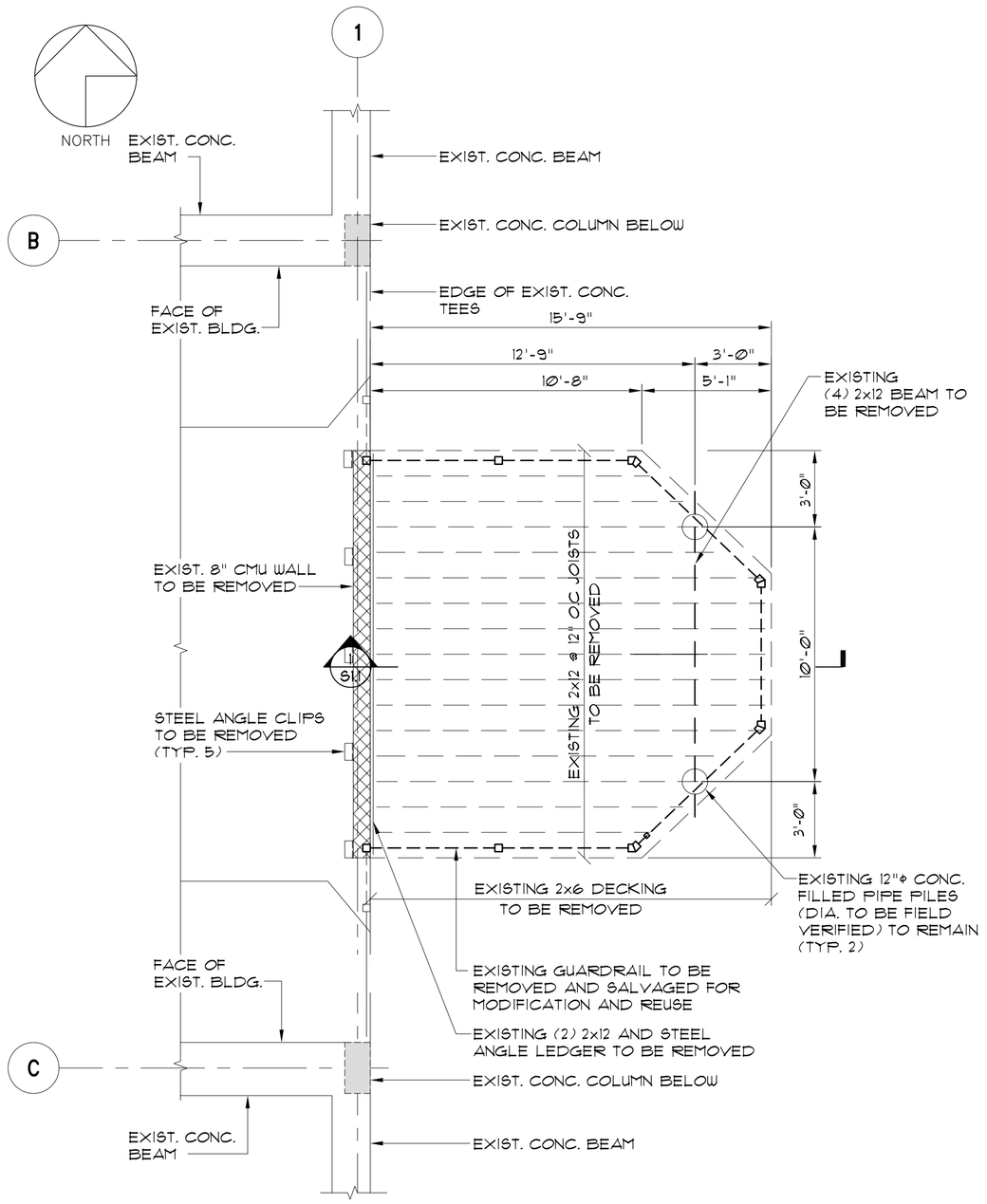
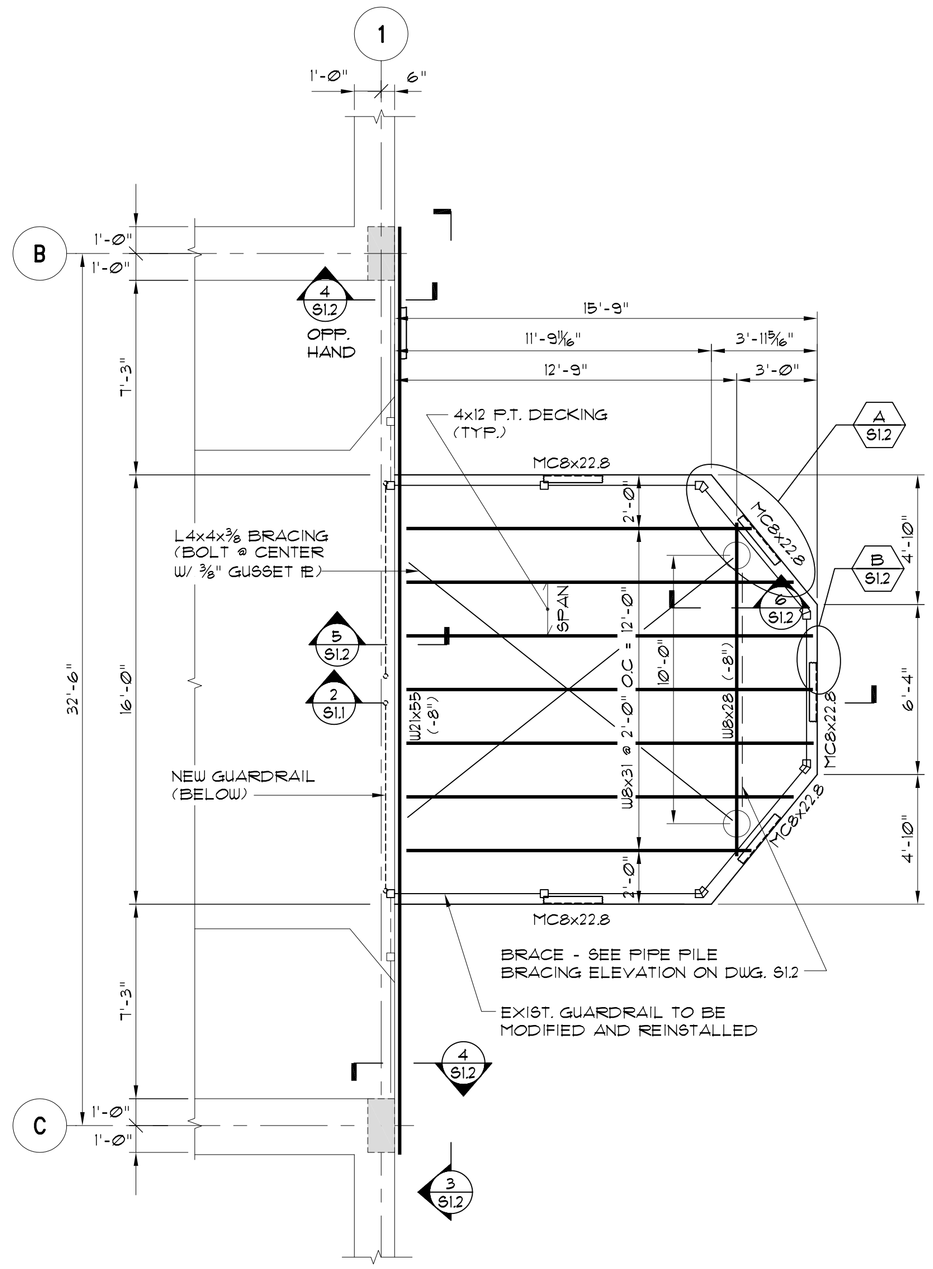


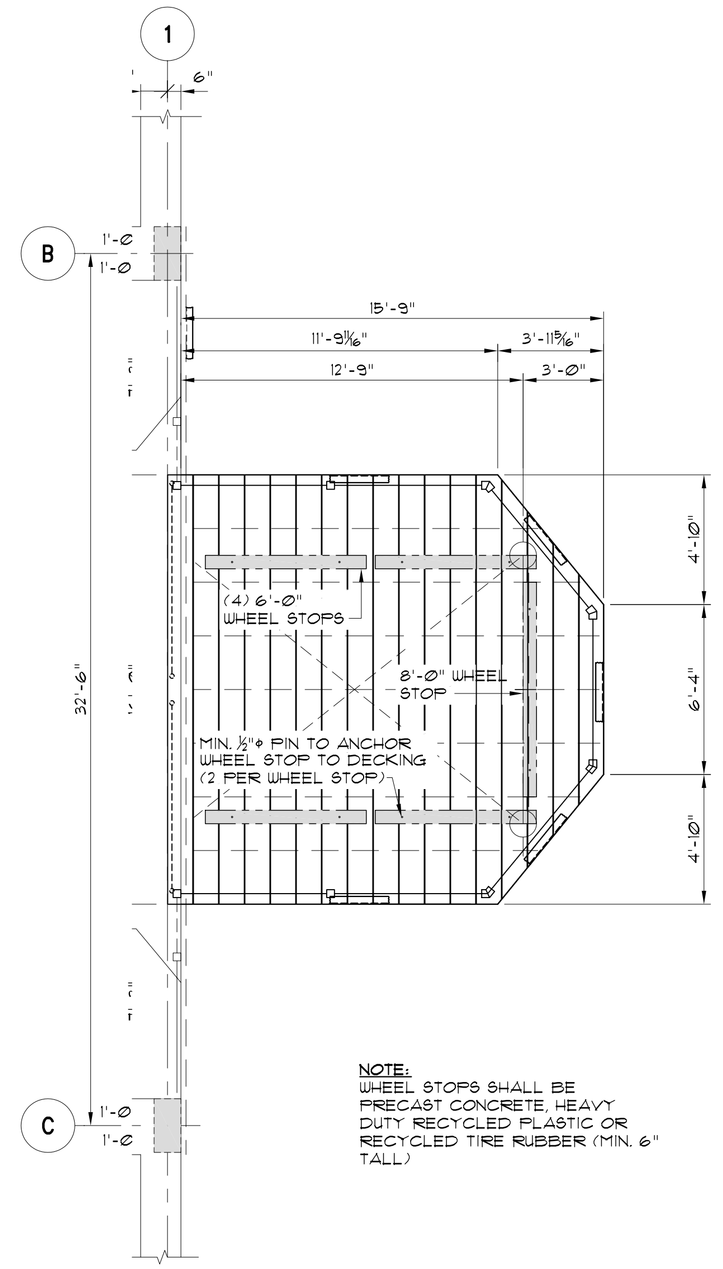
DEMOLITION PLAN

1/4"=1'-0"



FRAMING PLAN

1/4"=1'-0"



NOTE:
WHEEL STOPS SHALL BE PRECAST CONCRETE, HEAVY DUTY RECYCLED PLASTIC OR RECYCLED TIRE RUBBER (MIN. 6" TALL)

WHEEL STOP PLAN

1/4"=1'-0"

GENERAL STRUCTURAL NOTES:

1. DESIGN CODE: 2009 INTERNATIONAL BUILDING CODE.
2. DECK DESIGN LOADS:

   WHEEL LOAD = 19,000# MAXIMUM. DESIGN IS BASED ON GENIE LIFT MODEL S-85 WITH TOTAL WEIGHT OF 38,000#, WHEEL BASE OF 9'-4" AND WHEEL SPACING OF 8'-2". DESIGN IS BASED ON LIFT TRAVELING ONTO THE DECK AT THE CENTER OF THE DECK IN A STRAIGHT LINE. NO TURNING OF THE LIFT OR ITS WHEELS SHALL BE DONE WHILE THE LIFT IS ON THE DECK SURFACE.

   THE DECK GUARD RAIL IS INTENDED FOR PEDESTRIAN PROTECTION ONLY. THE DECK SHALL NOT BE USED FOR LIFT ACCESS WITHOUT THE WHEEL STOPS FIRST BEING INSTALLED ON THE DECK SURFACE.

3. U.N.O.= UNLESS NOTED OTHERWISE.
4. CONTRACTOR SHALL BRING TO THE ATTENTION OF THE ENGINEER ANY CONDITIONS DIFFERENT FROM THOSE SHOWN ON THE DRAWINGS AND SHALL BRING TO THE ATTENTION OF THE ENGINEER ANY CONDITIONS THAT PREVENT CONTRACTOR'S COMPLETION OF THE WORK AS SHOWN ON THE DRAWINGS.
5. THIS PROJECT INVOLVES RENOVATION OF AN EXISTING STRUCTURE. DIMENSIONS SHOWN ON THE DRAWINGS ARE BELIEVED TO BE ACCURATE, BUT CANNOT BE GUARANTEED. MEASURE AND VERIFY ALL DIMENSIONS IN FIELD PRIOR TO FABRICATION AND CONSTRUCTION.
6. CONCRETE FILL FOR PIPE PILES: MINIMUM 28 DAY COMPRESSIVE STRENGTH: 3000 PSI

STRUCTURAL STEEL:

1. DESIGN SPECIFICATION: AISC SPECIFICATION FOR STRUCTURAL STEEL BUILDINGS, 2010.
2. CONSTRUCTION IS AISC TYPE 2. NEW STEEL FRAMING IS NOT FULLY SELF-SUPPORTING AND REQUIRES SUPPORT FROM OTHER STRUCTURAL ELEMENTS. THESE ELEMENTS INCLUDE THE EXISTING CONCRETE FILLED STEEL PIPE PILES AND THE EXISTING CONCRETE DECK STRUCTURE.

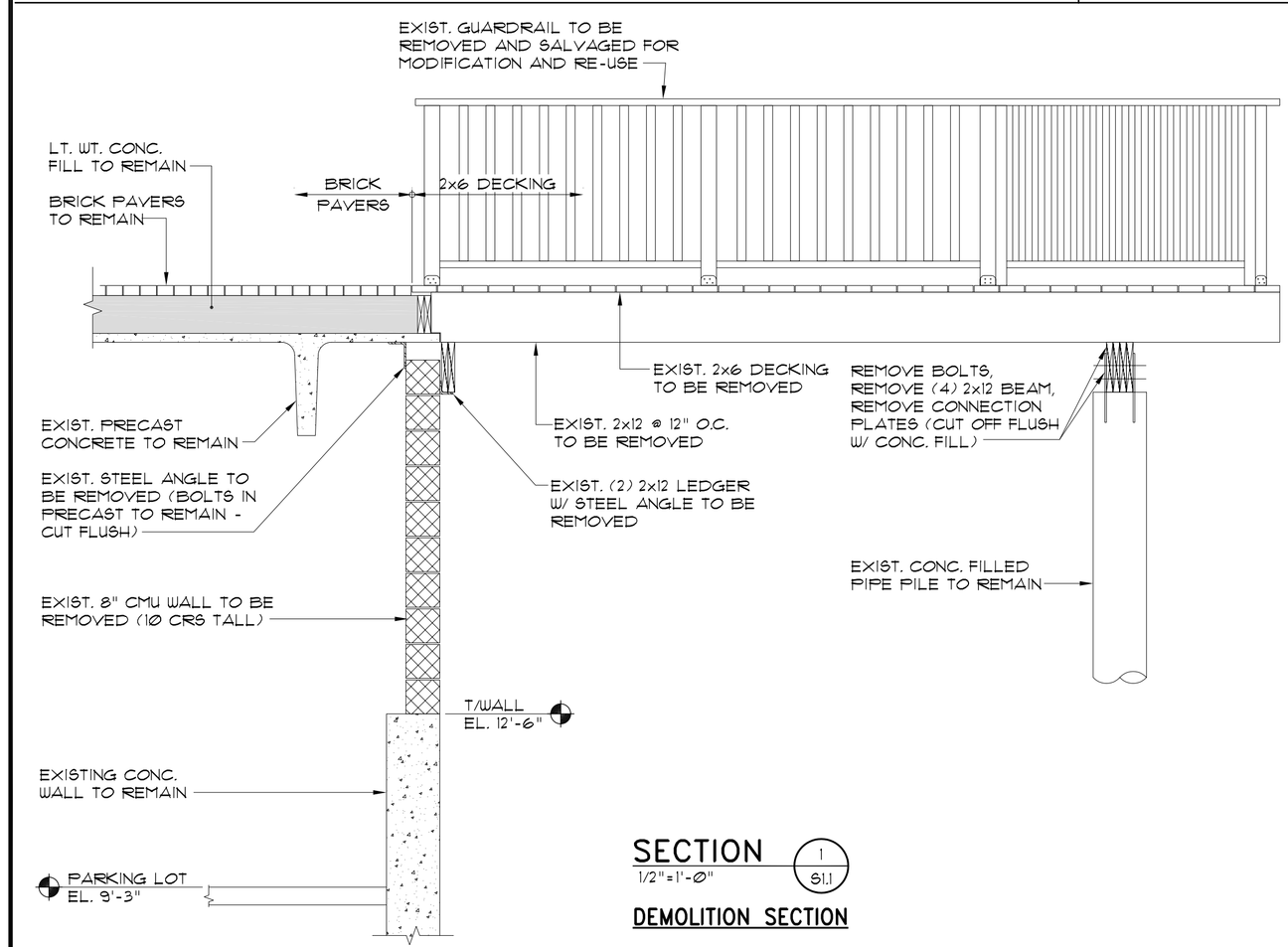
   TEMPORARY SUPPORT FOR THE STEEL FRAMING MUST BE PROVIDED UNTIL THESE ELEMENTS ARE COMPLETE AND CONNECTED TO THE EXISTING STRUCTURAL ELEMENTS. THE STRUCTURAL ENGINEER OF RECORD HAS NOT DESIGNED AND IS NOT RESPONSIBLE FOR TEMPORARY SUPPORT DURING ERECTION.

3. STRUCTURAL STEEL: ASTM A 992 - WIDE FLANGE SHAPES.
   ASTM A36 - ALL OTHER SHAPES AND PLATES.
4. CONNECTIONS: FIELD BOLTED, ASTM A325N BOLTS
   ANCHOR BOLTS: MIN. YIELD 36 KSI
   WELDING: E70 ELECTRODES.
5. DESIGN AND DETAIL SIMPLE SHEAR CONNECTIONS USING "PART 10- DESIGN OF SIMPLE SHEAR CONNECTIONS" IN THE AISC SPECIFICATION FOR STRUCTURAL STEEL BUILDINGS, 2010.
6. CONNECTIONS WITH BOLTS SUBJECT TO SHEAR ONLY ARE DESIGNATED AS SNUG-TIGHT CONNECTIONS REQUIRING WRENCH TIGHTENING ONLY. BOLTS SUBJECT TO TENSION OR SHEAR AND TENSION MUST BE FULLY TIGHTENED. PROVIDE TENSION CONTROL BOLTS FOR FULLY TIGHTENED CONNECTIONS.
7. WHERE BEAM REACTIONS ARE NOT SHOWN, DESIGN AND DETAIL CONNECTIONS FOR ONE-HALF OF THE ALLOWABLE LOAD CARRYING CAPACITY OF THE BEAM BUT NOT LESS THAN 6 KIPS SERVICE LOAD.
8. PROVIDE MINIMUM OF 2 BOLTS FOR CONNECTIONS TO BRACING UNLESS SHOWN OTHERWISE.

WOOD FRAMING NOTES:

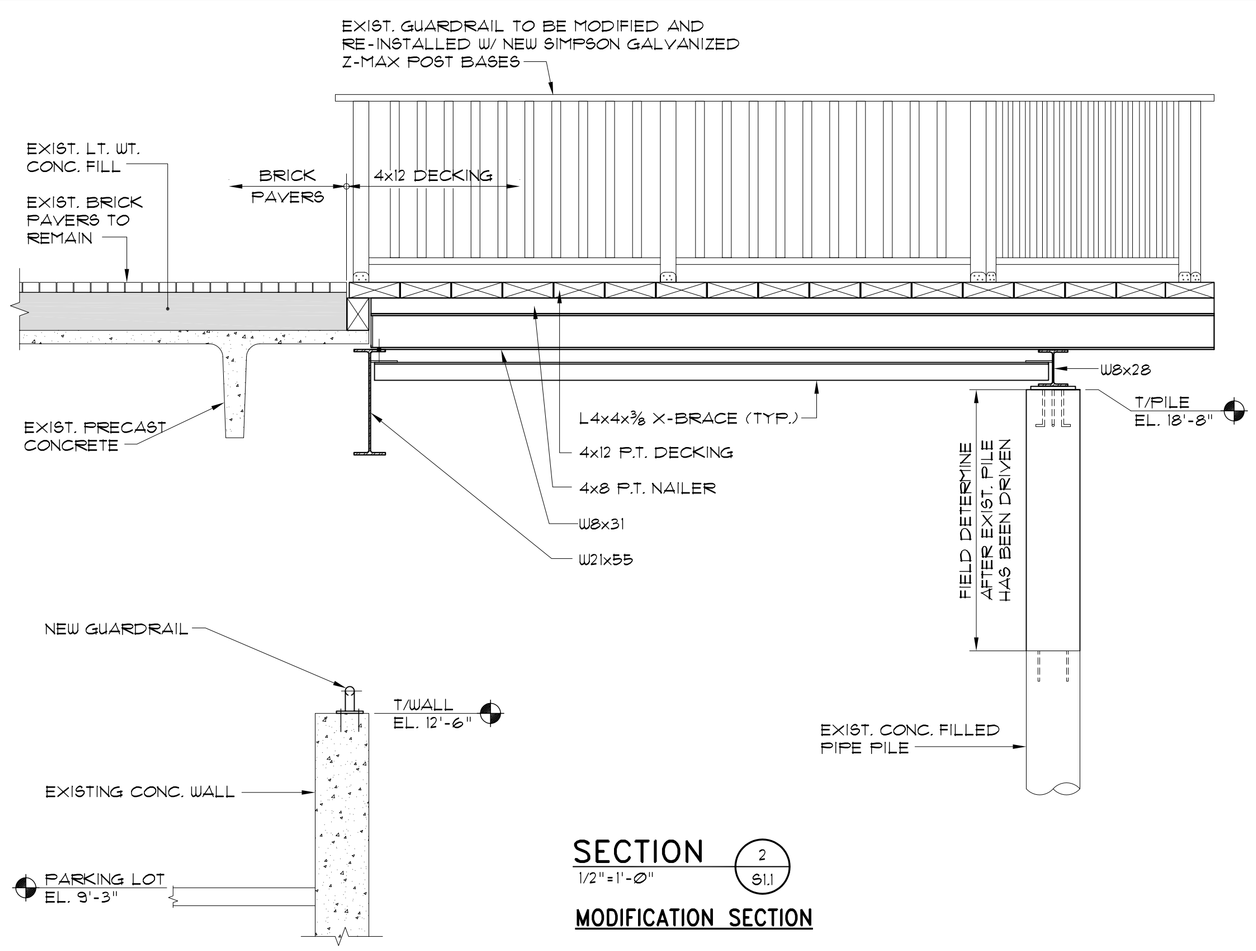
1. TIMBER DECKING: NO. 1 OR BETTER SOUTHERN PINE, 19% MAX. MOISTURE CONTENT.
2. TIMBER BLOCKING: NO. 2 OR BETTER SOUTHERN PINE, 19% MAX. MOISTURE CONTENT.

   LUMBER SIZES SHOWN ON THE DRAWINGS ARE NOMINAL SIZES.
3. DESIGN CODE: NATIONAL DESIGN SPECIFICATIONS FOR WOOD CONSTRUCTION BY THE AMERICAN FOREST & PAPER ASSOCIATION.
4. FASTENERS: HOT DIPPED GALVANIZED.
5. NAILING REQUIREMENTS FOR FLOOR DECKING: USE ¼" DIAMETER (MINIMUM) TO 3/8" DIAMETER (MAXIMUM) SPIKES, 7" LONG, DRIVEN AT A SLIGHT ANGLE TO THE DECKING, 2 SPIKES PER DECKING BOARD, IN PRE-DRILLED HOLES TO PREVENT SPLITTING.



SECTION 1/S1.1 (1/2"=1'-0")

DEMOLITION SECTION



SECTION 2/S1.1 (1/2"=1'-0")

MODIFICATION SECTION

REV.	DATE	DESCRIPTION

DIRIGO MANAGEMENT COMPANY
PORTLAND, MAINE

CHANDLERS WHARF CONDOMINIUMS
PORTLAND, MAINE

PINKHAM&GREER
CONSULTING ENGINEERS
28 VANNAH AVENUE
PORTLAND, MAINE

OVERLOOK DECK PROJECT
PLANS, & SECTIONS

STATE OF MAINE — JAMES A. MORAN III — No. 4587 — PROFESSIONAL ENGINEER
11-05-12

SCALE:	AS SHOWN	DRN BY:	MJB
DATE:	NOVEMBER 5, 2012	DESG BY:	JAM III
PROJECT:	12312	CHK BY:	JAM III

S1.1