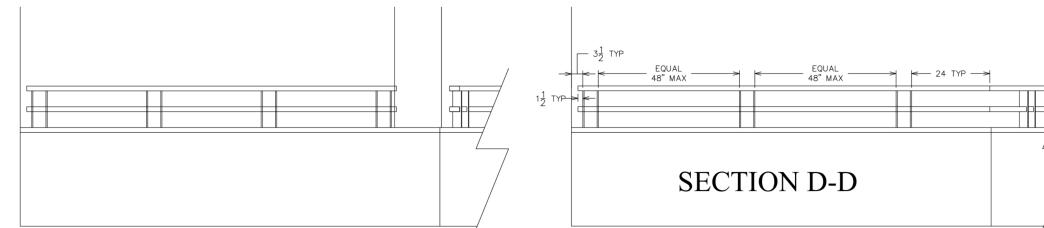
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TYPICAL DETAILS

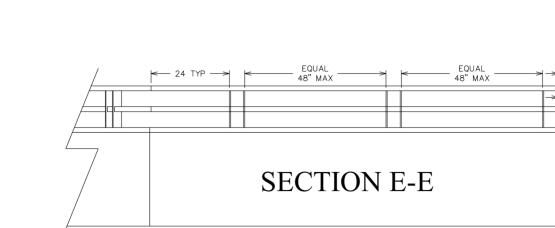
DRAWN: EY
DATE: 4/4/14
REV: 1



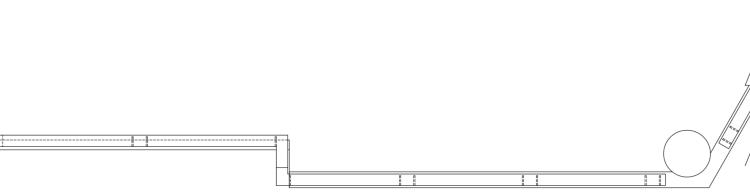
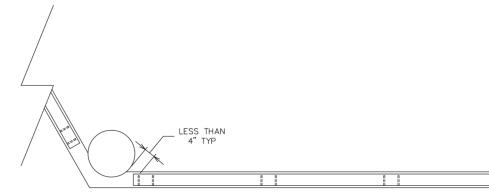
ELEVATOR
SECTION A-A



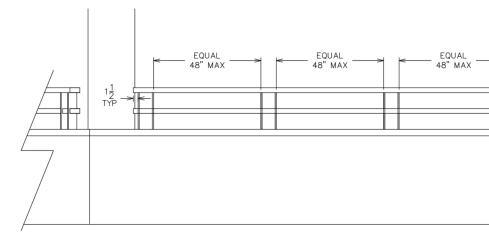
SECTION D-D



SECTION E-E



SECTION B-B



SECTION C-C

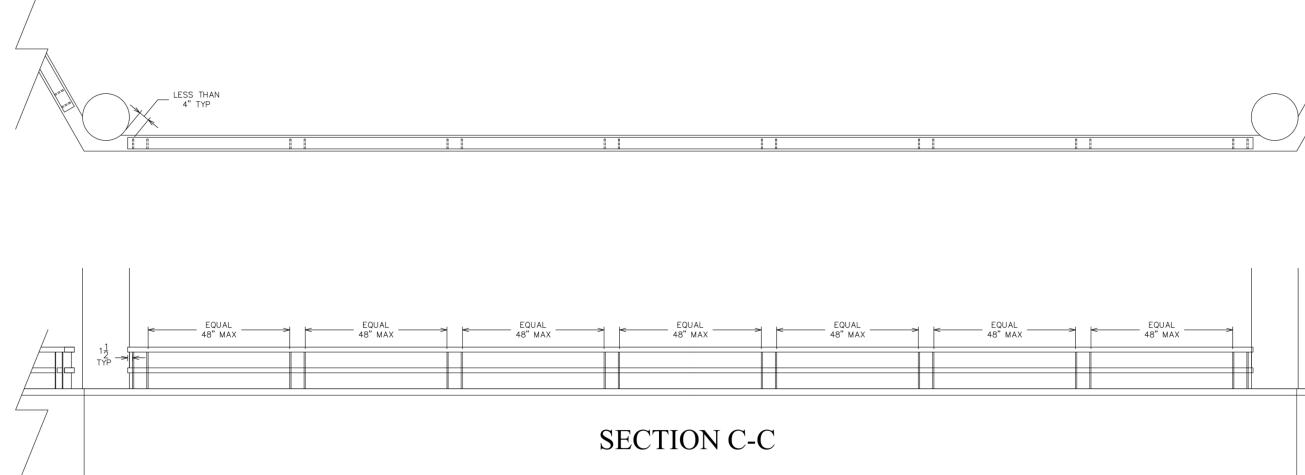
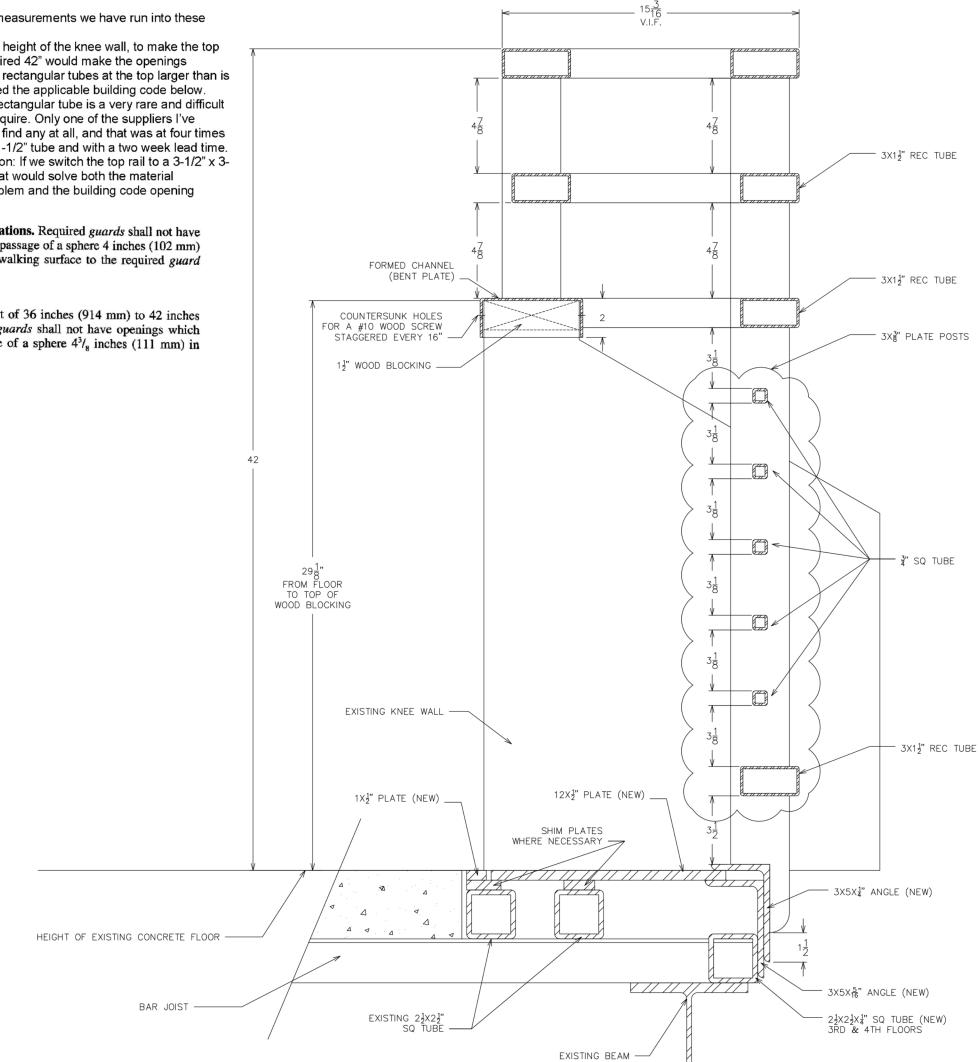
After taking our field measurements we have run into these possible issues:

- 1) Due to the current height of the knee wall, to make the top of the rail the required 42" would make the openings between the three rectangular tubes at the top larger than is allowed. I've quoted the applicable building code below.
 - 2) A 3-1/2" x 1-1/2" rectangular tube is a very rare and difficult size material to acquire. Only one of the suppliers I've called was able to find any at all, and that was at four times the price of a 3 x 1-1/2" tube and with a two week lead time.
- a) Possible solution: If we switch the top rail to a 3-1/2" x 3-1/2" sq tube that would solve both the material availability problem and the building code opening limitations.

1013.4 Opening limitations. Required guards shall not have openings which allow passage of a sphere 4 inches (102 mm) in diameter from the walking surface to the required guard height.

Exceptions:

1. From a height of 36 inches (914 mm) to 42 inches (1067 mm), guards shall not have openings which allow passage of a sphere 4 1/4 inches (111 mm) in diameter.

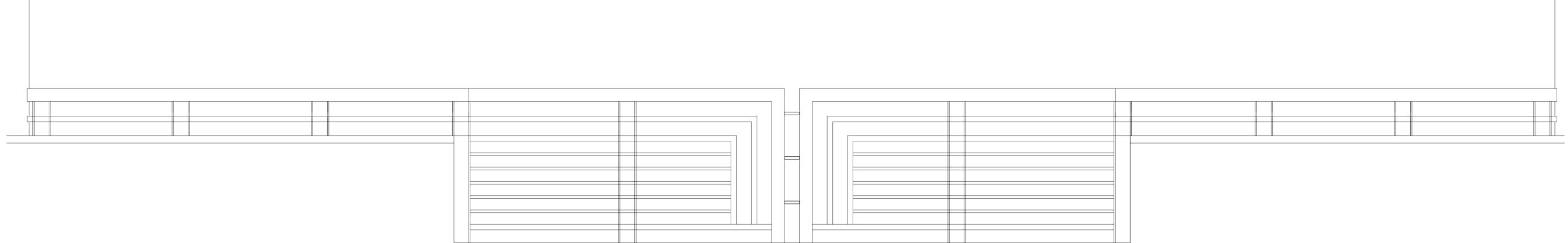


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TYPICAL DETAILS

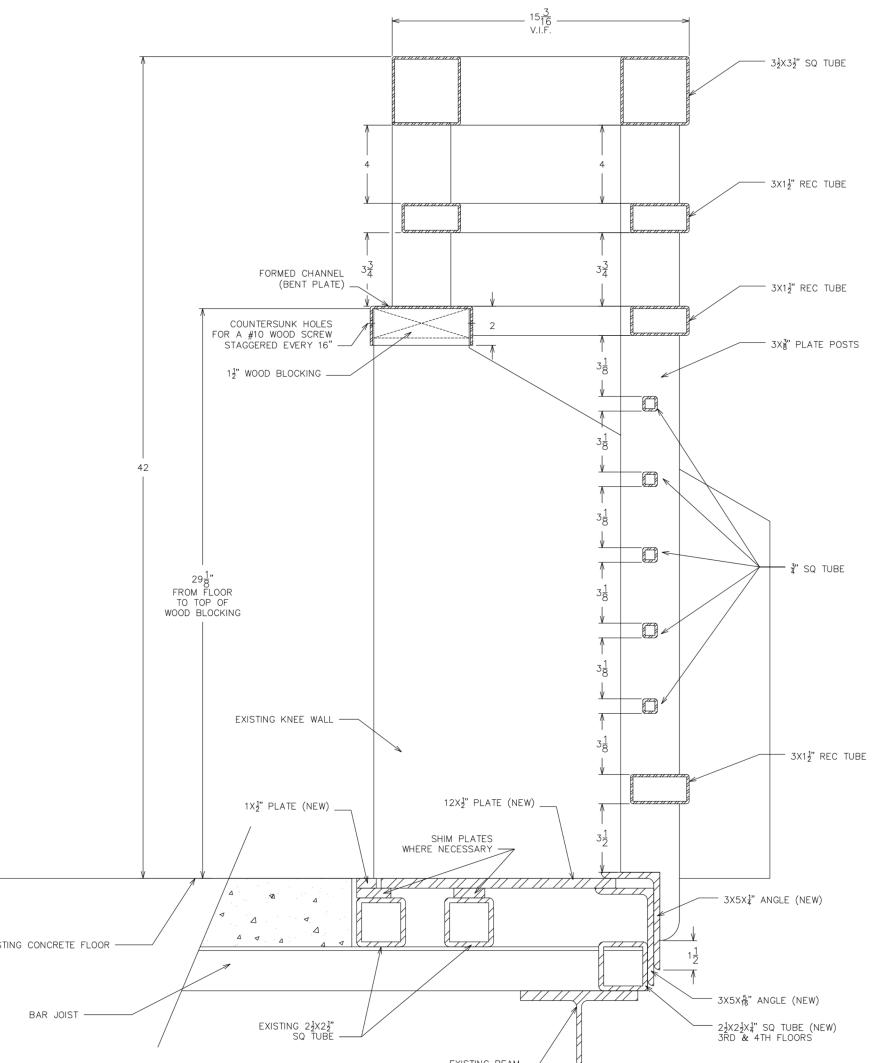
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REV: 1



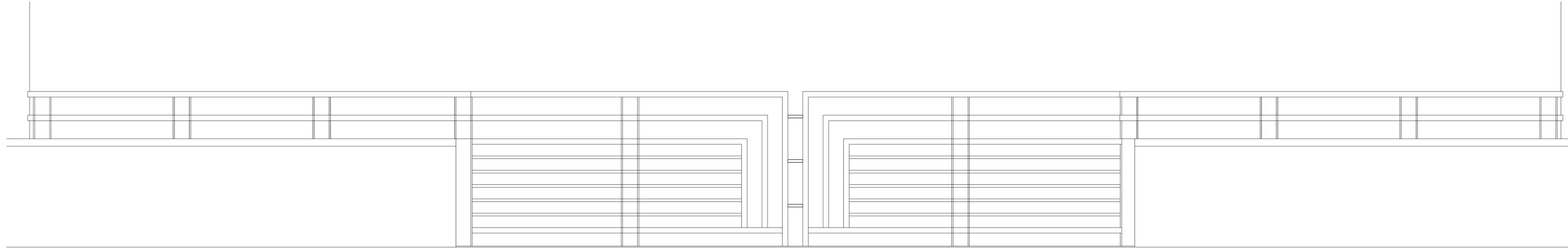
SECTION B-B

OPTION 1:

3½" X 3½" SQ TUBE TOP RAIL



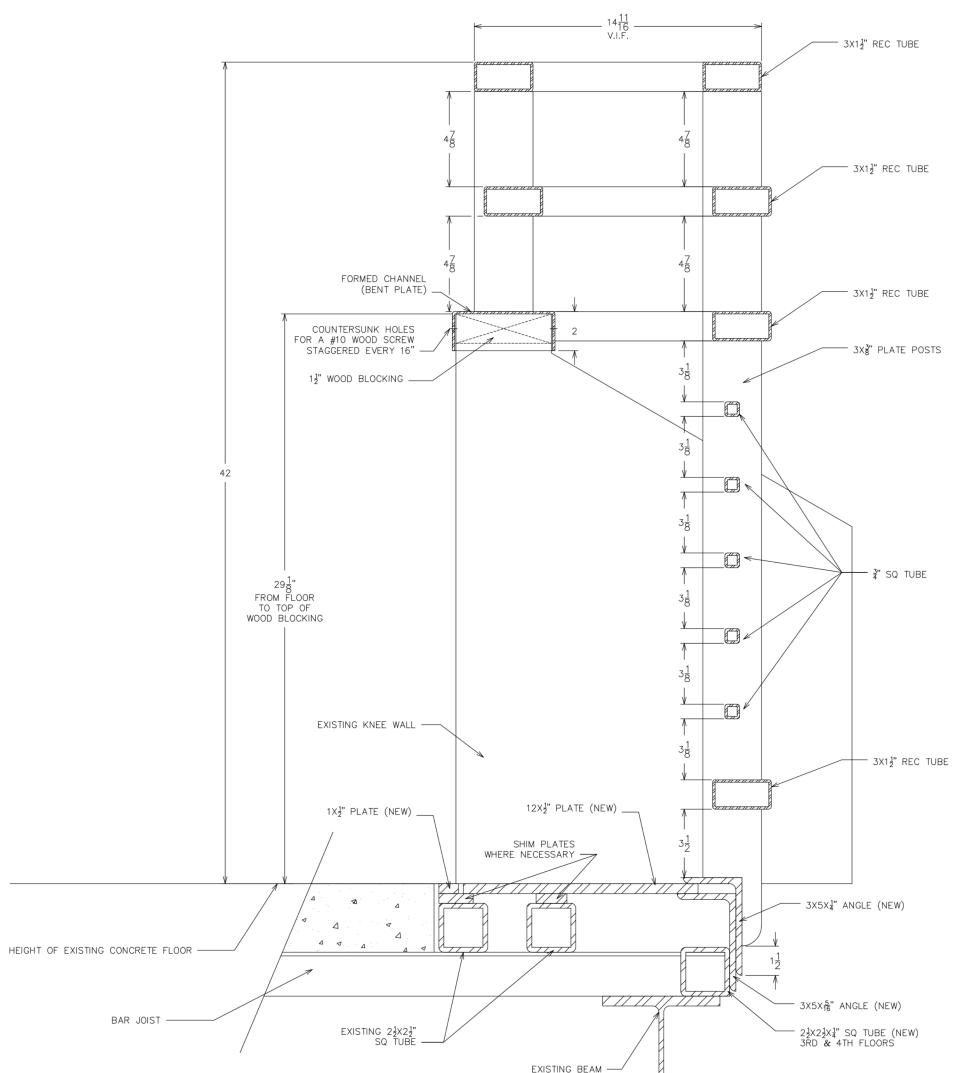
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			<p>DRAWN: EY DATE: 4/4/14 REV: 1</p>



SECTION B-B

OPTION 2:

3 X 1 $\frac{1}{2}$ " REC TUBE TOP RAIL

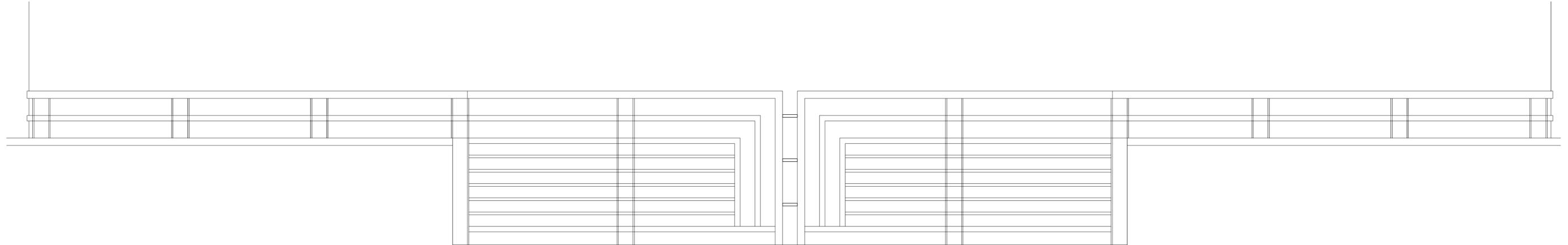


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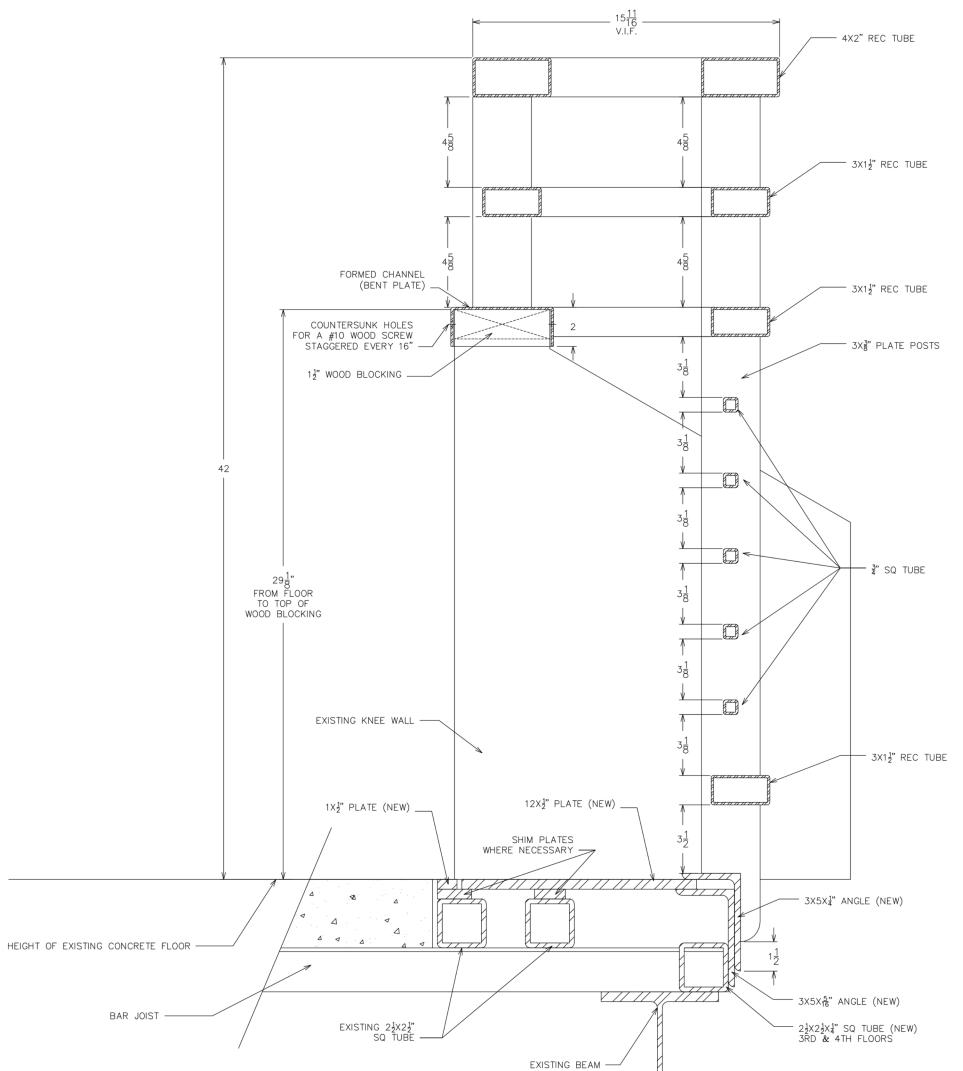
TYPICAL DETAILS

DRAWN: EY
DATE: 4/4/14
REV: 1



SECTION B-B

**OPTION 3:
4 X 2" REC TUBE TOP RAIL**

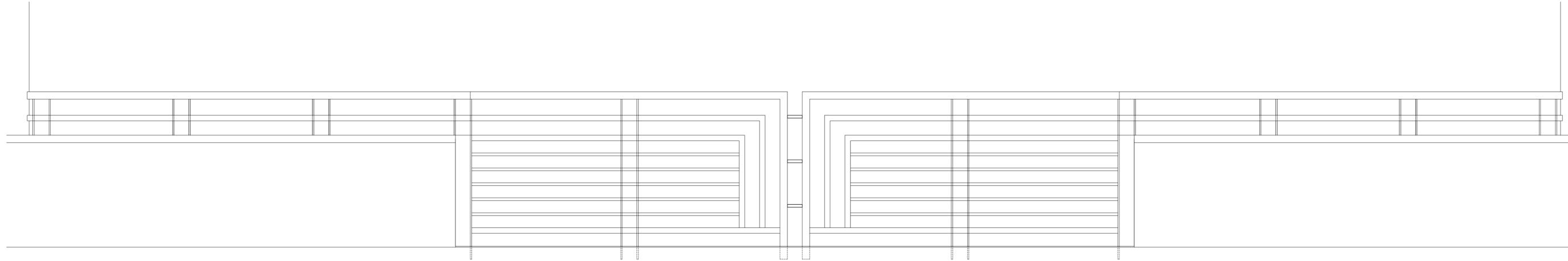


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TYPICAL DETAILS

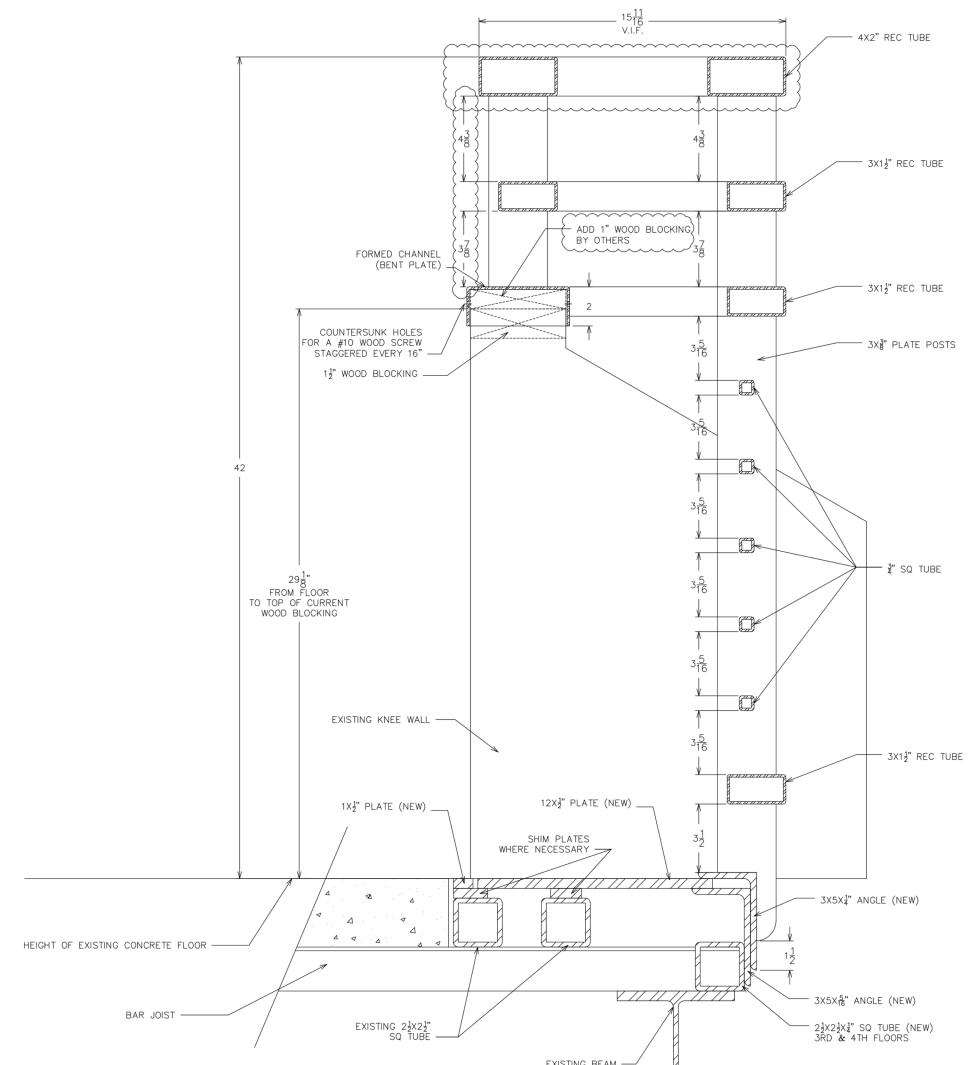
DRAWN: EY
DATE: 4/4/14
REV: 1



SECTION B-B

OPTION 4:

4 X 2" REC TUBE TOP RAIL (CENTERED)
ADD 1" WOOD BLOCKING TO RAISE
OVERALL KNEE WALL HEIGHT

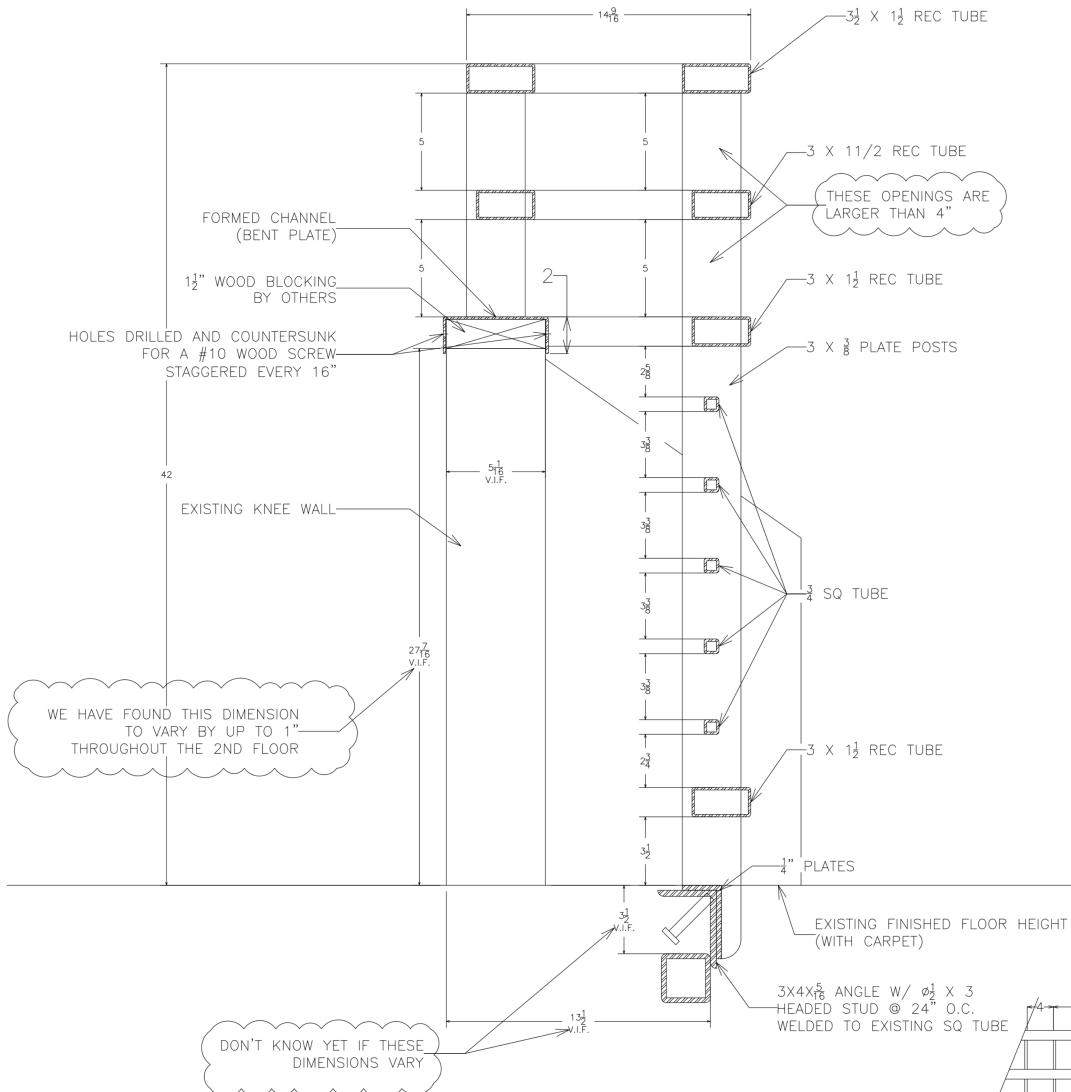


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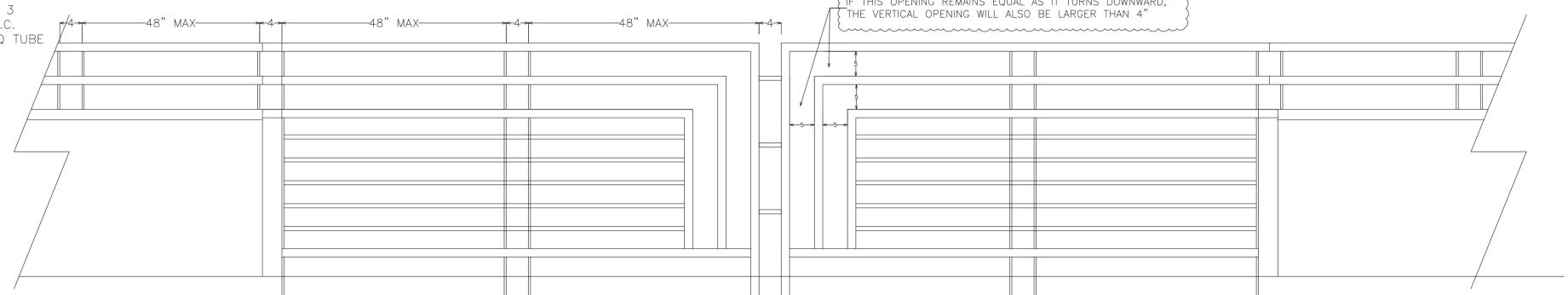
Sullivan Triad Building
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King of Prussia, PA

TYPICAL DETAILS

DRAWN: EY
DATE: 4/4/14
REV: 1



PLAN



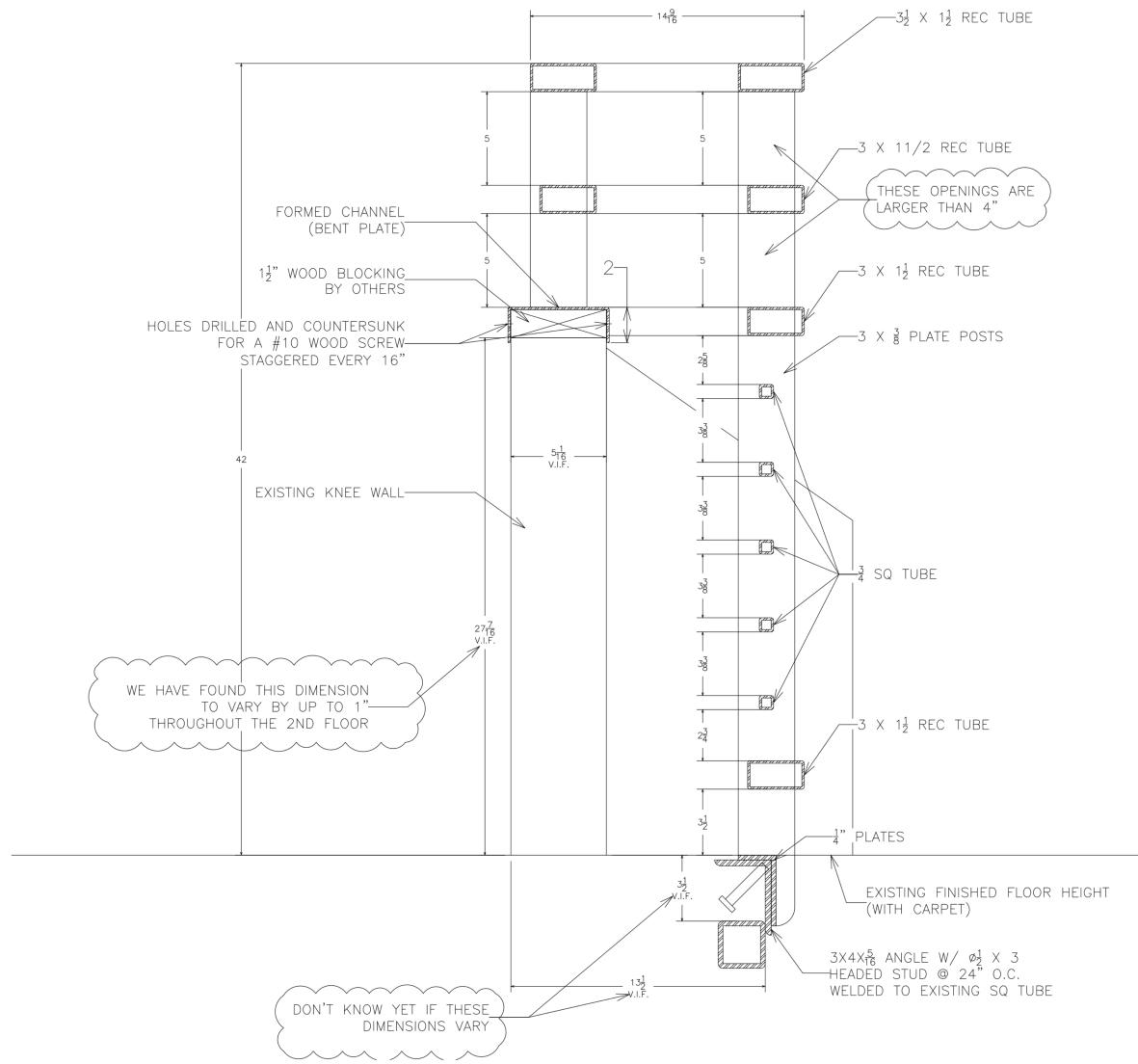
Our goal in the designing of these railings is to do so in such a way that we are building as few unique pieces as possible. After taking some preliminary measurements on the second floor we have run into these possible issues.

1. Due to the current height of the knee wall, to make the top of the rail the required 42" would make the openings between the three rectangular tubes at the top larger than 4"
 - a. If the openings where those tubes turn toward the bottom rail remain equal, they will also be larger than 4"
 2. Where we measured, throughout the second floor, we found a variation in the height of the knee wall of up to 1". This makes it difficult to keep the rails on top of the knee wall a consistent height with the guardrails at the knee wall openings.
 3. The location of the existing square tube to which we are to weld a $3 \times 4 \times 5/16$ " angle, may vary in both its horizontal and vertical placement. We won't know until they are all uncovered and measured.

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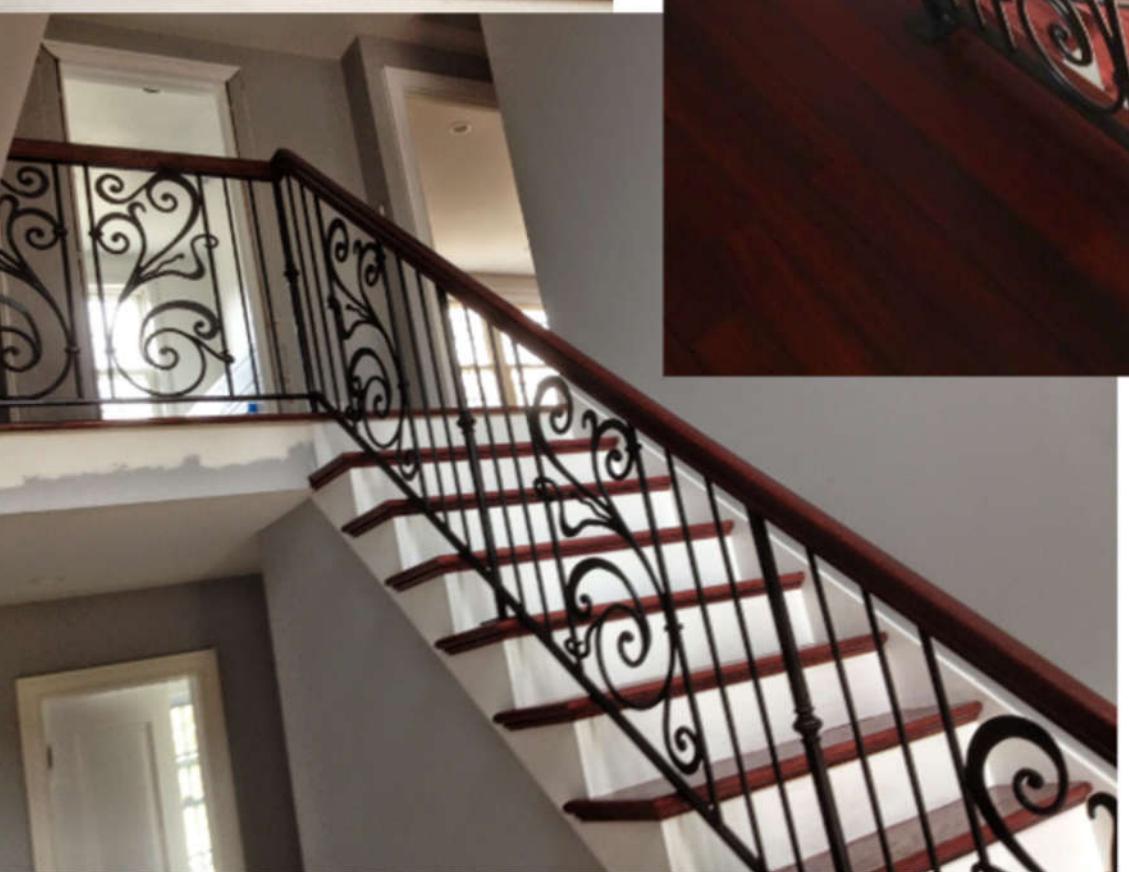
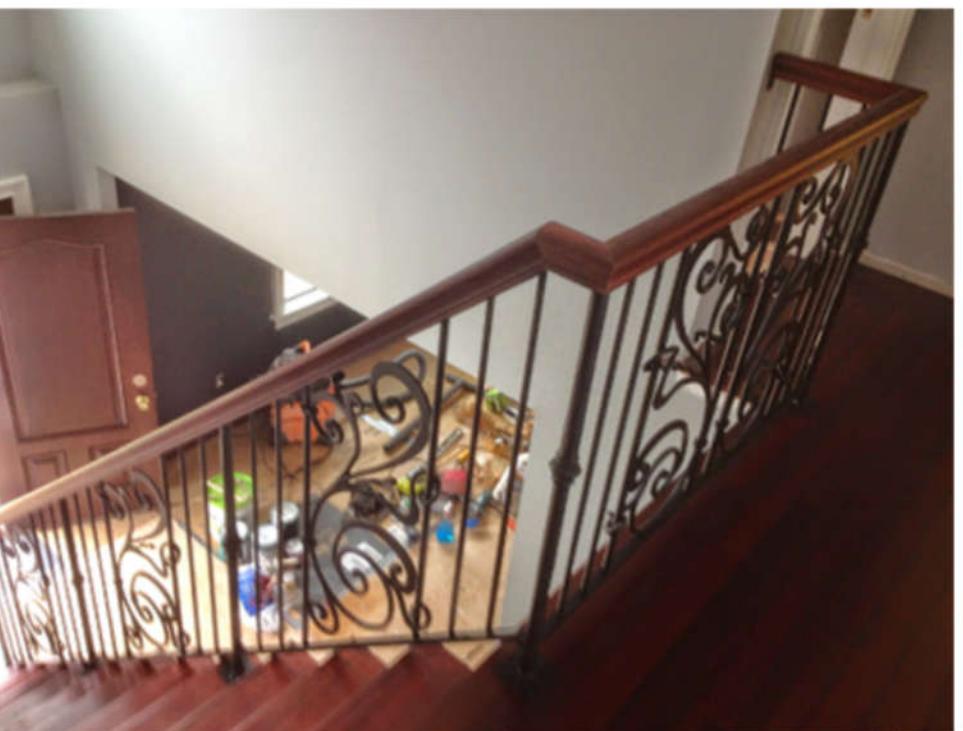
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DATE: 2 / 14 / 2014
REV: 1



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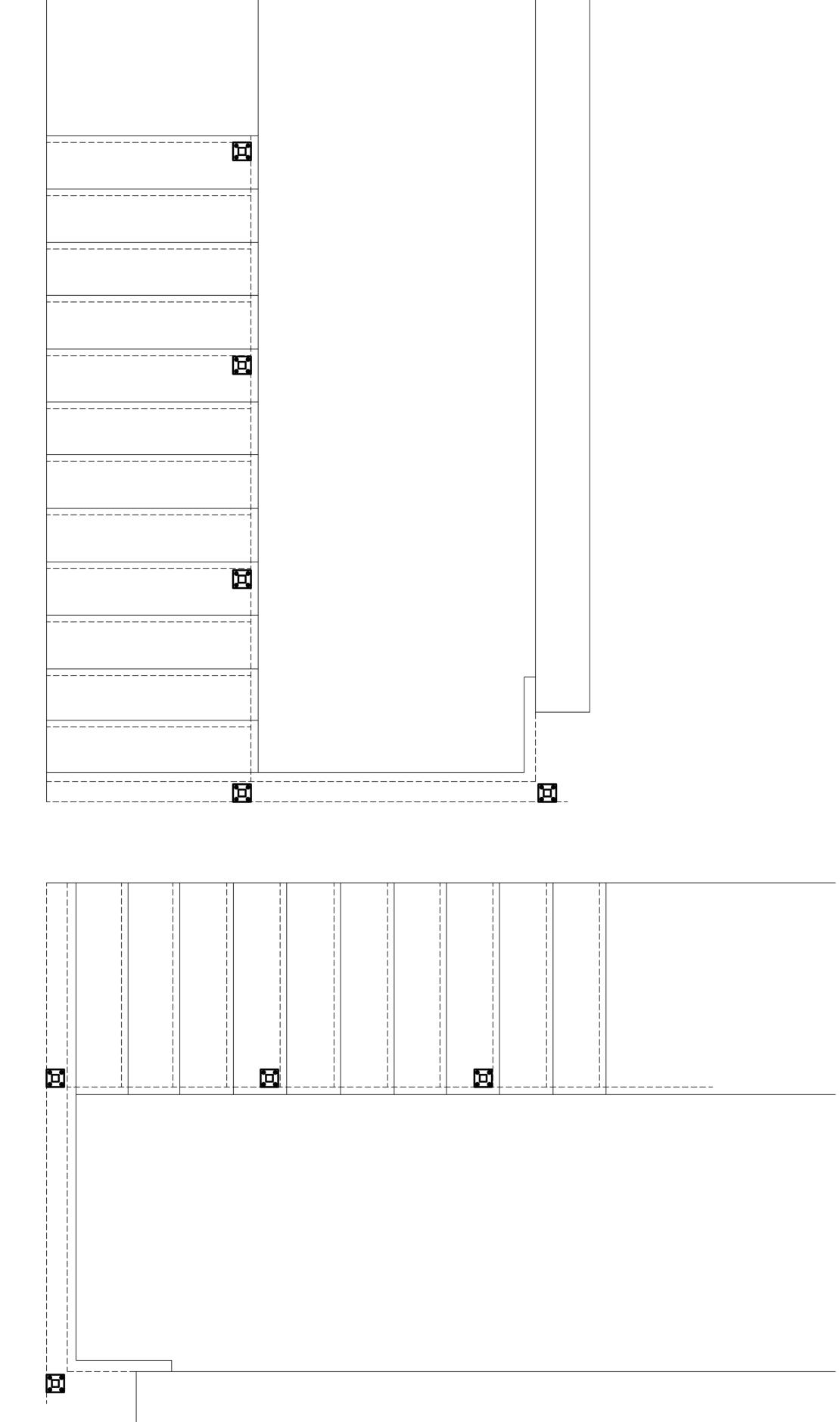
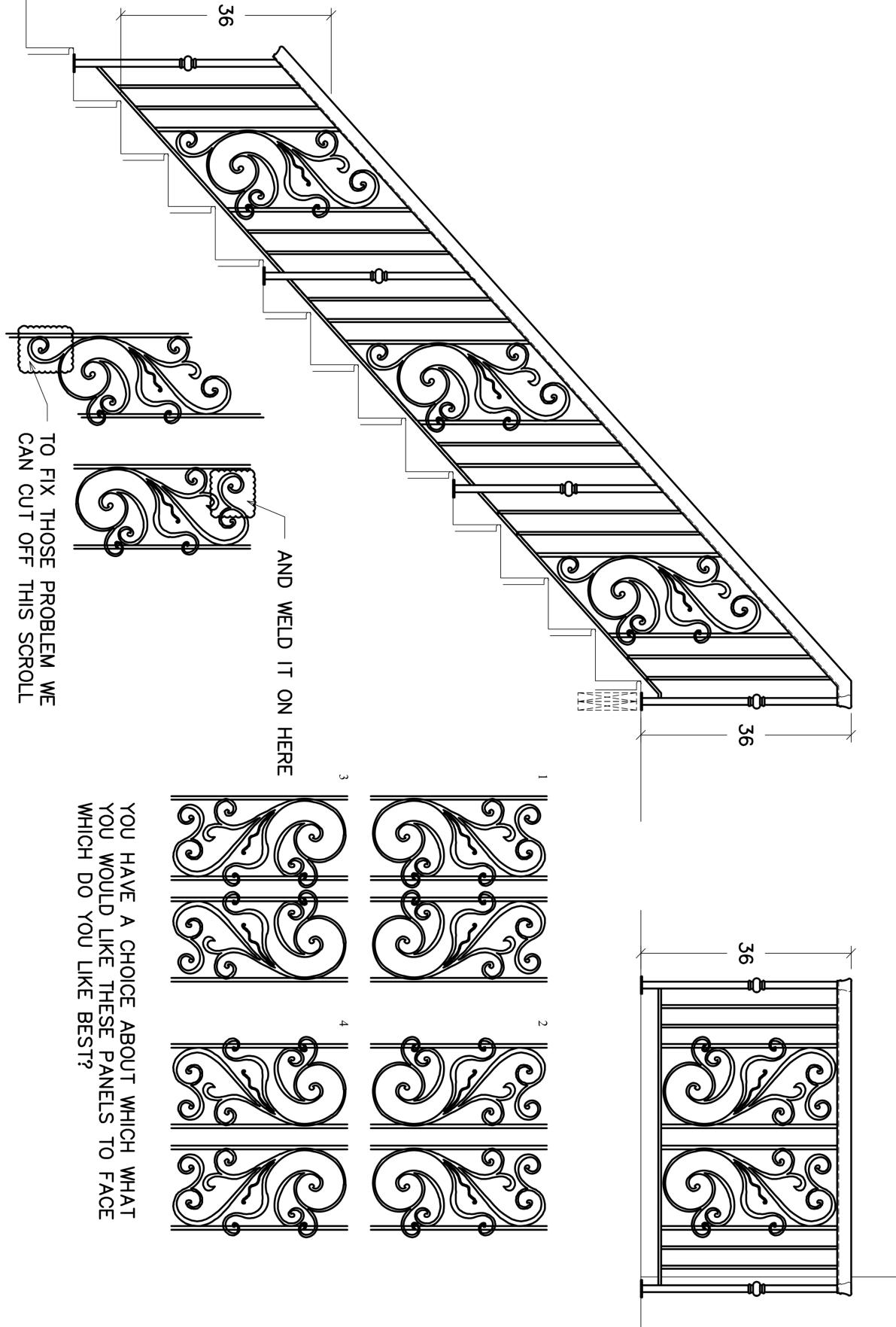
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REV: 1

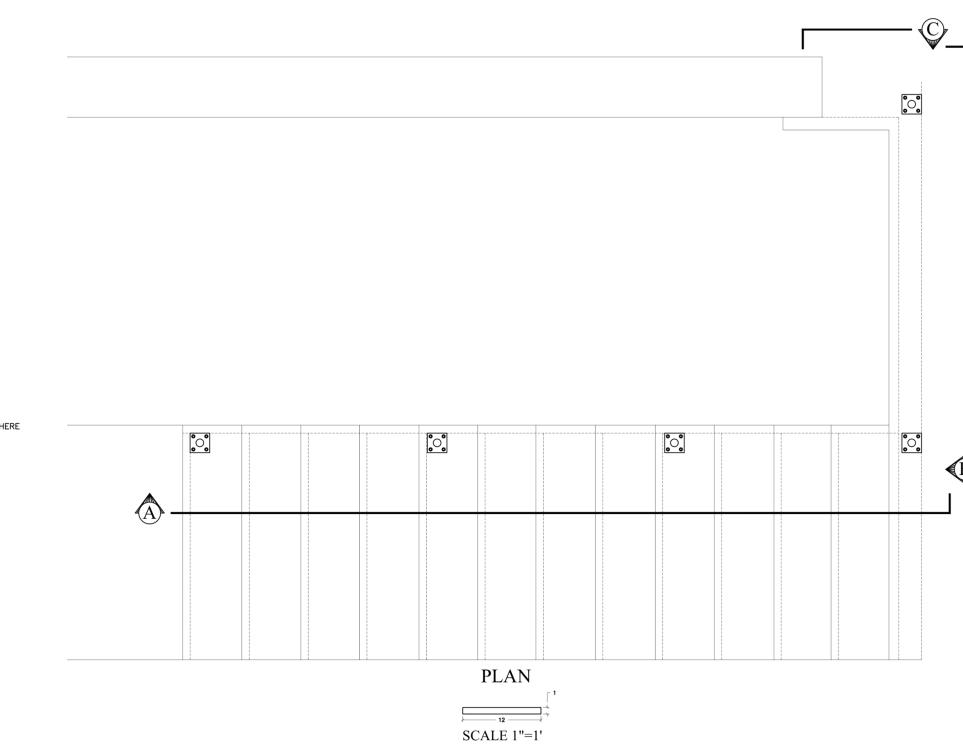
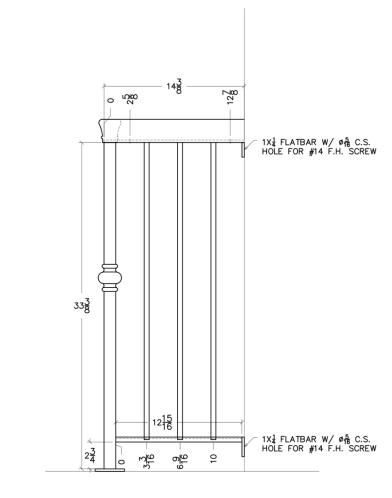
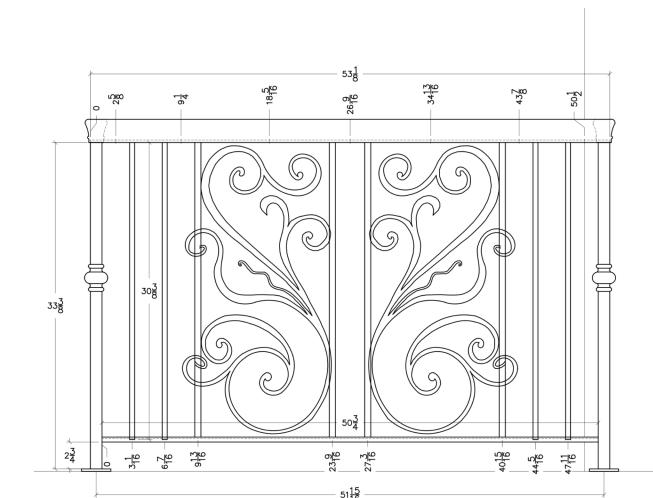
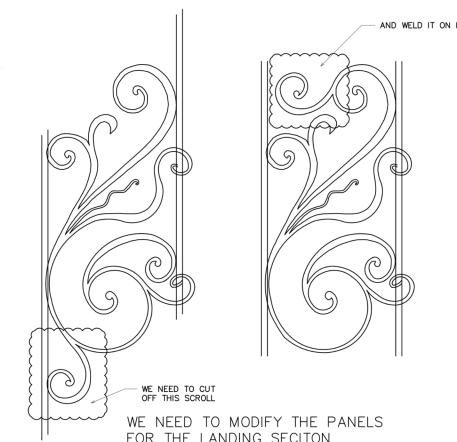
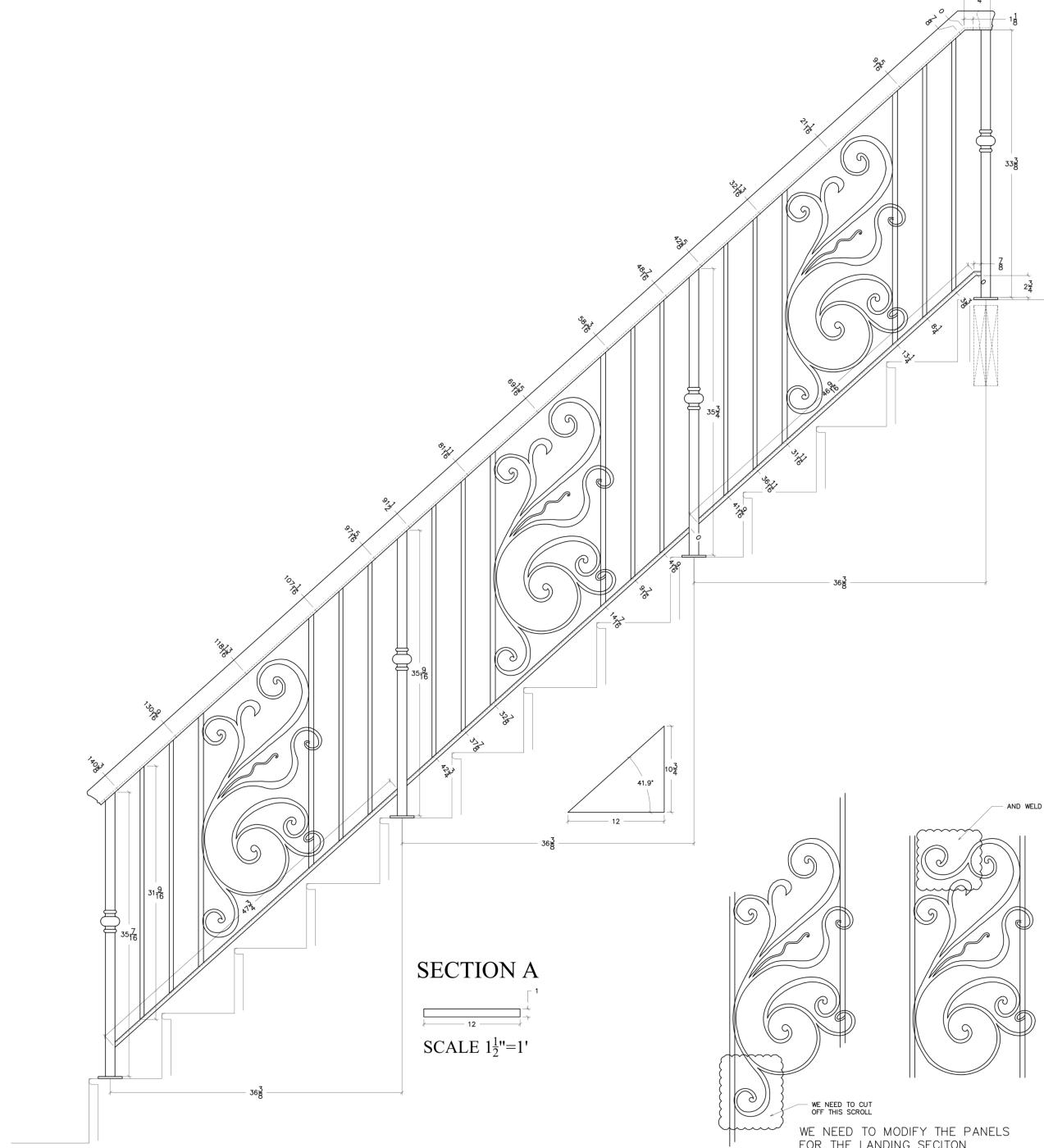


DRAWN: EY.
DATE: 3/18/15
REV: 0

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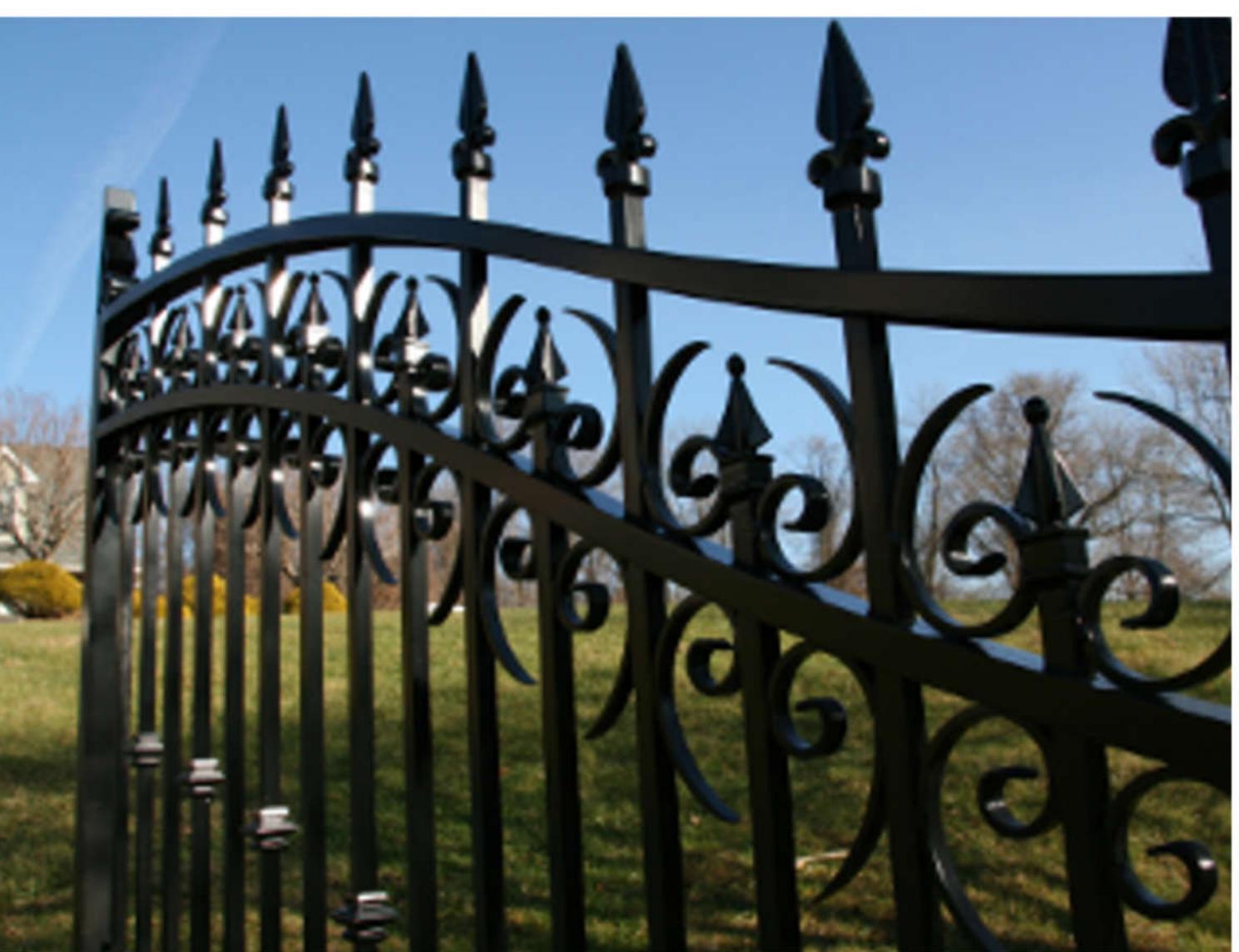
Bellomo Residence

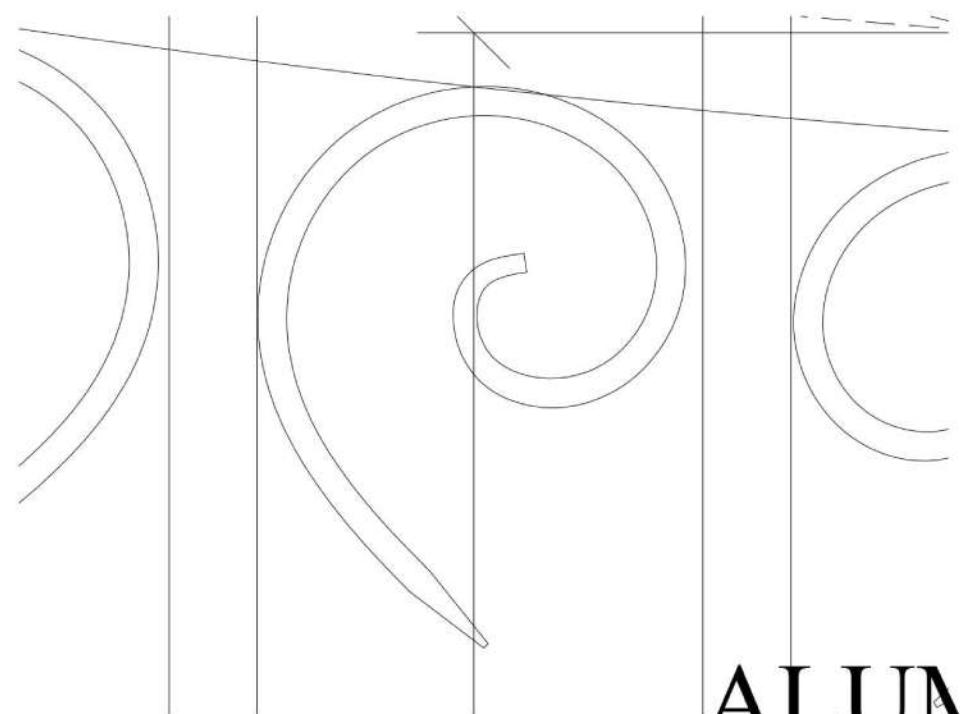
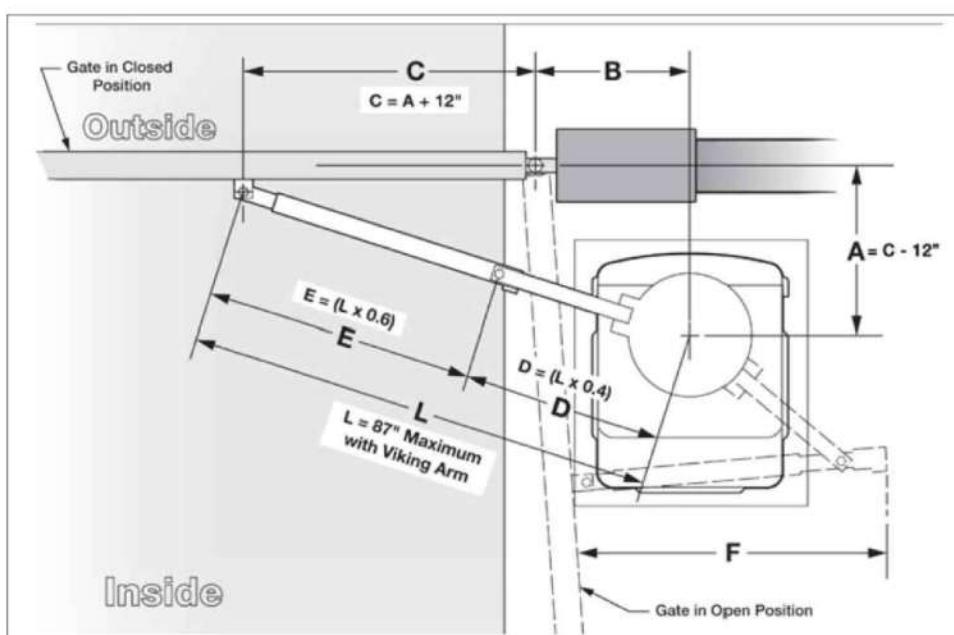
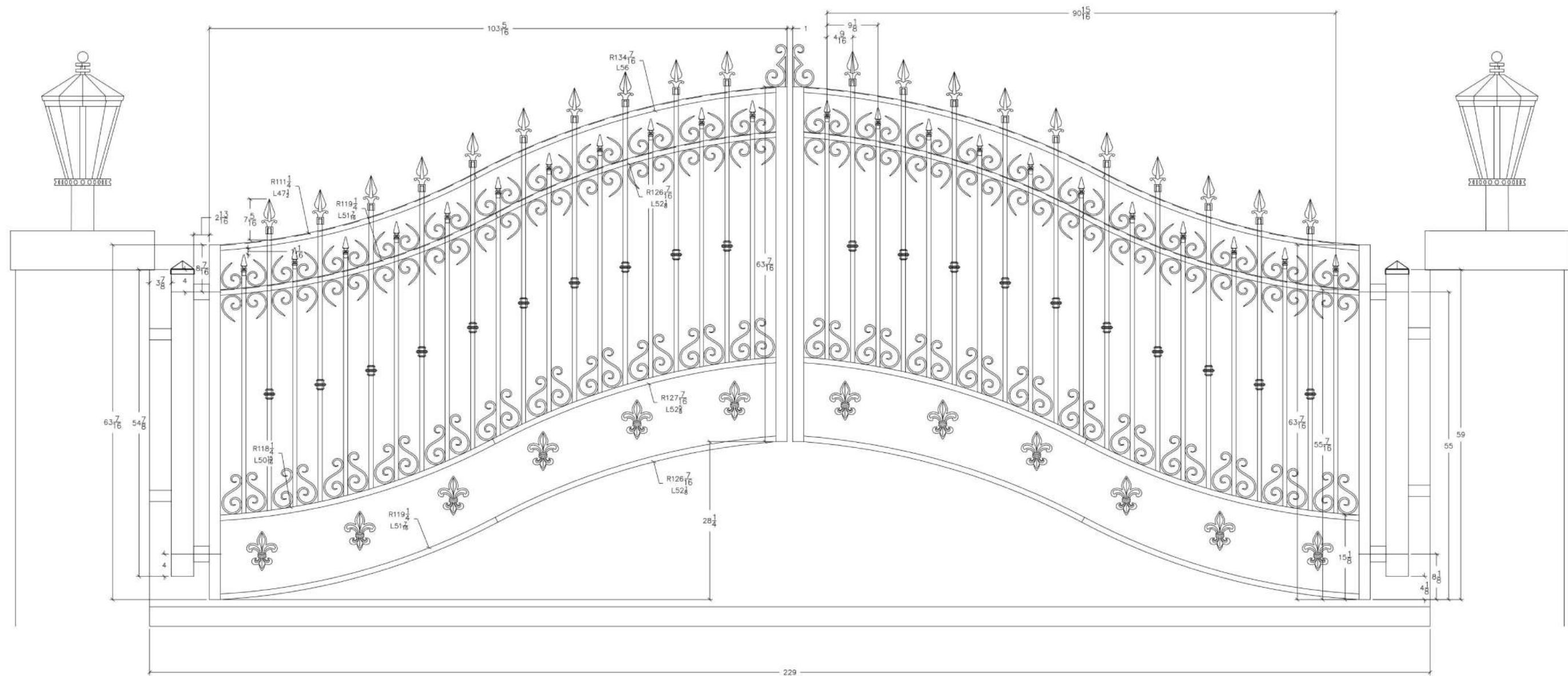




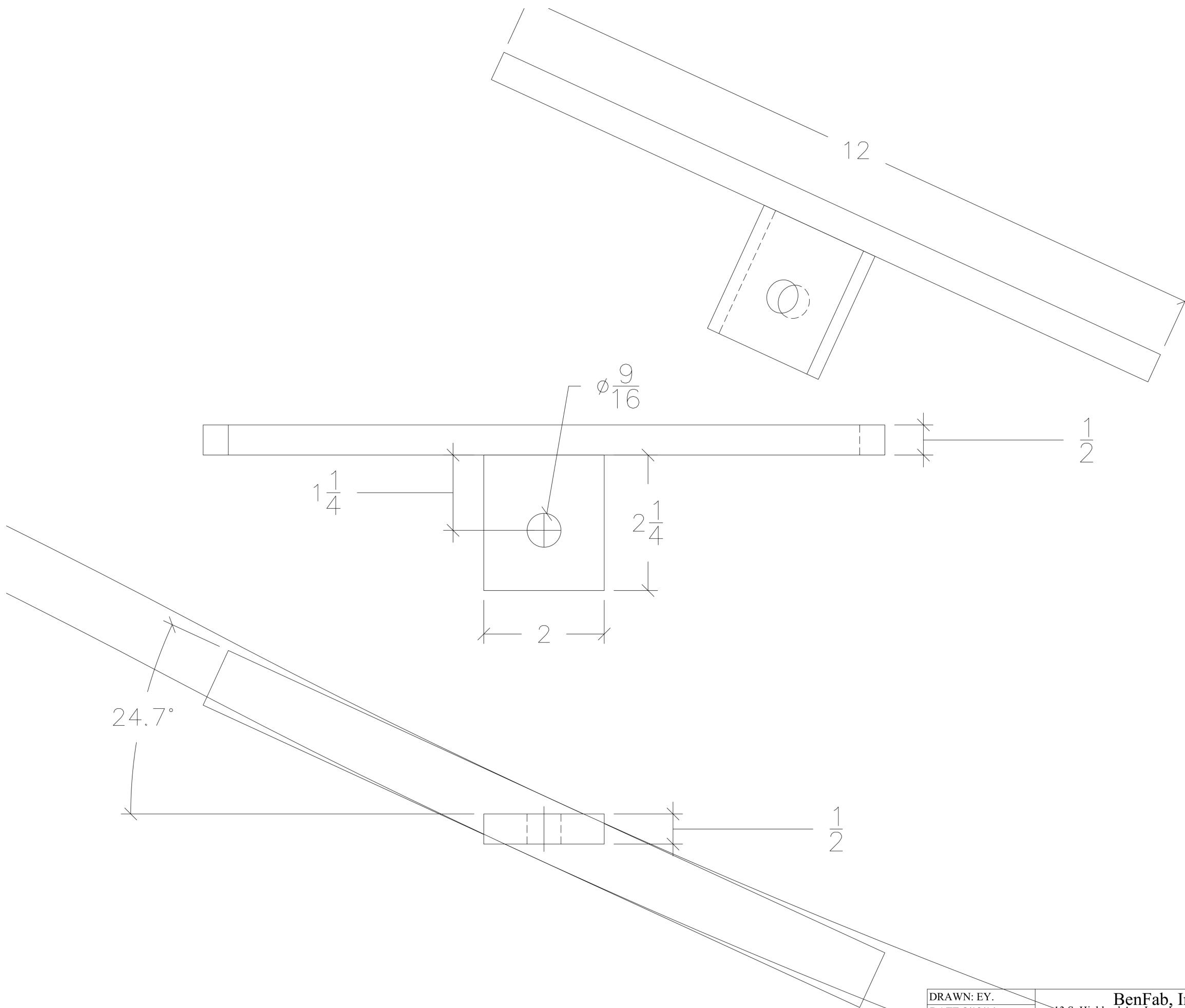
MATERIALS:

TOP RAIL	$1\frac{1}{2} \times \frac{1}{4}$ FLATBAR
BOTTOM RAIL	$1 \times 2 \times \frac{1}{8}$ CHANNEL
POSTS	$1\frac{3}{16}$ ROUND FORGED POSTS
PICKETS	$\frac{3}{4}$ INCH ROUNDBAR
BASEPLATES	ASK MIKE B.





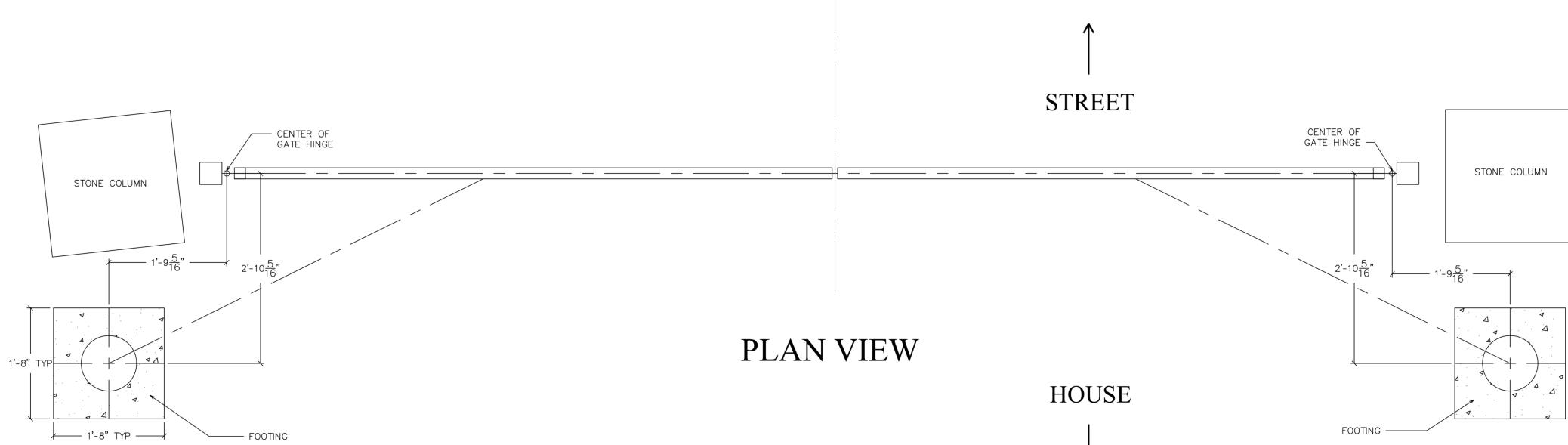
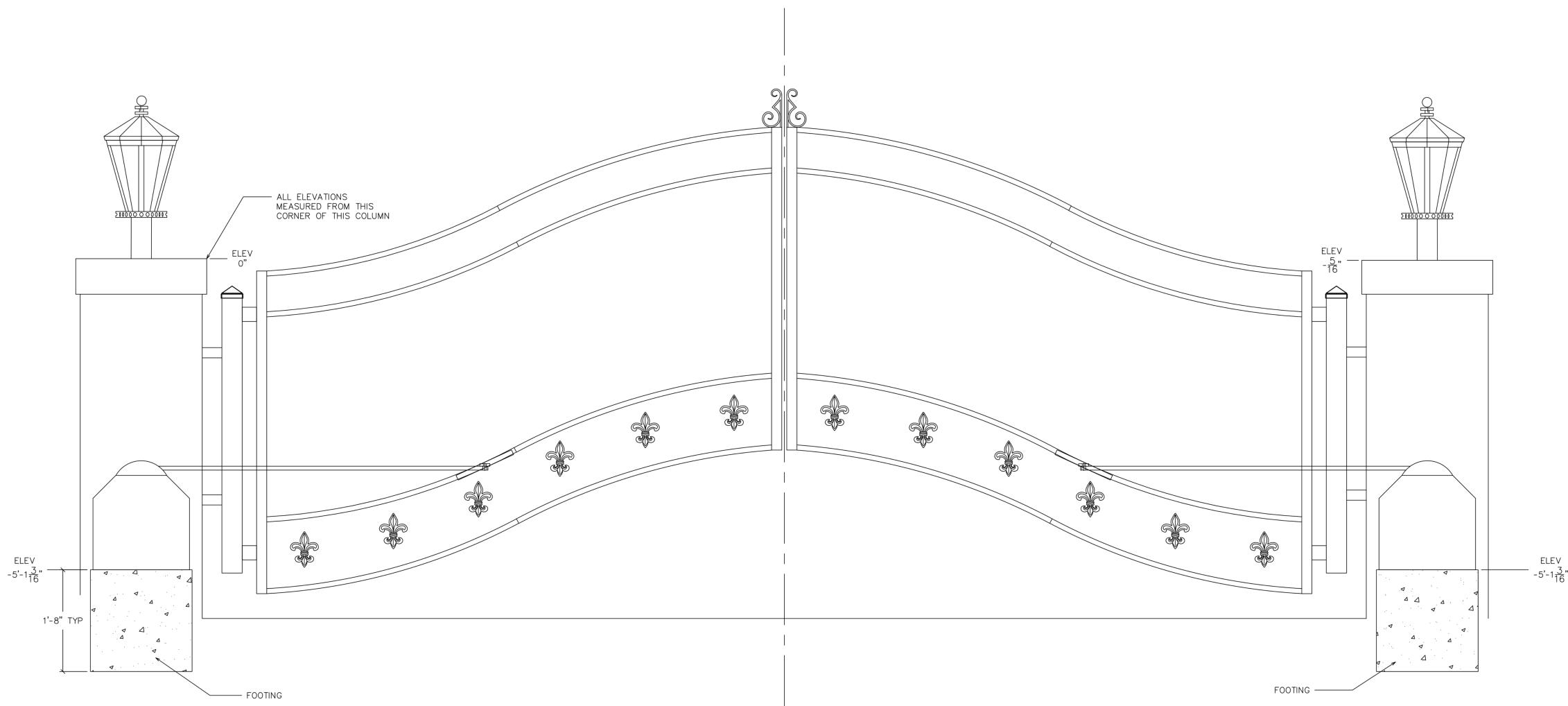
ALUM



DRAWN: EY.
DATE: 8/13/14
REV: 0

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Quinn Driveway Gate
Opener Footings

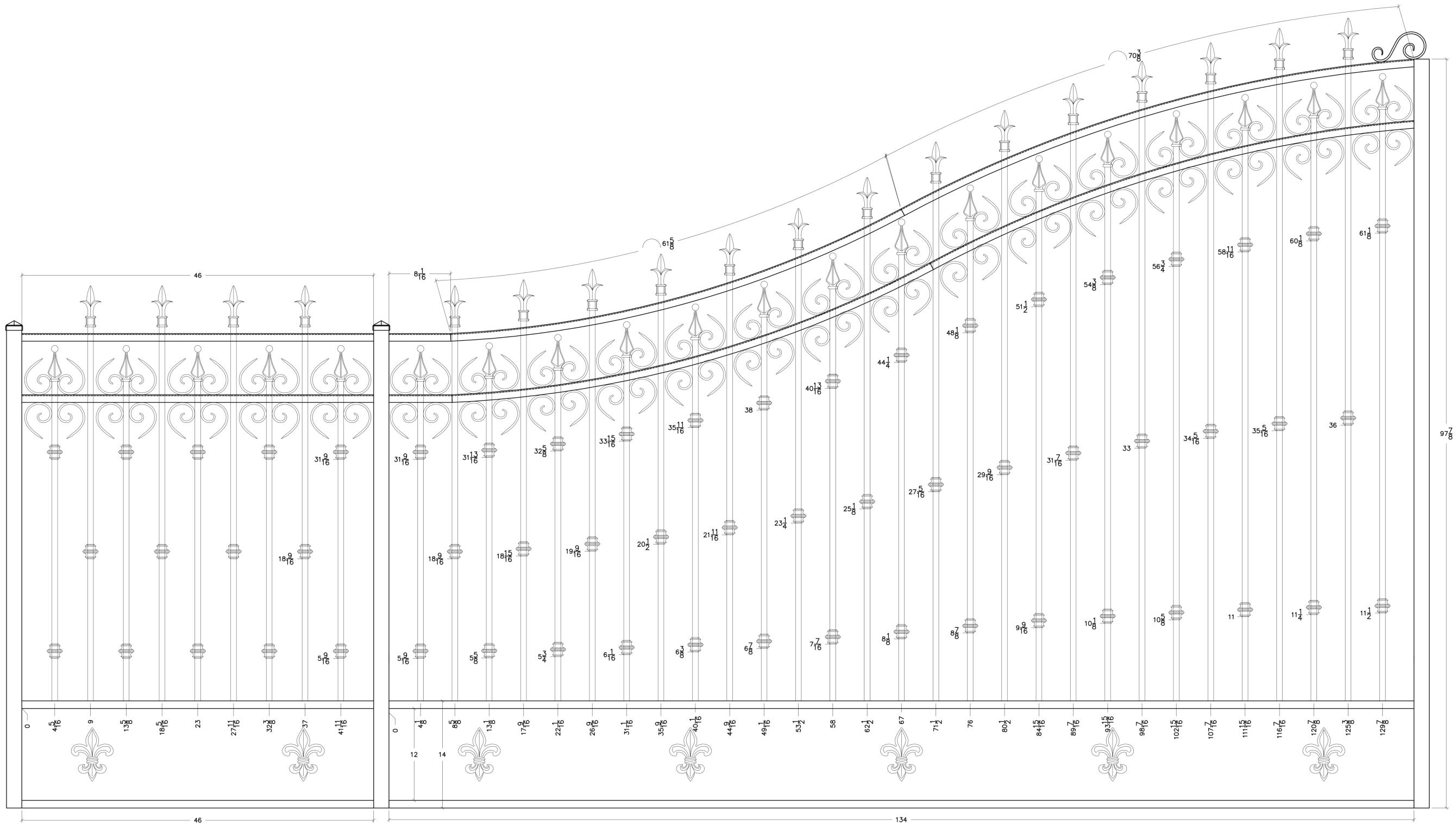


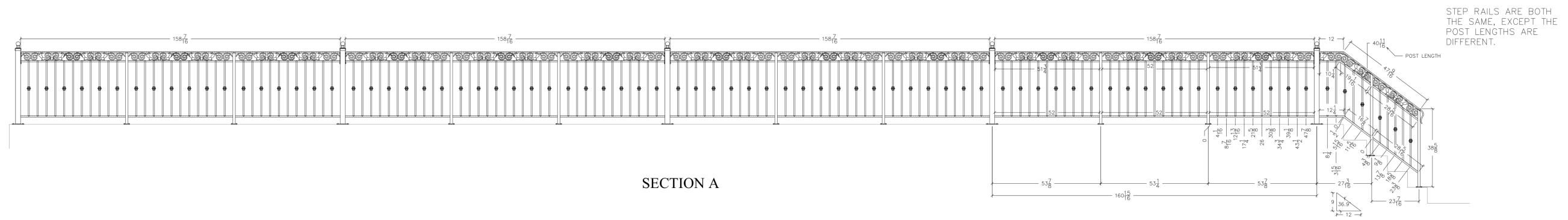
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DATE: 8/13/14
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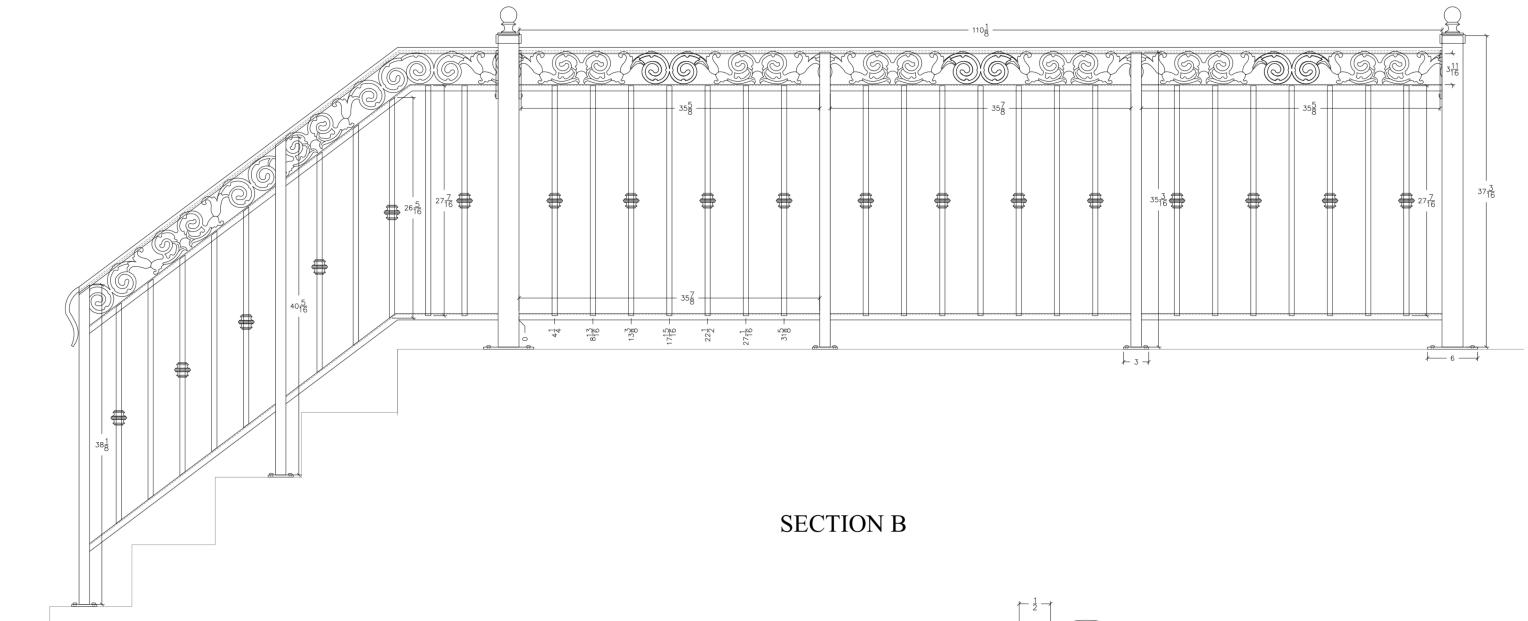
Quinn Driveway Gate
Opener Footings



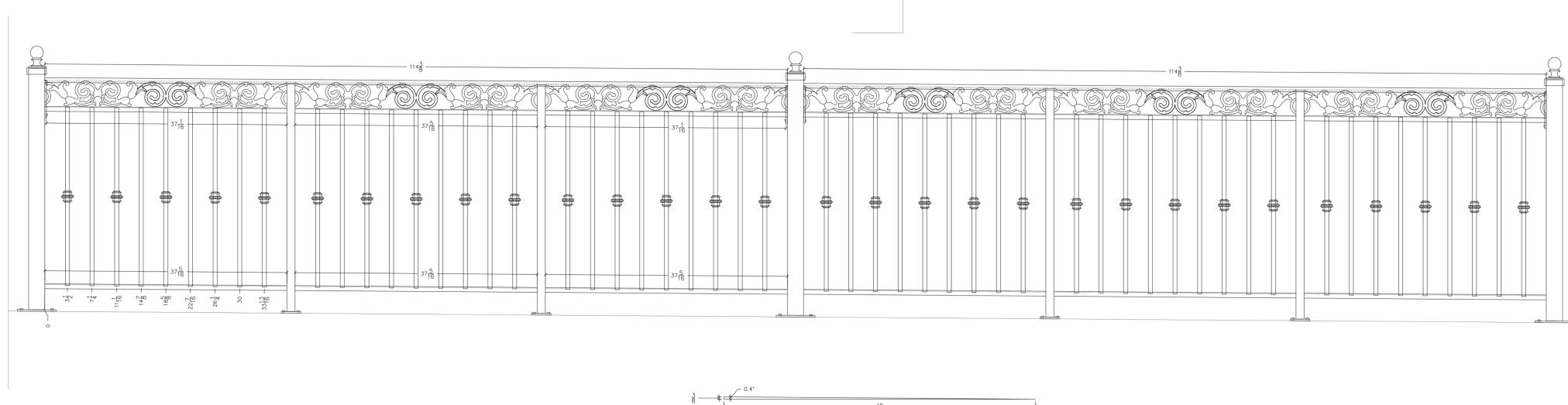




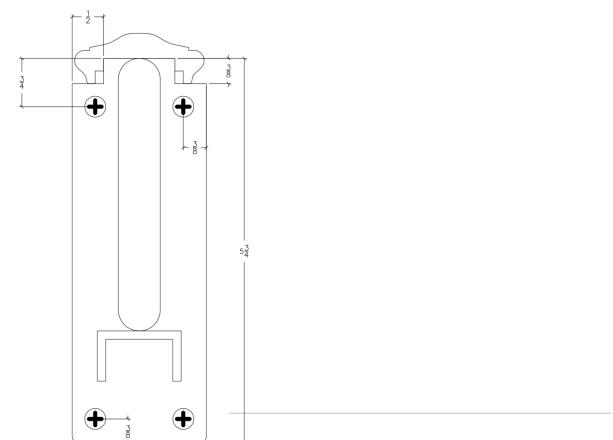
SECTION A



SECTION B

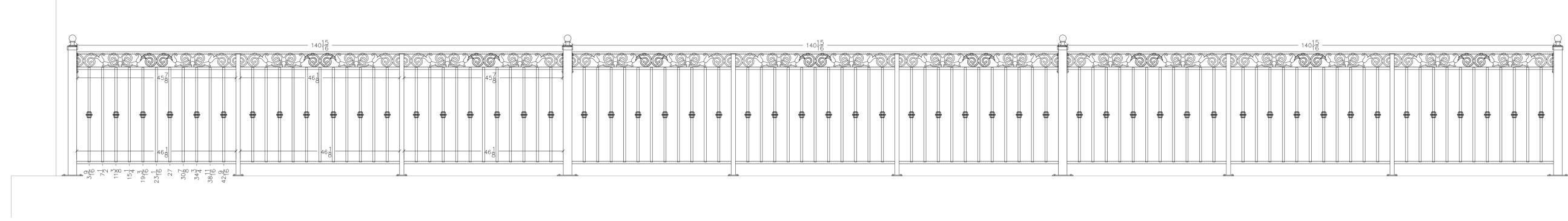


SECTION C

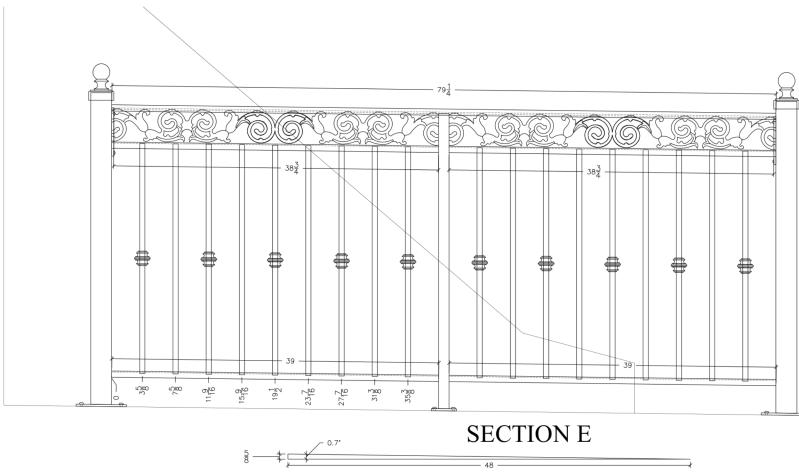


MATERIALS

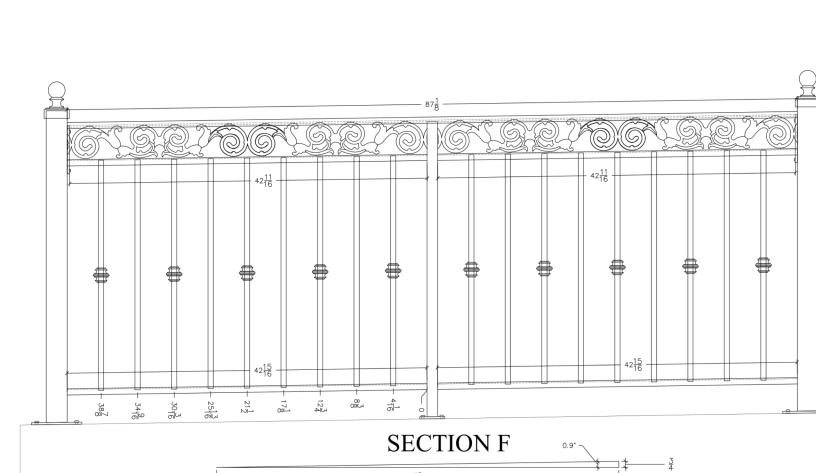
2.5" POSTS	26
1.25" POSTS	33
ATTACHMENT PLATE	47
6" BASEPLATE	26
3" BASEPLATE	33
PICKET W/ COLLAR	302
PICKET W/O COLLAR	245
FRIEZE	103
#14 PAN HEAD SCREWS	236
#10 PAN HEAD SCREWS	188



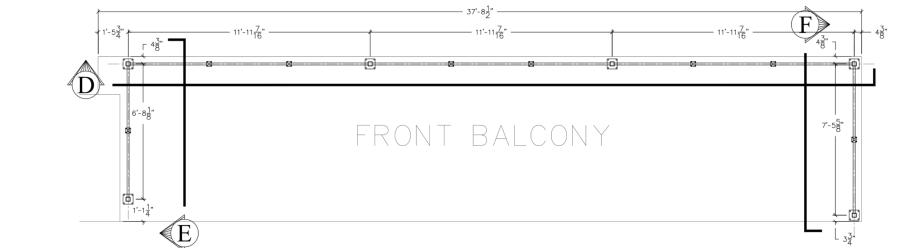
SECTION D



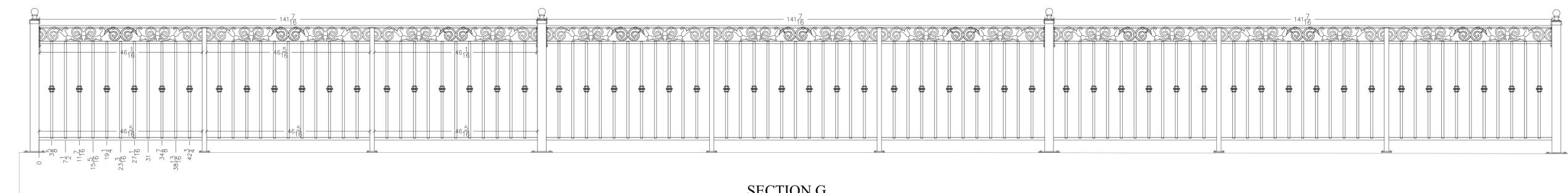
SECTION E



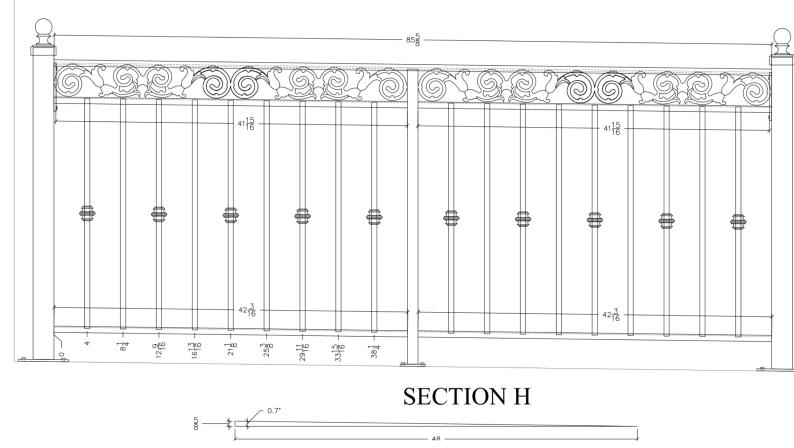
SECTION F



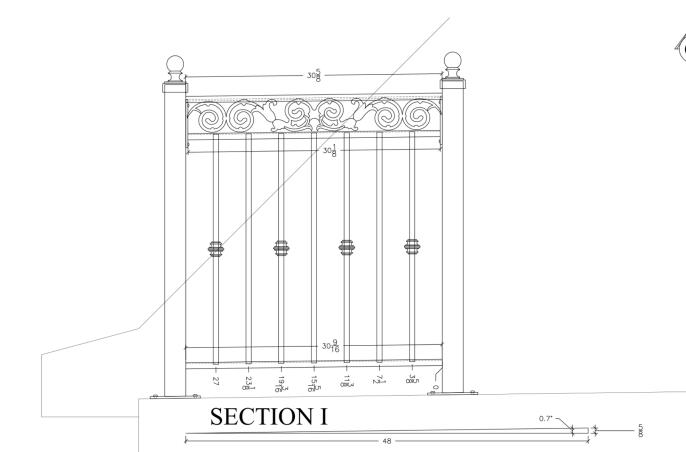
FRONT BALCONY



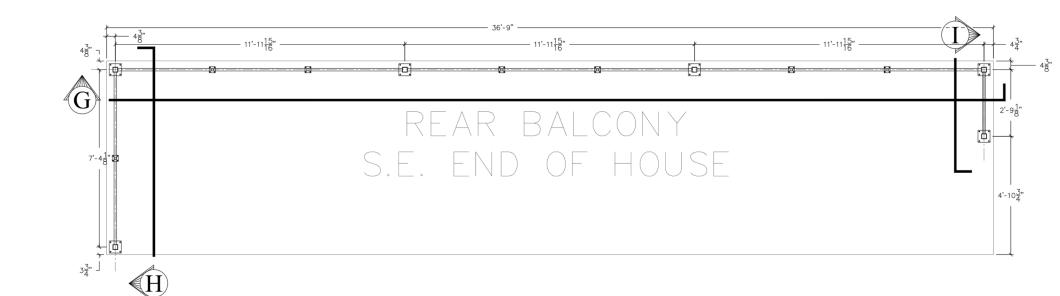
SECTION G



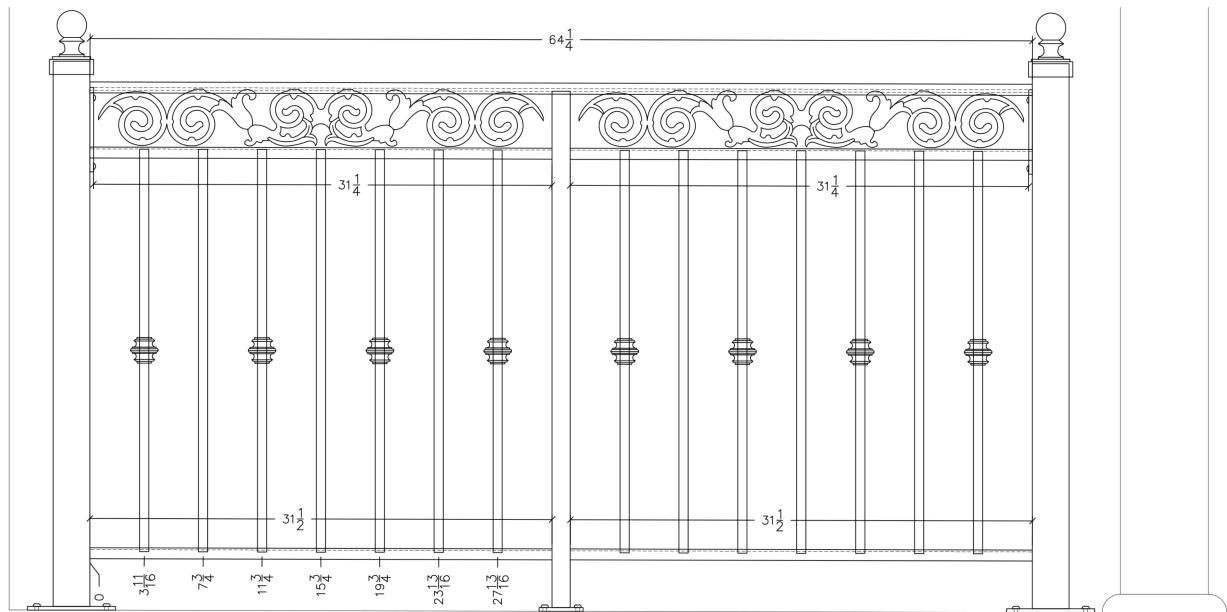
SECTION H



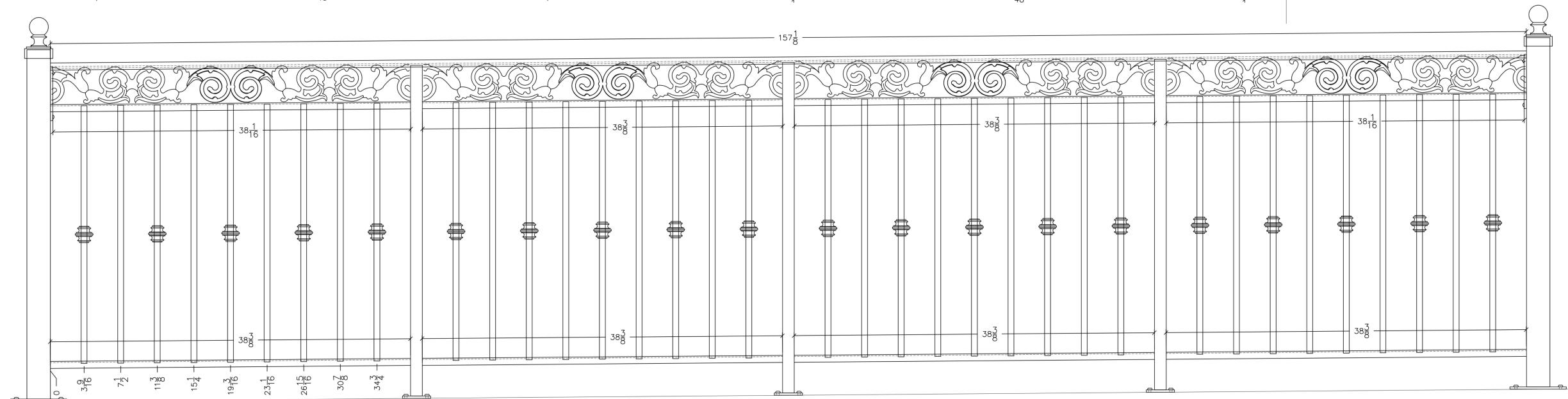
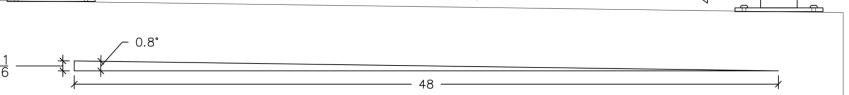
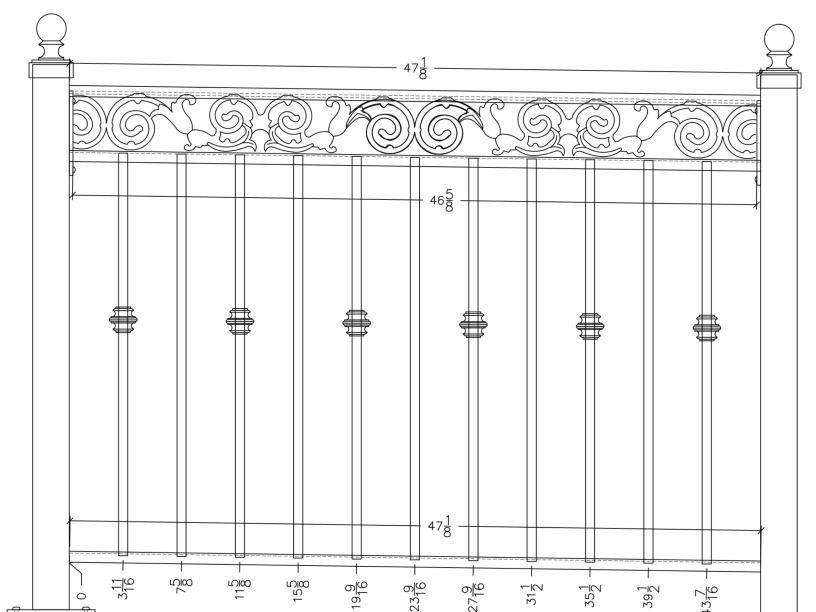
SECTION I



REAR BALCONY
S.E. END OF HOUSE

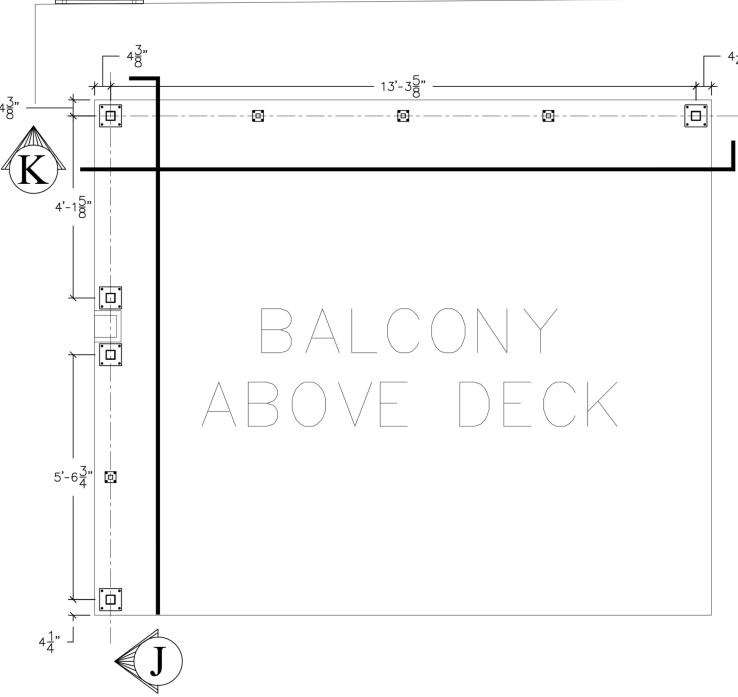


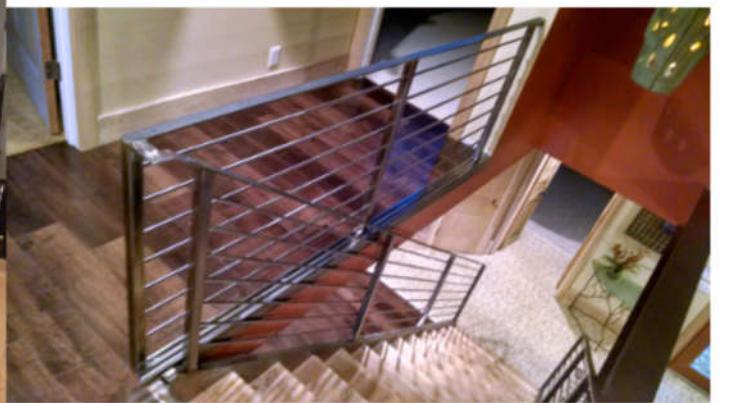
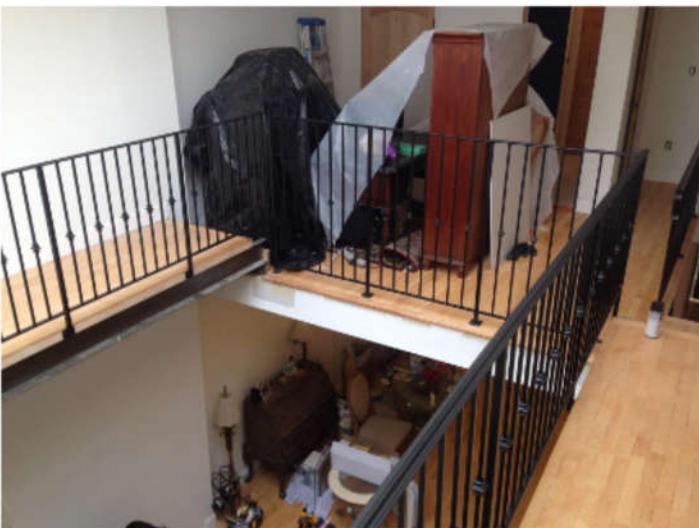
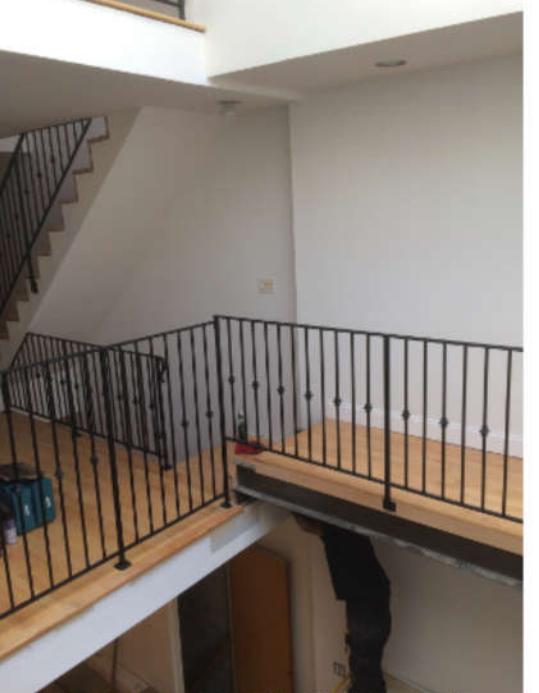
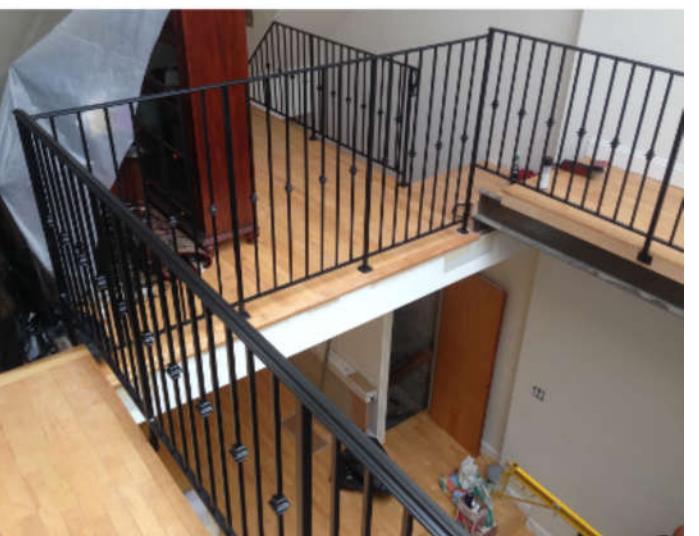
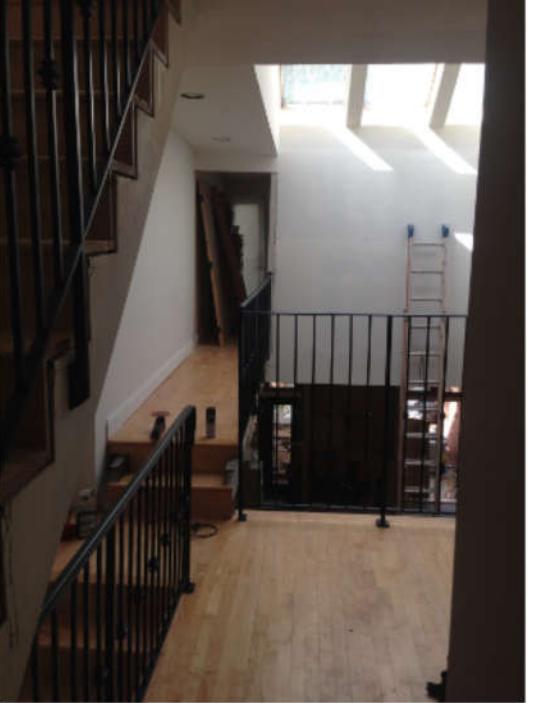
SECTION J



SECTION K

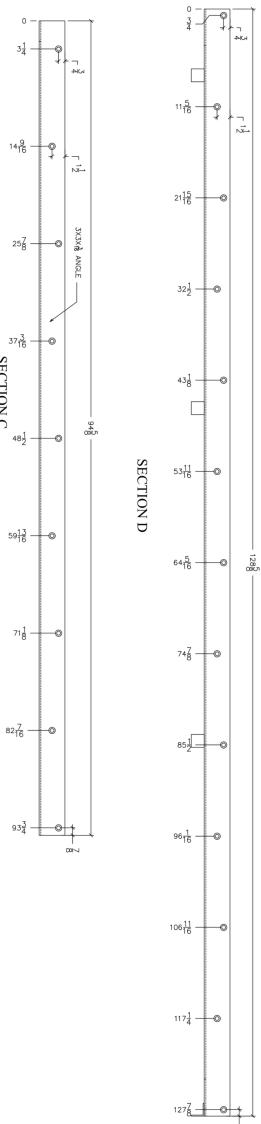
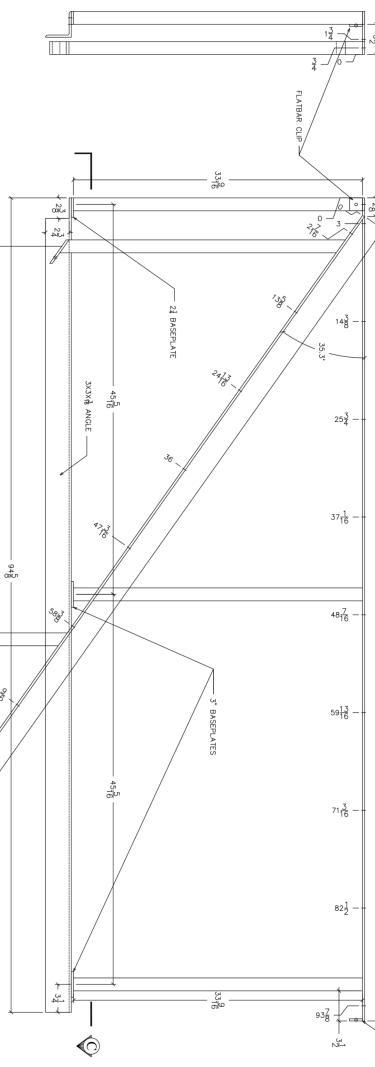
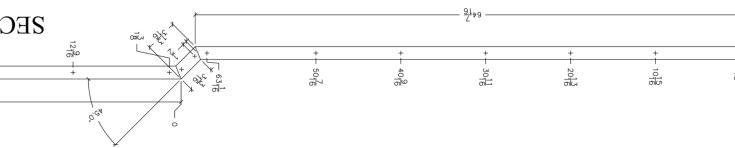
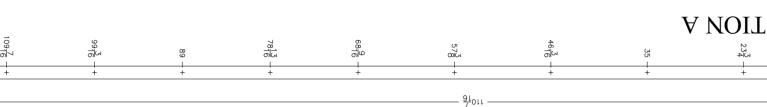
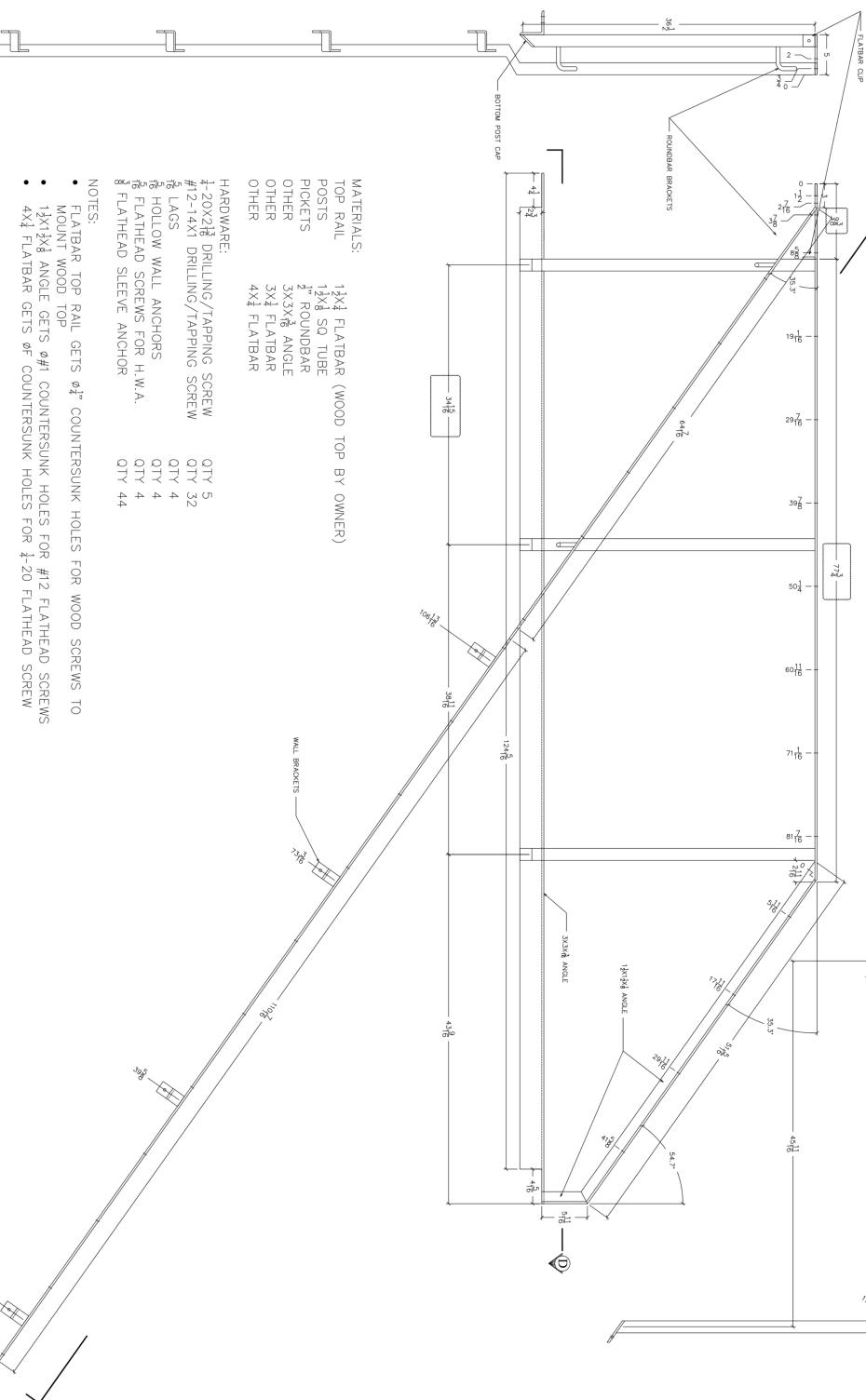
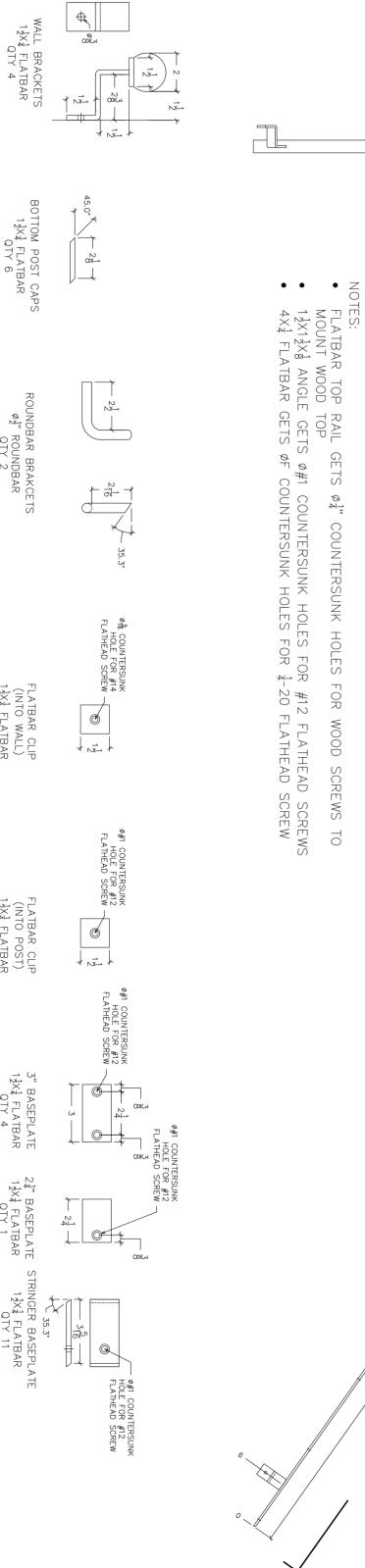
BALCONY ABOVE DECK





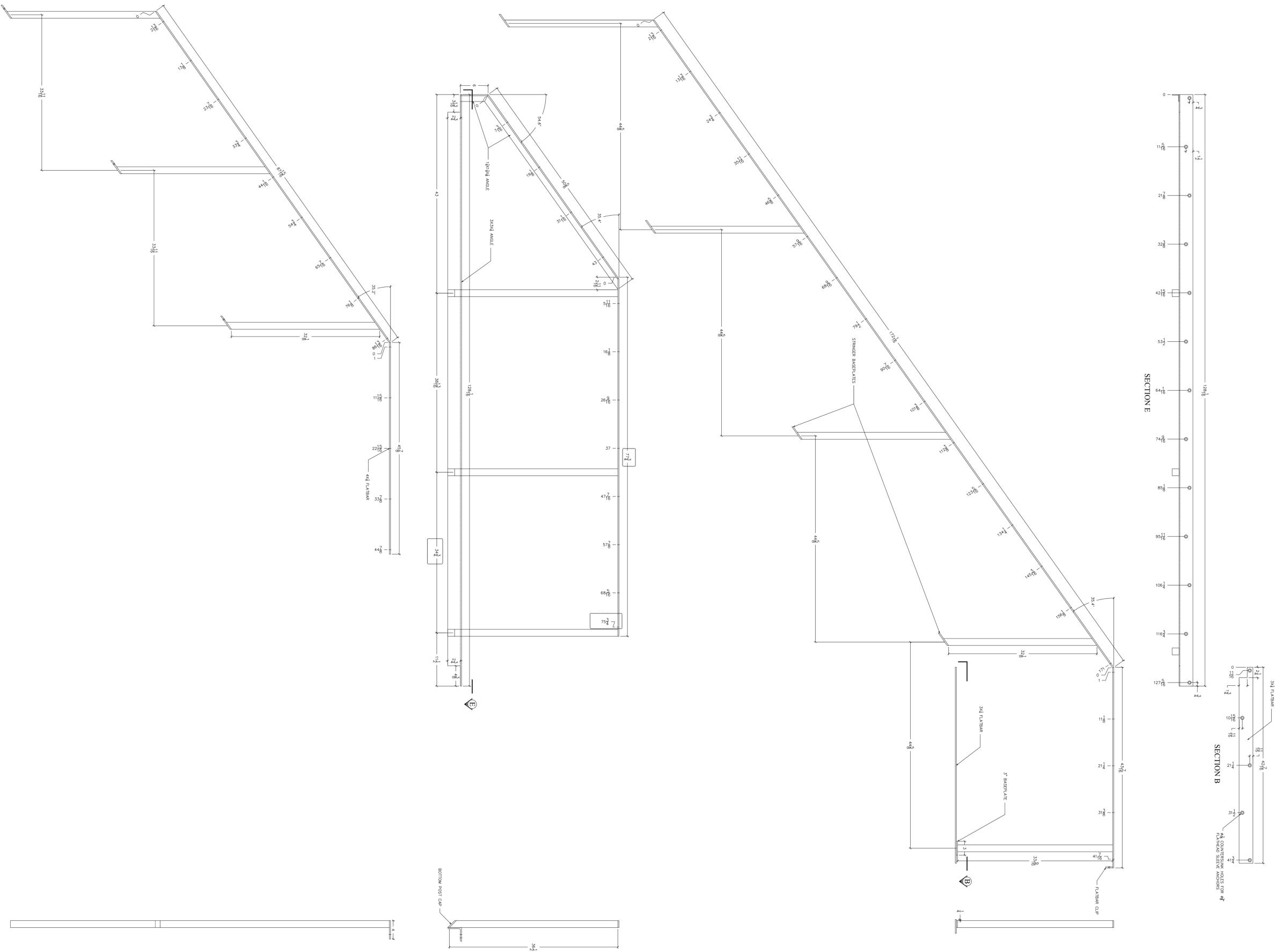
STEEL

RAIL



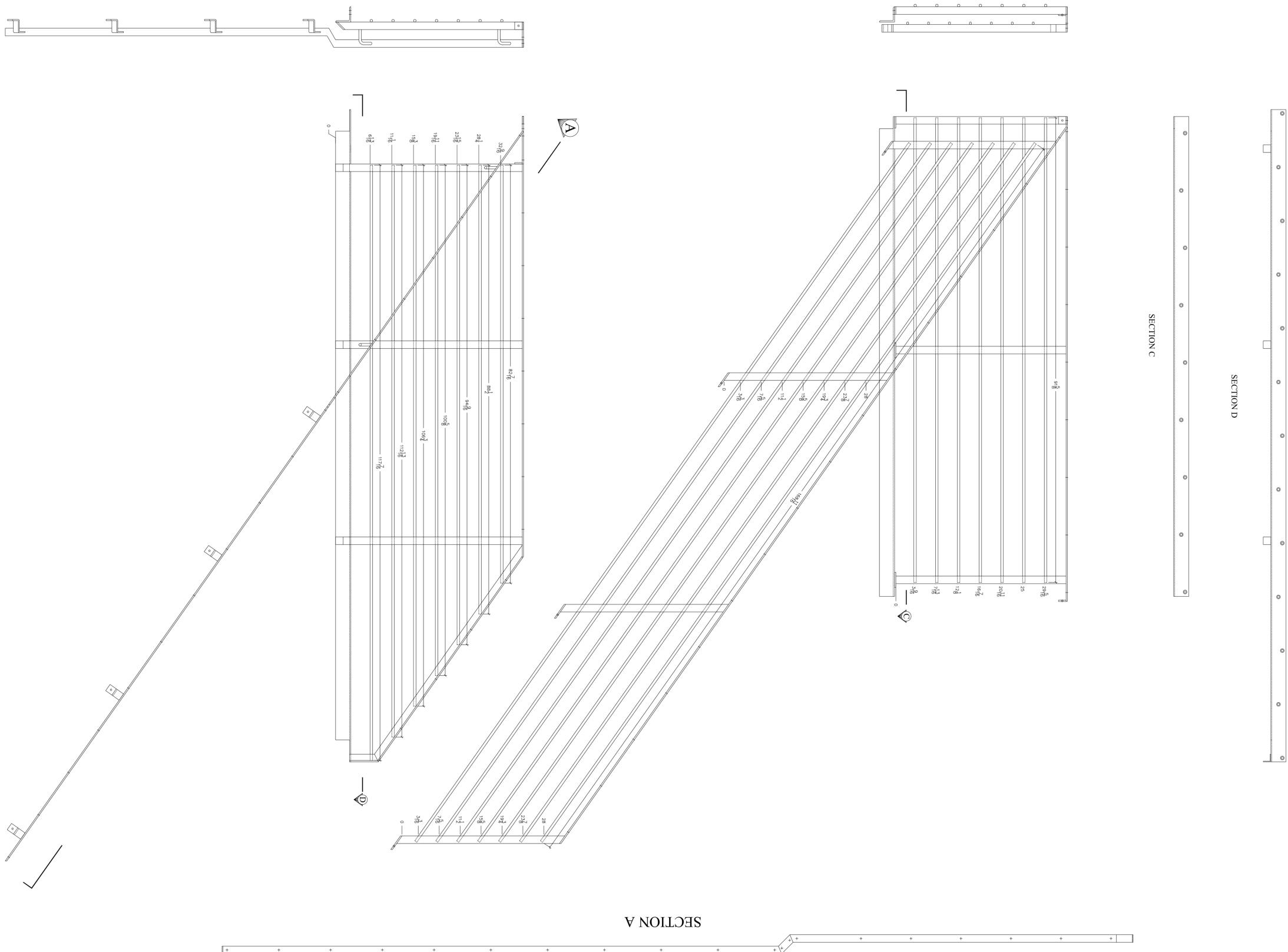
STEEL

RAIL



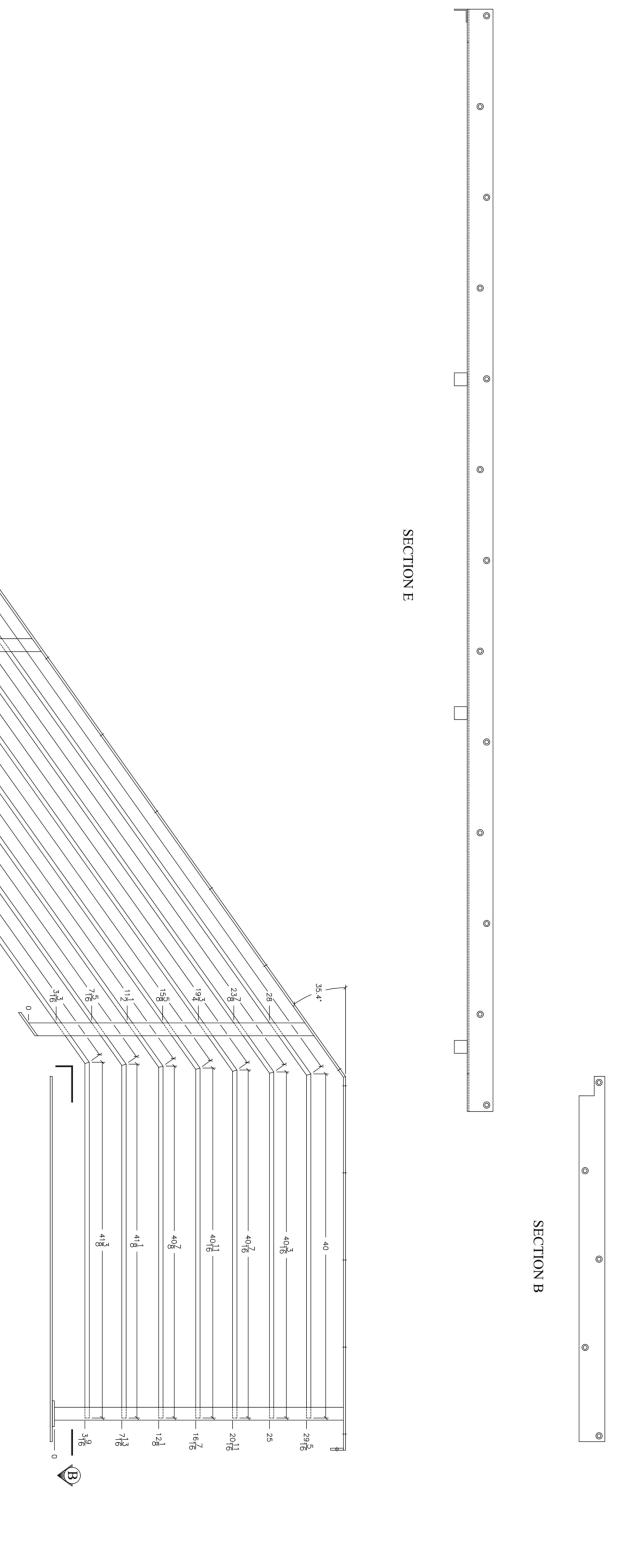
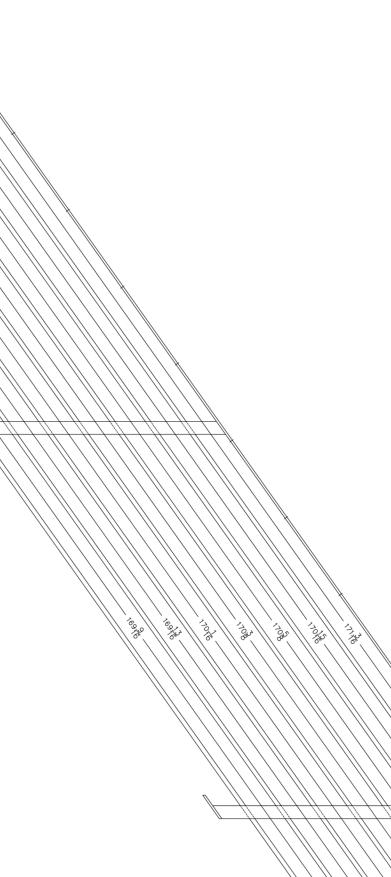
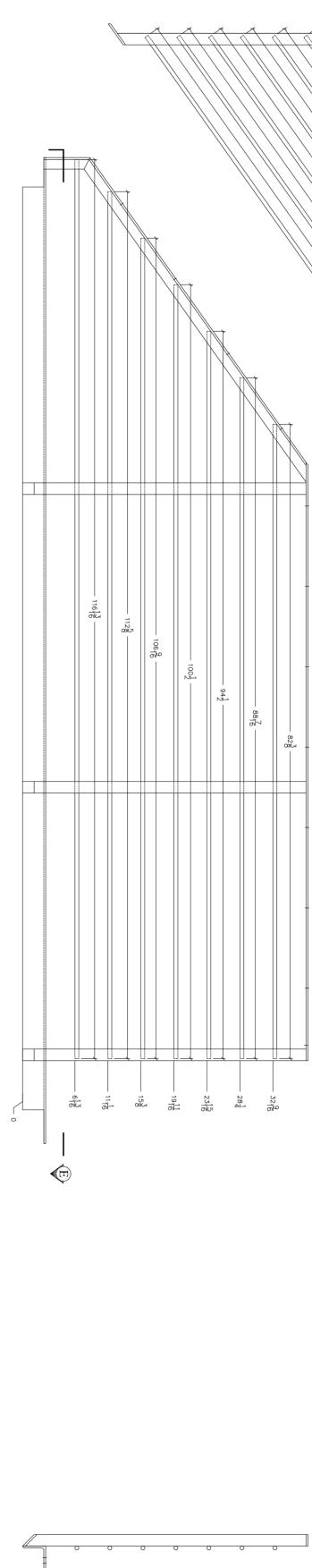
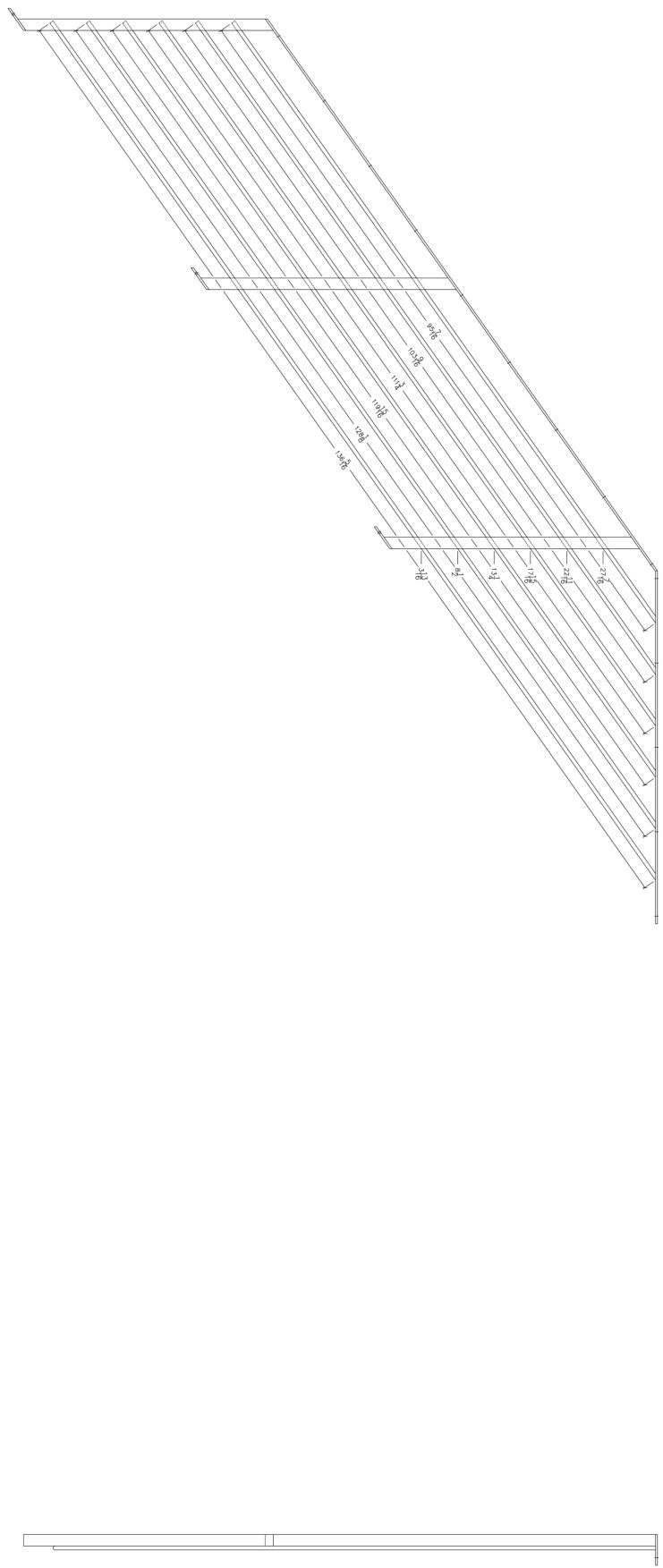
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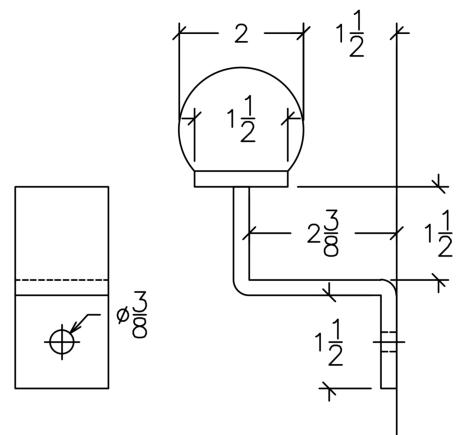
PICKETS



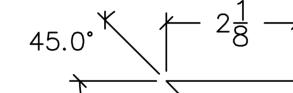
STEEL

PICKETS

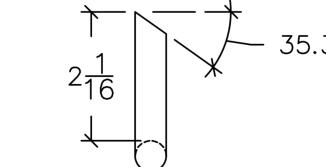




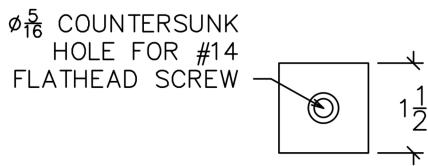
WALL BRACKETS
 $1\frac{1}{2} \times \frac{1}{4}$ FLATBAR
QTY 4



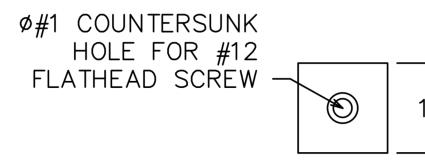
BOTTOM POST CAPS
 $1\frac{1}{2} \times \frac{1}{4}$ FLATBAR
QTY 6



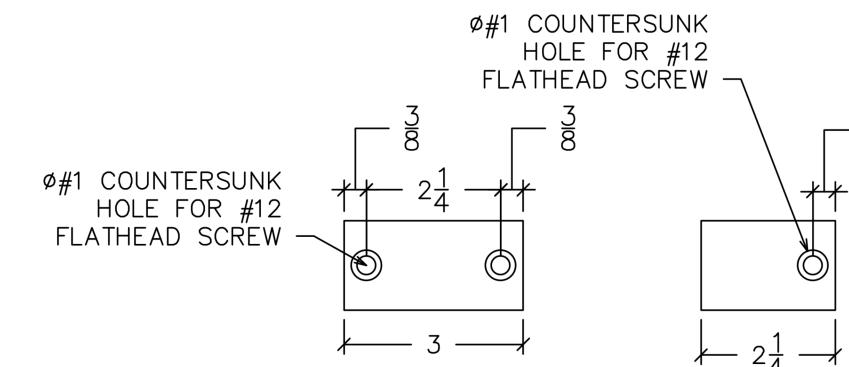
ROUNDBAR BRAKCETS
 $\frac{1}{2}$ " ROUNDBAR
QTY 2



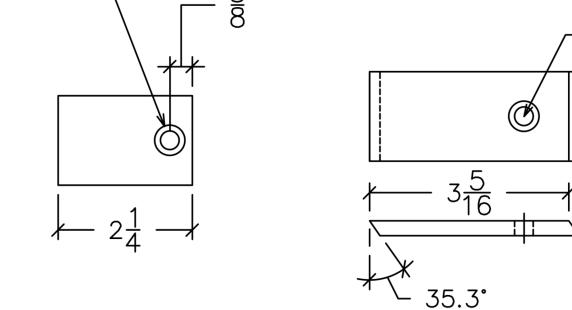
FLATBAR CLIP
(INTO WALL)
 $1\frac{1}{2} \times \frac{1}{4}$ FLATBAR
QTY 2



FLATBAR CLIP
(INTO POST)
 $1\frac{1}{2} \times \frac{1}{4}$ FLATBAR
QTY 2

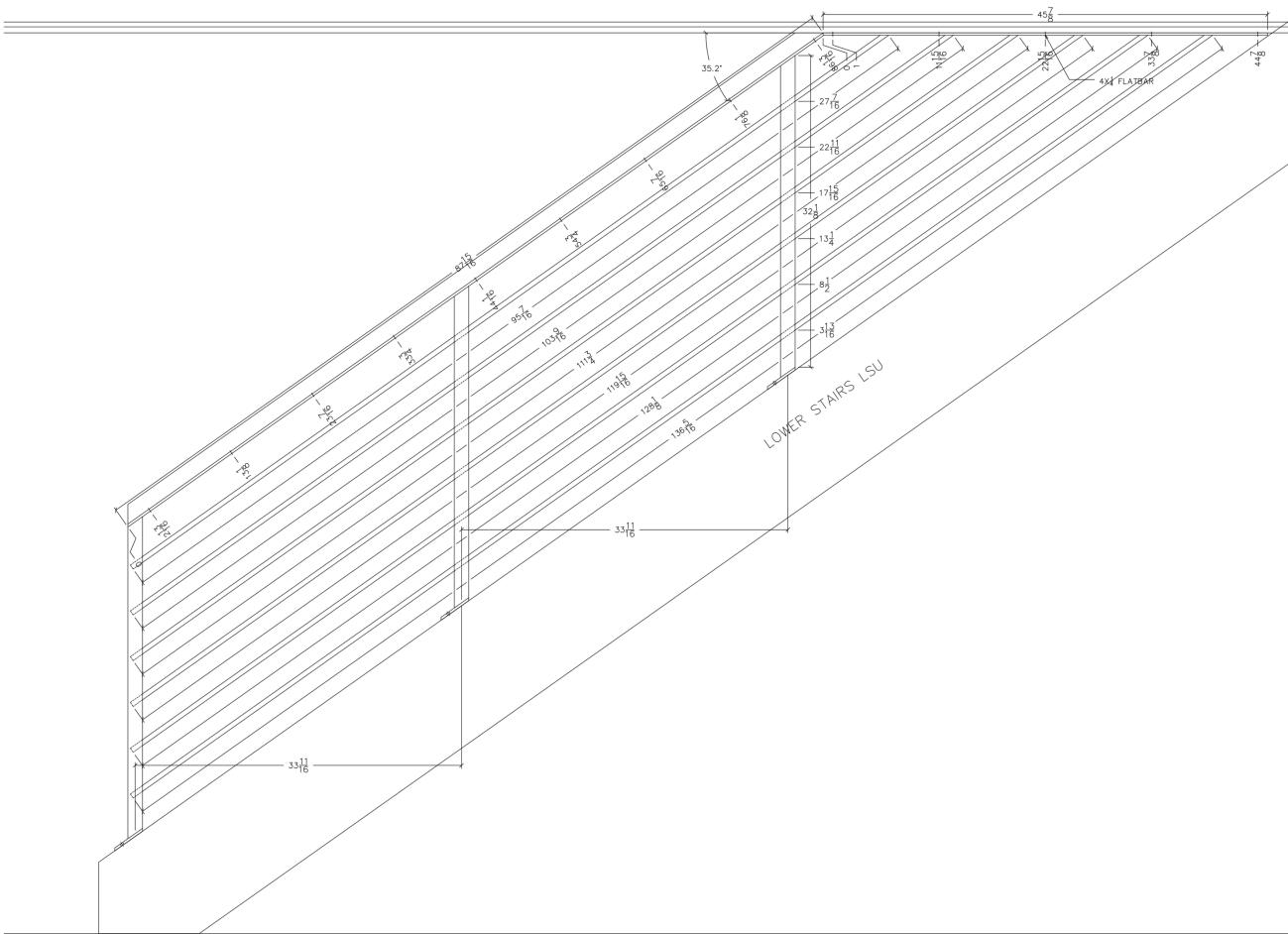
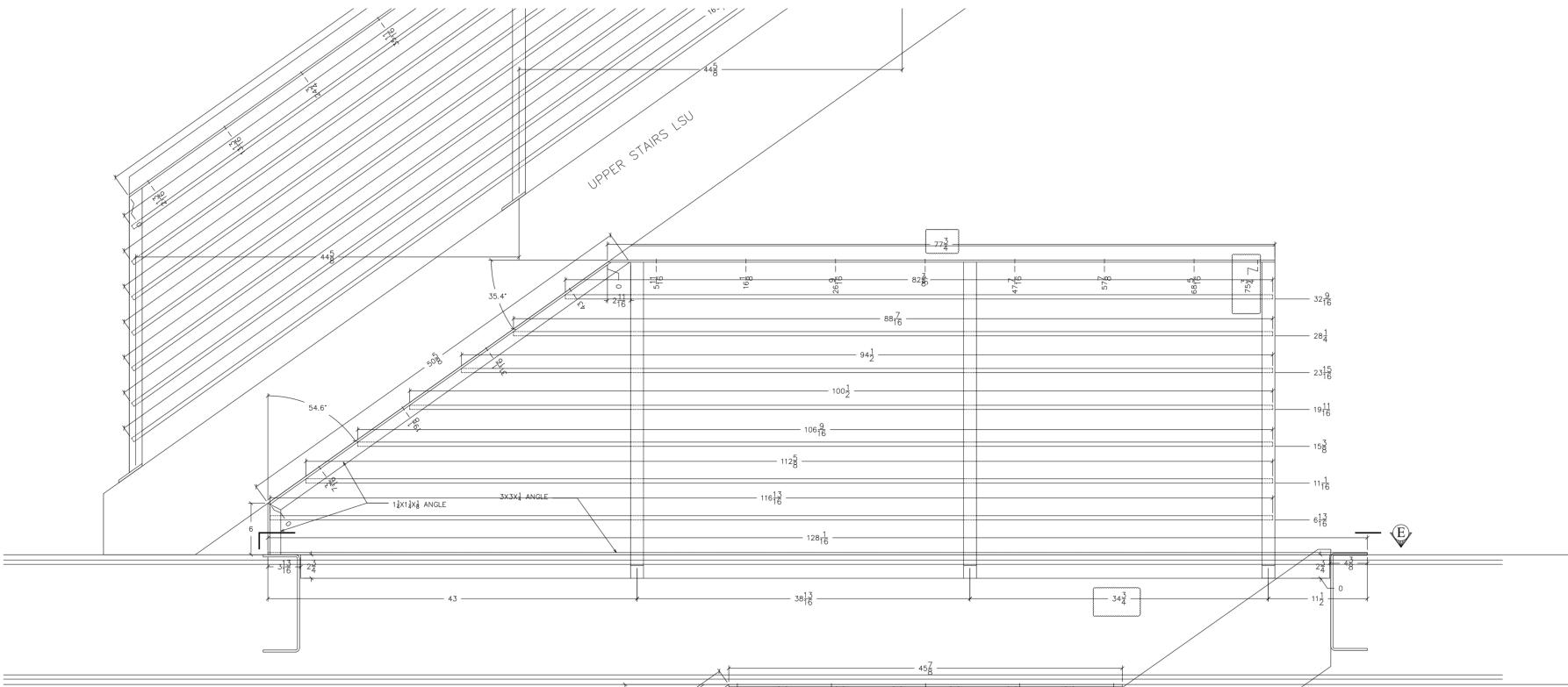


3" BASEPLATE
 $1\frac{1}{2} \times \frac{1}{4}$ FLATBAR
QTY 4

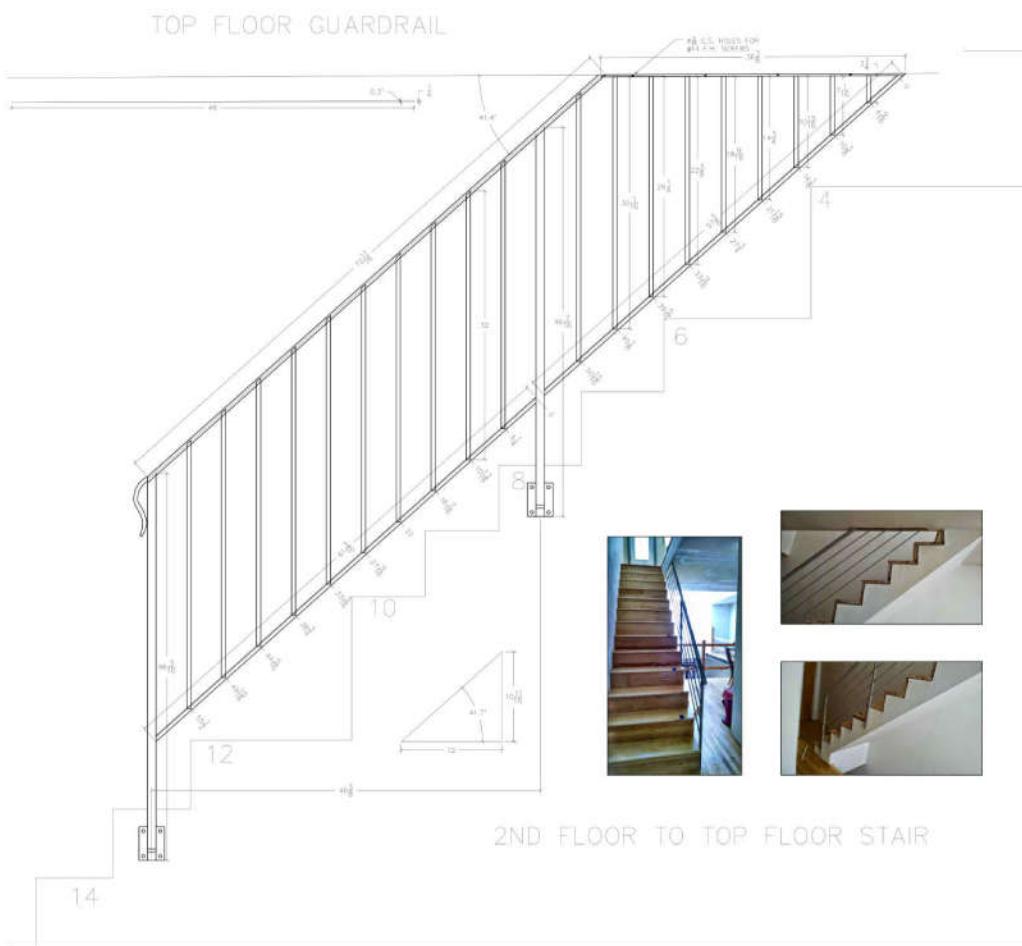
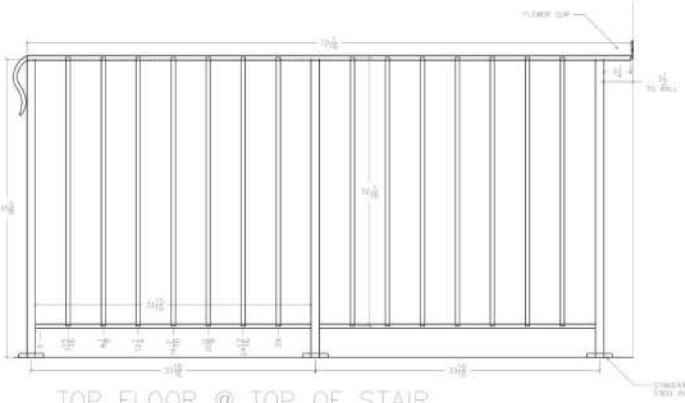
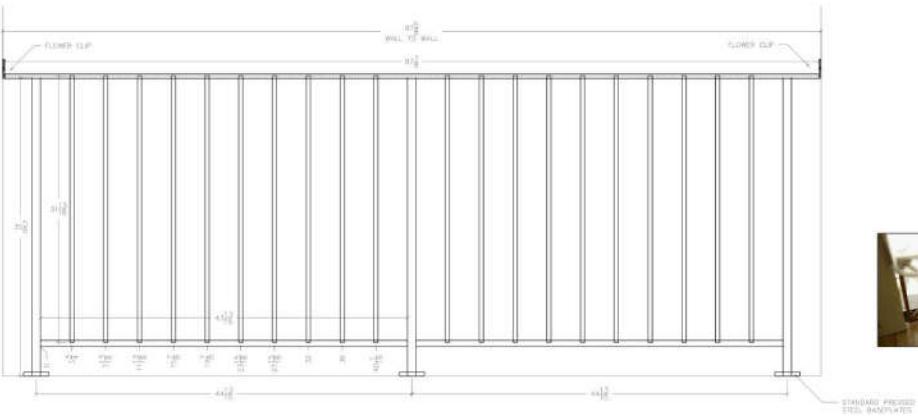


2 1/4" BASEPLATE
 $1\frac{1}{2} \times \frac{1}{4}$ FLATBAR
QTY 1

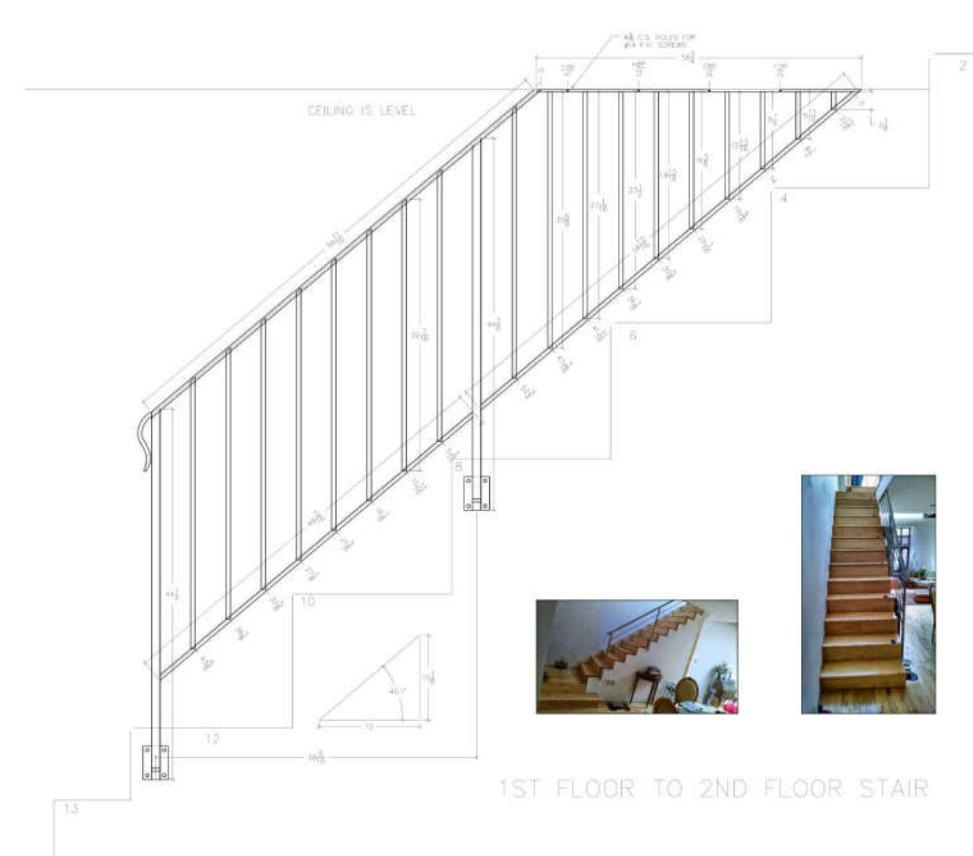
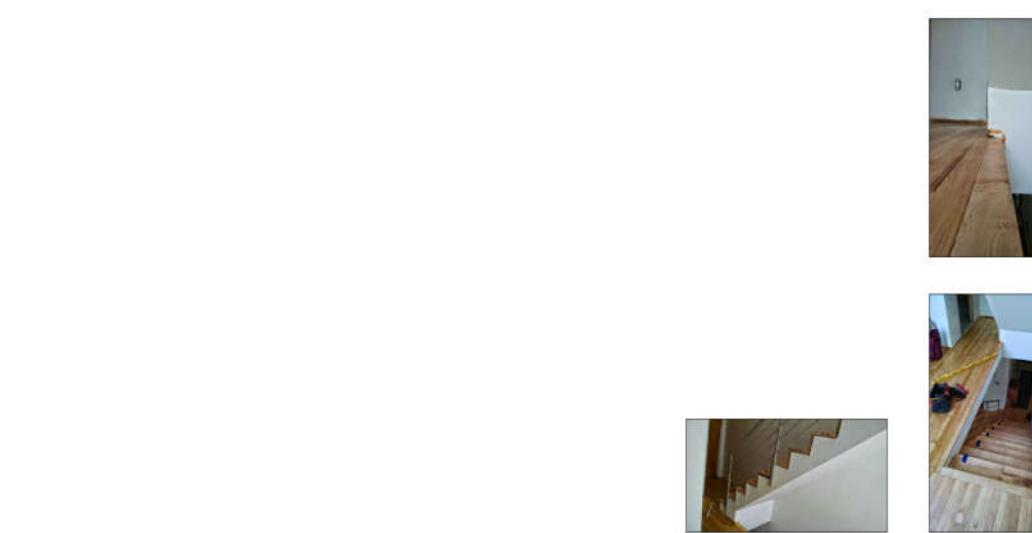
STEEL



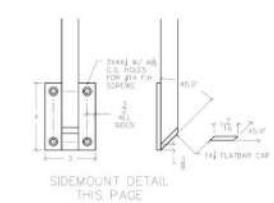
STEEL



2ND FLOOR TO TOP FLOOR STAIR

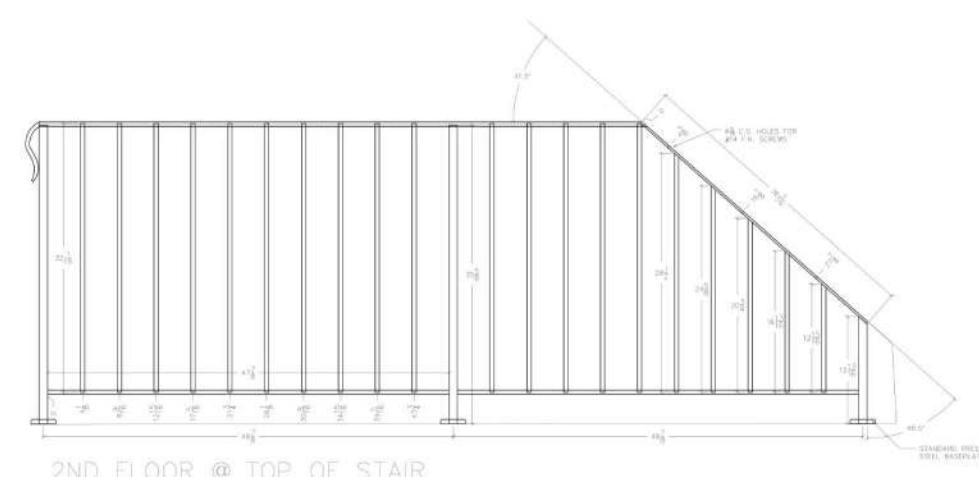


1ST FLOOR TO 2ND FLOOR STAIR



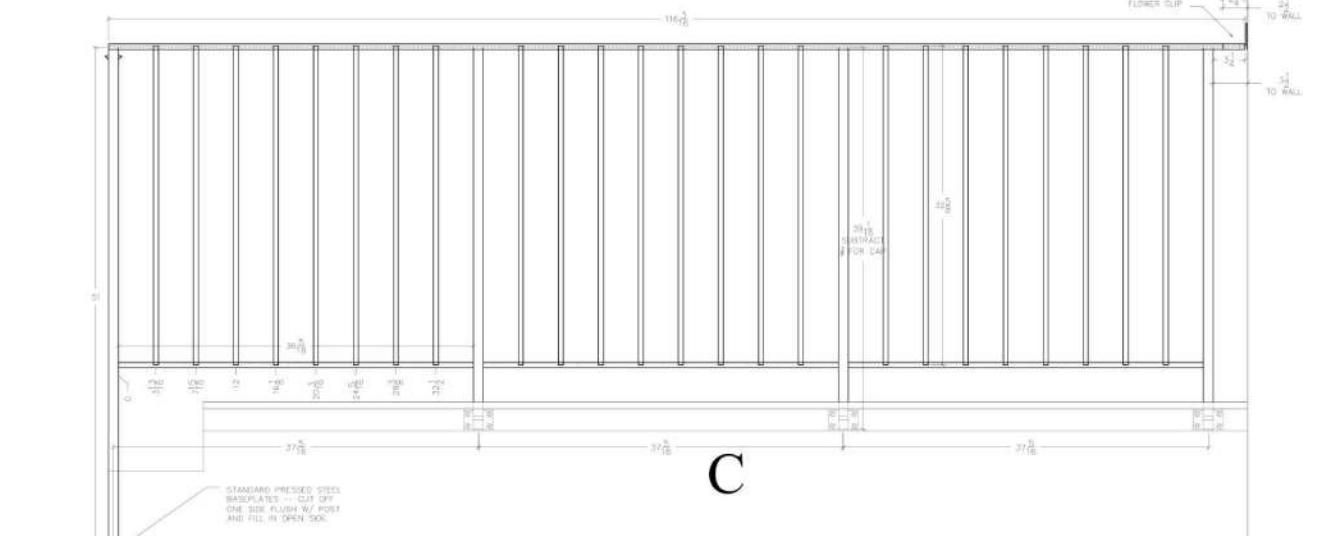
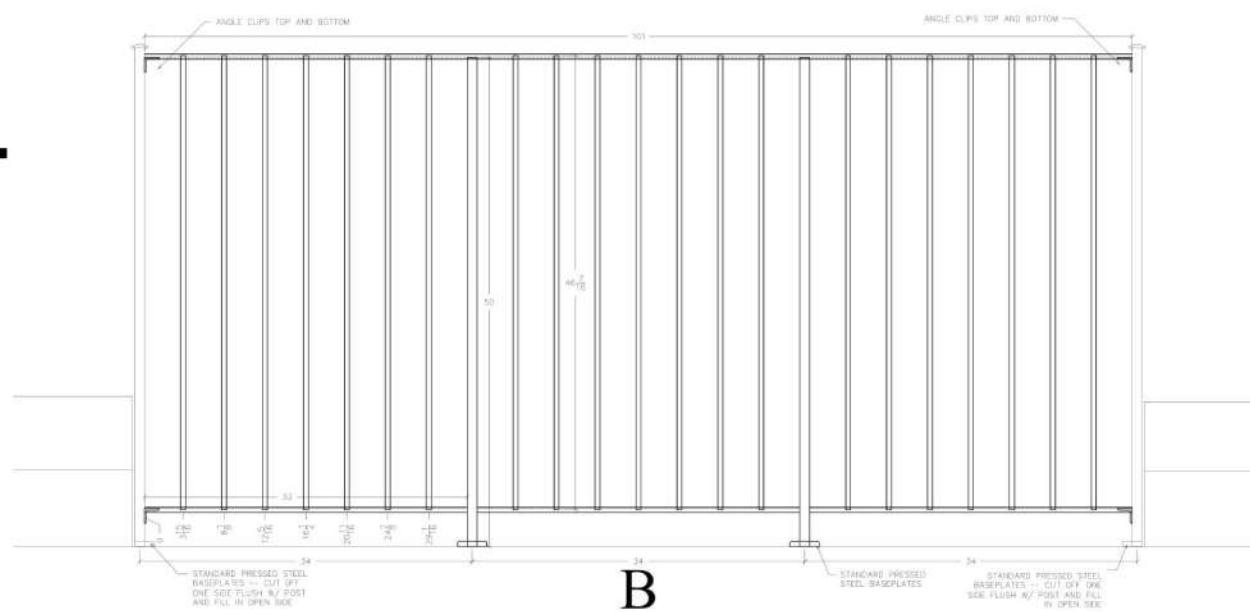
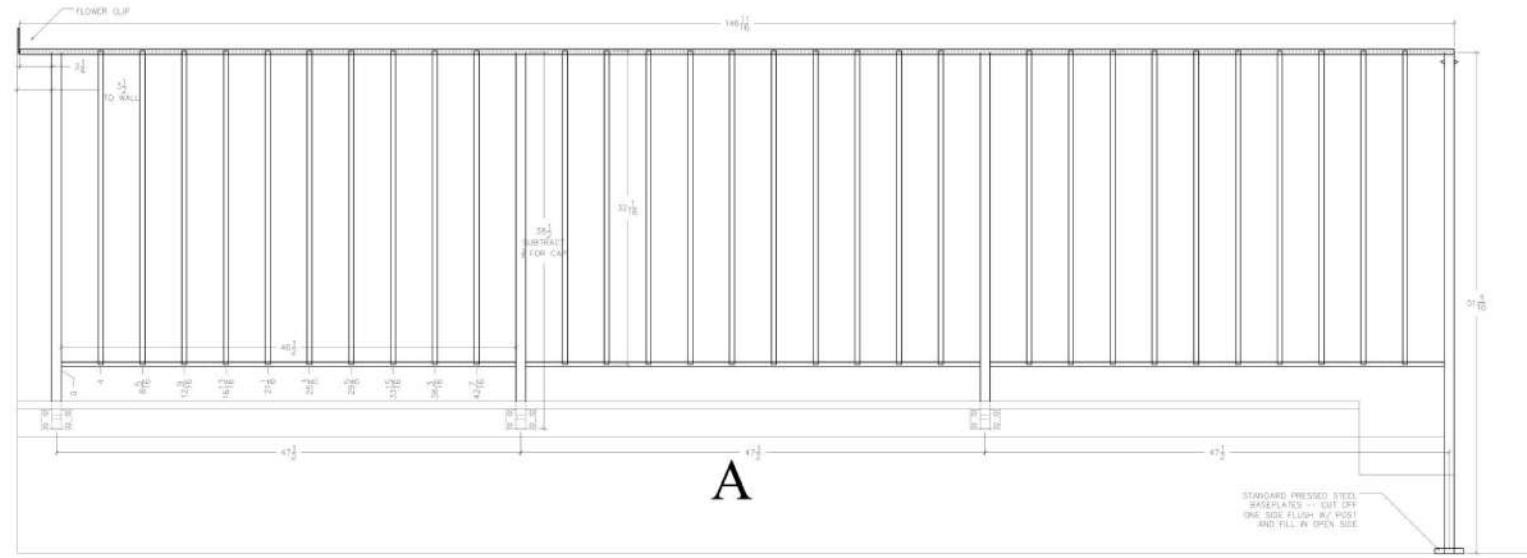
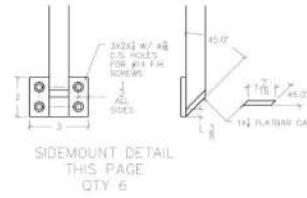
MATERIALS:

TOP RAIL	1 3/8" MOLDING
BOTTOM RAIL	1X 2 1/2" BAR CHANNEL
POSTS	1" SQ TUBE
PICKETS	1 1/2" SQ BAR
FLOOR MOUNT BASEPLATES	PRESSED STEEL (QTY 13)
SIDE MOUNT BASEPLATES	3X 1 1/2" FLATBAR
SIDE MOUNT POST END CAPS	1X 1 1/2" FLATBAR
CEILING MOUNT PLATES	1X 1 1/2" FLATBAR
HARDWARE:	
#14 F.H. SCREWS	QTY 99
1/2" HEX HEAD LAGS	QTY 5
1/4" TEK SCREWS	QTY 4

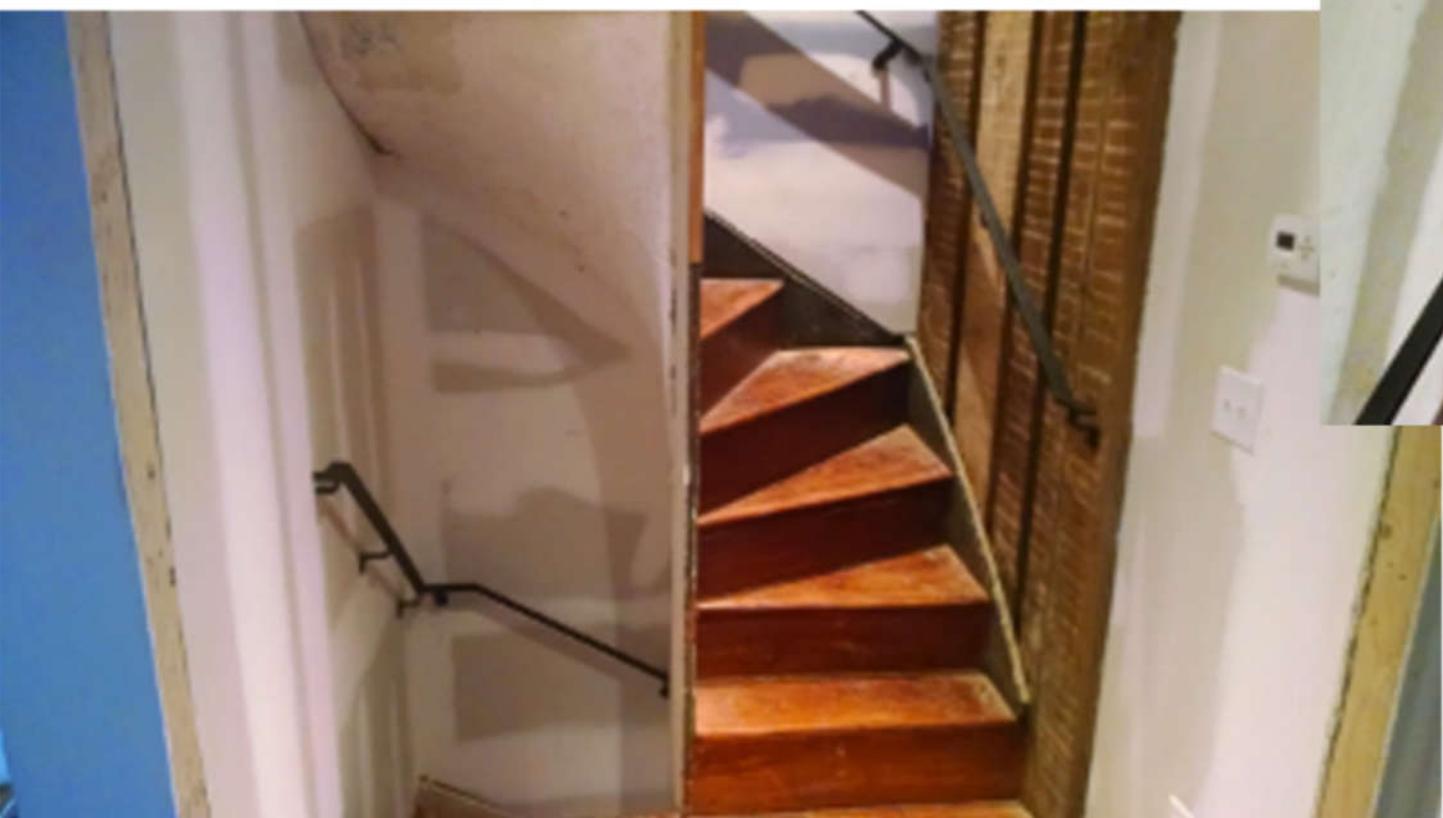
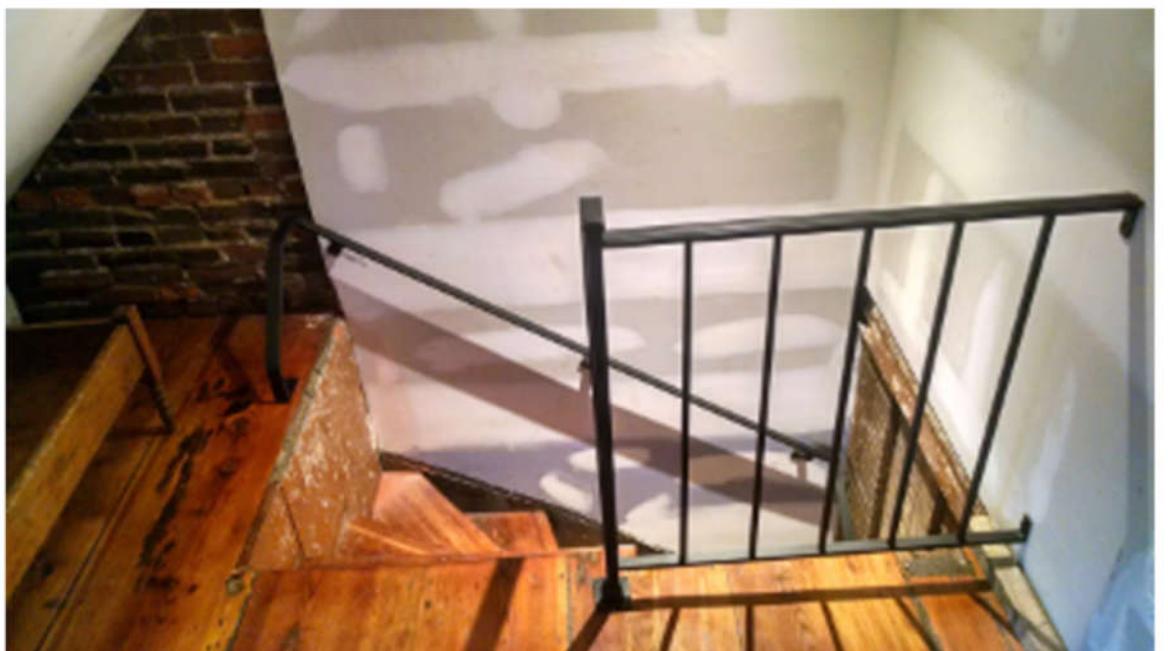


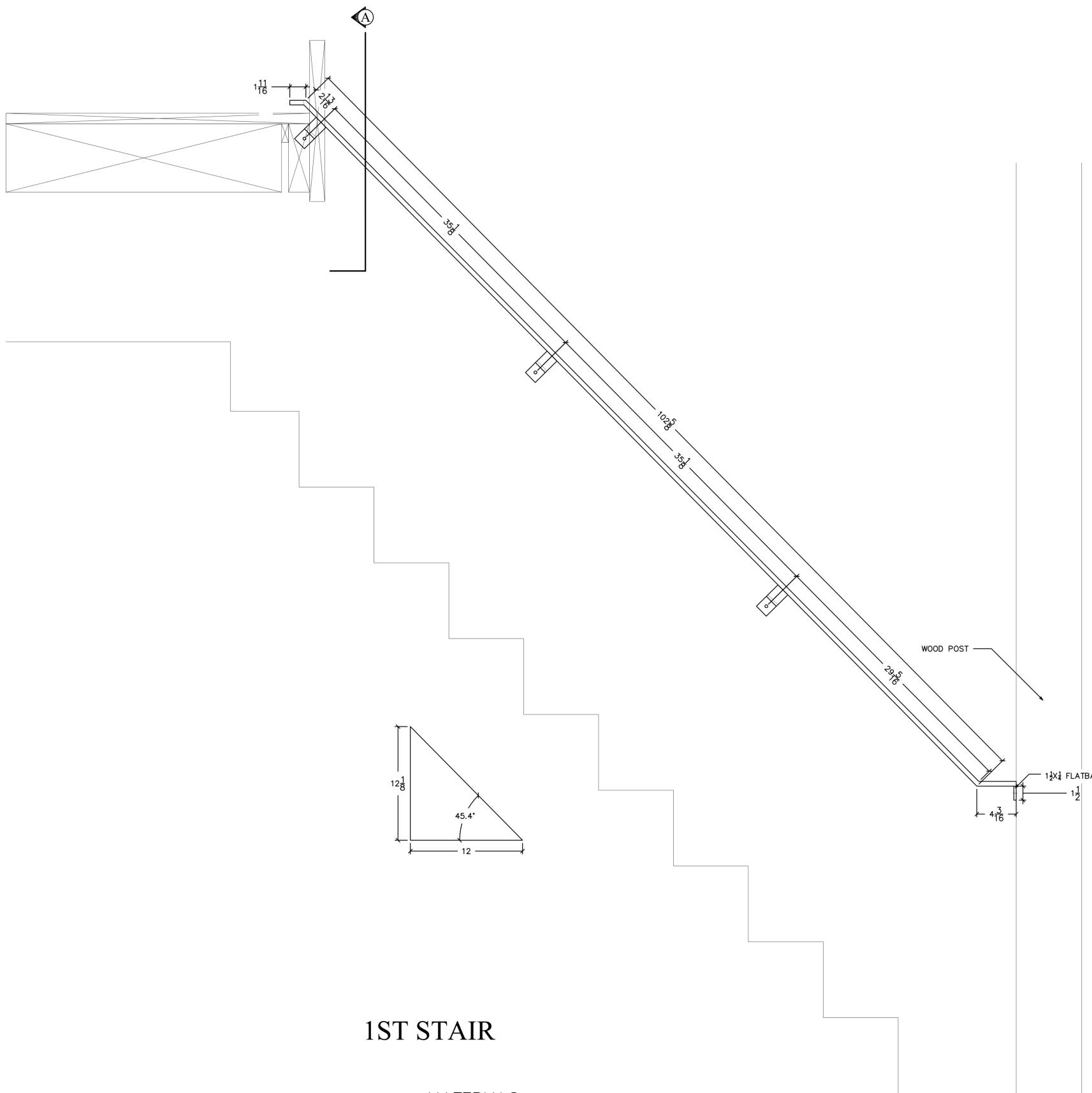
2ND FLOOR @ TOP OF STAIR

STAIR & LANDING RAILS



2ND FLOOR LOFT RAILS





1ST STAIR

MATERIALS:

TOP RAIL 1¹/₂X¹/₂ FLATBAR

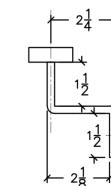
BRACKETS 1¹/₂X¹/₄ FLATBAR

FINISH: (THIS PAGE ONLY)

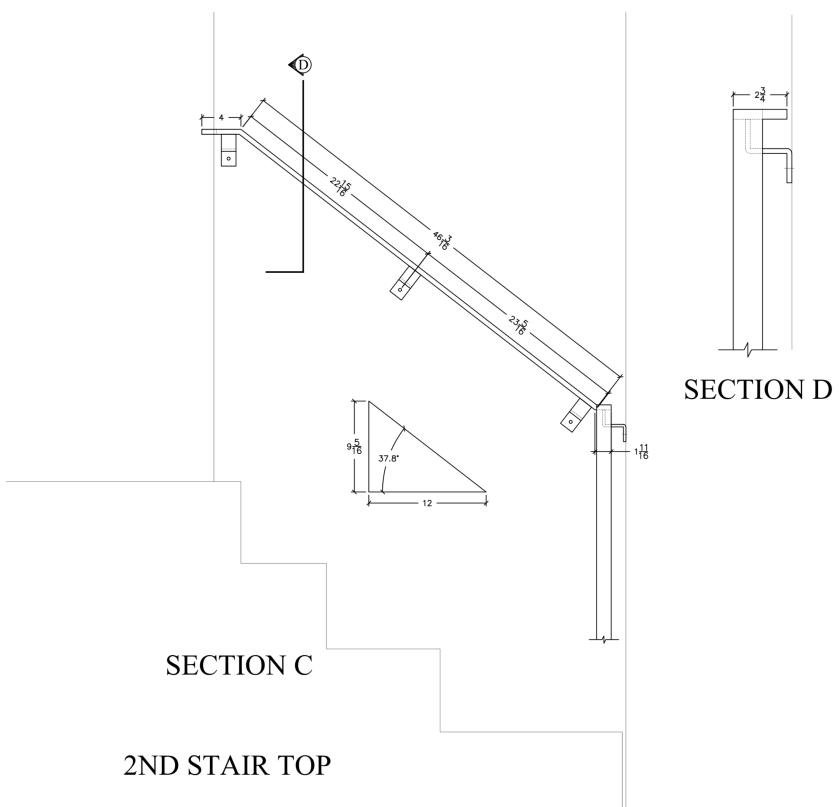
ACID PATINA W/ CLEAR

PERMALAC

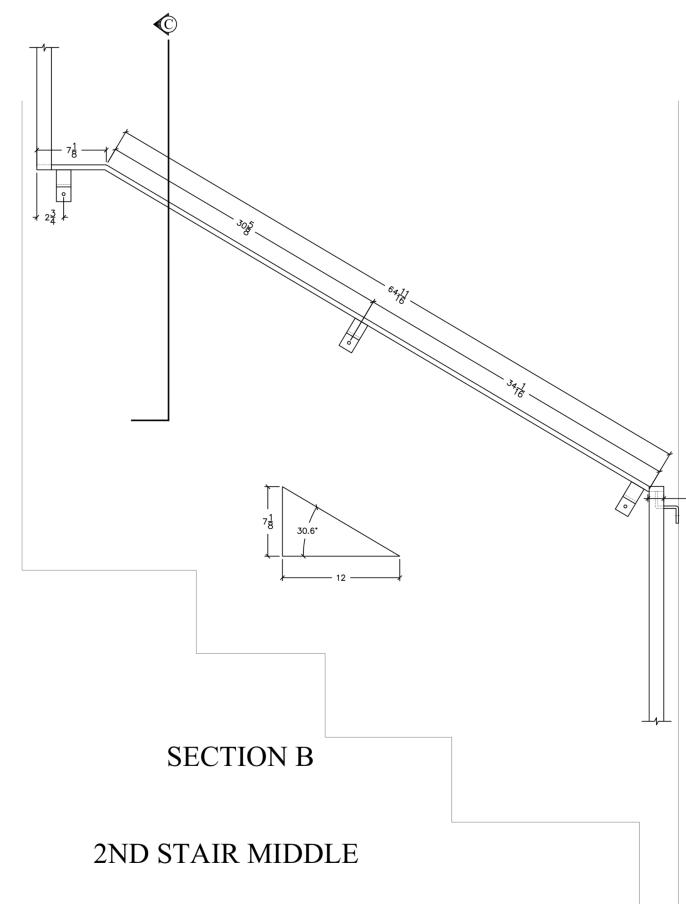
SECTION A



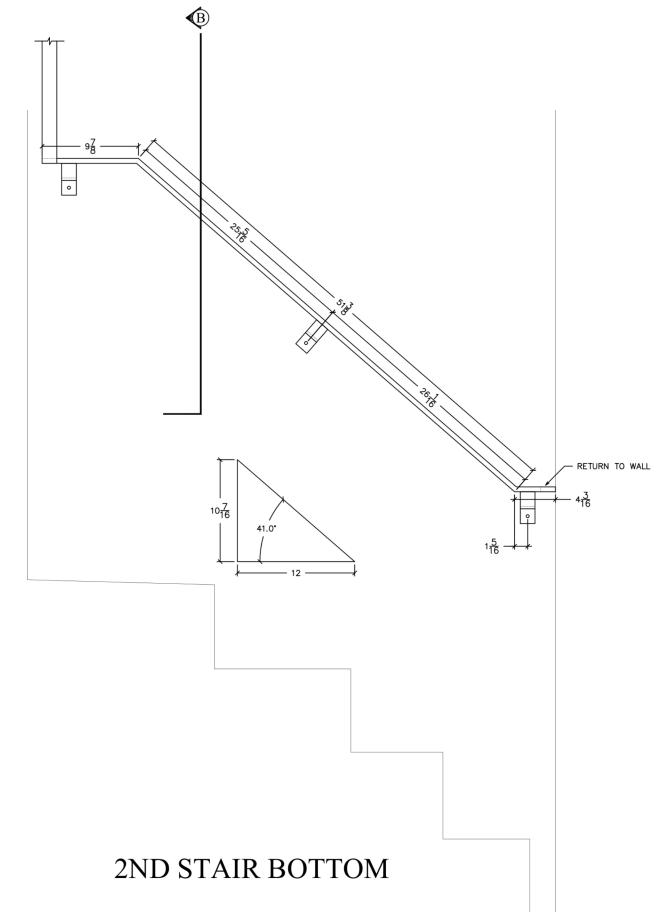
WALL MOUNT BRAKCET
 1¹/₂X¹/₄ FLATBAR
 C.S. HOLE FOR #14
 FLATHEAD SCREW
 QTY 19



2ND STAIR TOP



2ND STAIR MIDDLE



2ND STAIR BOTTOM

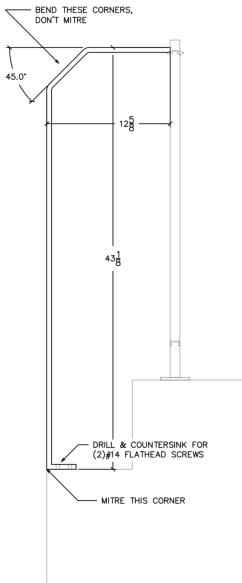
MATERIALS:

TOP RAIL $1\frac{1}{2} \times \frac{1}{2}$ FLATBAR

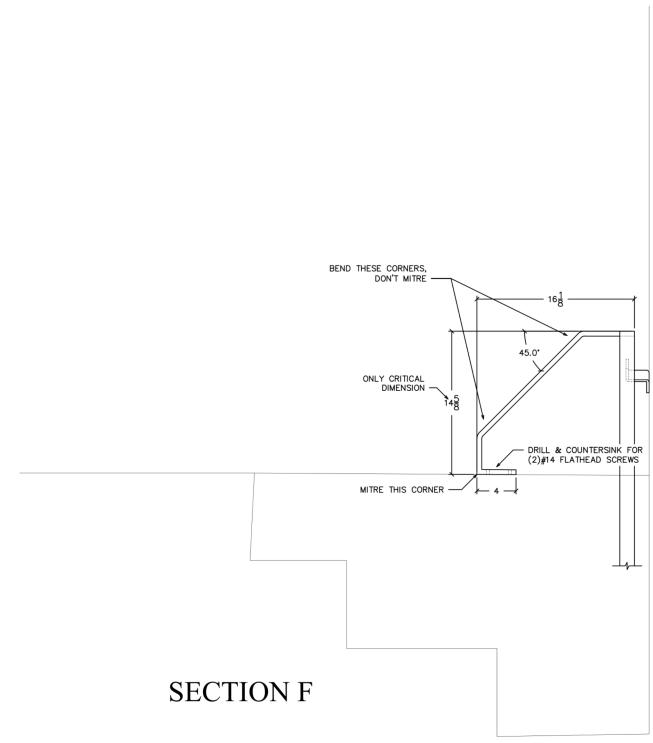
BRACKETS $1\frac{1}{2} \times \frac{1}{4}$ FLATBAR

FINISH: (THIS PAGE ONLY)

PAINT FLAT BLACK

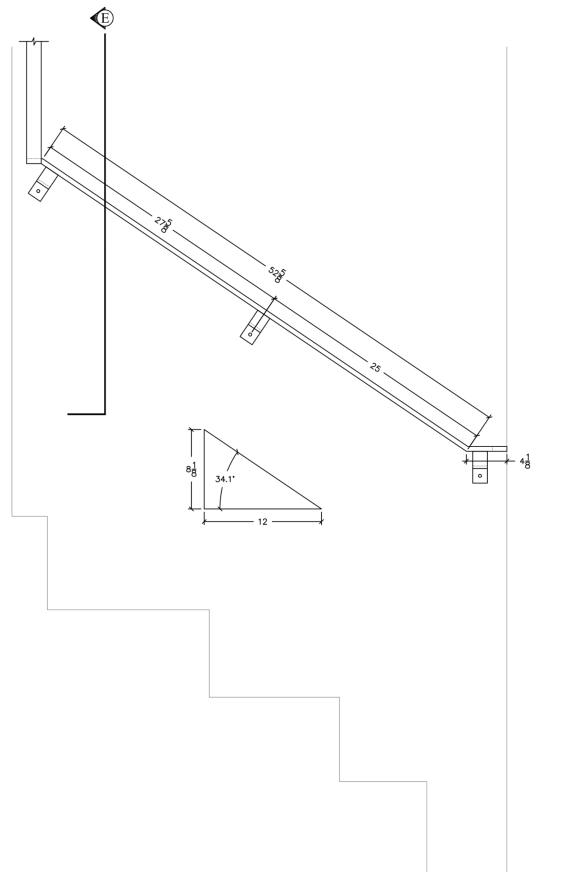
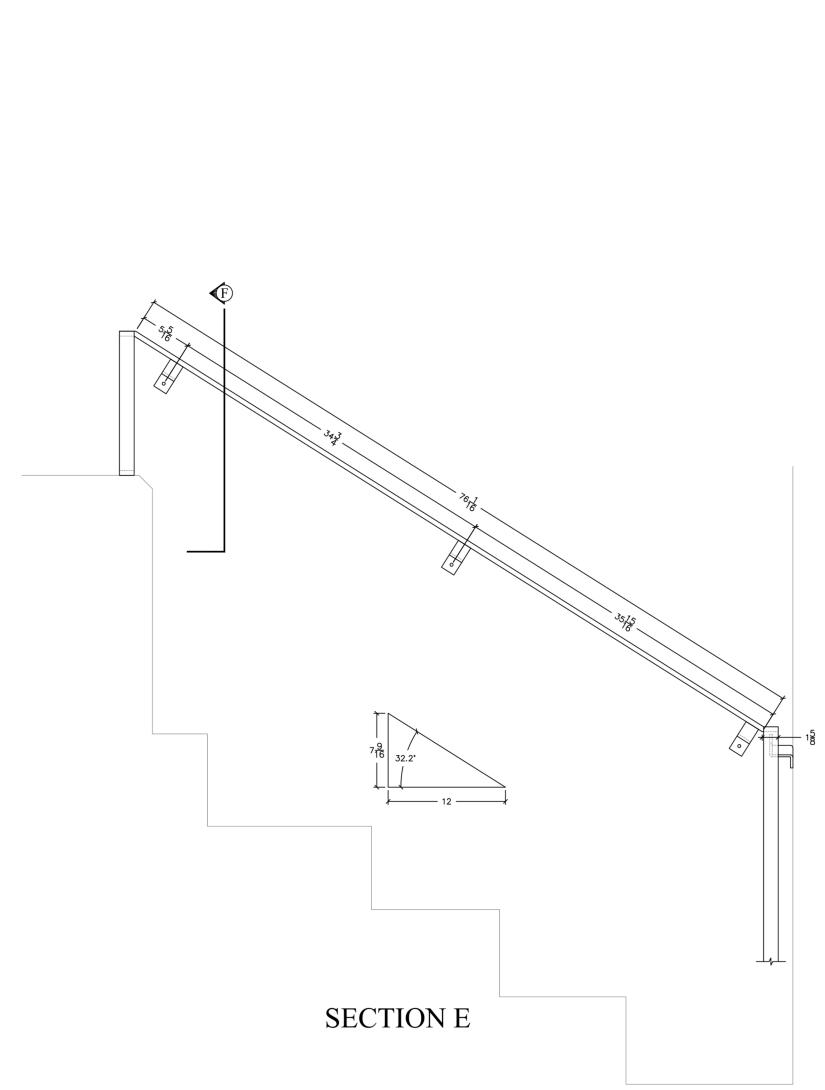


TOP STAIR TOP LEFT SIDE (UP)

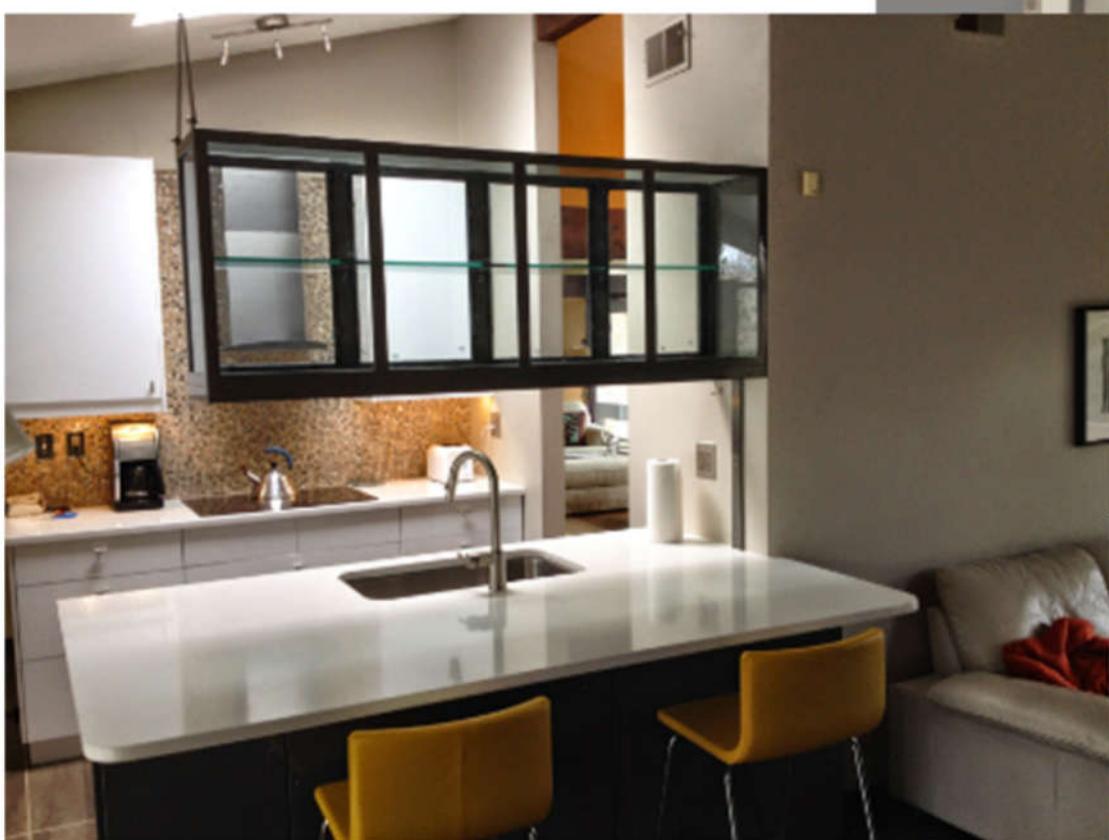
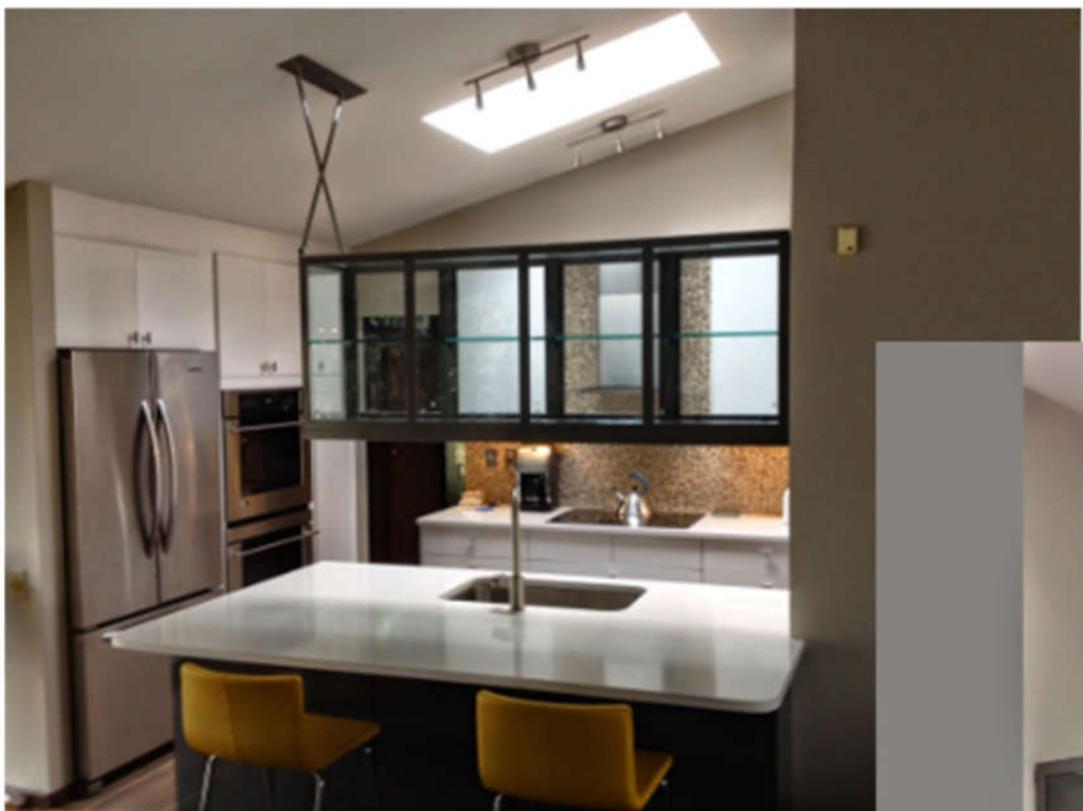


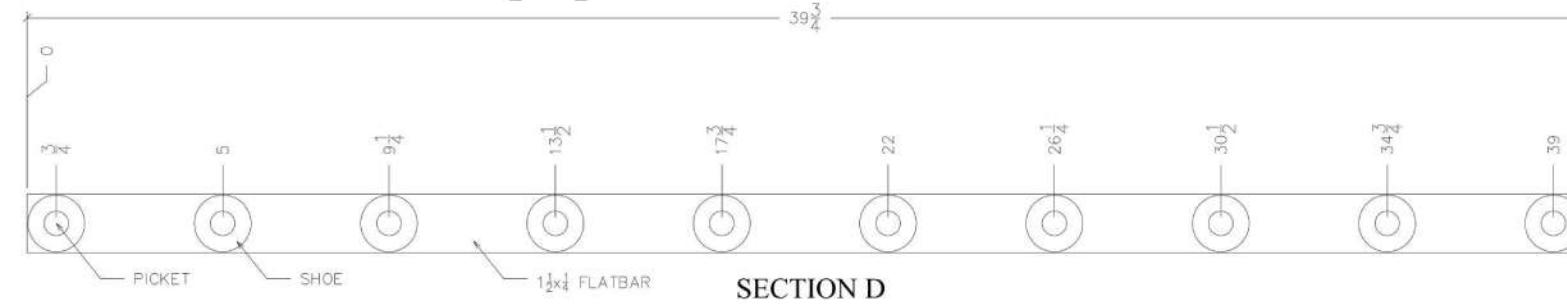
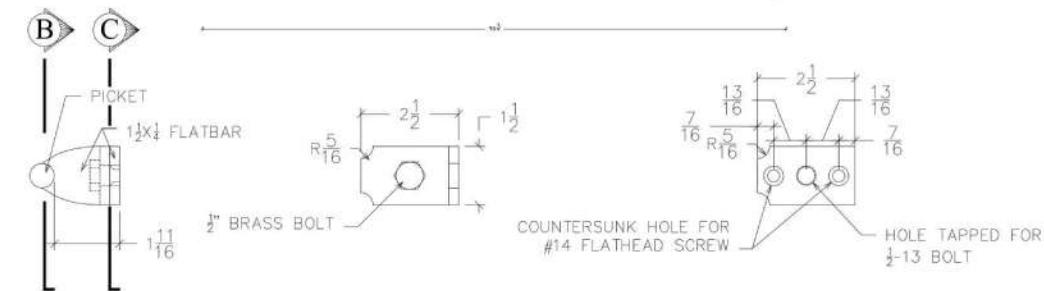
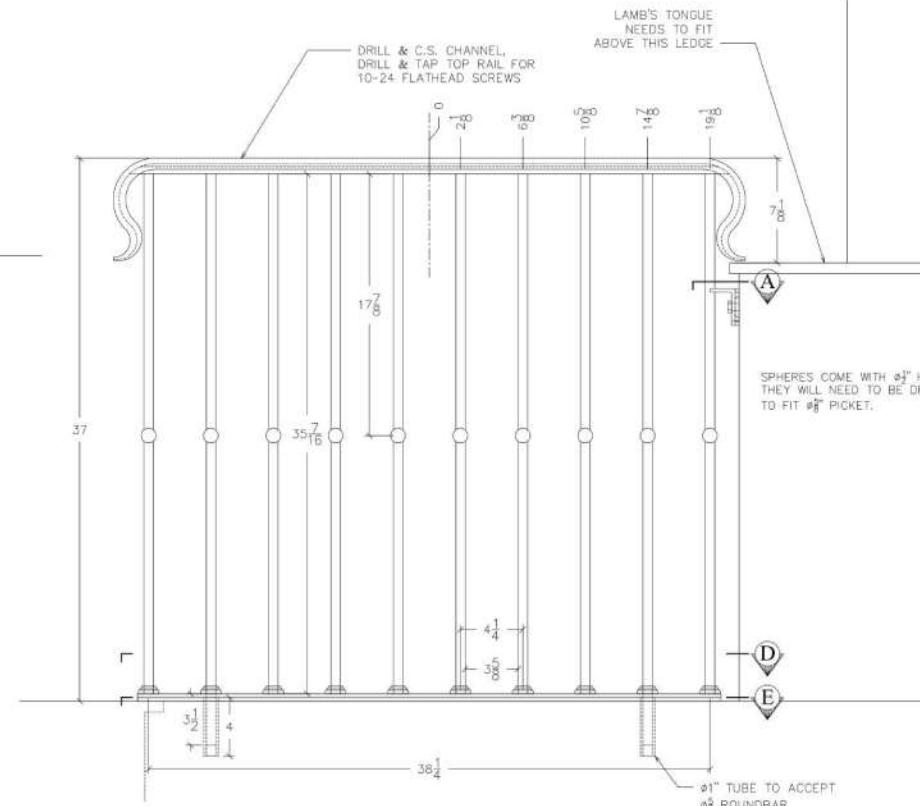
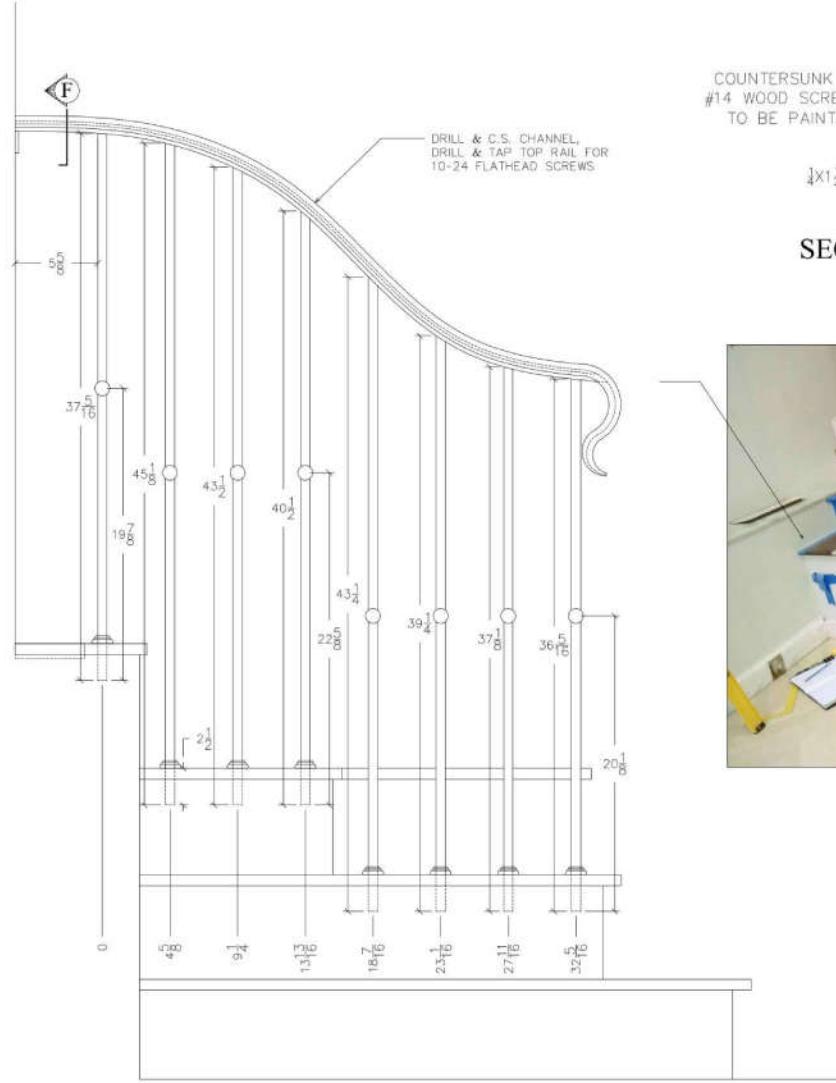
SECTION F

TOP STAIR TOP RIGHT SIDE (UP)

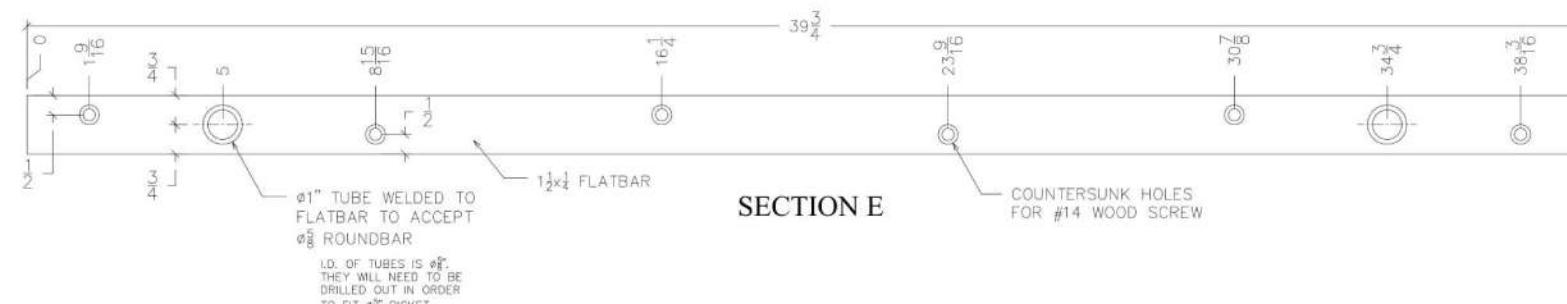


MATERIALS:
TOP RAIL 1 $\frac{1}{2}$ X $\frac{1}{2}$ FLATBAR
BRACKETS 1 $\frac{1}{2}$ X $\frac{1}{4}$ FLATBAR
FINISH: (THIS PAGE ONLY)
PAINT FLAT BLACK





SECTION D



STEEL W/ BRASS TOP

MATERIALS:

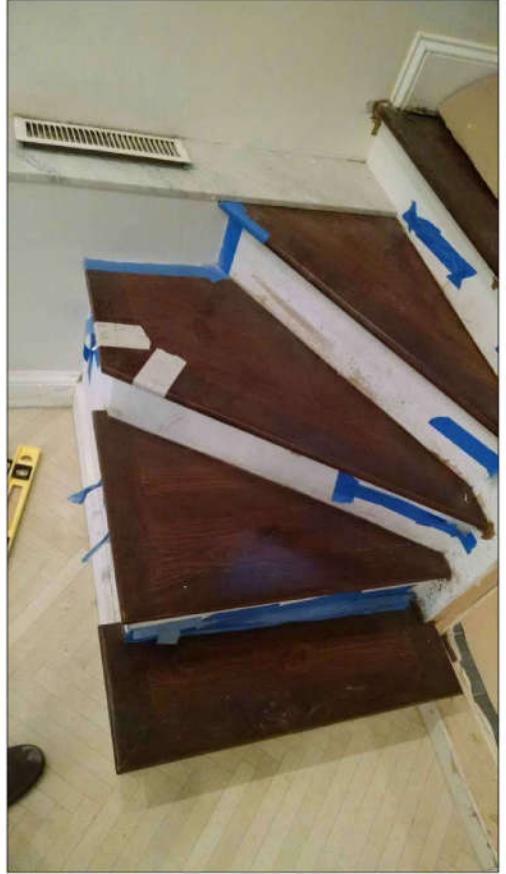
- TOP RAIL 2 $\frac{1}{4}$ BRASS MOLDING
- TOP CHANNEL 1 $\frac{1}{2}$ X $\frac{1}{2}$ X $\frac{1}{8}$ STEEL BAR CHANNEL
- PICKETS Ø $\frac{1}{16}$ 1018 COLD ROLLED STEEL
- SPHERES Ø $\frac{1}{16}$ " PIERCED (DRILL TO FIT Ø $\frac{5}{8}$ " PICKET)
- BRACKETS MADE FROM 4X1 $\frac{1}{2}$ STEEL FLATBAR
- FLOOR PLATE 4X1 $\frac{1}{2}$ STEEL FLATBAR W/ Ø1" STEEL TUBES
- SHOES CAST STEEL QTY 18

HARDWARE:

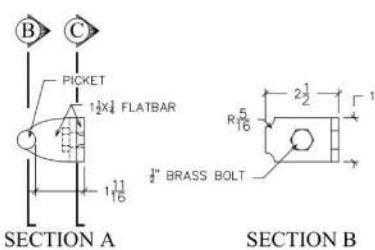
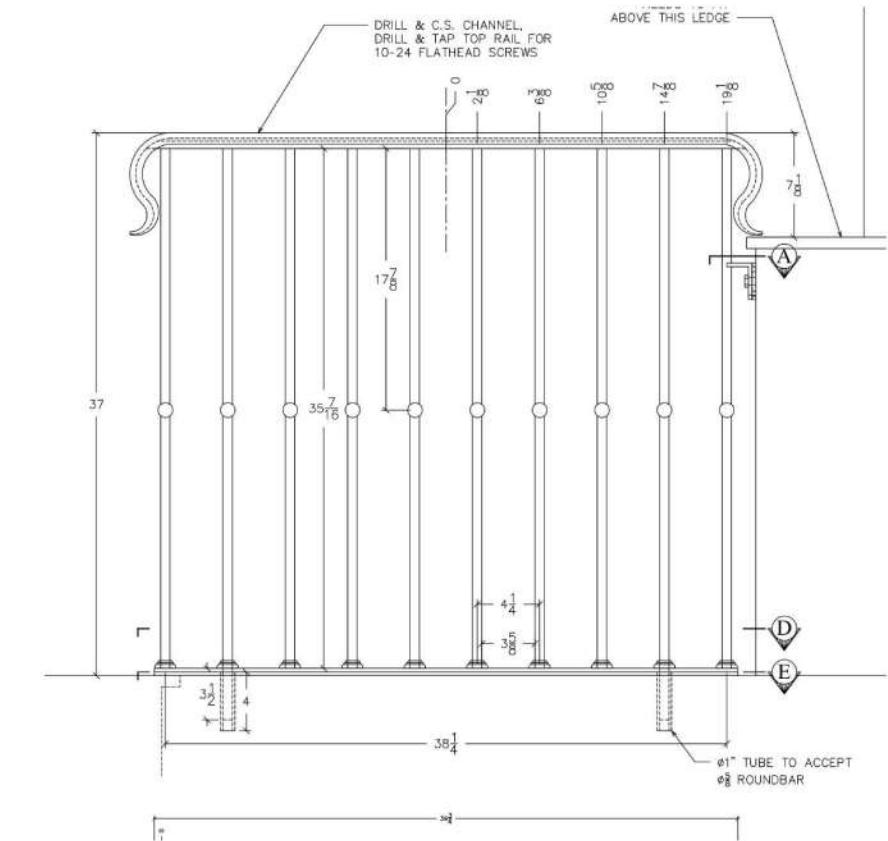
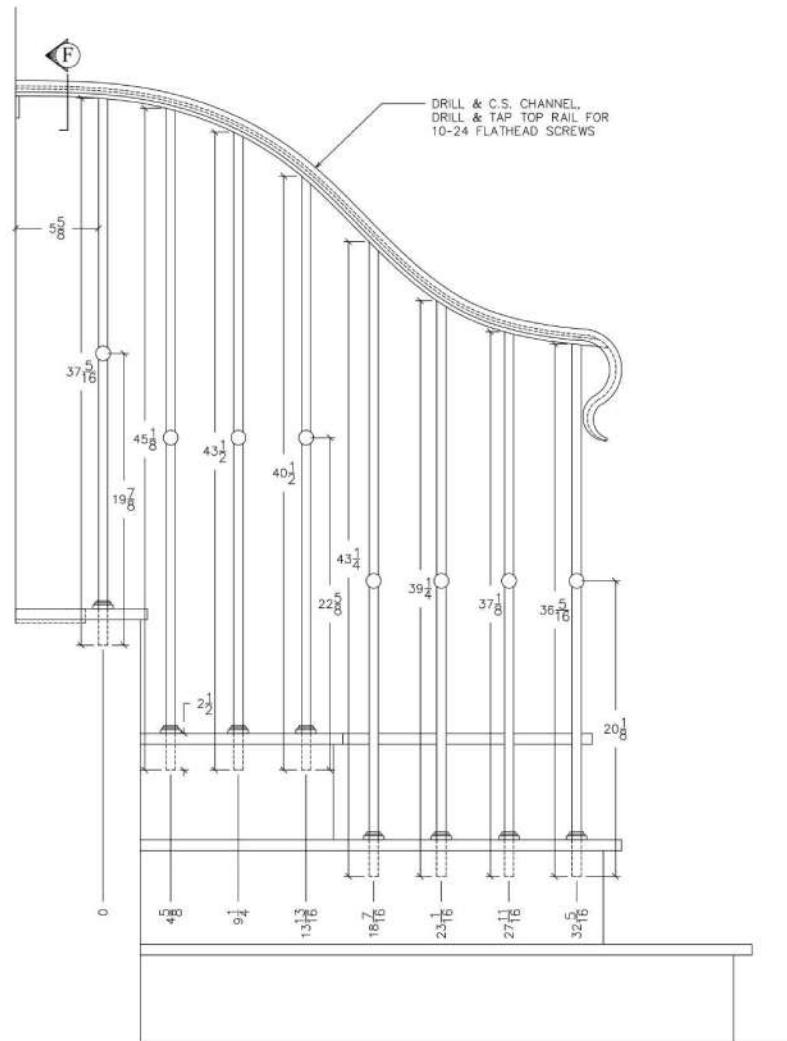
- 1-13X1" BRASS BOLT QTY 1
- #14X1" FLATHEAD SCREWS QTY 9
- #14X2" FLATHEAD SCREWS QTY 9
- 4-20 HOLLOW WALL ANCHORS QTY 3
- 10-24 FLATHEAD SCREWS QTY 9

OTHER:

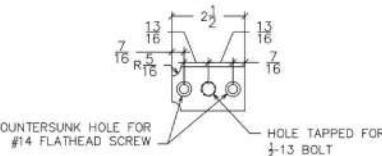
- DRILL FOR Ø $\frac{5}{8}$ " PICKETS INTO WOOD FLOOR
- DRILL FOR Ø $\frac{5}{8}$ " PICKET INTO MARBLE LEDGE
- DRILL FOR Ø1" TUBES INTO WOOD FLOOR
- EPOXY FOR PICKETS INTO STEPS



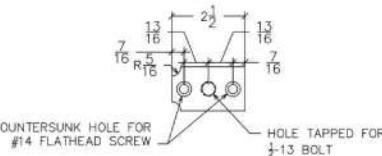
COUNTERSUNK HOLE FOR
#14 WOOD SCREW (SCREW
TO BE PAINTED BLACK)
 $\frac{1}{2} \times \frac{1}{4}$ FLATBAR
 $R\frac{5}{16}$
SECTION F



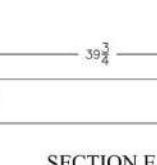
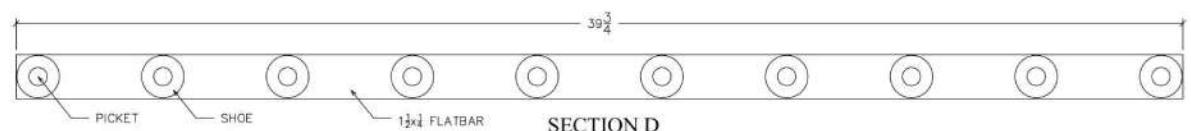
SECTION A



SECTION B



SECTION C

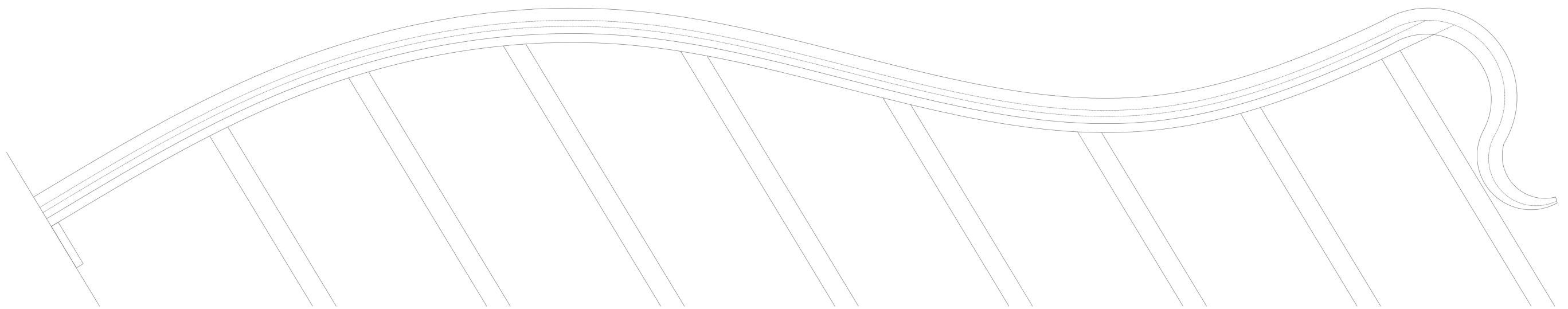


COUNTERSUNK HOLES
FOR #14 WOOD SCREW

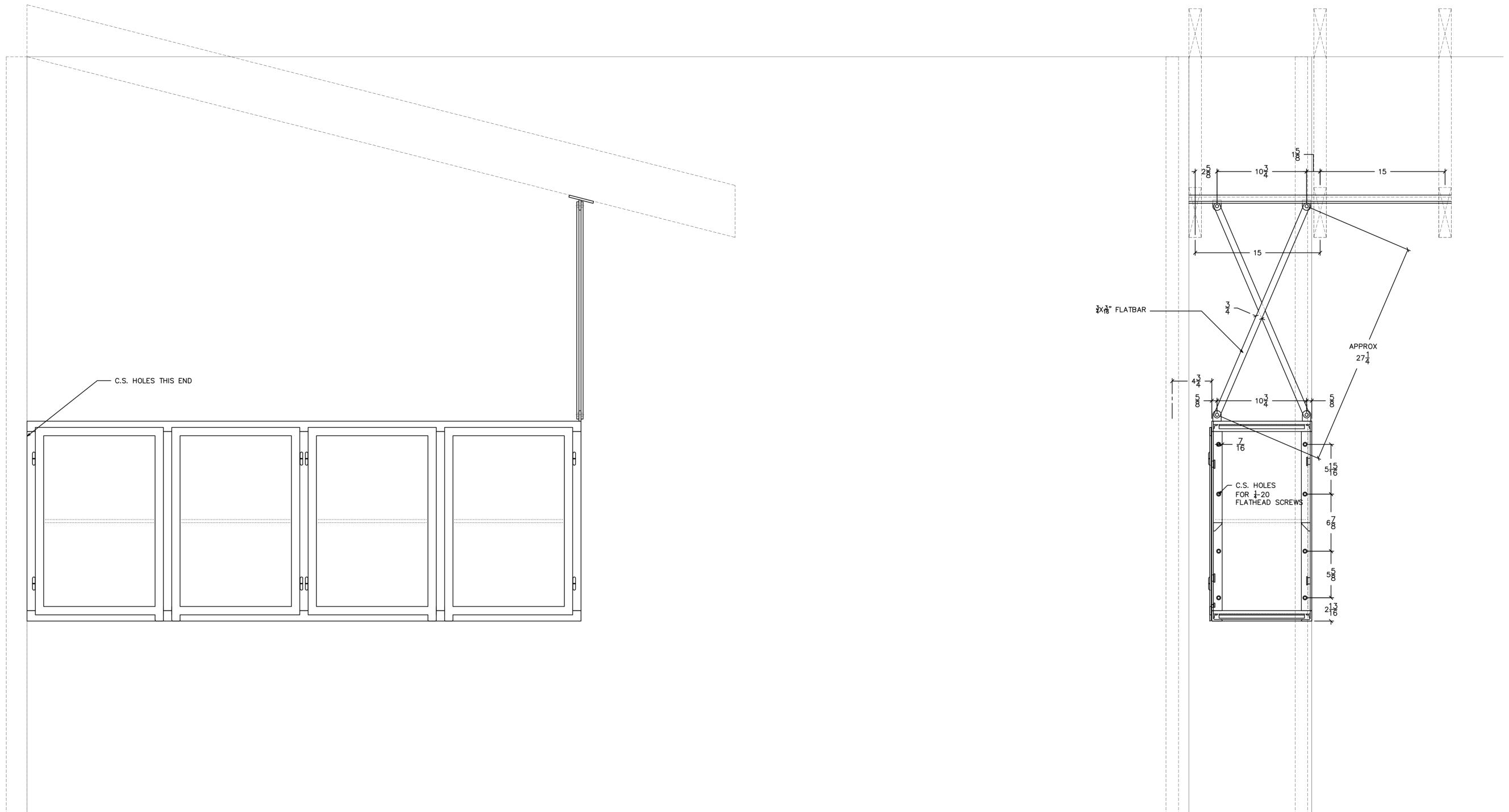
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DATE: 8/15/14
REV: 2

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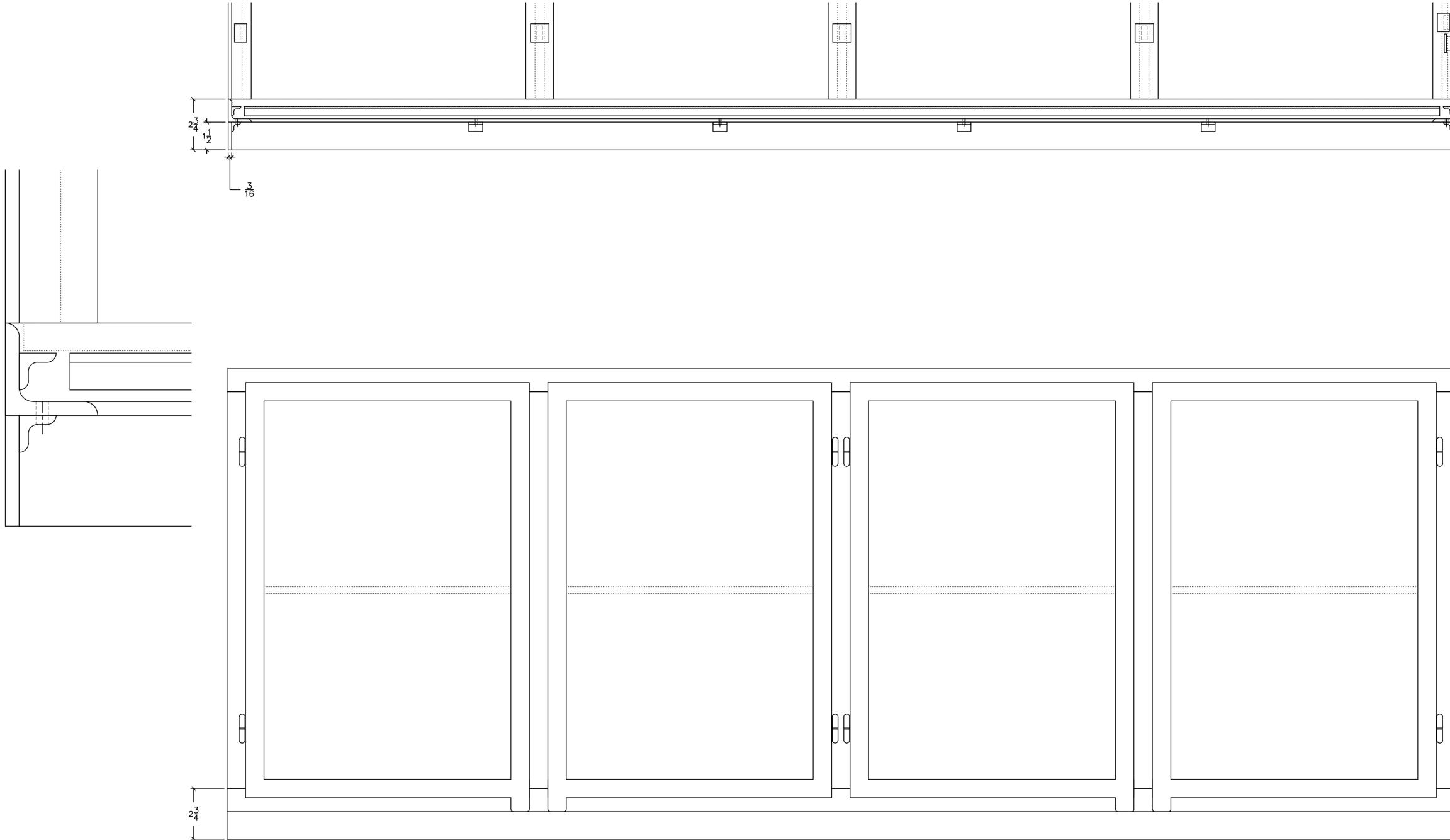
JMA
SHELLER INTERIOR



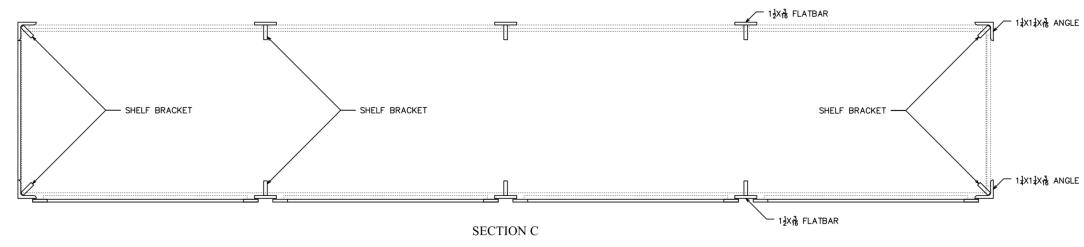
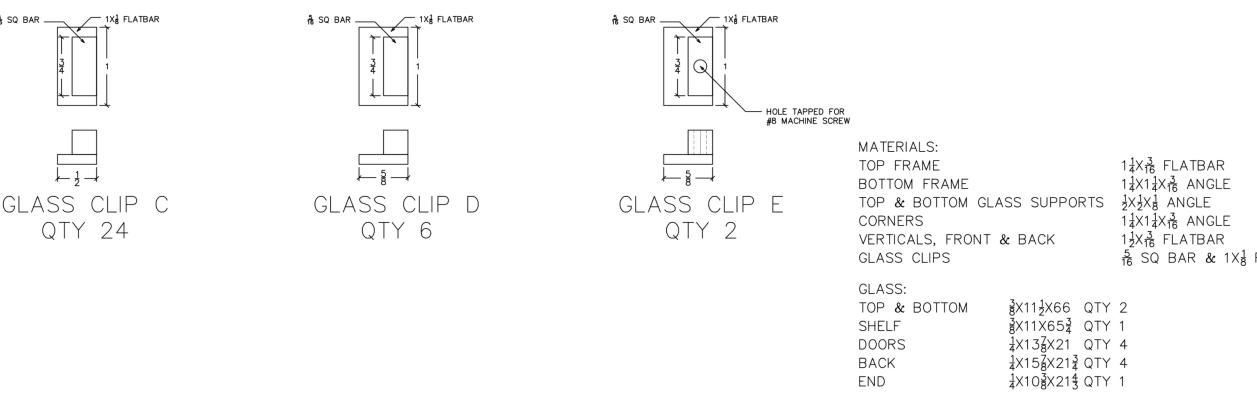
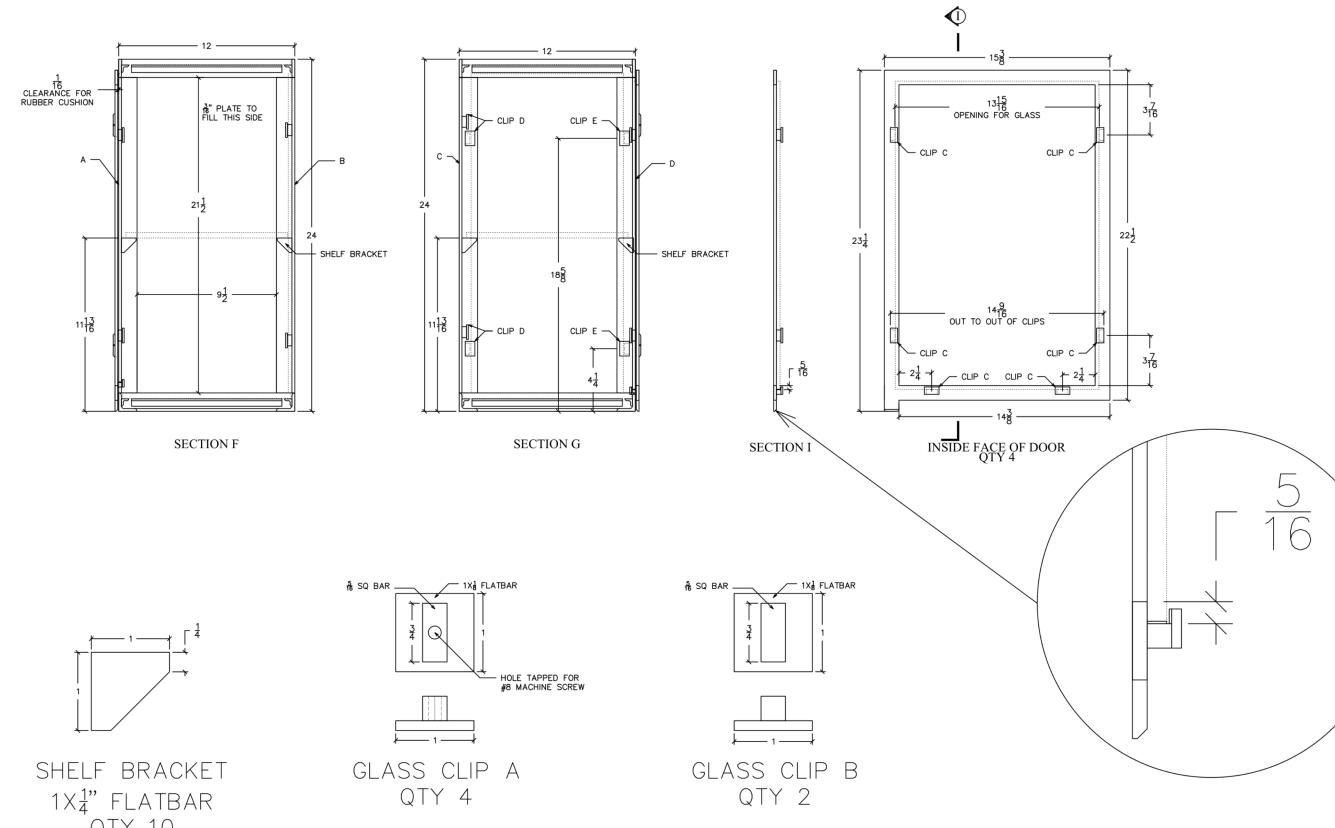
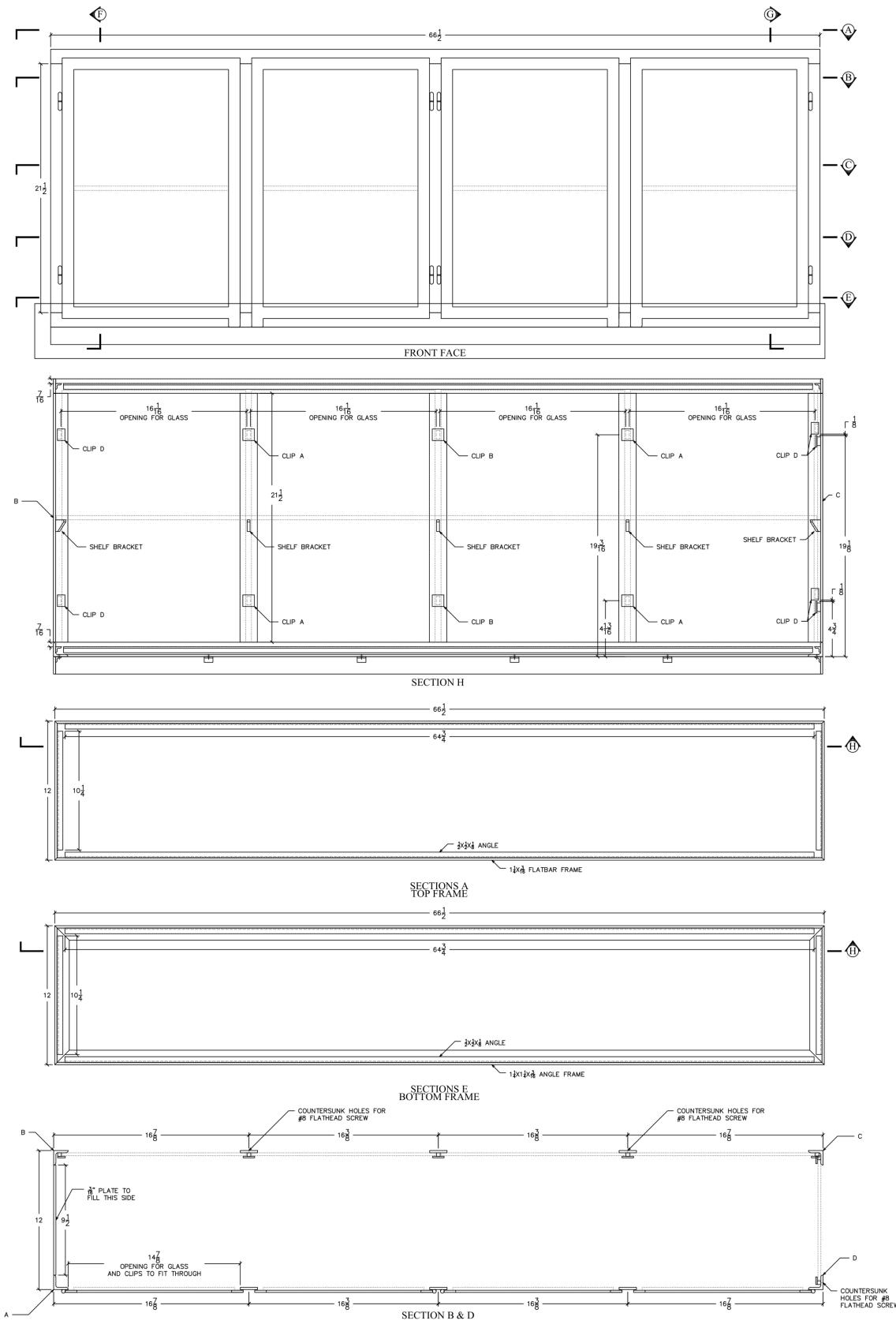
STEEL W/ BRASS TOP



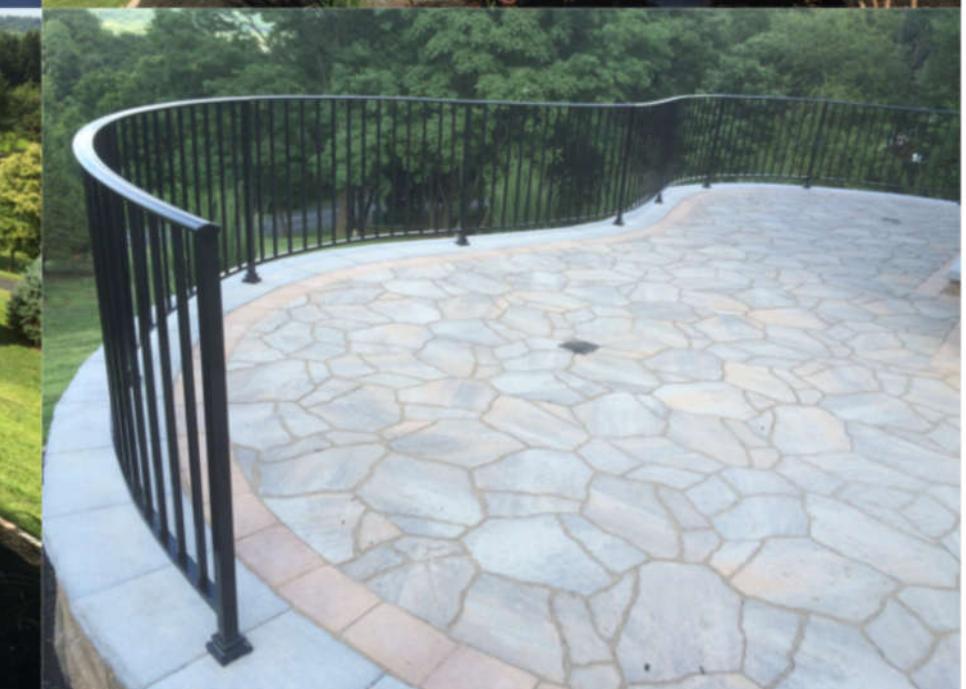
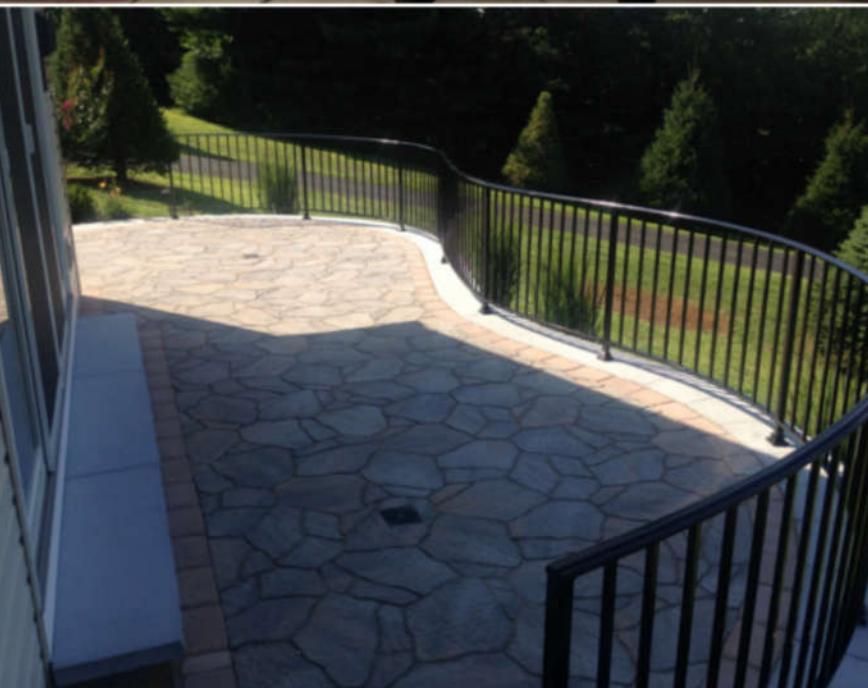
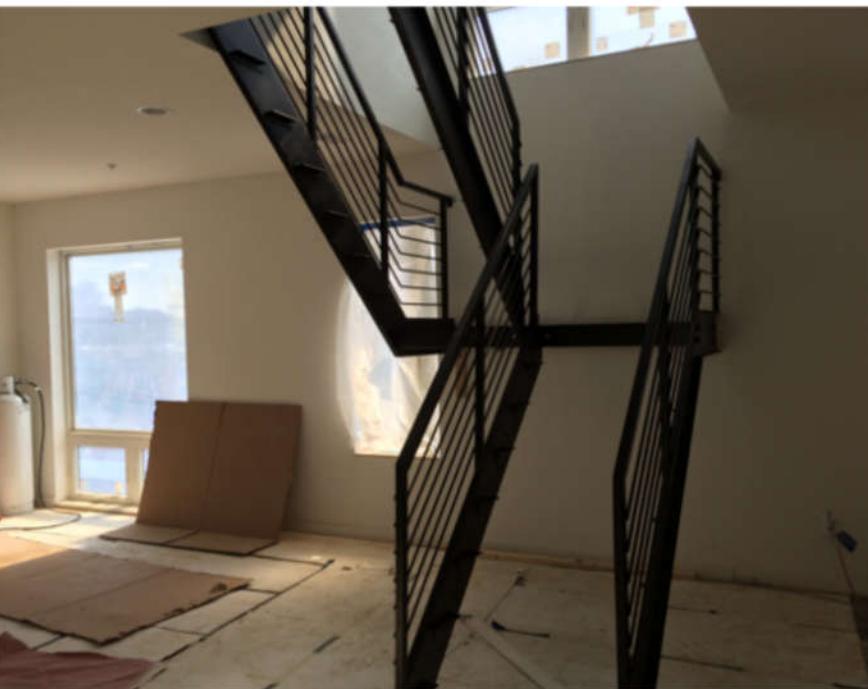
STEEL

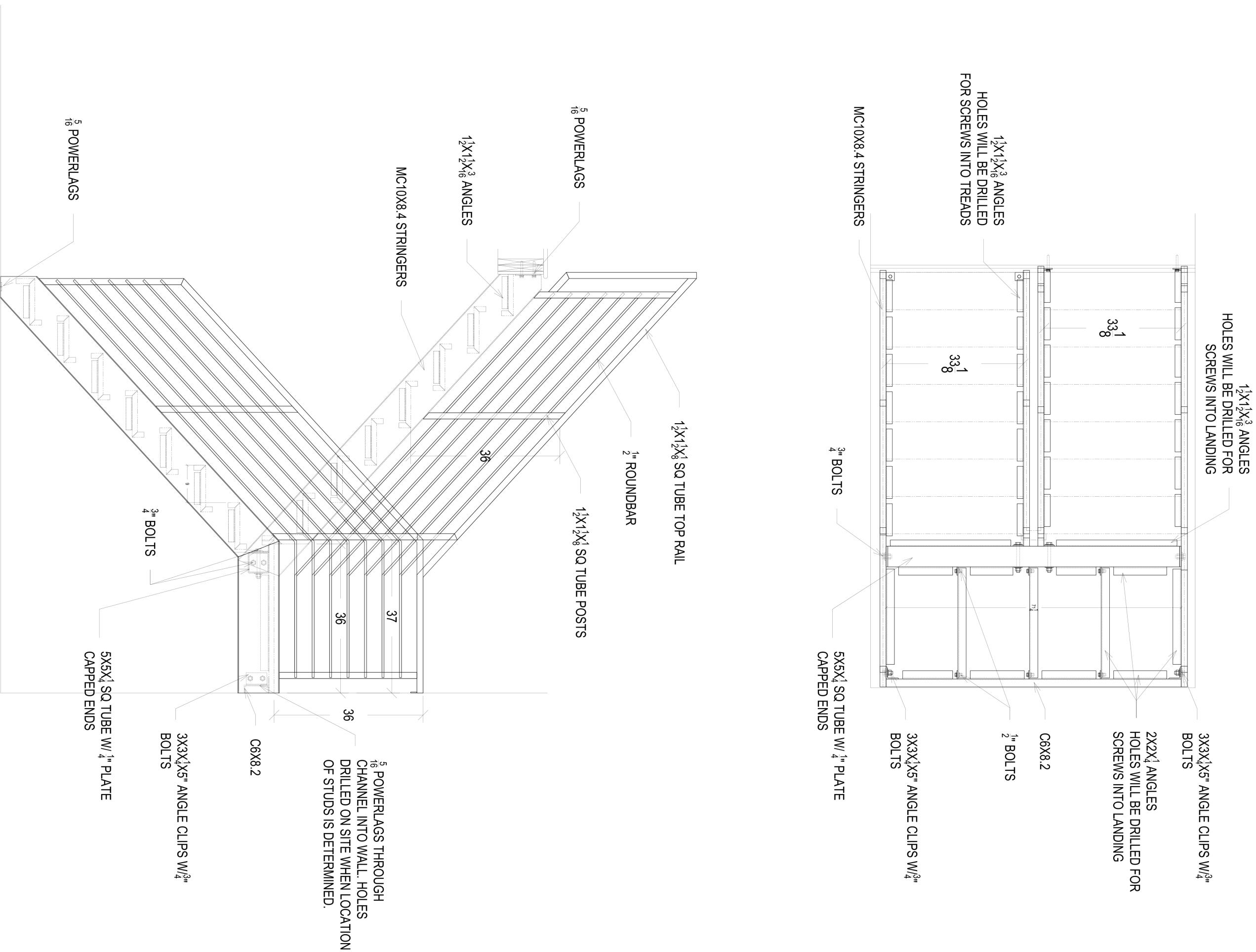


STEEL



STEEL



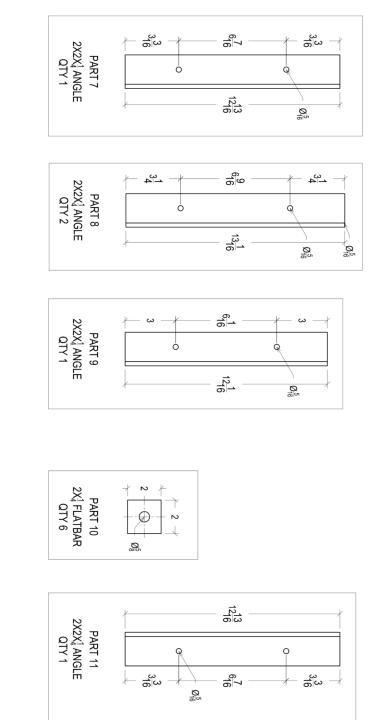
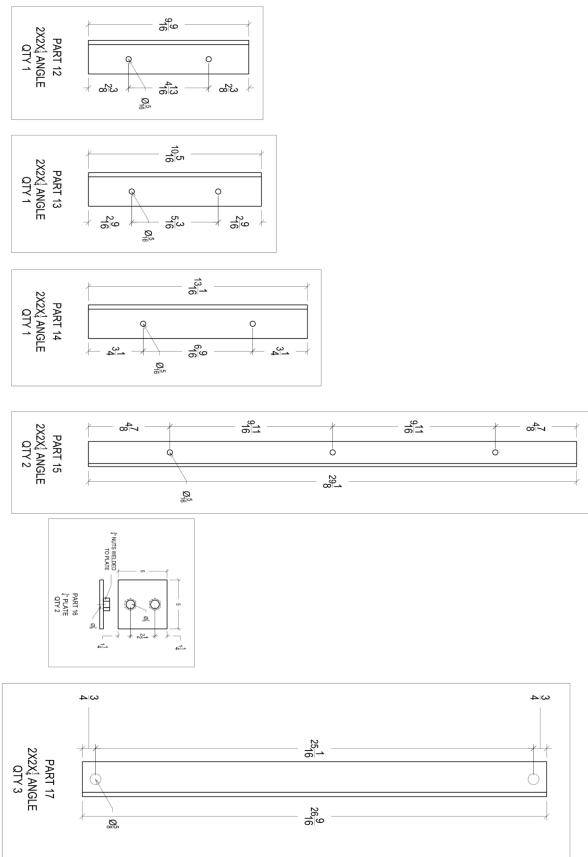
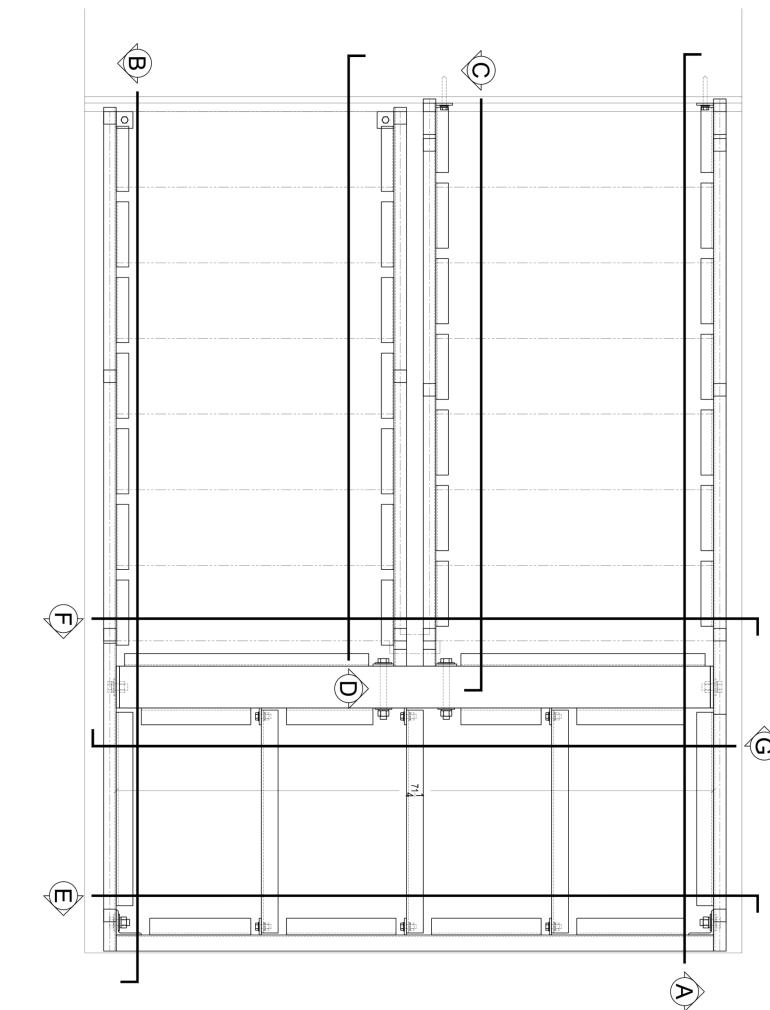
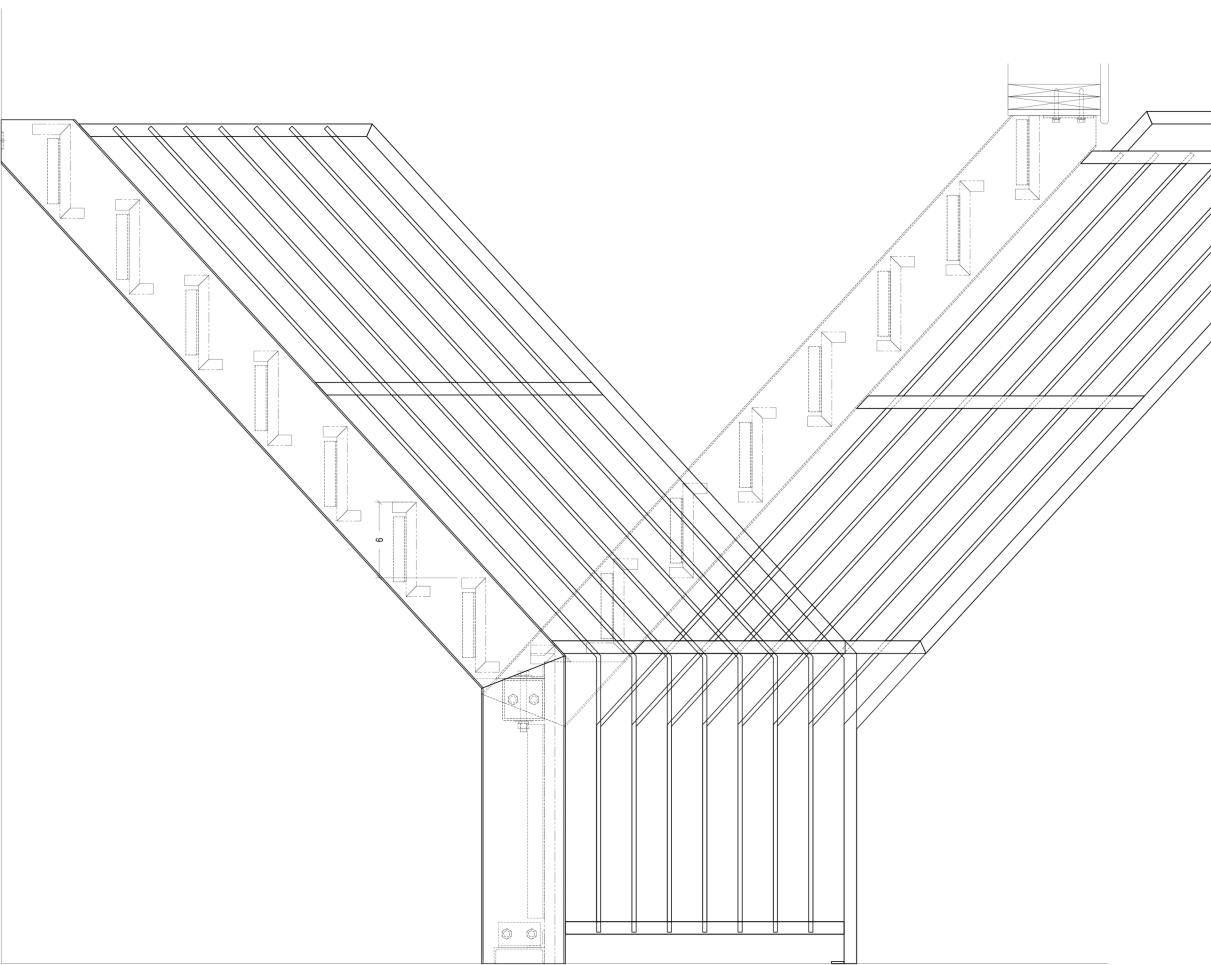


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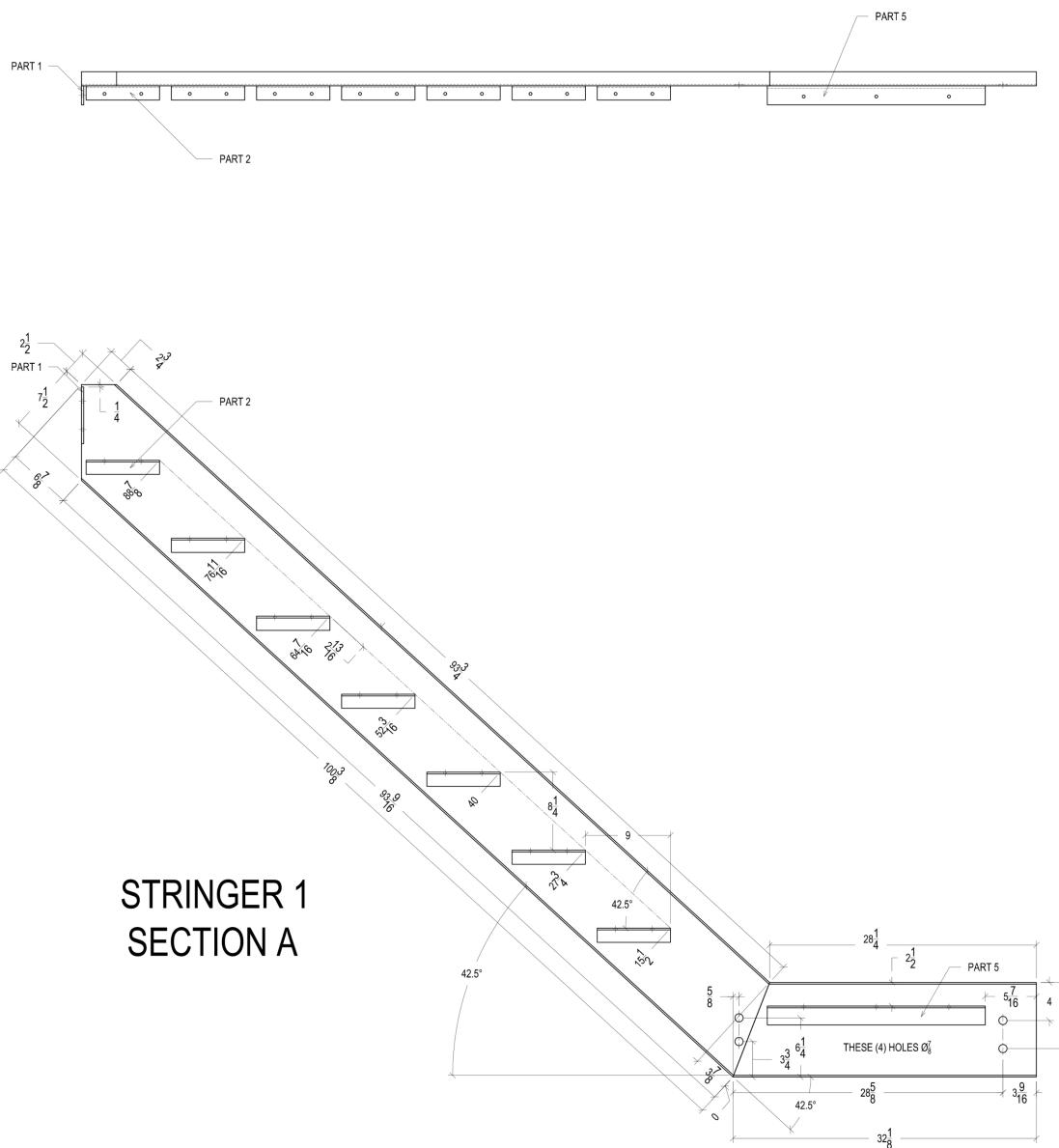
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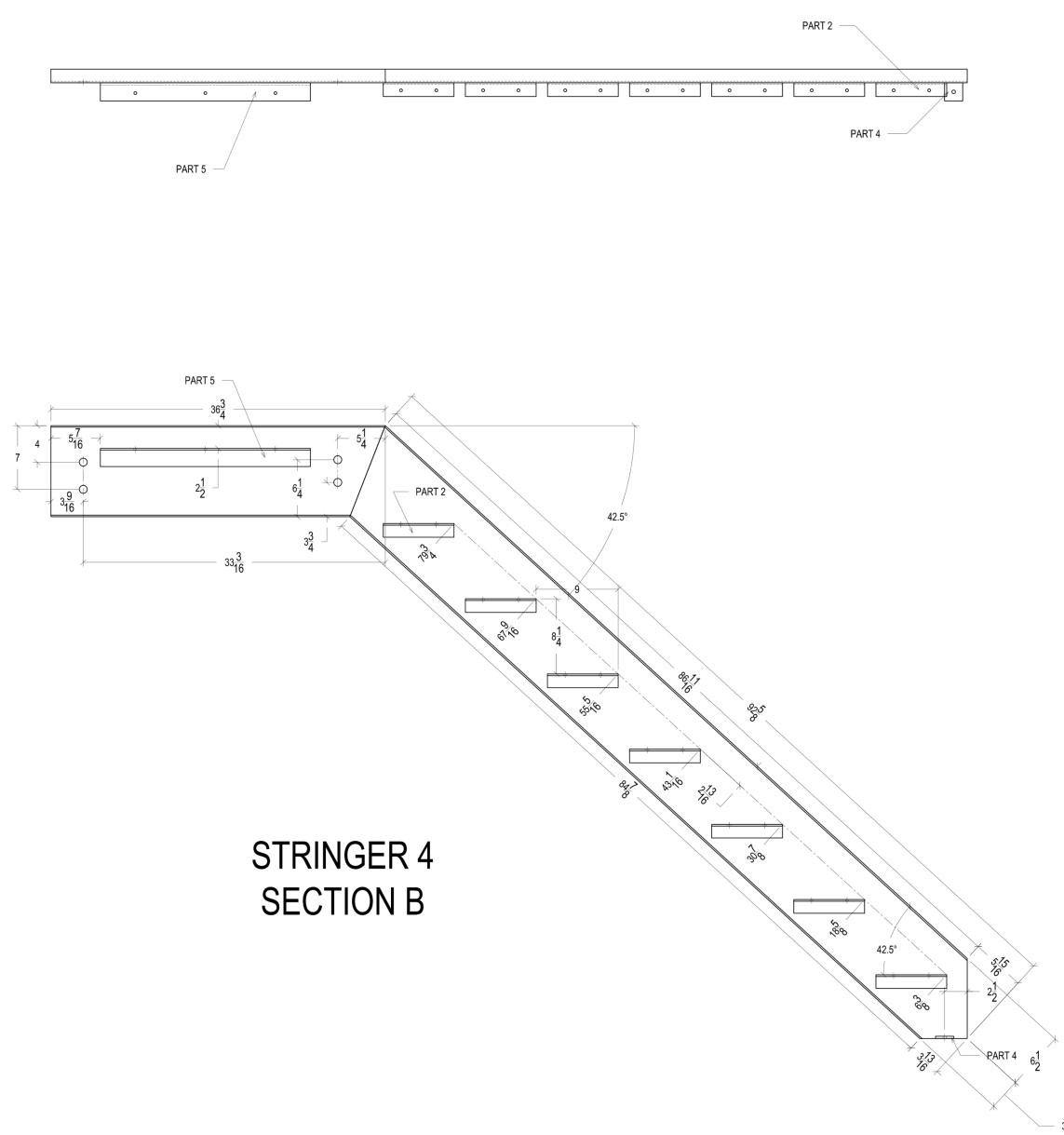
W. Thompson St.

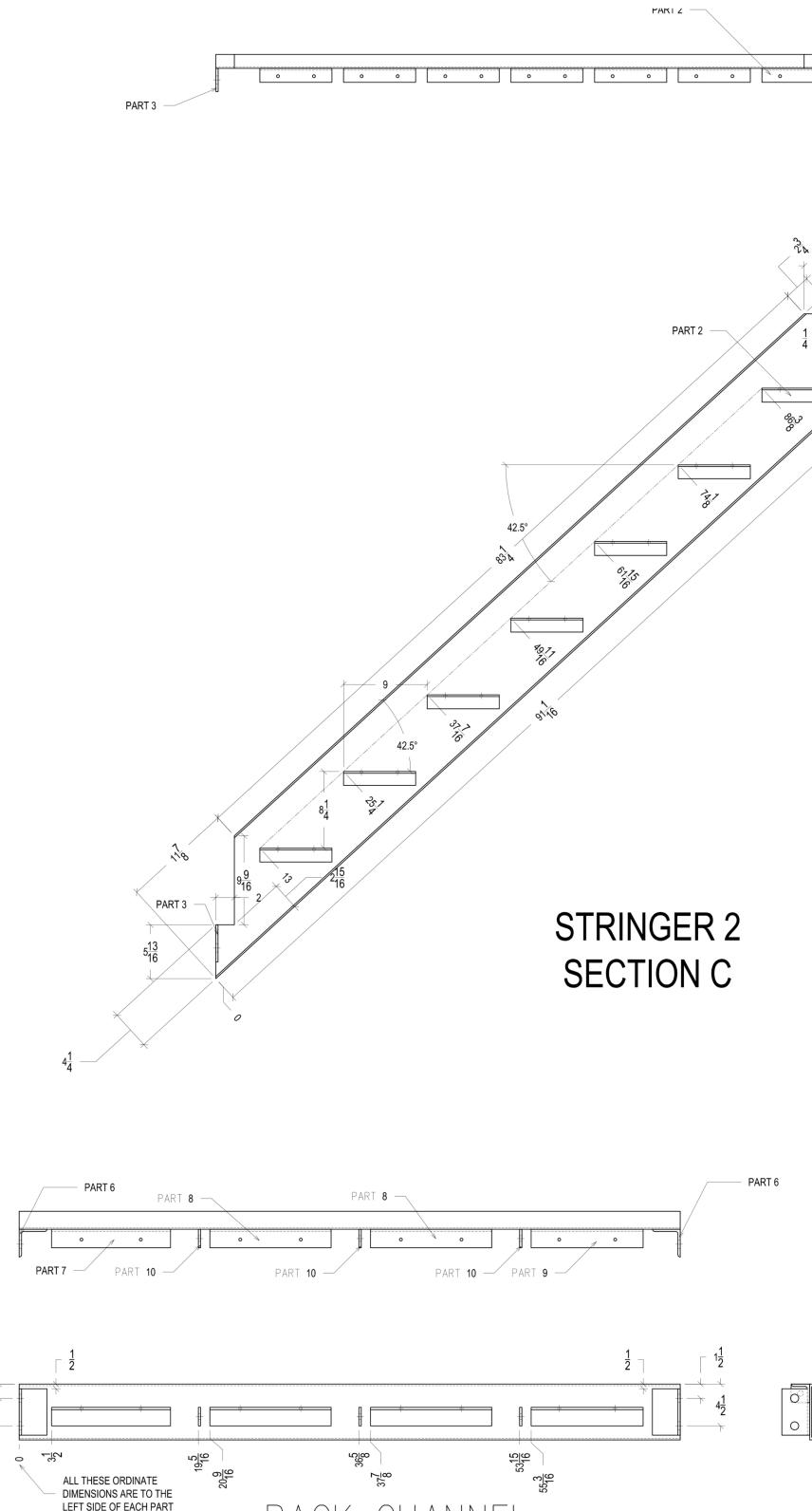


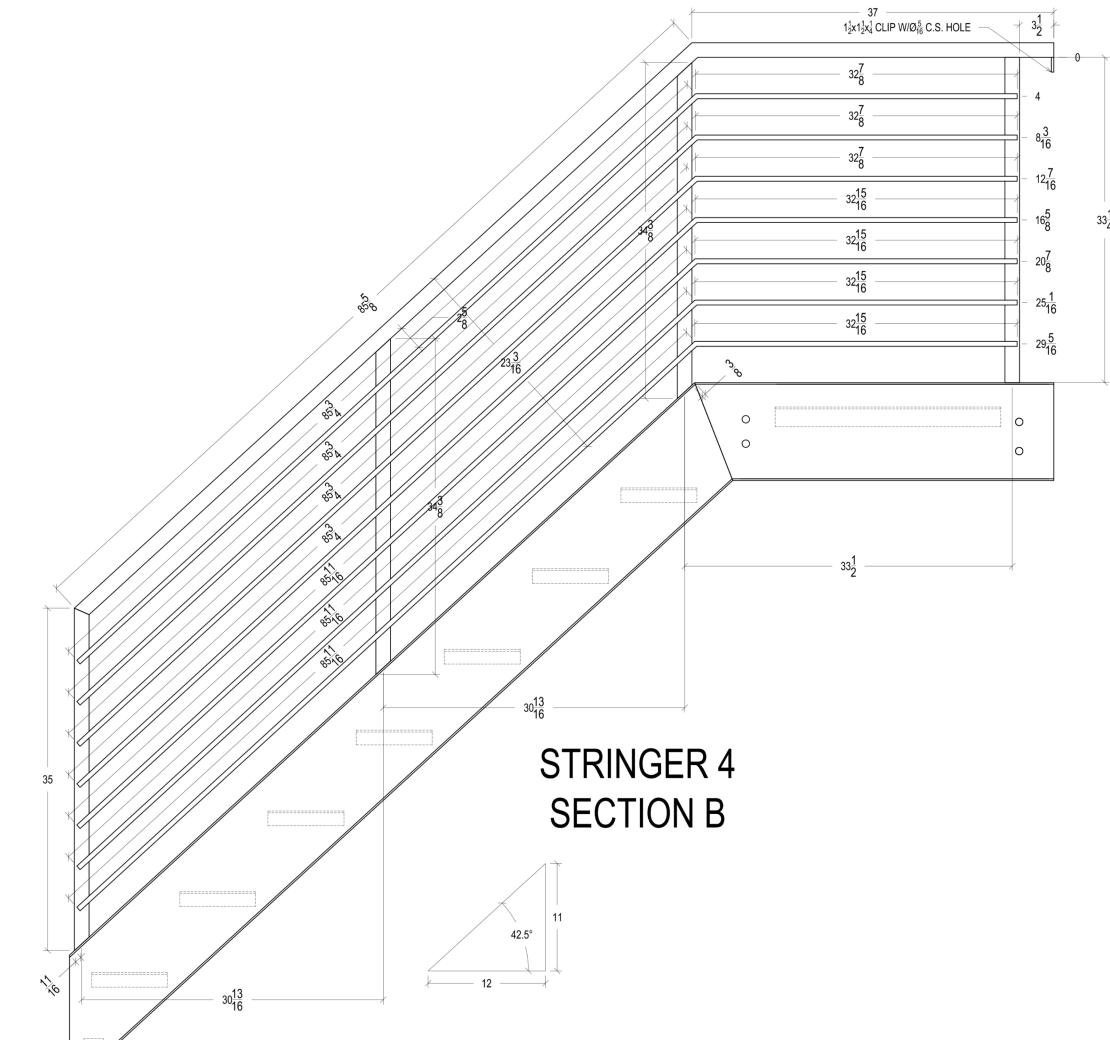
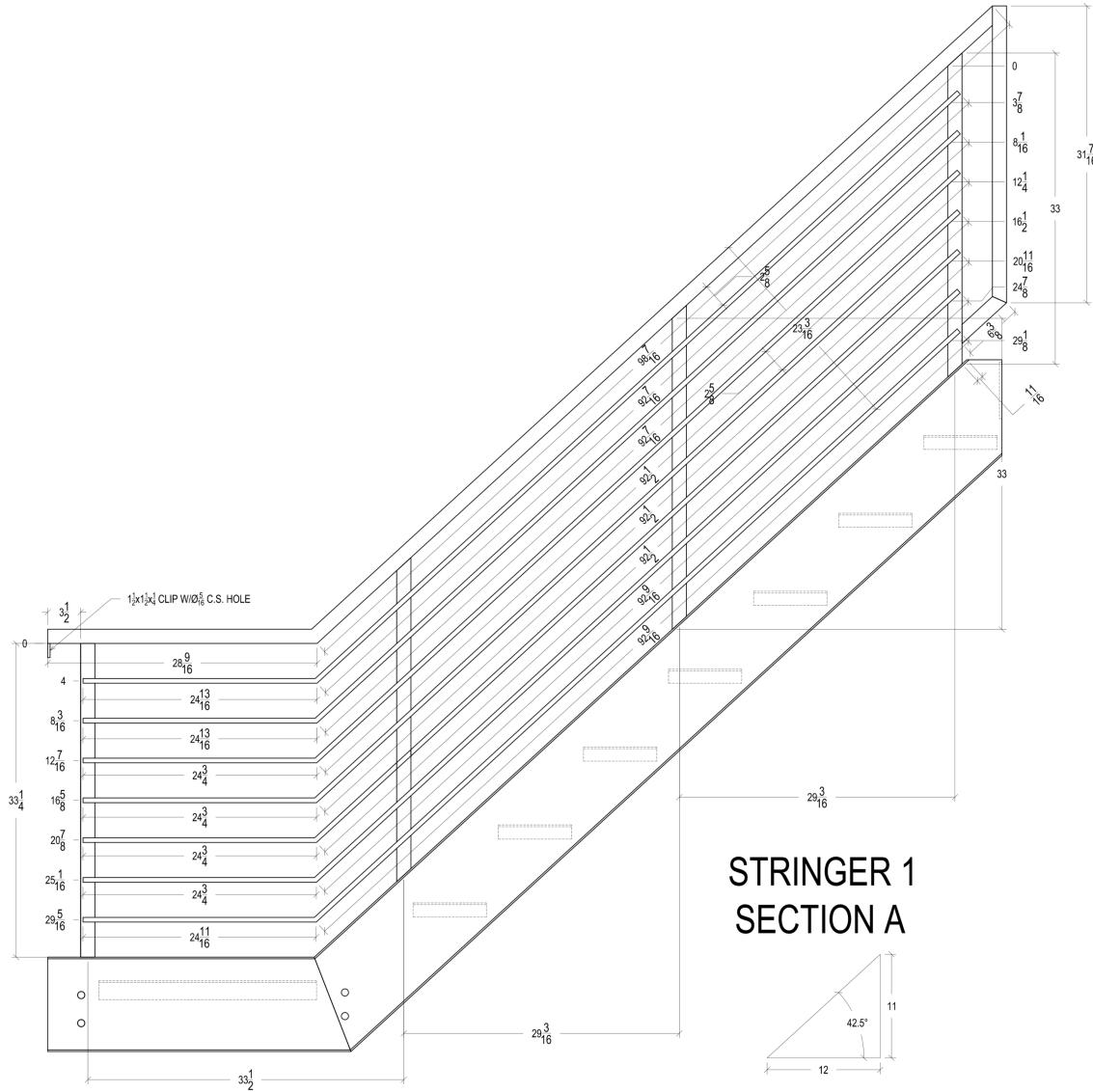
MATERIALS:	
3/8" BOLTS	QTY 8
3/8" FLAT WASHERS	QTY 2
3/8" NUTS	QTY 6
3/8" FLAT WASHERS	QTY 10
3/8" NUTS	QTY 20
3/8" LOCK WASHERS	QTY 10
1/2" NUTS	QTY 6
1/2" FLAT WASHERS	QTY 12
1/2" LOCK WASHERS	QTY 6
STRINGS	M10X8.4-CHANNEL
BACK CHANNEL	C10X2 CHANNEL
TOP RAIL	1 1/2" X 1 1/2" SQ TUBE
POSTS	1 1/2" X 1 1/2" SQ TUBE
PICKETS	1" ROUND BAR

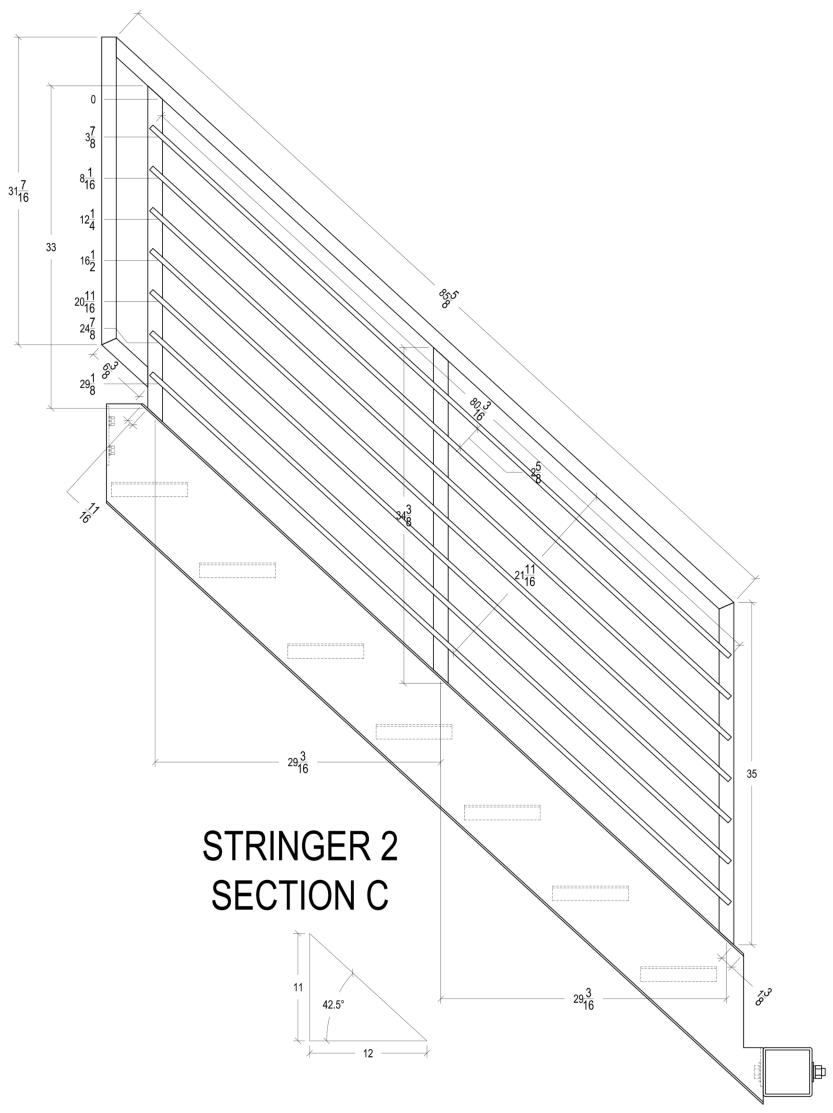


STRINGER 1 SECTION A

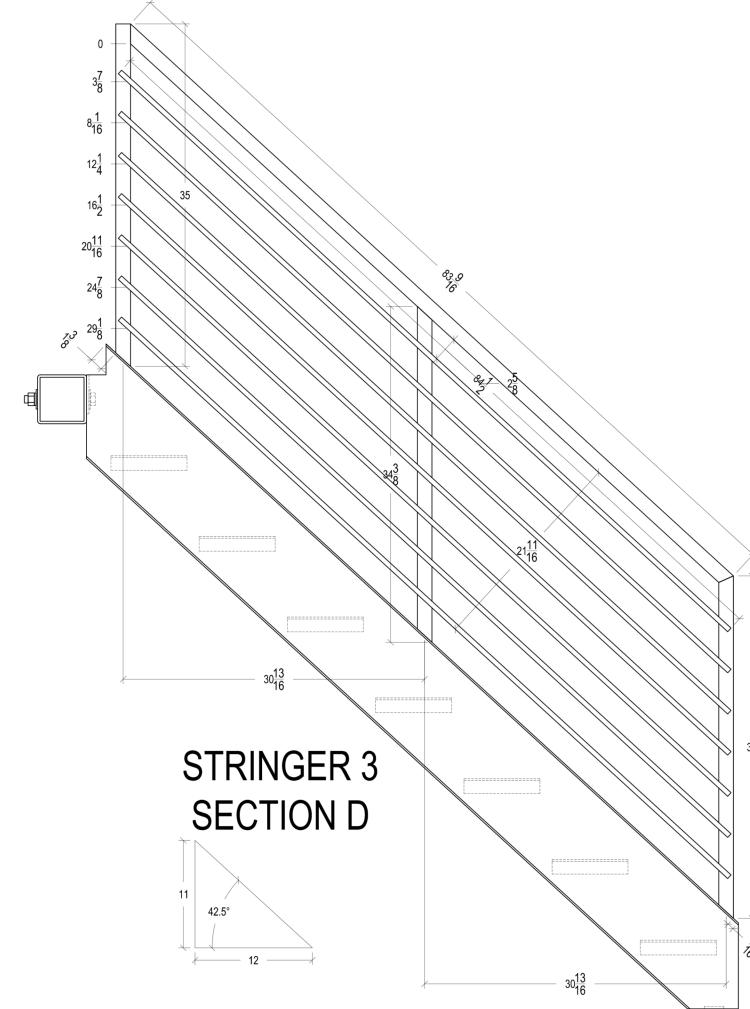


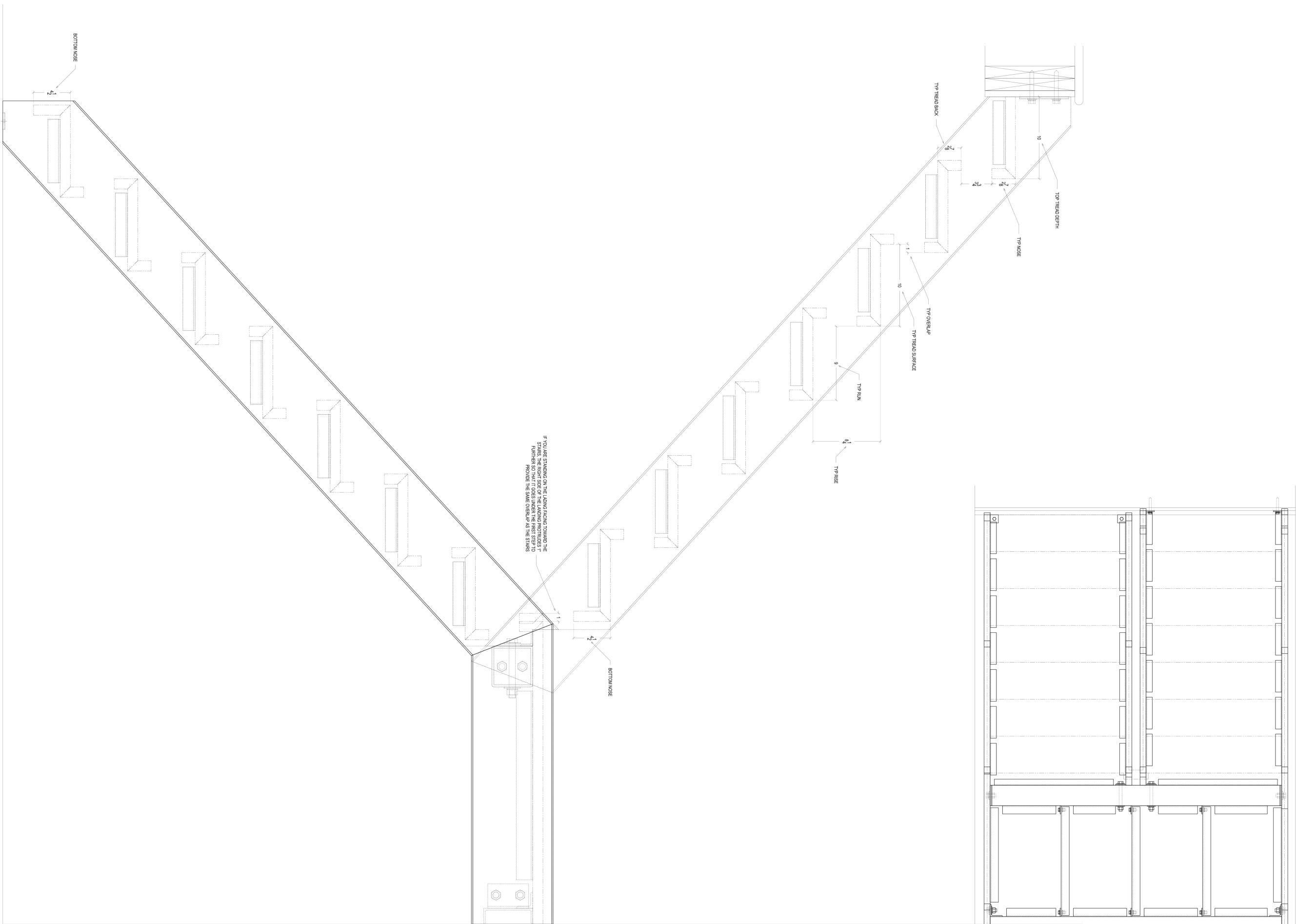




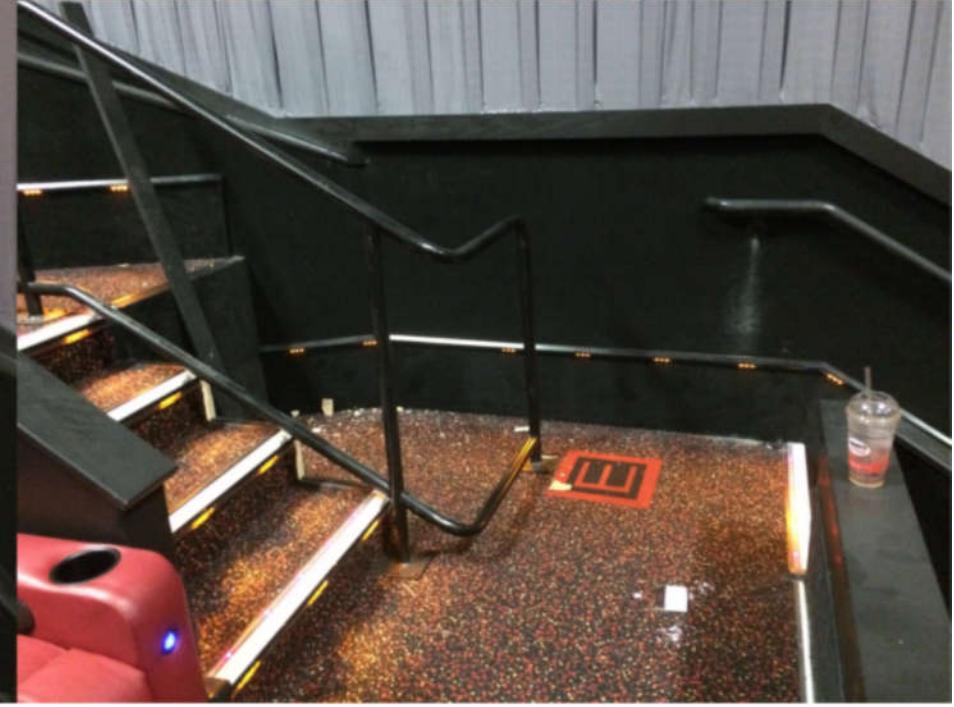
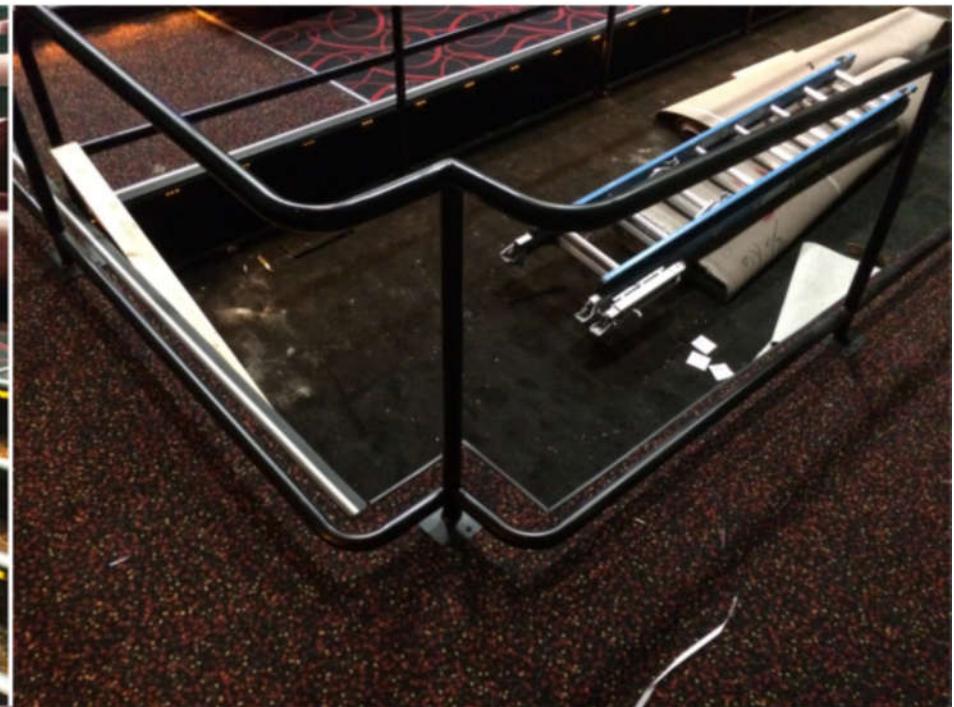
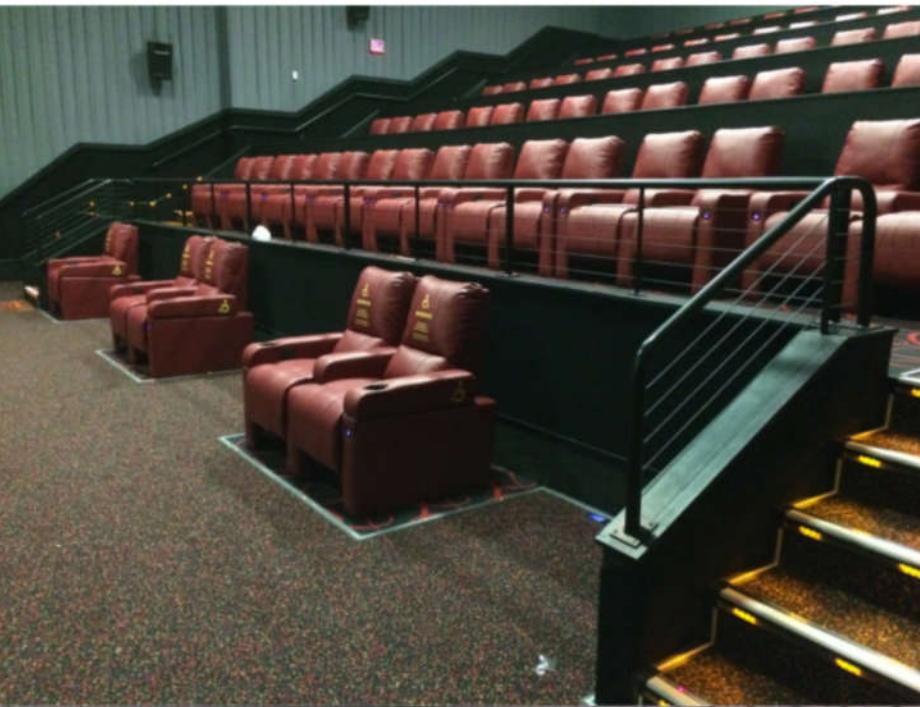


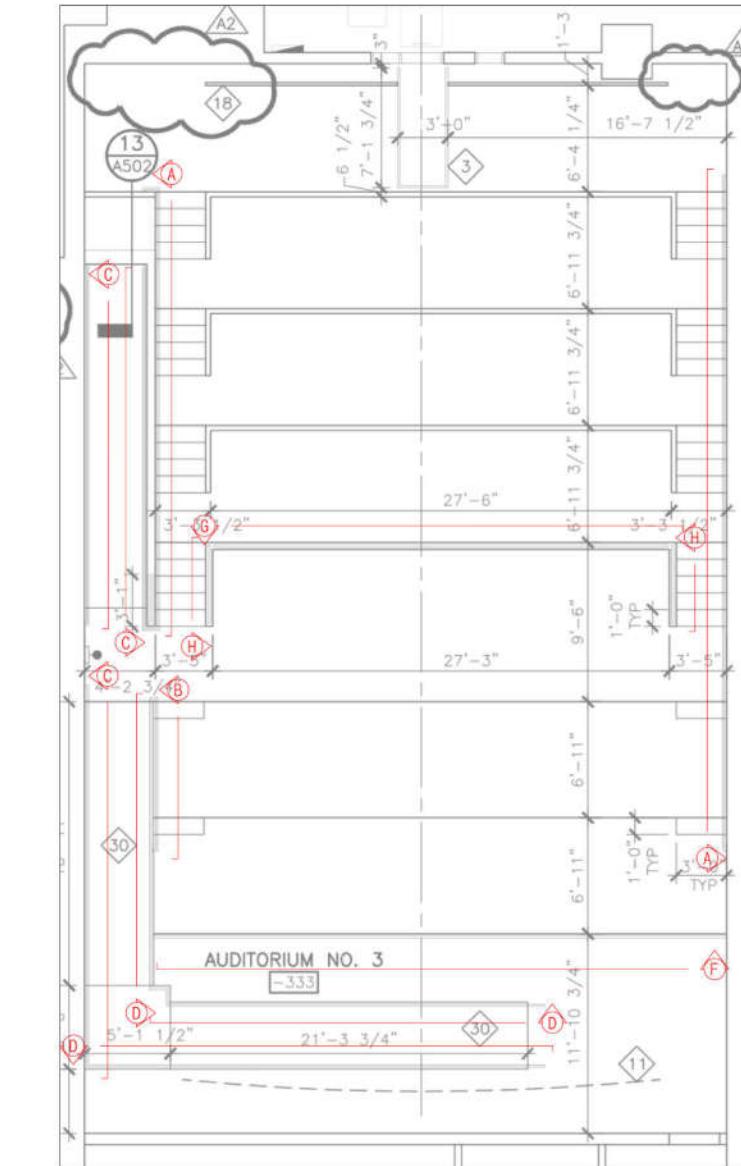
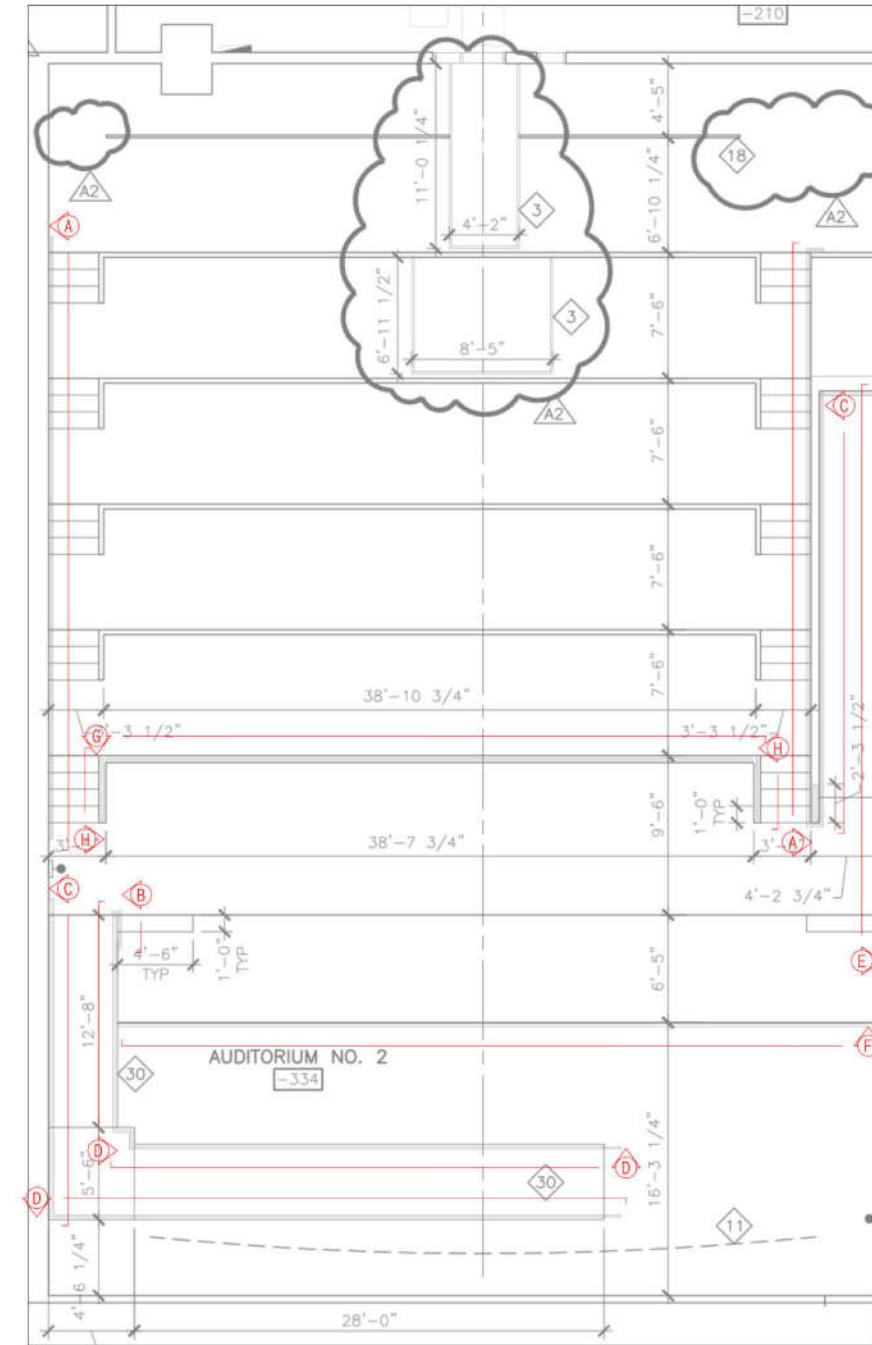
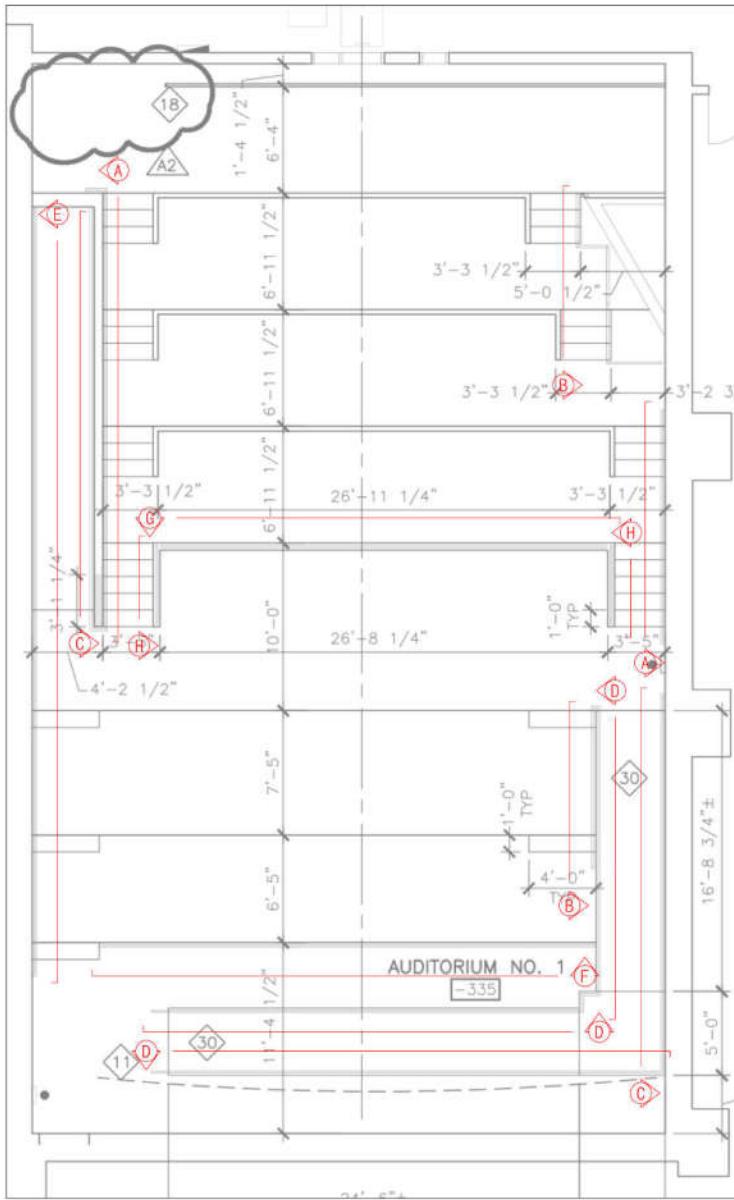
STRINGER 2 SECTION C







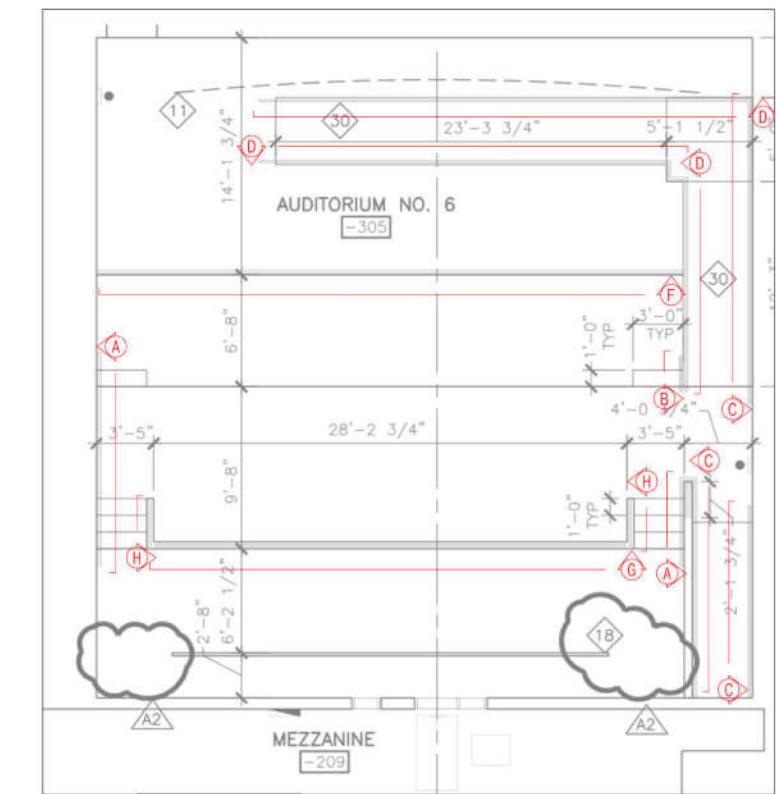
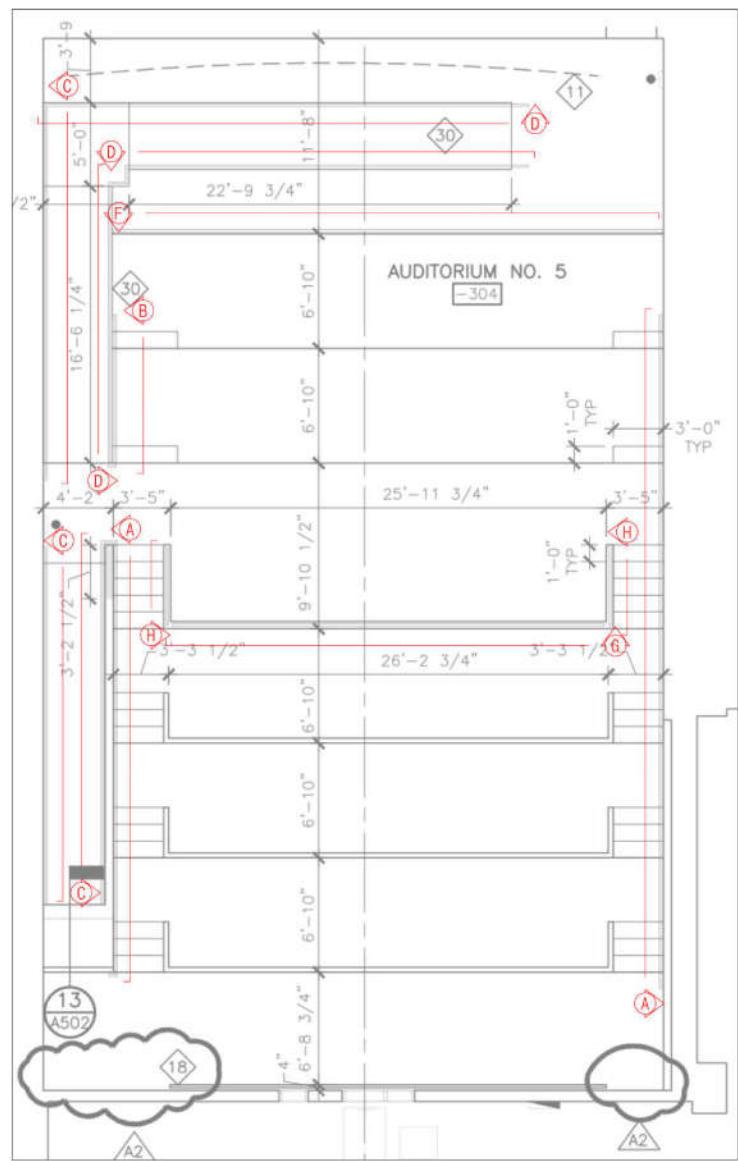
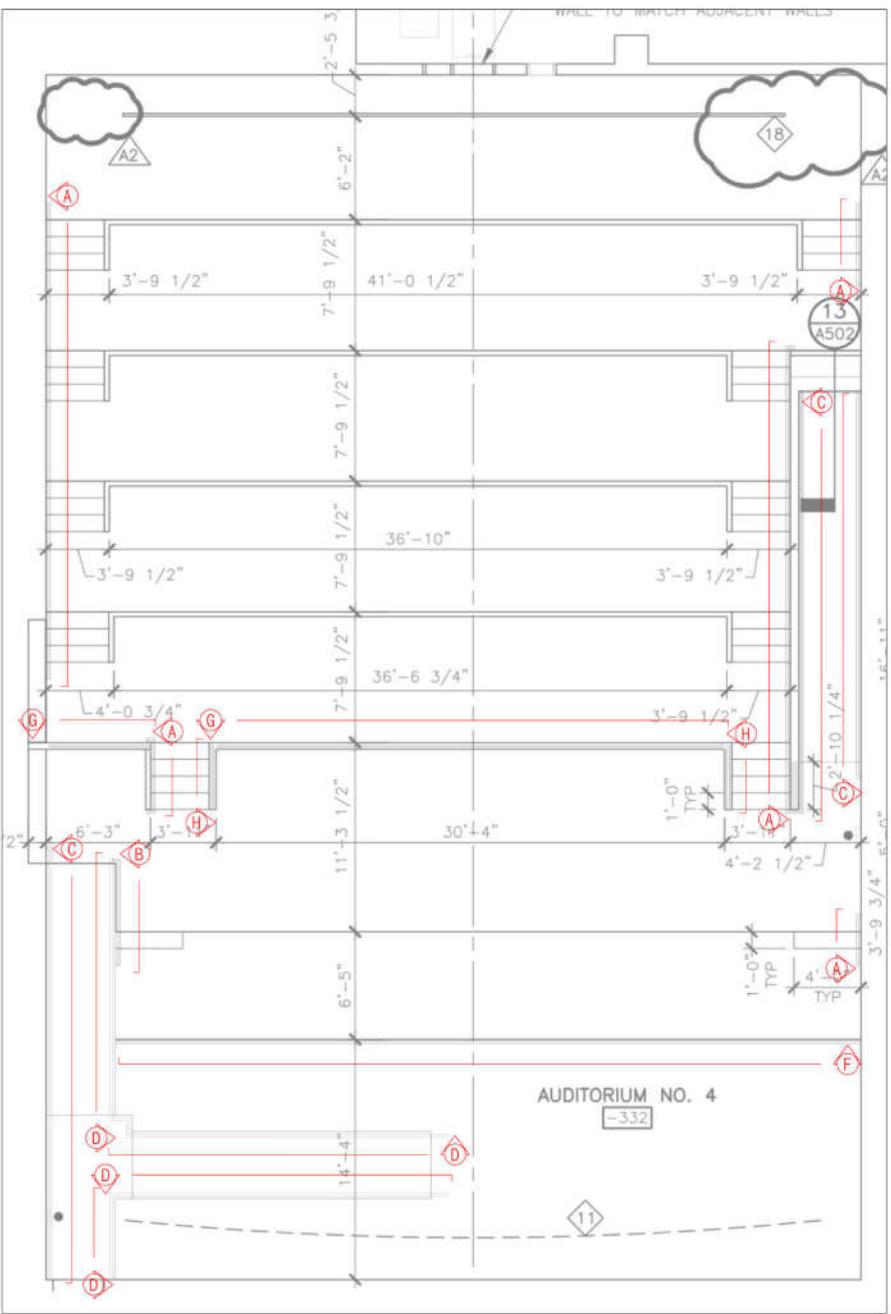




DRAWN: EY.
DATE: 3/17/16
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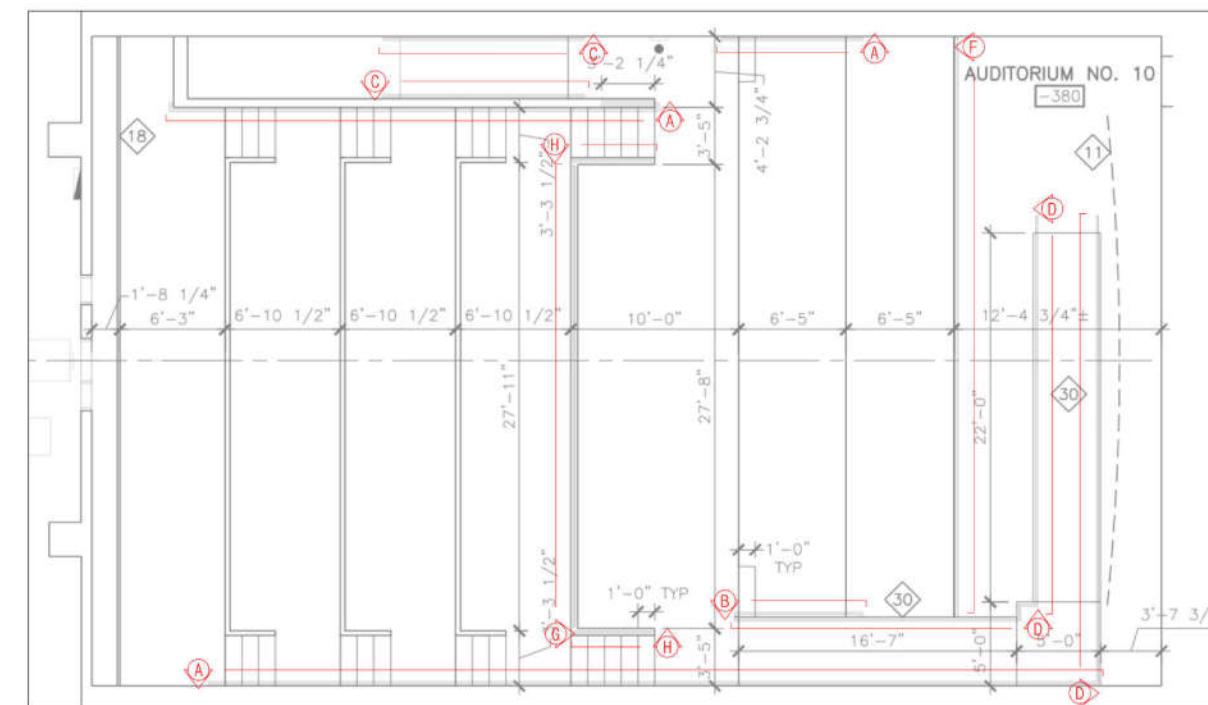
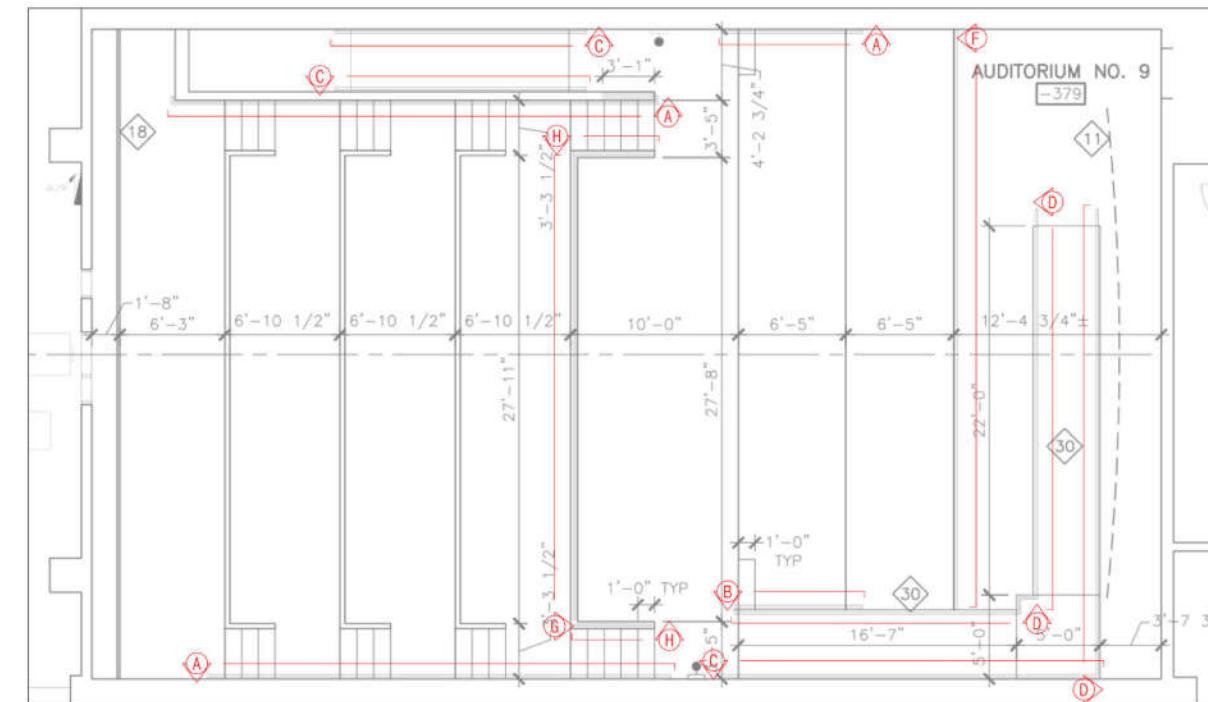
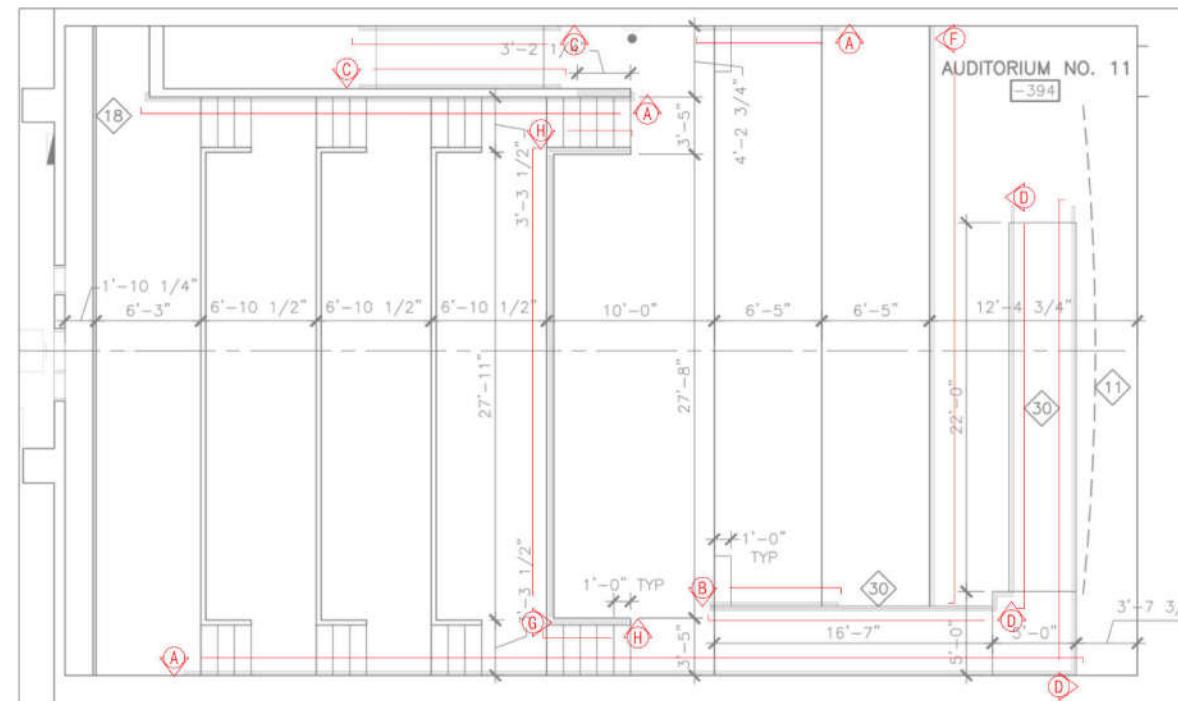
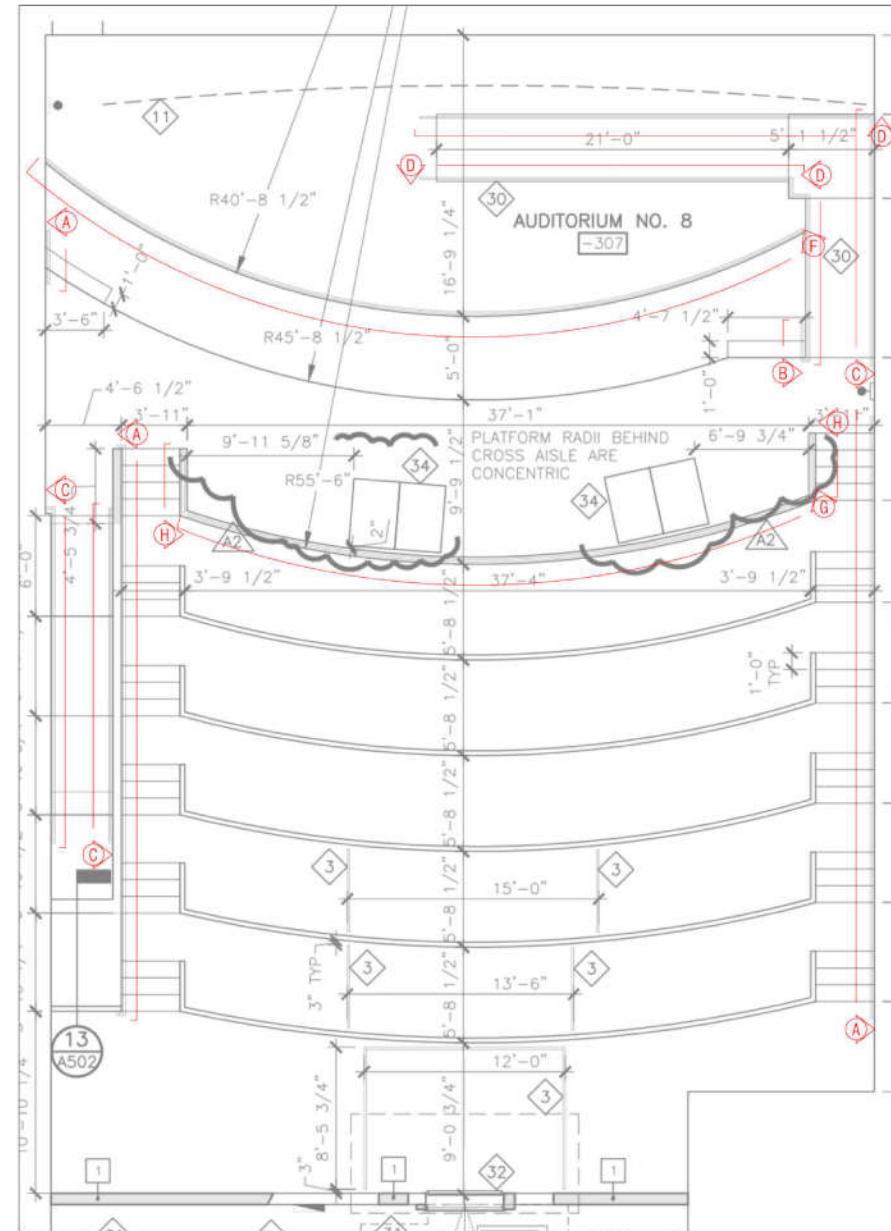
AMC Georgetown
TYPICAL SHOP
DRAWINGS



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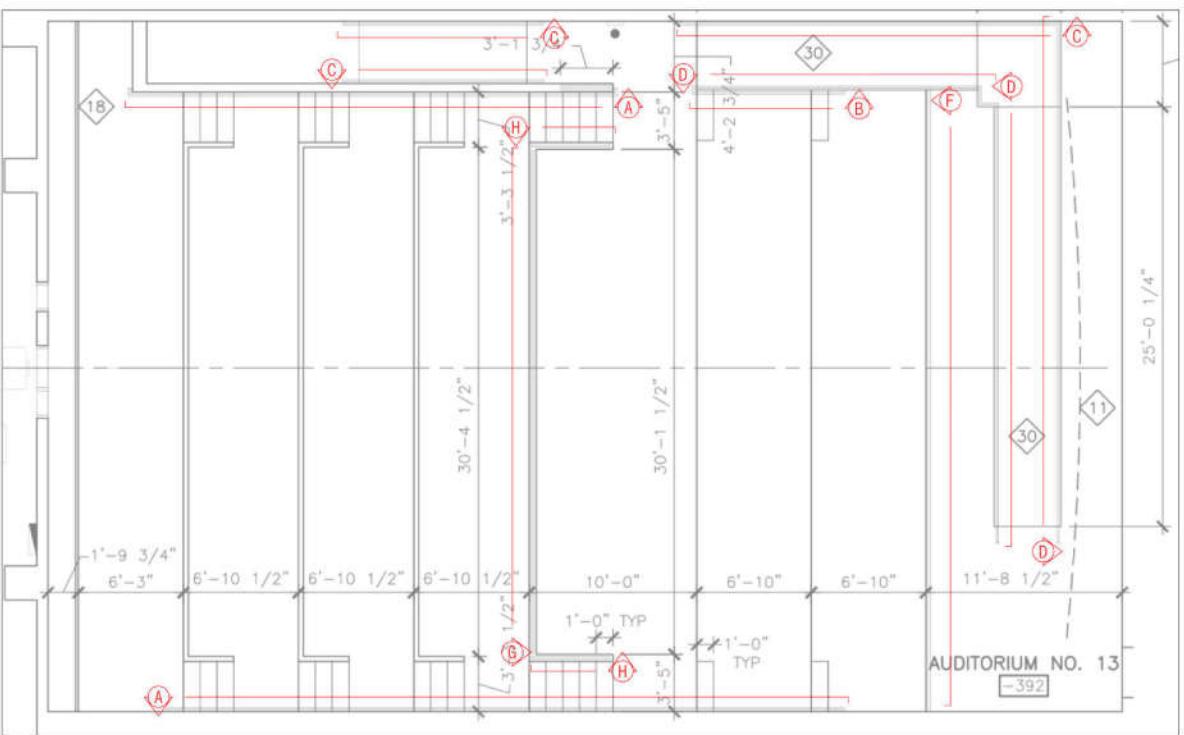
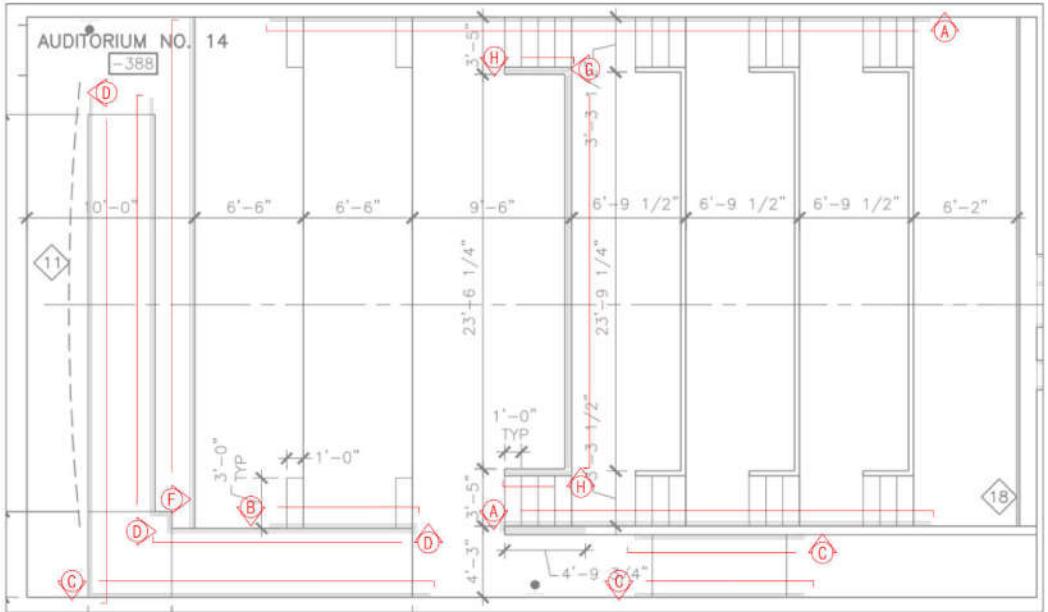
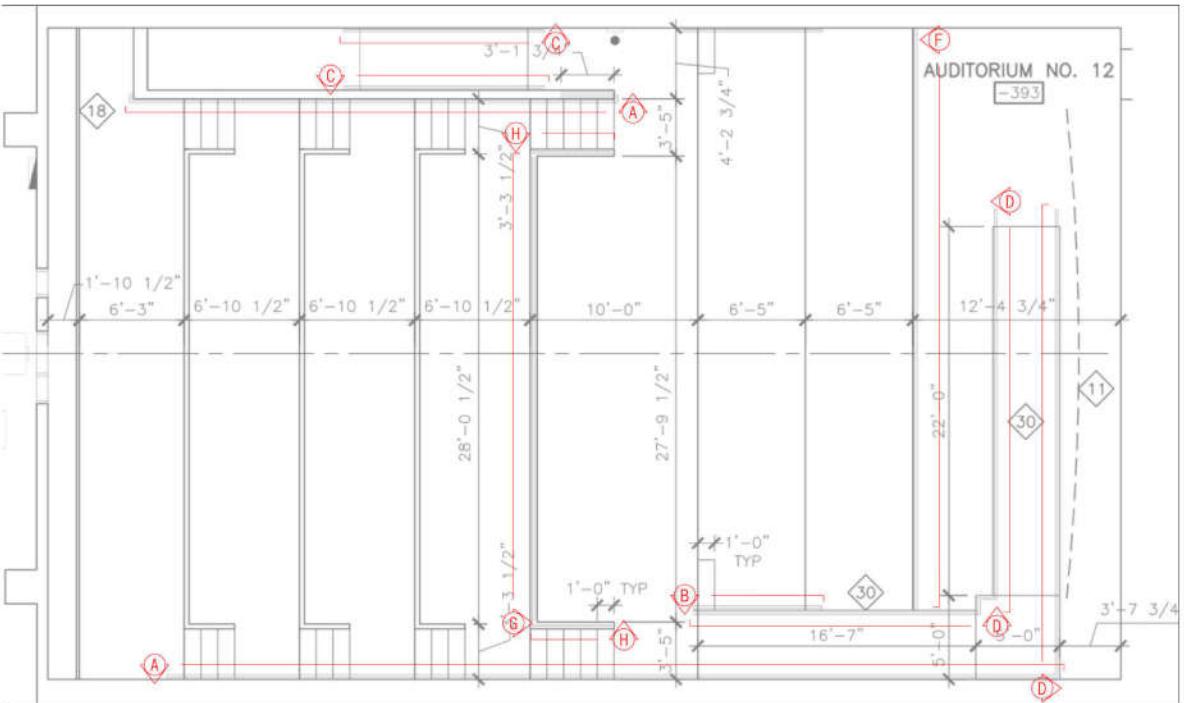
MC Georgetown
TYPICAL SHOP
DRAWINGS



DRAWN:	E
DATE:	3/17
REV:	0

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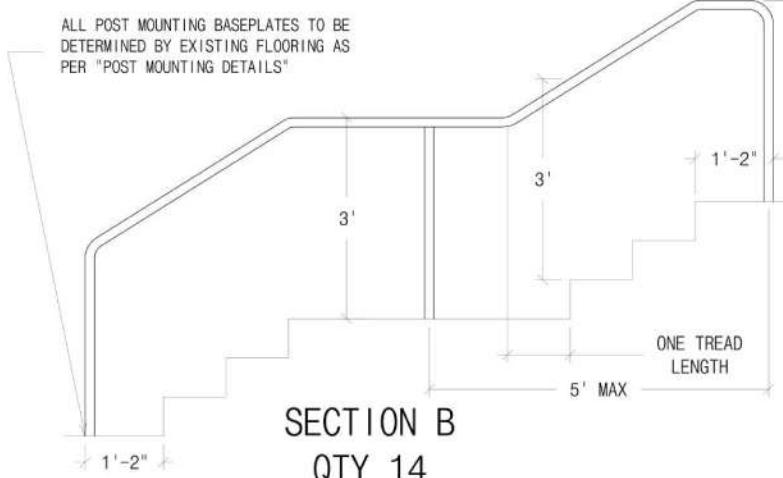
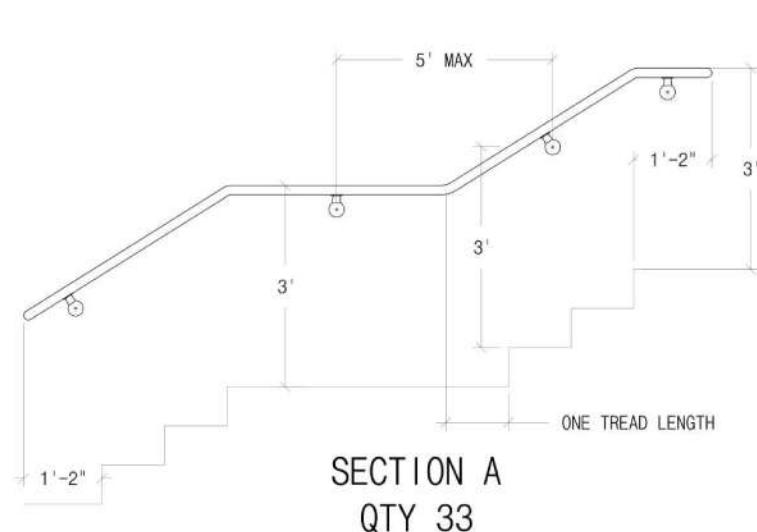
**AMC Georgetown
TYPICAL SHOP
DRAWINGS**



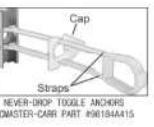
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DATE: 3/17/16
REV: 0

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MC Georgetown
YPICAL SHOP
DRAWINGS

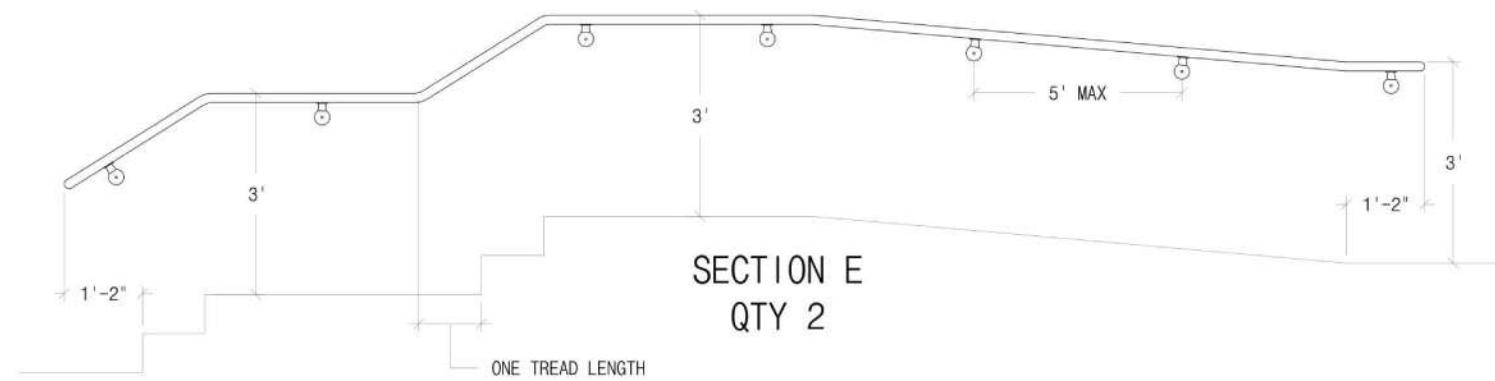
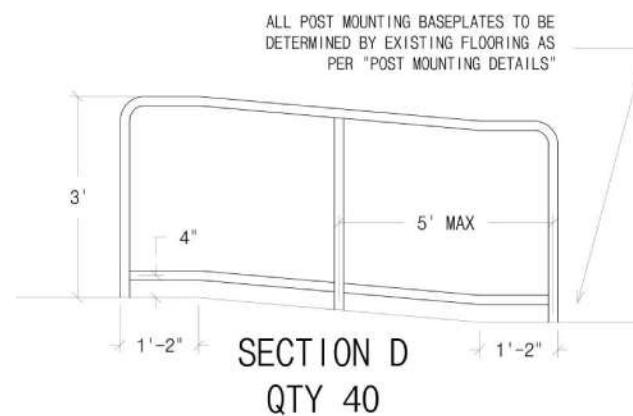
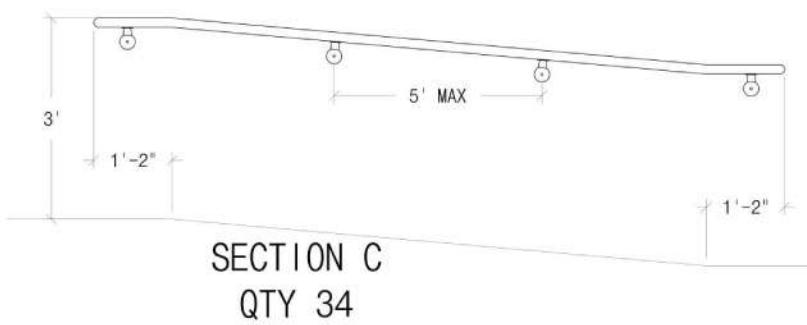


ALL POST MOUNTING BASEPLATES TO BE DETERMINED BY EXISTING FLOORING AS PER "POST MOUNTING DETAILS"



SECTION F QTY

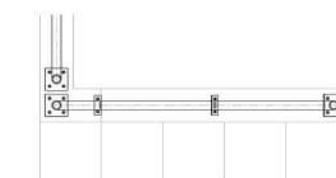
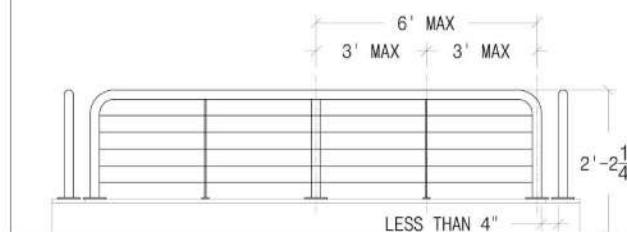
- NOTES:
- ALL HANDRAILINGS AND POSTS ARE 1 $\frac{1}{2}$ SCH 40 STEEL PIPE
 - ALL FIELD SPLICES WILL BE WELDED, GROUND SMOOTH AND PAINT TOUCHED UP
 - ALL WALL MOUNTED RAILINGS WILL HAVE A GAP OF 1 $\frac{1}{8}$ " BETWEEN RAILING AND WALL
 - ALL WALL RETURNS WILL HAVE A $\frac{1}{2}$ " GAP BETWEEN END OF RETURN AND WALL
 - ALL PIPE BENDS WILL HAVE A CENTERLINE RADIUS OF 3 $\frac{1}{2}$ "
 - IF WALL MOUNTED RAILS ATTACH TO TRIPLE LAYERS OF DRYWALL, NEVER-DROP TOGGLE ANCHORS WILL BE USED W/ $\frac{1}{2}$ -20 HEX HEAD BOLTS
 - IF WALL MOUNTED RAILS ATTACH TO A SINGLE LAYER OF DRYWALL, WE WILL DISCUSS OPTIONS FOR BLOCKING



ALL POST MOUNTING BASEPLATES TO BE DETERMINED BY EXISTING FLOORING AS PER "POST MOUNTING DETAILS"

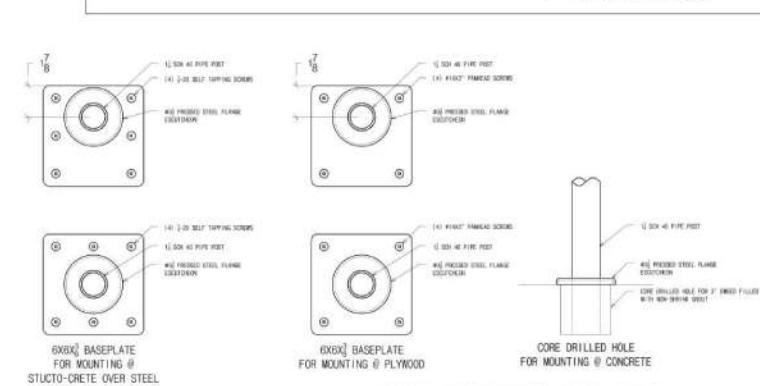
CABLE RAILING NOTES:
DETAIL 9 ON A503 CALLS FOR DIMENSIONS "A" AND "B" TO BE THE SAME. THIS DOESN'T WORK IF WE WANT TO KEEP THE CABLE SPACING LOOKING CONSISTENT. IN ORDER TO MAKE THAT WORK, DIMENSIONS "C" AND "D" MUST BE THE SAME.

DETAILS ON A502 ARE INCONSISTENT ABOUT WHETHER THE CABLE RAIL POSTS SHOULD BE MADE WITH SCH 40 OR SCH 80 PIPE. WE WOULD LIKE TO USE SCH 40 THROUGHOUT. IF WE USE SCH 80 FOR THE END POSTS, WHERE THE TOP RAIL MEETS THE END POSTS WILL NEED TO BE MITERED AND NOT BENT.



ATTACHED TO THIS DOCUMENT IS INFORMATION ABOUT THE CABLE HARDWARE WE ARE USING. THE SPECIFIC PIECES WE ARE USING FOR THE $\frac{1}{2}$ " CABLE ARE:

- SWAGING STUDS
- RADIUS FERRULES
- INVISIWIRE RECEIVERS

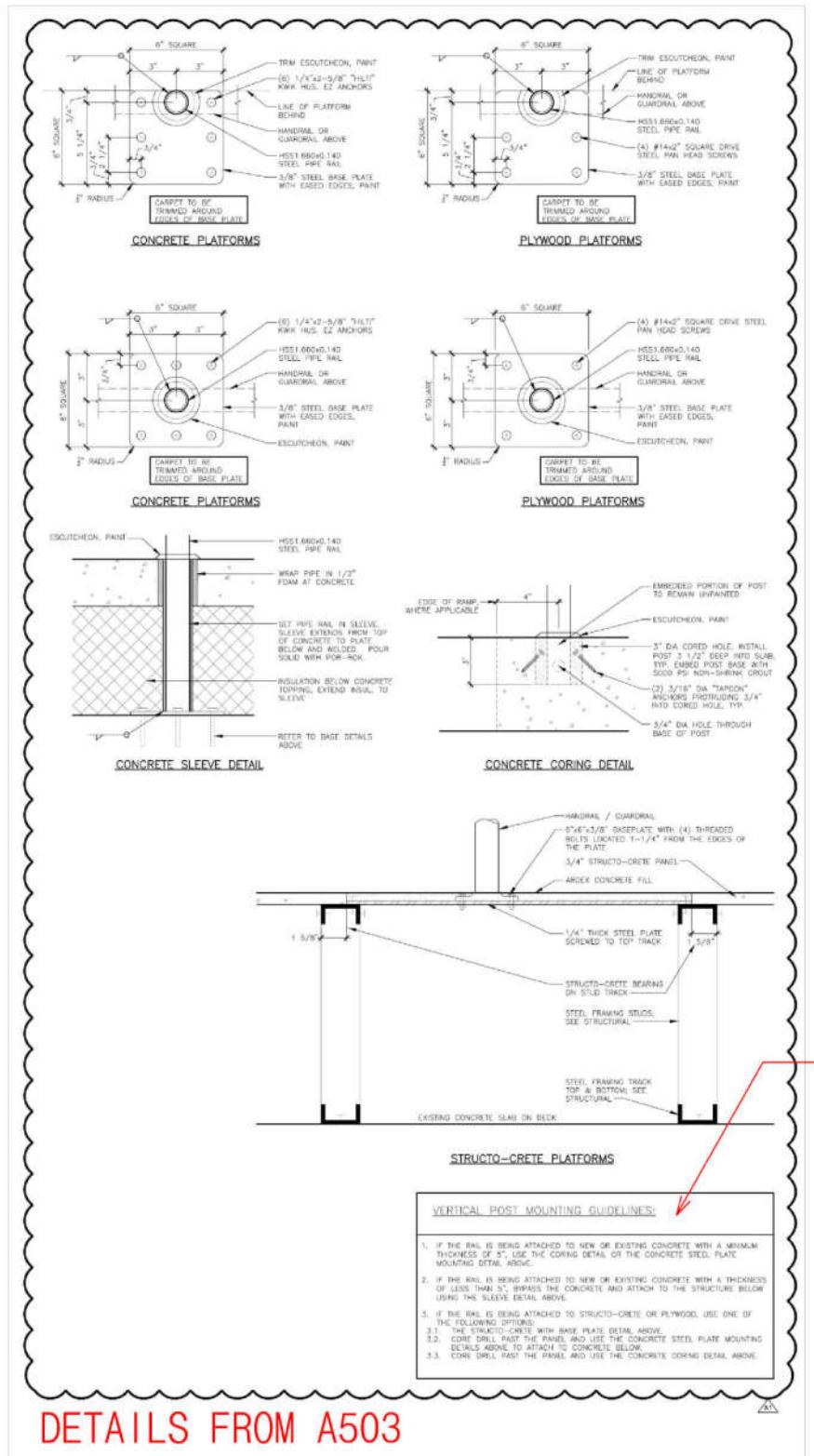


POST MOUNTING DETAILS

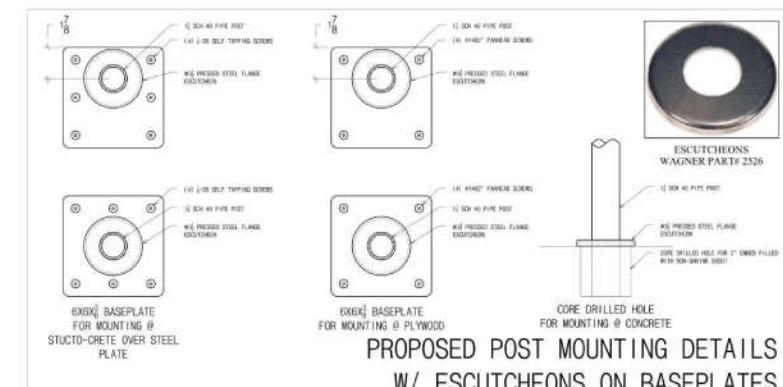
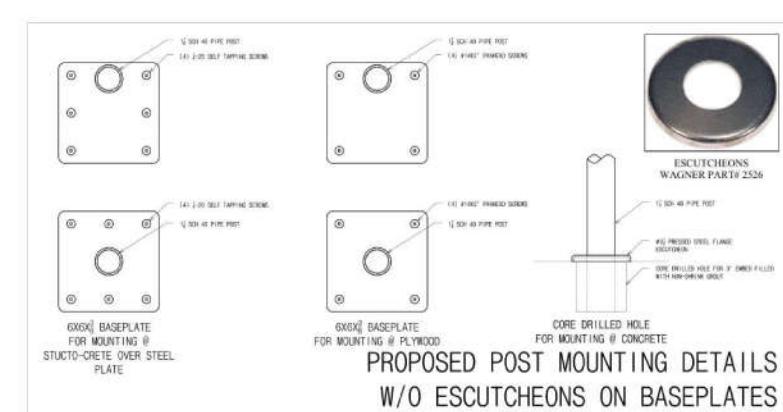
DRAWN: EY.
DATE: 3/17/16
REV: 0

BenFab, Inc.
801 Carpenters Crossing, Suite 8, Folcroft, PA 19032
Phone: 610-626-9100 Fax: 610-626-9200
www.benfabrailings.com

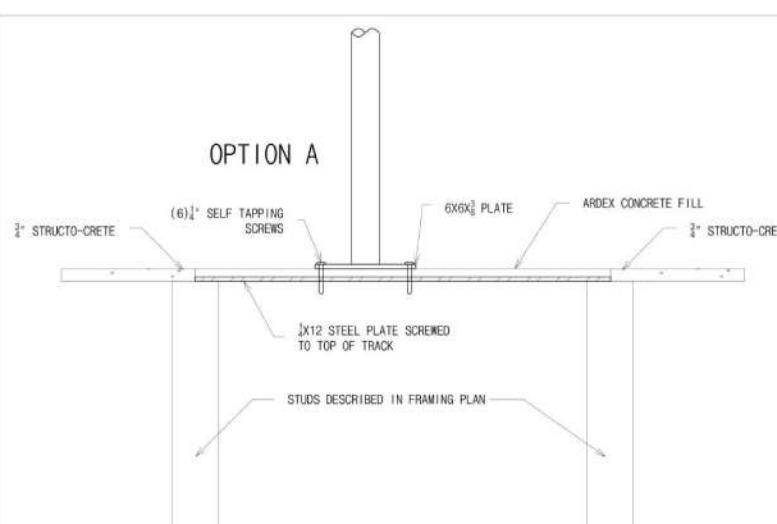
AMC Georgetown
TYPICAL SHOP
DRAWINGS



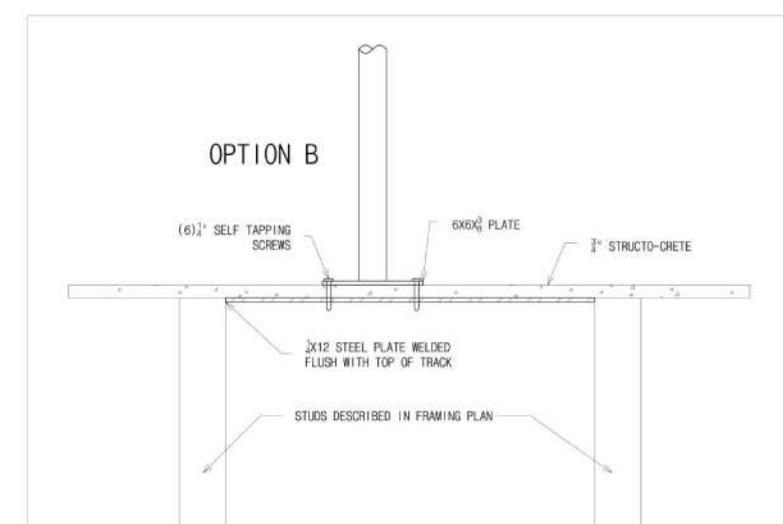
- We would like you to consider not requiring escutcheons on top of the 6x6" baseplates. I've included a photo of a previous installation like this. I don't happen to think that this is an aesthetically pleasing look. Also, since the escutcheons are not attached, and move freely, they have the potential to get kicked and likely scratch the paint on the post. We're still happy to put them on if you require it.
- If we go with the escutcheons on top of the baseplates, I would like to propose that we move the post farther away from the edge of the baseplate in order to make room for the entire escutcheon. If you look at the long guardrail in the same photo, you will see that, despite the fact that this particular railing did not have baseplates, you can still see that, because of the plastic lighted nosing, there is still plenty of room for the entire escutcheon, without the need to trim them. Also, if we do trim them, there is nothing to stop them from spinning around.
- Where the offset 6x6" baseplates attach to a plywood floor, the detail shows all four screws on one side of the post. I would like to propose that we keep the screws in the corners. This way we only have to fabricate one kind of baseplate for the entire theater.
- If the scenario arises that is described in #2 of the "Vertical Post Mounting Guidelines" from sheet A503, we will need to know as soon as you are aware that the situation is likely to arise. The logistics of this are not simple, and will require discussion and planning.
- We would like to propose a change to the detail described by #3.1 of the "Vertical Post Mounting Guidelines" from sheet A503. The primary reason for proposing a change is that method described in #3.1 is that it is logically difficult. As it stands, carpet can't be installed until after we install railings. We can't measure for railings until the Structo-Crete is in place, and the window of time between the Structo-Crete being installed and the carpet being installed is too narrow. This will likely cause delays in the installation of carpet.



VERTICAL POST MOUNTING GUIDELINES



PROPOSED CHANGES TO #3.1 OF "VERTICAL POST MOUNTING GUIDELINES" FROM SHEET A503

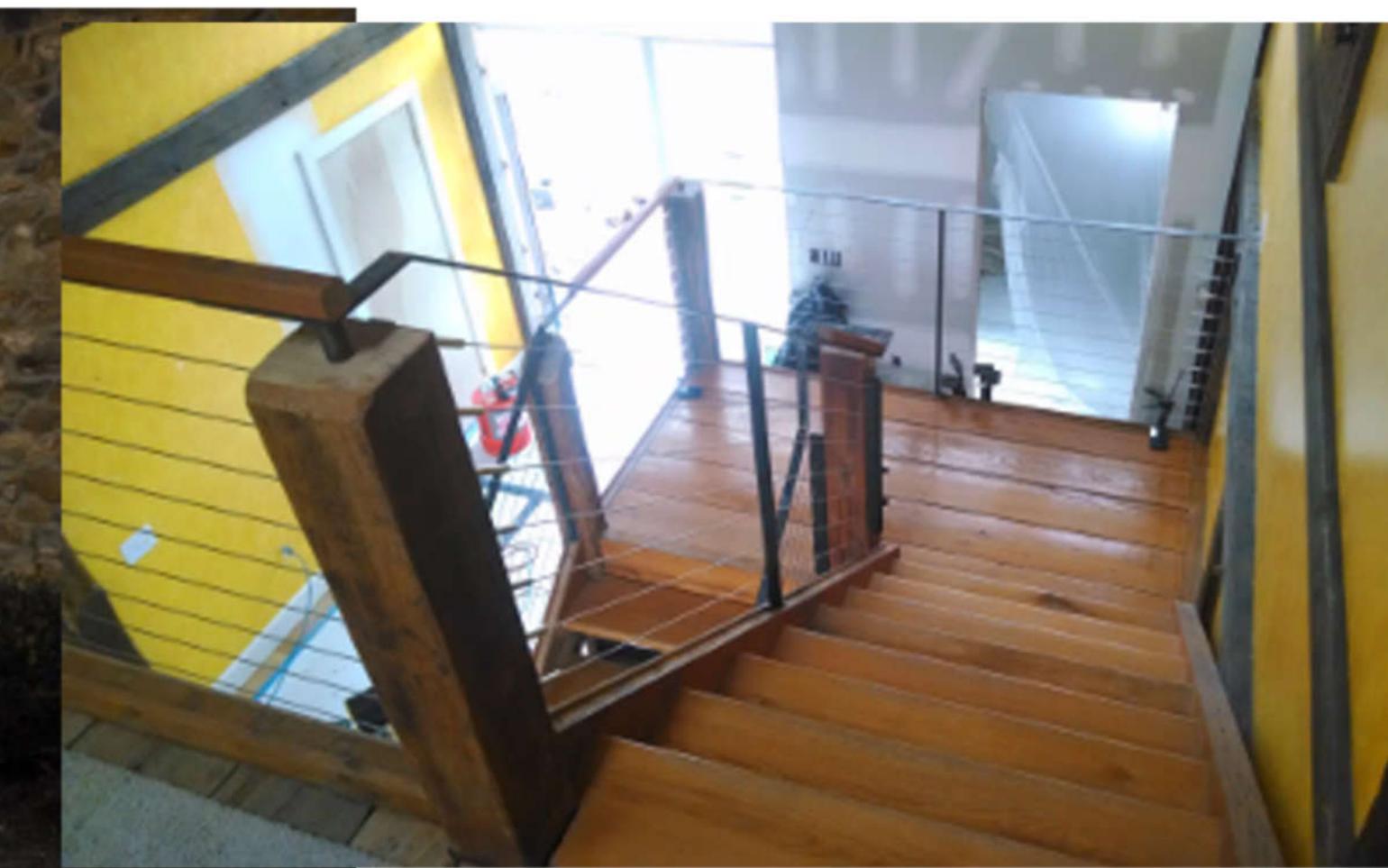
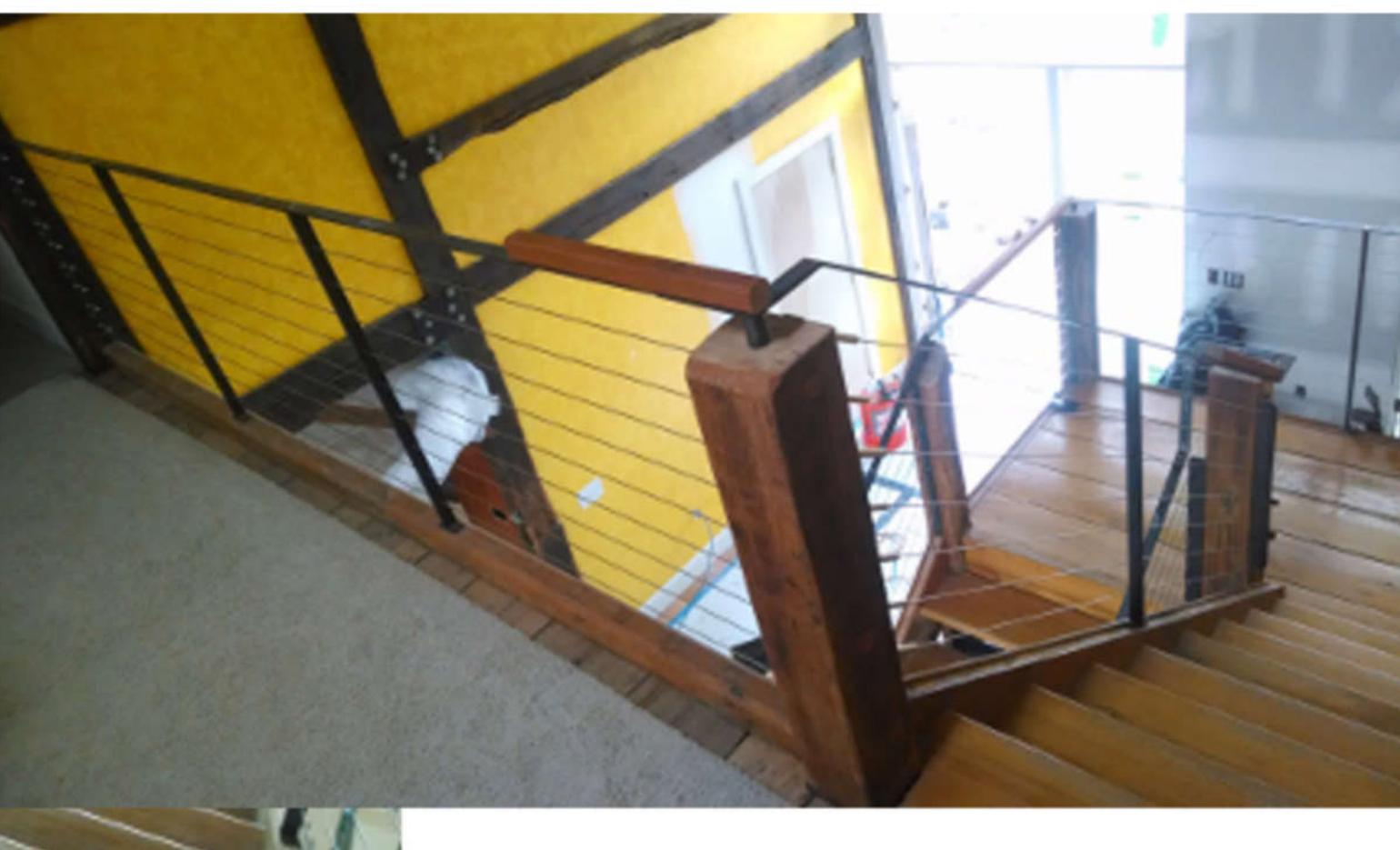
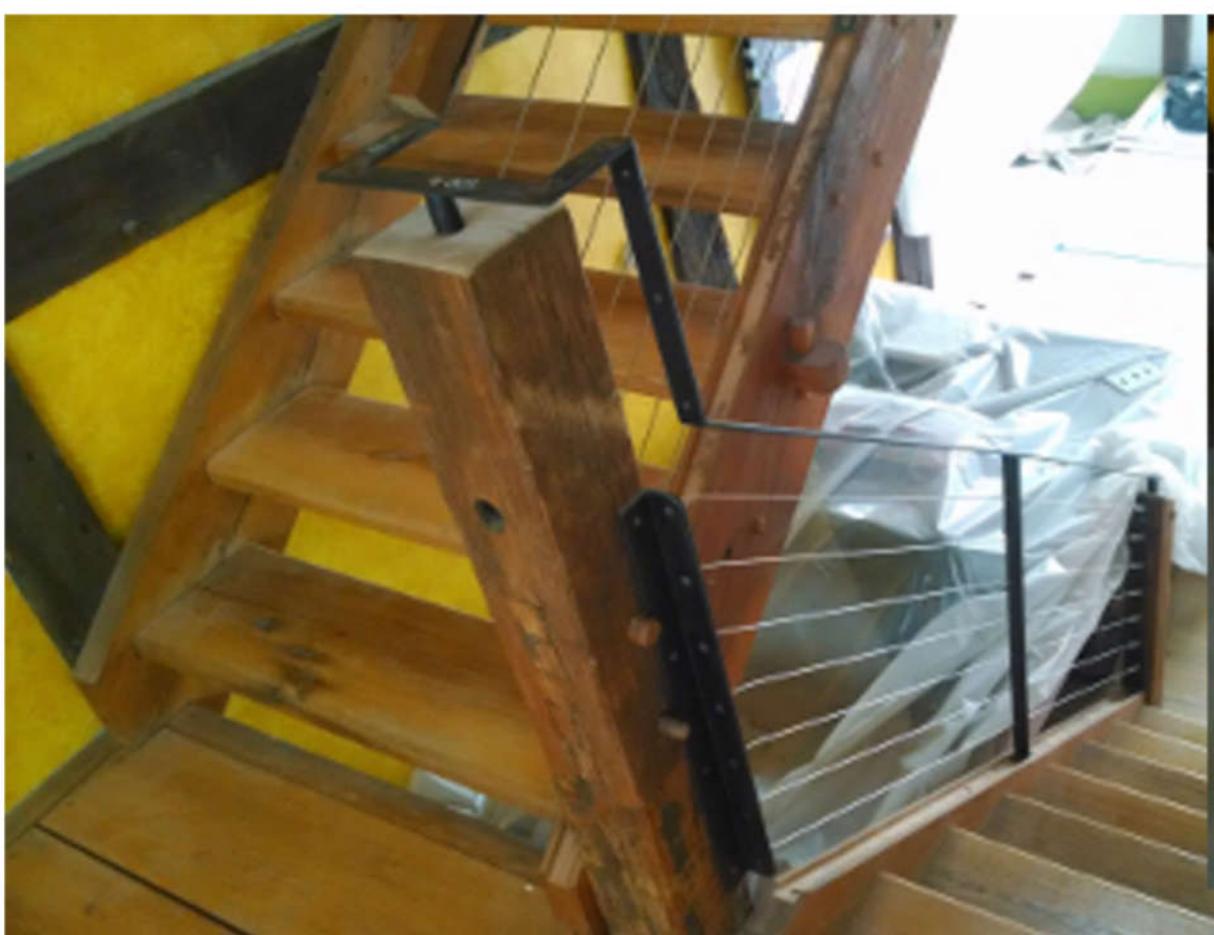


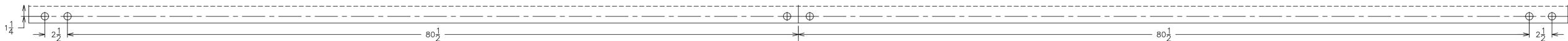
PROPOSED CHANGES TO #3.1 OF "VERTICAL POST MOUNTING GUIDELINES" FROM SHEET A503

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DATE: 3/17/16
REV: 0

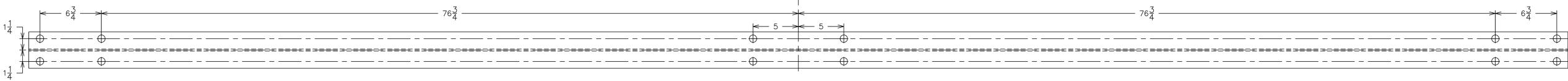
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AMC Georgetown
PROPOSED CHANGES

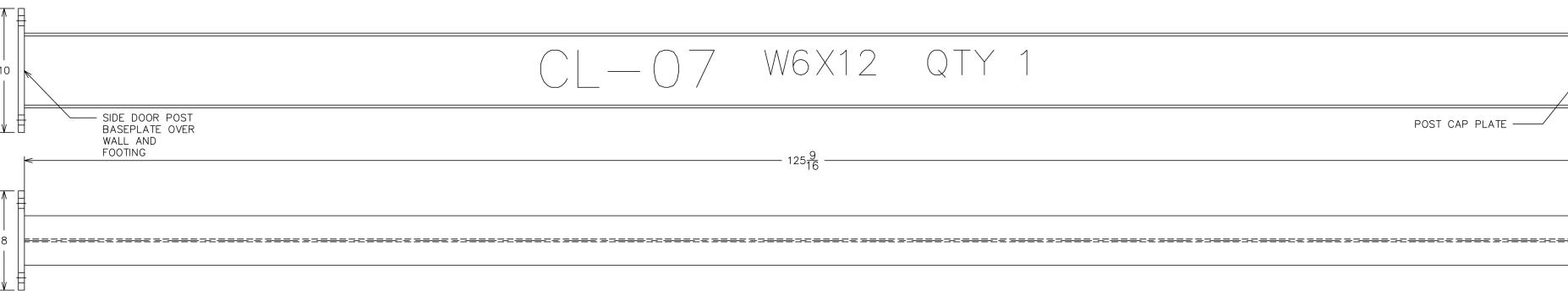




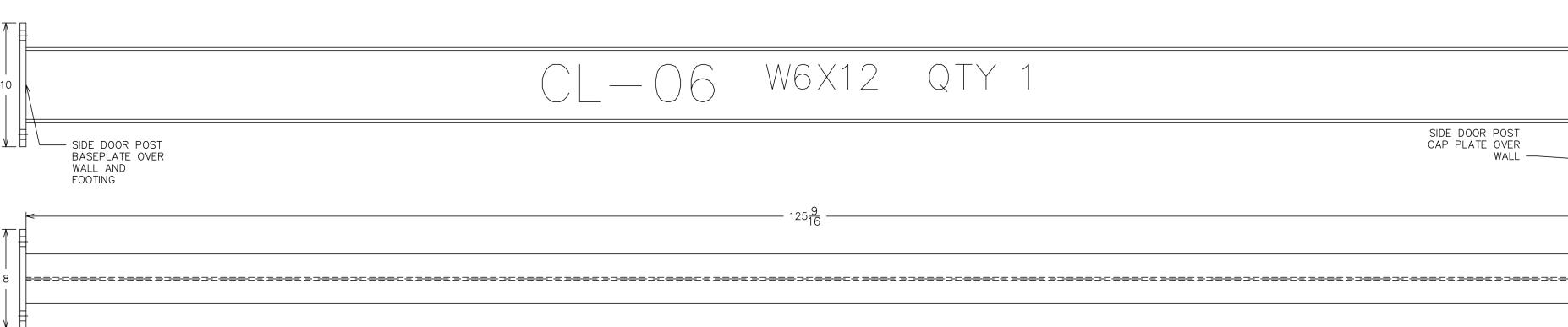
CB-03 W6X12 QTY 1



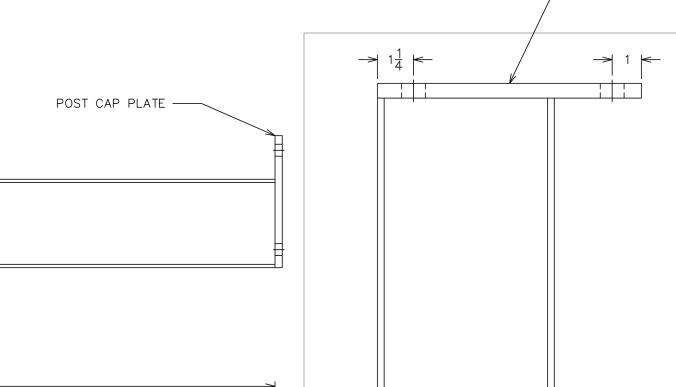
CL-07 W6X12 QTY 1



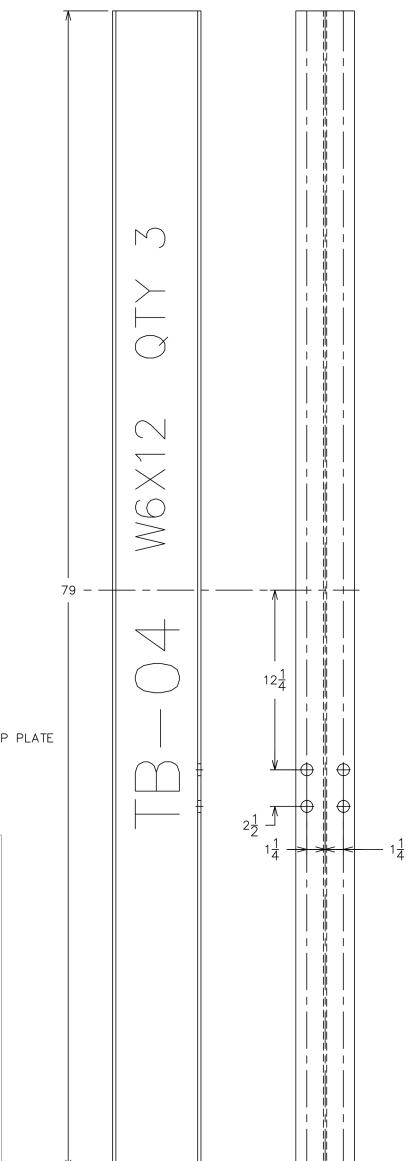
CL-06 W6X12 QTY 1



CL-05 W6X12 QTY 1

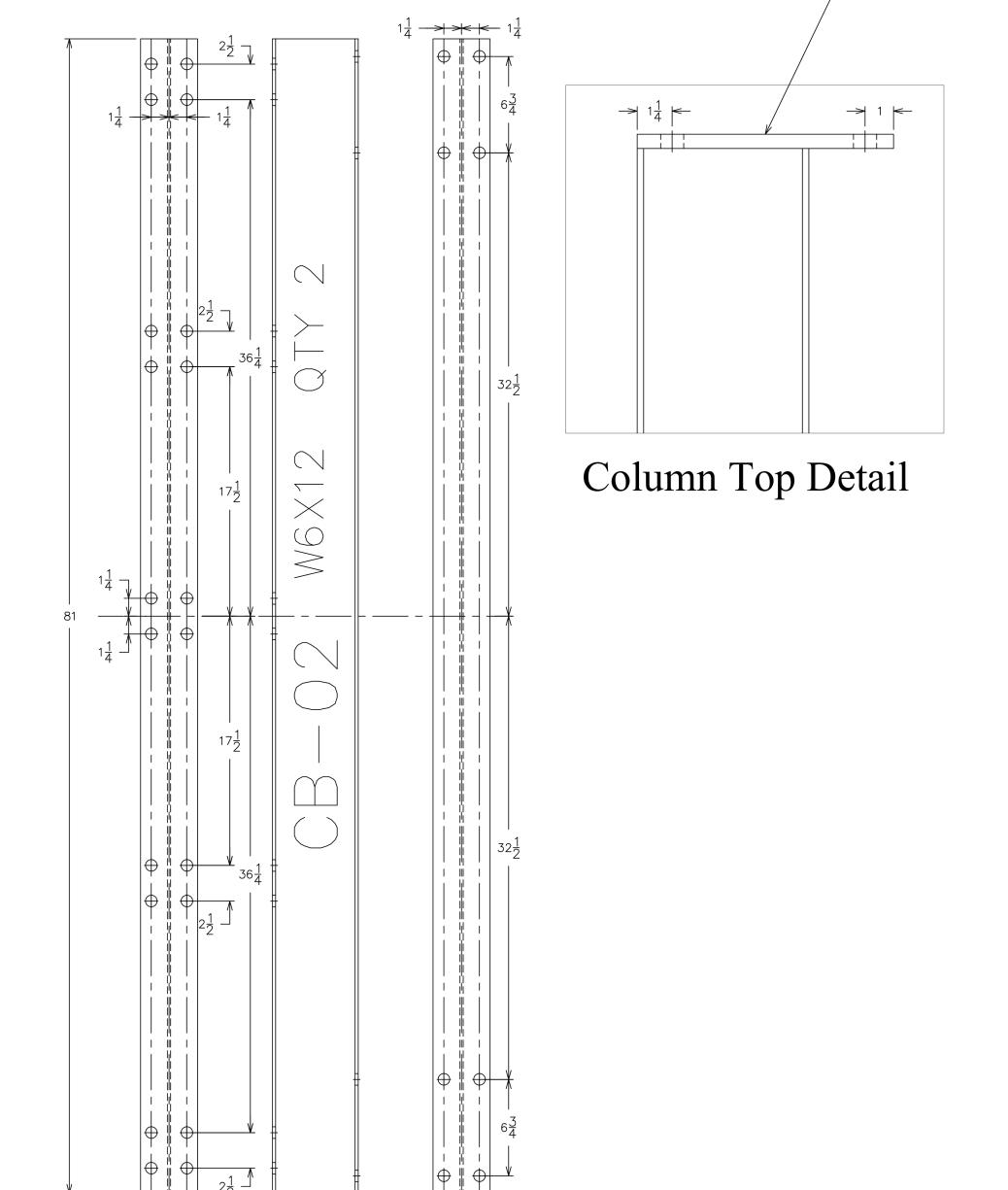
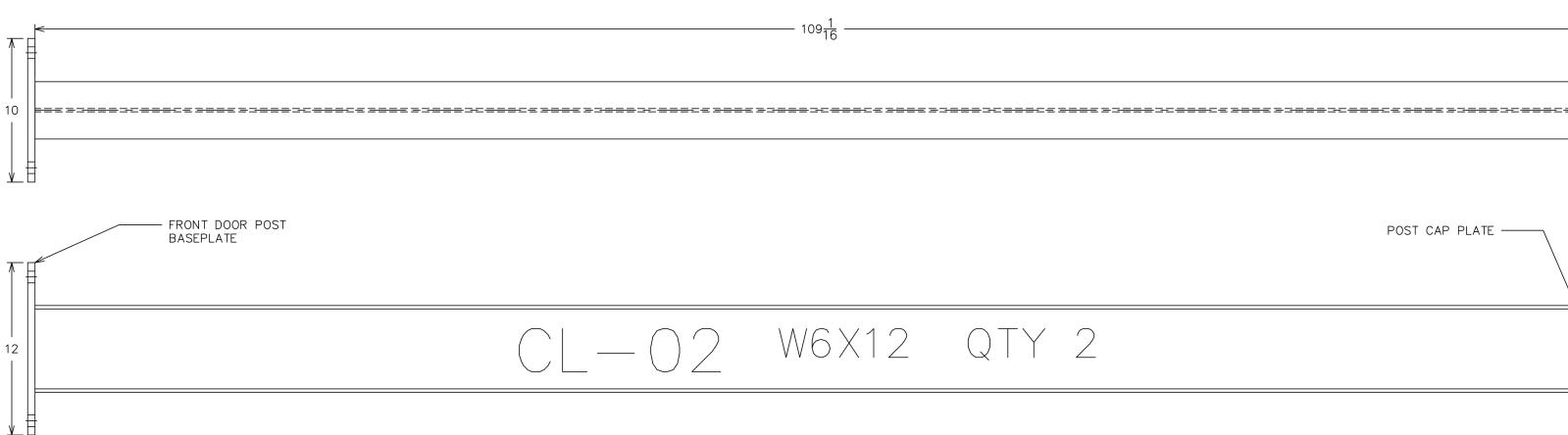
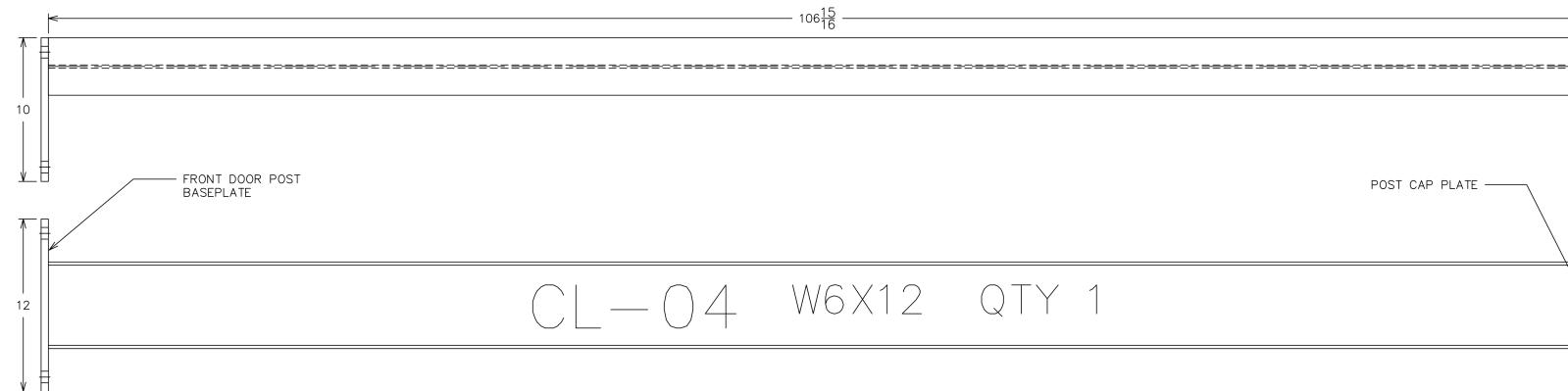
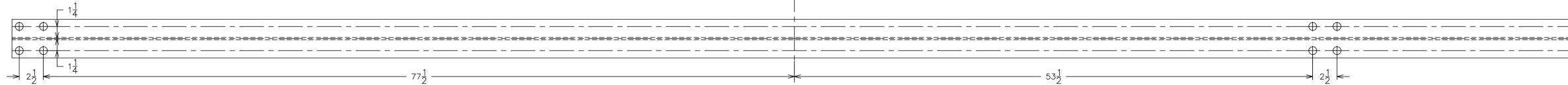
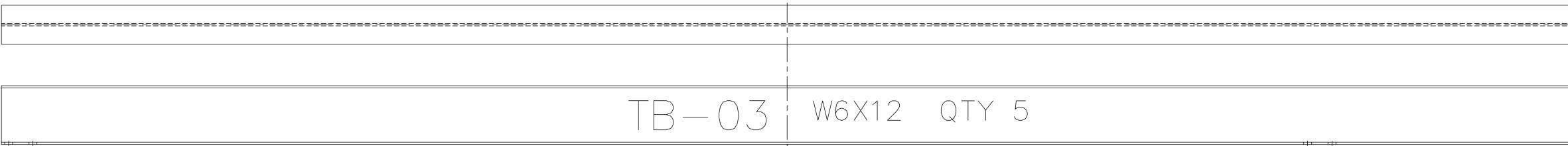


Column Top Detail

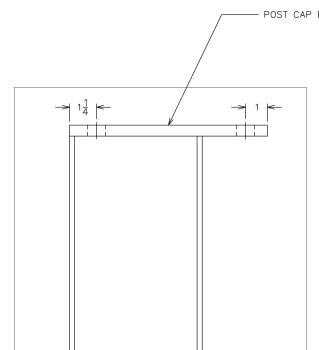
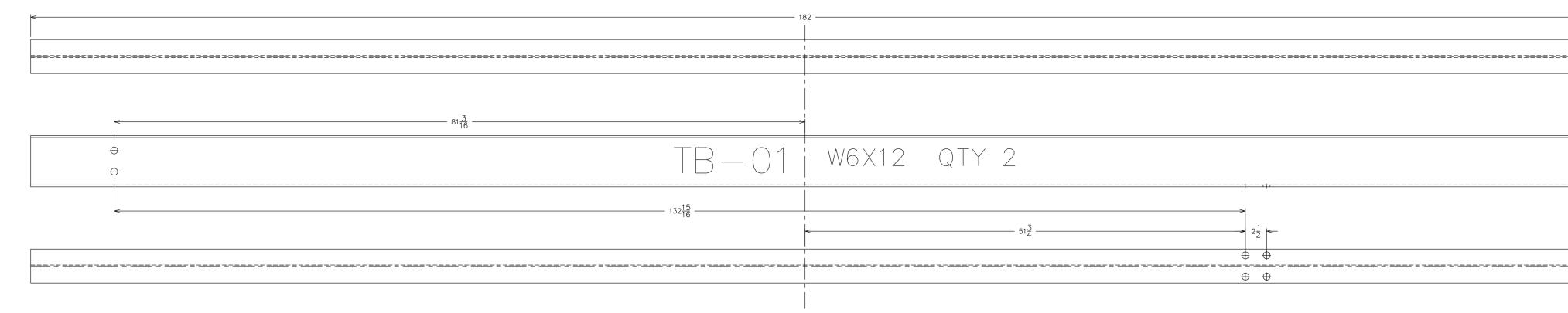
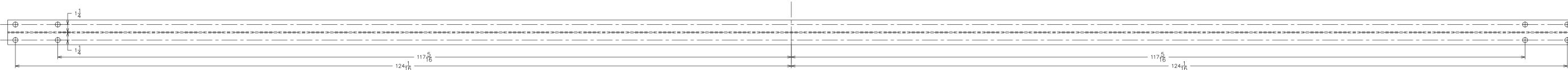
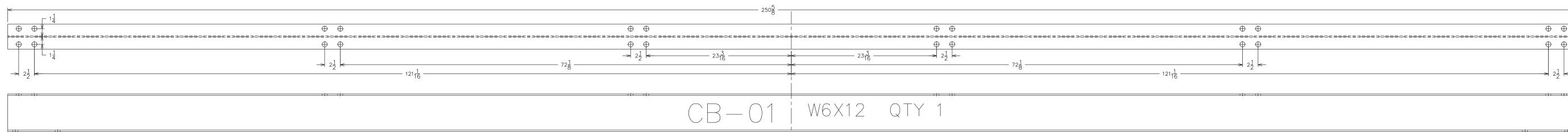
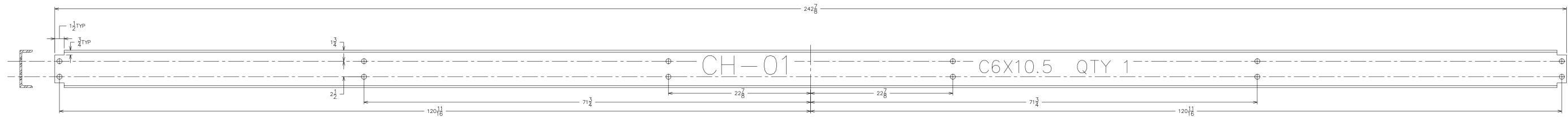


TB-04 W6X12 QTY 3

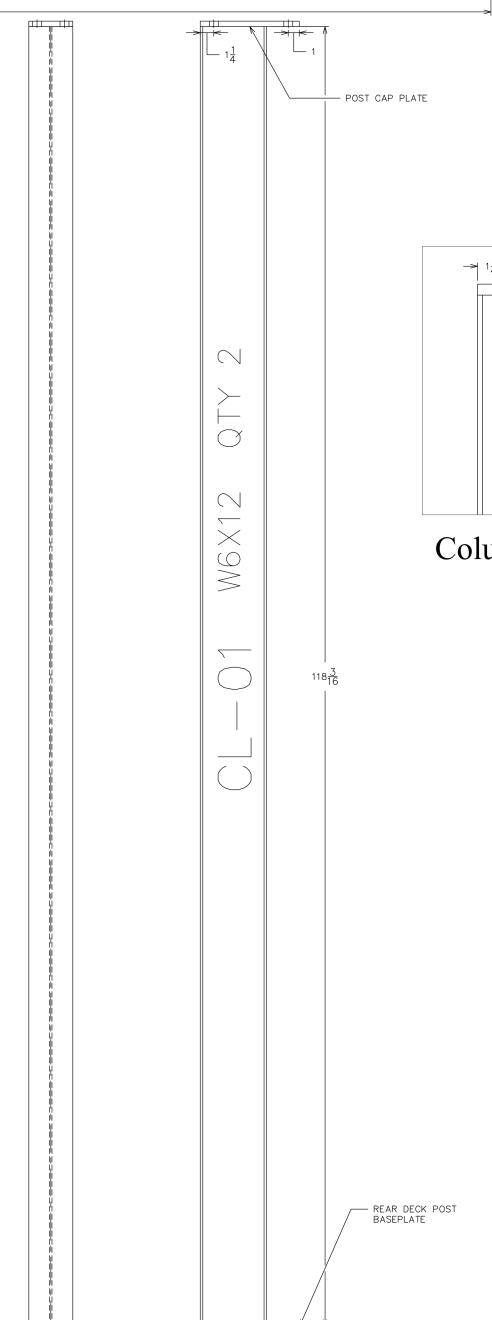
SIDE DOOR



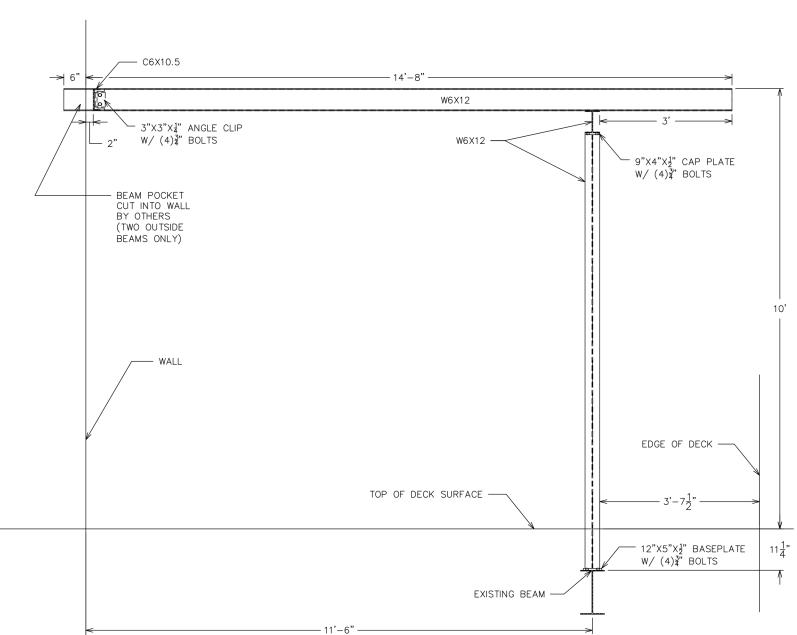
FRONT DOOR



Column Top Detail

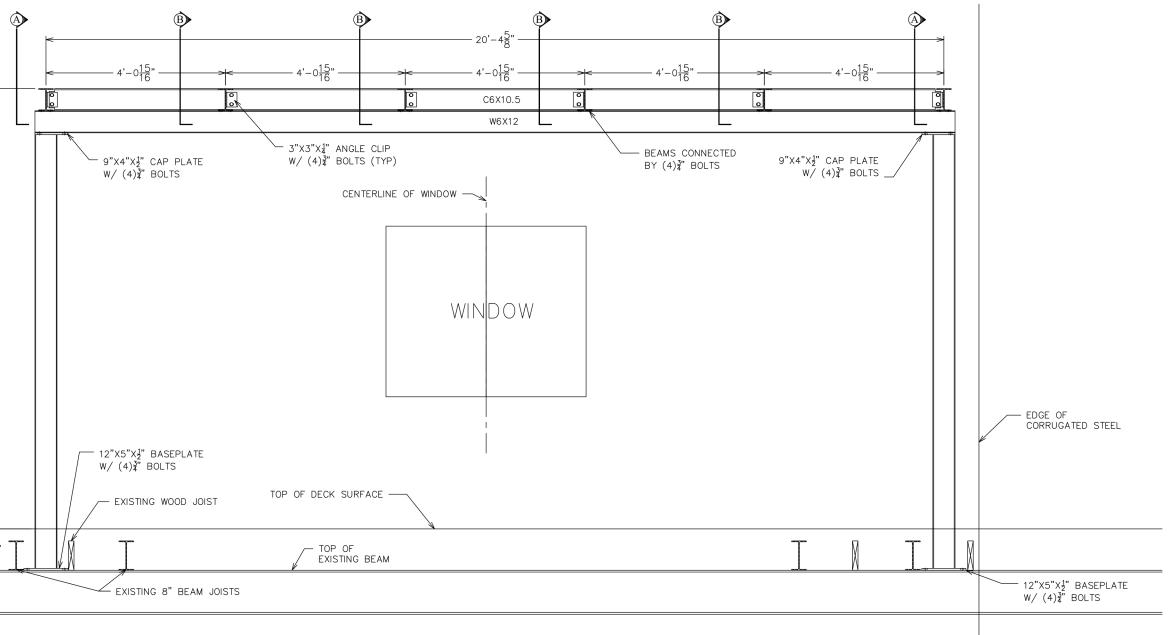


REAR DECK



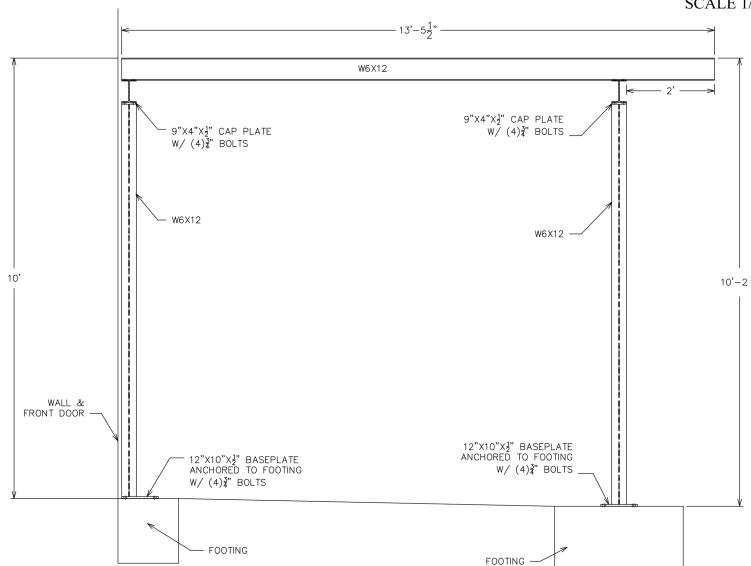
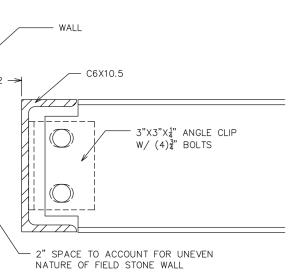
REAR DECK

SCALE 1/2"=1'



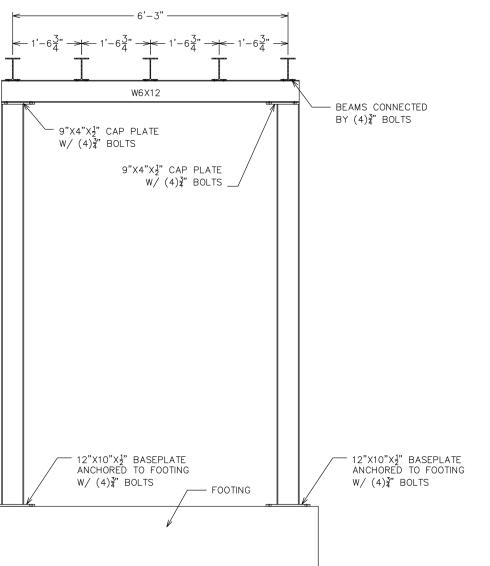
SECTION A

SCALE 3"=1'



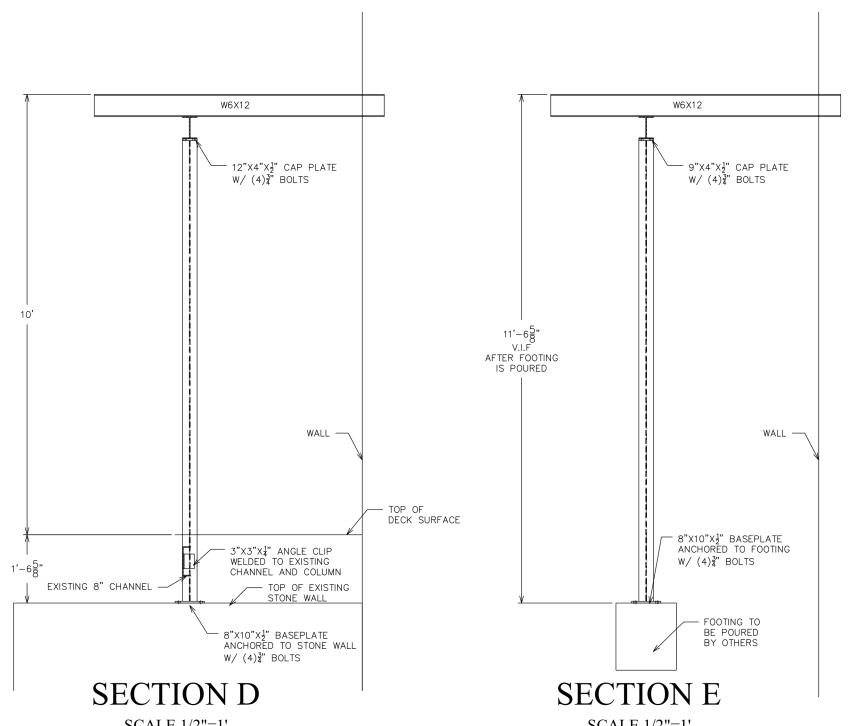
FRONT DOOR

SCALE 1/2"=1'



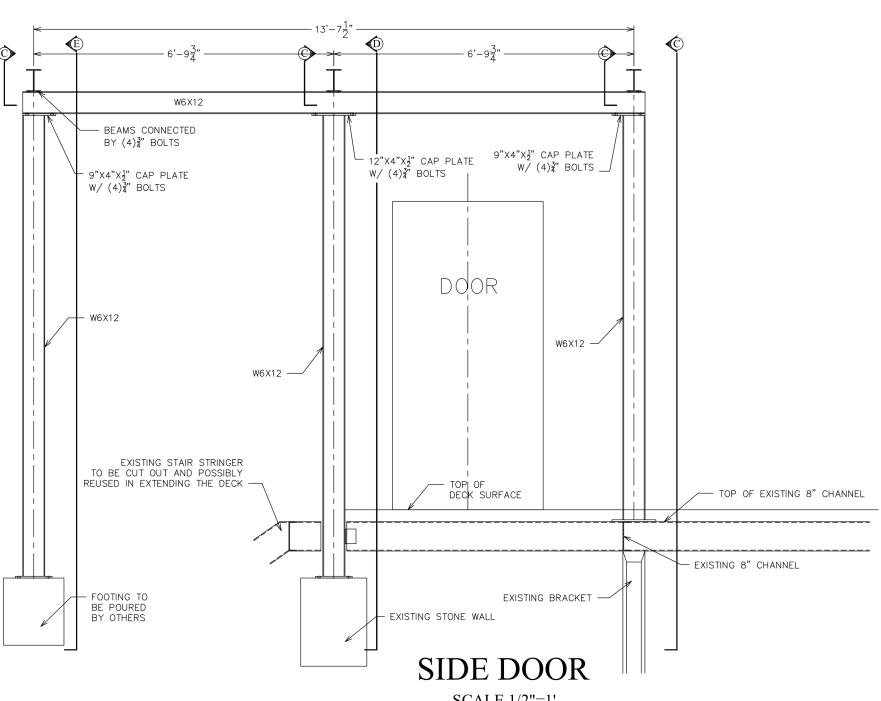
SECTION B

SCALE 3"=1'



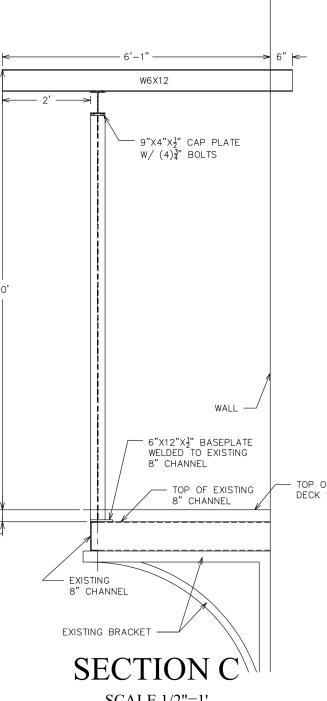
SECTION C

SCALE 1/2"=1'



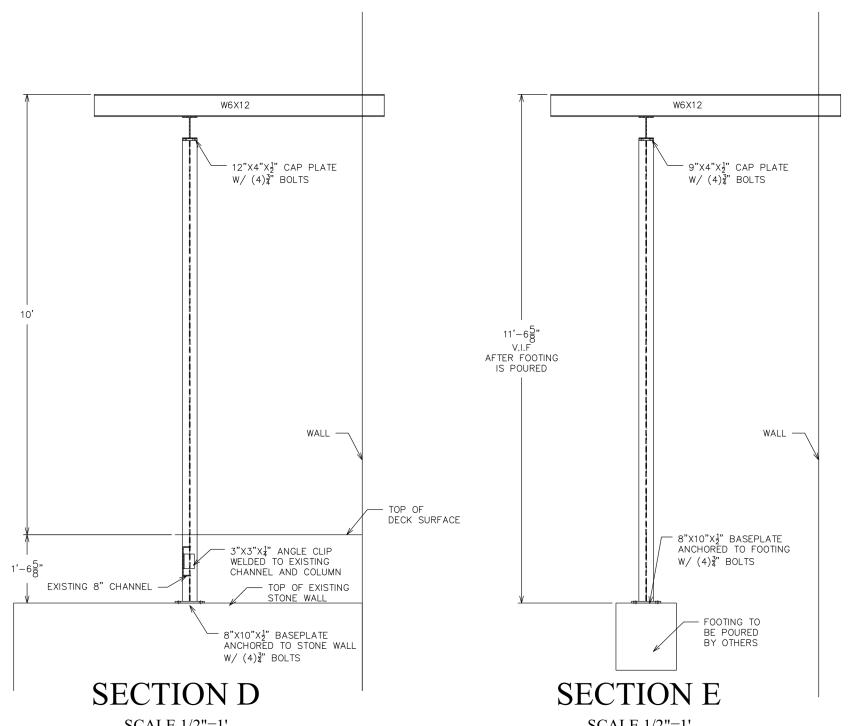
SIDE DOOR

SCALE 1/2"=1'



SECTION D

SCALE 1/2"=1'



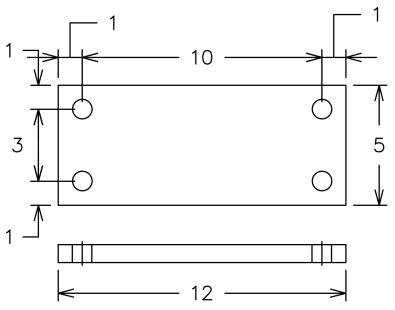
SECTION E

SCALE 1/2"=1'

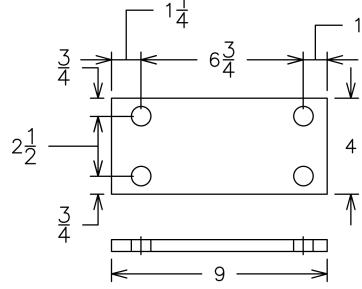
DRAWN: EY.
DATE: 4/3/14
REV: 0

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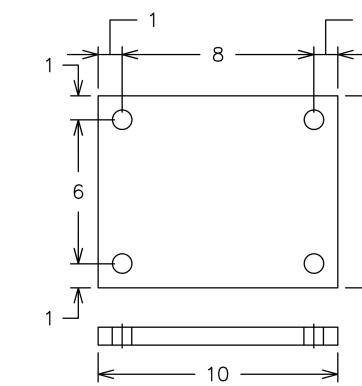
Murray Residence



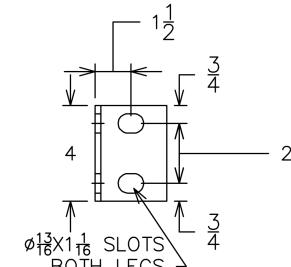
REAR DECK
POST BASEPLATES
QTY 2



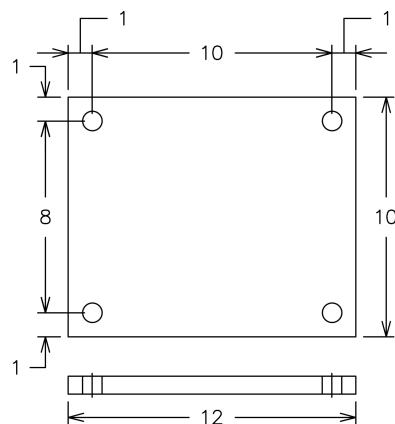
POST CAP PLATES
QTY 6



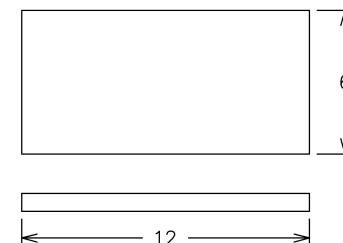
SIDE DOOR
POST BASEPLATE
OVER WALL & FOOTING
QTY 2



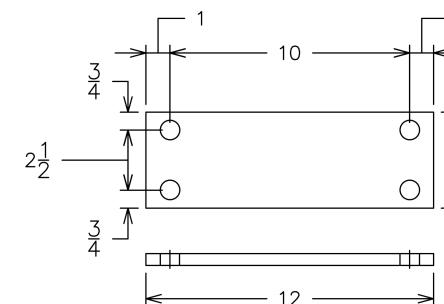
ANGLE CLIPS
3X3X $\frac{1}{4}$ ANGLE
QTY 6



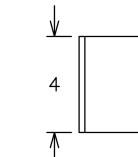
FRONT DOOR
POST BASEPLATES
QTY 4



SIDE DOOR
POST BASEPLATE
OVER BRACKET
QTY 1

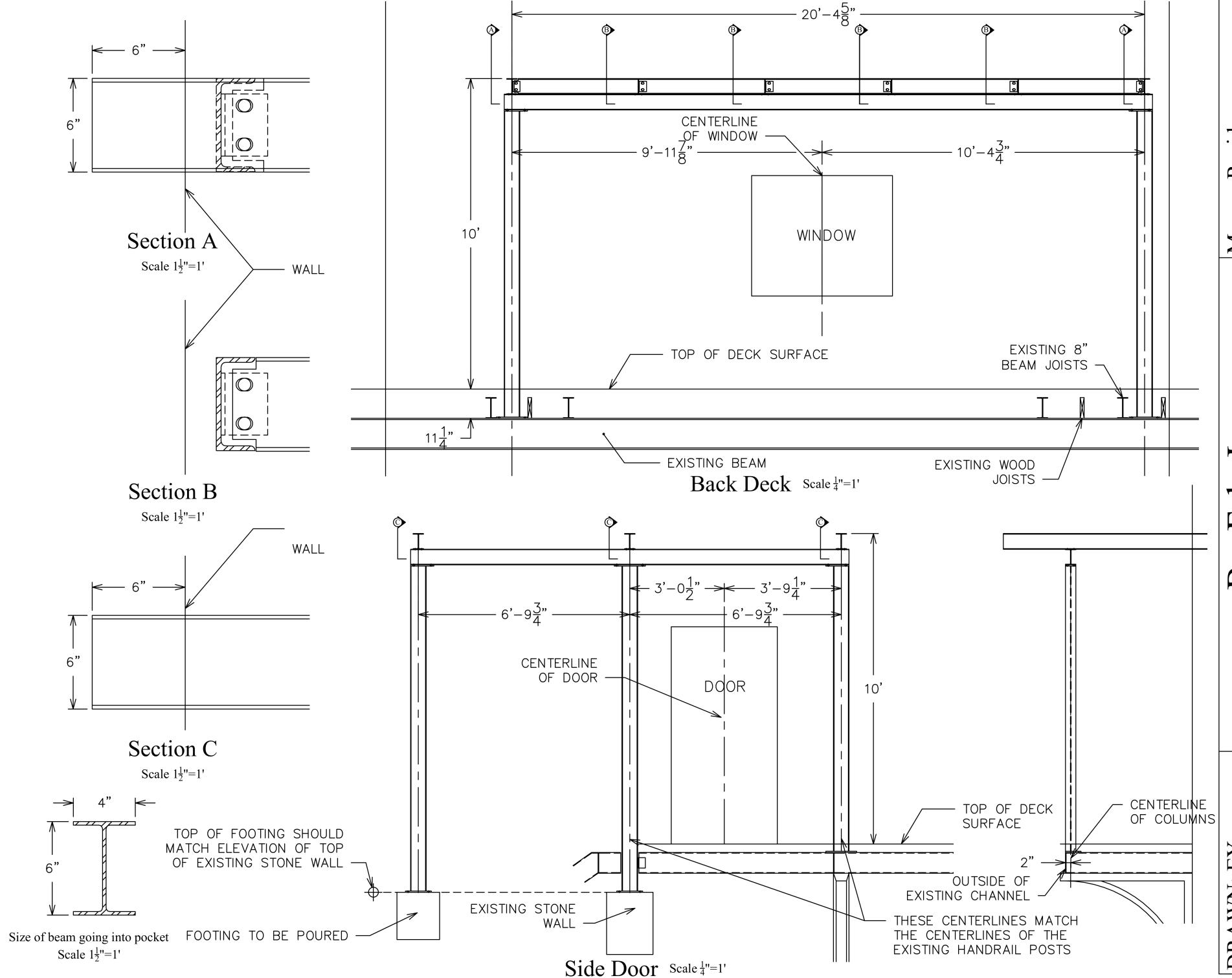


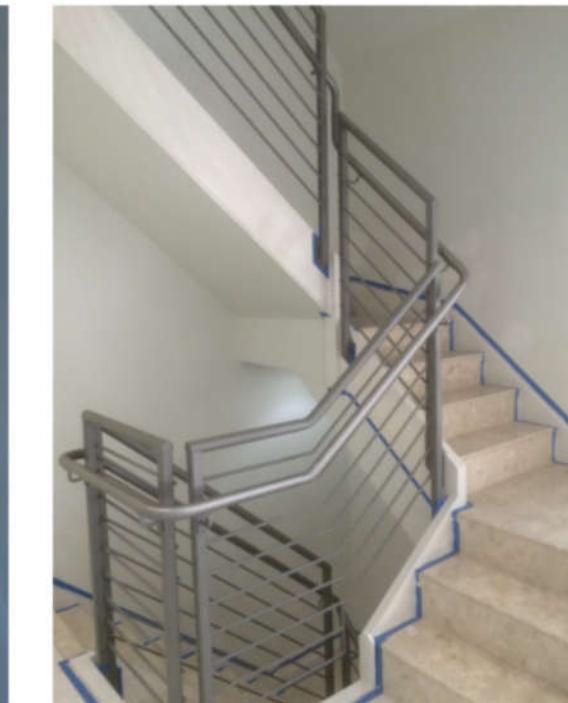
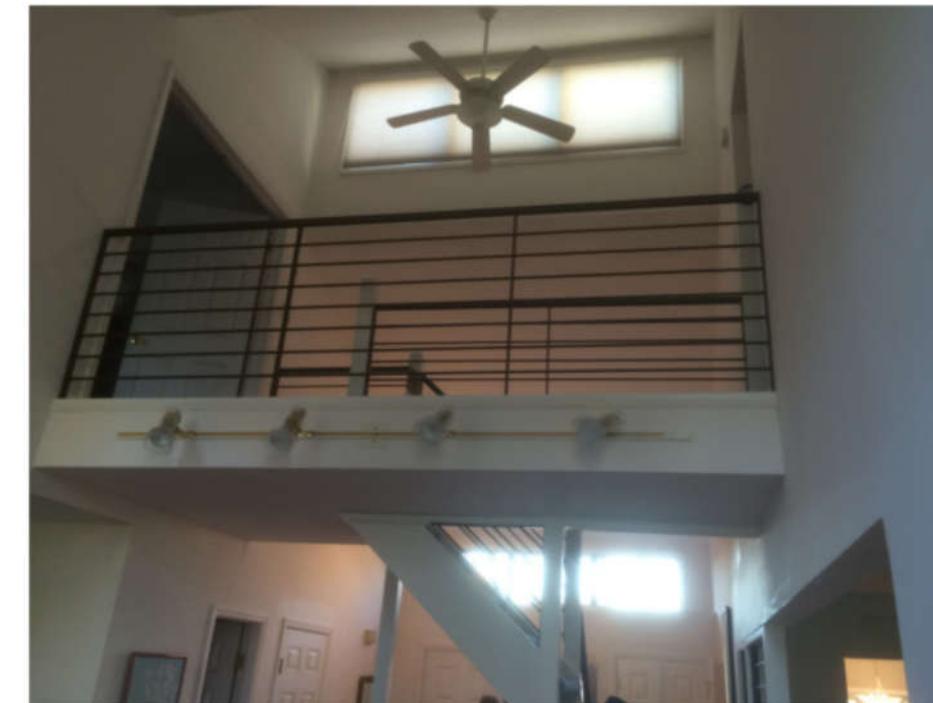
SIDE DOOR
POST CAP PLATE
OVER WALL
QTY 1

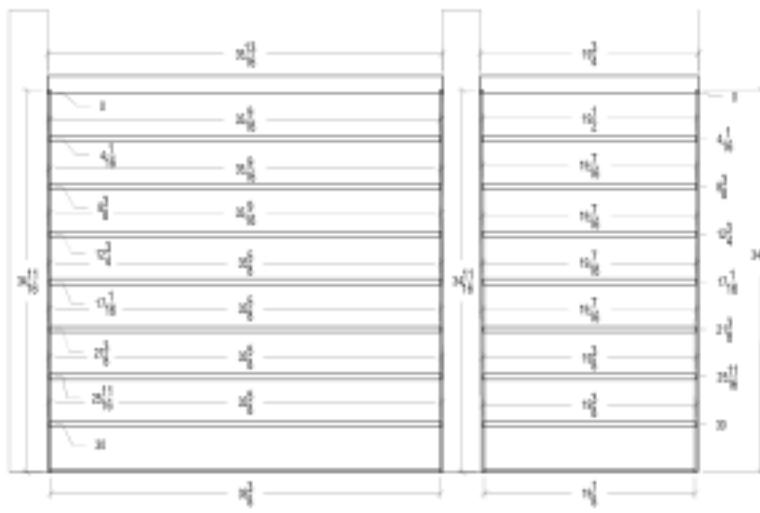


ANGLE CLIPS
3X3X $\frac{1}{4}$ ANGLE
QTY 2

MURRAY RESIDENCE PERGOLAS
COLUMN BASEPLATES AND CAP PLATES
ALL PLATES ARE $\frac{1}{2}$ " THICK
ALL HOLES ARE $\phi\frac{13}{16}$ "

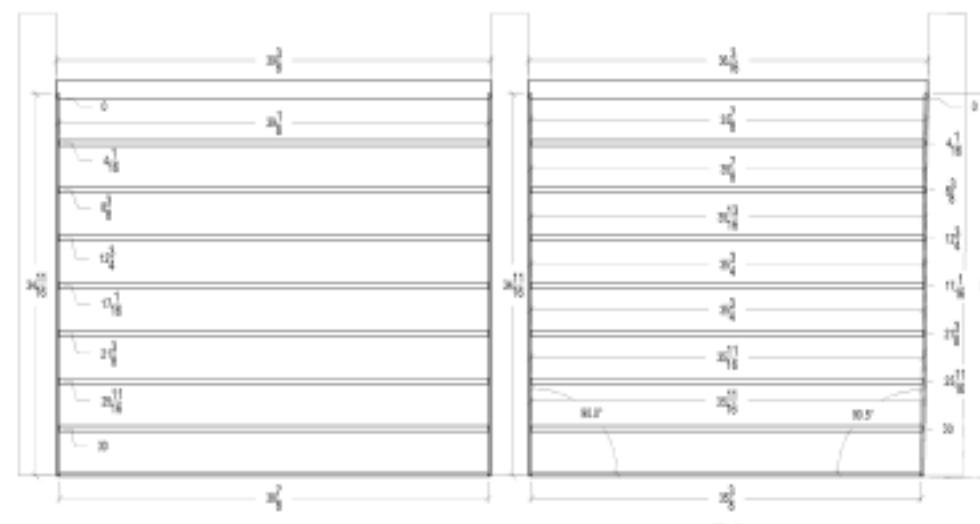






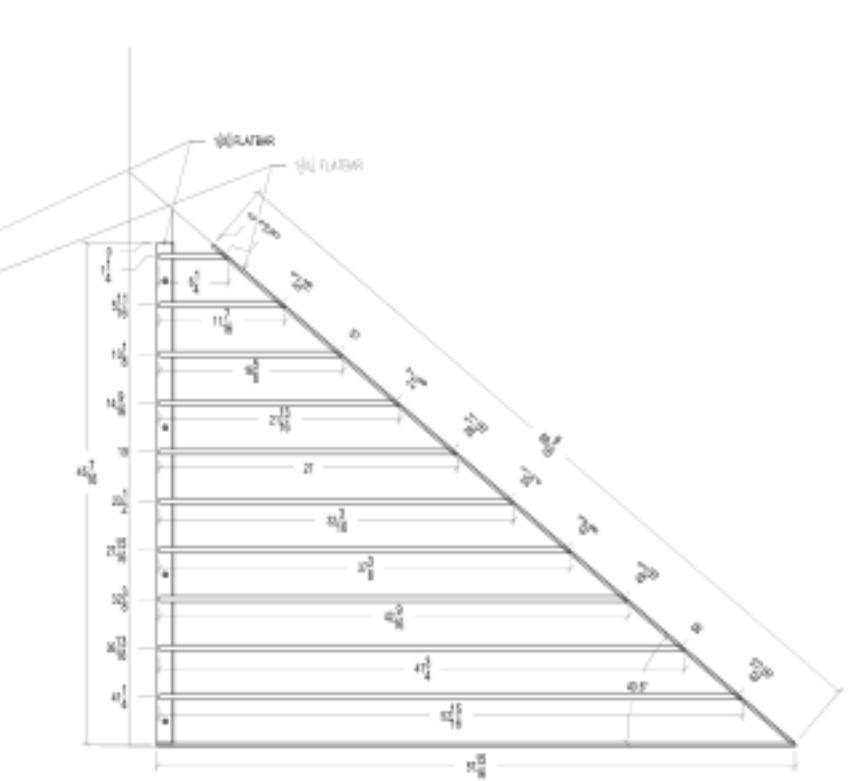
A1

A2

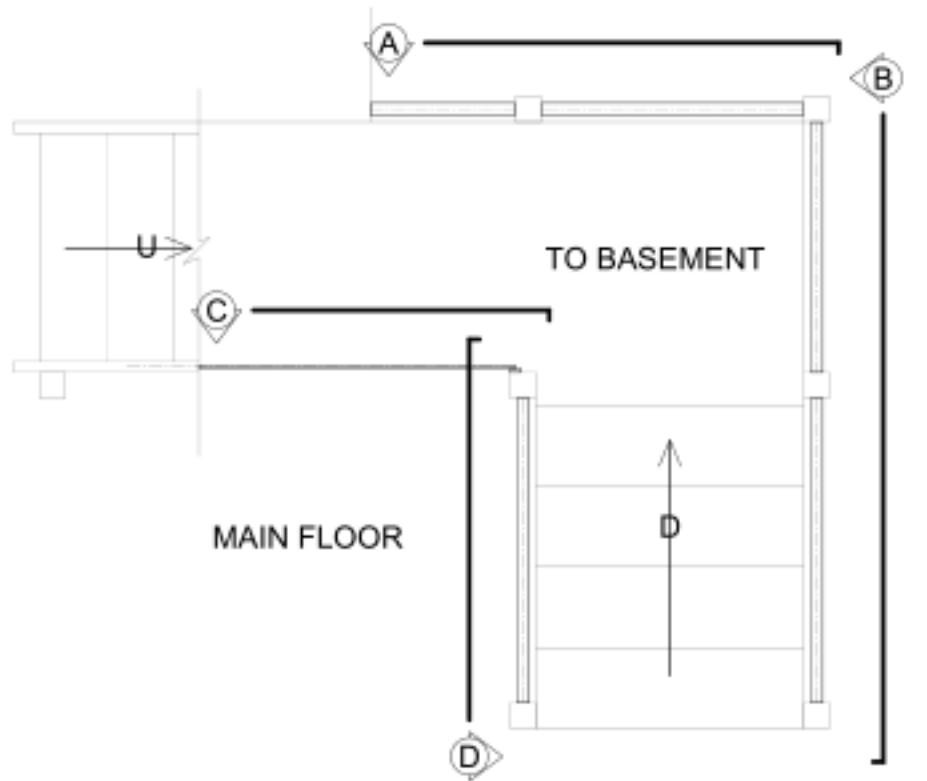


B1

B2

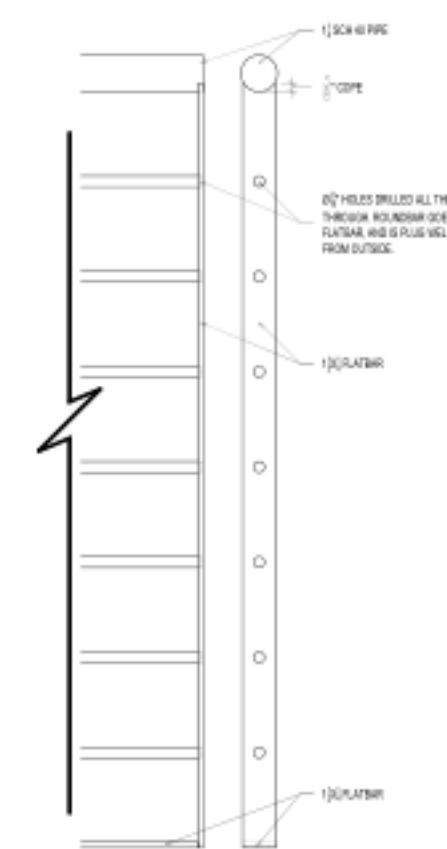


SECTION C



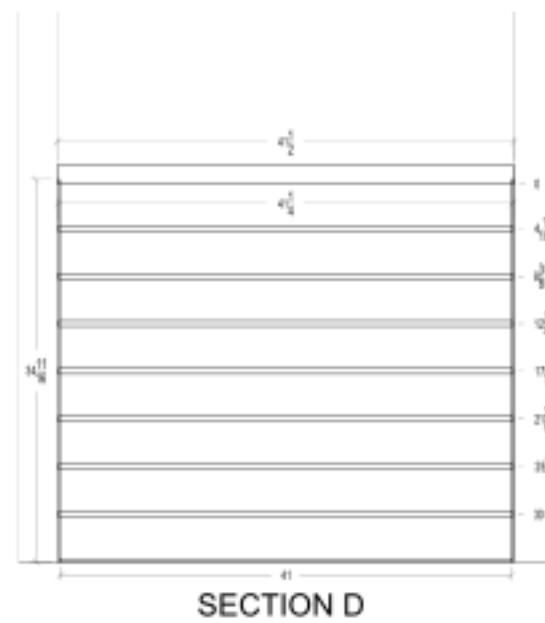
MAIN FLOOR

TO BASEMENT



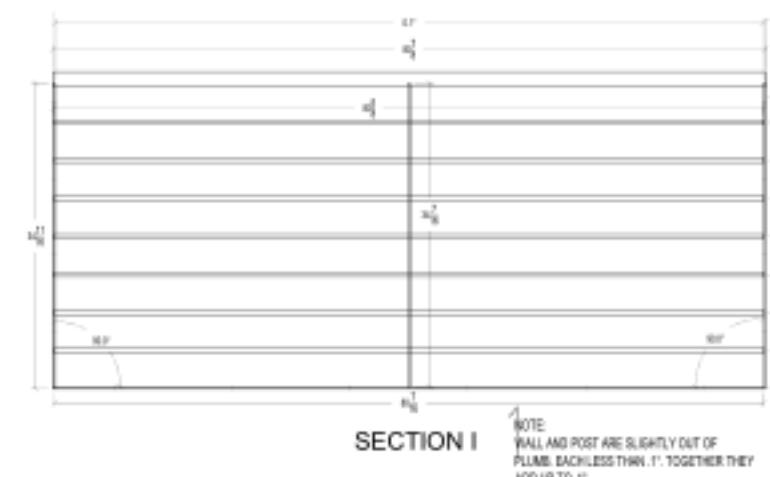
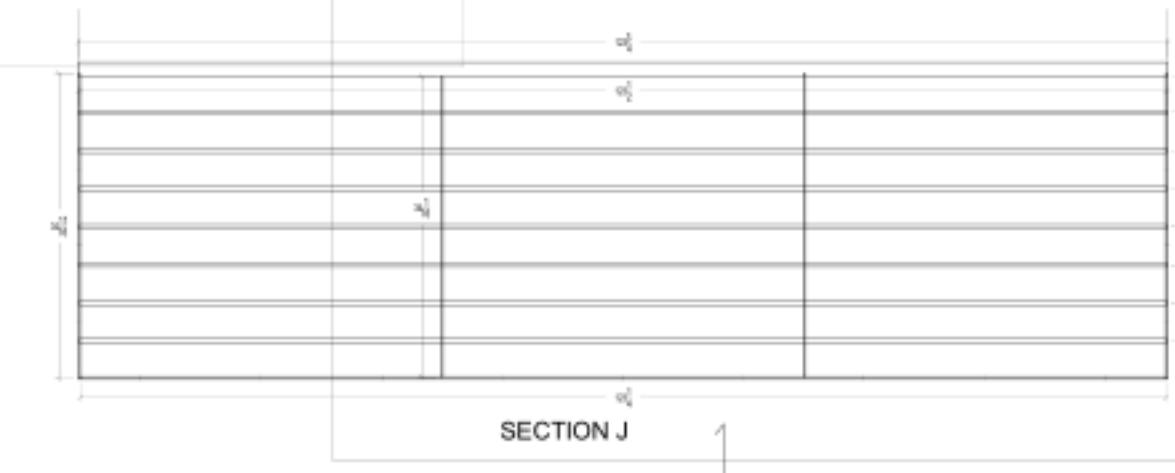
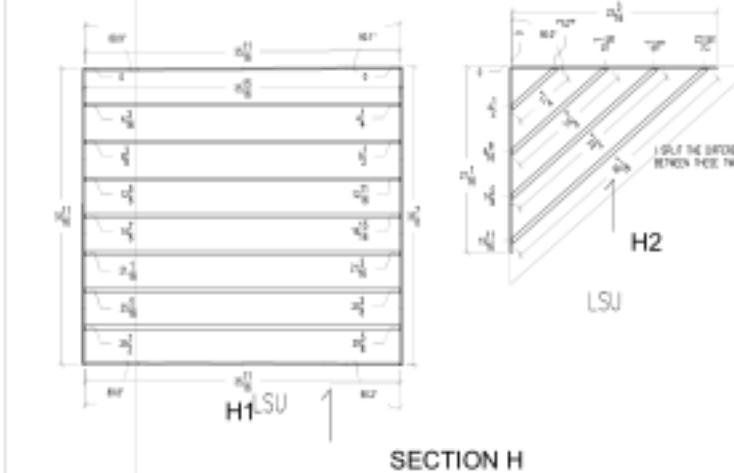
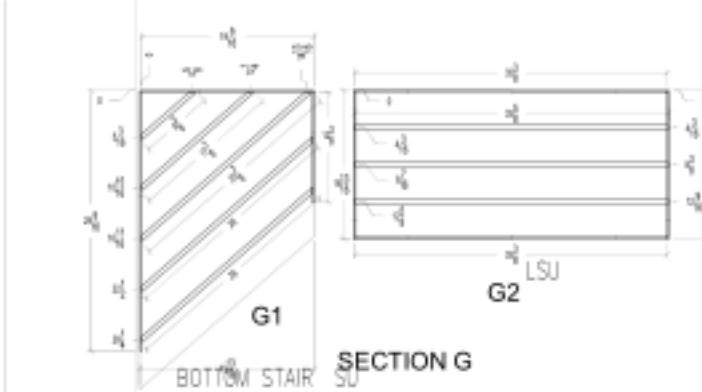
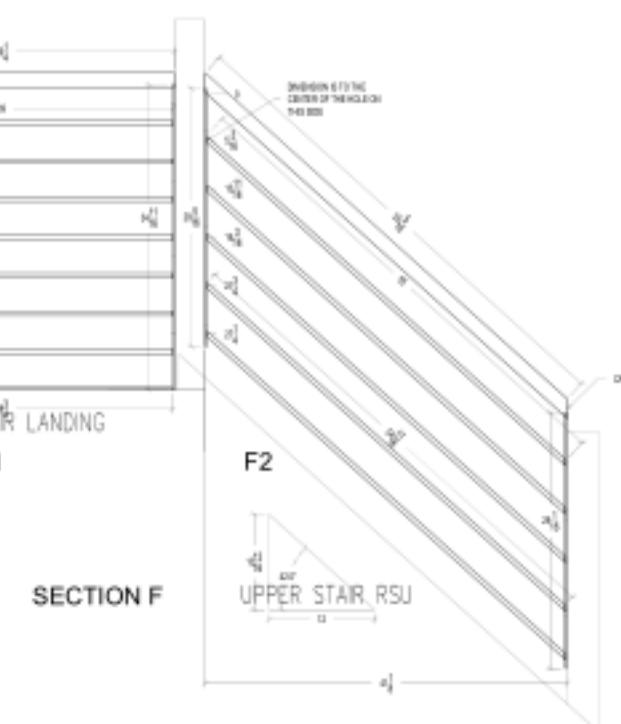
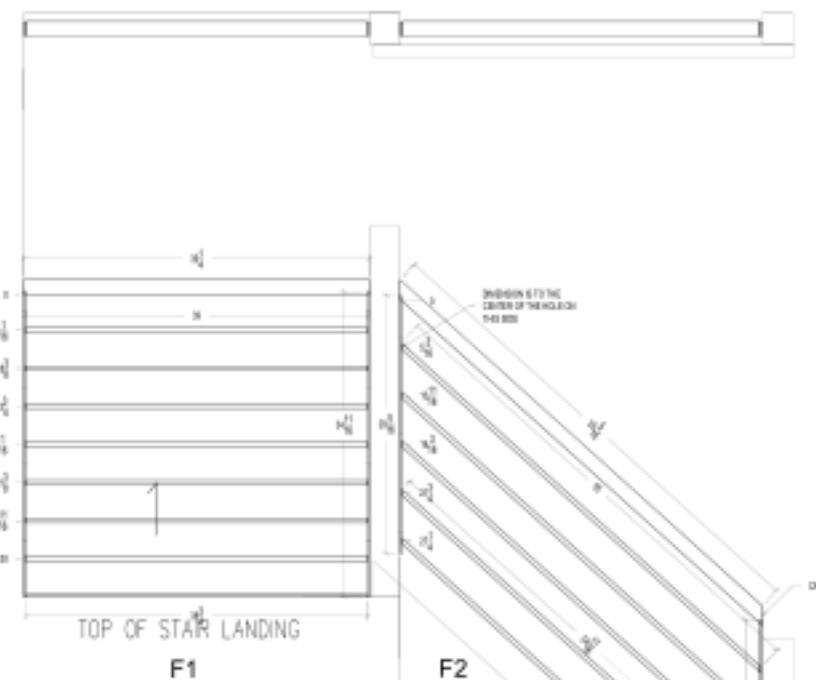
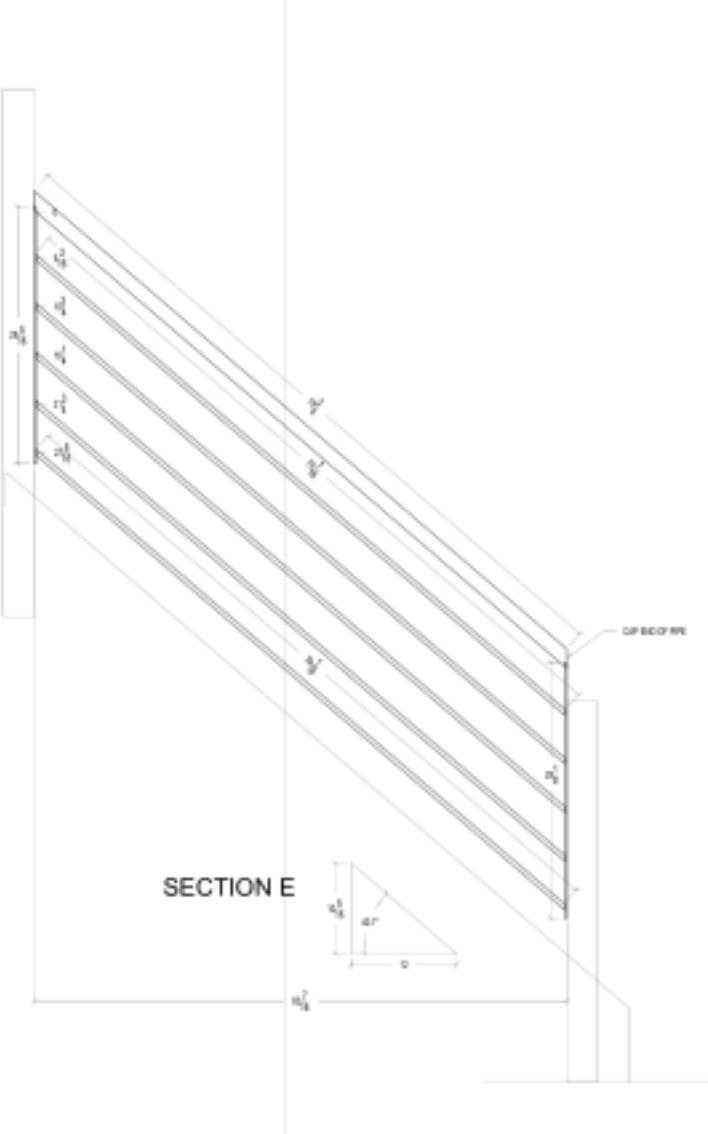
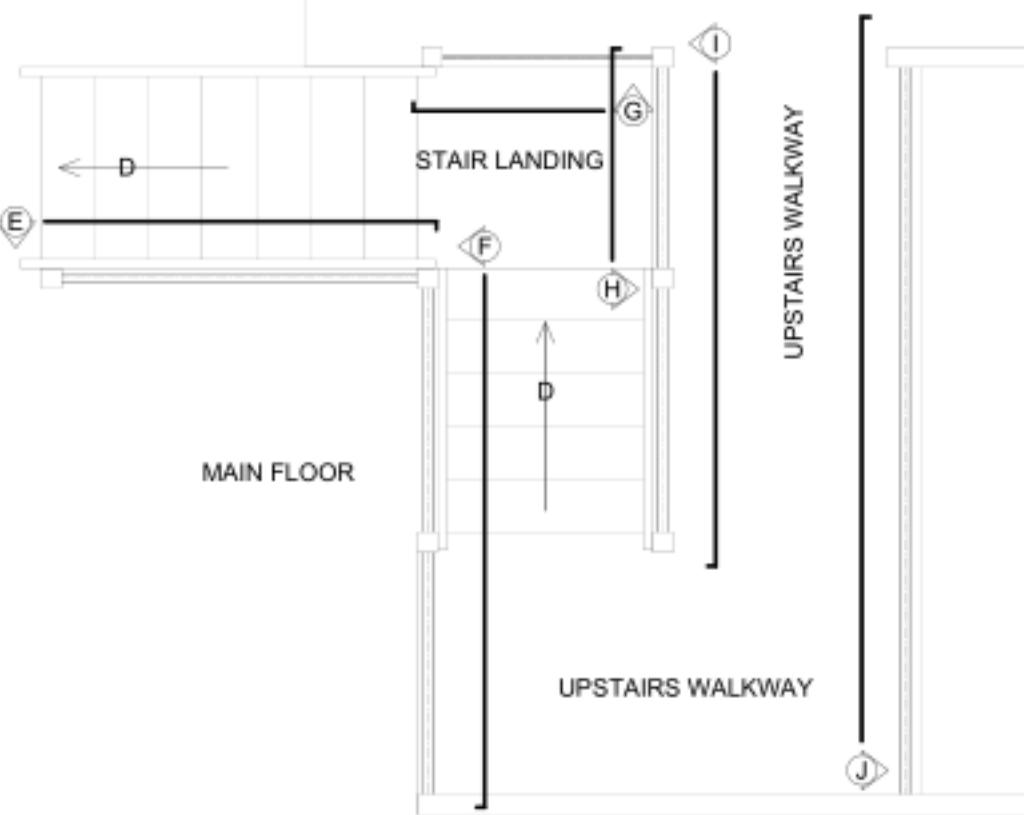
MATERIALS:
 TOP RAIL
 SIDES AND BOTTOM
 PICKETS
 #14 FH. SCREWS

1 SCH 40 PIPE
 1 1/2" FLATBAR
 1/2" ROUND BAR
 QTY ??



SECTION D

MAIN FLOOR

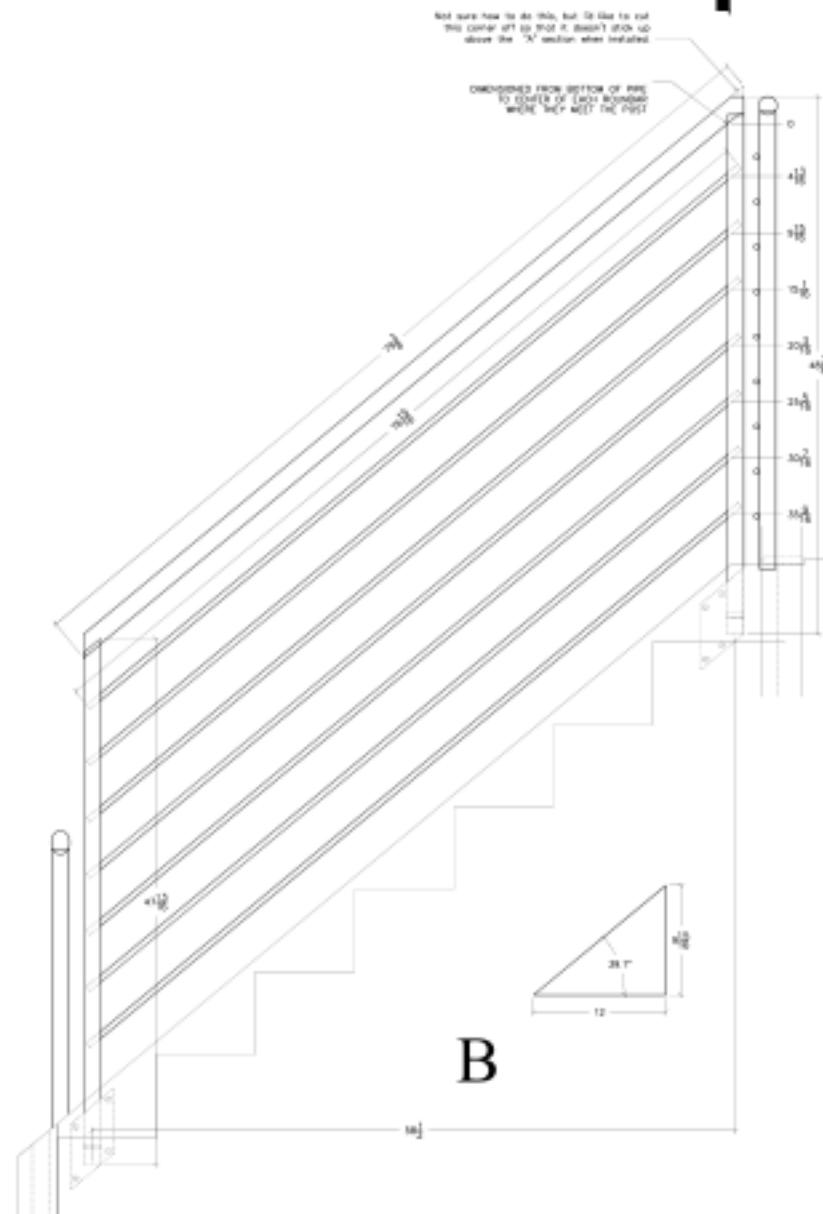


NOTE
WALL AND POST ARE SLIGHTLY OUT OF
PLUMB. EACH LESS THAN 1". TOGETHER THEY
ADD UP TO 1".

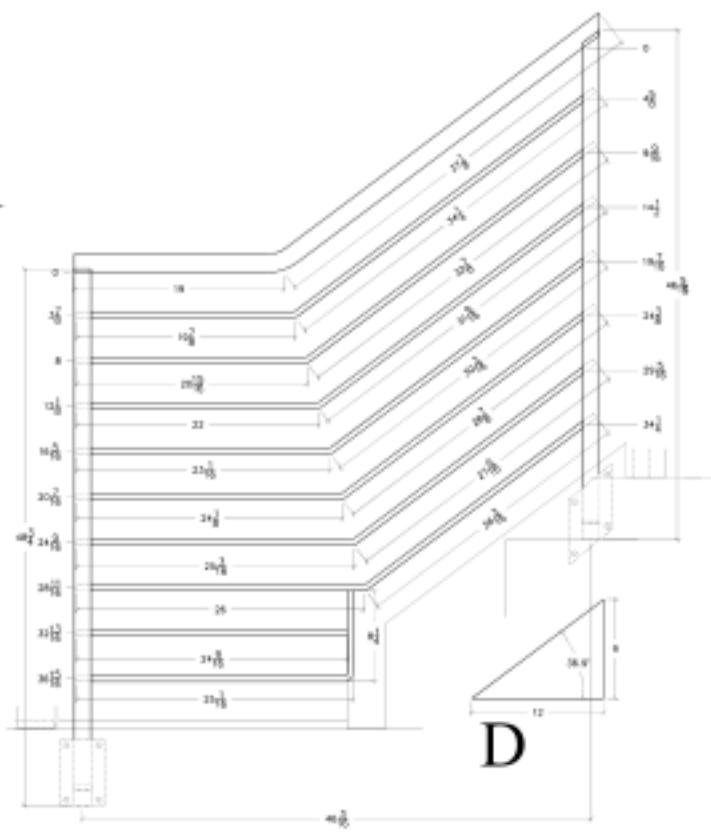
STAIRS & WALKWAY



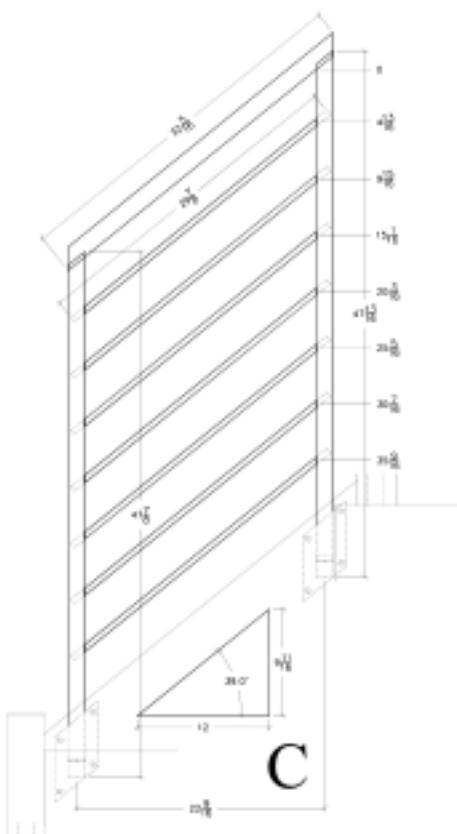
A



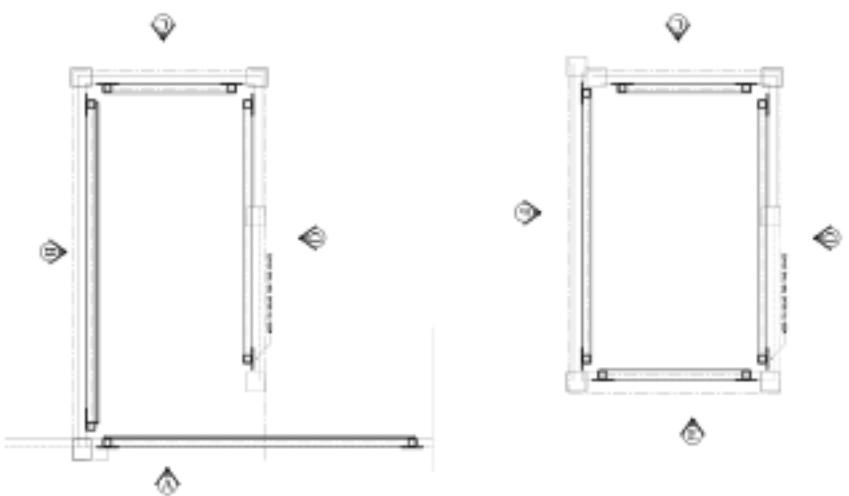
B



D

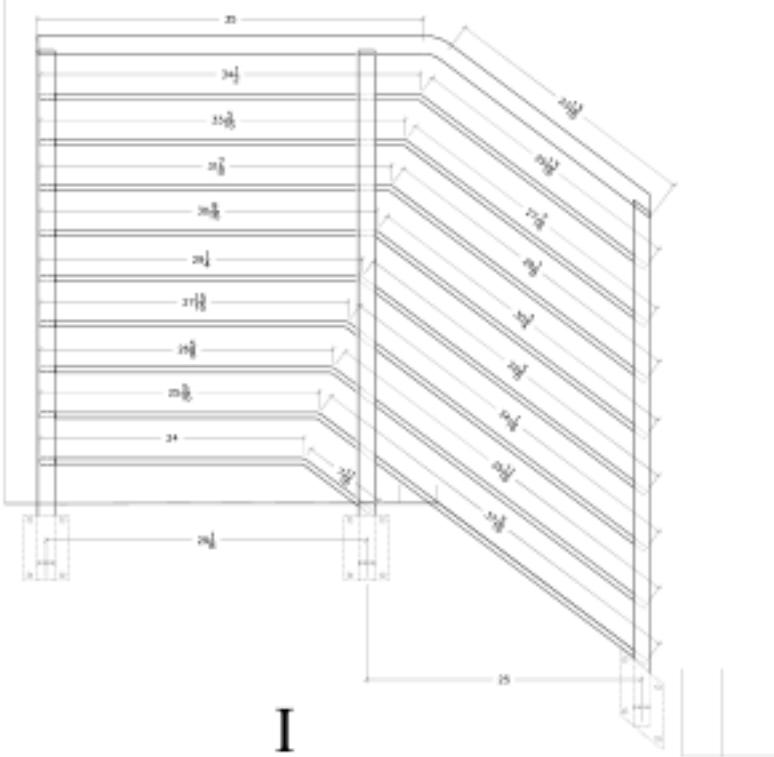


C

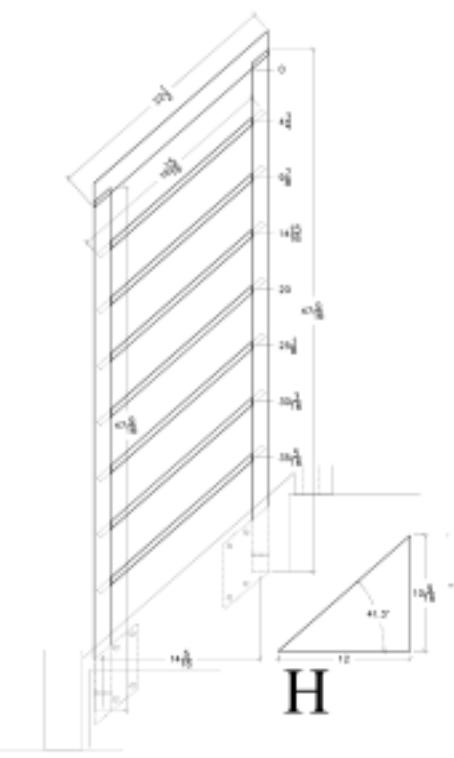


MATERIALS:
POSTS 1 $\frac{1}{2}$ SQ TUBE
GUARD TOP RAIL 1 $\frac{1}{2}$ SCH 40
HANDRAIL 1 $\frac{1}{2}$ SCH 40
PICKETS 1 $\frac{1}{2}$ " ROUBNDAR

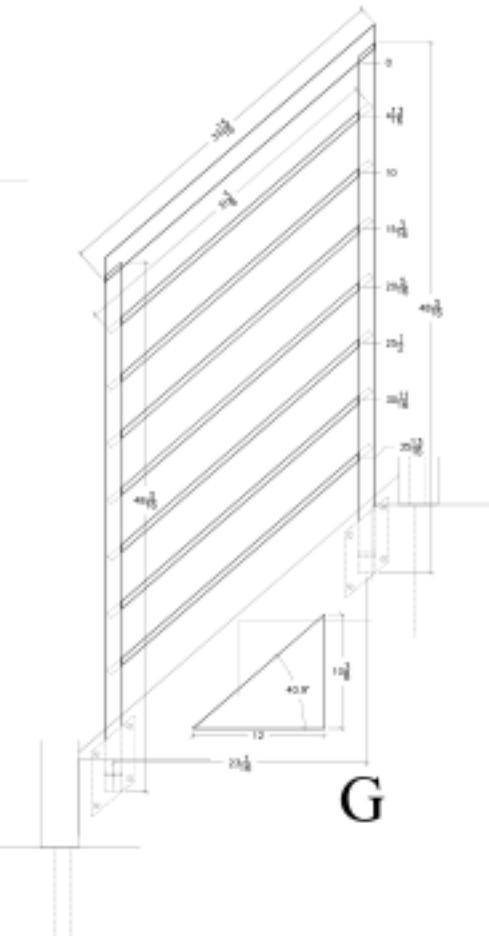
GUARDRAILS A-D



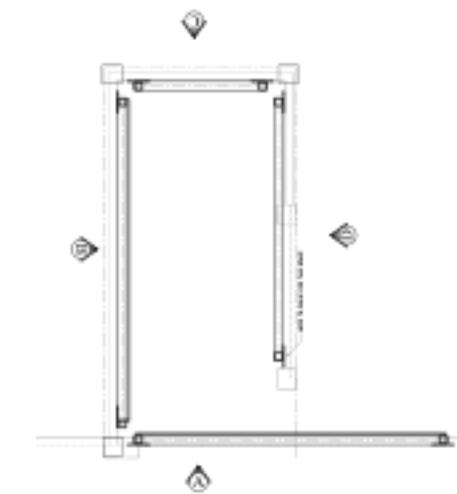
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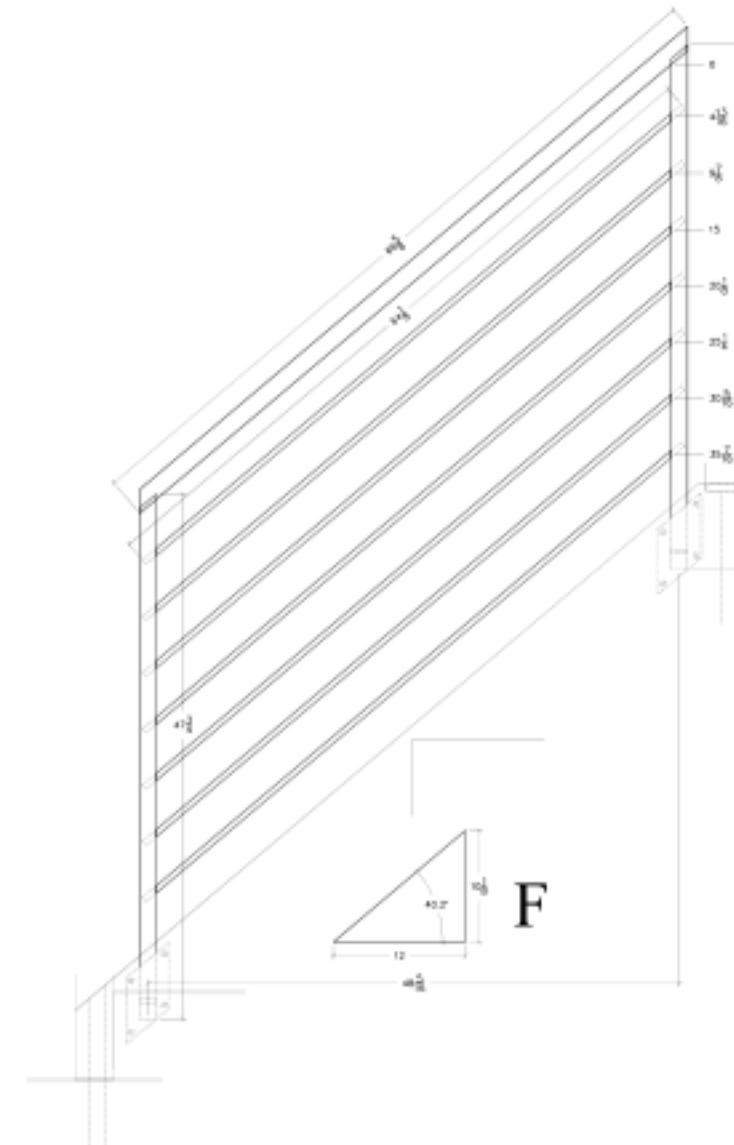
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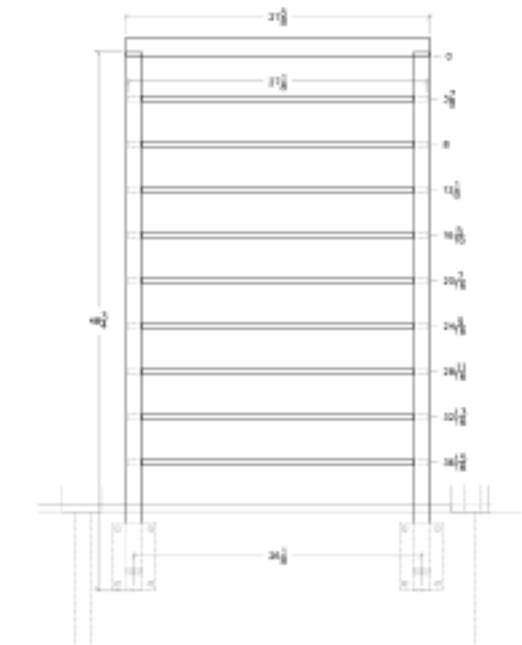
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A

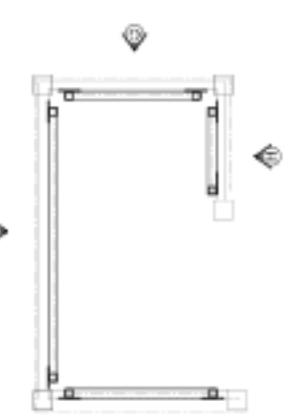


F



E

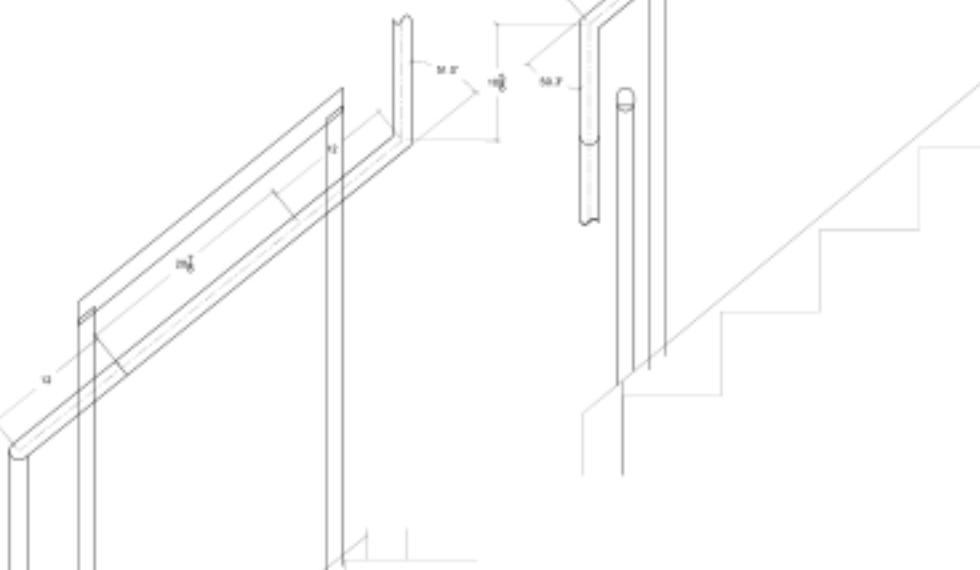
MATERIALS:
POSTS 1 1/2" SQ TUBE
GUARD TOP RAIL 1 1/2" SCH 40
HANDRAIL 1 1/2" SCH 40
PICKETS 3/4" ROUNDBAR



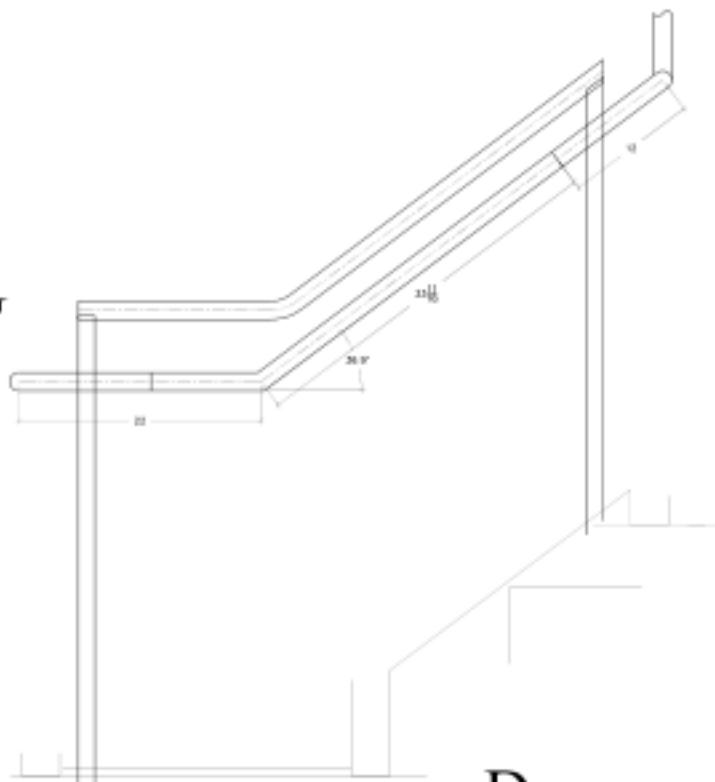
GUARDRAILS E-I



A



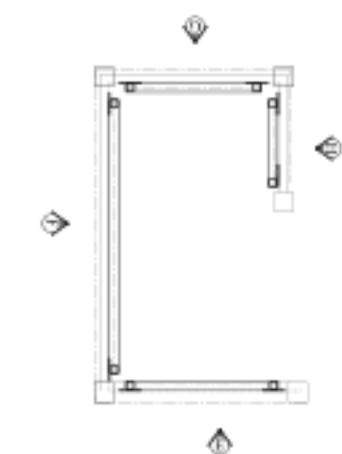
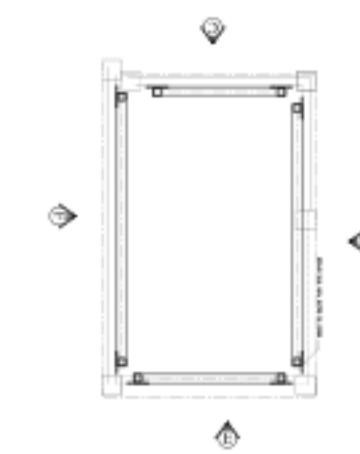
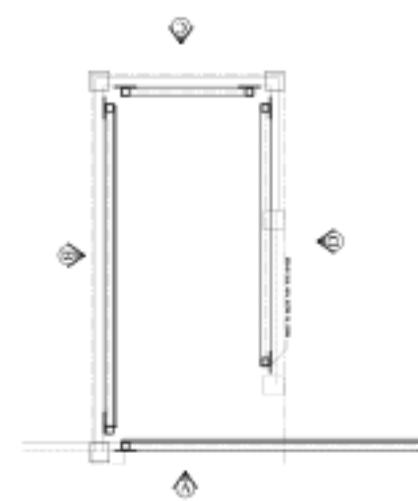
B



C

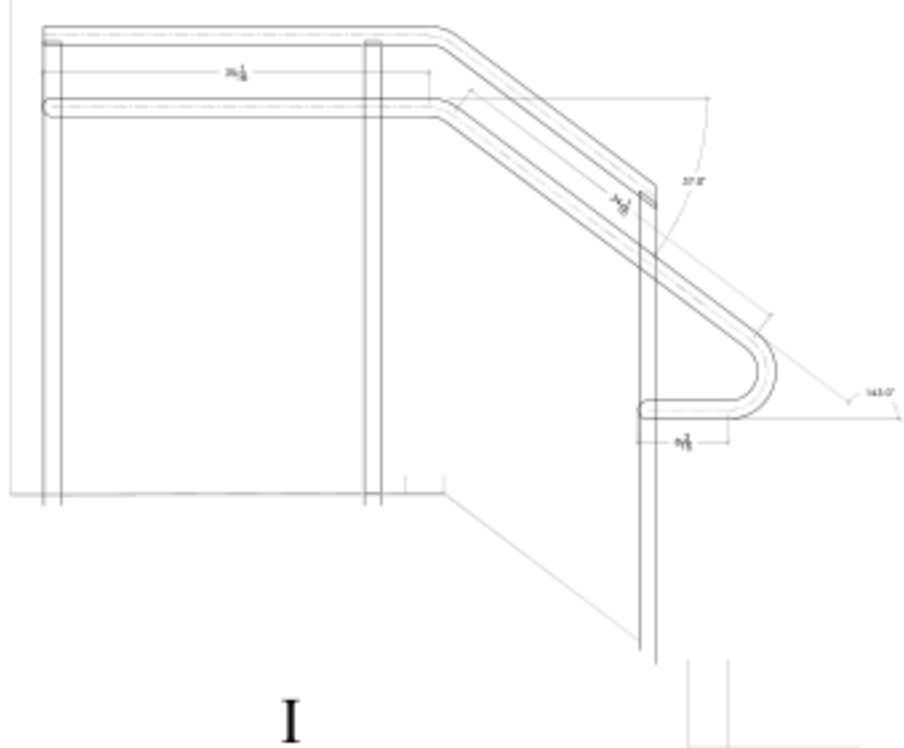


D

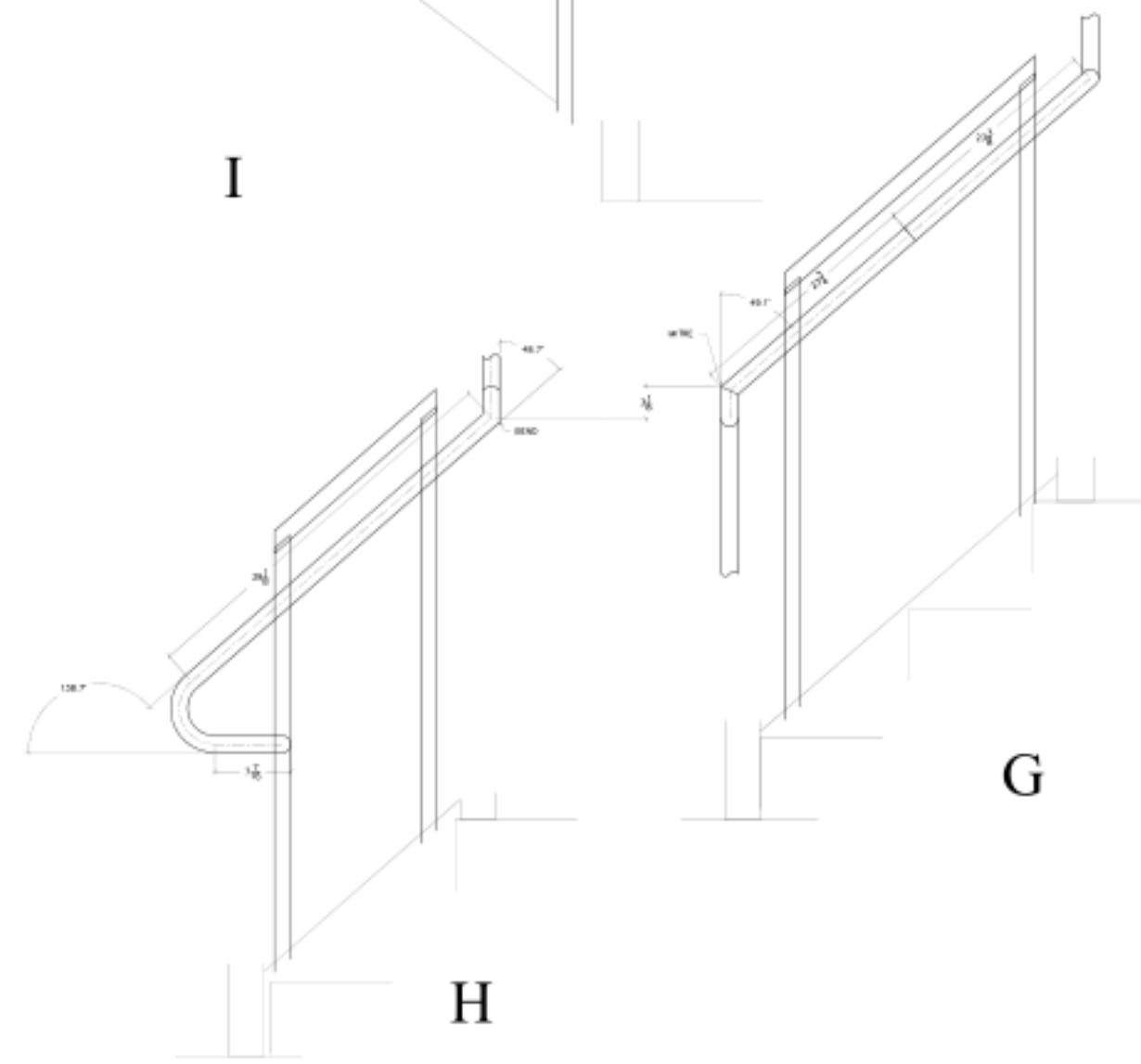


HANDRAILS A-D

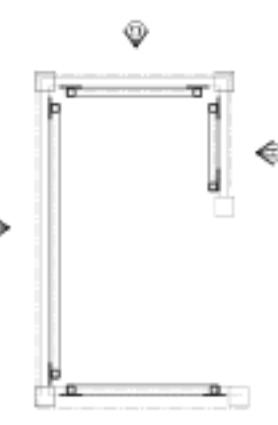
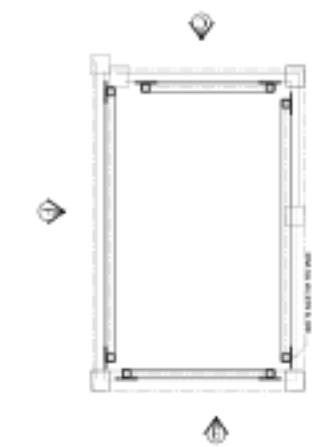
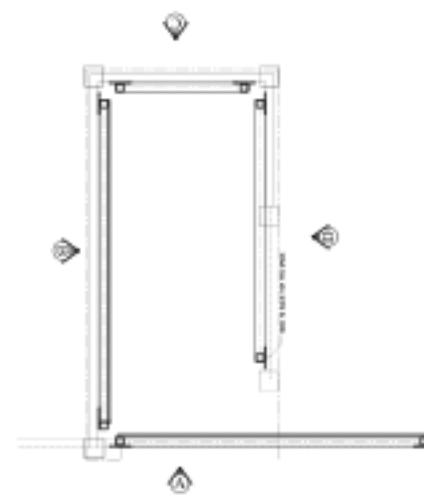
MATERIALS:
POSTS 1½" SQ TUBE
GUARD TOP RAIL 1½" SCH 40
HANDRAIL 1½" SCH 40
PICKETS ½" ROUNDBAR



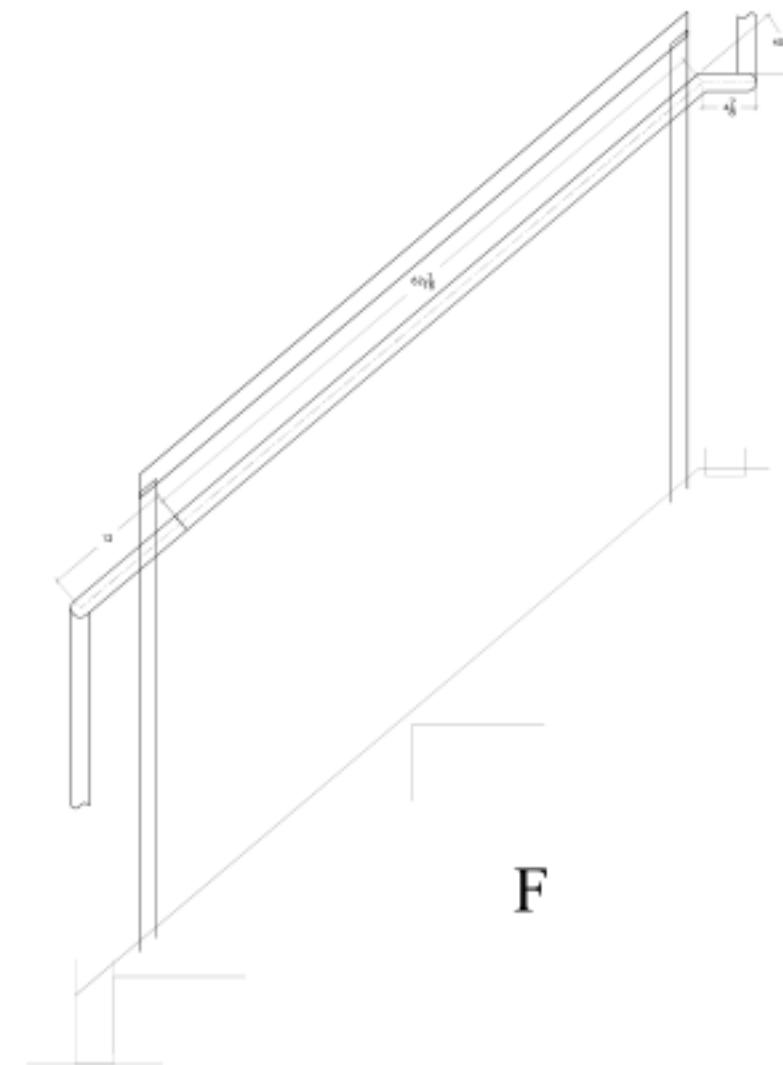
I



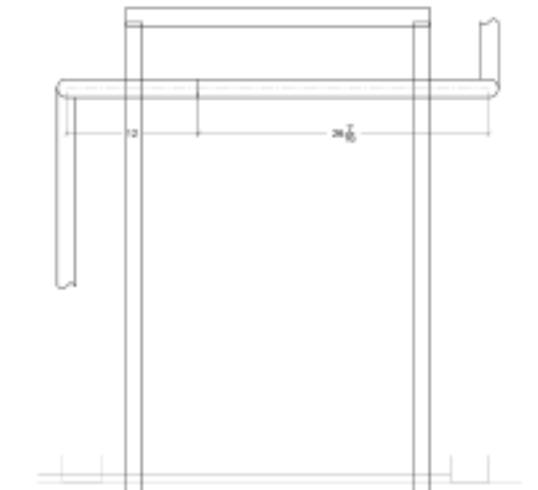
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HANDRAILS E-I

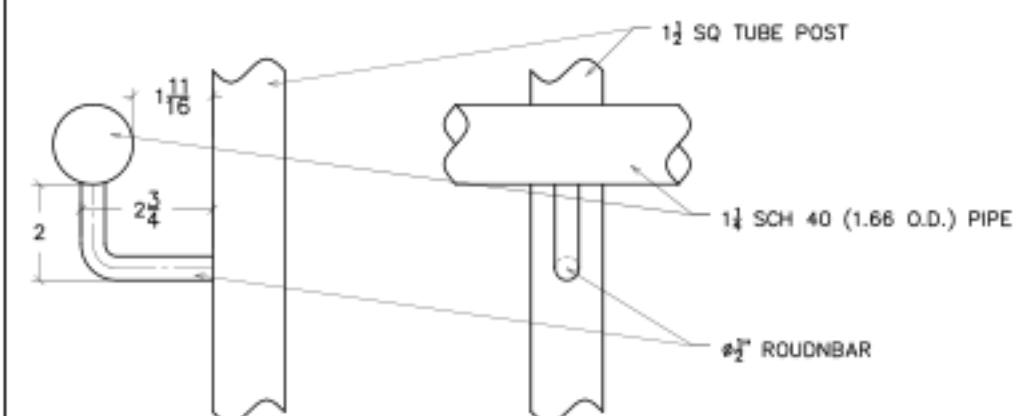
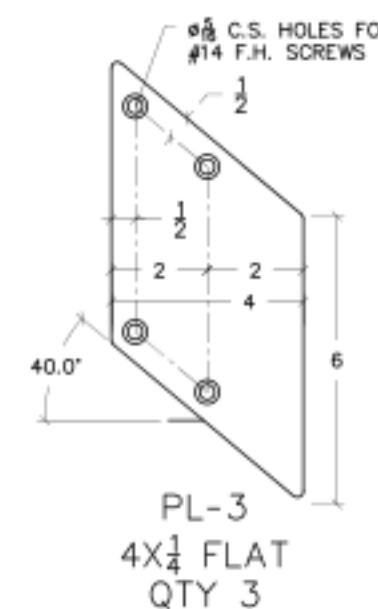
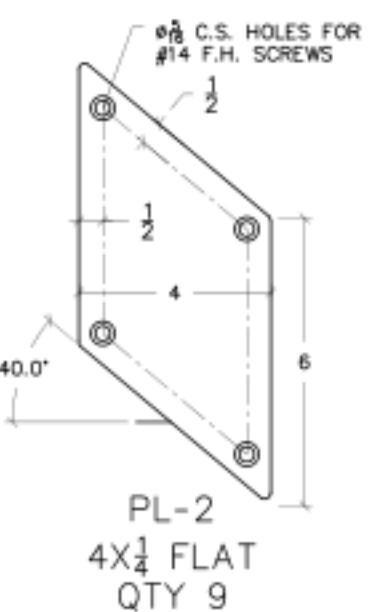
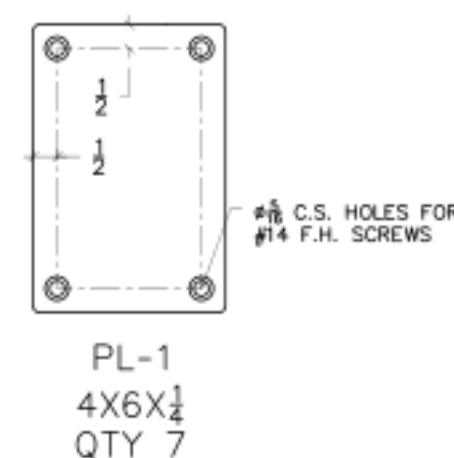
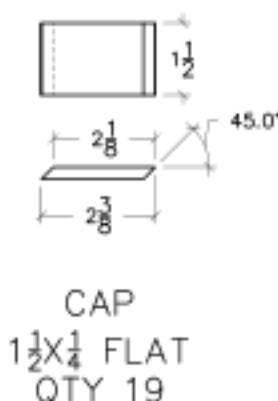
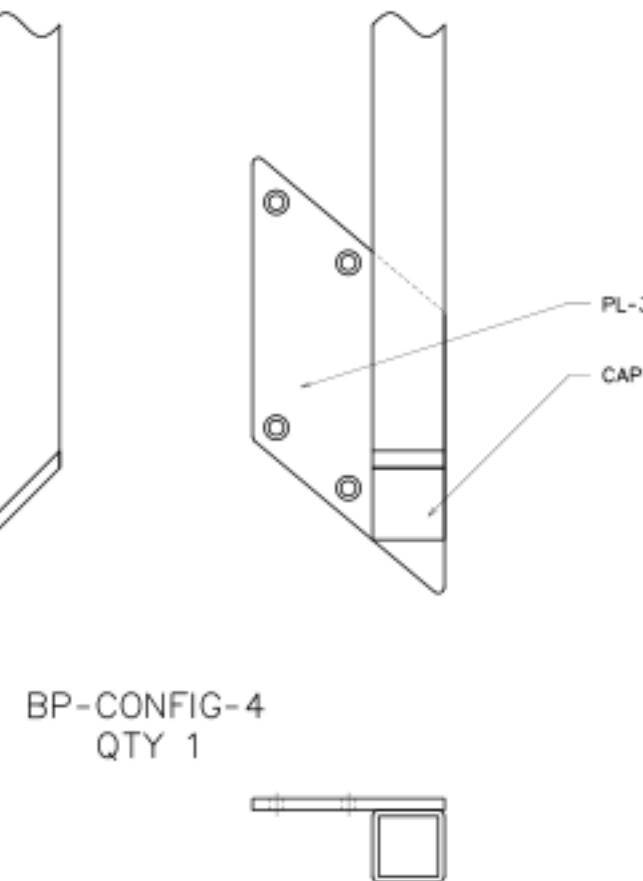
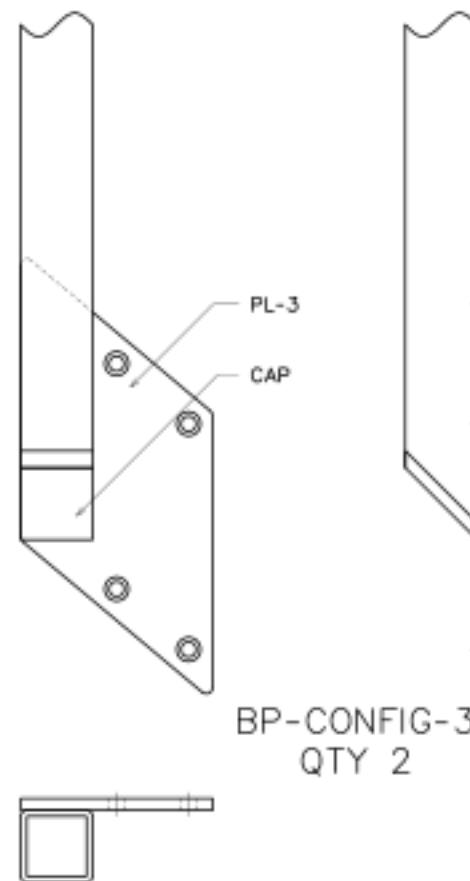
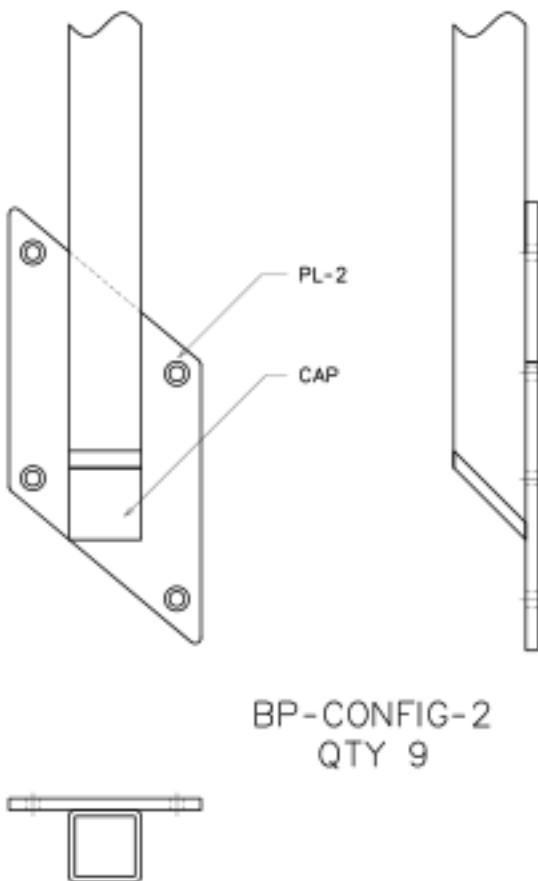
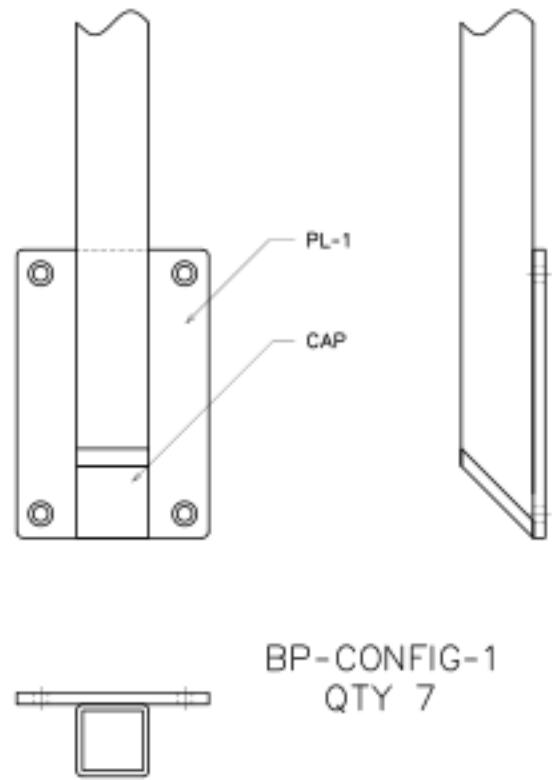


F



E

MATERIALS:
 POSTS 1 $\frac{1}{2}$ SQ TUBE
 GUARD TOP RAIL 1 $\frac{1}{2}$ SCH 40
 HANDRAIL 1 $\frac{1}{2}$ SCH 40
 PICKETS 1" ROUNDBAR



DETAILS

