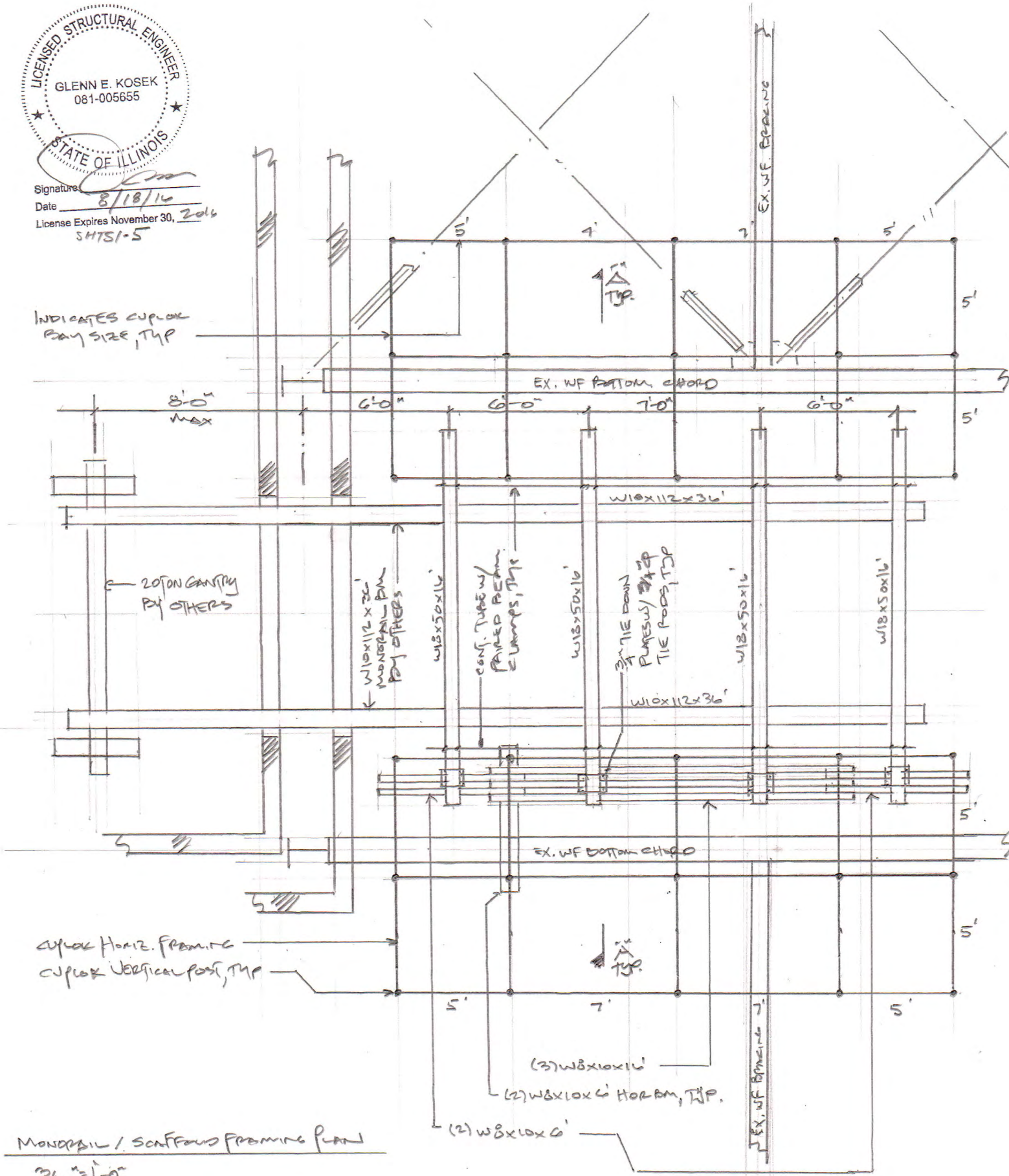




Signature: *[Signature]*
 Date: 8/18/16
 License Expires November 30, 2016
 SHTS1-5

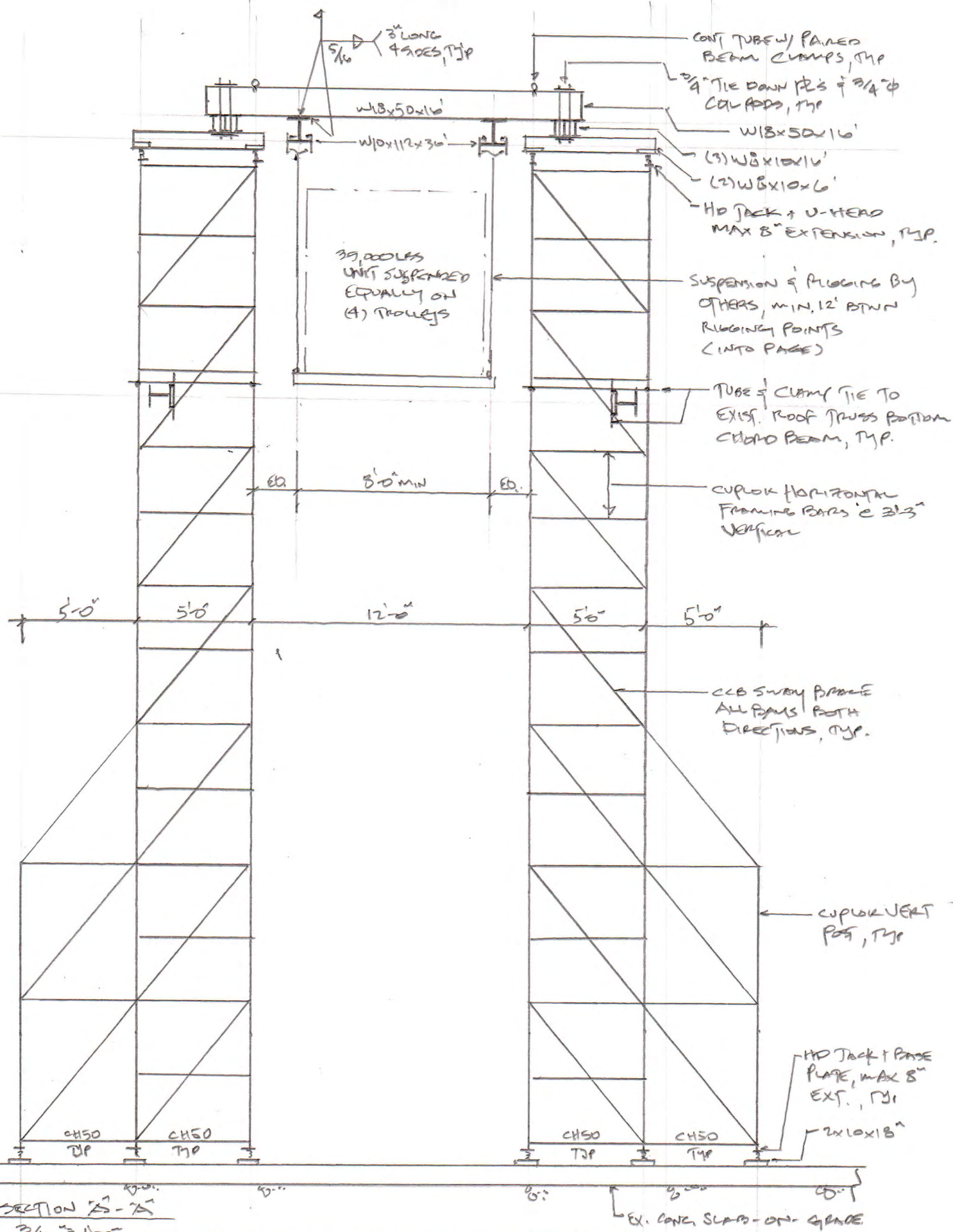
INDICATES CUPLOK
 PAV SIZE, TYP



MONOPILE / SCAFFOLD FRAMING PLAN

$3/16" = 1'-0"$

SHEET 1	PROJECT CHASE AIRPORT UNKED HANGER	PROJECT DIVERSIFIED CONSTRUCTION SERVICES	PROJECT 16248 BY GEL DATE 8/18/16
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SECTION A-A
3/16" = 1" = 1/8"

EX. CONC. SLAB - ON - GRADE

SHEET 2	PROJECT CHARE AIRPORT UNITED HANGER	PROJECT DCS	PROJECT # 16248 BY GEX DATE 8/18/16
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General notes:

1. User/erector shall comply w/ shoring and bracing manufacturer safety guidelines and all OSHA regulations regarding shoring.
2. Clamp all beams to beams/ u-heads/existing beams w/ 4- jbc or hd c-clamps, 1 each corner of each intersection
3. Contractor shall verify that existing subgrade below existing concrete slab on grade can safely support a uniform pressure of 2000 pounds per square foot at all shoring sill locations.
4. Tighten all shoring to ensure that dead load of existing structure is sustained before proceeding w/ demolition work.
5. Shoring is designed to support vertical downward gravity loads only. Design for uplift or overall lateral load resistance of existing structure shall be by others.
6. Secure all base plates to timber/wood sills or blocking using 4- 16d nails each plate.
7. Adjust/skew shoring frames as required to keep all shoring beams centered over each post or frame leg.
8. All wood joists/blocking shall be douglas fir larch no. 1 or equivalent.
9. All 2x10 plank/sills shall be scaffold grade.
10. CONTRACTOR SHALL VERIFY THAT EXISTING STRUCTURE CAN SUPPORT GANGWAY / SHORING LOADS.

SHF
3

OHARE AIRPORT
DCS

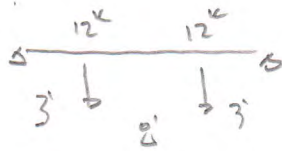
PA-5* 16248

MONUMENTAL M.C.C. NO POWER CONES

DESIGN LOADS: UNIT BOLLER: 35000 LBS.

W18x50 BEAM MODEL:

$$\text{USE } \left(\frac{35000}{4} \right) \times 1.25 = 10,937 \text{ lb} \rightarrow \text{USE } 12 \text{ k} \text{ FOR DESIGN}$$



$$M = P \times L = 12 \text{ k} (3') = 36 \text{ k} \cdot \text{ft}$$

$$\text{FOR W18x50 } M_p = 125 \text{ k} \cdot \text{ft} \text{ @ } L_b = 15' \text{ (OK)}$$

CHECK STRINGER BAYS.

$$(1) \text{ W8x10, } 7' \text{ span, } M = \frac{P \times L}{4} = \frac{12 \text{ k} (7')}{4} = 21 \text{ k} \cdot \text{ft}$$

$$\text{FOR (1) W8x10 @ } L_b = 7' \rightarrow M_p = 3 (11 \text{ k} \cdot \text{ft}) = 33 \text{ k} \cdot \text{ft} > 21 \text{ k} \cdot \text{ft} \text{ (OK)}$$

$$(2) \text{ W8x10, } 5' \text{ span, } M = \frac{P \times L}{4} = \frac{12 \text{ k} (5')}{4} = 15 \text{ k} \cdot \text{ft}$$

$$\text{FOR (2) W8x10 @ } L_b = 5' \rightarrow M_p = 2 (13.5 \text{ k} \cdot \text{ft}) = 27 \text{ k} \cdot \text{ft} > 15 \text{ k} \cdot \text{ft} \text{ (OK)}$$

CHECK TOP BAYS (2) W8x10, 5' span, BY ABOVE, SAME, (OK)

CHECK CUPLOCK POST.

$$P_{\text{max}} (\text{post}) = \frac{12 \text{ k}}{2} = 6 \text{ k}$$

FOR CUPLOCK POST BRACED @ 3'-3" VERTICAL

$$P_{\text{allow}} = 11.50 \text{ k} > 6.0 \text{ k} \text{ (OK)}$$

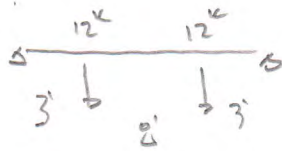
SHEET 4	PROJECT O'HARE	DES	PROJECT # 16248 BY GEL DATE 8/18/10
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MONUMENTAL M.C.C. NO POWER CONCRETE

DESIGN LOADS: UNIT BOLLER: 35000 LBS.

W18x50 BEAM MODEL:

USE $(\frac{35000}{4}) \times 1.25 = 10,937.5 \rightarrow$ USE 12^k FOR DESIGN



$M = P \times L = 12^k (3') = 36^k$

FOR W18x50 $M_p = 125^k @ L_b = 15'$ (OK)

CHECK STRINGER BAYS.

(1) W8x10, 7' span, $M = \frac{P \times L}{4} = \frac{12^k (7')}{4} = 21^k$

FOR (1) W8x10 $L_b = 7' \rightarrow M_p = 3(11^k) = 33^k > 21^k$ (OK)

(2) W8x10, 5' span, $M = \frac{P \times L}{4} = \frac{12^k (5')}{4} = 15^k$

FOR (2) W8x10 $L_b = 5' \rightarrow M_p = 2(13.5^k) = 27^k > 15^k$ (OK)

CHECK TOP BAYS (2) W8x10, 5' span, BY ABOVE, SAME, (OK)

CHECK CUPLOCK POST.

$P_{max}(post) = \frac{12^k}{2} = 6^k$

FOR CUPLOCK POST BRACED @ 3'-3" VERTICAL

$P_{allow} = 11.50^k > 6.0^k$ (OK)

SHEET 4	PROJECT O'HARE	DES	PROJECT # 16248 BY CEN DATE 8/18/10
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