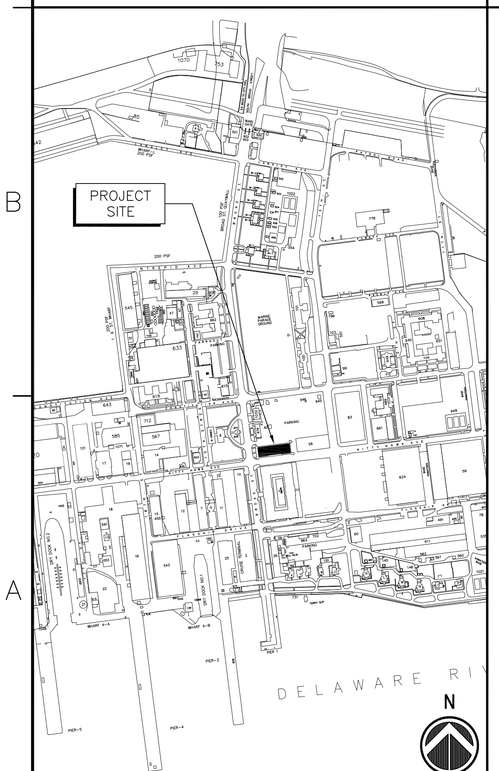
WINDOW REPAIRS
BUILDING 1

PHILADELPHIA NAVAL BUSINESS CENTER
PHILADELPHIA, PENNSYLVANIA

NAVAL FACILITIES ENGINEERING COMMAND ~ MID-ATLANTIC

HAMPTON ROADS IPT, PUBLIC WORKS DEPARTMENT NORFOLK
PROJECT MANAGEMENT AND ENGINEERING BRANCH

LOCATION PLAN



GOVERNING REGULATIONS

BUILDING CODE
UNIFIED FACILITIES CRITERIA (UFC) 1-200-01 (31 JULY 2002)
INTERNATIONAL BUILDING CODE (IBC) 2000

ACCESSIBILITY CODE
UNIFORM ACCESSIBILITY STANDARDS (UFAS)
AMERICANS WITH DISABILITIES ACT (ADA)
ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES (ADAAG)

MECHANICAL CODE
INTERNATIONAL MECHANICAL CODE (IMC) 2000

ELECTRICAL CODE
NFPA 70, NATIONAL ELECTRIC CODE

PLUMBING CODE
INTERNATIONAL PLUMBING CODE (IPC) 2000

FIRE PREVENTION & LIFE SAFETY CODE
UNIFIED FACILITIES CRITERIA (UFC) 3-600-01 (15 DEC 2002)
NFPA 101, LIFE SAFETY CODE

GENERAL NOTES

1. WHERE EXISTING STRUCTURES TO REMAIN ARE DAMAGED DUE TO NEW CONSTRUCTION OR DEMOLITION REQUIRED BY THESE DOCUMENTS, THE CONTRACTOR SHALL REPAIR THE DAMAGED ITEM(S) WITH NEW MATERIALS TO MATCH THE ADJACENT MATERIAL, TEXTURE, AND COLOR.
2. FIELD VERIFY EXISTING DIMENSIONS GIVEN, PRIOR TO ORDERING MATERIALS OR BEGINNING DEMOLITION.
3. THE CONTRACTOR SHALL OBSERVE AND MAINTAIN BUILDING AND COMPOUND SECURITY REQUIREMENTS AS DIRECTED BY THE CONTRACTING OFFICER.
4. THE GENERAL SCOPE OF WORK INCLUDES, BUT IS NOT LIMITED TO REPAIR OF EXISTING HISTORIC WOOD WINDOWS.
5. NEW WORK WILL BE ACCOMPLISHED IN AND AROUND AREAS WHICH WILL REMAIN OPERATIONAL. ACCORDINGLY, MEASURES SHALL BE TAKEN TO AVOID INTERFERENCE WITH THE OPERATIONAL WORK ROUTINE.
6. ALL ITEMS NOT NOTED AS "EXIST" SHALL BE PROVIDED UNDER THE REQUIREMENTS OF THIS CONTRACT.
7. ALL SUBMITTALS REQUIRED BY THESE PLANS OR SPECIFICATIONS SHALL BE SUBMITTED TO THE CONTRACTING OFFICER FOR APPROVAL PRIOR TO COMMENCEMENT OF RELATED WORK.
8. THE CONTRACTOR LAYDOWN AREA SHALL BE COORDINATED WITH THE CONTRACTING OFFICER PRIOR TO THE PRECONSTRUCTION MEETING. THE ALLOWABLE AREA SIZE SHALL BE ESTABLISHED BY THE CONTRACTING OFFICER.

LIST OF SHEETS

SHEET NO.		NAVFAC DWG. NO.	SHEET TITLE
			GENERAL
1	G-001	12,510,746	COVER SHEET
			ARCHITECTURAL
2	A-001	12,510,747	ARCHITECTURAL SYSMBOLS, LEGENDS AND ABBREVIATIONS
3	A-201	12,510,748	SOUTH AND EAST ELEVATIONS
4	A-202	12,510,749	NORTH AND WEST ELEVATIONS
5	A-501	12,510,750	WINDOW SCHEDULE AND GENERAL NOTES
6	A-502	12,510,751	WINDOW DETAILS
7	A-503	12,510,752	WINDOW AND DOOR ELEVATIONS
8	A-901	12,510,753	REFERENCE PHOTOGRAPHS
9	A-902	12,510,754	REFERENCE PHOTOGRAPHS
10	A-903	12,510,755	REFERENCE PHOTOGRAPHS
11	A-904	12,510,756	REFERENCE PHOTOGRAPHS
12	A-905	12,510,757	REFERENCE PHOTOGRAPHS
13	A-906	12,510,758	REFERENCE PHOTOGRAPHS
14	A-907	12,510,759	REFERENCE PHOTOGRAPHS

SYM	DESCRIPTION	DATE	APPR

AE LOGO

APPROVED
FOR COMMANDER NAVFAC DATE 8-01-07

APPROVED
T. GALLAGHER
ACTIVITY - SATISFACTORY TO DATE 07/30/07

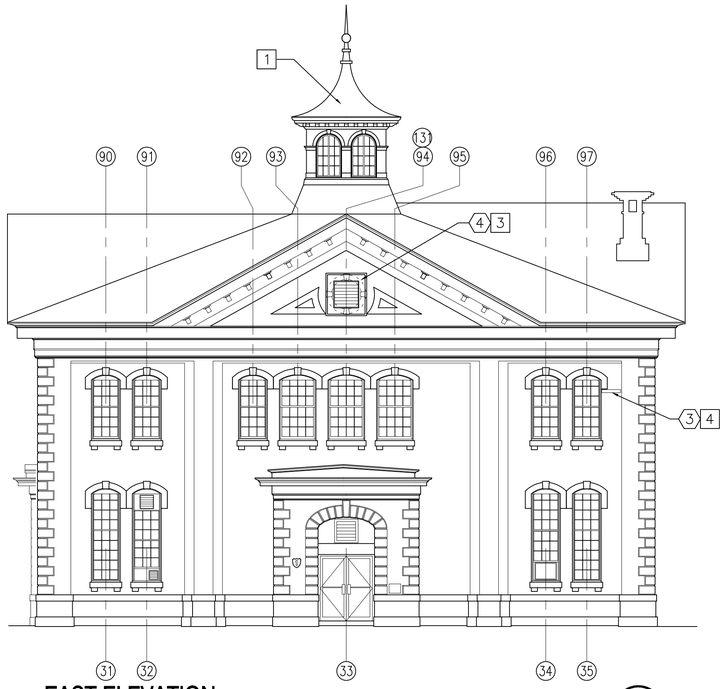
DES JMS DRW JMS
REVIEWED BY RER
PM/DM JMS
CHIEF ENG/ARCH J.HASTE, P.E.

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING COMMAND
HAMPTON ROADS IPT ~ PWD NORFOLK
NAVAL FACILITIES ENGINEERING COMMAND ~ MID-ATLANTIC
NAVAL STATION ~ NORFOLK, VIRGINIA
PHILA NAVAL BUSINESS CENTER PHILADELPHIA, PA
WINDOW REPAIRS - BUILDING 1
COVER SHEET

CODE ID. NO. 80091 SIZE D
SCALE: AS NOTED
MAXIMO NO. N/A
STA. PROJ. NO. N/A
WORK ORDER NO. 573091
CONSTR. CONTR. NO. N/A
NAVFAC DRAWING NO. 12,510,746
SHEET 1 OF 14

G-001

DRAWFORM REVISION: 30 JAN 2007



EAST ELEVATION

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

C1

GENERAL SHEET NOTES

1. DRAWINGS ARE BASED ON EXISTING PLANS AND FIELD INVESTIGATIONS. THE CONTRACTOR SHALL VISIT THE BUILDING SITE AND FAMILIARIZE THEMSELVES WITH THE EXISTING CONDITIONS AND SHALL EXAMINE CONTRACT DOCUMENTS TO AVOID CONFLICTS.
2. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF INSTALLATION REQUIREMENTS AND CLEARANCES FOR NEW AND EXISTING INSTALLATIONS.
3. ALL SURFACES DAMAGED DURING DEMOLITION AND NEW WORK SHALL BE REPAIRED TO MATCH ADJACENT EXISTING SURFACES.
4. ALL FINAL COLOR SELECTIONS SHALL BE COORDINATED AND CONFIRMED WITH THE PUBLIC WORKS DEPARTMENT.
5. BUILDING NO. 1 IS A CONTRIBUTING RESOURCE TO THE NATIONAL REGISTER ELIGIBLE PHILADELPHIA NAVAL SHIPYARD HISTORIC DISTRICT. ALL WORK SHALL CONFORM TO THE SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATING HISTORIC STRUCTURES.
6. ALL PAINTED SURFACES WHERE WORK IS DONE, THE PAINT IS CLASSIFIED AS LEAD CONTAINING. PROTECT ALL PERSONNEL WITHIN THE WORK AREA BY COMPLYING WITH APPLICABLE LAWS AND REGULATIONS.
7. REPAIR TO DAMAGED OR ROTTED WOOD SURFACES SHALL BE DONE WITH IN-KIND REPLACEMENT OF WOOD COMPONENTS OR REPAIR WITH EPOXY REPLACEMENT MATERIALS. WOOD REPLACEMENT MATERIALS SHALL BE BACK PRIMED PRIOR TO INSTALLATION. WHEN USING EPOXY MATERIALS, AFTER PAINT REMOVAL, REMOVE DAMAGED WOOD AND TREAT WITH A DEEP PENETRATING WOOD CONSOLODENT. AFTER TREATMENT, FILL VOIDS WITH EPOXY MATERIAL. BUILD-UP SHAPE TO THICKNESS REQUIRED AND SAND TO MATCH PROFILE. EPOXY SYSTEMS BY ABATRON, INC. OR APPROVED EQUAL. REFER TO SHEET A-501 FOR DETAILED INFORMATION REGARDING EPOXY SYSTEM.
8. REMOVE ALL SEALANT FROM PERIMETER OF MATERIALS ABUTTING OR PENETRATING EXISTING SURFACES INCLUDING BUT NOT LIMITED TO WINDOWS AND WOOD TRIM. PROVIDE NEW SEALANT IN SAME LOCATIONS.
9. REFER TO PRESERVATION BRIEF NO. 9 "THE REPAIR OF HISTORIC WOODEN WINDOWS", NO. 10 "EXTERIOR PAINT PROBLEMS ON HISTORIC WOODWORK", NO. 37 "APPROPRIATE METHODS FOR REDUCING LEAD-PAINT HAZARDS" AND PRESERVATION TECH NOTES NO.1 "PROPER PAINTING AND SURFACE PREPARATION" FOR ACCEPTABLE METHODS OF PAINT ABATEMENT AND SUBSTRATE PREPARATION. USE THE GENTLEST MEANS POSSIBLE TO PREVENT DAMAGE TO EXISTING MATERIAL BENEATH PAINT COATINGS TO BE REMOVED. SAND BLASTING AND POWER WASHING ARE PROHIBITED.
10. INSTALLATION OF INTERIOR STORM WINDOWS SHALL BE DONE AFTER COMPLETION AND ACCEPTANCE OF ALL PAINTING. REFER TO SHEET A-501, WINDOW SCHEDULE - GENERAL NOTES FOR ADDITIONAL INFORMATION.
11. THE EXISTING WINDOW GLAZING COMPOUND HAS NOT BEEN TESTED FOR ASBESTOS CONTAINING MATERIALS. PRIOR TO COMMENCING WORK, TESTING OF THESE MATERIALS IS REQUIRED BY THIS CONTRACT. IF ASBESTOS ABATEMENT PROCEDURES ARE REQUIRED FOR REMOVAL OF GLAZING, PROTECT PERSONNEL WITHIN THE WORK AREA BY COMPLYING WITH APPLICABLE LAWS AND REGULATIONS.

DEMOLITION KEYNOTES

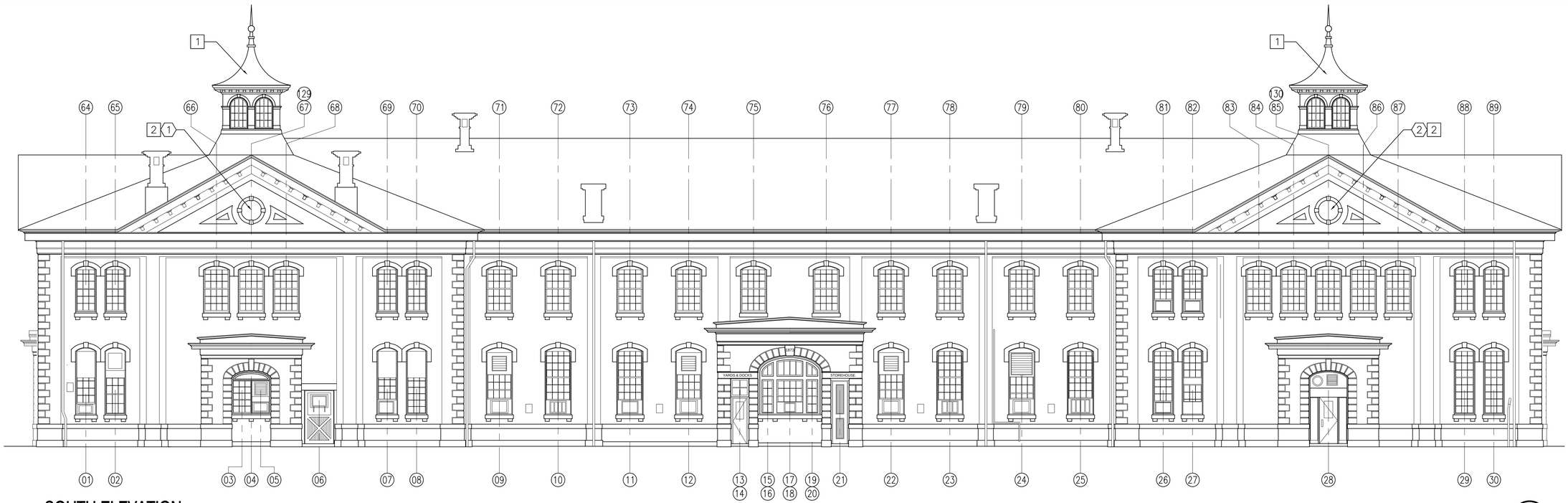
1. REMOVE WOOD PANEL AT EXISTING OPENING. REMOVE EXISTING WOOD TRIM BACK TO BRICK AND GRANITE SURROUND. REFER TO SHEETS A-503 AND A-901 THROUGH A-907.
2. REMOVE BRICK INFILL AT EXISTING OPENING BACK TO BRICK AND GRANITE SURROUND. REFER TO SHEETS A-503 AND A-901 THROUGH A-907.
3. REMOVE STEEL STRAP AND BOLTS COMPLETE.
4. REMOVE LOUVER AND METAL FRAME COMPLETE. REMOVE SEALANT AND PAINT FROM BRICK SURFACES.

NEW WORK KEYNOTES

1. EXISTING CUPOLA TO REMAIN, NO WORK REQUIRED.
2. PROVIDE FIXED OVAL SASH AND TRIM TO MATCH EXISTING AT WINDOW OPENING 138. REFER TO SHEET A-503.
3. REPAIR MASONRY OPENING TO RECEIVE NEW FIXED OVAL SASH AND TRIM. SASH AND TRIM TO MATCH EXISTING AT WINDOW OPENING 138, REFER TO SHEET A-503.
4. REPAIR MASONRY WHERE BOLTS ARE REMOVED.

GRAPHIC SCALE

1/8" = 1'-0" 0 4' 8' 16'



SOUTH ELEVATION

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

A1

SYM	DESCRIPTION	DATE	APPR

AE LOGO

APPROVED

FOR COMMANDER NAVFAC DATE 8-01-07

APPROVED

T. GALLAGHER

ACTMTY - SATISFACTORY TO DATE 07/30/07

DES JMS DRW JMS

REVIEWED BY RER

PM/DM JMS

CHIEF ENG/ARCH J.HASTE, P.E.

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING COMMAND
HAMPTON ROADS IPT ~ PWD NORFOLK
NAVAL FACILITIES ENGINEERING COMMAND ~ MID-ATLANTIC
NAVAL STATION ~ NORFOLK, VIRGINIA
PHILA NAVAL BUSINESS CENTER
PHILADELPHIA, PA

WINDOW REPAIRS - BUILDING 1

SOUTH AND EAST ELEVATIONS

CODE ID. NO. 80091 SIZE D

SCALE: AS NOTED

MAXIMO NO. N/A

STA. PROJ. NO. N/A

WORK ORDER NO. 573091

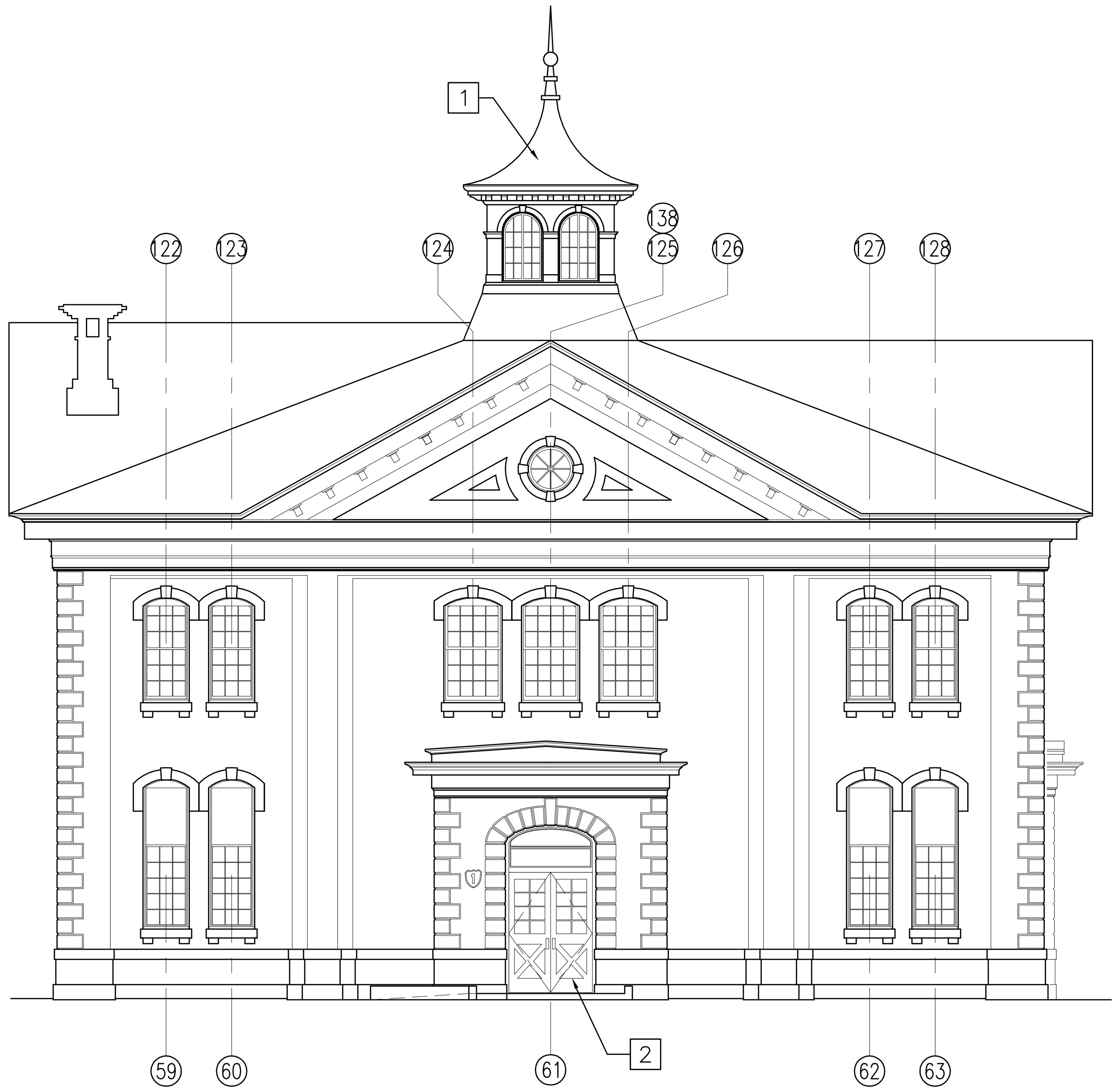
CONSTR. CONTR. NO. N/A

NAVFAC DRAWING NO. 12,510,748

SHEET 3 OF 14

A-201

DRAWFORM REVISION: 30 JAN 2007



WEST ELEVATION

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

C1

GENERAL SHEET NOTES

1. DRAWINGS ARE BASED ON EXISTING PLANS AND FIELD INVESTIGATIONS. THE CONTRACTOR SHALL VISIT THE BUILDING SITE AND FAMILIARIZE THEMSELVES WITH THE EXISTING CONDITIONS AND SHALL EXAMINE CONTRACT DOCUMENTS TO AVOID CONFLICTS.

2. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF INSTALLATION REQUIREMENTS AND CLEARANCES FOR NEW AND EXISTING INSTALLATIONS.

3. ALL SURFACES DAMAGED DURING DEMOLITION AND NEW WORK SHALL BE REPAIRED TO MATCH ADJACENT EXISTING SURFACES.

4. ALL FINAL COLOR SELECTIONS SHALL BE COORDINATED AND CONFIRMED WITH THE PUBLIC WORKS DEPARTMENT.

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8. REMOVE ALL SEALANT FROM PERIMETER OF MATERIALS ABUTTING OR PENETRATING EXISTING SURFACES INCLUDING BUT NOT LIMITED TO WINDOWS AND WOOD TRIM. PROVIDE NEW SEALANT IN SAME LOCATIONS.

9. REFER TO PRESERVATION BRIEF NO. 9 "THE REPAIR OF HISTORIC WOODEN WINDOWS", NO. 10 "EXTERIOR PAINT PROBLEMS ON HISTORIC WOODWORK", NO. 37 "APPROPRIATE METHODS FOR REDUCING LEAD-PAINT HAZARDS" AND PRESERVATION TECH NOTES NO.1 "PROPER PAINTING AND SURFACE PREPARATION" FOR ACCEPTABLE METHODS OF PAINT ABATEMENT AND SUBSTRATE PREPARATION. USE THE GENTLEST MEANS POSSIBLE TO PREVENT DAMAGE TO EXISTING MATERIAL BENEATH PAINT COATINGS TO BE REMOVED. SAND BLASTING AND POWER WASHING ARE PROHIBITED.

10. INSTALLATION OF INTERIOR STORM WINDOWS SHALL BE DONE AFTER COMPLETION AND ACCEPTANCE OF ALL PAINTING. REFER TO SHEET A-501, WINDOW SCHEDULE – GENERAL NOTES FOR ADDITIONAL INFORMATION.

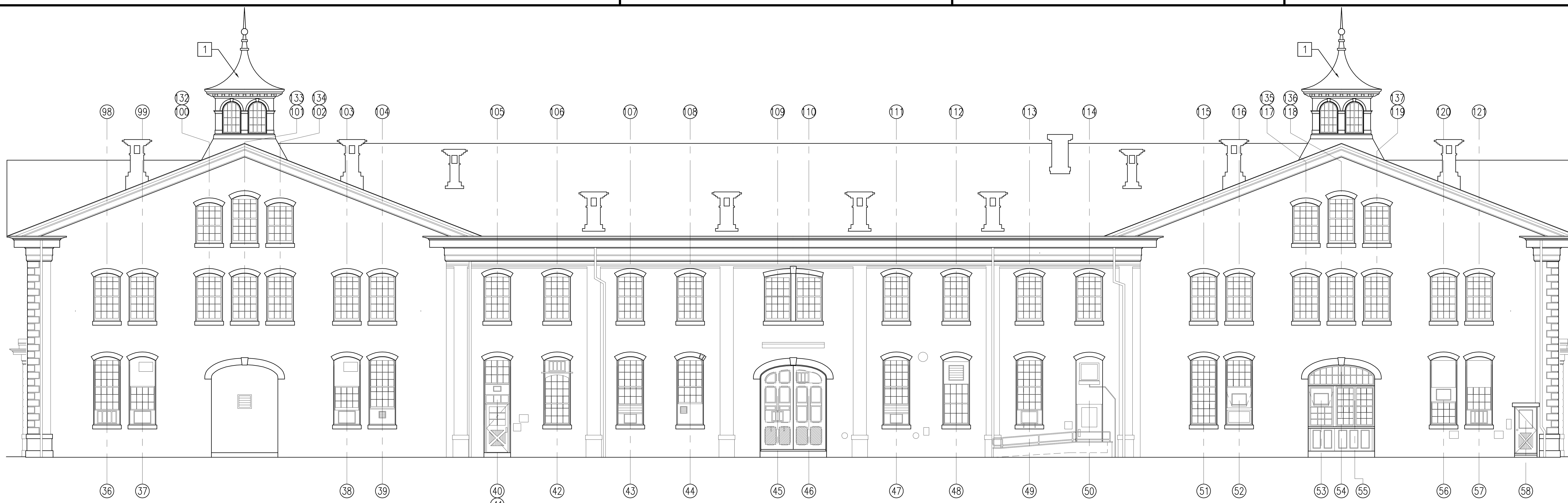
11. THE EXISTING WINDOW GLAZING COMPOUND HAS NOT BEEN TESTED FOR ASBESTOS CONTAINING MATERIALS. PRIOR TO COMMENCING WORK, TESTING OF THESE MATERIALS IS REQUIRED BY THIS CONTRACT. IF ASBESTOS ABATEMENT PROCEDURES ARE REQUIRED FOR REMOVAL OF GLAZING, PROTECT PERSONNEL WITHIN THE WORK AREA BY COMPLYING WITH APPLICABLE LAWS AND REGULATIONS.

NEW WORK KEYNOTES

1. EXISTING CUPOLA TO REMAIN, NO WORK REQUIRED.
2. NEW DOORS AND OPENING (UNDER CONSTRUCTION).

GRAPHIC SCALE

1/8" = 1'-0"   0 4' 8' 16'



NORTH ELEVATION

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

A1

SYM	DESCRIPTION	DATE	APPR

NAVFAC

AE LOGO

APPROVED

FOR COMMANDER NAVFAC DATE 8-01-07

APPROVED

T. GALLAGHER

ACTIVITY – SATISFACTORY TO DATE 07/30/07

DES JMS	DRW JMS
REVIEWED BY	RER
PM/DM	JMS
CHIEF ENG/ARCH	J.HASTE, P.E.

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING COMMAND
NAVAL FACILITIES ENGINEERING COMMAND ~ MID-ATLANTIC
HAMPTON ROADS IPT ~ PWD NORFOLK
NAVAL STATION – NORFOLK, VIRGINIA

PHILA NAVAL BUSINESS CENTER
PHILADELPHIA, PA

WINDOW REPAIRS - BUILDING 1

NORTH AND WEST ELEVATIONS

CODE ID. NO. 80091	SIZE D
SCALE:	AS NOTED
MAXIMO NO.	N/A
STA. PROJ. NO.	N/A
WORK ORDER NO.	573091
CONSTR. CONTR. NO.	N/A
NAVFAC DRAWING NO.	12,510,749
SHEET 4	OF 14

A-202

DRAWFORM REVISION: 30 JAN 2007

WINDOW SCHEDULE

MARK	WINDOW SIZE	WINDOW TYPE	LITES	SPECIFIC NOTES
1	2'-8" X 10'-0"	DH	12/15	
2	2'-8" X 10'-0"	DH	12/15	2, 3
3	2'-8" X 5'-0"	DH	9/6	2
4	1'-8" X 5'-4"	FFS	1	4
5	2'-8" X 5'-0"	DH	9/6	2, 3
6	--	--	--	1, 7
7	2'-8" X 10'-0"	DH	12/15	
8	2'-8" X 10'-0"	DH	12/15	2
9	3'-8" X 10'-0"	DH	16/20	2, 3
10	3'-8" X 10'-0"	DH	16/20	3
11	3'-8" X 10'-0"	DH	16/20	3
12	3'-8" X 10'-0"	DH	16/20	2, 3
13	3'-0" X 2'-8"	FS	4	4
14	--	--	--	1
15	2'-0" X 2'-0"	FFS	2	4
16	2'-0" X 6'-0"	DH	4/4	
17	3'-8" X 3'-0"	FFS	4	4
18	3'-8" X 6'-0"	DH	8/8	3
19	2'-0" X 2'-0"	FFS	2	4
20	2'-0" X 6'-0"	DH	4/4	
21	--	--	--	1, 7
22	3'-8" X 10'-0"	DH	16/20	2, 3
23	3'-8" X 10'-0"	DH	16/20	3
24	3'-8" X 10'-0"	DH	16/20	2, 3
25	3'-8" X 10'-0"	DH	16/20	3
26	2'-8" X 10'-0"	DH	12/15	
27	2'-8" X 10'-0"	DH	12/15	3
28	--	--	--	1
29	2'-8" X 10'-0"	DH	12/15	
30	2'-8" X 10'-0"	DH	12/15	
31	2'-8" X 10'-0"	DH	12/15	
32	2'-8" X 10'-0"	DH	12/15	3
33	--	--	--	1
34	2'-8" X 10'-0"	DH	12/15	3
35	2'-8" X 10'-0"	DH	12/15	
36	3'-8" X 10'-0"	DH	16/20	3
37	3'-8" X 10'-0"	DH	16/20	2, 3
38	3'-8" X 10'-0"	DH	16/20	2, 3
39	3'-8" X 10'-0"	DH	16/20	
40	1'-10" X 4'-0"	CS	6 EA.	12
41	3'-8" X 1'-4"	FT	3	4
42	3'-8" X 10'-0"	DH	16/20	
43	3'-8" X 10'-0"	DH	16/20	
44	3'-8" X 10'-0"	DH	16/20	3, 7
45	--	--	--	6, 7
46	--	--	--	6, 7
47	3'-8" X 10'-0"	DH	16/20	3
48	3'-8" X 10'-0"	DH	16/20	2,3
49	3'-8" X 10'-0"	DH	16/20	
50	--	--	--	1
51	3'-8" X 10'-0"	DH	16/20	
52	3'-8" X 10'-0"	DH	16/20	3
53	3'-6" X 5'-6"	DH	9/9	2
54	9'-6" X 3'-0"	FFS	22	4
55	5'-6" X 5'-6"	DH	18/18	
56	3'-8" X 10'-0"	DH	16/20	3
57	3'-8" X 10'-0"	DH	16/20	
58	--	--	--	1, 7
59	2'-8" X 10'-0"	DH	12/15	
60	2'-8" X 10'-0"	DH	12/15	
61	--	--	--	8
62	2'-8" X 10'-0"	DH	12/15	
63	2'-8" X 10'-0"	DH	12/15	
64	2'-8" X 7'-0"	DH	9/9	
65	2'-8" X 7'-0"	DH	9/9	
66	3'-8" X 7'-0"	DH	12/12	5
67	3'-8" X 7'-0"	DH	12/12	5
68	3'-8" X 7'-0"	DH	12/12	5
69	2'-8" X 7'-0"	DH	9/9	
70	2'-8" X 7'-0"	DH	9/9	
71	3'-8" X 7'-0"	DH	12/12	
72	3'-8" X 7'-0"	DH	12/12	9
73	3'-8" X 7'-0"	DH	12/12	9
74	3'-8" X 7'-0"	DH	12/12	5
75	3'-8" X 7'-0"	DH	12/12	
76	3'-8" X 7'-0"	DH	12/12	
77	3'-8" X 7'-0"	DH	12/12	
78	3'-8" X 7'-0"	DH	12/12	
79	3'-8" X 7'-0"	DH	12/12	
80	3'-8" X 7'-0"	DH	12/12	
81	2'-8" X 7'-0"	DH	9/9	
82	2'-8" X 7'-0"	DH	9/9	
83	3'-8" X 7'-0"	DH	12/12	
84	3'-8" X 7'-0"	DH	12/12	
85	3'-8" X 7'-0"	DH	12/12	
86	3'-8" X 7'-0"	DH	12/12	
87	3'-8" X 7'-0"	DH	12/12	
88	2'-8" X 7'-0"	DH	9/9	
89	2'-8" X 7'-0"	DH	9/9	
90	2'-8" X 7'-0"	DH	9/9	
91	2'-8" X 7'-0"	DH	9/9	
92	2'-8" X 7'-0"	DH	9/9	
93	3'-8" X 7'-0"	DH	12/12	
94	3'-8" X 7'-0"	DH	12/12	
95	3'-8" X 7'-0"	DH	12/12	
96	2'-8" X 7'-0"	DH	9/9	
97	2'-8" X 7'-0"	DH	9/9	
98	3'-8" X 7'-0"	DH	12/12	
99	3'-8" X 7'-0"	DH	12/12	
100	3'-8" X 7'-0"	DH	12/12	3
101	3'-8" X 7'-0"	DH	12/12	
102	3'-8" X 7'-0"	DH	12/12	
103	3'-8" X 7'-0"	DH	12/12	
104	3'-8" X 7'-0"	DH	12/12	
105	3'-8" X 7'-0"	DH	12/12	
106	3'-8" X 7'-0"	DH	12/12	
107	3'-8" X 7'-0"	DH	12/12	
108	3'-8" X 7'-0"	DH	12/12	
109	3'-8" X 7'-0"	DH	12/12	
110	3'-8" X 7'-0"	DH	12/12	
111	3'-8" X 7'-0"	DH	12/12	
112	3'-8" X 7'-0"	DH	12/12	
113	3'-8" X 7'-0"	DH	12/12	
114	3'-8" X 7'-0"	DH	12/12	
115	3'-8" X 7'-0"	DH	12/12	
116	3'-8" X 7'-0"	DH	12/12	
117	3'-8" X 7'-0"	DH	12/12	
118	3'-8" X 7'-0"	DH	12/12	
119	3'-8" X 7'-0"	DH	12/12	
120	3'-8" X 7'-0"	DH	12/12	
121	3'-8" X 7'-0"	DH	12/12	
122	2'-8" X 7'-0"	DH	9/9	
123	2'-8" X 7'-0"	DH	9/9	
124	3'-8" X 7'-0"	DH	12/12	
125	3'-8" X 7'-0"	DH	12/12	
126	3'-8" X 7'-0"	DH	12/12	
127	2'-8" X 7'-0"	DH	9/9	
128	2'-8" X 7'-0"	DH	9/9	
129	36" DIA.	FOS	8	10
130	36" DIA.	FOS	8	10
131	36" DIA.	LVR	--	11
132	3'-8" X 6'-0"	DH	8/12	3
133	3'-8" X 7'-0"	DH	12/12	
134	3'-8" X 6'-0"	DH	8/12	
135	3'-8" X 6'-0"	DH	8/12	
136	3'-8" X 7'-0"	DH	12/12	
137	3'-8" X 6'-0"	DH	8/12	
138	36" DIA.	FOS	8	12

WINDOW SCHEDULE - SPECIFIC NOTES

1. EXISTING DOOR, REFER TO SHEET A-503 AND SHEETS A-901 THROUGH A-907 FOR SPECIFIC WORK REQUIREMENTS.
2. REMOVE EXISTING UPPER SASH COMPLETE. PROVIDE UPPER SASH TO FIT OPENING, SASH PROFILE TO MATCH EXISTING HISTORIC WINDOWS.
3. REMOVE EXISTING LOWER SASH COMPLETE. PROVIDE LOWER SASH TO FIT OPENING, SASH PROFILE TO MATCH EXISTING HISTORIC WINDOWS.
4. REPAIRS TO EXISTING WINDOW DONE IN-PLACE, REMOVAL OF WINDOW NOT REQUIRED.
5. RETAIN PATTERNED GLASS AT BOTTOM SASH.
6. REMOVE FIXED AND CASEMENT WINDOWS BUILT INTO EXISTING WOOD DOOR COMPLETE. REFER TO SHEET A-503 AND SHEETS A-901 THROUGH A-907 FOR SPECIFIC WORK REQUIREMENTS.
7. EXISTING FIXED WOOD DOOR TO REMAIN IN-PLACE. REFER TO SHEET A-503 AND SHEETS A-901 THROUGH A-907 FOR SPECIFIC WORK REQUIREMENTS.
8. EXISTING WOOD DOORS TO REMAIN (NEW CONSTRUCTION).
9. EXISTING WOOD REPLACEMENT SASH TO REMAIN.
10. OVAL SASH TO MATCH EXISTING WINDOW 138.
11. LOUVER AT OVAL OPENING, REFER TO SHEET A-503 AND SHEETS A-901 THROUGH A-907 FOR SPECIFIC WORK REQUIREMENTS.
12. FIX BOTH CASEMENT SASH IN-PLACE AFTER REPAIRS, SASH SHALL BE MADE NON-OPERABLE.

WINDOW SCHEDULE - ABBREVIATIONS

DH - DOUBLE HUNG
CS - CASEMENT SASH
FS - FIXED SASH
LVR - LOUVER
FOS - FIXED OVAL SASH
FT - FIXED TRANSOM
FFS - FIXED FAN SASH

GENERAL NOTES - WINDOW REPAIR

1. NOMINAL SASH OPENING SIZE IS INDICATED ON THE WINDOW SCHEDULE. TO OBTAIN EXACT DIMENSIONS, SASH PROFILES, AND FRAME PROFILES, FIELD MEASURE.
2. REFER TO BUILDING ELEVATIONS FOR WINDOW DESIGNATIONS.
3. WINDOWS ON THE SCHEDULE ARE EXISTING U.O.N.
4. ALL FABRIC WINDOW TREATMENTS AND DRAPES WILL BE REMOVED BY THE GOVERNMENT PRIOR TO BEGINNING OF WINDOW REPAIR WORK. REMOVE AND DISPOSE OF ALL 2" VENETIAN BLINDS AND 1" MINI-BLINDS INCLUDING ALL HARDWARE, FASTENERS AND RELATED EQUIPMENT AT FIRST FLOOR WINDOWS. AT SECOND FLOOR WINDOWS, REMOVE ROLLING BLINDS AND STORE FOR REINSTALLATION. REFER TO WINDOW DETAILS ON SHEET A-502.
5. REMOVE AND DISPOSE OF ALL EXISTING STORM WINDOWS, FRAMES, PANELS AND FASTENERS PRIOR TO COMMENCING WINDOW REPAIR WORK. PROVIDE INTERIOR MOUNTED ALUMINUM STORM WINDOWS AND PANELS FOR THE SECOND FLOOR WINDOWS ONLY. PROVIDE WOOD EXTENSION STRIPS AS NECESSARY TO PROVIDE FOR ADEQUATE ATTACHMENT OF INTERIOR STORM WINDOWS AND PANELS. THE MEETING RAIL OF THE STORM WINDOW SHALL ALIGN WITH THE MEETING RAIL OF THE WOOD WINDOW. REFER TO WINDOW DETAILS ON SHEET A-502.
6. REMOVE EXISTING INTERIOR WOOD STOP AND PARTING BEAD TO ACCOMMODATE REMOVAL OF UPPER AND LOWER SASH FOR REPAIRS. REPLACE INTERIOR WOOD STOP AND PARTING BEAD IN-KIND, MATCH EXISTING PROFILES AS CLOSE AS POSSIBLE. EXTERIOR WOOD STOP TO REMAIN IN-PLACE.
7. REMOVE EXISTING HARDWARE ITEMS FROM WINDOW SASH, FRAME AND SILL (LIFTS, LOCKS, FLASHING, GUIDES, ETC.). REMOVE ALL NAILS, STAPLES, SCREWS, ABANDONED HARDWARE, ETC. FROM SASH AND FRAME ON BOTH INTERIOR AND EXTERIOR SURFACES. FILL ALL HOLES AFTER PAINT REMOVAL. PROVIDE SASH LOCKS AND FINGER PULLS FOR EACH WINDOW. SASH LIFTS (TWO PER WINDOW - BOTTOM SASH) SHALL BE NO. 158E. SASH LOCKS (ONE PER WINDOW) SHALL BE NO. 80D, BY CROWN CITY HARDWARE OR APPROVED EQUAL. ALL HARDWARE SHALL BE SOLID BRASS.
8. FOR BOTH UPPER AND LOWER SASH, REMOVE ALL PAINT FROM WINDOW SASH COMPLETE TO BARE WOOD BY THE GENTLEST MEANS POSSIBLE, REFER TO GENERAL NOTE 18. IF DIP-STRIPPING IS THE METHOD USED, TRY ON ONE WINDOW BEFORE PROCEEDING WITH REMAINDER. WINDOWS OF THIS AGE (+/- 120 YEARS) MAY BE HELD TOGETHER WITH ANIMAL BASED GLUES WHICH MAY DETERIORATE OR DISSOLVE. CONTACT CONTRACTING OFFICER PRIOR TO COMMENCEMENT OF PAINT REMOVAL PROCESS. OPEN JOINTS AND CRACKS IN THE WOOD SHALL BE FILLED WITH EPOXY REPAIR MATERIALS. REMOVE ALL GLAZING COMPOUND, GLASS PANES AND GLAZING POINTS.
9. AT WOOD SILL, REMOVE ALL NAILS, STAPLES, SCREWS, FLASHING, GUIDES AND ABANDONED HARDWARE. REMOVE ALL PAINT FROM THE SILL COMPLETE TO BARE WOOD BY THE GENTLEST MEANS POSSIBLE. OPEN JOINTS, CHECKS AND CRACKS IN THE WOOD SHALL BE FILLED WITH EPOXY REPAIR MATERIALS.
10. AT WINDOW FRAME, PROVIDE BRONZE JAMB AND SILL WEATHERSTRIPING AT OPERABLE SASH. BRONZE GUIDE PROFILES AS MFR. BY ACCURATE METAL WEATHER-STRIP CO. CUT GROOVE INTO SASH TO RECEIVE BRONZE JAMB AND SILL GUIDES WHERE GROOVES DO NOT EXIST. ALIGN GUIDES WITH EXISTING GROOVES. AT MEETING RAIL, REMOVE EXISTING INTERLOCK FLASHING AND REPLACE, REFER TO WINDOW DETAILS ON SHEET A-502.
11. AFTER COMPLETE REMOVAL OF THE GLAZING COMPOUND, REMOVE GLASS PANES AND SAVE FOR REINSTALLATION. REPLACE DAMAGED GLASS WITH SIMILAR SIZE AND COLOR. PRIOR TO REINSTALLING, PROVIDE A BEAD OF GLAZING COMPOUND AROUND THE RABBET TO SEAL THE GLASS, THEN INSTALL GLAZING POINTS. APPLY FINAL GLAZING COMPOUND BEVELED TO COMPLETE THE SEAL. ALLOW THE GLAZING COMPOUND TO CURE COMPLETELY BEFORE PAINTING THE SASH.
12. PRIME BARE WOOD AND PROVIDE TWO FINISH COATS OF OIL BASED PAINT OVER ALL SURFACES OF WINDOW SASH AND FRAME. EXTEND PAINT 1/16" ONTO GLASS AT EXTERIOR SURFACES WHEN PAINTING THE GLAZING COMPOUND. PAINT COLORS FOR EXTERIOR AND INTERIOR PAINTING WILL BE SELECTED BY PWD.
13. AT MEETING RAIL OF TOP AND BOTTOM SASH, REPAIR DAMAGED WOOD WITH EPOXY REPAIR MATERIALS. ALIGN METAL INTERLOCKING WEATHERSTRIPING TO OBTAIN SEAL.
14. AT THE WINDOWS, THE CONTRACTOR SHALL ASSUME THAT THE REQUIRED SASH WEIGHTS ARE PRESENT IN THE WEIGHT POCKET. IF THE WEIGHTS ARE NOT PRESENT, NOTIFY THE CONTRACTING OFFICER. ACCESS TO THE WEIGHT POCKETS IS TYPICALLY FOUND BY REMOVAL OF AN ACCESS PANEL AT THE WINDOW JAMB THAT IS HELD IN PLACE BY SCREWS.
15. ALL SASH CHAINS SHALL BE REPLACED. INSTALL SASH CHAINS RATED FOR THE SPECIFIC WINDOW SASH WEIGHT.
16. READJUST EXISTING AND/OR NEW WINDOW STOPS, SASHES, AND HARDWARE TO PROVIDE PROPER ALIGNMENT AND OPERATION OF ALL WINDOWS AND TO REDUCE DRAFTS. REMOVE PAINT COMPLETE FROM PULLEYS AND CLEAN WEIGHT POCKETS OF ANY OBSTRUCTIONS. THIS WORK IS ABOVE AND BEYOND ANY WORK SPECIFICALLY NOTED IN THE WINDOW SCHEDULE, SPECIFIC NOTES OR OTHER GENERAL NOTES.
17. AFTER ALL WINDOW REPAIRS HAVE BEEN COMPLETED, CLEAN THE INTERIOR AND EXTERIOR SIDE OF WOOD WINDOWS AND FRAMES. CLEAN THE INTERIOR AND EXTERIOR SIDES OF THE NEW STORM WINDOWS AND PANELS PRIOR TO AND AFTER INSTALLATION.
18. BUILDING NO. 1 IS A CONTRIBUTING RESOURCE TO THE NATIONAL REGISTER ELIGIBLE PHILADELPHIA NAVAL SHIPYARD HISTORIC DISTRICT. AS A REFERENCE, USE THE U.S. DEPARTMENT OF THE INTERIOR PRESERVATION BRIEF NO. 9 - "THE REPAIR OF HISTORIC WOODEN WINDOWS" AND PRESERVATION BRIEF NO. 10 - "PAINT PROBLEMS ON HISTORIC WOODWORK". PERFORM ALL CONSTRUCTION IN A MANNER THAT WILL NOT RESULT IN AN ADVERSE IMPACT ON THE HISTORIC INTEGRITY OF THE WORK TO BE RETAINED.
19. ON ANY EXISTING SURFACE IDENTIFIED WHERE WORK IS TO BE DONE, ALL PAINT HAS BEEN CLASSIFIED AS LEAD-CONTAINING. PROTECT ALL PERSONNEL WITHIN THE WORK AREA BY COMPLYING WITH APPLICABLE LAWS AND REGULATIONS.
20. THE EXISTING WINDOW GLAZING COMPOUND HAS NOT BEEN TESTED FOR ASBESTOS CONTAINING MATERIALS. PRIOR TO COMMENCING WORK, TESTING OF THESE MATERIALS IS REQUIRED. IF ASBESTOS ABATEMENT PROCEDURES ARE REQUIRED FOR REMOVAL OF GLAZING. PROTECT PERSONNEL WITHIN THE WORK AREA BY COMPLYING WITH APPLICABLE LAWS AND REGULATIONS.
21. WINDOW HARDWARE SHALL BE BY CROWN CITY HARDWARE (www.crowncityhardware.com) OR APPROVED EQUAL. ALL NEW HARDWARE SHALL BE SOLID BRASS.
22. ALL BRONZE JAMB AND SILL GUIDES AND INTERLOCK FLASHING BY ACCURATE METAL WEATHER-STRIP CO. (www.accurateweatherstrip.com) OR APPROVED EQUAL.
23. EPOXY WOOD REPAIR MATERIALS SHALL BE LIQUID WOOD AND WOOD EPOX AS MANUFACTURED BY ABATRON, INC. (www.abatron.com) OR APPROVED EQUAL.
24. STORM WINDOWS SHALL BE THE VELV-A-LUME TYPE STORM WINDOW AS MANUFACTURED BY WEST WINDOW CORPORATION (www.westwindow.com) OR APPROVED EQUAL.

MKS	DESCRIPTION	DATE	APPR

NAVFAC

AE LOGO

APPROVED
FOR COMMANDER NAVFAC
DATE 8-01-07

APPROVED
T. GALLAGHER
ACTIVITY - SATISFACTORY TO
DATE 07/30/07

DES JMS | DRW JMS
REVIEWED BY RER
PM/DM JMS
CHIEF ENG/ARCH J.HASTE, P.E.

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING COMMAND
HAMPTON ROADS IPT ~ PWD NORFOLK

NAVAL FACILITIES ENGINEERING COMMAND ~ MID-ATLANTIC
NAVAL STATION ~ NORFOLK, VIRGINIA

PHILA NAVAL BUSINESS CENTER
PHILADELPHIA, PA

WINDOW REPAIRS - BUILDING 1

WINDOW SCHEDULE AND GENERAL NOTES

CODE ID. NO. 80091 | SIZE D
SCALE: AS NOTED
MAXIMO NO. N/A
STA. PROJ. NO. N/A
WORK ORDER NO. 573091
CONSTR. CONTR. NO. N/A
NAVFAC DRAWING NO. 12,510,750
SHEET 5 OF 14

A-501

DRAWFORM REVISION: 30 JAN 2007