

GENERAL NOTES:

1. THE NOTES ON THESE DRAWINGS ARE NOT INTENDED TO REPLACE THE SPECIFICATIONS. SEE SPECIFICATIONS FOR REQUIREMENTS IN ADDITION TO THE GENERAL NOTES. INCONSISTENCIES BETWEEN THE DRAWINGS AND THE SPECIFICATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE STRUCTURAL ENGINEER PRIOR TO PROCEEDING WITH THE AFFECTED WORK.
2. ALL WORK SHALL COMPLY WITH THE 2009 EDITION OF THE INTERNATIONAL BUILDING CODE (IBC) AND 2009 INTERNATIONAL EXISTING BUILDING CODE (IEBC).
 - A. ORIGINAL DESIGN LOADS (CODE): BOCA 1990
 - B. CONTRACTOR IS RESPONSIBLE FOR ENSURING ALL EQUIPMENT USED DOES NOT EXCEED EXISTING BUILDING DESIGN LOADS.
3. ALL DIMENSIONS AND CONDITIONS MUST BE VERIFIED IN THE FIELD. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE STRUCTURAL ENGINEER BEFORE PROCEEDING WITH THE AFFECTED PART OF THE WORK.
4. STRUCTURAL DRAWINGS SHALL BE USED IN CONJUNCTION WITH JOB SPECIFICATIONS.
5. THE REPAIRS TO THIS STRUCTURE HAVE BEEN DESIGNED TO RE-ESTABLISH THE STRUCTURAL INTEGRITY OF THE STRUCTURE AFTER THE REPAIRS ARE COMPLETE. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO DETERMINE PROCEDURES AND SEQUENCE TO INSURE THE SAFETY OF THE BUILDING AND ITS COMPONENTS DURING THE RESTORATION. THIS INCLUDES THE ADDITION OF NECESSARY SHORING, SHEETING, TEMPORARY BRACING, TEMPORARY PARTITIONS, VEHICLE AND PEDESTRIAN PROTECTION, GUYS OR TIE DOWNS. SUCH MATERIAL SHALL REMAIN THE PROPERTY OF THE CONTRACTOR AFTER COMPLETION OF PROJECT.
6. SECTIONS AND DETAILS SHOWN SHALL BE CONSIDERED TYPICAL FOR SIMILAR CONDITIONS AS DETERMINED BY THE STRUCTURAL ENGINEER.
7. THE CONTRACTOR SHALL SUBMIT COMPLETE SUBMITTALS (AS NOTED IN THE SPECIFICATIONS) FOR ALL PARTS OF THE WORK INCLUDING DESCRIPTION OF SHORING AND CONSTRUCTION METHODS AND SEQUENCING, WHERE APPLICABLE. NO PERFORMANCE OF THE WORK INCLUDING, BUT NOT LIMITED TO, DEMOLITION OF EXISTING STRUCTURE OR FABRICATION OR ERECTION OF NEW STRUCTURAL ELEMENTS, SHALL COMMENCE WITHOUT REVIEW OF THE SHOP DRAWINGS BY THE STRUCTURAL ENGINEER.
8. ALL APPLICABLE FEDERAL, STATE, AND MUNICIPAL REGULATIONS SHALL BE FOLLOWED, INCLUDING THE FEDERAL DEPARTMENT OF LABOR OCCUPATIONAL SAFETY AND HEALTH ACT.
9. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE TO VEHICLES, PROPERTY AND PUBLIC CAUSED BY THEIR WORK.
10. CONTRACTOR SHALL SECURE AND PAY FOR ALL PERMITS, LICENSES AND GOVERNMENT FEES AS REQUIRED. THE CONTRACTOR SHALL COMPLY WITH CODES, ORDINANCES, RULES, REGULATIONS, ORDERS AND OTHER LEGAL REQUIREMENTS OF THE PUBLIC AUTHORITY, WHICH BEAR ON THE PERFORMANCE OF THE WORK.
11. CONTRACTOR IS RESPONSIBLE FOR ALL TRAFFIC CONTROL DURING THE PROJECT. A SCHEDULE FOR SPACES REQUIRED SHALL BE PRESENTED TO THE OWNER OR GARAGE MANGER ONE WEEK IN ADVANCE AND UPDATED WEEKLY DURING THE PROJECT.
12. THE EXISTING BUILDING SHALL REMAIN IN OPERATION FOR THE DURATION OF THE PROJECT. THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY CONTROLS NECESSARY TO ALLOW FOR THE BUILDING OPERATIONS.
13. CONTRACTOR SHALL PROVIDE AND MAINTAIN REQUIRED DUST BARRIERS, BARRICADES, PROTECTION AND WARNING LIGHTS IN GOOD WORKING CONDITION UNTIL COMPLETION OF WORK REQUIRING SUCH PROTECTION AND THEN REMOVE THE SAME. ALL SIGNS, BARRIERS, AND BARRICADES SHALL COMPLY WITH FEDERAL STATE AND LOCAL LAWS AND REGULATIONS.
14. CONTRACTOR SHALL MAINTAIN PREMISES FREE FROM ACCUMULATIONS OF WASTER MATERIAL AND RUBBISH. PRECAUTIONS SHOULD BE TAKEN TO MINIMIZE DUST FROM ENTERING THE BUILDING. ALL DUST AND DEBRIS CREATED BY THE WORK WITHIN THE BUILDING SHALL BE REMOVED AND THE WORK AREAS CLEANED.
15. CONTRACTOR SHALL DETERMINE THE NEED FOR ALL DISCONNECTION AND/OR TEMPORARY OR PERMANENT REROUTING OF EXISTING UTILITIES, INCLUDING ELECTRICAL AND PLUMBING AND COORDINATE WITH THE GARAGE OWNER/MANAGER.
16. IF WORK RESTRICTS ACCESS TO ANY MEANS OF EGRESS CONTRACTOR SHALL SUPPLY ALL TEMPORARY SIGNAGE, BARRIERS TO REDIRECT PATRONS TO THE NEAREST EXIT OR DOWN THE RAMP. A MINIMUM OF ONE STAIR TOWER MUST REMAIN COMPLETELY ACCESSIBLE DURING THE WORK. IF ACCESSED TO THE ELEVATOR IS RESTRICTED AT ANY LEVEL PROVIDE SIGNAGE INDICATING NO ACCESSIBLE PARKING ON THAT LEVEL.
17. 50 PARKING SPACES WILL BE AVAILABLE TO THE CONTRACTOR MONDAY THROUGH FRIDAY. ADDITIONAL PARKING SPACES ARE AVAILABLE ON THE WEEKEND. CONTRACTOR TO PROVIDE ALL TRAFFIC OPERATIONS DURING CONSTRUCTION.

ABBREVIATIONS:

- CIP – CAST IN PLACE CONCRETE
- CJ – CONTROL/CONSTRUCTION JOINT
- DT – PRECAST DOUBLE TEE
- EJ – EXPANSION JOINT
- FD – FLOOR DRAIN
- IT – PRECAST INVERTED TEE BEAM
- LBS – PRECAST LOAD BEARING SPANDREL
- LW – PRECAST LITEWALL
- NLBS – PRECAST NON LOAD BEARING SPANDREL
- PC – PRECAST
- SOG – SLAB ON GRADE
- SW – PRECAST SHEAR WALL
- TM – TRAFFIC MEMBRANE
- DT-DT SHEAR CONNECTION REPAIR WORK CODES
- XM – MISSING BAR FROM SHEAR CONNECTION
- XB – BROKEN SHEAR CONNECTION
- XL – LOOSE SHEAR CONNECTION
- XD – DOUBLE BAR SHEAR CONNECTION



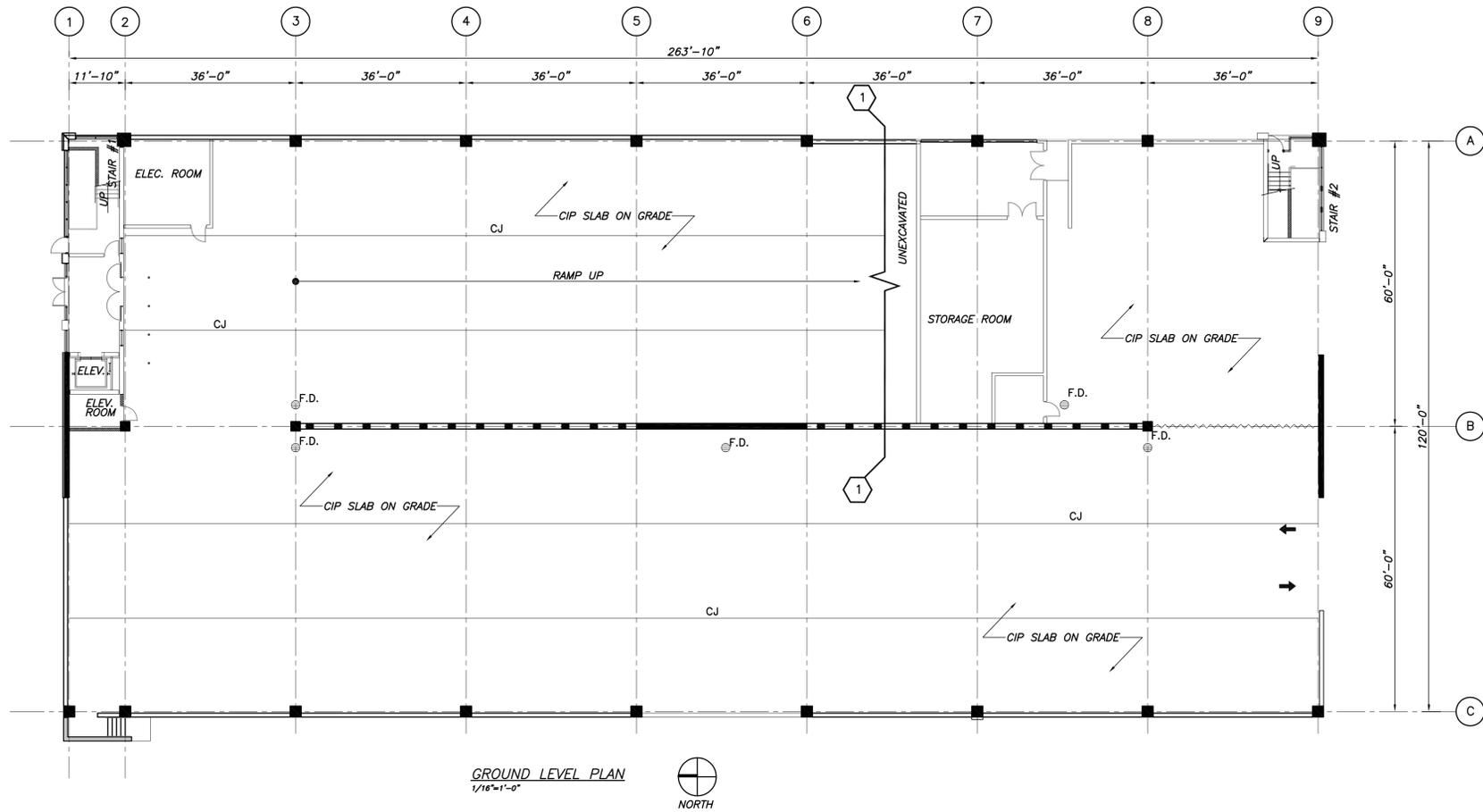
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Date	
Rev. No	

MECHANICS ROW PARKING GARAGE
 AUBURN, ME
 PHASE 1 REPAIRS
 GENERAL NOTES

Designed	JMM	Scale	AS NOTED
Drawn	JMM	Date	7/21/15
Checked	JAB	Becker Job Number	3622

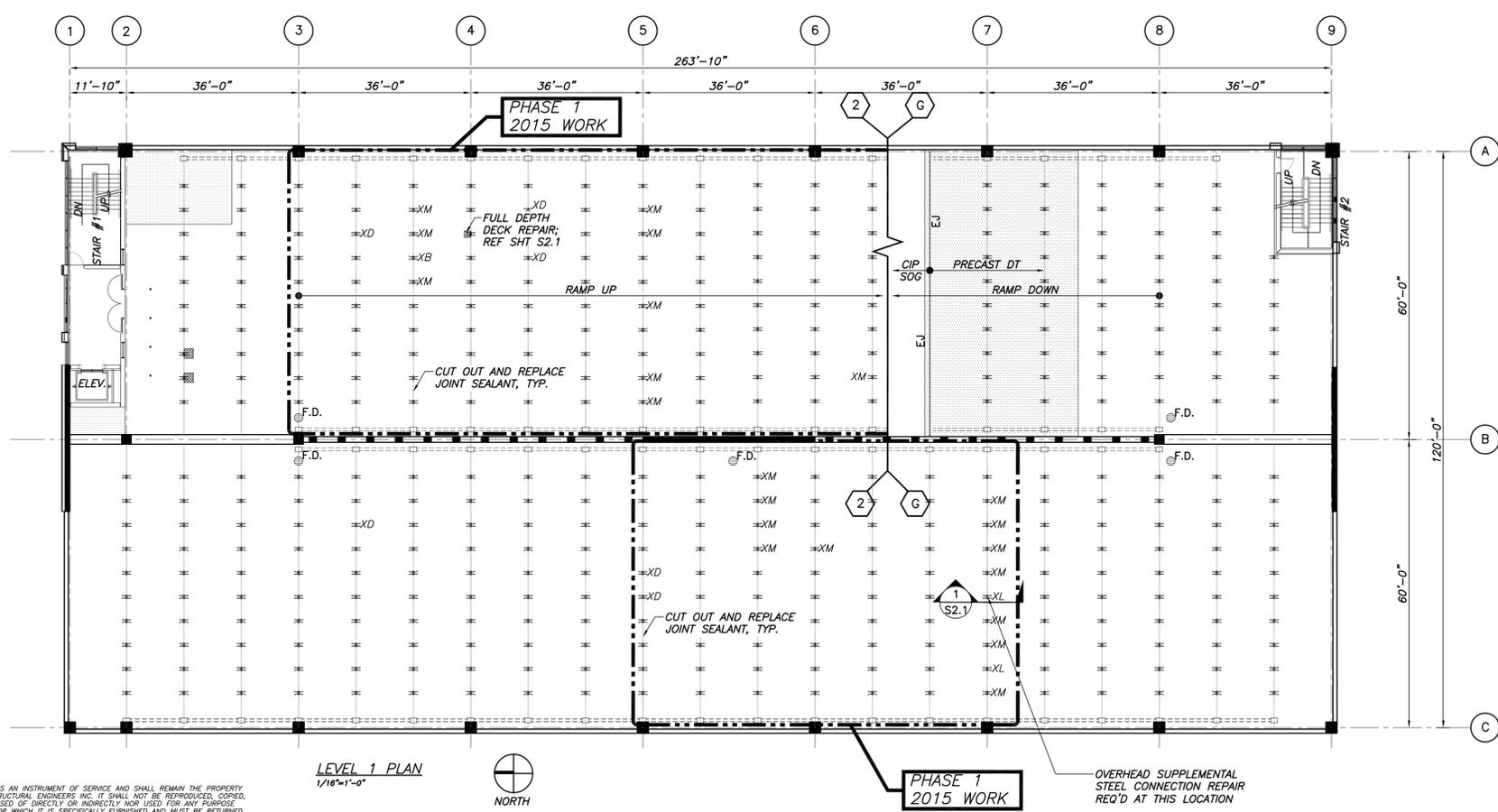
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PHASE 1 SCOPE OF WORK - GROUND LVL
NO WORK THIS LEVEL

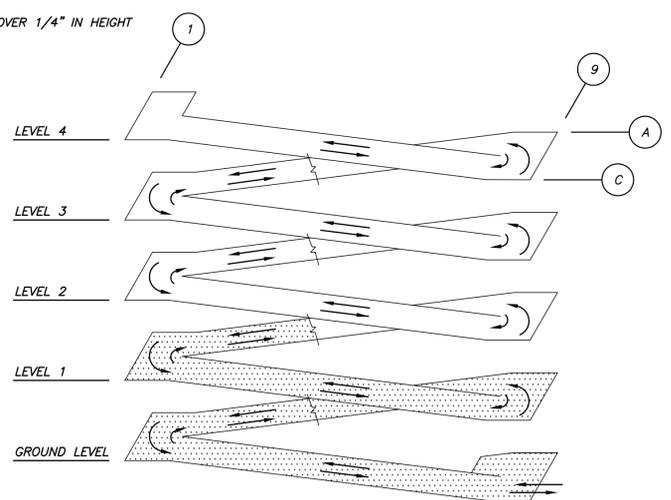
- KEY**
- F.D. FLOOR DRAIN
 - TRAFFIC MEMBRANE
 - DT SPALL/POTHOLE
 - DT TO DT SHEAR CONNECTION
 - DT TO DT CHORD TIE CONNECTION
 - PHASE 1 REPAIR SCOPE OF WORK
 - EJ - EXPANSION JOINT
 - DT - PRECAST DOUBLE TEE
 - PC - PRECAST
 - CJ - CONTROL/CONSTRUCTION JOINT
 - CIP - CAST IN PLACE
 - SOG - SLAB ON GRADE



PHASE 1 SCOPE OF WORK - LEVEL 1

DT-DT SHEAR CONNECTION REPAIR	28	EA
JOINT SEALANT REPLACEMENT	1080	LF
OVERHEAD SUPPLEMENTAL STEEL CONNECTION	1	EA
GRIND JOINT EDGE - ESTIMATED (TRIPPING HAZARDS)	150	LF
FULL DEPTH PC DECK REPAIR	5	SF

- NOTE:**
- A. NOT ALL DT-DT SHEAR CONNECTION REPAIR LOCATIONS ARE IDENTIFIED ON THE DRAWINGS. CONTRACTOR IS REQUIRED TO INSPECT EACH EXPOSED DT-DT SHEAR CONNECTION. REFERENCE DT-DT SHEAR CONNECTION REPAIR DETAIL ON SHT S2.1 FOR CONNECTION CONDITIONS THAT REQUIRE REPAIR.
 - B. CONTRACTOR IS REQUIRED TO PROVIDE AS-BUILT DRAWINGS AND DOCUMENT WHERE SHEAR CONNECTIONS HAVE BEEN REPAIRED. SUBMIT AS-BUILT DRAWINGS TO THE CITY AND CITY'S REPRESENTATIVE AT THE CONCLUSION OF THE PROJECT.
 - C. TRIP HAZARDS ARE CONSIDERED ANYTHING OVER 1/4" IN HEIGHT DIFFERENCE.
- DT-DT SHEAR CONNECTION REPAIR WORK CODES**
- XM - MISSING BAR FROM SHEAR CONNECTION
 - XB - BROKEN SHEAR CONNECTION
 - XL - LOOSE SHEAR CONNECTION
 - XD - DOUBLE BAR SHEAR CONNECTION



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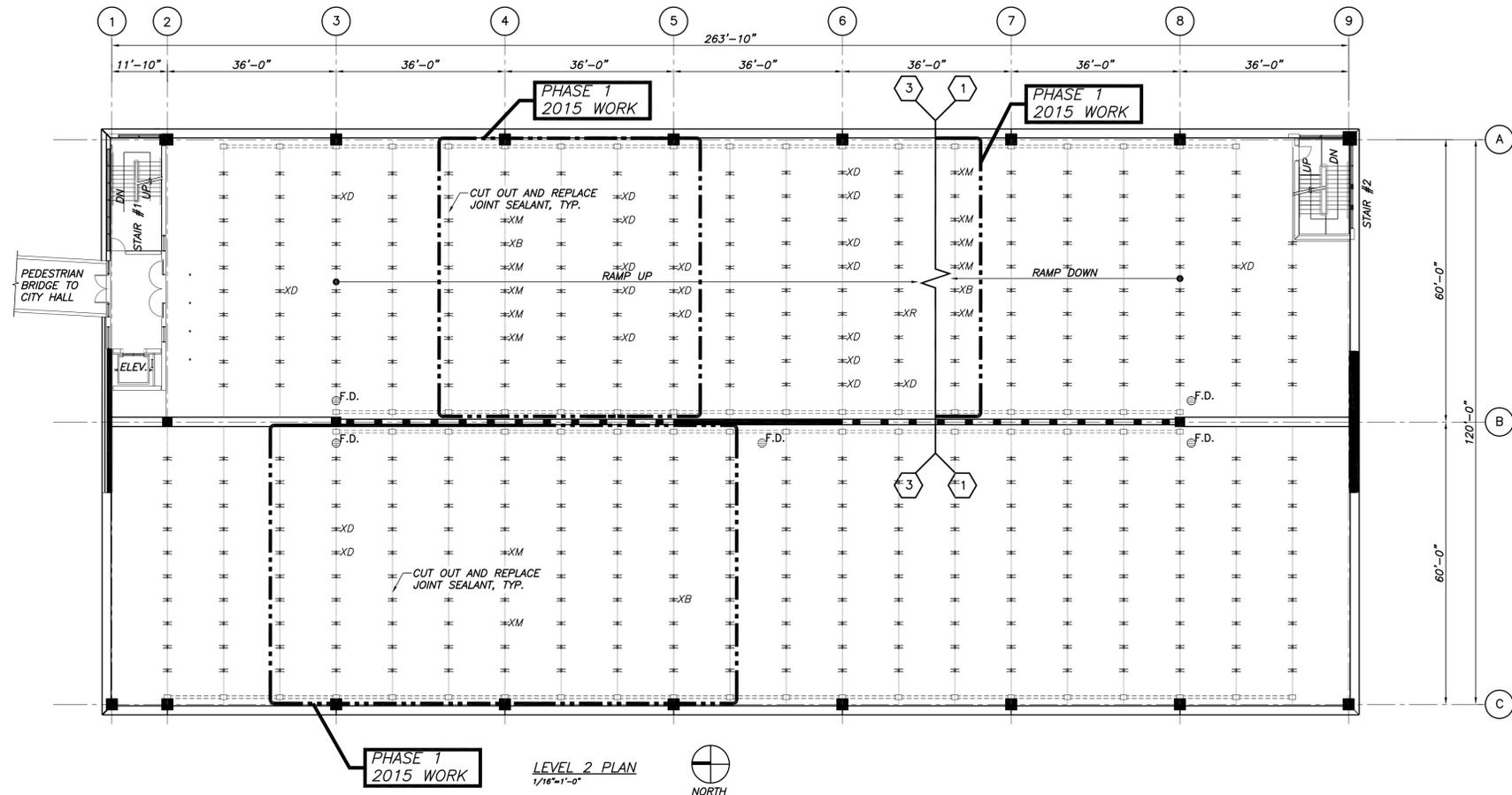
STATE OF MAINE
JOSHUA MARTIN-McNAUGHTON
NO. 13551
PROFESSIONAL ENGINEER

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Issued For	
Date	
Rev. No	

MECHANICS ROW PARKING GARAGE
AUBURN, ME
PHASE 1 REPAIRS
GROUND LEVEL & LEVEL 1 PLAN

Designed	JMM	Scale	AS NOTED
Drawn	JMM	Date	7/21/15
Checked	JAB	Becker Job Number	3622

S1.2



PHASE 1 SCOPE OF WORK - LEVEL 2

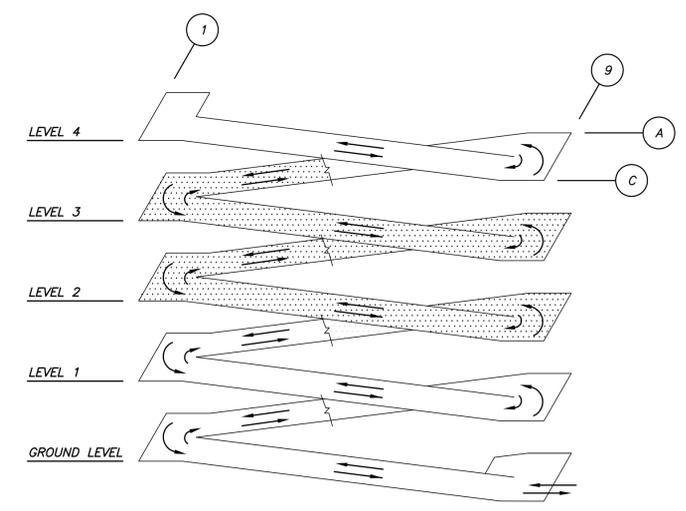
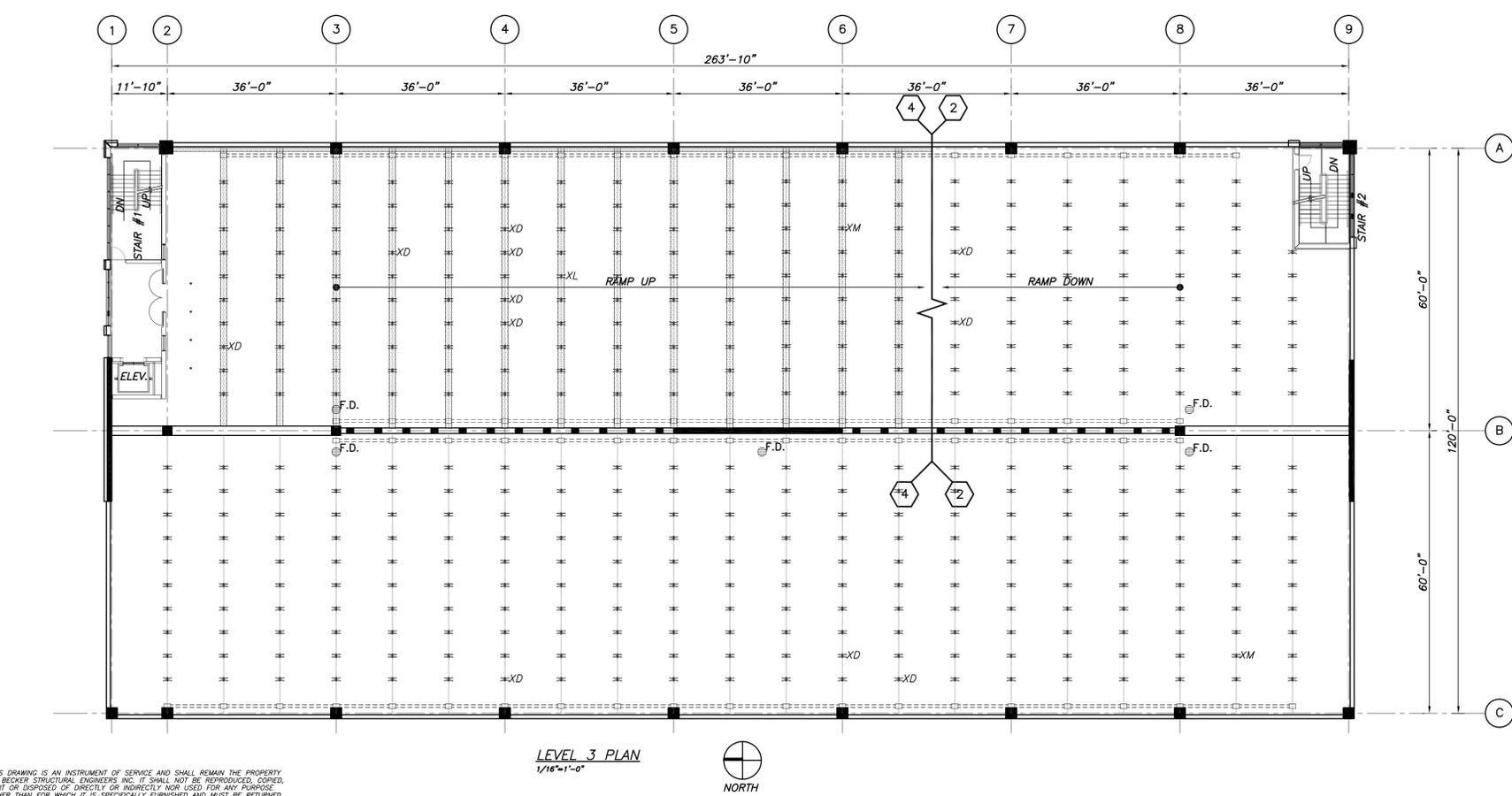
DT-DT SHEAR CONNECTION REPAIR	25	EA
JOINT SEALANT REPLACEMENT	900	LF
OVERHEAD STEEL CONNECTION	0	EA
GRIND JOINT EDGE - ESTIMATED (TRIPPING HAZARDS)	150	LF
FULL DEPTH PC DECK REPAIR	0	SF

- KEY**
- F.D. FLOOR DRAIN
 - TRAFFIC MEMBRANE
 - DT SPALL/POTHOLE
 - DT TO DT SHEAR CONNECTION
 - DT TO DT CHORD TIE CONNECTION
 - PHASE 1 REPAIR SCOPE OF WORK
 - EJ - EXPANSION JOINT
 - DT - PRECAST DOUBLE TEE
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DT-DT SHEAR CONNECTION REPAIR WORK CODES
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NOTE:
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 C. TRIP HAZARDS ARE CONSIDERED ANYTHING OVER 1/4" IN HEIGHT DIFFERENCE.

PHASE 1 SCOPE OF WORK - LEVEL 3
 NO WORK THIS LEVEL



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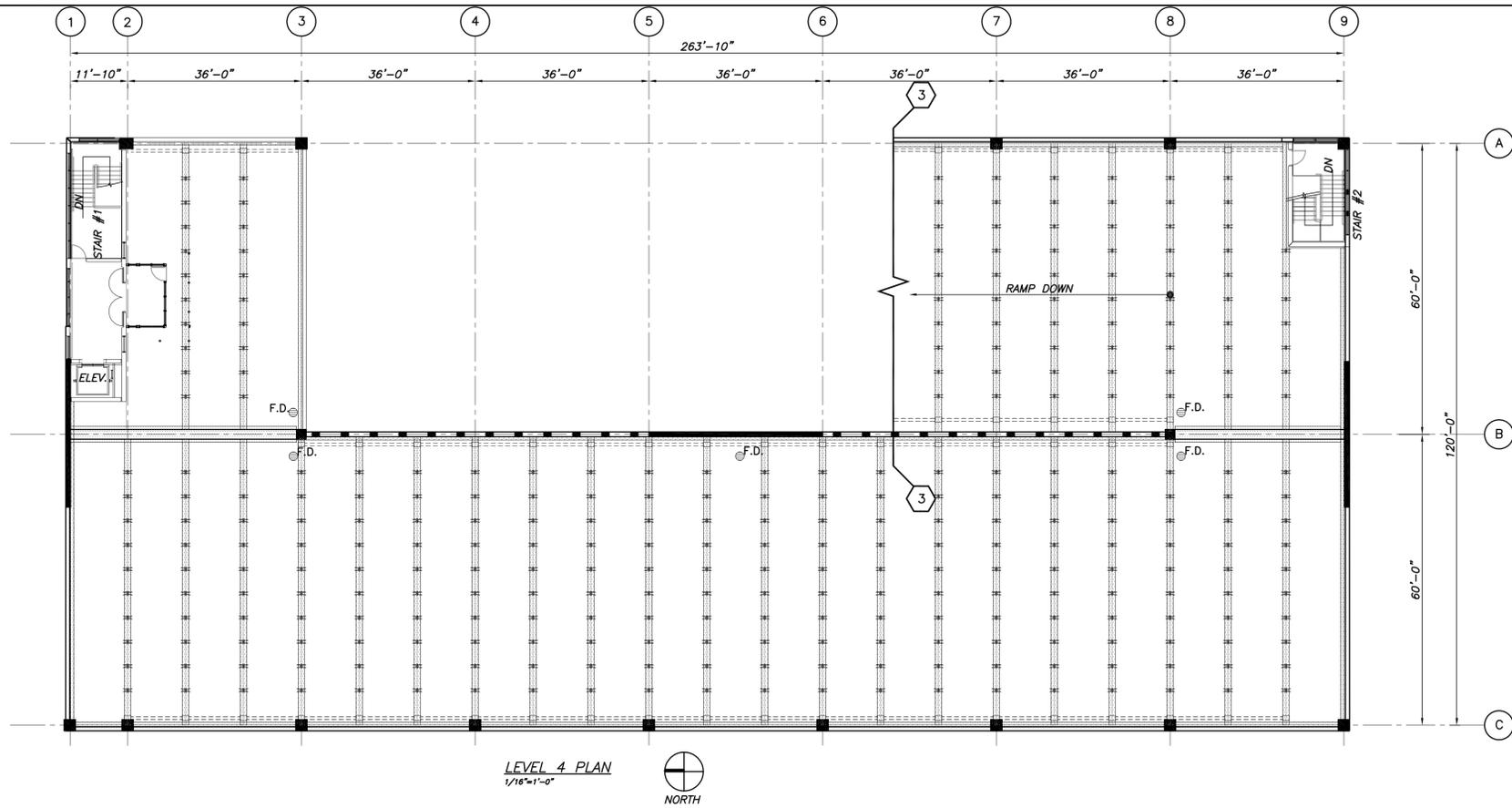
STATE OF MAINE
 JOSHUA MARTIN-McNAUGHTON
 NO. 13551
 PROFESSIONAL ENGINEER

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Date	
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MECHANICS ROW PARKING GARAGE
 AUBURN, ME
 PHASE 1 REPAIRS
 LEVEL 2 & 3 PLAN

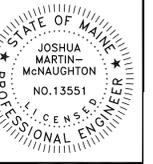
Designed	JMM	Scale	AS NOTED
Drawn	JMM	Date	7/21/15
Checked	JAB	Becker Job Number	3622

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PHASE 1 SCOPE OF WORK – LEVEL 4
NO WORK THIS LEVEL

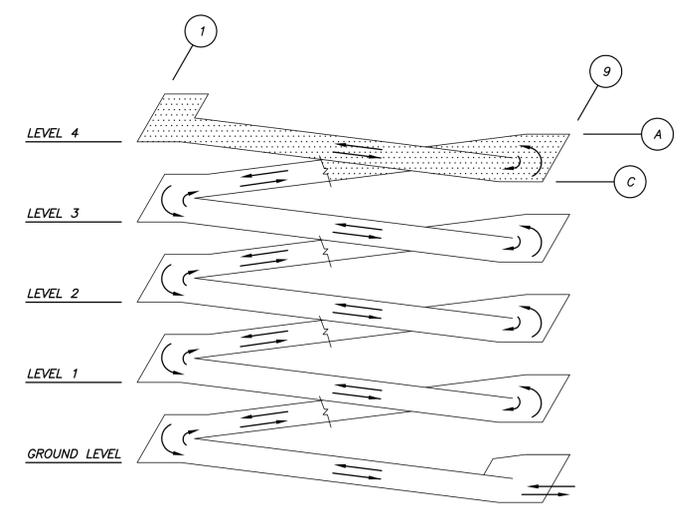
- KEY**
- F.D. FLOOR DRAIN
 - TRAFFIC MEMBRANE
 - DT SPALL/POTHOLE
 - DT TO DT SHEAR CONNECTION
 - DT TO DT CHORD TIE CONNECTION
 - PHASE 1 REPAIR SCOPE OF WORK
 - EJ – EXPANSION JOINT
 - DT – PRECAST DOUBLE TEE
 - PC – PRECAST
 - CJ – CONTROL/CONSTRUCTION JOINT
 - CIP – CAST IN PLACE
 - SOG – SLAB ON GRADE



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MECHANICS ROW PARKING GARAGE
AUBURN, ME
PHASE 1 REPAIRS
LEVEL 4 PLAN

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Checked	JAB	Becker Job Number	3622



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CONCRETE NOTES

1. CONCRETE WORK SHALL CONFORM TO "BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE (ACI 318, LATEST EDITION)," AND "SPECIFICATIONS FOR STRUCTURAL CONCRETE (ACI 301, LATEST EDITION)."
2. GENERAL CONTRACTOR, CONSTRUCTION MANAGER OR OWNER'S CLERK OF THE WORKS SHALL HAVE AVAILABLE ON SITE AT ALL TIMES A COPY OF ACI "FIELD REFERENCE MANUAL SP-15".
3. CONCRETE SHALL NOT BE PLACED IN WATER OR ON FROZEN GROUND.
4. REINFORCING BARS SHALL CONFORM TO ASTM A615 GRADE 60 DEFORMED BARS AND SHALL BE DETAILED, FABRICATED AND PLACED IN ACCORDANCE WITH ACI 315, LATEST EDITION.
5. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A-185 AND BE PROVIDED IN FLAT SHEETS.
6. FIBER REINFORCEMENT SHALL BE TYPE III SYNTHETIC VIRGIN HOMOPOLYMER POLYPROPYLENE FIBERS CONFORMING TO ASTM C1116.
7. MINIMUM CONCRETE PROTECTIVE COVERING FOR REINFORCEMENT, UNLESS NOTED OTHERWISE, SHALL BE AS FOLLOWS:
A) CONCRETE SLABS: 1.5"
8. WELDING OF REINFORCEMENT IS NOT PERMITTED.

PRECAST CONCRETE REPAIR NOTES

- GENERAL:**
1. ALL PRECAST DECK REPAIRS ARE ASSUMED TO BE FULL DEPTH REPAIRS.
 2. DUST AND MOISTURE PROTECTION SHALL BE PROVIDED AT AND BELOW THE LEVELS OF REPAIR.

CONCRETE REMOVAL:

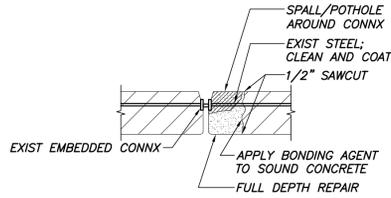
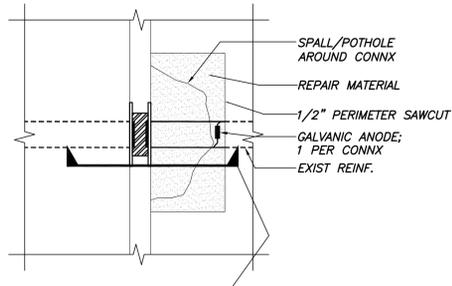
1. REFERENCES: ICRI 03730, 03732, ACI 546R-04.
2. AT EACH REPAIR AREA, REMOVE SMALL AREA OF CONCRETE TO CONFIRM DEPTH OF REINFORCEMENT PRIOR TO CUTTING.
3. SAW CUT PERIMETER OF REPAIR AREA TO A DEPTH OF 1/2". NOTE THAT PERIMETER MAY NEED TO BE EXTENDED TO CREATE A RECTANGULAR AREA.
4. REMOVE ALL DETERIORATED, DELAMINATED AND UNSOUND CONCRETE. CONCRETE SHALL BE REMOVED BY A METHOD THAT LIMITS THE DAMAGE TO SURROUNDING SOUND CONCRETE AND WITH MINIMAL DAMAGE TO EXISTING PRECAST/PRESTRESSED UNITS. REMOVAL METHOD SHALL BE SUBMITTED FOR REVIEW.
5. CONTINUOUS MATERIAL REMOVAL SHALL CONTINUE UNTIL AGGREGATE PARTICLES ARE BEING BROKEN RATHER THAN BEING REMOVED FROM THE CEMENT MATRIX.
6. USE OF MECHANICAL IMPACT CHIPPING HAMMERS SHALL BE LIMITED TO JOBS WITH A 15lb RECOMMENDED. ALL NECESSARY PRECAUTIONS MUST BE TAKEN TO AVOID MICRO CRACKING (BRUISING) OF THE PRECAST/PRESTRESSED UNITS.

PREPARATION:

1. REMOVE ALL SCALE AND RUST.
2. ALL EXPOSED REINFORCEMENT SHALL BE PRIMED OR EPOXY COATED WITH A PRODUCT COMPATIBLE WITH THE CONCRETE REPAIR MATERIAL.
3. PRIOR TO PROCEEDING WITH REPAIR, INSPECT ALL CONCRETE SURFACES. INSTALLATION OF REPAIR MATERIAL INDICATES ACCEPTANCE OF ALL SUBSTRATE CONDITIONS.
4. APPLY POLYMER ADHESIVE/BONDING AGENT TO ALL CONCRETE SURFACES OR COAT ALL CONCRETE SURFACES WITH A CEMENT SLURRY PRIOR TO PLACING REPAIR MATERIAL.
5. REPAIR MATERIAL FOR SMALL PLACEMENTS (PLACEMENT LESS THAN 1 YARD) SHALL BE A ONE-COMPONENT, EARLY STRENGTH GAINING, CEMENTITIOUS REPAIR MATERIAL WITH THE FOLLOWING PROPERTIES (REFERENCE SPECIFICATIONS FOR ADDITIONAL INFORMATION):
COMPRESSIVE STRENGTH: = 5,000 PSI (MIN)
AD MIXTURES:
SHRINKAGE REDUCER = AS PER MANUFACTURER
CORROSION INHIBITOR = AS PER MANUFACTURER

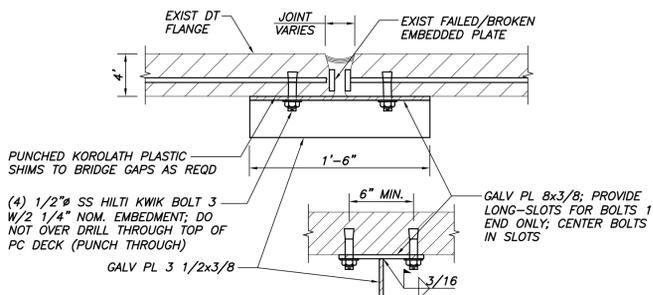
CONCRETE CURING:

1. WET CURE FOR MINIMUM OF 3 DAYS (72 HOURS). REFERENCE THE SPECIFICATIONS FOR FURTHER CURING INFORMATION.



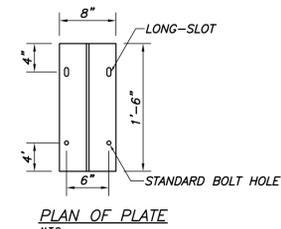
DT-DT FULL DEPTH CONNX REPAIR

- N.T.S.
- NOTES:**
- PREPARATION/INSPECTION:**
1. SOUND OUT DETERIORATED CONCRETE.
 2. PROVIDE 1/2" DEEP SAWCUT ALONG PERIMETER OF REMOVAL AREA AT TOP AND BOTTOM OF PRECAST FLANGE.
 3. REMOVE DETERIORATED CONCRETE UNTIL SOUND CONCRETE IS REACHED.
- REPAIR:**
1. CLEAN ALL STEEL SURFACES REMOVING ALL RUST, SCALE AND DETERIORATED COATING TO SSPC-SP3 (POWER TOOL CLEAN).
 2. ALL REINFORCEMENT SHALL BE PRIMED OR EPOXY COATED WITH A PRODUCT COMPATIBLE WITH THE CONCRETE PATCH MATERIAL.
 3. FORM WORK SHALL BE DESIGNED AND CONSTRUCTED TO SUPPORT THE REPAIR MATERIALS AND VEHICLE LOADS IF REQD.
 4. FORMS SHALL BE CONSTRUCTED TO FIT TIGHTLY AGAINST EXISTING CONCRETE SURFACES.
 5. REPAIR AREA SHALL BE COMPLETED WITH A PRE-PACKAGED MATERIAL WITH SHRINKING COMPENSATING AND CORROSION INHIBITING ADDITIVES.
 6. PROVIDE TOOLED JOINT AROUND REPAIR PERIMETER AREA AND SEAL WITH SEALANT.
 7. MATERIAL SHALL BE PLACED AS PER SPECIFICATIONS AND PER MANUFACTURER'S RECOMMENDATIONS.
 8. MATERIAL SHALL BE CURED AS PER SPECIFICATIONS AND PER MANUFACTURER'S RECOMMENDATIONS.
 9. FORM WORK, SHORING AND TEMPORARY PROTECTION SHALL REMAIN IN-PLACE UNTIL MATERIAL ACHIEVES A MINIMUM STRENGTH OF $f'_c=4,000$ PSI MIN.



SECTION

N.T.S.

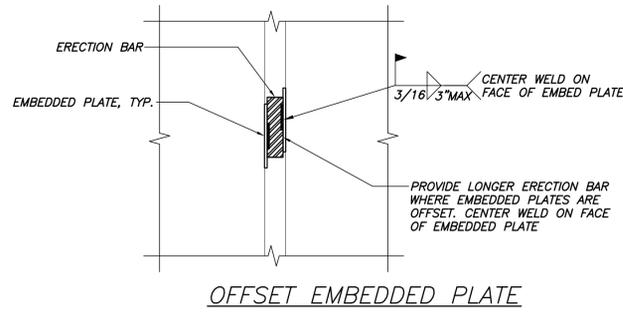


PLAN OF PLATE

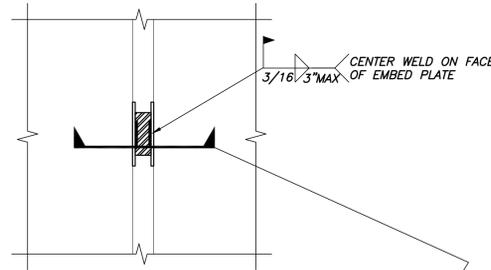
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OVERHEAD SUPPLEMENTAL STEEL CONNECTION REPAIR

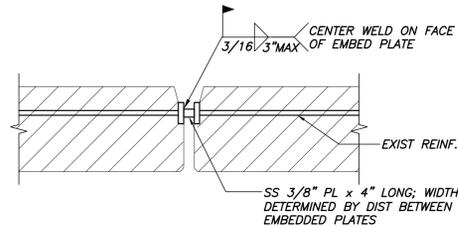
- NOTES:**
1. INSPECT EXISTING DT-DT SHEAR CONNECTIONS. NOTIFY ENGINEER OF CONDITION AND ALLOW ENGINEER TO INSPECT PRIOR TO INSTALLATION OF SEALANT.
 2. CONTRACTOR TO DOCUMENT LOCATIONS WHERE SUPPLEMENTAL STEEL IS TO BE INSTALLED.
 3. INSTALL REPLACEMENT CONNECTION AS DETAILED ABOVE. ANCHOR BOLTS TO AVOID EXISTING REINFORCING. NOTIFY OWNER IF ELECTRICAL CONDUIT OR OTHER ELEMENTS ARE OBSTRUCTING INSTALLATION.
 4. IF THE ELEVATION OF THE TWO DTs ARE DIFFERENT, PROVIDE PUNCHED PLASTIC SHIMS CENTERED OVER BOLT. PROVIDE LONGER ANCHOR BOLTS TO ACQUIRE 2 1/4" EMBEDMENT.



OFFSET EMBEDDED PLATE

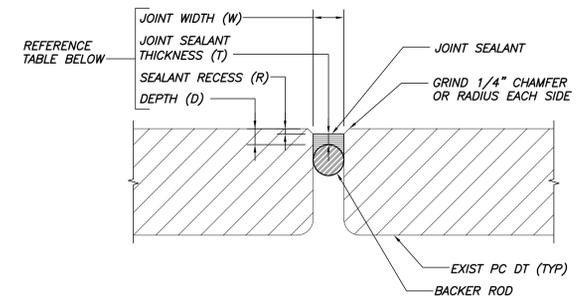


ALIGNED EMBEDDED PLATE



DT-DT SHEAR CONNX REPAIR

- N.T.S.
- NOTES:**
- PREPARATION/INSPECTION:**
1. CUT SEALANT FROM JOINT AND INSPECT CONNECTION.
 2. CONTRACTOR IS REQUIRED TO PROVIDE AS-BUILT DRAWINGS INDICATING WHERE SHEAR CONNECTIONS HAVE BEEN REPAIRED.
- CONNECTION CONDITIONS THAT REQUIRE REPAIR:**
- NOTE: NOT ALL REPAIR LOCATION ARE IDENTIFIED ON THE DRAWINGS.
1. XB - BROKEN WELDS
 2. XL - LOOSE ERECTION BAR
 3. XM - MISSING ERECTION BAR
 4. XD - DOUBLE ERECTION BAR
 5. UNDERSIZED ERECTION BAR (OVER 1/16" GAP BETWEEN ERECTION BAR AND EMBEDDED STEEL)
- REPAIR:**
1. REMOVE ERECTION BAR AND WELDS FROM EMBEDDED PLATE WITH GRINDER. AVOID GOUGING THE EMBEDDED CONNECTOR. DO NOT USE A TORCH.
 2. CENTER WELD AND ERECTION BAR BETWEEN EMBEDDED PLATES.
 3. DO NOT OVER WELD; 3" MAXIMUM WELD LENGTH. DO NOT WELD WITHIN 3/4" OF THE EMBEDDED PLATE END.
 4. WHERE EMBEDDED PLATES DO NOT ALIGN, PROVIDE LONGER ERECTION BAR.
 5. USE A304 STAINLESS STEEL ERECTION BAR AND USE WELDING ELECTRODE E308.
 6. USE PROPER ERECTION BAR WIDTH AS DETERMINED BY WIDTH BETWEEN EMBEDDED PLATES.
 7. A MAXIMUM GAP OF 1/16" BETWEEN THE ERECTION BAR AND EMBEDDED PLATE ALLOWED.
 8. AFTER WELDING THE REPLACEMENT PLATE, CLEAN WELDED AREA BY REMOVING WELD SLAG WITH STIFF WIRE BRUSH, GRINDING ANY WELD SPLATTER AND SHARP SURFACE TEXTURES SMOOTH, ABRASIVE BLASTING AND WIPING WITH SOLVENT TO BE SURE NO OIL, DUST OR GREASE REMAINS.
 9. DO NOT INSTALL SEALANT IN JOINT UNTIL ENGINEER OR OWNERS REPRESENTATIVE HAS INSPECTED THE CONNECTIONS.



TYPICAL JOINT SEALANT REPLACEMENT DETAIL

JOINT SEALANT NOTES

- SEALANT REMOVAL:**
1. REMOVE ALL TRACES OF EXISTING JOINT SEALANT.
 2. REMOVE ALL EXISTING BACKER/BOND BREAKER MATERIAL.
- PREPARATION:**
1. SOUND ALL EXISTING CONCRETE ON EDGES OF EXISTING JOINTS. REMOVE ALL EXISTING DELAMINATED CONCRETE FOUND AND AS NOTED ON DRAWINGS. KEEP RECORDS OF CONCRETE REMOVED, INCLUDING AREA (SF).
 2. REPAIR ALL EXISTING CONCRETE AS PER DETAILS. ALLOW REPAIR TO PROPERLY CURE PRIOR TO INSTALLING JOINT SEALANT. COORDINATE REQUIREMENTS WITH SEALANT MANUFACTURER'S RECOMMENDATIONS.
 3. JOINT DIMENSIONS: EXISTING PREPARED JOINTS SHALL CONFORM TO TABLE.

JOINT DIMENSIONS				
W	D	R	T	PRIMER
<1"	5/8"	1/8"	W/2"	PER MANUF
1"-1 1/2"	7/8"	1/8"	1/2"	PER MANUF
1 1/2"-2"	1 1/4"	1/4"	1/2"	PER MANUF
>2"	NOTIFY ENGINEER			

4. GRIND EDGE OF EXISTING CONCRETE AND REPAIRS TO 1/4"± CHAMFER OR RADIUS.
 5. ALL JOINT SURFACES MUST BE STRUCTURALLY SOUND, FULLY CURED, CLEAN, FREE OF DIRT, MOISTURE, LOOSE PARTICLES, OIL, GREASE, ASPHALT, TAR, PAINT, WAX, RUST, WATERPROOFING, CURING AND PARTING COMPOUNDS AND MEMBRANE MATERIALS.
 6. CLEAN BY GRINDING, SANDBLASTING OR WIRE BRUSHING TO EXPOSE A SOUND SURFACE FREE OF CONTAMINATION AND LAITANCE.
 7. ALL JOINTS SHALL BE FREE OF MOISTURE AND/OR FROST.
 8. DT-DT CONNECTIONS EXPOSED DURING THE PREPARATION OF THE JOINT SUBSTRATE SHALL BE REPAIRED PER DETAILS ON THIS SHEET.
- PRIMER**
1. IF PRIMER IS NOT REQUIRED BY MANUFACTURER, PROVIDE WRITTEN STATEMENT FROM MANUFACTURER INDICATING THAT THIS WILL NOT VOID MANUFACTURER'S WARRANTY.
 2. PREPARE AND ALLOW FOR PRIMER TO CURE PROPERLY, PRIOR TO INSTALLING SEALANT.
 3. PROVIDE A PRIMER APPROVED BY SEALANT MANUFACTURER
 4. INSTALLATION SHALL CONFORM TO MANUFACTURER'S REQUIREMENTS.
 5. PRIMER SHALL BE APPLIED TO ALL JOINTS 2" OR GREATER IN WIDTH.

SEALANT INSTALLATION

1. INSPECT ALL SURFACES PRIOR TO INSTALLING SEALANT. INSTALLATION OF SEALANT IMPLIES ACCEPTANCE OF SUBSTRATE CONDITIONS.
2. SUBSTRATE TEMPERATURE SHALL BE BETWEEN 40°F TO 70°F. INSTALLATION OF SEALANT OUTSIDE THIS RANGE SHALL BE PERMITTED ONLY IF WRITTEN INSTALLATION PROCEDURES ARE SUBMITTED FROM SEALANT MANUFACTURER WITH ASSURANCE THAT THIS INSTALLATION WILL NOT VOID MATERIAL & INSTALLATION WARRANTY.
3. INSTALL BACKER ROD AND BOND BREAKER TAPE OVER DT-DT FLANGE CONNECTIONS IF REQUIRED.
4. REFER TO MANUFACTURER'S DATA SHEETS AND MATERIAL SAFETY DATA SHEETS FOR ANY NECESSARY PRECAUTIONS REGARDING EXPOSURE TO ALL MATERIALS.
5. MULTIPLE COMPONENT PRODUCTS SHALL BE MIXED IN STRICT ACCORDANCE WITH SEALANT MANUFACTURER'S RECOMMENDATIONS. MIX ONLY AS MUCH SEALANT AS CAN BE INSTALLED WITHIN SPECIFIED POT-LIFE OF THE MATERIAL.
6. SELECT PROPER NOZZLE FOR JOINT BEING GUNNED AND HOLD GUN AT 45° ANGLE FROM JOINT. PLACE NOZZLE INTO BOTTOM OF JOINT AND FILL ENTIRE JOINT. KEEPING NOZZLE DEEP IN SEALANT, CONTINUE WITH STEADY FLOW OF SEALANT PRECEDING THE NOZZLE TO AVOID AIR ENTRAPMENT.
7. TOOL JOINTS AS REQUIRED WITH A DRY TOOL FREE OF TOOLING AIDS. PROVIDE A CONCAVE SHAPE WITH RECESS AS NOTED IN THE TABLE ABOVE.
8. INSTALL SEALANT EVENLY AND RECESS BELOW SURFACE PER TABLE. DO NOT OVERFILL JOINT.
9. CURING: ALL JOINTS MUST BE PROTECTED FROM TRAFFIC AND TOTAL WATER IMMERSION FOR THE DURATION OF THE MANUFACTURER'S SPECIFIED CURE TIME. CONTRACTOR SHALL SUPPLY ALL NECESSARY PROTECTION AGAINST MOISTURE AND ALLOW UNINTERRUPTED TRAFFIC FLOW THROUGH THE GARAGE.
10. CLEAN UP SHALL CONFORM TO MANUFACTURER'S RECOMMENDATIONS AND ALL GOVERNMENTAL REGULATIONS.
11. SELF LEVELING SEALANTS SHALL NOT BE USED ON THIS PROJECT.
12. WATER TEST EACH SEALANT JOINT SURFACE FOR LEAKS FOR A MINIMUM OF 4 HOURS ENSURING FULL COVERAGE OF JOINT SURFACE. REPAIR AND REPEAT WATER TESTS AT LEAKING JOINTS UNTIL SEALANT JOINT INSTALLATION IS WATERTIGHT.

MOCKUP

1. A MOCKUP OF A TYPICAL JOINT SHALL BE COMPLETED PRIOR TO COMMENCING WORK. MOCKUP SHALL BE REVIEWED BY SEALANT MANUFACTURER, SEALANT INSTALLER, ENGINEER AND OWNER. PROVIDE 1/2 JOINT MOCKUP. CONTRACTOR SHALL ALLOW ENGINEER TO PERFORM ADHESION TESTING AS NEEDED. (REFERENCE SPECIFICATIONS).



Approved	
Issued For	
Date	
Rev. No	

MECHANICS ROW PARKING GARAGE
AUBURN, ME
PHASE 1 REPAIRS
REPAIR SECTIONS AND DETAILS

Designed	JMM	Scale	AS NOTED
Drawn	JMM	Date	7/21/15
Checked	JAB	Becker Job Number	3622

S2.1