

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 West Capitol, Jefferson City, MO 65102
1-888-ASK-MODOT (1-888-275-6636)



DISTRICT 1 ST. JOE SERVICE STATION REPAIRS

3602 N. Belt Highway, St. Joseph, MO
Project No: 12376.01

INDEX OF DRAWINGS

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GENERAL NOTES

GENERAL NOTES - STRUCTURAL

DESIGN SPECIFICATIONS: ACI 318R-05, AISC 13TH EDITION
 GOVERNING BUILDING CODE: IBC 2006
 OCCUPANCY CATEGORY: II

GENERAL:

1. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY OBSERVED DISCREPANCIES IN DIMENSIONS, DETAILING, OR OTHER ITEMS AS SHOWN ON THE PLANS OR SPECIFIED PRIOR TO PROCEEDING WITH WORK RELATING TO SAID DISCREPANCIES.
2. THE CONTRACTOR SHALL NOT ALTER OR MODIFY WORK SHOWN ON THE STRUCTURAL DRAWINGS WITHOUT RECEIVING WRITTEN APPROVAL FROM THE ENGINEER.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUPPLYING SHOP DRAWINGS FOR STRUCTURAL STEEL, MORTAR AND GROUT, AND CONCRETE MIX DESIGNS. SHOP DRAWINGS MUST BE REVIEWED FOR CONFORMANCE WITH THE MEANS, METHODS, TECHNIQUES, SEQUENCES, AND OPERATIONS OF CONSTRUCTION, AND SAFETY PRECAUTIONS AND PROGRAMS INCIDENTAL THERETO, ALL OF WHICH ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR, AND SHALL BE STAMPED "APPROVED" BY THE CONTRACTOR PRIOR TO SUBMITTAL. SHOP DRAWINGS SUBMITTED WITHOUT THE CONTRACTOR'S STAMPED APPROVAL WILL BE RETURNED REJECTED. ALL SHOP DRAWINGS SHALL BE REVIEWED BY THE STRUCTURAL ENGINEER PRIOR TO CONSTRUCTION.
4. THE BUILDING IS NOT STRUCTURALLY STABLE UNTIL ALL CONNECTIONS, FRAMING, AND PERMANENT BRACING (WHERE APPLICABLE) ARE COMPLETE.

MASONRY:

1. MORTAR SHALL BE TYPE S FOR ALL MASONRY WORK AND MUST ACHIEVE A MINIMUM COMPRESSIVE STRENGTH OF 1800 PSI AT 28-DAY TEST. CONCRETE MASONRY UNITS SHALL HAVE A MINIMUM STRENGTH OF 1900 PSI, CONFORMING TO ASTM C90. MASONRY SHALL HAVE A MINIMUM STRENGTH OF $f'_m = 1500$ PSI.
2. MASONRY GROUT SHALL BE A COARSE TYPE GROUT AND MUST ACHIEVE A MINIMUM COMPRESSIVE STRENGTH OF 2000 PSI AT 28-DAY TEST. SLUMP SHALL RANGE FROM 8" MINIMUM TO 10" MAXIMUM. GROUT MATERIALS AND PROPORTIONS SHALL CONFORM TO ASTM C476.

STRUCTURAL STEEL:

1. ALL STRUCTURAL STEEL SHALL CONFORM TO THE FOLLOWING:

BUILT-UP COLUMNS	- ASTM A572, GRADE 50
MISCELLANEOUS STEEL	- ASTM A36
CONNECTION BOLTS	- ASTM A325
2. BOLTING SHALL CONFORM TO THE RCSC'S "SPECIFICATION FOR STRUCTURAL JOINTS USING ASTM A325 OR A490 BOLTS".
3. WELDING SHALL CONFORM TO THE LATEST PUBLICATION OF APPLICABLE CODES SET FORTH BY THE AMERICAN WELDING SOCIETY. WELDING ELECTRODES SHALL BE E70XX.

SEALANTS:

1. SEALANT: PECORA 890NST NON-STAINING, ULTRA-LOW MODULUS SILICONE SEALANT.
2. COLOR: AS SELECTED BY THE OWNER FROM THE MANUFACTURER'S FULL RANGE OF 13 STANDARD COLORS.
3. JOINT BACKING: OPEN-CELL POLYURATHANE BACKER RODS SIZED TO COMPRESS 25% WHEN INSTALLED IN THE JOINT.
4. PRIMER, BACKING TAPES, & SEALERS: AS RECOMMENDED BY MANUFACTURER
5. INSTALLATION: COMPLY WITH MANUFACTURER'S PRINTED INSTRUCTIONS EXCEPT WHERE MANUFACTURER'S TECHNICAL REPRESENTATIVE DIRECTS OTHERWISE

SPECIAL INSPECTIONS

GENERAL:

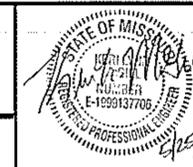
1. STRUCTURAL TESTS AND INSPECTIONS MUST BE COMPLETED TO MEET THE REQUIREMENTS OF CHAPTER 17 OF THE 2006 INTERNATIONAL BUILDING CODE, IN ADDITION TO CITY REQUIRED INSPECTIONS. REFERENCE ALL WRITTEN REQUIREMENTS NOTED HERE AND TABLE 1704.3 FOR STEEL INSPECTIONS. THE CONTRACTOR SHALL RETAIN THE SPECIAL INSPECTOR TO PERFORM THESE INSPECTIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR SCHEDULING THE SPECIAL INSPECTOR AND SHALL PROVIDE ADEQUATE NOTICE TO THE INSPECTOR PRIOR TO THE TIME INSPECTIONS WILL BE NEEDED, (1 DAY MIN.). THE CONTRACTOR SHALL NOT PROCEED WITH SUBSEQUENT WORK OR COVER UP ANY WORK REQUIRING INSPECTIONS UNTIL ALL WORK HAS BEEN APPROVED BY THE SPECIAL INSPECTOR.

SPECIAL INSPECTOR:

1. THE SPECIAL INSPECTOR SHALL BE A QUALIFIED PERSON WHO SHALL DEMONSTRATE COMPETENCE, TO THE SATISFACTION OF THE BUILDING OFFICIAL, FOR INSPECTION OF THE PARTICULAR TYPE OF CONSTRUCTION OR OPERATION REQUIRING SPECIAL INSPECTION.
2. THE SPECIAL INSPECTOR SHALL OBSERVE THE WORK ASSIGNED FOR CONFORMANCE WITH THE APPROVED DESIGN DRAWINGS AND SPECIFICATIONS.
3. THE SPECIAL INSPECTOR SHALL FURNISH INSPECTION REPORTS TO THE BUILDING OFFICIAL, THE ENGINEER OR ARCHITECT OF RECORD, AND OTHER DESIGNATED PERSONS. ALL DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONTRACTOR FOR CORRECTION, THEN IF UNCORRECTED, TO THE PROPER DESIGN AUTHORITY AND TO THE BUILDING OFFICIAL.
4. THE SPECIAL INSPECTOR SHALL SUBMIT A FINAL SIGNED REPORT STATING WHETHER THE WORK REQUIRING SPECIAL INSPECTION WAS, TO THE BEST OF THE INSPECTOR'S KNOWLEDGE, IN CONFORMANCE WITH THE APPROVED PLANS AND SPECIFICATIONS AND THE APPLICABLE WORKMANSHIP PROVISIONS OF THE GOVERNING BUILDING CODES.

STRUCTURAL STEEL:

1. MATERIAL VERIFICATION OF HIGH STRENGTH BOLTS, NUTS, WASHERS, STRUCTURAL STEEL & WELD FILLER MATERIALS.
2. BOLTS: BOLTS THAT ARE NOT IDENTIFIED AS BEING SLIP-CRITICAL NOR IN DIRECT TENSION NEED NOT BE INSPECTED OTHER THAN TO VERIFY THAT THE PILES OF CONNECTED ELEMENTS ARE BROUGHT INTO SNUG-TIGHT CONDITION IN PROPERLY ALIGNED HOLES.
3. SHOP WELDING: INSPECTION IS REQUIRED FOR SINGLE-PASS FILLET WELDS, AND COMPLETE AND PARTIAL PENETRATION GROOVE WELDS. PRIOR TO THE START OF THE WORK, MATERIALS, QUALIFICATIONS OF WELDING PROCEDURES AND WELDER QUALIFICATIONS SHALL BE VERIFIED. INSPECTIONS SHALL COMPLY WITH THE LATEST EDITION OF AWS D1.1. PROVIDE CONTINUOUS INSPECTION OR PERIODIC INSPECTION OF THE STRUCTURAL WELDING AS REQUIRED BY TABLE 1704.3 OF THE 2006 IBC. COMPLETE OR PARTIAL PENETRATION GROOVE WELDS, MULTI-PASS FILLET WELDS AND SINGLE PASS FILLET WELDS OVER $\frac{5}{16}$ " REQUIRE CONTINUOUS INSPECTION. INSPECTIONS MAY OCCUR PERIODICALLY, AS DEFINED BELOW. A VISUAL INSPECTION TO ENSURE PROPER TYPE, SIZE, LENGTH AND QUALITY OF ALL FIELD WELDS IS REQUIRED PRIOR TO WORK BEING CONCEALED BY OTHER MATERIALS.
4. FIELD WELDING: INSPECTION IS REQUIRED FOR SINGLE-PASS FILLET WELDS, AND COMPLETE AND PARTIAL PENETRATION GROOVE WELDS. PRIOR TO THE START OF THE WORK, MATERIALS, QUALIFICATIONS OF WELDING PROCEDURES AND WELDER QUALIFICATIONS SHALL BE VERIFIED. INSPECTIONS SHALL COMPLY WITH THE LATEST EDITION OF AWS D1.1. PROVIDE CONTINUOUS INSPECTION OR PERIODIC INSPECTION OF THE STRUCTURAL WELDING AS REQUIRED BY TABLE 1704.3 OF THE 2006 IBC. COMPLETE OR PARTIAL PENETRATION GROOVE WELDS, MULTI-PASS FILLET WELDS AND SINGLE PASS FILLET WELDS OVER $\frac{5}{16}$ " REQUIRE CONTINUOUS INSPECTION. INSPECTIONS MAY OCCUR PERIODICALLY, AS DEFINED BELOW. A VISUAL INSPECTION TO ENSURE PROPER TYPE, SIZE, LENGTH AND QUALITY OF ALL FIELD WELDS IS REQUIRED PRIOR TO WORK BEING CONCEALED BY OTHER MATERIALS.
5. PERIODIC INSPECTION: PERIODIC IS DEFINED AS GENERALLY ONCE A WEEK AT A MINIMUM, AND MORE OFTEN AS NEEDED TO OBSERVE WORK REQUIRING INSPECTIONS, AS OUTLINED ABOVE, PRIOR TO BEING COVERED BY SUBSEQUENT CONSTRUCTION.
6. TEST REPORTING: TEST RESULTS MUST BE REPORTED TO GBA, THE OWNER, AND THE GENERAL CONTRACTOR IN WRITING WITHIN 24 HOURS AFTER THE TEST IF THEY ARE NOT CORRECTED BY THE CONTRACTOR OR IF SUBSEQUENT WORK IS BEING PERFORMED THAT WILL PERVENT REINSPECTION. REPORTS MUST CONTAIN PROJECT NAME, DATE OF TEST AND LOCATION OF TEST. ALL TEST RESULTS MUST BE REPORTED WITHIN 5 DAYS AFTER THE TESTS.



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DATE:	5/25/11
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DRAWN BY:	RJF
PROJECT NO.:	12376.01
SHEET NO.:	S1
TOTAL SHEETS:	3

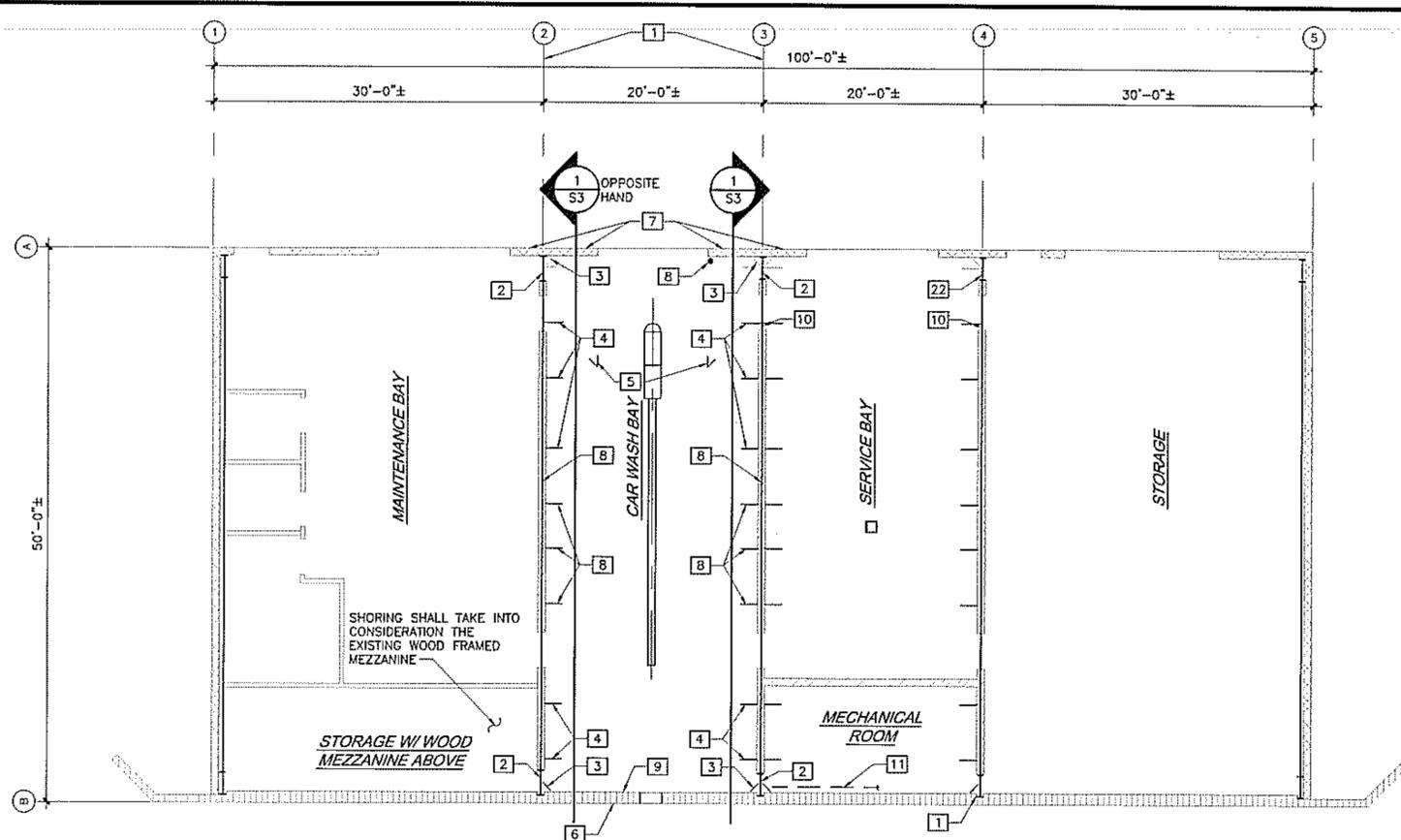
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 Professional Engineer
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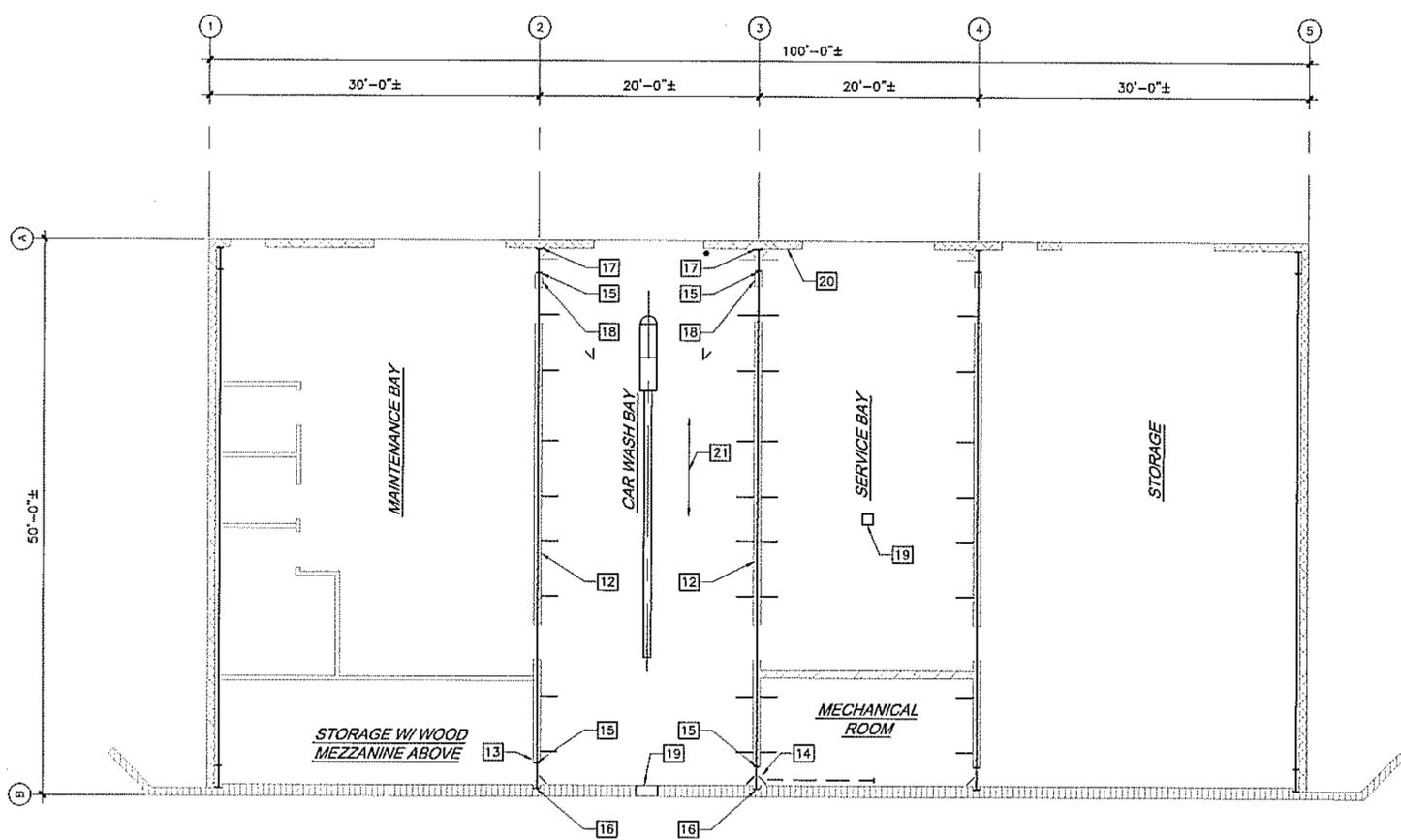
NO.	DATE	REVISIONS	BY	APPROVED

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01/13/2011 (Print File) Submitted for Review to KCD/2011/32.dwg Layout: S2 -- Thursday, May 26, 2011, 8:03am -- Copyright 2011, George Butler Associates, Inc. Architect: 030213, Professional Engineer: 002025, Professional Land Surveyor: 000265



STRUCTURAL FLOOR PLAN
SCALE: 1/8" = 1'-0"



GENERAL CONSTRUCTION FLOOR PLAN
SCALE: 1/8" = 1'-0"

LEGEND

	= EXISTING METAL BUILDING WALL
	= EXISTING 8" CMU WALL BELOW METAL BLDG. FRAME
	= EXISTING 12" CONCRETE WALL

GENERAL NOTES:

1. Owner shall remove all loose equipment and furnishings from work areas.
2. Field verify all existing conditions and dimensions prior to start of demolition. Notify GBA of any discrepancies prior to start of demolition.
3. Contractor shall comply with all the requirements of all applicable local, state & federal regulatory agencies.
4. It is not expected that hazardous materials will be encountered in the work. If materials suspected of containing hazardous material are encountered, do not discard; immediately notify GBA and owner.
5. Remove all debris from site & legally dispose of materials in an EPA approved landfill acceptable to AHJ.
6. Patch, repair and refinish all "existing to remain" floors, walls or ceilings damaged during demolition or new construction. Match adjacent finish, color, gloss and sheen. Feather or blend new finish into existing to produce a seamless transition and leave no visible evidence of demolition or repair.
7. Contractor shall protect all existing construction "to remain" as required to prevent damage including walls, floors, ceilings, furnishings, etc. All existing materials, surfaces, equipment, etc. damaged by execution of the work by the contractor and/or subcontractors shall be repaired to the satisfaction of the owner or replaced with new - at no additional cost to the owner. Protection devices shall be installed prior to the start of any work. Devices shall remain in place until all dust producing activities are completed.
8. Contractor shall provide all necessary dust control measures. All construction/demolition areas shall be isolated from non construction areas. All dust control measures shall be coordinated with and approved by the owner prior to start of work. Patch and repair surfaces to "as before" condition upon completion of work and removal of dust barriers.
9. Seal over existing doors and HVAC grilles with 6 mil polyethylene sheeting with sealed edges and joints as required to prevent dust migration into adjacent existing rooms.
10. Prior to the start of sandblasting, protect car wash equipment, drains, electrical controls, wall and slab mounted conduit, electric switches, water pipes, hoses, exhaust fans in back wall of the car wash and roof of the service bay, metal wall panel to remain, and FRP ceiling panel to remain. Core should be taken at the west end of the car wash to prevent water penetration into the adjacent storage room and mechanical room. Take down and replace FRP ceiling panel, if needed or if damaged. Take down, clean and replace overhead lights, if needed.
11. Prior to the start of structural repair work, sandblast all steel framing inside the car wash bay (between column grids 2 & 3). Sandblast the steel building columns, the column base plates, the column anchor bolts, all column web stiffeners, the frame beams, all frame beam web stiffeners, and bottom beam flange angle bracing. Sandblast the back side of the column flanges that abut the cmu walls, concrete walls and metal frame walls as much as possible. Additionally, sandblast the north face of column A-2, the south face of column A-3, the north face of column A-4, the east ends of the frame beams inside the service bay per construction note 10, the bottom wall channel girt along column grid A per construction note 7, and the pipe bollard per construction note 8. All steel is to be pressure washed and free of oil, grease and other surface contaminants before sandblasting. Sandblast per SSPC-SP10, "Near White Metal Blast". Apply 1 coat of Recoatable epoxy primer, 4.0 to 6.0 mils dry film thickness, to the sandblasted bare steel surface no more than 8 hours after blasting to ensure the best adhesion and corrosion protection. GBA must inspect sandblasted steel prior to priming. Repair of other deteriorated areas may be required.
12. Sandblast the 8'-0" tall concrete wall at the back of the car wash along column grid B per construction note 9. Sandblast per SSPC-SP13/NACE 6 or ICRI No. 310.2, CSP 1-3.
13. Blow out debris, mill scale, and rust from the joints between the columns & walls. Clean out and remove all remaining sandblast debris.
14. Once all steel repairs are complete and have been inspected by the special inspector, point all new steel framing and all existing steel framing that has been sandblasted and primed. Apply two coats of Sherwin Williams Macropoxy 646 fast cure epoxy, 5.0 to 10.0 mils dry film thickness for each coat. Color shall match existing steel point color.
15. Paint the 8'-0" tall concrete wall at the back of the car wash along column grid B per construction note 9. Apply two coats of Sherwin Williams Macropoxy 646 fast cure epoxy, 5.0 to 10.0 mils dry film thickness for each coat. Color shall match existing wall point color.
16. Sandblast the full height cmu demising walls with a light sweep and point per construction note 12. Prior to painting, clean by methods indicated in NCMATEK 8-2A for applicable stain. Inspect substrate for point compatibility. Apply one coat of Kem Coat-Coat HS epoxy filler / sealer, 10.0 mils to 20.0 mils dry film thickness. Apply two coats of Sherwin Williams Macropoxy 646 fast cure epoxy, 5.0 to 10.0 mils dry film thickness for each coat. Color shall match existing wall point color.
17. All new steel shall be prime pointed in the shop using the fabricator's standard lead and chromate free primer or Recoatable epoxy primer, 4.0 to 6.0 mils dry film thickness.

CONSTRUCTION NOTES:

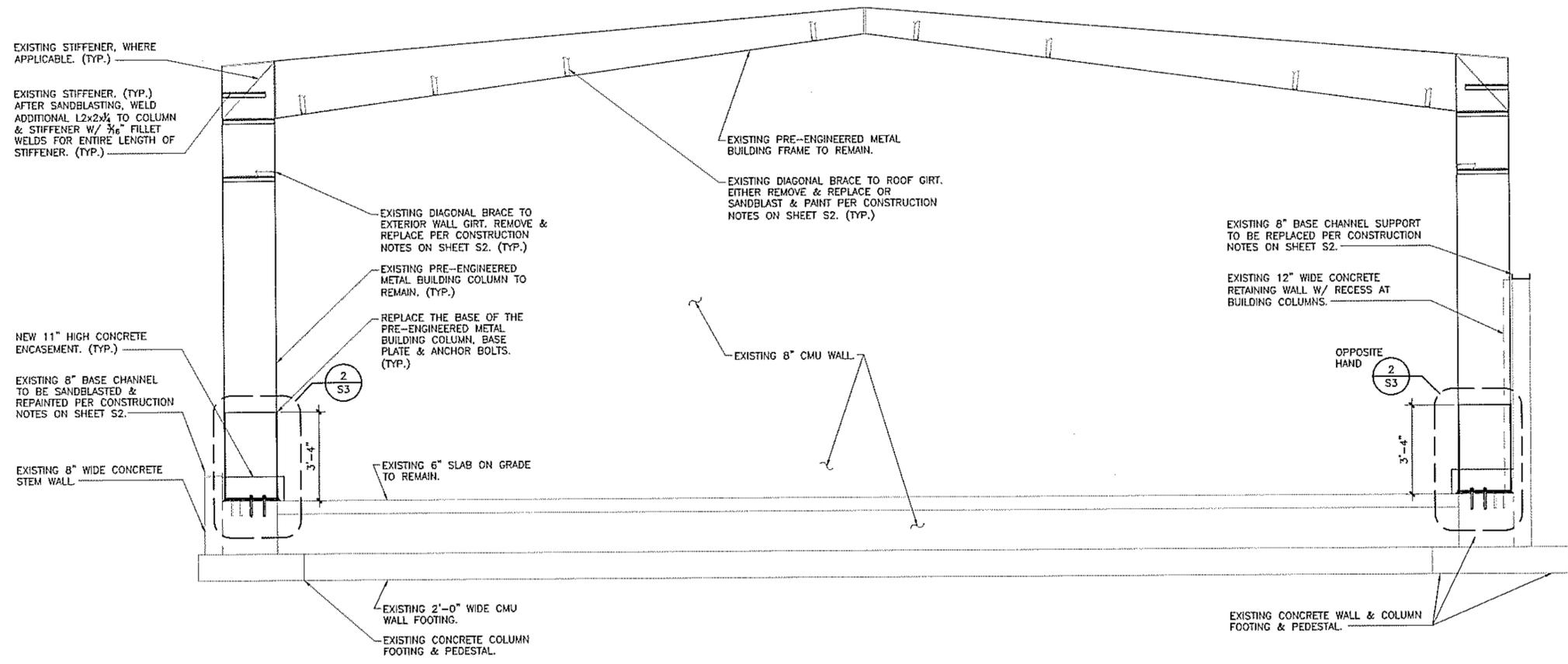
1. Prior to the start of work, shore the existing pre-engineered metal building frames along column grids 2 & 3 and laterally brace the top of column B-4. Do not proceed with subsequent repair work until shoring is in place. Shoring shall remain in place until all steel repairs are complete and inspected by the special inspector. The roof design load for the shoring shall be 15 pounds per square foot dead load and 20 pounds per square foot live load. The shoring design shall include lateral stability loads and bracing for the pre-engineered metal building frames as well as wind loads, as applicable. Wind design load criteria shall be 90mph, Exposure Category B. Submit shoring plans, details and structural calculations sealed by a professional engineer licensed in the State of Missouri for record only. The existing 6" slab on grade can be used to support shoring loads, provided the structural calculations for the shoring design include an evaluation of the existing floor slab sufficiency to support such loads. If the slab on grade is damaged, replacement will be required at the direction of GBA and the owner. Remove CMU as required to install shoring. After shoring is removed, mortar CMU block back in place to a like new condition, including paint.
2. After shoring is in place and the column has been sandblasted, cut off the base of the existing building column and replace per section 1 and detail 2 on sheet S3. Supplement column web stiffeners per section 1. After inspection is complete, point per general note 14. Install concrete encasement at base of the column per detail 2.
3. Existing column flange brace to be removed and replaced. Replace braces one at a time. Field cut new L3x3x1/4 angles as required. Weld to column and bolt to exterior wall girt similar to existing. Field drill holes in angle and wall girt for 1/2" diameter bolts. After inspection is complete, point per general note 14.
4. Existing beam flange brace to be removed and replaced. Replace braces one at a time. Demo and repair FRP ceiling panel as required to install new brace. Field cut new L3x3x1/4 angles as required. Weld to column and bolt to roof purlin similar to existing. Field drill holes in angle and roof purlin for 1/2" diameter bolts. After inspection is complete, point per general note 14.
5. Overhead door track support hanger and brace to be removed and replaced. Wire brush any loose scale rust from existing gusset plate. Field cut new L3x3x1/4 angles as required. Weld hanger and brace to existing gusset plate and bolt brace to roof purlin similar to existing. Field drill holes in angle and roof purlin for 1/2" diameter bolts. Anchor to overhead door track similar to existing. After inspection is complete, point per general note 14.
6. Remove rusted interior metal wall panel and insulation above the 8'-0" high concrete wall. Prior to removal, loosen existing conduit attached to the wall panel to facilitate panel removal. Temporarily support conduit as required. Unscrew exterior siding at top of 8'-0" high concrete wall to remove rusted base channel. Replace the base channel with a continuous C8x11.5 from column grid 2-B to 3-B - prime point and field point per general notes 17 and 14 prior to installation. Bolt to top of concrete with 3/4" diameter stainless steel expansion anchors at 2'-0" spacing. Re-fasten the exterior wall panel to the new base channel with seal type fasteners. Caulk old screw fastener holes to create a watertight seal. On inside face of wall, install runner tracks and 6" 20 gage galvanized metal stud framing between wall girts at 2'-0" spacing. Fasten track to new channel and existing girts with 2 #12 TEK screws at 12" spacing. Connect with supplemental cold rolled angle connections, if needed. Attach studs to runner track top and bottom w/ 2 # 10 TEK screws. Install insulation between studs with an R-value that matches the existing insulation and cover the inside face of wall with 7/16" FRP panel fastened to metal studs. FRP panel shall match existing. Re-attach conduit to FRP panel.
7. Remove 4'-0" minimum at the bottom of the existing interior metal wall panel or FRP panel, including wall insulation. Sandblast the base channel. Field point 2 coats per general note 14. If needed, re-fasten the exterior wall panel to the new base channel with seal type fasteners. If needed, caulk old screw fastener holes to create a watertight seal. On inside face of wall, install runner tracks and 6" 20 gage galvanized metal stud framing between wall girts at 2'-0" spacing. Fasten track to base channel and existing girts with 2 #12 TEK screws at 12" spacing. Connect with supplemental cold rolled angle connections, if needed. Attach studs to runner track top and bottom w/ 2 # 10 TEK screws. Install insulation between studs with an R-value that matches the existing insulation and cover the inside face of wall with 7/16" FRP panel fastened to metal studs. FRP panel shall match existing. Hold FRP panel 11" above the slab on grade (at top of existing 11" tall perimeter concrete stem wall). Coordinate with construction note 20.
8. Sandblast pre-engineered metal building frame beams, beam flange braces, and pipe bollard per general note 11 and point per general note 14.
9. Sandblast and point the 8'-0" tall concrete wall per general notes 12 & 15. Existing conduit mounted to the wall can remain and shall be painted. Temporarily support conduit as req'd.
10. Where rusted, sandblast the east ends of the pre-engineered metal building frame beams per general note 11 and point per general note 14.
11. Replace the existing 3/8" threaded rod bracing similar to existing brace to be removed. Prime point and field point per general notes 17 and 14 prior to installation.
12. Sandblast and point CMU walls inside car wash bay per general note 16. Prior to repainting CMU wall, take down flex hoses for car wash. Protect electrical outlets and controls. Existing conduit and piping mounted to the wall can remain and shall be painted. Temporarily support conduit and piping as required. Re-hang hoses after wall has been painted.
13. Pull back existing interior metal wall panel as required for column repair. Replace any insulation that gets wet from sandblasting operations with R-value that matches the existing insulation. Re-fasten metal panel after steel repairs are complete and have been inspected.
14. The owner will temporarily cut out boiler piping as required to install new building column base. Two 16" long horizontal sections of pipe will be cut out along with a 36" vertical run near before and during welding operations. Coordinate with the owner on schedule. The owner will temporarily shut off the natural gas to the boiler.
15. Install backer rod and caulk joint between column flange and CMU wall to create a watertight condition.
16. Install backer rod and caulk joint between column flange and concrete wall to create a watertight condition.
17. Caulk joints between column flanges and metal wall panel or FRP wall panel to create a watertight condition.
18. Protect electrical outlets and controls during welding.
19. Cover exhaust fan during sandblasting operations. De-energize exhaust fan while covered so fan is inoperable.
20. Protect and work around existing water lines.
21. Protect slab mounted conduit for car wash operation.
22. After the column has been sandblasted, evaluate the condition of the column web at the base of the column. If the column appears to be damaged, notify GBA immediately to determine if repair or replacement is needed. After inspection is complete, point per general note 14. Install concrete encasement at base of the column per detail 2 on sheet S3.

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		DESIGN BY: KLM
Keri Lynn McGill Professional Engineer License No. 1999137706	<p>DISTRICT 1 - ST. JOE SERVICE STATION REPAIRS 3602 N. BELT HIGHWAY, ST. JOSEPH, MO</p>	DRAIN BY: RJF
		PROJECT NO.: 12376.01
		SHEET NO. TOTAL SHEETS
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		REVISIONS BY APPROVED

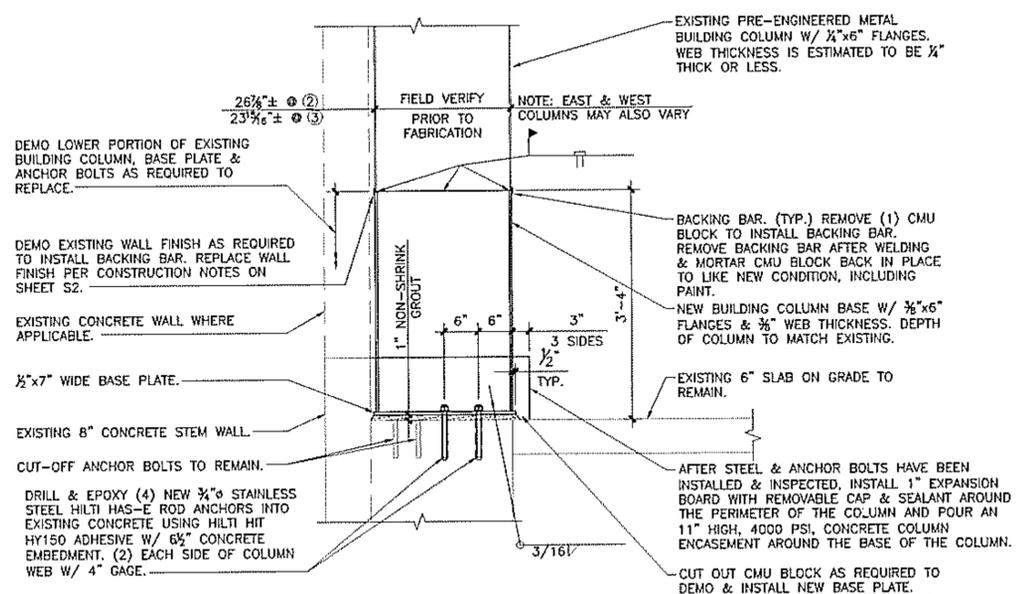
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NOTE: PRIOR TO START OF WORK, INSTALL SHORING FOR THE PRE-ENGINEERED METAL BUILDING FRAMES PER CONSTRUCTION NOTE 1 ON SHEET S2.

	GBA		DATE: 5/25/11
	architects engineers		DESIGN BY: KLM
	8801 Renner Boulevard Lenexa, Kansas 66219 913.492.0400 www.gbateam.com		DRAWN BY: R/JF
			PROJECT NO.: 12376.01
Keri Lynn McGill Professional Engineer License No. 1999137706		DISTRICT 1 - ST. JOE SERVICE STATION REPAIRS 3602 N. BELT HIGHWAY, ST. JOSEPH, MO	
SHEET NO. S3		TOTAL SHEETS 3	
NO.		DATE	
		REVISIONS	
		BY	
		APPROVED	



SECTION
 SCALE: 3/8" = 1'-0"



DETAIL
 SCALE: 3/4" = 1'-0"