

GENERAL

- Standard details and general notes apply to all parts of the project except where specifically detailed or noted otherwise on these drawings.
- Dimensions and details of existing construction were copied from existing drawings provided by The Koll Company, partially verified by visual inspection and are given for references only. The engineer shall be notified of all discrepancies.
- Resolve any conflicts on the drawings with the engineer before proceeding with construction. Dimensions take precedence over scale drawings.
- All new construction, inspection and physical testing procedures shall comply with the latest requirements of the building department.
- Construction to commence within \_\_\_\_\_ days after issuance of the building permit.
  - Building permit to be obtained no later than \_\_\_\_\_
  - All construction to be completed no later than \_\_\_\_\_

CONSTRUCTION NOTES

- The stamped set of plans and specifications shall be kept on the job site and shall be available to authorized representatives of the Department. There shall be no deviation from the stamped plans and specifications without official approval.
- Construction safety provisions in accordance with applicable local code, shall be provided and approved by the building inspector prior to starting any work on the building. Permits for protective fences and/or canopies constructed on public property must be secured from street use Inspection Division of the Department of Public Work.
- Where public utility lines or equipment must be removed, and/or relocated, obtain the necessary approvals from Department of Water and Power prior to starting work.
- The contractor shall be responsible for removal, relocation and replacement of all architectural, mechanical, electrical and fire protection systems which are necessary to facilitate new construction.
- Prior to starting construction, the contractor shall field verify all existing conditions. Existing architectural, mechanical and electrical conditions are not shown on these drawings. Report any missing existing connection to the engineer immediately upon discovery.
- Unless specifically noted otherwise on drawings, all existing construction shall remain.
- The engineer will have control or charge of construction means, methods, techniques, sequences or procedures, and will not be responsible for safety precautions and programs in connection with the construction delineated by these drawings.
- Existing construction such as slab on grade, walls, etc., may contain embedded electrical conduits. The contractor shall be responsible for determining location of such conduits prior to demolition, drilling of holes for new anchors, bolts, etc., and exercise care so as not to endanger workers or damage conduits.
- Existing plumbing and electrical lines shall not be embedded in new concrete unless encased in a metal case as shown in plans.
- The contractor is responsible to obtain separate building permits for all electrical, plumbing, and heating and ventilating works.
- The contractor is responsible to obtain all necessary permits for public works and provide necessary barriers, protection fences, and/or canopies along public ways prior to construction.
- In drilling for new anchors or bolts, etc., care shall be taken not to cut existing reinforcing steel.
- Where drawings indicate removal or releasing of nuts in certain existing bolted connections to facilitate installation of new construction, such removal or releasing shall be done in such a manner as not to significantly jeopardize the connection during construction and shall be replaced or retightened immediately following installation of new construction and upon completion of each work shift.
- Building shall not be occupied during construction where:
  - Building strength is substantially weakened at any time.
  - Required exits are not available or are obstructed.
  - Required fire safety devices such as sprinklers, standpipes and alarm systems are not operational.

STRUCTURAL STEEL

- All structural steel shall conform to ASTM A-36-67.
- Shop welding shall be performed in the shop of a licensed Fabricator approved by the Department. Field welding shall be performed by certified welders approved by the Department. Continuous inspection for field welding shall be required.
- Holes for bolts in structural steel shall be drilled or punched. Burning of holes shall not be permitted.
- Welding shall conform to the latest AWS standards. Welders shall be certified by the building department.
- Provide fills at splices of parts having more than 1/8" difference in thickness.
- After fabrication, all steel shall be cleaned free of rust, loose mill scale and oil, then given one shop coat of rust inhibitive primer. After erection, all unpainted surfaces and surfaces where paint has been damaged shall be given a field touch up coat of primer used for the shop coat.

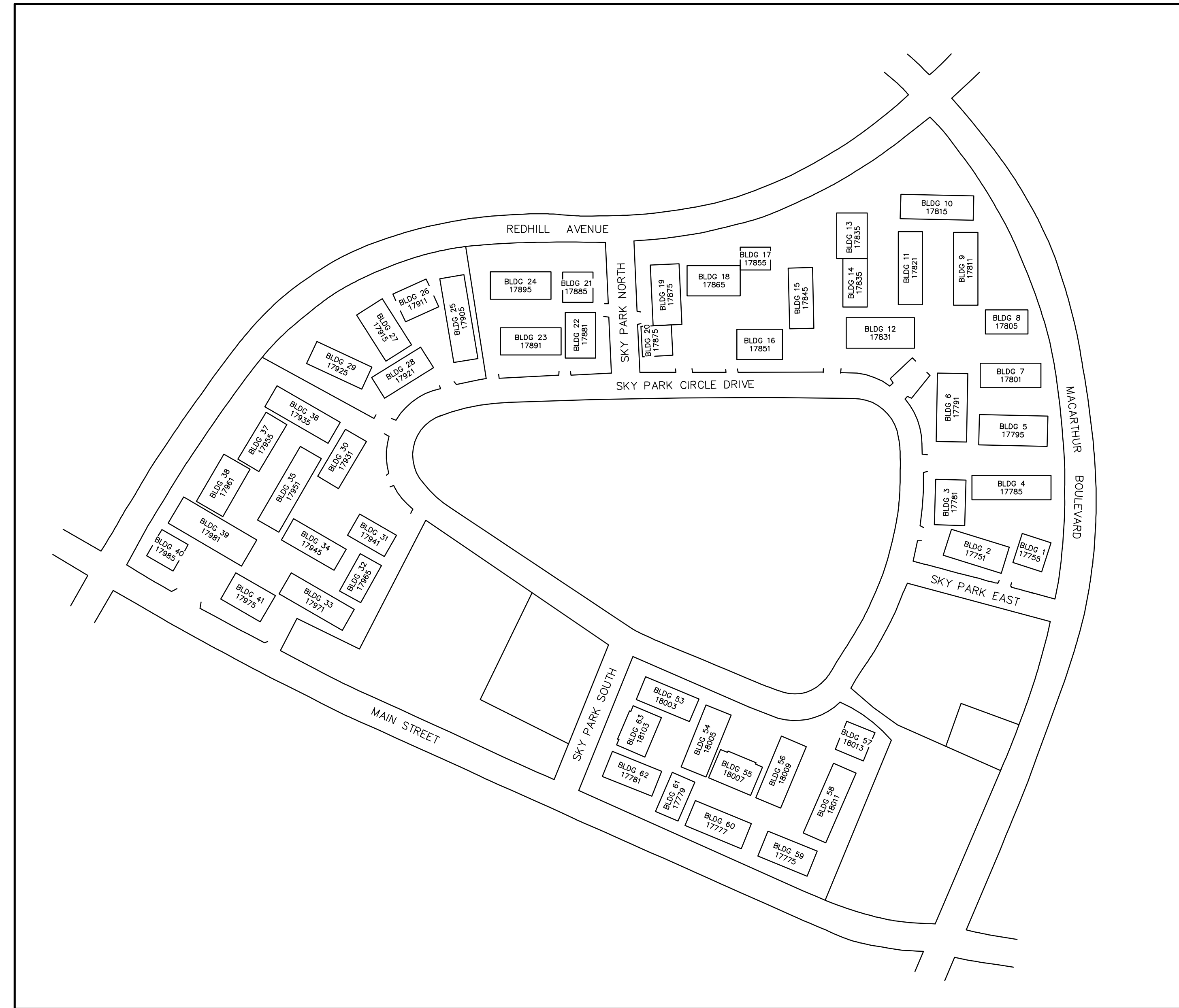
WOOD

- Screws shall be installed by turning. Install in pilot holes: the part of the pilot hole receiving the shank shall be 7/8 of the shank diameter: the part of the pilot hole receiving the thread shall be 7/8 of the thread root diameter.
- Nails shall be common nails unless otherwise noted.
- Lead holes for lag bolts shall be bored conforming to standards set by National Design Specifications manual. Lag bolts shall be a minimum of 4 inches from ends of wood joist, blocking, or rafter.

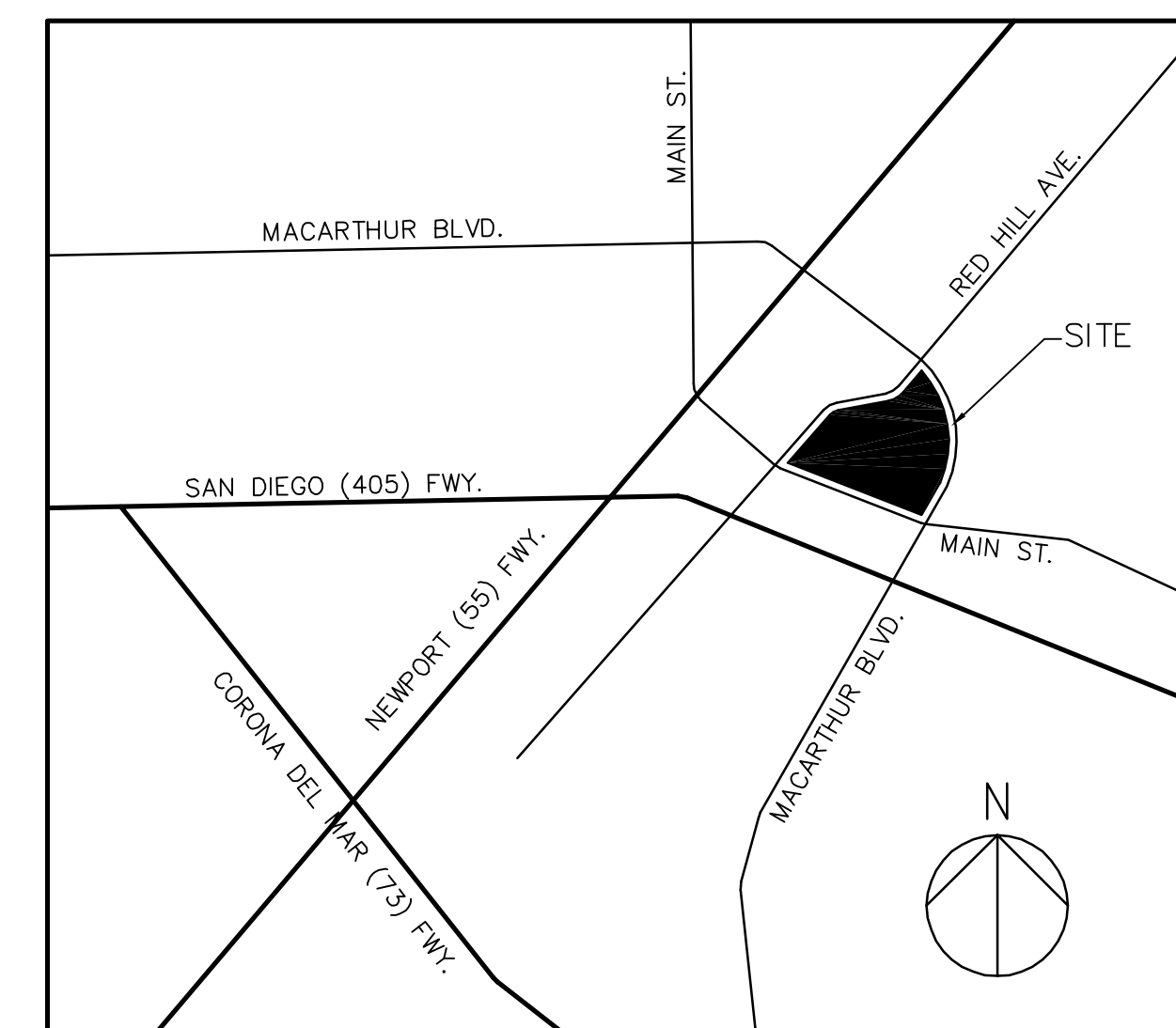
- All lumber shall be Douglas Fir in accordance with "Standard Grading and Dressing Rules" of the West Coast Lumber Inspection Bureau.
- All new structural plywood shall be Douglas Fir C-D with exterior glue.
- All new posts and beams shall be No. 2 grade, unless noted otherwise.
- All miscellaneous framing (studs, furring, etc.) shall be "standard" grade.
- Sill plates bearing on concrete or masonry shall be pressure treated Douglas Fir.
- Holes for bolts shall not be more than 1/16" larger in diameter than the bolt.
- All bolts shall have standard cut washers at wood faces, unless noted otherwise.
- Pre-drilling for screws shall not be larger than the root diameter of the threads for the depth of the threaded portions.

ADDITIONAL NOTES

- Structural Observation is required on this project, the following procedures shall be followed:
  - A pre-construction meeting including the Engineer or Architect responsible for the Structural Observation, the Contractor, and an appropriate Subcontractor shall be held to review the details of the structural system to be structurally observed.
  - During the course of construction, the Engineer/Architect shall visually review the structural system for general conformance with the approved plans. Any observed deficiencies shall be reported in writing to the owner's representative, to the contractor and to the Department.
  - Upon completion of the applicable shear walls and/or the anchorage system and prior to covering the shear walls/anchorage system, the Engineer/Architect performing the Structural Observation shall submit a letter to the Department with his/her wet stamp and signature attesting to (1) the date on which the pre-construction meeting was held and (2) the date on which visual reviews were conducted. The letter shall also identify any reported deficiencies which, to the best of the observer's knowledge, have not been resolved.
  - Prior to covering the work, the shear walls and/or anchorage system shall be inspected and approved by the Department Inspection staff assigned to the project. Such approval by the Department is required prior to covering. The Engineer/Architect performing the Structural Observation is not authorized to approve the covering of the shear walls/anchorage system. His/her structural observations are advisory only and they do not in any way bind the Department or constitute a certification that the shear walls will pass Department Inspection.
  - Please place this statement next to your seal on the first page of the plans. "I am responsible for this building's seismic strengthening design in compliance with the minimum seismic resistance standards of Division 91 of the Los Angeles Building Code" and when applicable "the Registered Deputy Inspector, required as a condition of use of structural design stresses requiring continuous inspection, will be responsible to me as required by Section 91.0306(a) of the Los Angeles Building Code". 91.9110(c)
  - A licensed fabricator is required for all off site construction of connection hardware, miscellaneous metals and structural steel.
- Structural elements (including walls and footings) which project into public property require public work approval prior to issuance of building permit.
- Deputy inspection is required for all field welding, and epoxy bolt installation.



SITE MAP



LOCATION MAP

REVISIONS

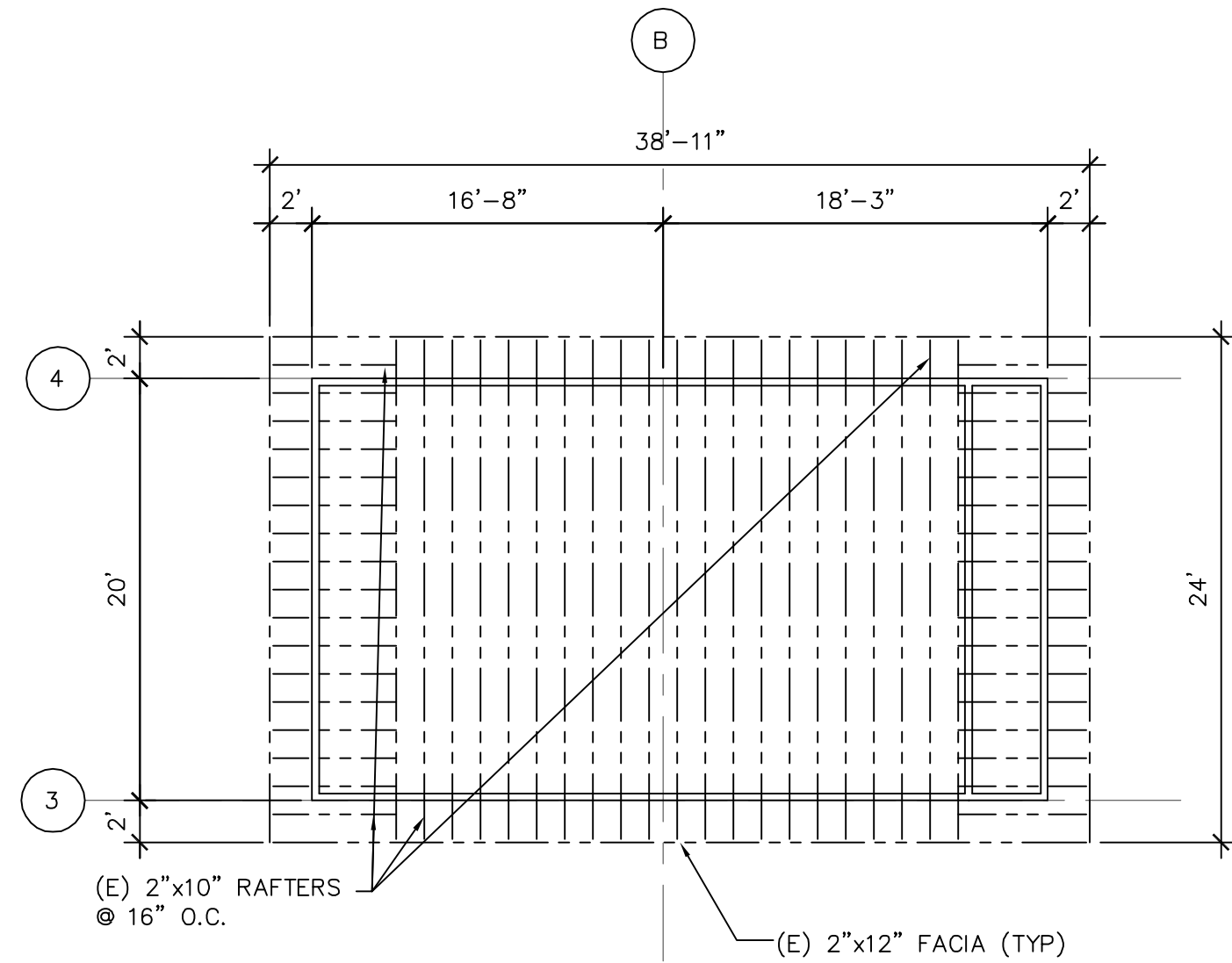
CUSTOMER :

PROJECT: AIRPORT SEISMIC RETROFIT  
AIRPORT BUSINESS CTR  
MACARTHUR BLVD AND REDHILL AVE.  
IRVINE, CALIFORNIA

DATE: MARCH 24, 2003  
SCALE: AS NOTED  
DRAWN BY: EJM  
JOB NO: 02-110-1890

SHEET No. SN

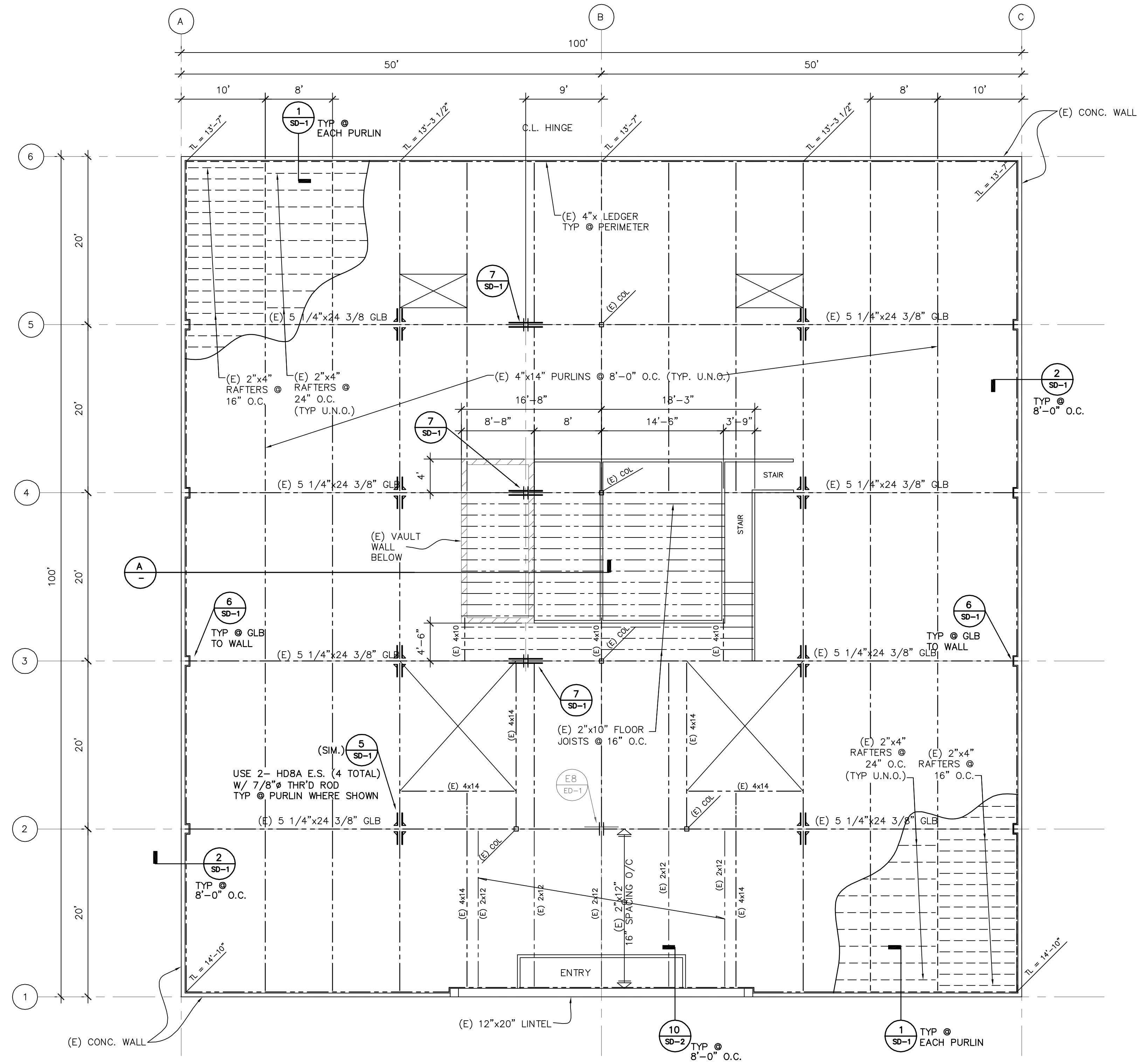
SHEET TITLE: GENERAL NOTES AND SPECIFICATIONS



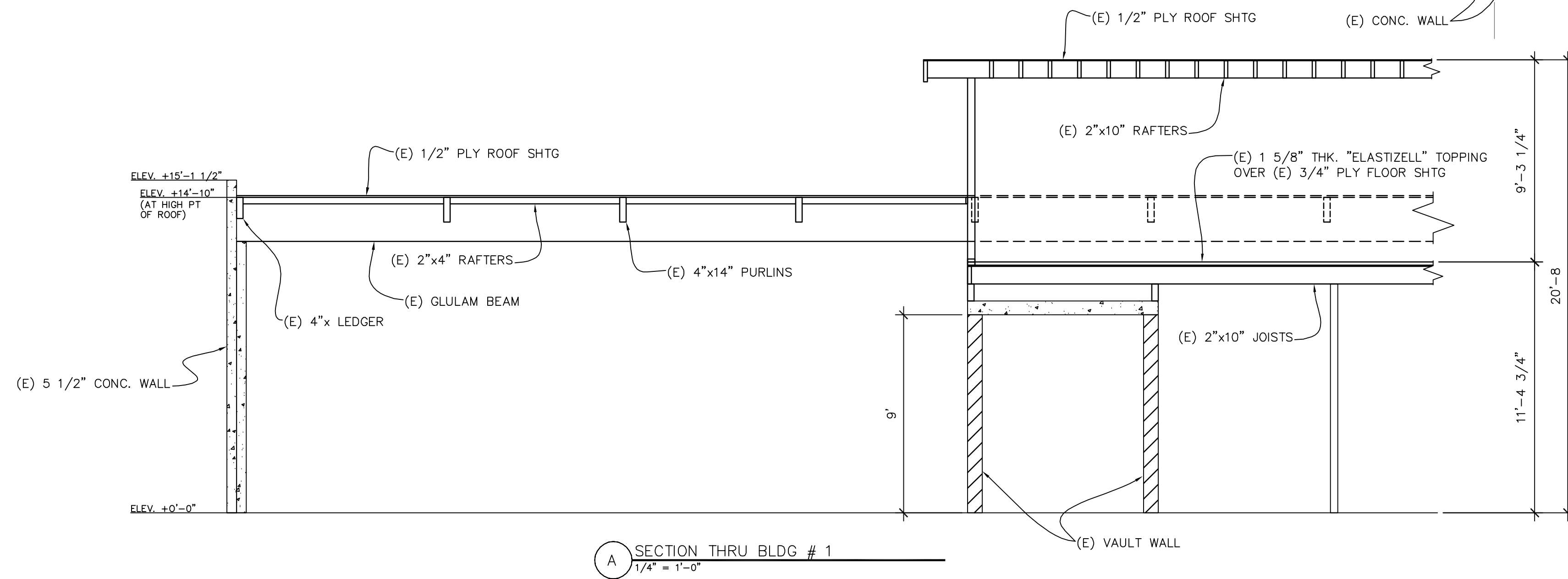
2 BLDG # 1 (E) HIGH ROOF FRAMING PLAN  
1/8" = 1'-0"

NOTES:

1. ALL CONCRETE WALLS ARE 5 1/2" THICK U.N.O.
2. T.L. INDICATES TOP OF LEDGER FROM FINISHED FLOOR LINE.
3. BEFORE COMMENCING ANY WORK, THE CONTRACTOR SHALL READ ALL NOTES AND SPECIFICATIONS CONTAINED ON SHEET SN.



1 BLDG # 1 (E) LOW ROOF AND PENTHOUSE FRAMING PLAN  
1/8" = 1'-0"



A SECTION THRU BLDG # 1  
1/4" = 1'-0"

REVISIONS

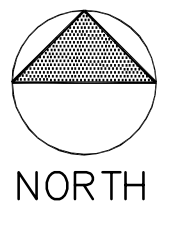
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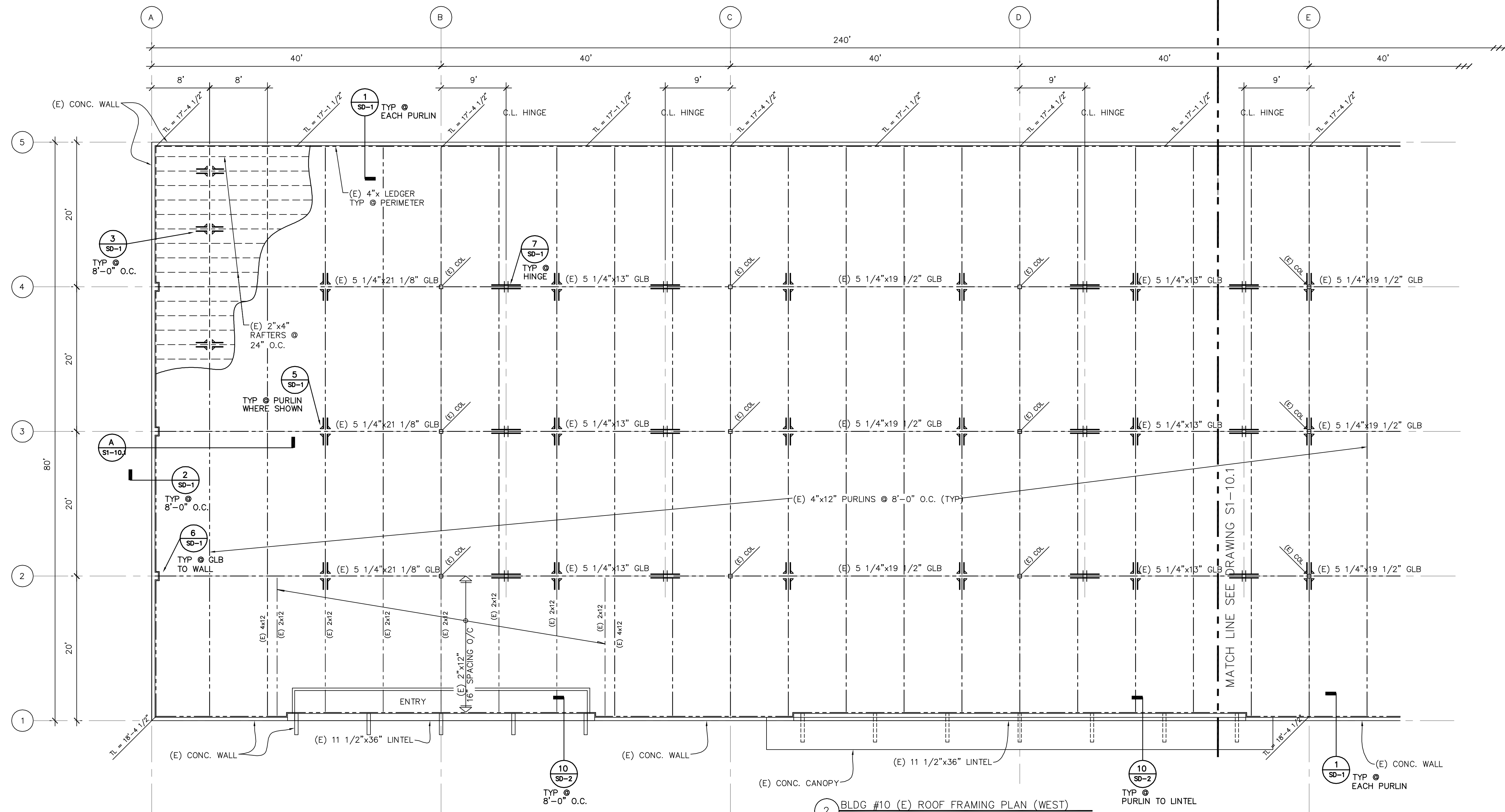
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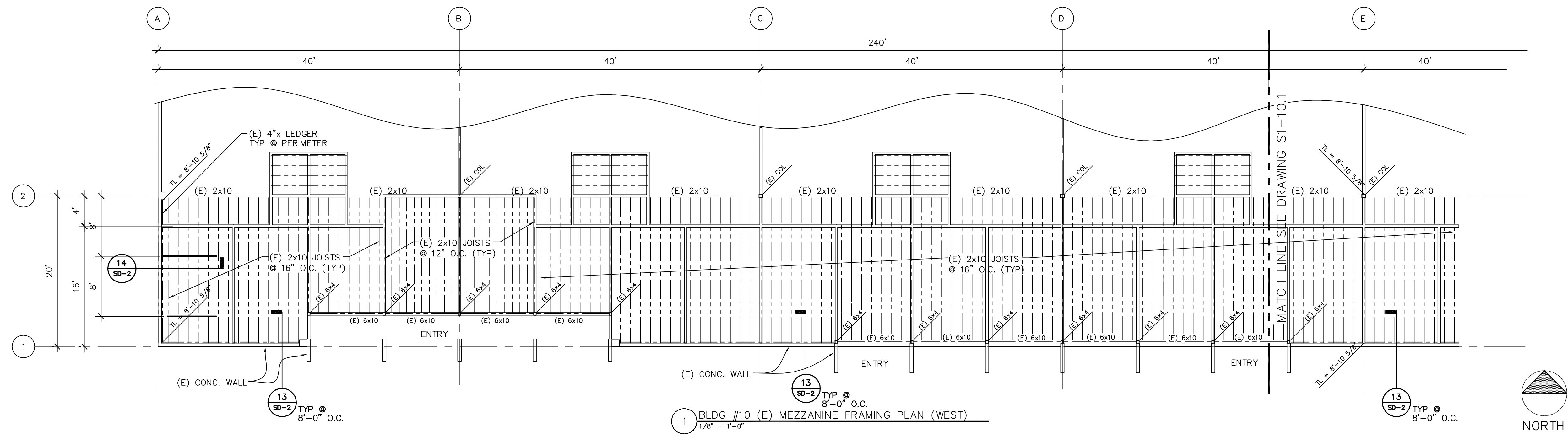
SHEET No. S1-1

BLDG # 1 (E) PENT. AND ROOF FRAMING PLAN





- NOTES:
1. ALL CONCRETE WALLS ARE 5 1/2" THICK U.N.O.
  2. T.L. INDICATES TOP OF LEDGER FROM FINISHED FLOOR LINE.
  3. BEFORE COMMENCING ANY WORK, THE CONTRACTOR SHALL READ ALL NOTES AND SPECIFICATIONS CONTAINED ON SHEET SN.



NO.	DESCRIPTION	DATE

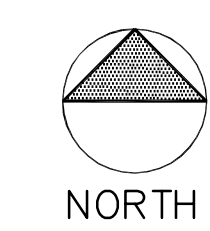
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PROJECT: AIRPORT SEISMIC RETROFIT  
 AIRPORT BUSINESS CTR  
 MACARTHUR BLVD AND REDHILL AVE.  
 IRVINE, CALIFORNIA

DATE: MARCH 24, 2003  
 SCALE: AS NOTED  
 DRAWN BY: EJM  
 JOB NO: 02-110-1890

SHEET TITLE: BLDG #10 (E) MEZZ. AND ROOF PLANS (WEST)

SHEET No.: S1-10



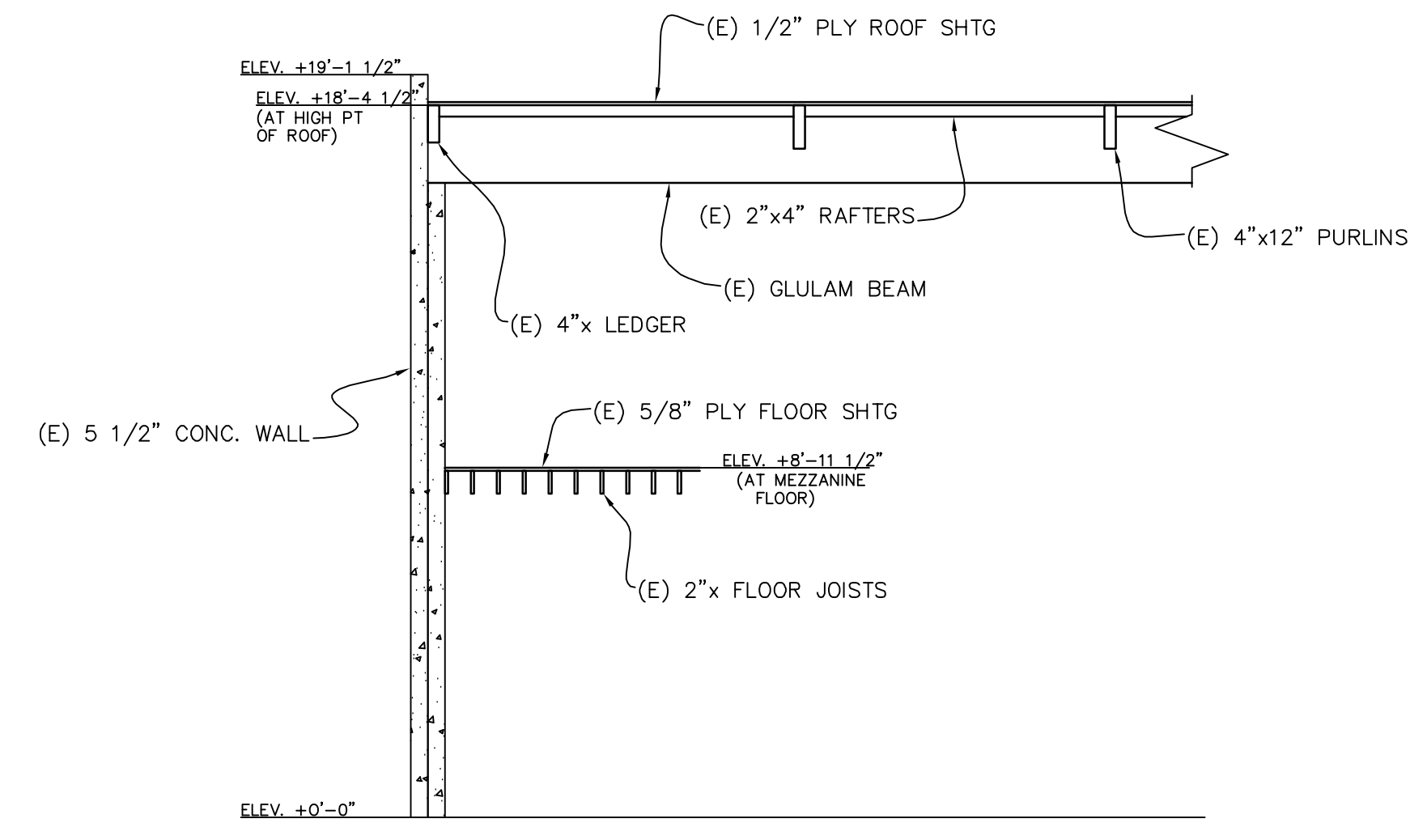
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CUSTOMER:

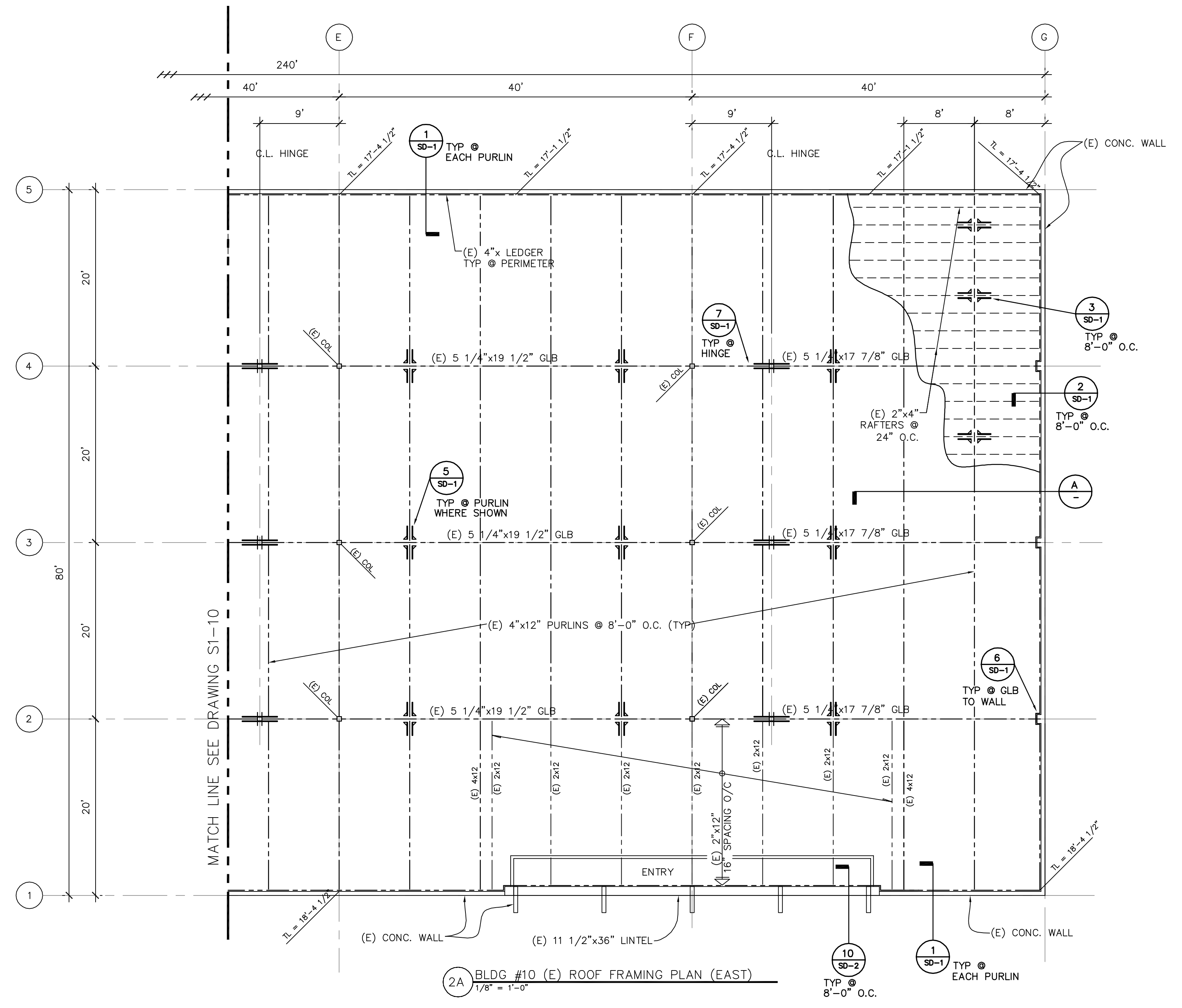
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**AIRPORT SEISMIC RETROFIT**  
 AIRPORT BUSINESS CTR  
 MACARTHUR BLVD AND REDHILL AVE.  
 IRVINE, CALIFORNIA

DATE:  
 MARCH 24, 2003  
 SCALE:  
 AS NOTED  
 DRAWN BY:  
 EJM  
 JOB NO:  
 02-110-1890  
 SHEET No.:  
**S1-10.1**

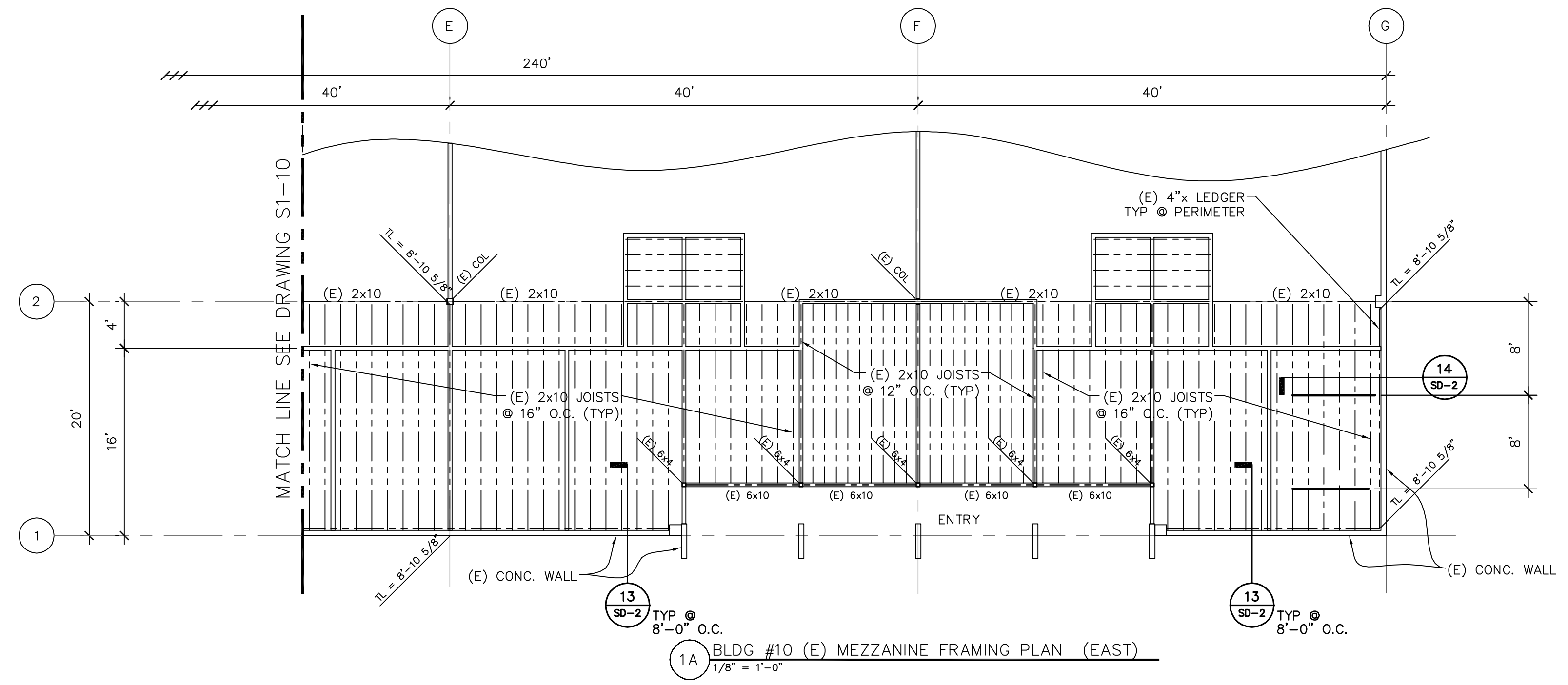
BLDG #10 (E) MEZZ. AND ROOF PLANS (EAST)



**A** SECTION THRU BLDG #10  
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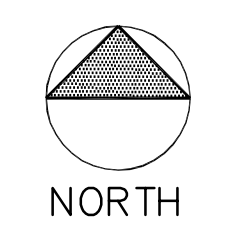


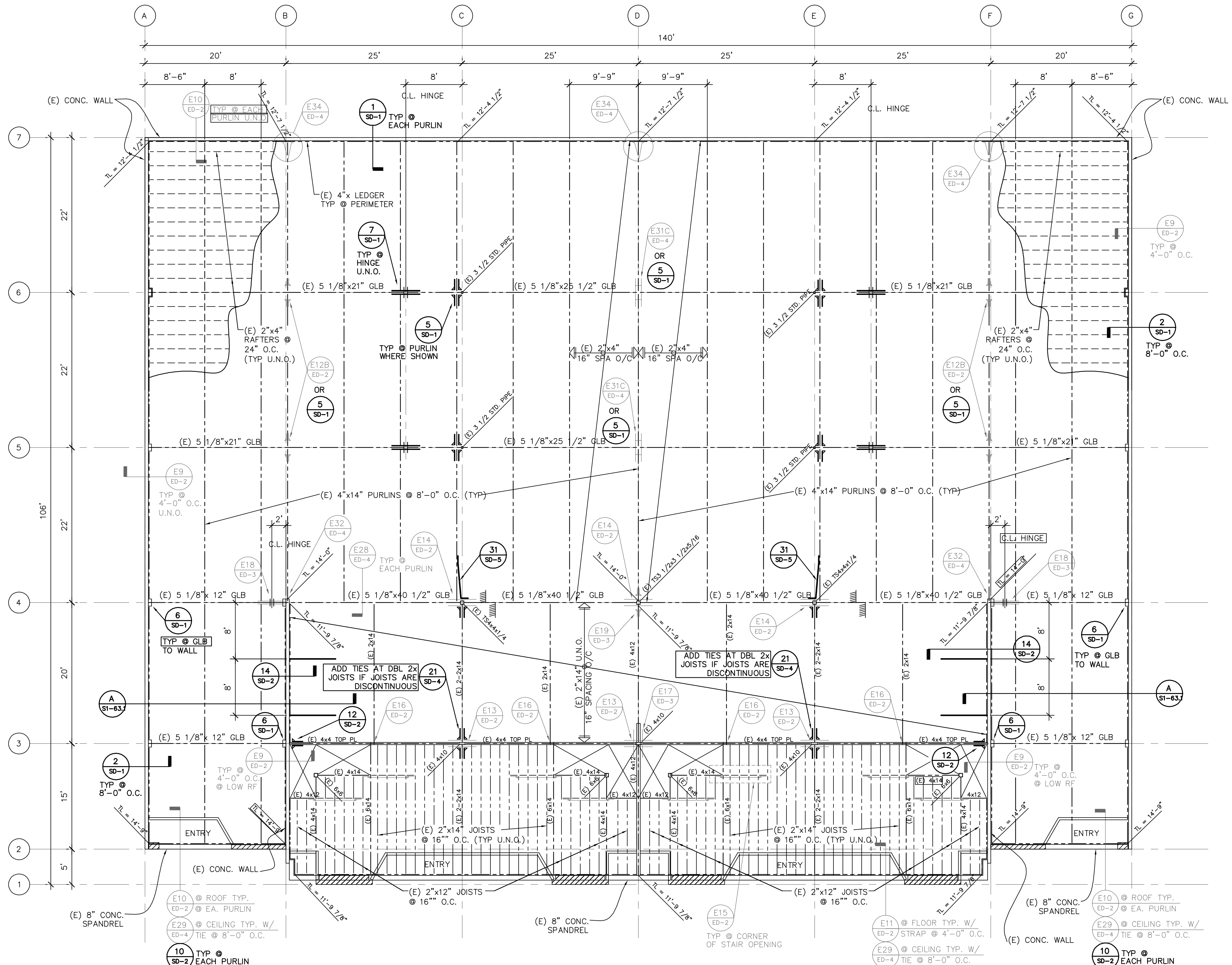
**2A** BLDG #10 (E) ROOF FRAMING PLAN (EAST)  
 1/8" = 1'-0"



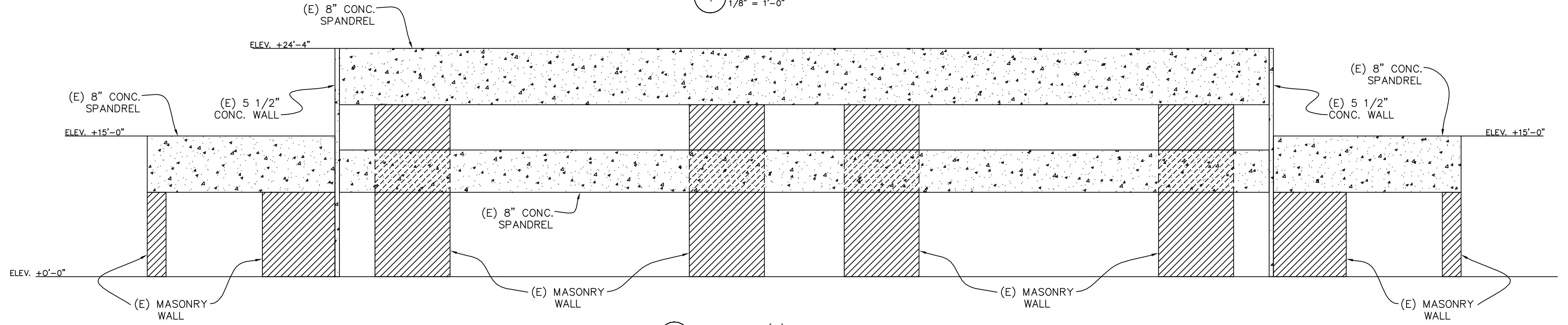
**1A** BLDG #10 (E) MEZZANINE FRAMING PLAN (EAST)  
 1/8" = 1'-0"

- NOTES:
- ALL CONCRETE WALLS ARE 5 1/2" THICK U.N.O.
  - T.L. INDICATES TOP OF LEDGER FROM FINISHED FLOOR LINE.
  - BEFORE COMMENCING ANY WORK, THE CONTRACTOR SHALL READ ALL NOTES AND SPECIFICATIONS CONTAINED ON SHEET SN.





1 BLDG #63 (E) LOW ROOF AND PENTHOUSE FRAMING PLAN  
1/8" = 1'-0"



2 BLDG #63 (E) FRONT ELEVATION  
1/8" = 1'-0"

- NOTES:
1. ALL CONCRETE WALLS ARE 5 1/2" THICK U.N.O.
  2. T.L. INDICATES TOP OF LEDGER FROM FINISHED FLOOR LINE.
  3. BEFORE COMMENCING ANY WORK, THE CONTRACTOR SHALL READ ALL NOTES AND SPECIFICATIONS CONTAINED ON SHEET SN.

NO.	DESCRIPTION

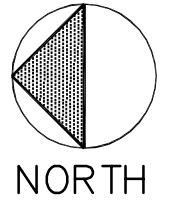
CUSTOMER:

PROJECT: AIRPORT SEISMIC RETROFIT  
AIRPORT BUSINESS CTR  
MACARTHUR BLVD AND REDHILL AVE.  
IRVINE, CALIFORNIA

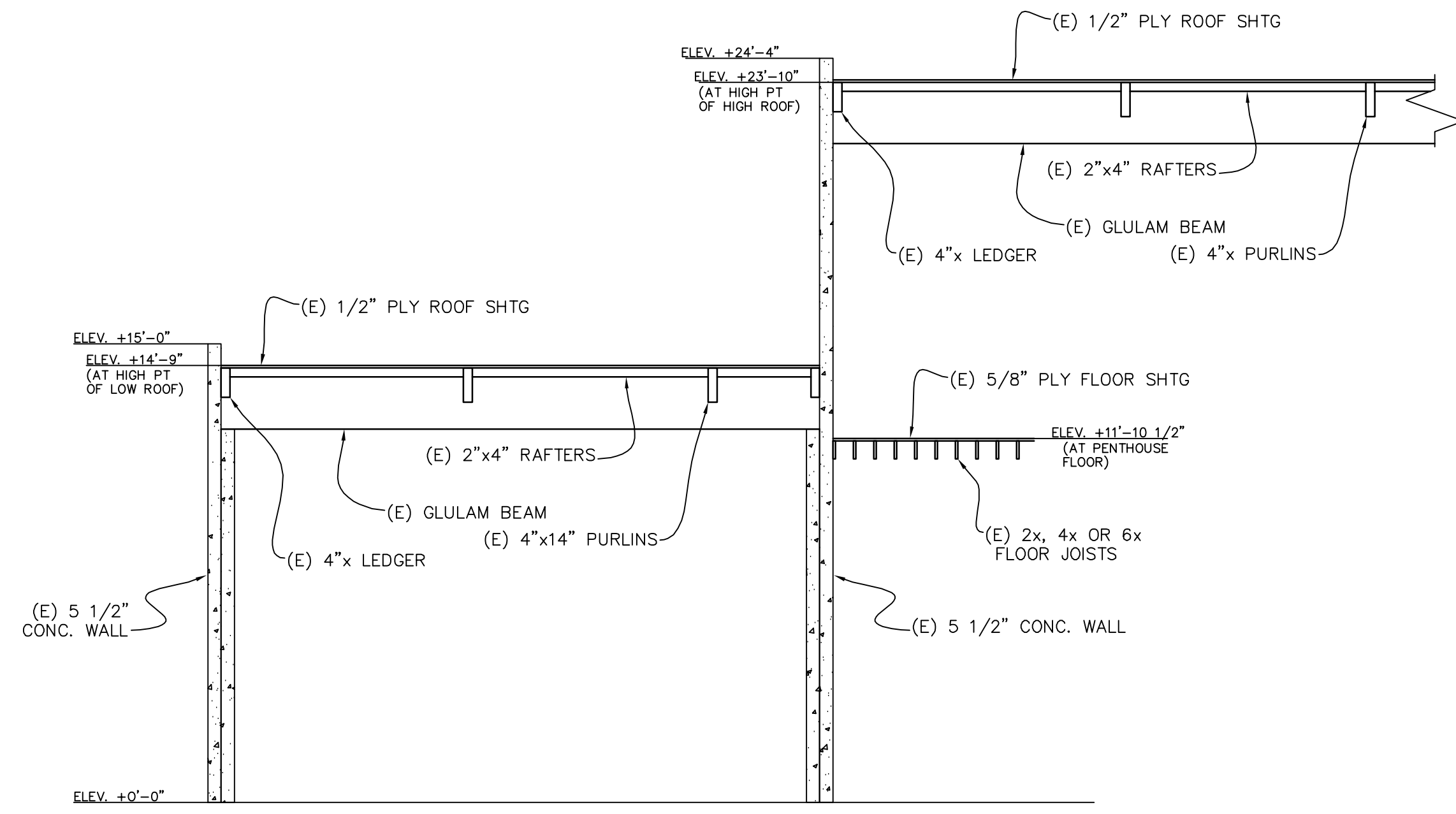
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JOB NO: 02-110-1890  
SHEET NO: S1-63

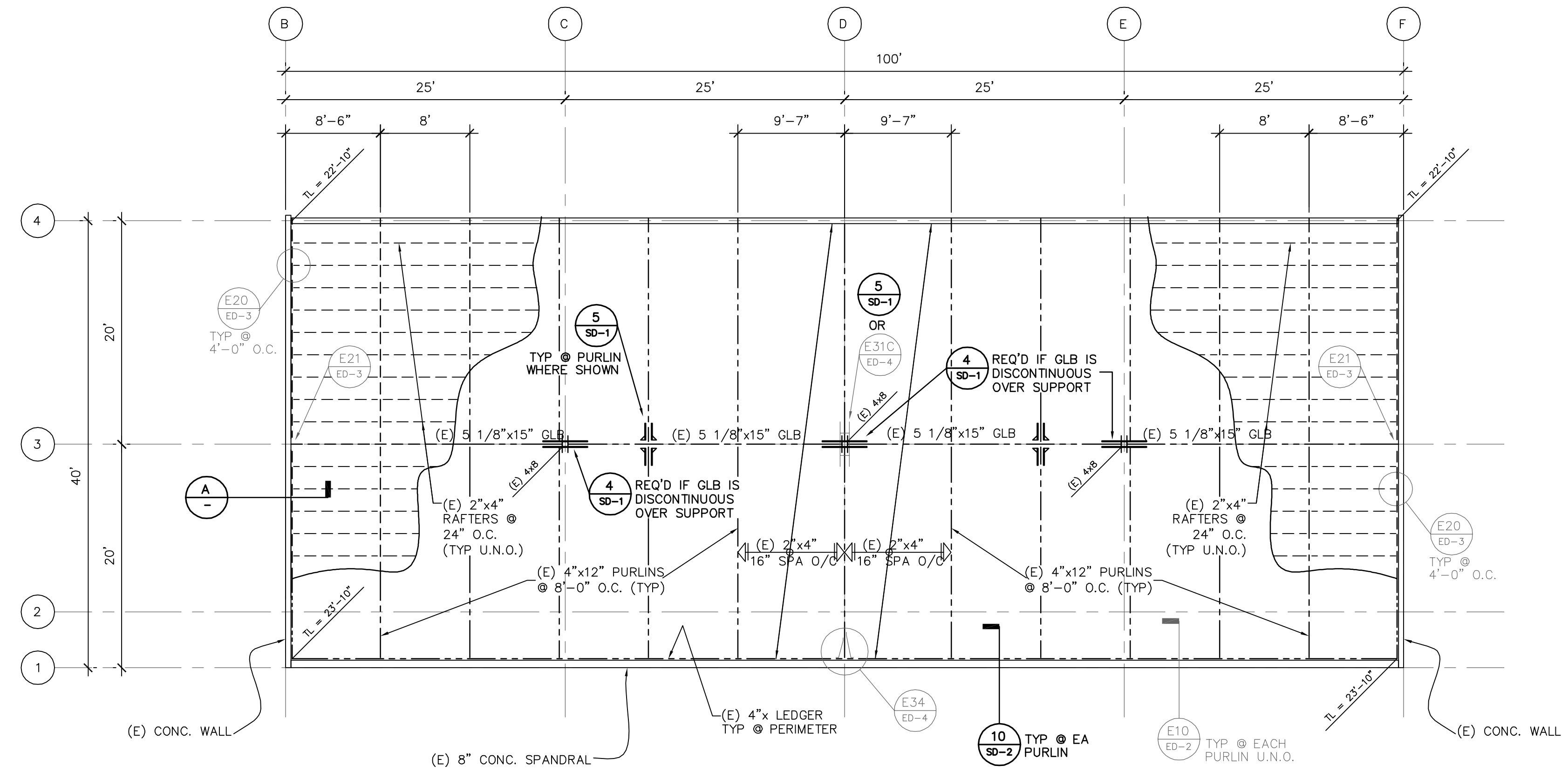
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NORTH

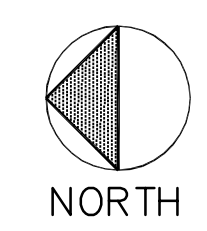


A SECTION THRU BLDG #63  
1/4" = 1'-0"



3 BLDG #63 (E) HIGH ROOF FRAMING PLAN  
1/8" = 1'-0"

- NOTES:
1. ALL CONCRETE WALLS ARE 5 1/2" THICK U.N.O.
  2. T.L. INDICATES TOP OF LEDGER FROM FINISHED FLOOR LINE.
  3. BEFORE COMMENCING ANY WORK, THE CONTRACTOR SHALL READ ALL NOTES AND SPECIFICATIONS CONTAINED ON SHEET SN.



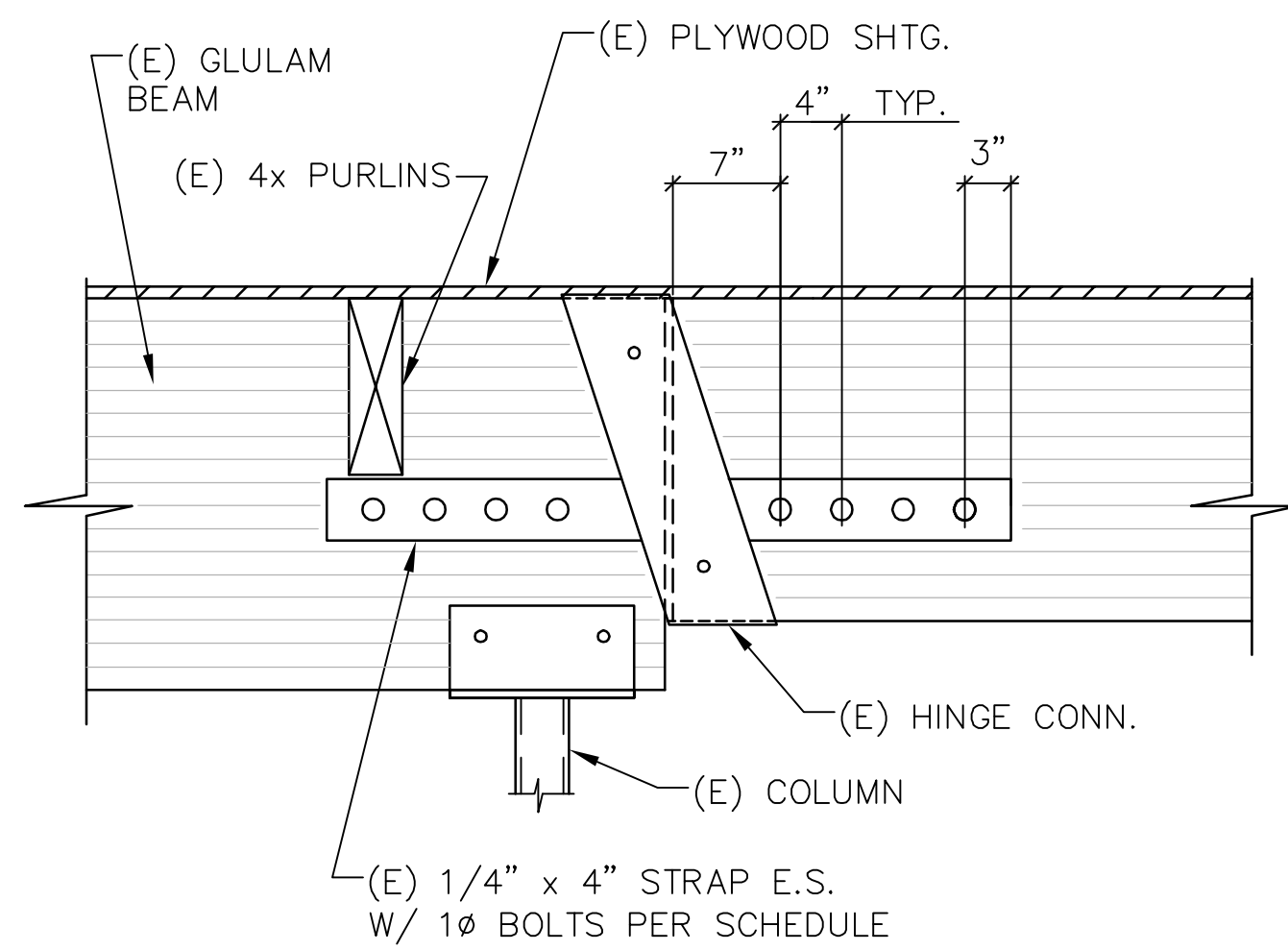
NO.	REVISIONS

CUSTOMER:

PROJECT: AIRPORT SEISMIC RETROFIT  
 AIRPORT BUSINESS CTR  
 MACARTHUR BLVD AND REDHILL AVE.  
 IRVINE, CALIFORNIA

SHEET TITLE:  
 BLDG #63 (E) HIGH ROOF FRAMING PLAN

DATE: MARCH 24, 2003  
 SCALE: AS NOTED  
 DRAWN BY: EJM  
 JOB NO: 02-110-1890  
 SHEET NO: S1-63.1

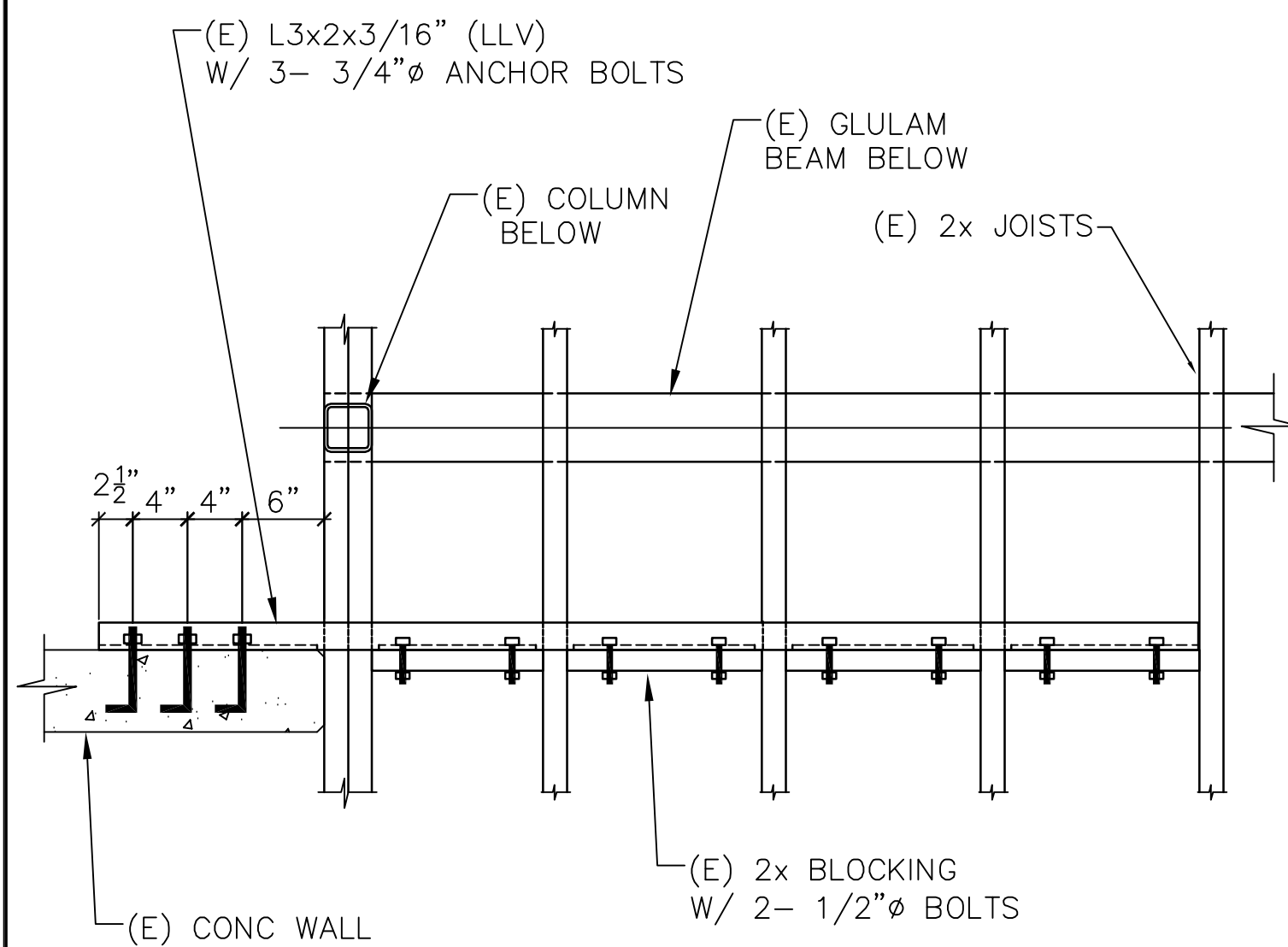


BLDG NO.	GRID LOCATIONS	NO. OF BOLTS
34	3B, 3E	4
35	3B, 3G	6
36	3B, 3F	4
37	4B, 4C, 4D, 4E	4
38	4B, 4C, 4D, 4E	4
39	3C	8
	3G	6

PHASE 7 4  
SHT-9

EXIST. HINGE W/ STRAPS AT GLB SPLICE

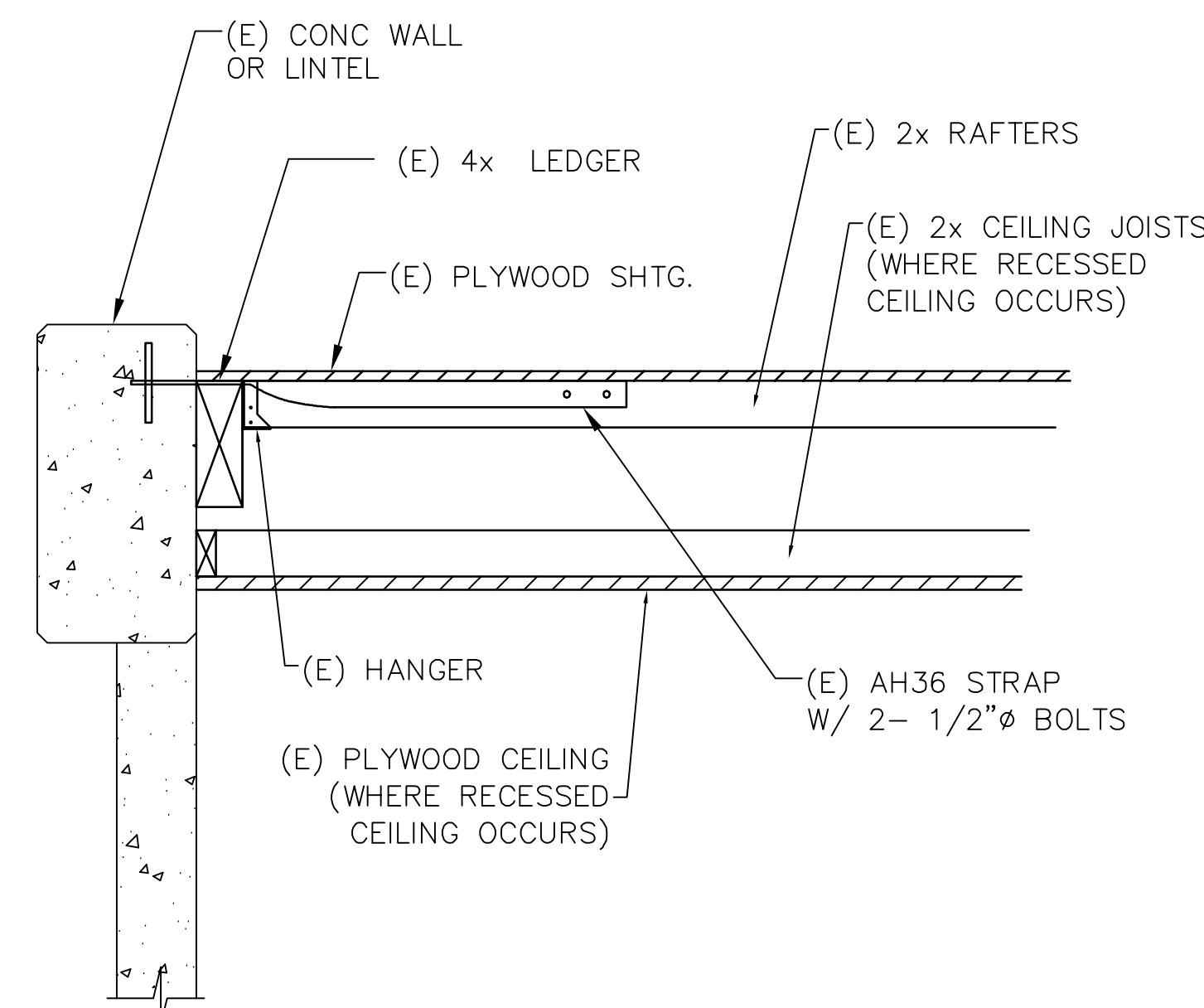
SCALE N.T.S. E7



PHASE 7 1  
SHT-9

EXISTING WALL TIE AT PENTHOUSE FLOOR

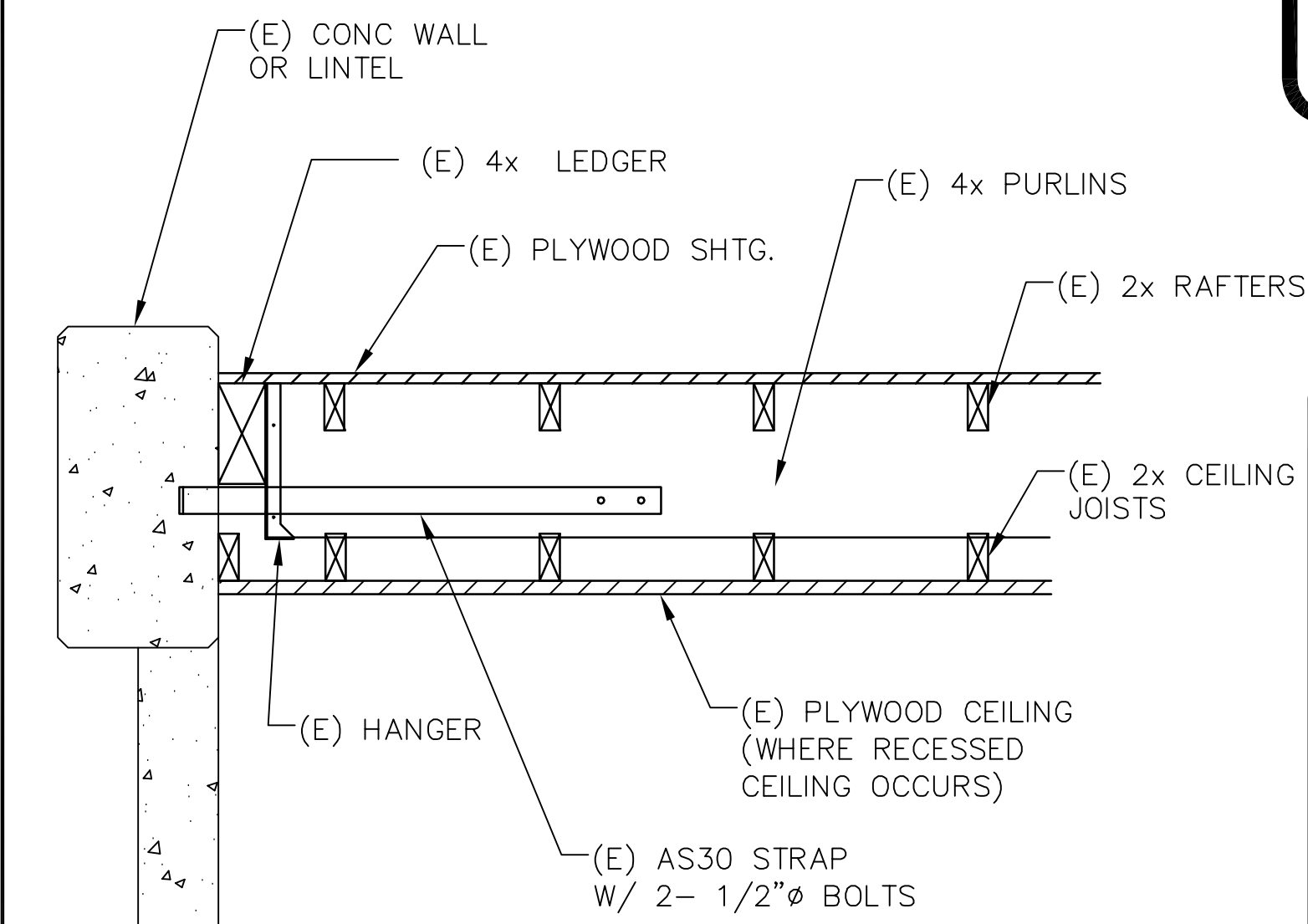
SCALE N.T.S. E5



PHASE 6, 7 8  
SHT-7

EXISTING RAFTER TO WALL TIE

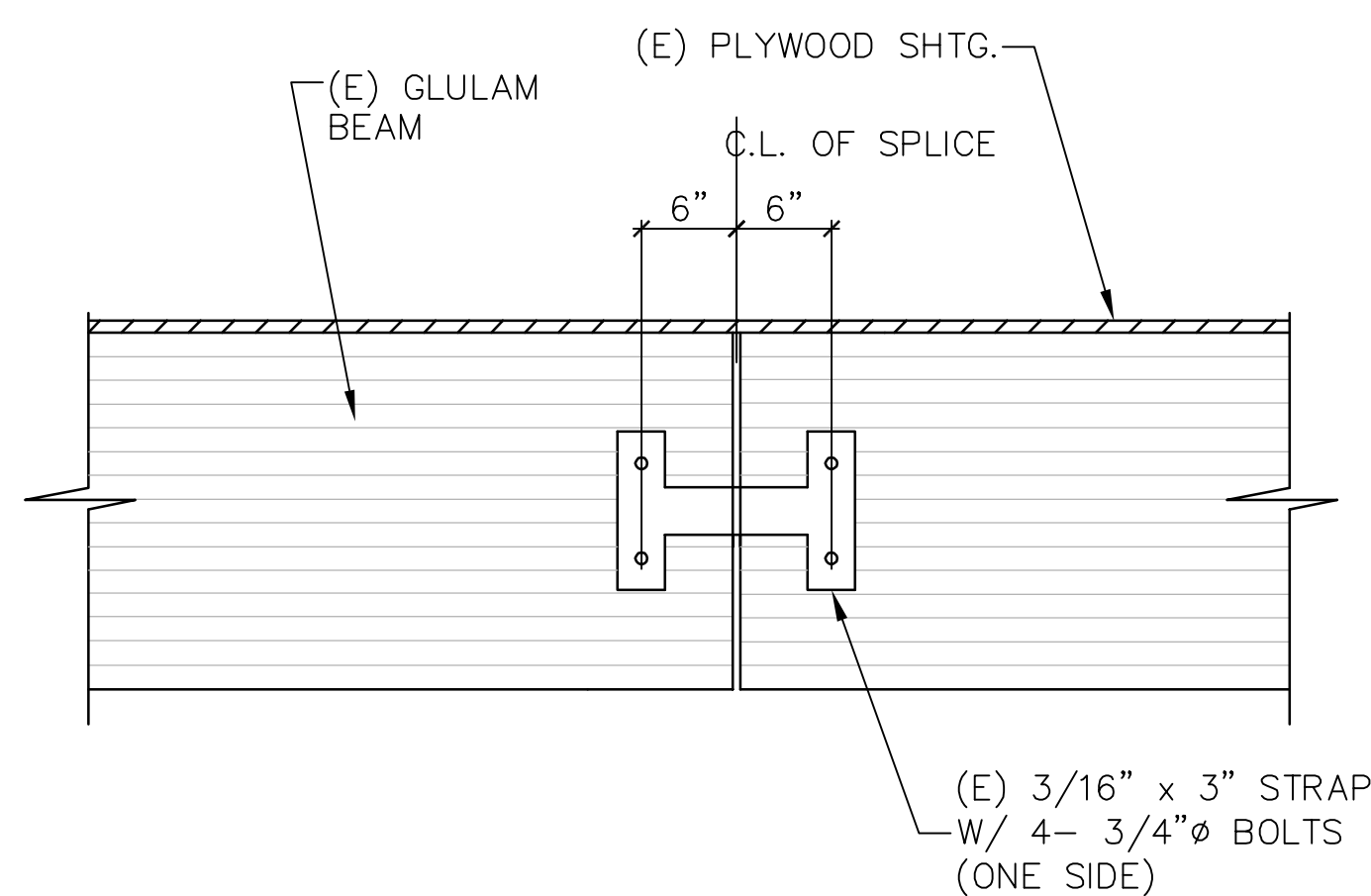
SCALE N.T.S. E3



PHASE 6, 7 9  
SHT-5

EXISTING PURLIN TO WALL TIE

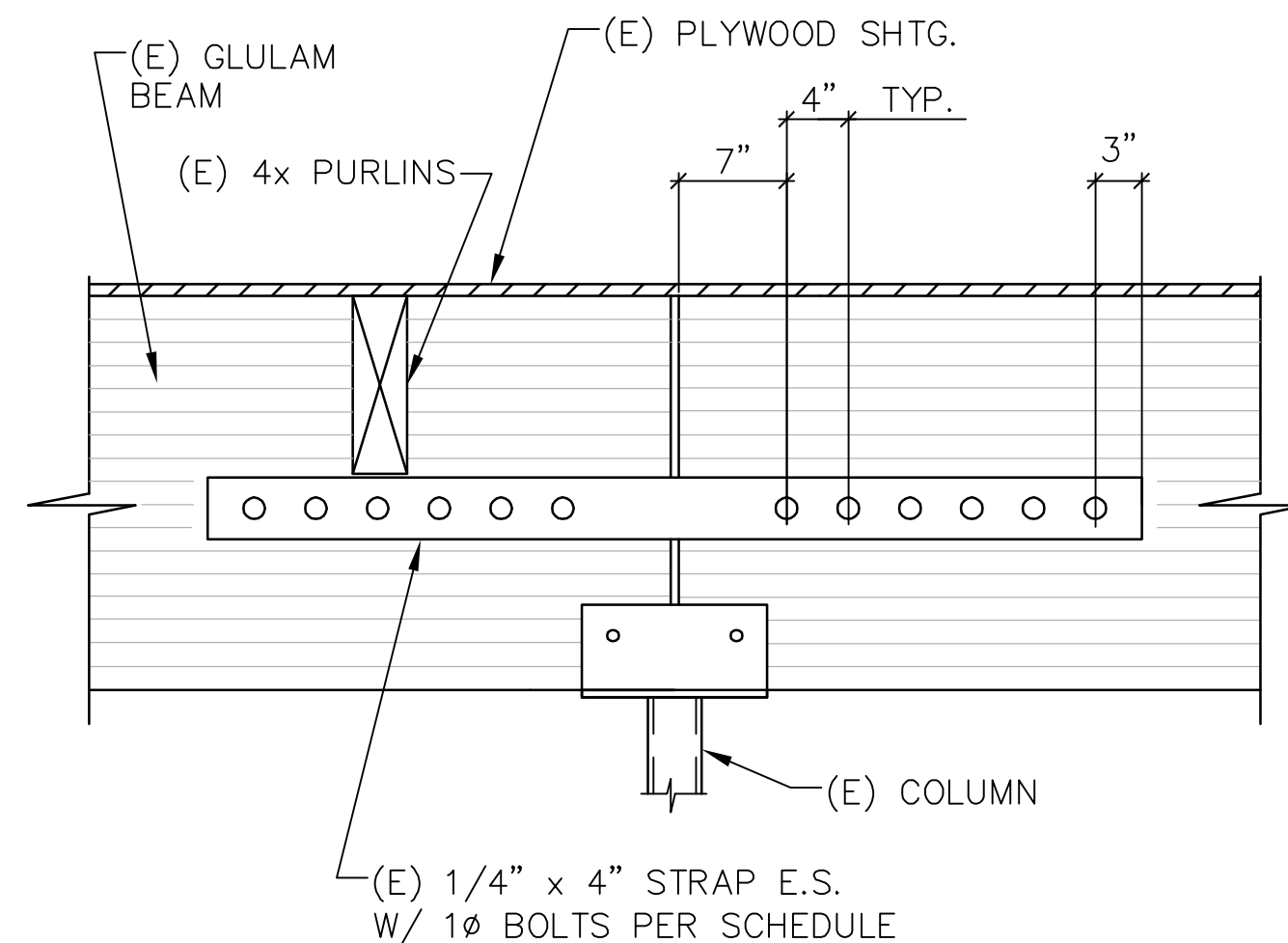
SCALE N.T.S. E1



PHASE 1 B-1  
SHT-20

EXISTING STRAP AT GLULAM SPLICE

SCALE N.T.S. E8

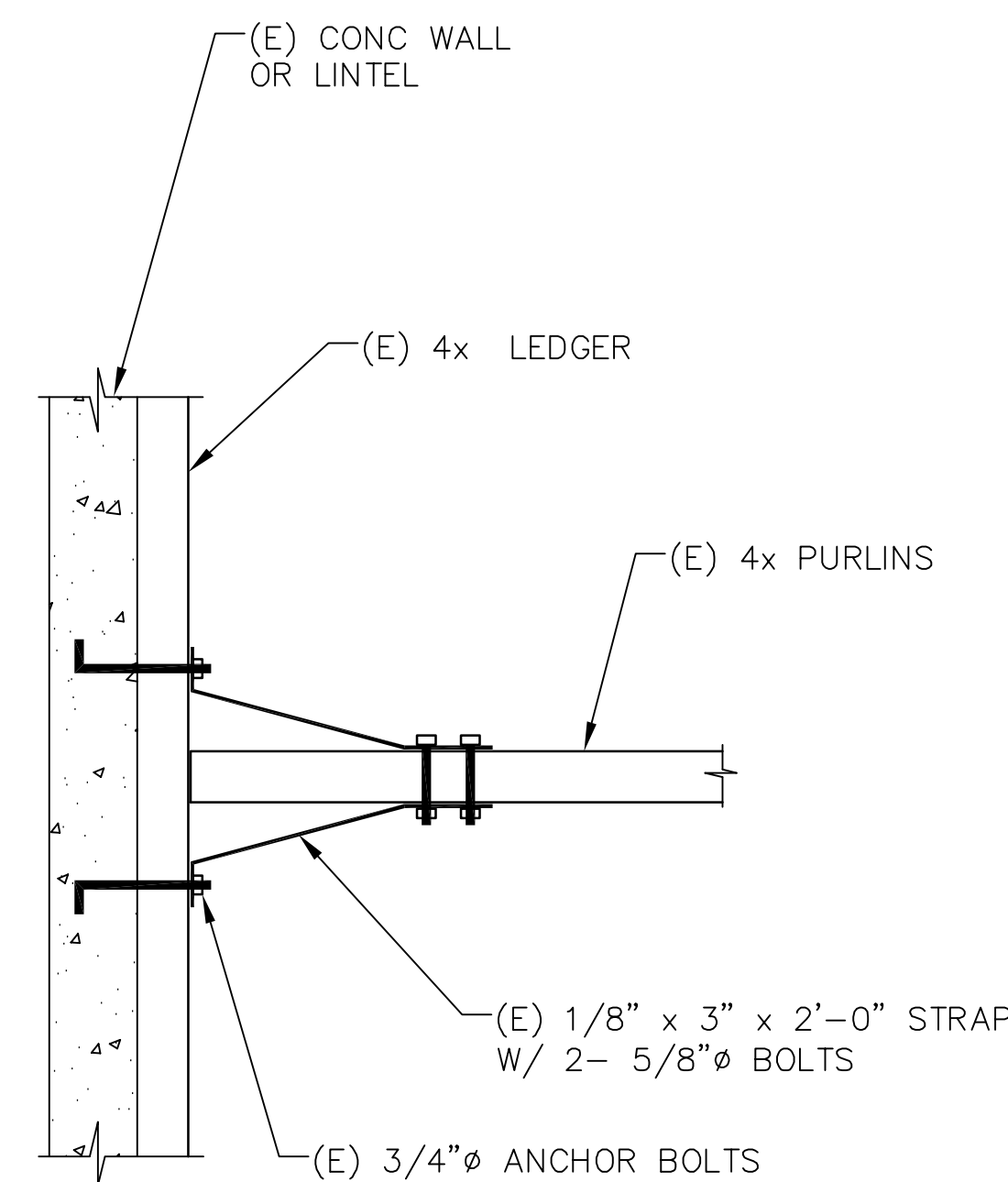


BLDG NO.	GRID LOCATIONS	NO. OF BOLTS
34	3C, 3D	6
35	3C, 3F	10
36	3D, 3E	12
37	3C, 3D, 3E	8
	3B	6
	3D, 3E	10
	3F	8

PHASE 7 2  
SHT-9

EXISTING STRAPS AT GLULAM SPLICE

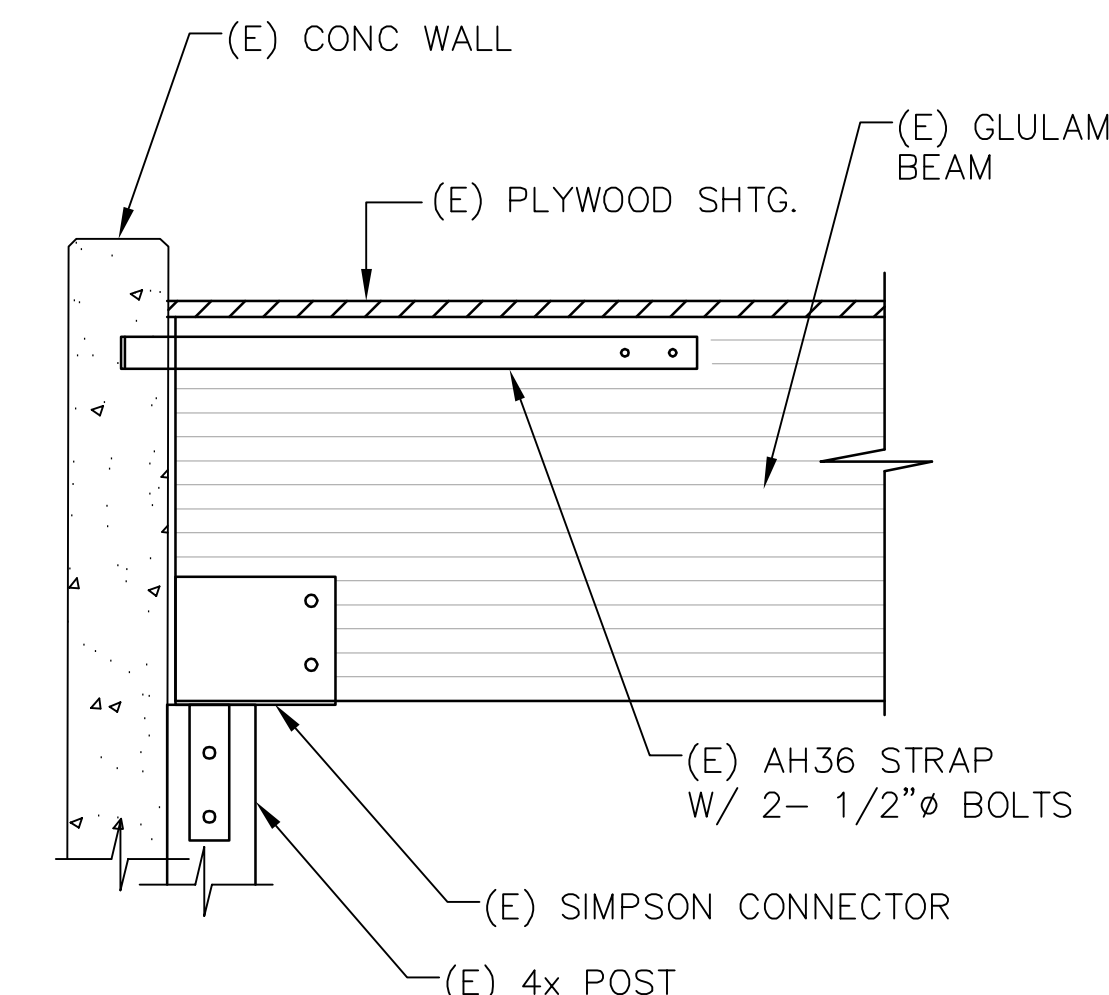
SCALE N.T.S. E6



PHASE 6, 7 1  
SHT-6

EXISTING PURLIN TO WALL TIE

SCALE N.T.S. E4



PHASE 6, 7 12  
SHT-6

EXISTING GLULAM BEAM TO WALL TIE

SCALE N.T.S. E2

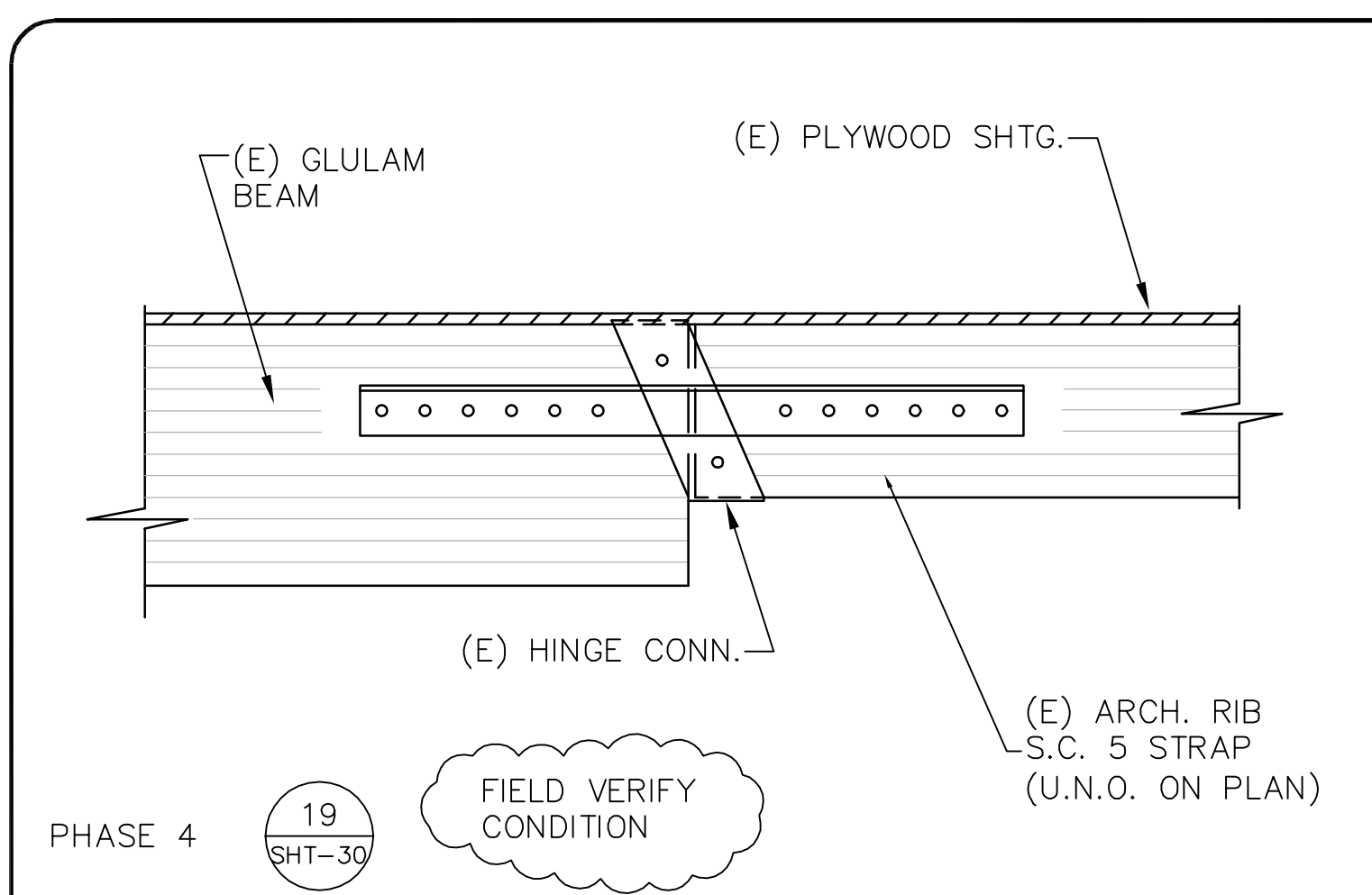
REVISIONS
10 / 1 / 2003

CUSTOMER:

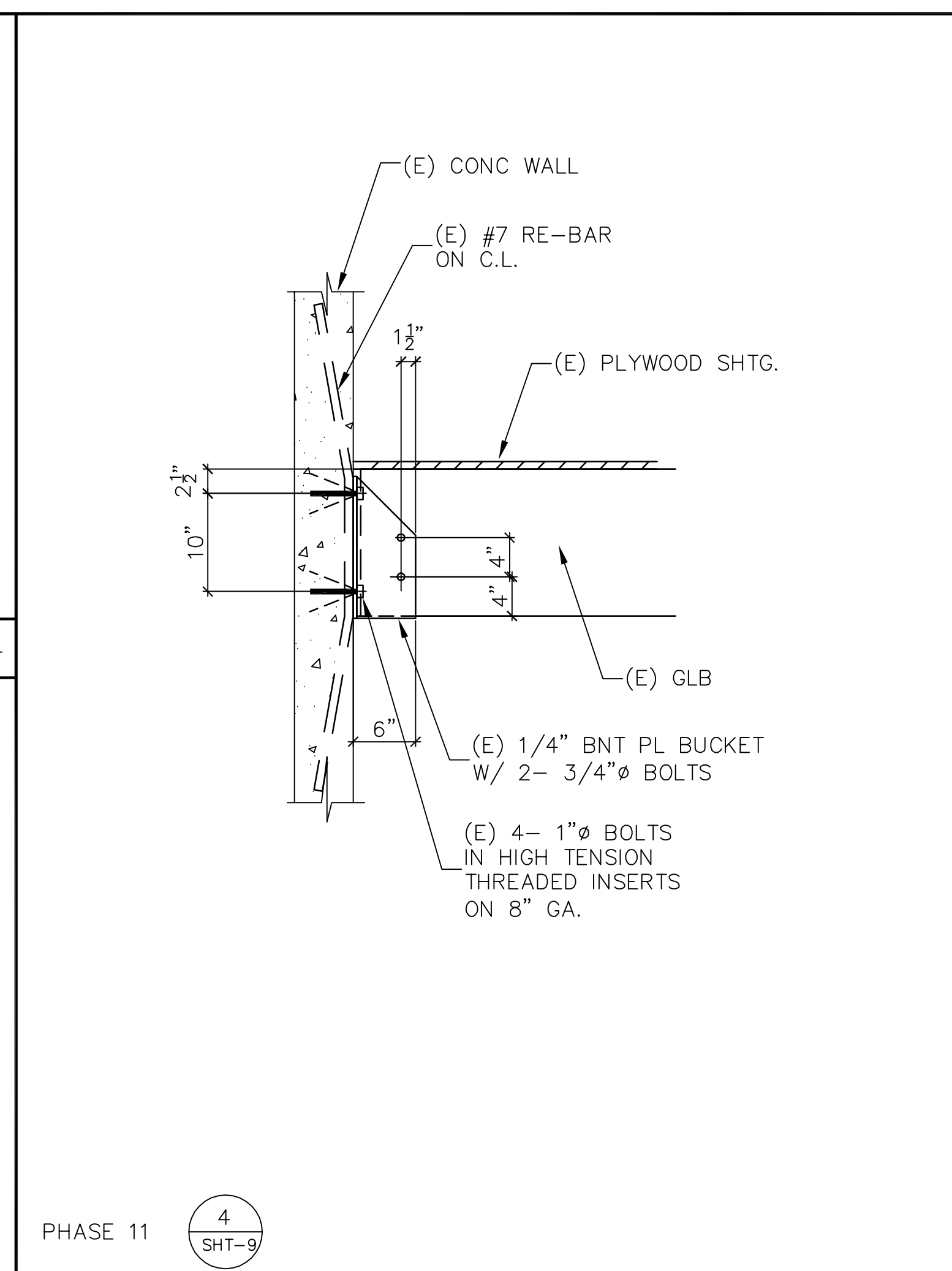
PROJECT: AIRPORT SEISMIC RETROFIT  
AIRPORT BUSINESS CTR  
MACARTHUR BLVD AND REDHILL AVE.  
IRVINE, CALIFORNIA

DATE: MARCH 24, 2003  
SCALE: AS NOTED  
DRAWN BY: EJM  
JOB NO: 02-110-1890  
SHEET NO: ED-1

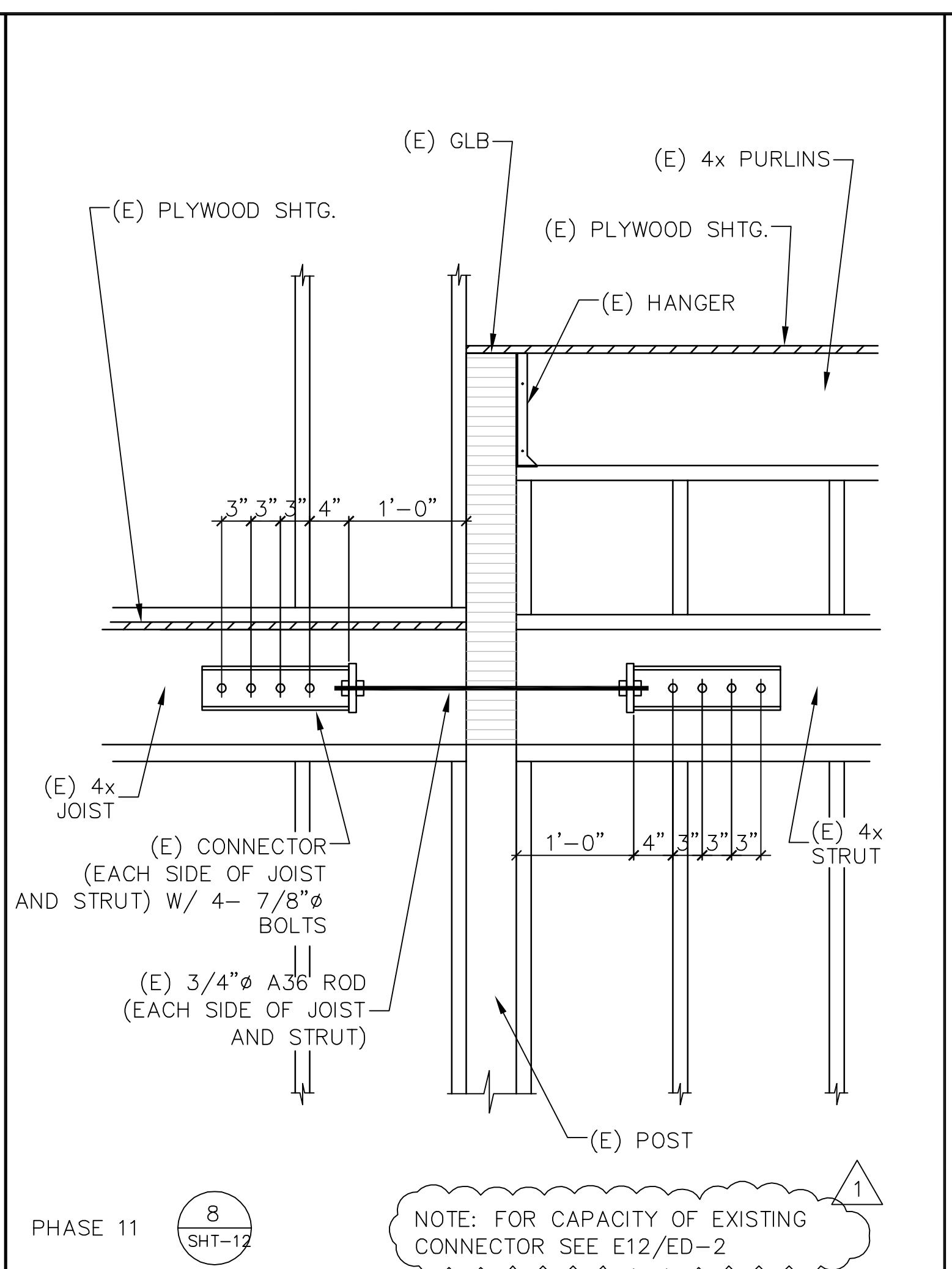
SHEET TITLE: EXISTING STANDARD DETAILS



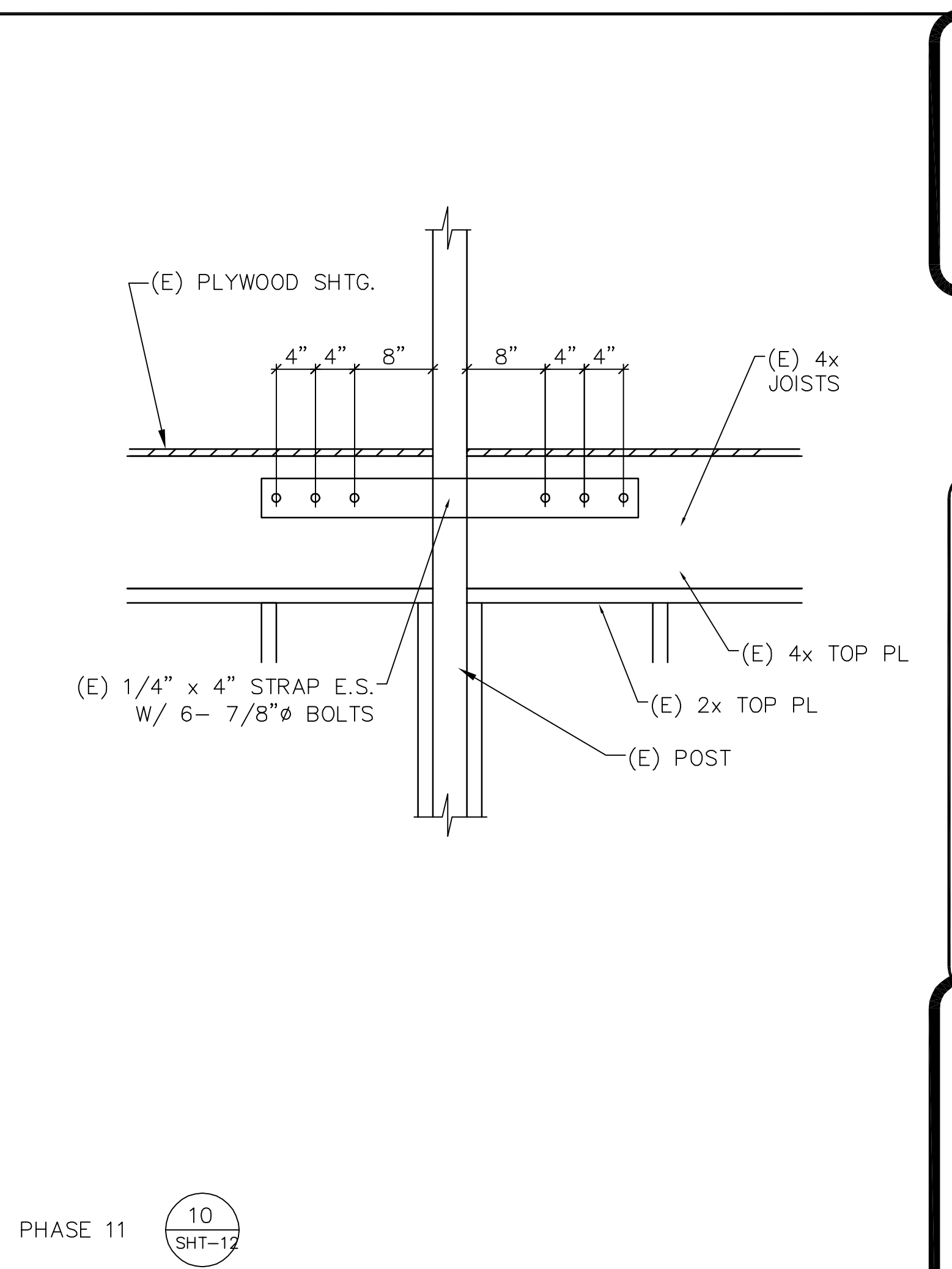
PHASE 4 19 SHT-30  
 EXISTING ANGLE TIES AT GLULAM SPLICE SCALE N.T.S. E24



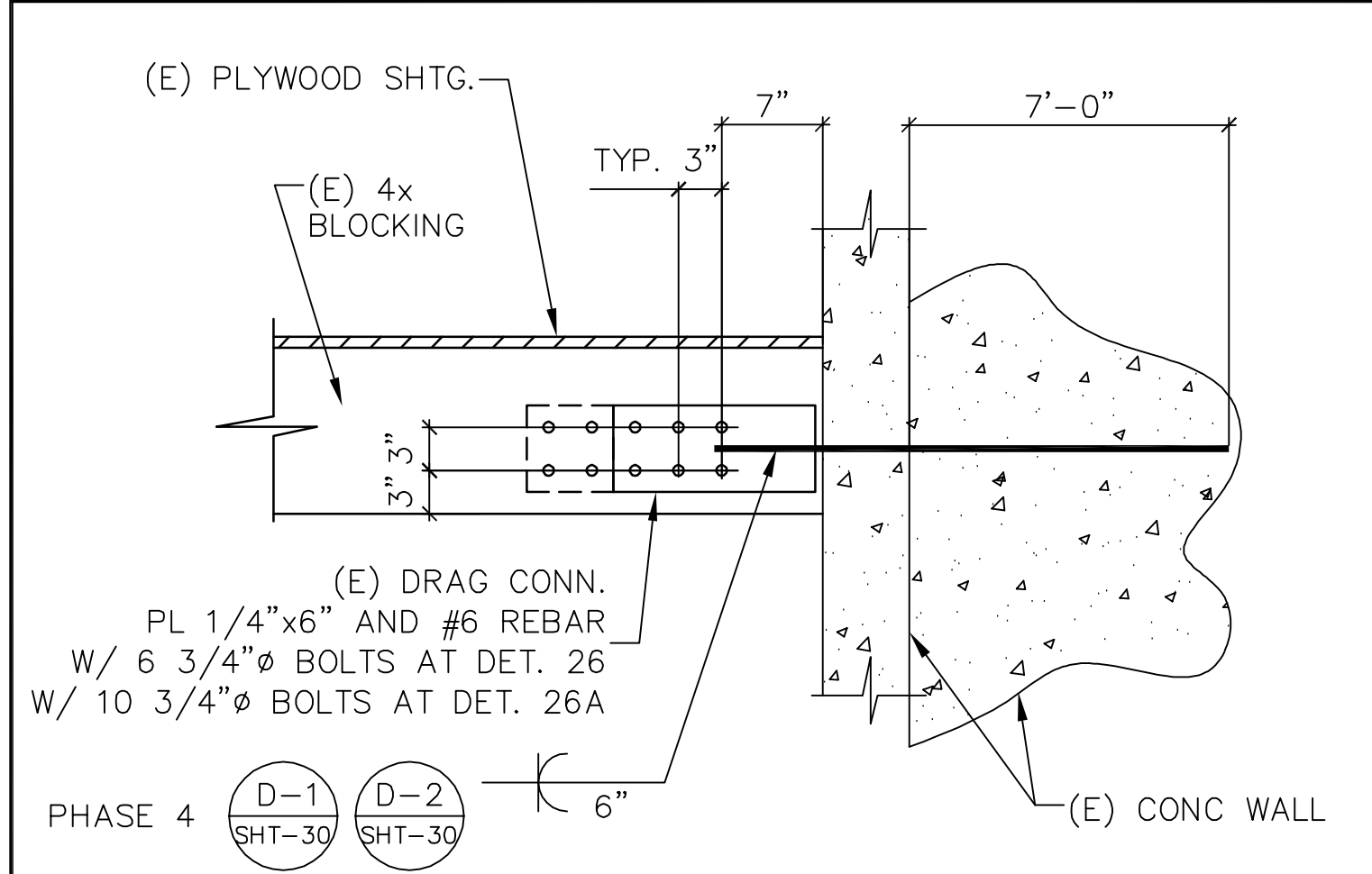
PHASE 11 4 SHT-9  
 EXISTING GLULAM TO WALL CONN. SCALE N.T.S. E21



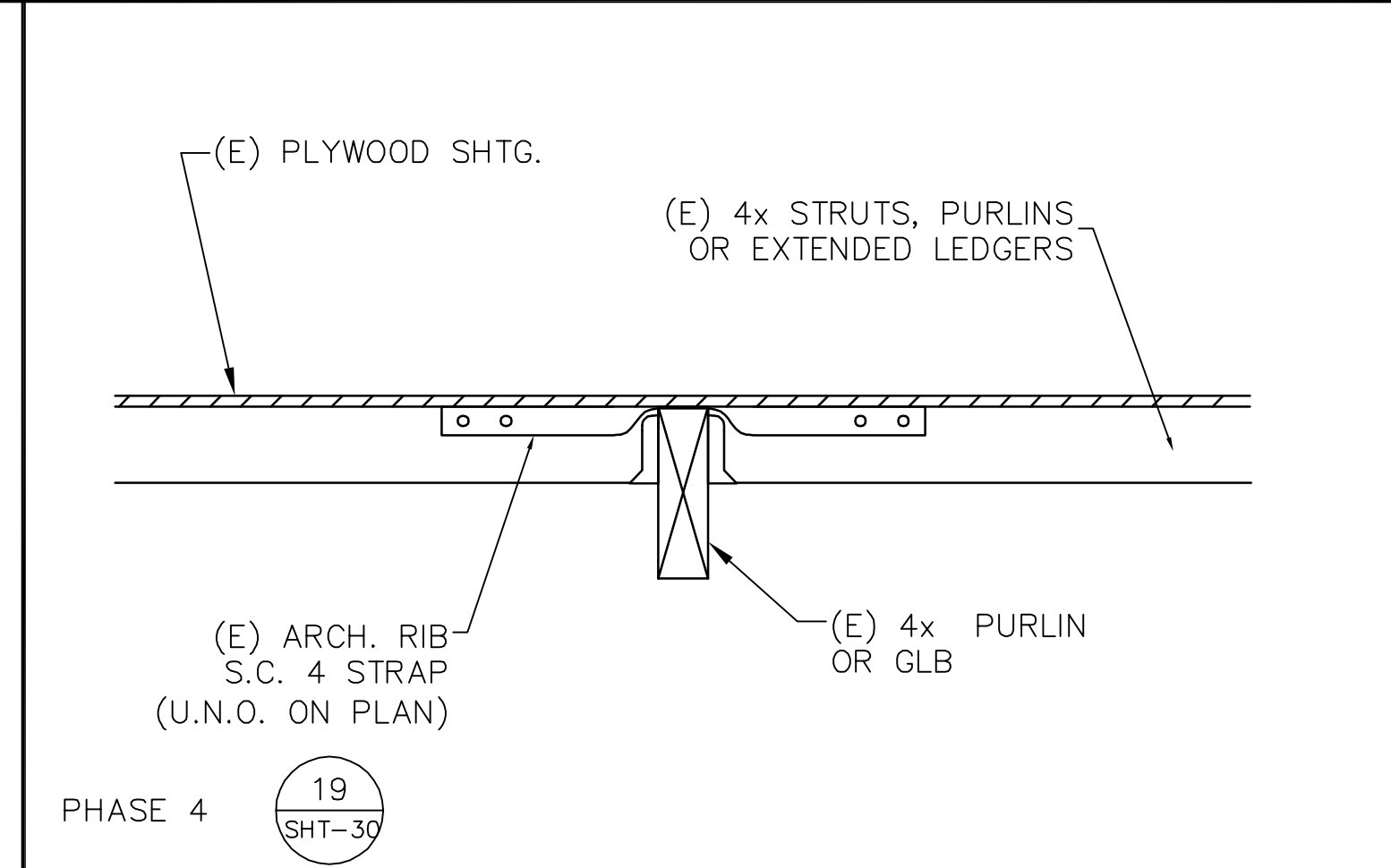
PHASE 11 8 SHT-17  
 EXIST. JOIST TO STRUT TIE AT GLULAM SCALE N.T.S. E19



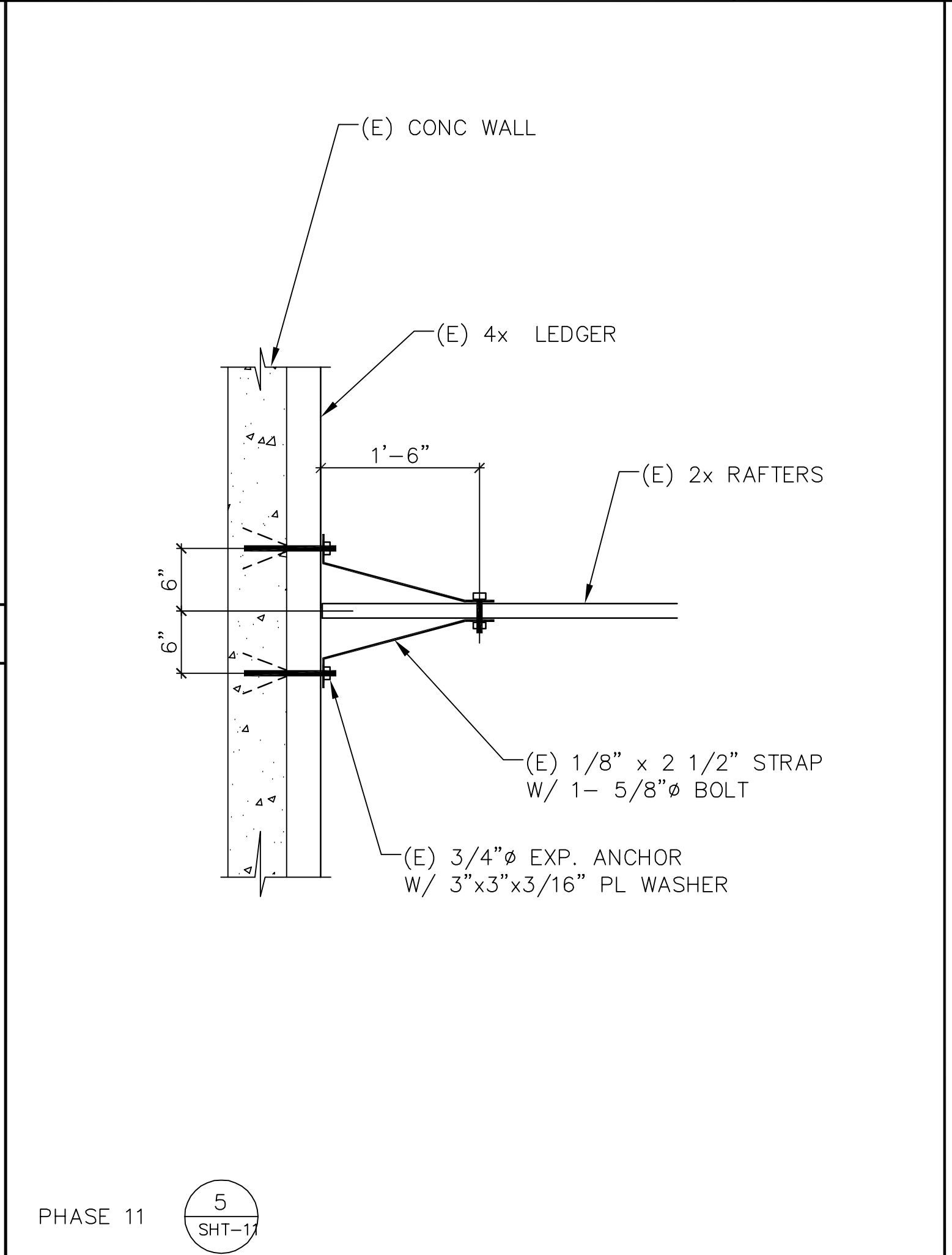
PHASE 11 10 SHT-17  
 EXISTING STRAPS AT PENTHOUSE FLOOR SCALE N.T.S. E17



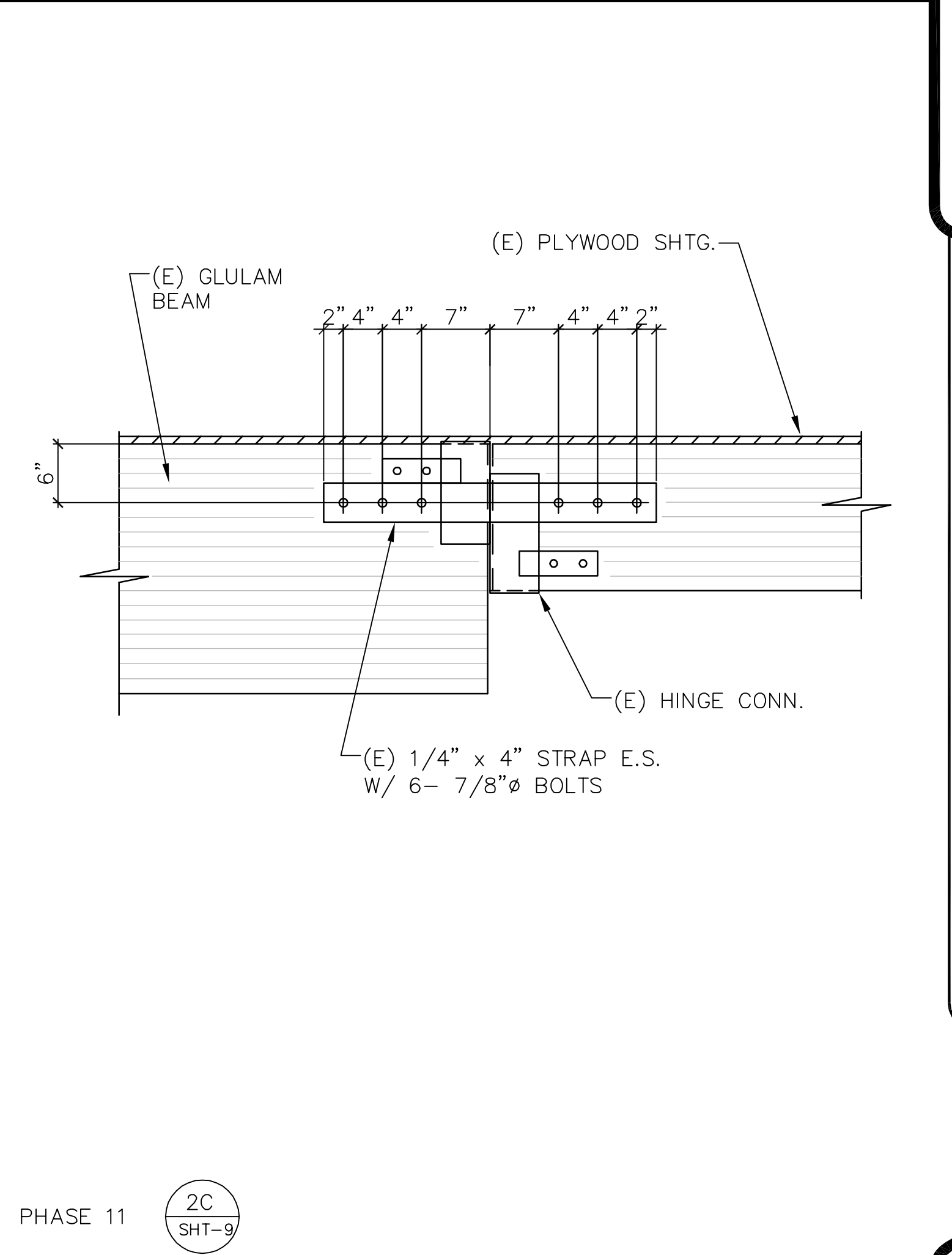
PHASE 4 D-1 SHT-30 D-2 SHT-30  
 EXIST. DRAG CONN. THRU COMMON WALL SCALE N.T.S. E26



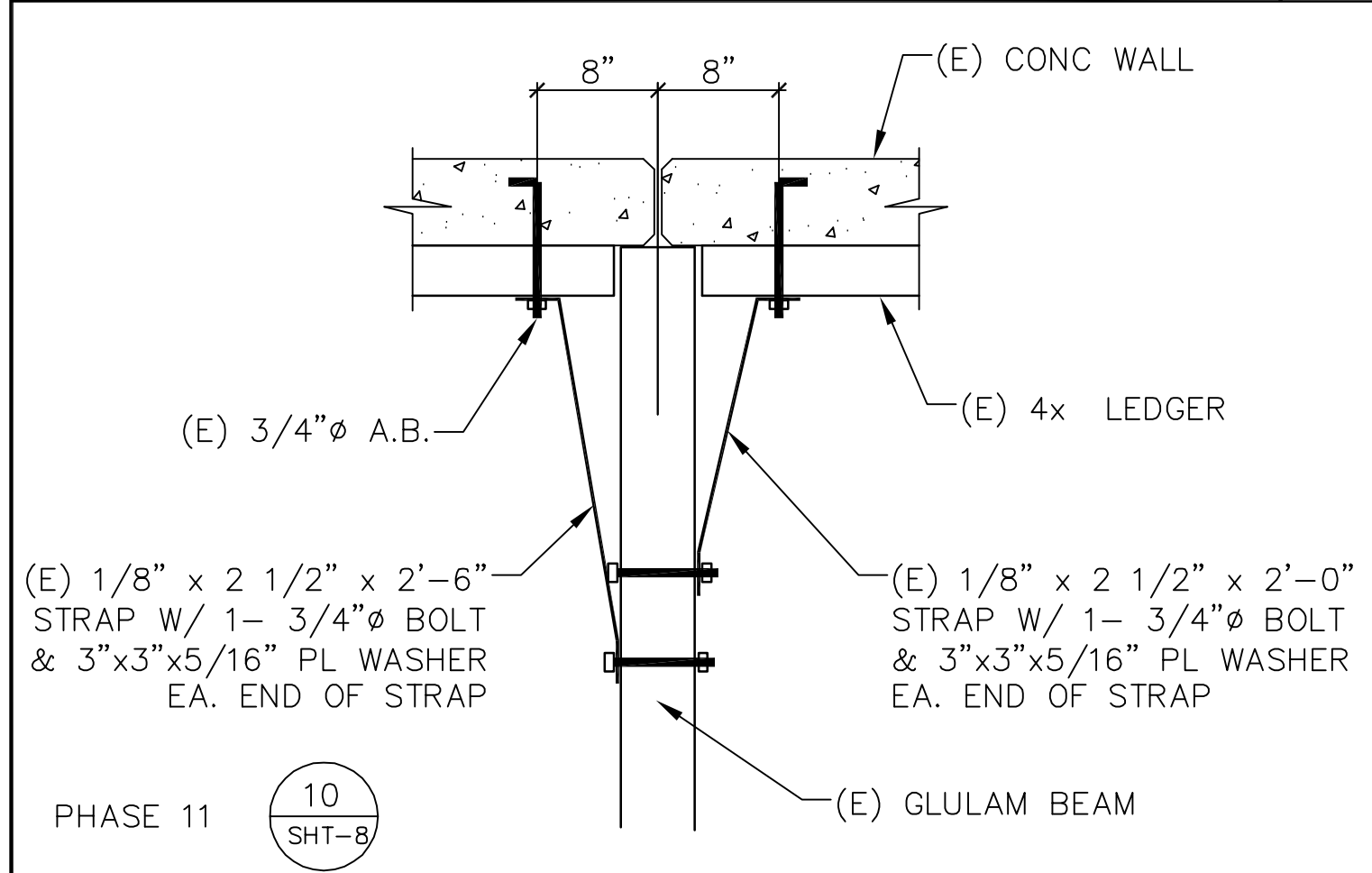
PHASE 4 19 SHT-30  
 EXISTING STRAP AT STRUT SCALE N.T.S. E22



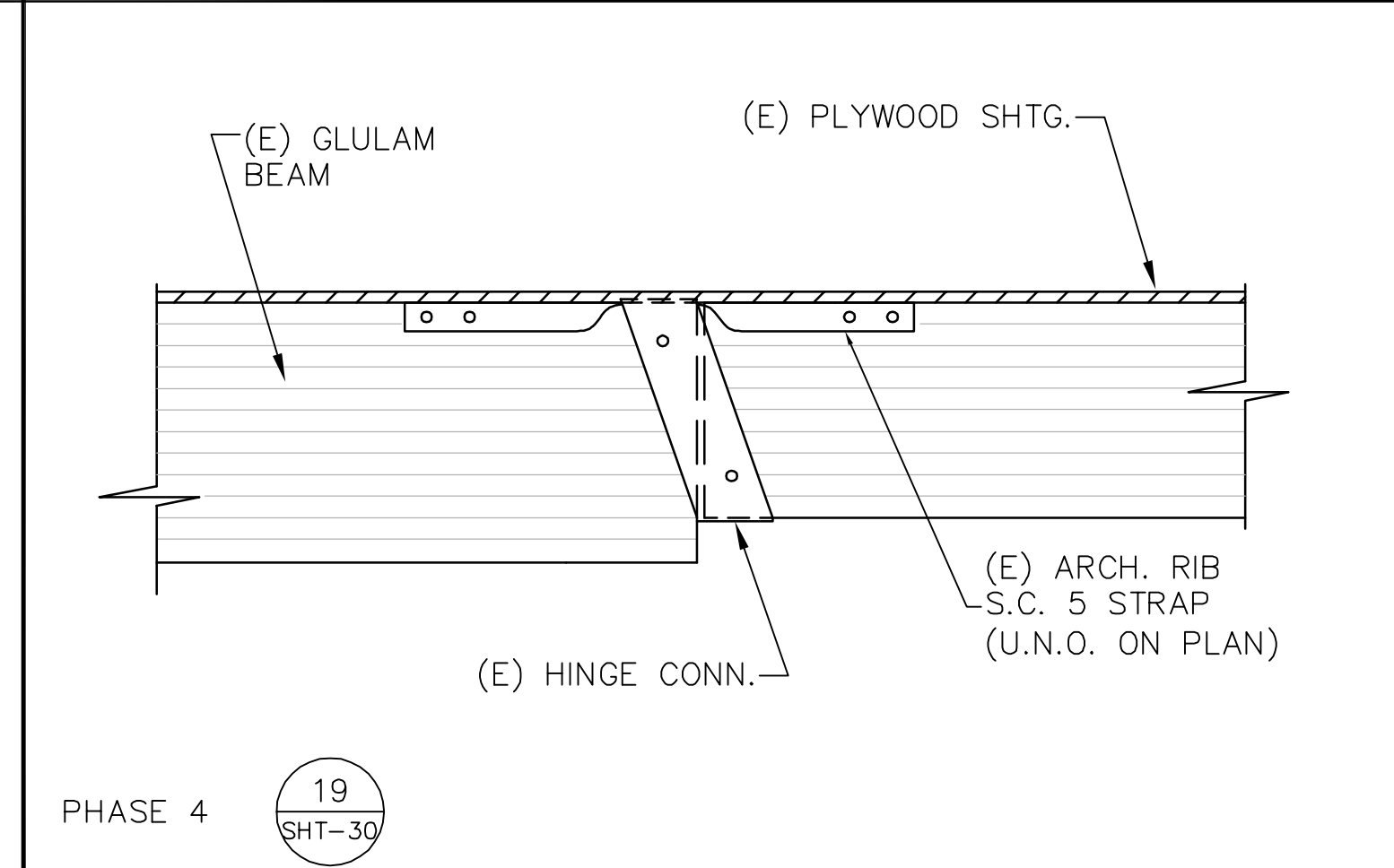
PHASE 11 5 SHT-11  
 EXISTING RAFTER TO WALL TIE SCALE N.T.S. E20



PHASE 11 2C SHT-9  
 EXIST. STRAPS AT GLULAM HINGE CONN. SCALE N.T.S. E18



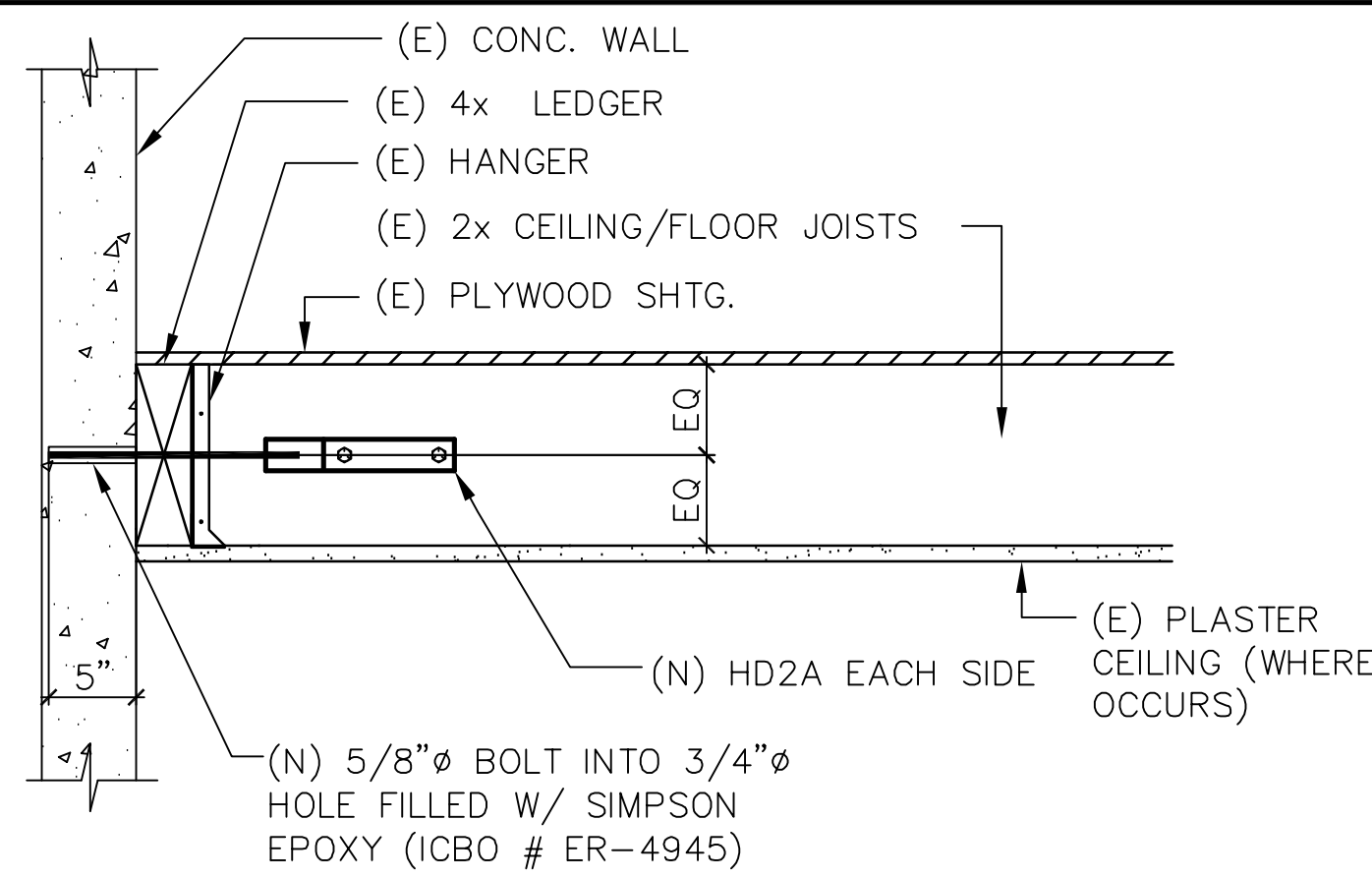
PHASE 11 10 SHT-8  
 EXIST. GLB TO WALL TIE AT PANEL JOINT SCALE N.T.S. E27



PHASE 4 19 SHT-30  
 EXISTING STRAPS AT GLULAM SPLICE SCALE N.T.S. E23

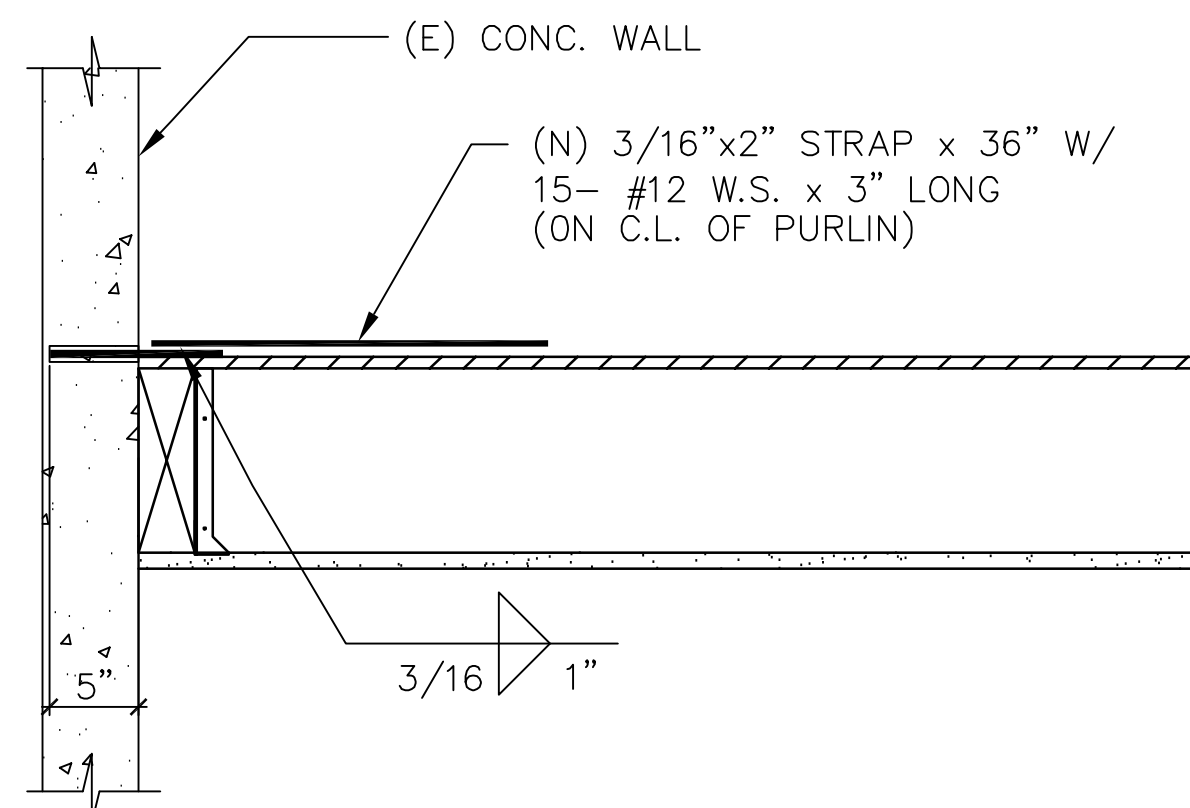
REVISIONS  
 10 / 1 / 2003  
 CUSTOMER:  
 PROJECT:  
 AIRPORT SEISMIC RETROFIT  
 AIRPORT BUSINESS CTR  
 MACARTHUR BLVD AND REDHILL AVE.  
 IRVINE, CALIFORNIA  
 SHEET TITLE:  
 EXISTING STANDARD DETAILS  
 DATE:  
 MARCH 24, 2003  
 SCALE:  
 AS NOTED  
 DRAWN BY:  
 EJM  
 JOB NO.  
 02-110-1890  
 SHEET No.  
 ED-3





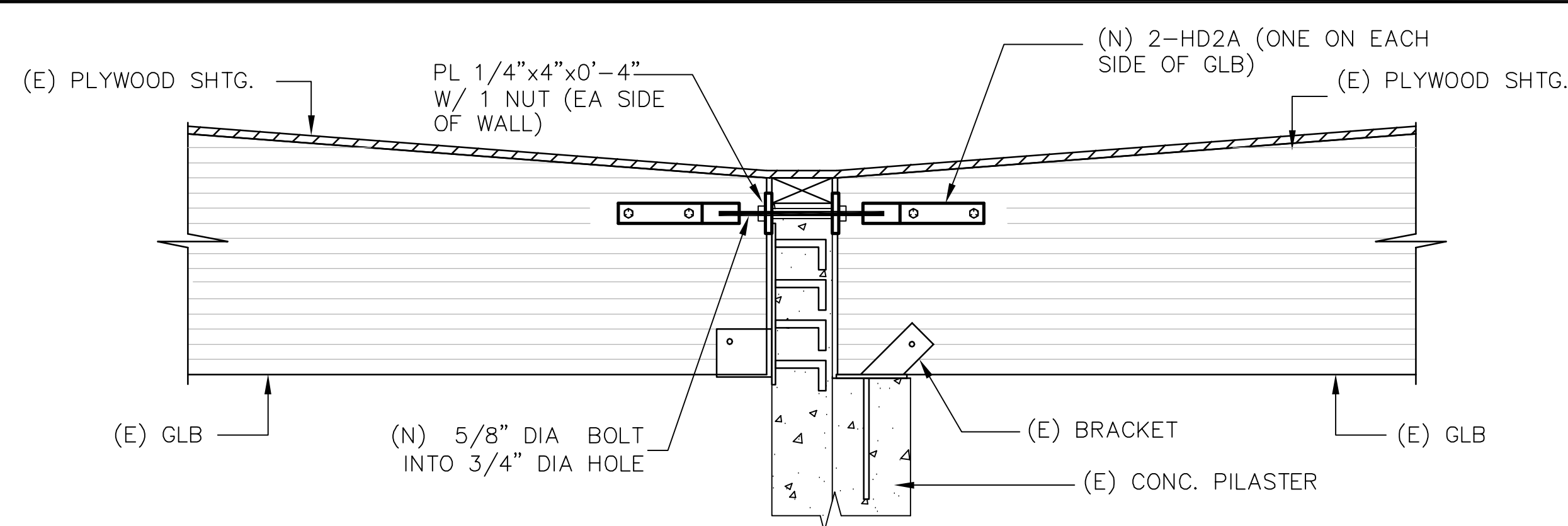
TYPICAL INSTALLATION

13



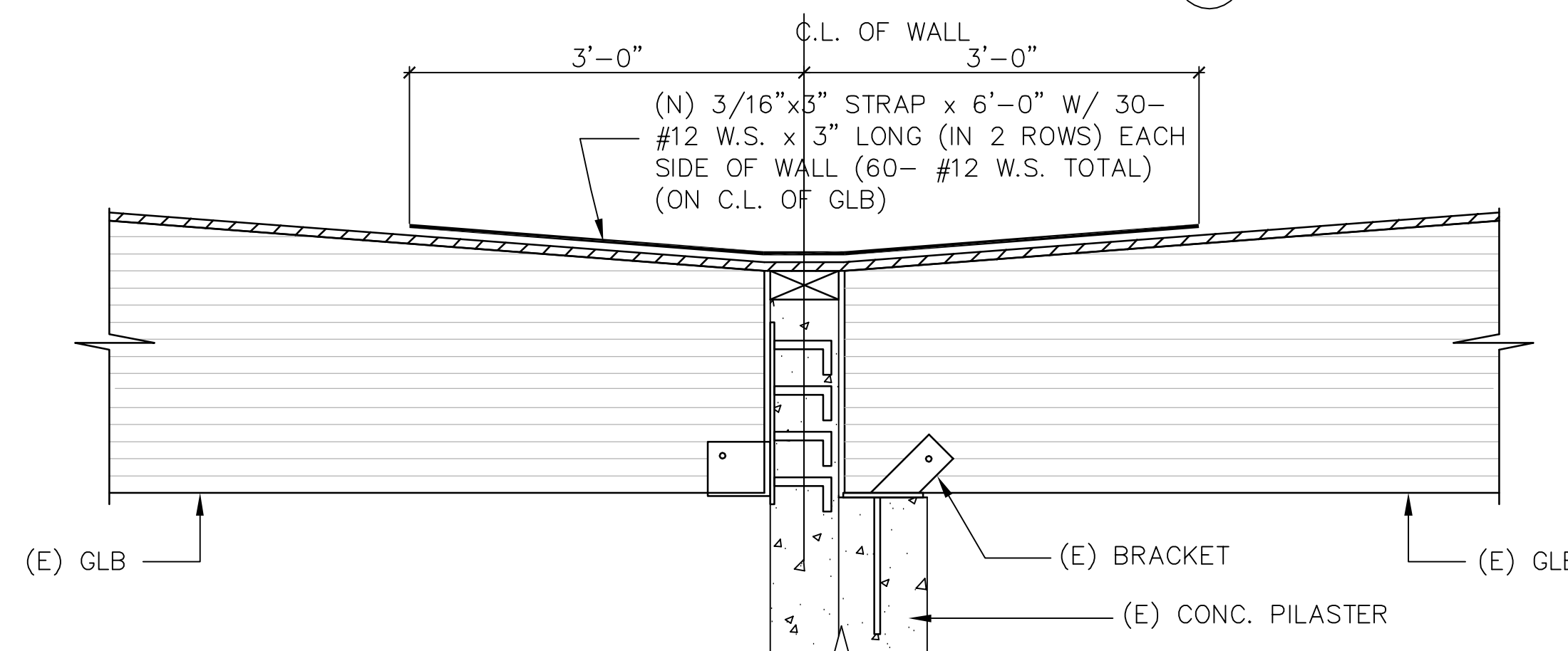
ALTERNATE INSTALLATION

13A



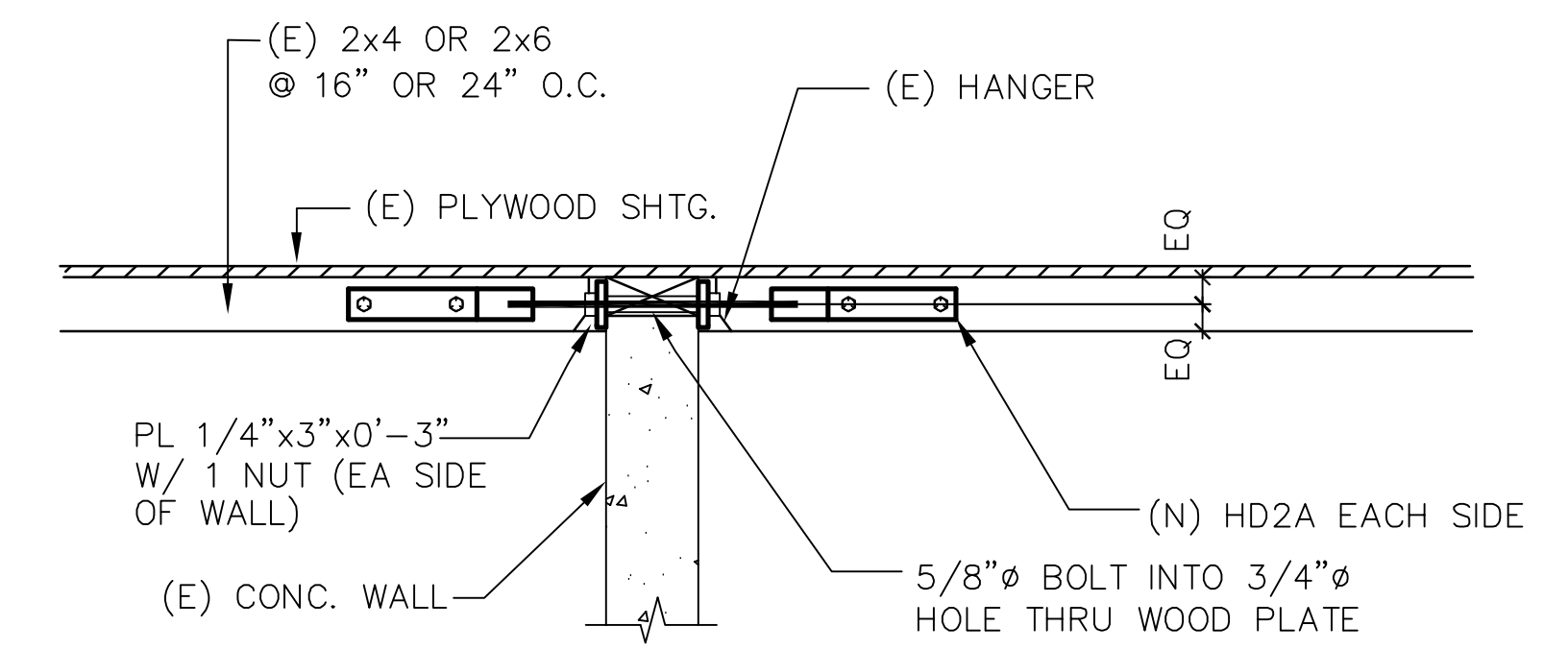
TYPICAL INSTALLATION

11



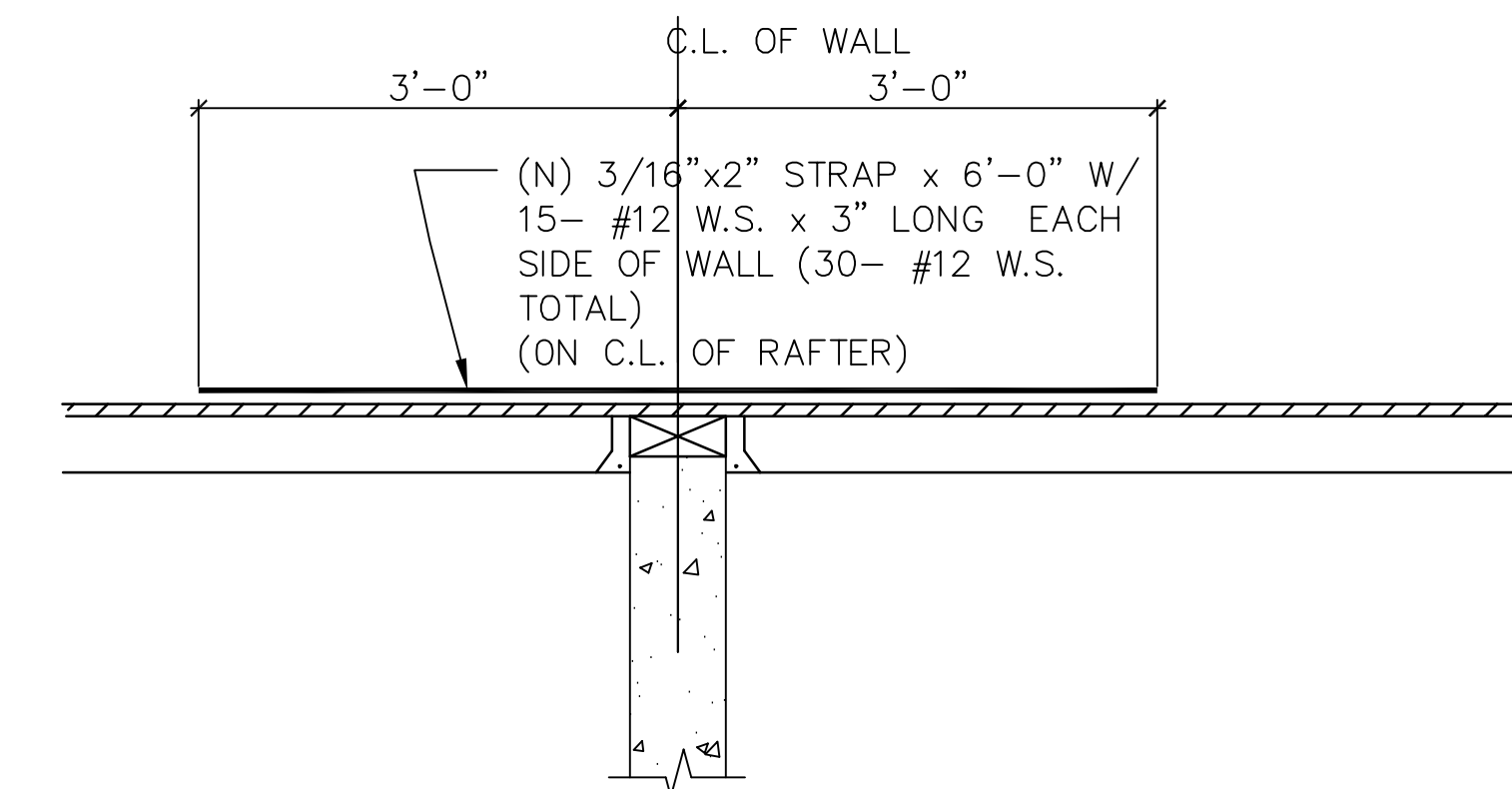
ALTERNATE INSTALLATION

11A



TYPICAL INSTALLATION

9



ALTERNATE INSTALLATION

9A

FLOOR JOIST TO WALL TIE

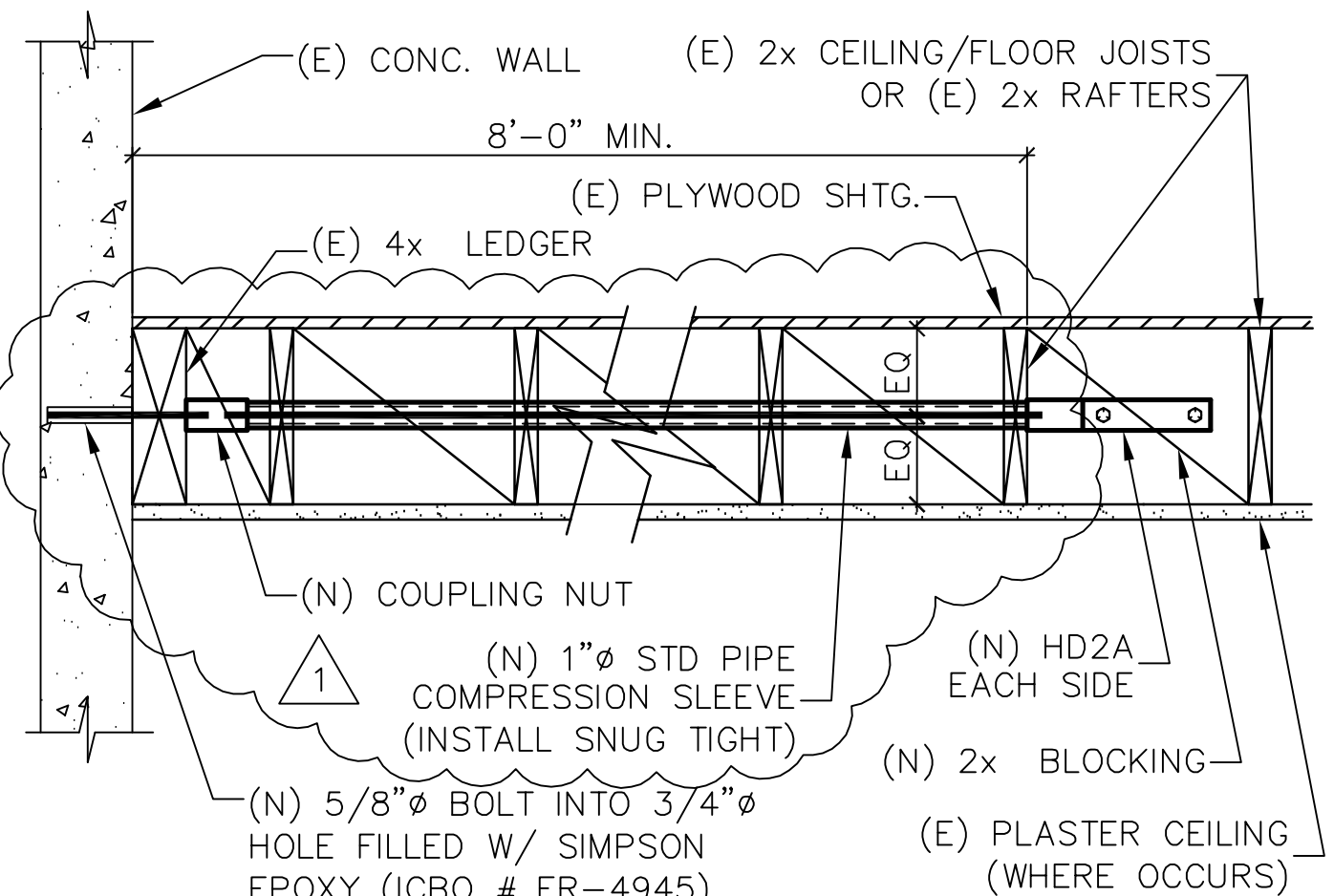
SCALE N.T.S. 13

GLULAM TO GLULAM TIE AT COMMON WALL

SCALE N.T.S. 11

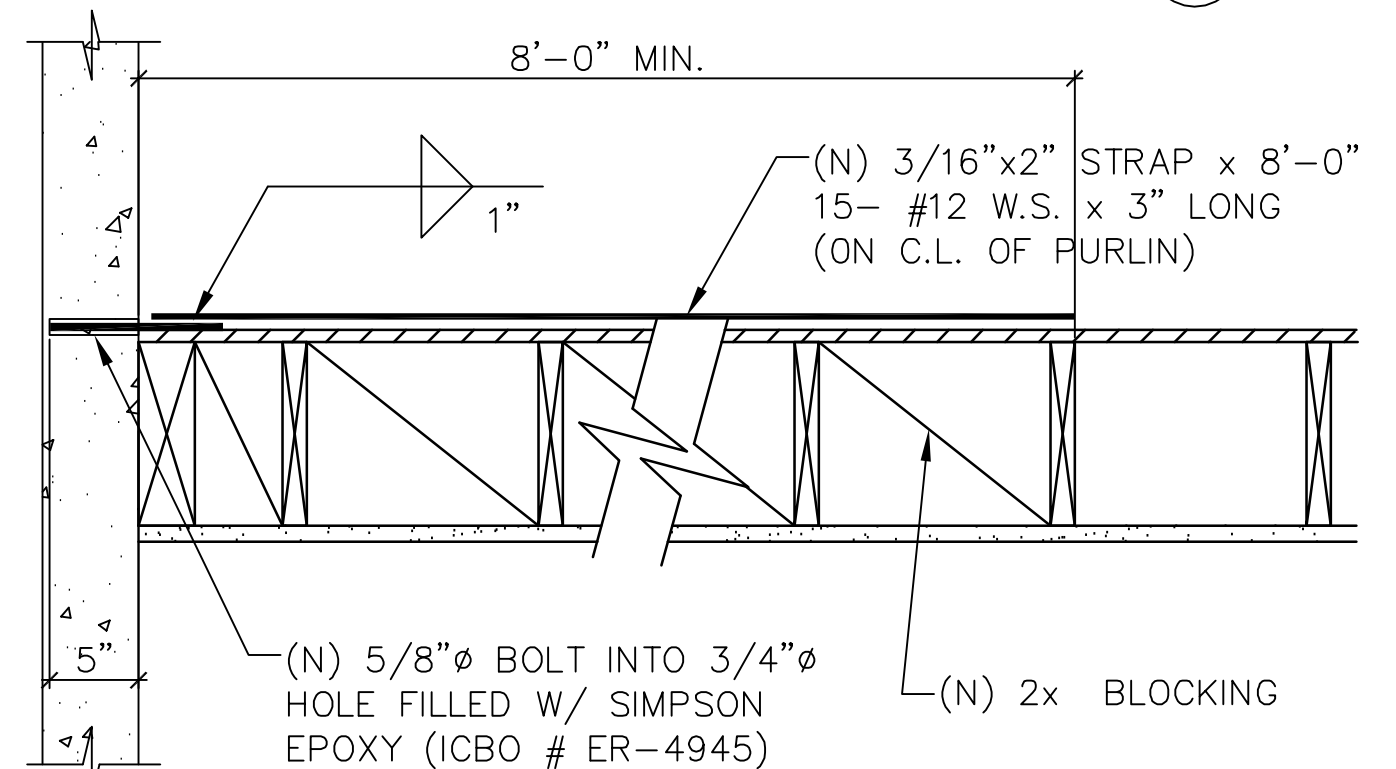
PURLIN TO PURLIN TIE AT COMMON WALL

SCALE N.T.S. 9



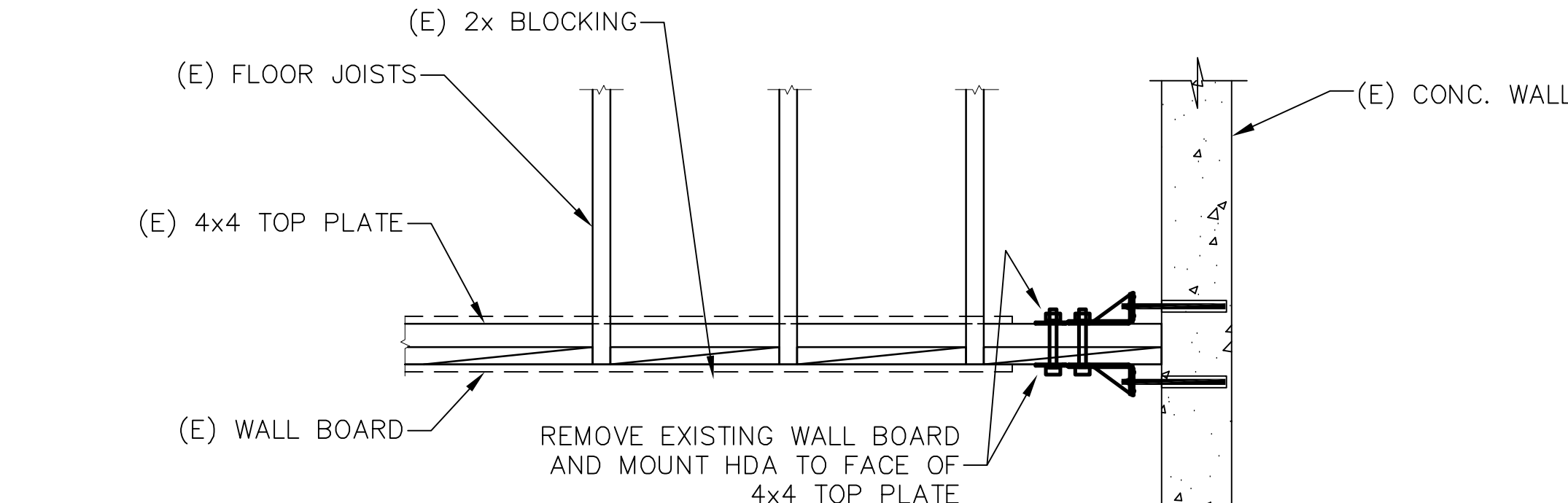
TYPICAL INSTALLATION

14

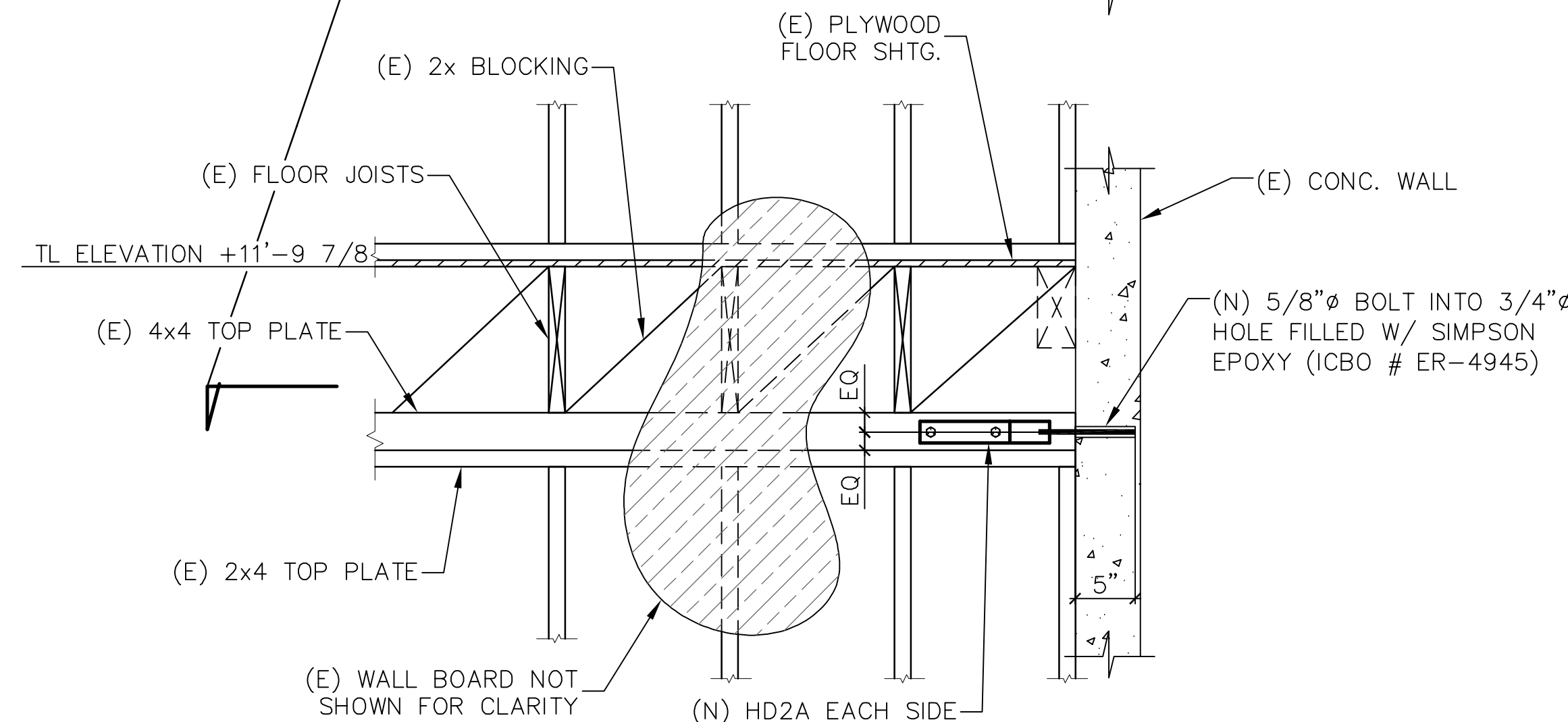


ALTERNATE INSTALLATION

14A

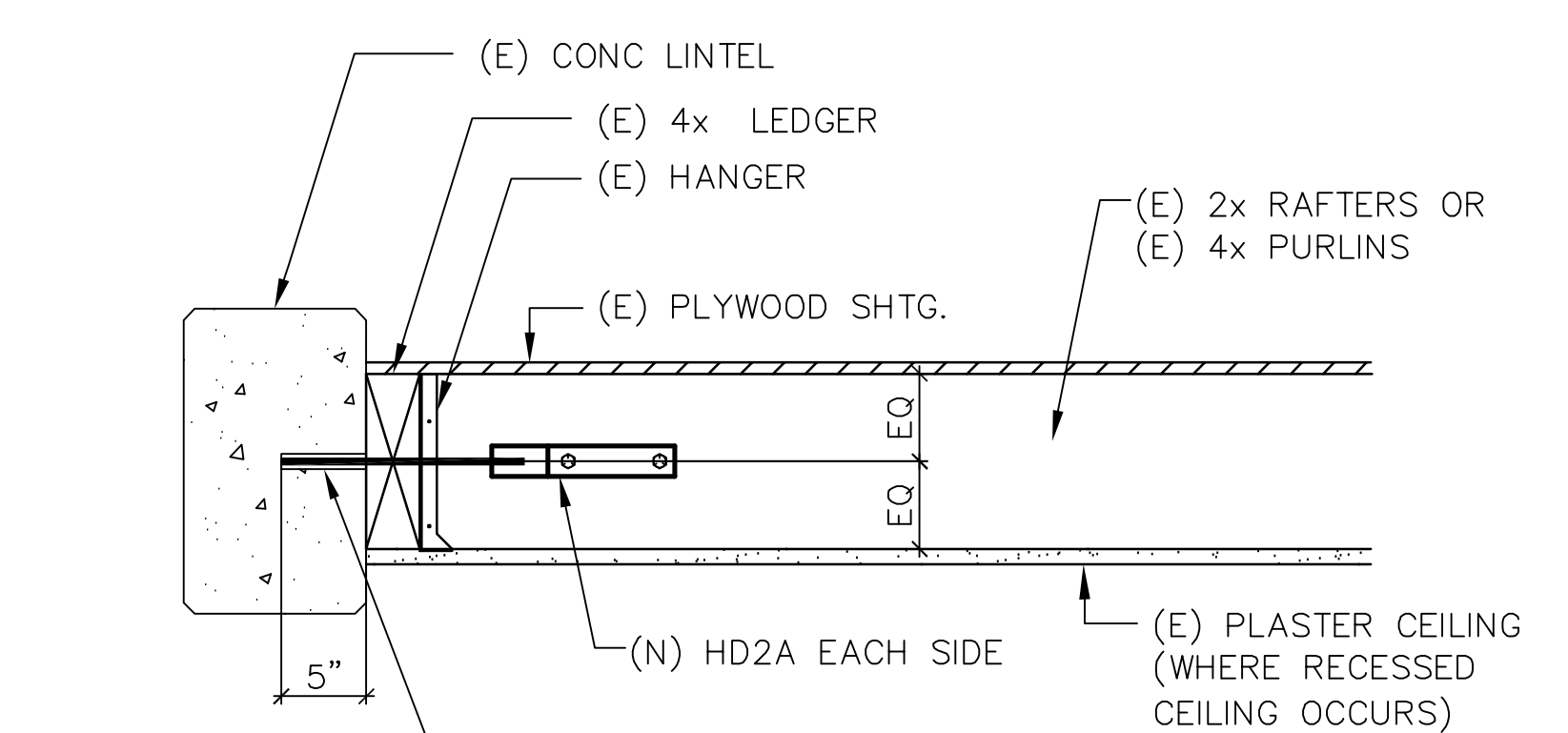


PLAN



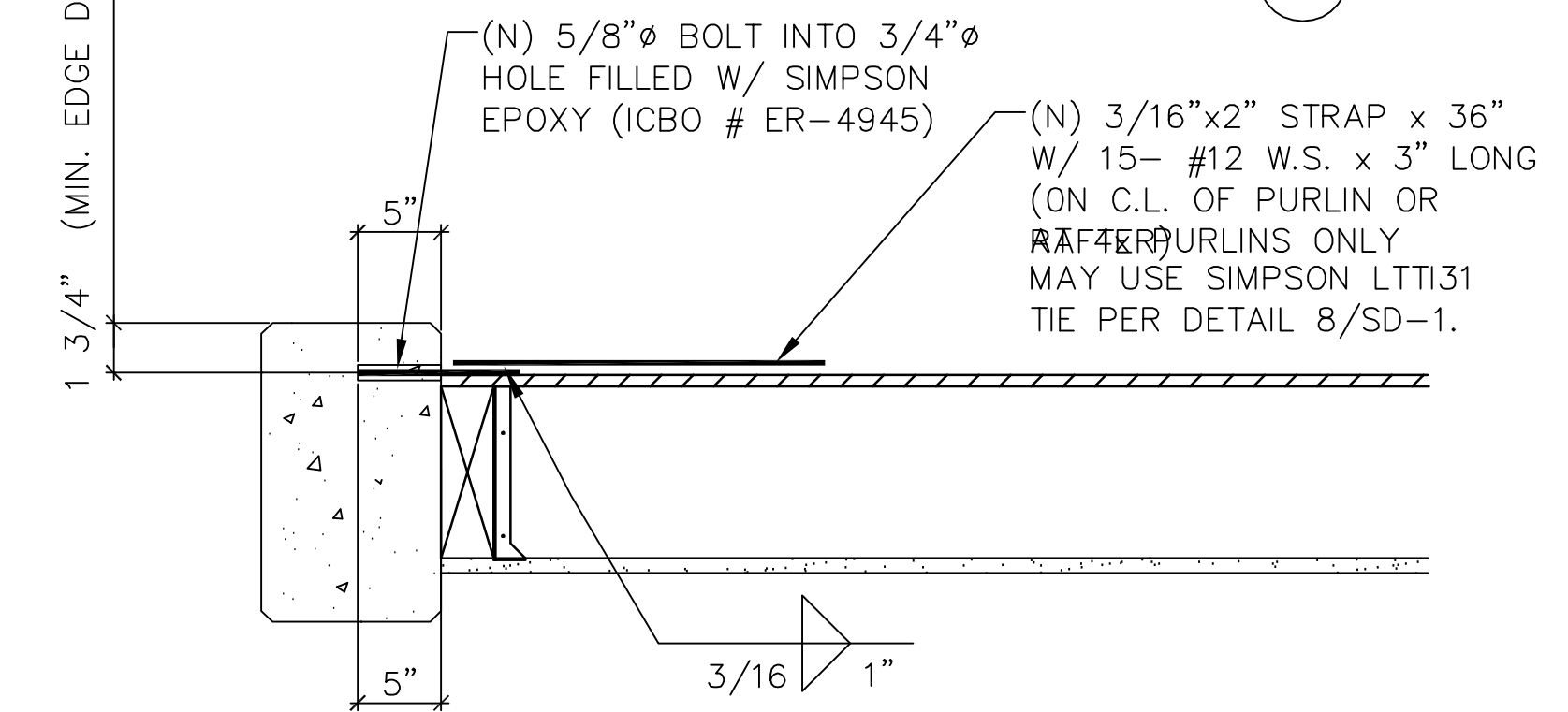
ELEVATION

SCALE N.T.S. 12



TYPICAL INSTALLATION

10



ALTERNATE INSTALLATION

10A

JOIST OR RAFTER PARALLEL TO WALL TIE

SCALE N.T.S. 14

BEARING WALL TIE AT PENTHOUSE FLOOR

SCALE N.T.S. 12

PURLIN OR RAFTER TIE AT LINTEL

SCALE N.T.S. 10

REVISIONS  
10 / 1 / 2003

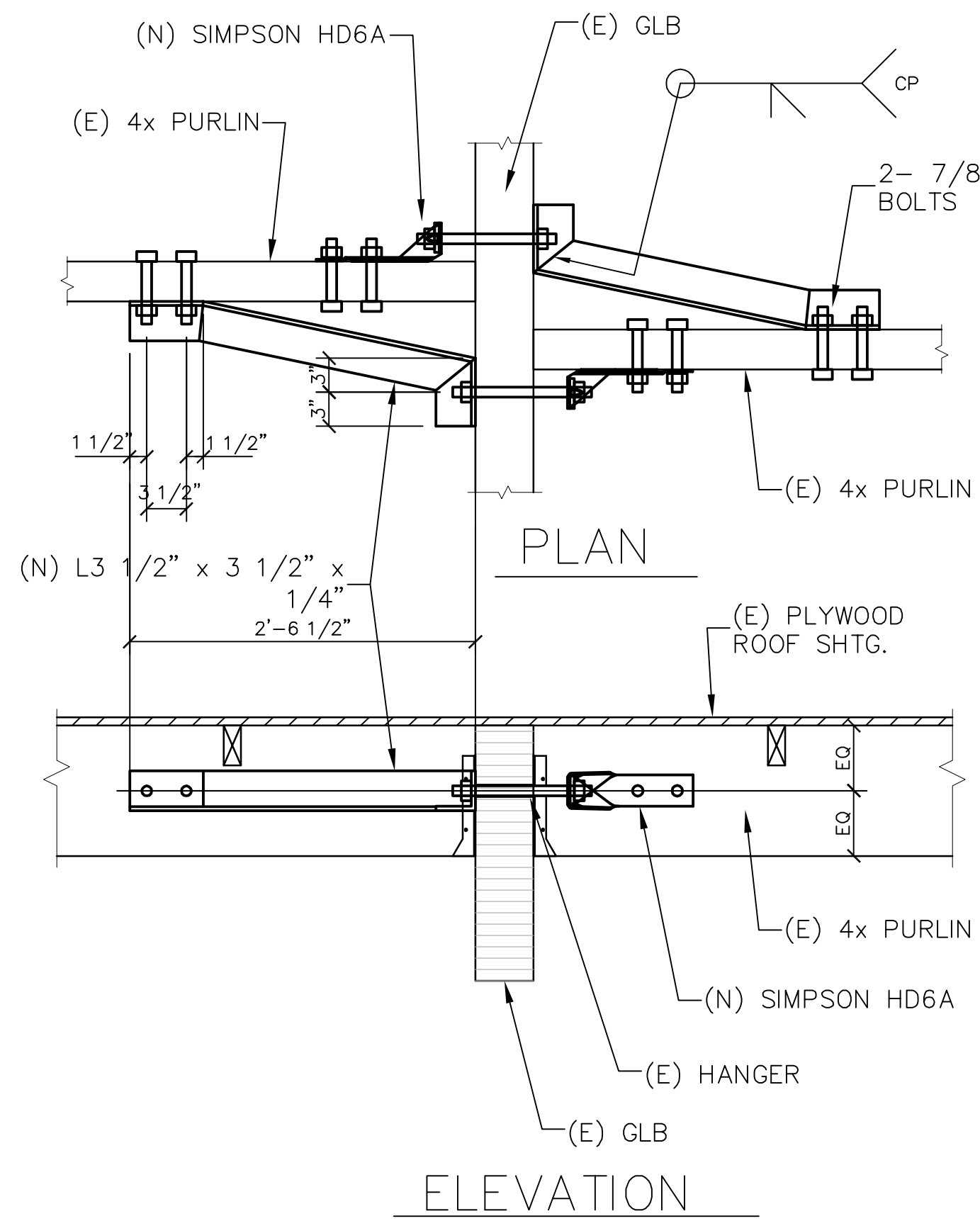
CUSTOMER:

PROJECT: AIRPORT SEISMIC RETROFIT  
AIRPORT BUSINESS CTR  
MACARTHUR BLVD AND REDHILL AVE.  
IRVINE, CALIFORNIA

DATE: MARCH 24, 2003  
SCALE: AS NOTED  
DRAWN BY: EJM  
JOB NO: 02-110-1890  
SHEET NO.: SD-2

SHEET TITLE: STANDARD DETAILS

SCALE  
N.T.S.



DRAG TIE AT OFFSET ROOF PURLINS

SCALE  
1" = 1'-0"

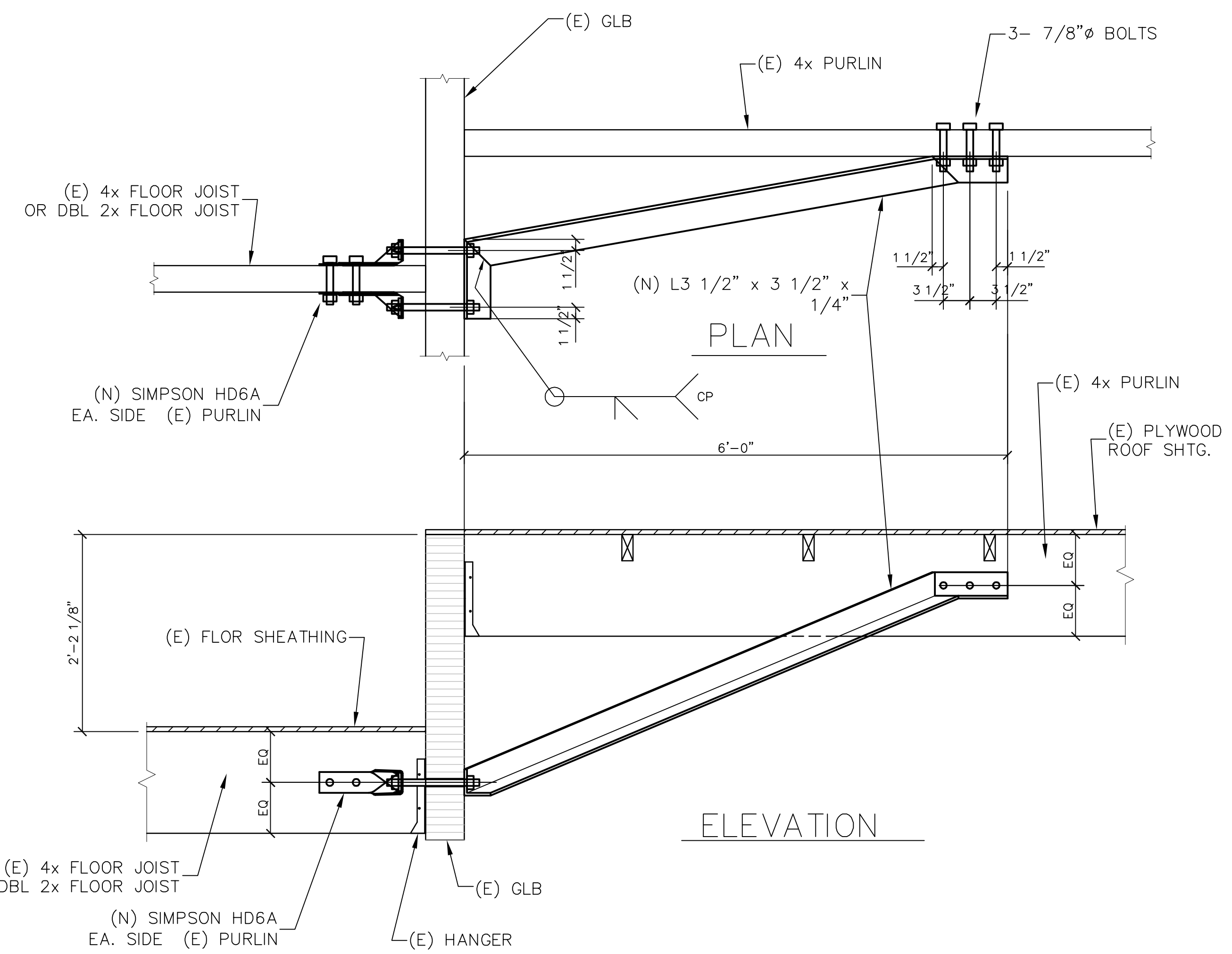
33

DRAG TIE AT OFFSET ROOF PURLIN TO FLOOR JOIST

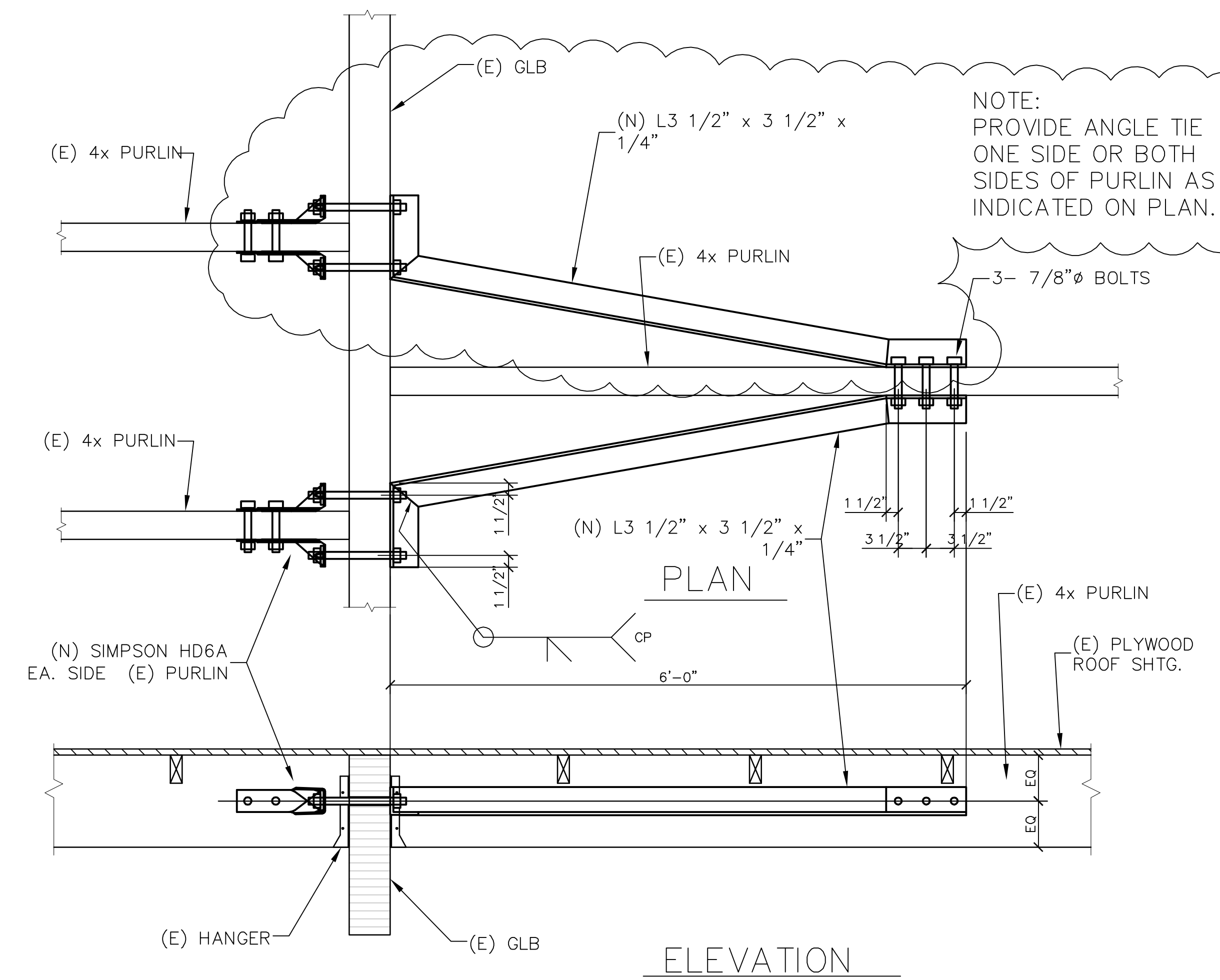
SCALE  
1" = 1'-0"

31

SCALE



SCALE  
N.T.S.



DRAG TIE AT OFFSET ROOF PURLINS

SCALE  
1" = 1'-0"

32

REVISIONS
11 / 24 / 2003

CUSTOMER:

PROJECT:  
AIRPORT SEISMIC RETROFIT  
AIRPORT BUSINESS CTR  
MACARTHUR BLVD AND REDHILL AVE  
IRVINE, CALIFORNIA

DATE:  
MARCH 24, 2003  
SCALE:  
AS NOTED  
DRAWN BY:  
EJM  
JOB No.:  
02-110-1890

SHEET No.:  
SD-5

SHEET TITLE:  
STANDARD DETAILS