

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 2021 EDITION OF THE INTERNATIONAL BUILDING CODE (IBC) AND 2021 INTERNATIONAL EXISTING BUILDING CODE (IEBC) (AS AMENDED BY THE MAINE STATE BUILDING AND ENERGY CODE (MJBEC)).

A. CONTRACTOR IS RESPONSIBLE FOR ENSURING ALL EQUIPMENT USED DOES NOT EXCEED EXISTING BUILDING DESIGN LOADS.

B. EXISTING DESIGN LIVE LOADS:

B.A. PARKING AND DRIVE AREAS: 50 PSF (REDUCED, EXCEPT AT TOP TIER)

B.B. ROOF: 50 PSF

B.C. STAIR SLABS: 100 PSF

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 CITY WILL WAIVE PERMIT FEES FOR THIS PROJECT BUT PERMITS DO NOT BE APPLIED FOR. 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. 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.

12. CONTRACTOR SHALL PROVIDE AND MAINTAIN REQUIRED STAIR 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.

13. CONTRACTOR SHALL MAINTAIN PREMISES FREE FROM ACCUMULATIONS OF WASTE 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. CONTRACTOR HAVE DETAILED ENGINEERED CONTROLS TO CONTAIN DUST IN ALL WORK AREAS. CONTRACTOR SHALL ENSURE THAT THE WORK AREA AND SITE CONFORM WITH OSHA RESPIRABLE CRYSTALLINE SILICA IN CONSTRUCTION STANDARD, 29 CFR 1926.1153

14. ON DECK STORAGE OF DEBRIS WILL BE LIMITED AND SHALL BE REMOVED AT END OF EACH DAY.

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 A TEMPORARY SIGNAGE, BARRIERS TO REDIRECT PATRONS TO THE NEAREST EXIT OR DOWN THE RAMP. A MINIMUM OF THREE STAIR TOWERS AND ONE ELEVATOR MUST REMAIN COMPLETELY ACCESSIBLE DURING THE WORK. IF ACCESS TO THE ELEVATORS ARE RESTRICTED AT ANY LEVEL, PROVIDE SIGNAGE INDICATING NO ACCESSIBLE PARKING ON THAT LEVEL.

17. CONTRACTOR IS ALLOWED TO SHUT DOWN ONE STAIR TOWER AT A TIME. THE REMAINING THREE STAIR TOWERS MUST REMAIN OPERATIONAL UNLESS AN EXCEPTION IS GIVEN BY THE PARKING MANAGER.

18. 25 PARKING SPACES WILL BE MADE AVAILABLE TO THE CONTRACTOR MONDAY THROUGH FRIDAY. ADDITIONAL PARKING SPACES ARE AVAILABLE TO THE CONTRACTOR ON THE WEEKEND AND AT NIGHT. CONTRACTOR TO PROVIDE ALL TRAFFIC OPERATIONS AND PEDESTRIAN SIGNAGE DURING CONSTRUCTION.

1. CONCRETE WORK SHALL CONFORM TO "ACI MANUAL OF CONCRETE PRACTICE", LATEST EDITION, THIS PUBLICATION IS AVAILABLE THROUGH THE AMERICAN CONCRETE INSTITUTE (248) 848-3800.
2. CONCRETE SHALL NOT BE PLACED IN WATER OR ON FROZEN GROUND.
3. 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.
4. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A-105 AND BE PROVIDED IN FLAT SHEETS.
5. MINIMUM CONCRETE PROTECTIVE COVERING FOR REINFORCEMENT, UNLESS NOTED OTHERWISE, SHALL BE AS FOLLOWS:
A) CONCRETE SLABS: 1.5"
6. REINFORCEMENT SHALL BE CONTINUOUS AROUND CORNERS AND AT INTERSECTIONS. PROVIDE LAPPED BARS AT NECESSARY SPLICES OR HOOKED BARS AT DISCONTINUOUS ENDS. PROVIDE TENSION LAP SPLICES PER THE SCHEDULE THIS DRAWING, FOR ALL REINFORCING UNLESS OTHERWISE SHOWN ON PLAN.
7. WELDING OF EXISTING REINFORCEMENT IS NOT PERMITTED. WELDING OF NEW BARS AS NOTED ON THE DRAWINGS SHALL BE PERMITTED WITH A706 REINFORCEMENT. WELDING OF BLACK BARS TO STAINLESS STEEL IS NOT PERMITTED.
8. INSTALLATION OF REINFORCEMENT SHALL BE COMPLETED AT LEAST 24 HOURS PRIOR TO THE SCHEDULED CONCRETE PLACEMENT. NOTIFY STRUCTURAL ENGINEER OF COMPLETION AT LEAST 24 HOURS PRIOR TO THE SCHEDULED COMPLETION OF THE INSTALLATION OF REINFORCEMENT.
9. ALL ITEMS TO BE EMBEDDED INTO CONCRETE SHALL BE INSTALLED PRIOR TO PLACEMENT OF CONCRETE. PROVIDE ADDITIONAL REINFORCEMENT AND/OR TEMPLATES AS REQUIRED TO ENSURE THE CORRECT POSITIONS OF EMBEDMENTS. "WET SETTING" OF EMBEDMENTS INTO CONCRETE IS STRICTLY PROHIBITED. EMBEDMENTS INCLUDE, BUT NOT BY LIMITATION, REINFORCEMENT, REINFORCING DOWELS, EMBEDDED PLATES, ANCHOR BOLTS, ANCHOR INSISTS, SLEEVES LOAD TRANSFER PLATES, DIAMOND DOWELS AND SHELF BULK HEADS.

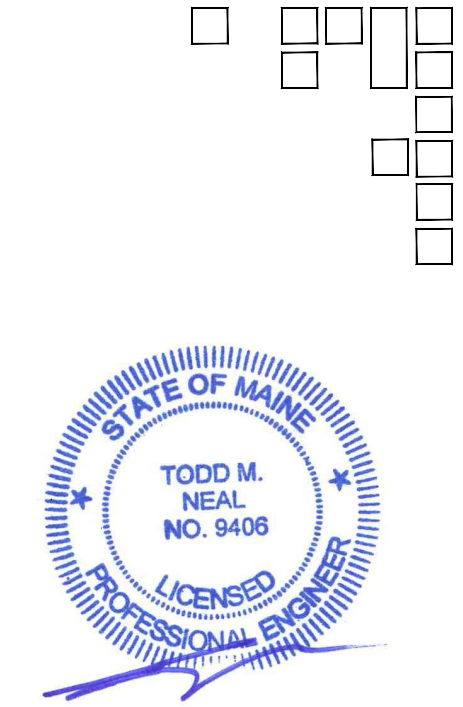
1. MAINTAIN ENVIRONMENTAL CONDITIONS (TEMP, HUMIDITY, AND VENTILATION) WITHIN THE LIMITS RECOMMENDED BY THE MANUFACTURER FOR OPTIMUM RESULTS. DO NOT APPLY COATINGS UNDER ENVIRONMENTAL CONDITIONS OUTSIDE MANUFACTURER'S ABSOLUTE LIMITS.
2. PRIOR TO APPLICATION ALLOW CONCRETE TO CURE A MINIMUM OF 30 DAYS. THE PH OF THE SURFACE SHOULD BE BETWEEN 6 AND 9.
3. REMOVE ALL LOOSE PAINT, COATINGS AND OTHER MATERIALS FROM SURFACES THROUGH THE USE OF BLASTING AND GRINDING. PREPARE SURFACE USING A COMBINATION OF HAND AND POWER TOOLS TO ICRI 03732, CSP 1-3. SURFACES SHOULD BE THOROUGHLY CLEANED AND DRY. SURFACES MUST BE FREE OF LAITANCE, CONCRETE DUST, DIRT, FORM RELEASE AGENTS, MOISTURE CURING MEMBRANES, LOOSE CEMENT AND HARDENERS. FILL BUG HOLES, AIR POCKETS AND OTHER VOIDS WITH PATCHING COMPOUND.
4. COMPLY WITH ALL MANUFACTURER RECOMMENDATIONS.
5. MANUFACTURERS: SHERWIN WILLIAMS. REFERENCE SPECIFICATIONS FOR APPROVED PRODUCTS.

1. MAINTAIN ENVIRONMENTAL CONDITIONS (TEMP, HUMIDITY, AND VENTILATION) WITHIN THE LIMITS RECOMMENDED BY THE MANUFACTURER FOR OPTIMUM RESULTS. DO NOT APPLY COATINGS UNDER ENVIRONMENTAL CONDITIONS OUTSIDE MANUFACTURER'S ABSOLUTE LIMITS.
2. OLD COATINGS SHOULD BE TESTED FOR LIFTING. IF LIFTING OCCURS, REMOVE THE LIFTED COATING. REMOVE ALL CRACKED AND PEELING PAINT. PREPARE EXISTING PAINTED SURFACES ACCORDING TO PAINT MANUFACTURER'S RECOMMENDATIONS.
3. PREP ALL EXPOSED STEEL TO SSPC-SP3 POWER TOOL CLEANING. CLEAN STEEL TO REMOVE ALL RUST AND CORROSION. NOTIFY ENGINEER OF SECTION LOSS OF STEEL ELEMENTS.
4. PRIOR TO COATING ALL SURFACES MUST BE DRY, CLEAN, FREE OF OIL, GREASE, FORM RELEASE AGENTS, CURING COMPOUNDS, LAITANCE, OTHER FOREIGN MATTER AND BE STRUCTURALLY SOUND.
5. COMPLY WITH ALL MANUFACTURER'S RECOMMENDATIONS.
6. PRIMER, INTERMEDIATE AND TOP COAT ARE TO BE DIFFERENT COLORS SO OWNER'S REPRESENTATIVE CAN CONFIRM THAT EACH COAT HAS BEEN APPLIED.
7. MANUFACTURER: SHERWIN WILLIAMS, TNEMC, OR WASSER. REFERENCE SPECIFICATIONS FOR APPROVED PRODUCTS.
8. STEEL PLATES, ANGLES, STAIR FRAMING AND MISCELLANEOUS ITEMS APPLY THREE COAT SYSTEM.

1. STRUCTURAL STEEL FABRICATION, ERECTION, AND CONNECTION DESIGN SHALL CONFORM TO AISC "SPECIFICATION FOR THE DESIGN FABRICATIONS, AND ERECTION OF STRUCTURAL STEEL" LATEST EDITION, AND THE "CODE OF STANDARD PRACTICE", LATEST EDITION.
2. STRUCTURAL STEEL, STEEL PLATES, SHAPES, AND BARS, CONFORM TO ASTM A36 UNLESS NOTED OTHERWISE (U.N.O.). STRUCTURAL STEEL SHAPES DESIGNATED ON THE DRAWINGS FOR WIDE-FLANGE SECTIONS: ASTM A992
3. STRUCTURAL TUBING: CONFORM TO ASTM A500 GRADE B46 KSI.
4. FIELD CONNECTIONS SHALL BE BOLTED USING ASTM A325N HIGH STRENGTH BOLTS (U.N.O.)
5. WHERE WELDING IS INDICATED, ALL WELDING SHALL CONFORM TO AWS D1.1-LATEST EDITION. ELECTRODES SHALL CONFORM TO AWS A5.1 E70XX SERIES WITH PROPER ROD TO PRODUCE OPTIMUM WELD (LOW HYDROGEN)
6. PROVIDE ALL MISCELLANEOUS ANGLES, PLATES, ANCHOR BOLTS ETC., SHOWN ON THE DRAWINGS FOR SUPPORT OF BLOCKING, PARAPETS, FINISHES, ETC. COORDINATE WITH MISCELLANEOUS METAL FABRICATOR TO ENSURE COMPLETE COVERAGE OF ALL ITEMS.
7. ALL FASTENERS SHALL BE GALVANIZED, U.N.O.
8. REFERENCE DETAILS AND SECTIONS FOR STEEL FINISHES.

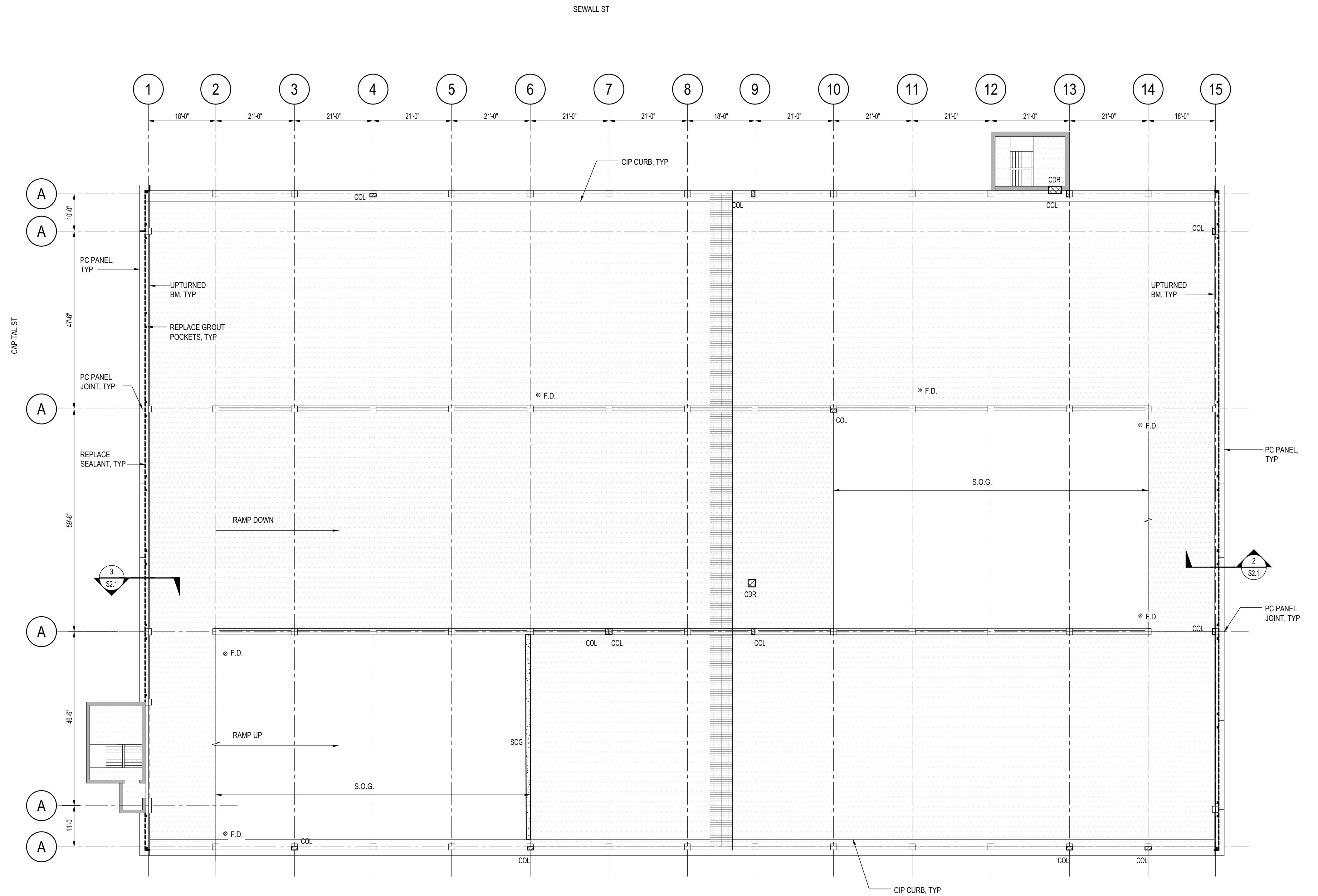
1. SHOP ASSEMBLY: PRE-ASSEMBLE ITEMS IN THE SHOP TO GREATEST EXTENT POSSIBLE. DISASSEMBLE UNITS ONLY AS NECESSARY FOR SHIPPING AND HANDLING LIMITATIONS. USE CONNECTIONS THAT MAINTAIN STRUCTURAL VALUE OF JOINED PIECES. CLEARLY MARK UNITS FOR REASSEMBLY AND COORDINATE INSTALLATION.
2. CUT, DRILL, AND PUNCH METALS CLEANLY AND ACCURATELY. REMOVE BURRS AND EASE EDGES TO A RADIUS OF APPROXIMATELY 1/32 INCH, UNLESS OTHERWISE INDICATED. REMOVE SHARP OR ROUGH AREAS ON EXPOSED SURFACES.
3. FORM BENT-METAL CORNERS TO SMALLEST RADIUS POSSIBLE WITHOUT CAUSING GRAIN SEPARATION OR OTHERWISE IMPAIRING WORK.
4. FORM EXPONED WORK TRUE TO LINE AND LEVEL WITH ACCURATE ANGLES AND SURFACES AND STRAIGHT EDGES.
5. WELD CORNERS AND SEAMS CONTINUOUSLY TO COMPLY WITH THE FOLLOWING:
 - A. USE MATERIALS AND METHODS THAT MINIMIZE DISTORTION AND DEVELOP STRENGTH AND CORROSION RESISTANCE OF BASE METALS.
 - B. OBTAIN FUSION WITHOUT UNDERCUT OR OVERLAP.
 - C. REMOVE WELDING FLUX IMMEDIATELY.
 - D. AT EXPOSED CONNECTIONS, FINISH EXPONED WELDS AND SURFACES SMOOTH AND BLENDED SO NO ROUGHNESS SHOWS AFTER FINISHING AND CONTOUR OF WELDED SURFACE MATCHES THAT OF ADJACENT SURFACE.
6. PROVIDE FOR ANCHORAGE OF TYPE INDICATED; COORDINATE WITH SUPPORTING STRUCTURE. SPACE ANCHORING DEVICES TO SECURE METAL FABRICATIONS RIGIDLY IN PLACE AND TO SUPPORT INDICATED LOADS.

ADV - ABOVE
ACI - AMERICAN CONCRETE INSTITUTE
BM - BASH
CIP - CAST-IN-PLACE CONCRETE
CJ - CONTROL/CONSTRUCTION JOINT
CLR - CLEAR
CMU - CONCRETE MASONRY UNIT
CONC - CONCRETE
EA - EACH
ENG - ENGINEER
EXIST - EXISTING
HORIZ - HORIZONTAL
OH - OVERHEAD
OPNG - OPENING
MIN - MINIMUM
PC - PRECAST CONCRETE
PL - PLATE
PT - POST TENSIONING
REINF - REINFORCEMENT
S.S. - STAINLESS STEEL
STL - STEEL
TAB - TOP AND BOTTOM
TYP - TYPICAL

[illegible]

STATE CAPITAL PARKING GARAGE
2026 REPAIRS
93 SEWALL STREET, AUGUSTA, MAINE

PROJECT 24011000.01	SHEET NUMBER
SCALE AS NOTED	S1.0
DRAWN BY NDP	
DATE 8/31/2026	
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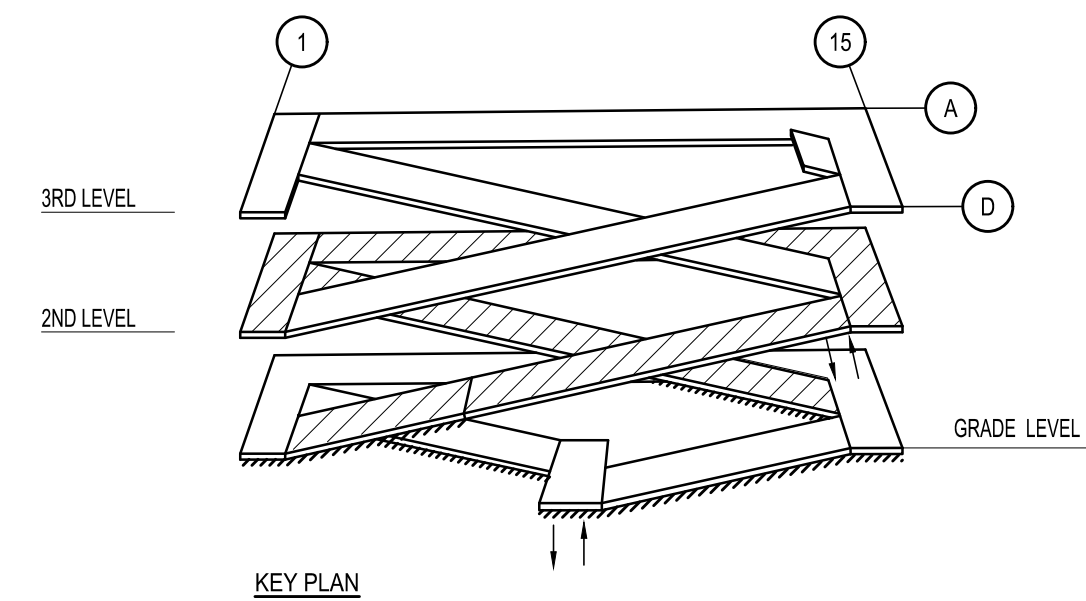
1 LEVEL 2 PLAN
1/16" = 1'-0"

NOTES:

- ELEVATED SLABS ARE POST TENSIONED.
- CONTRACTOR TO NOTIFY ENGINEER IF ANY CONCRETE SPALL KNOCK DOWN LOCATIONS EXPOSE POST TENSIONING TENDONS OR ANCHORS
- CONTRACTOR TO SURVEY OVERHEAD CONCRETE AND KNOCK DOWN ALL LOCATIONS. IDENTIFY ENGINEER IF LOCATIONS EXIST THAT ARE NOT ON THE DRAWINGS.

LEGEND

- CLOSURE STRIP
- EXIST MEMBRANE



SCOPE OF WORK LEVEL 2					
ITEM	WORKCODE	KEY	DESCRIPTION	QUANTITY	UNIT
1	SOG		SLAB ON GRADE CONCRETE REPAIR	75	SF
2	CDR		DECK CONCRETE REPAIR	20	SF
3	COL		COLUMN SPALL REPAIR	85	SF
4			MEMBRANE REPAIRS	20	SF
5			SEALANT REPLACEMENT	330	LF

NOTES:

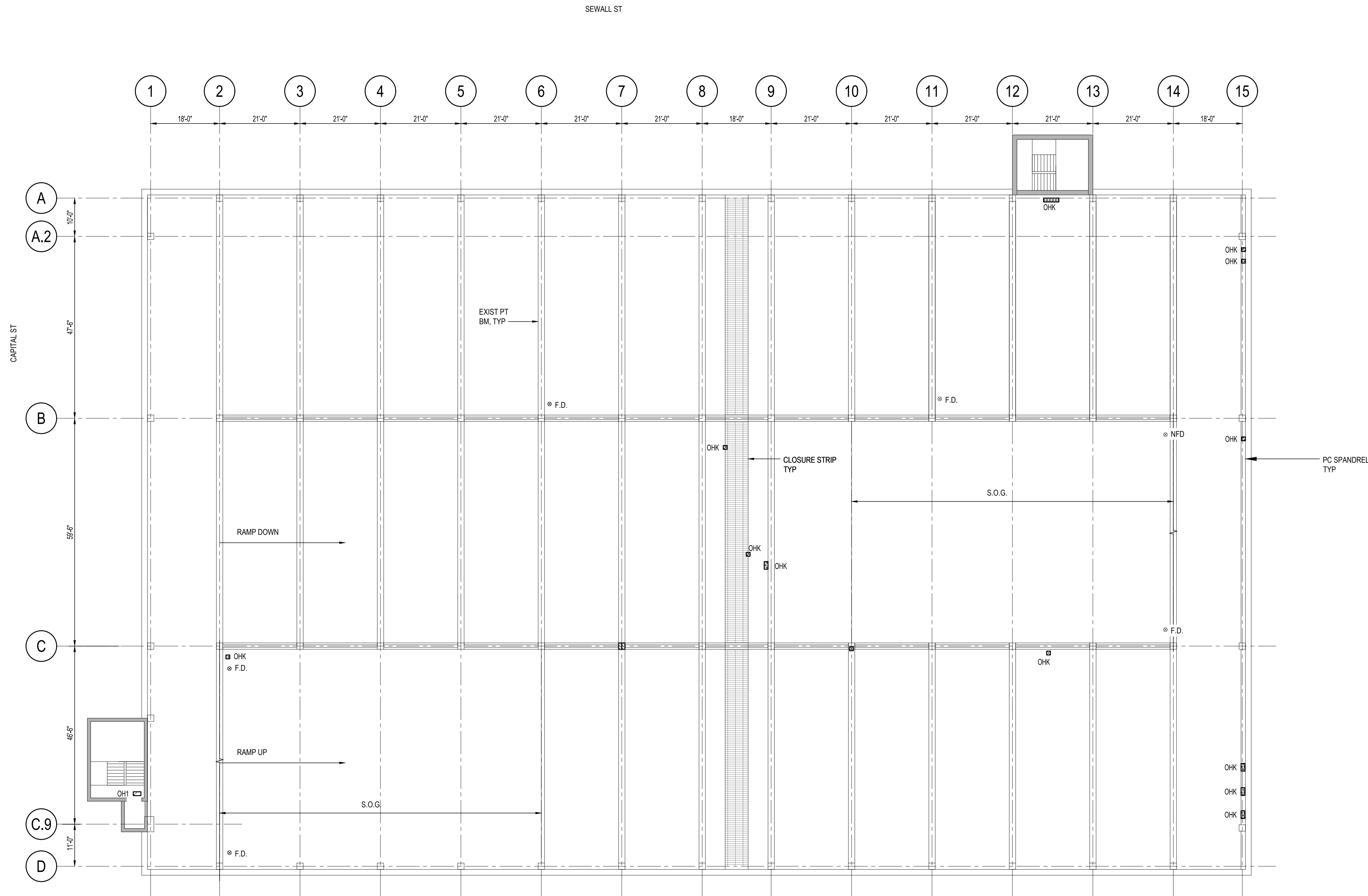
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- ALL QUANTITIES SHOULD BE FIELD VERIFIED.

STATE CAPITAL PARKING GARAGE
2026 REPAIRS
65 SEWALL STREET, AUGUSTA, MAINE

LEVEL 2 PLAN

PROJECT
2401000.011
SCALE
AS NOTED
DATE
8/31/2024
SHEET NUMBER

S1.2



LEVEL 2 - REFLECTED CEILING PLAN

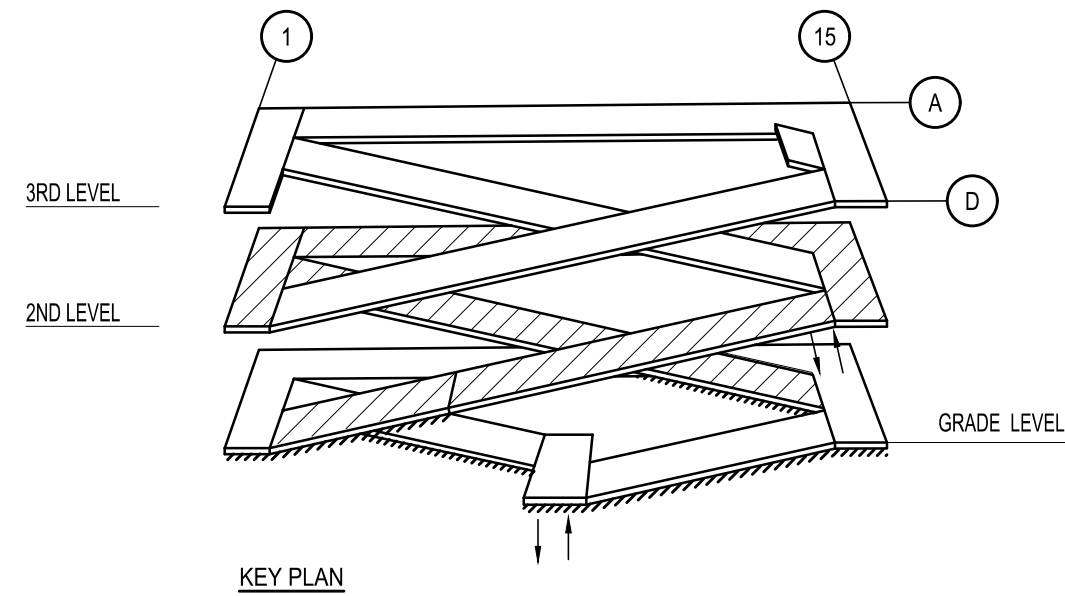
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NOTES:

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LEGEND

CLOSURE STRIP



SCOPE OF WORK LEVEL 2 REFLECTED CEILING PLAN

ITEM	WORKCODE	KEY	DESCRIPTION	QUANTITY	UNIT	NOTES
1	OHK	[Pattern]	OVERHEAD CONCRETE KNOCKDOWN	14	EA	REF 4/S2.0
2	OH1	[Pattern]	OVERHEAD CONCRETE REPAIR	10	SF	REF 3/S2.0

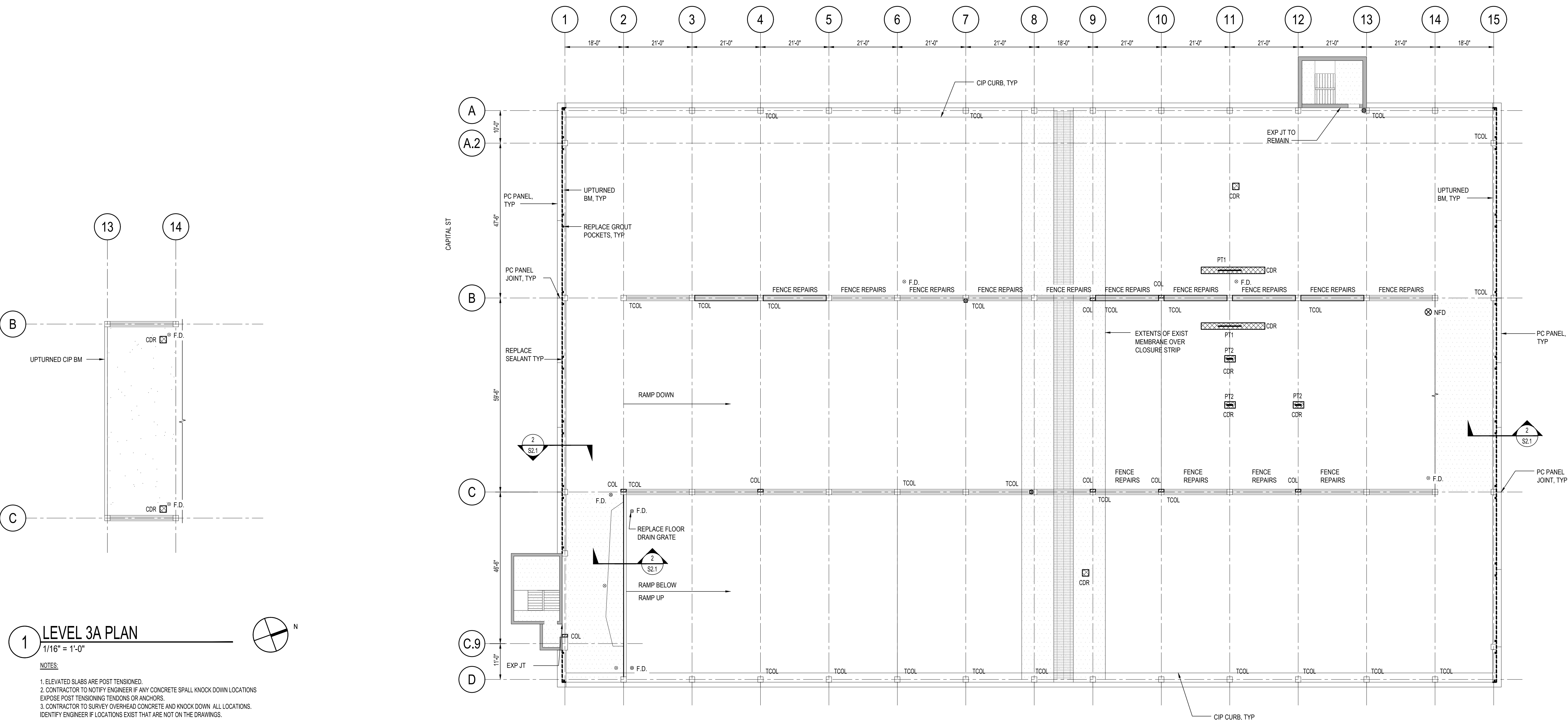
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STATE CAPITAL PARKING GARAGE
2026 REPAIRS
65 SEWALL STREET, AUGUSTA, MAINE

LEVEL 2 REFLECTED
CEILING PLAN

PROJECT
24011000.011
SCALE
AS NOTED
DATE
8/31/2024
SHEET NUMBER
S1.3



1 LEVEL 3A PLAN
1/16" = 1'-0"

NOTES:

1. ELEVATED SLABS ARE POST TENSIONED.
2. CONTRACTOR TO NOTIFY ENGINEER IF ANY CONCRETE SPALL KNOCK DOWN LOCATIONS EXPOSE POST TENSIONING TENDONS OR ANCHORS.
3. CONTRACTOR TO SURVEY OVERHEAD CONCRETE AND KNOCK DOWN ALL LOCATIONS. IDENTIFY ENGINEER IF LOCATIONS EXIST THAT ARE NOT ON THE DRAWINGS.

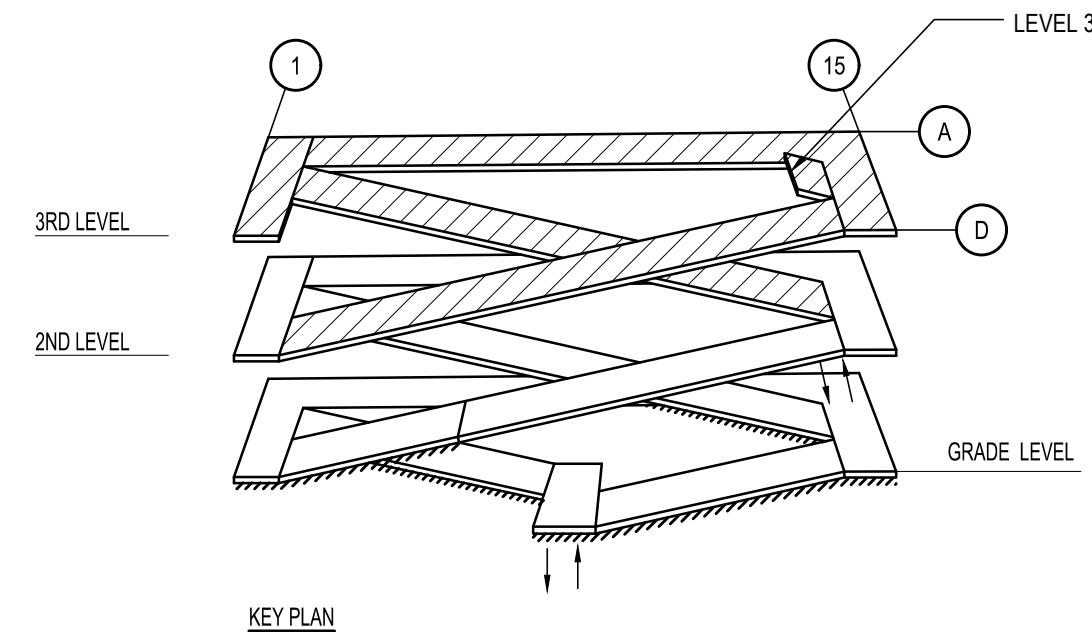
1 LEVEL 3 PLAN
1/16" = 1'-0"

NOTES:

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3. CONTRACTOR TO SURVEY OVERHEAD CONCRETE AND KNOCK DOWN ALL LOCATIONS. IDENTIFY ENGINEER IF LOCATIONS EXIST THAT ARE NOT ON THE DRAWINGS.

LEGEND

- CLOSURE STRIP
- EXIST MEMBRANE



SCOPE OF WORK LEVEL 3 AND 3A						
ITEM	WORKCODE	KEY	DESCRIPTION	QUANTITY	UNIT	NOTES
1	CDR		DECK CONCRETE REPAIR	75	SF	REF 1 & 2/S2.0
2	COL		COLUMN SPALL REPAIR	55	SF	REF 8/S2.0
3			MEMBRANE REPAIRS	75	SF	AT LOCATIONS WHERE SPALL REPAIRS OCCUR IN PREVIOUSLY COATED LOCATIONS, REF 3/S2.1
4	TCOL		TOP OF COLUMN REPAIRS	26	EA	REF 8/S2.1
5			SEALANT REPLACEMENT	385	LF	REF 2/S2.1
6	PT1		PT TENDON REPAIR - BUTTON HEAD	2	EA	REF 1/S2.1
7	PT2		PT SHEATHING REPAIR	3	EA	REF 6/S2.1, EXPOSE STRAND FOR ENGINEER REVIEW PRIOR TO PERFORMING REPAIR
8	FENCE		FENCE REPAIR	14	EA	REF 5/S2.1
9			FLOOR DRAIN GRATE REPLACEMENT	1	EA	REF 9/S2.1

NOTES:

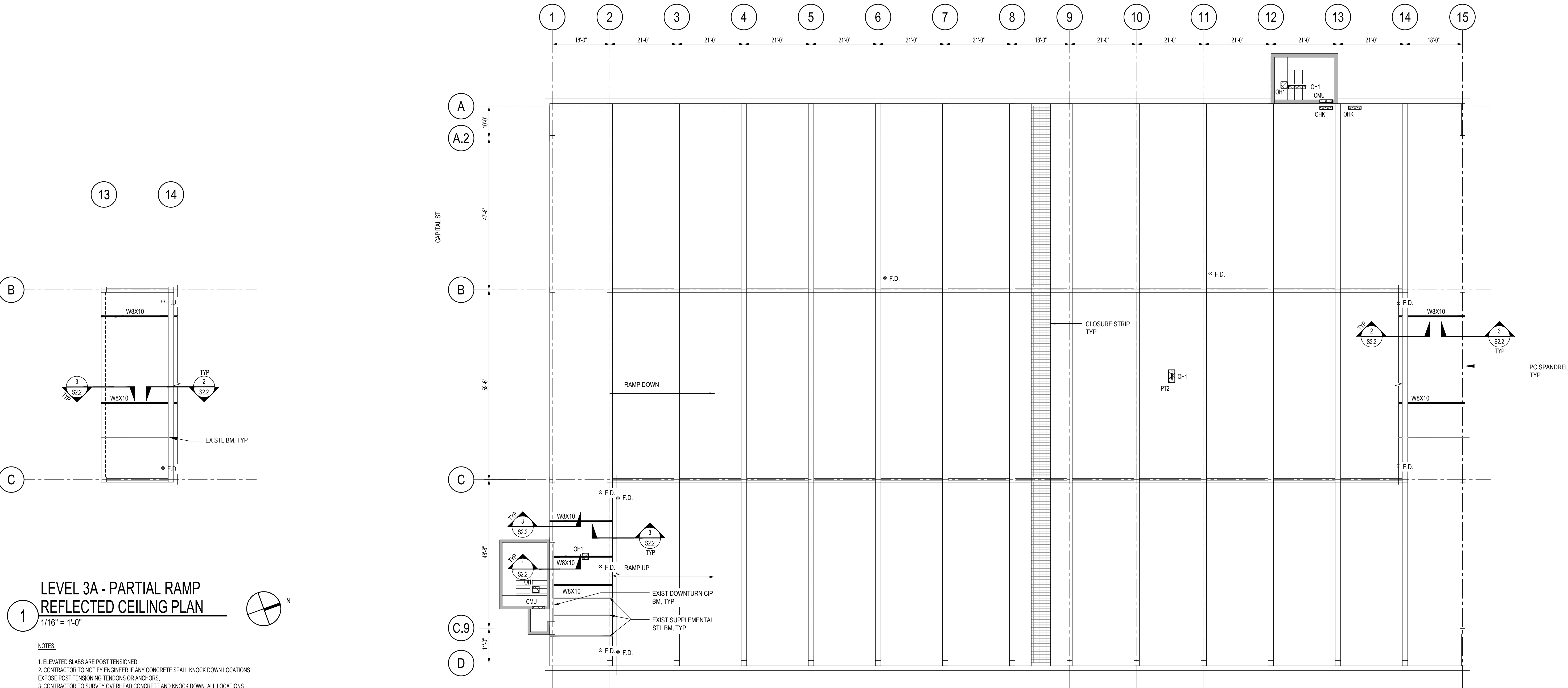
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STATE CAPITAL PARKING GARAGE
2026 REPAIRS
65 SEWALL STREET, AUGUSTA, MAINE

LEVEL 3 PLAN

PROJECT
24011000.011
SCALE
AS NOTED
DRAWN BY
NRP
DATE
8/31/2024
6/20/2024, Version 1.00000.011

SHEET NUMBER
S1.4



1 LEVEL 3A - PARTIAL RAMP
REFLECTED CEILING PLAN
1/16" = 1'-0"

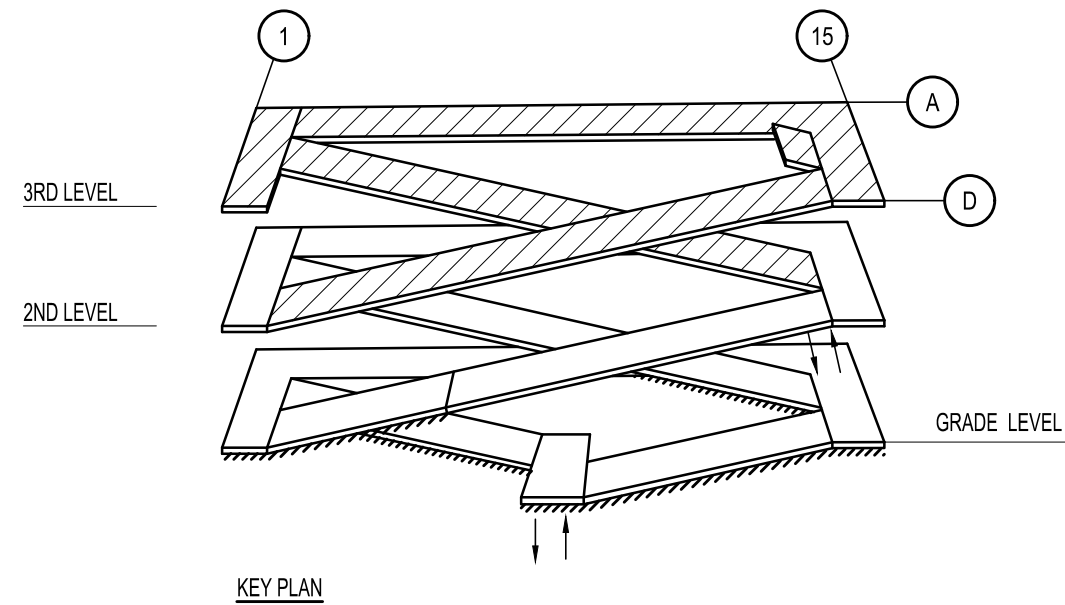
- NOTES:
1. ELEVATED SLABS ARE POST TENSIONED.
 2. CONTRACTOR TO NOTIFY ENGINEER IF ANY CONCRETE SPALL KNOCK DOWN LOCATIONS EXPOSE POST TENSIONING TENDONS OR ANCHORS.
 3. CONTRACTOR TO SURVEY OVERHEAD CONCRETE AND KNOCK DOWN. ALL LOCATIONS. IDENTIFY ENGINEER IF LOCATIONS EXIST THAT ARE NOT ON THE DRAWINGS.

1 LEVEL 3 - REFLECTED
CEILING PLAN
1/16" = 1'-0"

- NOTES:
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LEGEND

CLOSURE STRIP

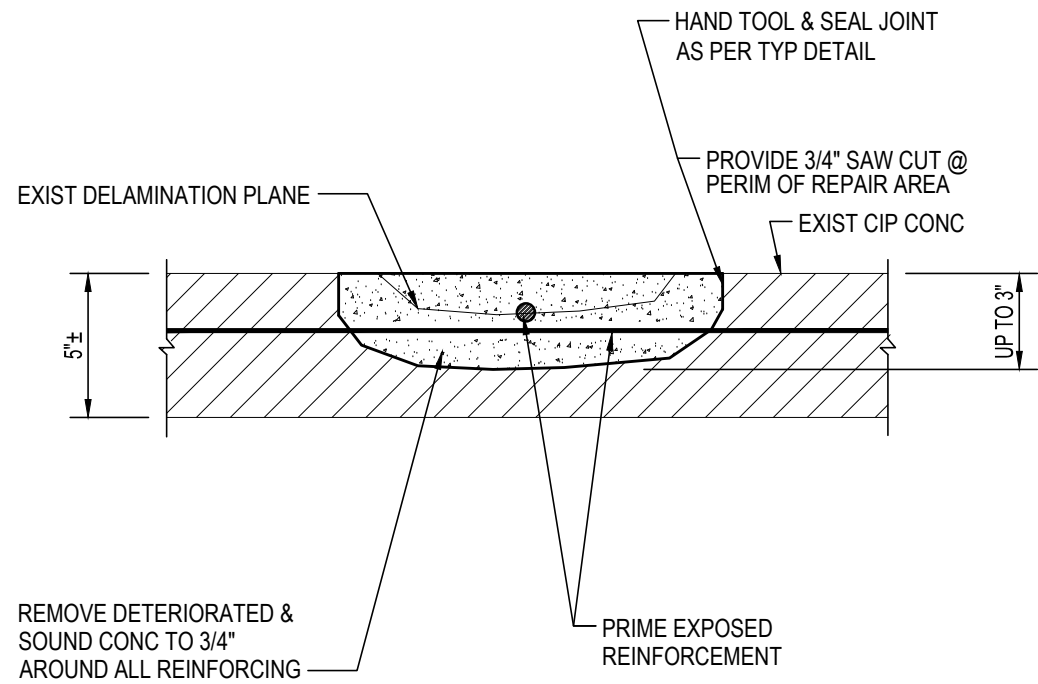


SCOPE OF WORK LEVEL 3 AND 3A REFLECTED CEILING PLAN					
ITEM	WORKCODE	KEY	DESCRIPTION	QUANTITY	UNIT
1	OHK	[Pattern]	OVERHEAD CONCRETE KNOCKDOWN	2	EA
2	OH1	[Pattern]	OVERHEAD CONCRETE REPAIR	40	SF
3	CMU	[Pattern]	CMU SPALL REPAIR	20	SF
4			SUPPLEMENTAL STEEL BEAMS	7	EA
5	PT2		PT SHEATHING REPAIR	1	EA

- NOTES:
1. QUANTITIES SHOWN IN THE SCHEDULE ABOVE MAY BE GREATER THAN WHAT ARE SHOWN ON THE PLAN.
 2. ALL QUANTITIES SHOULD BE FIELD VERIFIED.

STATE CAPITAL PARKING GARAGE
2026 REPAIRS
63 SEWALL STREET, AUGUSTA, MAINE

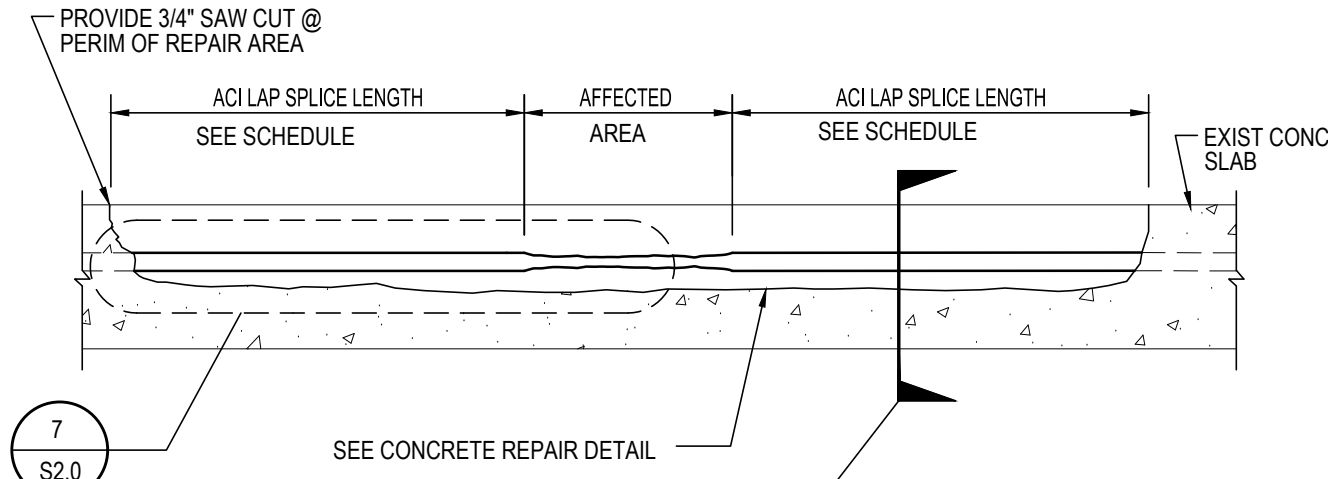
LEVEL 3 REFLECTED
CEILING PLAN



1 TYPICAL CONCRETE REPAIR - CDR
N.T.S.

- PREPARATION:**
1. SAW CUT PERIMETER OF DAMAGED AREA TO A DEPTH OF 3/4". DO NOT CUT REINFORCEMENT. REMOVE, BY HAND, A SECTION TO DETERMINE DEPTH OF REINFORCEMENT.
 2. REMOVE DETERIORATED AND SOUND CONCRETE AS NECESSARY W/ 15LB(MAX) CHIPPING HAMMER. EXCAVATE 3/4" AROUND ALL REINFORCEMENT. IF DEPTH OF DETERIORATED CONCRETE EXCEEDS 4 INCHES NOTIFY ENGINEER PRIOR TO PROCEEDING WITH DEMOLITION.
 3. STEEL REINFORCEMENT SHOULD BE THOROUGHLY PREPARED BY MECHANICAL CLEANING TO REMOVE ALL TRACES OF RUST. THE STEEL SHOULD BE HIGH-PRESSURE WASHED WITH CLEAN WATER.
 4. AFTER MECHANICAL CLEANING.
 5. REMOVE LOOSE, DETERIORATED, AND BOND INHIBITING MATERIALS FROM SURFACE. PREPARATION WORK SHALL BE DONE BY HIGH PRESSURE WATER BLAST, SHOT BLAST, OR OTHER APPROPRIATE MECHANICAL MEANS TO OBTAIN AN EXPOSED AGGREGATE SURFACE WITH A MINIMUM SURFACE PROFILE OF +1-1/8".
 6. SATURATE SURFACE WITH CLEAN WATER. SUBSTRATE SHOULD BE SATURATE SURFACE DRY (SSD) WITH NO STANDING WATER DURING APPLICATION.
- INSPECTION:**
1. INSPECT ALL CONCRETE SURFACES PRIOR TO APPLICATION OF PRIMERS/ADHESIVES TO ENSURE PROPER PREPARATION AND SURFACE DRYING.
 2. CONFORM TO ALL THE MANUFACTURERS PREPARATION INSTRUCTIONS.
 3. ESTIMATE SECTION LOSS OF DETERIORATED REINFORCEMENT. IF SECTION LOSS EXCEEDS 25%, NOTIFY ENGINEER PRIOR TO PROCEEDING WITH REPAIR. (SEE TYPICAL REINFORCEMENT REPAIR)

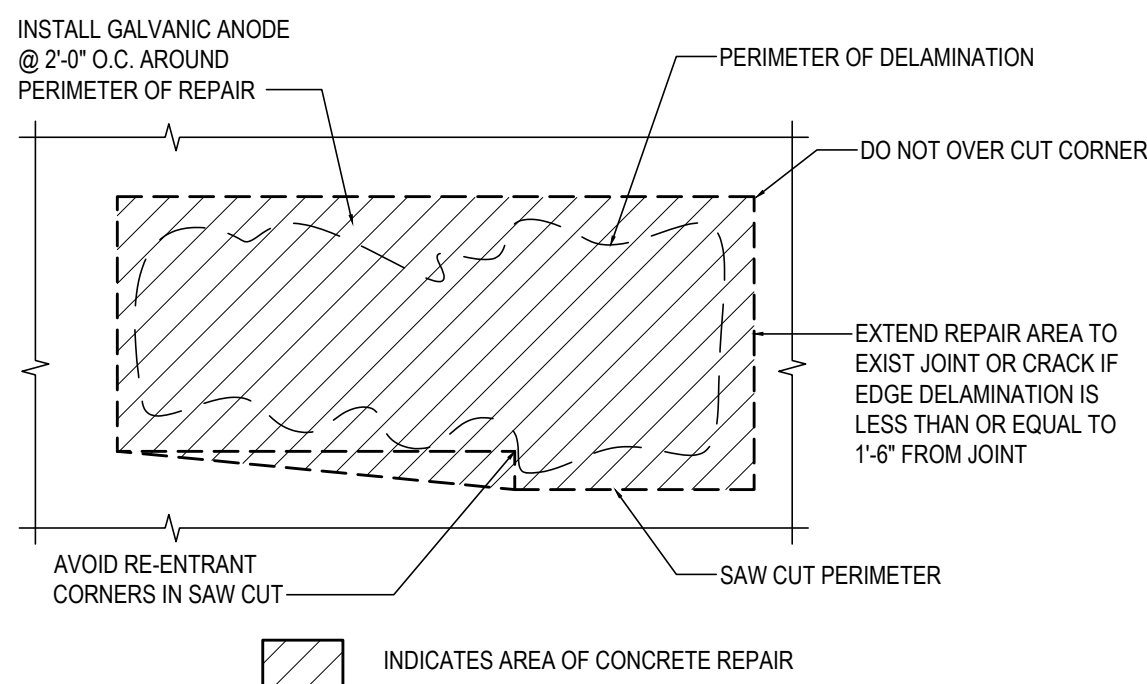
- REPAIR:**
1. ALL REINFORCEMENT SHALL BE PRIMED OR EPOXY COATED WITH A PRODUCT COMPATIBLE WITH THE CONCRETE REPAIR MATERIAL.
 2. APPLY PRIMER TO CONCRETE SUBSTRATE COMPATIBLE WITH REPAIR MATERIAL.
 3. INSTALL REPAIR/PATCH MATERIAL AS PER MANUFACTURERS RECOMMENDATION. DO NOT EXCEED THE MAXIMUM LIFT THICKNESS SPECIFIED BY MANUFACTURER.
 4. ALL REPAIR AREAS SHALL BE WET CURED PER ACI FOR A MINIMUM OF 3 DAYS.
 5. ALL REPAIRS MATERIAL SHALL CURE A MINIMUM OF 28 DAYS PRIOR TO INSTALLATION OF SEALANTS.
 6. ALL JOINTS IN REPAIRS SHALL BE HAND TOOLED. RE-ENTRANT CORNERS SHALL BE AVOIDED. IN THE EVENT THEY ARE REQUIRED A JOINT SHALL BE CREATED IN BOTH DIRECTIONS. JOINTS IN REPAIR AREAS SHALL BE PROVIDED TO CREATE SQUARE PANELS AND MINIMIZE CRACKING.



SECTION A-A

6 TYP REINFORCEMENT REPAIR
N.T.S.

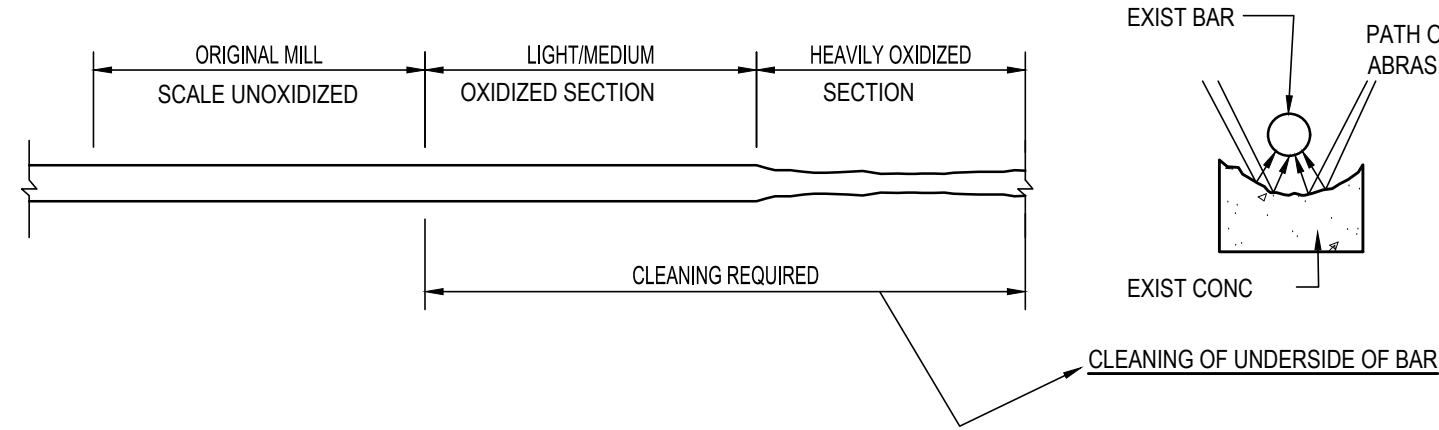
- PREPARATION:**
1. SEE TYPICAL CONCRETE REPAIR FOR REMOVAL/REPLACEMENT OF CONCRETE.
- INSPECTION:**
1. IF REINFORCEMENT HAS LOST MORE THAN 25% OF ITS CROSS SECTIONAL AREA, NOTIFY STRUCTURAL ENGINEER PRIOR TO PROCEEDING WITH PATCH.
- REPAIR:**
1. LAP BARS AS NOTED ABOVE.
 2. SEE TYPICAL CONCRETE REPAIR.



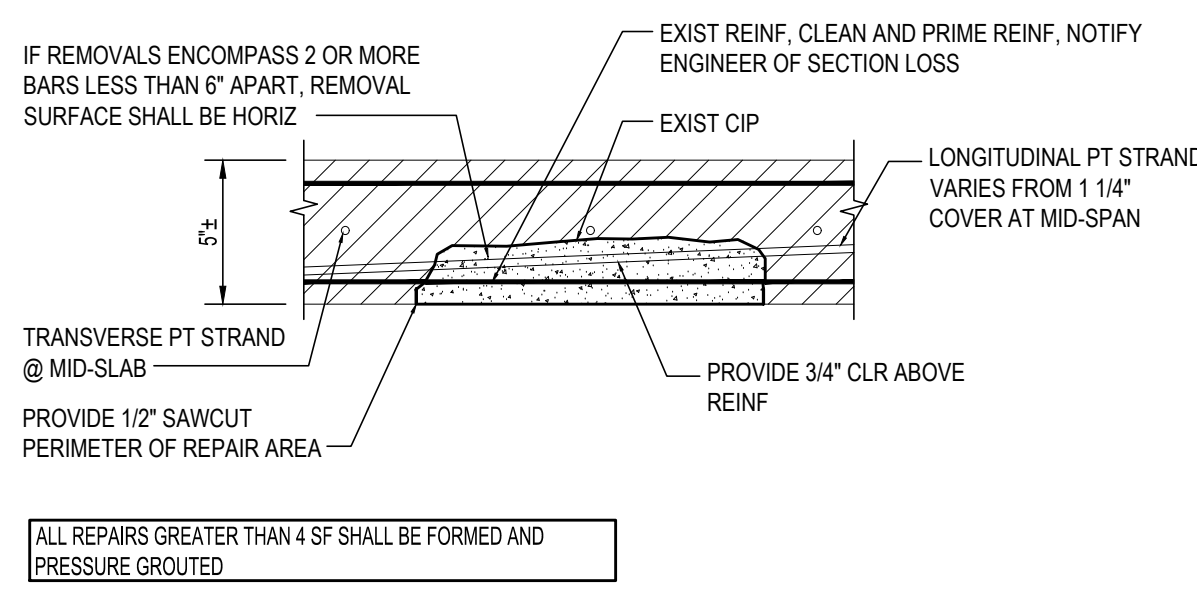
2 PARTIAL SLAB PLAN
N.T.S.

- SLAB REPAIR NOTES**
- GENERAL:**
1. ALL SLAB REPAIRS ARE ASSUMED TO BE 2" TO 3" DEEP.
 2. DUST AND MOISTURE PROTECTION SHALL BE PROVIDED.
- 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". REFERENCE PARTIAL SLAB PLAN THIS SHEET FOR ADDITIONAL INFORMATION. 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. REMOVAL METHOD SHALL BE SUBMITTED FOR REVIEW.
 5. 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 A 15lb. ALL NECESSARY PRECAUTIONS MUST BE TAKEN TO AVOID MICRO CRACKING (BRUISING) OF SURROUNDING SOUND CONCRETE.

REBAR LAP SPlice TABLE	
BAR SIZE	LAP LENGTH
#3	30"
#4	36"
#5	48"
#6	56"
#7	81"



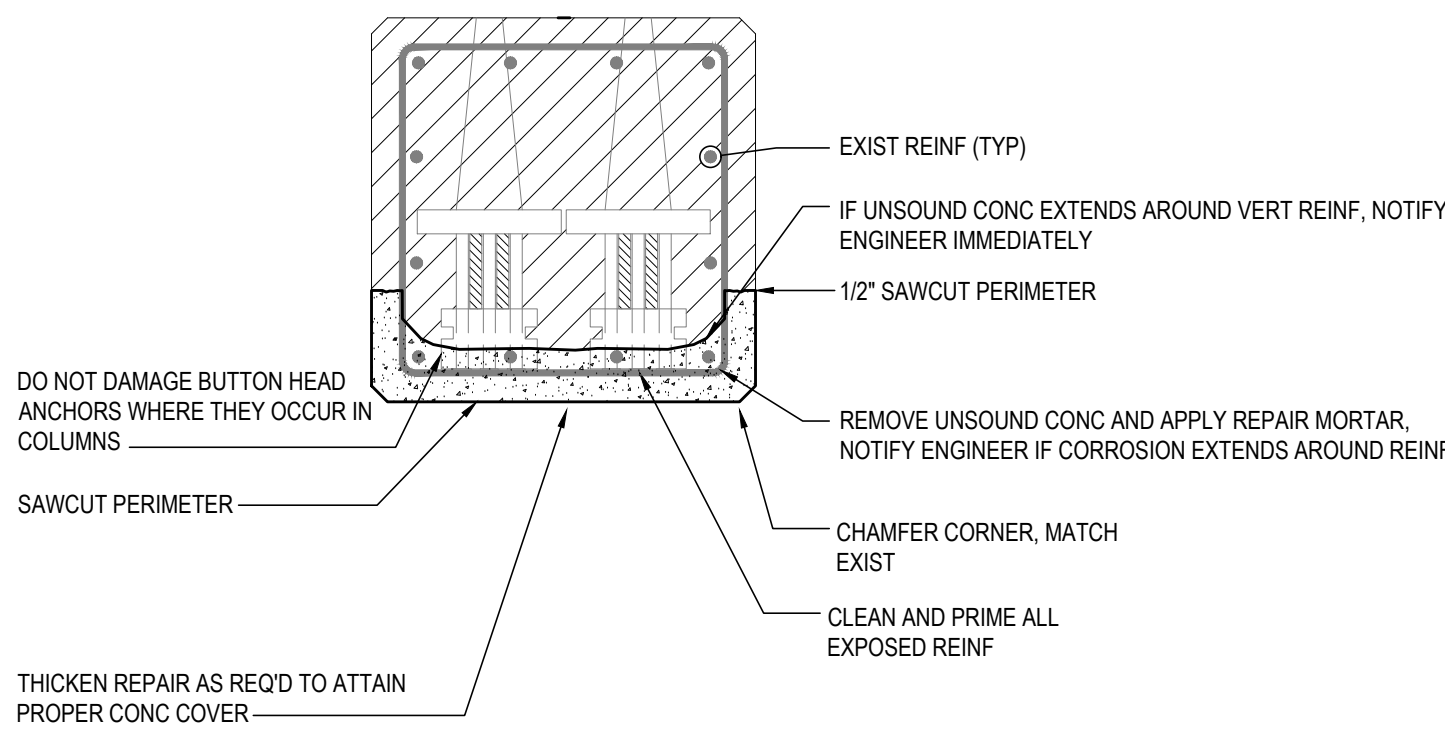
7 TYPICAL REINFORCEMENT REPAIR DETAIL
N.T.S.



3 TYPICAL OVERHEAD REPAIR - OH1
N.T.S.

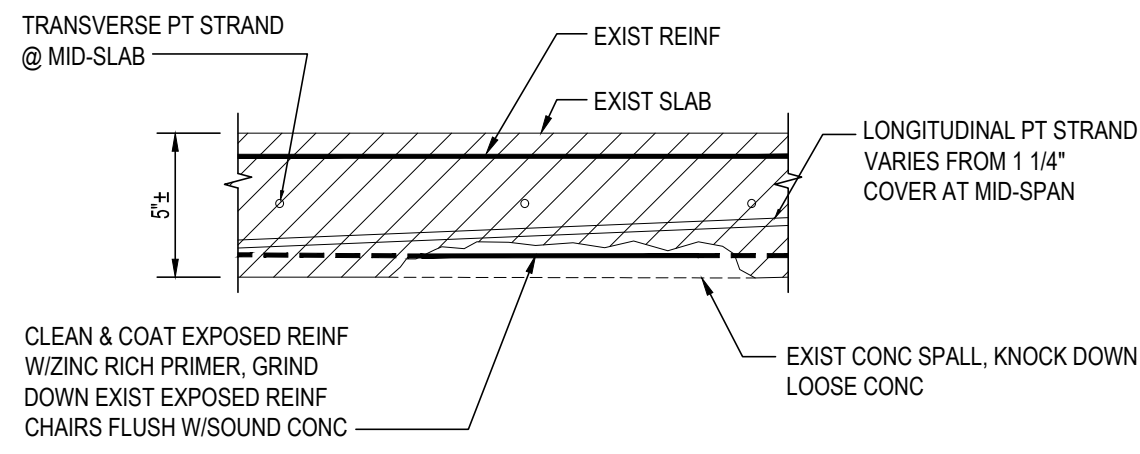
- PREPARATION:**
1. SAWCUT PERIMETER OF DAMAGED AREA TO A DEPTH OF 1/2". DO NOT CUT REINFORCEMENT. REMOVE, BY HAND, A SECTION TO DETERMINE DEPTH OF REINFORCEMENT IF REQUIRED.
 2. REMOVE DETERIORATED AND SOUND CONCRETE AS NECESSARY W/15LB (MAX) CHIPPING HAMMER. EXCAVATE 3/4" AROUND ALL REINFORCEMENT.
 3. STEEL REINFORCEMENT SHOULD BE THOROUGHLY PREPARED BY MECHANICAL CLEANING TO REMOVE ALL TRACES OF RUST. THE STEEL SHOULD BE HIGH-PRESSURE WASHED WITH CLEAN WATER AFTER MECHANICAL CLEANING.
 4. REMOVE LOOSE, DETERIORATED, AND BOND INHIBITING MATERIALS FROM SURFACE. PREPARATION WORK SHALL BE DONE BY HIGH PRESSURE WATER BLAST, SHOT BLAST, OR OTHER APPROPRIATE MECHANICAL MEANS TO OBTAIN AN EXPOSED AGGREGATE SURFACE WITH A MINIMUM SURFACE PROFILE OF +1-1/8".
 5. SATURATE SURFACE WITH CLEAN WATER. SUBSTRATE SHOULD BE SATURATE SURFACE DRY (SSD).
- INSPECTION:**
1. INSPECT ALL CONCRETE SURFACES PRIOR TO APPLICATION OF PRIMERS/ADHESIVES TO INSURE PROPER PREPARATION AND SURFACE DRYING.
 2. CONFORM TO ALL THE MANUFACTURERS PREPARATION INSTRUCTIONS.
 3. ESTIMATE SECTION LOSS OF DETERIORATED REINFORCEMENT. IF SECTION LOSS EXCEEDS 25%, NOTIFY ENGINEER PRIOR TO PROCEEDING WITH PATCH. SEE TYPICAL DETAIL THIS DWG.

- REPAIR:**
1. ALL REINFORCEMENT SHALL BE PRIMED OR EPOXY COATED WITH A PRODUCT COMPATIBLE WITH THE CONCRETE PATCH MATERIAL.
 2. INSTALL GALVANIC ANODE AT LOCATIONS SHOWN ON DRAWINGS. ATTACH ANODE TO CLEAN REINFORCING STEEL. LOCATE THE ANODE ON THE SIDE OR BENEATH THE REINFORCING STEEL PROVIDING MINIMUM 3/4" COVER AND 1/4" CLEARANCE TO SUBSTRATE CONCRETE.
 3. APPLY PRIMER TO CONCRETE SUBSTRATE COMPATIBLE WITH REPAIR MATERIAL.
 4. FORM WORK MUST BE CONSTRUCTED/INSTALLED TO A STRENGTH SUFFICIENT TO HANDLE INDUCED PRESSURE BY HYDRAULIC PRESSURE AND THE ADDITIONAL PUMP PRESSURE REQUIRED TO CONSOLIDATE REPAIR MATERIAL.
 5. FORM SHALL BE VENTED.
 6. FORMS SHALL BE CONSTRUCTED TO FIT TIGHTLY AGAINST EXISTING CONCRETE SURFACES.
 7. MATERIAL: PROVIDE PRE-PACKAGED REPAIR MATERIALS WHICH ARE DESIGNED FOR PUMPING AND INCORPORATE SHRINKAGE COMPENSATING ADMIXTURES.
 8. ARRANGE PORTS BASED ON SIZE OF PUMP AND MATERIAL MANUFACTURERS RECOMMENDATIONS.
 9. PLACEMENT: START PUMPING FROM THE LOWEST POINT, FILLING IN A MANNER THAT PREVENTS AIR ENTRAPMENT.
 10. PRESSURE GAGE SHALL BE ATTACHED TO THE PUMP LINE NEAR THE EXIT PORT TO MONITOR CAVITY PRESSURE. CAVITY PRESSURE SHALL NOT EXCEED FORM DESIGN PRESSURE.
 11. FORM WORK SHALL REMAIN IN PLACE UNTIL MATERIAL ACHIEVES MINIMUM STRENGTH OF $f_c \geq 4,000$ PSI.

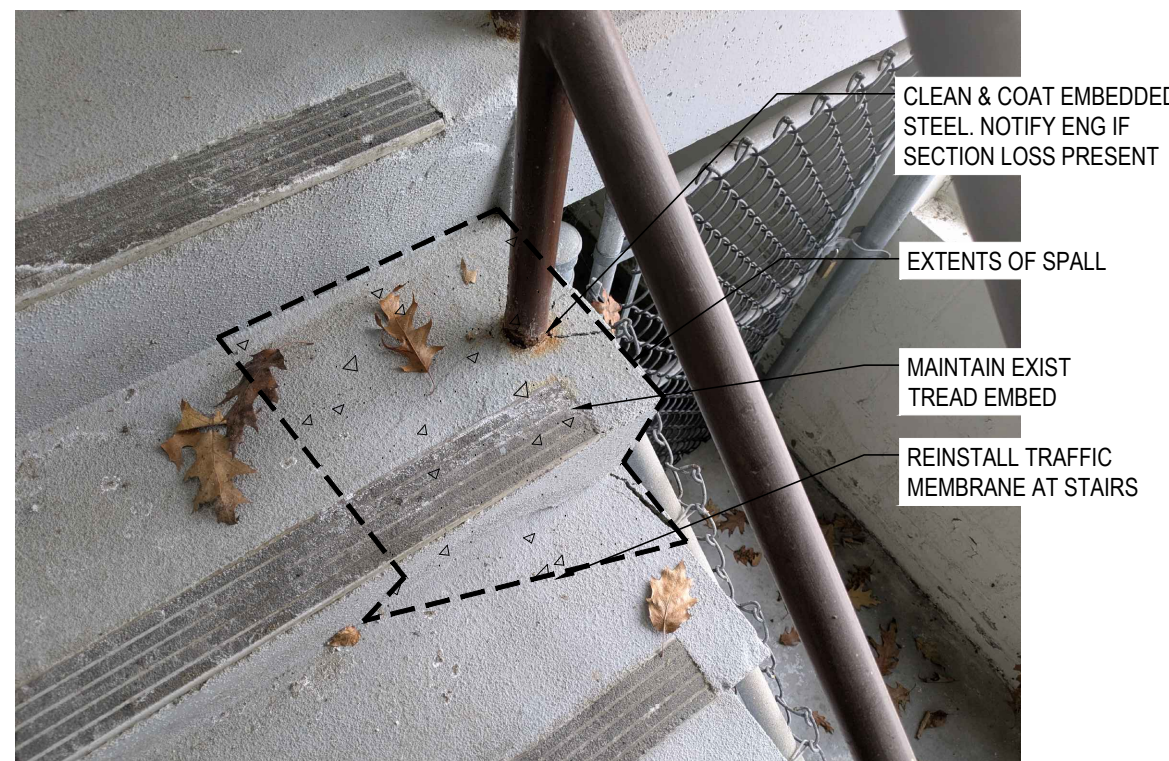


3 TYPICAL COLUMN REPAIR - COL
N.T.S.

- NOTE:**
1. BUTTON HEAD ANCHORS ARE AT END OF BEAMS, NOT ALL COLUMN REPAIRS WILL ENCOUNTER THESE ANCHORS.
 2. TYPICAL COLUMN REPAIR IS REMOVING FAILED REPAIRS
 3. NOTIFY ENGINEER OF ALL SECTION LOSS TO STIRRUPS AND VERTICAL REINFORCEMENT.
 4. PROVIDE SHORING AS REQUIRED.

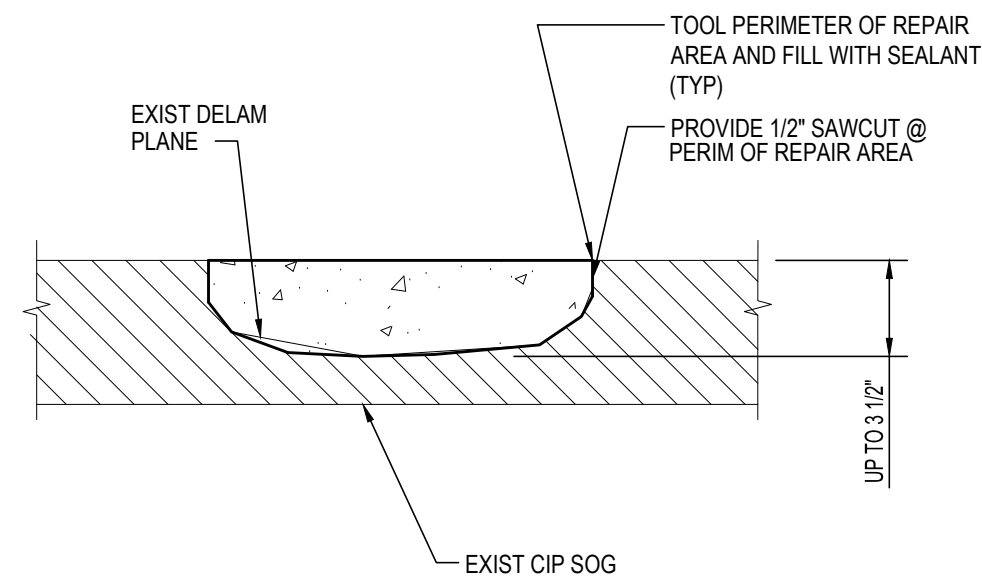


4 OVERHEAD SPALL KNOCKDOWN - OHK
N.T.S.



CONTRACTOR NOTE: STAIR REPAIRS WILL INCLUDE FORMING MULTIPLE SIDES OF REPAIR.

5 STAIR REPAIR - STA
N.T.S.



9 SLAB ON GRADE REPAIR - SOG
N.T.S.

- NOTES:**
1. REF 1/S2.0 FOR REPAIR NOTES. REPAIR SIM TO TYPICAL SPALL REPAIR.
 2. REINFORCING BARS MAY OR MAY NOT BE PRESENT IN THIS REPAIR. IF NO REINFORCING IS PRESENT, CONTINUE REPAIR WITHOUT REBAR CLEANING AND COATING.

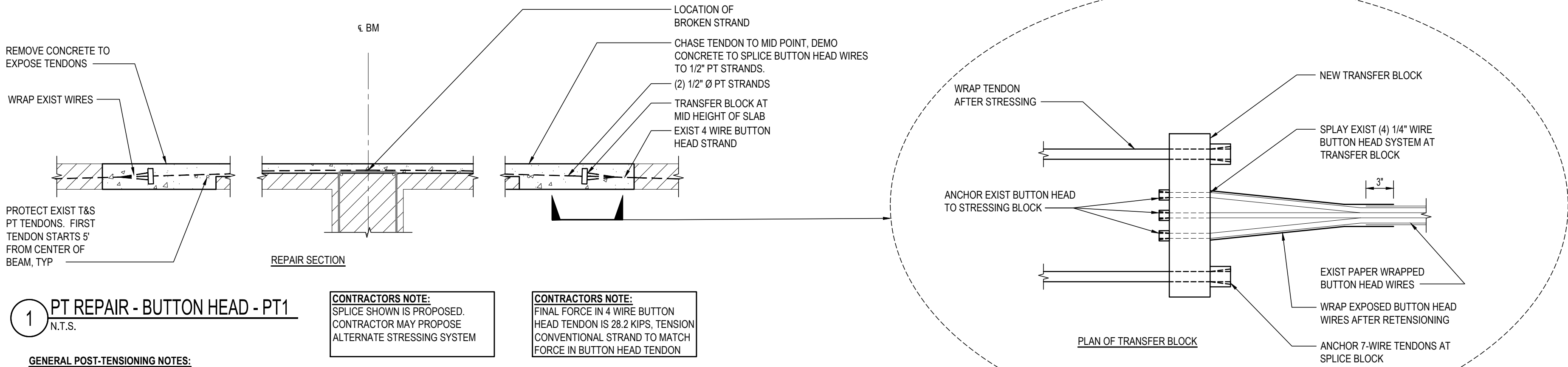


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19	10/20/2018
20	10/20/2018

STATE CAPITAL PARKING GARAGE
2026 REPAIRS
65 SEWALL STREET, AUGUSTA, MAINE

TITLE
REPAIR DETAILS

PROJECT
34011000.DWG
SCALE
AS NOTED
UNLESS NOTED
NEP
DATE
8/31/2020
SHEET NUMBER
S2.0



1 PT REPAIR - BUTTON HEAD - PT1

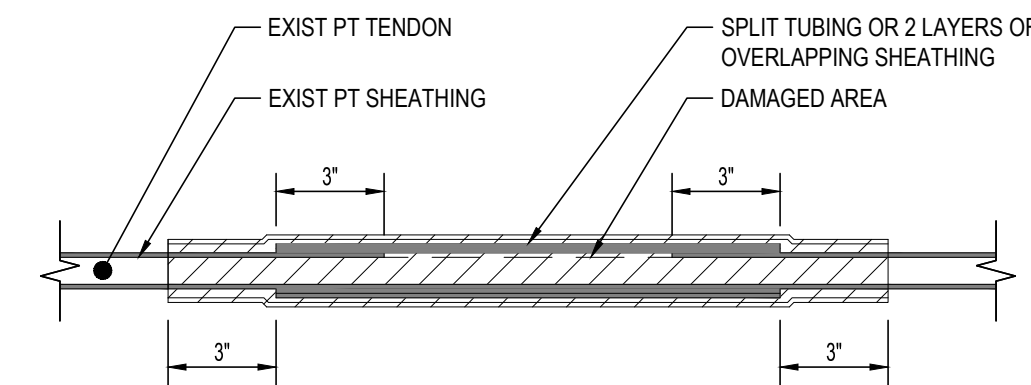
N.T.S.

GENERAL POST-TENSIONING NOTES:

1. REVIEW SAFETY GUIDELINES ON THESE DRAWINGS PRIOR TO THE COMMENCEMENT OF ANY PT WORK.
2. USE APPROVED PERSONAL PROTECTIVE EQUIPMENT, SUCH AS WELDING GLOVES, TINTED FACE SHIELD, WELDING JACKET, STEEL TOE BOOTS, HARD HAT AND ANY ADDITIONAL EQUIPMENT THAT MAY ASSIST IN THE PROTECTION OF THE PERSONNEL PERFORMING THE OPERATION.
3. THE AREA AROUND THE TENDON TO BE CUT MUST BE SECURED AND ALL NON-REQUIRED PERSONNEL MUST BE KEPT OUT OF THE WORK AREA.
4. DO NOT STAND OR ALLOW ANYONE TO STAND DIRECTLY IN FRONT OF THE ANCHOR AT ANY TIME DURING THE STRAND CUTTING PROCESS, OR DURING ANY PART OF THE STRESSING OPERATION.
5. REVIEW POST-TENSIONING DETAILS ON THESE DRAWING.
6. MINIMUM CONCRETE COMPRESSIVE STRENGTH AT 28 DAYS SHALL BE 5,000 PSI WITH MAXIMUM AGGREGATE SIZE OF 3/4 IN.
7. STEEL REINFORCEMENT SHALL BE GRADE 60 KSI DEFORMED STEEL BAR.
8. THE MINIMUM CLEAR CONCRETE COVER SHALL BE 3/4 IN.
9. EXISTING POST-TENSIONING STEEL IS GRADE 270, 1/2" DIAMETER, 7-WIRE LOW RELAXATION STRANDS.
10. EXISTING BUTTON HEAD WIRES ARE 1/4" GRADE 240 LOW RELAXATION STRANDS.
11. STRESSING (LIVE) AND/OR FIXED (DEAD) END ANCHORS SHALL BE ENCAPSULATED POSI-LOCK+ PLP-05, INCLUDING WEDGES, PROTECTION SLEEVE WITH SEAL, AND ADAPTER, ROUND GROMMETS, AND END CAP WITH SEAL.
12. STRESSING OF POST-TENSIONING STEEL SHALL BE ACHIEVED USING HYDRAULIC JACKS EQUIPPED WITH CALIBRATED HYDRAULIC GAUGES. A CALIBRATION CHART SHALL ACCOMPANY EACH JACK AND GAUGE COMBINATION. HYDRAULIC JACKS AND GAUGES ARE CALIBRATED AS UNIT, DO NOT INTERCHANGE.
13. AVOID OVERSTRESSING EXISTING 4 WIRE BUTTON HEAD SYSTEM. VERIFY CORRESPONDING GAUGE PRESSURE WITH JACK CALIBRATION CHART.
14. RECORD OF ALL ACHIEVED GAUGE PRESSURES AND CORRESPONDING FORCES AND ELONGATIONS. MEASURED ELONGATIONS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

NOTES FOR PT REPAIR:

1. PERFORM GROUND PENETRATING RADAR (GPR) OR OTHER NON-DESTRUCTIVE EVALUATION TO DETERMINE LOCATION OF TENDONS AND NUMBER OF STRANDS PER TENDON. IF NEEDED, BARRIERS MUST BE PLACED 5' TO 15' FROM EACH END OF THE TENDON TO CONTAIN ANY STORED ENERGY THAT MAY CAUSE THE STRAND TO RECOIL.
2. REFER TO CONCRETE REMOVAL NOTES (2/S2.0) FOR CONCRETE REMOVAL PROCEDURE.
3. WHEN CUTTING THE STRANDS WITH AN ACETYLENE CUTTING TORCH, GRADUALLY HEAT THE WIRES TO ALLOW THEM TO ELONGATE. LISTEN FOR EACH WIRE TO POP AS IT RELAXES AND RELEASES.
4. WHEN CUTTING THE STRANDS WITH A GRINDER, CUT ONE (1) WIRE AT A TIME, WAIT AND ALLOW STRAND TO ELONGATE THEN REPEAT UNTIL STRAND IS DE-TENSIONED.
5. AFTER ALL STRANDS HAVE BEEN RE-TENSIONED, FORM AND POUR CONCRETE CURB. STRESSING SAFETY GUIDELINES:
 - 5.1. THESE STRESSING SAFETY GUIDELINES APPLY TO ALL STRAND AND HIGH STRENGTH BAR TENDONS BUT ARE NOT INTENDED TO BE COMPLETE GUIDELINES ADDRESSING ALL CONSIDERATIONS REQUIRED TO MAINTAIN SAFETY. IT IS THE RESPONSIBILITY OF THE PLACER (THE CONTRACTOR PERFORMING STRESSING OPERATIONS) TO HAVE THE TRAINING AND EXPERIENCE IN ALL EQUIPMENT OPERATIONS AND SAFETY REQUIREMENTS NECESSARY TO PREVENT PROPERTY DAMAGE AND MAINTAIN THE SAFETY OF JOBSITE PERSONNEL AND THE GENERAL PUBLIC.
 - 5.2. THE NON-STRESSING END OF DEAD END OF TENDON MAY BE AS HAZARDOUS AS THE STRESSING END. SIMILAR PRECAUTIONS, SUCH AS PLYWOOD BARRIERS, SHOULD BE TAKEN AT BOTH ENDS AS DIRECTED BY THE PLACER.
 - 5.3. WEDGES AND WEDGE CAVITIES MUST BE FREE OF CEMENT PASTE, DEBRIS AND CORROSION. THE NOSE OF THE RAM MUST PROPERLY SEAT AGAINST THE ANCHORAGE BEARING SURFACE. THE RAM MUST EXTEND PROPERLY AND NOT CONTACT OBSTRUCTIONS DURING STRESSING.
 - 5.4. PROPER THREAD ENGAGEMENT OF HEX NUTS (INCLUDING LIVE AND DEAD ENDS) AND COUPLERS FOR HIGH STRENGTH BAR TENDONS MUST BE VERIFIED PRIOR TO STRESSING.
 - 5.5. IMMEDIATELY CEASE STRESSING AND REMOVE ALL PERSONNEL FROM THE AREA IF ANY EXISTING CRACK WIDENING, NEW CONCRETE CRACKING, BEARING PLATE MOVEMENT, OR UNUSUAL SOUNDS ARE OBSERVED.
 - 5.6. WORK ZONES SHALL BE DEFINED BY THE PLACER AND ONLY ESSENTIAL PERSONNEL SHALL OCCUPY THE WORK ZONES DURING STRESSING OPERATIONS.
 - 5.7. HAZARD ZONES SHALL BE DEFINED BY THE PLACER AND ONLY ESSENTIAL PERSONNEL SHALL BE ALLOWED DURING STRESSING OPERATIONS AND FOR A PERIOD OF TIME AFTER COMPLETION OF STRESSING OPERATIONS AS DIRECTED BY THE PLACER.
 - 5.8. TOOLS, MATERIALS, AND EQUIPMENT NOT ESSENTIAL TO THE STRESSING OPERATION SHALL BE CLEARED FROM THE WORK AND HAZARD ZONES DURING STRESSING OPERATIONS. STRESSING EQUIPMENT SHALL BE SECURED TO PREVENT FALLING FROM ELEVATED AREAS IN THE EVENT OF A FAILURE.
 - 5.9. REFER TO THE "FIELD PROCEDURES MANUAL FOR UNBONDED SINGLE STRAND TENDONS" BY THE POST-TENSIONING INSTITUTE FOR ADDITIONAL GUIDELINES.

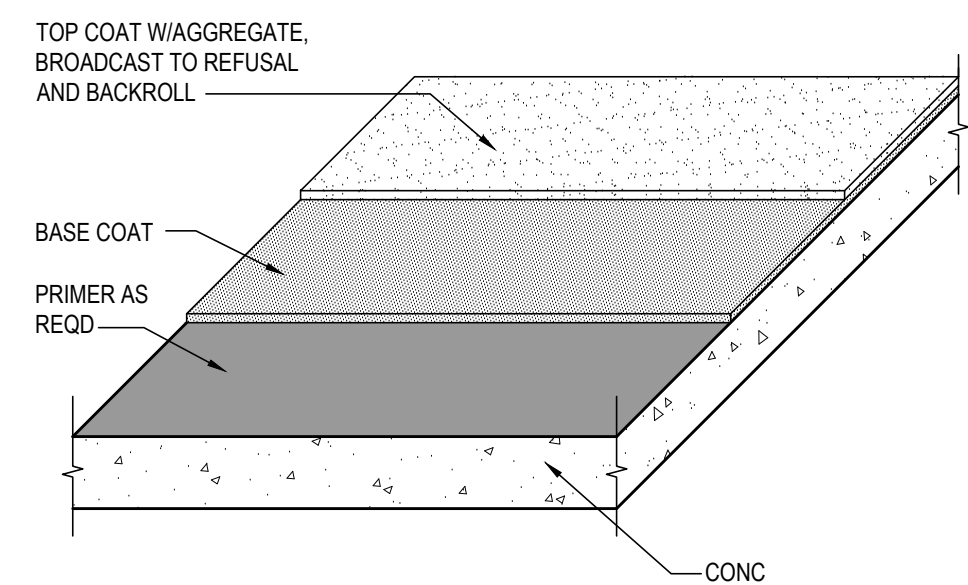


6 PT SHEATHING REPAIR - PT2

N.T.S.

NOTES:

1. PRIOR TO APPLICATION OF THE SPLIT TUBING / OVERLAPPING SHEATHING AND SPIRAL WRAP, ENSURE THE EXPOSED PT STRAND IS THOROUGHLY RECOATED WITH A CORROSION INHIBITIVE PT COATING THAT COMPLIES WITH THE REQUIREMENTS OF PTI AND COR.
2. THE NEW SHEATHING MATERIAL (SPLIT TUBING) AND SPIRAL WRAPPED TAPE SHALL COMPLY WITH PTI RECOMMENDATIONS.
3. IN ACCORDANCE WITH PTIS SPECIFICATION FOR UNBONDED SINGLE STRAND TENDONS, TAPE SHALL BE SELF-ADHESIVE, MOISTURE PROOF, NON-REACTIVE WITH SHEATHING, PT COATING AND PRESTRESSING STEEL, HAVE ELASTIC PROPERTIES, HAVE A MINIMUM WIDTH OF 2 INCHES, AND HAVE A CONTRASTING COLOR TO THE TENDON SHEATHING. APPLICATION OF TAPE SHALL BE SMOOTH SO THAT NO SEAMS, JOINTS, OR TAPE WRINKLES ARE PRESENT.
4. IF NO SIGNIFICANT PORTION OF THE ORIGINAL SHEATHING IS MISSING (SMALL RIPS, NICKS OR CUTS ONLY), CONTRACTOR MAY USE TWO LAYERS OF SPIRAL WRAPPED TAPE EXTENDING 3" BEYOND THE DAMAGE IN BOTH DIRECTIONS ONLY, WITHOUT SPLIT TUBING OR OVERLAPPING SHEATHING.



3 MEMBRANE DETAIL

SCALE: N.T.S.

NOTES:

1. REFERENCE SPECS FOR APPLICATION RATES AND ADDITIONAL INFORMATION.
2. PRIMER AND PER-STRIPPING SHALL BE APPLIED AS PER MANUFACTURERS RECOMMENDATIONS.

PREPARATION:

1. PROTECT PLANTS, VEGETATION, VEHICLES AND PEDESTRIANS WHICH MIGHT BE AFFECTED BY COATING. USE DROP CLOTHS OR MASKING AS REQUIRED.
2. ADHERE TO SPECIFICATIONS AND MANUFACTURERS RECOMMENDATIONS.
3. CLEANING: SURFACES CONTAMINATED WITH OIL OR GREASE SHALL BE VIGOROUSLY SCRUBBED WITH A POWER BROOM AND A STRONG NON-SODIUM DETERGENT. THOROUGHLY WASH, CLEAN, AND DRY. AREAS WHERE OIL OR OTHER CONTAMINANTS PENETRATE DEEP INTO THE CONCRETE MAY REQUIRE REMOVAL BY MECHANICAL MEANS.
4. ALL SURFACE PREPARATION WORK SHALL BE COMPLETED PRIOR TO THE COATING APPLICATION. INSTALLATION OF MEMBRANE SHALL INDICATE ACCEPTANCE OF SURFACE.
5. SHOT BLASTING: REQUIRED SURFACE PREPARATION METHOD FOR REMEDIAL CONSTRUCTION, IS ALSO THE PREFERRED METHOD FOR NEW CONSTRUCTION. MECHANICALLY PREPARE SURFACE BY SHOT BLASTING TO INDUSTRY STANDARD SURFACE TEXTURE (ICRIS CS924).
6. SUBSTRATE SHALL BE TESTED FOR ACCEPTABLE MOISTURE CONTENT.
7. CRACKS AND COLD JOINTS: VISIBLE HAIRLINE CRACKS (UP TO 1/4" IN CONCRETE AND COLD JOINTS SHALL BE CLEANED, PRIMED AS REQUIRED AND TREATED WITH MEMBRANE COATING A MINIMUM DISTANCE OF 2" ON EACH SIDE OF CRACK TO YIELD A TOTAL THICKNESS OF 30 DRY MILS. ALL CRACKS SHALL BE ROUTED AND SEALED. WHERE SEALANT IS USED IT SHALL BE APPLIED TO INSIDE AREA OF CRACK ONLY, NOT APPLIED TO DECK SURFACE. DETAIL SEALED CRACKS WITH MEMBRANE COATING A DISTANCE OF 2" ON EACH SIDE OF CRACK TO YIELD A TOTAL THICKNESS OF 30 DRY MILS.
8. CONTROL DETAIL SEALED JOINTS WITH REINFORCING FABRIC TAPE SET IN MEMBRANE DETAIL COAT A DISTANCE OF 2" ON EACH SIDE OF CRACK, PER TYPICAL DETAIL.
9. FLASHING TAPE: INSTALL FLASHING TAPE OR REINFORCING FABRIC WHERE REQUIRED BY MANUFACTURER PRIOR TO THE APPLICATION OF COATING.
10. SURFACE CONDITIONS: SURFACE SHALL BE CLEAN AND DRY PRIOR TO COATING.

APPLICATION:

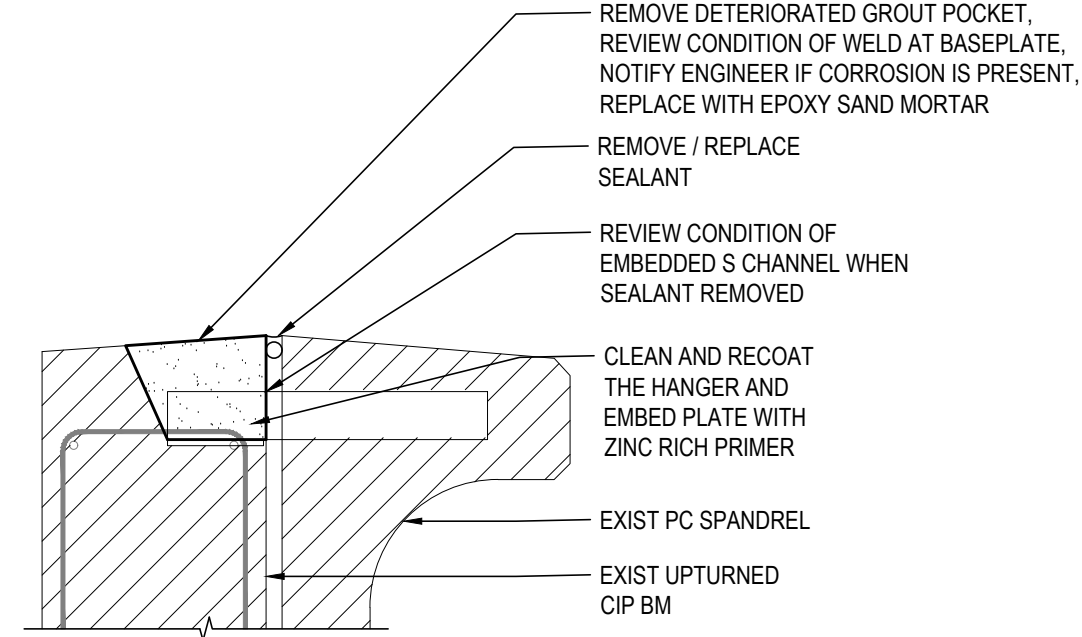
1. ENSURE THE PROPER WET FILM THICKNESS BY THE USE OF A GRID SYSTEM. DIVIDE SURFACE INTO GRIDS AND CALCULATE THE SQUARE FOOTAGE AND REFERENCE MANUFACTURERS COVERAGE CHART TO DETERMINE THE QUANTITY OF MEMBRANE REQUIRED TO ACHIEVE NOTED WET MIL THICKNESS.
2. PRIMER: APPLY PRIMER AT A MINIMUM RATE OF 300 SF/GAL TO ALL CONCRETE AND EXISTING MEMBRANE SURFACES. WITHIN 24 HOURS OF APPLICATION OF PRIMER BASE COAT OR WEARING COURSE MUST BE APPLIED. IF BASE COAT CANNOT BE APPLIED WITHIN 24 HOURS, RE-PRIME.
3. REFERENCE SPECS FOR APPLICATION RATES AND MIL THICKNESS OF BASE COAT AND WEARING COURSES.
4. BASE COAT: EXTEND BASE COAT OVER CRACKS AND JOINTS WHICH HAVE RECEIVED DETAIL TREATMENT.
5. WEARING COURSE: APPLY WEARING COURSE AND IMMEDIATELY BROADCAST SELECTED AGGREGATE, EVENLY DISTRIBUTED INTO WET COATING. FOR HEAVY DUTY APPLICATIONS REPEAT THIS STEP.
6. TOP COAT: FOLLOW MANUFACTURERS APPLICATION RECOMMENDATIONS.
7. MASK OFF AREAS THAT ARE NOT TO RECEIVE TRAFFIC MEMBRANE. CONTRACTOR IS TO RUN STRAIGHT UNIFORM MEMBRANE TERMINATIONS.

PROTECTION:

1. AFTER COMPLETION OF APPLICATION DO NOT ALLOW TRAFFIC ON COATED SURFACES FOR A PERIOD OF AT LEAST 48 HOURS AT 75 °F AND 50% R.H. OR UNTIL COMPLETELY CURED. IF CONDITIONS DO NOT MATCH, CONSULT MANUFACTURER FOR CURE TIME.

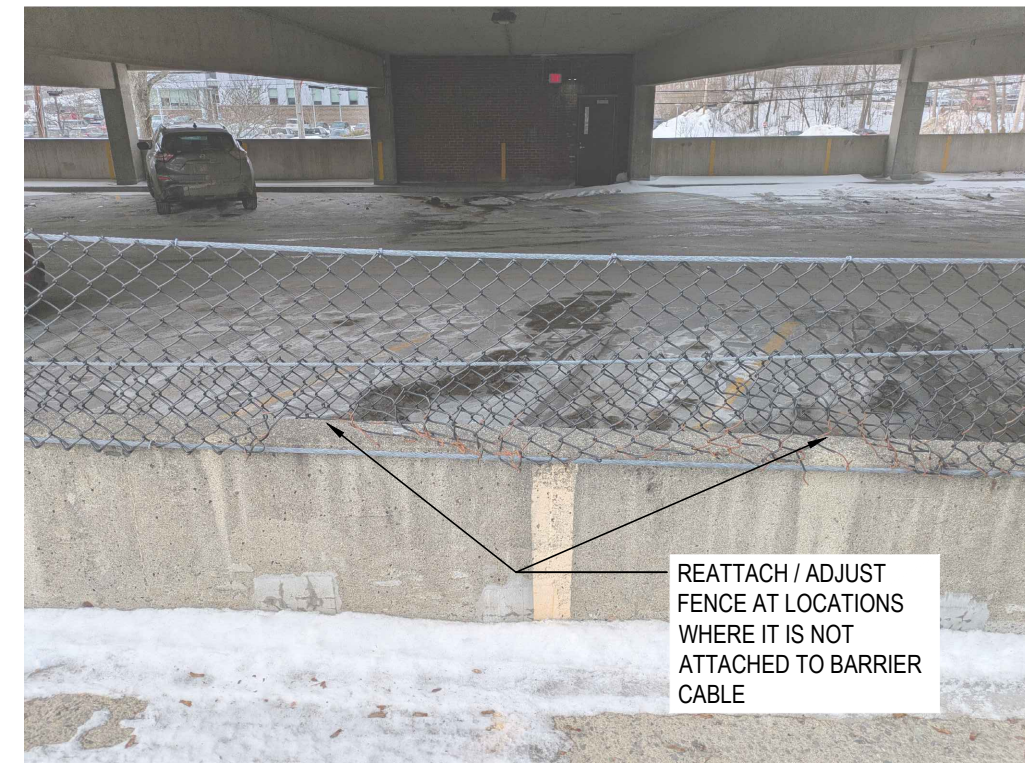
MOCKUP:

1. A 10'X10' SQUARE FOOT MOCKUP OF EACH TYPICAL TRAFFIC MEMBRANE INSTALLATION SHALL BE COMPLETED PRIOR TO COMMENCING WORK FOR EACH SYSTEM. MOCKUP SHALL BE TESTED BY MEMBRANE MANUFACTURER OR SUPPLIER FOR TOTAL SYSTEM THICKNESS AND ADHESION AS PER ASTM D-903.



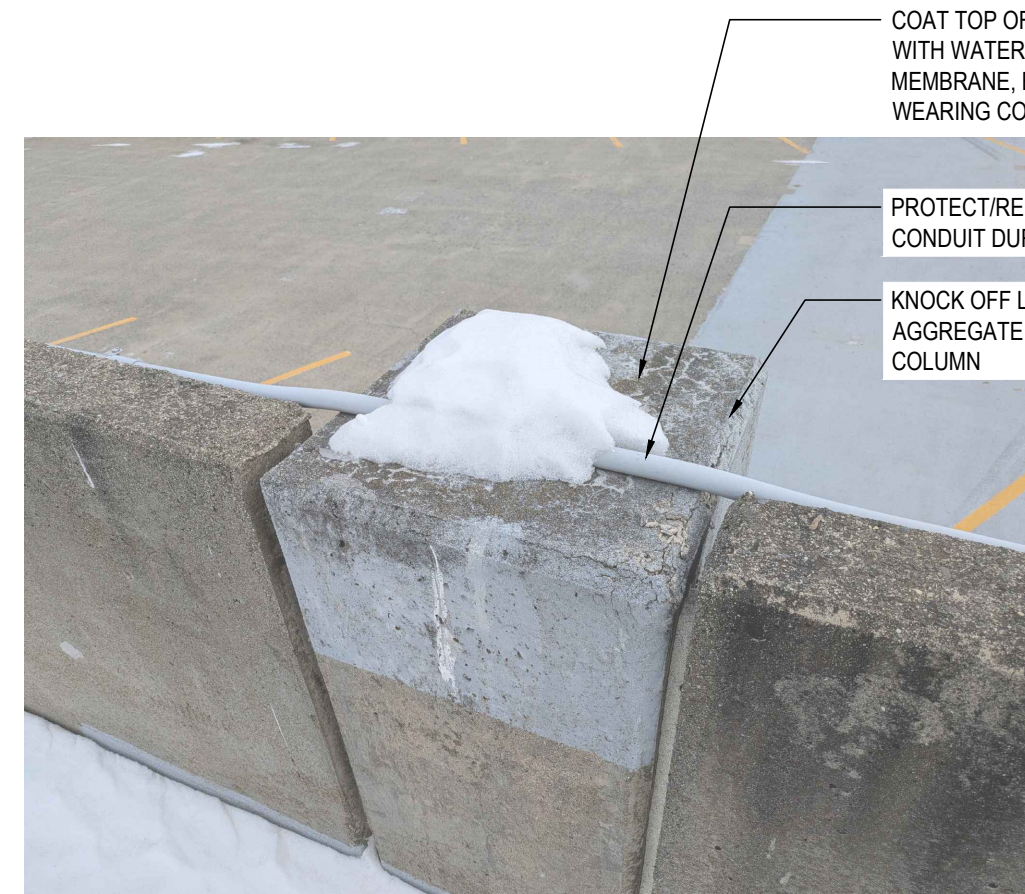
2 SEALANT REPLACEMENT AT PC SPANDRELS

N.T.S.



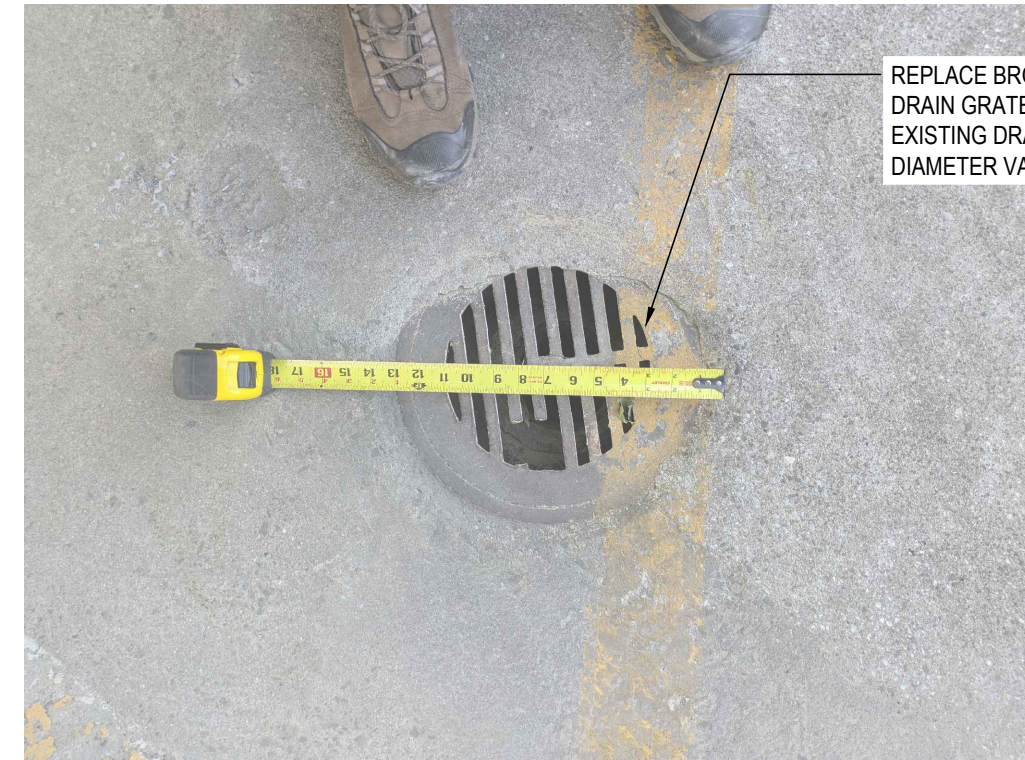
5 PEDESTRIAN FENCE REPAIR

N.T.S.



8 COLUMN TOP REPAIR - TCOL

SCALE: N.T.S.



9 DRAIN GRATE REPLACEMENT

SCALE: N.T.S.

Thornton Tomasetti

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Portland, ME 04101
T:207.245.6060 F:207.245.6061



NO.	DATE	DESCRIPTION
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STATE CAPITAL PARKING GARAGE
2026 REPAIRS
93 SEWALL STREET, AUGUSTA, MAINE

TITLE
REPAIR DETAILS

PROJECT
340110001
SCALE
AS NOTED
DRAWN BY
NEP
DATE
8/31/2024
SHEET NUMBER
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STATE CAPITAL PARKING GARAGE
2026 REPAIRS
93 SEWALL STREET, AUGUSTA, MAINE

TITLE
REPAIR DETAILS

PROJECT
24011000.01
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AS NOTED
DRAWN BY
NDP
DATE
8/31/2026
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