

REPAIRS AND PREVENTIVE MAINTENANCE FOR 405 EAST HARPER AVENUE MARYVILLE, TN

DESMAN

REPAIRS AND PREVENTATIVE MAINTENANCE
OF THE
405 E. HARPER AVENUE GARAGE
MARYVILLE, TN

SCOPE OF WORK

- PATCH FULL DEPTH CONCRETE DT FLANGE REPAIR
- PATCH FULL DEPTH CONCRETE TOPPING REPAIR
- VERTICAL SURFACE CONCRETE REPAIR
- SPANDREL PANEL LIFT POCKET REPAIR
- COLUMN LIFT POCKET REPAIR
- BEARING PAD REPLACEMENT
- SHEAR CONNECTOR REPAIR
- CLIP CONNECTION REPAIR
- LEDGE BEAM REPAIR
- ASPHALT REPAIR
- ROUT AND SEAL CRACKS
- REPLACEMENT OF DOUBLE TEE JOINTS
- REPLACEMENT OF COVE JOINTS
- REPLACEMENT OF INTERIOR VERTICAL JOINT SEALANT
- CHEMICAL GROUT INJECTION
- NEW TRAFFIC BEARING WATERPROOFING MEMBRANE
- STRIPING
- COAT INTERIOR OF SPANDREL WALL
- PAINTING OF MISCELLANEOUS METALS
- REPLACEMENT OF EXTERIOR VERTICAL JOINT SEALANT

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GENERAL NOTES

- THE FOLLOWING GENERAL NOTES SHALL APPLY UNLESS NOTED OTHERWISE ON PLANS.
1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CURRENT LOCAL, STATE AND NATIONAL BUILDING CODES. CONSTRUCTION DOCUMENT DESIGN IS BASED ON THE 2018 EDITION OF THE INTERNATIONAL BUILDING CODE.
 2. CONTRACTOR IS RESPONSIBLE TO VERIFY ALL DIMENSIONS SHOWN ON PLANS WITH EXISTING CONDITIONS PRIOR TO COMMENCING WORK. DO NOT SCALE DIMENSIONS FROM DRAWINGS.
 3. ALL NOTES GIVEN ON THESE DRAWINGS ARE SUPPLEMENT TO THE PROJECT SPECIFICATIONS AND ARE INTENDED NOT TO REPLACE THEM. IN THE EVENT OF A CONFLICT BETWEEN THE NOTES AND PROJECT SPECIFICATIONS, CONTRACTOR TO OBTAIN CLARIFICATION IN WRITING.
 4. CONTRACTOR SHALL REPORT IMMEDIATELY TO THE ARCHITECT/ENGINEER ANY DISCREPANCIES OR INCORRECT INFORMATION SHOWN ON THE DRAWINGS BASED ON EXISTING CONDITIONS. AFTER REPORTING THE DISCREPANCIES VERBALLY, A WRITTEN REPORT SHOULD THEN FOLLOW. CONTRACTOR SHALL BE DIRECTED BY THE ARCHITECT/ENGINEER REGARDING THE ABOVE MATTER.
 5. THE CONTRACTOR SHALL COMPLY WITH ALL SAFETY AND HEALTH LAWS AND REGULATIONS INCLUDING, BUT NOT LIMITED TO: (I.) PROVISIONS, AND REQUIREMENTS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970, AS AMENDED, (II.) THE CONSTRUCTION SAFETY ACT OF 1969, AS AMENDED AND WITH ALL MOST RECENT APPLICABLE LAWS, (III.) ORDINANCES, RULE, REGULATIONS, AND ORDER OF ANY PUBLIC AUTHORITY HAVING JURISDICTION OVER THE WORK AND (IV.) THE SAFETY OF PERSONS OR PROPERTY OR TO PROTECT THEM FROM DAMAGE, INJURY OR LOSS. CONTRACTOR 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. 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 OSHA CERTIFIED "COMPETENT PERSON" ON THE JOB AND AN INDIVIDUAL TRAINED AND CERTIFIED IN FIRST AID BY THE AMERICAN RED CROSS.
 6. THE CONTRACTOR SHALL PROVIDE ALL SHORING, BRACING, SHEETING REQUIRED FOR SAFETY AND PROPER EXECUTION OF THE WORK.
 7. CONTRACTOR IS SOLELY RESPONSIBLE TO PREPARE SHOP DRAWINGS FOR THE BRACING AND SHORING MEMBERS DESIGNED AND STAMPED BY A PROFESSIONAL ENGINEER (REGISTERED IN THE STATE OF TENNESSEE) AND TO SUBMIT THEM TO THE ARCHITECT/ENGINEER FOR APPROVAL FOR ALL REPAIRS.
 8. WHEN THE PLANS INCLUDE INFORMATION PERTAINING TO SURFACE OBSERVATION, MATERIAL TESTING AND OTHER PRELIMINARY INVESTIGATION, SUCH INFORMATION REPRESENTS ONLY THE OPINION OF THE ARCHITECT/ENGINEER AS TO THE LOCATION, CHARACTER, OR QUANTITY OF THE MATERIALS ENCOUNTERED AND IS ONLY INCLUDED FOR THE 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.
 9. THE PLANS MAY BE SUPPLEMENTED BY STANDARD AND WORKING DRAWINGS AS ARE NECESSARY TO ADEQUATELY DESCRIBE THE WORK. IN THE EVENT, IN THE SOLE JUDGMENT OF THE ARCHITECT/ENGINEER, A CHANGE BECOMES NECESSARY IN THE BEST INTERESTS OF THE PROJECT DUE TO CIRCUMSTANCES NOT KNOWN AT THE TIME THE CONDITION SURVEY WAS PERFORMED OR ARISING THEREAFTER, THE ARCHITECT/ENGINEER MAY ALTER THE PLANS AS MAYBE 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.
 10. THE CONTRACTOR SHALL REVIEW ALL EXISTING CONDITIONS TO DETERMINE ALL SERVICES (ELECTRICAL AND MECHANICAL) AFFECTED BY THE REPAIR WORK. HE SHALL MAKE NECESSARY TEMPORARY CONNECTIONS TO MAINTAIN EXISTING SERVICES TO ALL AREAS OF THE PARKING GARAGE OR OTHER AREAS (NOTICE IN CONTRACT) AFFECTED BY THE WORK. THE CONTRACTOR SHALL SUBMIT THE METHODS AND SCHEDULE OF CONNECTIONS FOR THE OWNER'S APPROVAL PRIOR TO COMMENCEMENT.
 11. CONTRACTOR SHALL NOT ATTEMPT TO BRING ANY CONSTRUCTION EQUIPMENT INTO PARKING 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 USED INSIDE THE PARKING FACILITY SHALL BE APPROVED BY THE ENGINEER.
 12. PRIOR TO START OF CONSTRUCTION, EACH PHASE SHALL BE SURVEYED BY THE ENGINEER IN THE PRESENCE OF THE CONTRACTOR'S REPRESENTATIVE. DURING THE SURVEY, THE CONTRACTOR'S REPRESENTATIVE SHALL MARK AND MEASURE THE AREAS TO BE REPAIRED AS DIRECTED BY THE ENGINEER. ADDITIONALLY, THE ENGINEER WILL PERFORM INSPECTION FROM TIME TO TIME TO THE REPAIR WORK IN PROGRESS. ANY DEFECTIVE WORK SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST TO THE OWNER.
 13. AS THE WORK PROGRESSES, THE CONTRACTOR SHALL PRODUCE "AS-BUILT" DRAWINGS IN THE INSTALLATION OF ALL REPAIR ITEMS UNDER THE CONTRACT. 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 IN A TIMELY MANNER. FINAL PAYMENT MAY NOT BE ISSUED BY THE OWNER PRIOR TO RECEIPT OF "AS-BUILT" DRAWINGS.
 14. THE ESTIMATED QUANTITIES OF WORK TO BE DONE AND MATERIALS TO BE FURNISHED UNDER THIS CONTRACT ARE GIVEN IN THE PROPOSAL FORM. THE ACTUAL QUANTITIES MAY BE INCREASED OR DECREASED. PAYMENT TO THE CONTRACTOR WILL BE MADE FOR THE ACTUAL QUANTITY OF WORK PERFORMED AT THE CONTRACT UNIT PRICE.
 15. ANY EXTRA WORK BEYOND THE SCHEDULED QUANTITIES, REQUIRING ADDITIONAL COST TO THE OWNER SHALL BE APPROVED BY THE OWNER 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.
 16. EXECUTION OF THE WORK WILL INVOLVE CONSIDERATION FOR ALLOWING THE OWNER TO CONTINUE OPERATION OF THE FACILITY. PRIOR TO THE AWARD OF THE CONTRACT, THE CONSTRUCTION SCHEDULE PREPARED BY THE CONTRACTOR SHALL BE SUBMITTED TO THE OWNER, BASED ON THE CONSTRUCTION STAGING CRITERIA SET BY THE ENGINEER, AND COORDINATED WITH THE MANAGEMENT OFFICE.
 17. CONTRACTOR SHALL PROVIDE ALL CAUTION/PEDESTRIAN WAY FINDING/AUTOMOBILE DIRECTION SIGNAGE AS REQUIRED.
 18. CONCRETE REPAIRS: ALL NEW AND EXISTING REINFORCING SHALL BE LAP SPICED PER CURRENT ACI LAPPING REQUIREMENTS.
 19. ALL DETAILS, SECTIONS AND NOTES SHOWN ON THE DRAWINGS ARE INTENDED TO BE TYPICAL AND SHALL APPLY TO SIMILAR SITUATIONS ELSEWHERE, UNLESS OTHERWISE SHOWN. SPECIFIC ITEMS DESIGNATED FOR REPAIR THAT ARE NOT INDICATED/DELINEATED ON THE DRAWINGS WILL BE ADDRESSED AS SELECTED BY THE ENGINEER IN THE FIELD.
 20. REQUIRED MEANS OF EGRESS SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION AND DEMOLITION. A TEMPORARY ALTERNATE MEANS OF EGRESS PLAN SHALL BE SUBMITTED FOR REVIEW AND APPROVAL PRIOR TO ANY WORK IN EGRESS STAIRS.
 21. CONSTRUCTION MATERIALS AND EQUIPMENT SHALL NOT BE PLACED OR STORED OBSTRUCTING ACCESS TO FIRE HYDRANTS, FIRE DEPARTMENT CONNECTIONS, STANDPIPES, AND FIRE OR POLICE ALARM BOXES.
 22. CONCRETE MIX DESIGN PROPERTIES; 5000PSI, 28-DAY COMPRESSIVE STRENGTH, STRUCTURAL NORMAL WEIGHT 145pcf; W/C RATIO, 0.38 MAXIMUM; 560lb/cyd MINIMUM CEMENT CONTENT; SLUMP LIMITS: 3 INCHES PLUS OR MINUS ½ INCH, PRIOR TO ADDITION OF SUPERPLASTICIZING ADMIXTURE AND NOT MORE THAN 8 INCHES FINAL SLUMP AFTER ADDITION OF SUPERPLASTICIZING ADMIXTURE.

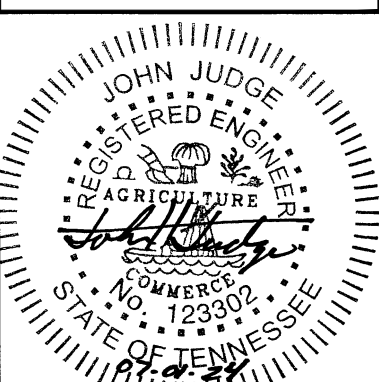
CONSTRUCTION NOTES

1. THE GENERAL CONTRACTOR SHALL APPLY AT ALL TIMES SUFFICIENT LABOR AND MATERIALS FOR PROSECUTING THE SEVERAL CLASSES OF WORK TO FULL COMPLETION IN THE MANNER REQUIRED BY THE SPECIFICATION AND THE REPAIR DETAILS SHOWN ON THE DRAWINGS.
2. THE GENERAL CONTRACTOR SHALL COMMENCE ON-SITE OPERATIONS WITHIN SEVEN CALENDAR DAYS AFTER THE DATE OF THE WRITTEN "NOTICE TO PROCEED" AND SHALL COMPLETE THE WORK WITHIN THE CONSTRUCTION TIME SPECIFIED IN THE BID PROPOSAL.
3. THE CONTRACTOR SHALL DISCONNECT AND REMOVE OR PROTECT EXISTING LIGHT FIXTURES, AT WORK AREA, PRIOR TO DEMOLITION. HE SHALL ALSO PROTECT AND MAINTAIN CONTINUITY OF ALL OTHER EXISTING SYSTEMS AND ASSOCIATED WIRING.
4. THE CONTRACTOR SHALL COMPLETE IN ITS ENTIRETY, THE SCOPE OF WORK DELINEATED ON PLANS AND IN THE BID FORM OF THE PROJECT SPECIFICATIONS. THE PARKING GARAGE FACILITY WILL REMAIN CLOSE FOR MAXIMUM DURATION OF 90 BUSINESS DAYS AT WHICH TIME THE GARAGE SHOULD BE AT LEAST 50% OPEN FOR PARKING.
5. THE CONTRACTOR SHALL SUBMIT THE PROPOSED CONSTRUCTION SCHEDULE TO OBTAIN THE OWNER'S APPROVAL PRIOR TO THE START OF MOBILIZATION FOR THE PROJECT. THE CONTRACTOR SHALL STRICTLY FOLLOW THE CONSTRUCTION SCHEDULE SUBMITTED AND APPROVED UNLESS IT HAS BEEN REVISED, DURING THE CONSTRUCTION, IN COORDINATION WITH THE OWNER AND THE ENGINEER.
6. THE CONTRACTOR SHALL PROVIDE/INSTALL ALL TEMPORARY SIGNS AND DEVICES NECESSARY TO CONTROL TRAFFIC FLOW FOR THE ENTIRE REPAIR PERIOD OF EACH STAGE OF THE WORK. ACTUAL INSTALLATION SHALL BE REVIEWED BY THE PARKING ADMINISTRATOR PRIOR TO OPENING TO TRAFFIC.
7. DURING THE ENTIRE PERIOD OF EACH STAGE, THE AREAS OUTSIDE THE REPAIR AREAS SHALL BE OPEN TO TRAFFIC. CONTRACTOR SHALL SUBMIT A METHOD TO MAINTAIN THE TRAFFIC FLOW THROUGH THESE AREAS FOR THE OWNER'S/ENGINEER'S APPROVAL PRIOR TO THE INSTALLATION OF ANY TEMPORARY PARTITIONS.
8. PRIOR TO CONCRETE REMOVAL, THE CONTRACTOR SHALL ESTABLISH FLOOR ELEVATIONS AS NECESSARY FOR THE PLACEMENT OF NEW CONCRETE TO THE EXISTING ELEVATIONS.
9. THE CONTRACTOR SHALL PROVIDE PROPER MEANS SUBJECT TO ENGINEER'S APPROVAL FOR THE DISPOSAL OF WATER AND DEBRIS GENERATED BY THE WORK. ALL DEBRIS SHALL BE REMOVED TO A WASTE CONTAINER LOCATED OUTSIDE THE PARKING FACILITY, AT A LOCATION TO BE COORDINATED WITH THE OWNER OR HIS/HER REPRESENTATIVE.
10. THE CONTRACTOR SHALL TAKE ALL STEPS NECESSARY TO PREVENT CUTTING OR OTHERWISE DAMAGING REINFORCING STEEL, INCLUDING ANY VERTICAL STIRRUPS AND POST-TENSIONED CABLES.
11. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ANY NECESSARY SHORING FOR THE DEMOLITION/REPAIR WORK. ANY SHORING WHERE REQUIRED SHALL BE DESIGNED TO SUSTAIN A LIVE LOAD OF 50 POUNDS PER SQUARE FOOT (P.S.F.) IN ADDITION TO THE EXISTING DEAD LOADS AND THE SHORING SYSTEM ITSELF AND THE OPERATION WEIGHT OF EQUIPMENT.
12. THE CONTRACTOR SHALL HAVE FULL RESPONSIBILITY FOR THE ERECTION AND MAINTENANCE OF THE SHORING DURING DEMOLITION/REPAIR WORK.
13. DURING THE ENTIRE PERIOD OF THE GARAGE REPAIR, THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN, INSTALLATION AND MAINTENANCE OF ALL TEMPORARY PARTITIONS TO PROTECT THE VEHICLES AND PARKING PATRONS FROM BEING DAMAGED OR INJURED. ALL PARTITIONS SHALL BE INSTALLED FLOOR TO CEILING AND SHALL CONSIST OF POST SHORES SECURED TO THE SLAB SOFFIT WITH FULL HEIGHT REINFORCED PLASTIC SHEETING.
14. THE CONTRACTOR SHALL INSTALL THE NECESSARY FORM WORK; FORMS SHALL BE MORTAR TIGHT AND SUFFICIENTLY RIGID TO SUPPORT THE IMPOSED LOADS WITHOUT ANY SETTLEMENT DEFORMATIONS.
15. THE SHORING AND FORM WORK SHALL REMAIN IN PLACE UNTIL THE NEW CONCRETE HAS ACHIEVED A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI AND AFTER FOUR DAYS (MIN) FROM THE DATE OF CONCRETE PLACEMENT.

SITE LOCATION MAP



ADDRESS: 405 E. HARPER AVE, MARYVILLE, TN 37804



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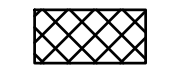
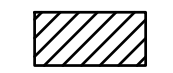







DRAWING NO.
T-1

SCALE:	AS NOTED	
DATE:	JULY 1, 2024	
PROJECT NO:	30-23123.02	
DES. S.E.	DRWN. S.E.	CHK'D. S.B.

NOTES

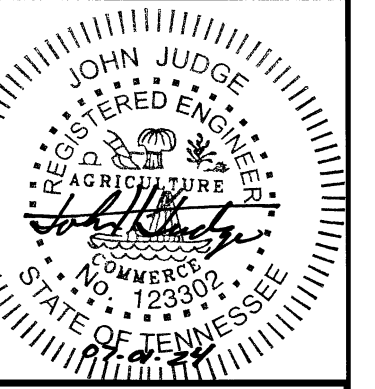
1. LOCATION, EXTENT, AND SIZE OF DELAMINATIONS, SPALLS AND PATCH AREAS SHOWN ON PLANS ARE APPROXIMATE. ALL AREAS SHALL BE EXACTLY LOCATED BY THE CONTRACTOR IN THE FIELD IN ACCORDANCE WITH NOTE #2 BELOW. ADDITIONALLY, AREAS OF CONCRETE REMOVAL/REPLACEMENT MAY BE INCREASED/DECREASED AS DIRECTED BY THE ENGINEER.
2. PRIOR TO THE START OF CONSTRUCTION, THE ENTIRE FLOOR SLAB AREA DESIGNATED FOR REPAIR SHALL BE SOUNDED BY THE CONTRACTOR FOR ENGINEER REVIEW. ALL DELAMINATED/SPALLED AREAS SHALL BE PAINT MARKED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER IN THE FIELD.
3. ANY SLAB SOFFIT SPALLS ARE TO BE REPAIRED FULL DEPTH PER DETAIL 1/R-4 (TYP.). SOFFIT SPALLS TO BE REPAIRED FULL DEPTH ARE SHOWN ON THE FLOOR PLAN AND ARE NOT SHOWN ON THE SOFFIT PLAN. ANY FULL DEPTH SOFFIT REPAIRS SHALL BE TRANSFERRED TO THE FLOOR SURFACE PRIOR TO DEMOLITION.
4. REPLACE ALL BEARING PAD UNDER TEE STEMS PER DETAIL 3/R-6 (TYP.)
5. SUBSEQUENT TO THE REMOVAL OF EXISTING SEALANT MATERIAL FROM PREVIOUSLY SEALED DOUBLE TEE JOINTS WITHIN THE WORK AREA, ALL EXPOSED SHEAR CONNECTORS SHALL BE CLEANED AND INSPECTED BY THE ENGINEER. REPAIR ANY FAILED SHEAR CONNECTORS AS DIRECTED PER DETAIL 1/R-5 (TYP.)
6. ITEMS TO BE PAINTED (TYP):
 - 6.a. STRIPING AND CURB PAINTING OF ALL FLOOR SURFACES
 - 6.b. CLEAN AND PAINT INTERIOR OF SPANDREL PANELS
 - 6.c. CLEAN AND PAINT EXPOSED PRECAST CONNECTIONS

LEGEND:

-  : FULL DEPTH CONCRETE SLAB REPAIR (DETAIL 1/R-4 OR 3/R-5)
-  : FULL DEPTH CONCRETE SLAB-ON-GRADE REPAIR (DETAIL 4/R-5)
-  : NEW WATERPROOFING MEMBRANE (DETAIL 5/R-7)
-  : ASPHALT REPAIR (DETAIL 1/R-6)
-  : VERTICAL SURFACE CONCRETE REPAIR (DETAIL 4/R-4)
-  : COLUMN REPAIR (DETAIL 2/R-4)
-  : LEDGE REPAIR (DETAIL 3/R-4)
-  : SHEAR CONNECTOR REPAIR (DETAIL 1/R-5)
-  : LEAKING WALL CRACK REPAIR (DETAIL 6/R-7)

DES MAN

REPAIRS AND PREVENTATIVE MAINTENANCE
 OF THE
405 E. HARPER AVENUE GARAGE
 MARYVILLE, TN



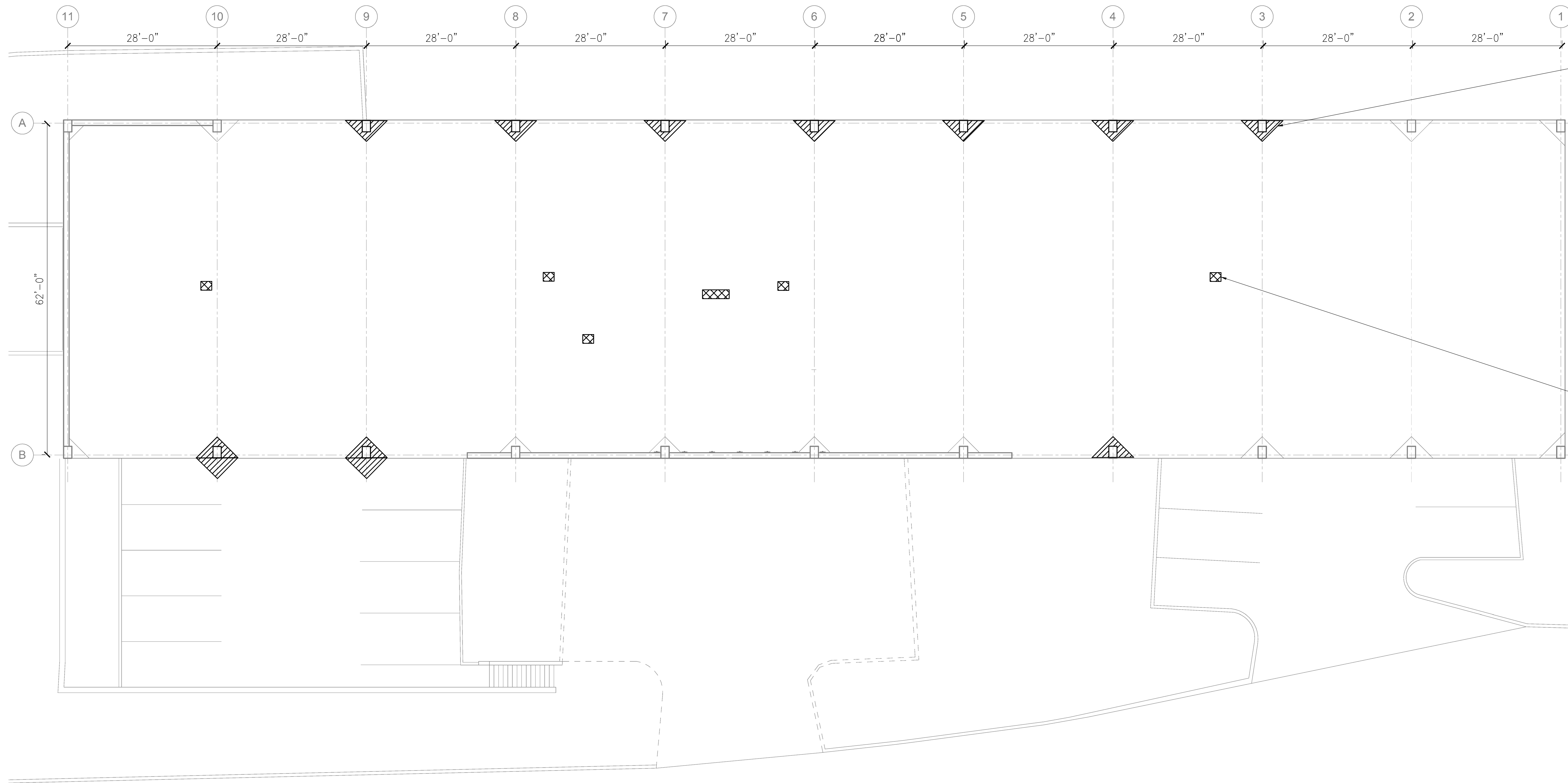
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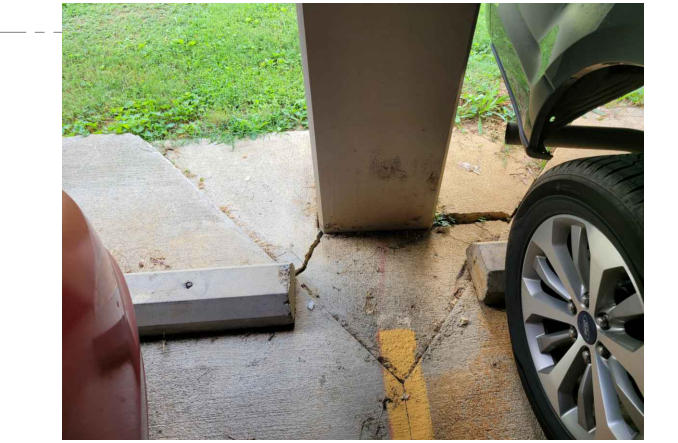
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NOTES AND LEGEND

DRAWING NO.
T-2

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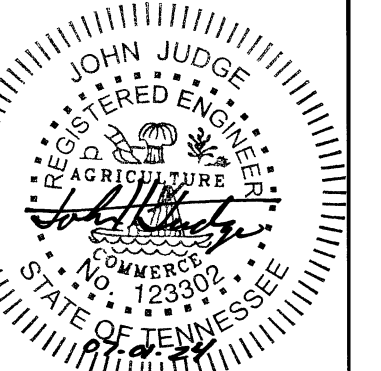
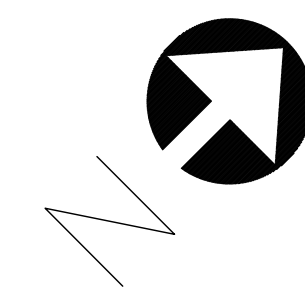
REMOVE AND REPLACE CONCRETE
SLAB-ON-GRADE FULL DEPTH PER
DETAIL 4/R-5 (TYP.)



REMOVE AND REPLACE VISUALLY
DETERIORATED CONCRETE
SLAB-ON-GRADE FULL DEPTH
PER DETAIL 3/R-5 (TYP.)



1 LOWER LEVEL PLAN
R-1 SCALE: 3/32"=1'-0"



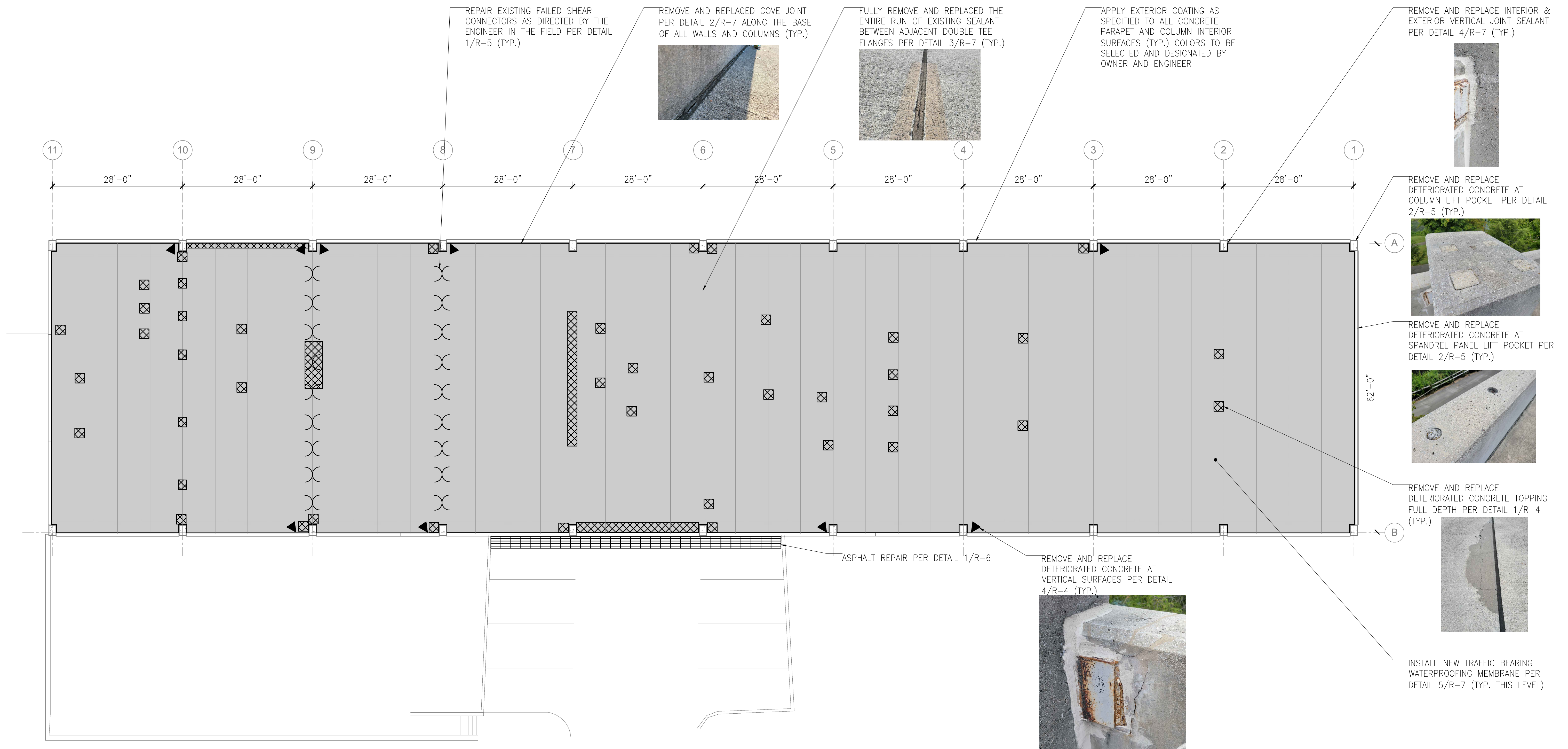
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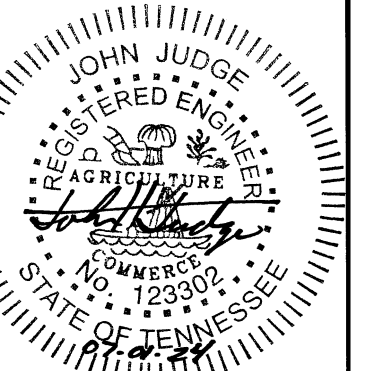
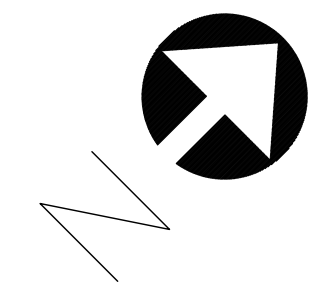
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LOWER LEVEL FLOOR PLAN

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R-1

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1 UPPER LEVEL FLOOR PLAN
R-2 SCALE: 3/32"=1'-0"



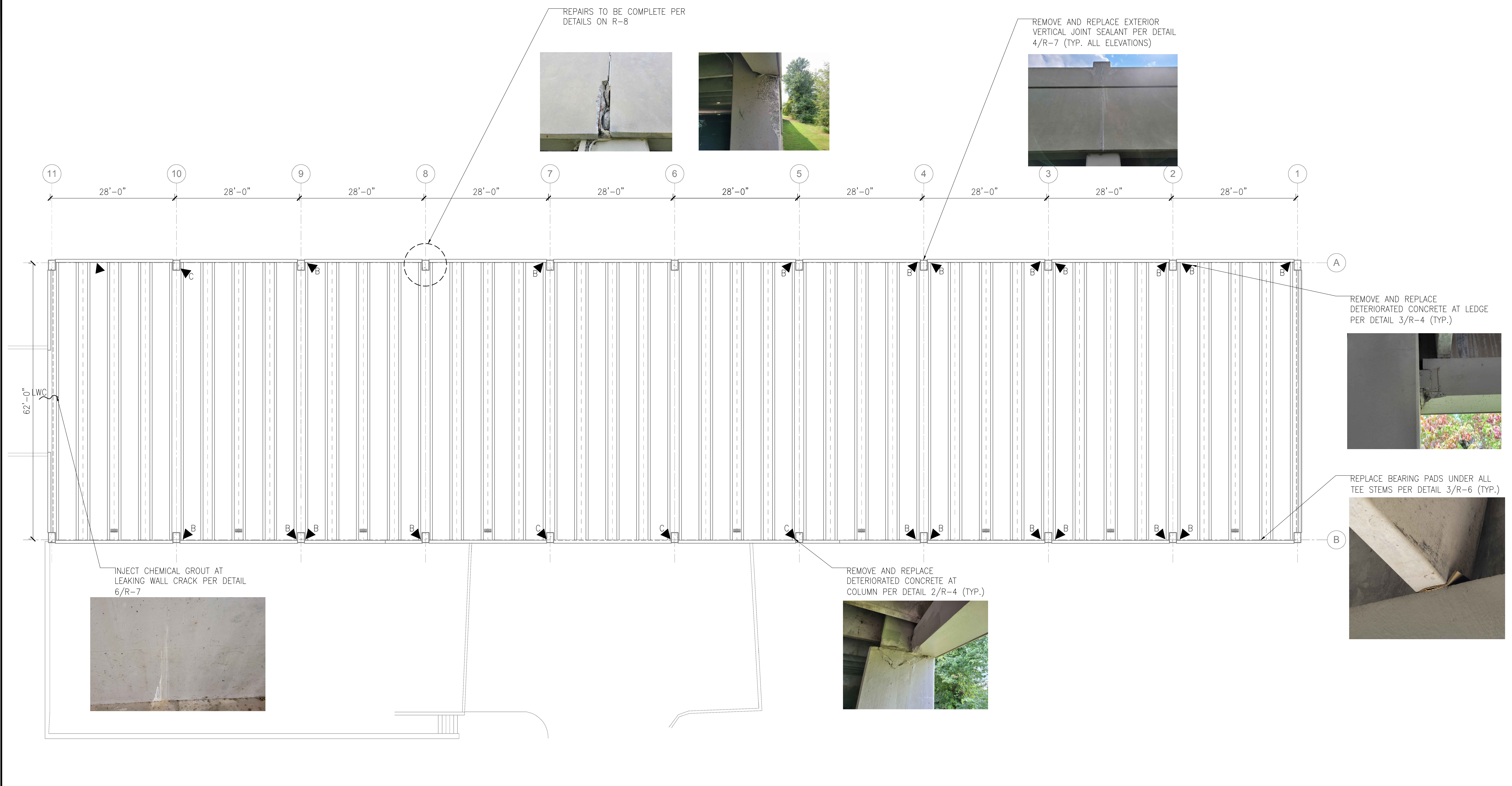
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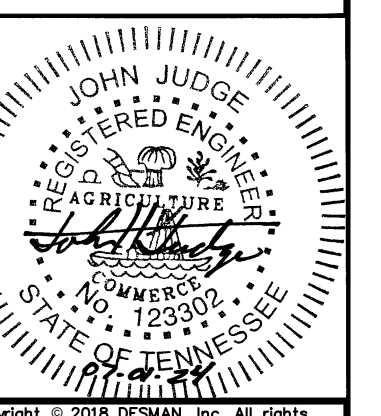
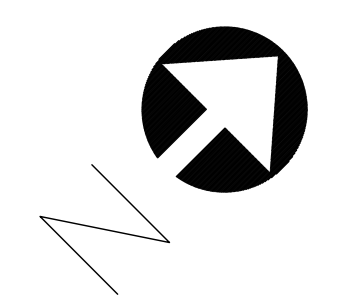
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UPPER LEVEL FLOOR PLAN

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R-2

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1 UPPER LEVEL SOFFIT PLAN
R-3 SCALE: 3/32"=1'-0"



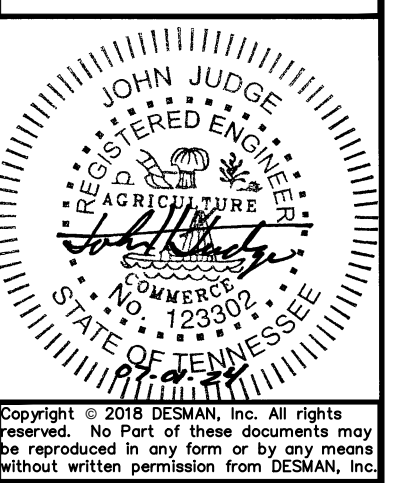
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R-3

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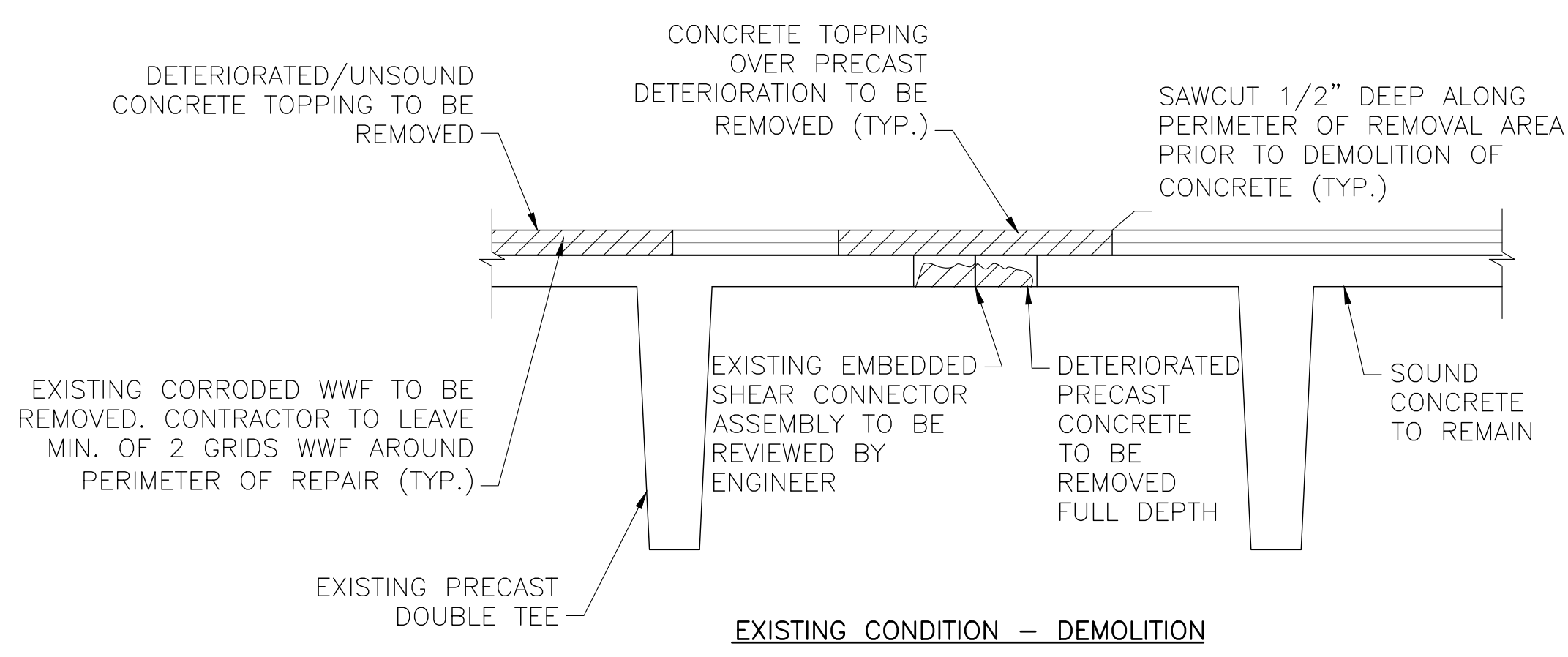
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REPAIR DETAILS

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R-4

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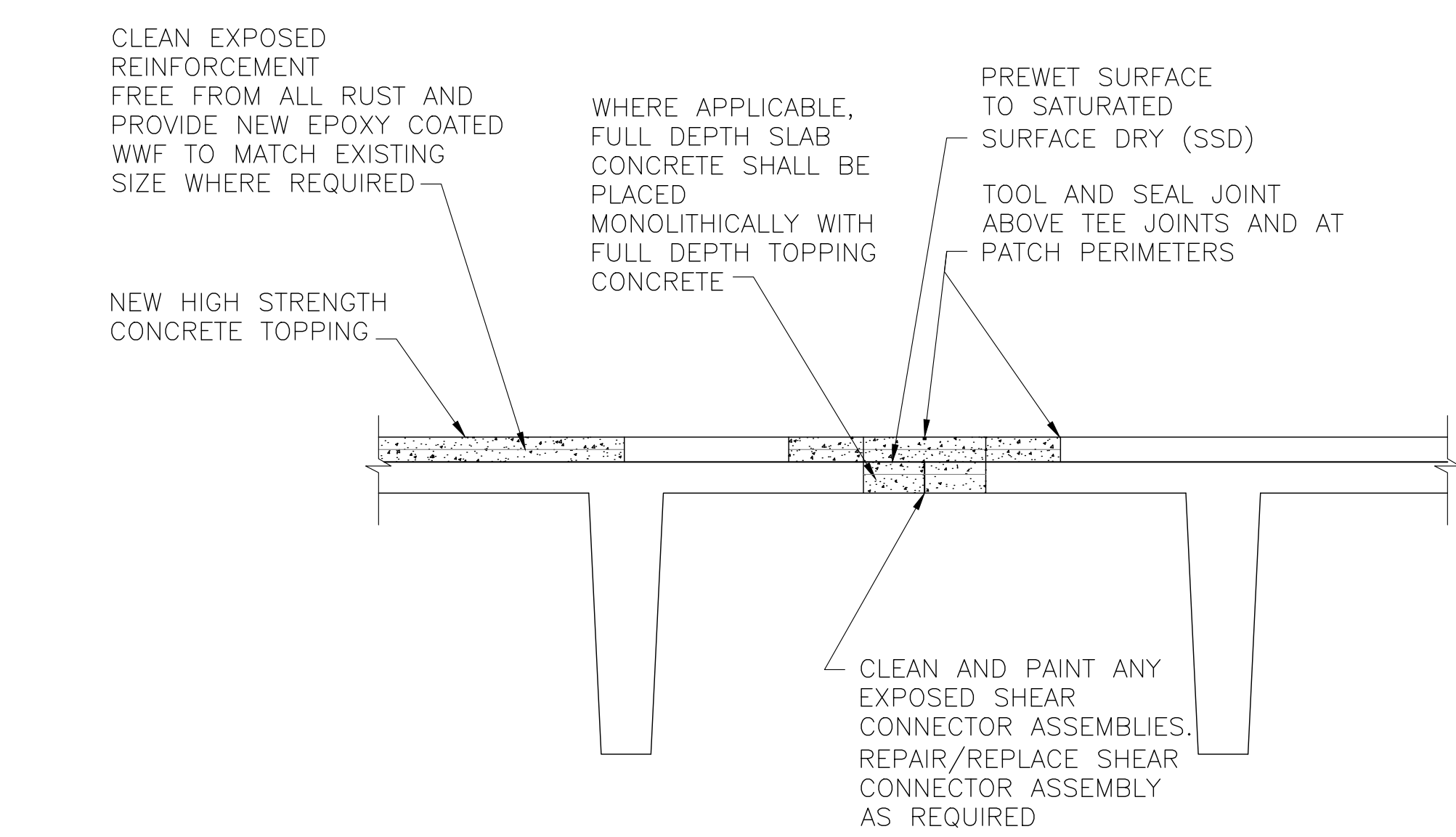


EXISTING CONDITION - DEMOLITION

- DEMOLITION PROCEDURE:**
1. CONTRACTOR TO VERIFY THE DELAMINATED AREA BY SOUNDING AND MARK THE PERIMETER OF REPAIR.
 2. ERECT NECESSARY SHORING AT THE UNDERSIDE OF DEMOLITION AREA.
 3. SAW CUT PERIMETER OF AREA TO BE REPAIRED TO A MINIMUM OF 1/2" DEEP
 4. REMOVE DELAMINATED/SPALLED CONCRETE USING SAWS AND CHIPPING HAMMERS. CARE SHALL BE TAKEN AS NOT TO CUT EXISTING REINFORCEMENTS.

NOTE:

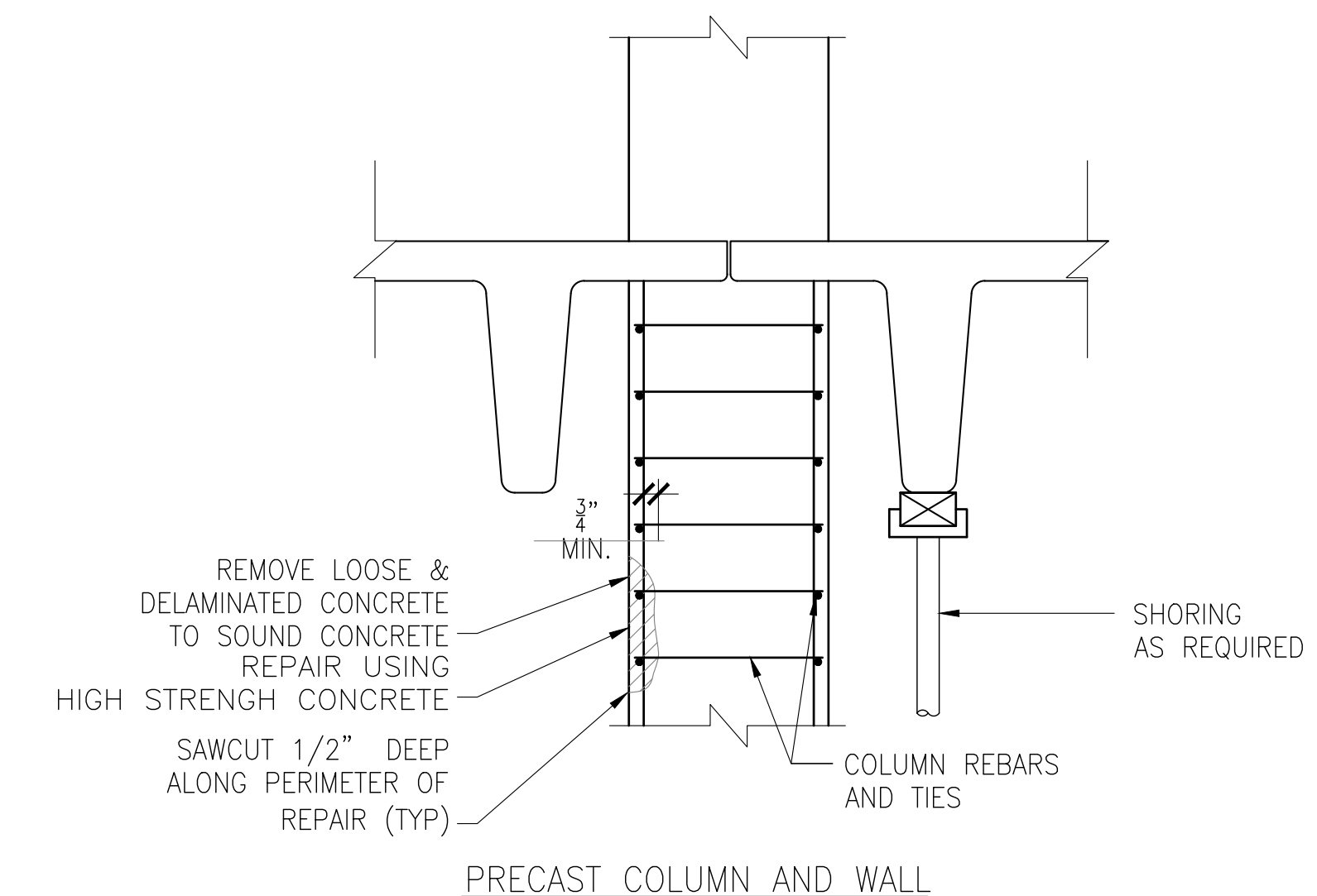
1. ALL GARAGE FLOOR AREAS MUST BE SOUNDING BY THE CONTRACTOR USING A CHAIN AND ALL DELAMINATIONS MARKED BY THE CONTRACTOR AS DIRECTED PRIOR TO START OF DEMOLITION FOR ENGINEER REVIEW.



REPAIRED CONDITION

- REPAIR PROCEDURE:**
1. CLEAN THE REPAIR AREA OF ALL DUST AND DIRT USING COMPRESSED AIR OR BY OTHER MEANS.
 2. SAND BLAST CLEAN EXISTING EXPOSED REINFORCEMENT AND PROVIDE NEW WWF (EPOXY COATED TO MATCH EXISTING SIZE). LAP OR DOWEL NEW STEEL AS PER A.C.I. REQUIREMENTS
 3. CLEAN ANY EXPOSED STEEL PRECAST CONNECTIONS LOCATED WITHIN REPAIR AREA. ALL EXPOSED CONNECTIONS SHALL BE REVIEWED BY THE ENGINEER AND REPAIRED/REPLACED AND PAINTED AS REQUIRED.
 4. PRE-WET SURFACE 2 HOURS PRIOR TO PLACEMENT OF CONCRETE. SURFACE MUST BE WET TO SATURATED SURFACE DRY (SSD) WITH NO FREE STANDING WATER.
 5. PLACE HIGH STRENGTH CONCRETE. FINISH TO MATCH THE EXISTING SLAB SURFACE AND CURE. WHERE APPLICABLE, FULL DEPTH PRECAST CONCRETE SLAB REPAIRS SHALL BE PLACED MONOLITHICALLY WITH FULL DEPTH CONCRETE TOPPING REPAIRS.
 6. PROVIDE A TOOLED JOINT OVER DOUBLE TEES AND AROUND PERIMETER OF REPAIR; AFTER 28 DAYS OF CURING, ROUT AND SEAL PER DETAIL 1/R-7 AND 3/R-7.

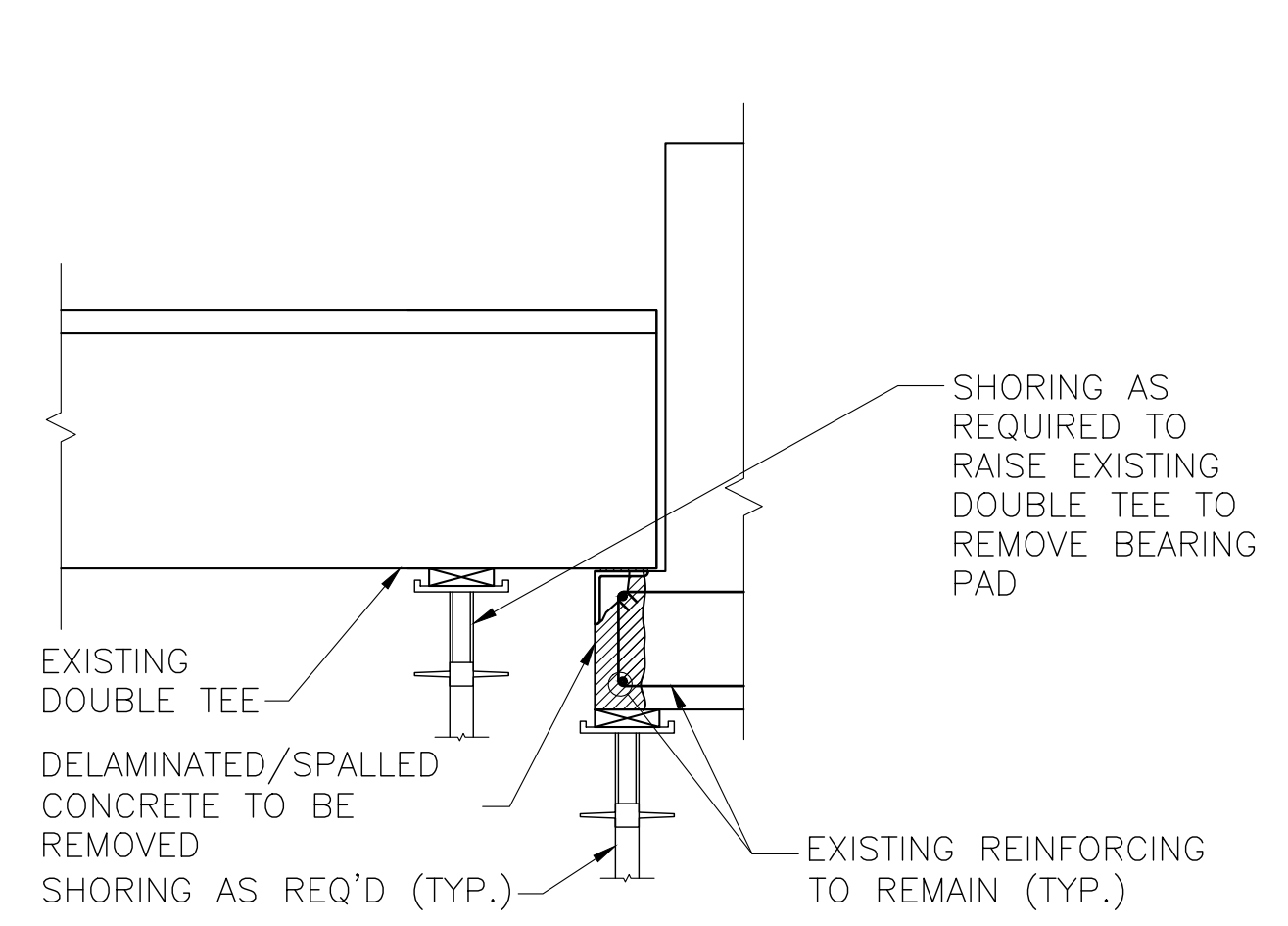
1 FULL DEPTH CONCRETE REPAIR
R-4 SCALE: NONE



PRECAST COLUMN AND WALL

- REPAIR PROCEDURE:**
1. DETERMINE THE PERIMETER OF THE REPAIR AREA BY SOUNDING THE SURFACE
 2. ERECT NECESSARY SHORING AT DEMOLITION AREA
 3. REMOVE CONCRETE AT LEAST 3/4" BEHIND REBARS. CARE SHALL BE TAKEN AS NOT TO CUT EXISTING REINFORCEMENTS
 4. ROUGHEN SURFACE OF EXISTING CONCRETE TO A 1/4" AMPLITUDE BY SANDBLASTING OR OTHER APPROVED METHOD
 5. SAND BLAST CLEAN EXPOSED CONCRETE SURFACE AND EXPOSED REBARS. REINFORCEMENT THAT HAVE BEEN CUT/DAMAGED OR LOST 20% OR MORE OF THEIR CROSS-SECTION SHALL BE SUPPLEMENTED BY NEW REBARS PER A.C.I. CODE REQUIREMENTS
 6. PRE WET FOR A MINIMUM OF 2 HOURS PRIOR TO POURING CONCRETE
 7. FORM AND POUR HIGH STRENGTH CONCRETE
 8. AFTER STRIPPING THE FORM, PATCH THE FORM ANCHOR HOLES WITH APPROVED PATCHING MATERIAL.
 9. FINISH TO MATCH EXISTING SURFACE AND CURE.

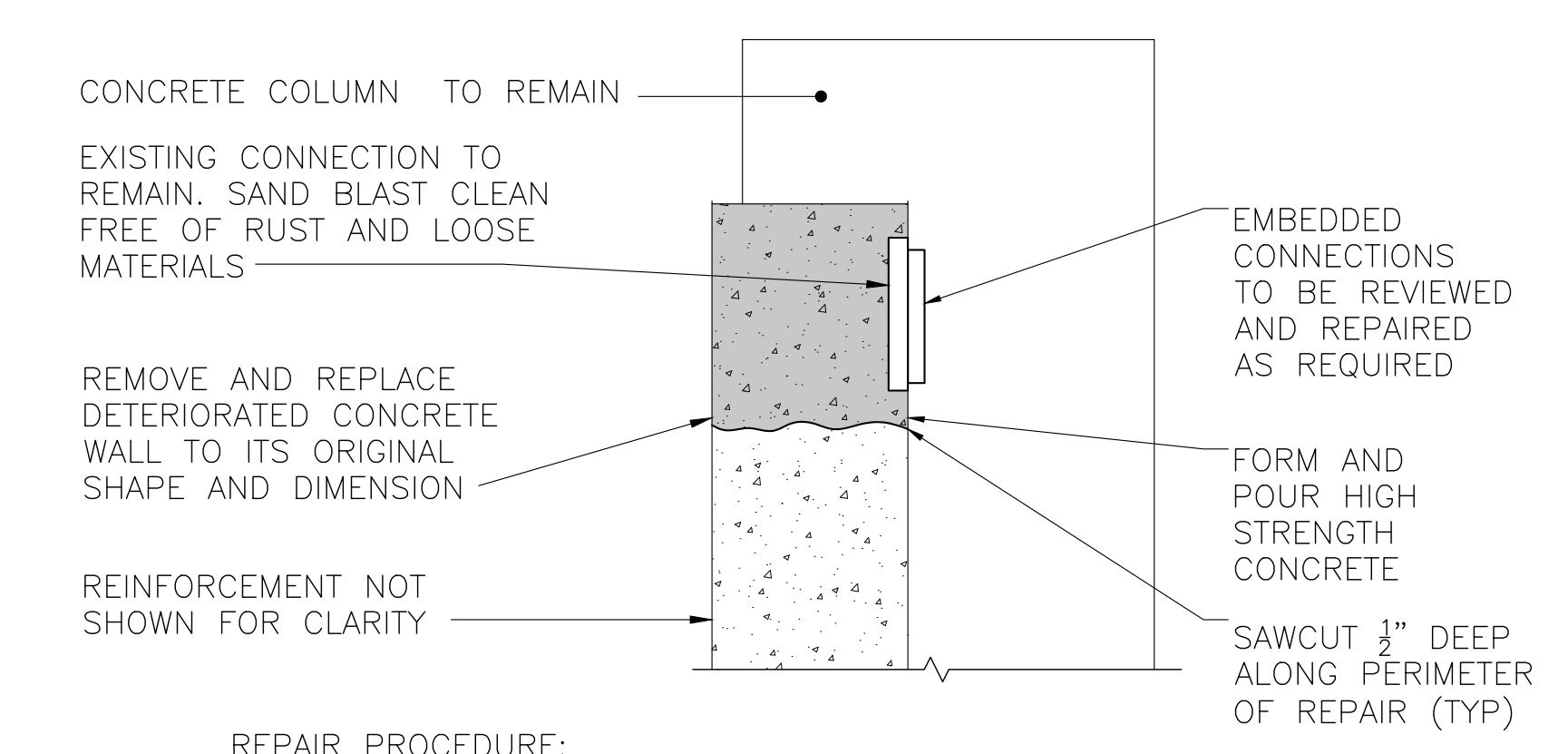
2 VERTICAL CONCRETE REPAIRS
R-4 SCALE: NONE



EXISTING CONDITION - DEMOLITION

- DEMOLITION PROCEDURE:**
1. DETERMINE THE PERIMETER OF THE REPAIR AREA BY SOUNDING THE SURFACE.
 2. ERECT NECESSARY SHORING AT DEMOLITION AREA.
 3. JACK DOUBLE TEES UP AS REQUIRED TO IMPLEMENT LEDGE REPAIRS.
 4. REMOVE DELAMINATED/SPALLED CONCRETE AT LEAST 3/4" BEHIND REBARS. CARE SHALL BE TAKEN AS NOT TO CUT EXISTING REINFORCEMENTS.

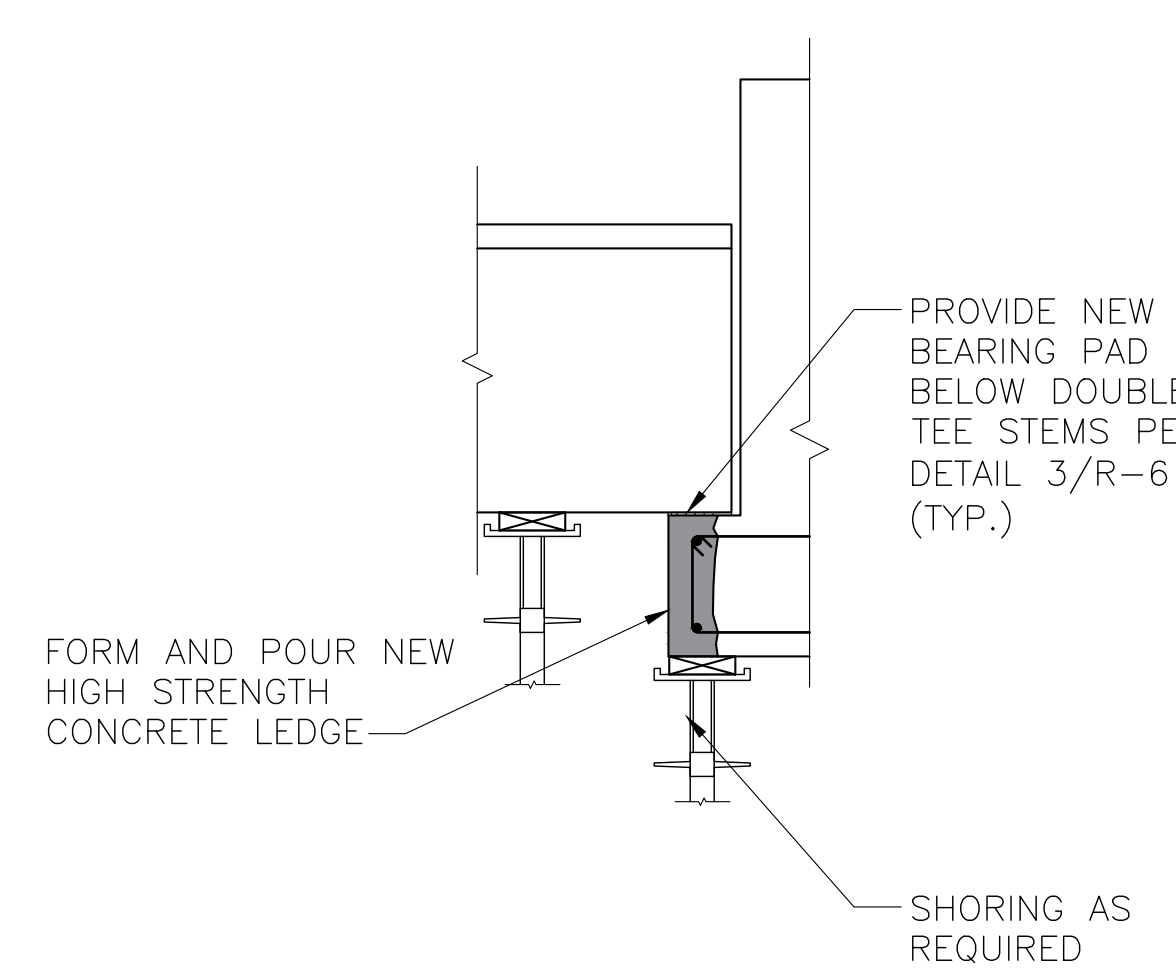
3 PRE-CAST LEDGE CONCRETE REPAIR
R-4 SCALE: NONE



REPAIR PROCEDURE:

1. DETERMINE THE PERIMETER OF THE REPAIR AREA BY SOUNDING THE SURFACE
2. ERECT NECESSARY SHORING AT DEMOLITION AREA
3. REMOVE CONCRETE. CARE SHALL BE TAKEN AS NOT TO CUT EXISTING REINFORCEMENT
4. ROUGHEN SURFACE OF EXISTING CONCRETE TO A 1/4" AMPLITUDE BY SANDBLASTING OR OTHER APPROVED METHOD
5. SAND BLAST CLEAN EXPOSED CONCRETE SURFACE AND EXPOSED REBARS. REINFORCEMENT THAT HAVE BEEN CUT/DAMAGED OR LOST 20% OR MORE OF THEIR CROSS-SECTION SHALL BE SUPPLEMENTED BY NEW REBARS PER A.C.I. CODE REQUIREMENTS
6. PRE WET FOR A MINIMUM OF 2 HOURS PRIOR TO POURING CONCRETE
7. FORM AND POUR HIGH STRENGTH CONCRETE
8. AFTER STRIPPING THE FORM, PATCH THE FORM ANCHOR HOLES WITH APPROVED PATCHING MATERIAL.
9. FINISH TO MATCH EXISTING SURFACE AND CURE.

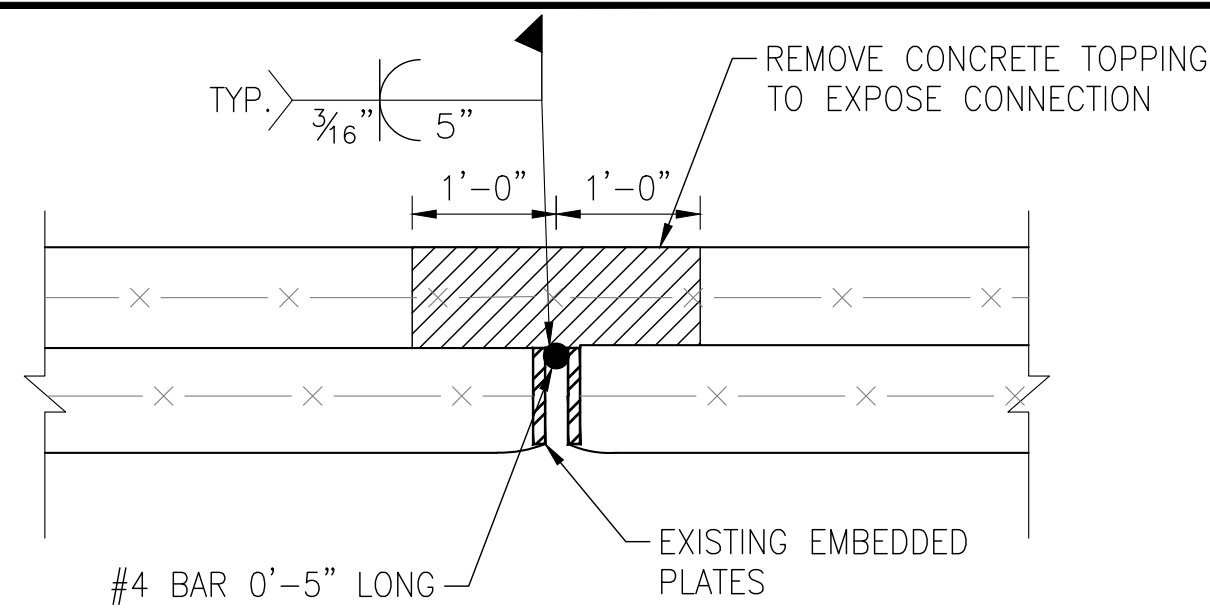
4 SPANDREL CONCRETE REPAIRS
R-4 SCALE: NONE



REPAIRED CONDITION

REPAIR PROCEDURE:

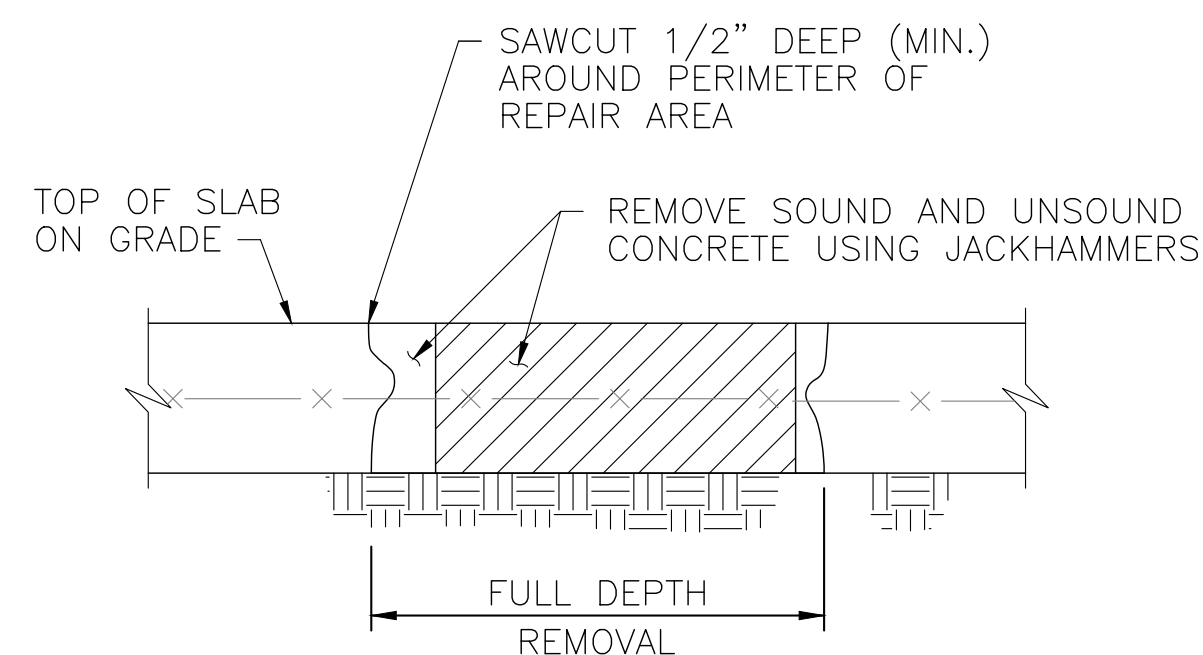
1. SAND BLAST CLEAN EXISTING EXPOSED REINFORCEMENTS AND SUPPLEMENT THE REBAR THAT HAVE LOST 20% OR MORE OF ITS CROSS-SECTION AS DIRECTED BY THE ENGINEER. LAP NEW STEEL PER A.C.I. LAPPING REQUIREMENTS.
2. CLEAN AND PAINT ALL EXPOSED STEEL PLATES, BARS AND ELEMENTS. CLEAN REPAIR AREA FREE OF ALL DUST AND DIRT USING APPROVED MEANS.
3. PRE-WET SURFACE 2 HOURS PRIOR TO PLACEMENT OF CONCRETE. SURFACE MUST BE WET TO SATURATED SURFACE DRY (SSD) WITH NO FREE STANDING WATER.
4. FORM AND PLACE NEW HIGH STRENGTH CONCRETE LEDGE WITH THE REQUIRED COVER OVER THE REINFORCING STEEL, TO MATCH EXISTING LEDGE ELEVATIONS, AND CURE.
5. PROVIDE NEW BEARING PAD BELOW DOUBLE TEE STEMS PER DETAIL 3/R-6.



REPAIR PROCEDURE:

1. EXPOSE SHEAR CONNECTOR BY REMOVING SEALANT AND CONCRETE TOPPING AROUND THE SHEAR CONNECTOR AND REMOVE EXISTING STEEL BAR (SLUG). CARE SHALL BE TAKEN AS NOT TO CUT EXISTING REINFORCEMENTS
2. SANDBLAST CLEAN EXISTING EXPOSED CONNECTOR BARS, PLATES, AND WELDMENTS
3. PROVIDE NEW SLUG AND WELDED TO MATCH EXISTING. AT A MINIMUM, NEW SLUG AND WELD CONNECTION SHALL BE AS SHOWN
4. PRIME AND PAINT ALL EXPOSED METAL SURFACES
5. REPAIR CONCRETE TOPPING PER DETAIL 1/R-4

1 SHEAR CONNECTOR REPAIR
R-5 SCALE: NONE

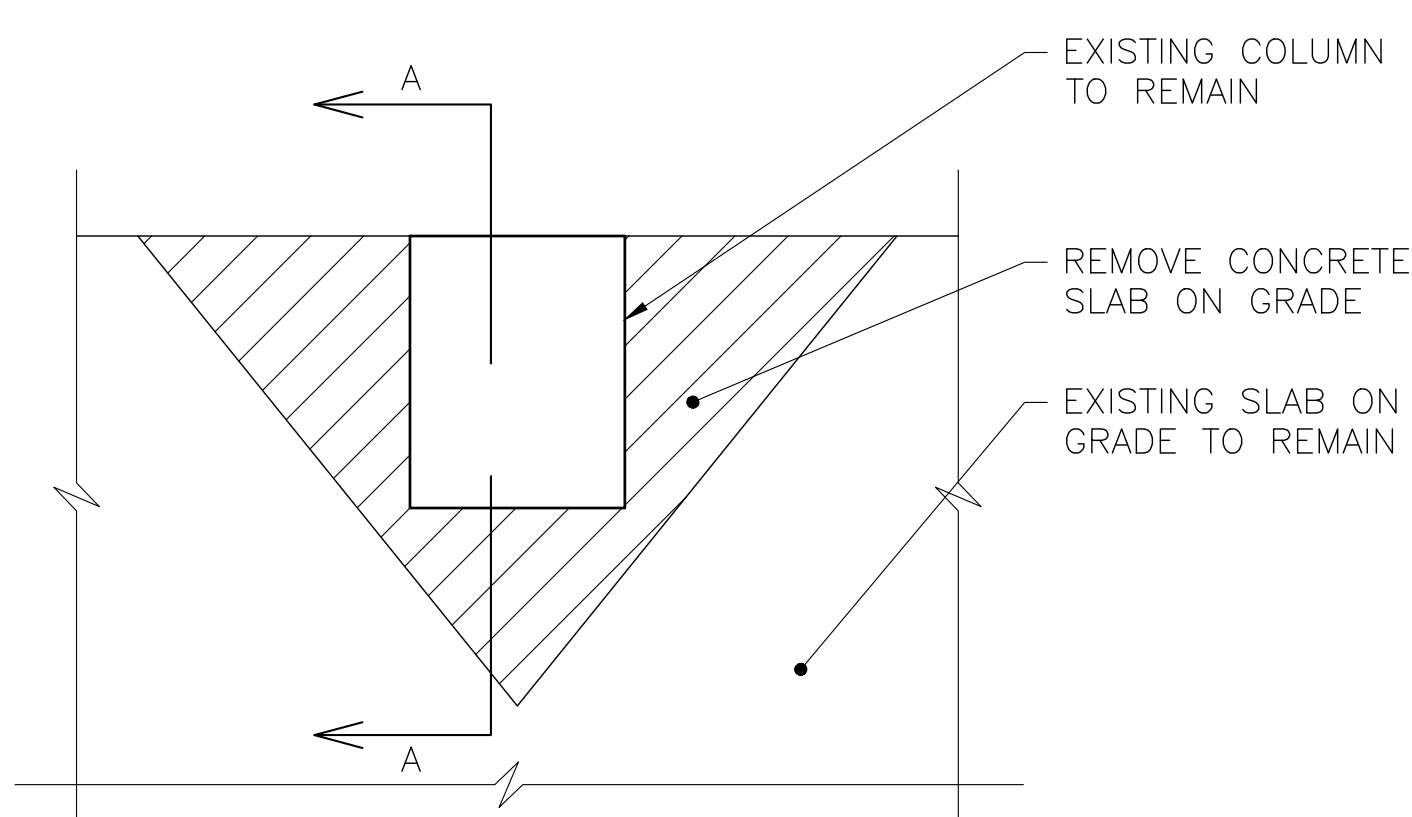


EXISTING CONDITION/DEMOLITION

DEMOLITION PROCEDURE:

1. CONTRACTOR TO VERIFY THE AREA OF SLAB-ON-GRADE REMOVAL ASSOCIATED.
2. SAWCUT PERIMETER OF AREA TO BE REPAIRED TO A MINIMUM OF 1/2" DEEP.
3. REMOVE SOUND AND UNSOUND CONCRETE FULL DEPTH AS SHOWN IN SKETCH ABOVE.

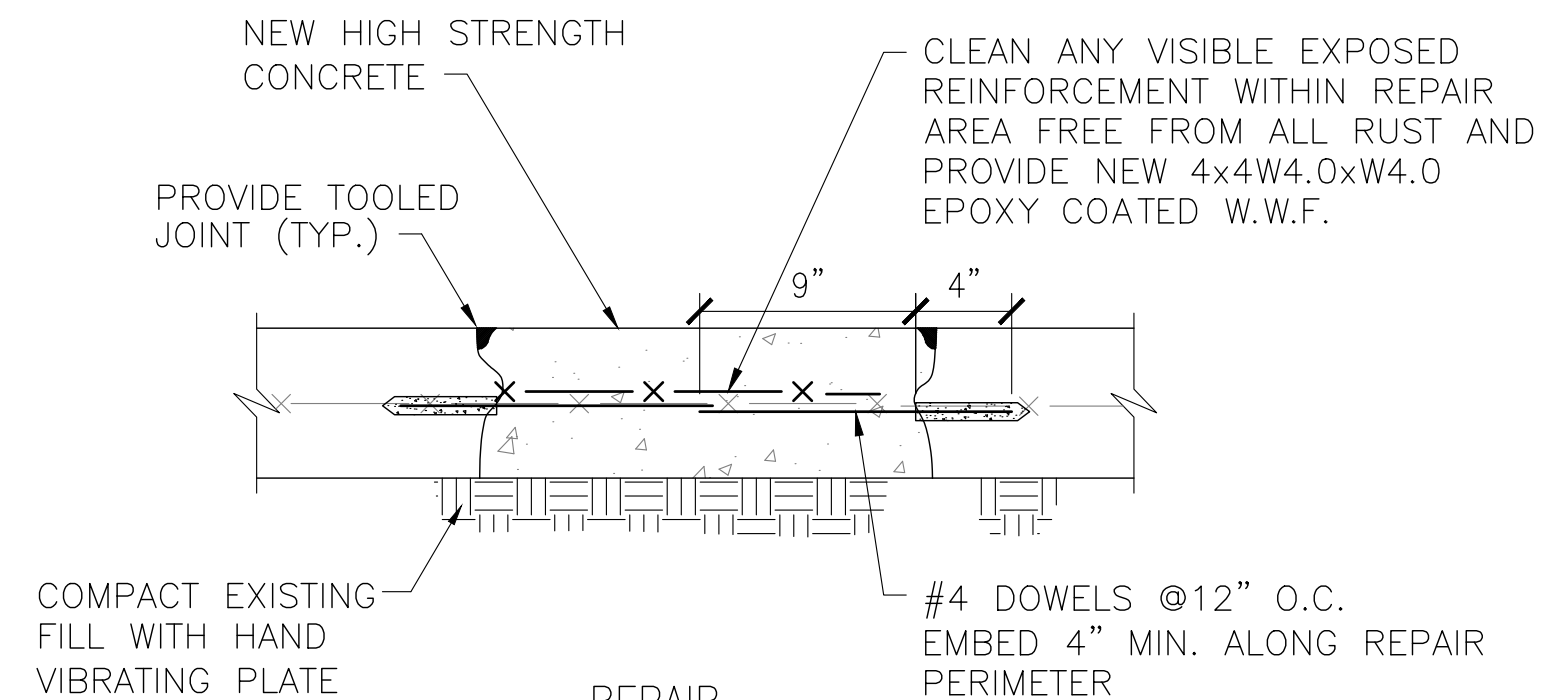
3 PATCH FULL DEPTH REPAIR CONCRETE SLAB ON GRADE
R-5 SCALE: NONE



DEMOLITION PROCEDURE:

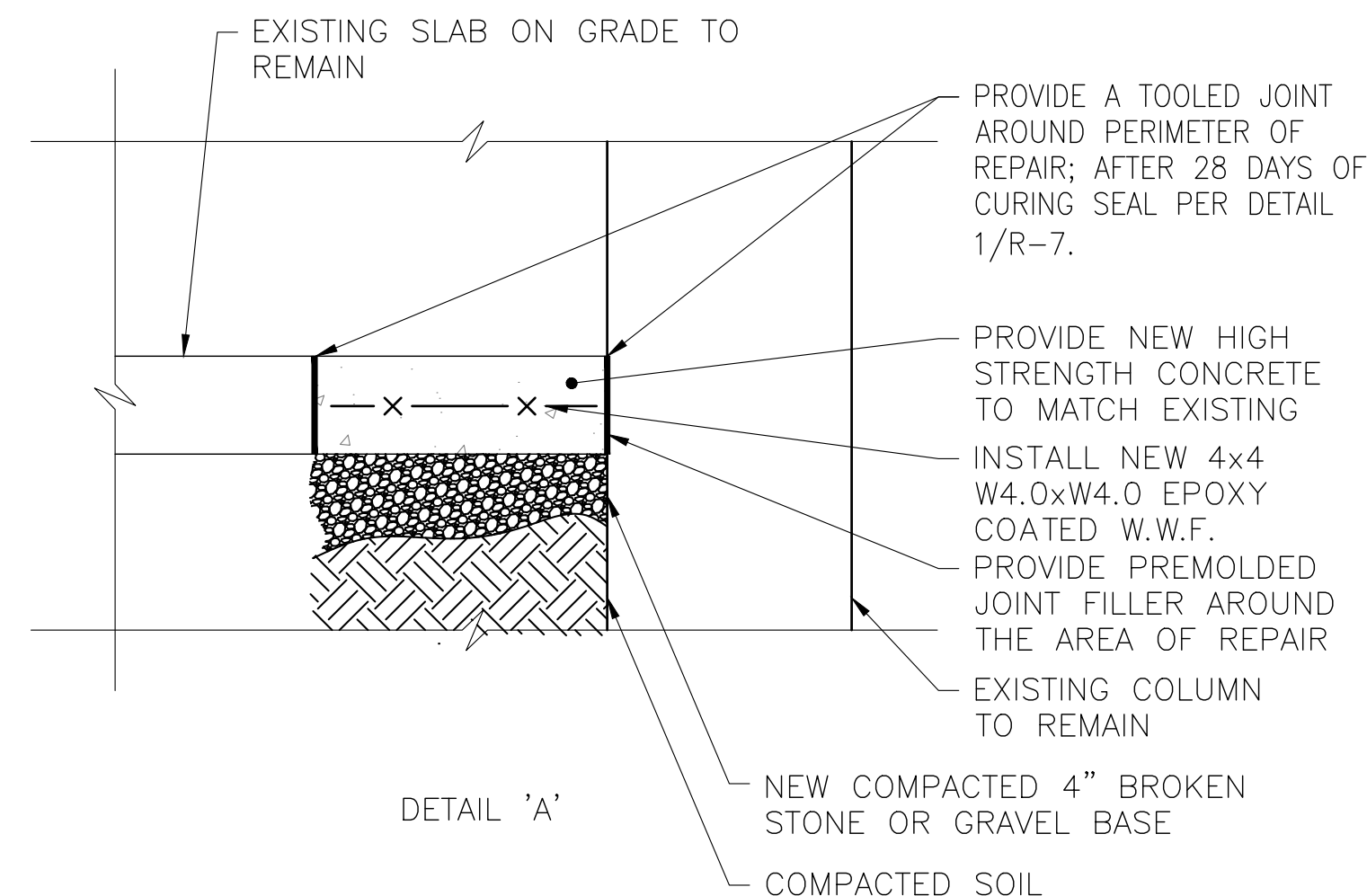
1. CONTRACTOR TO VERIFY THE AREA OF SLAB-ON-GRADE REMOVAL.
2. REMOVE SOUND AND UNSOUND CONCRETE FULL DEPTH AS SHOWN IN SKETCH ABOVE.

4 PATCH FULL DEPTH SETTLED CONCRETE SLAB ON GRADE
R-5 SCALE: NONE



REPAIR PROCEDURE:

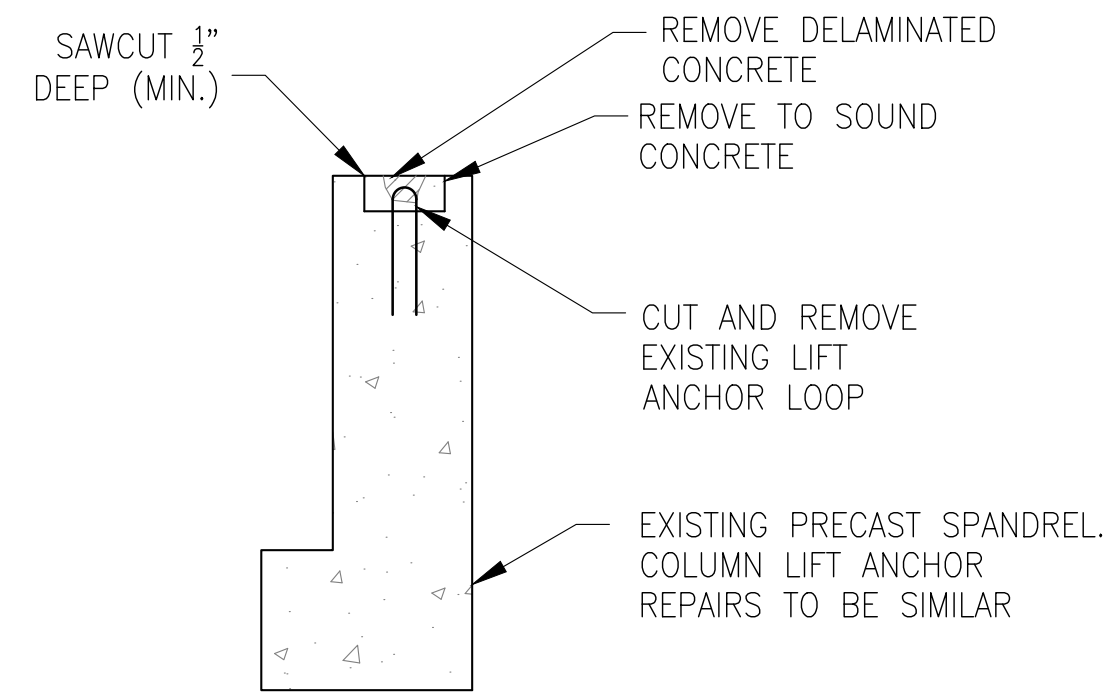
1. CLEAN THE REPAIR AREA FREE OF ALL DUST AND DIRT USING COMPRESSED AIR.
2. SANDBLAST CLEAN EXISTING EXPOSED REINFORCEMENT AND SUPPLEMENT THE REINFORCEMENT THAT HAVE BEEN CUT OR LOST 20% OR MORE OF ITS CROSS-SECTION AS DIRECTED BY THE ENGINEER. LAP NEW REINFORCEMENTS PER A.C.I. CODE REQUIREMENTS.
3. PROVIDE NEW #4 DOWELS EMBEDDED 4" MIN IN EPOXY ALONG PATCH PERIMETER AS SHOWN.
4. PLACE HIGH STRENGTH CONCRETE FINISH TO MATCH THE EXISTING SURFACE AND CURE.
5. PROVIDE A TOOLED JOINT AROUND PERIMETER OF REPAIR; AFTER 28 DAYS OF CURING SEAL AS IN DETAIL 1/R-7.



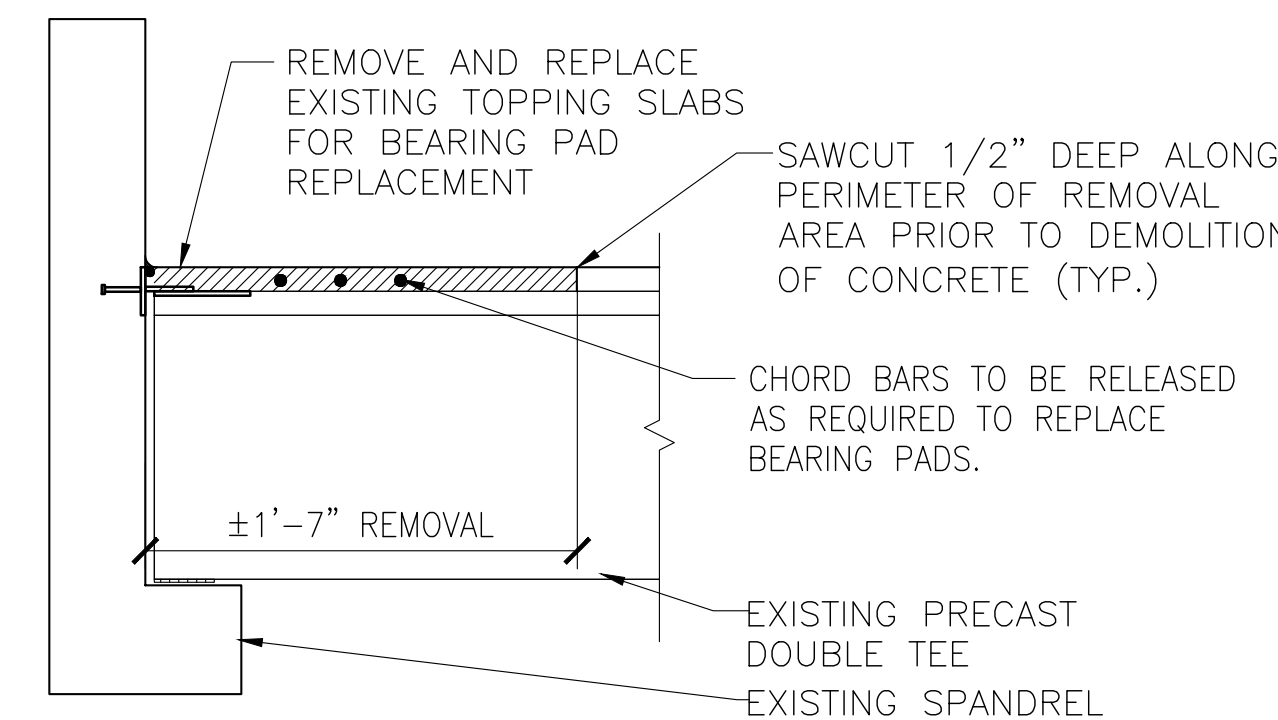
EXISTING CONDITION - DEMOLITION

DEMOLITION PROCEDURE:

1. CONTRACTOR TO VERIFY THE DELAMINATED AREA BY SOUNDING AND MARK THE AREA FOR REPAIR.
2. SAW CUT PERIMETER OF AREA TO BE REPAIRED TO A MINIMUM OF 1/2" DEEP
3. REMOVE SOUND AND UNSOUND CONCRETE USING SAWS AND CHIPPING HAMMERS.
4. CUT AND REMOVE EXPOSED ANCHOR LOOP 2" MIN. BELOW TOP OF WALL



2 LIFT ANCHOR POCKET PATCH REPAIR
R-5 SCALE: NONE

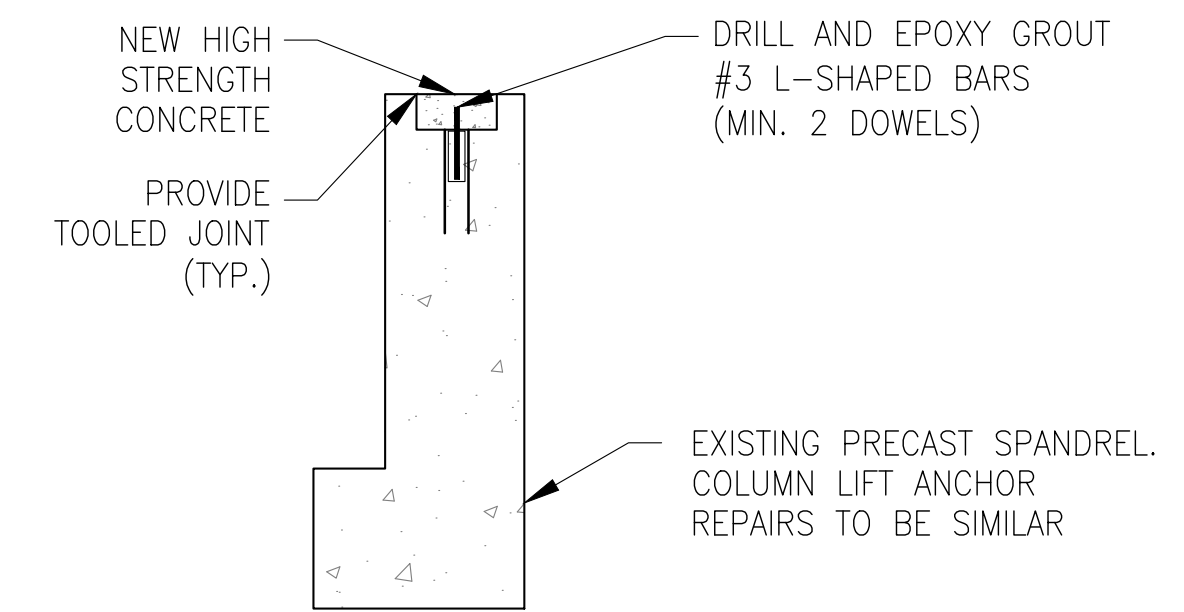


DEMOLITION

DEMOLITION PROCEDURE:

1. ERECT NECESSARY SHORING AT THE UNDERSIDE OF DEMOLITION AREA.
2. SAW CUT PERIMETER OF AREA TO BE REPAIRED TO A MINIMUM OF 1/2" DEEP
3. REMOVE CONCRETE FULL DEPTH USING SAWS AND CHIPPING HAMMERS.

5 FULL DEPTH CONCRETE TOPPING REPAIR FOR BEARING PAD REPLACEMENT
R-5 SCALE: NONE



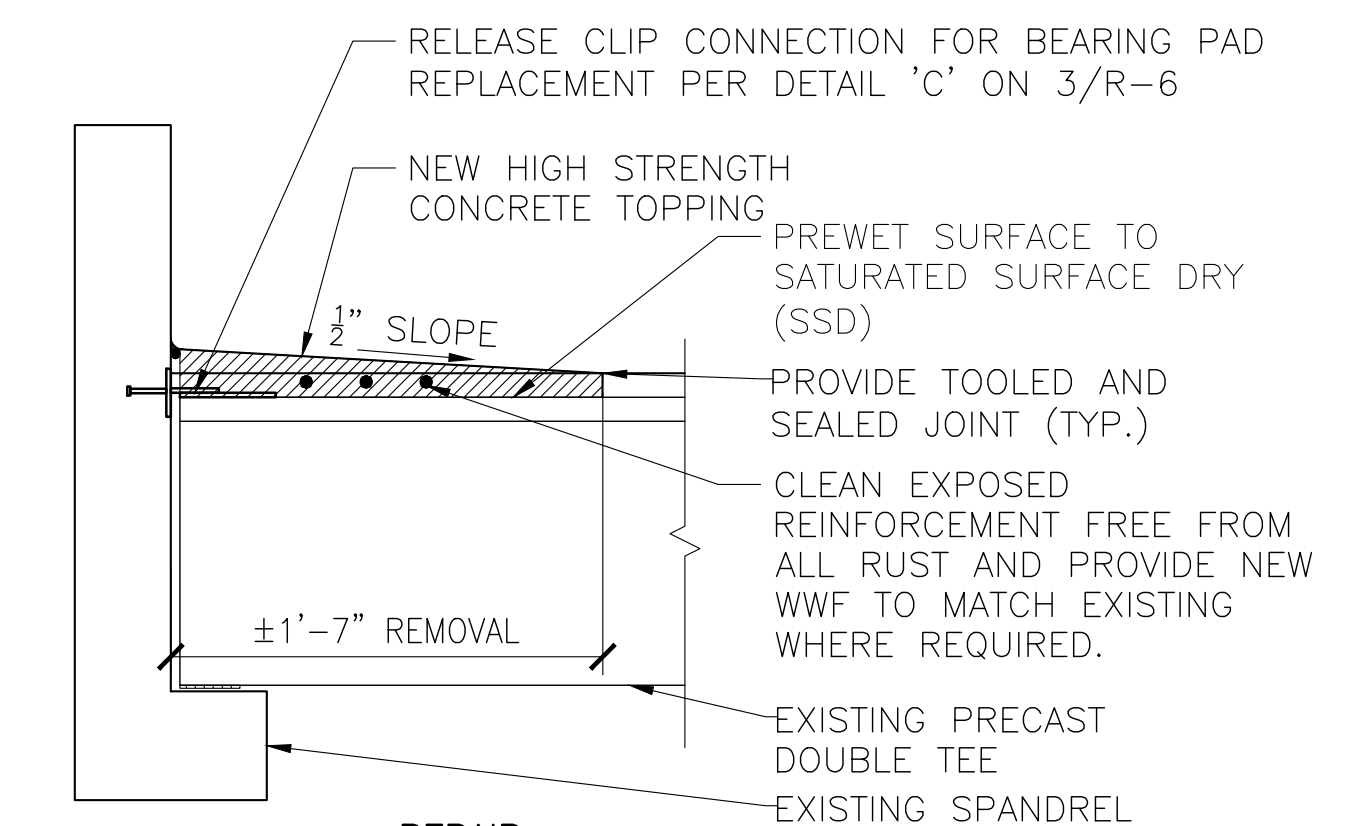
REPAIRED CONDITION

REPAIR PROCEDURE:

1. CLEAN THE REPAIR AREA OF ALL DUST AND DIRT USING COMPRESSED AIR OR BY OTHER MEANS.
2. SAND BLAST CLEAN EXISTING EXPOSED REINFORCEMENT AND PROVIDE NEW DOWEL AS REQUIRED.
3. PREWET SURFACE 2 HOURS PRIOR TO PLACEMENT OF CONCRETE. SURFACE MUST BE WET TO SATURATED SURFACE DRY (SSD) WITH NO FREE STANDING WATER.
4. PLACE NEW HIGH STRENGTH FAST SETTING CONCRETE; FINISH TO MATCH THE EXISTING SLAB SURFACE AND CURE.
5. AFTER CONCRETE HAS CURED, PROVIDE A TOOLED JOINT AROUND PERIMETER OF REPAIR; SEAL WITH TWO PART POLYURETHANE SEALANT AS PER DETAIL 1/R-7.

NOTE:

REPAIR SHOWN FOR SPANDREL PANEL LIFT ANCHORS. COLUMN LIFT ANCHOR REPAIRS TO BE SIMILAR.



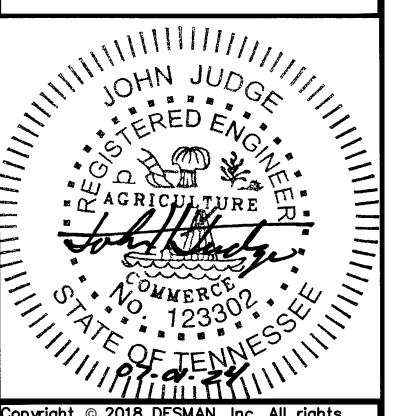
REPAIR

REPAIR PROCEDURE:

1. CLEAN THE REPAIR AREA FREE OF ALL DUST AND DIRT USING COMPRESSED AIR OR OTHER APPROVED MEANS.
2. SAND BLAST CLEAN EXISTING EXPOSED REINFORCING AND SUPPLEMENT THE WWF THAT HAVE LOST 20% OR MORE OF ITS CROSS-SECTION AS DIRECTED BY THE ENGINEER. LAP NEW WWF PER A.C.I LAPPING REQUIREMENTS. ANY RELEASED CHORD BARS SHALL ALSO BE SPLICE PER A.C.I REQUIREMENTS.
3. RELEASE CLIP CONNECTION FOR BEARING PAD REPLACEMENT PER DETAIL 'C' ON 3/R-6. CLEAN AND EPOXY PAINT ANY EXPOSED STEEL PRECAST CONNECTIONS LOCATED WITHIN REPAIR AREA.
4. PREWET EXISTING CONCRETE SURFACE 2 HOURS PRIOR TO PLACEMENT OF NEW CONCRETE. SURFACE MUST BE WET TO SATURATED SURFACE DRY (SSD) WITH NO FREE STANDING WATER.
6. FORM AND POUR HIGH STRENGTH FAST SETTING CONCRETE, FINISH TO MATCH THE EXISTING SURFACE AND CURE.
7. PROVIDE A TOOLED JOINT AROUND PERIMETER OF REPAIR; AFTER 28 DAYS OF CURING ROUT AND SEAL AS IN DETAIL 1/R-7.

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REPAIRS AND PREVENTATIVE MAINTENANCE
OF THE
405 E. HARPER AVENUE GARAGE
MARYVILLE, TN



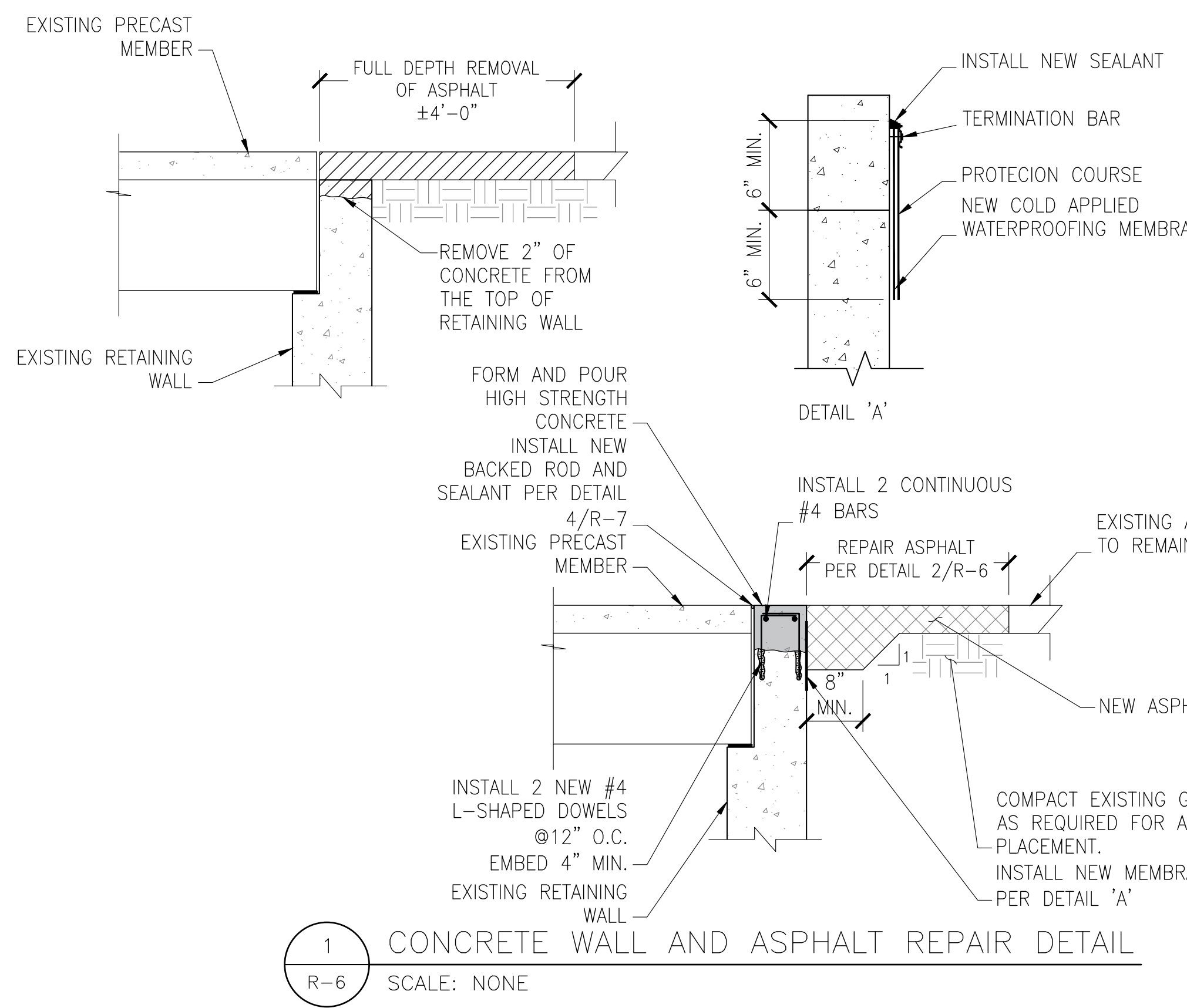
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ISSUE		
NO.	DESCRIPTION	DATE
2	100% DOCS	7/1/24
1	90% DOCS	4/30/24

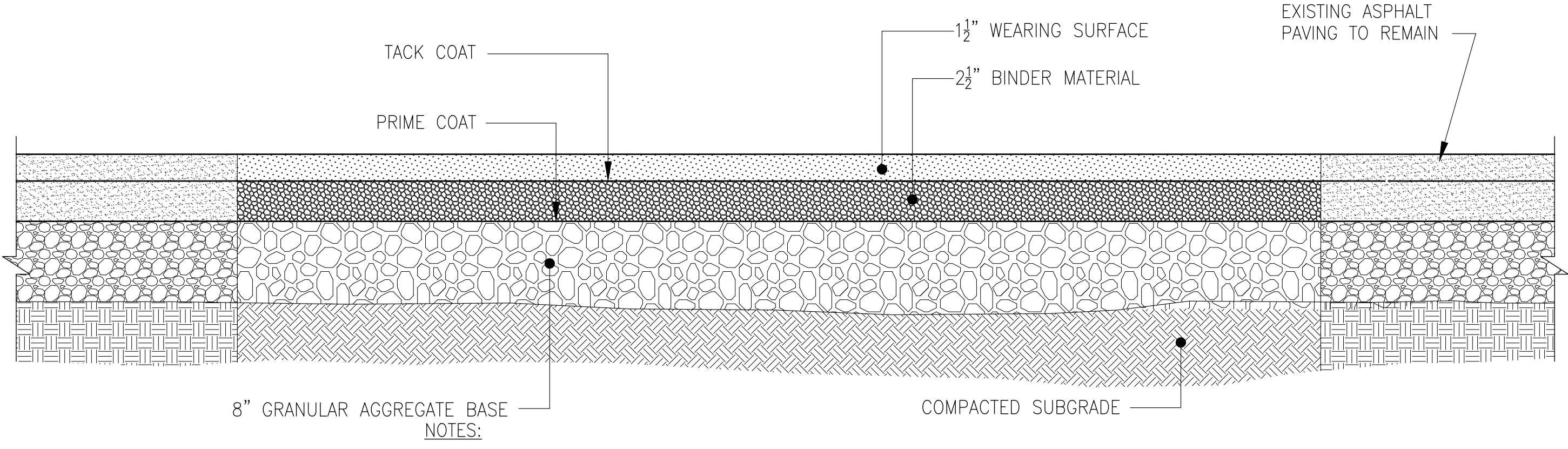
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REPAIR DETAILS

DRAWING NO.
R-5

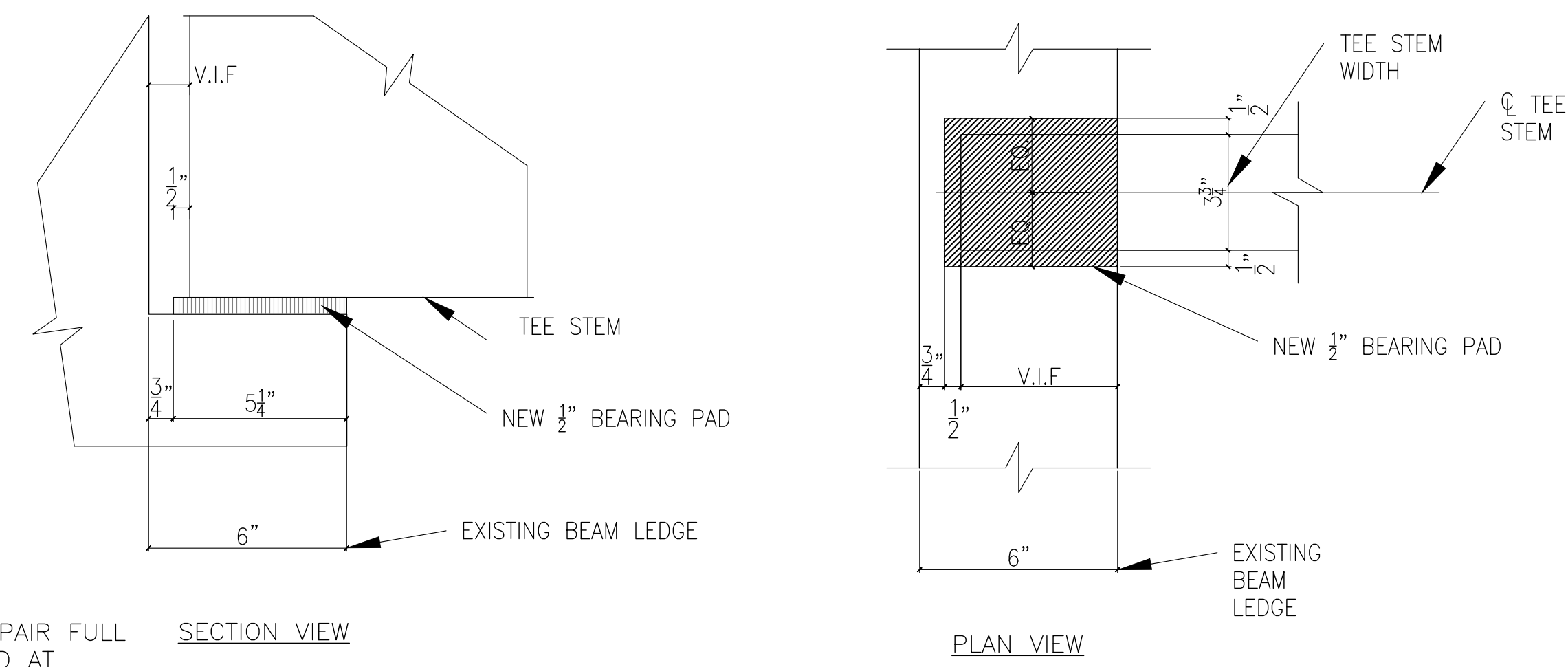
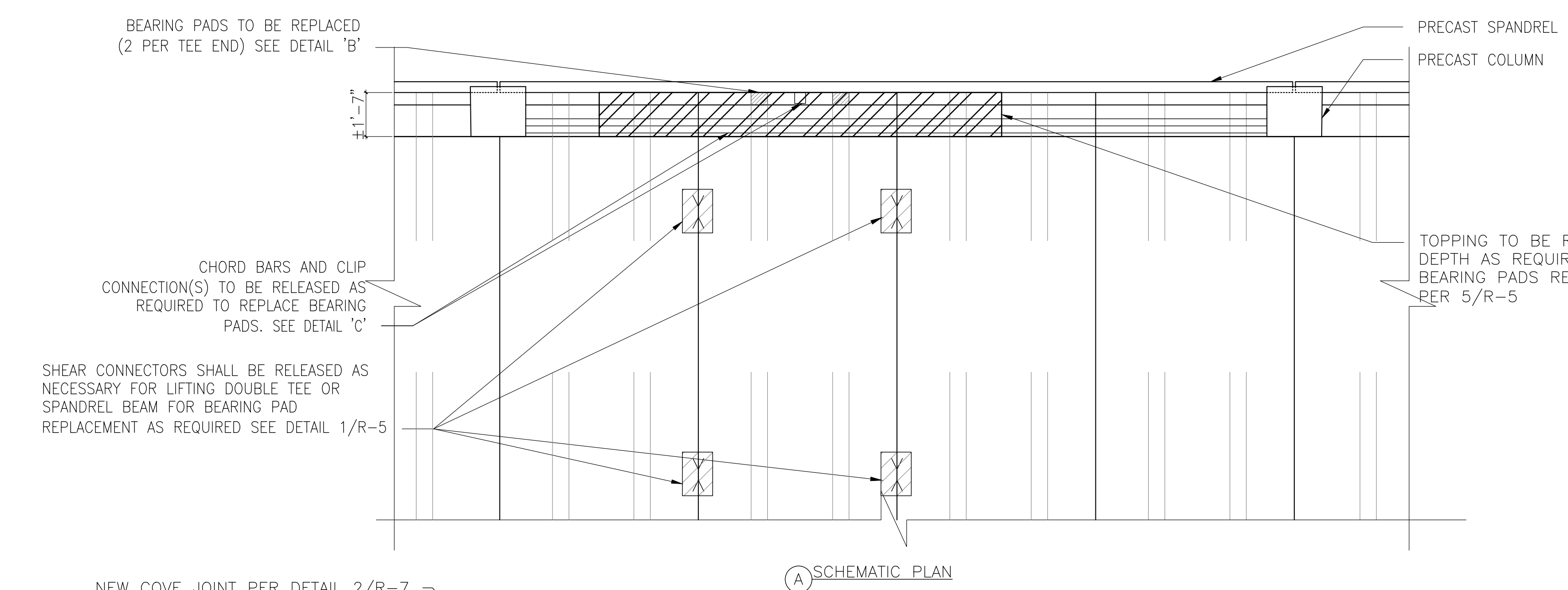
SCALE:	AS NOTED
DATE:	JULY 1, 2024
PROJECT NO:	30-23123.02
DES. S.E.	DRWN. S.E. CHK'D. S.B.



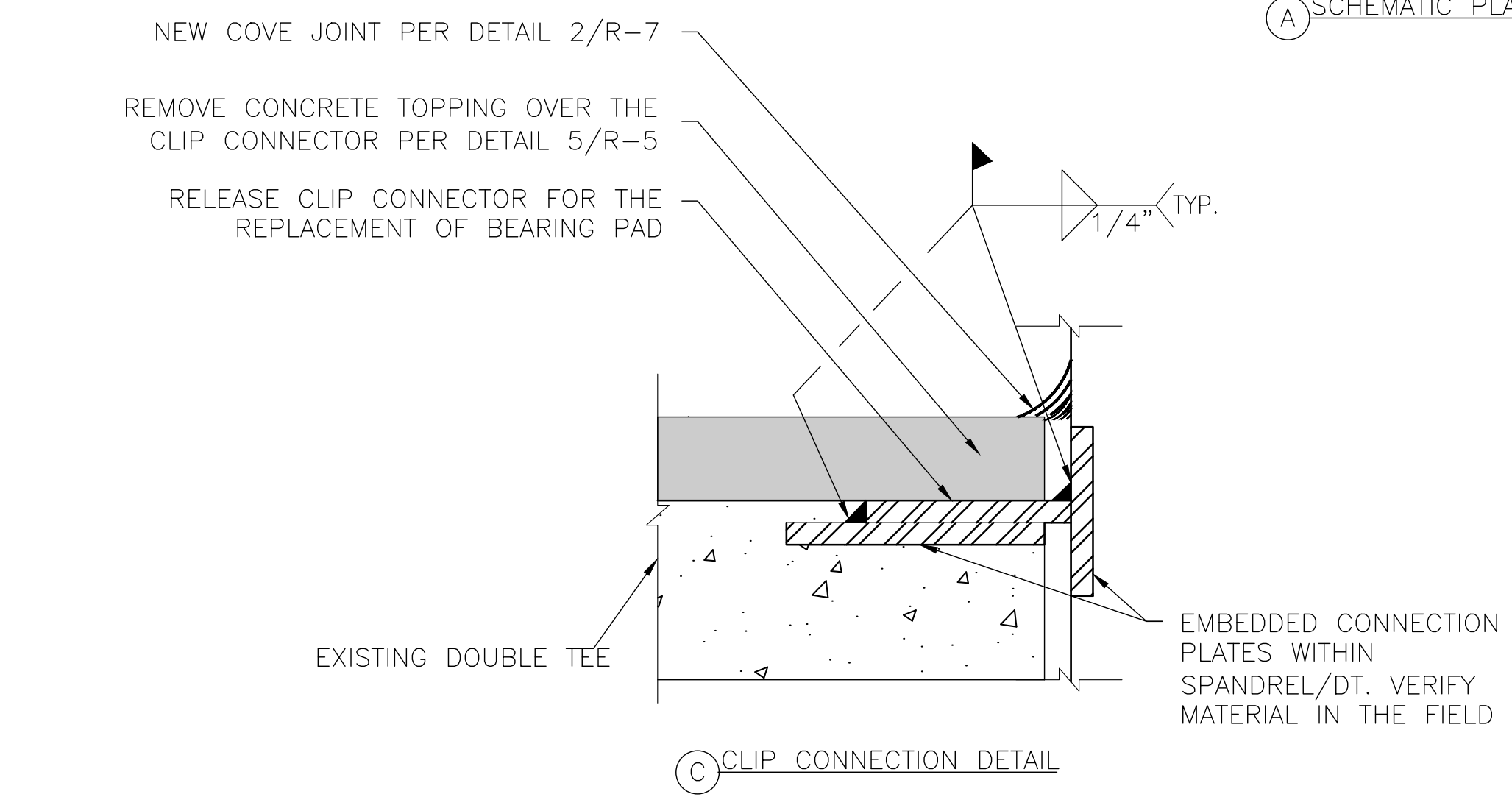
- REPAIR PROCEDURE:**
- CLEAN ALL SURFACES SCHEDULED TO RECEIVE WATERPROOFING MEMBRANE. REMOVE ANY CONTAMINANTS AS RECOMMENDED BY THE SYSTEM MANUFACTURER.
 - ALL CRACKS AND JOINTS SHALL BE DETAIL IN ACCORDANCE WITH MEMBRANE MANUFACTURER.
 - INSTALL NEW WATERPROOFING MEMBRANE. MEMBRANE TO EXTENT 6" MINIMUM ABOVE AND BELOW CONSTRUCTION JOINT ALONG THE REPAIR AREA.
 - INSTALL NEW PROTECTION BOARD AND TERMINATION BAR AS RECOMMENDED BY THE SYSTEM MANUFACTURER.
 - APPROVED MANUFACTURES:
 - SIPLAST
 - TREMCO
 - OR APPROVE EQUAL



- REMOVE ASPHALT AND SUBGRADE TO THE EXTENT SHOWN ON PLAN.
- AFTER REPAIRS HAVE BEEN COMPLETED PER DETAIL 1/R-6, COMPACT EXISTING SUBGRADE.
- INSTALL AND COMPACT 8" GRANULAR AGGREGATE BASE.
- ASPHALTIC PAVEMENT SHALL BE INSTALLED IN ACCORDANCE WITH TENNESSEE DOT SPECIFICATIONS. ASPHALTIC TYPES AND MIXES SHALL BE TENNESSEE DOT APPROVED MIX TYPES.



- CONSTRUCTION NOTES:**
- CONTRACTOR SHOULD PROVIDE SHORING AND SHORING DESIGN PER GENERAL NOTES 6 AND 7 ON T-1.
 - CONTRACTOR SHOULD EXERCISE EXTREME CAUTION NOT TO INITIATE CRACK/DAMAGE IN THE STRUCTURAL SYSTEMS. SHOULD ANY EARLY SIGNS OF DAMAGE BE DETECTED DURING OPERATIONS, CONTRACTOR SHOULD STOP THE PROCESS IMMEDIATELY AND NOTIFY THE ENGINEER AND THE OWNER FOR FURTHER REVIEW.
 - DT LIFTING SHOULD BE LIMITED TO 3/4" STEM TO LEDGE GAP. THE ENGINEER MAY ISSUE FURTHER DIRECTIONS FOR DT LIFTING BASED ON FIELD CONDITIONS.
 - CONTRACTOR TO SUBMIT PRODUCTS AND MATERIALS FOR REVIEW AND APPROVAL.
- REPAIR NOTES:**
- ALL DOUBLE TEE STEM BEARING PAD ARE TO BE REPLACED THROUGHOUT THE GARAGE.
 - CONTRACTOR TO SUBMIT BEARING PAD PRODUCT AND SIZE FOR REVIEW BY THE ENGINEER. BEARING PAD TO BE 1/2" THICK. ACTUAL BEARING PAD SIZE MUST BE AT LEAST AS WIDE AND DEEP AS THE DOUBLE TEE BEARING.
 - BEARING PAD DIMENSIONS AND PLACEMENT SHALL BE WITHIN 1/8" TOLERANCE. SEE DETAILS B.
 - CONTRACTOR SHALL CLEAN ALL DEBRIS BEFORE INSTALLING PADS AND AGAIN BEFORE LOWERING THE DOUBLE-TEES.

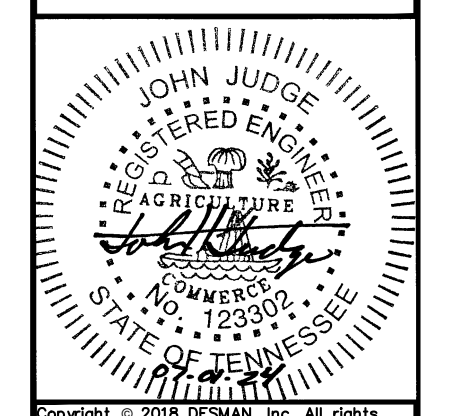


- REPAIR PROCEDURE:**
- REMOVE EXISTING CONCRETE TOPPING OVER CONNECTION AND ANY DETERIORATED CONCRETE AROUND CONNECTION PER DETAIL 5/R-5.
 - IF REQUIRED, REPLACE CORRODED/CRACKED CONNECTION PLATE TO MATCH EXISTING MATERIAL SIZE AND DIMENSIONS AS EXISTING AND WELD.
 - SANDBLAST CLEAN, PRIME, AND PAINT ALL EXPOSED STEEL CONNECTION ELEMENTS.
- NOTE:**
ALL CLIP CONNECTION REPAIRS TO BE SIMILAR.

3 BEARING PAD REPLACEMENT
R-6 SCALE: NONE

DES MAN

REPAIRS AND PREVENTATIVE MAINTENANCE
OF THE
405 E. HARPER AVENUE GARAGE
MARYVILLE, TN



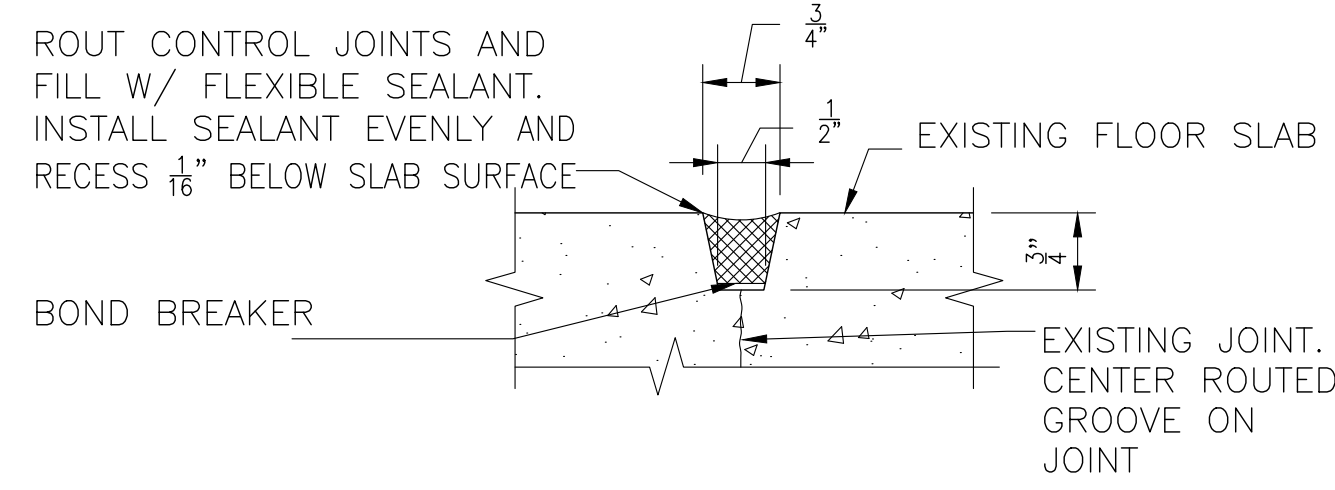
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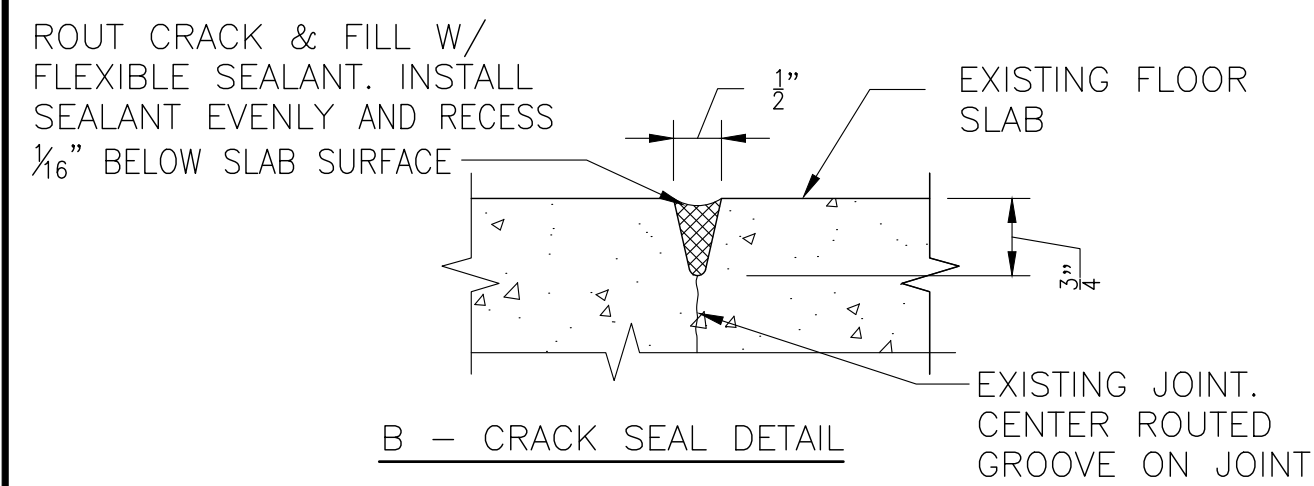
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REPAIR DETAILS

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R-6

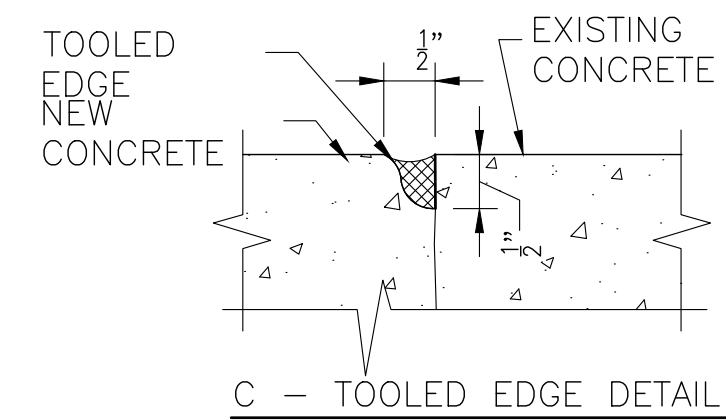
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A - CONTROL/TOOLED JOINT SEAL DETAIL



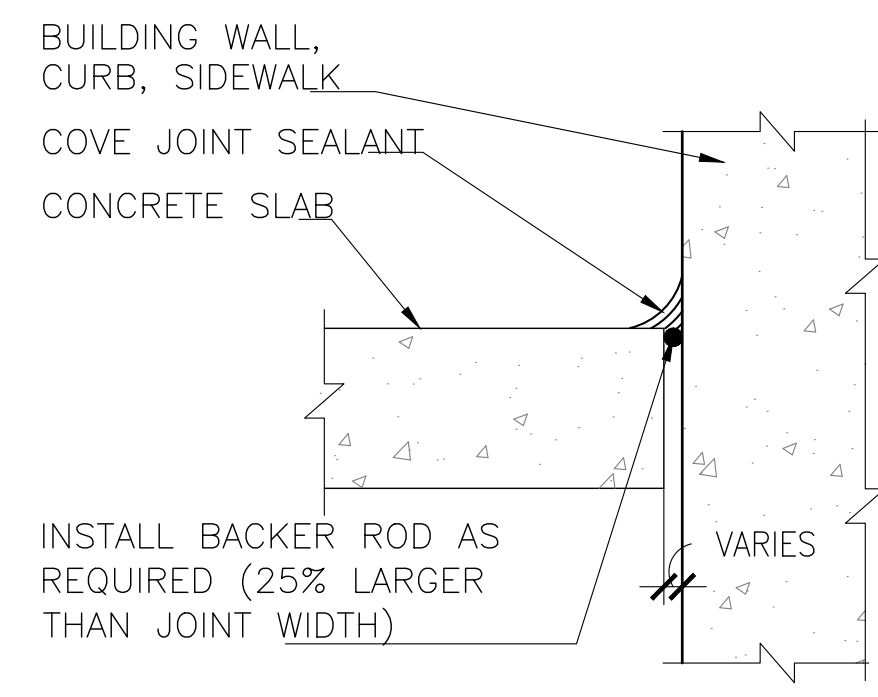
B - CRACK SEAL DETAIL



C - TOOLED EDGE DETAIL

REPAIR PROCEDURE:

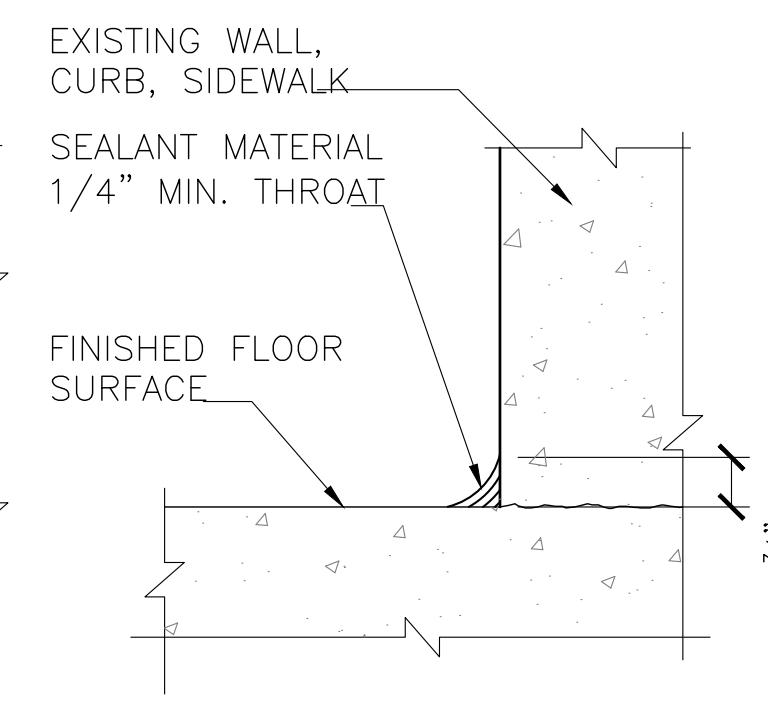
1. ROUT AND CLEAN CRACKS/CONTROL JOINTS USING COMPRESSED AIR OR OTHER APPROVED MEANS TO REMOVE DUST OR OTHER FOREIGN MATERIALS.
2. PRIME ENTIRE SURFACE OF CONTROL JOINT AND GROOVE, ALLOW FOR PRIMER TO CURE PROPERLY PRIOR TO INSTALLING SEALANT, IF SEALING CONTROL/CONSTRUCTION JOINTS, APPLY A BOND BREAKER TO BOTTOM OF JOINT BEFORE PRIMING.
3. AFTER PRIMER HAS CURED PROPERLY, INSTALL TWO PART POLYURETHANE JOINT SEALANT. DO NOT OVERFILL JOINT WITH SEALANT.



PERIMETER COVE JOINT WITH BACKER ROD

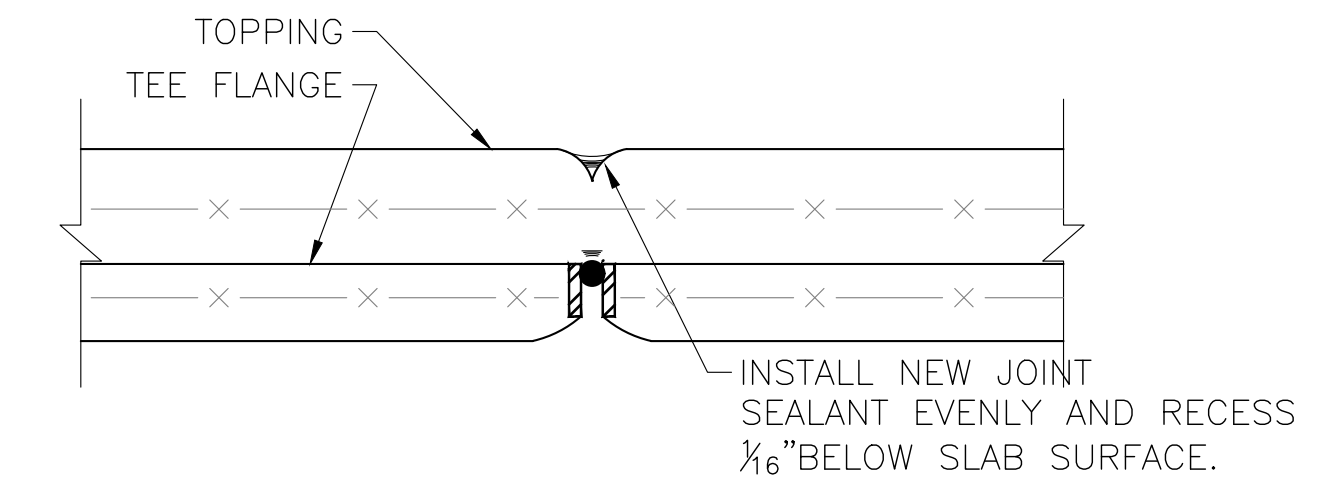
REPAIR PROCEDURE:

1. ROUT/GRIND AND CLEAN JOINTS USING COMPRESSED AIR OR OTHER APPROVED MEANS TO REMOVE DUST OR OTHER FOREIGN MATERIAL.
2. INSTALL BACKER ROD, PRIME JOINT SURFACES AND ALLOW FOR PRIMER TO CURE PROPERLY PRIOR TO INSTALLING SEALANT.
3. AFTER PRIMER HAS CURED PROPERLY, INSTALL TWO PART POLYURETHANE JOINT SEALANT.



PERIMETER COVE JOINT NO BACKER ROD

2 COVE JOINT DETAILS
R-7 SCALE: NONE



REPAIR PROCEDURE:

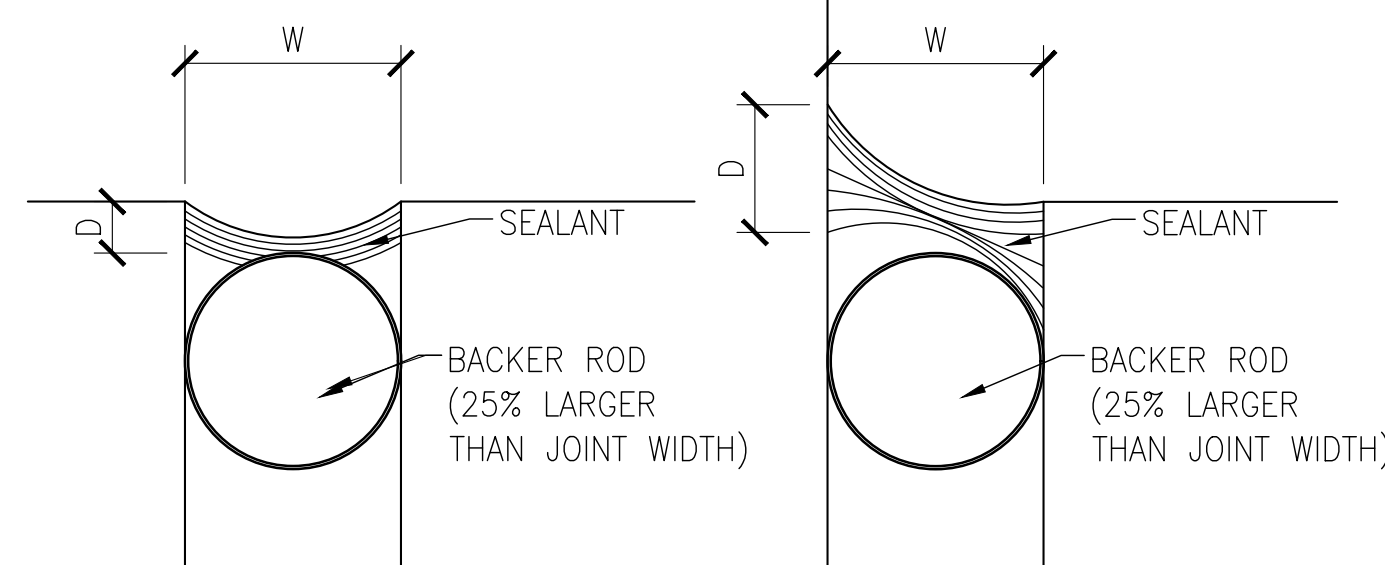
1. REMOVE EXISTING JOINT MATERIAL.
2. ROUT/GRIND JOINTS AND CLEAN USING COMPRESSED AIR OR OTHER APPROVED MEANS TO REMOVE DUST OR OTHER FOREIGN MATERIAL.
3. PRIME JOINT SURFACES AND ALLOW PRIMER TO CURE PROPERLY PRIOR TO INSTALLING NEW SEALANT.
4. AFTER PRIMER HAS CURED INSTALL NEW TWO PART POLYURETHANE SEALANT.
5. PROHIBIT VEHICULAR/PEDESTRIAN TRAFFIC ON SEALED JOINTS UNTIL SEALANT MATERIAL HAS CURED ACCORDING TO MFR'S RECOMMENDATIONS.

NOTE:

1. DO NOT OVER FILL JOINTS WITH SEALANT.

3 PRECAST TEE JOINTS
R-7 SCALE: NONE

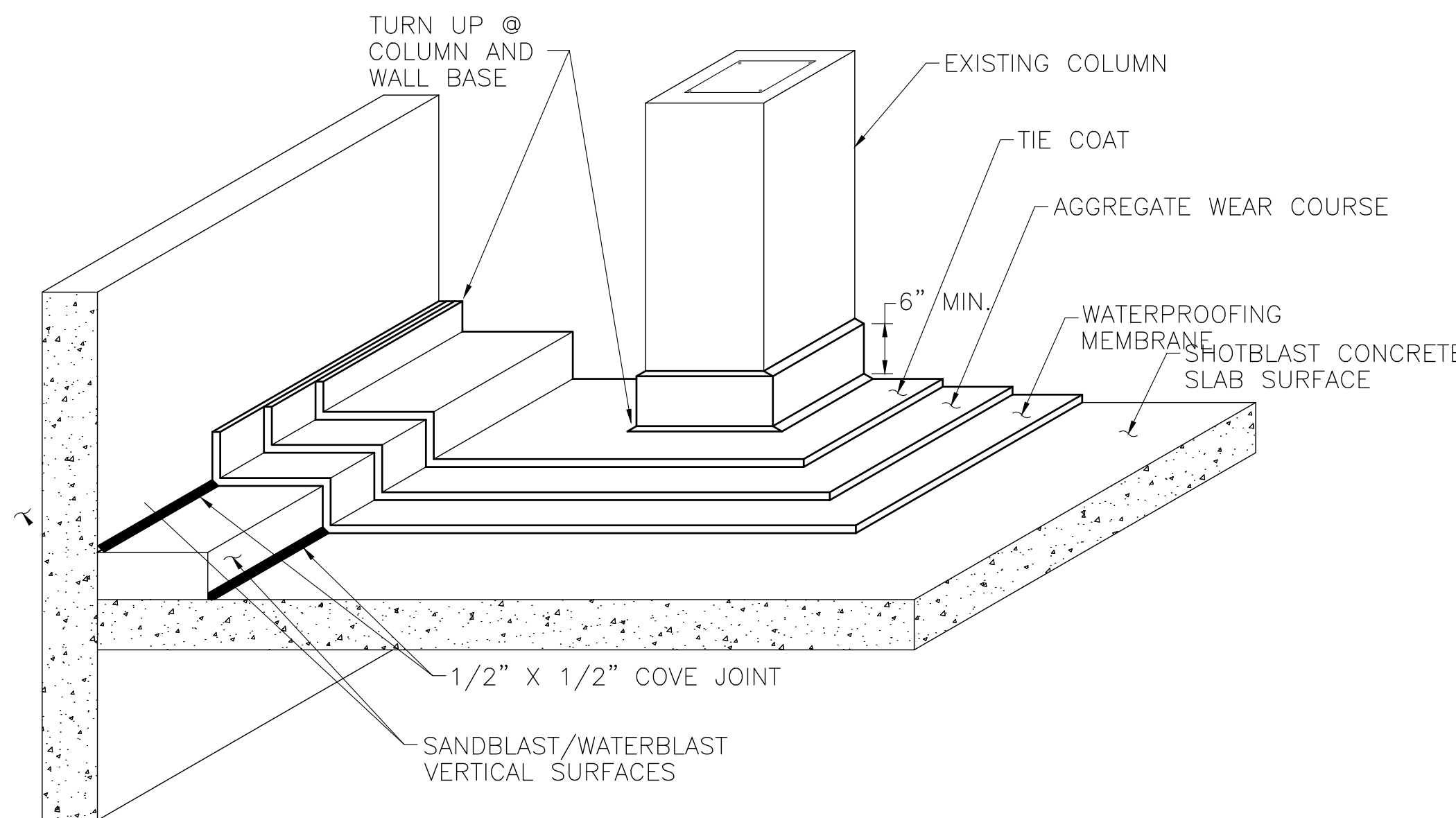
1 CRACKS AND CONTROL JOINTS
R-7 SCALE: NONE



NOTES:
APPLICATION IS FOR UP TO 2 1/2" WIDTH IF LARGER NOTIFY ENGINEER FOR FURTHER ACTION.

1. W = 3/8" MIN. 2 1/2" MAX.
2. D = W/2 (1/4" MIN./ 1/2" MAX.)

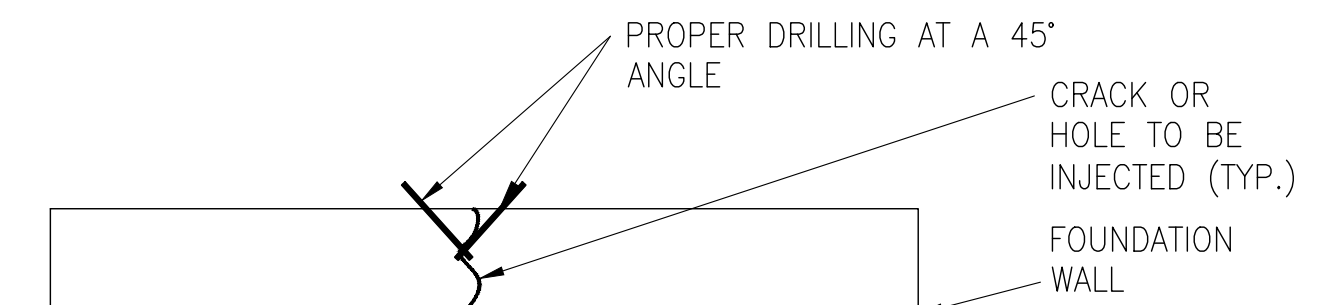
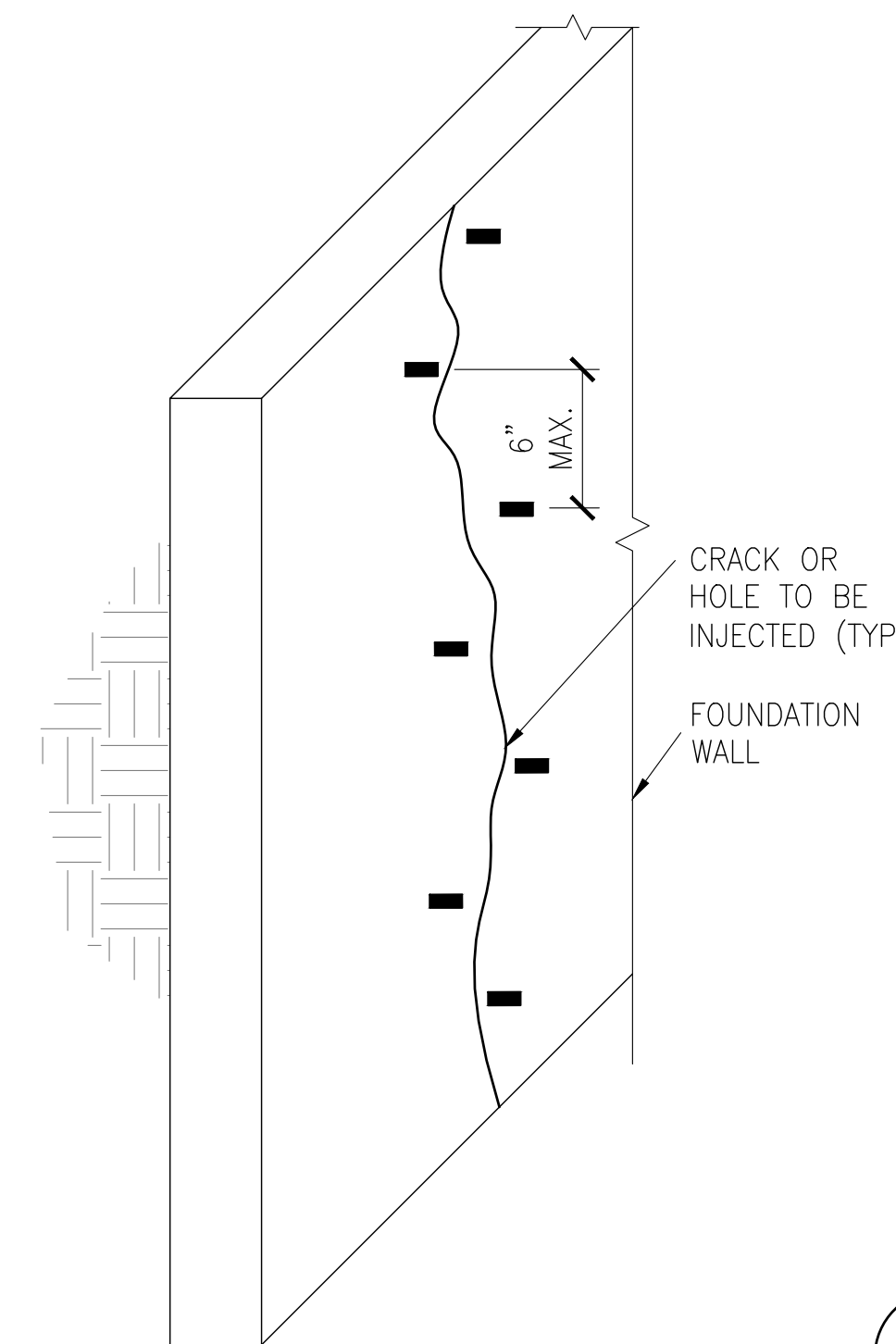
4 TYPICAL SEALANT JOINT DETAIL
R-7 SCALE: NONE



REPAIR PROCEDURE:

1. AFTER CONCRETE REPAIRS HAVE PROPERLY CURED, SHOTBLAST CLEAN HORIZONTAL SURFACES AND SANDBLAST CLEAN VERTICAL SURFACES SCHEDULED TO RECEIVE WATERPROOFING MEMBRANE. OIL STAINS, PAINT AND OTHER CONTAMINANTS SHALL BE REMOVED AS RECOMMENDED BY THE SYSTEM MANUFACTURER. SURFACE PREPARATION SHALL ALSO INCLUDE GRINDING HIGH RIDGES IN THE EXISTING CONCRETE SURFACES AND NEWLY REPAIRED AREAS WHICH MAY BE DETRIMENTAL TO SYSTEM PERFORMANCE. SYSTEM MANUFACTURER WILL BE EXPECTED TO SIGN OFF ON FINAL DECK PREPARATION PRIOR TO MEMBRANE APPLICATION.
2. THE SYSTEM MANUFACTURER AND COATING APPLICATOR SHALL PERFORM THE FOLLOWING TO ASSURE SYSTEM PERFORMANCE.
A. DECK PREPARATION SHALL BE PER SPECIFICATION IN ALL TEST AREAS.
B. THE SYSTEM MANUFACTURER AND COATING APPLICATOR SHALL SUBMIT A JOINT LETTER STATING THAT THE SURFACE PREPARATION IS ACCEPTABLE AND THAT THE SYSTEM WILL PERFORM PER SPECIFICATION, AS APPLIED ON CONCRETE SLAB.
5. ALL CRACKS GREATER THAN 1/16" SHALL BE ROUTED AND SEALED AS PER MFR. ALL CRACKS LESS THAN 1/16" SHALL BE PREPARED AS PER MANUFACTURER'S RECOMMENDED PROCEDURE. ALL CONSTRUCTION JOINTS SHALL BE ROUTED AND SEALED AS PER MFR. PROVIDE 1/2"x1/2" COVE JOINTS AT WALLS, CURBS AND COLUMNS. SEE DETAIL 1/R-7 AND 2/R-7.
9. TURN MEMBRANE UP AT VERTICAL SURFACES AND DOWN INSIDE FLOOR DRAIN BODIES.
10. MATERIAL THICKNESS OF WATERPROOF MEMBRANE LAYERS TO BE PER MANUFACTURER'S RECOMMENDATIONS OR PER THE PROJECT SPECIFICATIONS WHICHEVER IS GREATER.
11. ALL MEMBRANE PRODUCT APPLICATIONS SHALL BE UV RESISTANT.

5 WATERPROOFING MEMBRANE
R-7 SCALE: NONE



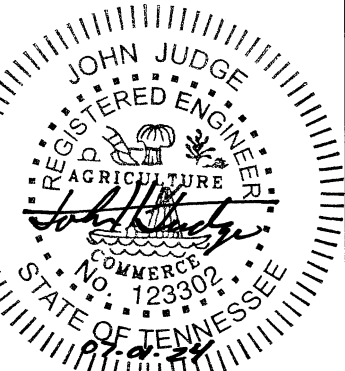
REPAIR PROCEDURE:

1. DRILL A 5/8" HOLE AT 45° ANGLE, BEGINNING AT A DISTANCE AWAY FROM THE CRACK SO THAT DRILLED HOLE INTERCEPTS THE CRACKS/JOINT AT APPROXIMATELY ONE HALF THE THICKNESS OF THE CONCRETE. IF REPAIRING A CERTICAL SURFACE, DRILL THE FIRST HOLE AT THE BOTTOM OF THE CRACK AND WORK UPWARDS.
2. INSERT A 5/8" PORT INTO THE DRILLED HOLE AND TIGHTEN. PORTS SHALL BE SET A MIN. OF 2" DEEP.
3. PUMP GROUT THROUGH THE PORT UNTIL THE HOLE WILL NOT TAKE ANYMORE GROUT, OR THE GROUT IS NO LONGER VISIBLY SEEPING OUT FO THE CRACK AND APPEARS TO HAVE STOPPED TRAVELING.
4. DRILL ANOTHER HOLE INTO THE SAME AREA AT WHICH THE GROUT STOPPED FLOWING, ON AN ANGLE AS DESCRIBED ABOVE, INSERT ENTRY PORT AND PUMP MORE GROUT. USING THIS PROCEDURE, FOLLOW THE CRACK TO ITS END.
5. AFTER THE INJECTION IS COMPLETE, REMOVE ENTRY PORTS AND GRIND SURFACE OF EXCESS GROUT SMOOTH.
6. INJECTION SEQUENCE: START FROM BOTTOM OF CRACK AND INJECT TOWARDS TO THE TOP.
7. TOUCH-UP PAINT WHERE AFFECTED BY REPAIR.

6 CHEMICAL GROUT INJECTION
R-7 SCALE: NONE

DESMAN

REPAIRS AND PREVENTATIVE MAINTENANCE
OF THE
405 E. HARPER AVENUE GARAGE
MARYVILLE, TN



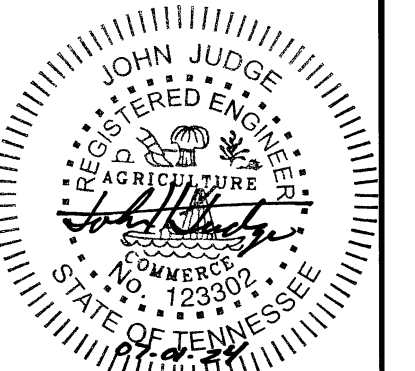
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ISSUE		
NO.	DESCRIPTION	DATE
2	100% DOCS	7/1/24
1	90% DOCS	4/30/24

DRAWING TITLE:
REPAIR
DETAILS

DRAWING NO.
R-7

SCALE: AS NOTED
DATE: JULY 1, 2024
PROJECT NO: 30-23123.02
DES. DRWN. CHK'D.
S.E. S.E. S.B.

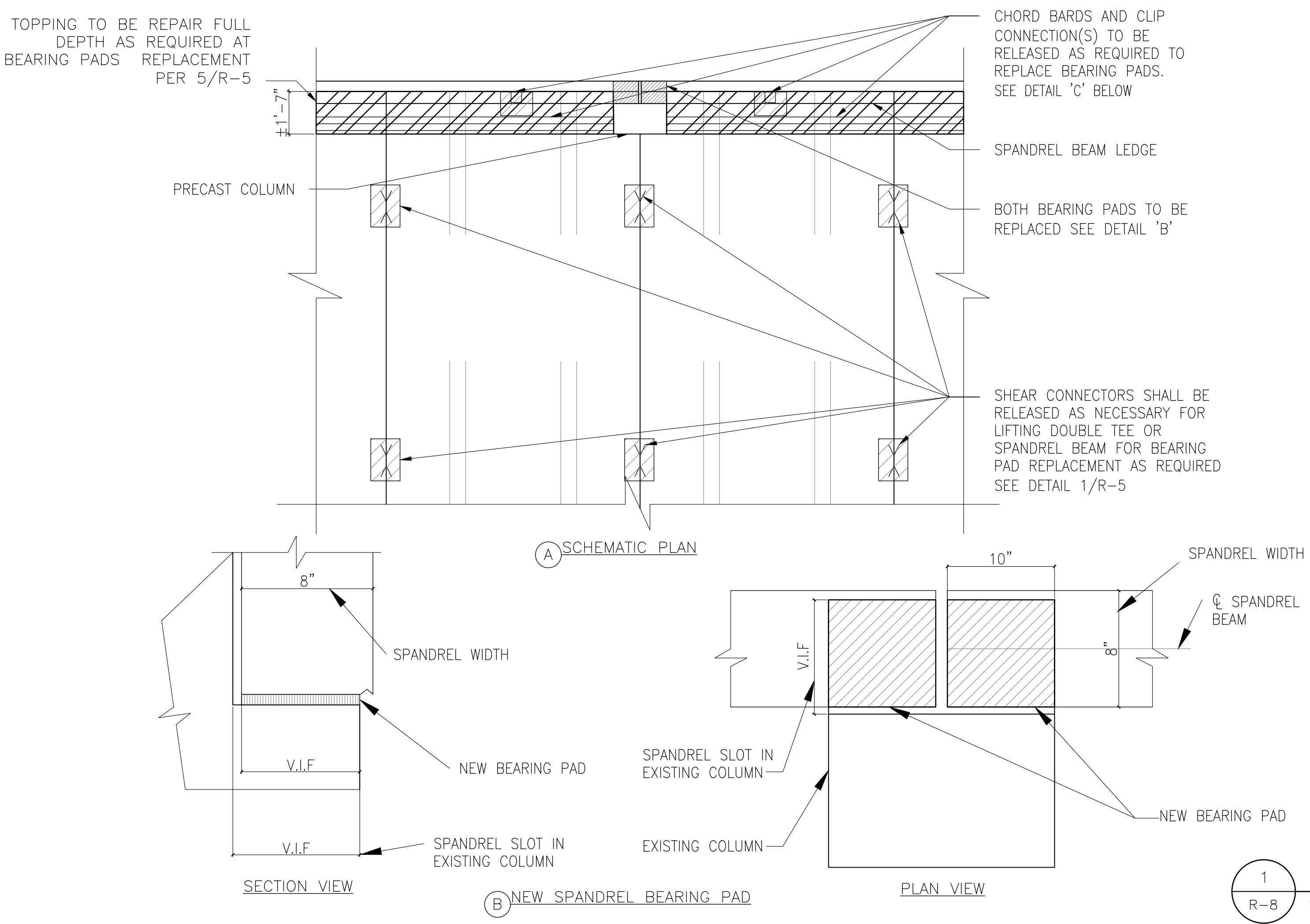
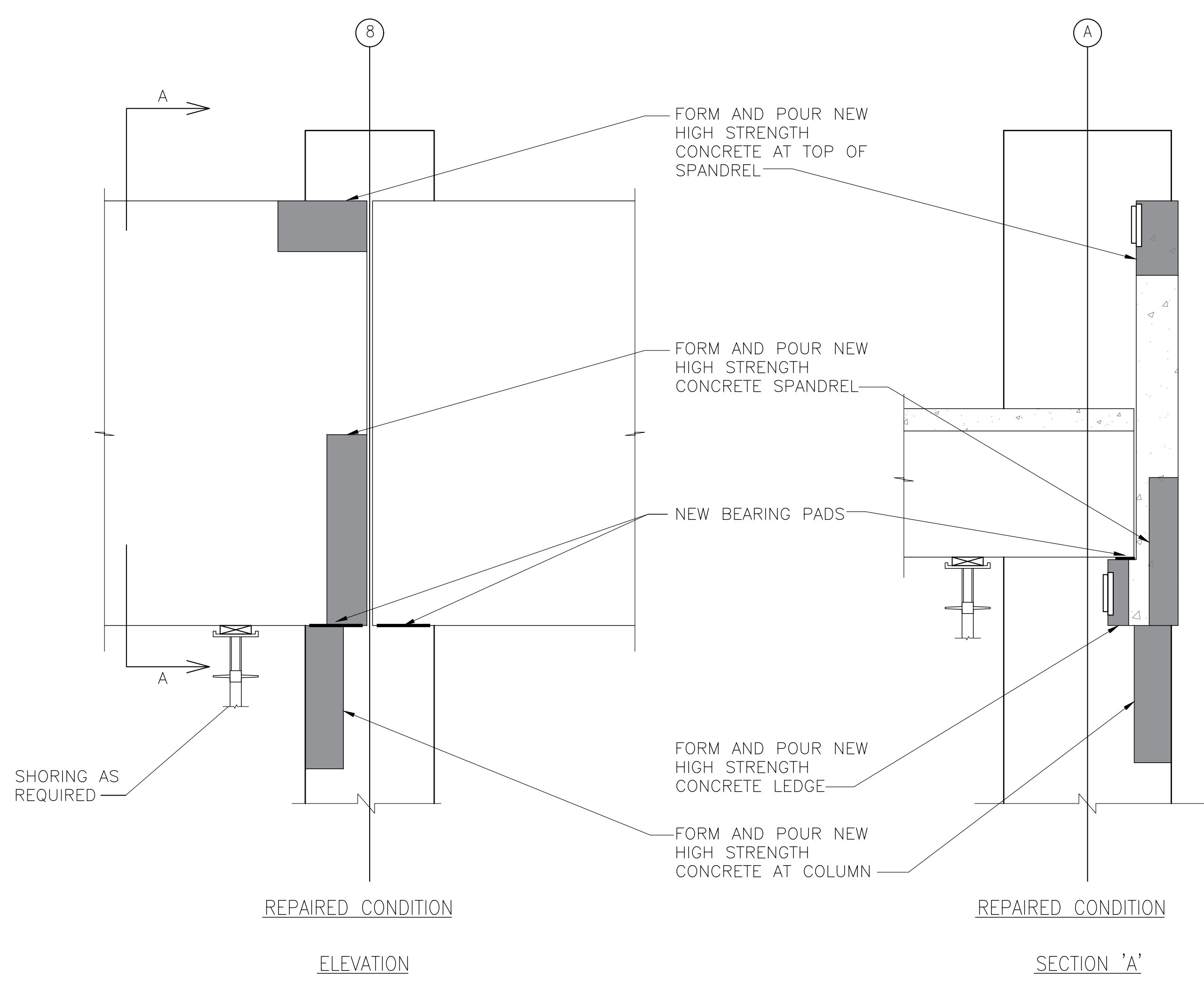
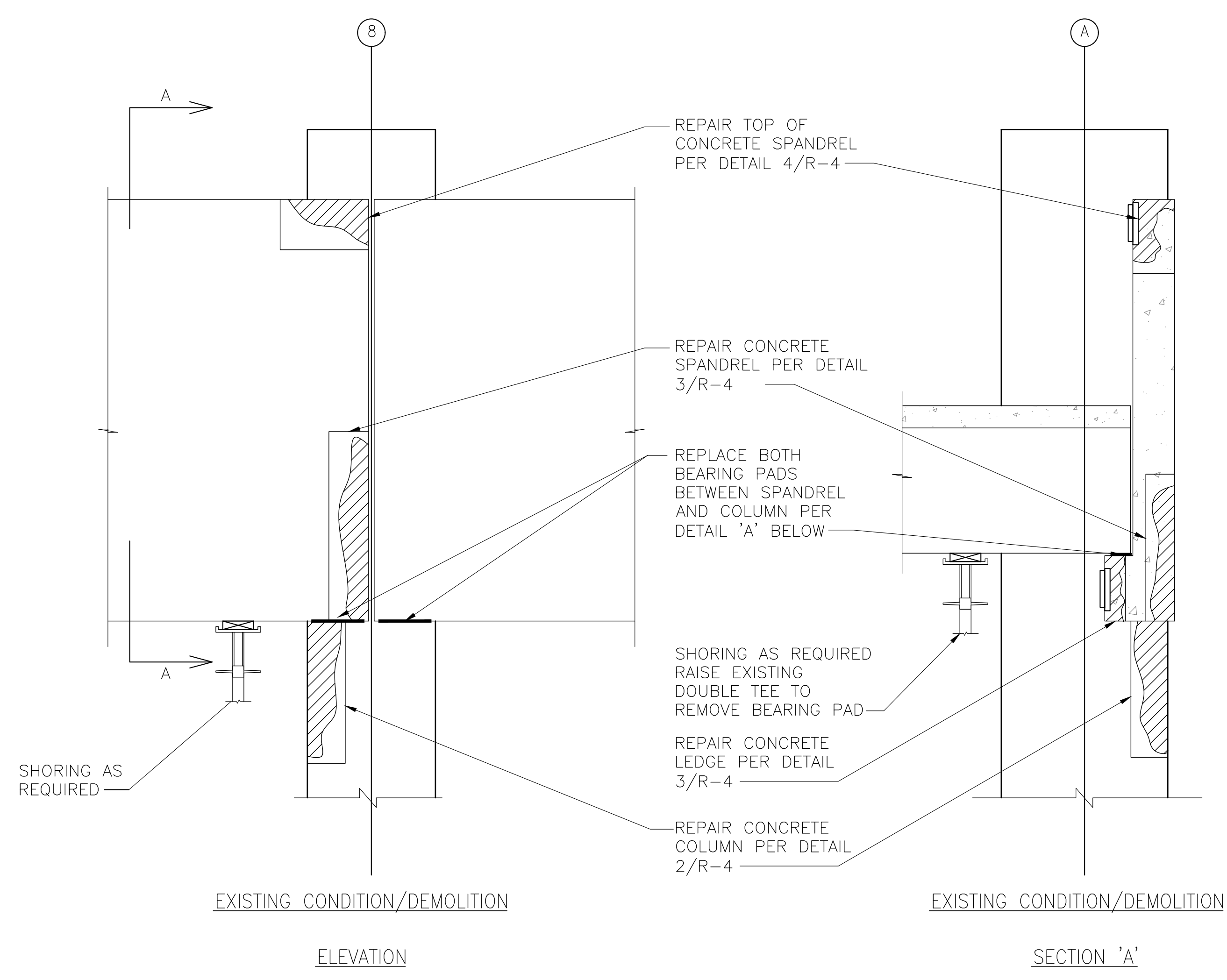


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ISSUE		
NO.	DESCRIPTION	DATE
2	100% DOCS	7/1/24
1	90% DOCS	4/30/24

DRAWING TITLE:
REPAIR DETAILS

DRAWING NO. R-8		
SCALE:	AS NOTED	
DATE:	JULY 1, 2024	
PROJECT NO:	30-23123.02	
DES. S.E.	DRWN. S.E.	CHK'D. S.B.



CONSTRUCTION NOTES:

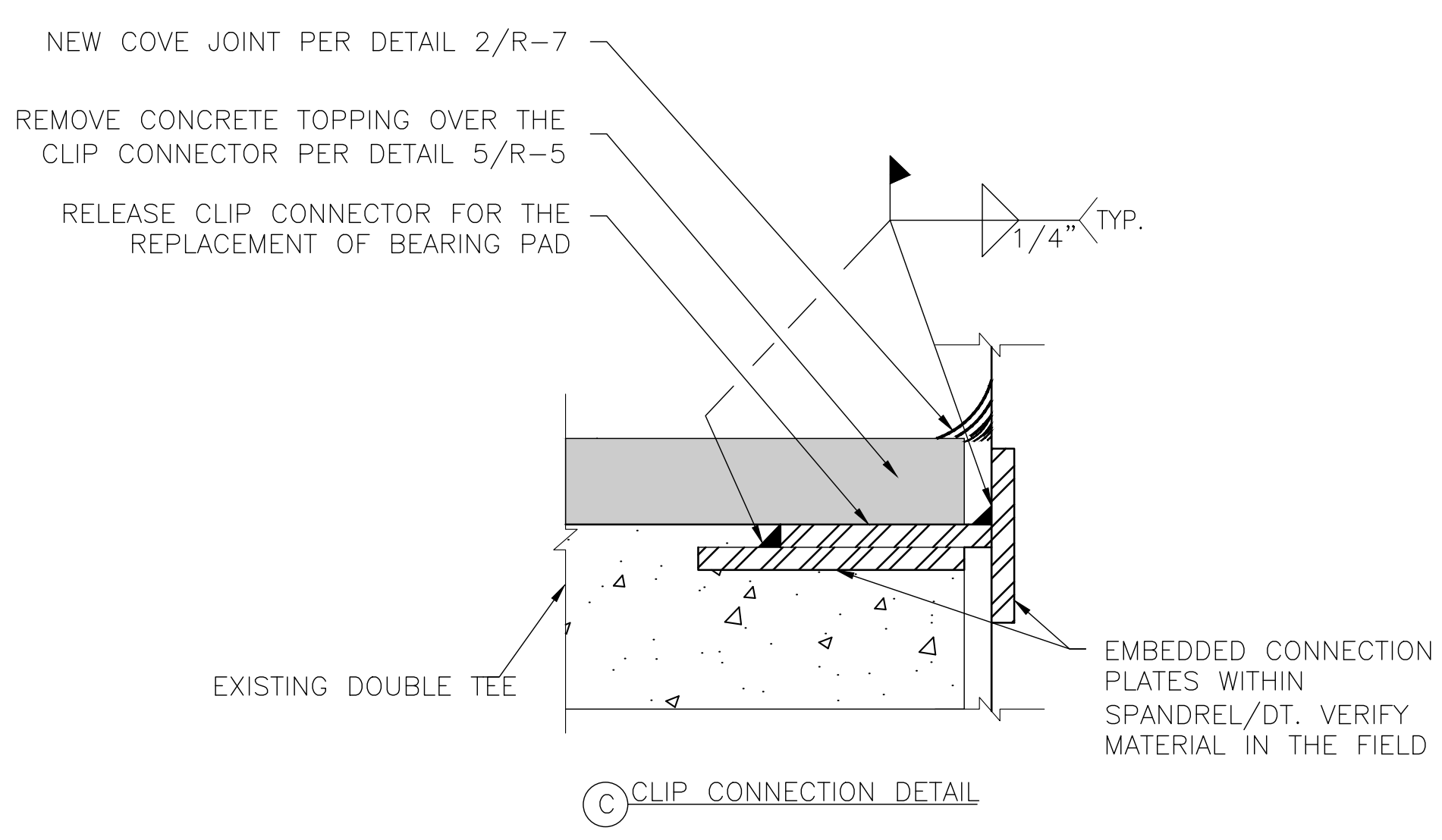
1. CONTRACTOR SHOULD PROVIDE SHORING AND SHORING DESIGN PER GENERAL NOTES 6 AND 7 ON T-1.
2. CONTRACTOR SHOULD EXERCISE EXTREME CAUTION NOT TO INITIATE CRACK/DAMAGE IN THE STRUCTURAL SYSTEMS. SHOULD ANY EARLY SIGNS OF DAMAGE BE DETECTED DURING OPERATIONS, CONTRACTOR SHOULD STOP THE PROCESS IMMEDIATELY AND NOTIFY THE ENGINEER AND THE OWNER FOR FURTHER REVIEW.
3. DT LIFTING SHOULD BE LIMITED TO 3/4" STEM TO LEDGE GAP. THE ENGINEER MAY ISSUE FURTHER DIRECTIONS FOR DT LIFTING BASED ON FIELD CONDITIONS.
4. CONTRACTOR TO SUBMIT PRODUCTS AND MATERIALS FOR REVIEW AND APPROVAL.

REPAIR NOTES:

1. ALL DOUBLE TEE STEM BEARING PAD ARE TO BE REPLACED THROUGHOUT THE GARAGE.
2. CONTRACTOR TO SUBMIT BEARING PAD PRODUCT AND SIZE FOR REVIEW BY THE ENGINEER. BEARING PAD TO BE 1/2" THICK. ACTUAL BEARING PAD SIZE MUST BE AT LEAST AS WIDE AND DEEP AS THE DOUBLE TEE BEARING.
3. BEARING PAD DIMENSIONS AND PLACEMENT SHALL BE WITHIN 1/8" TOLERANCE. SEE DETAILS B.
4. CONTRACTOR SHALL CLEAN ALL DEBRIS BEFORE INSTALLING PADS AND AGAIN BEFORE LOWERING THE DOUBLE-TEES.

ACCEPTED BEARING PAD MATERIALS:

1. ELASTOMERIC PADS: VULCANIZED, CHLOROPRENE ELASTOMERIC COMPOUND, MOLDED TO SIZE OR CUT FROM A MOLDED SHEET, 50-60 SHORE A DUROMETER.
2. RANDOM ORIENTED FIBER REINFORCED: SHALL SUPPORT COMPRESSIVE STRESS OF 3,000 PSI WITH NO CRACKING, SPLITTING OR DELAMINATING IN INTERNAL PORTIONS OF THE PAD. ONE SPECIMEN SHALL BE TESTED FOR EVERY 100 PADS USED.



REPAIR PROCEDURE:

1. REMOVE EXISTING CONCRETE TOPPING OVER CONNECTION AND ANY DETERIORATED CONCRETE AROUND CONNECTION AS SPECIFIED.
2. IF REQUIRED, REPLACE CORRODED/CRACKED CONNECTION PLATE TO MATCH EXISTING MATERIAL SIZE AND DIMENSIONS AS EXISTING AND WELD.
3. SANDBLAST CLEAN, PRIME, AND PAINT ALL EXPOSED STEEL CONNECTION ELEMENTS.
4. REPAIR CONCRETE TOPPING PER DETAIL 5/R-5

NOTE:
ALL CLIP CONNECTION REPAIRS TO BE SIMILAR.