The Seneca Nation’s decision to use local contractors has resulted in a boost to the Western New York economy, showing that a gambling casino can give out even before it takes in. The contract to build a 2000 car parking garage was awarded to a joint venture between E.R.W. Enterprises, Gowanda, NY and The L.C. Whitford Co. Inc., Wellesville, NY.

The precast structural elements consisting of columns, light walls, inverted tees, transfer girders and double tees (approximately 600 tees 15’ wide and 100 tees 10’ wide) were manufactured at The L.C. Whitford Materials Co. plant. The architectural elements were awarded to Architectural Precast Inc. of Middleburg, PA.

L.C. Whitford, a major prestressed highway beam supplier, was not set up to produce structural shapes for a parking garage – and this was a fast track project! In their typically innovative way, they quickly acquired adjacent land, new forms, cranes, curing equipment, trailers, and additional testing equipment. Since there was no room on the site to stock any product, they made use of an abandoned runway on the old Wellsville airport located adjacent to their plant. This allowed one third of the 15’ tee production to be stored in a four high double row stretching half a mile along the runway!

Casting was started August 14, and completed December 12; erection started late in 2004 and required about four months to install over 1000 pieces. The 15 foot wide double tees were made with 5” thick flanges, which are structural and serve as the finished deck. The 10’ wide tees, with 2.5” thick flanges, were used at the first level, and were topped onsite with composite concrete topping. Whitford used a 330 ton capacity Manitowoc crane for erecting. The crane, with 140 feet of main boom and 110 feet of luffing jib was rented from Baldwin Crane, Wilmington, MA and was delivered on 14 tractor trailers, and erected in less than 16 hours.

The project architect is Jeter, Cook & Jepson, Hartford, CT. The parking garage structural Engineer is A. H. Sample Inc. of Ottsville, PA, who has been L.C. Whitford’s consultant for twenty years in the design of prestressed bridge beams.
PARKING STRUCTURES: CONDITION ASSESSMENT & REHABILITATION DESIGN

As precasters, we make a wide range of products. Obviously no one will mistake a septic tank for a parking garage. But there is a similarity: if the owner doesn’t do preventative maintenance on a regular schedule, he will be faced with significant repair or replacement costs some time in the future. Over the many decades of building concrete parking structures — whether precast, cast in place, steel with concrete decks, or whatever — proper maintenance has paid off with long life. The quality of concrete and the knowledge of good design and detailing has continuously improved. Recognizing the importance of regular maintenance, PCI has published a document specifically designed to assist in this matter. (MNL-136-04 Maintenance Manual for Precast Parking Structures).

But the reality of life is that old garages have old problems, and recent garages often need attention also. Many design firms, such as Wilbur Smith Associates, offer expertise in condition assessment and rehabilitation, in addition to new project development and design. WSA is involved in many such projects, like the Cannon Street Deck, Financial Plaza Parking Structure, and Market Street Garage in Poughkeepsie, NY. They offer studies of existing decks, prepare final plans, specifications, and estimates for rehabilitation work, and assist owners in maintenance or construction functions. They currently are also involved in work with the cities of Oneonta, Asbury Park, and Harrisburg.

We encourage all parking garage owners to arrange a crew to perform regularly scheduled maintenance, and perform necessary repairs in a timely manner. These three photos, supplied by WSA, show some structural distress in old decks. They are proposing CFRP repairs to reconstitute original structural capacity and extend useful service life. Carbon fiber reinforced polymer repairs are being made all around the country for this purpose. Talk with some of your chemical suppliers for more information. (Credits to James Walrath and Shahin Nejad at Wilbur Smith Associates for this information.)

WELCOME TO LAMONT ENGINEERS, P.C.

Doug Van Deusen, Project Manager, Lamont Engineers, has joined PCANY. Doug has attended several recent Septic Tank Group meetings, as well as being active in the OTN.

We appreciate his support.

BEST WISHES TO CARL A. BRUHN

After 53 years in the steel industry and nearly 50 years involved with Welded Wire Reinforcement, as well as an industry rep for many products and PCANY involvement from our start, Carl is not taking any more calls. We will miss him, and we wish him much happiness in retirement.
**GARAGES DO MORE THAN PARK CARS**

Two recent parking structures supplied by Unistress Corp., Pittsfield, MA can be considered multi-use structures. The 87,000 sf, 400 car garage for Columbia Memorial Hospital in Hudson, NY supports half an office building over it. The columns, litewalls, and shearwalls support half of the office building, and the remainder is on grade.

Atlas Park Garage, Queens, NY is an example of how the technique of building from inside out allows precast structures to be installed in very tight sites. This 185,000 sf facility parks 700 cars on 4 supported levels. Additionally, some of the adjacent movie theater is built over the garage. Built into the parking structure are shear-frames primarily for the movie theater structure. Only by working from within the building footprint could the exterior fire walls be installed immediately next to the adjacent existing structures.

**PCANY MEETINGS**

PCANY’s Board of Directors met in Albany on Oct 10, followed by an association meeting. The next day, we met with the NYSDOT Materials Bureau in the morning, and the Structures Support Group in the afternoon. On Oct 18 the Septic Tank Group met for lunch and an afternoon meeting, with guest speakers from NOWRA, NPCA, and the DOT Permit Section. Notes taken at these meetings have been emailed, but if anyone wishes to get a copy, contact Carl Buchman.

We also attended the Statewide Conference on Local Bridges, Oct 26-27 in Syracuse. This featured presentations of local and regional bridges, installations, reconstructions, problem resolutions, etc. About 380 people attended. To access the conference presentations, go to www.dot.state.ny.us, click on NYSDOT Departments, select Structures Design & Construction, click on Events/News, Reviews of Statewide Conference on Local Bridges, year desired, Presentations.
**FUTURE EVENTS CALENDAR**

**Nov 30-Dec 1**  
NPCA PQS SCHOOL, Albany

**Dec 6-8**  
AGC/DOT Technical Conference, Saratoga Springs

**January 11, 2006**  
Full Day Bridge Design Workshop, New York City

**January 12, 2006**  
Full Day Bridge Design Workshop, Albany

**February 2006**  
PCANY Annual Business Meeting

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**NPCA Announcements**

Nominate your company or your project for this year's CUP, Safety, or Pinnacle Awards. Entry deadline is December 16; entry forms can be downloaded from the NPCA website. And register someone soon for two days of intensive training on a wide range of precast concrete topics: Production and Quality School, Albany, NY, Nov 30 - Dec 1.