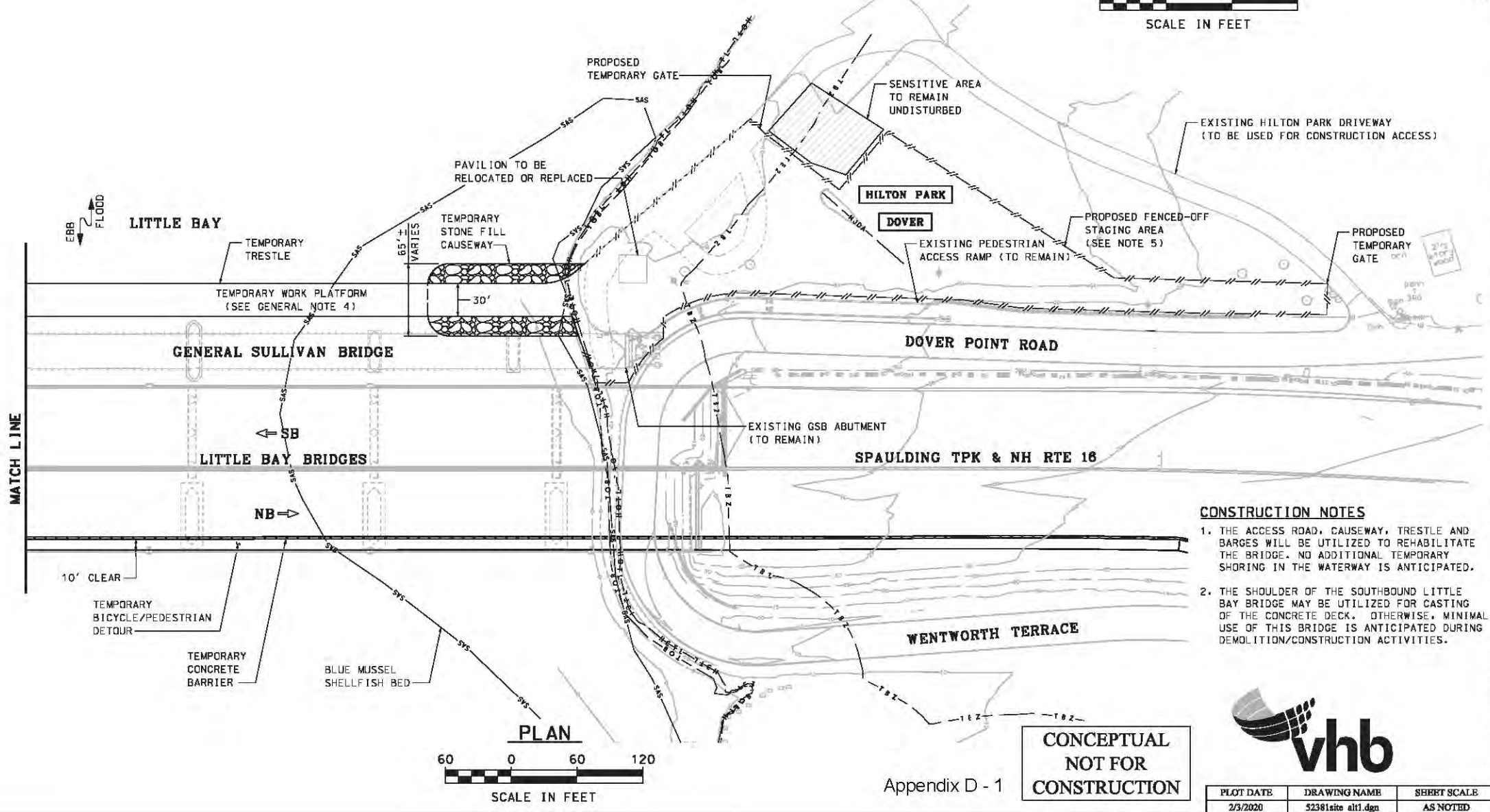
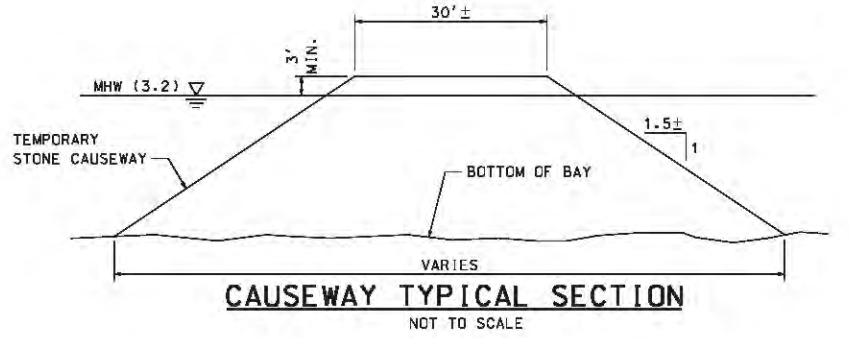
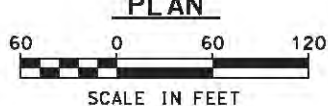
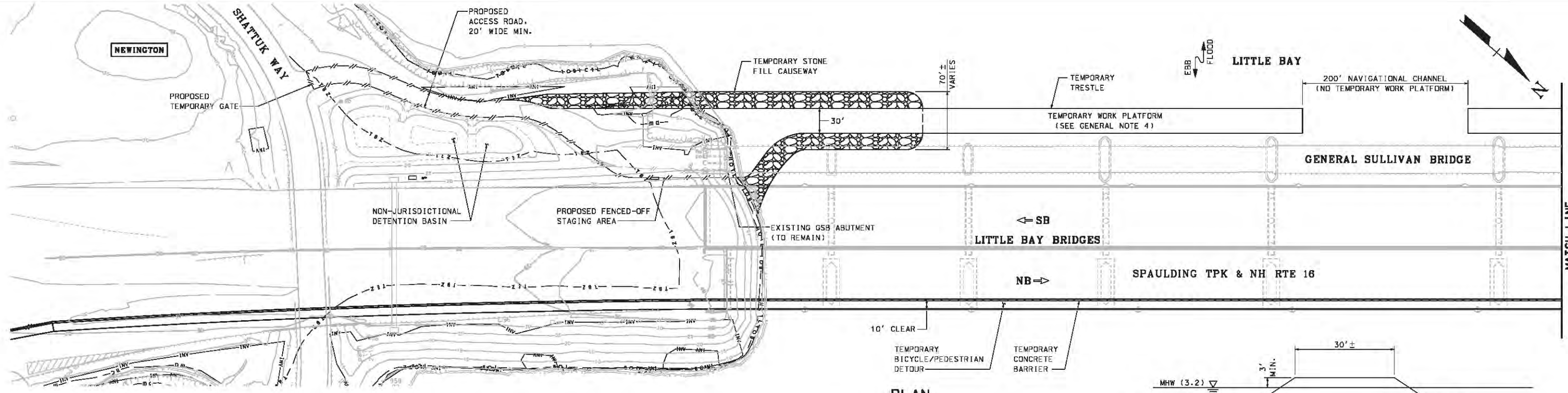


Appendix D – Preliminary Construction Impact Plans



CONCEPTUAL NOT FOR CONSTRUCTION

GENERAL NOTES

1. THIS CONCEPTUAL PLAN SHOWS PROBABLE CONSTRUCTION ACCESS AND TEMPORARY ENVIRONMENTAL RESOURCE IMPACTS TO FACILITATE REHABILITATION OF THE GENERAL SULLIVAN BRIDGE. ACTUAL IMPACTS MAY VARY BASED ON CONTRACTOR MEANS AND METHODS.
2. A TEMPORARY CAUSEWAY/TRESTLE PLATFORM SYSTEM IS UTILIZED AS SHOWN FOR DEMOLITION/CONSTRUCTION ACTIVITIES. BARGES MAY ALSO BE UTILIZED DURING CONSTRUCTION.
3. ACCESS TO THE TEMPORARY PLATFORMS WILL BE THROUGH USE OF TEMPORARY ACCESS ROADS ORIGINATING FROM SHATTUCK WAY ON THE NEWINGTON SIDE, AND DOVER POINT ROAD ON THE DOVER SIDE AS SHOWN.
4. THE TEMPORARY PLATFORM SHOWN IS CONCEPTUAL AND INTENDED TO SHOW POTENTIAL MEANS OF ACCESS, WHICH WILL BE BASED ON CONTRACTORS MEANS AND METHODS. FOR CAUSEWAY DETAILS, REFER TO CAUSEWAY TYPICAL SECTION. THE TRESTLE SECTION WOULD MOST LIKELY CONSIST OF DRIVEN STEEL PILES IN A GRID PATTERN (30'±x20'±), WITH STEEL FRAMING AND TIMBER DECKING SET ON TOP OF THE PILES.
5. UNPAVED STAGING AREAS ARE TO BE PROTECTED WITH TEMPORARY GEOTEXTILE FABRIC UNDER CRUSHED STONE.
6. ASSUMED CONSTRUCTION DURATION IS 3.0 YEARS. DISTURBED AREAS WILL BE RESTORED TO PREEXISTING CONDITIONS ONCE CONSTRUCTION IS COMPLETE.
7. WETLANDS AND NON-JURISDICTIONAL DRAINAGE AREAS DEPICTED ON THIS PLAN ARE PROVISIONAL AND ARE SUBJECT TO VERIFICATION IN WINTER 2020.

DEMOLITION NOTES

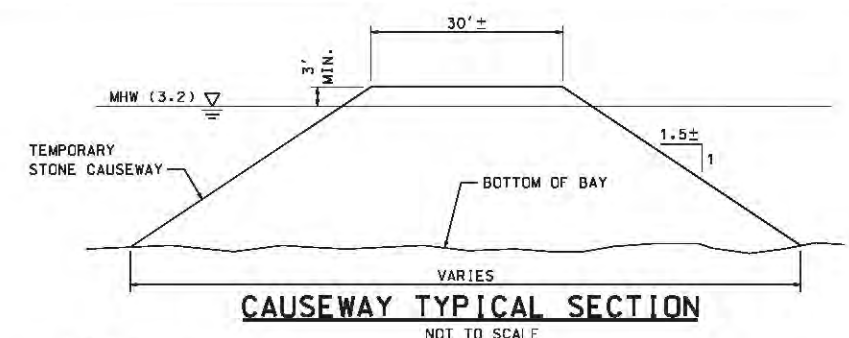
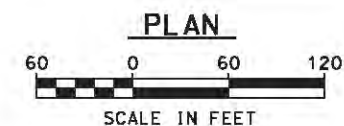
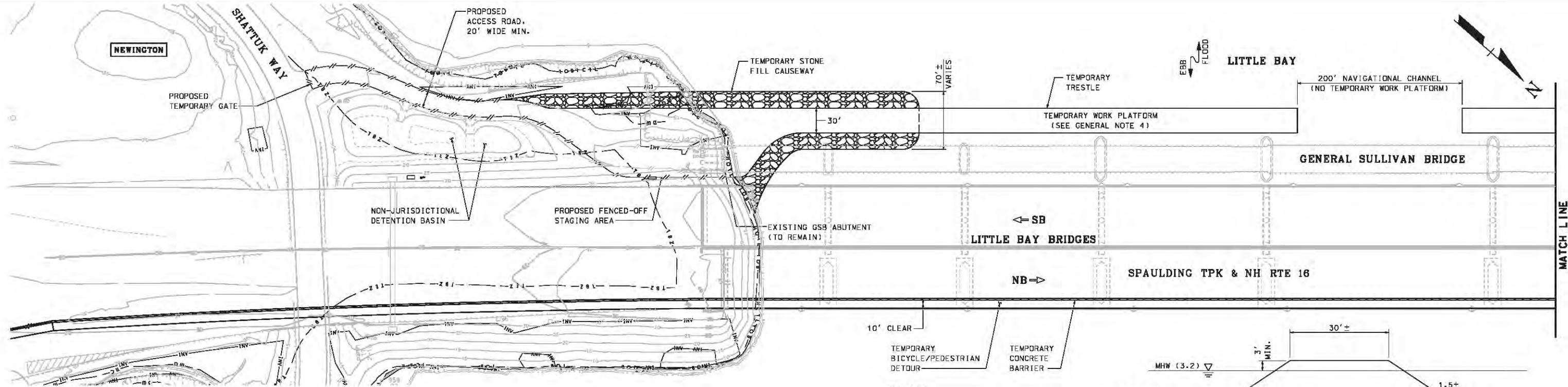
1. THE EXISTING CONCRETE DECK SYSTEM WILL BE SAW CUT INTO SECTIONS AND HOISTED FROM THE BRIDGE ONTO EITHER TRUCKS ON CAUSEWAY OR BARGES IN THE BAY. WITH THE DECK REMOVED, THE STRINGERS AND FLOORBEAMS WILL BE TORCH CUT AND REMOVED IN SIMILAR FASHION.
2. AFTER REMOVAL OF THE FLOOR SYSTEM, SELECT BRACING MEMBERS WILL BE TORCH CUT AND REMOVED FROM THE BRIDGE SIMILAR TO DECK REMOVAL. THESE MEMBERS WILL THEN BE SHEARED INTO SMALLER SEGMENTS, LOADED ON TRUCKS AND HAULED OFF SITE FOR PROPER DISPOSAL.

CONSTRUCTION NOTES

1. THE ACCESS ROAD, CAUSEWAY, TRESTLE AND BARGES WILL BE UTILIZED TO REHABILITATE THE BRIDGE. NO ADDITIONAL TEMPORARY SHORING IN THE WATERWAY IS ANTICIPATED.
2. THE SHOULDER OF THE SOUTHBOUND LITTLE BAY BRIDGE MAY BE UTILIZED FOR CASTING OF THE CONCRETE DECK. OTHERWISE, MINIMAL USE OF THIS BRIDGE IS ANTICIPATED DURING DEMOLITION/CONSTRUCTION ACTIVITIES.



STATE OF NEW HAMPSHIRE									
DEPARTMENT OF TRANSPORTATION * BUREAU OF BRIDGE DESIGN									
TOWN NEWINGTON-DOVER			BRIDGE NO. 200/023			STATE PROJECT -			
LOCATION GENERAL SULLIVAN BRIDGE OVER LITTLE BAY									
CONSTRUCTION IMPACT PLAN ALTERNATIVE 1									
REVISIONS AFTER PROPOSAL		BY		DATE		BY		DATE	
		DESIGNED		MAC		CHECKED		PJW	
		DRAWN		BJM		CHECKED		MAC	
		QUANTITIES				CHECKED			
		ISSUE DATE				FEDERAL PROJECT NO.		SHEET NO.	
		REV. DATE						TOTAL SHEETS	
		PLOT DATE		DRAWING NAME		SHEET SCALE			
		2/3/2020		52381site alt1.dgn		AS NOTED			



GENERAL NOTES

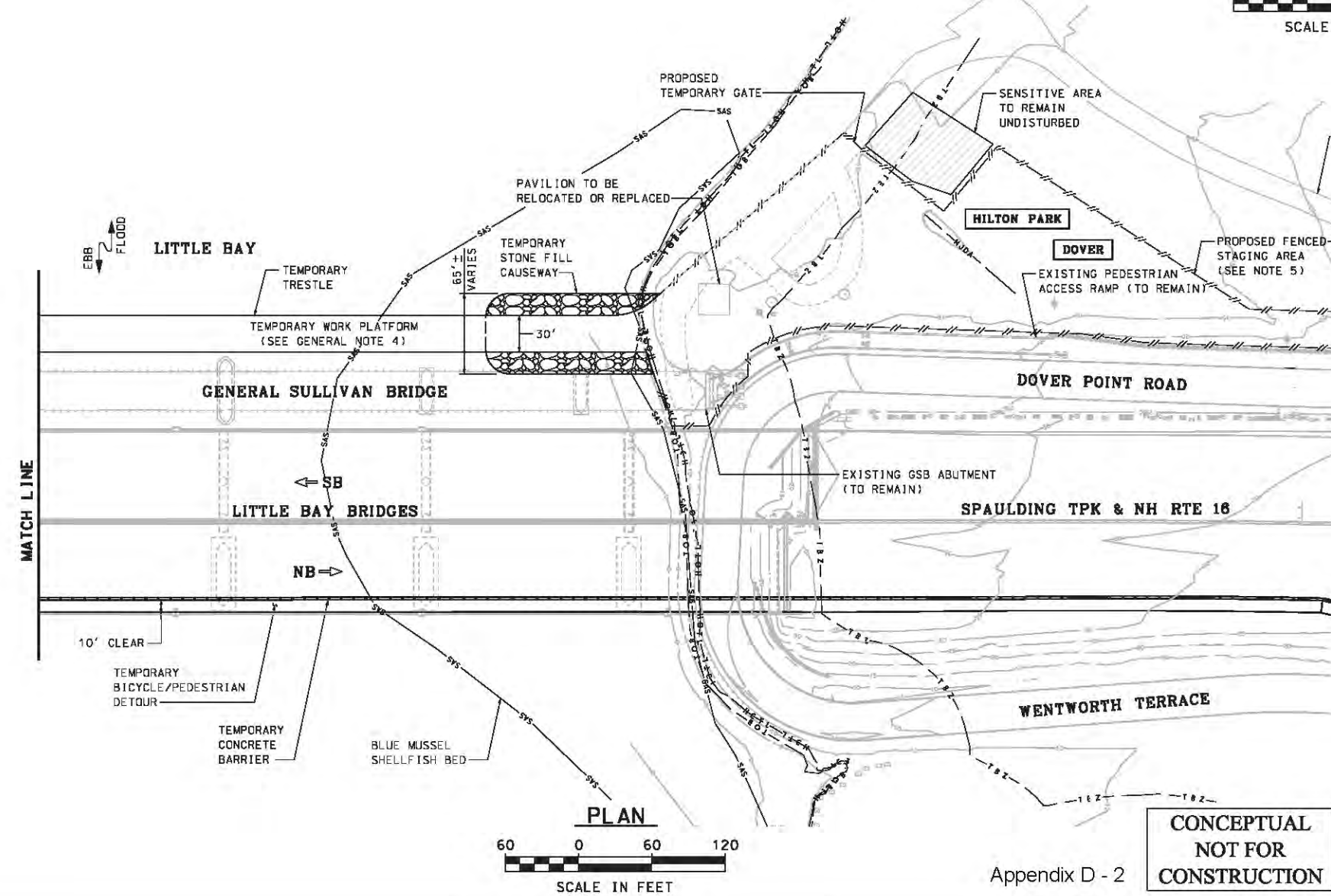
1. THIS CONCEPTUAL PLAN SHOWS PROBABLE CONSTRUCTION ACCESS AND TEMPORARY ENVIRONMENTAL RESOURCE IMPACTS TO FACILITATE REHABILITATION/REPLACEMENT OF THE GENERAL SULLIVAN BRIDGE. ACTUAL IMPACTS MAY VARY BASED ON CONTRACTOR MEANS AND METHODS.
2. A TEMPORARY CAUSEWAY/TRESTLE PLATFORM SYSTEM IS UTILIZED AS SHOWN FOR DEMOLITION/CONSTRUCTION ACTIVITIES. BARGES MAY ALSO BE UTILIZED DURING CONSTRUCTION.
3. ACCESS TO THE TEMPORARY PLATFORMS WILL BE THROUGH USE OF TEMPORARY ACCESS ROADS ORIGINATING FROM SHATTUCK WAY ON THE NEWINGTON SIDE, AND DOVER POINT ROAD ON THE DOVER SIDE AS SHOWN.
4. THE TEMPORARY PLATFORM SHOWN IS CONCEPTUAL AND INTENDED TO SHOW POTENTIAL MEANS OF ACCESS, WHICH WILL BE BASED ON CONTRACTOR MEANS AND METHODS. FOR CAUSEWAY DETAILS, REFER TO CAUSEWAY TYPICAL SECTION. THE TRESTLE SECTION WOULD MOST LIKELY CONSIST OF DRIVEN STEEL PILES IN A GRID PATTERN (30'±x20'±), WITH STEEL FRAMING AND TIMBER DECKING SET ON TOP OF THE PILES.
5. UNPAVED STAGING AREAS ARE TO BE PROTECTED WITH TEMPORARY GEOTEXTILE FABRIC UNDER CRUSHED STONE.
6. ASSUMED CONSTRUCTION DURATION IS 2.0 YEARS. DISTURBED AREAS WILL BE RESTORED TO PREEXISTING CONDITIONS ONCE CONSTRUCTION IS COMPLETE.
7. WETLANDS AND NON-JURISDICTIONAL DRAINAGE AREAS DEPICTED ON THIS PLAN ARE PROVISIONAL AND ARE SUBJECT TO VERIFICATION IN WINTER 2020.

DEMOLITION NOTES

1. THE EXISTING CONCRETE DECK SYSTEM WILL BE SAW CUT INTO SECTIONS AND HOISTED FROM THE BRIDGE ONTO EITHER TRUCKS ON CAUSEWAY OR BARGES IN THE BAY. WITH THE DECK REMOVED, THE STRINGERS AND FLOORBEAMS WILL BE TORCH CUT AND REMOVED IN SIMILAR FASHION.
2. SPANS 1-3 AND 7-9 ARE TO BE REMOVED AND REPLACED WITH SIMILAR TRUSSES. THESE EXISTING SPANS WILL BE LIFTED FROM THEIR SUPPORTS AND SET ONTO THE PLATFORM THROUGH USE OF CRANES ON THE PLATFORM. THEY WILL THEN BE SHEARED INTO SMALL SECTIONS, LOADED ON TRUCKS AND HAULED OFF SITE FOR PROPER DISPOSAL.
3. AFTER REMOVAL OF THE FLOOR SYSTEM, SELECT BRACING MEMBERS IN SPANS 4-6 WILL THEN BE TORCH CUT AND REMOVED FROM THE BRIDGE SIMILAR TO DECK REMOVAL. THESE MEMBERS WILL BE SHEARED INTO SMALLER SEGMENTS, LOADED ONTO TRUCKS AND HAULED OFF SITE FOR PROPER DISPOSAL.

CONSTRUCTION NOTES

1. THE ACCESS ROAD, CAUSEWAY, TRESTLE AND BARGES WILL BE UTILIZED TO REHABILITATE/REPLACE THE BRIDGE. NO ADDITIONAL TEMPORARY SHORING IN THE WATERWAY IS ANTICIPATED.
2. THE SHOULDER OF THE SOUTHBOUND LITTLE BAY BRIDGE MAY BE UTILIZED FOR CASTING OF THE CONCRETE DECK. OTHERWISE, MINIMAL USE OF THIS BRIDGE IS ANTICIPATED DURING DEMOLITION/CONSTRUCTION ACTIVITIES.



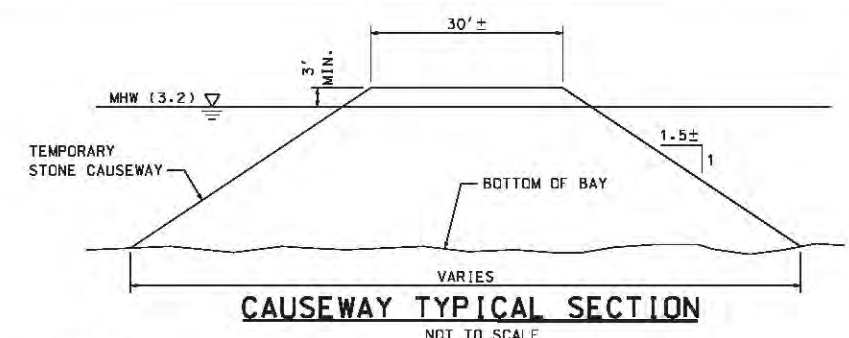
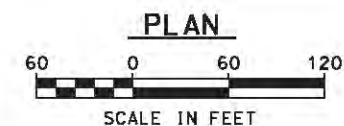
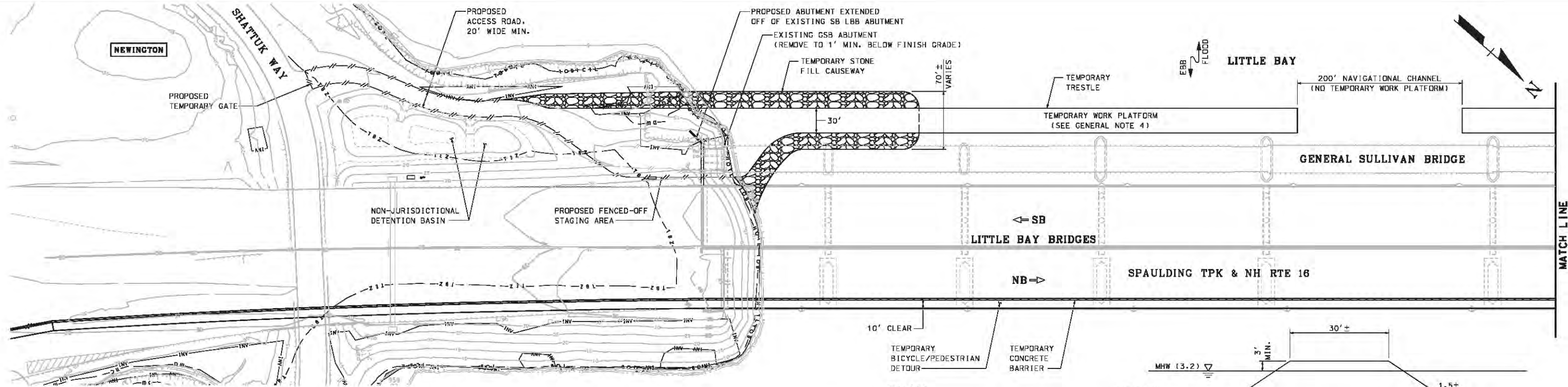
CONCEPTUAL NOT FOR CONSTRUCTION

Appendix D - 2



STATE OF NEW HAMPSHIRE									
DEPARTMENT OF TRANSPORTATION * BUREAU OF BRIDGE DESIGN									
TOWN NEWINGTON-DOVER			BRIDGE NO. 200/023			STATE PROJECT -			
LOCATION GENERAL SULLIVAN BRIDGE OVER LITTLE BAY									
CONSTRUCTION IMPACT PLAN ALTERNATIVE 3									
REVISIONS AFTER PROPOSAL		BY		DATE		BY		DATE	
		DESIGNED		MAC		CHECKED		PJW	
		DRAWN		BJM		CHECKED		MAC	
		QUANTITIES				CHECKED			
		ISSUE DATE				FEDERAL PROJECT NO.		SHEET NO.	
		REV. DATE						TOTAL SHEETS	
		PLOT DATE		DRAWING NAME		SHEET SCALE			
		2/3/2020		52381site alt3.dgn		AS NOTED			

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GENERAL NOTES

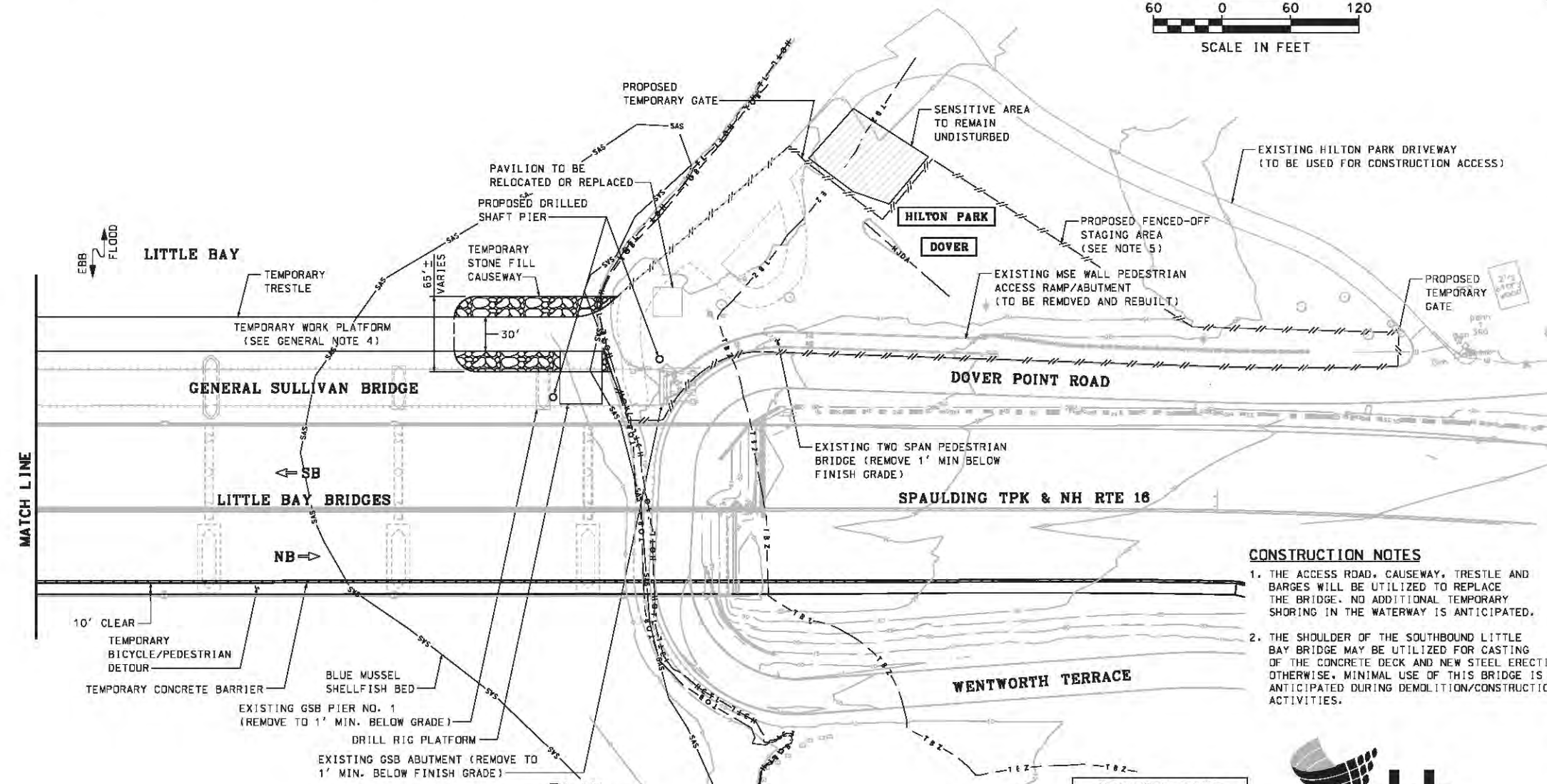
1. THIS CONCEPTUAL PLAN SHOWS PROBABLE CONSTRUCTION ACCESS AND TEMPORARY ENVIRONMENTAL RESOURCE IMPACTS TO FACILITATE REPLACEMENT OF THE GENERAL SULLIVAN BRIDGE. ACTUAL IMPACTS MAY VARY BASED ON CONTRACTOR MEANS AND METHODS.
2. PROPOSED SUPERSTRUCTURE AND PROPOSED MODIFIED SB LBB AND GSB PIERS ARE NOT SHOWN.
3. A TEMPORARY CAUSEWAY/TRESTLE PLATFORM SYSTEM IS UTILIZED AS SHOWN FOR DEMOLITION/CONSTRUCTION ACTIVITIES. BARGES MAY ALSO BE UTILIZED DURING CONSTRUCTION.
4. ACCESS TO THE TEMPORARY PLATFORMS WILL BE THROUGH USE OF TEMPORARY ACCESS ROADS ORIGINATING FROM SHATTUCK WAY ON THE NEWINGTON SIDE, AND DOVER POINT ROAD ON THE DOVER SIDE AS SHOWN.
5. THE TEMPORARY PLATFORM SHOWN IS CONCEPTUAL AND INTENDED TO SHOW POTENTIAL MEANS OF ACCESS, WHICH WILL BE BASED ON CONTRACTOR MEANS AND METHODS. FOR CAUSEWAY DETAILS, REFER TO CAUSEWAY TYPICAL SECTION. THE TRESTLE SECTION WOULD MOST LIKELY CONSIST OF DRIVEN STEEL PILES IN A GRID PATTERN (30'x20'±), WITH STEEL FRAMING AND TIMBER DECKING SET ON TOP OF THE PILES.
6. UNPAVED STAGING AREAS ARE TO BE PROTECTED WITH TEMPORARY GEOTEXTILE FABRIC UNDER CRUSHED STONE.
7. ASSUMED CONSTRUCTION DURATION IS 1.5 YEARS. DISTURBED AREAS WILL BE RESTORED TO PREEXISTING CONDITIONS ONCE CONSTRUCTION IS COMPLETE.
8. WETLANDS AND NON-JURISDICTIONAL DRAINAGE AREAS DEPICTED ON THIS PLAN ARE PROVISIONAL AND ARE SUBJECT TO VERIFICATION IN WINTER 2020.

DEMOLITION NOTES

1. THE EXISTING CONCRETE DECK SYSTEM WILL BE SAW CUT INTO SECTIONS AND HOISTED FROM THE BRIDGE ONTO EITHER TRUCKS ON CAUSEWAY OR BARGES IN THE BAY. WITH THE DECK REMOVED, THE STRINGERS AND FLOORBEAMS WILL BE TORCH CUT AND REMOVED IN SIMILAR FASHION TO REDUCE WEIGHT.
2. ALL SPANS ARE TO BE REMOVED IN ONE OF TWO WAYS: 1. CRANES ON THE PLATFORM AND/OR BARGES WILL LIFT AND SET THE SPAN ONTO THE PLATFORM OR 2. BARGES WILL BE SET UNDER THE SPAN, LIFT THE SPAN, AND THEN FLOAT IT DOWNSTREAM TO A STAGING AREA. THESE SPANS WILL THEN BE SHEARED INTO SMALL SECTIONS, LOADED ON TRUCKS AND HAULED OFF SITE FOR PROPER DISPOSAL.

CONSTRUCTION NOTES

1. THE ACCESS ROAD, CAUSEWAY, TRESTLE AND BARGES WILL BE UTILIZED TO REPLACE THE BRIDGE. NO ADDITIONAL TEMPORARY SHORING IN THE WATERWAY IS ANTICIPATED.
2. THE SHOULDER OF THE SOUTHBOUND LITTLE BAY BRIDGE MAY BE UTILIZED FOR CASTING OF THE CONCRETE DECK AND NEW STEEL ERECTION. OTHERWISE, MINIMAL USE OF THIS BRIDGE IS ANTICIPATED DURING DEMOLITION/CONSTRUCTION ACTIVITIES.



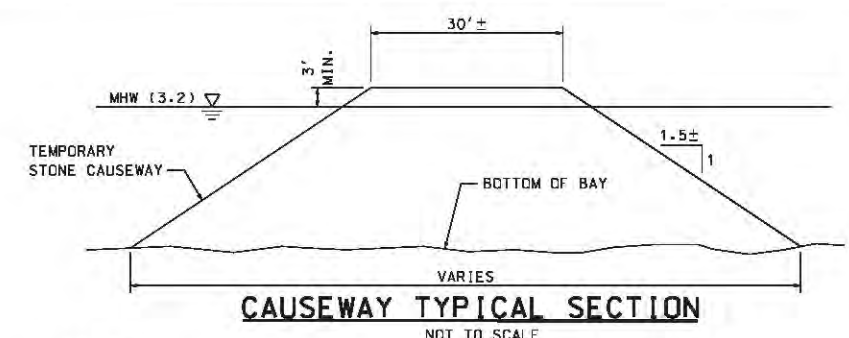
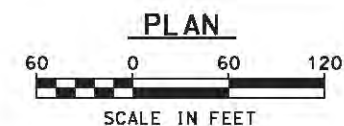
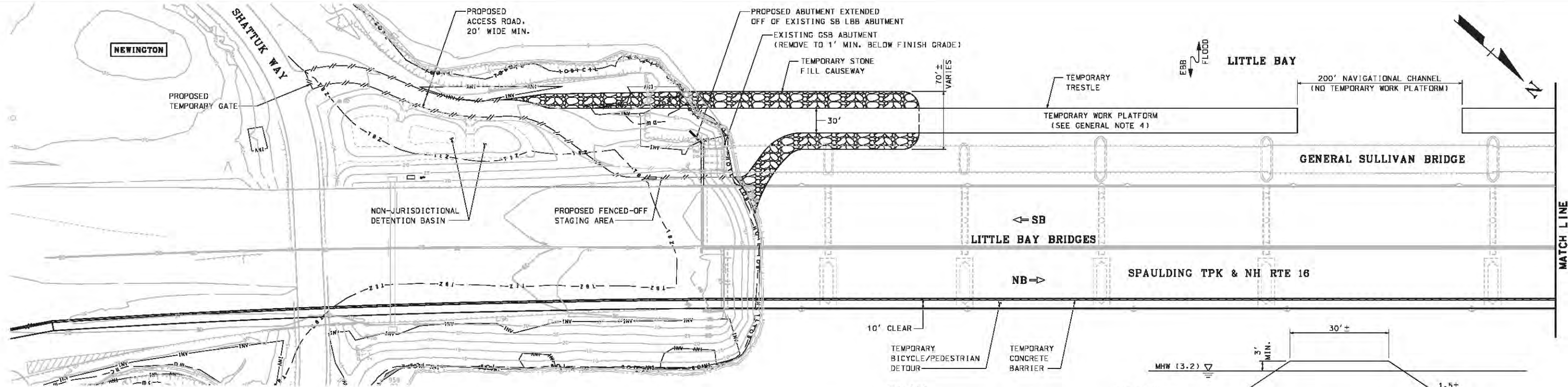
CONCEPTUAL NOT FOR CONSTRUCTION

Appendix D - 3



STATE OF NEW HAMPSHIRE									
DEPARTMENT OF TRANSPORTATION • BUREAU OF BRIDGE DESIGN									
TOWN NEWINGTON-DOVER			BRIDGE NO. 200/023			STATE PROJECT -			
LOCATION GENERAL SULLIVAN BRIDGE OVER LITTLE BAY									
CONSTRUCTION IMPACT PLAN ALTERNATIVE 6									
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		DESIGNED		MAC		CHECKED		PJW	
		DRAWN		BJM		CHECKED		MAC	
		QUANTITIES				CHECKED			
		ISSUE DATE				FEDERAL PROJECT NO.		SHEET NO.	
		REV. DATE						TOTAL SHEETS	
		PLOT DATE		DRAWING NAME		SHEET SCALE			
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GENERAL NOTES

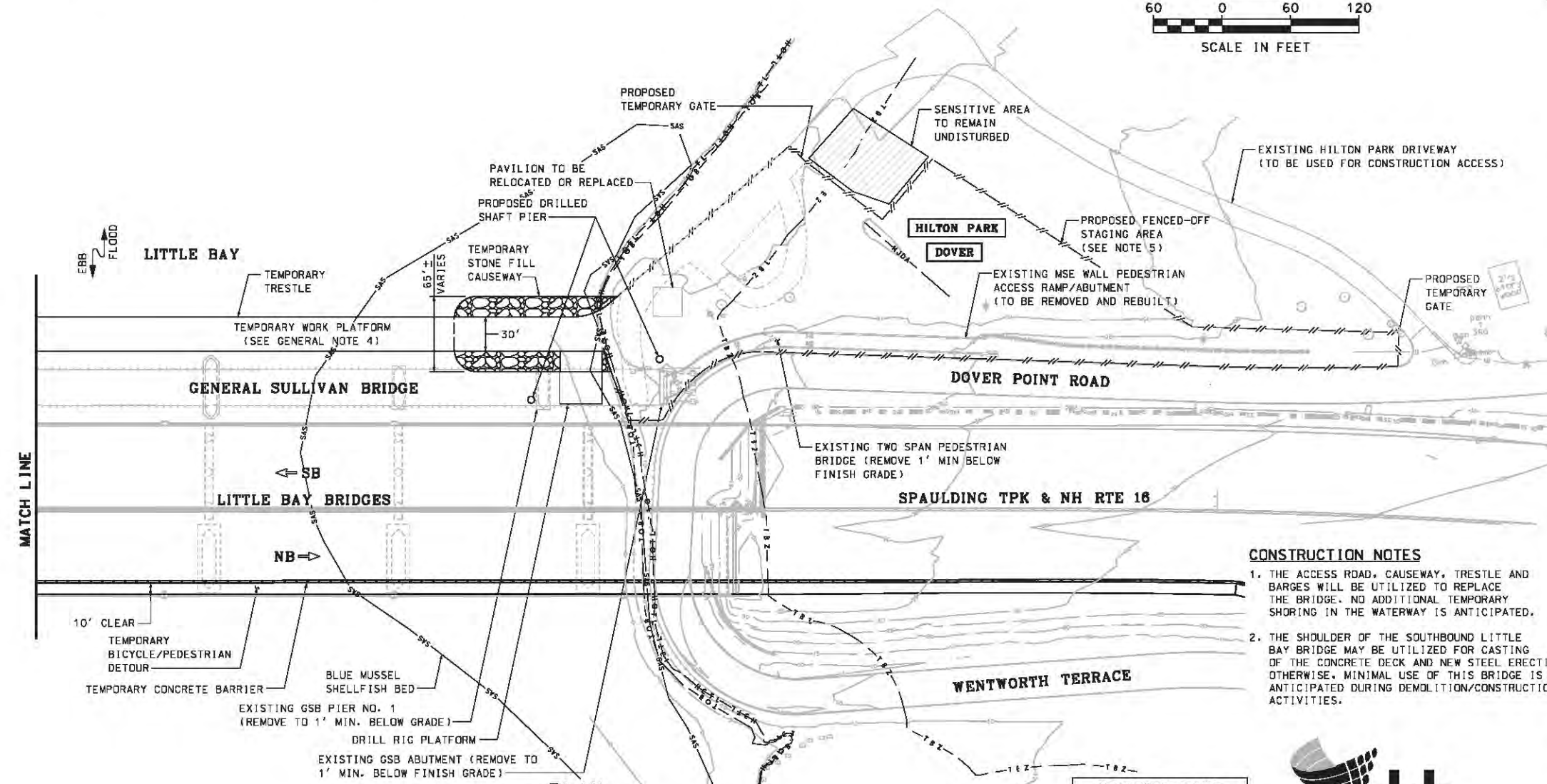
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4. ACCESS TO THE TEMPORARY PLATFORMS WILL BE THROUGH USE OF TEMPORARY ACCESS ROADS ORIGINATING FROM SHATTUCK WAY ON THE NEWINGTON SIDE, AND DOVER POINT ROAD ON THE DOVER SIDE AS SHOWN.
5. THE TEMPORARY PLATFORM SHOWN IS CONCEPTUAL AND INTENDED TO SHOW POTENTIAL MEANS OF ACCESS, WHICH WILL BE BASED ON CONTRACTOR MEANS AND METHODS. FOR CAUSEWAY DETAILS, REFER TO CAUSEWAY TYPICAL SECTION. THE TRESTLE SECTION WOULD MOST LIKELY CONSIST OF DRIVEN STEEL PILES IN A GRID PATTERN (30'x20'±), WITH STEEL FRAMING AND TIMBER DECKING SET ON TOP OF THE PILES.
6. UNPAVED STAGING AREAS ARE TO BE PROTECTED WITH TEMPORARY GEOTEXTILE FABRIC UNDER CRUSHED STONE.
7. ASSUMED CONSTRUCTION DURATION IS 1.5 YEARS. DISTURBED AREAS WILL BE RESTORED TO PREEXISTING CONDITIONS ONCE CONSTRUCTION IS COMPLETE.
8. WETLANDS AND NON-JURISDICTIONAL DRAINAGE AREAS DEPICTED ON THIS PLAN ARE PROVISIONAL AND ARE SUBJECT TO VERIFICATION IN WINTER 2020.

DEMOLITION NOTES

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2. ALL SPANS ARE TO BE REMOVED IN ONE OF TWO WAYS: 1. CRANES ON THE PLATFORM AND/OR BARGES WILL LIFT AND SET THE SPAN ONTO THE PLATFORM OR 2. BARGES WILL BE SET UNDER THE SPAN, LIFT THE SPAN, AND THEN FLOAT IT DOWNSTREAM TO A STAGING AREA. THESE SPANS WILL THEN BE SHEARED INTO SMALL SECTIONS, LOADED ON TRUCKS AND HAULED OFF SITE FOR PROPER DISPOSAL.

CONSTRUCTION NOTES

1. THE ACCESS ROAD, CAUSEWAY, TRESTLE AND BARGES WILL BE UTILIZED TO REPLACE THE BRIDGE. NO ADDITIONAL TEMPORARY SHORING IN THE WATERWAY IS ANTICIPATED.
2. THE SHOULDER OF THE SOUTHBOUND LITTLE BAY BRIDGE MAY BE UTILIZED FOR CASTING OF THE CONCRETE DECK AND NEW STEEL ERECTION. OTHERWISE, MINIMAL USE OF THIS BRIDGE IS ANTICIPATED DURING DEMOLITION/CONSTRUCTION ACTIVITIES.

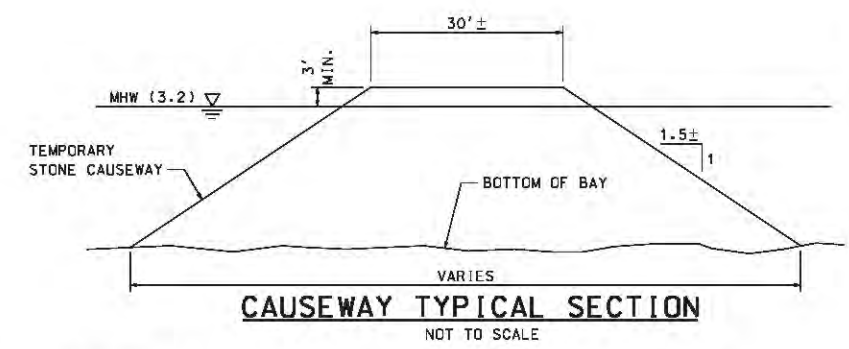
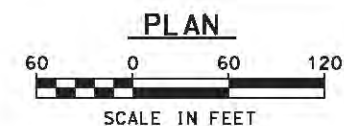
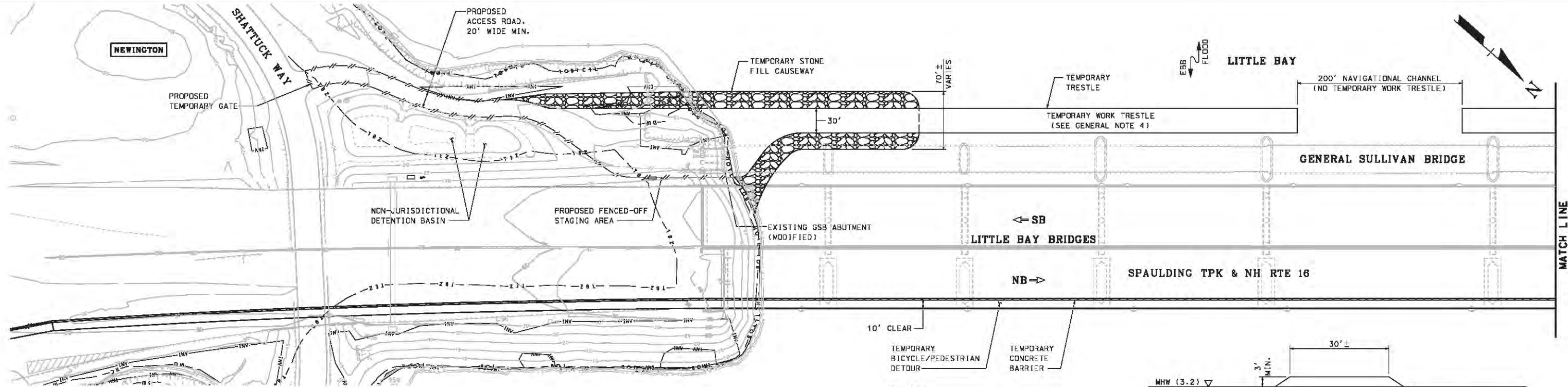


CONCEPTUAL NOT FOR CONSTRUCTION



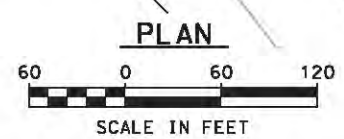
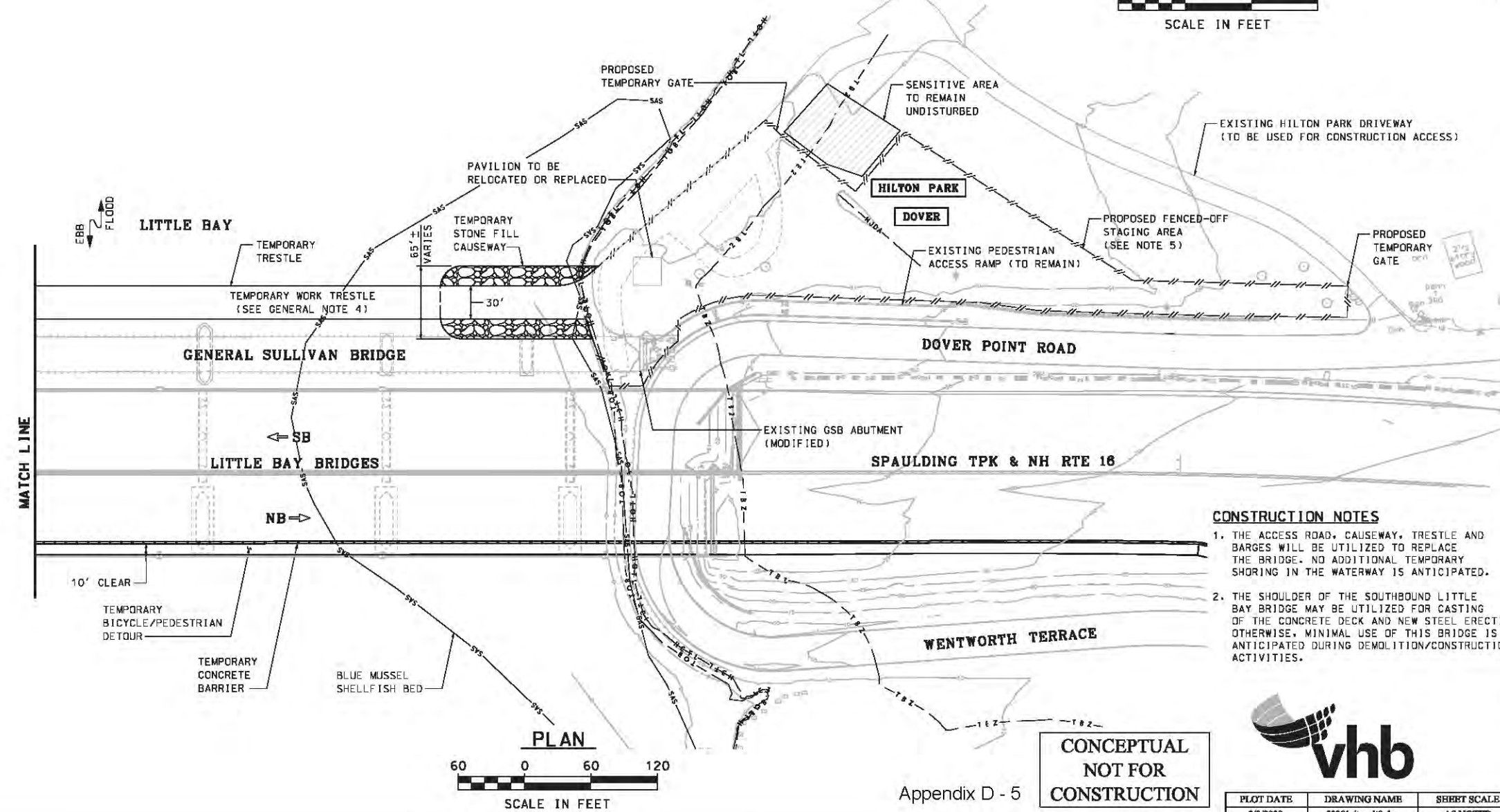
STATE OF NEW HAMPSHIRE									
DEPARTMENT OF TRANSPORTATION • BUREAU OF BRIDGE DESIGN									
TOWN NEWINGTON-DOVER			BRIDGE NO. 200/023			STATE PROJECT -			
LOCATION GENERAL SULLIVAN BRIDGE OVER LITTLE BAY									
CONSTRUCTION IMPACT PLAN ALTERNATIVE 7									
REVISIONS AFTER PROPOSAL		BY DATE		BY DATE		BY DATE		BRIDGE SHEET	
		DESIGNED MAC		CHECKED PJW		CHECKED MAC		4 OF 5	
		DRAWN BJM		CHECKED MAC		CHECKED MAC		FILE NUMBER	
		QUANTITIES		CHECKED		CHECKED			
		ISSUE DATE		FEDERAL PROJECT NO.		SHEET NO.		TOTAL SHEETS	
		REV. DATE							
PLOT DATE		DRAWING NAME		SHEET SCALE					
2/3/2020		52381site alt7.dgn		AS NOTED					

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- GENERAL NOTES**
1. THIS CONCEPTUAL PLAN SHOWS PROBABLE CONSTRUCTION ACCESS AND TEMPORARY ENVIRONMENTAL RESOURCE IMPACTS TO FACILITATE REPLACEMENT OF THE GENERAL SULLIVAN BRIDGE. ACTUAL IMPACTS MAY VARY BASED ON CONTRACTOR MEANS AND METHODS.
 2. A TEMPORARY CAUSEWAY/TRESTLE SYSTEM IS UTILIZED AS SHOWN FOR DEMOLITION/CONSTRUCTION ACTIVITIES. BARGES MAY ALSO BE UTILIZED DURING CONSTRUCTION.
 3. ACCESS TO THE TEMPORARY TRESTLE WILL BE THROUGH USE OF TEMPORARY ACCESS ROADS ORIGINATING FROM SHATTUCK WAY ON THE NEWINGTON SIDE, AND DOVER POINT ROAD ON THE DOVER SIDE AS SHOWN.
 4. THE TEMPORARY TRESTLE SHOWN IS CONCEPTUAL AND INTENDED TO SHOW POTENTIAL MEANS OF ACCESS, WHICH WILL BE BASED ON CONTRACTOR MEANS AND METHODS. FOR CAUSEWAY DETAILS, REFER TO CAUSEWAY TYPICAL SECTION. THE TRESTLE SECTION WOULD MOST LIKELY CONSIST OF DRIVEN STEEL PILES IN A GRID PATTERN (30'±x20'±), WITH STEEL FRAMING AND TIMBER DECKING SET ON TOP OF THE PILES.
 5. UNPAVED STAGING AREAS ARE TO BE PROTECTED WITH TEMPORARY GEOTEXTILE FABRIC UNDER CRUSHED STONE.
 6. ASSUMED CONSTRUCTION DURATION IS 1.5 YEARS. DISTURBED AREAS WILL BE RESTORED TO PREEXISTING CONDITIONS ONCE CONSTRUCTION IS COMPLETE.
 7. WETLANDS AND NON-JURISDICTIONAL DRAINAGE AREAS DEPICTED ON THIS PLAN ARE PROVISIONAL AND ARE SUBJECT TO VERIFICATION IN WINTER 2020.

- CONSTRUCTION NOTES**
1. THE ACCESS ROAD, CAUSEWAY, TRESTLE AND BARGES WILL BE UTILIZED TO REPLACE THE BRIDGE. NO ADDITIONAL TEMPORARY SHORING IN THE WATERWAY IS ANTICIPATED.
 2. THE SHOULDER OF THE SOUTHBOUND LITTLE BAY BRIDGE MAY BE UTILIZED FOR CASTING OF THE CONCRETE DECK AND NEW STEEL ERECTION. OTHERWISE, MINIMAL USE OF THIS BRIDGE IS ANTICIPATED DURING DEMOLITION/CONSTRUCTION ACTIVITIES.



CONCEPTUAL NOT FOR CONSTRUCTION

Appendix D - 5



STATE OF NEW HAMPSHIRE									
DEPARTMENT OF TRANSPORTATION * BUREAU OF BRIDGE DESIGN									
TOWN NEWINGTON-DOVER			BRIDGE NO. 200/023			STATE PROJECT -			
LOCATION GENERAL SULLIVAN BRIDGE OVER LITTLE BAY									
CONSTRUCTION IMPACT PLAN ALTERNATIVE 9									
REVISIONS AFTER PROPOSAL		BY		DATE		BY		DATE	
DESIGNED		MAC		12/18		CHECKED		PWJ	
DRAWN		BJM		12/18		CHECKED		MAC	
QUANTITIES		CHECKED		CHECKED		CHECKED		MAC	
ISSUE DATE		FEDERAL PROJECT NO.		SHEET NO.		TOTAL SHEETS		BRIDGE SHEET	
REV. DATE								5 OF 5	
PLOT DATE		DRAWING NAME		SHEET SCALE				FILE NUMBER	
2/3/2020		52381site_al19.dgn		AS NOTED					

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