

REPAIR AND PREVENTATIVE MAINTENANCE
OF THE
SENECA ALLEGANY CASINO AND HOTEL PARKING GARAGE
SALAMANCA, NY
MAY 20, 2022



REPAIR AND PREVENTATIVE MAINTENANCE
OF THE
SENECA ALLEGANY CASINO AND HOTEL P.G.
SALAMANCA, NY

[illegible]

NO.	DESCRIPTION	DATE
DRAWING TITLE:		

10. *Journal of the American Medical Association*, 2000; 283: 2686-2692.

COVER SHEET

DRAWING NO.

\$0.00

SCALE:	NONE
DATE:	05/20/22

DATE: 05/20/22	
PROJECT NO : 51-22110	
DES	DRWN
CHK'D	

DES. EAD	DRWN. DJC	CHK'D. MWR
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SCOPE OF WORK

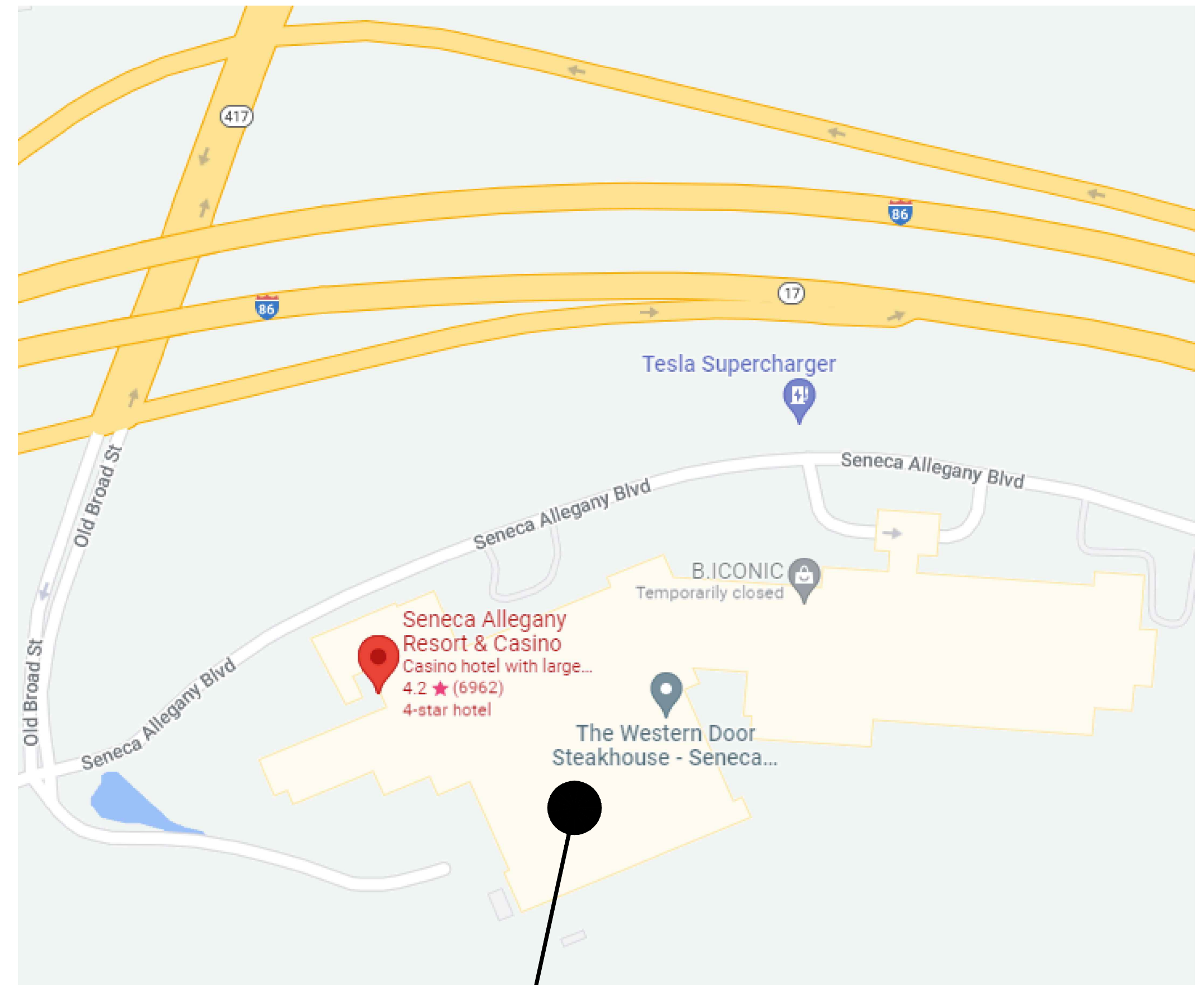
NOTE: THIS IS A SUMMARY OF THE WORK AND MAY NOT INCLUDE ALL WORK ITEMS
THAT THE CONTRACTOR WILL BE RESPONSIBLE FOR DURING THE PROJECT.

1. PROJECT MOBILIZATION & DEMOBILIZATION, INCLUDING ALL PERMITS AS REQUIRED.
2. IMPLEMENT REPAIRS IN A LOGICAL MANNER. THE CONTRACTOR SHALL SUBMIT CONSTRUCTION SEQUENCE PLANS FOR APPROVAL BY THE OWNER AND ENGINEER.
3. DESIGN, INSTALLATION, AND MAINTENANCE OF THE ENTIRE SHORING SYSTEM. THE OWNER AND ENGINEER DO NOT TAKE ANY RESPONSIBILITY FOR THE DETERMINATION OF WHETHER SHORING IS REQUIRED FOR ANY REPAIRS OR NOT.
4. PERFORM CONCRETE SLAB REPAIRS AT LOCATIONS DESIGNATED ON THE DRAWINGS ACCORDING TO THE SPECIFICATIONS AND REPAIR DETAIL SHEETS.
5. PERFORM CONCRETE COLUMN, BEAM, STEM, AND WALL REPAIRS AT LOCATIONS DESIGNATED ON THE DRAWINGS ACCORDING TO THE SPECIFICATIONS AND REPAIR DETAIL SHEETS.
6. INSTALLATION OF FLEXIBLE SEALANT IN CRACKS, CONSTRUCTION JOINTS, CONTROL JOINTS, COVE JOINTS, ETC. ACCORDING TO THE SPECIFICATIONS AND REPAIR DETAIL SHEETS.
7. REMOVE AND REPLACE EXPANSION JOINTS AT LOCATIONS DESIGNATED ON THE DRAWINGS ACCORDING TO THE SPECIFICATIONS AND REPAIR DETAIL SHEETS.
8. REMOVE AND REPLACE FLOOR DRAINS AT LOCATIONS DESIGNATED ON THE DRAWINGS ACCORDING TO THE SPECIFICATIONS AND REPAIR DETAIL SHEETS.
9. PERFORM ELECTRICAL CONDUIT REPAIRS AT LOCATIONS DESIGNATED BY THE OWNER AND ENGINEER.
10. PERFORM MISCELLANEOUS STEEL REPAIRS AT LOCATIONS DESIGNATED BY THE ENGINEER.
11. INSTALL STRIPING IN PARKING AREAS, DIRECTIONAL MARKINGS IN TRAFFIC AREAS, AND SAFETY MARKINGS AT ALL CURBS, ISLANDS, STAIRS, ETC. AFFECTED BY CONSTRUCTION ACTIVITIES ACCORDING TO THE SPECIFICATIONS.
12. DEMOBILIZE, SWEEP CLEAN AND POWERWASH ALL AREAS AFFECTED BY THE WORK. THIS INCLUDES CLEANING ALL LIGHT FIXTURES, SIGNAGE, PARKING EQUIPMENT, STAIR TOWERS, ELEVATORS, EXHAUST EQUIPMENT, FIRE PROTECTION SYSTEM, ETC. THAT HAVE BEEN IMPACTED BY THE REPAIR PROCESS.

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LOCATION MAP



SENECA ALLEGANY
PARKING GARAGE

THE FOLLOWING GENERAL NOTES SHALL APPLY UNLESS NOTED OTHERWISE ON PLANS:

- ### CONSTRUCTION NOTES

1. CODES AND STANDARDS: ALL STRUCTURAL RENOVATION WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE PROVISIONS OF ALL STATE BUILDING CODES AND WITH THE LATEST EDITION OF THE FOLLOWING CODES AND STANDARDS:
 - A. ACI 304 "RECOMMENDED PRACTICE FOR MEASURING, MIXING, TRANSPORTING AND PLACING CONCRETE"
 - B. ACI 305 "RECOMMENDED PRACTICE FOR HOT WEATHER CONCRETING"
 - C. ACI 306 "RECOMMENDED PRACTICE FOR COLD WEATHER CONCRETING"
 - D. ACI 309 "RECOMMENDED PRACTICE FOR CONSOLIDATION OF CONCRETE"
 - E. ACI 311 "RECOMMENDED PRACTICE FOR CONCRETE INSPECTION"
 - F. ACI 318 "BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE"
 - G. ACI 347 "FORMWORK FOR CONCRETE"
 - H. AWS "CODE OF STANDARD PRACTICE FOR STEEL BUILDINGS AND BRIDGES"
 - I. AISI "SPECIFICATIONS, FOR THE DESIGN, FABRICATION, AND ERECTION OF STRUCTURAL STEEL FOR BUILDINGS"
 - J. AISI "SPECIFICATION FOR STRUCTURAL JOINTS USING ASTM A325 OR A490 BOLTS"
 - K. AWS D1.1 "STRUCTURAL WELDING CODE"
2. ALL DETAILS, SECTIONS, AND NOTES SHOWN ON THE DRAWINGS ARE INTENDED TO BE TYPICAL AND SHALL APPLY TO SIMILAR SITUATIONS ELSEWHERE, UNLESS OTHERWISE SHOWN.
3. THE ENGINEER SHALL HAVE AUTHORITY TO REJECT WORK WHICH DOES NOT CONFORM TO THE CONTRACT DOCUMENTS. THE ENGINEER AND OWNER WILL HAVE AUTHORITY TO REQUIRE SPECIAL INSPECTION OR TESTING OF THE WORK. HOWEVER, NEITHER THE ENGINEER'S AUTHORITY TO ACT UNDER THIS SUBPARAGRAPH NOR ANY DECISION MADE BY HIM IN GOOD FAITH TO EXERCISE OR NOT EXERCISE SUCH AUTHORITY, SHALL GIVE RISE TO ANY DUTY OR RESPONSIBILITY OF THE ENGINEER TO THE CONTRACTOR, ANY SUBCONTRACTOR, ANY OF THEIR AGENTS OR EMPLOYEES, OR ANY OTHER PERSONS PERFORMING ANY OF THE WORK.
4. THE CONTRACTOR SHALL MAINTAIN, ON SITE, ONE COMPLETE SET OF DRAWINGS (WHITE PRINTS) AND SPECIFICATIONS FURNISHED BY THE OWNER AT THE CONTRACTOR'S EXPENSE, AN ACCURATE RECORD OF THE INSTALLATION OF ALL MATERIALS AND SYSTEMS COVERED BY THE CONTRACT. THE "AS-BUILT" RECORD SHALL INDICATE THE EXACT LOCATION AND AMOUNT OF ALL WORK. THE COMPLETED SET OF "AS-BUILT" DRAWINGS MUST BE DELIVERED TO THE OWNER AND ENGINEER AS SOON AS THE PROJECT IS FINISHED.
5. ANY EQUIPMENT GREATER THAN 6,000 LBS. SHALL REQUIRE SPECIALIZED SHORING OF THE SUPPORTED SLAB. THE ENGINEER SHALL REVIEW AND APPROVE SHORING PRIOR TO STARTING WORK. ALL LOOSE CONCRETE ADJACENT TO A RENOVATION AREA ON THE SOFIT OF A SUPPORTED SLAB SHALL BE REMOVED PRIOR TO STARTING WORK. ALL NOISE AND DUST PRODUCING OPERATIONS ARE LIMITED TO THE OWNER'S SATISFACTION AND LOCAL CODE REQUIREMENTS.
6. THE NEW CONCRETE SHALL BE PLACED, CONSOLIDATED, AND FINISHED TO MATCH EXISTING FINISH ELEVATIONS. ALL NEW CONCRETE MAY BE OPEN TO SERVICE LOADS AFTER THE NEW CONCRETE HAS ACHIEVED A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI. THE SHORING AND FALSEWORK SHALL BE LEFT IN PLACE UNTIL THE NEW CONCRETE ACHIEVES AT LEAST 80% OF THE DESIGN COMPRESSIVE STRENGTH.
7. CONCRETE TESTING WILL BE PERFORMED BY THE TESTING LABORATORY SELECTED BY THE OWNER IN ACCORDANCE WITH ACI 301 SUBSECTION 1.6 UNLESS STATED OTHERWISE IN THE SPECIFICATIONS. SEE THE SPECIFICATIONS FOR CONCRETE TEST REQUIREMENTS.
8. HAND-HELD PNEUMATIC HAMMERS MAY BE UTILIZED TO REMOVE AREAS OF CONCRETE SCHEDULED TO BE REMOVED. MAXIMUM HAMMER SIZE SHALL NOT EXCEED 60 LBS. THE USE OF HOE RAMS AND HYDRO-DEMOLITION IS PROHIBITED.

1. ESTABLISH A BENCH MARK AND SHOOT ELEVATIONS OF THE EXISTING SLAB, INCLUDING BOTH INSIDE AND OUTSIDE OF RENOVATION AREAS. MAINTAIN A RECORD OF THE ELEVATIONS BEFORE, DURING, AND UPON COMPLETION OF REPAIR WORK.
2. INSTALL TRAFFIC DEVICES FOR PROPER MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION AND DUSTPROOF PARTITIONS AROUND AND DIRECTLY BENEATH WORK AREA.
3. PROVIDE ADEQUATE SHORING AND BRACING FOR THE SAFE AND PROPER EXECUTION OF THE WORK. ALL SHORING SHALL BE CARRIED TO GRADE. SEE DETAIL 4, DWG S2.03.
4. SAWCUT PERIMETER OF AREA TO BE RENOVATED WITHOUT CUTTING REINFORCING STEEL. REMOVE DETERIORATED CONCRETE. REINFORCING BARS THAT HAVE LOST 20% OR MORE OF THEIR CROSS-SECTIONAL AREA SHALL BE SUPPLEMENTED. BARS THAT HAVE BEEN CUT OR HAVE GREATER THAN 50% SECTION LOSS SHALL BE REPLACED WITH NEW EPOXY-COATED REBAR. NEW REBAR SHALL BE LAP SPLICED. IF THERE IS INSUFFICIENT DEVELOPMENT LENGTH, DOWELS (DETAIL 5, DWG S2.03) AND MECHANICAL FASTENERS (DETAIL 6, DWG S2.03) SHALL BE USED.
5. INSTALL THE NECESSARY FALSEWORK (FOR FULL DEPTH REPAIRS) AND PROVIDE NEW EPOXY COATED REINFORCING STEEL AND WELDED WIRE FABRIC TO MATCH THE EXISTING LAYOUT.
6. FOR FLAT SLAB AND FULL DEPTH REPAIR AREAS PLACE, CONSOLIDATE, AND FINISH NEW FIBER REINFORCED CONCRETE.
7. FOR VERTICAL AND OVERHEAD REPAIR AREAS, APPLY APPROVED FORM AND PUMP MATERIAL IN LAYERS OF LIMITED THICKNESS AS PER THE MANUFACTURERS RECOMMENDATIONS AND THE SPECIFICATIONS.
8. CURING OF NEW CONCRETE SHALL BE BY APPROVED METHODS AND THE MINIMUM PERIOD FOR MAINTENANCE OF MOISTURE AND TEMPERATURE SHALL BE 3 DAYS OR THE TIME NECESSARY TO ATTAIN 80% OF THE SPECIFIED COMPRESSIVE STRENGTH, WHICHEVER PERIOD IS GREATER. THE CURE REQUIREMENTS SHALL APPLY FOR REMOVAL OF FALSEWORK AND SHORING.
9. NO SURFACE TREATMENTS (SEALER OR WATERPROOF MEMBRANE) SHALL BE APPLIED TO NEW CONCRETE WITHIN THE FIRST 28 DAYS AFTER PLACEMENT.
10. MAINTAIN OR IMPROVE THE EXISTING SLOPE TO PROVIDE POSITIVE DRAINAGE ON THE FINISHED DE SURFACE.
11. EXPOSED REPAIR SURFACES SHALL NOT CONTAIN FINS, OFFSETS, SHOULDERS, OR PASTE LEAKAGE DUE TO POOR FORMS. A SAMPLE REPAIR AREA SHALL BE FORMED AND PLACED AT THE BEGINNING OF THE PROJECT IN ORDER TO ESTABLISH A STANDARD OF ACCEPTABILITY.
12. ALL CRACKS IN NEW CONCRETE, NEW CONSTRUCTION JOINTS AND COVE JOINTS SHALL HAVE A JOINT SEALANT INSTALLED PER SPECIFICATIONS AS SHOWN IN THE DETAILS.

1. ALL REINFORCED CONCRETE WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF ACI 318 "BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE"

- ALL DIMENSIONS SHOWN FOR LOCATION OF REINFORCING STEEL ARE TO THE FACE OF MAIN BARS AND DENOTE MINIMUM CLEAR COVER. UNLESS SPECIFICALLY NOTED, CONCRETE COVER FOR NEW EPOXY COATED REINFORCING STEEL SHALL BE:

REINFORCING STEEL IN CONCRETE CAST AGAINST EARTH - 3"

#6 OR LARGER BARS IN CONCRETE EXPOSED TO WEATHER OR TRAFFIC - 2"
#5 OR SMALLER BARS AND W.W.F. IN CONCRETE EXPOSED TO WEATHER OR TRAFFIC - 1 1/2"

REINFORCING STEEL NOT EXPOSED TO EARTH, WEATHER, OR TRAFFIC:

#11 OR SMALLER BARS IN SLABS, WALLS, AND JOISTS = 3/4"
ALL BARS IN BEAMS AND COLUMNS = 1 1/2"

ALL EXISTING REINFORCING STEEL (TOP OR BOTTOM) - 3/4"

- | LAP SPLICE LENGTHS FOR BARS IN
TENSION AND TEMPERATURE STEEL | | |
|---|---------------------------|-------------------------------|
| BAR SIZE | UNCOATED
REINFORCEMENT | EPOXY-COATED
REINFORCEMENT |
| 3 | 17" | 25" |
| 4 | 22" | 33" |
| 5 | 28" | 41" |
| 6 | 33" | 50" |
| 7 | 48" | 72" |
| 8 | 55" | 83" |
| 9 | 62" | 93" |

TABLE NOTES:

- CLASS B SPLICE
- NORMAL WEIGHT CONCRETE
- COMPRESSIVE STRENGTH = 5000 PSI
- GRADE 60 REINFORCING STEEL
- LESS THAN 12" OF CONCRETE CAST BELOW REINFORCING STEEL
- CLEAR COVER BETWEEN 1 AND 3 BAR DIAMETERS
- BAR SPACING BETWEEN 2 AND 6 BAR DIAMETERS

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GENERAL NOTES

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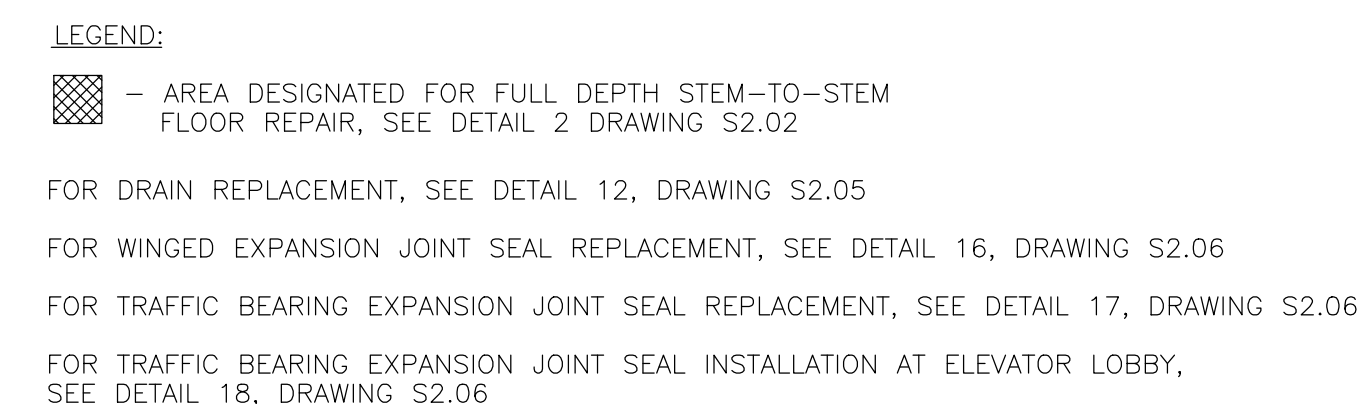
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PROJECT NO : 51-22110

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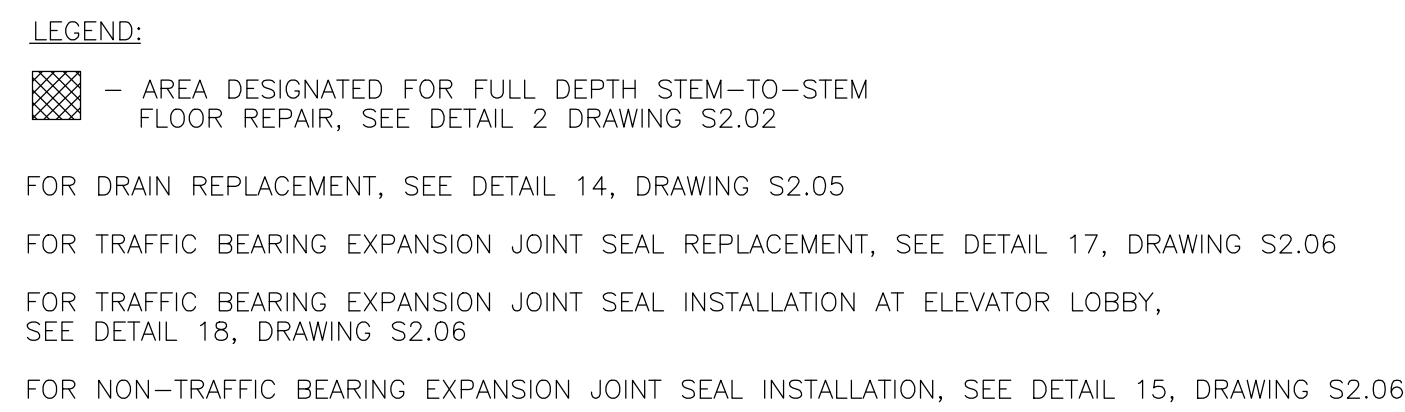


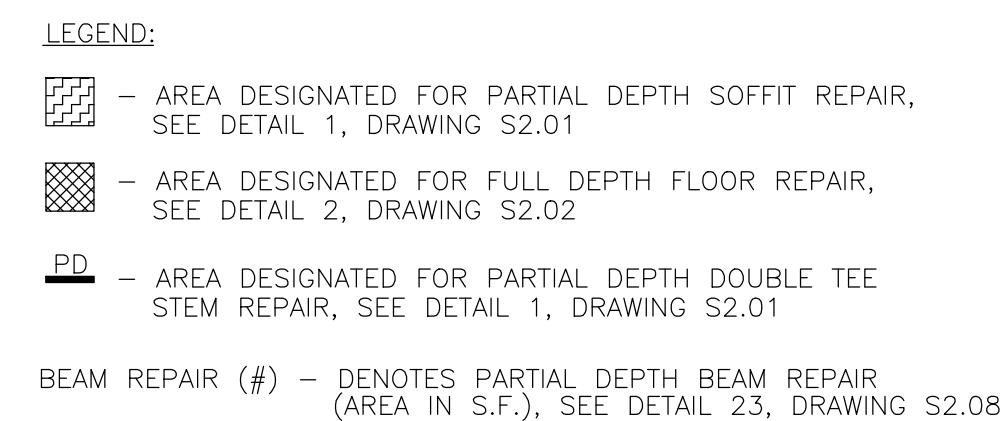
BEAM REPAIR (#) - DENOTES PARTIAL DEPTH BEAM REPAIR
(AREA IN S.F.), SEE DETAIL 23, DRAWING S2.08

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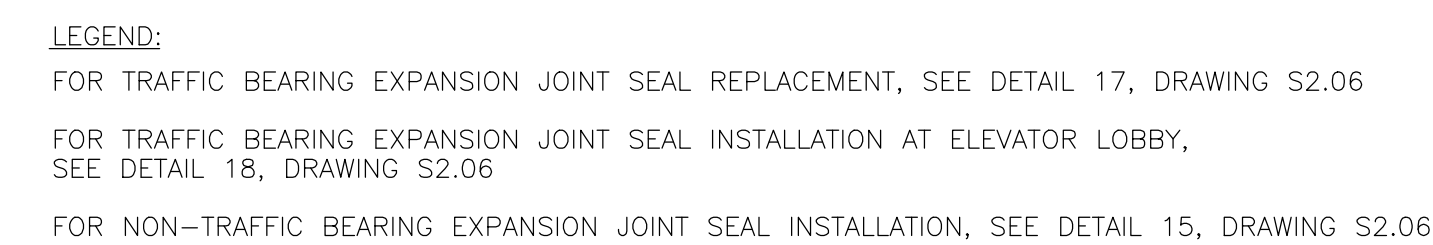
REPAIR AND PREVENTATIVE MAINTENANCE
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SENECA ALLEGANY CASINO AND HOTEL P.G.
SALAMANCA, NY

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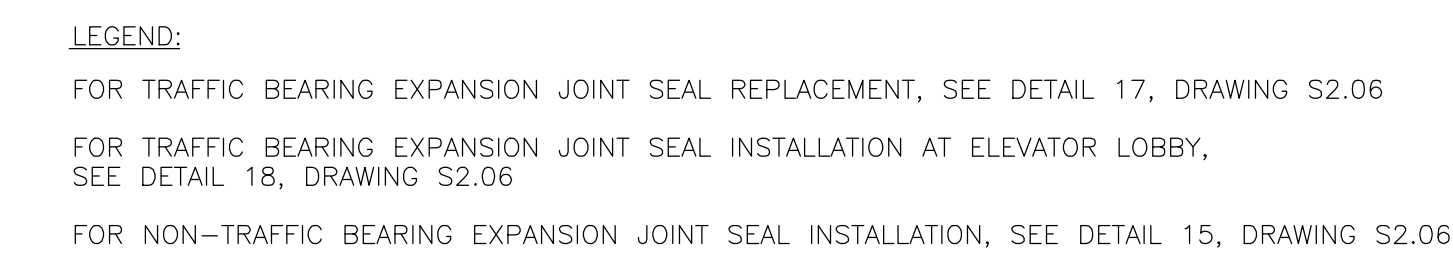
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DES. EAD	DRWN. DLC	CK'D JMR			



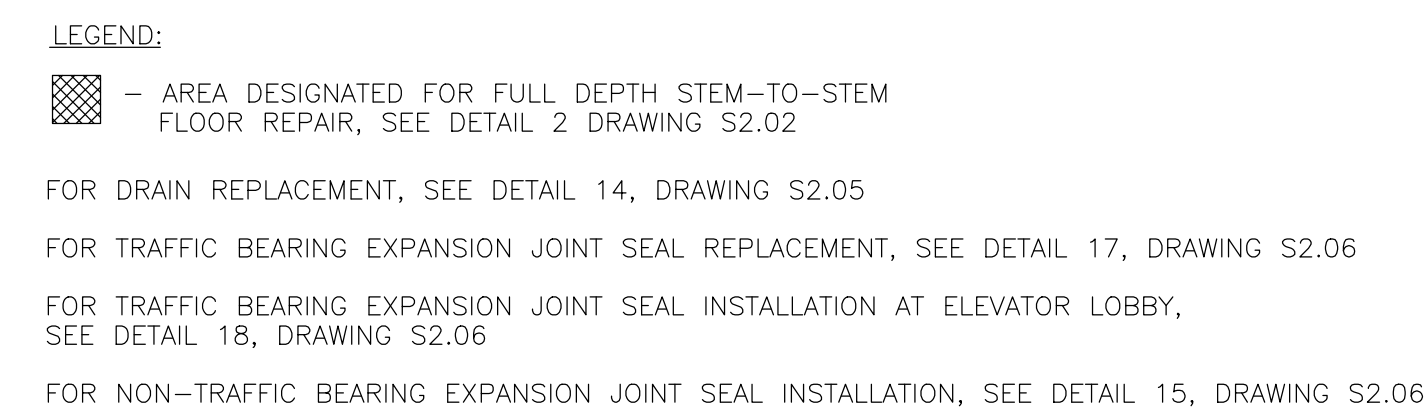
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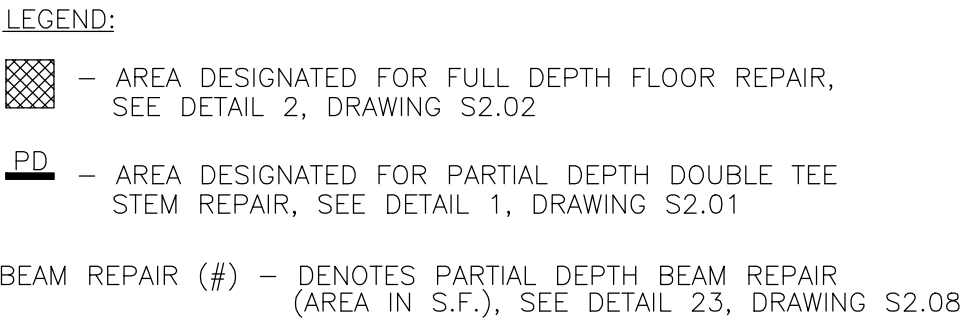
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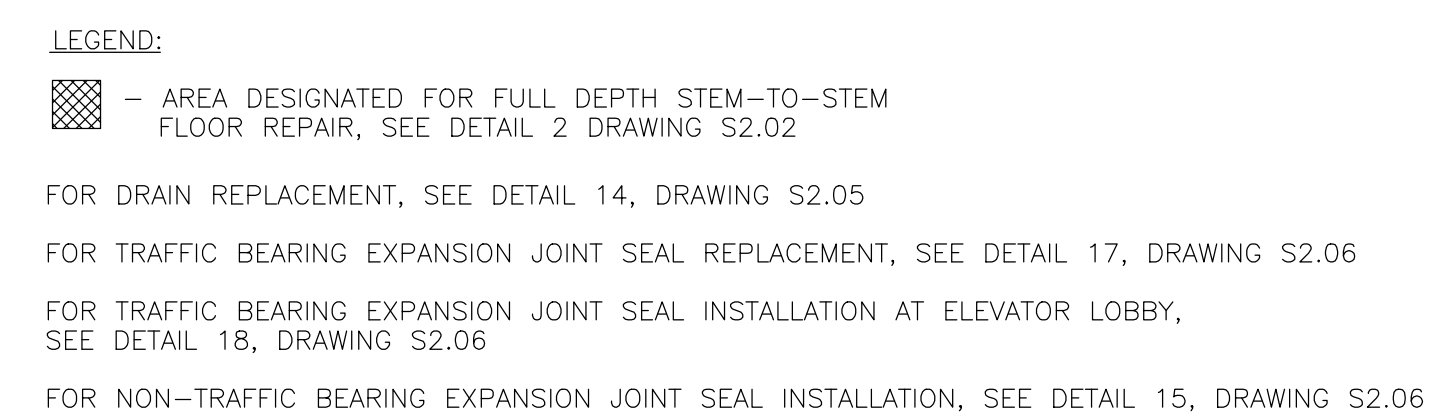
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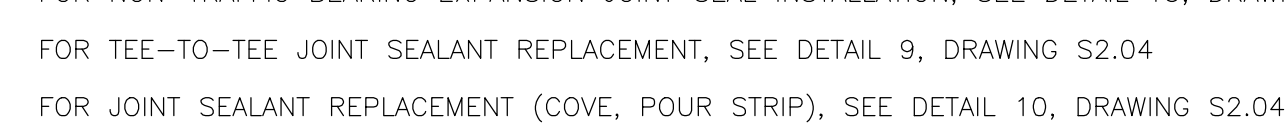
REPAIR AND PREVENTATIVE MAINTENANCE
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FAD	DJC	MWR	



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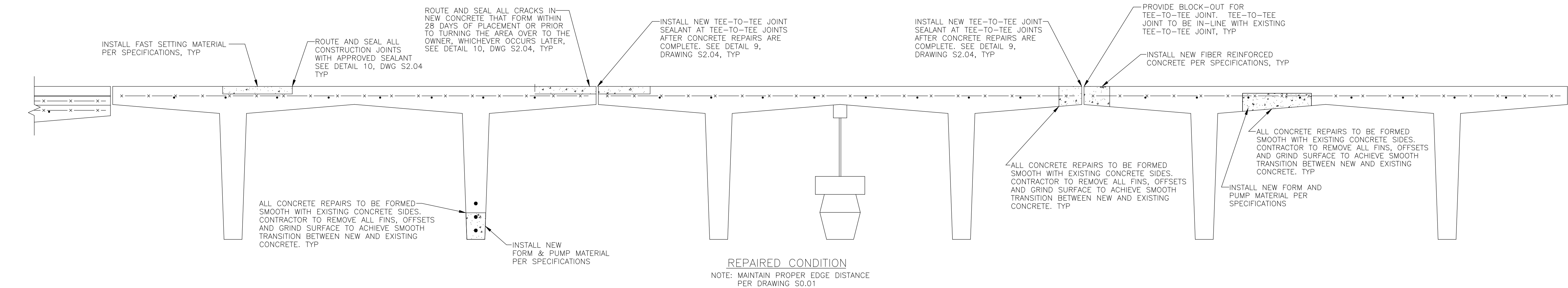
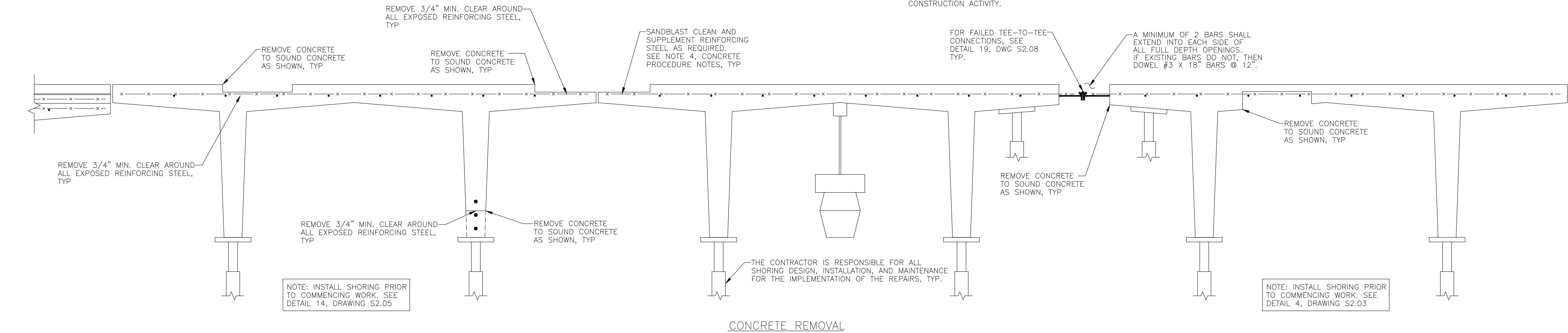
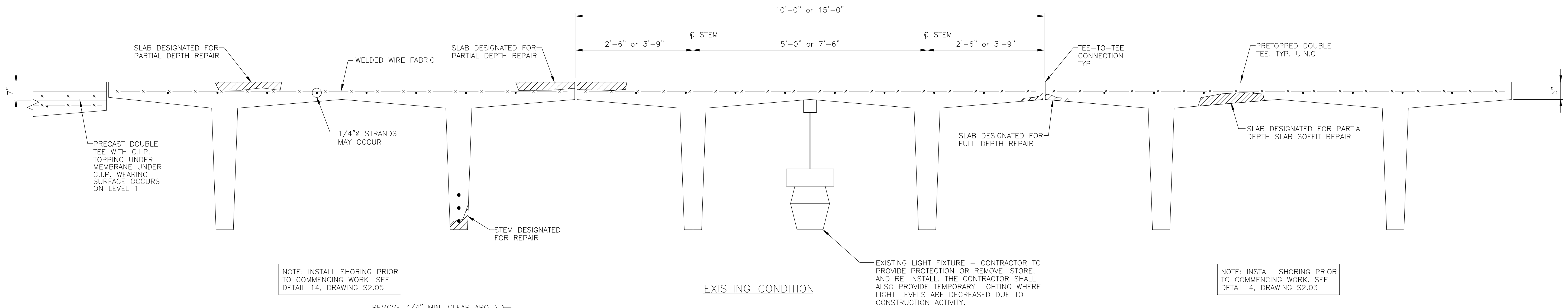


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BEAM REPAIR (#) - DENOTES PARTIAL DEPTH BEAM REPAIR
(AREA IN S.F.), SEE DETAIL 23, DRAWING S2.08

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1 TYPICAL PRECAST CONCRETE REPAIRS

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REPAIR
DETAILS

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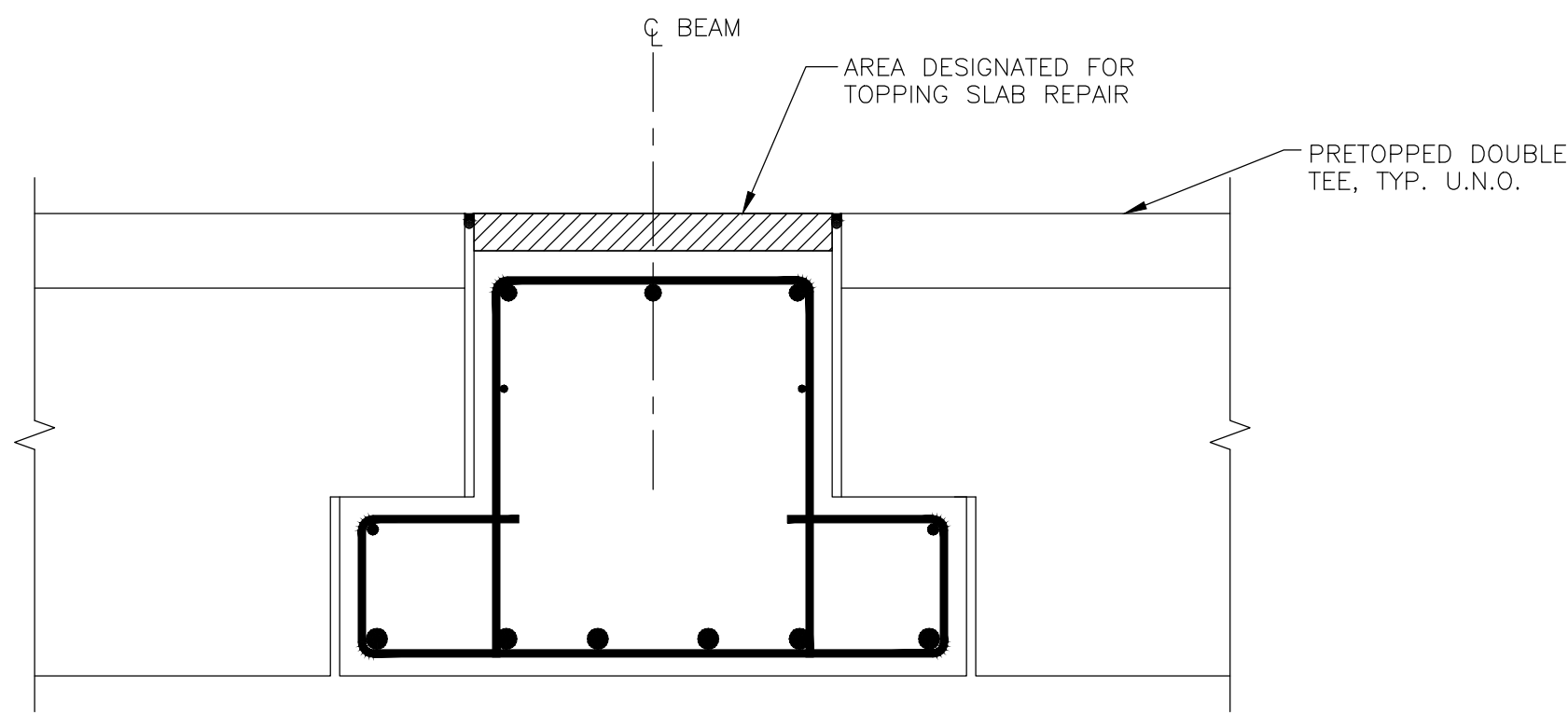
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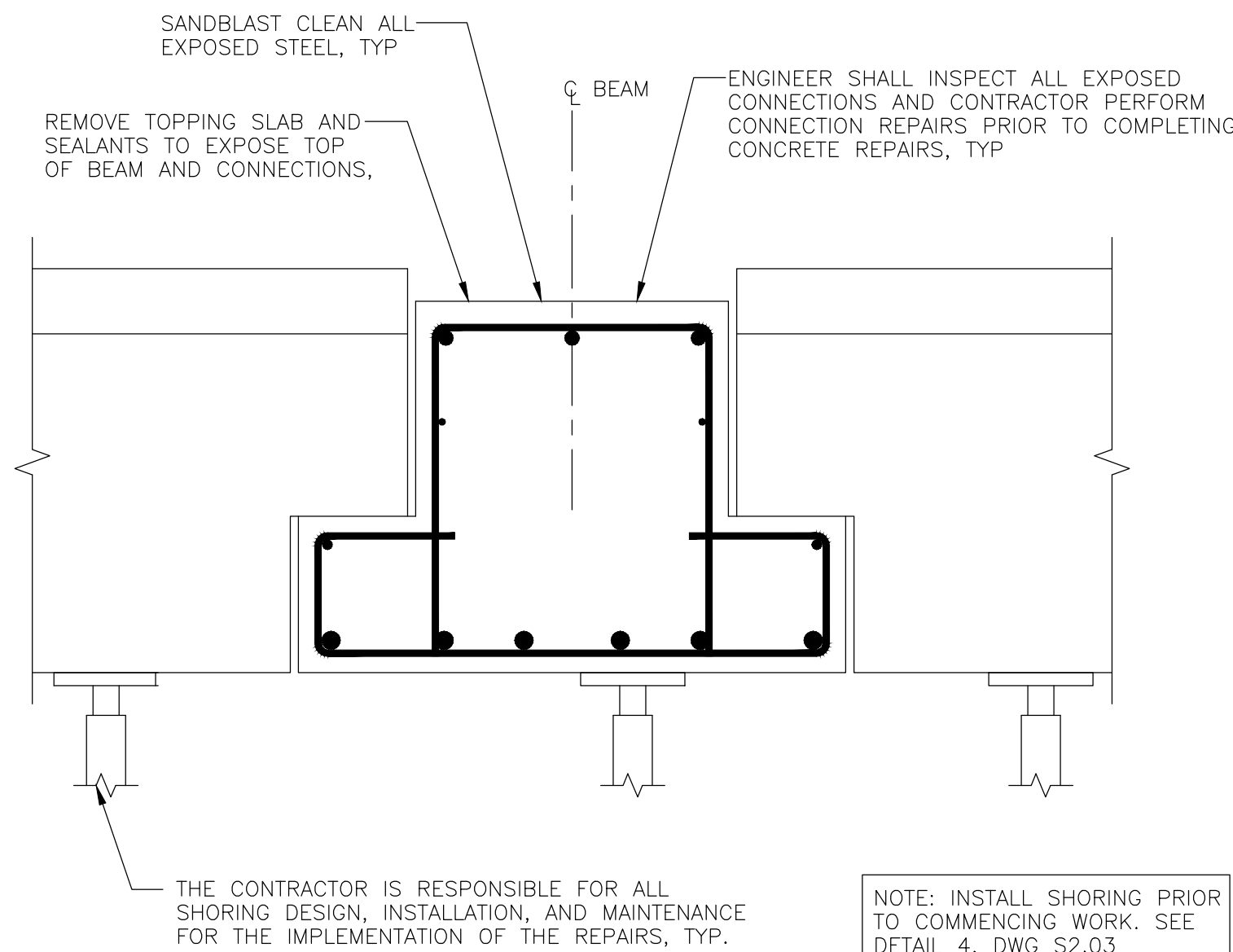
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DES. DRWN. CK'D.
EAD DJC MWR



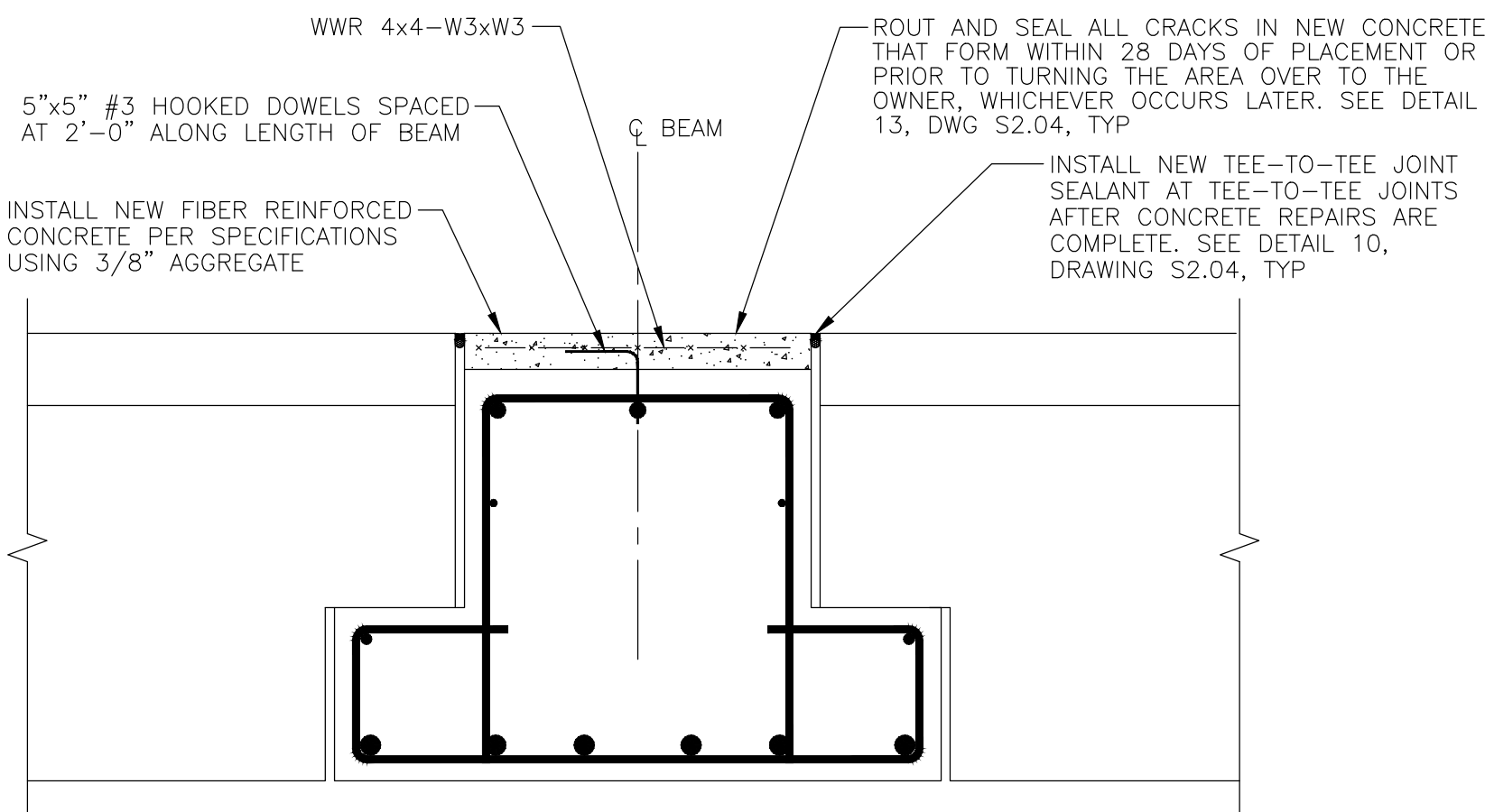
NOTE: INSTALL SHORING PRIOR TO COMMENCING WORK. SEE DETAIL 4, DWG S2.03

EXISTING CONDITION



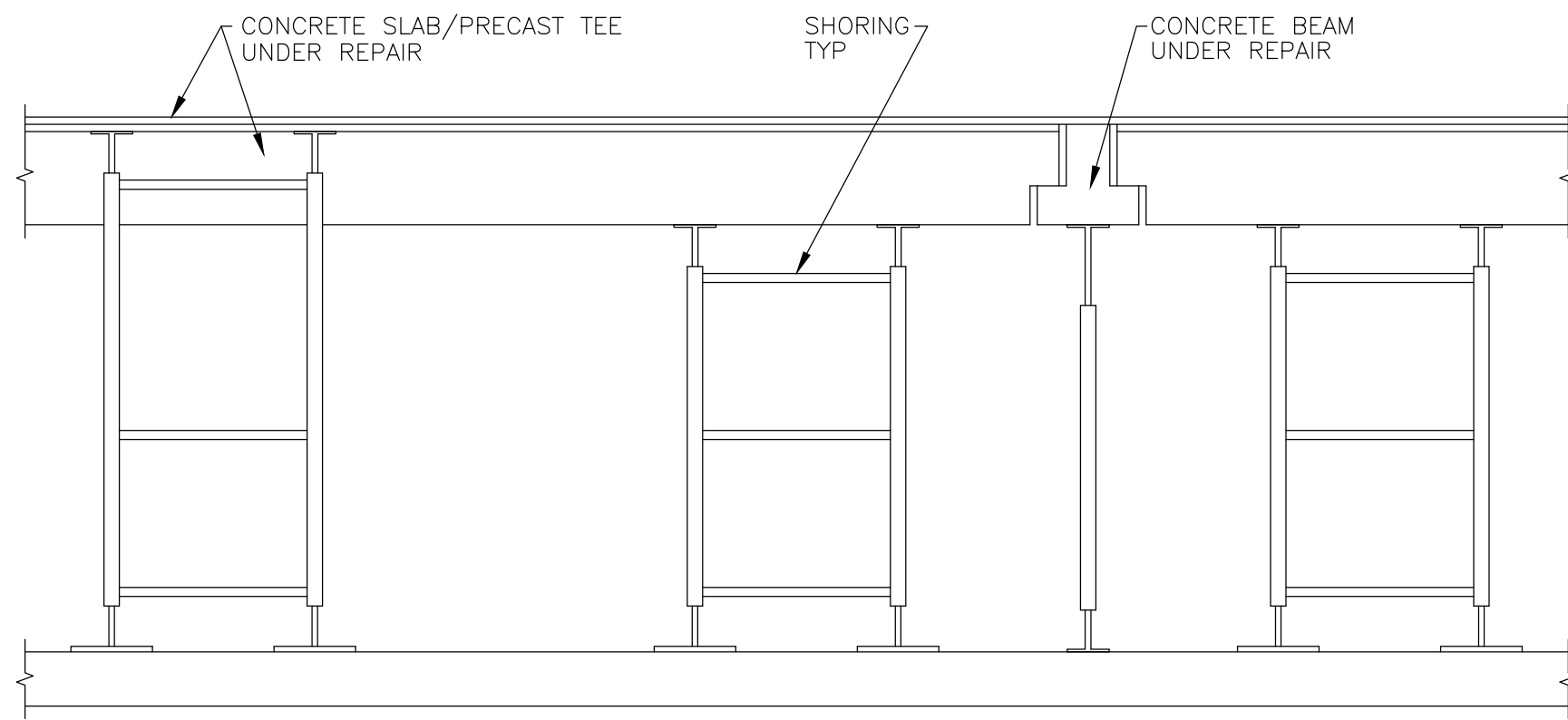
NOTE: INSTALL SHORING PRIOR TO COMMENCING WORK. SEE DETAIL 4, DWG S2.03

CONCRETE REMOVAL



REPAIRED CONDITION

3 PARTIAL DEPTH BEAM REPAIR



NOTE: THIS SKETCH IS FOR DEMONSTRATIVE PURPOSES, AND DOES NOT IMPLY ANY SHORING CONCEPTS, DESIGNS, OR TECHNIQUES TO THE CONTRACTOR, SHORING DESIGNER, OR ERECTOR.

SHORING NOTES

1. THE CONTRACTOR SHALL PROVIDE ALL SHORING, BRACING, AND SHEETING REQUIRED FOR SAFETY AND PROPER EXECUTION OF THE WORK. THE CONTRACTOR WILL BE RESPONSIBLE ALL OF THE SHORING DESIGN, INSTALLATION, AND MAINTENANCE FOR THE IMPLEMENTATION OF THE REPAIRS.
2. THE CONTRACTOR SHALL HAVE FULL RESPONSIBILITY FOR THE ERECTION AND MAINTENANCE OF THE SHORING SYSTEM DURING THE REPAIR WORK. ON A DAILY BASIS, THE SHORING SYSTEM SHALL BE CHECKED TO ENSURE TIGHTNESS TO THE SOFFIT AT ALL LOCATIONS.
3. SUFFICIENT LATERAL SUPPORT MUST BE PROVIDED WHERE NECESSARY TO PREVENT THE IMPOSITION OF LATERAL LOADS ON THE SHORING SYSTEM.
4. TOWER LEG LOADING SHOULD BE AS UNIFORMLY DISTRIBUTED AS POSSIBLE. NEVER LOAD ONE LEG OF FRAME OR ONE LEDGER OF A TOWER.
5. THE SHORING SHALL REMAIN IN PLACE UNTIL THE NEW CONCRETE HAS ACHIEVED A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI OR 80% OF ITS DESIGN COMPRESSIVE STRENGTH.
6. SHORING SYSTEM SHOULD BE INSTALLED AND MAINTAINED PER PUBLISHED SAFETY RULES AND REGULATIONS OF THE SCAFFOLD AND SHORING INSTITUTE.
7. THE CONTRACTOR SHALL SUBMIT SHORING DESIGN AND ERECTION DRAWINGS TO MEET ALL STATE AND FEDERAL, AND OSHA REQUIREMENTS FOR REVIEW. THE SHORING SYSTEM SHALL BE DESIGNED AND STAMPED BY A LICENSED OHIO PROFESSIONAL ENGINEER.
8. THE SHORING SHALL BE DESIGNED FOR WORKING LOADS SHOWN BELOW:

A. WEIGHT OF CONCRETE (DEAD).....150 LBS/CF

B. WEIGHT OF FORMWORK (DEAD).....10 LBS/SF

C. CONSTRUCTION LOAD (LIVE)30 LBS/SF MIN.

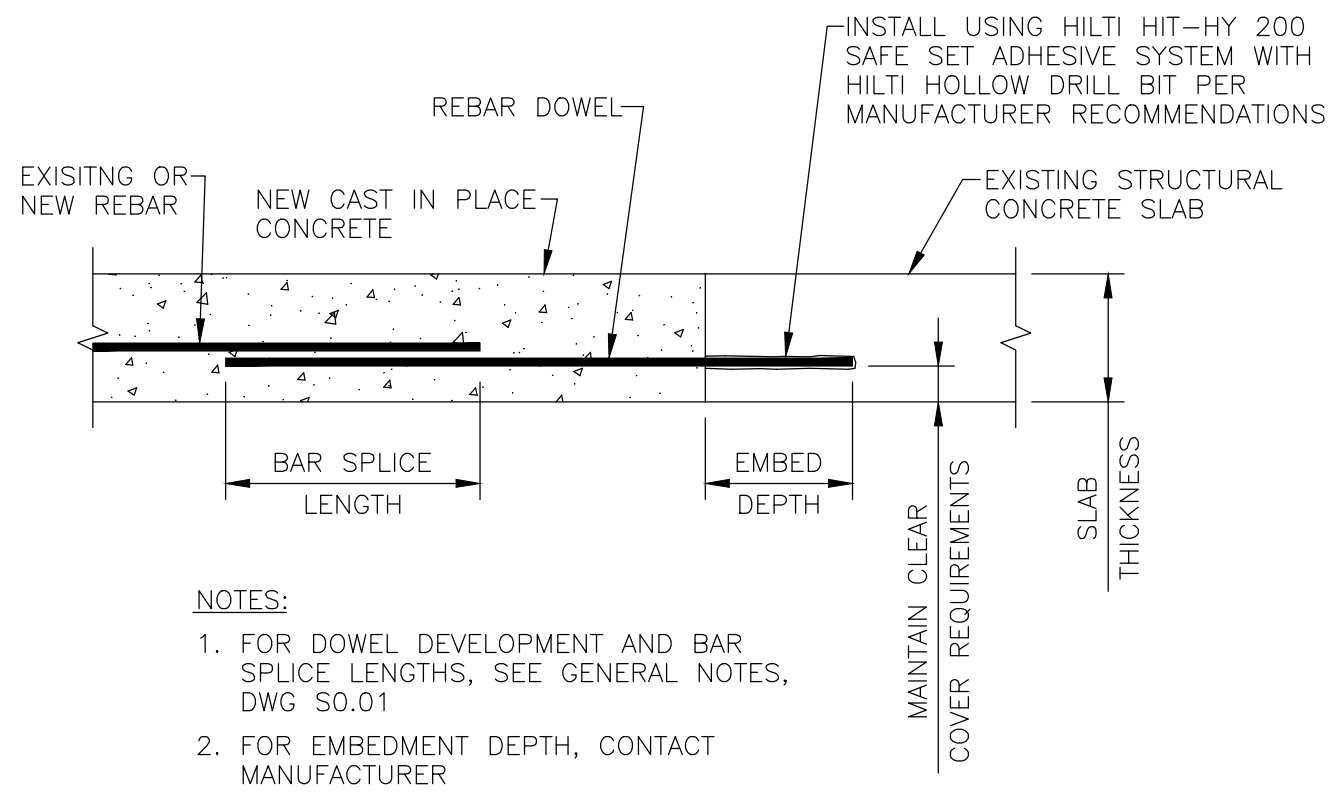
D. DEAD + LIVE100 LBS/SF MIN.

E. ASCE 7 LOADS OR APPLICABLE LOCAL CODE (LIVE).....40-100+ LBS/SF

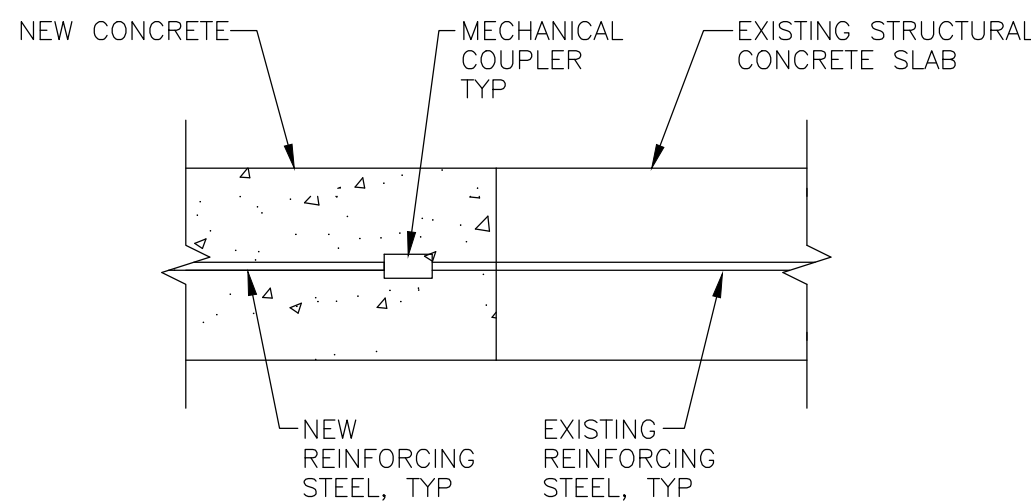
F. USE OF MOTORIZED CARTS/BUGGIES (LIVE).....25 LBS/SF MIN.

NOTE THAT "E" IS IN ADDITION TO "D", WHICH INCLUDES ITEMS "A-C". THEREFORE, TOTAL UNFACTORED LOAD = "D" + "E" (IF APPLICABLE) + "F" (IF APPLICABLE)
9. THE SHORING SYSTEM SHALL BE DESIGNED SO THAT THE CONCRETE MEMBERS UNDER REPAIR AND ADJACENT TO MEMBERS UNDER REPAIR DO NOT EXPERIENCE ANY DEFLECTION DURING THE CONSTRUCTION PHASE WHEN FULL/PARTIAL DEPTH CONCRETE IS REMOVED ALONG WITH REINFORCING BARS.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WALL/COLUMN SHORING DESIGN, INSTALLATION, AND MAINTENANCE AT WALL/COLUMN REPAIRS AND LOCATIONS WHERE LATERAL SUPPORT IS PARTIALLY/FULLY REMOVED FROM THE EXISTING WALLS/COLUMNS DUE TO FLOOR SLAB AND BEAM REPAIRS.

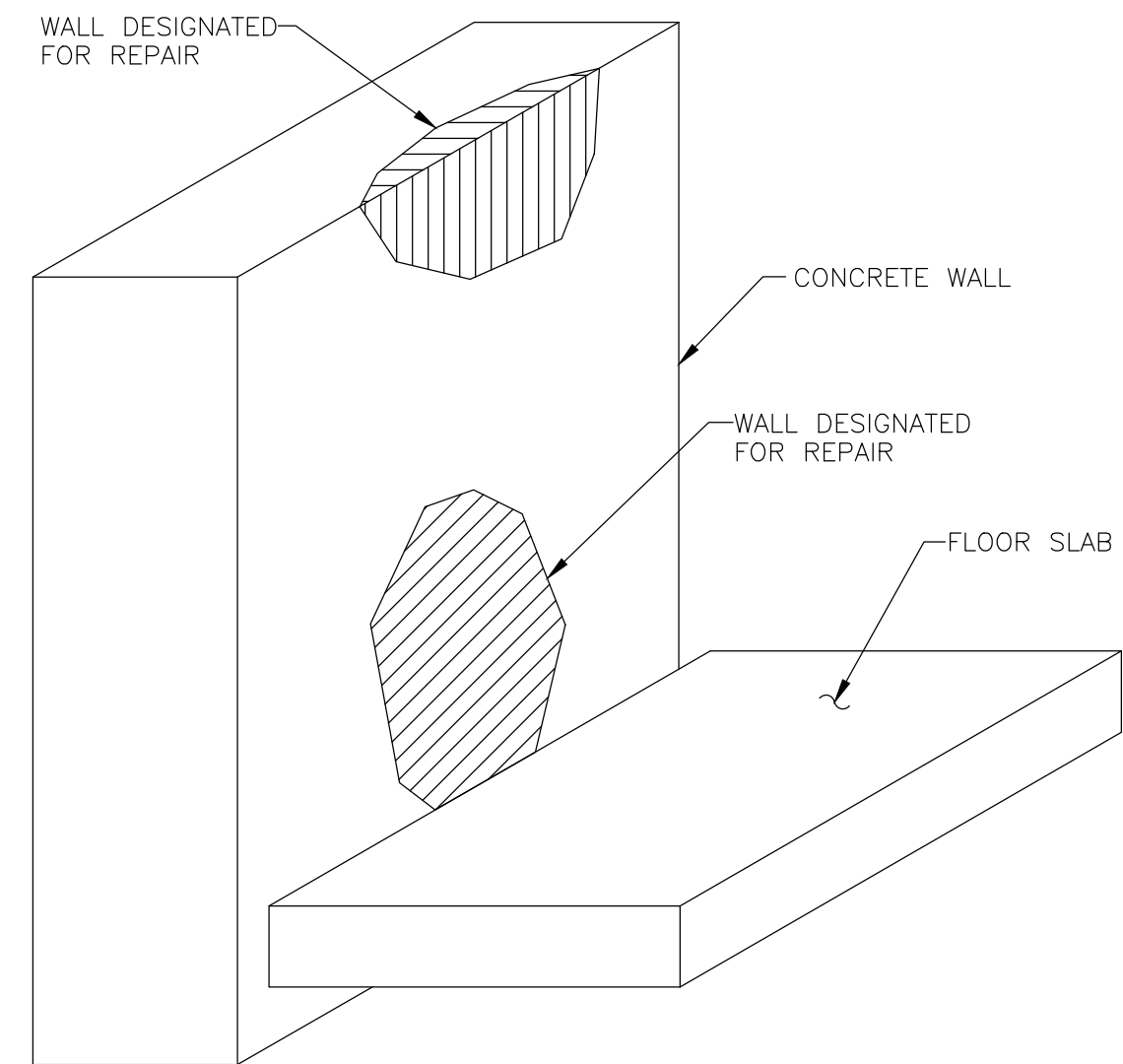
4 SHORING DETAILS/REQUIREMENTS FOR SLAB REPAIRS
SCALE: NONE



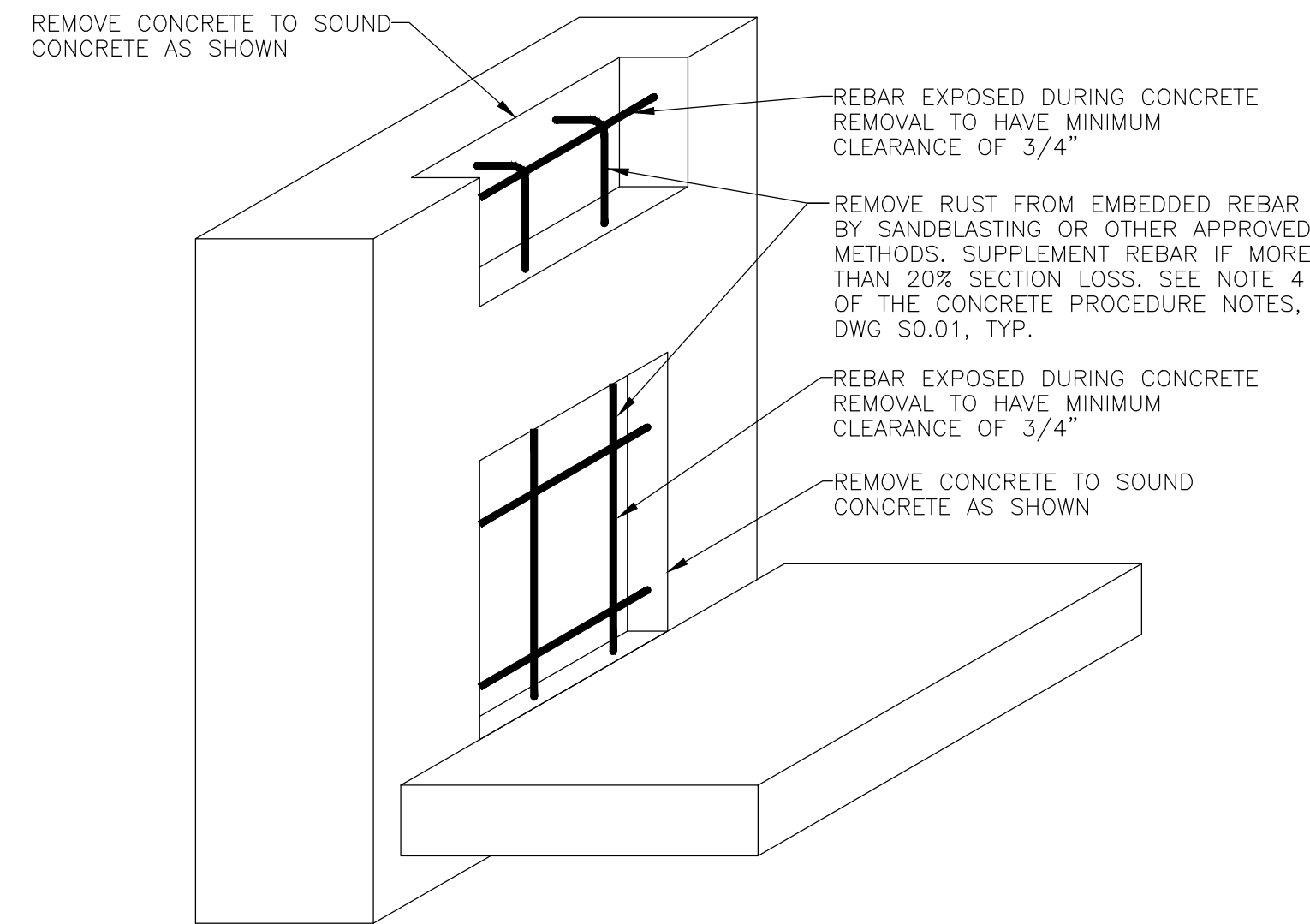
5 DOWEL DETAIL



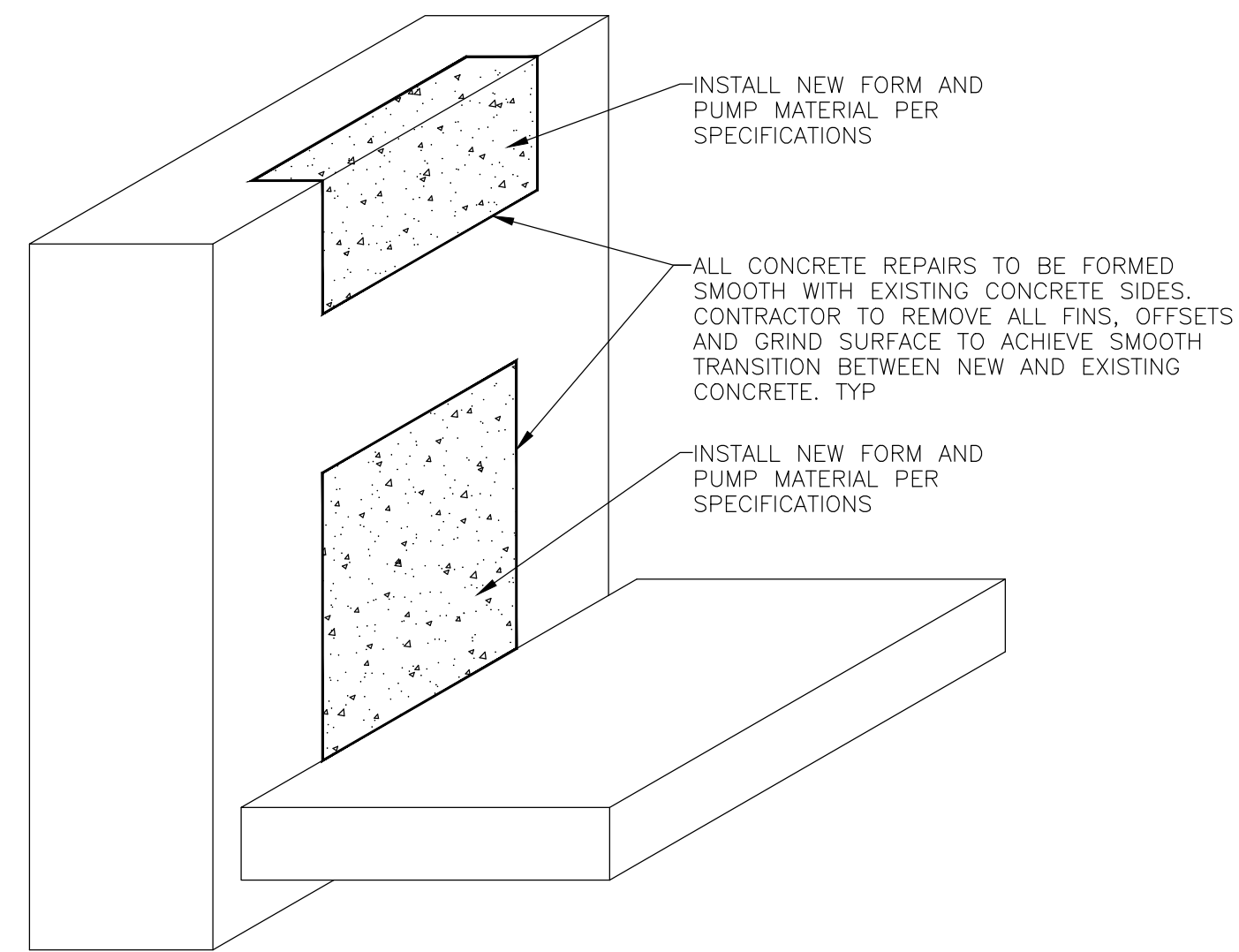
6 MECHANICAL COUPLER DETAIL



EXISTING CONDITION



CONCRETE REMOVAL



REPAIRED CONDITION

7 PARTIAL DEPTH WALL REPAIR DETAIL

ISSUE

NO.	DESCRIPTION	DATE
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DRAWING TITLE:

REPAIR
DETAILS

DRAWING NO.

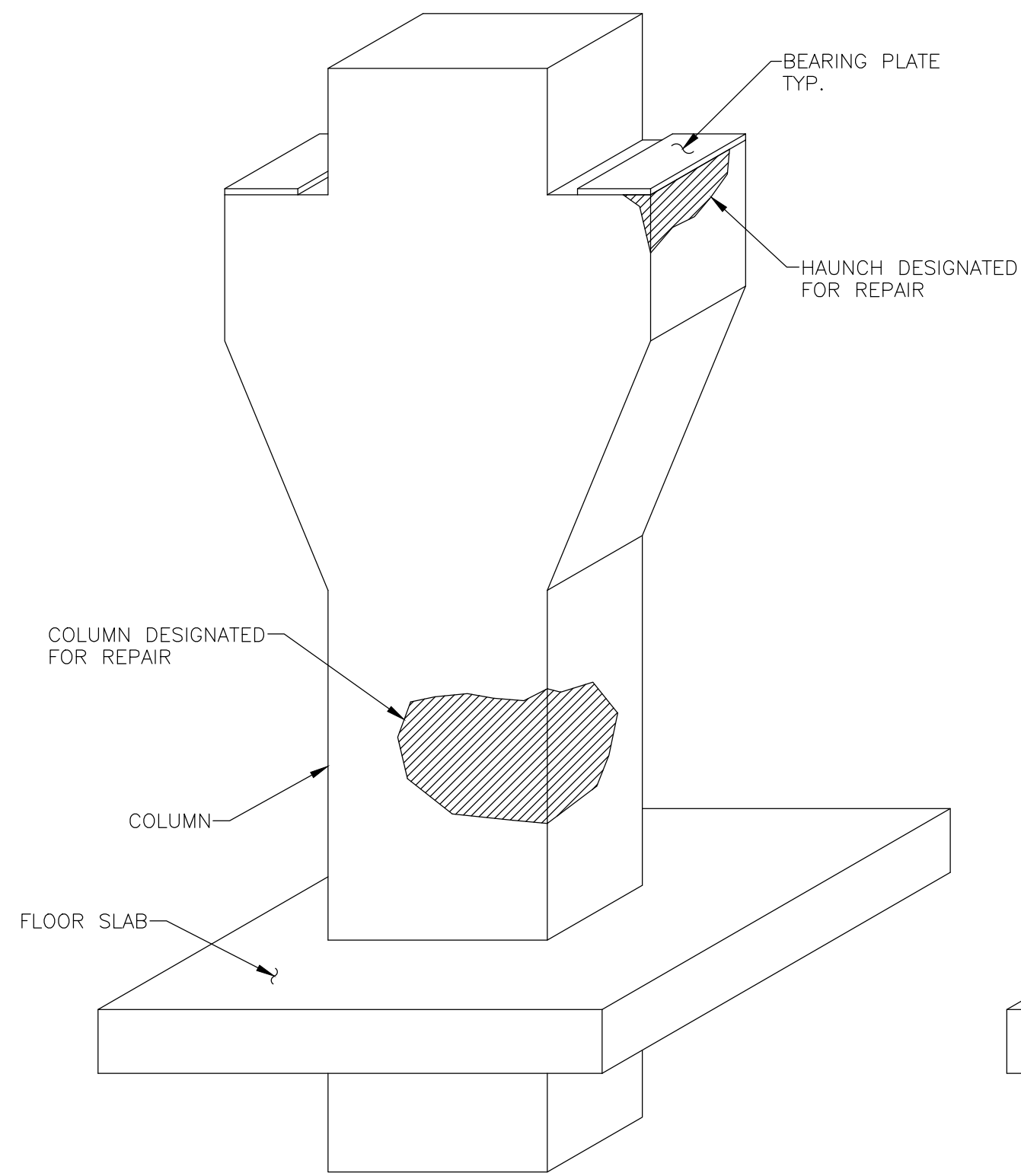
S2.03

SCALE: NONE

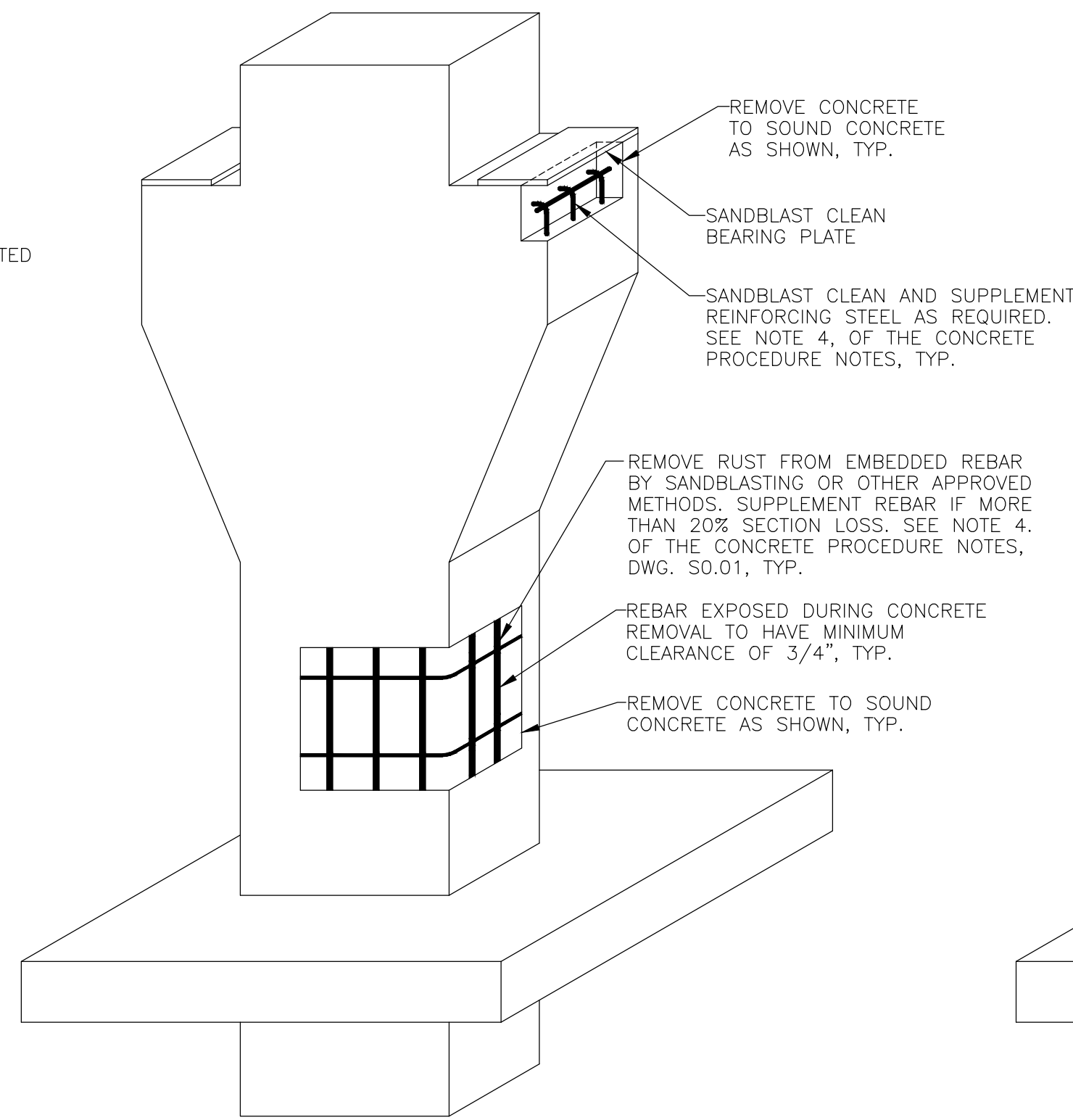
DATE: 05/20/22

PROJECT NO : 51-22110

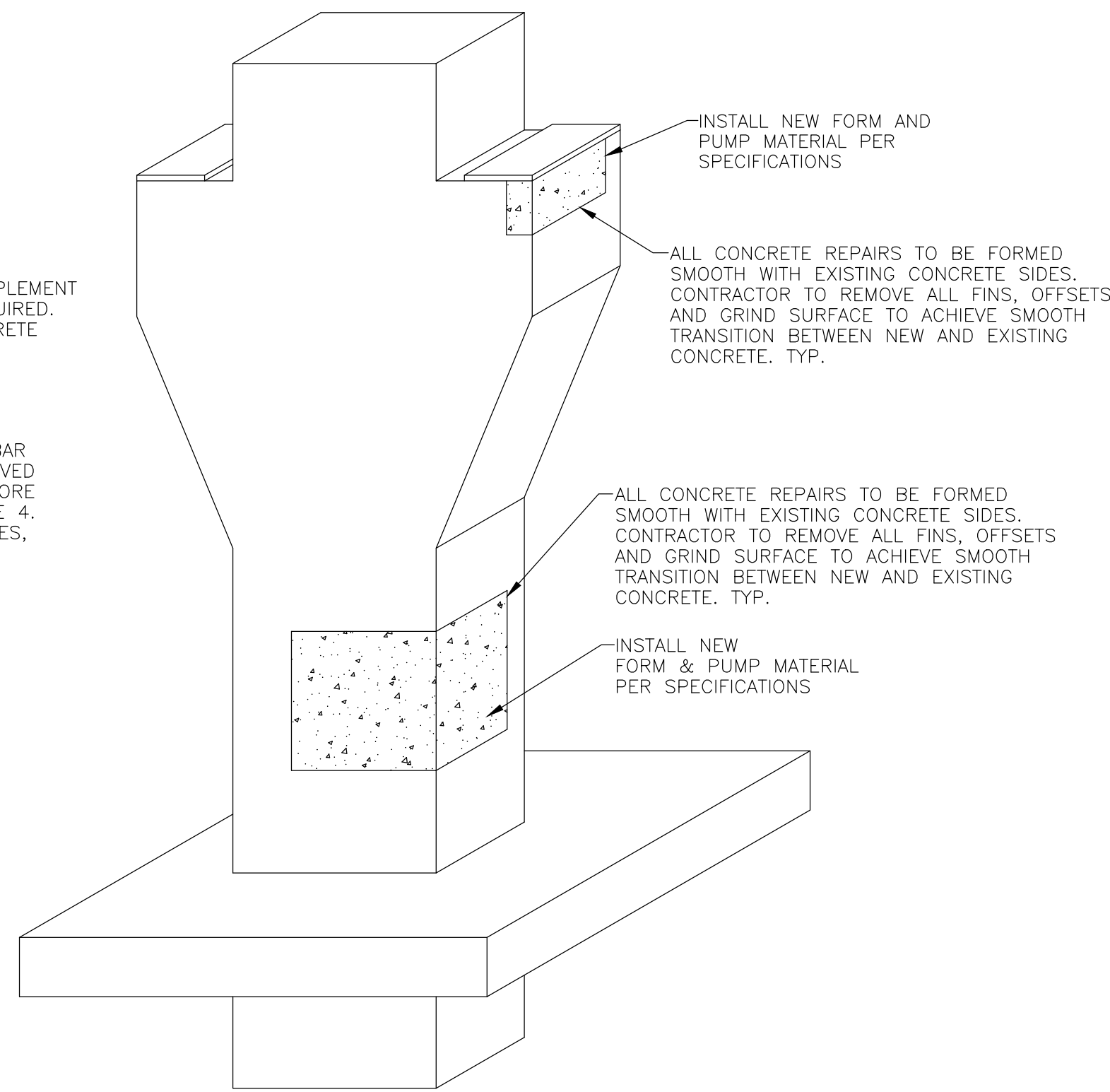
DES. DRWN. CK'D.
EAD DJC MWR



EXISTING CONDITION



CONCRETE REMOVAL

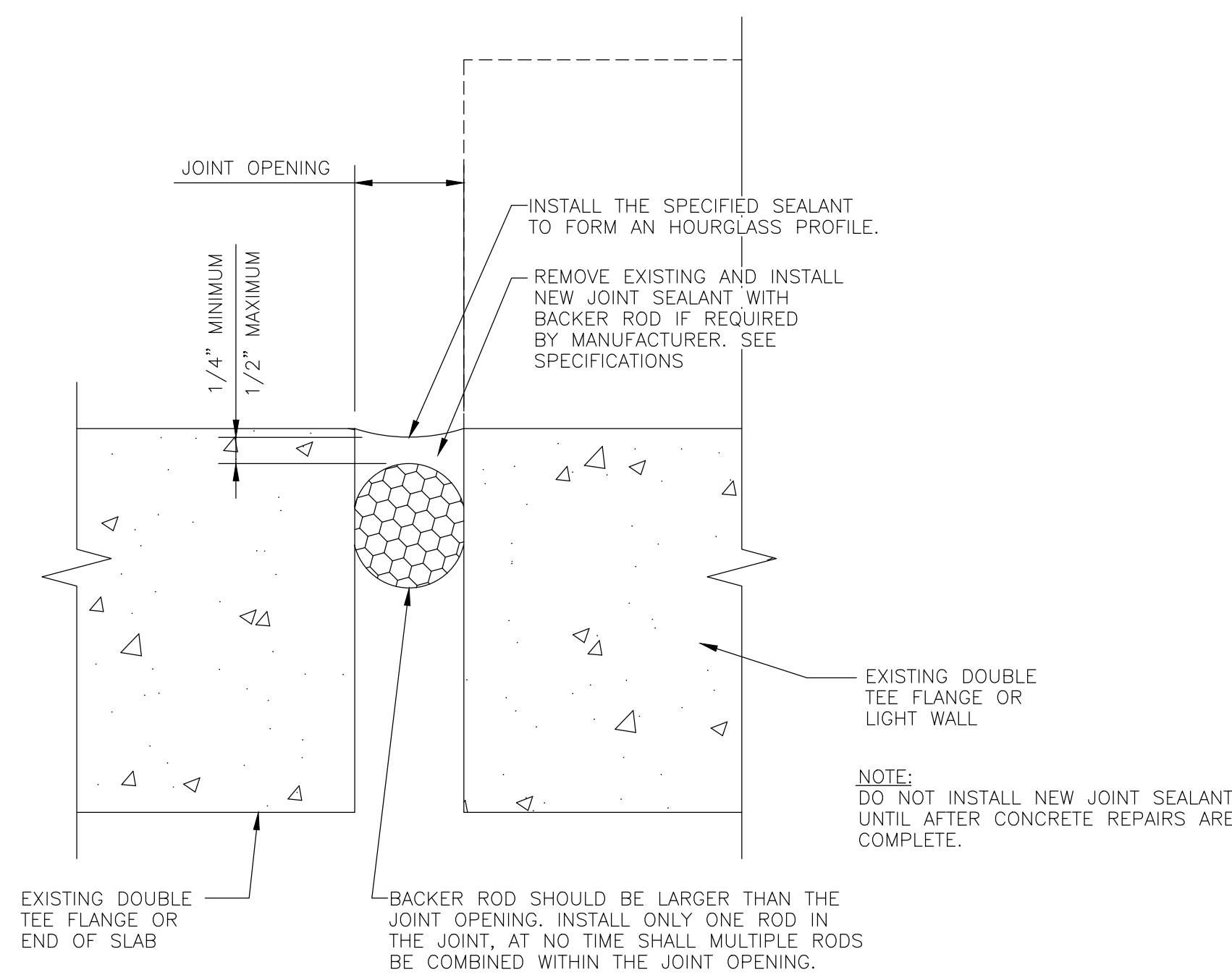


REPAIRED CONDITION

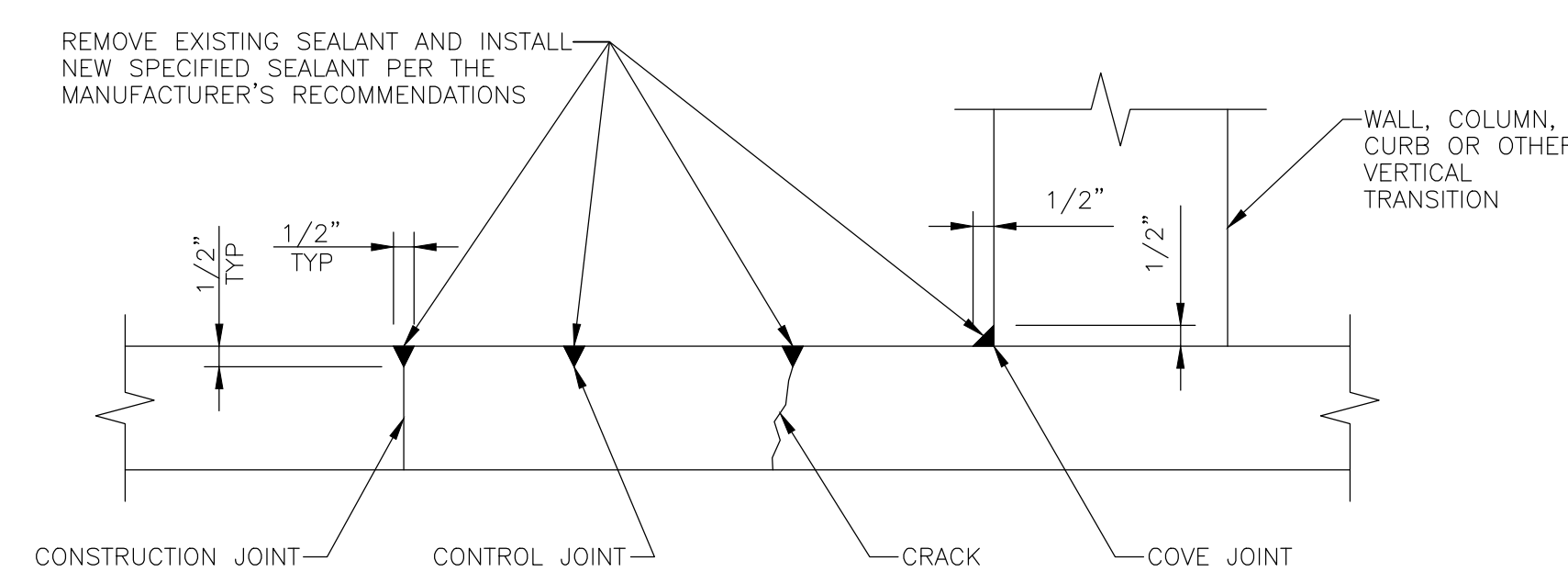
COLUMN REPAIR NOTES:

1. THE CONTRACTOR MAY NOT REMOVE THE DETERIORATED CONCRETE MORE THAN 25% OF COLUMN AREA AT ONE TIME. THE ENGINEER SHALL BE NOTIFIED AND GIVEN AN OPPORTUNITY TO INSPECT THE CONDITION OF THE COLUMN AREA WHERE THE DETERIORATED CONCRETE HAS BEEN REMOVED BEFORE THE CONTRACTOR REMOVES THE DETERIORATED CONCRETE AT THE NEXT LOCATION. THE CONTRACTOR MAY HAVE TO REPAIR THE COLUMN IN PHASES TO LIMIT AMOUNT OF REPAIR AREA AT ONE TIME.
2. INSTALL SHORING PRIOR TO COMMENCING WORK, SEE DETAIL 25, DRAWING S2.10.
3. COLUMN AND HAUNCH REPAIRS ARE TO BE CONSIDERED ONE AND THE SAME. ALL REPAIRS IDENTIFIED ON THE PLANS ARE DESIGNATED AS COLUMN REPAIRS.
4. COLUMN TYPE SHOWN IS TYPICAL. HOWEVER, VARIATIONS DO EXIST THROUGHOUT THE GARAGE. REPAIR TECHNIQUES, METHODS AND MATERIALS SHALL NOT CHANGE DUE TO SIZE, ORIENTATION, TYPE, ETC. OF COLUMN BEING REPAIRED.
5. BEAM NOT SHOWN FOR CLARITY. PRIOR TO IMPLEMENTING REPAIRS TO HAUNCH, CONTRACTOR IS REQUIRED TO SHORE COLUMN AND BEAMS FRAMING INTO COLUMN PER DETAIL 4, DRAWING S2.03.

8 COLUMN/HAUNCH REPAIR DETAIL



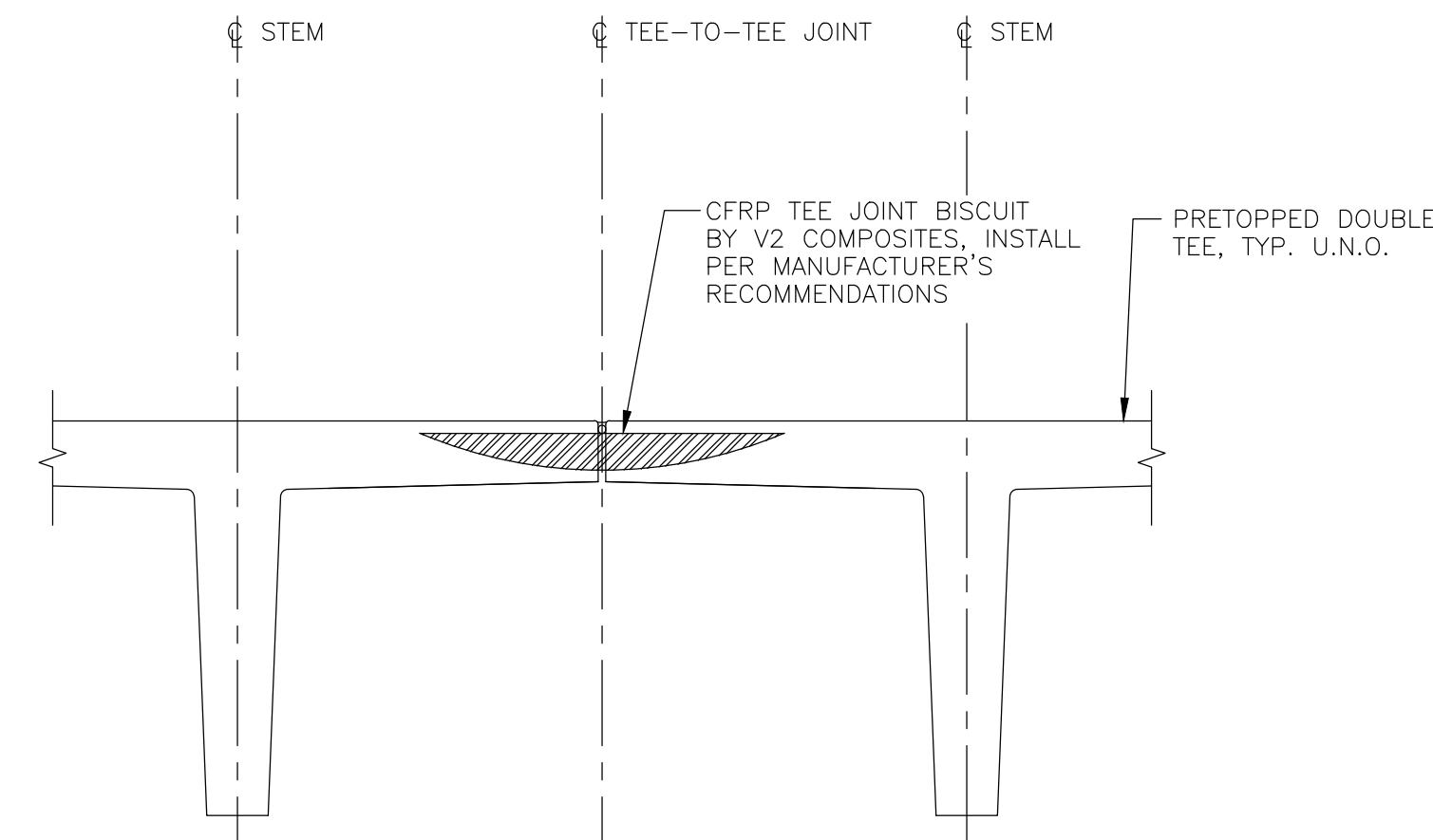
9 TEE-TO-TEE JOINT SEALANT DETAIL



NOTES:

1. ALL EXISTING CONSTRUCTION, CONTROL, AND COVE JOINTS AND CRACKS SHALL HAVE THE EXISTING SEALANT REMOVED AND HAVE NEW SEALANT INSTALLED AT LOCATIONS WHERE A NEW WATERPROOFING MEMBRANE IS SCHEDULED TO BE INSTALLED.
2. ALL NEW CONSTRUCTION, CONTROL, AND COVE JOINTS AND CRACKS THAT FORM IN NEWLY PLACED CONCRETE SHALL HAVE NEW SEALANT INSTALLED REGARDLESS OF WHETHER A NEW WATERPROOFING MEMBRANE IS SCHEDULED TO BE INSTALLED OR NOT.
3. REMOVE EXISTING DETERIORATED JOINT/CRACK SEALANT BY APPROVED METHODS.
4. ROUT AND CLEAN TO ESTABLISH A PROFILE OF V-SHAPED GROOVE (1/2" X 1/2")
5. PRIME THE SURFACES WHICH THE NEW SEALANT MATERIAL WILL BOND TO.
6. INSTALL THE APPROVED MULTI-COMPONENT POLYURETHANE SEALANT.
7. FOR APPROVED MATERIALS AND MANUFACTURERS, SEE SPECIFICATIONS

10 JOINT AND CRACK SEALANT INSTALLATION



REPAIR PROCEDURE

1. LOCATE EXISTING CONNECTIONS.
2. MARK BISCUIT LOCATIONS, AVOIDING EXISTING CONNECTIONS, 18" ON CENTER AT 90° ACROSS JOINT.
3. PROVIDE SAW-CUTS FOR BISCUIT INSTALLATION:
 - BLADE MUST BE .14" IN DIAMETER AND 1/4" THICK FOR STANDARD BISCUIT
 - CUT DEPTH IS 1/2" FROM THE BOTTOM OF THE FLANGE OF THE "TEE"
 - CUT SHOULD BE 18" LONG SLOT CENTERED ON JOINT
4. PLACE DUCT TAPE AROUND SLOT, LEAVING ABOUT 1/4" SURFACE EXPOSED.
5. WIPE BISCUITS WITH MEP (METHYL ETHYL KETONE) TO REMOVE ANY DIRT AND OILS. SET ASIDE IN CLEAN, DRY LOCATION.
6. MIX EPOXY UNTIL A UNIFORM GRAY COLOR IS ACHIEVED AND NO VISIBLE BLACK OR WHITE STREAKS REMAIN.
7. FILL SLOT WITH PASTE, MAKING SURE TO WORK PASTE AGAINST SIDE WALLS OF SLOT.
8. "BUTTER" BOTH SIDES OF CARBON BISCUIT, WORKING PASTE INTO SURFACE.
9. PLACE BISCUIT INTO EPOXY FILLED SLOT ASSURING THAT THE ENTIRE BISCUIT IS BELOW THE CONCRETE DECK SURFACE. USING A PUTTY KNIFE, WORK THE BISCUIT SIDE TO SIDE IN THE SLOT TO SEAT IT AND REMOVE ANY TRAPPED AIR.
10. REMOVE ANY EXCESS EPOXY LEVEL WITH TAPED SURFACE. REMOVE MASKING TAPE WHEN EPOXY BEGINS TO SET.
11. CLEAN UP UNCURED EPOXY USING ACETONE OR EPOXY THINNER (CURED EPOXY CAN ONLY BE REMOVED BY MECHANICAL MEANS).
12. THE REPAIR NEEDS EIGHT (8) HOURS TO REACH FULL CURE.

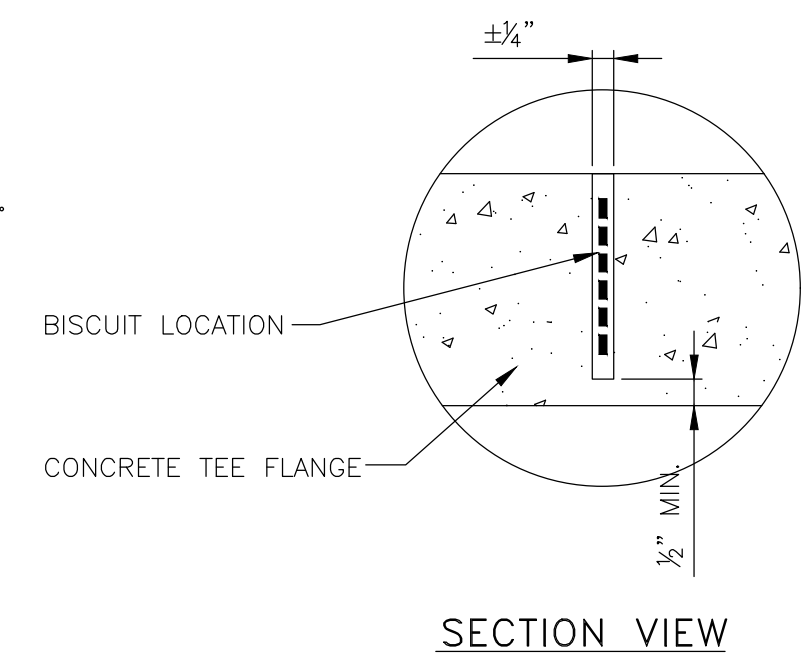
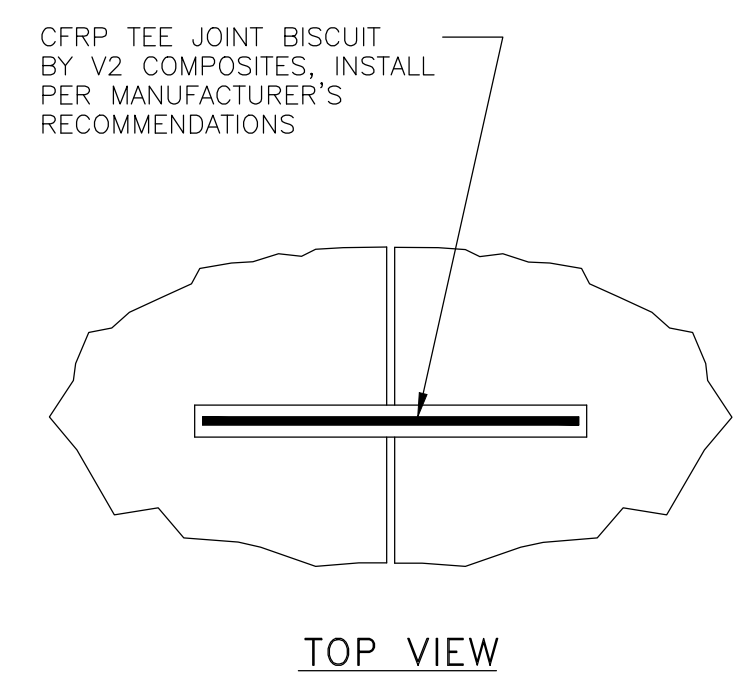
WET CUTTING:

- SWEEP ALL SLURRY AND REMOVE
- POWER WASH SLOTS USING CLEAN, POTABLE WATER
- ALLOW SLOTS TO DRY

DRY CUTTING:

- SWEEP ALL DUST AND CHIPS
- USING 100 PSI OIL FREE AIR, BLOW CUTS CLEAN OF DUST

11 TEE-TO-TEE CONNECTION REPAIR DETAIL



ISSUE

NO. DESCRIPTION DATE

DRAWING TITLE:

REPAIR
DETAILS

DRAWING NO.

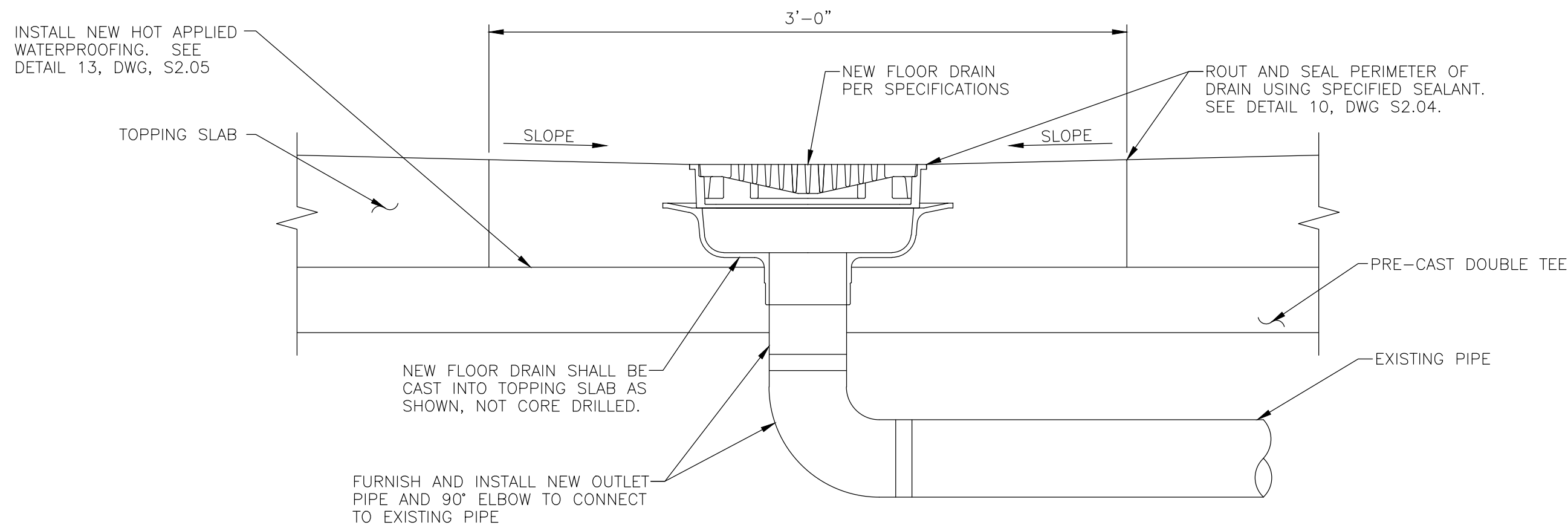
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SCALE: NONE

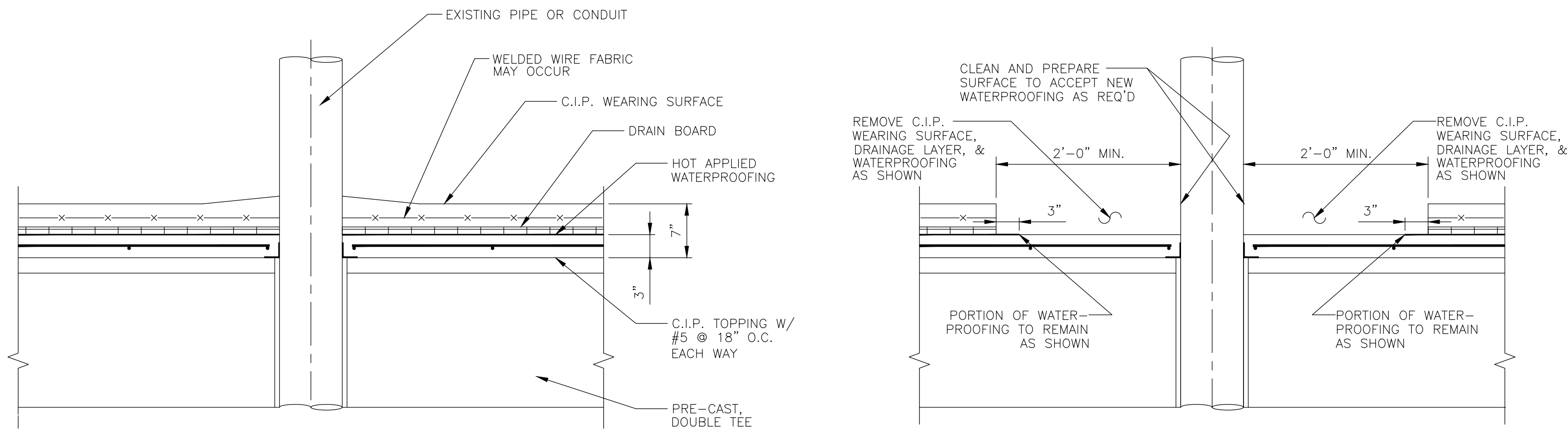
DATE: 05/20/22

PROJECT NO : 51-22110

DES. DRWN. CK'D.
EAD DJC MWR

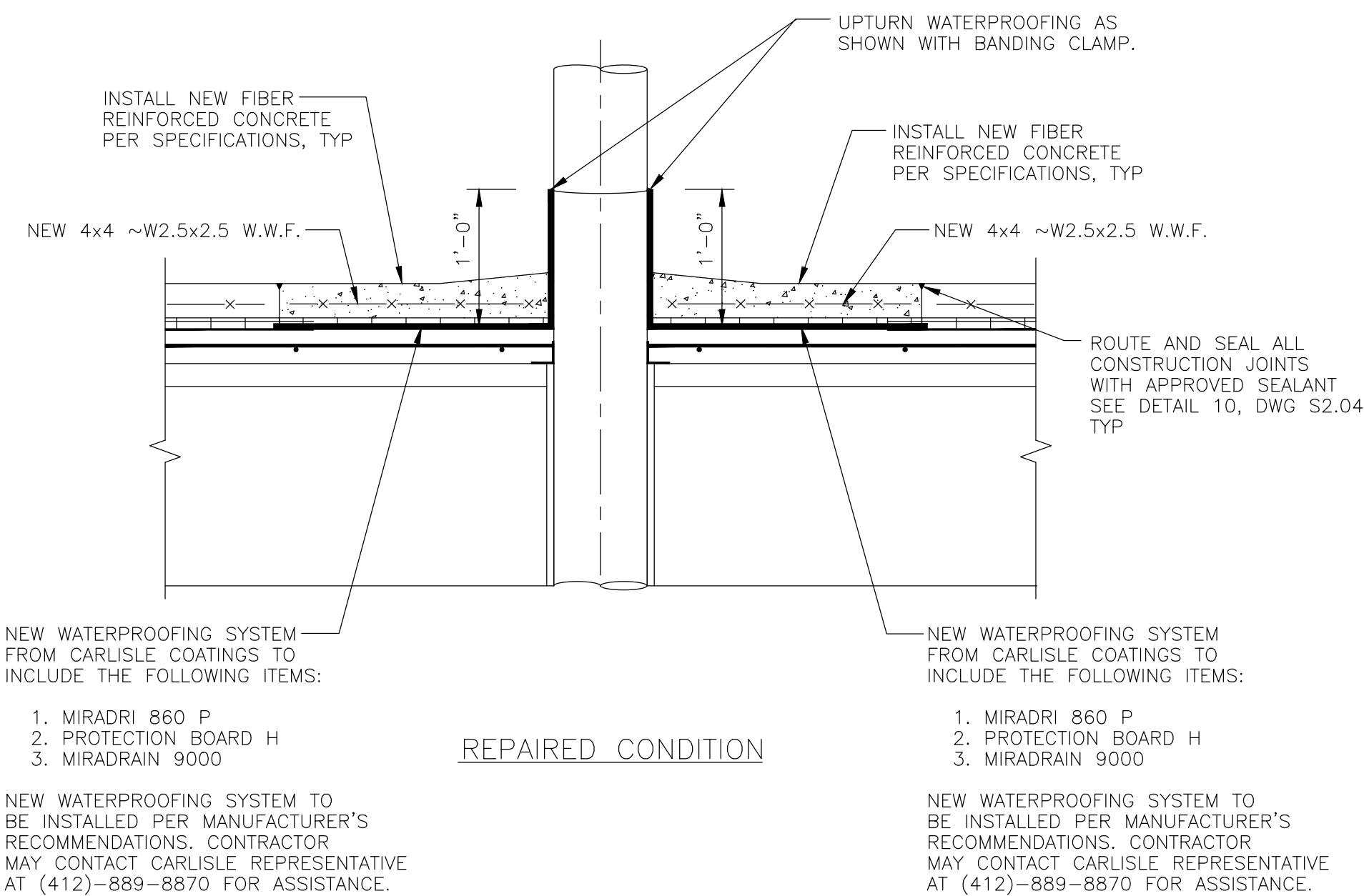


12 FLOOR DRAIN INSTALLATION DETAIL (LEVEL ONE)



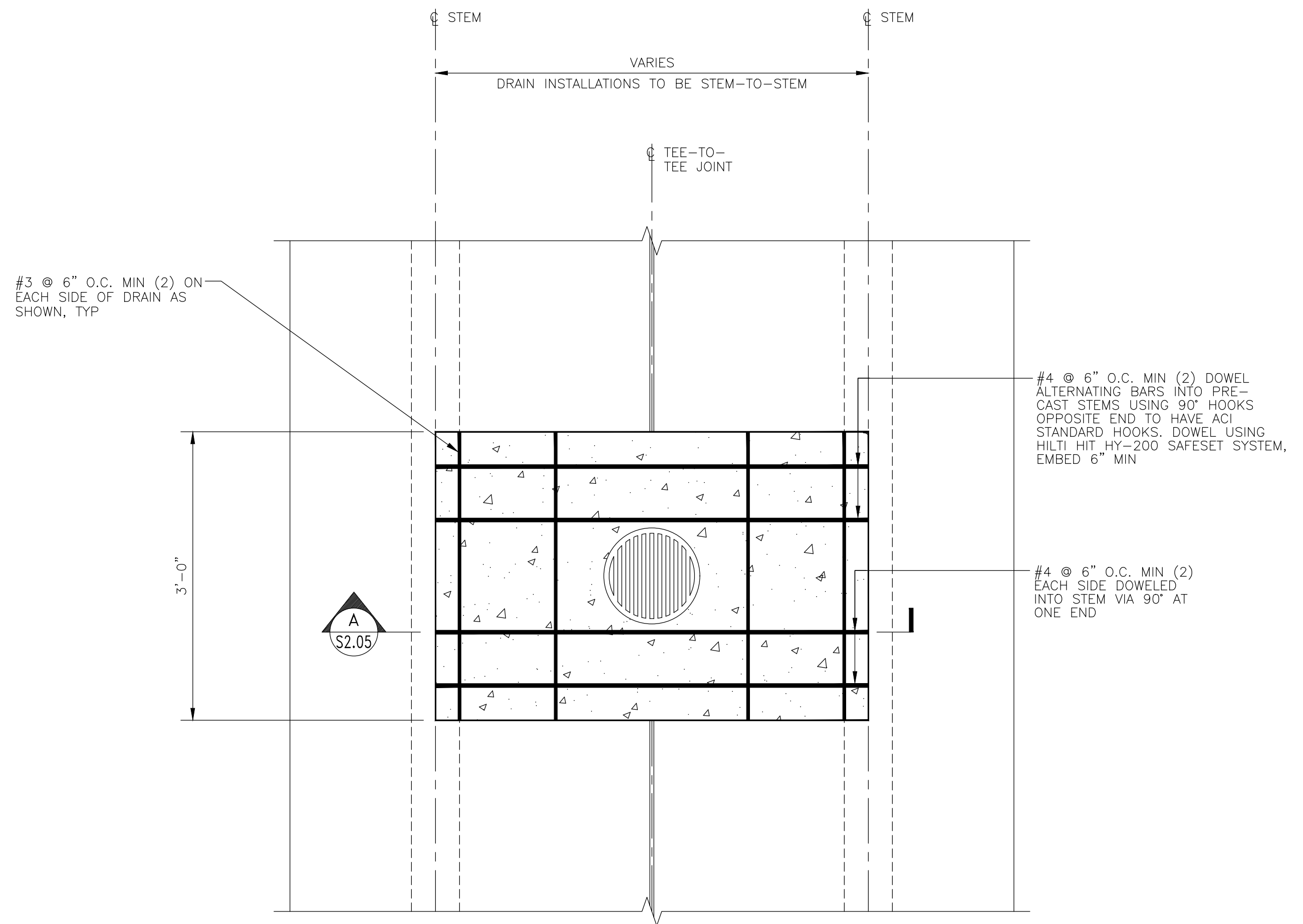
EXISTING CONDITIONS

CONCRETE REMOVAL

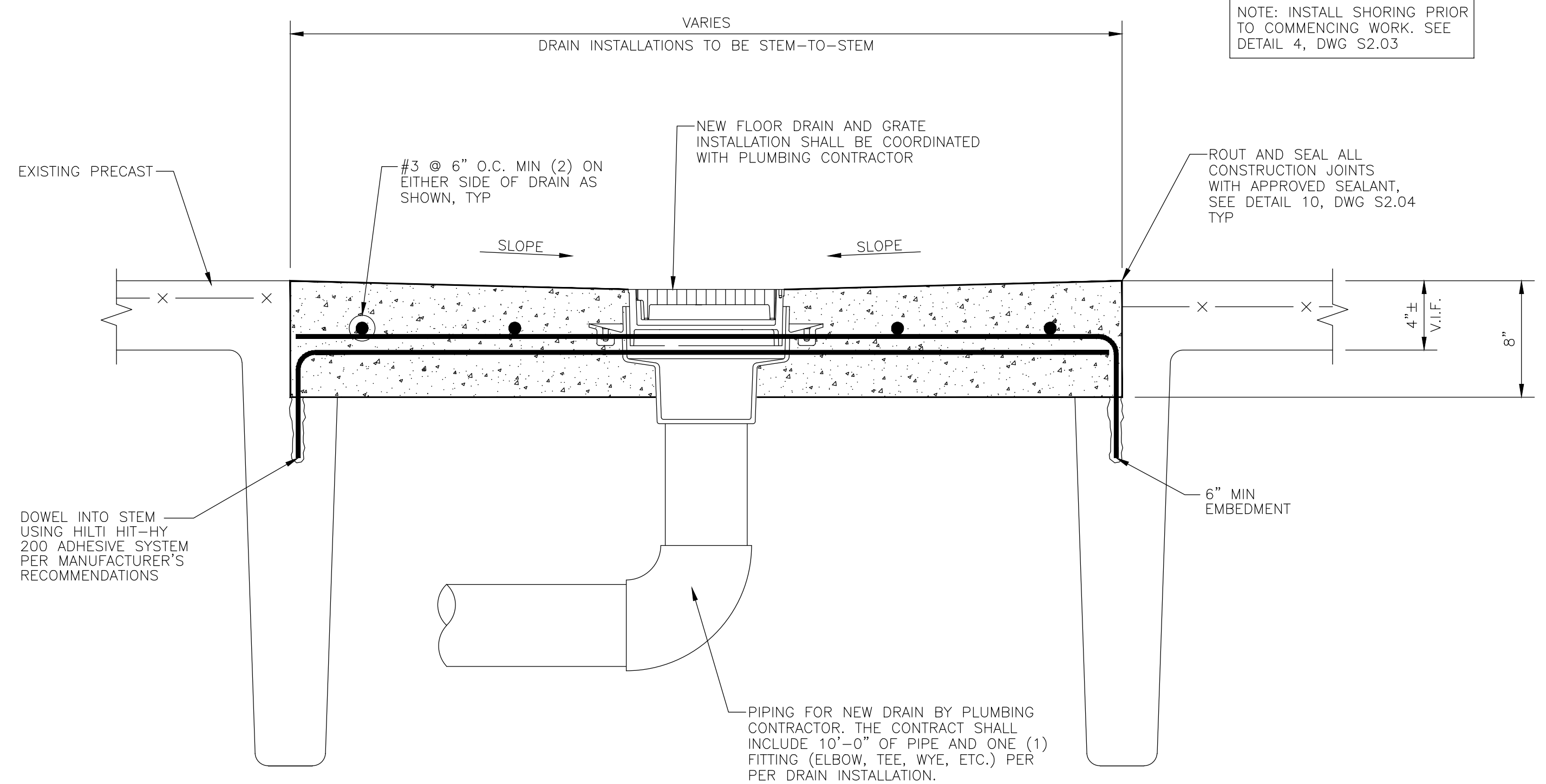


REPAIRED CONDITION

13 HOT APPLIED WATERPROOFING AT PIPE PENETRATIONS



14 FLOOR DRAIN INSTALLATION AT PRECAST STRUCTURAL SLAB



A S2.05 DRAIN SECTION

ISSUE

NO. DESCRIPTION DATE

REPAIR DETAILS

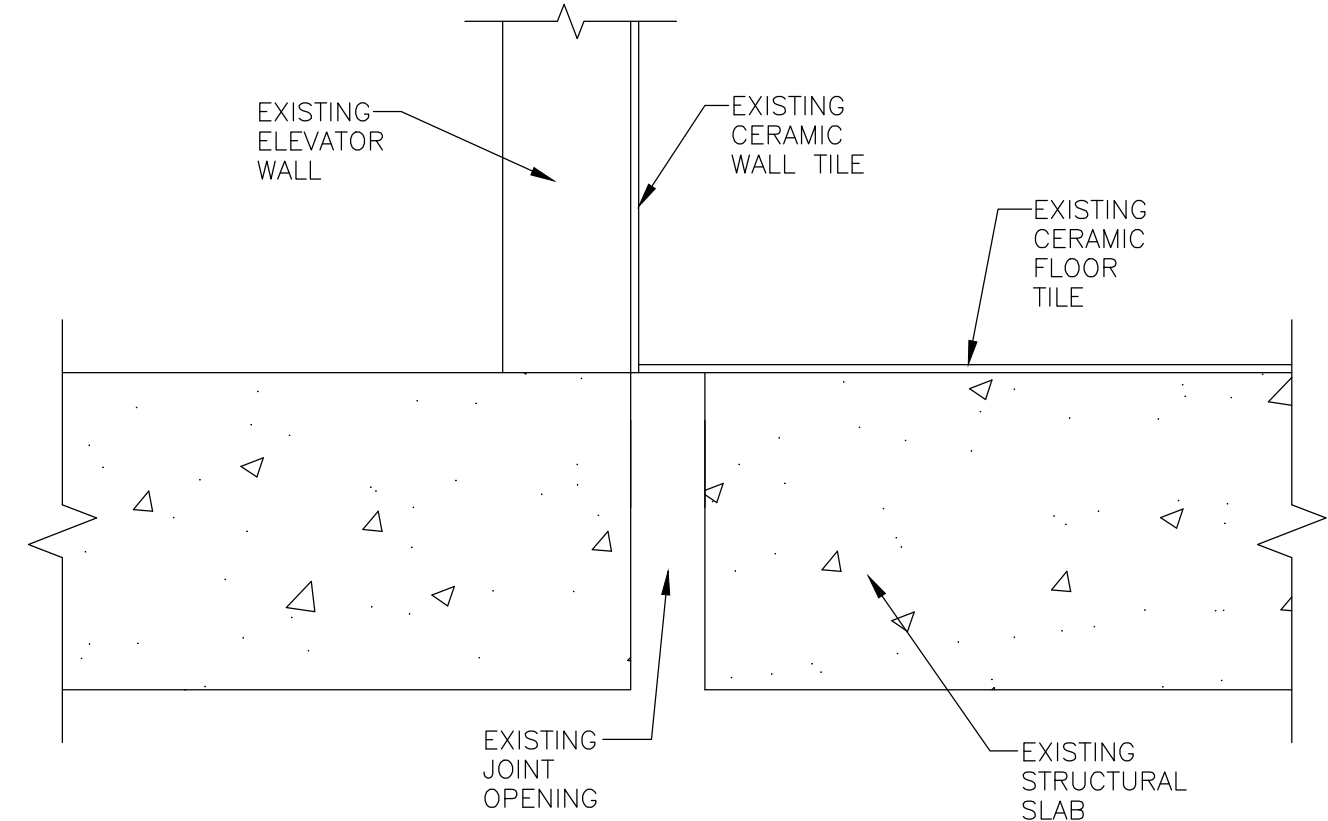
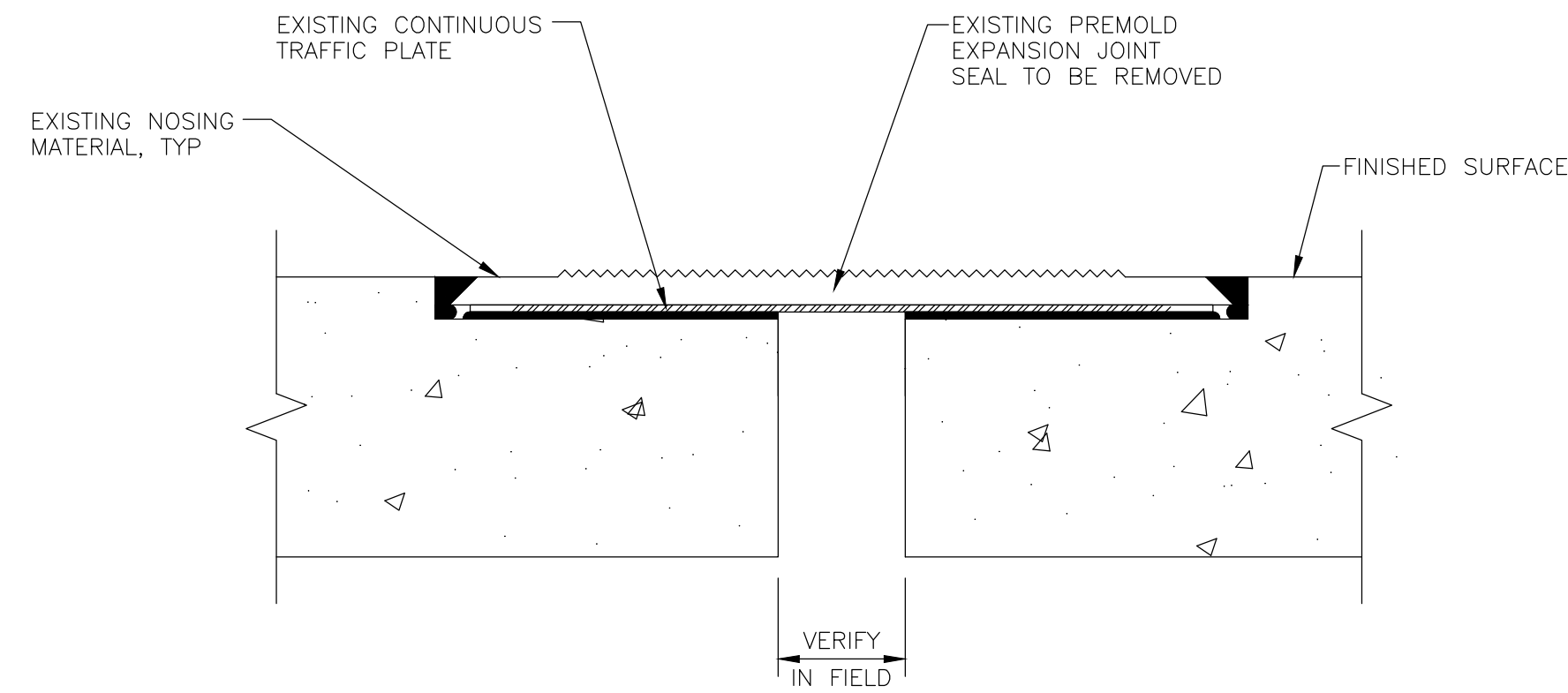
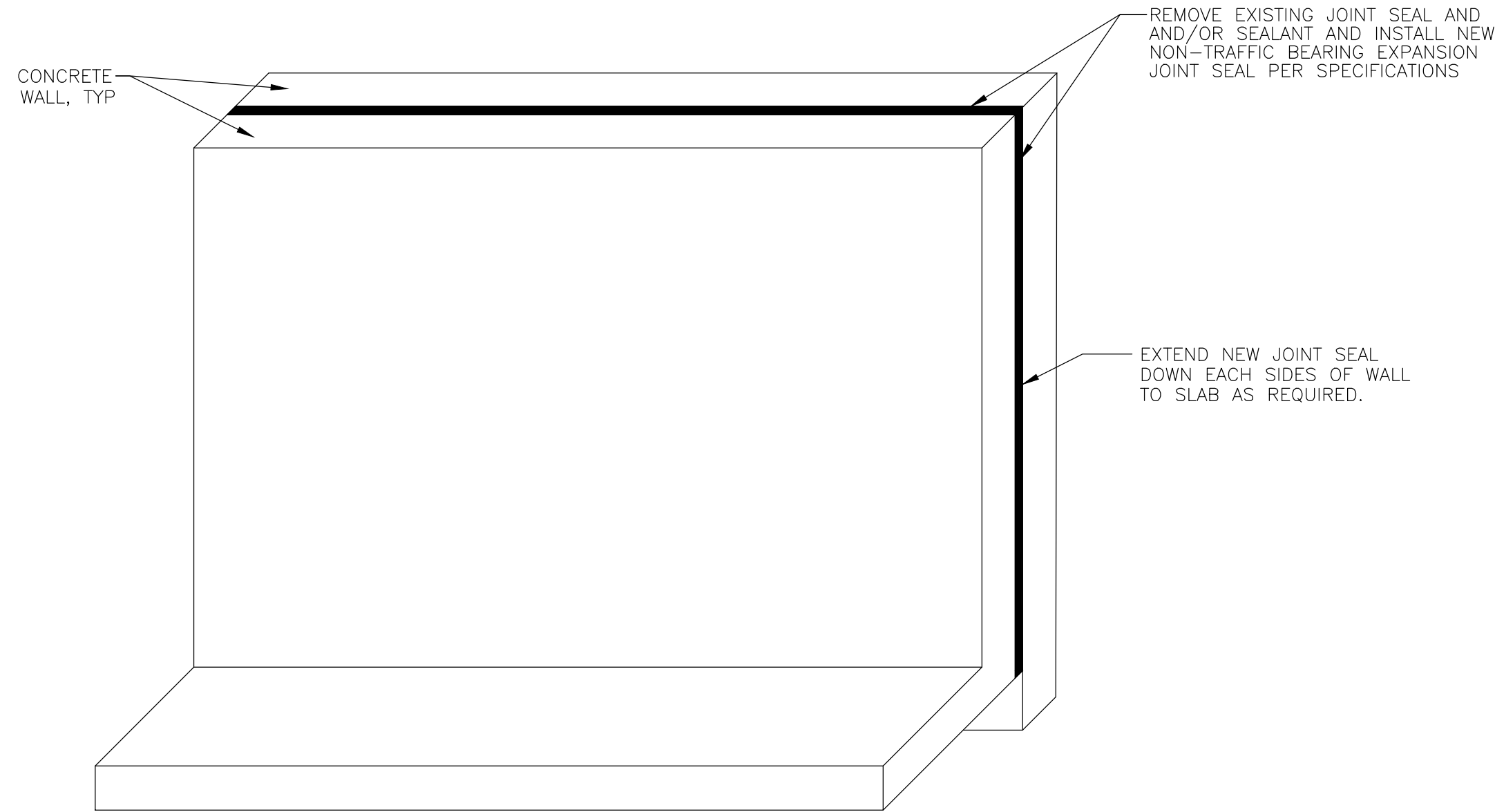
DRAWING NO.
S2.05

SCALE: NONE

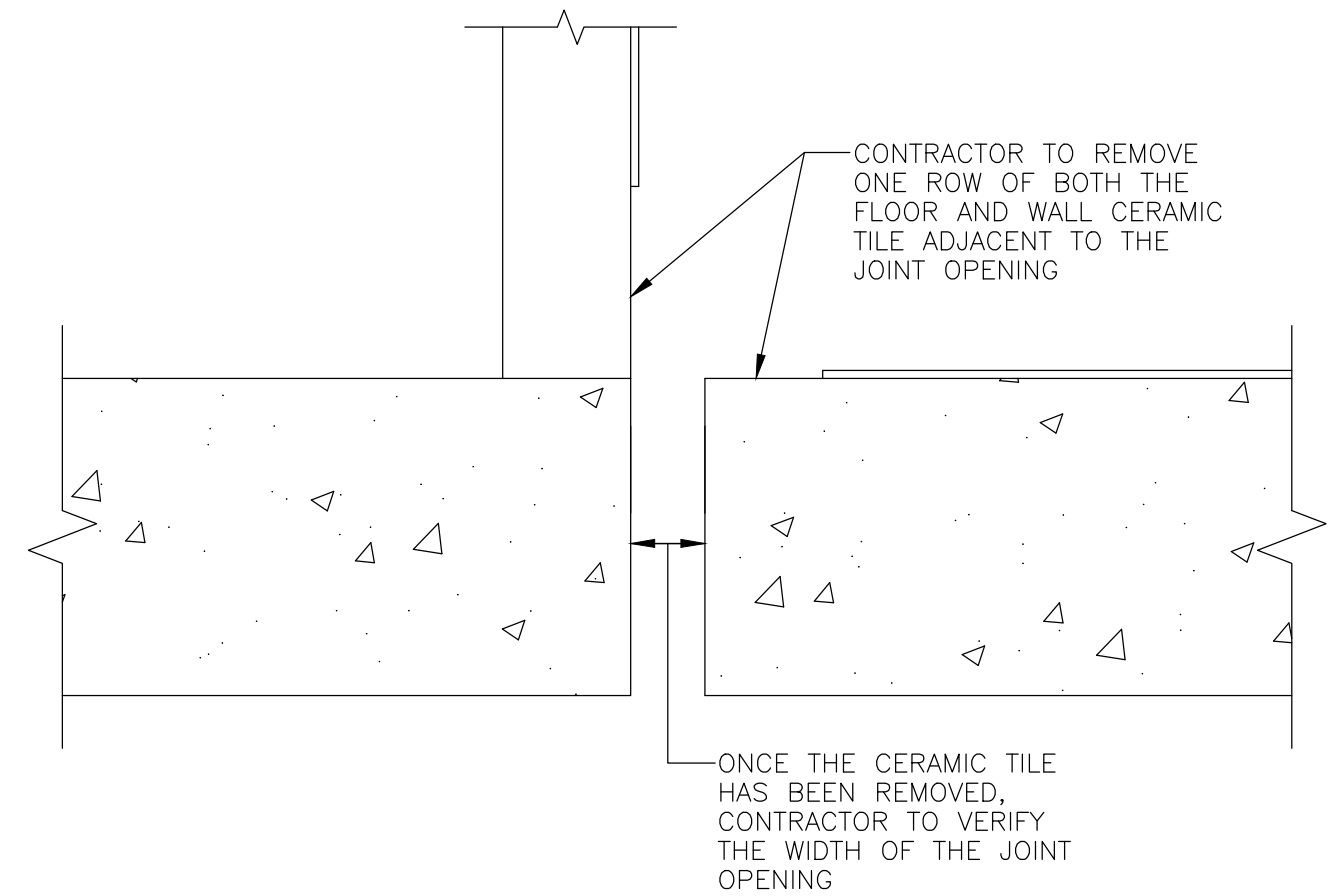
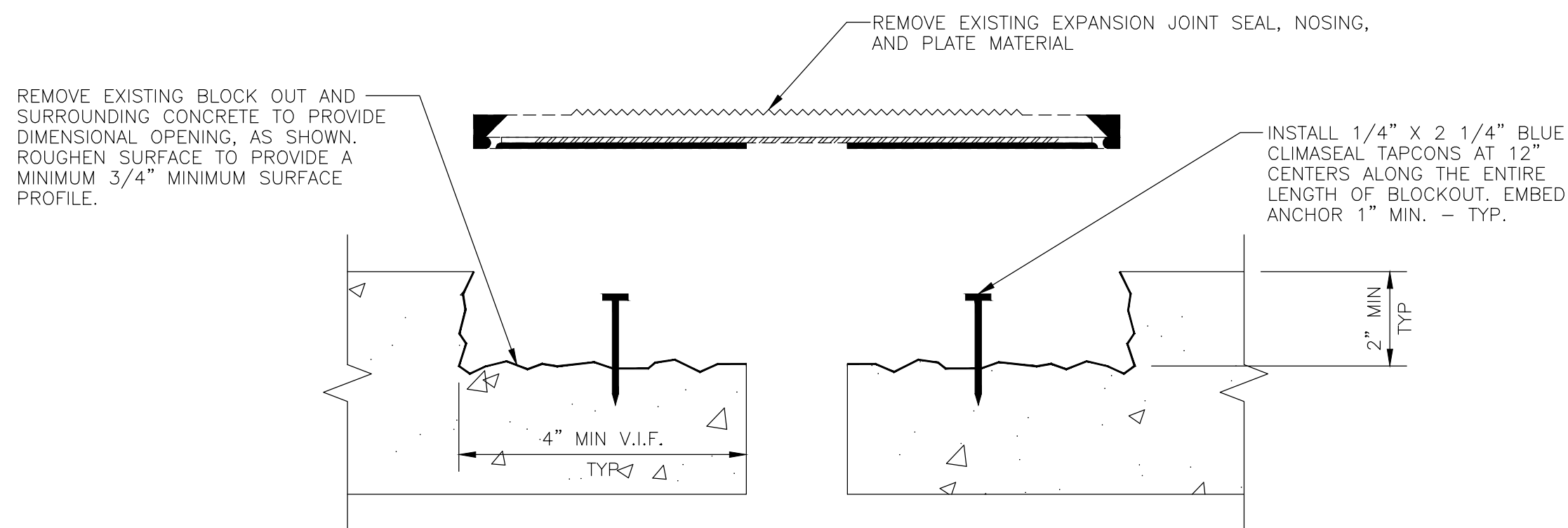
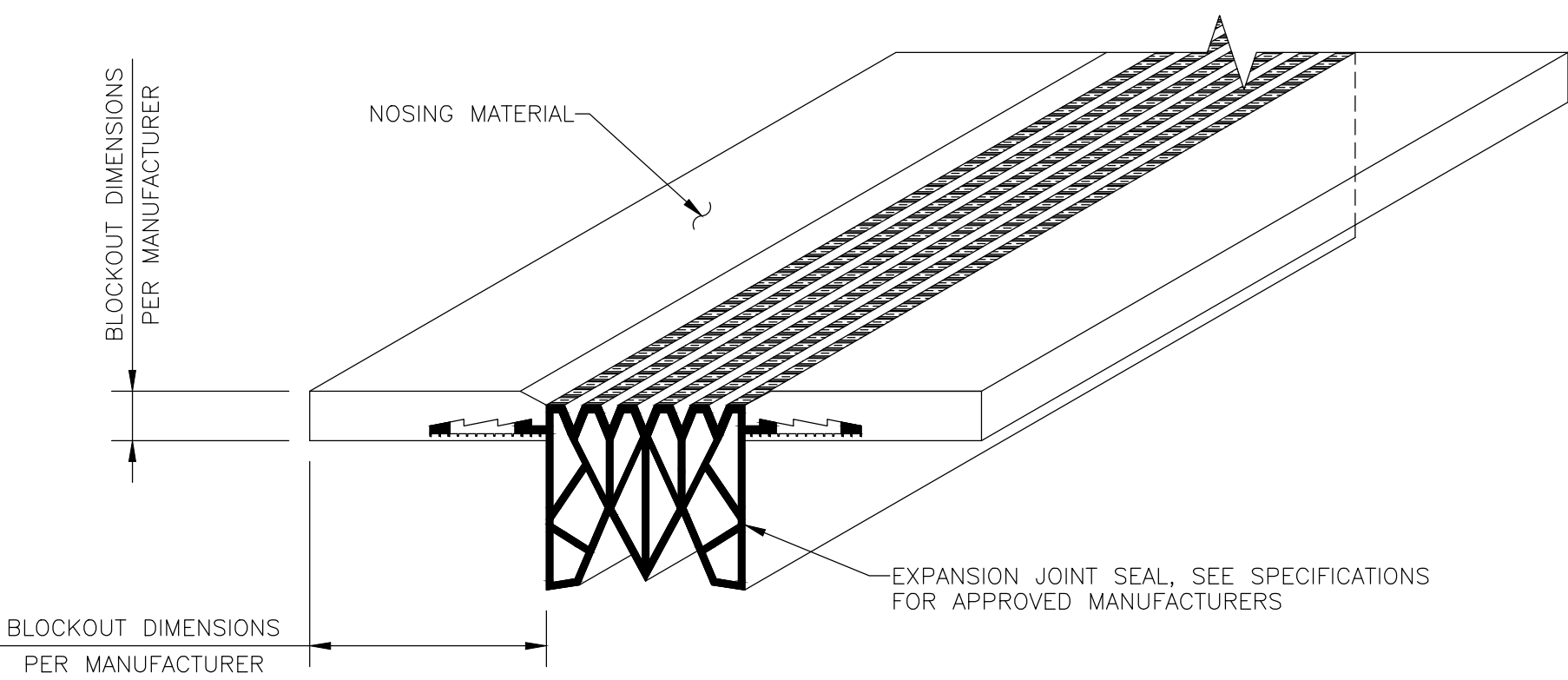
DATE: 05/20/22

PROJECT NO : 51-22110

DES. DRWN. CK'D.
EAD DJC MWR

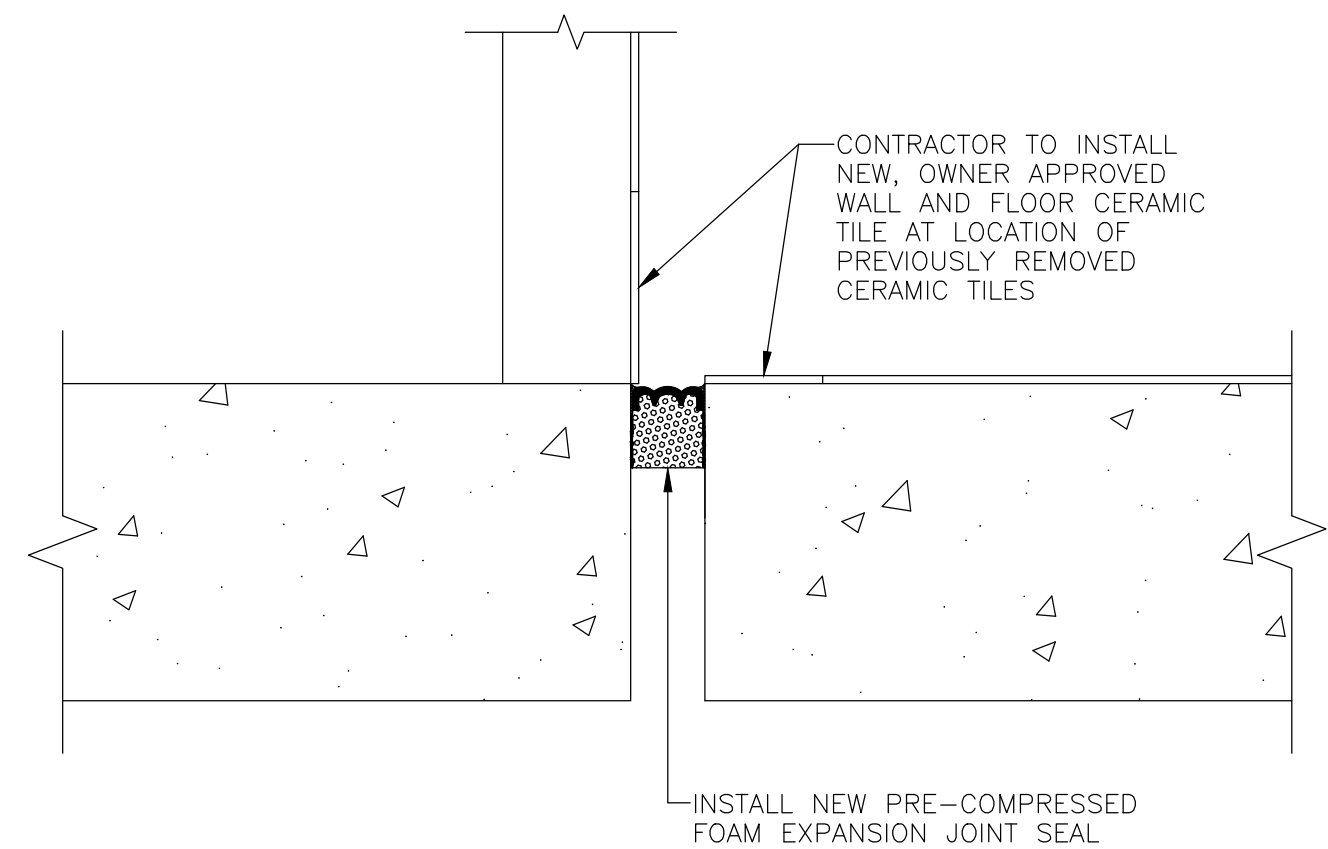
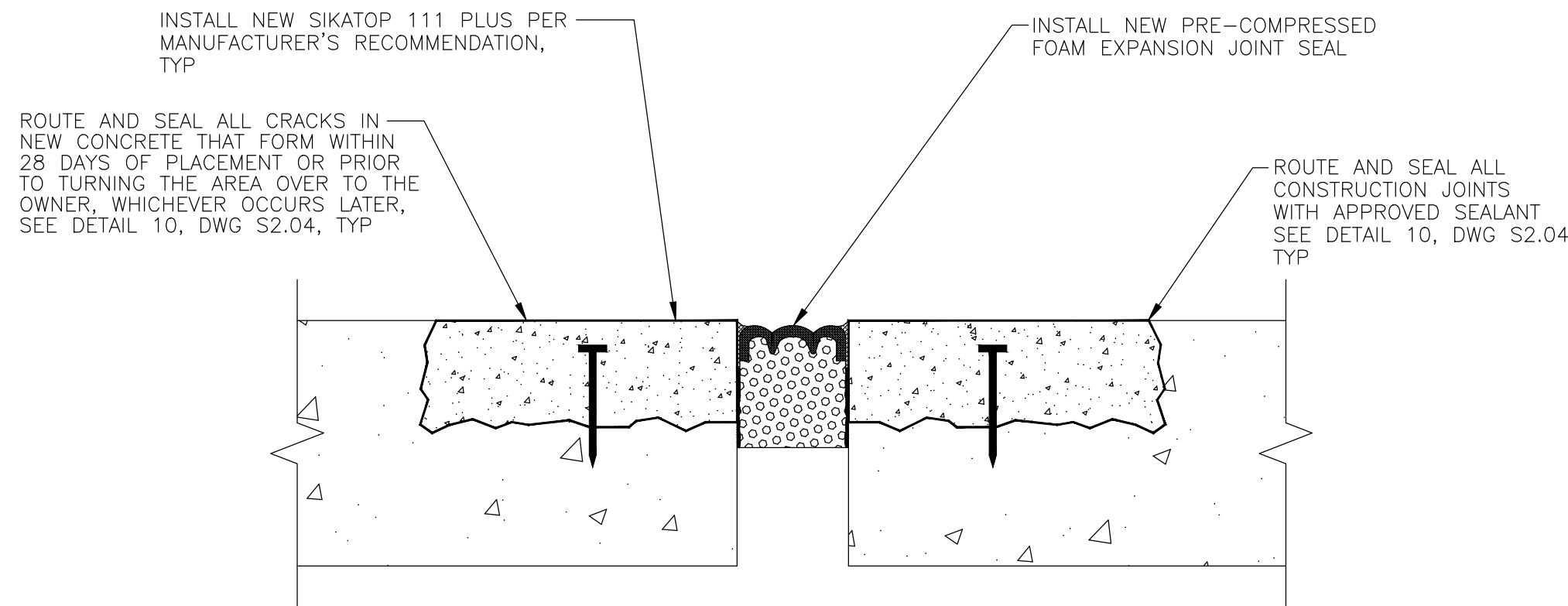


15 NON-TRAFFIC BEARING EXPANSION JOINT SEAL DETAIL



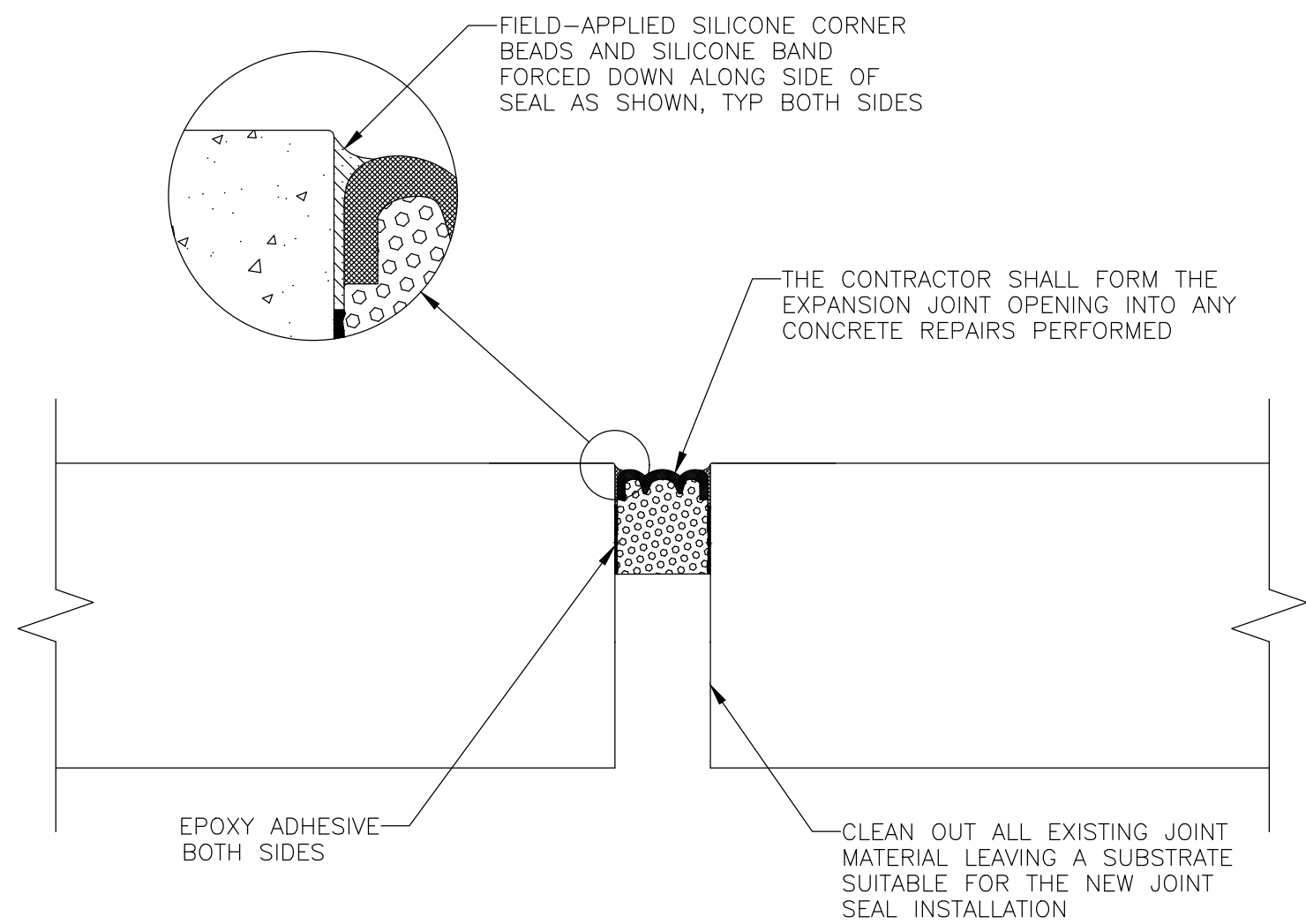
- NOTES:
1. THE EXPANSION JOINT INSTALLATION SHALL BE STRICTLY PERFORMED IN ACCORDANCE WITH MANUFACTURERS ESTABLISHED PROCEDURES.
 2. REPORT ANY UNANTICIPATED CONDITIONS TO THE ENGINEER FOR DISPOSITION.
 3. THE MANUFACTURER'S REPRESENTATIVE, GENERAL CONTRACTOR, AND ENGINEER SHALL REVIEW BLOCK-OUT REQUIREMENTS AND TERMINATION DETAILS PRIOR TO INSTALLATION OF THE EXPANSION JOINT SYSTEM. IT SHALL BE THE GENERAL CONTRACTOR'S RESPONSIBILITY TO CREATE THE BLOCK-OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE SELECTED SYSTEM. BLOCK-OUTS MUST MEET BOTH VERTICAL AND HORIZONTAL REQUIREMENTS.
 4. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR CREATING BLOCK-OUT DIMENSIONS FOR THE ABOVE SPECIFIED GLAND. BLOCK-OUT WIDTHS EXCEEDING SPECIFIED DIMENSIONS THAT REQUIRE A LARGER GLAND SHALL BE PROVIDED AT CONTRACTOR'S EXPENSE.
 5. THE END OF NEW EXPANSION JOINT SEALS TO BE TERMINATED AND CAPPED PER MANUFACTURER'S RECOMMENDATIONS.
 6. SEE SPECIFICATIONS FOR APPROVED WINGED EXPANSION JOINT SYSTEMS.

16 STANDARD WINGED EXPANSION JOINT SYSTEM INSTALLATION DETAIL



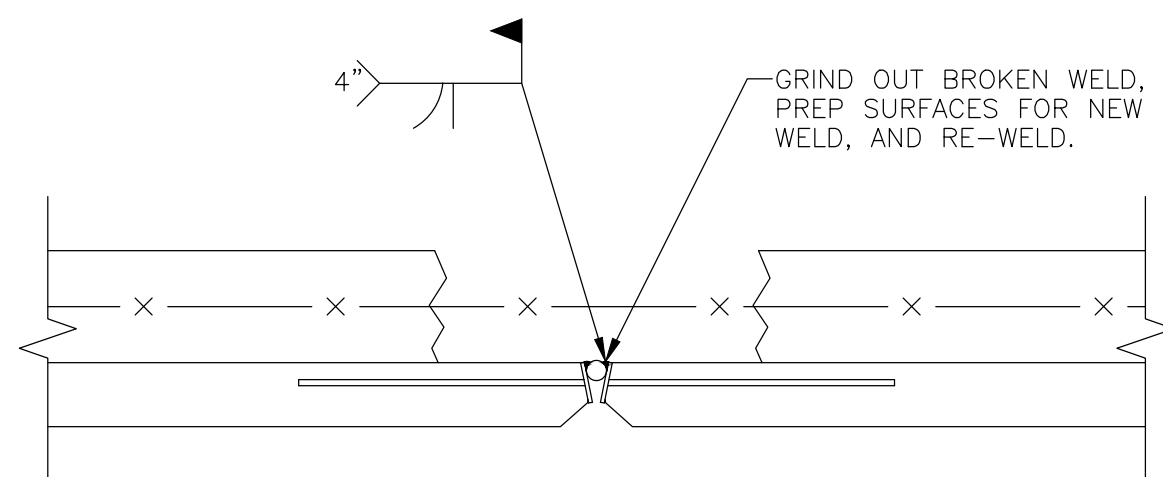
18 TRAFFIC BEARING EXPANSION JOINT REPLACEMENT DETAIL AT ELEVATOR LOBBY

I S S U E		
NO.	DESCRIPTION	DATE
DRAWING TITLE:		
REPAIR DETAILS		
DRAWING NO.		
S2.06		
SCALE: NONE		
DATE: 05/20/22		
PROJECT NO : 51-22110		
DES.	DRWN.	CK'D.
EAD	DJC	MWR

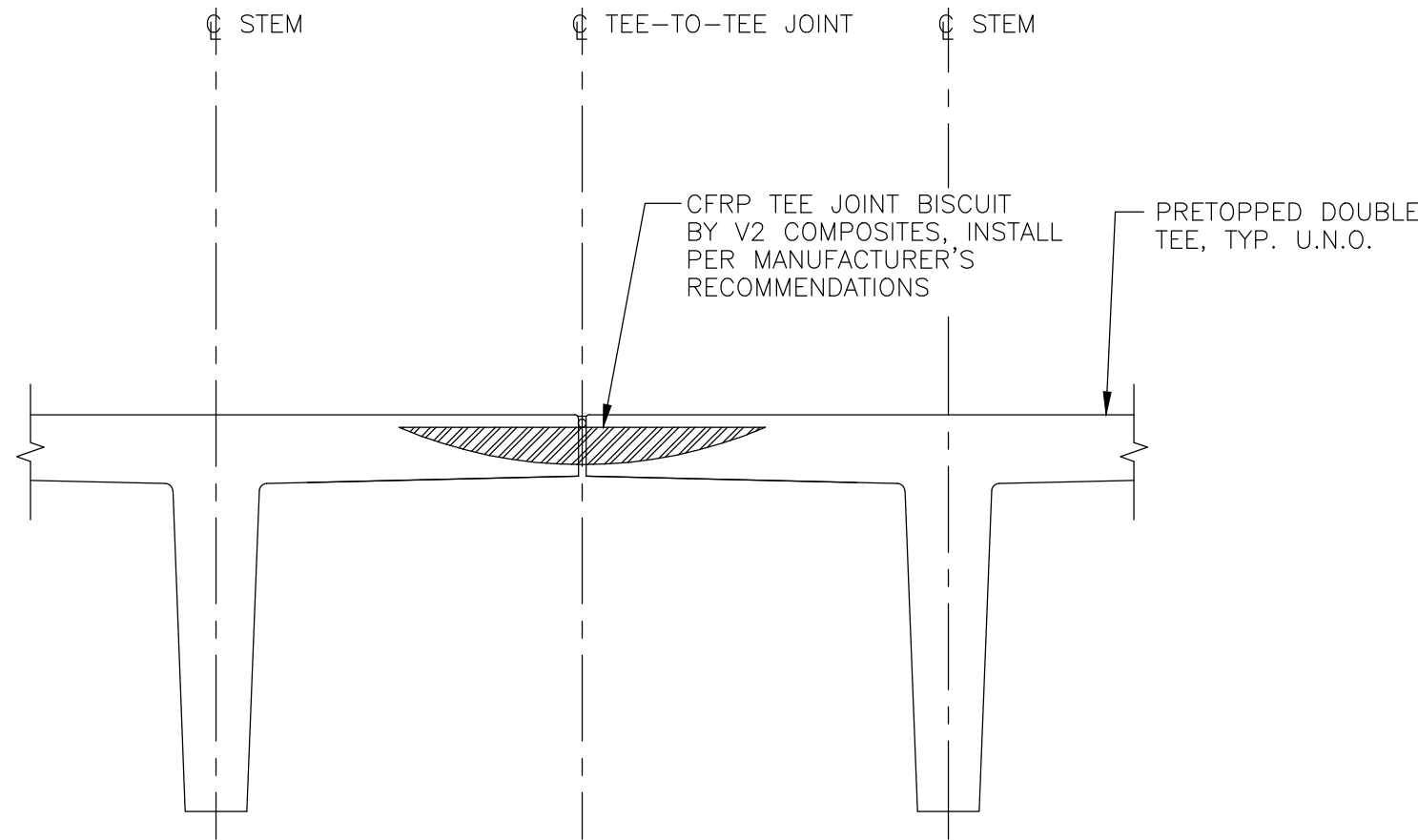


- NOTES:
1. ALL INSTALLATIONS SHALL BE STRICTLY PERFORMED IN ACCORDANCE WITH THE MANUFACTURER'S ESTABLISHED PROCEDURES.
 2. REPORT ANY UNANTICIPATED CONDITIONS TO THE ENGINEER FOR DISPOSITION.
 3. THE MANUFACTURER'S REPRESENTATIVE, GENERAL CONTRACTOR, AND ENGINEER SHALL REVIEW BLOCK-OUT REQUIREMENTS AND TERMINATION DETAILS PRIOR TO PLACEMENT OF THE CONCRETE ALONG THE EXPANSION JOINTS. IT SHALL BE THE GENERAL CONTRACTOR'S RESPONSIBILITY TO CREATE THE BLOCK-OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE SELECTED SEAL. BLOCK-OUTS MUST MEET BOTH VERTICAL AND HORIZONTAL REQUIREMENTS.
 4. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR CREATING BLOCK-OUT DIMENSIONS FOR THE ABOVE SPECIFIED SEAL. BLOCK-OUT WIDTHS EXCEEDING SPECIFIED DIMENSIONS THAT REQUIRE A LARGER GLAND SHALL BE PROVIDED AT CONTRACTOR'S EXPENSE.
 5. SEE SPECIFICATIONS FOR APPROVED PRE-COMPRESSED EXPANSION JOINT SYSTEMS.

19 PRE-COMPRESSED EXPANSION JOINT SEAL INSTALLATION



20 TEE-TO-TEE CONNECTION RE-WELD



REPAIR PROCEDURE

1. LOCATE EXISTING CONNECTIONS.
2. MARK BISCUIT LOCATIONS, AVOIDING EXISTING CONNECTIONS, 18" ON CENTER AT 90° ACROSS JOINT.
3. PROVIDE SAW-CUTS FOR BISCUIT INSTALLATION:
 - BLADE MUST BE 14" IN DIAMETER AND 1/4" THICK FOR STANDARD BISCUIT
 - CUT DEPTH IS 1/2" FROM THE BOTTOM OF THE FLANGE OF THE "TEE"
 - CUT SHOULD BE 18" LONG SLOT CENTERED ON JOINT
4. PLACE DUCT TAPE AROUND SLOT, LEAVING ABOUT 1/4" SURFACE EXPOSED.
5. WIPE BISCUITS WITH MEP (METHYL ETHYL KETONE) TO REMOVE ANY DIRT AND OILS. SET ASIDE IN CLEAN, DRY LOCATION.
6. MIX EPOXY UNTIL A UNIFORM GRAY COLOR IS ACHIEVED AND NO VISIBLE BLACK OR WHITE STREAKS REMAIN.
7. FILL SLOT WITH PASTE, MAKING SURE TO WORK PASTE AGAINST SIDE WALLS OF SLOT.
8. "BUTTER" BOTH SIDES OF CARBON BISCUIT, WORKING PASTE INTO SURFACE.
9. PLACE BISCUIT INTO EPOXY FILLED SLOT ASSURING THAT THE ENTIRE BISCUIT IS BELOW THE CONCRETE DECK SURFACE. USING A PUTTY KNIFE, WORK THE BISCUIT SIDE TO SIDE IN THE SLOT TO SEAT IT AND REMOVE ANY TRAPPED AIR.
10. REMOVE ANY EXCESS EPOXY LEVEL WITH TAPED SURFACE. REMOVE MASKING TAPE WHEN EPOXY BEGINS TO SET.
11. CLEAN UP UNCURED EPOXY USING ACETONE OR EPOXY THINNER (CURED EPOXY CAN ONLY BE REMOVED BY MECHANICAL MEANS).
12. THE REPAIR NEEDS EIGHT (8) HOURS TO REACH FULL CURE.

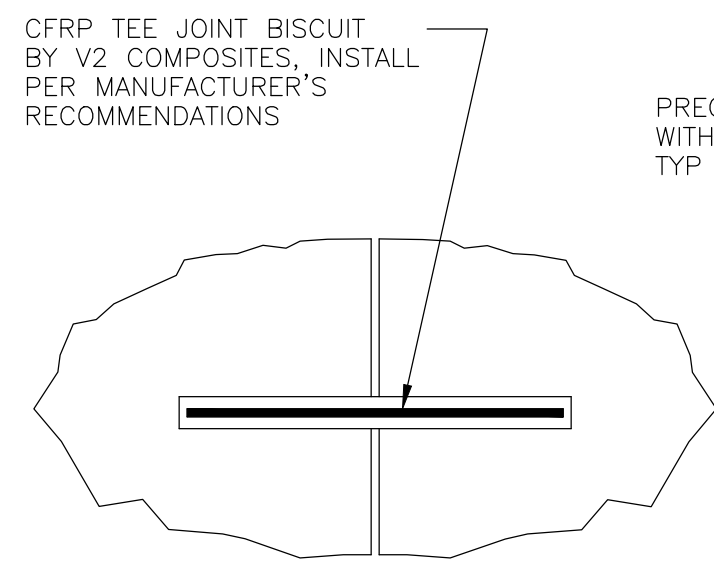
WET CUTTING:

- SWEEP ALL SLURRY AND REMOVE
- POWER WASH SLOTS USING CLEAN, POTABLE WATER
- ALLOW SLOTS TO DRY

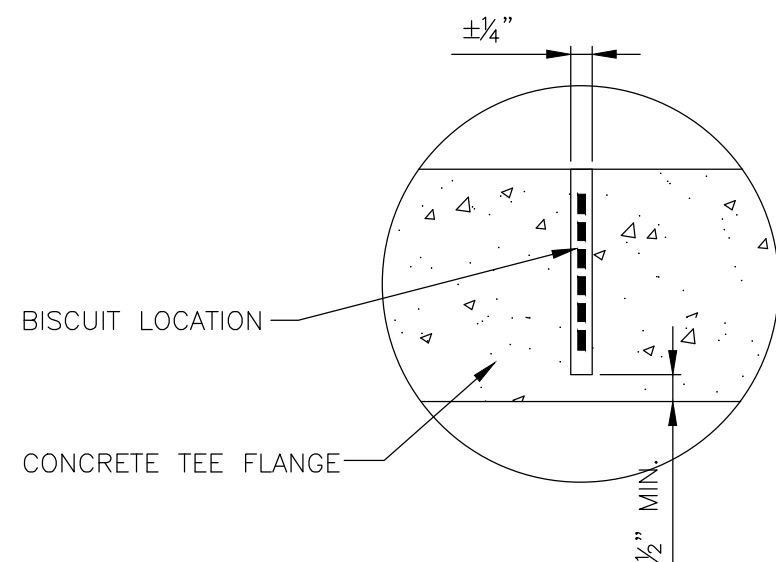
DRY CUTTING:

- SWEEP ALL DUST AND CHIPS
- USING 100 PSI OIL FREE AIR, BLOW CUTS CLEAN OF DUST

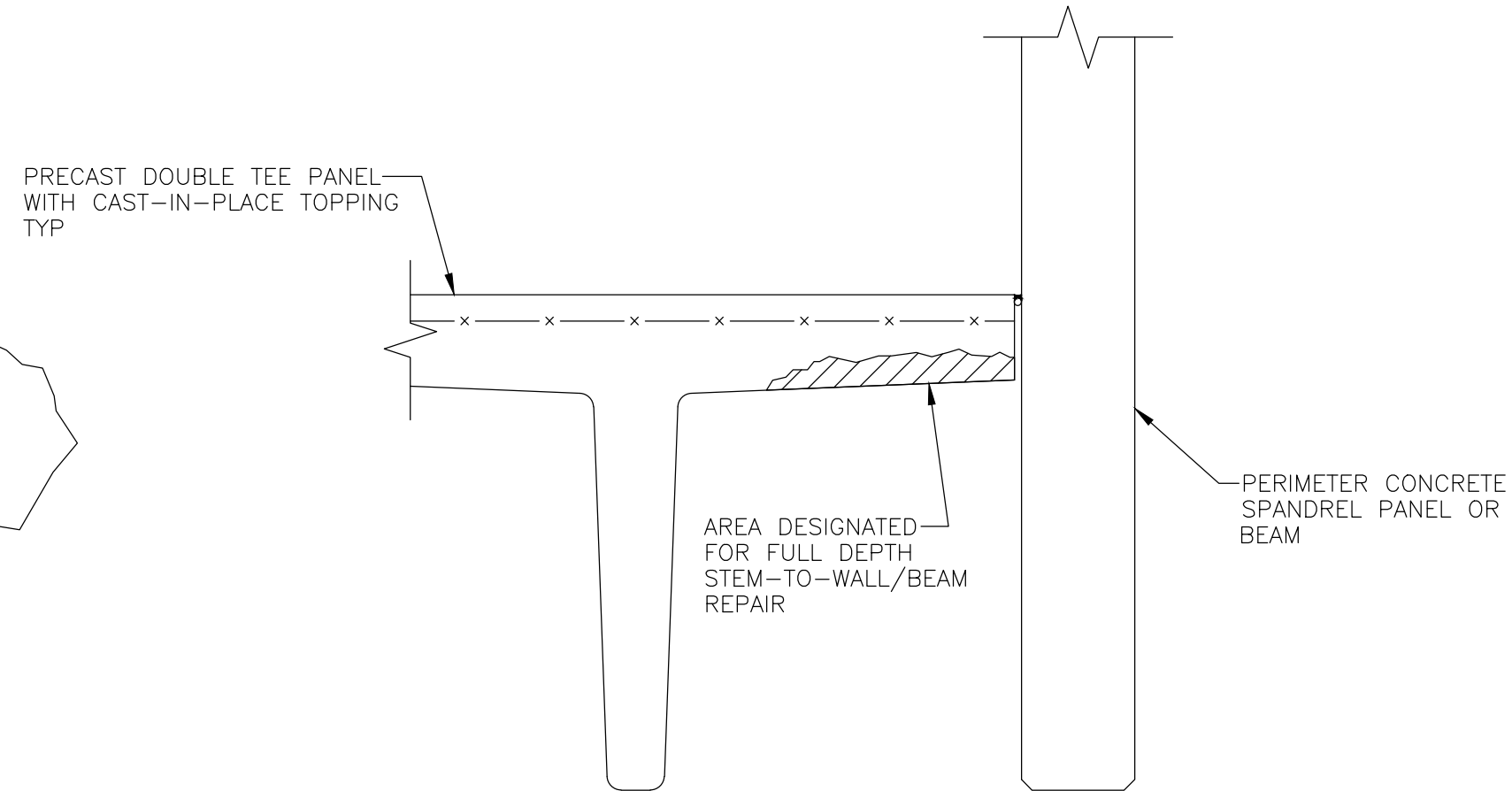
21 TEE-TO-TEE CONNECTION REPAIR DETAIL



TOP VIEW

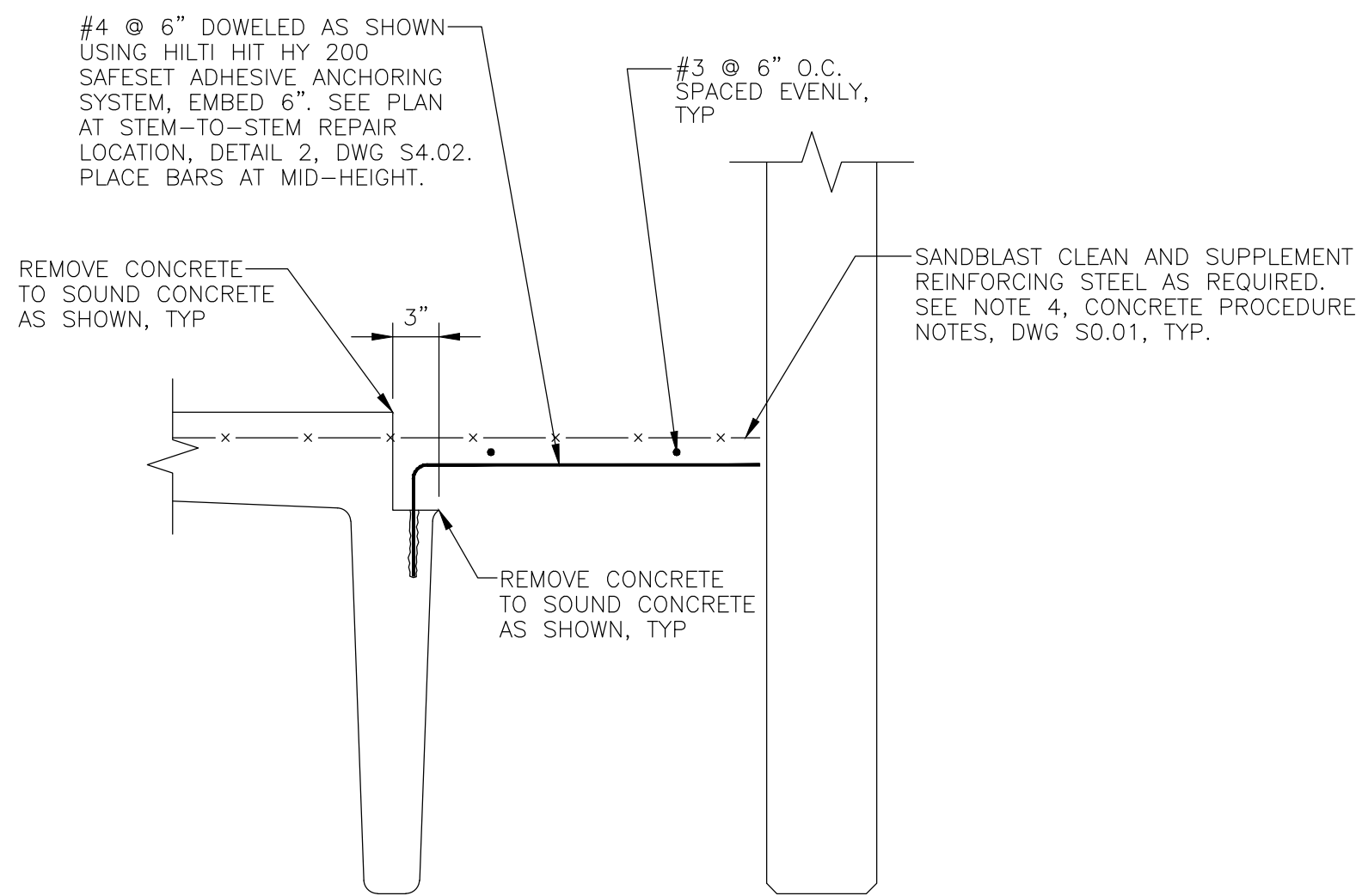


SECTION VIEW



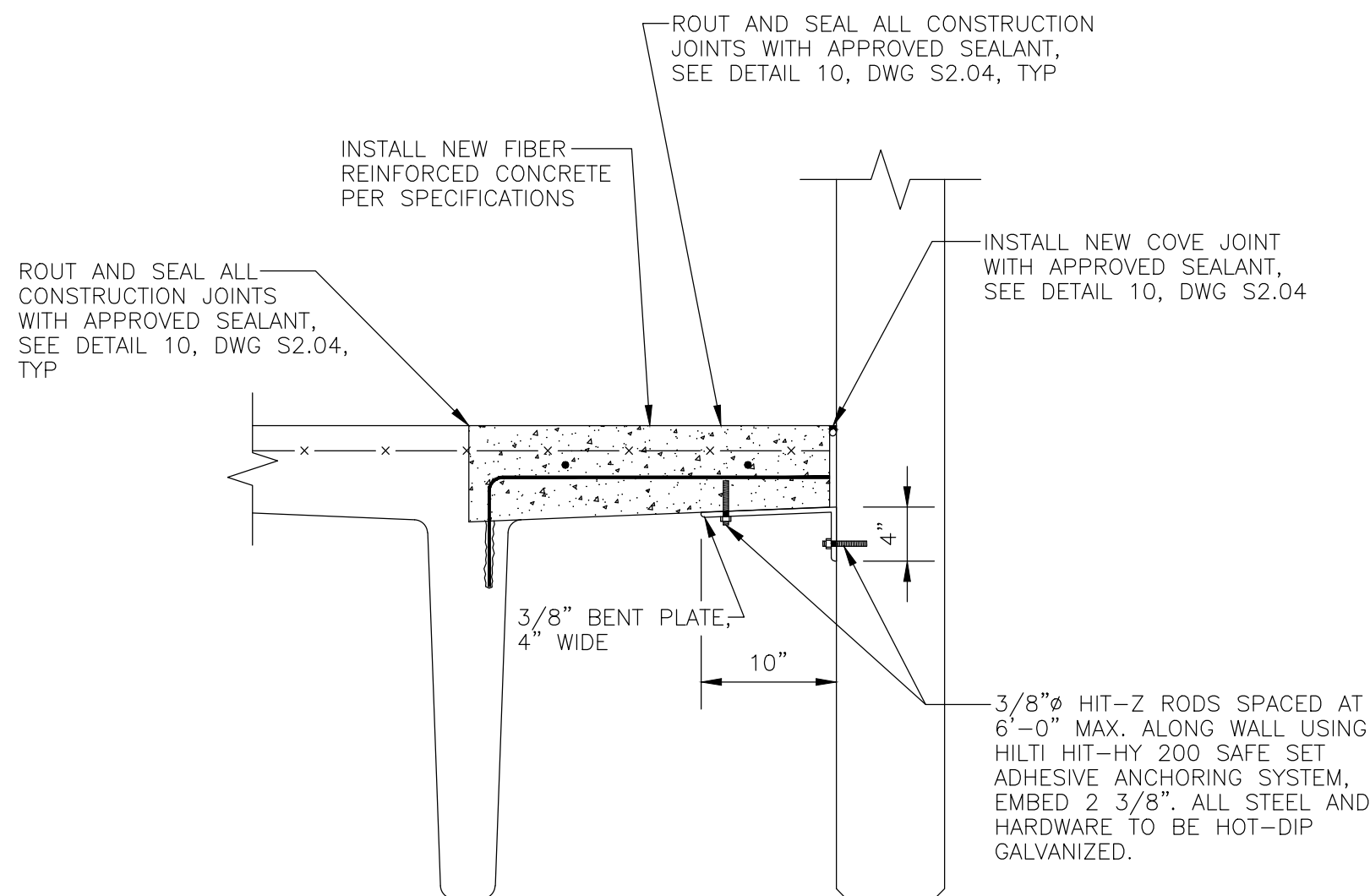
EXISTING CONDITION

NOTE: INSTALL SHORING PRIOR TO COMMENCING WORK. SEE DETAIL 4, DWG S2.03



CONCRETE REMOVAL

NOTE: INSTALL SHORING PRIOR TO COMMENCING WORK. SEE DETAIL 4, DWG S2.03



REPAIRED CONDITION

NOTE: MAINTAIN PROPER EDGE DISTANCE PER NOTES ON DRAWING S0.01

22 FULL DEPTH STEM-TO-WALL/BEAM REPAIR DETAIL

ISSUE

NO.	DESCRIPTION	DATE

REPAIR DETAILS

DRAWING TITLE:

REPAIR DETAILS

DRAWING NO.

S2.07

SCALE: NONE

DATE: 05/20/22

PROJECT NO : 51-22110

DES. DRWN. CK'D.
EAD DJC MWR

