REPAIR AND PREVENTATIVE MAINTENANCE OF THE

SENECA ALLEGANY CASINO AND HOTEL PARKING GARAGE

SALAMANCA, NY

MAY 20, 2022

SCOPE OF WORK

NOTE: THIS IS A SUMMARY OF THE WORK AND MAY NOT INCLUDE ALL WORK ITEMS

- 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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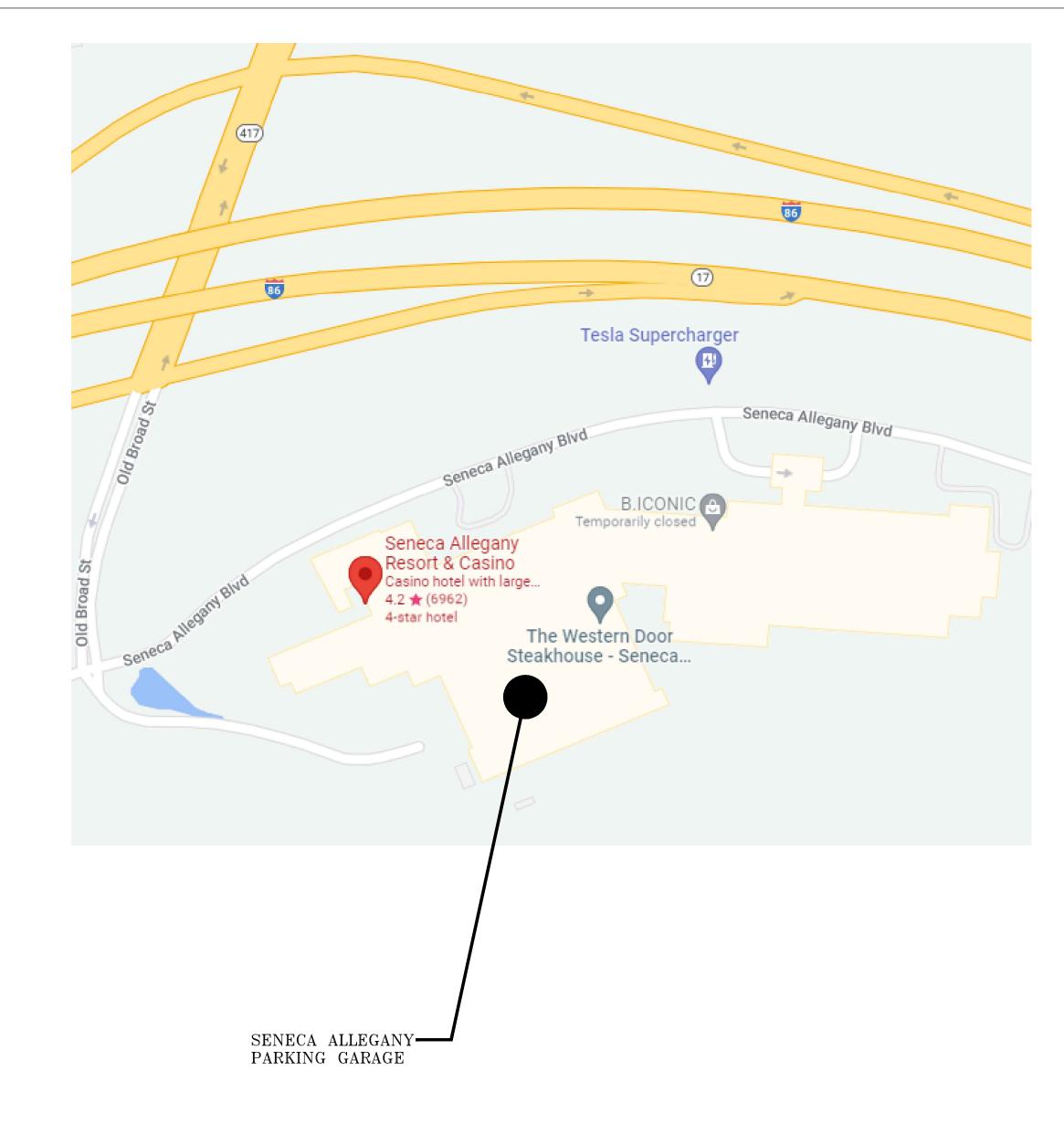
S2.05 REPAIR DETAILS

S2.06 REPAIR DETAILS

S2.07 REPAIR DETAILS

S2.08 REPAIR DETAILS

LOCATION MAP



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DATE: 05/20/22

PROJECT NO : 51-22110

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GENERAL NOTES

- THE FOLLOWING GENERAL NOTES SHALL APPLY UNLESS NOTED OTHERWISE ON PLANS:
- 1. ALL DESIGN AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE LOCAL, STATE, AND NATIONAL BUILDING CODES.
- 2. DO NOT SCALE DIMENSIONS FROM DRAWINGS.
- 3. THE CONTRACTOR IS RESPONSIBLE TO VERIFY ALL DIMENSIONS SHOWN ON PLANS WITH EXISTING CONDITIONS PRIOR TO COMMENCING WORK.
- 4. THE CONTRACTOR SHALL REPORT IMMEDIATELY TO THE ENGINEER ANY DISCREPANCIES OR INCORRECT INFORMATION WITH THE DRAWINGS BASED ON EXISTING CONDITIONS. AFTER REPORTING THE DISCREPANCIES VERBALLY, A WRITTEN REPORT SHOULD THEN FOLLOW. THE CONTRACTOR SHALL BE DIRECTED BY THE ENGINEER REGARDING THE DISCREPANCIES.
- 5. THE CONTRACTOR SHALL PROVIDE METHODS AND EQUIPMENT FOR PROTECTING THE STRUCTURE AND ALL MATERIALS AND PERSONNEL FROM FIRE DAMAGE PRIOR TO STARTING WORK. METHODS AND EQUIPMENT ARE SUBJECT TO APPROVAL BY THE LOCAL FIRE DEPARTMENT. THE CONTRACTOR SHALL SUBMIT THE METHODS AND EQUIPMENT TO THE ENGINEER IN WRITING AND OBTAIN THE ENGINEER'S AND OWNER'S APPROVAL PRIOR TO STARTING WORK. FIRE PROTECTION AND PREVENTION DURING THE CONSTRUCTION PERIOD SHALL BE IN ACCORDANCE WITH ALL LAWS AND REGULATIONS, INCLUDING BUT NOT LIMITED TO THE LATEST N.F.P.A. REGULATIONS, O.S.H.A., AND STATE AND LOCAL REQUIREMENTS.
- 6. THE CONTRACTOR SHALL COMPLY WITH ALL SAFETY AND HEALTH LAWS AND REGULATIONS INCLUDING, BUT NOT LIMITED TO, PROVISIONS AND REQUIREMENTS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970, AS AMENDED AND/OR THE CONSTRUCTION SAFETY ACT OF 1969, AS AMENDED (WHICHEVER IS APPLICABLE) AND WITH ALL MOST RECENT APPLICABLE LAWS, ORDINANCES, RULES, REGULATIONS, AND ORDERS OF ANY PUBLIC AUTHORITY HAVING JURISDICTION AND SAFETY OF PERSONS OR PROPERTY OR TO PROTECT THEM FROM DAMAGE, INJURY OR LOSS. HE SHALL ERECT AND MAINTAIN, AS REQUIRED BY EXISTING CONDITIONS AND PROGRESS OF THE WORK, ALL REASONABLE SAFEGUARDS FOR SAFETY AND PROTECTION, INCLUDING POSTING DANGER SIGNS AND OTHER WARNING AGAINST HAZARDS, PROMULGATING SAFETY REGULATIONS, AND NOTIFYING THE OWNER AND USERS OF ADJACENT UTILITIES. THE CONTRACTOR SHALL ASSURE THAT ALL OF HIS SUBCONTRACTORS ALSO CONFORM TO ALL HEALTH AND SAFETY LAWS AND REGULATIONS. THE CONTRACTOR SHALL AT ALL TIMES HAVE AN O.S.H.A. CERTIFIED "COMPETENT PERSON" ON THE JOB AND AN INDIVIDUAL TRAINED AND CERTIFIED IN FIRST AID BY THE AMERICAN RED CROSS.
- 7. THE CONTRACTOR SHALL PROVIDE ALL SHORING, BRACING, AND SHEETING REQUIRED FOR SAFETY AND PROPER EXECUTION OF THE WORK. THE CONTRACTOR SHALL SUBMIT FOR APPROVAL THE METHOD OF SHORING. SHORING SHALL BE SEALED BY AN ENGINEER LICENSED IN THE STATE WHERE THE WORK WILL OCCUR.
- 8. THE CONTRACTOR SHALL NOT DEMOLISH ANY EXISTING STRUCTURAL ELEMENT IN THE STRUCTURE PRIOR TO INSTALLATION OF PROPER SHORING MEMBERS APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL NOT ATTEMPT TO BRING ANY VEHICLE OR EQUIPMENT INTO THE FACILITY PRIOR TO INSTALLATION OF PROPER SHORING MEMBERS APPROVED BY THE ENGINEER AND OF WHICH THE REQUIREMENTS ARE SHOWN ON PLANS. ANY VEHICLE AND/OR EQUIPMENT TO BE BROUGHT INTO THE FACILITY SHALL BE APPROVED BY THE ENGINEER. THE CONTRACTOR IS SOLELY RESPONSIBLE TO PREPARE SHOP DRAWINGS FOR THE SHORING MEMBERS AND TO SUBMIT THEM TO THE ENGINEER FOR APPROVAL.
- 9. WHEN THE PLANS INCLUDE INFORMATION PERTAINING TO SURFACE OBSERVATION, MATERIAL TESTING, AND OTHER PRELIMINARY INVESTIGATIONS, SUCH INFORMATION REPRESENTS ONLY THE OPINION OF THE ENGINEER AS TO THE LOCATION, CHARACTER, OR QUALITY OF THE MATERIALS ENCOUNTERED AND IS ONLY INCLUDED FOR CONVENIENCE OF THE BIDDER. THE OWNER/ENGINEER ASSUMES NO RESPONSIBILITY WHATSOEVER IN RESPECT TO THE SUFFICIENCY OR ACCURACY OF THE INFORMATION, AND THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE EXISTING THROUGHOUT THE WORK, OR THAT UNANTICIPATED DEVELOPMENTS MAY NOT OCCUR. SAID INFORMATION SHALL NOT BE CONSIDERED BY THE PARTIES AS A BASIS FOR THE CONTRACT AWARD AMOUNT.
- 10. ANY EXTRA WORK BEYOND THE SCHEDULED QUANTITIES REQUIRING ADDITIONAL COST TO THE OWNER SHALL BE APPROVED BY THE OWNER AND ENGINEER PRIOR TO TAKING SUCH ACTION. CLAIMS FOR EXTRA WORK WHICH HAVE NOT BEEN AUTHORIZED IN WRITING BY THE OWNER AND APPROVED BY THE ENGINEER WILL BE REJECTED AND THE CONTRACTOR SHALL NOT BE ENTITLED TO PAYMENT. THE CONTRACTOR SHALL PROMPTLY SUBMIT THE PROPOSAL FOR EXTRA WORK, IN WRITING, AS ADDITIONAL WORK IS DISCOVERED.
- 11. THE PLANS MAY BE SUPPLEMENTED BY STANDARD AND WORKING DRAWINGS AS ARE NECESSARY TO ADEQUATELY DESCRIBE THE WORK. IN THE SOLE JUDGMENT OF THE ENGINEER, IF AN EVENT A CHANGE BECOMES NECESSARY IN THE BEST INTERESTS OF THE PROJECT, DUE TO CIRCUMSTANCES NOT KNOWN UNTIL THE BID DOCUMENTS WERE SUBMITTED TO THE OWNER OR ARISING THEREAFTER, THE ENGINEER MAY ALTER THE PLANS AS MAY BE NECESSARY AND INCREASE OR DECREASE THE QUANTITIES OF WORK TO BE PERFORMED IN ACCORDANCE WITH SUCH CHANGES. THE OWNER SHALL BE INFORMED WITH A COPY OF ALL SUBMITTALS AND CORRESPONDENCE AS THE CHANGES MAY OCCUR.
- 12. EXECUTION OF THE WORK WILL INVOLVE CONSIDERATION FOR ALLOWING THE OWNER TO CONTINUE TO USE AREAS OUTSIDE THE RENOVATION AREA AND THE FACILITIES ABOVE AND SURROUNDING THE AREAS UNDER RENOVATION. PRIOR TO THE AWARD OF THE CONTRACT, THE CONSTRUCTION SCHEDULE PREPARED BY THE CONTRACTOR SHALL BE SUBMITTED TO THE OWNER AND COORDINATED WITH THE FACILITY MANAGEMENT. OWNER'S APPROVAL OF THE PROPOSED SCHEDULE SHALL PRECEDE THE CONTRACT
- 13. THE CONTRACTOR SHALL REVIEW ALL EXISTING CONDITIONS TO DETERMINE ALL SERVICES (ELECTRICAL, HVAC, PLUMBING) AFFECTED BY THE RENOVATION WORK. HE SHALL MAKE NECESSARY TEMPORARY CONNECTIONS TO MAINTAIN EXISTING SERVICES TO ALL AREAS OF THE FACILITY OR OTHER AREAS NOT IN THE CONTRACT AFFECTED BY THE WORK. THE CONTRACTOR SHALL SUBMIT THE METHODS AND SCHEDULE OF CONNECTIONS FOR THE OWNER'S APPROVAL PRIOR TO COMMENCEMENT,
- 14. AS THE WORK PROGRESSES, THE CONTRACTOR SHALL PRODUCE "AS-BUILT" DRAWINGS FOR THE INSTALLATION OF ALL RENOVATION ITEMS UNDER THE CONTRACT. THE ENGINEER WILL PROVIDE THE GENERAL CONTRACTOR WITH A SET OF REPRODUCIBLES FOR THIS PURPOSE. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN THE "AS-BUILT" DRAWINGS UPDATED ACCORDING TO THE JOB PROGRESS. FOR EACH PAY REQUEST BY THE CONTRACTOR, THE OWNER AND ENGINEER SHALL RECEIVE A COPY OF THE UPDATED "AS-BUILT" DRAWINGS.

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. AISC "CODE OF STANDARD PRACTICE FOR STEEL BUILDINGS AND BRIDGES"

 I. AISC "SPECIFICATIONS FOR THE DESIGN, FABRICATION, AND ERECTION OF STRUCTURAL STEEL
- J. AISC "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 SUBPARAGRAGH 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 SOFFIT 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 PNUEMATIC 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.

CONCRETE PROCEDURE NOTES

- 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 SAME 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 DECK SURFACE.
- 11. EXPOSED REPAIR SURFACES SHALL NOT CONTAIN FINS, OFFSETS, SHOULDERS, OR PASTE LEAKING DUE TO POORLY FIT 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.

REINFORCED CONCRETE NOTES

(60,000 PSI YIELD).

- 1. ALL REINFORCED CONCRETE WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF ACI 318 "BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE"
- 2. MATERIALS:
- A. THE 28-DAY COMPRESSIVE STRENGTH OF ALL NEW CONCRETE SHALL BE A MINIMUM OF 5,000 PSI UNLESS OTHERWISE NOTED.

 B. ALL NEW REINFORCING STEEL SHALL BE EPOXY COATED REBAR AND CONFORM TO ASTM A775
- 3. 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"

- 4. UNLESS DIRECTED OTHERWISE BY THE ENGINEER, ALL CONCRETE REINFORCEMENT SHALL BE DETAILED, FABRICATED, LABELED, SUPPORTED, AND SPACED IN THE FORMS AND SECURED IN PLACE IN ACCORDANCE WITH THE PROCEDURES AND REQUIREMENTS OUTLINED IN THE LATEST EDITION OF ACI 315 "MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES". BAR SUPPORT IN CONTACT WITH EXPOSED SURFACES SHALL BE PLASTIC TIPPED.
- 5. SHOP DRAWINGS SHOWING REINFORCING DETAILS, INCLUDING STEEL SIZES, SPACING, AND PLACEMENT, SHALL BE SUBMITTED TO THE ENGINEER PRIOR TO FABRICATION.
- 6. FORMS FOR ALL CONCRETE WORK, IF USED, SHALL BE TIGHT, LEAKPROOF, AND PROVIDE THE NECESSARY RIGIDITY TO SUPPORT THE IMPOSED LOADS WITHOUT ANY SETTLEMENT OR DEFORMATION.
- 7. ALL REINFORCING SPLICES SHALL CONFORM TO THE REQUIREMENTS OF THE LATEST EDITION OF ACI 318, BUT IN NO CASE WILL IT BE LESS THAN THE LENGTHS NOTED BELOW, UNLESS NOTED ON THE DRAWINGS. WELDED WIRE FABRIC SHALL BE LAPPED 2 FULL MESH PANELS AND TIED SECURELY. WHERE REQUIRED, DOWELS SHALL MATCH SIZE AND NUMBER OF MAIN REINFORCING BARS AND BE SPLICED ACCORDING TO THE TABLE BELOW, UNLESS NOTED OTHERWISE.

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
- CLEAR COVER BETWEEN 1 AND 3 BAR DIAMETERS

 BAR SPACING BETWEEN 2 AND 6 BAR DIAMETERS

Design Management

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GENERAL NOTES

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DATE: 05/20/22

PROJECT NO : 51-22110

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FLOOR PLAN

DRAWING NO.

FOR DRAIN REPLACEMENT, SEE DETAIL 12, DRAWING S2.05

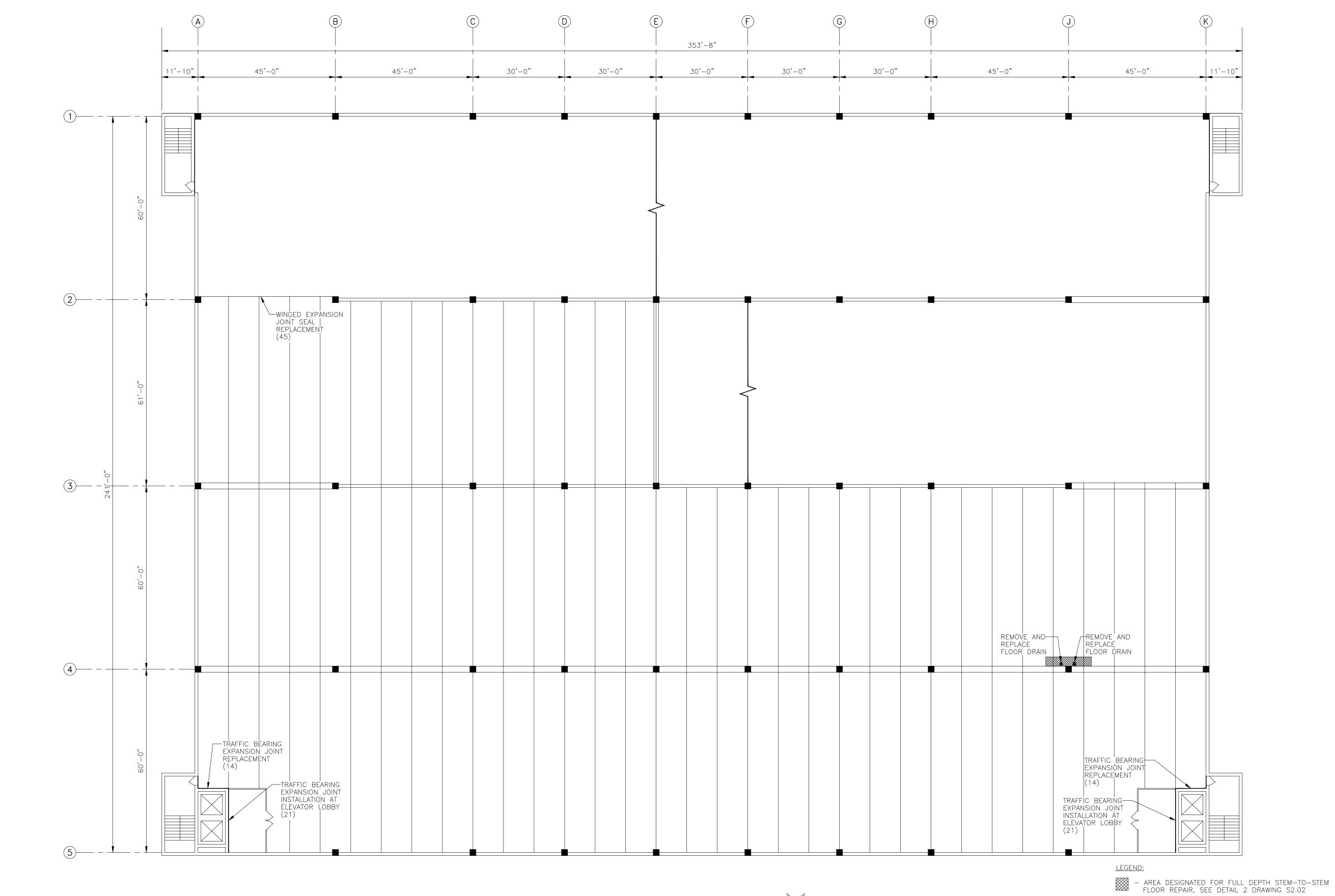
FOR WINGED EXPANSION JOINT SEAL REPLACEMENT, SEE DETAIL 16, DRAWING S2.06

FOR TRAFFIC BEARING EXPANSION JOINT SEAL INSTALLATION AT ELEVATOR LOBBY, SEE DETAIL 18, DRAWING S2.06

FOR TRAFFIC BEARING EXPANSION JOINT SEAL REPLACEMENT, SEE DETAIL 17, DRAWING S2.06

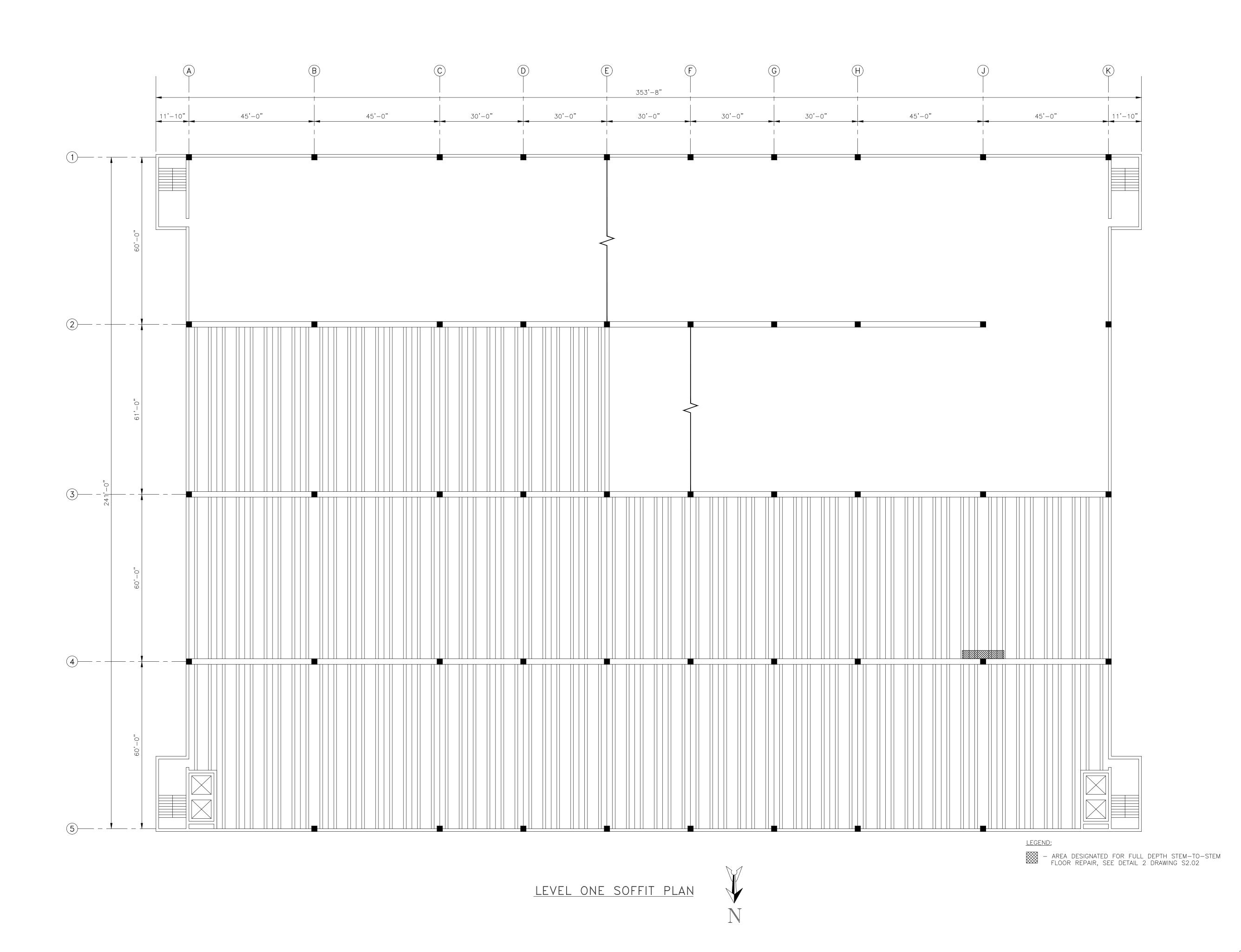
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LEVEL ONE FLOOR PLAN





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

NO. DESCRIPTION DATE

DRAWING TITLE:

LEVEL

ONE

ONE SOFFIT PLAN

S1.02

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LEVEL TWO FLOOR PLAN

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LEGEND:

FOR WINGED EXPANSION JOINT SEAL REPLACEMENT, SEE DETAIL 16, DRAWING S2.06

FOR TRAFFIC BEARING EXPANSION JOINT SEAL REPLACEMENT, SEE DETAIL 17, DRAWING S2.06

FOR TRAFFIC BEARING EXPANSION JOINT SEAL INSTALLATION AT ELEVATOR LOBBY, SEE DETAIL 18, DRAWING S2.06

FOR NON-TRAFFIC BEARING EXPANSION JOINT SEAL INSTALLATION, SEE DETAIL 15, DRAWING S2.06

REPAIR AND PREVENTATIVE MAINTENANCE OF THE SNECA ALLEGANY CASINO AND HOTEL P.

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LEVEL TWO FLOOR PLAN

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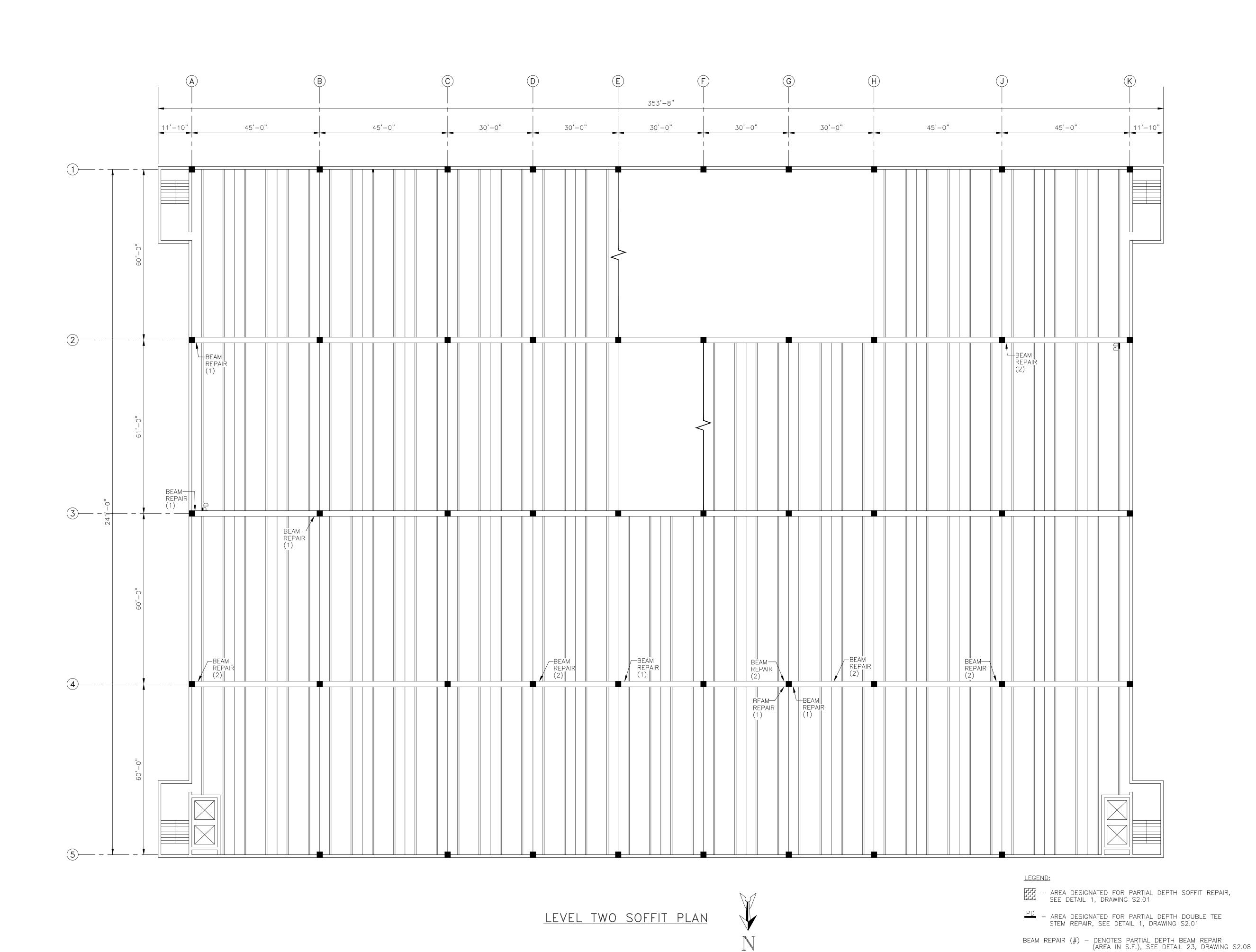
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LEVEL TWO SOFFIT PLAN

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LEVEL THREE FLOOR PLAN

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

NO. DESCRIPTION DATE DRAWING TITLE:

LEVEL
THREE
FLOOR
PLAN

DRAWING NO.

S1.05

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 05/20/22

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FOR DRAIN REPLACEMENT, SEE DETAIL 14, DRAWING S2.05

FOR TRAFFIC BEARING EXPANSION JOINT SEAL REPLACEMENT, SEE DETAIL 17, DRAWING S2.06

FOR NON-TRAFFIC BEARING EXPANSION JOINT SEAL INSTALLATION, SEE DETAIL 15, DRAWING S2.06

FOR TRAFFIC BEARING EXPANSION JOINT SEAL INSTALLATION AT ELEVATOR LOBBY, SEE DETAIL 18, DRAWING S2.06

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LEVEL THREE SOFFIT PLAN

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S1.06

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LEVEL THREE SOFFIT PLAN

LEGEND:

- AREA DESIGNATED FOR PARTIAL DEPTH SOFFIT REPAIR, SEE DETAIL 1, DRAWING \$2.01

PD - AREA DESIGNATED FOR PARTIAL DEPTH DOUBLE TEE STEM REPAIR, SEE DETAIL 1, DRAWING S2.01

AREA DESIGNATED FOR FULL DEPTH FLOOR REPAIR, SEE DETAIL 2, DRAWING \$2.02

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

LEVEL FOUR FLOOR PLAN

MAINTENANCE PREVENTATIVE OF THE AND REPAII

NO. DESCRIPTION DA DRAWING TITLE:

LEVEL FOUR FLOOR

PLAN DRAWING NO.

SCALE: 1/16"=1'-0" 05/20/22 PROJECT NO : **51-22110** Copyright © 2022 DESMAN. All rights reserved. No part of these documents may be reproduced in any form or by any means without permission from DESMAN. DES. DRWN. CK'D. EAD DJC MWR

<u>LEGEND:</u>

FOR TRAFFIC BEARING EXPANSION JOINT SEAL REPLACEMENT, SEE DETAIL 17, DRAWING S2.06

FOR NON-TRAFFIC BEARING EXPANSION JOINT SEAL INSTALLATION, SEE DETAIL 15, DRAWING S2.06

FOR TRAFFIC BEARING EXPANSION JOINT SEAL INSTALLATION AT ELEVATOR LOBBY, SEE DETAIL 18, DRAWING S2.06

LEVEL FOUR SOFFIT PLAN

REPAIR AND PREVENTATIVE MAINTENANCE OF THE SENECA ALLEGANY CASINO AND HOTEL P.

NO. DESCRIPTION DATE DRAWING TITLE:

LEVEL FOUR SOFFIT

PLAN
DRAWING NO.

S1.08

SCALE: 1/16"=1'-0"

DATE: 05/20/22

PROJECT NO : 51-22110

DES. DRWN. CK'D.

EAD DJC MWR

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LEGEND:

PD - AREA DESIGNATED FOR PARTIAL DEPTH DOUBLE TEE STEM REPAIR, SEE DETAIL 1, DRAWING S2.01

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

HAUNCH REPAIR (#) — DENOTES PARTIAL DEPTH HAUNCH REPAIR (AREA IN S.F.), SEE DETAIL 8, DRAWING S2.04

LEVEL FIVE FLOOR PLAN



<u>LEGEND:</u> FOR TRAFFIC BEARING EXPANSION JOINT SEAL REPLACEMENT, SEE DETAIL 17, DRAWING S2.06 FOR TRAFFIC BEARING EXPANSION JOINT SEAL INSTALLATION AT ELEVATOR LOBBY, SEE DETAIL 18, DRAWING S2.06

FOR NON-TRAFFIC BEARING EXPANSION JOINT SEAL INSTALLATION, SEE DETAIL 15, DRAWING S2.06

MAINTENANCE PREVENTATIVE OF THE CASINO AND

	ISSUE	
NO.	DESCRIPTION	DA
DRA	WING TITLE:	
	LEVEL FIVE	

FLOOR PLAN

DRAWING NO.

SCALE: 1/16"=1'-0"

05/20/22 PROJECT NO : **51-22110** DES. DRWN. CK'D.

EAD DJC MWR

LEVEL FIVE SOFFIT PLAN

MAINTENANCE PREVENTATIVE OF THE AND

ISSUE NO. DESCRIPTION DAT DRAWING TITLE: LEVEL

REPAIR

FIVE SOFFIT PLAN

DRAWING NO.

SCALE: 1/16"=1'-0" 05/20/22 PROJECT NO : 51-22110 DES. DRWN. CK'D.

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

LEVEL SIX FLOOR PLAN

TRAFFIC BEARING EXPANSION JOINT REPLACEMENT

EXPANSION JOINT

INSTALLATION AT ELEVATOR LOBBY (21)



TRAFFIC BEARING-EXPANSION JOINT REPLACEMENT

(14)

TRAFFIC BEARING-EXPANSION JOINT INSTALLATION AT ELEVATOR LOBBY

- AREA DESIGNATED FOR FULL DEPTH STEM-TO-STEM FLOOR REPAIR, SEE DETAIL 2 DRAWING S2.02

FOR DRAIN REPLACEMENT, SEE DETAIL 14, DRAWING S2.05

FOR TRAFFIC BEARING EXPANSION JOINT SEAL REPLACEMENT, SEE DETAIL 17, DRAWING S2.06

FOR TRAFFIC BEARING EXPANSION JOINT SEAL INSTALLATION AT ELEVATOR LOBBY, SEE DETAIL 18, DRAWING S2.06

FOR NON-TRAFFIC BEARING EXPANSION JOINT SEAL INSTALLATION, SEE DETAIL 15, DRAWING S2.06

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MAINTENANCE PREVENTATIVE OF THE CASINO AND

NO. DESCRIPTION DA DRAWING TITLE: LEVEL SIX FLOOR

PLAN

DRAWING NO.

1/16"=1'-0' SCALE: 05/20/22 PROJECT NO : **51-22110**

DES. DRWN. CK'D. EAD DJC MWR

LEVEL SIX SOFFIT PLAN

MAINTENANCE PREVENTATIVE OF THE AND REPAII

Design Management

NO. DESCRIPTION DAT DRAWING TITLE: LEVEL SIX

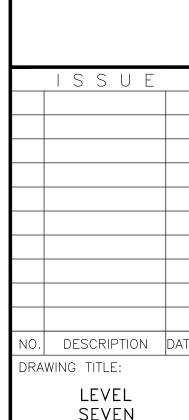
SOFFIT PLAN DRAWING NO.

SCALE: 1/16"=1'-0" 05/20/22 PROJECT NO : 51-22110 DES. DRWN. CK'D.

EAD DJC MWR

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



SEVEN FLOOR PLAN

DRAWING NO.

FOR NON-TRAFFIC BEARING EXPANSION JOINT SEAL INSTALLATION, SEE DETAIL 15, DRAWING S2.06

1/16"=1'-0' SCALE: 05/20/22 PROJECT NO : **51-22110** DES. DRWN. CK'D.

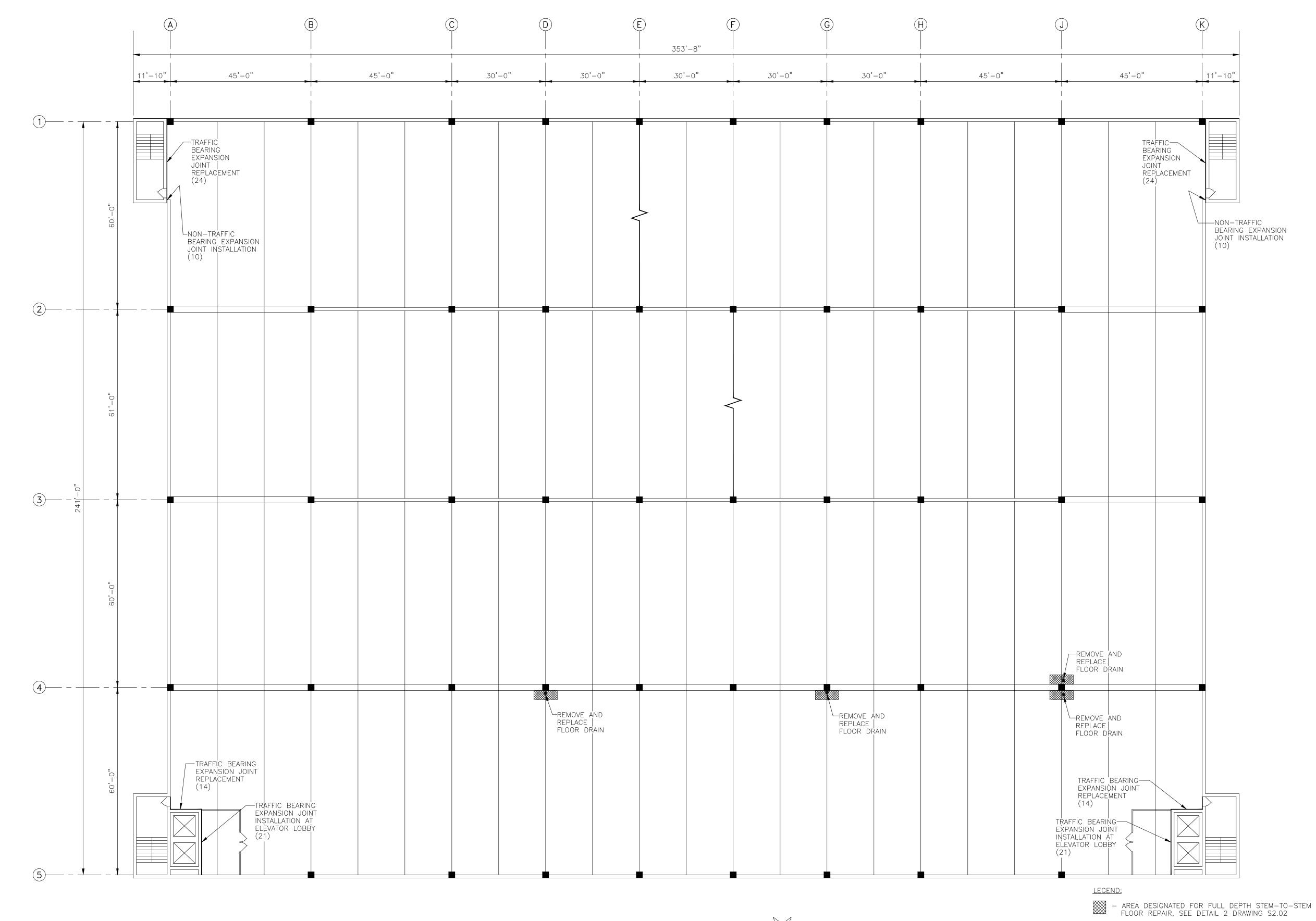
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FOR DRAIN REPLACEMENT, SEE DETAIL 14, DRAWING S2.05

FOR TRAFFIC BEARING EXPANSION JOINT SEAL REPLACEMENT, SEE DETAIL 17, DRAWING S2.06

FOR TRAFFIC BEARING EXPANSION JOINT SEAL INSTALLATION AT ELEVATOR LOBBY, SEE DETAIL 18, DRAWING S2.06



LEVEL SEVEN FLOOR PLAN





NO. DESCRIPTION DAT DRAWING TITLE:

LEVEL SEVEN SOFFIT

PLAN
DRAWING NO.

\$1.14

SCALE: 1/16"=1'-0"

DATE: 05/20/22

PROJECT NO : 51-22110

DES. DRWN. CK'D.

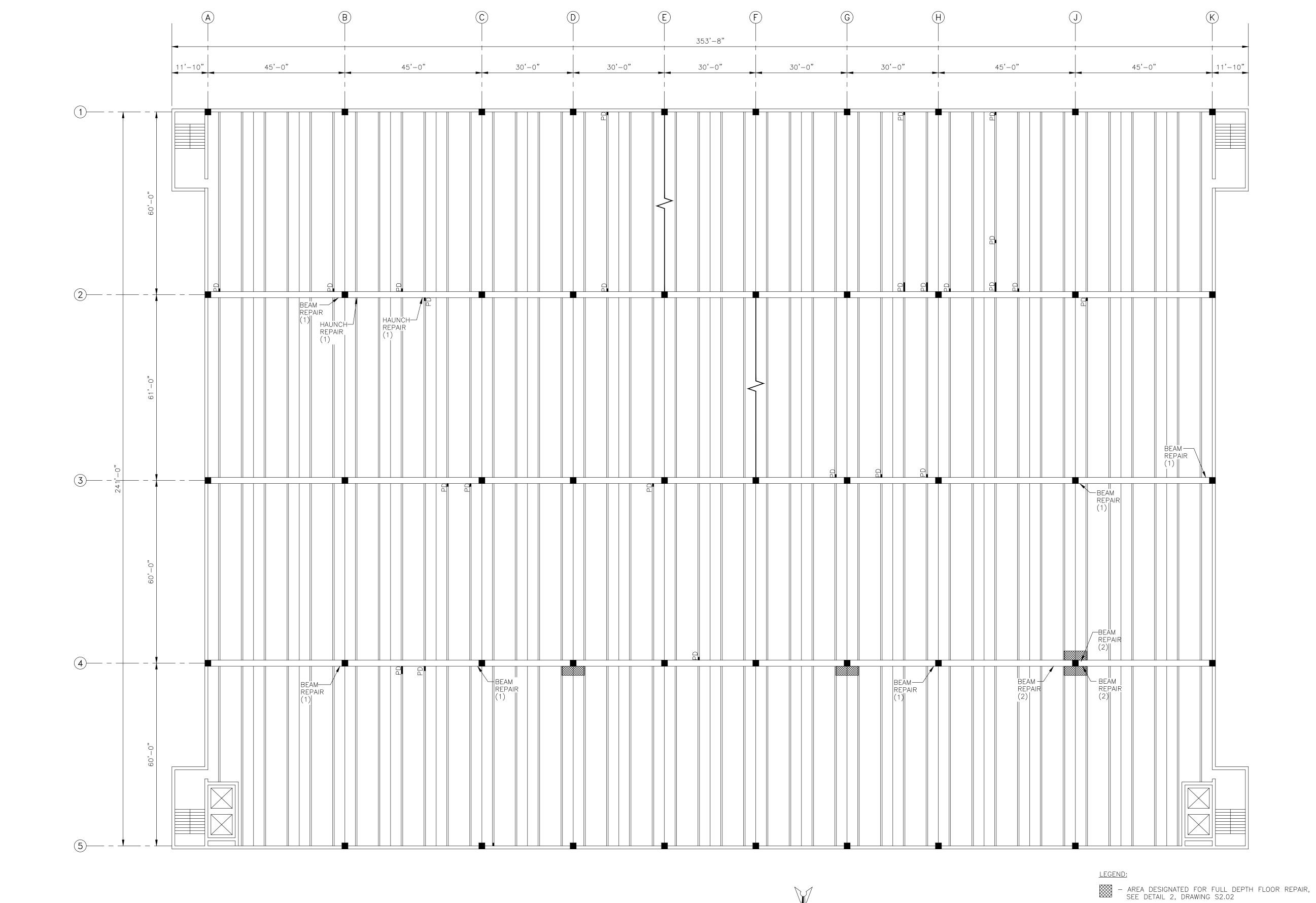
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HAUNCH REPAIR (#) — DENOTES PARTIAL DEPTH HAUNCH REPAIR
(AREA IN S.F.), SEE DETAIL 8, DRAWING \$2.04

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PD - AREA DESIGNATED FOR PARTIAL DEPTH DOUBLE TEE STEM REPAIR, SEE DETAIL 1, DRAWING S2.01

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



LEVEL SEVEN SOFFIT PLAN

EIGHT FLOOR PLAN

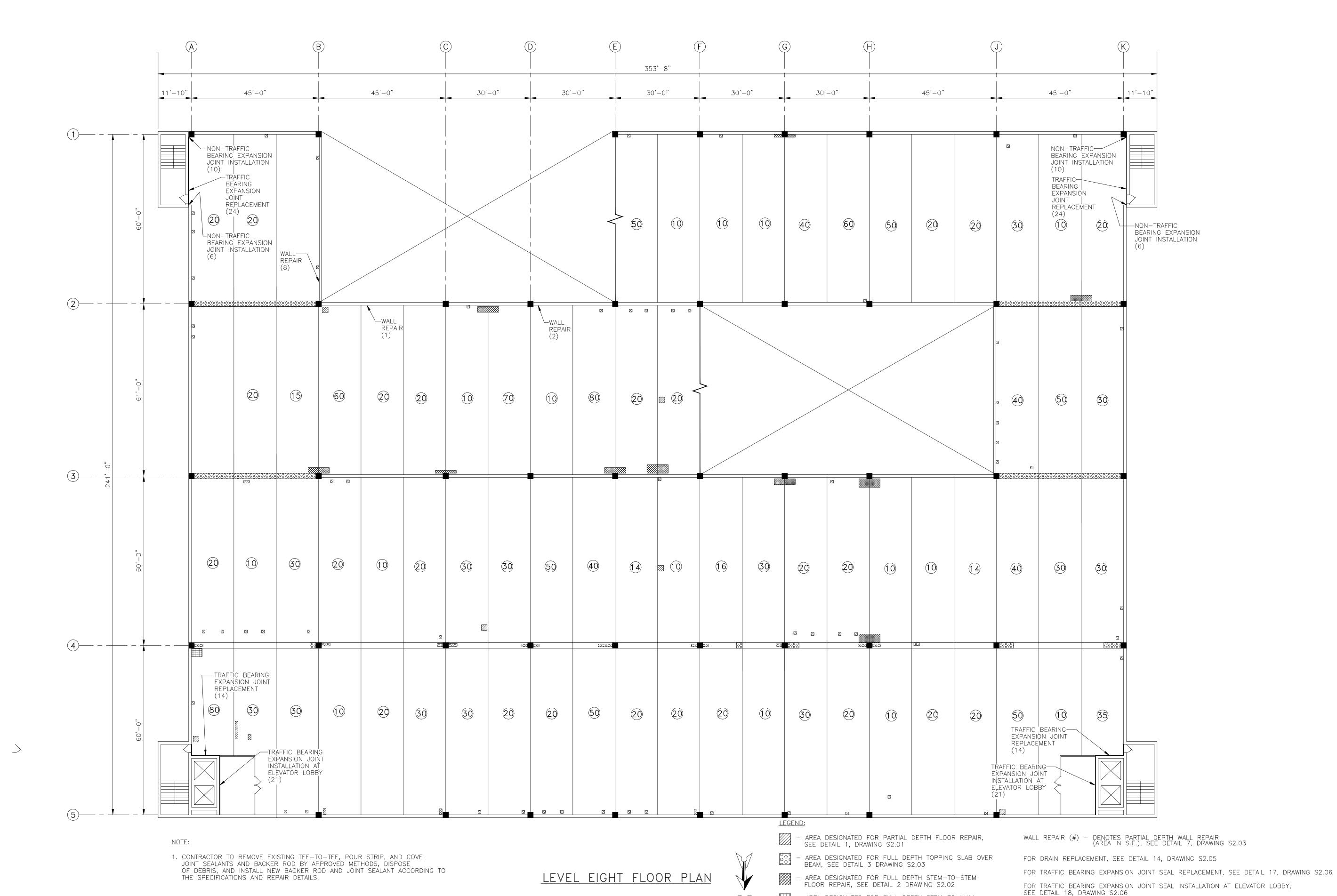
DRAWING NO.

FOR NON-TRAFFIC BEARING EXPANSION JOINT SEAL INSTALLATION, SEE DETAIL 15, DRAWING S2.06

1/16"=1'-0' 05/20/22 PROJECT NO : 51-22110 DES. | DRWN. | CK'D.

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- NUMBER INDICATES FLOOR CRACKS DESIGNATED FOR REPAIR, FOR TEE-TO-TEE JOINT SEALANT REPLACEMENT, SEE DETAIL 9, DRAWING \$2.04 FOR JOINT SEALANT REPLACEMENT (COVE, POUR STRIP), SEE DETAIL 10, DRAWING S2.04 Copyright © 2022 DESMAN. All rights reserved. No part of these documents may be reproduced in any form or by any means without permission from DESMAN.



- AREA DESIGNATED FOR FULL DEPTH STEM-TO-WALL FLOOR REPAIR, SEE DETAIL 22 DRAWING S2.07

MAINTENANCE PREVENTATIVE OF THE AND REPAII

1 S S U 1 NO. DESCRIPTION DA DRAWING TITLE: LEVEL EIGHT SOFFIT

PLAN DRAWING NO.

S1.16

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PD — AREA DESIGNATED FOR PARTIAL DEPTH DOUBLE TEE STEM REPAIR, SEE DETAIL 1, DRAWING S2.01 BEAM REPAIR (#) — DENOTES PARTIAL DEPTH BEAM REPAIR (AREA IN S.F.), SEE DETAIL 23, DRAWING S2.08

— AREA DESIGNATED FOR PARTIAL DEPTH SOFFIT REPAIR, SEE DETAIL 1, DRAWING \$2.01

- AREA DESIGNATED FOR FULL DEPTH STEM-TO-STEM, FLOOR REPAIR, SEE DETAIL 2, DRAWING S2.02

- AREA DESIGNATED FOR FULL DEPTH STEM-TO-WALL FLOOR REPAIR, SEE DETAIL 22, DRAWING S2.07



353'-8"

30'-0"

30'-0"

30'-0"

45'-0"

45'-0"

BEAM— REPAIR (2)

BEAM— REPAIR (2)

||_/—BEAM || REPAIR | (1)||

<u>LEGEND:</u>

∽BEAM REPAIR

30'-0"

30'-0"

45'-0"

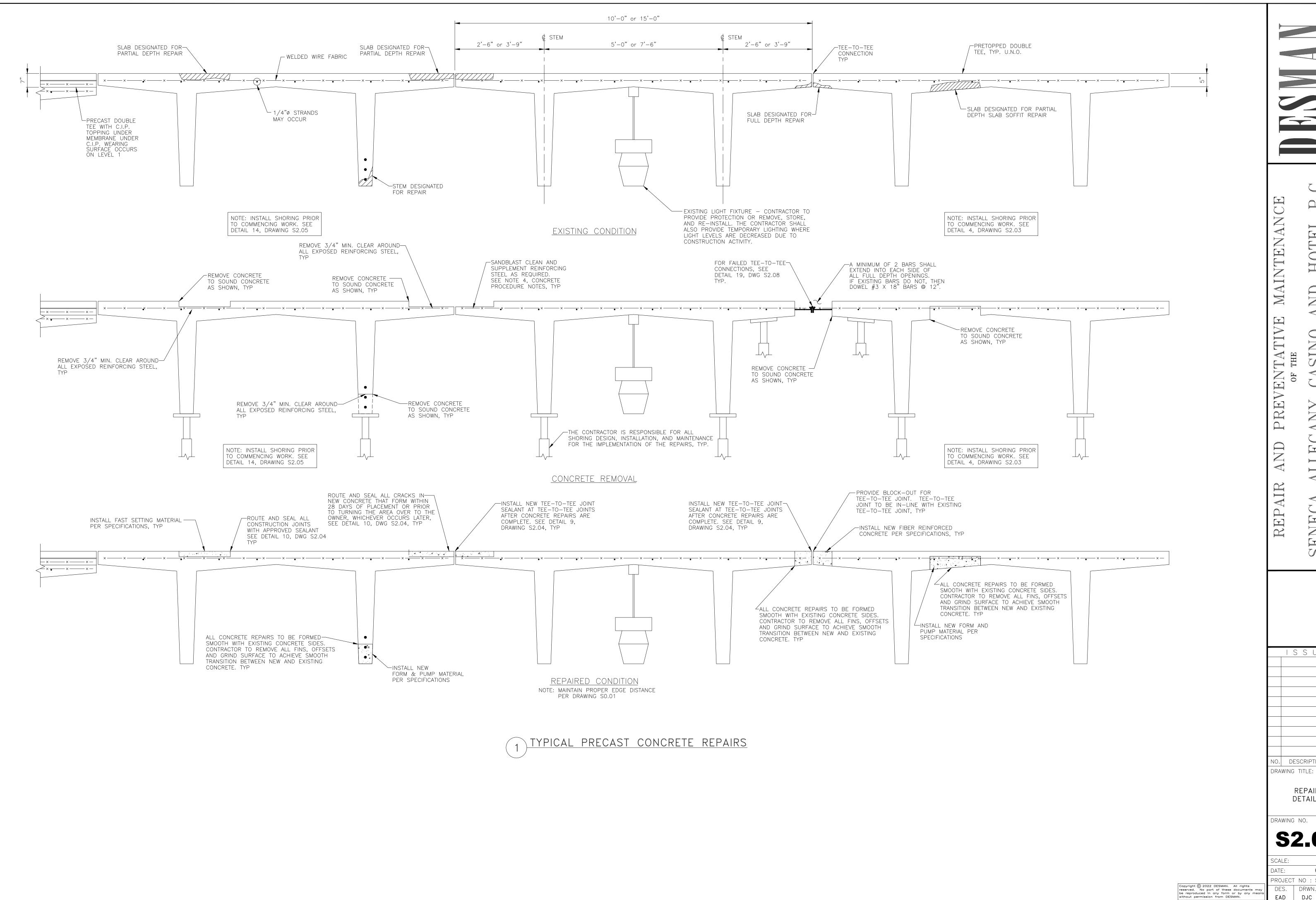
45'-0"

BEAM REPAIR

BEÄM— REPAIR (2)||

BEAM-/ REPAIR

BEAM | REPAIR

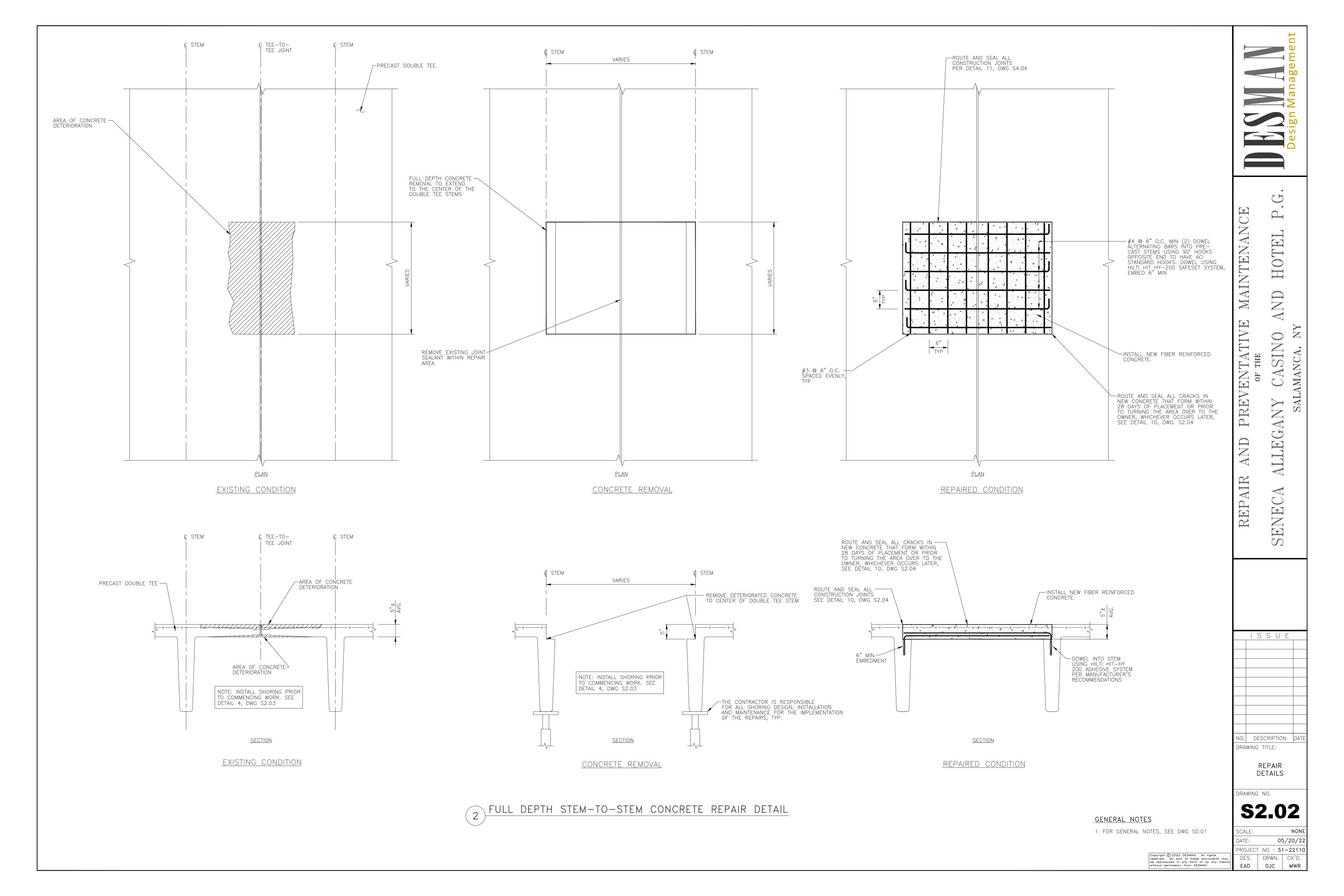


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IO. DESCRIPTION DATI

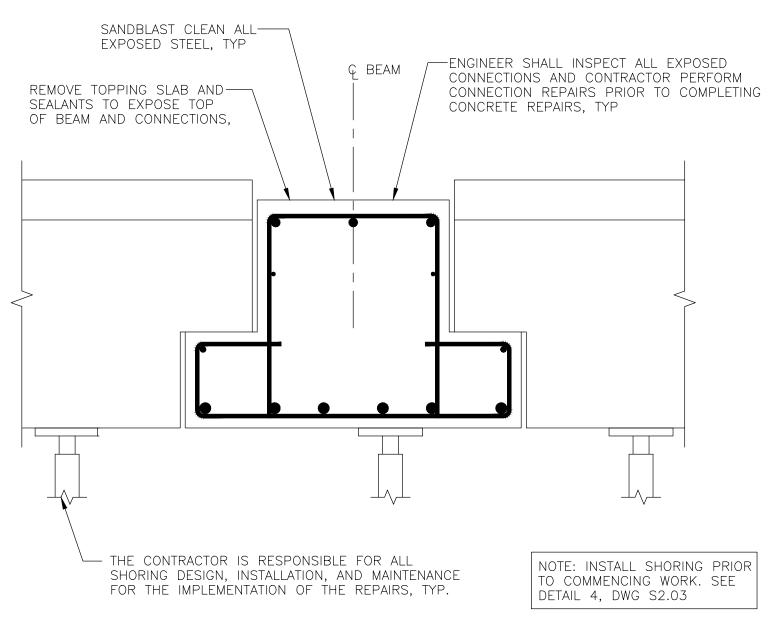
REPAIR DETAILS

05/20/22 PROJECT NO : **51-22110** DES. | DRWN. | CK'D. EAD DJC MWR

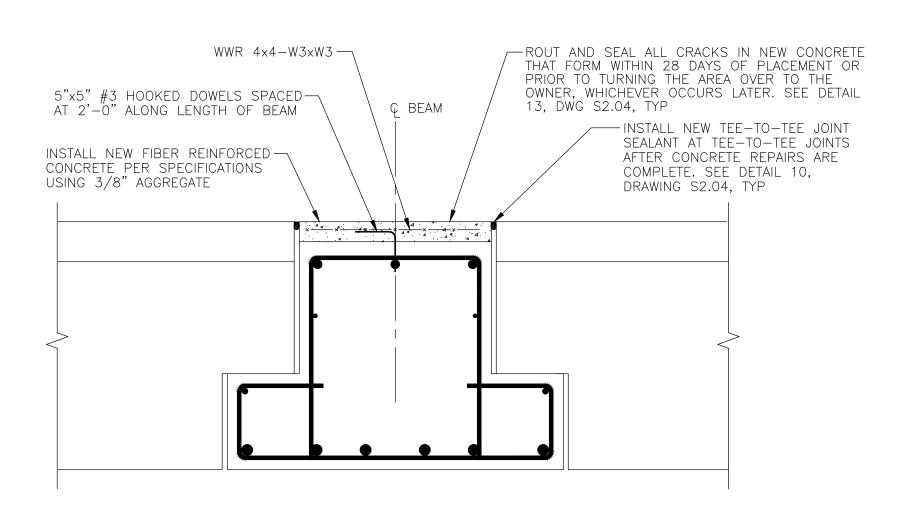


NOTE: INSTALL SHORING PRIOR TO COMMENCING WORK. SEE DETAIL 4, DWG S2.03

EXISTING CONDITION

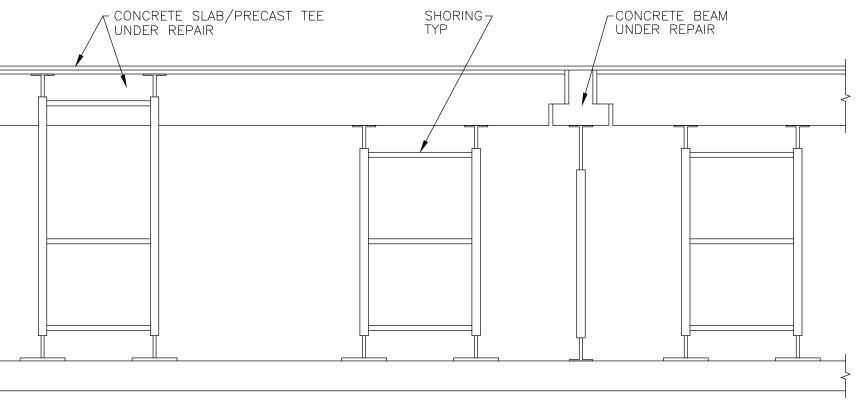


CONCRETE REMOVAL



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.

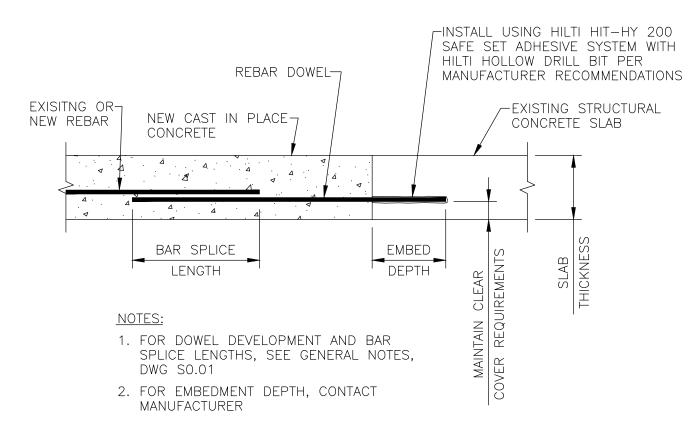
SHORING NOTES

- 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. SUFFICENT 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
- 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 PROFFESIONAL ENGINEER.
- 8. THE SHORING SHALL BE DESIGNED FOR WORKING LOADS SHOWN BELOW:

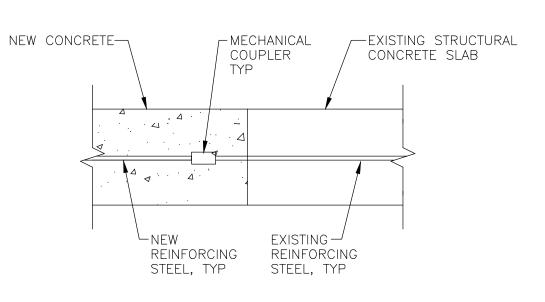
REGULATIONS OF THE SCAFFOLD AND SHORING INSTITUTE.

- A. WEIGHT OF CONCRETE (DEAD). B. WEIGHT OF FORMWORK (DEAD).. .10 LBS/SF CONSTRUCTION LOAD (LIVE)30 LBS/SF MIN. .100 LBS/SF MIN. DEAD + LIVE . ASCE 7 LOADS OR APPLICABLE LOCAL CODE (LIVE) 40-100+ LBS/SF
- 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.

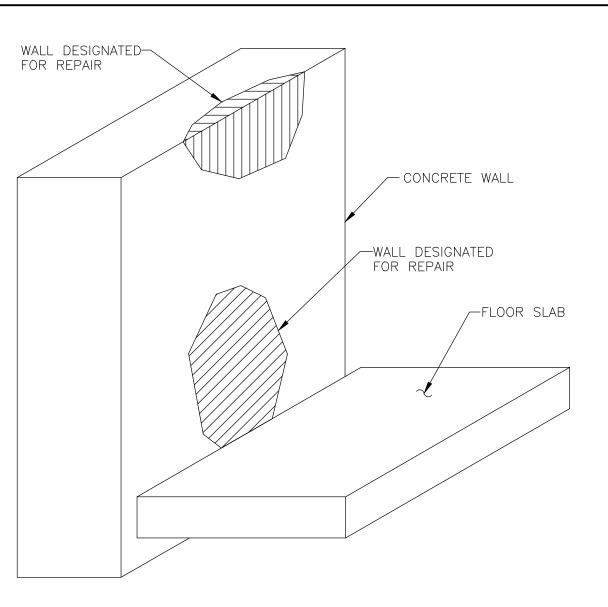
SHORING DETAILS/REQUIREMENTS FOR SLAB REPAIRS SCALE: NONE



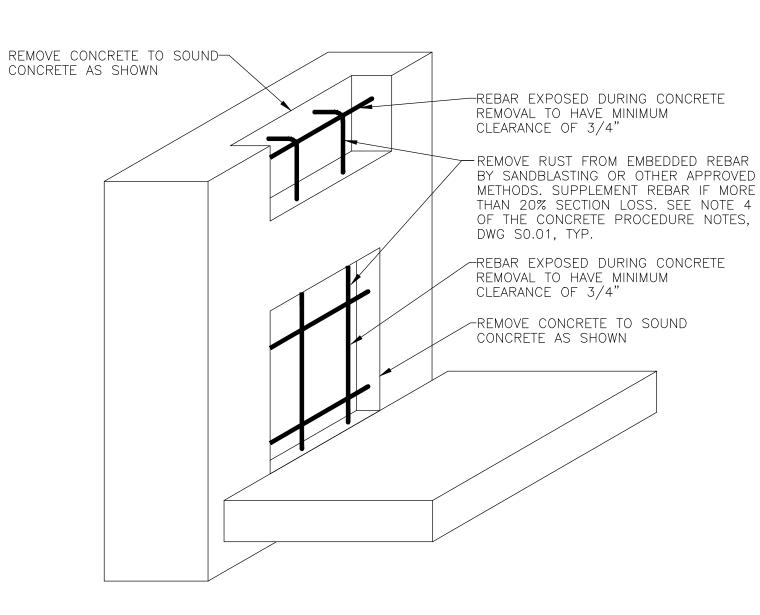




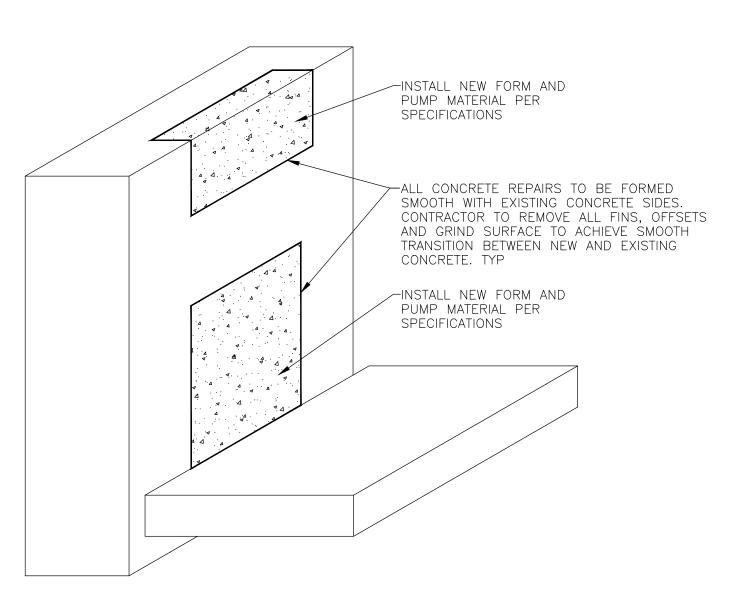




EXISTING CONDITION



CONCRETE REMOVAL



REPAIRED CONDITION

PARTIAL DEPTH WALL REPAIR DETAIL

OF THE \models REP

ISSU E DESCRIPTION DATE DRAWING TITLE: REPAIR DETAILS

DRAWING NO.

S2.03 SCALE:

05/20/22 PROJECT NO : 51-22110 DES. | DRWN. | CK'D. EAD DJC MWR



 \models OF THE REP

CFRP TEE JOINT BISCUIT -BY V2 COMPOSITES, INSTALL

TOP VIEW

SECTION VIEW

PER MANUFACTURER'S RECOMMENDATIONS

BISCUIT LOCATION -

CONCRETE TEE FLANGE-

ISSU E

O. DESCRIPTION DAT DRAWING TITLE:

REPAIR

DETAILS

DRAWING NO.

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-INSTALL NEW FORM AND PUMP MATERIAL PER **SPECIFICATIONS** -ALL CONCRETE REPAIRS TO BE FORMED SMOOTH WITH EXISTING CONCRETE SIDES. CONTRACTOR TO REMOVE ALL FINS, OFFSETS AND GRIND SURFACE TO ACHIEVE SMOOTH TRANSITION BETWEEN NEW AND EXISTING CONCRETE. TYP. -ALL CONCRETE REPAIRS TO BE FORMED SMOOTH WITH EXISTING CONCRETE SIDES. CONTRACTOR TO REMOVE ALL FINS, OFFSETS AND GRIND SURFACE TO ACHIEVE SMOOTH TRANSITION BETWEEN NEW AND EXISTING CONCRETE. TYP. -INSTALL NEW FORM & PUMP MATERIAL PER SPECIFICATIONS

-REMOVE CONCRETE TO SOUND CONCRETE AS SHOWN, TYP. —SANDBLAST CLEAN BEARING PLATE -HAUNCH DESIGNATED -SANDBLAST CLEAN AND SUPPLEMENT REINFORCING STEEL AS REQUIRED. SEE NOTE 4, OF THE CONCRETE PROCEDURE NOTES, TYP. -REMOVE RUST FROM EMBEDDED REBAR BY SANDBLASTING OR OTHER APPROVED METHODS. SUPPLEMENT REBAR IF MORE THAN 20% SECTION LOSS. SEE NOTE 4. OF THE CONCRETE PROCEDURE NOTES, DWG. S0.01, TYP. -REBAR EXPOSED DURING CONCRETE REMOVAL TO HAVE MINIMUM CLEARANCE OF 3/4", TYP. REMOVE CONCRETE TO SOUND , 4 4 4 CONCRETE AS SHOWN, TYP. ¢ STEM

REPAIRED CONDITION

-BEARING PLATE

FOR REPAIR

COLUMN DESIGNATED

COLUMN-

EXISTING CONDITION

FOR REPAIR

FLOOR SLAB-

END OF SLAB

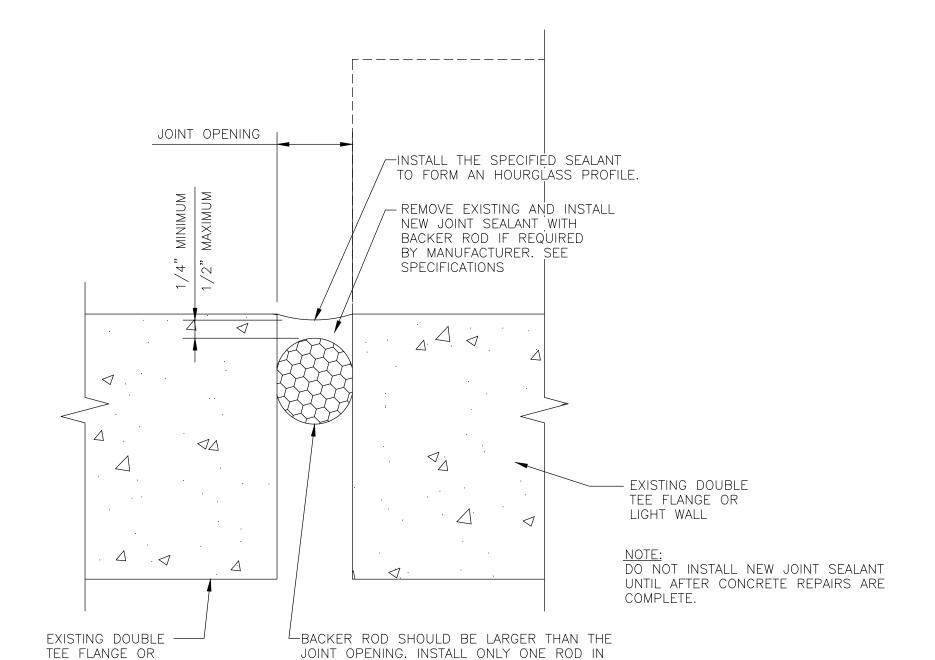
COLUMN REPAIR NOTES:

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.

CONCRETE REMOVAL

- 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.

COLUMN/HAUNCH REPAIR DETAIL



THE JOINT, AT NO TIME SHALL MULTIPLE RODS

BE COMBINED WITHIN THE JOINT OPENING.

9 TEE-TO-TEE JOINT SEALANT DETAIL

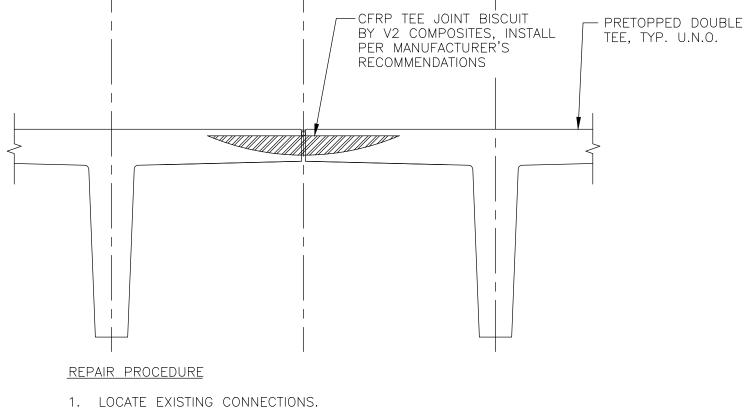
REMOVE EXISTING SEALANT AND INSTALL NEW SPECIFIED SEALANT PER THE MANUFACTURER'S RECOMMENDATIONS -WALL, COLUMN, CURB OR OTHER VERTICAL 1/2" TRANSITION 1/2" TYP CONSTRUCTION JOINT-CONTROL JOINT -CRACK -COVE JOINT

- 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.
- 4. ROUT AND CLEAN TO ESTABLISH A PROFILE OF V-SHAPED GROOVE (1/2" X 1/2")

3. REMOVE EXISTING DETERIORATED JOINT/CRACK SEALANT BY APPROVED METHODS.

- 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



¢ TEE-TO-TEE JOINT

- 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
- 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.

SIDE IN THE SLOT TO SEAT IT AND REMOVE ANY TRAPPED AIR.

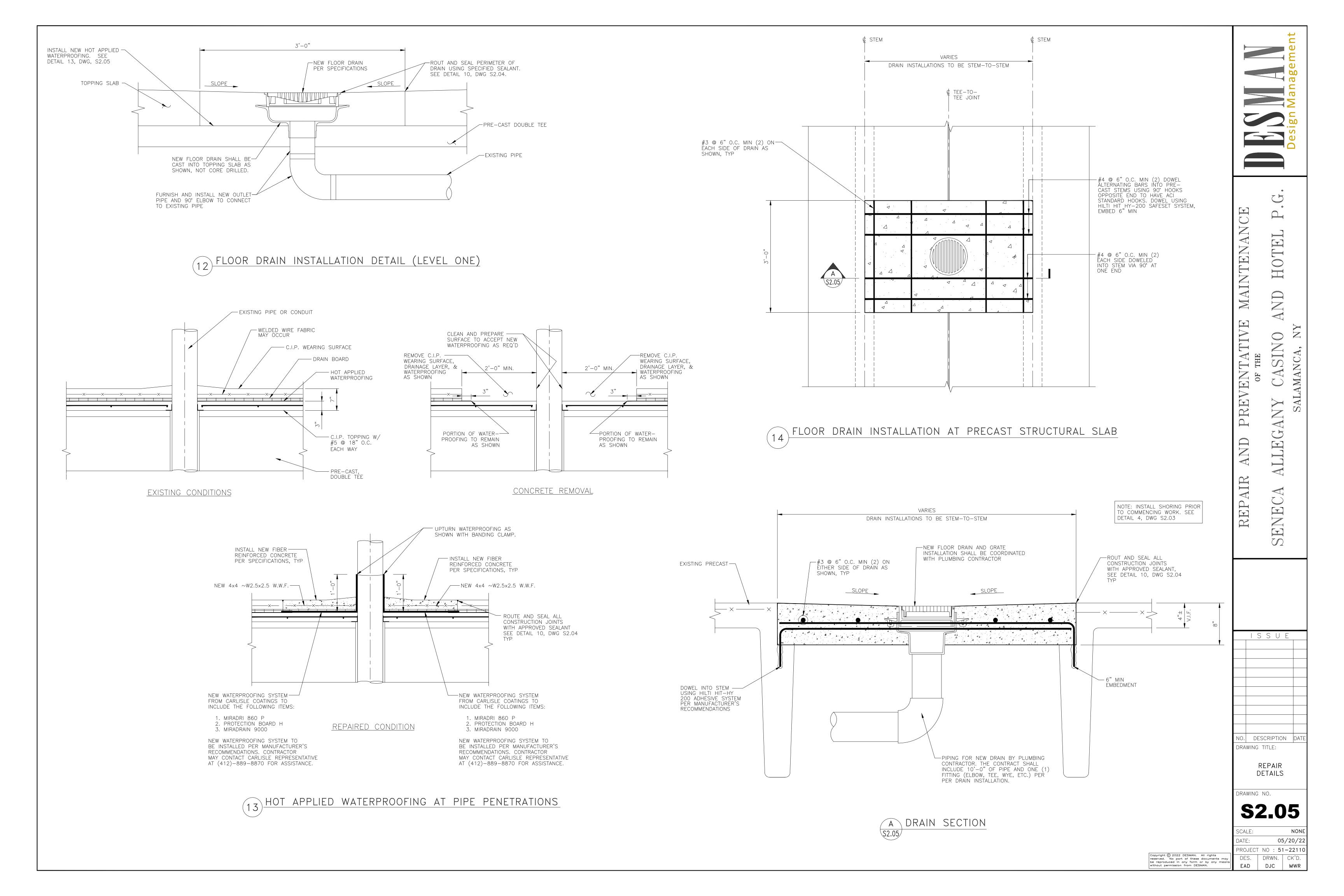
WET CUTTING:

-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

TEE-TO-TEE CONNECTION REPAIR DETAIL



-EXISTING

SLAB

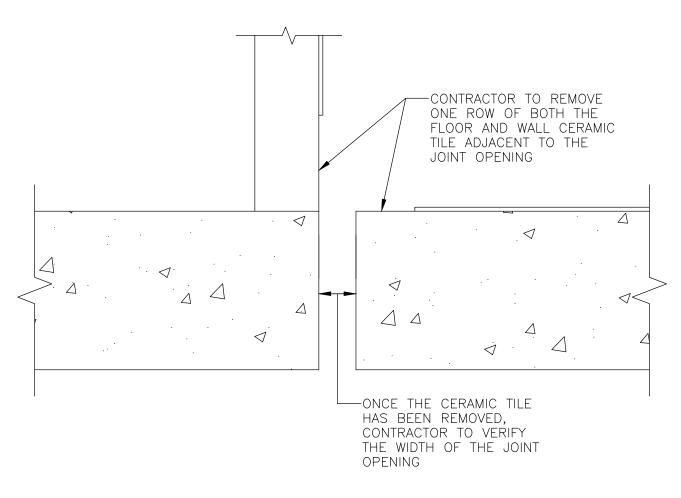
STRUCTURAL



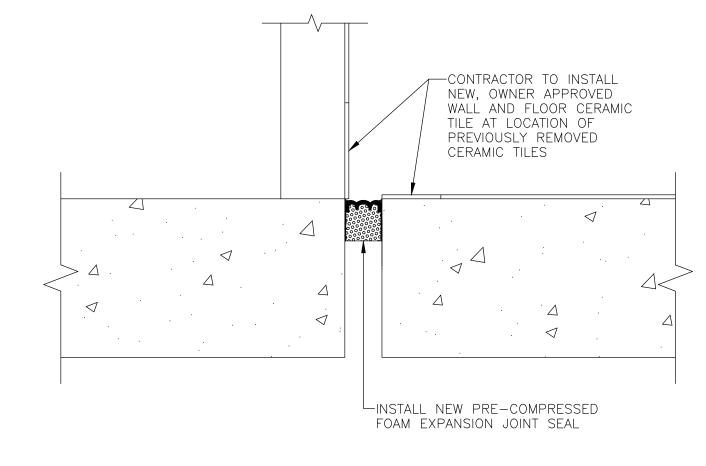
EXISTING -

JOINT

OPENING



JOINT SEAL REMOVAL



REPAIRED CONDITION

TRAFFIC BEARING EXPANSION JOINT REPLACEMENT DETAIL

AT ELEVATOR LOBBY

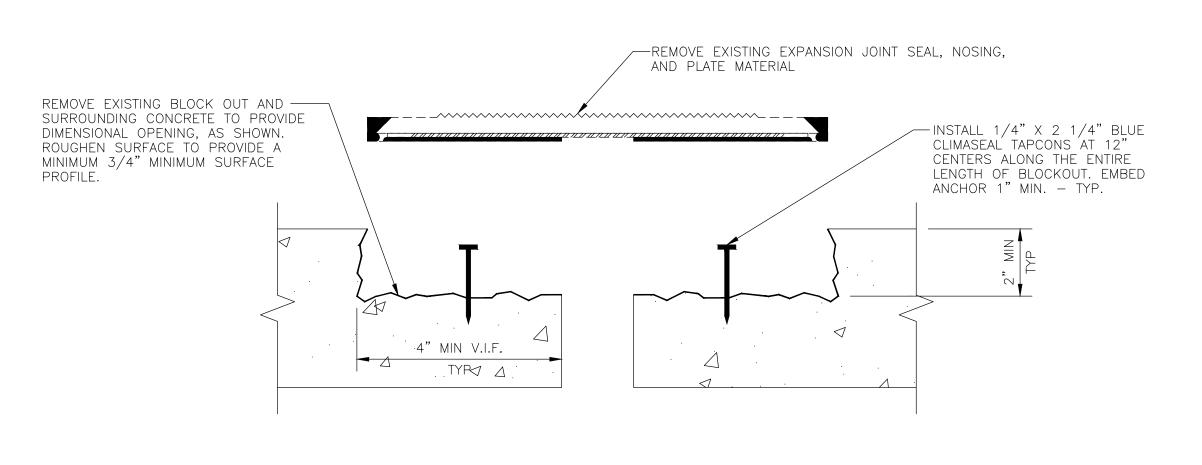
EXISTING CONTINUOUS _EXISTING PREMOLD TRAFFIC PLATE EXPANSION JOINT SEAL TO BE REMOVED EXISTING NOSING — MATERIAL, TYP FINISHED SURFACE VERIFY

AND/OR SEALANT AND INSTALL NEW

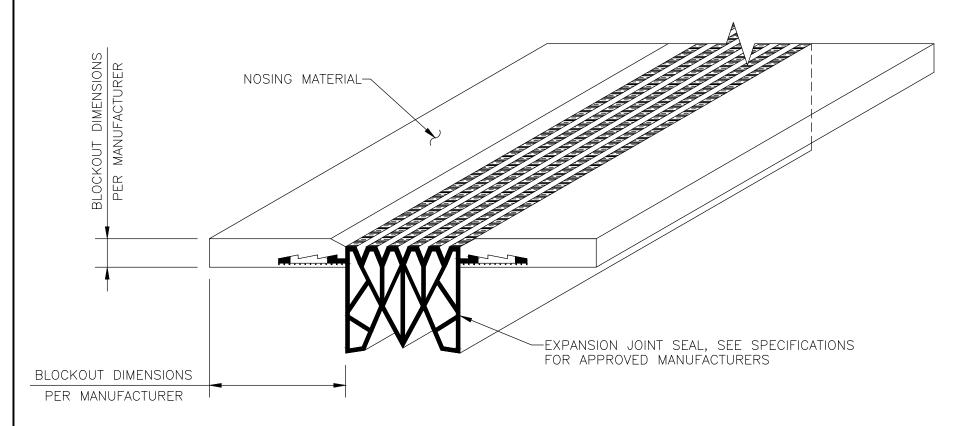
- EXTEND NEW JOINT SEAL DOWN EACH SIDES OF WALL TO SLAB AS REQUIRED.

NON-TRAFFIC BEARING EXPANSION JOINT SEAL PER SPECIFICATIONS

EXISTING CONDITION



JOINT SEAL REMOVAL



NON-TRAFFIC BEARING EXPANSION JOINT SEAL DETAIL

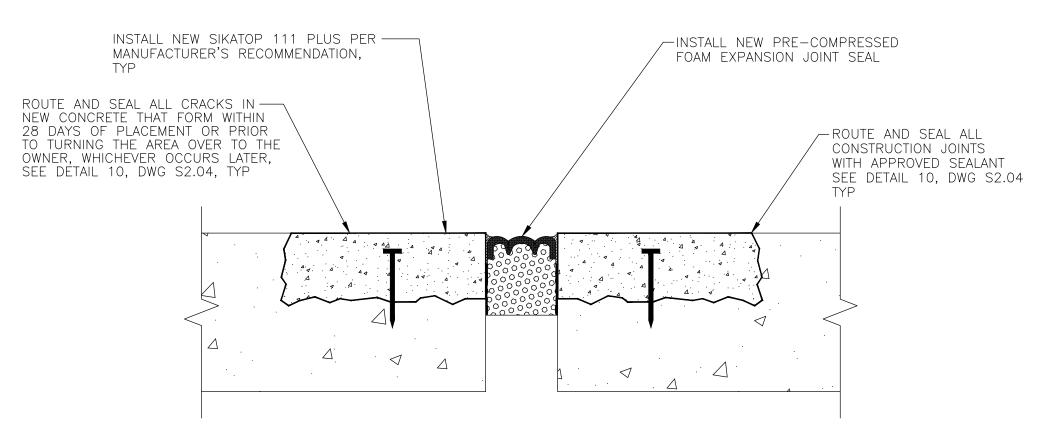
TYPICAL INSTALLATION

CONCRETE —

WALL, TYP

- 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.

STANDARD WINGED EXPANSION (16) JOINT SYSTEM INSTALLATION DETAIL



REPAIRED CONDITION

TRAFFIC BEARING EXPANSION JOINT REPLACEMENT DETAIL

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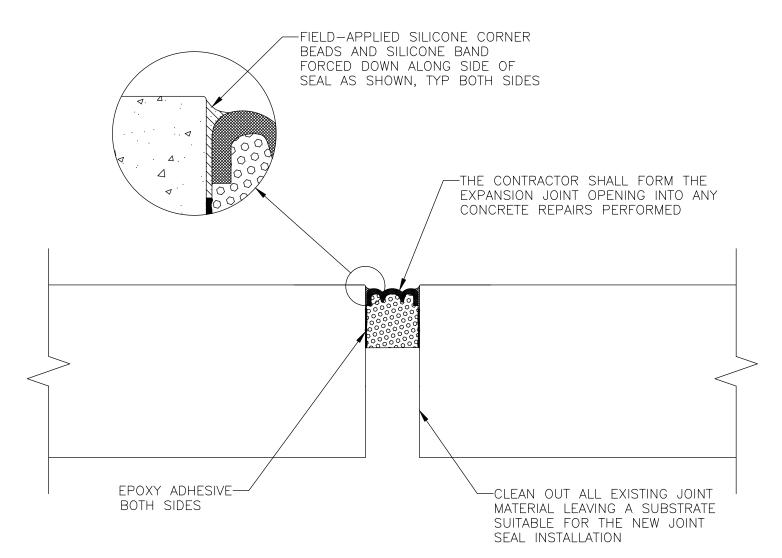
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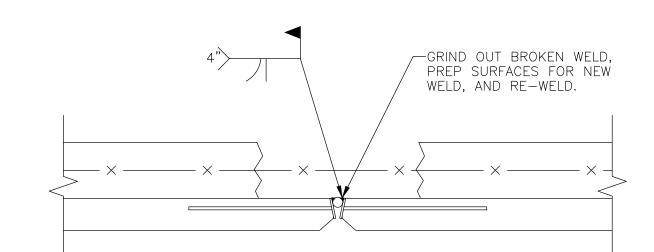
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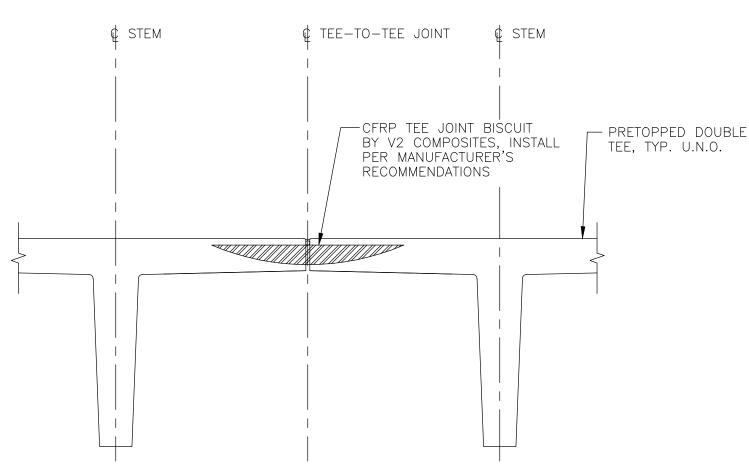
NOTES:

- 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.

PRE-COMPRESSED EXPANSION JOINT SEAL INSTALLATION



TEE-TO-TEE CONNECTION RE-WELD



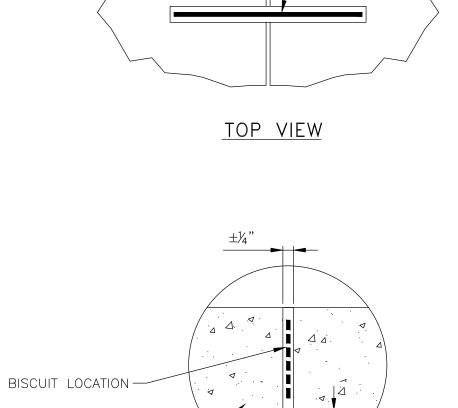
REPAIR PROCEDURE

- 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
- 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.
- -SWEEP ALL SLURRY AND REMOVE - POWER WASH SLOTS USING CLEAN, POTABLE WATER
- ALLOW SLOTS TO DRY
- DRY CUTTING:
- SWEEP ALL DUST AND CHIPS

WHEN EPOXY BEGINS TO SET.

- USING 100 PSI OIL FREE AIR, BLOW CUTS CLEAN OF DUST

(21) TEE-TO-TEE CONNECTION REPAIR DETAIL



CFRP TEE JOINT BISCUIT -BY V2 COMPOSITES, INSTALL

PRECAST DOUBLE TEE PANEL-

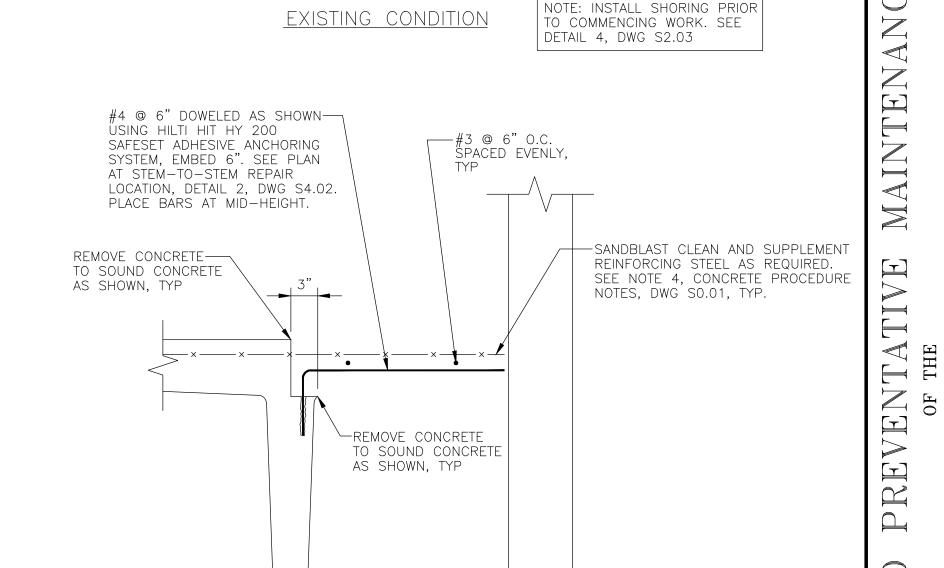
WITH CAST-IN-PLACE TOPPING

PER MANUFACTURER'S

RECOMMENDATIONS

CONCRETE TEE FLANGE-

SECTION VIEW



AREA DESIGNATED-

FOR FULL DEPTH STEM-TO-WALL/BEAM

REPAIR

CONCRETE REMOVAL

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

-PERIMETER CONCRETE SPANDREL PANEL OR

 \models

REP

1 S S U 1

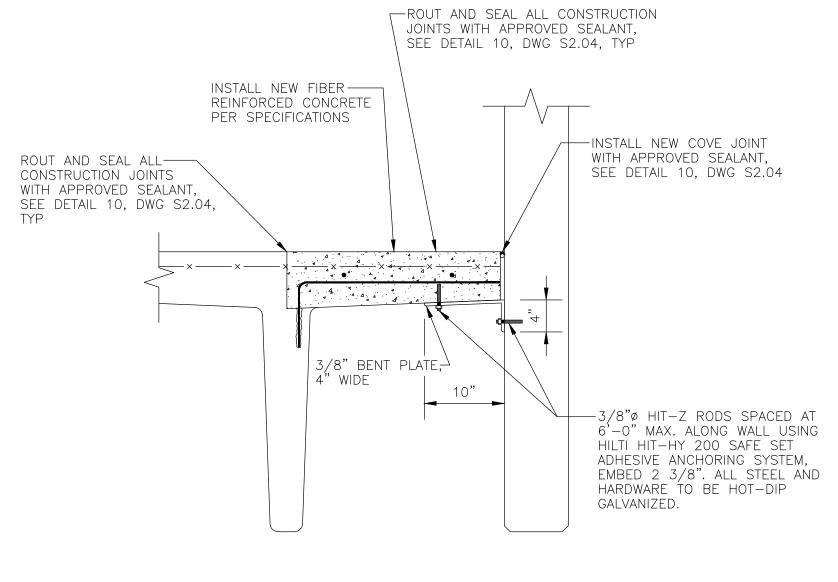
DESCRIPTION DATE

REPAIR

DETAILS

DRAWING TITLE:

BEAM

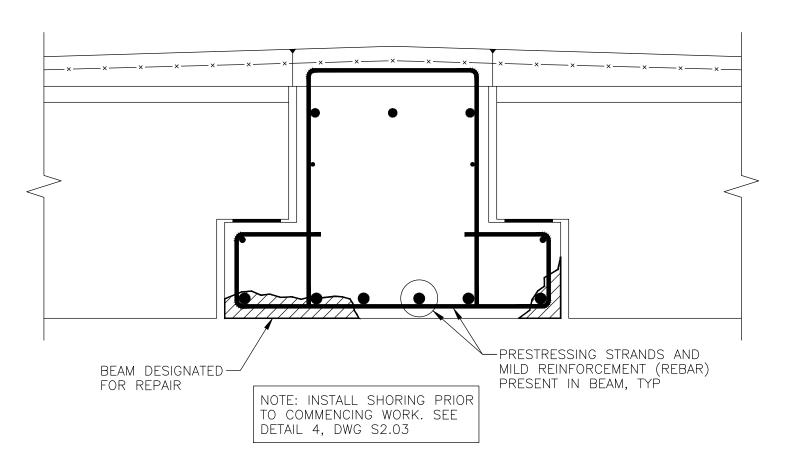


REPAIRED CONDITION NOTE: MAINTAIN PROPER EDGE DISTANCE PER NOTES ON DRAWING SO.01

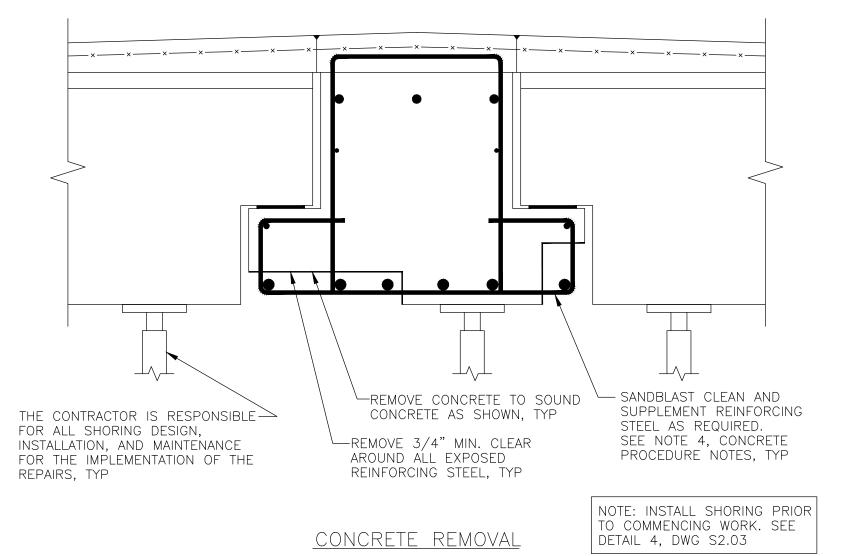
(22) FULL DEPTH STEM-TO-WALL/BEAM REPAIR DETAIL

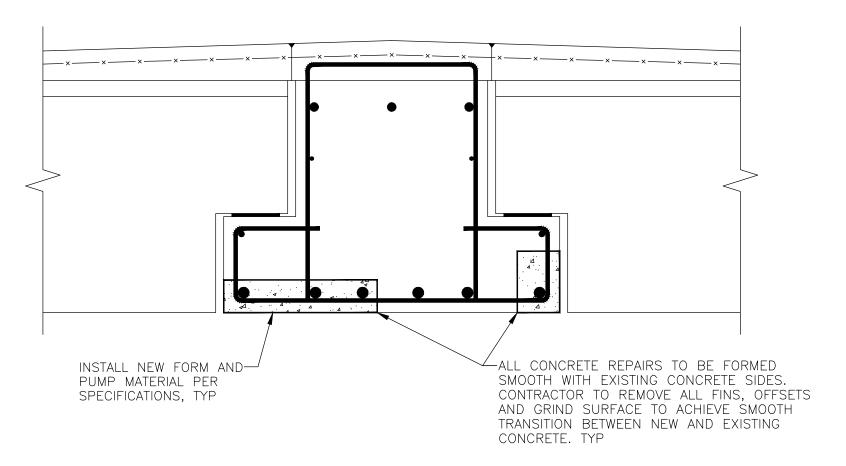
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EXISTING CONDITION





REPAIRED CONDITION

23 PARTIAL DEPTH BEAM REPAIR DETAIL

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ISSUE NO. DESCRIPTION DATE DRAWING TITLE:

> REPAIR DETAILS

DRAWING NO.

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