

Note re Doors (A) and (B):- These to be stock doors 2'-8" x 6'-4" x 1 1/2", flush Vgrooved fir. Hang in 2x6 plank frames with 2"x1 1/2" Steps. Provide steel Kick Plates on bottom of both sides. Anchor side 2x6 frame members to masonry with 3-3/4" x 1/2" hook bolts embedded in mortar joints. Each Door to have 3-4x4 Dull Brass Butt Tip Butt Hinges B5-08W-242, F.O.K Catalogue page 2277. Also 1 Front Door Knob and Lock Set B5-08W-5225, Dull Brass plated - F.O.K. Catalogue Page 2215.

Lintels to be 8x8 - 3000# Concrete with 6" end bearings reinforced with 3-3/4" reinforcing bars, or reinforced concrete blocks of equal strength. (Lintel Blocks)

Note re Door (C):- This toilet room door to be 2'-0" x 5'-0" x 1" thick INT. A-A, DFPA Douglas Fir Plywood, supported on 4x4 Posts. Hang on 2 - 3"x3" Dull Brass Butt Tip Hinges, Stanley #41. See F.O.K. Catalogue, Page 2277, (Type B5-08W 741) Also provide 1 Screen Door Latch B5-080 886 - F.O.K. Catalogue Page 2304.

Note re Windows:- The Sash to be True-Con or equal steel sash of sizes Noted on Plan. Lintels and Sills to be 3000# Concrete. Lintels to be 8x8 with 6" end bearings, reinforced with 3-3/4" reinforcing bars or reinforced concrete lintel blocks of equal strength. Glaze with D.S.A. Penzance Glaze set in plastic putty. See Sill detail on this sheet, including reinforcement.

The drawing is a vertical cross-section of a window. It shows a 4x4 post supporting a 2x6 plank frame. The window unit is 6'-4" high and 2'-8" wide. The sash is 3'-0" high and 1'-0" wide. The frame is made of 2x6 planks. The sash is made of 3/4" plywood - INT. A-A, DFPA. The window is set in a concrete wall. The drawing is labeled 'SECTION V-V' at the bottom.

4x4
2x6
3/4" Plywood - INT. A-A, DFPA.
6'-4"
2'-8"
3'-0"
1'-0"
SECTION V-V

PROPOSED WATERMAN'S BUILDING
AND LOCATION PLAN OF
RAMSEY COUNTY FACILITIES
AT
NORTH EAST CORNER OF LEXINGTON AVE. AND COUNTY ROAD
SCALE 1/4" = 1'-0" Except where Noted. JULY 1959
OFFICE OF COUNTY ENGINEER
Randy J. Burman
County Engineer - Reg # 218

MICROFILMED
RAMSEY CO. ENGR.
T-127