

DEPARTMENT OF FINANCE
BUREAU OF PURCHASING
CITY OF NEW ORLEANS

MITCHELL J. LANDRIEU
MAYOR

NORMAN S. FOSTER
DIRECTOR

Date: April 23, 2012

ADDENDUM NO.: Three (3)

RE: BID PROPOSAL NO.: 2285-01276

BID OPENING DATE: 04/26/2012

AT: 2:00 P.M.

SUBJECT: New Fifth District Police Station

TO ALL PROSPECTIVE BIDDERS:

PLEASE BE ADVISED OF THE FOLLOWING ADDS/DELETES/CHANGES WHICH SHALL BE CONSIDERED AS INCLUDED IN THE ORIGINAL SPECIFICATIONS AND SHALL TAKE PRECEDENCE OVER ANY PART OF THE ORIGINAL SPECIFICATIONS IN CONFLICT THEREWITH.

SEE ATTACHMENTS

THIS ADDENDUM MUST BE ACKNOWLEDGED BY INITIALING THE BID FORM WHERE INDICATED, AS THIS ADDENDUM WILL BE MADE PART OF THE BID AND CONTRACT DOCUMENTS.

Issued By: Capital Projects



New Fifth District Police Station
Hegedus Project No. 0713-O-5
Project No. NPD006
FEMA PW # 08486

ATTACHMENTS

ITEM NO.	DESCRIPTION
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|---------------------|---|
| Attachment 1 | <u>SPECIFICATION SECTIONS</u>
SECTION 02455 – TIMBER PILES (7 pages), dated 04-19-12
SECTION 02460 – PILE TESTING (6 pages), dated 04-19-12 |
| Attachment 2 | <u>STRUCTURAL DRAWINGS</u>
S-1.0 – STRUCTURAL NOTES, revision date 04-18-12 (revisions clouded) |

New Fifth District Police Station
Hegedus Project No. 0713-O-5
Project No. NPD006
FEMA PW # 08486

ITEM NO. DESCRIPTION

PERTAINING TO SPECIFICATIONS

DIVISION 2 – SITE WORK

Item 1: Delete entire Section 02455 (7 pages) and substitute attached Section 02455 – Timber Piles (7 pages), dated 04-19-12.

Item 2: Delete entire Section 02460 and substitute attached Section 02460 – Pile Testing (6 pages), dated 04-19-12.

DIVISION 12 – FURNISHINGS

Item 3: On Page 12353-3; at Paragraph 2.3.A: Delete:

 “Solid Plastic: Corian or equal”

There are no solid plastic tops in this project.

New Fifth District Police Station
Hegedus Project No. 0713-O-5
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ITEM NO. DESCRIPTION

PERTAINING TO DRAWINGS

Item 4: On SHEET F-1: Item 30 on Furniture Schedule: Delete “12”x20”x72 MTL LOCKERS” and substitute “12”x18”x78 MTL LOCKERS”.

Provide 12”x18”x78” lockers at all locations that receive metal lockers.

Item 5: On SHEETS A-15 and A-16: All countertops at these areas shall be plastic laminate on 2 layers of 3/4” marine grade plywood.

New Fifth District Police Station
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ITEM NO. DESCRIPTION

APPROVALS

Structural Approvals:

Item 6: Products of the following manufacturers will be accepted, provided the products are equal in quality, material construction, approx. size, finish appearance and performance to that specified. Contractor shall verify prior to submission of his bid that the products used for his pricing are compatible with the substrates, fit the space provided, and shall make all modifications to substrate preparation and to any other work, as necessitated by substitution of a product, at no additional cost to Owner. Such modifications are subject to Architect's approval:

Product

Metal Decking

Manufacturer

CSI Metal Dek Group
Wheeling Corrugating

END OF ADDENDUM

SECTION 02455 - TIMBER PILES

PART 1 GENERAL

1.1 Sections Includes

- A. This section covers treated timber piles which will be installed at all locations as shown on the drawings. The work required under this section shall include all labor, materials, equipment, shop drawings, testing, and services necessary for and reasonably incidental to furnishing, delivering and installation of treated timber piles as shown on the drawings.
- B. The length and location of piling shall be as shown on the drawings, or as described in these specifications.

1.2 Reference Standards

- A. ASTM D-25 Round Timber Piles.
- B. International Building Code 2009 with New Orleans Amendments hereinafter referred to as the New Orleans Building Code (NOBC).
- C. Soils Report developed by provided by Professional Service Industries dated March 19, 2009.

1.3 Related Sections

- A. Excavating: Section 02222

1.4 Quality Assurance

- A. The current rules and practices set forth in the NOBC shall govern this work, except as otherwise noted on the drawings, or as otherwise specified.
- B. Substitutions or modifications will not be permitted.
- C. Responsibility for Errors - The Contractor alone shall be responsible for all errors of locating and for the correct driving of the piles.
- D. Vibration monitoring shall be performed as indicated herein.

- E. Pile driving work shall not take place outside the hours of 8:00am and 5:00pm, Monday through Saturday.
- F. Contractor is solely responsible for coordinating access into the site. Access is limited by existing site features such as fences, trees, paving and other obstructions. Contractor is responsible for temporary removal, subsequent replacement and any damage to existing site features. Repair and replacement shall be to the Owner's satisfaction at the Contractor's expense. Equivalent or better materials and workmanship shall be used for any replacements.

1.5 Performance Requirements

- A. Install piles to defined load supporting capacity as indicated on the drawings or otherwise specified herein.

1.6 Submittals

- A. Drawings indicate the type and location of new piles. Any errors or encroachments shall be referred to the Engineer for adjustment.
- B. Before work is started, the Contractor shall prepare a detailed schedule of all pile driving operations that shall indicate the sequence of the work and the time of start and completion of each part. The schedule shall be submitted to the Engineer for review.
- C. Complete information and data pertaining to the pile driving equipment, including certification of the hammer, and details of the cap block and driving head, shall be submitted to the Engineer for review before any driving is started. All driving equipment shall be subject to the Engineer's approval. If at any time, in the Engineer's opinion, the Contractor's driving equipment does not perform its intended task adequately, it shall be rejected and may not be used on this project. In such case, the Contractor will then be required to change equipment and resubmit necessary information to the Engineer.
- D. In addition to the above, pile driving records indicating the as-driven location of the butts shall be submitted on each individual structure before the start of any work that would be affected. Engineer will require corrective action, due to piles that are not located according to the Contract Documents.
- E. Contractor shall investigate and document the conditions of existing paving, structures, utilities, and other property on and adjacent to the work site and shall take suitable precautions to protect such property from damage. Should damage occur, Contractor shall repair or replace the damaged work

to restore it to original condition, or better, at no cost to the Owner, Developer, Architect or Engineer.

- F. Documentation: Contractor to photograph existing conditions of structures, finishes, equipment and adjacent facilities within 200 feet of pile driving. Indicate on photographs all existing damage. Submit documentation to Engineer prior to commencement of work.

PART 2 PRODUCTS

2.1 Materials

A. Treated Timber Piles:

Timber piles shall be treated Douglas Fir or treated Southern Yellow Pine conforming to all respects of ASTM D25, treated according to the latest revision of AWWA Standard C-3 using AWWA Standard P-2 Creosote-Coal Tar to obtain a minimum net retention of 12 pounds of treatment per cubic foot. Alternatively, piles may be treated with chromate copper arsenate (CCA) with a minimum net retention of 0.8 pounds per cubic foot. Piles shall have a minimum tip diameter and a minimum butt diameter as indicated, measured three feet from the butt, and be driven to length or tip elevation as indicated herein.

1. Type: Class B treated timber poles, conforming to ASTM D25
Embankment Length: 70 ft.
Minimum Tip Diameter: 7 inches*
Minimum Butt Diameter: 13 inches*
Design Capacity: 16.5 tons
* At 3 ft. from the end.

2. Type: Class 5 treated timber piles, conforming to ASTM D25
Embankment Length: 40ft
Minimum Tip Diameter: 6 inches*
Minimum Butt Diameter: 8 inches*

PART 3 EXECUTION

3.1 Damage to Existing Property

- A. Protection of Property: The Contractor shall investigate the conditions of existing paving, structures, sewers, utilities, and other property on and adjacent to the work site and shall take suitable precautions to protect such property from damage which could result from the piling work. Should damage occur due to Contractor's operations, the Contractor shall repair or replace the damaged work to restore it to its original condition, or better, without additional cost to the Owner, Architect or Engineer.
 - 1. Documentation: Videotape and photograph existing conditions of structures, finishes, equipment, and adjacent improvements and document all conditions that might be construed as damage resulting from pile driving operations. File photos and videotape with Engineer before starting pile driving.
- B. Notification: The Contractor shall notify the Engineer and the Testing Laboratory at least two (2) working days prior to driving initial pile.
- C. Regulatory Agency: Contractor shall comply with and provide all notifications in accordance with the New Orleans Building Code.
- D. Owner's testing laboratory will monitor peak particle velocities, during pile driving, at adjacent structures. If peak particle velocity exceeds 0.03 in/sec., pile driving operations shall cease and Engineer shall be notified immediately.

3.2 Testing

- A. Refer to Section 02460.

3.3 Load Test Evaluation (NOT USED)

- A. The Owner reserves the right to delay the driving of the permanent foundation piles in order to drive the test and reaction piling and to allow for testing and test evaluation without incurring additional cost as indicated in Section 02460. The Contractor shall furnish and/or install all labor, materials, services, and equipment, except those stated above relative to the laboratory for the test pile program. The results of the testing will be available for review at the office of the Engineer.

- B. After the pile load test results have been evaluated and the addition, deletion, longer or shorter piles are deemed necessary, the Engineer will order any required adjustment, payment of which shall be accomplished by cost modification as provided for in the contract documents. To determine a unit cost per foot for adding or deleting piles or pile length, the line item in the Schedule of Values for piling will be divided by the total length of piles in the project.

3.4 Layout and Logging

A. Driving Records

Driving records shall be kept by an Independent Testing Laboratory, selected by the Contractor, and submitted on forms satisfactory to the Engineer. Data recorded shall include the following:

1. Project name and number.
2. Name of piling contractor.
3. Date of driving.
4. Pile number and location.
5. Tip elevation.
6. Top elevation before cutoff.
7. Top elevation after cutoff.
8. Blow count.
9. Final penetration blows.
10. Hammer characteristics:
 - a. Make and model.
 - b. Energy rating.
11. Type cushion or cap - block.
12. Rebound observed.
13. Unusual occurrences during driving.
14. Type of pile splice connector.

Submit reports to Engineer regularly (daily) during pile driving. The Engineer shall have access to reports and records at all times.

- B. All piles shall be driven within +2 inches of the butt centerline dimensions indicated on the drawings.
- C. On completion of driving, the Contractor shall mark centerline location of each pile on the "as-built" drawings and submit to the Engineer.

- D. All pile driving records shall be submitted to Engineer immediately upon completion of project in one bound submittal (2 copies).

3.5 Driving

- A. The pile driving equipment for Class B timber piles shall be of sufficient capacity to drive the piles to the elevations indicated on the drawings without damage to the piles. The hammer shall develop at least 15,000 ft-lbs of energy per blow but no more than 20,000 ft-lbs of energy per blow. An air or steam hammer shall be used. Drop hammers may not be used. Acceptable driving hammer is a Vulcan No. 1 or equivalent. Hammer selection must be submitted to Engineer for approval.

For Class 5 timber piles driving hammer and energy see Section 02460-3.5, Paragraph A.1.

- B. If, in driving the piles, a resistance is met which exceeds the prescribed number of blows, the Contractor shall contact the Engineer for instructions.
- C. Fixed leads shall be required on all rigs.
- D. Jetting shall be prohibited.
- E. Use of a vibratory hammer is permitted and preferred.
- F. Pre-drilling is required for all piles within 20 feet of existing structures and major utilities (water mains over 12" in diameter, sewer mains over 18" in diameter). Pre-drilling shall be to a depth of 5 feet below grade. Pre-drilling in this case may be substituted with usage of a vibratory hammer, only for the first 5 feet of penetration. Pre-drilling bit shall be no larger than 75% of the pile width.
- G. When the point of refusal is reached, care shall be taken to avoid damaging the pile by overdriving. Refusal shall be defined as 25 blows per foot for Class B piles and 20 blows per foot for Class 5 piles.
- H. Any pile driven too far out of line, driven below the cut off elevation, or so injured in driving or straightening as to impair its structural value as a pile under the conditions of use shall be pulled and replaced at the discretion of the Engineer.
- I. Rejected piles shall be pulled or left in place as is, as directed by the Engineer and Contractor shall drive additional piles to replace them where directed by the Engineer without additional compensation.

- J. All pile cutoffs shall be disposed of off-site at the Contractor's expense.
- K. Structure Protection: Adequate provision shall be made by the Contractor for protection of adjacent structures on property while piles are being driven.
- L. An elevation shall be taken on each pile as soon as it has been driven, and elevations shall again be taken on all piles after completion of driving. Any pile found to have heaved shall be re driven to the original elevation, or to the satisfaction of the Engineer.
- M. Piles shall be driven plumb and accurately into positions shown on the drawings. A maximum variation not exceeding three (3) inches in not more than 3% of the total number of piles in a cluster will be accepted as fulfillment, providing limiting and controlling conditions make it impossible to maintain more accurately the spacing indicated on the plans. Should the variations from true center exceed the above limits, the pile in each cluster shall be plotted and the center of gravity of said cluster determined. Sufficient piles shall then be added to locations determined by the Engineer to shift the center of gravity of the cluster to the true center as determined by the superimposed loads. Contractor shall, at his own expense, drive such additional piling as may be required to compensate for or, to rectify conditions brought about by failure to compensate for or, to rectify conditions brought about by failure to preserve proper spacing, whether this defect is discovered before or after cutting-off.
- N. Any piles driven too low to permit proper cut-off must be corrected without extra charge. Any pile which is damaged, deflected or broken, or any pile which cannot be driven to proper tip elevation because of underground obstructions, shall be immediately removed and replaced with an acceptable substitute pile at the locations determined by the Engineer. In the event that such removal should prove impossible, the defective pile shall be abandoned and a suitable pile shall be driven close to the unacceptable pile, where the Engineer directs. Contractor shall not receive any extra compensation for the necessary corrective measures.

3.6 Replacement and Missing Piles

- A. Without additional compensation, Contractor shall provide and install all omitted and missing piles, and for any additional piles required due to encountering unknown obstructions or breakage of piles at whatever stage of work discovered.

END OF SECTION

SECTION 02460 - PILE TESTING

PART 1 GENERAL

1.1 SECTION INCLUDES

- A. This section covers pile testing timber piles for load capacity. The work required under this section shall include all labor, materials, equipment, shop drawings, and services necessary for and reasonably incidental to furnishing, delivering and installation of timber test piles and reaction piles, and testing of piles as required.
- B. The location of test piles shall be as shown on a sketch to be provided by Engineer.
- C. The term "Owner" hereinafter refers to the City of New Orleans.
- D. The term "Contractor" hereinafter refers to the company contracted, directly by the Owner, and is responsible for pile installation.
- E. The term "Testing Laboratory" hereinafter refers to the company contracted, directly by the Owner, and is responsible for conducting the test(s).
- F. The term "Engineer" hereinafter refers to Julien Engineering & Consulting, Inc.

1.2 REFERENCES

- A. ASTM D-25 Round Timber Piles.
- B. International Building Code 2009, as amended by the New Orleans Building Code (NOBC).
- C. Soils Report developed by Eustis Engineering Services dated April 2, 2010.

1.3 QUALITY ASSURANCE

- A. The current rules and practices set forth in the NOBC shall govern this work, except as otherwise noted on the drawings, or as otherwise specified herein.
- B. Substitutions or modifications will not be permitted.
- C. Responsibility for Errors - The Contractor alone shall be responsible for all errors of locating and for the correct driving of the piles.
- D. Pile load testing shall be performed by the Eustis Engineering.

- E. Vibration monitoring shall be performed by the Testing Laboratory.
- F. Pile driving work shall take place at a time agreeable with so as not to disrupt neighboring residential development. Pile driving to take place between the hours of 8:00am and 3:00pm.
- G. Contractor is solely responsible for coordinating access into the site. Access may be limited by existing site features such as fences, trees, paving and other obstructions. Contractor is responsible for temporary removal, subsequent replacement and any damage to existing site features. Repair and replacement shall be to the Owner's satisfaction at the Contractor's expense. Equivalent or better materials and workmanship shall be used for all replacements.

1.4 SUBMITTALS

- A. Drawings indicate the type and location of the test piles. Any errors or encroachments shall be referred to the Engineer for adjustment.
- B. Before work is started, the Contractor shall prepare a detailed schedule of all pile driving operations that shall indicate the sequence of the work and the time of start and completion of each part. The schedule shall be submitted to the Engineer for review.
- C. Complete information and data pertaining to the pile driving equipment, including certification of the hammer, and details of the capblock and driving head, shall be submitted to the Engineer for review before any driving is started. All driving equipment shall be subject to the Engineer's review. If at any time, in the Engineer's opinion, the Contractor's driving equipment does not perform its intended task adequately, it shall be rejected and may not be used on this project. In such case, the Contractor will then be required to change equipment and resubmit necessary information to the Engineer.
- D. In addition to the above, pile driving records indicating the as-driven location of the butts shall be submitted on each individual structure before the start of any work that would be affected. Engineer will require corrective action, due to piles that are not located according to the Contract Documents.
- E. A wood-to-wood connector design is not anticipated for this project and therefore does not have to be submitted to the City and the Engineer by the Contractor for approval.

PART 2 PRODUCTS

2.1 MATERIALS

- A. Class B test piles and Class B probe piles shall be Douglas Fir or Southern Yellow Pine conforming to ASTM D25 Class B. Refer to Section 02455 Paragraph 2.1 under heading "Treated Timber Piles" for requirements.
- B. Class 5 probe piles shall be Douglas Fir or Southern Yellow Pine conforming to ASTM D25 Class 5. Refer to Section 02455, Paragraph 2.1 under heading "Treated Timber Piles" for requirements.

PART 3 EXECUTION

3.1 DAMAGE TO EXISTING PROPERTY

- A. Contractor shall investigate existing adjacent buildings, sewers, and all utilities and shall take proper and necessary precautions to protect same from damage due to the execution of the piling work. Should damage occur due to the Contractor's negligence, the cost and responsibility for repairing or replacing the work in its original condition shall be borne by the Contractor at no cost to the Owner.
- B. Owner's testing laboratory will monitor peak particle velocities, during pile driving, at adjacent structures. If peak particle velocity exceeds 0.25 in/sec., pile driving operations shall cease and Engineer shall be notified immediately.

3.2 TESTING

- A. An approved independent testing laboratory will be selected and paid by the Owner to perform all inspection and logging of piles and vibration monitoring in connection with this work. Only those piles bearing the mark of the inspecting agency shall be considered as meeting the requirements of these specifications.
- B. Two (2) probe piles of each type shall be driven where indicated on the Engineer's sketch (to be provided).
- C. Two (2) test piles of Class B type shall be installed where indicated on the Engineer's sketch, along with necessary reaction piles. The test piles and reaction piles may not be a part of the permanent foundation. Test piles shall meet all of the requirements as the permanent piles, except as otherwise provided. All test piles shall be driven.
- D. The test pile shall be loaded to failure or at least two (2) times the design load, whichever is greater, and then left in place for at least 48 hours, the last 24 of which

shall be free from settlement. Failure is defined as that load which produces a settlement or movement of the tip equal to ¼". The movement of the tip to be determined by actual measurement. The pile shall then be cut off 12 inches below grade and abandoned. Testing shall be in accordance with ASTM D1143 and NOBC, and testing may not begin until a minimum of fourteen (14) days after driving all reaction piles and test pile.

- E. Contractor shall provide and drive the test pile and all of the materials and equipment required for testing, with the exception of the hydraulic jack. Contractor shall also provide and install all safety structures, as required, to prevent unauthorized individuals from entering the test area. The furnishing and installing of the hydraulic jack and the actual load testing shall be performed by the Owner's independent testing laboratory.
- F. Reaction system to consist of a steel beam attached to reaction piles and arranged to permit application of test load by hydraulic jacking between beam and test pile. Reaction system shall withstand a test load equal to 3 times the pile design load with a safety factor of two (2). Following the load test, reaction system shall be removed by the Contractor; reaction piles shall be cut off 12 inches below grade and abandoned in place.
- G. The Testing Laboratory shall supply and calibrate jacks required for testing, shall apply the test load, and shall prepare and issue a report of the test pile program, including the plotting of required curves.

3.3 LOAD TEST EVALUATION

- A. The Testing Laboratory shall submit results of the testing to the Engineer.

3.4 LAYOUT AND LOGGING

- A. Driving Records

Driving records shall be kept by the Testing Laboratory and submitted on forms satisfactory to the Engineer. Data recorded shall include the following:

1. Project name and number.
2. Name of piling contractor.
3. Date of driving.
4. Pile number, location and type.
5. Tip elevation.
6. Top elevation before cutoff and after cutoff.
7. Overall pile length, tip and butt sizes.
8. Blow count.
9. Final penetration blows.
10. Hammer characteristics:
 - a. Make and model.

- b. Energy rating.
- 11. Type cushion or capblock.
- 12. Rebound observed.
- 13. Unusual occurrences during driving.
- 14. Type of pile splice connector (if applicable).

The Engineer shall have access to reports and records at all times during piling installation.

3.5 DRIVING EQUIPMENT

A. Driven piles:

1. The pile driving equipment shall be of sufficient capacity to drive the piles without damage to the piles. For Class B timber piles, the hammer shall have a rated energy in the range of 15,000 ft-lb to 20,000 ft-lb per blow. For Class 5 timber piles, the hammer shall have a rated energy in the range of 7,250 ft-lb per blow but shall not impose more than 9,000 ft-lb of energy per blow. A single acting air, steam, or diesel-powered hammer shall be used. Drop hammers may not be used.
2. Between hammer and top of pile, provide hammer cushion and loosely fitted steel driving cap allowing rotation of pile without restraint as recommended by hammer manufacturer.
3. Use fixed pile-driver leads that will hold full length of pile firmly in position and in axial alignment with hammer. Extend leads to within 24 inches of elevation at which pile enters ground.

3.6 DRIVING PILES

- A. Continuously drive piles to tip elevations or penetration resistance indicated or established by load test. Establish and maintain axial alignment of leads and pile before and during driving.
- B. If, in driving the piles, a resistance is met which exceeds refusal, the Contractor shall contact the Engineer for instructions.
- C. Fixed leads shall be required on all rigs.
- D. Jetting shall be prohibited.
- E. Pre-drilling to a depth of five (5) feet with a wet rotary or dry auger using a bit no larger than 75% of the pile tip diameter will be allowed. If deeper pre-drilling becomes necessary, wet rotary drilling method should be used with a bit no greater than six (6) inches.

- F. When the point of refusal is reached, care shall be taken to avoid damaging the pile by overdriving. Refusal shall be defined as 25 blows per foot for Class B timber piles and 20 blows per foot for Class 5 timber piles.
- G. Any pile driven too far out of line, driven below the cut off elevation, or so injured in driving or straightening as to impair its structural value as a pile under the conditions of use shall be pulled and replaced at the discretion of the Engineer.
- H. All pile cutoffs shall be disposed of off-site at the Contractor's expense.
- I. Structure Protection: Adequate provision shall be made by the Contractor for protection of adjacent structures and property while piles are being driven. Contractor is responsible for all damage arising from pile driving operations.
- J. Piles shall be driven plumb.
- K. Any piles driven too low to permit proper cut-off must be corrected without extra charge. Any pile which is damaged, deflected or broken, or any pile which cannot be driven to proper tip elevation because of underground obstructions, shall be immediately removed and replaced with an acceptable substitute test pile at the locations determined by the Engineer. In the event that such removal should prove impossible, the defective pile shall be abandoned and a suitable pile shall be driven close to the unacceptable pile, where the Engineer directs. Contractor shall not receive any extra compensation for the necessary corrective measures.

END OF SECTION

DESIGN LOADS

- DEAD LOADS: THE ACTUAL WEIGHTS OF MATERIALS AND CONSTRUCTIONS
- LIVE LOADS: ROOF: 25 PSF FLOOR: OFFICES = 50 PSF ALL OTHER ROOMS = 80 PSF CORRIDORS & DECKS = 100 PSF
- WIND LOAD CONDITIONS: PER 2009 INTERNATIONAL BUILDING CODE AND ASCE 7-10. 150 MPH WIND, MODIFIED BY THE APPROPRIATE SHAPE FACTORS FOR PRESSURE, SUCTION, AND UPLIFT.

GENERAL STRUCTURAL NOTES

- THE STRUCTURE IS DESIGNED TO BE SELF-SUPPORTING & STABLE AFTER THE BUILDING IS FULLY COMPLETED. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ERECTION PROCEDURE & SEQUENCE & TO INSURE THE SAFETY OF THE BUILDING & ITS COMPONENT PARTS DURING ERECTION. THIS INCLUDES THE ADDITION OF WHATEVER SHORING, SHEETING, TEMPORARY BRACING, GUYS OR TIEDOWNS WHICH MIGHT BE NECESSARY. SUCH MATERIAL SHALL REMAIN THE CONTRACTOR'S PROPERTY AFTER THE COMPLETION OF THE PROJECT.
- IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO FOLLOW ALL APPLICABLE SAFETY CODES & REGULATIONS DURING ALL PHASES OF CONSTRUCTION.
- SHOULD ANY OF THE DETAILED INSTRUCTIONS SHOWN ON THE PLANS CONFLICT WITH THE GENERAL STRUCTURAL NOTES, THE SPECIFICATIONS, OR WITH EACH OTHER, THE STRICTEST PROVISION SHALL GOVERN.
- GOVERNING CODE: CITY OF NEW ORLEANS BUILDING CODE (2009 IBC, WITH AMENDMENTS)

FOUNDATION PREPARATION

- REFER TO RELATED ARCHITECTURAL DRAWINGS FOR WALL LOCATIONS, PLUMBING AND ELECTRICAL RISERS, EMBEDDED ITEMS, ETC. SUPPORT ALL PLUMBING AND ELECTRICAL WORK BELOW SLAB(S) WITH CONCRETE ENCASED STAINLESS STEEL HANGERS AT 8" O.C. MAX. AND AT ALL BENDS AND RISERS.
- SUITABLE FILL SHALL BE FREE OF TRASH, LUMPS, HUMUS, PIECES OF WOOD OR ANY OTHER DELETERIOUS MATERIAL.
- CONTRACTOR TO REMOVE EXISTING SLAB(S), FOUNDATIONS, AND SUBSOIL AND COMPACT NEW SUITABLE FILL AS NECESSARY. THERE SHALL BE SUITABLE GRANULAR FILL PLACED BENEATH ALL PAVEMENTS AND FOUNDATION IN THICKNESS INDICATED IN THE DETAILS, BUT NO LESS THAN 6" THICK. CLEARING AND COMPACTION SHALL OCCUR IN DRY CONDITIONS ONLY.
- SUITABLE FILL SHALL BE PLACED BENEATH PILE SUPPORTED SLABS IN LIFTS NO GREATER THAN 12 INCHES AND DOZER COMPACTED TO 95% STANDARD DENSITY AT OPTIMUM MOISTURE CONTENT.
- EXCAVATION DEPTHS SHOWN ON THE DRAWINGS ARE APPROXIMATE. ALL EXCAVATION AND BACKFILL NECESSARY SHALL BE INCLUDED IN THE BID REGARDLESS OF SUBSOIL CONDITIONS, WATER TABLE FLUCTUATIONS, WEATHER CONDITIONS, ETC. CONTRACTOR IS RESPONSIBLE FOR INSTALLING AND MAINTAINING GROUNDWATER CONTROL SYSTEMS (PUMPS, SHORING, ETC.).

TREATED TIMBER PILES

- PILES SHALL BE CLASS B AND CLASS 5 TREATED TIMBER POLES AS INDICATED AND CONFORMING TO ASTM D-25.
- DRIVE PILING WITH A STEAM HAMMER SEE SPECIFICATIONS FOR DRIVING EQUIPMENT REQUIREMENT. DISCONTINUE DRIVING IF BLOWS COUNTS ARE EXCEEDED. SEE SPECIFICATIONS.
- PRE-PUNCHING OR PRE-DRILLING SHOULD NOT BE NECESSARY BASED ON SOILS DATA. HOWEVER, IF SURFACE VIBRATIONS EXCEED ALLOWABLE TOLERANCES (0.25 IN./SEC.), THIS MAY BE NECESSARY. IF PRE-PUNCHING OR PRE-DRILLING IS REQUIRED, THE PILOT HOLE MADE MAY NOT EXCEED 5 FEET DEEP AND 75% OF THE PILE'S BUTT DIAMETER. THE NECESSITY FOR PRE-DRILLING WILL BE ASSESSED IN THE TEST PILE PROGRAM.
- REFER TO SURVEYORS CONSTRUCTION BENCHMARK CERTIFICATE TO DETERMINE FINAL SLAB ELEVATION.
- FOR PILE LENGTHS AND PILE DESIGN LOAD OF EACH TYPE SEE CONTRACT SPECIFICATIONS.
- CONTRACTOR TO NOTIFY ENGINEER AT LEAST 48 HOURS PRIOR TO DRIVING SO THAT ENGINEER MAY OBSERVE PILE DRIVING.
- CONTRACTOR SHALL SUBMIT NOTARIZED AFFIDAVIT TO THE ENGINEER UPON COMPLETION VERIFYING THAT ALL PILES HAVE BEEN DRIVEN PER PLANS AND SPECIFICATIONS. SUBMIT COPY OF AFFIDAVIT TO ENGINEER.

STEEL DECKS

- ALL DECKING SHALL BE MANUFACTURED AND ERECTED IN ACCORDANCE WITH THE LATEST EDITION OF THE "DESIGN MANUAL FOR COMPOSITE DECKS, FORM DECKS AND ROOF DECKS: BY THE STEEL DECK INSTITUTE (SDI).
- THE GALVANIZED DECKING SHALL BE MANUFACTURED FROM STEEL CONFORMING TO ASTM DESIGNATION A653, STRUCTURAL QUALITY OR EQUAL HAVING A MINIMUM YIELD STRENGTH AT 33,000 POUNDS PER SQUARE INCH.
- ALL STEEL ROOF DECKING REQUIRED SHALL BE 1-1/2" DEEP, 20 GAUGE, C-DECK, CORRUGATED (Ip=0.222 IN⁴/FT, In=0.201 IN²/FT, Sp=0.427 IN³/FT, Sn=0.234 IN³/FT) SPANNING PERPENDICULAR TO SUPPORTS.
- ALL FLOOR DECKING SHALL BE 1-1/2" DEEP, 20 GA., C-DECK (Ip=0.222 IN⁴/FT, In=0.201 IN²/FT, Sp=0.247 IN³/FT, Sn=0.234 IN³/FT) SPANNING PERPENDICULAR TO SUPPORTS. THE SLAB SHALL BE 5" TOTAL DEPTH CAST-IN-PLACE LIGHTWEIGHT CONCRETE (115 PCFMAX.) AND REINFORCED WITH 6x6-W2.9xW2.9 WWF.
- ALL WELDED WIRE FABRIC SHALL BE IN ACCORDANCE WITH ASTM A 185.
- CONCRETE OVER METAL DECKS SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3,000 PSI. A SLUMP OF NO MORE THAN 6" AND AGGREGATE NO LARGER THAN 1/2", UNLESS OTHERWISE NOTED.
- SUSPENDED CEILING, FIXTURES, DUCTS AND OTHER PERMANENT SUSPENDED LOADS SHALL NOT BE SUPPORTED BY THE DECKING.
- ALL METAL DECKING SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A924-94 WITH A MIN. COATING CLASS OF G60.
- SUBMIT DETAILED SHOP DRAWINGS PRIOR TO FABRICATION SHOWING LAYOUT, TYPES OF DECK UNITS, CONNECTION DETAILS, ACCESSORIES AND OTHER RELATED ITEMS.
- STEEL DECK SHALL BE STORED OFF THE GROUND WITH ONE END ELEVATED TO PROVIDE DRAINAGE AND SHALL BE PROTECTED FROM THE ELEMENTS WITH A WATERPROOF COVERING, VENTILATED TO AVOID CONDENSATION.
- ALL SIDE LAP AND END LAP FASTENERS SHALL BE 12" o.c. FOR FLOOR DECKING AND 6" o.c. FOR ROOF DECKING. PANEL ENDS SHALL BE LAPPED 2" FOR FLOOR AND ROOF DECKS.
- ALL DECKING SHALL BE ATTACHED TO SUPPORTING MEMBERS BY USE OF TEK SCREWS IN A 36/5 PATTERN ALONG SUPPORTING MEMBER. SCREW SIZES FOR ROOF SHALL BE NO. 12-14 SELF DRILLING - 1" MIN. Ø PANEL TO PURLIN AND 3/4" MIN. Ø PANEL TO PANEL. WELDED DECK ATTACHMENTS WILL BE CONSIDERED BUT MUST BE SUBMITTED TO ENGINEER FOR PRIOR APPROVAL.

04/18/2012

CONCRETE WORK

- LAP SPLICES AND EMBEDMENT LENGTHS FOR REINFORCING STEEL SHALL BE IN ACCORDANCE WITH A.C.I. "MANUAL OF STANDARD PRACTICE, DETAILS AND DETAILING OF CONCRETE REINFORCEMENT" - A.C.I. 318, 315, AND IN ACCORDANCE WITH CRSI STANDARDS.
 - COMPRESSION EMBEDMENT LENGTH SHALL BE 20db. COMPRESSION LAP SPLICES SHALL BE 36db, UNLESS OTHERWISE INDICATED.
 - OTHER BARS ARE ALL BARS EXCEPT TOP BARS. CLEAR DISTANCE BETWEEN ADJACENT LAYERS OF REINFORCEMENT SHALL BE 2" MINIMUM UNLESS OTHERWISE NOTED.
 - CLASS OF LAP SPLICE SHALL BE TYPE "B" UNLESS OTHERWISE NOTED.
 - SPLICE LENGTHS SHALL BE BASED ON THE SMALLER BAR BEING LAPPED.
- THE CONTRACTOR WILL BE ALLOWED TO MAKE SPLICES IN ADDITION TO THOSE INDICATED ON THE DRAWINGS, WHERE ESSENTIAL TO CONSTRUCTABILITY, SUBJECT TO APPROVAL BY THE ENGINEER. SPLICES, OTHER THAN THOSE SHOWN ON THE DRAWINGS AND OTHER THAN ANY ADDITIONAL SPLICES REQ'D. BY THE ENGINEER, WILL BE AT THE CONTRACTOR'S EXPENSE
- SUBJECT TO THE APPROVAL OF THE ENGINEER, BARS MAY BE SHIFTED SLIGHTLY OR BENT IN THE FIELD WHERE NECESSARY TO AVOID OPENINGS, PIPES, EMBEDDED ITEMS AND OTHER OBSTRUCTIONS.
- HOOKS AND BENDS IN REINFORCEMENT SHALL BE IN ACCORDANCE WITH A.C.I. 318-89.
- MINIMUM CONCRETE COVER FOR REINFORCEMENT SHALL BE:
 - CAST AGAINST EARTH MIN. COVER = 3"
 - CAST AGAINST FORMWORK MIN. COVER = 2"
- CAST-IN-PLACE CONCRETE

LOCATION	F'c @ 28 DAYS (PSI)	MAX W/C (RATIO)	MAX SLUMP (INCHES)	WEIGHT (PCF)
FIRST FL. SLAB	4,000	0.40	4	145 (N.W.)
CONC. ON MTL. DECK	3,000	0.50	7	115 (L.W.)
ALL OTHER	4,000	0.45	5	145 (N.W.)

*NOTE: WITH PLASTICIZER
- TOP OF SLAB ELEVATION = SEE PLAN
- CONCRETE JOINT DETAILS SHALL BE AS SHOWN ON THE DRAWINGS UNLESS OTHERWISE INDICATED.
- SEE ARCHITECTURAL DRAWINGS FOR ELEVATIONS AND DIMENSIONS NOT SHOWN HEREIN.
- PROVIDE VAPOR BARRIER SYSTEM UNDER ALL GROUND FLOOR AREAS. ALL TEARS AND/OR PENETRATIONS IN VAPOR BARRIER MUST BE REPAIRED WITH WATERPROOF DUCT TAPE OR APPROVED EQUAL PRODUCT ENTIRE SLAB AND GRADE BEAMS TO HAVE CONTINUOUS VAPOR BARRIER.
- CONCRETE MATERIALS:
 - PORTLAND CEMENT: ASTM C150, TYPE I (5-1/2 SACKS/CY (MIN.))
 - NORM. WT. AGGREGATE: ASTM C33
 - FINE AGGREGATE: CLEAN, SHARP, NATURAL SAND
 - COARSE AGGREGATE: CLEAN, UNCOATED, PROCESSED (NO CLAY)
 - WATER: CLEAN, POTABLE
 - ADMIXTURES: NONE WITHOUT WRITTEN APPROVAL OF ENGINEER
 - CURING COMPOUND: HYDROCIDIC, RESIN X, SONNEBORN (OR APPROVED EQUAL)
 - JOINT SEALANT: PECORA, THIKOL, THORO, SONNEBORN, (OR APPROVED EQUAL)

FLYASH: LIMIT TO NO MORE THAN 20% OF TOTAL CEMENT CONTENT.
SLAG: NOT ALLOWED IN ANY STRUCTURAL CONCRETE.
COLORED CONCRETE: SOUTH AND EAST PORCHES AND RAMPS TO HAVE PRE-MIXED COLORING AGENTS IN CONCRETE CONSISTING OF WHITE LIMESTONE AGGREGATE AND COLORING AGENT(S). SEE ARCHITECTURAL SPECIFICATIONS.
- ANCHOR RODS: ASTM F1554, GALVANIZED, W/WASHERS AND HEX NUTS
- REINFORCING STEEL MATERIALS:
 - BARS: ASTM A-615, GRADE 60 (BILLET STEEL)
 - STEEL WIRE: ASTM A82, PLAIN, COLD-DRAWN STEEL
 - WELDED WIRE FABRIC: ASTM A-185
 - SUPPORTS: BOLSTERS, CHAIRS, SPACERS EITHER PRE-GALV., PLASTIC, STAINLESS STEEL, OR CERAMIC (NO BRICKS NOR BLOCKS ALLOWED IN SLABS)
- SLAB FINISHING:
 - STEEL TROWEL ON ALL INTERIOR SLAB SURFACES
 - LIGHT BROOM FINISH ON EXTERIOR SLAB SURFACES (FLATWORK)
 - HAND RUBBED SMOOTH FINISH ON ALL EXPOSED VERTICAL SURFACES
 - STEEL TROWEL FINISH THEN LIGHT BROOM FINISH ON ALL COLORED CONCRETE SURFACES.
- ALL SHORING SHALL REMAIN IN PLACE UNTIL CONCRETE HAS CURED FOR AT LEAST 4 DAYS AND ACCEPTED OR ACHIEVED AT LEAST 75% OF REQUIRED 28 DAY COMPRESSIVE STRENGTH.
- INSTALL (2) #4 BARS NO LESS THAN 3'-0" LONG ON FOUR SIDES OF FLOOR DRAIN AND EACH PENETRATION IN THE SLAB. EXTEND BARS TO CROSS EACH OTHER AT CORNERS.
- MAINTAIN SLAB AND GRADE BEAM DEPTHS AT ALL SLAB RECESSES AND SLOPES.
- KEEP ALL EXCAVATED AREAS FREE OF STANDING WATER DURING FOUNDATION WORK.
- THE ENGINEER AND/OR THE ARCHITECT HAVE BEEN RETAINED TO PROVIDE DESIGN AND CONSTRUCTION REVIEW SERVICES. CONTRACTOR IS RESPONSIBLE FOR SAFETY PRECAUTIONS OR TO MEANS, METHODS, SHORING, SCAFFOLDING, UNDERPINNING, TEMPORARY RETAINMENT TECHNIQUES, SEQUENCES, OF EXCAVATIONS AND ANY ERECTION METHODS AND TEMPORARY BRACING NECESSARY TO COMPLETE WORK.
- THE CIVIL DRAWINGS AND THE SPECIFICATIONS FORM A PART OF THESE DRAWINGS AND SHOULD BE USED ACCORDINGLY.
- SEE SPECIFICATIONS FOR INFORMATION NOT SHOWN ON DRAWINGS.
- CONTRACTOR TO VERIFY ALL DIMENSIONS AND CONDITIONS IN FIELD PRIOR TO FABRICATION AND CONSTRUCTION.
- MINIMUM ANCHOR BOLT EMBEDMENT = 8 INCHES
MAXIMUM ANCHOR BOLT EMBEDMENT = 12 INCHES
- BEAM REINFORCEMENT SHALL BE CONTINUOUS AT CROSSINGS AND UNDER RECESSES.

COLD FORMED STEEL FRAMING

- ALL COLD FORMED STEEL FRAMING MEMBERS, THEIR DESIGN, FABRICATION, AND ERECTION SHALL CONFORM TO THE "SPECIFICATION FOR THE DESIGN OF COLD FORMED STEEL STRUCTURAL MEMBERS", A.I.S.I. LATEST EDITION.
- ALL FRAMING MEMBERS SHALL BE FORMED FROM STEEL CONFORMING TO ASTM A-446 WITH A MINIMUM YIELD STRENGTH AS FOLLOWS:
 - 12, 14 & 16 GAUGE MEMBERS: Fy = 50 ksi (GRADE D)
 - 18 & 20 GAUGE MEMBERS: Fy = 33 ksi (GRADE A)
- ALL FRAMING MEMBERS SHALL BE GALVANIZED WITH A G-60 COATING MEETING THE REQUIREMENTS OF ASTM A525.
- MEMBERS SHALL BE THE MANUFACTURER'S STANDARD "C" SHAPED STUDS/JOISTS OF THE SIZE, FLANGE WIDTH, AND GAUGE INDICATED. ALL MEMBERS SHALL HAVE A MINIMUM FLANGE LIP RETURN OF 1/2" AND SATISFY THE MINIMUM PROPERTIES AS PER "DIETRICH INDUSTRIES", OR APPROVED EQUAL.
- THE GAUGE OF ALL TRACKS SHALL BE NO LIGHTER THAN THE FRAMING BEING CONNECTED. UNLESS OTHERWISE INDICATED, CONNECT TRACKS TO CONCRETE WITH 0.205" DIA. POWER DRIVEN FASTENERS (WITH 1.25" EMBEDMENT) AT 16" ON CENTER.
- ALL WELDING SHALL BE IN CONFORMANCE WITH AMERICAN WELDING SOCIETY SPECIFICATION D1.3. ALL WELDS SHALL BE TOUCHED UP WITH ZINC RICH PAINT.

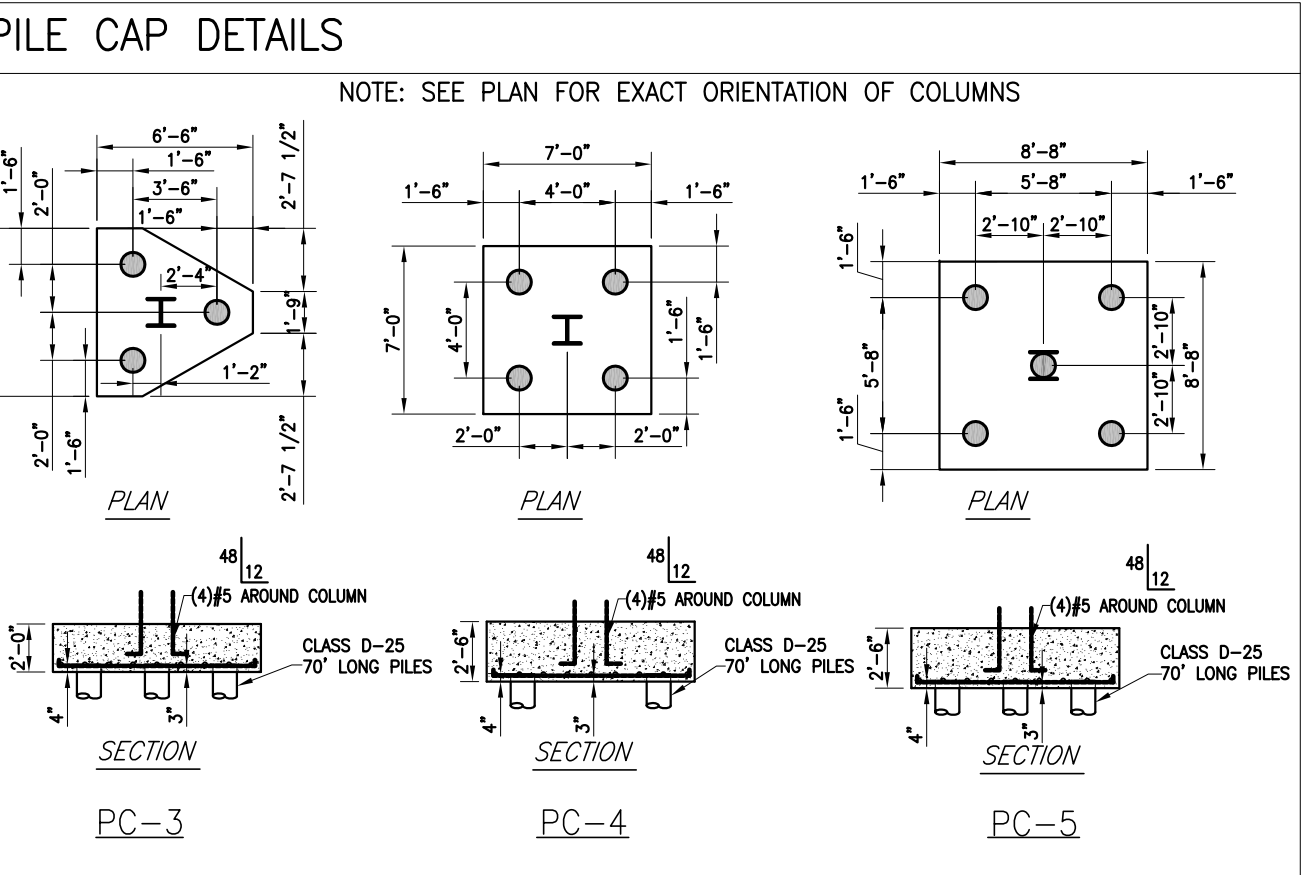
STRUCTURAL STEEL

- ALL STRUCTURAL STEEL SHALL CONFORM TO THE NINTH EDITION OF THE ALLOWABLE STRESS DESIGN (ASD) "MANUAL OF STEEL CONSTRUCTION" OF THE AISC.
- UNLESS OTHERWISE NOTED, ALL MATERIALS SHALL BE IN ACCORDANCE WITH THE FOLLOWING ASTM SPECIFICATIONS:

MEMBER	ASTM	MIN. STRENGTH
STRUCTURAL TUBING	A500 GRADE B	46 KSI (YIELD)
STEEL PIPE	A53 GRADE B	35 KSI (YIELD)
ROLLED PLATES AND SHAPES	A992 GRADE 50	50 KSI (YIELD)
CONNECTION BOLTS	A490	150 KSI (TENSILE)
ANCHOR BOLTS (GALVANIZED)	F1554	60 KSI (TENSILE)
THREADED RODS	A36	58 KSI (TENSILE)
NONSHRINK GROUT:	ESCONWELD 7505E / 7530 EPOXY GROUT	
COMPRESSIVE STR:	14,000 PSI	
TENSILE STR:	2,100 PSI	
MODULUS OF ELASTICITY =	1.8 x 10 ⁶ Psi	
- ALL WELDING SHALL BE IN ACCORDANCE WITH AWS D1.1 USING E70XX ELECTRODES. UNLESS OTHERWISE NOTED, PROVIDE CONT. MIN. SIZED FILLET WELDS PER AISC REQUIREMENTS. ALL FILLER MATERIAL SHALL HAVE A MINIMUM YIELD STRENGTH OF 58 KSI.
- WHERE CONTINUOUS MEMBERS ARE INDICATED, THE STEEL FABRICATOR SHALL SUBMIT A BOLTED CONNECTION DETAILS FOR APPROVAL.
- HOLES IN STEEL SHALL BE DRILLED OR PUNCHED. ALL SLOTTED HOLES SHALL BE PROVIDED WITH SMOOTH EDGES. BURNING OF HOLES AND TORCH CUTTING AT THE SITE IS NOT PERMITTED.
- THE STRUCTURAL STEEL ERECTOR SHALL PROVIDE ALL TEMPORARY GUYING AND BRACING.
- COLUMNS, ANCHOR BOLTS, BASE PLATES, ETC. HAVE BEEN DESIGNED FOR THE FINAL COMPLETED CONDITION AND HAVE NOT BEEN INVESTIGATED FOR POTENTIAL LOADINGS ENCOUNTERED DURING STEEL ERECTION AND CONSTRUCTION. ANY INVESTIGATION OF THE COLUMNS, ANCHOR BOLTS, BASE PLATES, ETC. FOR ADEQUACY DURING THE STEEL ERECTION AND CONSTRUCTION PROCESS IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- STEEL FABRICATORS SHALL BE AN AISC CERTIFIED SHOP FOR STEEL STRUCTURES AND MAINTAIN DETAILED QUALITY CONTROL PROCEDURES AS REQUIRED TO SATISFY THE SPECIAL INSPECTION REQUIREMENTS OF AISC. ALTERNATIVELY, NON-CERTIFIED FABRICATORS MUST SUBMIT PROOF OF AT LEAST 5 YEARS EXPERIENCE IN FABRICATION OF THIS TYPE OF STRUCTURE. PROOF MUST INCLUDE VERIFIABLE REFERENCES FROM PAST CLIENTS.
- UNLESS OTHERWISE NOTED, ALL EXPOSED STRUCTURAL STEEL SHALL BE SHOP PRIMED IN ACCORDANCE WITH SSPC AND PROJECT SPECIFICATIONS. PIPE COLUMNS TO BE SHOT BLASTED AND PRIMED BY SPECIALTY PAINT CONTRACTOR IN ACCORDANCE WITH ARCHITECTURAL REQUIREMENTS.
- PROTECTIVE COATINGS DAMAGED DURING THE TRANSPORTING, ERECTING AND FIELD WELDING PROCESSES SHALL BE REPAIRED IN THE FIELD TO MATCH THE SHOP APPLIED COATING.
- FOR FIELD WELDS, PRIOR TO WELDING, REMOVE COATING AT WELD LOCATION. SURFACE SHALL BE RE-COATED AFTER COMPLETION OF FIELD WELDING.
- THE OWNER WILL HIRE AN INDEPENDENT TESTING AGENCY TO PROVIDE SPECIAL INSPECTIONS OF BOLTING, WELDING AND OTHER ITEMS IN ACCORDANCE WITH AISC.
- FOR PIPE COLUMN DESIGNATIONS, SW = STANDARD WEIGHT; XS = EXTRA STRONG.
- STRUCTURAL STEEL FABRICATOR TO PROVIDE DESIGN FOR ALL CONNECTIONS NOT DETAILED ON THESE PLANS. CONNECTIONS NOT INDICATED AS MOMENT CONNECTIONS (MO), ARE TO BE SHEAR ONLY CONNECTIONS.
- ALL STRUCTURAL STEEL EXPOSED TO ATMOSPHERE SHALL BE GALVANIZED WITH A G-90 COATING MEETING THE REQUIREMENTS OF ASTM A 525.

STEEL JOISTS

- ALL STEEL JOISTS SHALL BE DESIGNED, FABRICATED AND ERECTED IN ACCORDANCE WITH SJI STANDARD SPECIFICATIONS, LATEST EDITION.
- JOIST BRIDGING SHALL CONFORM TO SJI SPECIFICATIONS. PROVIDE DIAGONAL BRIDGING AT ALL BEAMS AND END BAYS. WELD BRIDGING AT FIELD ENDS AND INTERSECTIONS. ALL JOISTS FORTY (40) FEET AND LONGER REQUIRE A ROW OF BOLTED CROSS BRIDGING TO BE IN PLACE BEFORE SLACKENING OF HOISTING LINES.
- ALL JOISTS SHALL BE PROPERLY ANCHORED AT BEARINGS.
- JOIST BRIDGING AND CONNECTIONS SHALL BE COMPLETELY INSTALLED PRIOR TO PLACING ANY CONSTRUCTION LOADS ON THE JOISTS. CONSTRUCTION LOADING SHALL NOT EXCEED THE JOIST DESIGN LOAD.
- ALL ROOF JOISTS SHALL BE DESIGNED FOR A NET WIND UPLIFT AS SCHEDULED. PROVIDE AN ADDITIONAL ROW OF CONTINUOUS HORIZONTAL BOTTOM CHORD BRIDGING AT THE FIRST PANEL POINT LOCATION EACH END OF ALL ROOF JOISTS (TO RESIST WIND UPLIFT). UPLIFT BRIDGING SHALL TERMINATE WITH DIAGONAL BRIDGING AT ALL END BAYS. JOIST FABRICATOR MAY TAKE A 1/3 ALLOWABLE STRESS INCREASE FOR WIND LOADING DESIGN PER SJI SPECIFICATIONS.
- ALL JOISTS SHALL BE SHOP PAINTED IN ACCORDANCE WITH SJI REQUIREMENTS.
- THE JOIST MANUFACTURER SHALL SUBMIT CALCULATIONS FOR ALL SPECIAL JOISTS TO THE ENGINEER FOR RECORD PURPOSES PRIOR TO FABRICATION. THESE CALCULATIONS SHALL BEAR THE SIGNED AND DATED SEAL OF A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF LOUISIANA.
- THE JOIST MANUFACTURER SHALL BE A SJI CERTIFIED SHOP AND MAINTAIN APPROVED FABRICATION PROCEDURES AS REQUIRED TO SATISFY THE SPECIAL INSPECTION REQUIREMENTS OF IBC 2009
- AT STANDING SEAM ROOFS THE JOIST MANUFACTURER SHALL PROVIDE ADDITIONAL BRIDGING TO ADEQUATELY BRACE THE TOP CHORDS AGAINST LATERAL MOVEMENT UNDER A FULL LOADING CONDITION.
- JOISTS ON COLUMN CENTERLINES SHALL HAVE EXTENDED BOTTOM CHORD CONNECTIONS WITH CLIP ANGLES AND WELDED TO COLUMNS. DO NOT CONNECT BOTTOM CHORD EXTENSION UNTIL ALL GRAVITY DEAD LOADS ARE IN PLACE. BOTTOM CHORD EXTENDED JOISTS SHALL BE DESIGNED BY THE JOIST MANUFACTURER FOR LIVE LOAD END MOMENTS BASED ON THE INDICATED LIVE LOADS.



12. THE CONTRACTOR SHALL SUBMIT THE FOLLOWING FOR APPROVAL:

- MANUFACTURER'S PRODUCT DATA AND LATEST TECHNICAL DATA.
- ERECTION DRAWINGS SHOWING THE NUMBER, TYPE, LOCATION AND SPACING OF ALL MEMBERS. ALL CONNECTIONS AND ATTACHMENT SHALL BE CLEARLY SHOWN.
- THE PROPERTIES OF ALL FRAMING MEMBERS THAT ARE USED IN LOADBEARING APPLICATIONS, DEMONSTRATING CONFORMANCE WITH THE MINIMUM ACCEPTABLE PROPERTIES NOTED HEREIN.
- STRUCTURAL CALCULATIONS FOR ALL CONNECTIONS NOT OTHERWISE DETAILED ON THE DRAWINGS.

13. UNLESS OTHERWISE NOTED, PROVIDE DOUBLE JACK STUDS AT ALL BEAM BEARINGS.

OPENING SIZE	CHANNELS (WITH TOP & BOTTOM TRACKS MATCH WALL WIDTH)	SCREWS (EACH SIDE, TOP & BOTTOM)	BEARING
2'-9" to 6'-0"	(2) - 8" 14 GA. CEE	#8 @ 9" o.c.	(3) STUDS
6'-1" to 9'-0"	(2) - 10" 14 GA. CEE	#8 @ 9" o.c.	(4) STUDS
9'-1" to 12'-0"	(2) - 12" 12 GA. CEE	#8 @ 9" o.c.	(4) STUDS
OVER 12'-0"	CONTACT ENGINEER		